

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

* STATE ASSIGNED ID
* STATE CODE
* SHRP SECTION ID

46

3010

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR)5/17/2001
2. *TYPE OF EQUIPMENT CALIBRATEDWIMCLASSIFIERBOTH
3. *REASON FOR CALIBRATION
X REGULARLY SCHEDULED SITE VISITRESEARCH
EQUIPMENT REPLACEMENTTRAINING
DATA TRIGGERED SYSTEM REVISIONNEW EQUIPMENT INSTALLATION
OTHER (SPECIFY)
4. *SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
BARE ROUND PIEZO CERAMICBARE FLAT PIEZOBENDING PLATES
CHANNELIZED ROUND PIEZOLOAD CELLSQUARTZ PIEZO
CHANNELIZED FLAT PIEZOX INDUCTANCE LOOPSCAPACITANCE PADS
OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURERPat/IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
X TRAFFIC STREAMX STATIC SCALE (Y / N)TEST TRUCKS
111 NUMBER OF TRUCKS COMPAREDNUMBER OF TEST TRUCKS USED
PASSES PER TRUCK
TRUCK TYPE SUSPENSION
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 ---
DYNAMIC AND STATIC GVW5
DYNAMIC AND STATIC SINGLE AXLES-9.0STANDARD DEVIATION-1.5
DYNAMIC AND STATIC DOUBLE AXLESSTANDARD DEVIATION88.2
STANDARD DEVIATION
8. N/A NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- 11.** IS AUTO-CALIBRATION USED AT THIS TIME? (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 COUNTX TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9
*** FHWA CLASS 8
FHWA CLASS
FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION:

rev. November 9, 1999

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

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2. *TYPE OF EQUIPMENT CALIBRATED

X

 WIM CLASSIFIER BOTH

3. *REASON FOR CALIBRATION

X

 REGULARLY SCHEDULED SITE VISIT RESEARCH EQUIPMENT REPLACEMENT TRAINING DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION OTHER (SPECIFY)

4. *SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY): BARE ROUND PIEZO CERAMIC BARE FLAT PIEZO

X

 BENDING PLATES CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO CHANNELIZED FLAT PIEZO

X

 INDUCTANCE LOOPS CAPACITANCE PADS OTHER (SPECIFY)

5. EQUIPMENT MANUFACTURER

PAT/IRD

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:

X

 TRAFFIC STREAM

X

 STATIC SCALE (Y / N) TEST TRUCKS

105

 NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED PASSES PER TRUCK TRUCK TYPE SUSPENSION 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 --- DYNAMIC AND STATIC GVW

1.5

 STANDARD DEVIATION

1.8

 DYNAMIC AND STATIC SINGLE AXLES

3.0

 STANDARD DEVIATION

3.3

 DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION

8.

NA

 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH)

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

11.** IS AUTO-CALIBRATION USED AT THIS TIME? (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

X

 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:

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