

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P17]
*STATE CODE [53]
*SHRP SECTION ID [1007 North Bound]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07 /18 /2007]
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 X BARE FLAT PIEZO BENDING PLATES
 CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
TRAFFIC STREAM -- STATIC SCALE (Y/N) X TEST TRUCKS
- 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|-----------|-------------------------|
| 1 | Class 9 | <u> </u> Air <u> </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 ---
DYNAMIC AND STATIC GVW 1.63% STANDARD DEVIATION 1.45%
DYNAMIC AND STATIC SINGLE AXLES -5.73% STANDARD DEVIATION 1.49%
DYNAMIC AND STATIC DOUBLE AXLES 3.01% STANDARD DEVIATION 2.05%
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 58 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= 5.5831, Sensor #2= 5.9023
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) NO
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:
*** FHWA CLASS 9 FHWA CLASS
*** FHWA CLASS 8 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:
CONTACT INFORMATION:

rev. November 9, 1999

ENTERED OCT 11 2007

SK

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P17]
*STATE CODE [53]
*SHRP SECTION ID [1007 South Bound]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07 /18 /2007]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☒ 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 ☐ BENDING PLATES
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ 1 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM	PASSES PER TRUCK	
	TRUCK	TYPE SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	Class 9 Air
3 - OTHER (DESCRIBE)	2	
	3	
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -0.78% STANDARD DEVIATION 3.39%
DYNAMIC AND STATIC SINGLE AXLES -5.73% STANDARD DEVIATION 3.63%
DYNAMIC AND STATIC DOUBLE AXLES 0.20% STANDARD DEVIATION 3.85%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 56 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= 5.9905, Sensor #2= 6.1020
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ NO
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:
*** FHWA CLASS 9 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT:
CONTACT INFORMATION:

rev. November 9, 1999