

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[410]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1597]

HIGHWAY RT. NO. (THIS COUNT) PA 49

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0530

FILENAME: C421597.C1K ✓ DISK ID _____

BEGINNING DATE 01/01/10 BEGINNING TIME 12:00 am

ENDING DATE 03/31/10 ENDING TIME 11:59 pm

COUNT DURATION 90 [] 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

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 : Fall 2010 scheduled for Calibration.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Todd Rottet</u>	PHONE <u>717-787-4574</u>
DATE PREPARED <u>06/09/10</u>	revised: <u>May 23, 2001</u>

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SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[410]
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 7-card 6 digit Truck Weight study _____ W-card X OTHER _____

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SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [324]
*STATE CODE [42]
*SHRP SECTION ID [1599]

SITE CALIBRATION INFORMATION

ENTERED JUN 22 2010
ne

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/01/10]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 X 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
 X CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER PAT DAW 190

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) X TEST TRUCKS
 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
 10 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|---------------|---------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u> 9 </u> | <u> 1 </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | 3 | <u> </u> | <u> </u> |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --- See attached calibration form below.
DYNAMIC AND STATIC GVW 1.0 STANDARD DEVIATION 1.7
DYNAMIC AND STATIC SINGLE AXLES -2.9 STANDARD DEVIATION 5.2
DYNAMIC AND STATIC DOUBLE AXLES 2.7 STANDARD DEVIATION 4.4
8. 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 29-39 35-40 40-45
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Not known
- 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

International Road Dynamics Inc.

FBIWA VERIFICATION

Clear

Static Test Vehicle Measurements

[illegible]

Dynamic Test Vehicle Measurements

ID	V#	Speed	Temp	GVW	F/A	T1	T2	1>2	2>3	3>4	4>5
1	1208	56	66	75.5	9.3	28.9	37.4	16.1	4.3	27.2	10.1
1	1244	56	66	72.3	9.7	27.7	34.8	16.1	4.3	27.2	10.1
1	1263	55	66	69.2	10.2	26.6	32.5	16.1	4.3	27.2	10.1
1	1297	55	66	74.8	9.8	28.6	36.4	16.0	4.3	27.2	10.1
1	1327	49	66	72.8	9.4	27.5	35.9	16.1	4.3	27.1	10.1
1	1351	35	66	71.8	9.5	27.7	34.6	16.1	4.3	27.2	10.1
1	1387	54	69	74.0	10.1	28.8	35.1	16.1	4.3	27.2	10.1
1	1410	55	69	77.0	10.2	29.6	37.1	16.1	4.3	27.2	10.1
1	1426	55	69	74.3	10.3	28.9	35.2	16.1	4.3	27.2	10.1
1	1453	54	69	76.0	10.6	29.0	36.4	16.1	4.3	27.2	10.0

Date: 2010/09/29

Technician: Bruce Myers

Location: Nelson Site # 410



International Road Dynamics Inc.

FHWA VERIFICATION

Specifications

Confidence	95%	Speed range low	30	to	40
	(1.96)	Speed range medium	40	to	50
Gross vehicle weight	10%	Speed range high	50	to	60
Tandem group weight	15%	Temperature range low	60	to	65
Single axle weight	20%	Temperature range medium	65	to	75
Axle spacings	0.5	Temperature range high	75	to	80

Overall

Characteristic	Error	StdDev	Specification	Calculated	Pass/Fail
Gross vehicle weight	-0.6%	3.1%	10%	6.7%	pass
Tandem group weight	1.2%	5.7%	15%	12.3%	pass
Single axle weight	-5.6%	4.1%	20%	13.7%	pass
Axle spacings	-0.1	0.1	0.5	0.3	pass

Speed range 30 to 40 (1 runs)

Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	-3.2%	#DIV/0!	10%	#DIV/0!
Tandem group weight	-1.2%	5.5%	15%	12.7%
Single axle weight	-9.5%	#DIV/0!	20%	13.5%
Axle spacings	-0.1	0.1	0.5	0.3

Speed range 40 to 50 (1 runs)

Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	-1.9%	#DIV/0!	10%	#DIV/0!
Tandem group weight	0.4%	8.7%	15%	18.6%
Single axle weight	-10.5%	#DIV/0!	20%	#DIV/0!
Axle spacings	-0.1	0.1	0.5	0.4

Speed range 50 to 60 (7 runs)

Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	-0.2%	3.5%	10%	8.1%
Tandem group weight	1.5%	5.7%	15%	13.4%
Single axle weight	-4.2%	4.1%	20%	13.3%
Axle spacings	-0.1	0.1	0.5	0.3

Temperature range 65 to 75 (10 runs)

Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	-0.6%	3.1%	10%	7.5%
Tandem group weight	1.2%	5.7%	15%	13.0%
Single axle weight	-5.6%	4.1%	20%	14.8%