

<p align="center">SHEET 15 LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P04]
	*STATE CODE	[53]
	*SHRP SECTION ID	[3011]

LOCATION SR 5 TYPE EQUIP. Piezo (Class 1)

MP # 261.0 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PH ON E #	NEW EQU' SERIAL #
1/3/07	(12:00 - 13:05)	Ferndale-P04 Problem: Dial, no answer after "system shut down" from shop for no data collected. Found system was resting at the DOS prompt. Tested watch-dog to find it was working okay. Cleaned and re-seated PIO72 card. Had Tom called to perform a "system shut down" from shop, and the unit did reboot itself @\$%^&*! Go figure. (HN) Note***: created default files with no traffic monitored 12/26 to 12/28 with no files from 12/29/06 until site visit 1/3/07 (Tom)	(HN)		

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [P04]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [3011 SB drive]</div>
--	---

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08 /28 /2007]
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
☒ 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	Air
2		
3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 0.83% STANDARD DEVIATION 6.01%
DYNAMIC AND STATIC SINGLE AXLES -1.64% STANDARD DEVIATION 5.12%
DYNAMIC AND STATIC DOUBLE AXLES 0.97% STANDARD DEVIATION 8.87%
8. ☐ 1 ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 59 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .2931, Sensor #2= .2834
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. 10,600 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:	rev. November 9, 1999
CONTACT INFORMATION:	

ENTERED DEC 20 2007

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P04]
*STATE CODE [53]
*SHRP SECTION ID [3011 SB pass]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08 /28 /2007]
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

	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		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -4.62% STANDARD DEVIATION 2.19%
DYNAMIC AND STATIC SINGLE AXLES -2.40% STANDARD DEVIATION 3.82%
DYNAMIC AND STATIC DOUBLE AXLES -5.28% STANDARD DEVIATION 3.69%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 59 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4340, Sensor #2= .4469
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. 10,600 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

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [P04]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [3011 NB drive]</div>
--	---

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08 /28 /2007]

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

	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		

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

DYNAMIC AND STATIC GVW	-4.01%	STANDARD DEVIATION	3.86%
DYNAMIC AND STATIC SINGLE AXLES	0.13%	STANDARD DEVIATION	4.18%
DYNAMIC AND STATIC DOUBLE AXLES	-5.02%	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= .2841, Sensor #2= .3311

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. 10,600 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

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [P04]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [3011 NB pass]</div>
--	--

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08 /28 /2007]

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

	TRUCK	PASSES PER 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 -5.29% STANDARD DEVIATION 1.75%
DYNAMIC AND STATIC SINGLE AXLES -2.44% STANDARD DEVIATION 1.74%
DYNAMIC AND STATIC DOUBLE AXLES -5.96% STANDARD DEVIATION 2.42%

8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) ☐ 58 mph _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4738, Sensor #2= .5255

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. 10,600 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:	rev. November 9, 1999
CONTACT INFORMATION:	