

**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)
2011	16,449	1,316	8382	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 02/17/2016

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rev. October 22, 2014

Traffic Sheet 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

STATE CODE: 24
 SPS WIM ID: 240500
 DATE (mm/dd/yyyy) 12/6/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 12/6/11
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:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-3.1%</u>	Standard Deviation:	<u>0.8%</u>
Dynamic and Static Single Axle:	<u>-2.4%</u>	Standard Deviation:	<u>1.3%</u>
Dynamic and Static Double Axles:	<u>-3.2%</u>	Standard Deviation:	<u>1.6%</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>42.0</u>	to <u>46.0</u>	<u>12</u>
b. <u>Medium</u>	-	<u>46.1</u>	to <u>50.1</u>	<u>14</u>
c. <u>High</u>	-	<u>50.2</u>	to <u>54.0</u>	<u>14</u>
d. <u></u>	-	<u></u>	to <u></u>	<u></u>
e. <u></u>	-	<u></u>	to <u></u>	<u></u>

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LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

STATE CODE: 24
SPS WIM ID: 240500
DATE (mm/dd/yyyy) 12/6/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3824 3442

11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

If yes , define auto-calibration value(s):

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CLASSIFIER TEST SPECIFICS

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

13. METHOD TO DETERMINE LENGTH OF COUNT:

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	_____	FHWA Class	5	-	_____
FHWA Class 8:	_____	FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com

Traffic Sheet 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

STATE CODE: 24
 SPS WIM ID: 240500
 DATE (mm/dd/yyyy) 12/7/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 12/7/11
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
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- Number of Test Trucks Used: 2
- Passes Per Truck: 21

	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:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.2%</u>	Standard Deviation:	<u>0.7%</u>
Dynamic and Static Single Axle:	<u>0.1%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Double Axles:	<u>-0.4%</u>	Standard Deviation:	<u>1.5%</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>42.0</u>	to <u>46.0</u>	<u>17</u>
b. <u>Medium</u>	-	<u>46.1</u>	to <u>50.1</u>	<u>13</u>
c. <u>High</u>	-	<u>50.2</u>	to <u>54.0</u>	<u>12</u>
d. <u></u>	-	<u></u>	to <u></u>	<u></u>
e. <u></u>	-	<u></u>	to <u></u>	<u></u>

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STATE CODE: 24
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3842 | 3458

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:

13. METHOD TO DETERMINE LENGTH OF COUNT:

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	_____	FHWA Class	5	-	_____
FHWA Class 8:	_____	FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

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