

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ I-195 ] *STATE CODE [ 34 ] *SHRP SECTION ID [ 1011 ]
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SITE CALIBRATION INFORMATION

2 340900

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 01 / 10 / 2013 ]
2. \* TYPE OF EQUIPMENT CALIBRATED   X   WIM            CLASSIFIER            BOTH
3. \* REASON FOR CALIBRATION
 

<u>          </u> REGULARLY SCHEDULED SITE VISIT	<u>          </u> RESEARCH
<u>          </u> EQUIPMENT REPLACEMENT	<u>          </u> TRAINING
<u>          </u> DATA TRIGGERED SYSTEM REVISION	<u>          </u> NEW EQUIPMENT INSTALLATION
<u>          </u> LTPP VALIDATION	<u>          </u> LTPP ASSESSMENT
<u>  X  </u> OTHER (SPECIFY) <u>SEMI-ANNUAL CALIBRATION</u>	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<u>          </u> BARE ROUND PIEZO CERAMIC	<u>          </u> BARE FLAT PIEZO	<u>          </u> BENDING PLATES
<u>          </u> CHANNELIZED ROUND PIEZO	<u>          </u> LOAD CELLS	<u>          </u> QUARTZ PIEZO
<u>          </u> CHANNELIZED FLAT PIEZO	<u>  X  </u> INDUCTANCE LOOPS	<u>          </u> CAPACITANCE PADS
<u>  X  </u> OTHER (SPECIFY) <u>KISTLER QUARTZ</u>		
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE 34

b. BASIC METHOD I

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)

TRUCK	TYPE	SUSPENSION
1	<u>CLASS 9</u>	<u>  1  </u>
2	<u>          </u>	<u>          </u>
3	<u>          </u>	<u>          </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

**LANE 3 (EB\_Pass)**

DYNAMIC AND STATIC GVW	<u>-0.5</u>	STANDARD DEVIATION	<u>2.4</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>3.7</u>	STANDARD DEVIATION	<u>3.8</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.2</u>	STANDARD DEVIATION	<u>3.9</u>

**LANE 4 (EB\_Slow)**

DYNAMIC AND STATIC GVW	<u>-1.2</u>	STANDARD DEVIATION	<u>3.3</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>2.5</u>	STANDARD DEVIATION	<u>4.1</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.9</u>	STANDARD DEVIATION	<u>2.3</u>

8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)            60-65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
EB\_Pass (Lane 3) sensor 1: 4143 sensor 2: 3841  
EB\_Slow (Lane 4) sensor 1: 3385 sensor 2: 2879

- 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:

*** TMG CLASS 9	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____
TMG CLASS	_____	TMG CLASS	_____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: <u>DEAN WOLF, APPLIED RESEARCH ASSOCIATES (ARA)</u> CONTACT INFORMATION: <u>ERIC OBERLE (609) 530-2667</u>
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**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ I-195 ]  
 \*STATE CODE [ 34 ]  
 \*SHRP SECTION ID [ 1011 ]

+  
 340900

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 12/02/ 2013 ]
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  
       LTPP VALIDATION        LTPP ASSESSMENT  
  X   OTHER (SPECIFY) SEMI-ANNUAL CALIBRATION
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   X   INDUCTANCE LOOPS        CAPACITANCE PADS  
  X   OTHER (SPECIFY) KISTLER QUARTZ
5. EQUIPMENT MANUFACTURER IRD

101W2

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE 34

b. BASIC METHOD T

  1   NUMBER OF TRUCKS COMPARED

  1   NUMBER OF TEST TRUCKS USED

  5   PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)

TRUCK	TYPE	SUSPENSION
1	<u>CLASS 9</u>	<u>  1  </u>
2	<u>      </u>	<u>      </u>
3	<u>      </u>	<u>      </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

**LANE 3 (EB\_Pass)**

DYNAMIC AND STATIC GVW	<u>-1.9</u>	STANDARD DEVIATION	<u>4.7</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-6.7</u>	STANDARD DEVIATION	<u>9.4</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.1</u>	STANDARD DEVIATION	<u>4.7</u>

**LANE 4 (EB\_Slow)**

DYNAMIC AND STATIC GVW	<u>-2.0</u>	STANDARD DEVIATION	<u>4.2</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-2.7</u>	STANDARD DEVIATION	<u>5.7</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-1.6</u>	STANDARD DEVIATION	<u>5.8</u>

8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)        60-65       

ENTERED  
 10/FEB/2014  
 C.O.

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  
EB\_Pass (Lane 3) sensor 1: 4143 sensor 2: 3841  
→ EB\_Slow (Lane 4) sensor 1: 3385 sensor 2: 2879

11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
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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:  
\*\*\* TMG CLASS 9                             TMG CLASS                              
TMG CLASS                             TMG CLASS                              
TMG CLASS                             TMG CLASS                            

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:               .       

PERSON LEADING CALIBRATION EFFORT: <u>CHRIS MEDINA, DIGITAL TRAFFIC SYSTEMS (DTS)</u> CONTACT INFORMATION: <u>ERIC OBERLE (609) 530-2667</u>
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