

LOCATION SR 14 TYPE EQUIP. Piezo (Class 1)

MP # 17.7 MODEL # IRD 1060

[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	[P07]
	*STATE CODE	[53]
	*SHRP SECTION ID	[1801]

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<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [P07]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [1801 East bound]</div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08 /14 /2007]
2. * TYPE OF EQUIPMENT CALIBRATED ☒_X_ WIM ☐_ CLASSIFIER ☐_ BOTH
3. * REASON FOR CALIBRATION
☒_X_ 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 ☒_X_ BARE FLAT PIEZO ☐_ BENDING PLATES
☐_ CHANNELIZED ROUND PIEZO ☐_ LOAD CELLS ☐_ QUARTZ PIEZO
☐_ CHANNELIZED FLAT PIEZO ☒_X_ 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) ☒_X_ TEST TRUCKS

12-4-08 9
☒_X_ 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)

PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	Class 9	<input checked="" type="checkbox"/> _ Air
2		
3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -1.49% STANDARD DEVIATION 1.23%
DYNAMIC AND STATIC SINGLE AXLES 1.87% STANDARD DEVIATION 1.86%
DYNAMIC AND STATIC DOUBLE AXLES -1.90% STANDARD DEVIATION 1.64%
8. ☒_1_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☒_ 53 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3189, Sensor #2= .3000
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒_ Yes _
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every week.
1 range is used. 10,800 pounds steer axle weigh is the target.

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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ENTERED DEC 20 2007

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P07]
*STATE CODE [53]
*SHRP SECTION ID [1801 West bound]

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☒ 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

PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 1 Class 9 ☐ Air
3 - OTHER (DESCRIBE) 2 ☐
3 ☐
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -4.66% STANDARD DEVIATION 2.81%
DYNAMIC AND STATIC SINGLE AXLES 0.86% STANDARD DEVIATION 1.72%
DYNAMIC AND STATIC DOUBLE AXLES -5.47% STANDARD DEVIATION 3.38%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 53 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3855, Sensor #2= .3660
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes
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1 range is used. 10,800 pounds steer axle weigh is the target.

CLASSIFIER TEST SPECIFICS***

12. *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
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*** 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