

<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.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 \_\_\_\_\_

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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 : Site converted to electric on 10/01/09. New Loops and Piezos were installed as well. Calibration scheduled for Fall 2010.

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

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ENDING DATE 04/13/10 ENDING TIME 11:59 pm

COUNT DURATION 13 [ ] HOURS [ X ] DAYS [ ] MONTHS

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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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ENTERED JUN 22 2011

NE

**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) [ 09/29/10 ]
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 ☐ 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 190

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  
10 PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u>9</u>	<u>1</u>
2		
3		

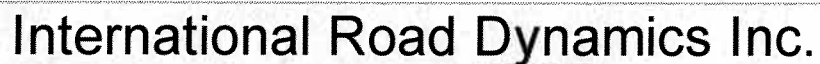
 TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --- See attached calibration form below.  
 DYNAMIC AND STATIC GVW -0.6 STANDARD DEVIATION 3.1  
 DYNAMIC AND STATIC SINGLE AXLES -5.6 STANDARD DEVIATION 4.7  
 DYNAMIC AND STATIC DOUBLE AXLES 1.2 STANDARD DEVIATION 5.7

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 29-39 30-40 40-50 50-60

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: \_\_\_\_\_



# FHWA VERIFICATION

Clear

[illegible]

ID	V#	Speed	Temp	GVW	F/A	T1	T2	1>2	2>3	3>4	4>5
1	1407	36	68	73.3	9.1	28.5	35.8	16.3	4.4	27.4	10.2
1	32	37	66	76.2	10.1	30.7	35.4	16.3	4.4	27.4	10.2
1	74	38	66	75.2	10.4	30.4	34.5	16.3	4.4	27.5	10.2
1	168	38	66	76.2	10.2	31.5	34.4	16.3	4.4	27.5	10.2
1	184	29	69	74.9	10.3	29.9	34.6	16.4	4.4	27.5	10.2
1	442	38	73	73.8	10.1	28.7	34.9	16.2	4.3	27.4	10.2
1	483	41	77	75.9	10.1	28.2	37.6	16.2	4.4	27.4	10.2
1	519	38	73	76.2	9.8	29.3	37.2	16.2	4.4	27.3	10.1
1	568	38	73	74.7	10.7	28.4	35.5	16.2	4.3	27.4	10.1
1	615	39	77	72.8	11.2	28.0	33.6	16.2	4.4	27.4	10.2

Date: 2010/10/01

**Technician:** Bruce Myers

**Location:** Ridgway Site # 324



# International Road Dynamics Inc.

## FHWA VERIFICATION

Specifications					
Confidence	95%	Speed range low	30	to	35
	(1.96)	Speed range medium	35	to	40
Gross vehicle weight	10%	Speed range high	40	to	45
Tandem group weight	15%	Temperature range low	60	to	70
Single axle weight	20%	Temperature range medium	70	to	80
Axle spacings	0.5	Temperature range high	80	to	90

Overall					
Characteristic	Error	StdDev	Specification	Calculated	Pass/Fail
Gross vehicle weight	1.0%	1.7%	10%	4.3%	pass
Tandem group weight	2.7%	4.4%	15%	11.4%	pass
Single axle weight	-2.9%	5.2%	20%	13.1%	pass
Axle spacings	0.0	0.1	0.5	0.2	pass

Speed range 35 to 40 (7 runs)				
Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	0.5%	1.8%	10%	4.6%
Tandem group weight	2.2%	4.2%	15%	10.9%
Single axle weight	-2.9%	6.4%	20%	17.0%
Axle spacings	0.0	0.1	0.5	0.2

Speed range 40 to 45 (1 runs)				
Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	2.3%	#DIV/0!	10%	#DIV/0!
Tandem group weight	4.1%	10.6%	15%	26.2%
Single axle weight	-3.8%	#DIV/0!	20%	#DIV/0!
Axle spacings	0.0	0.0	0.5	0.1

Temperature range 60 to 70 (5 runs)				
Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	1.3%	1.6%	10%	4.9%
Tandem group weight	3.6%	2.8%	15%	9.5%
Single axle weight	-4.6%	5.0%	20%	15.7%

Temperature range 70 to 80 (5 runs)				
Characteristic	Error	StdDev	Specification	Calculated
Gross vehicle weight	0.6%	1.9%	10%	4.9%
Tandem group weight	1.9%	5.6%	15%	13.7%
Single axle weight	-1.1%	5.4%	20%	13.1%