



<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ 324 ]</div> <div>*STATE CODE [42]</div> <div>*SHRP SECTION ID [ 1599 ]</div>
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SITE CALIBRATION INFORMATION

- Entered  
Mar 21/07  
mw
1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 11/06/06 ]

2. \* TYPE OF EQUIPMENT CALIBRATED \_ WIM \_ CLASSIFIER \_X\_ BOTH

3. \* REASON FOR CALIBRATION  
\_X\_ REGULARLY SCHEDULED SITE VISIT  
\_\_\_\_ EQUIPMENT REPLACEMENT  
\_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
\_\_\_\_ RESEARCH  
\_\_\_\_ TRAINING  
\_\_\_\_ NEW EQUIPMENT INSTALLATION

4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
\_\_\_\_ BARE ROUND PIEZO CERAMIC  
\_\_\_\_ CHANNELIZED ROUND PIEZO  
\_X\_ CHANNELIZED FLAT PIEZO  
\_\_\_\_ BARE FLAT PIEZO  
\_\_\_\_ LOAD CELLS  
\_X\_ INDUCTANCE LOOPS  
\_\_\_\_ BENDING PLATES  
\_\_\_\_ QUARTZ PIEZO  
\_\_\_\_ CAPACITANCE PADS  
\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_

5. EQUIPMENT MANUFACTURER \_PAT\_ DAW 100

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  
\_\_\_\_ 8 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
1 \_\_\_\_\_ 1  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
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 --- See attached calibration form  
DYNAMIC AND STATIC GVW \_\_\_\_ 1.8 STANDARD DEVIATION \_\_\_\_ 5.9  
DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_ -6.5 STANDARD DEVIATION \_\_\_\_ 2.8  
DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_ 2.8 STANDARD DEVIATION \_\_\_\_ 6.8

8. 5 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_ 38, 39, 40, 41, 42  
See attached calibration form

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_Not known\_

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 \_X\_ 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 "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Todd Rottet

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