

RECEIVED SEP 04 2003

TOTAL P. 10101

SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

1015

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR) 05/21/2003
2. *TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
3. *REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVIEW
☐ OTHER (SPECIFY) _____
☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION
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 MSI / IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
10 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1 9 1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2 _____
3 - OTHER (DESCRIBE) 3 _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN —
DYNAMIC VS. STATIC GVW 0.1 STANDARD DEVIATION 3.5
DYNAMIC VS. STATIC SINGLE AXLES 5.8 STANDARD DEVIATION 2.3
DYNAMIC VS. STATIC DOUBLE AXLES -2.6 STANDARD DEVIATION 5.2
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 65 mph ± 2
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.48
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: 24 hr Class 9 2%

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 0.00 FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: 0.9%

PERSON LEADING CALIBRATION EFFORT: Blaine Meyer - IRD 405 816 1427

ENTERED SEP 17 2003 R G