

**SHEET 12**  
**LTPP TRAFFIC DATA**  
**CLASSIFICATION DATA**  
**TRANSMITTAL FORM**

\*STATE ASSIGNED ID [ 106 WB]  
\*STATE CODE [42]  
\*SHRP SECTION ID [ 3044 ]

HIGHWAY RT. NO. (THIS COUNT) I-78

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0340

FILENAME: C423044.C1M ✓ DISK ID \_\_\_\_\_

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

ENDING DATE 03/31/12 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 \_\_\_\_\_

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 May 6<sup>th</sup>, 2009

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 Andrew O'Neill PHONE 717-346-3250  
DATE PREPARED 05/22/2012 revised: May 23, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 106 WB]
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NAME OF PREPARER	<u>Andrew O'Neill</u>	PHONE	<u>717-346-3250</u>
DATE PREPARED	<u>09/20/2012</u>	revised:	<u>May 23, 2001</u>

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NAME OF PREPARER <u>Andrew O'Neill</u>	PHONE <u>717-346-3250</u>
DATE PREPARED <u>11/28/2012</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	[ 106 WB]
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BEGINNING DATE 09/01/12 BEGINNING TIME 12:00 am

ENDING DATE 09/30/12 ENDING TIME 11:59 pm

COUNT DURATION 30 [ ] HOURS [ X ] DAYS [ ] MONTHS

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	*STATE CODE [ <u>42</u> ]
	*SHRP SECTION ID [ <u>3044</u> ]

HIGHWAY RT. NO. (THIS COUNT) I-78

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0341

FILENAME: C423044.L1M DISK ID \_\_\_\_\_

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

ENDING DATE 10/19/12 ENDING TIME 11:59 pm

COUNT DURATION 19 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

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

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HIGHWAY RT. NO. (THIS COUNT) I-78

MILEPOST NO. OR LOCATION (THIS COUNT) Segment 0341

FILENAME: C423044.NIM DISK ID \_\_\_\_\_

BEGINNING DATE 12/19/12 BEGINNING TIME 12:00 am

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

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

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**SHEET 13  
LTPP TRAFFIC DATA**

**VEHICLE WEIGHT DATA  
TRANSMITTAL FORM**

\*STATE ASSIGNED ID [ 106 WB ]

\*STATE CODE [ 42 ]

\*SHRP SECTION ID [ 3044 ]

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

MILEPOST NO. OR LOCATION (THIS SESSION) Segment 0214

FILENAME W423044.C1M ✓ DISK ID \_\_\_\_\_

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

ENDING DATE 03/31/12 ENDING TIME 11:59 pm

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

EQUIPMENT MAKE/MODEL# iSINC - (IRD) installed on May 6<sup>th</sup>, 2009

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 \_\_\_\_\_

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SCHEME TO THE FHWA 13 CLASS SYSTEM.

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

**COMMENTS:**

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NAME OF PREPARER <u>Andrew O'Neill</u>	PHONE: <u>717-346-3250</u>
DATE PREPARED <u>05/22/2012</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	[ 106 WB ]
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METHOD OF CALIBRATION AND FREQUENCY: Test trucks, Fall

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DATE PREPARED <u>09/20/2012</u>	revised May 23, 2001



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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ 106 ] *STATE CODE [ 42 ] *SHRP SECTION ID [ 3044 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 12 / 18 / 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 PIEZO  
    CHANNELIZED FLAT PIEZO                        X   INDUCTANCE LOOPS                          CAPACITANCE PADS  
    OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER     IRD - iSINC

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\*CALIBRATION TECHNIQUE USED:  
 PROTOCOL: a. SOURCE                                          b. BASIC METHOD   T    
    NUMBER OF TRUCKS COMPARED                        1   NUMBER OF TEST TRUCKS USED  
      10   PASSES PER TRUCK  

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u>  9  </u>	<u>  1  </u>
3 - OTHER (DESCRIBE)	2	<u>   </u>	<u>   </u>
	3	<u>   </u>	<u>   </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW     -2.3                      STANDARD DEVIATION   4.4    
 DYNAMIC AND STATIC SINGLE AXLES     -2.1                      STANDARD DEVIATION   3.0    
 DYNAMIC AND STATIC DOUBLE AXLES     -2.4                      STANDARD DEVIATION   5.0
8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)     55 to 64
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

ENTERED  
 24/May/2013  
 C.O.

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

**\*\*\* See below for full calibration information**



**Clear  
Verification**

# Calibration 2012

[illegible]