

<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	[ 1169 ]

# 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)
1999				207	83

## 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 system averages 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

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ <u>  48  </u> ] *STATE CODE [ <u>  48  </u> ] *SHRP SECTION ID [ <u>  1169  </u> ]
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### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04/27/1999 ]
2. \* TYPE OF EQUIPMENT CALIBRATED    WIM    CLASSIFIER    BOTH ☒
3. \* REASON FOR CALIBRATION
 

<input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<u>  </u> RESEARCH
<u>  </u> EQUIPMENT REPLACEMENT	<u>  </u> TRAINING
<u>  </u> DATA TRIGGERED SYSTEM REVISION	<u>  </u> NEW EQUIPMENT INSTALLATION
<u>  </u> OTHER (SPECIFY) _____	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<input checked="" type="checkbox"/> BARE ROUND PIEZO CERAMIC	<u>  </u> BARE FLAT PIEZO	<u>  </u> BENDING PLATES
<input checked="" type="checkbox"/> CHANNELIZED ROUND PIEZO	<u>  </u> LOAD CELLS	<u>  </u> QUARTZ PIEZO
<u>  </u> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<u>  </u> CAPACITANCE PADS
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>PICZO</u>		
5. EQUIPMENT MANUFACTURER UNKNOWN

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
 

<u>  </u> TRAFFIC STREAM	<u>  </u> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<u>  </u> NUMBER OF TRUCKS COMPARED	<u>002</u>	NUMBER OF TEST TRUCKS USED

	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	9	jk
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	9	5/28/09
3 - OTHER (DESCRIBE)	3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	17.2
DYNAMIC AND STATIC SINGLE AXLES	13.4
DYNAMIC AND STATIC DOUBLE AXLES	14.5
STANDARD DEVIATION	12.4
STANDARD DEVIATION	11.3
STANDARD DEVIATION	12.0
8. 05 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 34 54
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

### CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 

<u>  </u> VIDEO	<u>  </u> MANUAL	<u>  </u> PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT    TIME    NUMBER OF TRUCKS
14. 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 02 2009 KS