

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
C421690.D59	2/5/99	00:00	2/11/99	23:00	F
W421690.D59	2/5/99	00:00	2/11/99	23:00	F
C421606.D50	2/5/99	00:00	2/11/99	23:00	F
W421606.D59	2/5/99	00:00	2/11/99	23:00	F
C421599.D59	2/5/99	00:00	2/11/99	23:00	F
W421599.D59	2/5/99	00:00	2/11/99	23:00	F
C421605.DI9	2/19/99	00:00	2/25/99	23:00	F
W421605.DI9	2/19/99	00:00	2/25/99	23:00	F
C421597.E69	3/6/99	00:00	3/12/99	23:00	F
W421597.E69	3/6/99	00:00	3/12/99	23:00	F
C423044.C19	1/1/99	00:00	3/31/99	23:00	F
C421690.C19	1/1/99	00:00	3/31/99	23:00	F
C427037.C19	1/1/99	00:00	3/31/99	23:00	F
C421606.C19	1/1/99	00:00	3/31/99	23:00	F
C421599.C19	1/1/99	00:00	3/31/99	23:00	F
C421605.C19	1/1/99	00:00	3/31/99	23:00	F
C421597.C19	1/1/99	00:00	3/31/99	23:00	F

NAME OF PREPARER
DATE PREPARED

Denny Williams
5/11/99

PHONE NO. (717) 787-1840

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FILENAME	START DATE mm/dd/yy	START TIME hh:mm	END DATE mm/dd/yy	END TIME hh:mm	CLASS SCHEME
C421606.H19	6/1/99	00:00	6/7/99	23:00	F
W421606.H19	6/1/99	00:00	6/7/99	23:00	F
C421599.FR9	4/28/99	00:00	5/4/99	23:00	F
W421599.FR9	4/28/99	00:00	5/4/99	23:00	F
C421605.FS9	4/29/99	00:00	5/5/99	23:00	F
W421605.FS9	4/29/99	00:00	5/5/99	23:00	F
C421597.HN9	6/24/99	00:00	6/30/99	23:00	F
W421597.HN9	6/24/99	00:00	6/30/99	23:00	F
C423044.F19	4/1/99	00:00	6/30/99	23:00	F
C421690.F19	4/1/99	00:00	6/30/99	23:00	F
C427037.F19	4/1/99	00:00	6/30/99	23:00	F
C421606.F19	4/1/99	00:00	6/30/99	23:00	F
C421599.F19	4/1/99	00:00	6/30/99	23:00	F
C421605.F19	4/1/99	00:00	6/30/99	23:00	F
C421597.F19	4/1/99	00:00	6/30/99	23:00	F

NAME OF PREPARER
DATE PREPARED

Denny Williams
8/23/99

PHONE NO. (717) 787-1840

Wim # 410

5/11/99

Calculating Percent of Non-Conforming Data Items

(must be within +/- 15% for Type II WIM system)

$$d=100[(C-R)/R]$$

d=difference in the value of the data item produced by the WIM system and the corresponding reference value expressed as a percent of the reference value, %

C=value of the data item (truck) produced by the WIM system

R=corresponding reference value for the data item (actual truck weight)

Vehicle class : 9 TRK# 176198 Trl # 2903

Axle 1

10.7 11.7 15.8 4.3 8.7 15.8 4 13.8

= 48.75

= 70,940 #

Indicate above: Axle #

Pass # Direction Spe R (Reference) d (Difference)

1	E	40	70,940	-1340	-2%
2		40	72,500	+2060	+3%
3		40	74,100	+3160	+4%
4		45	69,300	-1640	-2%
5		45	73,600	+2660	+4%
6		34	73,500	+2560	+4%
7		35	72,800	+1860	+3%
8		35	79,400	+8460	+12%
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID<div>410</div></div> <div>*STATE CODE<div>42</div></div> <div>*SHRP SECTION ID<div>1597</div></div>
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SITE CALIBRATION INFORMATION

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

11/29/1999

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)

ENTERED SEP 03 2003

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

☒ 19 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	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 GVW

1.86

STANDARD DEVIATION

8.6

DYNAMIC AND STATIC SINGLE AXLES

STANDARD DEVIATION

DYNAMIC AND STATIC DOUBLE AXLES

STANDARD DEVIATION

8.

3

 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)

55

50

45

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 5

FHWA CLASS

FHWA CLASS

FHWA CLASS

*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:

Dar Reed (DTS Technician)

CONTACT INFORMATION:

Denny Williams

8/5/03

rev. November 9,

FORM A1

505 424 8704

Exhibit B

Calculating the difference between actual weight and measurement weight
(must be within +/- 15% for Type II WIM system)

$$d = 100[(C-R)/R]$$

d = difference in the value of the data item produced by the WIM system and the corresponding reference value expressed as a percent of the reference value, %

C = value of the data item (truck) produced by the WIM system

R = corresponding reference value for the data item (actual truck weight)

Vehicle class: 9

Site: 410

Axis 1

(9970) 12.0 () 4.3 () 34.5 () 4.3 ()

Indicate above: Axle spacings, Axle weights

Tr. # Pass # Direction Speed C (WIM) R (Reference) d (Difference)

014	1	E	55	91800	71200	+14.9
031	2	E	55	66000	71200	-6.5
089	3	E	55	73600	71200	+3.4
085	4	E	50	73300	71200	+3.0
1177	5	E	50	60400	71200	-15.2
1136	6	E	50	72000	71200	+1.1
1182	7	E	50	71900	71200	+7.4
1200	8	E	50	71500	71200	+8.8
1227	9	E	50	76600	71200	+7.6
1248	10	E	45	62700	71200	-12.0
1278	11	E	45	71300	71200	+0.14
1329	12	E	45	74300	71200	+4.3
1350	13	E	45	74800	71200	+5.1
	14					
	15					
	16					
	17					
	18					
	19					
	20					

600-580 sen
700-1150 AT
580-570 sen
1150-1140 AT

590-585 sen

575-590

Lots of Cracks + Bouncing
Bad roadway

Sheet 16 Pg. 2.
Pg. 1 is scanned

421597
1999.