

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 140318 ]
	*STATE CODE	[ 51 ]
	*SHRP SECTION ID	[ 1023 ]

HIGHWAY RT. NO. (THIS COUNT) 195

MILEPOST NO. OR LOCATION (THIS COUNT) MP 34

FILENAME C511023.HLF DISK ID Submitted via FTP

BEGINNING DATE 6-22-2005 BEGINNING TIME 00:00

ENDING DATE 12-31-2005 ENDING TIME 24:00

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

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: FHWA Scheme F NO. OF BINS 15

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# Peek ADR 3000 Plus

SENSOR TYPE Quartz Piezo – Loop – Quartz Piezo

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

None at this location.

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS)

None at this location.

COMMENTS VDOT data is reviewed daily and a validity determination made at that time. Any data determined to be not useable for factor creation is coded accordingly and will not be submitted to LTPP. Since this is a continuous count station, abnormal traffic such as holiday traffic, special event traffic or weather affected traffic are used in factor creation. All such files will be provided unless we are requested to do otherwise. We anticipate providing sufficient quantities of data that researchers will be able to make their own determination as to what is normal and/or not normal for the station.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Hamlin Williams</u>	PHONE# <u>804-786-0134</u>
DATE PREPARED <u>3-31-2006</u>	revised November 11, 1999

<p align="center"><b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b></p> <p align="center"><b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b></p>	*STATE ASSIGNED ID [ <u>140318</u> ]
	*STATE CODE [ <u>51</u> ]
	*SHRP SECTION ID [ <u>1023</u> ]

HIGHWAY RT. NO. (THIS SESSION) 195

MILEPOST NO. OR LOCATION (THIS SESSION) 34

FILENAME W511023.I8F DISK ID Submitted Via FTP

BEGINNING DATE 7-8-2005 BEGINNING TIME 00:00

ENDING DATE 12-31-2005 ENDING TIME 24:00

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

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

EQUIPMENT MAKE/MODEL# Peek ADR 3000 Plus

SENSOR TYPE Quartz Piezo – Loop – Quartz 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: FHWA Scheme F NO. OF BINS 15

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: Trucks from the traffic stream are selected and weighed at a nearby static scale. Calibrations were performed on 7/7/2005, 9/22/2005 and 1/10/2006. Truck weights have been post processed to account for gradual calibration drift between calibrations.

COMMENTS: \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Hamlin Williams</u>	PHONE# <u>(804) 786-0134</u>
DATE PREPARED <u>March 30, 2006</u>	rev. February 21, 2000

<b>SHEET 14</b> <b>LTPP TRAFFIC DATA</b> <b>EQUIPMENT INSTALLATION LOG</b>	<b>*STATE ASSIGNED ID</b> <b>*STATE CODE</b> <b>*SHRP SECTION ID</b>	<b>LOCATION</b> <u>I95 NB Sussex County</u> <b>INSTALLATION DATE</b> <u>6/15/2005</u>
	[140318]	[51]
	[1023]	

	TYPE	BRAND NAME	SERIAL NUMBER
Control Unit(s) and peripheral equipment			
Control Unit	ADR 3000 Plus	Peek	0380004118310042
Interface			
Modem			
Loop Amplifiers			
Other			
Sensor(s) / Platform(s)			
LTPP Lane Sensor	Quartz Piezo	Kistler	
Sensor Next Adjacent Lane (1)	Quartz Piezo	Kistler	
Senor Next Adjacent Lane (2)			
Sensor Next Adjacent Lane (3)			
Diagonal Sensor			
Offscale Sensor			
Right Platform			
Left Platform			
Other			
Software			
Complete Package			
Axle Spacing Algorithm Only			
Other			
Loops			
Upstream - Lane 1			
Downstream - Lane 1			
Upstream - Other Lanes			
Downstream - Other Lanes			

revised November 11, 1999

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

\*STATE ASSIGNED ID [ 140318 ]  
\*STATE CODE [ 51 ]  
\*SHRP SECTION ID [ 1023 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [7/7/2005]
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☒ NEW EQUIPMENT INSTALLATION  
☐ 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 ☒ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER Peek

ENTERED APR 11 2006

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:  
☒ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) \_\_\_\_\_ TEST TRUCKS  
11 NUMBER OF TRUCKS COMPARED \_\_\_\_\_ NUMBER OF TEST TRUCKS USED  
\_\_\_\_\_ PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 – AIR; 2 – LEAF SPRING  
3 – OTHER (DESCRIBE)  
1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW 1.2% STANDARD DEVIATION 3.5%  
DYNAMIC AND STATIC SINGLE AXLES 0.6% STANDARD DEVIATION 4.7%  
DYNAMIC AND STATIC DOUBLE AXLES 1.7% STANDARD DEVIATION 4.5%
8. \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.882
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 ☐ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\*FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\*FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\*PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [140318]  
\*STATE CODE [51]  
\*SHRP SECTION ID [1023]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/22/2005]

2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH

ENTERED APR 11 2006

3. \* REASON FOR CALIBRATION

☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☒ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ 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 ☒ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_

5. EQUIPMENT MANUFACTURER Peek

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:

☒ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS

16 NUMBER OF TRUCKS COMPARED

☐ NUMBER OF TEST TRUCKS USED

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

PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	_____	_____
2	_____	_____
3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	<u>4.6%</u>	STANDARD DEVIATION	<u>6.0%</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>4.8%</u>	STANDARD DEVIATION	<u>4.3%</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>4.9%</u>	STANDARD DEVIATION	<u>8.8%</u>

8. \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_  
\_\_\_\_\_

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.844

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 ☐ MANUAL ☐ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

***FHWA CLASS 9	_____	FHWA CLASS	_____
***FHWA CLASS 8	_____	FHWA CLASS	_____
		FHWA CLASS	_____
		FHWA CLASS	_____

\*\*\*PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Hamlin Williams

CONTACT INFORMATION: 804-786-0134

Rev. November 9, 1999