

File: 800 12.11.8.12

<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	[ P6)
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 6049 ]

LOCATION SR 167 TYPE EQUIP. Piezo (Class 1)

MP # 23.7 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
		<b>OUT OF STUDY</b>			
07/31/08		<b>NO CHANGES</b>			
07/30/08		SR-167 NORTHBOUND JUST SOUTH OF I-405 ACCIDENT BLOCKING RIGHT LANE VERIFIED WITH CAMERA 11:56 AM (Tom)			

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [P6]  
\*STATE CODE [53]  
\*SHRP SECTION ID [ SB Drive]

6049  
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  
☒ 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 ☐ 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 -6.31% STANDARD DEVIATION 3.10%  
DYNAMIC AND STATIC SINGLE AXLES 4.08% STANDARD DEVIATION 2.99%  
DYNAMIC AND STATIC DOUBLE AXLES -8.26% STANDARD DEVIATION 3.68%  
8. ☐ 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= .3465, Sensor #2= .3331  
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. 10,560 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**  
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\*STATE ASSIGNED ID [P6]  
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SITE CALIBRATION INFORMATION

do not enter

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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
1	Class 9	Air
2		
3		

TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -2.75% STANDARD DEVIATION 3.36%  
DYNAMIC AND STATIC SINGLE AXLES -1.01% STANDARD DEVIATION 1.16%  
DYNAMIC AND STATIC DOUBLE AXLES -3.34% STANDARD DEVIATION 4.98%
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= .2731, Sensor #2= .3752
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. 10,560 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:

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3. \* REASON FOR CALIBRATION  
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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  
☐ 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
1	Class 9	Air
2		
3		

TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  

DYNAMIC AND STATIC GVW	-6.88%	STANDARD DEVIATION	1.40%
DYNAMIC AND STATIC SINGLE AXLES	-3.40%	STANDARD DEVIATION	2.25%
DYNAMIC AND STATIC DOUBLE AXLES	-7.67%	STANDARD DEVIATION	1.94%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 54 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3814, Sensor #2= .3560
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.

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:

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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  
☐ 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          | PASSES PER TRUCK |            |
|--------------------------------------|------------------|------------|
|                                      | TRUCK            | SUSPENSION |
| 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 ---
- |                                 |         | STANDARD DEVIATION |
|---------------------------------|---------|--------------------|
| DYNAMIC AND STATIC GVW          | -14.17% | 2.50%              |
| DYNAMIC AND STATIC SINGLE AXLES | -4.20%  | 2.39%              |
| DYNAMIC AND STATIC DOUBLE AXLES | -16.11% | 2.74%              |
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= .2153, Sensor #2= .2162
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. 10,560 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: \_\_\_ . \_\_\_

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