

file: 600.12.4.9.12

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID [117]
	*STATE CODE [0 8]
	*SHRP SECTION ID [0 2 0 0]

INTERSTATE 76, EB, MP 18.4

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 TRUCKS AADT LTPP LANE	*ESTIMATED ESAL'S/YR LTPP LANE (1000'S)
2006	22600	4770	10170	2147	2218

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 averages 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: (9)

4. METHOD FOR ESTIMATING 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 data count. (1)
☐ Other: (3)

*6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE

- ☐ ESAL/Truck factor (1)
☒ ESAL/Vehicle class. (2) (No. of classes) 3
☐ ESAL/Axle(3) Sing Tand Tri
☐ Other: (4)

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)

NAME OF PREPARER: Elizabeth Stolz

PHONE # (303) 757-9495

DATE PREPARED: April 10, 2007

rev. March 12, 2001

ENTERED JUL 10 2007
ZSK

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [____] *STATE CODE [_0_8_] *SHRP SECTION ID [_0_2_0_0_]
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080250

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_0_6_ / _2_8_ / _2_0_0_6_]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION

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

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

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	<input type="checkbox"/> NUMBER OF TRUCKS COMPARED <input type="checkbox"/> NUMBER OF TEST TRUCKS USED
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TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	<table style="width: 100%; border: none;"> <tr> <th style="text-align: left;">TRUCK</th> <th style="text-align: left;">TYPE</th> <th style="text-align: left;">SUSPENSION</th> </tr> <tr> <td>1</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>2</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>3</td> <td>_____</td> <td>_____</td> </tr> </table>	TRUCK	TYPE	SUSPENSION	1	<u> 9 </u>	<u> 1 </u>	2	<u> 9 </u>	<u> 1 </u>	3	_____	_____
TRUCK	TYPE	SUSPENSION											
1	<u> 9 </u>	<u> 1 </u>											
2	<u> 9 </u>	<u> 1 </u>											
3	_____	_____											
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	STANDARD DEVIATION <u> 1.8 </u>
DYNAMIC AND STATIC SINGLE AXLES	STANDARD DEVIATION <u> 3.2 </u>
DYNAMIC AND STATIC DOUBLE AXLES	STANDARD DEVIATION <u> 3.1 </u>
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 - 60, 61 - 69, 70 +
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3.675
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:
___ VIDEO x MANUAL ___ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME x NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	___ 0.0 ___	FHWA CLASS	___	___	___	___
*** FHWA CLASS 8	___	FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC Engineering & Consulting, Inc.</u>
CONTACT INFORMATION: <u>301-210-5105</u> rev. November 9, 1999

ENTERED OCT 04 2006

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*** FHWA CLASS 8	___	FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

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 FHWA CLASS ___ ___ ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ ___ 0.0 ___

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [0 8] *SHRP SECTION ID [0 2 0 0]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 6 / 2 7 / 2 0 0 6]
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) LTPP Validation
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) _____
5. EQUIPMENT MANUFACTURER _____ IRD/PAT Traffic _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ NUMBER OF TRUCKS COMPARED ☐ 2 NUMBER OF TEST TRUCKS USED

☐ 2 0 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
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 3.3 STANDARD DEVIATION 2.4
DYNAMIC AND STATIC SINGLE AXLES 3.1 STANDARD DEVIATION 2.8
DYNAMIC AND STATIC DOUBLE AXLES 3.3 STANDARD DEVIATION 3.2
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 - 60, 61 - 69, 70 +
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3 6 7 5
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

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FHWA CLASS ___ ___

FHWA CLASS ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

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