

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [509]
*STATE CODE [04]
*SHRP SECTION ID [0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [May / 27 / 2004]
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 PAT

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
22 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|----------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u>9</u> | <u>AIR</u> |
| 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 ☐ 1.00 STANDARD DEVIATION ☐ 0.35
DYNAMIC AND STATIC SINGLE AXLES ☐ 6.83 STANDARD DEVIATION ☐ 0.15
DYNAMIC AND STATIC DOUBLE AXLES ☐ 6.04 STANDARD DEVIATION ☐ 0.35
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 55 65 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) YES
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

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: IRD Technician
CONTACT INFORMATION: Tom Kombe 602 712 3135

rev. November 9, 1999

November 9, 1999

ENTERED DEC 8 8 2001

file: 800.12.2.8.12

Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNMENT [509] *STATE CODE [04] *SHRP SECTION ID [0501]
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0500

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 06/24/2005
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 INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER PAT

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) X TEST TRUCKS
 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | | 25 | PASSES PER TRUCK | |
|--------------------------------------|-------|------------------|-------------|
| | TRUCK | TYPE | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u>9</u> | <u>1</u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | 3 | <u> </u> | <u> </u> |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -6.3 -0.9 STANDARD DEVIATION 6.34 4.96
DYNAMIC AND STATIC SINGLE AXLES 5.3 4.3 STANDARD DEVIATION 17.08 8.14
DYNAMIC AND STATIC DOUBLE AXLES -8.9 -2.1 STANDARD DEVIATION 9.80 10.54
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 60, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 548 961
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

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: Greg Felsing IRD CONTACT INFORMATION: 435-632-4142	July 12, 2005
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ENTERED SEP 30 2005

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*STATE ASSIGNED ID [_0_5_0_9_]
 *STATE CODE [_0_4_]
 *SHRP SECTION ID [0_5_0_0_]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_0_ _3_ / _0_ _1_ / _2_ _0_ _0_ _4_]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___XX_ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT ___ RESEARCH
___ EQUIPMENT REPLACEMENT ___ TRAINING
___ DATA TRIGGERED SYSTEM REVISION ___ NEW EQUIPMENT INSTALLATION
___XX_ OTHER (SPECIFY) _____ SITE ASSESSMENT _____
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 PAT DAW _____

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 |
|-------|-------|------------|
| 1 | _____ | _____ |
| 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 | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND STATIC SINGLE AXLES | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND STATIC DOUBLE AXLES | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
8. _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____ . _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) _____
- IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
___ VIDEO ___XX_ MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME ___119__ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ___ 4___ FHWA CLASS 3___ ___ -7___
*** FHWA CLASS 8 ___ -999___ FHWA CLASS ___
FHWA CLASS 5___ ___ -31___
FHWA CLASS ___ ___
*** PERCENT "UNCLASSIFIED" VEHICLES: 11

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf
CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999