

# LTPP HARDWARE / SOFTWARE CHANGES, REPAIRS AND MODIFICATIONS

STATION 6600

SHEET 15 LTPP TRAFFIC DATA  LOG OF CHANGE AT LTPP TEST LOCATIONS WITH PERMANENT AVC OR WIM	*STATE ASSIGNED ID { }
	*STATE CODE {18}
	*SHRP SECTION ID {1037}

LOCATION ON SR 66 3.0 MI W OF SR 161  
MP# 47.7

TYPE EQUIPMENT  
MODEL #

PERMANENT WIM  
IRD 1067

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE NUMBER	NEW EQUIPMENT SERIAL NUMBER
01-06-06	1000	Reset modem.	Jeff Wourms	317-694-4224	N/A

revised November 11, 1999

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TYPE EQUIPMENT  
MODEL #

PERMANENT WIM  
IRD 1067

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE NUMBER	NEW EQUIPMENT SERIAL NUMBER
01-23-06	1900	Reinstalled software.	Jeff Wourms	317-694-4224	N/A

revised November 11, 1999

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MP# 47.7

TYPE EQUIPMENT  
MODEL #

PERMANENT WIM  
IRD 1067

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE NUMBER	NEW EQUIPMENT SERIAL NUMBER
01-31-06	1600	Replaced loop card 2 and calibrated site.	Jeff Wourms	317-694-4224	N/A

revised November 11, 1999

ENTERED MAR 10 2006  
D. Marshall

# LTTP CALIBRATION SUMMARY

Station: 6600

SHEET 16 LTTP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID { } *STATE CODE {18} *SHRP SECTION ID {1037}
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## SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 / 31 / 06]
2. \*TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. \*REASON FOR CALIBRATION  
REGULARLY SCHEDULED SITE VISIT RESEARCH  
EQUIPMENT REPLACEMENT TRAINING  
DATA TRIGGERED REVISION NEW EQUIPMENT INSTALLATION  
X OTHER (SPECIFY) Annual Calibration
4. \*SENSORS INSTALLED IN LTTP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
BARE ROUND PIEZO CERAMIC X BARE FLAT PIEZO BENDING PLATES  
CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO  
CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS  
OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER IRD

## WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
TRAFFIC STREAM STATIC SCALE (Y/N) X TEST TRUCKS  
NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED  
10 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM 1 Class 9 1  
SUSPENSION: 1 - AIR, 2 - LEAF SPRING 2  
3 - OTHER (DESCRIBE) 3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN --  
DYNAMIC AND STATIC GVW 2.78% STANDARD DEVIATION 3.90%  
DYNAMIC AND STATIC SINGLE AXLES -1.91% STANDARD DEVIATION 3.81%  
DYNAMIC AND STATIC DOUBLE AXLES 3.35% STANDARD DEVIATION 4.76%
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 30
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.9 0.34
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.5

## 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: Mike Hemelgarn - IRD CONTACT INFORMATION: (317) 502-3012
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rev. November 9, 1999

# LTPP CALIBRATION SUMMARY

ENTERED MAR 10 2006  
D. Marshall

Station: 6600

SHEET 16	*STATE ASSIGNED ID { }
LTPP MONITORED TRAFFIC DATA	*STATE CODE {18}
SITE CALIBRATION SUMMARY	*SHRP SECTION ID {1037}

## SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 / 31 / 06]
2. \*TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. \*REASON FOR CALIBRATION
  - REGULARLY SCHEDULED SITE VISIT RESEARCH
  - EQUIPMENT REPLACEMENT TRAINING
  - DATA TRIGGERED REVISION NEW EQUIPMENT INSTALLATION
  - X OTHER (SPECIFY) Annual Calibration
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
  - BARE ROUND PIEZO CERAMIC X BARE FLAT PIEZO BENDING PLATES
  - CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
  - CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
  - OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER IRD

## WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
  - TRAFFIC STREAM STATIC SCALE (Y/N) X TEST TRUCKS
  - NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
  - 10 PASSES PER TRUCK
  - TRUCK TYPE SUSPENSION
  - TYPE PER FHWA 13 BIN SYSTEM 1 Class 9 1
  - SUSPENSION: 1 - AIR, 2 - LEAF SPRING 2
  - 3 - OTHER (DESCRIBE) 3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
  - MEAN DIFFERENCE BETWEEN --
  - DYNAMIC AND STATIC GVW 2.78% STANDARD DEVIATION 3.90%
  - DYNAMIC AND STATIC SINGLE AXLES -1.91% STANDARD DEVIATION 3.81%
  - DYNAMIC AND STATIC DOUBLE AXLES 3.35% STANDARD DEVIATION 4.76%
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 30
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.9 0.34
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
  - IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.5

## 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: Mike Hemelgarn - IRD  
CONTACT INFORMATION: (317) 502-3012

SCANNED

rev. November 9, 1999