

ENTERED Oct 09, 2001

East Int'l 2/2 \*

|   |                    |           |
|---|--------------------|-----------|
| SHEET 16<br>LTPP MONITORED TRAFFIC DATA<br>SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [ 1-195 ] |
|   | *STATE CODE        | [ 34 ]    |
|   | *SHRP SECTION ID   | [ 1011 ]  |

0900 ✓

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 04/ 17/2004 ]
2. \* TYPE OF EQUIPMENT CALIBRATED X WIM    CLASSIFIER    BOTH
3. \* REASON FOR CALIBRATION  
✓ REGULARLY SCHEDULED SITE VISIT    RESEARCH  
   EQUIPMENT REPLACEMENT    TRAINING  
   DATA TRIGGERED SYSTEM REVISION    NEW EQUIPMENT INSTALLATION  
   OTHER (SPECIFY) ANNUAL CALIBRATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
   BARE ROUND PIEZO CERAMIC    BARE FLAT PIEZO    BENDING PLATES  
X CHANNELIZED ROUND PIEZO    LOAD CELLS    QUARTZ PIEZO  
   CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS    CAPACITANCE PADS  
   OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
   TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X 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)

| 10 PASSES PER TRUCK |         |            |
|---------------------|---------|------------|
| TRUCK               | TYPE    | SUSPENSION |
| 1                   | Class 9 | 2          |
| 2                   |         |            |
| 3                   |         |            |

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

STATIC GVW: (S) 46.38

STANDARD DEVIATION BY LANE:

\*Please see accomp. data file:

CDS\_195E\_1011.xls

Lane 1 Sensor 1: 1.38

Lane 1 Sensor 2: 0.67

Lane 2 Sensor 1: 1.65

Land 2 Sensor 2: 2.15

-0.4 2.0

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 64-65

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

EB\_SLOW (Lane 1) Sensor 1: 0.589 Sensor 2: 0.411 → 0.5 Avg.  
EB\_PASS (Lane 2) Sensor 1: 0.465 Sensor 2: 0.550

- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: The auto-calibration is defined in 24 hours intervals. The method is set to *adjust after 50 trucks*, the number of auto-calibration class 9 trucks for the interval and the sum of front axle weights for the period are calculated and added to a running totals read from the ASCII file. If the number of trucks is less than 50 trucks required before *adjust*, then the new count and sum are stored in the file. If the number of accumulated trucks is greater than the user entered, then, as above, the error between the calculated mean front axle weight and the user entered Population Mean is determined. Temperature sensor is another factor that has an influence on auto-calibration process.

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 AUNCLASSIFIED= VEHICLES:   

PERSON LEADING CALIBRATION EFFORT: BRIAN BRITTON and ROBERT JANKOWICZ  
CONTACT INFORMATION: ZOLTAN G. ZEISKY (609)530-5992