

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID</div> <div>*STATE CODE</div> <div>*SHRP SECTION ID</div> <div><div></div><div>37</div><div>2825</div></div>
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SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR)

10/23/03

2. *TYPE OF EQUIPMENT CALIBRATED

WIM

CLASSIFIER

X BOTH

3. *REASON FOR CALIBRATION

REGULARLY SCHEDULED SITE VISIT

EQUIPMENT REPLACEMENT

DATA TRIGGERED SYSTEM REVISION

RESEARCH

TRAINING

X NEW EQUIPMENT INSTALLATION

4. *SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

BARE ROUND PIEZO CERAMIC

CHANNELIZED ROUND PIEZO

CHANNELIZED FLAT PIEZO

OTHER (SPECIFY)

X BARE FLAT PIEZO

LOAD CELLS

INDUCTANCE LOOPS

BENDING PLATES

QUARTZ PIEZO

CAPACITANCE PADS

5. EQUIPMENT MANUFACTURER

PEEK Traffic

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

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

5 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN --

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES

DYNAMIC AND STATIC DOUBLE AXLES

1 39

4 54

1 68

STANDARD DEVIATION

STANDARD DEVIATION

STANDARD DEVIATION

2 9

5 4

4 37

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)

55 mph

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

1 000

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

Y

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

LN1 - CLASS 2 FRONT Axle at 1,900 lbs

LN2 - class 2 FRONT Axle AT 2,100 lbs

LN3 - CLASS 2 FRONT Axle at 2,000 lbs

LN4 - class 2 FRONT Axle at 2,000 lbs

CLASSIFIER TEST SPECIFICS***

12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

VIDEO

X MANUAL

PARRALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT

6 hrs

TIME

NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9

*** FHWA CLASS 8

*** PERCENT UNCLASSIFIED VEHICLES:

22 %

109 %

56 %

FHWA CLASS

FHWA CLASS

FHWA CLASS

FHWA CLASS

PERSON LEADING CALIBRATION EFFORT

Michael H. Ashbrook

CONTACT INFORMATION

919-733-4796

rev. November 9, 1999

**SHEET 14
LTPP TRAFFIC DATA
EQUIPMENT INSTALLATION
LOG**

*STATE ASSIGNED ID []
 *STATE CODE [37]
 *SHRP SECTION ID [2825]

LOCATION SR1138, .7 mi. East of NC 49
 INSTALLATION DATE 10/6/03 ✓

	TYPE	BRAND NAME	SERIAL NUMBER
Control Unit(s) and peripheral equipment			
Control Unit	ADR-3000	PEEK TRAFFIC , INC	
Interface			
Modem	DC POWERED 14.4 BPS	MICRO-AIDE	
Loop Amplifiers	SL58P		
Other _____	SW58P		
Sensor(s) / Platform(s)			
LTPP Lane Sensor	BARE FLAT PIEZO	MSI	
Sensor Next Adjacent Lane (1)	BARE FLAT PIEZO	MSI	
Sensor Next Adjacent Lane (2)			
Sensor Next Adjacent Lane (3)			
Diagonal Sensor			
Offscale Sensor			
Right Platform			
Left Platform			
Other _____			
Software			
Complete Package	TDP VER. 3.32, TMG VER. 8.5, VISA WIM VER. 1.53		
Axle Spacing Algorithm Only			
Other _____			
Loops			
Upstream - Lane I	6'x6' 4 TURN INDUCTIVE LOOP		
Downstream - Lane I	6'x6' 4 TURN INDUCTIVE LOOP		
Upstream - Other Lanes			
Downstream - Other Lanes			

revised November
11, 1999)