

| | | |
|---|--------------------|----------|
| SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [48] |
| | *SHRP SECTION ID | [3779] |

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 | | | | 704 | 857 |

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

| | | |
|--|--------------------|---------|
| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [48] |
| | *STATE CODE | [377] |
| | *SHRP SECTION ID | [377] |

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/09/1998]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION

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

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

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

| | | |
|---|---|---|
| <input type="checkbox"/> TRAFFIC STREAM | <input type="checkbox"/> STATIC SCALE (Y/N) | <input checked="" type="checkbox"/> TEST TRUCKS |
| _____ NUMBER OF TRUCKS COMPARED | | <u>001</u> NUMBER OF TEST TRUCKS USED |

| | | | |
|--------------------------------------|------------------|-------|------------|
| | 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 | <u>16.3</u> | STANDARD DEVIATION <u>22.8</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>17.4</u> | STANDARD DEVIATION <u>23.6</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>17.1</u> | STANDARD DEVIATION <u>21.8</u> |
8. 04 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 61 68
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:

| | | |
|--------------------------------|---------------------------------|---|
| <input type="checkbox"/> VIDEO | <input type="checkbox"/> MANUAL | <input type="checkbox"/> 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 KS

ENTERED FEB 2 2010 JPM

W4007 10 MAY 2009