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| SHEET 16<br>LTPP MONITORED TRAFFIC DATA<br>SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [6150]<br>*STATE CODE [19]<br>*SHRP SECTION ID [6150] |
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [09/16/2004]
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 Measurement Specialties Inc

Entered  
Mar 12/07  
AW

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_ TRAFFIC STREAM -- \_\_\_ STATIC SCALE (Y/N) \_\_\_ TEST TRUCKS  
 \_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_ NUMBER OF TEST TRUCKS USED  
 \_\_\_ PASSES PER TRUCK  
 TRUCK TYPE SUSPENSION  
 TYPE PER FHWA 13 BIN SYSTEM 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 \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/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 <sup>4 hrs</sup> \_\_\_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 0% \_\_\_ FHWA CLASS \_\_\_  
 \*\*\* FHWA CLASS 8 0% \_\_\_ FHWA CLASS \_\_\_  
 FHWA CLASS \_\_\_  
 FHWA CLASS \_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0% \_\_\_

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| PERSON LEADING CALIBRATION EFFORT: <u>Andrew Short</u><br>CONTACT INFORMATION: <u>575-239-1526</u> | rev. November 9, 1999 |
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| <p align="center">SHEET 15</p> <p align="center">LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGE AT LTPP TEST<br/>LOCATIONS WITH PERM. AVC OR WIM</p> | *STATE ASSIGNED ID | [6150] |
|   | *STATE CODE        | [19]   |
|   | *SHRP SECTION ID   | [6150] |

LOCATION IA 96 in Sec County TYPE EQUIP. PEEK ADR  
 MP# 2.3 MODEL # 2000

| DATE OF<br>CHANGE | TIME OF<br>CHANGE | DESCRIPTION OF CHANGE | PERSON MAKING CHANGE | PHONE #      | NEW EQUIP.<br>SERIAL # |
|-------------------|-------------------|-----------------------|----------------------|--------------|------------------------|
| 1-8-04            | 12:00             | Installed New ADR     | Bob Twit             | 515-239-1445 | 9844560124             |
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revised November 11, 1999