

SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[P7C]
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/31/06		NO CHANGE			
11/28-29/06		Ritzville2-P7C: Calibrated site with MacTec. Kistler sensors worked very well in colder temperature. The calibration factors we needed to change was less than 3%. However, there were quite a few class 15s we had noticed. Dean Wolf from MacTec did take note of that, and he will bring it up to their meeting. A complete report of the site's calibration will be sent to us when he has it prepared. (HN)	(HN)		
3/20/07	(06:30 - 08:00)	Ritzville2-P7C Site inspection. Copied log and parameter files. Checked all J-box. Site looks good!	(HN)		

SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/31/06		NO CHANGE			
11/28-29/06		Ritzville2-P7C: Calibrated site with MacTec. Kistler sensors worked very well in colder temperature. The calibration factors we needed to change was less than 3%. However, there were quite a few class 15s we had noticed. Dean Wolf from MacTec did take note of that, and he will bring it up to their meeting. A complete report of the site's calibration will be sent to us when he has it prepared. (HN)	(HN)		
02/27/07	(1710-1725)	P7C Ritzville #2 Speed verification and/or Site inspection	(N. Chau / J. Stack)		

60.12.12.9.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [P.C.7] *STATE CODE [53] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 29 / 2006]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVISION
☒ OTHER (SPECIFY) ☐ LTPP Validation
☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION
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 ☐ IRD/PAT Traffic _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ 2 NUMBER OF TEST TRUCKS USED
☐ 20 PASSES PER TRUCK
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 9 | 2 |
| 3 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW ☐ -0.3 STANDARD DEVIATION ☐ 3.2
DYNAMIC AND STATIC SINGLE AXLES ☐ -3.7 STANDARD DEVIATION ☐ 5.7
DYNAMIC AND STATIC DOUBLE AXLES ☐ 1.2 STANDARD DEVIATION ☐ 4.2
8. ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 50, 55, 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 6.690134
- 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 ☐ 0 FHWA CLASS ☐
*** FHWA CLASS 8 ☐ -50 FHWA CLASS ☐
FHWA CLASS ☐
FHWA CLASS ☐
FHWA CLASS ☐
*** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 1.0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC Engineering & Consulting, Inc. CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999
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3/29/07
[Signature]

300.12.11.9.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[_ P _ C _ 7 _]
	*STATE CODE	[_ 5 _ 3 _]
	*SHRP SECTION ID	[_ 0 _ 2 _ 0 _ 0 _]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_ 1 _ 1 _ / _ 2 _ 8 _ / _ 2 _ 0 _ 0 _ 6 _]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVISION
☒ OTHER (SPECIFY) ☐ LTPP Validation
☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION
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 ☐ IRD/PAT Traffic _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED _____ ☐ 2 NUMBER OF TEST TRUCKS USED
☐ 2 0 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	2
3		

TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE) _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW _____ - 6.0 _____ STANDARD DEVIATION _____ 4.2 _____
DYNAMIC AND STATIC SINGLE AXLES _____ - 12.9 _____ STANDARD DEVIATION _____ 3.6 _____
DYNAMIC AND STATIC DOUBLE AXLES _____ - 4.5 _____ STANDARD DEVIATION _____ 5.9 _____
8. ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 50, 55, 65 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____ 6.500298 _____
- 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 _____ 0 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ -50 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____ 1.0 _____

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC Engineering & Consulting, Inc.</u>
CONTACT INFORMATION: <u>301-210-5105</u> rev. November 9, 1999

3/29/07
SR

file: 800.12.2.9.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_P_7_C_] *STATE CODE [_5_3_] *SHRP SECTION ID [_0_2_0_0_]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_0_5_ / _2_4_ / _2_0_0_6_]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___X_ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT ___ RESEARCH
___ EQUIPMENT REPLACEMENT ___ TRAINING
___ DATA TRIGGERED SYSTEM REVISION ___ NEW EQUIPMENT INSTALLATION
___X_ OTHER (SPECIFY) LTPP Site Assessment
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_ QUARTZ PIEZO
___ CHANNELIZED FLAT PIEZO ___X_ INDUCTANCE LOOPS ___ CAPACITANCE PADS
___ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER ___ Controller - IRD; Sensors - Kistler

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 ___X_ MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME ___X_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ___ - 1.9 ___ FHWA CLASS 10 ___ - 16.7 ___
*** FHWA CLASS 8 ___ FHWA CLASS ___
FHWA CLASS ___
FHWA CLASS ___
*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.7 ___

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC Engineering & Consulting, Inc. rev. November 9, 1999
CONTACT INFORMATION: (301) 210-5105

ENTERED DEC 08 2006

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P7C]
*STATE CODE [53]
*SHRP SECTION ID [0200 NB drive lane]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 /18 /2006]
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) ☐ KISTLER SENSOR _____
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

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

TRUCK	TYPE	PASSES PER TRUCK	SUSPENSION
1	Class 9		Air
2			
3			

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -3.58% STANDARD DEVIATION 1.61%
DYNAMIC AND STATIC SINGLE AXLES 3.05% STANDARD DEVIATION 2.37%
DYNAMIC AND STATIC DOUBLE AXLES -4.91% STANDARD DEVIATION 2.44%
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) Sensor #1= 7.558, Sensor #2= 7.53
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ NO
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: ☐ N/A

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P7C]
*STATE CODE [53]
*SHRP SECTION ID [0200 NB pass lane]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 /18 /2006]
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) ☐ KISTLER SENSOR _____
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ 1 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
1 Class 9 ☐ Air
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
2
3 - OTHER (DESCRIBE) 3
3
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW .39% STANDARD DEVIATION 1.94%
DYNAMIC AND STATIC SINGLE AXLES -2.59% STANDARD DEVIATION 5.21%
DYNAMIC AND STATIC DOUBLE AXLES 1.16% STANDARD DEVIATION 1.77%
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) Sensor #1= 7.701, Sensor #2= 7.218
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ NO
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: ☐ N/A

CLASSIFIER TEST SPECIFICS***

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P7C]
*STATE CODE [53]
*SHRP SECTION ID [0200 SB drive lane]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 /18 /2006]
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: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ 1 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

	<u>PASSES PER TRUCK</u>		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	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 -0.34% STANDARD DEVIATION 3.43%
DYNAMIC AND STATIC SINGLE AXLES -7.16% STANDARD DEVIATION 2.39%
DYNAMIC AND STATIC DOUBLE AXLES 0.88% STANDARD DEVIATION 4.15%
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) Sensor #1= .158, Sensor #2= .193
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ YES
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 48 hours, 4.5 tons

CLASSIFIER TEST SPECIFICS***

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P7C]
*STATE CODE [53]
*SHRP SECTION ID [0200 SB pass lane]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 /18 /2006]
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: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ 1 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

	<input type="checkbox"/> PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	<input type="checkbox"/> 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 -1.56% STANDARD DEVIATION 2.63%
DYNAMIC AND STATIC SINGLE AXLES -2.46% STANDARD DEVIATION 1.44%
DYNAMIC AND STATIC DOUBLE AXLES -1.32% STANDARD DEVIATION 3.30%
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) Sensor #1= .198, Sensor #2= .191
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ YES
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 48 hours, 4.5 tons

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

11
MO. 12. 3. 8. 12

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P7C]
*STATE CODE [53]
*SHRP SECTION ID [0200 NB drive lane]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01 /18 /2006]
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) ☐ KISTLER SENSOR _____
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

12-4-08
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

TRUCK	TYPE	PASSES PER TRUCK	SUSPENSION
1	Class 9		Air
2			
3			

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -3.58% STANDARD DEVIATION 1.61%
DYNAMIC AND STATIC SINGLE AXLES 3.05% STANDARD DEVIATION 2.37%
DYNAMIC AND STATIC DOUBLE AXLES -4.91% STANDARD DEVIATION 2.44%
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) Sensor #1= 7.558, Sensor #2= 7.53
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ NO
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: ☐ N/A

CLASSIFIER TEST SPECIFICS***

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