

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[]
	*STATE CODE	[48]
	*SHRP SECTION ID	[9005]

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)
2000				173	32

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 system averages 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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [<u>48</u>] *STATE CODE [<u>48</u>] *SHRP SECTION ID [<u>9003</u>]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0320/2000]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH ☒
3. * REASON FOR CALIBRATION

<input checked="" type="checkbox"/> 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):

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

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

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

	TRUCK	TYPE	PASSES PER TRUCK	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u> </u>	<u> </u>	<u> </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> </u>	<u> </u>	<u> </u>
3 - OTHER (DESCRIBE)	3	<u> </u>	<u> </u>	<u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN --		
DYNAMIC AND STATIC GVW	<u>5.67</u>	STANDARD DEVIATION <u>2.0</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>5.5</u>	STANDARD DEVIATION <u>3.9</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>8.5</u>	STANDARD DEVIATION <u>3.1</u>
8. 07 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) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

CLASSIFIER TEST SPECIFICS***

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

<u> </u> VIDEO	<u> </u> MANUAL	<u> </u> 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	<u> </u>	FHWA CLASS	<u> </u>
*** FHWA CLASS 8	<u> </u>	FHWA CLASS	<u> </u>
		FHWA CLASS	<u> </u>
		FHWA CLASS	<u> </u>

*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:
CONTACT INFORMATION:

rev. November 9, 1999

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