

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)
2012	29000	5200	13050	2340	1545

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: Leo Livecchi
DATE PREPARED: April 16, 2013

PHONE # (303) 757-9498
rev. March 12, 2001

ENTERED
4-24-13

Traffic Sheet 16	STATE CODE: 08
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: 080200
SITE CALIBRATION SUMMARY	DATE (mm/dd/yyyy) 2/21/2012

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 2/21/12
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c. _____
- b. Bending Plates d. _____
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: _____
- Number of Test Trucks Used: 2
- Passes Per Truck: 20
- | Type | Drive Suspension | Trailer Suspension |
|-------------------|------------------|--------------------|
| Truck 1: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 2: <u>9</u> | <u>air</u> | <u>air</u> |
| Truck 3: _____ | _____ | _____ |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>0.4%</u>	Standard Deviation:	<u>1.4%</u>
Dynamic and Static Single Axle:	<u>1.2%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Double Axles:	<u>0.2%</u>	Standard Deviation:	<u>2.2%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low	High	Runs
a. <u>Low</u>	<u>63.0</u>	<u>67.7</u>	<u>16</u>
b. <u>Medium</u>	<u>67.8</u>	<u>72.4</u>	<u>13</u>
c. <u>High</u>	<u>72.5</u>	<u>77.0</u>	<u>11</u>
d. _____	_____	_____	_____
e. _____	_____	_____	_____

ENTERED

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	08
	SPS WIM ID:	080200
	DATE (mm/dd/yyyy)	2/21/2012

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3470 3635

11. IS AUTO- CALIBRATION USED AT THIS SITE? No
 If yes , define auto-calibration value(s):

CLASSIFIER TEST SPECIFICS

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

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	0.0	FHWA Class	-	
FHWA Class 8:	150.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.9%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:	<u>Dean Wolf</u>
Contact Information:	Phone: <u>717-975-3550</u>
	E-mail: <u>dwolf@ara.com</u>

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES					STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 2/21/2012				
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Count - 116 Time = 1:55:57 Trucks (4-15) - 100 Class 3s - 16

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
78	9	41633	78	9	64	9	41735	64	9
75	9	41638	76	9	80	5	41737	81	5
57	5	41640	58	3	70	5	41739	70	5
68	9	41641	68	9	70	9	41741	70	9
67	9	41644	68	9	65	11	41742	66	11
77	5	41652	76	3	72	3	41743	72	3
78	3	41653	80	3	63	9	41745	63	9
67	5	41654	77	5	67	9	41746	67	9
68	9	41659	68	9	64	15	41751	65	9
64	9	41662	65	9	50	9	41752	50	9
75	9	41673	74	9	73	3	41754	73	3
78	5	41675	79	5	50	9	41756	49	9
74	9	41676	75	9	67	11	41758	68	11
75	5	41681	75	3	65	6	41759	65	6
52	6	41682	52	6	66	9	41765	67	9
78	5	41684	79	5	64	9	41768	63	9
65	11	41705	67	11	68	9	41772	69	9
68	9	41706	69	9	69	9	41773	69	9
64	11	41707	65	11	67	11	41774	67	11
70	9	41718	70	9	59	9	41776	70	9
67	5	41719	65	3	62	9	41783	62	9
65	9	41722	65	9	65	9	41786	65	9
68	9	41725	68	9	71	4	41797	71	6
70	9	41726	69	9	73	8	41800	75	3
65	11	41730	65	11	65	9	41801	65	9

Sheet 1 - 0 to 50

Start: 8:33:34

Stop: 9:19:36

Recorded By: ar

Verified By: djw

Validation Test Truck Run Set - Pre

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 2/21/2012
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
76	5	41803	78	5	81	3	41897	80	3
74	4	41804	76	4	66	9	41901	65	9
67	9	41805	67	9	73	9	41902	74	9
68	5	41807	69	5	71	3	41907	71	3
67	9	41808	69	9	70	9	41908	71	9
67	9	41812	67	9	66	9	41909	68	9
69	9	41814	71	9	55	8	41910	55	8
67	9	41823	66	9	77	9	41911	79	9
73	5	41824	75	3	77	5	41912	78	5
65	9	41825	67	9	59	9	41913	58	9
66	6	41832	66	6	63	9	41915	63	9
60	9	41842	60	9	75	9	41918	75	9
75	9	41844	76	9	60	9	41921	60	9
73	9	41847	73	9	64	9	41922	62	9
65	9	41849	65	9	71	9	41923	71	9
67	9	41851	72	9	66	11	41924	66	11
70	9	41852	70	9	68	9	41936	69	9
64	9	41861	64	9	64	8	41937	64	3
72	9	41862	72	9	67	8	41938	67	5
60	9	41865	67	9	70	9	41945	70	9
60	3	41891	63	3	69	9	41969	70	9
70	9	41892	69	9	72	9	41972	72	9
75	9	41894	76	9	72	5	41973	73	3
64	9	41895	64	9	68	9	41975	69	9
72	6	41896	71	6	73	5	41979	73	3

Sheet 2 - 51 to 100

Start: 9:20:11

Stop: 10:21:08

Recorded By: ar

Verified By: djw

Validation Test Truck Run Set - Pre

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 2/21/2012
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
72	5	41980	74	3					
78	9	41981	79	5					
67	9	41984	66	9					
70	9	41985	70	9					
66	9	41988	66	9					
76	9	41990	76	9					
61	9	41991	61	9					
72	9	41992	72	9					
68	9	41993	69	9					
73	9	41994	75	9					
72	9	41995	72	9					
62	9	41998	62	9					
73	9	41999	75	9					
65	9	42001	66	9					
65	8	42003	65	8					
73	6	42005	73	6					

Sheet 3 - 101 - 150

Start: 10:21:12

Stop: 10:29:31

Recorded By: ar

Verified By: djw

Validation Test Truck Run Set - Pre