

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[317]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1606]

HIGHWAY RT. NO. (THIS COUNT) I-99

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0214

FILENAME: C421606.NKM DISK ID

BEGINNING DATE 12/21/12 BEGINNING TIME 12:00 am

ENDING DATE 12/27/12 ENDING TIME 11:59 pm

COUNT DURATION 7 [] 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# iSINC - (IRD) installed on November 7th, 2007

SENSOR TYPE KISTLER 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>03/07/2013</u>	revised: May 23, 2001

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[317]
	*STATE CODE	[42]
	*SHRP SECTION ID	[1606]

HIGHWAY RT. NO. (THIS SESSION) I-99

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0214

FILENAME W421606.NKM DISK ID _____

BEGINNING DATE 12/21/12 BEGINNING TIME 12:00 am

ENDING DATE 12/27/12 ENDING TIME 11:59 pm

COUNT DURATION 7 [] HOURS [X] DAYS [] MONTHS

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

EQUIPMENT MAKE/MODEL# iSINC – (IRD) installed on November 7th, 2007

SENSOR TYPE KISTLER 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: _____

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>03/07/2013</u>	revised: <u>May 23, 2001</u>

<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	<p>*STATE ASSIGNED ID [317]</p> <p>*STATE CODE [42]</p> <p>*SHRP SECTION ID [1606]</p>
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<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	<p>*STATE ASSIGNED ID [317]</p> <p>*STATE CODE [42]</p> <p>*SHRP SECTION ID [1606]</p>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12 / 19 / 2012]
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
 LTPP VALIDATION LTPP ASSESSMENT
 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 X Kistler QUARTZ
 CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE
 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
 _____ 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 _____ 1.5 STANDARD DEVIATION _____ 0.8
 DYNAMIC AND STATIC SINGLE AXLES _____ -3.6 STANDARD DEVIATION _____ 0.3
 DYNAMIC AND STATIC DOUBLE AXLES _____ 2.4 STANDARD DEVIATION _____ 0.3
 8. _____ 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
 9. DEFINE THE SPEED RANGES USED (MPH) _____ NBD 61 to 68 SBD 55 to 62

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 _____ VIDEO X MANUAL _____ PARALLEL CLASSIFIERS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** TMG CLASS 9 _____ TMG CLASS _____
 TMG CLASS _____ TMG CLASS _____
 TMG CLASS _____ TMG CLASS _____

PERSON LEADING CALIBRATION EFFORT: Steve Schroeder – IRD / Join Sharp - PennDOT
CONTACT INFORMATION: Andrew O'Neill 717 346 3250 rev. March 24, 2009

*** See below for full calibration information



Clear
Verification

Calibration 2012

[illegible]



**Clear
Verification**

Calibration 2012

[illegible]

