

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	[P19]
	*STATE CODE	[53]
	*SHRP SECTION ID	[6048]

LOCATION SR 522 TYPE EQUIP. Piezo (Class 1)

MP # 13.3 MODEL # IRD 1060

[illegible]

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P19]
*STATE CODE [53]
*SHRP SECTION ID [WB Pass]

6048

SITE CALIBRATION INFORMATION

do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/23/2008]
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)
- | TRUCK | TYPE | PASSES PER TRUCK | SUSPENSION |
|-------|---------|------------------|------------|
| 1 | Class 9 | | Air |
| 2 | | | |
| 3 | | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -6.11% STANDARD DEVIATION 2.36%
DYNAMIC AND STATIC SINGLE AXLES 0.67% STANDARD DEVIATION 2.52%
DYNAMIC AND STATIC DOUBLE AXLES -7.49% STANDARD DEVIATION 2.97%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 61 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4284, Sensor #2= .4320
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. 10,340 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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P19]
*STATE CODE [53]
*SHRP SECTION ID [EB Pass]

6048

SITE CALIBRATION INFORMATION

Do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/23/2008]
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 | 1.03% | STANDARD DEVIATION | 4.26% |
| DYNAMIC AND STATIC SINGLE AXLES | -0.71% | STANDARD DEVIATION | 5.59% |
| DYNAMIC AND STATIC DOUBLE AXLES | 1.31% | STANDARD DEVIATION | 4.56% |
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= .4235, Sensor #2= .3480
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. 10,120 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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">*STATE ASSIGNED ID</td> <td style="width: 20%; text-align: right;">[P19]</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[53]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[EB Drive]</td> </tr> </table>	*STATE ASSIGNED ID	[P19]	*STATE CODE	[53]	*SHRP SECTION ID	[EB Drive]
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6048
enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/22/2008]

2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH

3. * REASON FOR CALIBRATION

<input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT <input type="checkbox"/> EQUIPMENT REPLACEMENT <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION <input type="checkbox"/> OTHER (SPECIFY) _____	<input type="checkbox"/> RESEARCH <input type="checkbox"/> TRAINING <input type="checkbox"/> NEW EQUIPMENT INSTALLATION
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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:

<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	

	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	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	-8.63%	STANDARD DEVIATION	1.39%
DYNAMIC AND STATIC SINGLE AXLES	-1.55%	STANDARD DEVIATION	1.36%
DYNAMIC AND STATIC DOUBLE AXLES	-10.01%	STANDARD DEVIATION	1.51%

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

9. DEFINE THE SPEED RANGES USED (MPH) ☐ 56 mph _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .2811, Sensor #2= .2821
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. 10,780 pounds steer axle weigh is the target.

ENTERED
 1-16-12

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

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☐ 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
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☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
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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) | PASSES PER TRUCK | |
|---|------------------|---------|
| | TRUCK | TYPE |
| | 1 | Class 9 |
| | 2 | |
| | 3 | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | MEAN DIFFERENCE BETWEEN --- | |
|---------------------------------|--------|
| DYNAMIC AND STATIC GVW | -7.68% |
| DYNAMIC AND STATIC SINGLE AXLES | -4.54% |
| DYNAMIC AND STATIC DOUBLE AXLES | -8.35% |
- | STANDARD DEVIATION | |
|--------------------|--|
| 1.32% | |
| 3.23% | |
| 2.34% | |
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= .4764, Sensor #2= .4843
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. 11,220 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 _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____ . _____

PERSON LEADING CALIBRATION EFFORT:
CONTACT INFORMATION:

rev. November 9, 1999