

<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	[ 3769 ]

# 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				404	154

## 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

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1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 09/09/2003

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

6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_\_ TRAFFIC STREAM -- \_\_\_\_ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
 \_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_ 1 NUMBER OF TEST TRUCKS USED

5 PASSES PER TRUCK		
TYPE PER FHWA 13 BIN SYSTEM	TRUCK	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	6
3 - OTHER (DESCRIBE)	2	
	3	

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | MEAN DIFFERENCE BETWEEN ---     |                            |
|---------------------------------|----------------------------|
| DYNAMIC AND STATIC GVW          | <u>5.5</u> <sup>3.0</sup>  |
| DYNAMIC AND STATIC SINGLE AXLES | <u>9.7</u> <sup>-7.2</sup> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>6.1</u>                 |
- | STANDARD DEVIATION              |                           |
|---------------------------------|---------------------------|
| DYNAMIC AND STATIC GVW          | <u>3.6</u> <sup>7.6</sup> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>4.2</u> <sup>7.8</sup> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>3.6</u>                |

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_  
\_\_\_\_\_
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:

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

VIDEO	MANUAL	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:

rev. November 9, 1999

ENTERED APR 30 2004 RG

RECEIVED JUN 14 2005