

JUL-11-2003 16:47

FRUGRE BRE

512 973 9565 P.03/03

**SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM**

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

1 227
[85]
[3048]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/14/2003
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVIEW ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
☐ BARE ROUND PIEZO ☒ BARE FLAT PIEZO ☐ BENDING PLATES
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☐ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER Peek Recorder Amp Sensors

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM - ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS
50 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
10 PASSES PER TRUCK

TRUCK TYPE	SUSPENSION
1 - AIR	9
2 - LEAF SPRING	
3 - OTHER (DESCRIBE)	

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN —
DYNAMIC VS. STATIC GVW 8.1 STANDARD DEVIATION 6.2
DYNAMIC VS. STATIC SINGLE AXLES 11.9 STANDARD DEVIATION 15.5
DYNAMIC VS. STATIC DOUBLE AXLES 11.2 STANDARD DEVIATION 11.6

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 55

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: SENSITIVITY VALUE = 5

NA CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO (1) ☐ MANUAL (2) ☐ PARALLEL CLASSIFIERS (3)
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: ELISHA WRIGHT-KENNER
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