

<p align="center">SHEET 15</p> <p align="center">LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[ P7C ]
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 0201 ]

LOCATION SR 395 TYPE EQUIP. \_\_\_\_\_

MP # 91.0 MODEL # IRD

[illegible]

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ P7C lane #1 ] *STATE CODE [ <u>53</u> ] *SHRP SECTION ID [ <u>0200</u> ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 06 / 2004 ]

2. \* TYPE OF EQUIPMENT CALIBRATED X\_ WIM      \_\_\_ CLASSIFIER      \_\_\_ BOTH

3. \* REASON FOR CALIBRATION  
\_\_\_ REGULARLY SCHEDULED SITE VISIT      \_\_\_ RESEARCH  
\_\_\_ EQUIPMENT REPLACEMENT      X\_ 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  
X\_ CHANNELIZED FLAT PIEZO      X\_ INDUCTANCE LOOPS      \_\_\_ CAPACITANCE PADS  
\_\_\_ OTHER (SPECIFY) \_\_\_\_\_ BL Piezos \_\_\_\_\_

5. EQUIPMENT MANUFACTURER \_\_\_\_\_ MSI \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\* CALIBRATION TECHNIQUE USED:  
\_\_\_ TRAFFIC STREAM -- \_\_\_ STATIC SCALE (Y/N)      X\_ TEST TRUCKS

1\_ 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>10</u>	<u>Air</u>
3 - OTHER (DESCRIBE)	2	_____	_____
	3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW      1.89 %      STANDARD DEVIATION 1.42 %  
DYNAMIC AND STATIC SINGLE AXLES      -1.28 %      STANDARD DEVIATION 7.37 %  
DYNAMIC AND STATIC DOUBLE AXLES      2.49 %      STANDARD DEVIATION 1.12 %

8. 1\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 60 mph \_\_\_\_\_

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Upstream .2522    Downstream .2664

11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.8 tons or 10,600 pounds \_\_\_\_\_

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: CONTACT INFORMATION:	rev. November 9, 1999
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REC'D APR 13 2005

Pl. enter this page only (lane#1)  
ENTERED APR 26 2005

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

\*STATE ASSIGNED ID [ P7C lane #2 ]  
\*STATE CODE [ 53 ]  
\*SHRP SECTION ID [ 0200 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 06 / 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) \_\_\_\_\_ BL Piezos \_\_\_\_\_
5. EQUIPMENT MANUFACTURER \_\_\_\_\_ MSI \_\_\_\_\_

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  
  
☐ 10 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM 1 ☐ 10 ☐ Air  
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 -5.15 % STANDARD DEVIATION 2.00 %  
DYNAMIC AND STATIC SINGLE AXLES -2.69 % STANDARD DEVIATION 4.41 %  
DYNAMIC AND STATIC DOUBLE AXLES -5.45 % STANDARD DEVIATION 2.14 %
8. ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 60 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Upstream .32804 Downstream .3355
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: ☐ 4.8 tons or 10,600 pounds \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS