

<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	[ 5035 ]

# 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				1,538	794

## 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: (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)

ENTERED JUN 11 2009 K S

NAME OF PREPARER E Joe Kim  
DATE PREPARED 6/11/2009

PHONE # 512-977-1800  
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	[5035]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/29/2003]
- \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT RESEARCH  
☐ EQUIPMENT REPLACEMENT TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 KDS 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) Piezo Class 1 Thermo Coax
- EQUIPMENT MANUFACTURER Hestia Electronic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED 00 NUMBER OF TEST TRUCKS USED

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

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW -0.1  
 DYNAMIC AND STATIC SINGLE AXLES -1.2 -5.1 STANDARD DEVIATION 2.2  
 DYNAMIC AND STATIC DOUBLE AXLES -5.1 STANDARD DEVIATION 2.1
- 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 57

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_

- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT TIME NUMBER OF TRUCKS
- 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 D  
 ENTERED JUN 14 2005 NM

K S

ENTERED JUN 03 2009