

<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	[ P17 ]
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 1007 ]

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MP # 13.1 MODEL # IRD 1060

[illegible]

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ P17 ]</div> <div>*STATE CODE [ 53 ]</div> <div>*SHRP SECTION ID [1007 (SB)]</div>
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/24/2005 ]

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  

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

10 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	Class 9	Air
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -8.90% STANDARD DEVIATION 8.87%  
DYNAMIC AND STATIC SINGLE AXLES -3.55% STANDARD DEVIATION 9.55%  
DYNAMIC AND STATIC DOUBLE AXLES -9.75 % STANDARD DEVIATION 9.81%

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= .300; Sensor #2= .302  
i.

11. IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Weekly; 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

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:	rev. November 9, 1999
CONTACT INFORMATION:	

REV. 11.11.26 2005

Don't enter

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☐ OTHER (SPECIFY) \_\_\_\_\_

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☐ 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\*\*

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TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
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10

PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	Class 9	Air
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -8.23% STANDARD DEVIATION 8.70%  
DYNAMIC AND STATIC SINGLE AXLES -1.82% STANDARD DEVIATION 7.01%  
DYNAMIC AND STATIC DOUBLE AXLES -9.24 % STANDARD DEVIATION 9.60%

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= .313; Sensor #2= .337  
i.

11. IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Weekly; 4.5 tons

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
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\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT:	rev. November 9, 1999
CONTACT INFORMATION:	

REC'D JUL 26 2005

ENTERED SEP 15 88K