

ENTERED NOV 09 1999

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [42] *SRP SECTION ID [2027]
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1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESAL'S/YR GPS LANE (1000's)
1998	29726	10719	10404	3752	2114

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

- ☒ Growth factored last year's estimate.
☐ Estimated based on volume counts at nearby locations.
☐ Used computerized network analysis.
☐ Other _____

5. METHOD FOR ESTIMATING TOTAL
TRUCKS, GPS LANE, AADT

- ☒ System distribution factors.
☐ Other _____

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

- ☐ Used system average from counts taken this year.
☐ Used count data from nearby sites.
☒ Used count data from previous years at GPS site.
☐ Used system averages from previous year counts.
☐ Used computerized network analysis.
☐ Other _____

6. METHOD FOR ESTIMATING ESAL/YEAR
IN GPS LANE

- ☐ ESAL/Truck factor.
☒ ESAL/vehicle class factors -
 Number of classes 8
☐ Other _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES
GPS LANE AADT

- ☒ System distribution factors.
☐ Other _____

7. ESAL ESTIMATES - SOURCE OF DATA

- ☒ Prior years data collected at GPS site.
☐ Current year system average.
☐ Prior year system average.
☐ Historical W-4 tables.
☐ Other _____

8. WEIGHT SCALE TYPE

- ☐ WIM Scale.
☐ Static scale used for enforcement.
☒ Static scale not used for enforcement.
☐ Other _____

NAME OF PREPARER Dennis E. Stan

PHONE # 717-787-4574

DATE PREPARED 11/3/99

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE
STATE CODE

Pennsylvania
42

FILENAME	START DATE mm / dd / yy	START TIME hh:mm	END DATE mm / dd / yy	END TIME hh:mm	CLASS. SCHEME
<u>C421627.mjs</u>	<u>11/20/98</u>	<u>00:00</u>	<u>11/26/98</u>	<u>23:00</u>	<u>F</u>
<u>W421627.mjs</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>F</u>
<u>C423044.m68</u>	<u>11/6/98</u>	<u>00:00</u>	<u>11/12/98</u>	<u>23:00</u>	<u>F</u>
<u>W423044.m68</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>F</u>
<u>C421690.m68</u>	<u>11/10/98</u>	<u>00:00</u>	<u>11/16/98</u>	<u>23:00</u>	<u>F</u>
<u>W421690.m68</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>F</u>
<u>C421606.m18</u>	<u>11/18/98</u>	<u>00:00</u>	<u>11/24/98</u>	<u>23:00</u>	<u>f</u>
<u>W421606.m18</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>f</u>
<u>C421599.LR8</u>	<u>10/28/98</u>	<u>00:00</u>	<u>11/3/98</u>	<u>23:00</u>	<u>f</u>
<u>W421599.LR8</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>f</u>
<u>C421605.m18</u>	<u>11/1/98</u>	<u>00:00</u>	<u>11/7/98</u>	<u>23:00</u>	<u>f</u>
<u>W421605.m18</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>f</u>
<u>C421597.LK8</u>	<u>10/21/98</u>	<u>00:00</u>	<u>10/27/98</u>	<u>23:00</u>	<u>f</u>
<u>W421597.LK8</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>f</u>
<u>C429027.m68</u>	<u>11/6/98</u>	<u>00:00</u>	<u>11/12/98</u>	<u>23:00</u>	<u>f</u>
<u>W429027.m68</u>	<u>"</u>	<u>00:00</u>	<u>"</u>	<u>23:00</u>	<u>f</u>

NAME OF PREPARER

Sunil Patel

PHONE NO.

717 772 2739

DATE PREPARED

1/4/98

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID<div>107</div></div> <div>*STATE CODE<div>42</div></div> <div>*SHRP SECTION ID<div>9027</div></div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR)

04/07/1998
2. * TYPE OF EQUIPMENT CALIBRATED

☒ WIM

☐ CLASSIFIER

☐ BOTH
3. * REASON FOR CALIBRATION

☒ REGULARLY SCHEDULED SITE VISIT

☐ RESEARCH

☐ EQUIPMENT REPLACEMENT

☐ TRAINING

☐ DATA TRIGGERED SYSTEM REVISION

☐ NEW EQUIPMENT INSTALLATION

☐ OTHER (SPECIFY)
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

☒ INDUCTANCE LOOPS

☐ CAPACITANCE PADS

☐ OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER

PAT

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM

☐ STATIC SCALE (Y/N)

☒ 3S2 TEST TRUCKS

☐ NUMBER OF TRUCKS COMPARED

☐ 1 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

TRUCK

1

2

3

TYPE

9

PASSES PER TRUCK

SUSPENSION

Air

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

-0.91

STANDARD DEVIATION

42.9

DYNAMIC AND STATIC SINGLE AXLES

STANDARD DEVIATION

DYNAMIC AND STATIC DOUBLE AXLES

STANDARD DEVIATION

8.

6

 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)

60 59 55 52 42 58

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:

☐ VIDEO

☒ MANUAL

☐ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT :

☒ TIME

☐ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

N/A

*** FHWA CLASS 9

FHWA CLASS

*** FHWA CLASS 8

FHWA CLASS

FHWA CLASS

FHWA CLASS

FHWA CLASS

*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:	Sunil Patel
CONTACT INFORMATION:	Denny Williams 8/5/03 rev. November 9,