

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[ 48 ]
	*SHRP SECTION ID	[ 1130 ]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 01 / 15 / 2003 ]
- \* TYPE OF EQUIPMENT CALIBRATED    WIM    CLASSIFIER    BOTH ☒
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT    RESEARCH  
   EQUIPMENT REPLACEMENT    TRAINING  
   DATA TRIGGERED SYSTEM REVISION    NEW EQUIPMENT INSTALLATION  
   OTHER (SPECIFY)
- \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
   BARE ROUND PIEZO CERAMIC    BARE FLAT PIEZO    BENDING PLATES  
   CHANNELIZED ROUND PIEZO    LOAD CELLS    QUARTZ PIEZO  
   CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS    CAPACITANCE PADS  
☒ OTHER (SPECIFY) Piezo Class 1 Thermo Coax
- EQUIPMENT MANUFACTURER Hestia Electronic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* CALIBRATION TECHNIQUE USED:  
   TRAFFIC STREAM --    STATIC SCALE (Y/N) ☒ TEST TRUCKS  
   NUMBER OF TRUCKS COMPARED    NUMBER OF TEST TRUCKS USED

	002 PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	5	1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2		
3 - OTHER (DESCRIBE)	3		

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW -16.0 STANDARD DEVIATION 6.5  
 DYNAMIC AND STATIC SINGLE AXLES -20.9 STANDARD DEVIATION 15.9  
 DYNAMIC AND STATIC DOUBLE AXLES    STANDARD DEVIATION
- 02 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 46-47
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
   VIDEO    MANUAL    PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT    TIME    NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9    FHWA CLASS     
 \*\*\* FHWA CLASS 8    FHWA CLASS     
 FHWA CLASS     
 FHWA CLASS     
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:	
CONTACT INFORMATION:	rev. November 9, 1999

ENTERED JUN 14 2005 NM  
 ENTERED JUN 14 2005 NM

7.2  
 6/8/05

ENTERED JUN 03 2009 KS

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[ 48 ]
	*SHRP SECTION ID	[ 1130 ]

# 1. ANNUAL TRAFFIC ESTIMATES

* YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCK AADT LTPP LANE	*ESTIMATED ESAL'S/YR LTPP LANE (1000'S)
2003	_____	_____	_____	205	65

## 2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)

- ☐ Growth factored last year's estimate. (6)  
☐ Estimated based on volume counts at nearby locations (3)  
☐ Used computerized network analyses.(4)  
☐ Factored a single count taken this year at the LTPP site. (1)  
☐ Average multiple counts taken this year at the LTPP site. (2)  
☐ Average and factored multiple count taken this year at the LTPP site. (5)  
☐ Used flow maps. (7)  
☐ Other: (8) \_\_\_\_\_

## 3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)

- ☐ Used system average from counts taken this year. (6)  
☐ Used count data from nearby sites. (3)  
☐ Used count data from previous years at the LTPP site. (7)  
☐ Used system averages from previous years. (9)  
☐ Used computerized network analyses. (4)  
☐ Used a single count taken this year at the LTPP site. (5)  
☐ Factored a single count taken this year at the LTPP site. (4)  
☐ Averaged multiple counts taken this year at the LTPP site. (2)  
☐ Other: (10) \_\_\_\_\_

## 4. METHOD FOR ESTIMATEING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)  
☐ Based on actual lane count data. (1)  
☐ Other: (3) \_\_\_\_\_

## \*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE AADT

- ☐ System distribution factors. (2)  
☐ Based on actual lane count data. (1)  
☒ Other: (3) Projected from available data

## \*6. METHOD FOR ESTIMAING ESAL/YEAR IN LTPP LANE

- ☐ ESAL/Truck factor (1)  
☐ ESAL/Vehicle class. (2) (No. of classes) \_\_\_\_\_  
☐ ESAL/Axle(3) Sing. \_\_\_\_\_ Tand. \_\_\_\_\_ Tri. \_\_\_\_\_  
☒ Other: (3) Projected from available data

## 7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)  
☐ Weight data from system averages this year. (3)  
☐ Weight data from systemaverages prior years. (4)  
☐ Weight data from historic W-4 Tables used. (5)  
☐ Other: (6) \_\_\_\_\_

## 8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)  
☐ Static scale used for enforcement. (2)  
☐ Static scale not used for enforcement. (3)  
☐ Other: (4) \_\_\_\_\_

NAME OF PREPARER	Dan YE	PHONE #	512-977-1845
DATE PREPARED	7/25/2008	REV.	February 21, 2000

ENTERED OCT 07 2008 C G G