

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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.EDQ ✓ DISK ID _____

BEGINNING DATE 03/14/16 BEGINNING TIME 12:00 am

ENDING DATE 03/31/16 ENDING TIME 11:59 pm

COUNT DURATION 18 [] 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# IRD iSINC

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>Andrew O'Neill</u>	PHONE <u>717-346-3250</u>
DATE PREPARED <u>6/29/16</u>	revised: May 23, 2001

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MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0042

FILENAME: C421599.F1Q ✓ DISK ID _____

BEGINNING DATE 04/01/16 BEGINNING TIME 12:00 am

ENDING DATE 06/22/16 ENDING TIME 11:59 pm

COUNT DURATION 83 [] HOURS [X] DAYS [] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER _____

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FILENAME: C421599.HOQ ✓ DISK ID _____

BEGINNING DATE 06/25/16 BEGINNING TIME 12:00 am

ENDING DATE 06/30/16 ENDING TIME 11:59 pm

COUNT DURATION 6 [] HOURS [X] DAYS [] MONTHS

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NAME OF AGENCY CLASSIFICATION SCHEME: _____ NO. OF BINS

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BEGINNING DATE 07/01/16 BEGINNING TIME 12:00 am

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

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BEGINNING DATE 10/01/16 BEGINNING TIME 12:00 am

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COUNT DURATION 5 [] HOURS [X] DAYS [] MONTHS

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DATE PREPARED <u>03/24/17</u>	revised: May 23, 2001

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ENDING DATE 12/31/16 ENDING TIME 11:59 pm

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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 _____

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METHOD OF CALIBRATION AND FREQUENCY: Test trucks, Fall.

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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10 / 06 / 2016]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
- | | |
|---|--------------------------------------|
| <u> X </u> REGULARLY SCHEDULED SITE VISIT | <u> </u> RESEARCH |
| <u> </u> EQUIPMENT REPLACEMENT | <u> </u> TRAINING |
| <u> </u> DATA TRIGGERED SYSTEM REVISION | <u> </u> NEW EQUIPMENT INSTALLATION |
| <u> </u> LTPP VALIDATION | <u> </u> LTPP ASSESSMENT |
| <u> </u> OTHER (SPECIFY) _____ | |
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- | | | |
|------------------------------------|-------------------------------|-----------------------------------|
| <u> </u> BARE ROUND PIEZO CERAMIC | <u> </u> BARE FLAT PIEZO | <u> </u> BENDING PLATES |
| <u> </u> CHANNELIZED ROUND PIEZO | <u> </u> LOAD CELLS | <u> X </u> Kistler QUARTZ PIEZO |
| <u> </u> CHANNELIZED FLAT PIEZO | <u> X </u> INDUCTANCE LOOPS | <u> </u> CAPACITANCE PADS |
| <u> </u> OTHER (SPECIFY) _____ | | |
5. EQUIPMENT MANUFACTURER IRD - iSINC

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 PROTOCOL: a. SOURCE _____
 _____ NUMBER OF TRUCKS COMPARED
 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE) _____
- b. BASIC METHOD _____
 _____ 1 NUMBER OF TEST TRUCKS USED
 _____ 7 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	_____	_____
3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW _____ - 0.9 STANDARD DEVIATION _____ 1.0
 DYNAMIC AND STATIC SINGLE AXLES _____ - 1.5 STANDARD DEVIATION _____ 1.8
 DYNAMIC AND STATIC DOUBLE AXLES _____ - 0.9 STANDARD DEVIATION _____ 1.1
8. _____ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 35-36

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:

*** TMG CLASS	9	_____	_____	_____	_____	TMG CLASS	_____	_____	_____	_____
TMG CLASS	_____	_____	_____	_____	_____	TMG CLASS	_____	_____	_____	_____
TMG CLASS	_____	_____	_____	_____	_____	TMG CLASS	_____	_____	_____	_____

*** PERCENT "UNCLASSIFIED" VEHICLES: _____ . _____

PERSON LEADING CALIBRATION EFFORT: Steve Schroeder – IRD / Join Sharp - PennDOT

CONTACT INFORMATION: Andrew O'Neill 717 346 3250 rev. March 24, 2009

ENTERED
23 FEB 2017
C.O.