

<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	[ 2176 ]

# 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)
<u>2004</u>	_____	_____	_____	<u>110</u>	<u>19</u>

## 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)  
\_\_\_\_ x 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.\_\_\_\_  
\_\_\_\_ x Other: (4) 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 E Joe Kim  
DATE PREPARED 6/11/2009

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REV. February 21, 2000

ENTERED JUN 11 2009 K S

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ ] *STATE CODE [48] *SHRP SECTION ID [2176]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/27/2004]
2. \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
4. \* 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 Thermocox
5. EQUIPMENT MANUFACTURER Hestia Electronic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED ☐ 2 NUMBER OF TEST TRUCKS USED

3 PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	6	1
2	6	1
3		

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

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW - 6.3 STANDARD DEVIATION 4.4  
 DYNAMIC AND STATIC SINGLE AXLES - 26.5 STANDARD DEVIATION 1.8  
 DYNAMIC AND STATIC DOUBLE AXLES 4.6 STANDARD DEVIATION 5.7
8. 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 - 55 90 - 95
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
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 MAR 21 2006 RG

ENTERED APR 23 2009 GW