

<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	[P15]
	*STATE CODE	[53]
	*SHRP SECTION ID	[3013/1008]

LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 87.7 MODEL # IRD 1060

[illegible]

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [P15]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [3013/1008 (NB DR)]</div>
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 /04 /2005]

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 checked="" type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input 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:

☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☒ 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 3 - OTHER (DESCRIBE)	1	<input checked="" type="checkbox"/> 9	<input type="checkbox"/> Air
	2	<input type="checkbox"/>	<input type="checkbox"/>
	3	<input type="checkbox"/>	<input type="checkbox"/>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	.11%	STANDARD DEVIATION	2.73%
DYNAMIC AND STATIC SINGLE AXLES	-.14%	STANDARD DEVIATION	3.73%
DYNAMIC AND STATIC DOUBLE AXLES	.27%	STANDARD DEVIATION	2.96%

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= .198, Sensor #2= .194

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Yes

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:	
CONTACT INFORMATION:	rev. November 9, 1999

REC'D JUL 26 2005

enter this for 531008 and 533013

ENTERED SEP 15 2005

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P15]
*STATE CODE [53]
*SHRP SECTION ID [3013/1008 (NB PASS)]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 /04 /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
- ☐ 1 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | 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 -3.29% STANDARD DEVIATION 5.45%
DYNAMIC AND STATIC SINGLE AXLES -2.65% STANDARD DEVIATION 5.39%
DYNAMIC AND STATIC DOUBLE AXLES -3% STANDARD DEVIATION 5.78%
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= .184, Sensor #2= .148
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes
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:
CONTACT INFORMATION:

rev. November 9, 1999

REC'D JUL 26 2005

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SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P15]
*STATE CODE [53]
*SHRP SECTION ID [3013/1008 (SB DR)]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 /04 /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

PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 9 Air
2
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -0.39% STANDARD DEVIATION 3.23%
DYNAMIC AND STATIC SINGLE AXLES -0.59% STANDARD DEVIATION 4.84%
DYNAMIC AND STATIC DOUBLE AXLES -0.33% STANDARD DEVIATION 3.23%
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= .14, Sensor #2= .147
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Yes
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:
CONTACT INFORMATION:

rev. November 9, 1999

REC'D 11 26 2005

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3. * REASON FOR CALIBRATION
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☐ 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	<input checked="" type="checkbox"/> 9 <input type="checkbox"/> 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 -0.25% STANDARD DEVIATION 4.65%
DYNAMIC AND STATIC SINGLE AXLES -3.02% STANDARD DEVIATION 6.2%
DYNAMIC AND STATIC DOUBLE AXLES -0.35% STANDARD DEVIATION 4.79%

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= .172, Sensor #2= .193

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Yes
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:	
CONTACT INFORMATION:	rev. November 9, 1999

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