

**SHEET 10
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT**

*STATE ASSIGNED ID [0 0 6 8]
*STATE CODE [2 4]
*SHRP SECTION ID [0 5 0 0]

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)
2008	15,455	1,360	7,624	671	257

**2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT
(TWO-WAY)**

- ☐ (1) Factored a single count taken this year at the LTPP site.
☐ (2) Averaged multiple counts taken this year at the LTPP site.
☐ (3) Estimated based on volume counts at nearby locations.
☐ (4) Used computerized network analysis.
☐ (5) Averaged and factored multiple count taken this year at the LTPP site.
☐ (6) Growth factored last year's estimate.
☐ (7) Used flow maps.
☒ (8) Other: Class data from permanent counter

**3. METHOD FOR ESTIMATING TOTAL TRUCK AADT
(TWO-WAY)**

- ☐ (1) Factored a single count taken this year at the LTPP site.
☐ (2) Averaged multiple counts taken this year at the LTPP site.
☐ (3) Used count data from nearby sites.
☐ (4) Used computerized network analysis.
☐ (5) Used a single count taken this year at the LTPP site.
☐ (6) Used system averages from counts taken this year.
☐ (7) Used count data taken in earlier years at the LTPP site.
☐ (8) Used system averages taken in earlier years.
☒ (9) Other: Class data from permanent counter

**4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP
LANE AADT**

- ☒ (1) Based on actual lane count data.
☐ (2) System distribution factors.
☐ (3) Other: _____

***5. METHOD FOR ESTIMATING TOTAL TRUCKS,
LTPP LANE, AADT**

- ☒ (1) Based on actual lane data count.
☐ (2) System distribution factors.
☐ (3) Other: _____

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

- ☐ (1) ESAL/Truck factor
☐ (2) ESAL/Vehicle class. _____ (No. of classes)
☐ (3) ESAL/Axle values - Single _____
Tandem _____ Tridem _____
☒ (4) Other: Loadometer data
☐ (5) General project estimate. Not section specific.

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ (1) Weight data collected at LTPP site this year.
☐ (2) Weight data collected at LTPP site prior years.
☐ (3) Weight data from system averages this year.
☐ (4) Weight data from system averages prior years.
☐ (5) Weight data from historic W-4 Tables used.
☒ (6) Other: Loadometer data

8. WEIGHT SCALE TYPE

- ☐ (1) WIM scale.
☐ (2) Static scale used for enforcement.
☐ (3) Static scale not used for enforcement.
☒ (4) Other: Loadometer

NAME OF PREPARER Barry Balzanna DATE PREPARED 06/24/2015

E-MAIL or PHONE # bbalzanna@sha.state.md.us

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [24] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/13/2008]
- * TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
- * REASON FOR CALIBRATION
 _____ REGULARLY SCHEDULED SITE VISIT _____ RESEARCH
 _____ EQUIPMENT REPLACEMENT _____ TRAINING
 _____ DATA TRIGGERED SYSTEM REVISION _____ NEW EQUIPMENT INSTALLATION
 X OTHER (SPECIFY) LTPP Validation
- * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 _____ BARE ROUND PIEZO CERAMIC _____ BARE FLAT PIEZO X BENDING PLATES
 _____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS _____ QUARTZ PIEZO
 _____ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS _____ CAPACITANCE PADS
 _____ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
 _____ TRAFFIC STREAM -- _____ STATIC SCALE (Y/N) X TEST TRUCKS
 _____ NUMBER OF TRUCKS COMPARED _____ 2 NUMBER OF TEST TRUCKS USED
 _____ 20 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	2
3		

 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 1.7 STANDARD DEVIATION 5.1
 DYNAMIC AND STATIC SINGLE AXLES 1.1 STANDARD DEVIATION 6.0
 DYNAMIC AND STATIC DOUBLE AXLES 1.8 STANDARD DEVIATION 5.3
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 45 50 55
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 3900

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 _____ VIDEO X MANUAL _____ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT _____ TIME X NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 4 FHWA CLASS 5 _____ 2
 *** FHWA CLASS 8 33 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 1.0

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. <u> November 9, 1999 </u>
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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [24] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/14/2008]
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 type="checkbox"/> OTHER (SPECIFY) _____	<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	
<u>20</u> PASSES PER TRUCK		

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u>9</u>	<u>1</u>
3 - OTHER (DESCRIBE)	2	<u>9</u>	<u>2</u>
	3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	<u>2.2</u>	STANDARD DEVIATION	<u>3.4</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>1.5</u>	STANDARD DEVIATION	<u>5.0</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>2.3</u>	STANDARD DEVIATION	<u>3.7</u>
8. 3 ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 50 55
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: 4020

CLASSIFIER TEST SPECIFICS***

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

<input type="checkbox"/> VIDEO	<input checked="" type="checkbox"/> MANUAL	<input type="checkbox"/> 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>0</u>	FHWA CLASS <u>5</u>	<u>0</u>
*** FHWA CLASS 8 <u>0</u>	FHWA CLASS _____	_____
	FHWA CLASS _____	_____
	FHWA CLASS _____	_____

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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