

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	
	*STATE CODE	[48]
	*SHRP SECTION ID	[3719]

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				864	488

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)

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DATE PREPARED	7/25/2008	REV. February 21, 2000	

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<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[]
	*STATE CODE	[48]
	*SHRP SECTION ID	[3719]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07 / 24 / 2003]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER ✓ BOTH
3. * REASON FOR CALIBRATION
- | | |
|---|-------------------------------------|
| <u>✓</u> 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) <u> </u> | |
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- KDS 6/3/09
- | | | |
|---|---------------------------|---------------------------|
| <u>✓</u> BARE ROUND PIEZO CERAMIC | <u> </u> BARE FLAT PIEZO | <u> </u> BENDING PLATES |
| <u> </u> CHANNELIZED ROUND PIEZO | <u> </u> LOAD CELLS | <u> </u> QUARTZ PIEZO |
| <u> </u> CHANNELIZED FLAT PIEZO | <u>✓</u> INDUCTANCE LOOPS | <u> </u> CAPACITANCE PADS |
| <u>✓</u> OTHER (SPECIFY) <u>Piezo Class 1 Thermo Coax</u> | | |
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 0 0 1 NUMBER OF TEST TRUCKS USED

0 0 2 PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	5	1
2		
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 5.1 - 0.5 STANDARD DEVIATION 00.6
- DYNAMIC AND STATIC SINGLE AXLES 13.9 - 6.8 STANDARD DEVIATION 10.6
- DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION

8. 0 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 48 - 54

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 OCT 30 2003 M

ENTERED JUN 14 2005 NM

ENTERED JUN 03 2009 KS