

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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: C421597.11L ✓ 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 : \_\_\_\_\_

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>07/21/11</u>	revised: May 23, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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.F1L ✓ DISK ID \_\_\_\_\_

BEGINNING DATE 04/01/10 BEGINNING TIME 12:00 am

ENDING DATE 06/30/10 ENDING TIME 11:59 pm

COUNT DURATION 91 [ ] 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 : \_\_\_\_\_

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>07/22/11</u>	revised: May 23, 2001

**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.I1L ✓ DISK ID \_\_\_\_\_

BEGINNING DATE 07/01/11 BEGINNING TIME 12:00 am

ENDING DATE 09/30/11 ENDING TIME 11:59 pm

COUNT DURATION 92 [ ] 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 : \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER Todd Rottet

PHONE 717-787-4574

DATE PREPARED 12/29/2011

revised: May 23, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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.L1L DISK ID \_\_\_\_\_

BEGINNING DATE 10/01/11 BEGINNING TIME 12:00 am

ENDING DATE 12/31/11 ENDING TIME 11:59 pm

COUNT DURATION 92 [ ] 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 Calibration completed Oct 26, 2011. See attached sheet 16 results.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Andrew O'Neill</u>	PHONE <u>717-346-3250</u>
DATE PREPARED <u>02/27/11</u>	revised: <u>May 23, 2001</u>

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 410 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1597 ]

HIGHWAY RT. NO. (THIS SESSION) PA 49

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0530

FILENAME W421597.F1L ✓ DISK ID \_\_\_\_\_

BEGINNING DATE 04/01/10 BEGINNING TIME 12:00 am

ENDING DATE 06/30/10 ENDING TIME 11:59 pm

COUNT DURATION 91 [ ] 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. No Fall 2009 Calibrations occurred. Fall 2010 scheduled for Calibration.

COMMENTS: \_\_\_\_\_

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>07/22/10</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	[ 410 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1597 ]

HIGHWAY RT. NO. (THIS SESSION) PA 49

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0530

FILENAME W421597.11L 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

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. No Fall 2009 Calibrations occurred. Fall 2010 scheduled for Calibration.

COMMENTS: \_\_\_\_\_

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>07/21/10</u>	revised May 23, 2001

**SHEET 13  
LTPP TRAFFIC DATA**

**VEHICLE WEIGHT DATA  
TRANSMITTAL FORM**

\*STATE ASSIGNED ID [ 410 ]

\*STATE CODE [ 42 ]

\*SHRP SECTION ID [ 1597 ]

HIGHWAY RT. NO. (THIS SESSION) PA 49

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0530

FILENAME W421597.I1L ✓ DISK ID \_\_\_\_\_

BEGINNING DATE 07/01/11 BEGINNING TIME 12:00 am

ENDING DATE 09/30/11 ENDING TIME 11:59 pm

COUNT DURATION 92 [ ] 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. No Fall 2009 Calibrations occurred. Fall 2010 scheduled for Calibration.

COMMENTS: \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER Todd Rottet PHONE: 717-787-4574

DATE PREPARED 12/29/2011 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	[ 410 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1597 ]

HIGHWAY RT. NO. (THIS SESSION) PA 49

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0530

FILENAME W421597.L1L DISK ID \_\_\_\_\_

BEGINNING DATE 10/01/11 BEGINNING TIME 12:00 am

ENDING DATE 12/31/11 ENDING TIME 11:59 pm

COUNT DURATION 92 [ ] 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, Fall.

COMMENTS : Fall Calibration completed Oct 26, 2011. See attached sheet 16 results.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Andrew O'Neill</u>	PHONE: <u>717-346-3250</u>
DATE PREPARED <u>02/27/11</u>	revised May 23, 2001



**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 324 ]  
\*STATE CODE [42]  
\*SHRP SECTION ID [ 15997 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10/26/11 ]
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>  1  </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2     |      | _____        |
| 3 - OTHER (DESCRIBE)                 | 3     |      | _____        |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN --- See attached calibration form below.  
DYNAMIC AND STATIC GVW \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 49-53 \_\_\_\_\_
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
13. METHOD TO DETERMINE LENGTH OF COUNT    \_\_\_ TIME    \_\_\_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Bruce Myers – IRD / Joni Sharp - PennDOT  
CONTACT INFORMATION: Andrew O'Neill 717-346-3250

rev. November 9, 1

\*\*\* See below for full calibration information:

# Calibration 2011

[illegible]

Number	Run	Speed	GVW	F/A	T1	T2	Total	1>2	2>3	3>4	4>5
1	1380	53	60.3	7.2	24.0	29.1	65.2	16.5	4.3	30.2	10.0
1	1400	50	53.3	6.2	21.1	26.0	64.8	16.5	4.3	30.2	10.0
1	1420	49	62.0	7.7	24.2	30.1	65.5	16.5	4.3	30.2	10.0
1	1467	49	75.8	9.6	29.2	37.0	65.1	16.5	4.3	30.1	10.1
1	1510	50	76.8	9.7	30.0	37.1	65.5	16.5	4.3	30.3	10.0
1	1538	50	75.9	9.8	29.5	36.6	65.2	16.5	4.3	30.2	10.1
1	1585	50	77.1	9.4	29.9	37.8	64.9	16.5	4.3	30.2	10.1
1	1607	51	75.9	9.6	30.0	36.3	64.8	16.5	4.3	30.2	10.0
1	1643	51	77.0	9.2	29.8	38.0	65.1	16.5	4.3	30.1	10.0
1	1680	52	77.0	9.7	30.2	37.1	65.3	16.5	4.4	30.2	10.1

[illegible]

<b>Error:</b>		<b>-9.1%</b>	<b>-13.6%</b>	<b>-8.2%</b>	<b>-1.1</b>	<b>-0.1</b>
<b>StdDev:</b>		<b>11.5%</b>	<b>12.6%</b>	<b>11.2%</b>	<b>0.3</b>	<b>0.1</b>
<b>Confidence:</b>	<b>15%</b>	<b>11.3%</b>	<b>16.1%</b>	<b>10.3%</b>	<b>1.1</b>	<b>0.1</b>
<b>ASTM Limits:</b>		<b>95%</b>	<b>95%</b>	<b>95%</b>		<b>95</b>
<b>ASTM Conf:</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>		<b>100.0%</b>

Date: 26/Oct/2011  
Technician: Steven Schroeder

<b>BPOvrl</b>	<b>####</b>	<b>PZOvrl</b>	<b>300</b>	<b>F/A</b>	<b>1020</b>
<b>CF1</b>	<b>1000</b>	<b>CF2</b>	<b>1000</b>	<b>CF3</b>	<b>1000</b>