

FILE 800.12.11-8.12

<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]

LOCATION	SR 221	TYPE EQUIP.	Piezo (Class 1)
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MP # 13.1 MODEL # IRD 1060

[illegible]

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	*SHRP SECTION ID	[1007]

LOCATION SR 221 TYPE EQUIP. Piezo (Class 1)

MP # 13.1 MODEL # IRD 1060[illegible]

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LOCATION SR 221 TYPE EQUIP. Piezo (Class 1)

MP # 13.1 MODEL # IRD 1060[illegible]

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LOCATION SR 221 TYPE EQUIP. Piezo (Class 1)

MP # 13.1 MODEL # IRD 1060

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LOCATION SR 221 TYPE EQUIP. Piezo (Class 1)

MP # 13.1 MODEL # IRD 1060[illegible]

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

MP # 13.1 MODEL # IRD 1060

[illegible]

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[P17]
	*STATE CODE	[53]
	*SHRP SECTION ID	[North Bound]

1007

enter

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /20 /2010]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

- ** 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	Class 9	<input type="checkbox"/> Air
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	-1.29%	STANDARD DEVIATION	2.04%
DYNAMIC AND STATIC SINGLE AXLES	-4.26%	STANDARD DEVIATION	2.84%
DYNAMIC AND STATIC DOUBLE AXLES	-0.73%	STANDARD DEVIATION	3.29%
- ☒ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) ☒ 57 mph _____
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= 5.214, Sensor #2= 6.139
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) NO
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

CLASSIFIER TEST SPECIFICS***

ENTERED
1-16-12

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [P17] *STATE CODE [53] *SHRP SECTION ID [South Bound] 1007
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SITE CALIBRATION INFORMATION

do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /20 /2010]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION

<input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input type="checkbox"/> OTHER (SPECIFY) _____	
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input checked="" type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM	-- <input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> 1 NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 1	NUMBER OF TEST TRUCKS USED

	<u> </u> PASSES PER TRUCK
TYPE PER FHWA 13 BIN SYSTEM	TRUCK TYPE SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1 Class 9 <u> Air </u>
3 - OTHER (DESCRIBE)	2 <u> </u> <u> </u>
	3 <u> </u> <u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	-1.33%	STANDARD DEVIATION	2.68%
DYNAMIC AND STATIC SINGLE AXLES	-5.81%	STANDARD DEVIATION	5.55%
DYNAMIC AND STATIC DOUBLE AXLES	-0.50%	STANDARD DEVIATION	4.30%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 57 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= 5.590, Sensor #2= 6.423
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) NO
 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 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
- *** PERCENT "UNCLASSIFIED" VEHICLES: _____ . _____

PERSON LEADING CALIBRATION EFFORT:
CONTACT INFORMATION:

rev. November 9, 1999