

File 800.12.2.8.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[ 521 ]
	*STATE CODE	[ 04 ]
	*SHRP SECTION ID	[ 7079 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) **06/30/2005**
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

	<u> 2 </u>	<u> 5 </u>	PASSES PER TRUCK
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	<u> 1 </u>	<u> 9 </u>	<u> 1 </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	<u> 2 </u>	<u> </u>	<u> </u>
3 - OTHER (DESCRIBE)	<u> 3 </u>	<u> </u>	<u> </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW **3.1 -3.9** STANDARD DEVIATION **7.66 2.82**  
DYNAMIC AND STATIC SINGLE AXLES **5.8 -0.3** STANDARD DEVIATION **10.91 3.73**  
DYNAMIC AND STATIC DOUBLE AXLES **2.3 -5.2** STANDARD DEVIATION **8.53 0.93**
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) **1055, 1039**
- 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    
FHWA CLASS    
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Greg Felsing IRD  
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SK