

800.12.11.9.12

<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	[P32]
	*STATE CODE	[53]
	*SHRP SECTION ID	[0800]

LOCATION Co. Road TYPE EQUIP. _____

MP # 0.25 on Smith Springs Rd MODEL # IRD 1060

[illegible]

800.12-11.9-12

<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	[P31]
	*STATE CODE	[53]
	*SHRP SECTION ID	[0801]

LOCATION Co. Road TYPE EQUIP. _____

MP # 5.66 MODEL # IRD 1060

[illegible]

[illegible]

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P31]
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MP # 5.66 MODEL # IRD 1060

[illegible]

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[illegible]

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[illegible]

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P31]
 *STATE CODE [53]
 *SHRP SECTION ID [0800]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04/22/2002]
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) (No TRUCKS)
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 DYNAMICS (IRD)

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
1	TYPE PER FHWA 13 BIN SYSTEM	
2	SUSPENSION: 1 - AIR; 2 - LEAF SPRING	
3	3 - OTHER (DESCRIBE)	
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) 0.47001
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 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