

SHEET 12
TRAFFIC DATA
COLLECTION SITE

STATE ASSIGNED ID 0324
STATE CODE 42
SHRP SECTION ID 1599
EFFECTIVE DATE 1 1

HIGHWAY RT. NO. SR 120 MILEPOST NO. _____

LOCATION Elk Co. 700ft. West of Arther St.

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER _____ #BINS 13

TYPE OF CLASSIFICATION EQUIPMENT: PORTABLE _____ PERMANENT ☒

AVC EQUIPMENT MAKE / MODEL NO. Diamond / Phoenix

SENSOR TYPE Loop/piezo Made by ECM

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

EQUIPMENT MAKE / MODEL NO. _____

SENSOR TYPE _____

METHOD OF CALIBRATION: _____

FREQUENCY OF CALIBRATION: _____

COMMENTS: Diamond Equipment Collects CAVC Data

All year Around.

NAME OF PREPARER SR. Patel PHONE NO. (717) 772-2739
DATE PREPARED 1/14/98

SHEET 12
TRAFFIC DATA
COLLECTION SITE

STATE ASSIGNED ID 0324
STATE CODE 42
SHRP SECTION ID 1599
EFFECTIVE DATE 1/1

HIGHWAY RT. NO. SR-120 MILEPOST NO. _____

LOCATION Elk Co. 700 ft West of Arthur St.

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER _____ #BINS 15

TYPE OF CLASSIFICATION EQUIPMENT: PORTABLE _____ PERMANENT X

AVC EQUIPMENT MAKE / MODEL NO. _____

SENSOR TYPE _____

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

EQUIPMENT MAKE / MODEL NO. PAT WIM/DAW 100 Pietzsch Type : AVC 100

SENSOR TYPE Loop/Piezoelectric (made by ECM)

METHOD OF CALIBRATION: modified version of the ASTM standard E1318-92

FREQUENCY OF CALIBRATION: Twice a year

COMMENTS: PAT Equipment Collects CAVC and WIM Data one week per quarter.

Bin #14: 32 Tractor & Trailer with 5 Axes

Bin #15: Unclassified Vehicles

NAME OF PREPARER Sunit R. Patel PHONE NO. (712) 772-2739
DATE PREPARED 1/14/98

STATE
STATE CODE

Pennsylvania
42

NAME OF PREPARER Sunil R. Patel PHONE NO (717) 772-2239
DATE PREPARED 1/14/98

Pennsylvania
42

NAME OF PREPARER SR Patel PHONE NO. (717) 772-2739
DATE PREPARED 1/14/98

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/01/1997]

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

10 PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

TRUCK TYPE SUSPENSION

1 9 Air

2 _____

3 _____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW -1.27 STANDARD DEVIATION 5.7

DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____

DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____

8. 7 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 42 41 32 26 24 25 36

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 8 _____

FHWA CLASS _____

FHWA CLASS _____

FHWA CLASS _____

FHWA CLASS _____

Sun. Patel

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Calculating Percent of Non-Conforming Data Items (must be within +/- 15% for Type II WIM system)

421599

97

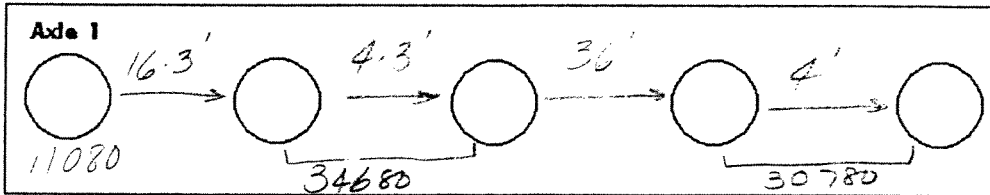
$$d=100[(C-R)/R]$$

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



Indicate above: Axle spacings, Axle weights

Pass #	Direction	Speed	C (WIM) KIPS	R (Reference) KIPS	d (Difference) %
1	E → W	42	65.1	76.5	-14.9
2	"	41	75.2	76.5	-1.7
3	"	32	75.7	76.5	-1.0
4	"	32	78.7	76.5	+2.9
5	"	26	79.4	76.5	+3.8
6	"	24	72.3	76.5	-5.5
7	"	25	74.2	76.5	-3.0
8	"	36	77.1	76.5	+0.8
9	"	36	78.2	76.5	+2.2
10	"	41	79.4	76.5	+3.8
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Before Cal.

after Cal.