

ENTERED AUG 20 2001

<p align="center"><b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b></p> <p align="center"><b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b></p>	*STATE ASSIGNED ID	[0001]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1627]

**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)
00	22954	9245	8034	3236	1754

**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

NAME OF PREPARER <u>JOHN PARKER</u>	PHONE # <u>717-787-4327</u>
DATE PREPARED <u>7/23/01</u>	rev. March 12, 2001

<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	[0001]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1627]

# 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)
00	22954	9245	8034	3236	1754

## 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)
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- ☐ 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)
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- ☐ 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

NAME OF PREPARER	JOHN PARKER	PHONE #	717-787-4327
DATE PREPARED	7/23/01		rev. March 12, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0001]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1627]

HIGHWAY RT. NO. (THIS COUNT) I-80

MILEPOST NO. OR LOCATION (THIS COUNT) SEG. NO. 1161

FILENAME C42 1627.119 DISK ID

BEGINNING DATE 10/1/00 BEGINNING TIME 00:00

ENDING DATE 12/31/00 ENDING TIME 23:59

COUNT DURATION 3 [ ] HOURS [ ] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT X

EQUIPMENT MAKE/MODEL# PAT DAW 100

SENSOR TYPE PIEZO

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS: ATR continuous counts used to develop seasonal adjustment factors which are applied to all 24 hour raw counts by month and by day of week.

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) N/A

COMMENTS

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>John Parker</u>	PHONE <u>717-787-4327</u>
DATE PREPARED <u>5/25/01</u>	revised May 23, 2001

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0001]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1627]

HIGHWAY RT. NO. (THIS SESSION) I-80

MILEPOST NO. OR LOCATION (THIS SESSION) SEG NO. 1161

FILENAME W42 1627.11a DISK ID

BEGINNING DATE 12/1/00 BEGINNING TIME 00:00

ENDING DATE 12/17/00 ENDING TIME 23:59

COUNT DURATION 7 [ ] HOURS [X] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM X OTHER

EQUIPMENT MAKE/MODEL# P

SENSOR TYPE PIEZO

VEHICLE CLASSIFICATION MET.

7-card FHWA 13 bin in cols. 18-

7-card 6 digit Truck Weight study

NAME OF AGENCY CLASSIFICATION

NOTE: IF NOT PREVIOUSLY PROVIDED, DESCRIBING THE VEHICLE  
SHEET 7 DESCRIBING HO  
SCHEME TO THE FHWA 1

*4th Qu.*  
*Weight*

-23

NO. OF BINS  
HEET 6  
SO ATTACH  
CLASSIFICATION

METHOD OF CALIBRATION AND

COMMENTS See Sheet #16 for more detailed calibration information

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>John Parker</u>	PHONE <u>717-787-4327</u>
DATE PREPARED <u>5/25/01</u>	revised May 23, 2001

**SHEET 15  
LTPP TRAFFIC DATA**

**LOG OF CHANGE AT LTPP TEST  
LOCATIONS WITH PERM. AVC OR WIM**

\*STATE ASSIGNED ID

[ 001 ]

\*STATE CODE

[ 42 ]

\*SHRP SECTION ID

[ 421627 ]

LOCATION Clearfield PA  
MP# Between Exit 18 & 19 on I80

TYPE EQUIP. Pat Traffic  
MODEL # DAW 100

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
6/10/00	?	Removed SCM counter	DAVID Ovi	717-772-2736	
		and Piezo - Replaced with			
		PAT TRAFFIC DAW 100 and			
		AMP Piezo.			

revised November 11, 1999

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID</div> <div>*STATE CODE</div> <div>*SHRP SECTION ID</div>	<div>0001</div> <div>42</div> <div>1627</div>
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR)11/16/2000

2. \* TYPE OF EQUIPMENT CALIBRATEDWIMCLASSIFIERBOTH

3. \* REASON FOR CALIBRATION

REGULARLY SCHEDULED SITE VISITRESEARCH

EQUIPMENT REPLACEMENTTRAINING

DATA TRIGGERED SYSTEM REVISIONNEW EQUIPMENT INSTALLATION

OTHER (SPECIFY)

4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

BARE ROUND PIEZO CERAMICBARE FLAT PIEZOBENDING PLATES

CHANNELIZED ROUND PIEZOLOAD CELLSQUARTZ PIEZO

CHANNELIZED FLAT PIEZOINDUCTANCE LOOPSCAPACITANCE PADS

OTHER (SPECIFY)

5. EQUIPMENT MANUFACTURERAMP (BRASS LINQUINI)

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

TRAFFIC STREAM -- STATIC SCALE (Y/N)TEST TRUCKS

NUMBER OF TRUCKS COMPAREDNUMBER OF TEST TRUCKS USED

PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	CLASS 9	AIR
2		
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 GVW2.44%STANDARD DEVIATIONN/A

DYNAMIC AND STATIC SINGLE AXLESSTANDARD DEVIATION

DYNAMIC AND STATIC DOUBLE AXLESSTANDARD DEVIATION

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)505560

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)N/A

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:

VIDEOMANUALPARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNTTIMENUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

\*\*\* FHWA CLASS 9N/AFHWA CLASS

\*\*\* FHWA CLASS 8FHWA CLASS

FHWA CLASS

FHWA CLASS

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:N/A

PERSON LEADING CALIBRATION EFFORT: JOHN PARKER
CONTACT INFORMATION: 717-787-4327

rev. November 9, 1999