

<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	[ 3559 ]

# 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)
1998				199	91

## 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 compouterized 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)

ENTERED APR 08 2009 J P M

ENTERED APR 17 2009 J P M

NAME OF PREPARER	Dan YE	PHONE #	512-977-1845
DATE PREPARED	2/16/2009	REV. February 21, 2000	



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[48]
	*SHRP SECTION ID	[3559]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/03/1998
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):  
6/3/09 ☒ 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) PRO
5. EQUIPMENT MANUFACTURER UNKNOWN

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED  

	<u>000</u> PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	_____	_____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW 15.9 STANDARD DEVIATION 17.0  
 DYNAMIC AND STATIC SINGLE AXLES 18.3 STANDARD DEVIATION 22.3  
 DYNAMIC AND STATIC DOUBLE AXLES 17.8 STANDARD DEVIATION 12.3
8. 03 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 54 56
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:  
☐ 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 JUN 03 2009 SK

REMOVED DEC 23 2003 M