

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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 0341

FILENAME: C423044.H10 ✓ DISK ID \_\_\_\_\_

BEGINNING DATE 06/01/14 BEGINNING TIME 12:00 am

ENDING DATE 06/30/14 ENDING TIME 11:59 pm

COUNT DURATION 30 [ ] 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 <u>Andrew O'Neill</u>	PHONE <u>717-346-3250</u>
DATE PREPARED <u>09/16/2014</u>	revised: May 23, 2001

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

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ENDING DATE 10/6/14 ENDING TIME 11:59 pm

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

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FILENAME: C423044.L80 DISK ID \_\_\_\_\_

BEGINNING DATE 10/08/14 BEGINNING TIME 12:00 am

ENDING DATE 12/31/14 ENDING TIME 11:59 pm

COUNT DURATION 85 [ ] HOURS [ X ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS \_\_\_\_\_

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<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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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 \_\_\_\_\_

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METHOD OF CALIBRATION AND FREQUENCY: Test trucks, Fall

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

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

SITE CALIBRATION INFORMATION

*entered & QC'd  
May 21, 2015  
G.V.*

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10 / 7 / 2014 ]
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
- TYPE PER FHWA 13 BIN SYSTEM                                        10   PASSES PER TRUCK
- | TRUCK | TYPE         | SUSPENSION   |
|-------|--------------|--------------|
| 1     | <u>  9  </u> | <u>  1  </u> |
| 2     | <u>    </u>  | <u>    </u>  |
| 3     | <u>    </u>  | <u>    </u>  |
- SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
                  3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
    MEAN DIFFERENCE BETWEEN ---  
    DYNAMIC AND STATIC GVW                           .                           STANDARD DEVIATION      .       
    DYNAMIC AND STATIC SINGLE AXLES                           .                           STANDARD DEVIATION      .       
    DYNAMIC AND STATIC DOUBLE AXLES                           .                           STANDARD DEVIATION      .
8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
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	_____	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