

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID     [ <u>136</u> ]  *STATE CODE                [ <u>42</u> ]  *SHRP SECTION ID        [ <u>0600</u> ]
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ENTERED APR 29 2004

**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)
<u>2003</u>	<u>20837</u>	<u>9303</u>	<u>7293</u>	<u>3256</u>	<u>1275</u>

**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)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Averaged 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. (8)
- ☐ 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. (1)
- ☐ 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) 8
- ☐ 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) NONE

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DATE PREPARED <u>JANUARY 2004</u>	rev. March 12, 2001



ENTERED MAY 21 2008

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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ _ _ ] *STATE CODE [ _42 ] *SHRP SECTION ID [ 0 _6 _0 _0 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ \_1 \_1 / \_0 \_6 / 2 \_0 \_0 \_3 ]
2. \* TYPE OF EQUIPMENT CALIBRATED    \_\_ WIM            XX CLASSIFIER            \_\_ BOTH
3. \* REASON FOR CALIBRATION  
     \_\_ REGULARLY SCHEDULED SITE VISIT                      \_\_ RESEARCH  
     \_\_ EQUIPMENT REPLACEMENT                              \_\_ TRAINING  
     \_\_ DATA TRIGGERED SYSTEM REVISION                      \_\_ NEW EQUIPMENT INSTALLATION  
     \_\_ X\_ OTHER (SPECIFY) \_\_ SITE ASSESSMENT \_\_\_\_\_
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            \_\_ X\_ INDUCTANCE LOOPS            \_\_ CAPACITANCE PADS  
     \_\_ X\_ OTHER (SPECIFY) \_\_ piezo - type undetermined \_\_\_\_\_
5. EQUIPMENT MANUFACTURER    \_\_ PAT DAW 190 \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
     \_\_ TRAFFIC STREAM -- \_\_ STATIC SCALE (Y/N)    \_\_ TEST TRUCKS  
     \_\_ NUMBER OF TRUCKS COMPARED            \_\_ NUMBER OF TEST TRUCKS USED  
     \_\_ PASSES PER TRUCK  

	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	_____	_____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
     MEAN DIFFERENCE BETWEEN --  
     DYNAMIC AND STATIC GVW                      STANDARD DEVIATION    . \_\_\_\_ .  
     DYNAMIC AND STATIC SINGLE AXLES                      STANDARD DEVIATION    . \_\_\_\_ .  
     DYNAMIC AND STATIC DOUBLE AXLES                      STANDARD DEVIATION    . \_\_\_\_ .
8.    \_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9.    DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
10.    CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_\_  
     IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
     \_\_\_\_\_  
     \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
     \_\_XX VIDEO            \_\_ MANUAL            \_\_ PARALLEL CLASSIFIERS
13.    METHOD TO DETERMINE LENGTH OF COUNT    \_\_XX\_ TIME    \_\_ NUMBER OF TRUCKS
14.    MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
     \*\*\* FHWA CLASS 9            FHWA CLASS    \_\_\_\_  
     \*\*\* FHWA CLASS 8            FHWA CLASS    \_\_\_\_  
     \_\_\_\_\_            FHWA CLASS    \_\_\_\_  
     \_\_\_\_\_            FHWA CLASS    \_\_\_\_  
     \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:    \_\_\_\_ . \_\_\_\_ .

PERSON LEADING CALIBRATION EFFORT: \_\_ Dean Wolf \_\_\_\_\_  
 CONTACT INFORMATION:    DJWolf@mactec.com                      rev. November 9, 1999

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