

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[136]
	*STATE CODE	[42]
	*SHRP SECTION ID	[0600]

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

MILEPOST NO. OR LOCATION (THIS COUNT): Segment 1514/1515

FILENAME: C420600.I1H ✓ DISK ID: _____

BEGINNING DATE: 07/01/07 BEGINNING TIME: 12:00 AM

ENDING DATE: 09/11/07 ENDING TIME: 11:59 PM

COUNT DURATION: 73 [] HOURS [X] DAYS [] 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 190 / iSINC > 09/12/07

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): NA

COMMENTS: iSINC counter installed on 09/12/07. Data being posted to IRD ftp site from now on.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER:	<u>Leslie McCoy</u>	PHONE: (717) 783-9972
DATE PREPARED:	<u>12/20/2007</u>	

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[136]
	*STATE CODE	[42]
	*SHRP SECTION ID	[0600]

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

MILEPOST NO. OR LOCATION (THIS SESSION): Segment 1514/1515

FILENAME: W420600.I1H ✓ DISK ID: _____

BEGINNING DATE: 07/01/07 BEGINNING TIME: 12:00 AM

ENDING DATE: 09/11/07 ENDING TIME: 11:59 PM

COUNT DURATION: 73 [] HOURS [X] DAYS [] MONTHS

WEIGHT SCALE TYPE: PORT. WIM _____ PERM. WIM X OTHER _____

EQUIPMENT MAKE/MODEL#: PAT DAW 190

SENSOR TYPE: PIEZO

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19 _____ 7-card FHWA 13 bin in cols. 22-23 _____

7-card 6 digit Truck Weight study _____ W-card 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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Test trucks - Spring and Fall

COMMENTS: Site calibrated in 4th quarter. PennDOT does not poll this site since installation of iSINC.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER:	<u>Leslie McCoy</u>	PHONE: (717) 783-9972
DATE PREPARED:	<u>12/20/2007</u>	

**SHEET 14
LTPP TRAFFIC DATA
EQUIPMENT INSTALLATION LOG**

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[] [42]
[0600]

LOCATION I-80 SEQ: No. 1510

INSTALLATION DATE May 04/2007

	TYPE	BRAND NAME	SERIAL NUMBER
Control Unit(s) and peripheral equipment	DAW 190	IRI IRD	
Control Unit			
Interface			
Modem			
Loop Amplifiers			
Other			
Sensor(s) / Platform(s)	Quartz Piezo loop	ISI NC	
LTPP Lane Sensor	Quartz Piezo loop		
Sensor Next Adjacent Lane (1)			
Sensor Next Adjacent Lane (2)			
Sensor Next Adjacent Lane (3)			
Diagonal Sensor			
Offscale Sensor			
Right Platform			
Left Platform			
Other			
Software			
Complete Package			
Axle Spacing Algorithm Only			
Other			
Loops			
Upstream - Lane 1			
Downstream - Lane 1			
Upstream - Other Lanes			
Downstream - Other Lanes			

Abid.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [42] *SHRP SECTION ID [0600]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/29/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION

____ REGULARLY SCHEDULED SITE VISIT	____ RESEARCH
____ EQUIPMENT REPLACEMENT	____ TRAINING
____ DATA TRIGGERED SYSTEM REVISION	____ NEW EQUIPMENT INSTALLATION
<u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	
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	<u> X </u> INDUCTANCE LOOPS	____ CAPACITANCE PADS
____ OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic Kistler quartz

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:

____ TRAFFIC STREAM --	____ STATIC SCALE (Y/N)	____ <u> X </u> TEST TRUCKS
____ NUMBER OF TRUCKS COMPARED	____ <u> 2 </u> 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> 1 </u>
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	____ <u> -2.3 </u>	STANDARD DEVIATION	____ <u> 2.6 </u>
DYNAMIC AND STATIC SINGLE AXLES	____ <u> -2.7 </u>	STANDARD DEVIATION	____ <u> 4.5 </u>
DYNAMIC AND STATIC DOUBLE AXLES	____ <u> -2.6 </u>	STANDARD DEVIATION	____ <u> 3.7 </u>
8. 4 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ____ 50 ____ 55 ____ 60 ____ 65 ____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ____ 3003213 ____
- 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	____ <u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME ____ X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ____ <u> 0.0 </u>	FHWA CLASS	____	____	____
*** FHWA CLASS 8 ____ <u> 0.0 </u>	FHWA CLASS	____	____	____
	FHWA CLASS	____	____	____
	FHWA CLASS	____	____	____
*** PERCENT "UNCLASSIFIED" VEHICLES: ____ <u> 0.0 </u>				

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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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [42] *SHRP SECTION ID [0600]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/30/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 ____ REGULARLY SCHEDULED SITE VISIT ____ RESEARCH
 ____ EQUIPMENT REPLACEMENT ____ TRAINING
 ____ DATA TRIGGERED SYSTEM REVISION ____ NEW EQUIPMENT INSTALLATION
 X OTHER (SPECIFY) LTPP Validation
4. * 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) _____
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic Kistler quartz

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** 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 | 1 |
| 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 GVW -0.1 STANDARD DEVIATION 2.0
 DYNAMIC AND STATIC SINGLE AXLES -1.3 STANDARD DEVIATION 5.7
 DYNAMIC AND STATIC DOUBLE AXLES 0.2 STANDARD DEVIATION 3.4
8. 4 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 55 60 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3040/3213
- 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 X MANUAL ____ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS ____
 *** FHWA CLASS 8 0.0 FHWA CLASS ____
 FHWA CLASS ____
 FHWA CLASS ____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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