

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 324 ]
	*STATE CODE	[42]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS COUNT) PA 120

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0042

FILENAME: C421599.C1F DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/05 BEGINNING TIME 12:00 am

ENDING DATE 3/31/05 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 100

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>John Parker</u>	PHONE <u>717-346-9973</u>
DATE PREPARED <u>4/15/05</u>	revised: May 23, 2001

SCANNED

6-23-2009

23

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 324 ]
	*STATE CODE	[42]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS COUNT) PA 120

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0042

FILENAME: C421599.F1F DISK ID \_\_\_\_\_

BEGINNING DATE 4/1/05 BEGINNING TIME 12:00 am

ENDING DATE 6/30/05 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

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TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT X

EQUIPMENT MAKE/MODEL# PAT DAW 100

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>John Parker</u>	PHONE <u>717-346-9973</u>
DATE PREPARED <u>7/28/05</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 [ 324 ]
	*STATE CODE [42]
	*SHRP SECTION ID [ 1599 ]

HIGHWAY RT. NO. (THIS COUNT) PA 120

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0042

FILENAME: C421599.IIF DISK ID \_\_\_\_\_

BEGINNING DATE 7/1/05 BEGINNING TIME 12:00 am

ENDING DATE 9/30/05 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 100

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>12/13/05</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 [ 324 ]
	*STATE CODE [42]
	*SHRP SECTION ID [ 1599 ]

HIGHWAY RT. NO. (THIS COUNT) PA 120

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0042

FILENAME: C421599.L1F DISK ID \_\_\_\_\_

BEGINNING DATE 10/1/05 BEGINNING TIME 12:00 am

ENDING DATE 12/31/05 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 100

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>05/12/06</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	[ 324 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS SESSION) PA 120

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0042

FILENAME W421599.C1F DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/05 BEGINNING TIME 12:00 am

ENDING DATE 3/31/05 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 100

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:

SCANNED

FEB 10 2005

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>John Parker</u>	PHONE: <u>717-346-9973</u>
DATE PREPARED <u>04/15/2005</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	[ 324 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS SESSION) PA 120

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0042

FILENAME W421599.F1F DISK ID \_\_\_\_\_

BEGINNING DATE 4/1/05 BEGINNING TIME 12:00 am

ENDING DATE 6/30/05 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 100

SENSOR TYPE PIEZO

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

COMMENTS: See Sheet #16 for more detailed calibration information

SCANNED

FEB 17 2008

BY \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>John Parker</u>	PHONE: <u>717-346-9973</u>
DATE PREPARED <u>1/4/05</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	[ 324 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS SESSION) PA 120

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0042

FILENAME W421599.I1F DISK ID \_\_\_\_\_

BEGINNING DATE 7/1/05 BEGINNING TIME 12:00 am

ENDING DATE 9/30/05 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 100

SENSOR TYPE PIEZO

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7-card FHWA 13 bin in cols. 18-19 \_\_\_\_\_ 7-card FHWA 13 bin in cols. 22-23  
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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: See Sheet #16 for more detailed calibration information

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>12/13/05</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	[ 324 ]
	*STATE CODE	[ 42 ]
	*SHRP SECTION ID	[ 1599 ]

HIGHWAY RT. NO. (THIS SESSION) PA 120

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0042

FILENAME W421599.L1F DISK ID \_\_\_\_\_

BEGINNING DATE 10/1/05 BEGINNING TIME 12:00 am

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COUNT DURATION 92 [ ] HOURS [ X ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM X OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# PAT DAW 100

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: See Sheet #16 for more detailed calibration information

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>05/12/06</u>	revised May 23, 2001



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

\*STATE ASSIGNED ID [ 317 ]  
\*STATE CODE [ 42 ]  
\*SHRP SECTION ID [ 1606 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 9/23/05 ]
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 100 \_\_\_\_\_

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  
SUSPENSION: 1 \_\_\_\_\_ 1 \_\_\_\_\_  
2 \_\_\_\_\_ \_\_\_\_\_  
3 - OTHER (DESCRIBE) 3 \_\_\_\_\_ \_\_\_\_\_

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN --- See attached calibration form  
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) \_\_\_\_\_  
See attached calibration form \_\_\_\_\_
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: Todd Rottet

CONTACT INFORMATION: Todd Rottet 717-787-4574

rev. November 9, 1999

Lane 1											
International Road Dynamics Inc.											
Calibration 2005											
Verification		GVW	F/A	T1	T2	Total	1+2	2+3	3+4	4+5	
Cal Truck	Speed	GVW	F/A	T1	T2	Total	1+2	2+3	3+4	4+5	Run
1	66	83.7	9.5	33.2	40.3	59.6	16.5	4.4	28.3	10.3	649
2	63	83.8	9.6	32.5	41.5	59.3	16.4	4.3	28.2	10.3	979
3	65	79.1	8.1	31.0	39.9	59.1	16.4	4.4	28.0	10.2	1311
4	65	81.1	9.3	31.9	39.7	59.6	16.5	4.4	28.3	10.3	1625
5	66	79.0	7.1	29.1	33.7	59.5	16.4	4.4	28.2	10.3	1970
6	65	76.4	8.4	30.2	37.6	59.3	16.4	4.3	28.2	10.3	2408
7	64	72.8	7.5	29.2	35.9	59.3	16.4	4.4	28.2	10.3	2795
8	66	77.6	7.9	30.7	38.1	59.4	16.4	4.3	28.2	10.3	3185
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37											
38											
Average:		78.1	8.4	31.0	38.4				28.2		
Error:		5.9%	88%	4.1%					0.2		
Standard Dev:		6.70%	88%	10.44%					0.1		
Confidence:		95.0%	88%	95.0%					95.0		
ASTM Conf.:		100%	100%	100%					100%		
Date:	23/Sep/2005			BP0ver1		88%	P20ver	88%	F/A	88%	
Technician:	Steven Schrader			CF1		88%	CF2	88%	CF3	88%	
Location:	East Freedom			Dirt		88%	Langt	88%			

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ 324 ]</div> <div>*STATE CODE [42]</div> <div>*SHRP SECTION ID [ 1599 ]</div>
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SITE CALIBRATION INFORMATION

ENTERED SEP 19 2005  
D. Marshall

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 4/7/05]
2. \* TYPE OF EQUIPMENT CALIBRATED \_ WIM \_ CLASSIFIER  X  BOTH
3. \* REASON FOR CALIBRATION  
 X  REGULARLY SCHEDULED SITE VISIT  
\_\_\_\_\_ EQUIPMENT REPLACEMENT  
\_\_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
\_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_

\_\_\_\_\_ RESEARCH  
\_\_\_\_\_ TRAINING  
\_\_\_\_\_ NEW EQUIPMENT INSTALLATION
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 100

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  

TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)

10  PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	<u> </u>	<u> 1 </u>
2	<u> </u>	<u> </u>
3	<u> </u>	<u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  See attached calibration form   
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)  See attached calibration form
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:  John Parker   
CONTACT INFORMATION:  John Parker 717-346-9973
- rev. November 9, '

<div>SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ 324 ] *STATE CODE [42] *SHRP SECTION ID [ 1599 ]</div>
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ENTERED SEP 19 2005  
D. Marshall

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 4/7/05]
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 100

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
\_\_\_\_ TRAFFIC STREAM -- \_\_\_\_ STATIC SCALE (Y/N) \_X\_ TEST TRUCKS  
\_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ NUMBER OF TEST TRUCKS USED  
\_\_\_\_ PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)  
1 \_\_\_\_\_ 1  
2 \_\_\_\_\_  
3 \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN --- See attached calibration form  
DYNAMIC AND STATIC GVW \_73.7\_ STANDARD DEVIATION \_0.9\_  
DYNAMIC AND STATIC SINGLE AXLES \_11.1\_ STANDARD DEVIATION \_2.4\_  
DYNAMIC AND STATIC DOUBLE AXLES \_27.5\_ STANDARD DEVIATION \_7.3\_  
SCANNED
8. 43 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 31, 35, 36  
See attached calibration form
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: John Parker  
CONTACT INFORMATION: John Parker 717-346-9973

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ 324 ]</div> <div>*STATE CODE [42]</div> <div>*SHRP SECTION ID [ 1599 ]</div>
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SITE CALIBRATION INFORMATION

ENTERED FEB 13 2006  
DM

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 9/28/05]
2. \* TYPE OF EQUIPMENT CALIBRATED \_ WIM \_ CLASSIFIER \_X\_ BOTH
3. \* REASON FOR CALIBRATION  

☒ REGULARLY SCHEDULED SITE VISIT

☐ EQUIPMENT REPLACEMENT

☐ DATA TRIGGERED SYSTEM REVISION

☐ OTHER (SPECIFY) \_\_\_\_\_

☐ RESEARCH

☐ TRAINING

☐ NEW EQUIPMENT INSTALLATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  

☐ BARE ROUND PIEZO CERAMIC

☐ CHANNELIZED ROUND PIEZO

☒ CHANNELIZED FLAT PIEZO

☐ OTHER (SPECIFY) \_\_\_\_\_

☐ BARE FLAT PIEZO

☐ LOAD CELLS

☒ INDUCTANCE LOOPS

☐ BENDING PLATES

☐ QUARTZ PIEZO

☐ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER \_ PAT \_ DAW 100

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  

☐ TRAFFIC STREAM --

☐ STATIC SCALE (Y/N)

☒ TEST TRUCKS

NUMBER OF TRUCKS COMPARED

NUMBER OF TEST TRUCKS USED

10

PASSES PER TRUCK

TRUCK TYPE SUSPENSION

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

1

2

3

1

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN --- See attached calibration form  
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) \_\_\_\_\_  
See attached calibration form  
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

☒ 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: Todd Rottet  
CONTACT INFORMATION: Todd Rottet 717-787-4574

rev. November 9, 1999

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ 324 ]</div> <div>*STATE CODE [42]</div> <div>*SHRP SECTION ID [ 1599 ]</div>
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ENTERED FEB 13 2006

DM

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 9/28/05]
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) \_\_\_\_\_
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 DAW 100

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
  
☐ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED  
  

	<input type="checkbox"/> 10	PASSES PER TRUCK	
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	9	1
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  
DYNAMIC AND STATIC GVW  4.4  STANDARD DEVIATION  2.39   
DYNAMIC AND STATIC SINGLE AXLES  - 2.7  STANDARD DEVIATION  2.13   
DYNAMIC AND STATIC DOUBLE AXLES  5.2  STANDARD DEVIATION  3.47
8.  6  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED  SCANNED
9. DEFINE THE SPEED RANGES USED (MPH)  34, 38, 39, 40, 41, 42   
 See attached calibration form
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 ☒ 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:  Todd Rottet

CONTACT INFORMATION:  Todd Rottet 717-787-4574