

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P15]
*STATE CODE [53]
*SHRP SECTION ID [NB Drive]

1008
enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [6 /18 /2008]
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
- | | <u> </u> PASSES PER TRUCK | |
|--------------------------------------|--------------------------------|---------|
| TYPE PER FHWA 13 BIN SYSTEM | TRUCK | TYPE |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 | Class 9 |
| 3 - OTHER (DESCRIBE) | 2 | _____ |
| | 3 | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
- | DYNAMIC AND STATIC GVW | -2.01% | STANDARD DEVIATION | 1.54% |
|---------------------------------|--------|--------------------|-------|
| DYNAMIC AND STATIC SINGLE AXLES | -6.80% | STANDARD DEVIATION | 3.30% |
| DYNAMIC AND STATIC DOUBLE AXLES | -1.23% | STANDARD DEVIATION | 2.29% |
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= .3421, Sensor #2= .3179
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.
1 range is used. 10,800 pounds steer axle weigh is the target.

ENTERED
1-16-12

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

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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 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
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	<u> Air </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> </u>	<u> </u>
3 - OTHER (DESCRIBE)	3	<u> </u>	<u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -5.65% STANDARD DEVIATION 1.68%
DYNAMIC AND STATIC SINGLE AXLES -1.46% STANDARD DEVIATION 0.91%
DYNAMIC AND STATIC DOUBLE AXLES -6.64% STANDARD DEVIATION 2.33%
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= .3944, Sensor #2= .3646
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.
1 range is used. 10,800 pounds steer axle weigh is the target.

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

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	*STATE CODE	[53]
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SITE CALIBRATION INFORMATION

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- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

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

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

	<u>PASSES PER TRUCK</u>		
	<u>TRUCK</u>	<u>TYPE</u>	<u>SUSPENSION</u>
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	<u>Air</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	-3.67%	STANDARD DEVIATION	1.22%
DYNAMIC AND STATIC SINGLE AXLES	-6.84%	STANDARD DEVIATION	2.70%
DYNAMIC AND STATIC DOUBLE AXLES	-2.96%	STANDARD DEVIATION	2.30%

- ☒ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) ☒ 58 mph _____

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3034, Sensor #2= .3674
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.
 1 range is used. 10,800 pounds steer axle weigh is the target.

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:

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☐ 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
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE) | PASSES PER TRUCK | | |
|---|------------------|---------|------------|
| | TRUCK | TYPE | SUSPENSION |
| | 1 | Class 9 | Air |
| | 2 | | |
| | 3 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -5.30% STANDARD DEVIATION 1.65%
DYNAMIC AND STATIC SINGLE AXLES -10.24% STANDARD DEVIATION 2.07%
DYNAMIC AND STATIC DOUBLE AXLES -4.51% STANDARD DEVIATION 2.55%
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= .3933, Sensor #2= .4053
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.
1 range is used. 10,800 pounds steer axle weigh is the target.

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:

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