

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

4340900

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/17/ 2015]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ X WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION

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

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

WIM SYSTEM CALIBRATION SPECIFICS**

6.**CALIBRATION TECHNIQUE USED:

PROTOCOL: a. SOURCE 34 101W2 b. BASIC METHOD I

1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED

5 PASSES PER TRUCK

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

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 ---

LANE 3 (EB Pass)

DYNAMIC AND STATIC GVW	<u>-0.87</u>	STANDARD DEVIATION	<u>3.32</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-2.8</u>	STANDARD DEVIATION	<u>0.4</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-0.5</u>	STANDARD DEVIATION	<u>0.8</u>

LANE 4 (EB Slow)

DYNAMIC AND STATIC GVW	<u>-0.70</u>	STANDARD DEVIATION	<u>8.23</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-1.8</u>	STANDARD DEVIATION	<u>0.9</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-0.6</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: 7490 sensor 2: 7406
EB_Slow (Lane 4) sensor 1: 5646 sensor 2: 5151

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: CHRIS MEDINA, DIGITAL TRAFFIC SYSTEMS (DTS)
CONTACT INFORMATION: M. Afrina Khandakar (609) 530-3508

ENTERED
11/JAN/2016
C.A.