

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [B03]  
\*STATE CODE [53]  
\*SHRP SECTION ID [3014 NB PASS]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/02 /2006]
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  
  9   NUMBER OF TRUCKS COMPARED   1   NUMBER OF TEST TRUCKS USED
- AM  
12-7-08
- |                                      | 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 -2.39% STANDARD DEVIATION 1.47%  
DYNAMIC AND STATIC SINGLE AXLES 2.13% STANDARD DEVIATION 1.76%  
DYNAMIC AND STATIC DOUBLE AXLES -3.18% STANDARD DEVIATION 1.89%
8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)   60 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .291, Sensor #2= .333
- 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 week.  
3 ranges are used. Range #1 is set at 8,000 pounds front axle for trucks weigh up to 32,000 pounds. Range #2 is set for 10,340 pounds front axle for trucks weigh between 32,001 to 50,000 pounds. Range #3 is set for 11,660 pounds front axle for trucks weigh greater than 50,000 pounds.

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:

ENT'D FEB 26 2007

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☒ 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  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)
- | TRUCK | PASSES PER TRUCK | TYPE | SUSPENSION |
|-------|------------------|------|------------|
| 1     | Class 9          |      | Air        |
| 2     |                  |      |            |
| 3     |                  |      |            |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -3.02 % STANDARD DEVIATION 1.84%  
DYNAMIC AND STATIC SINGLE AXLES -1.56% STANDARD DEVIATION 2.55%  
DYNAMIC AND STATIC DOUBLE AXLES -3.21% STANDARD DEVIATION 2.02%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 60 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .442, Sensor #2= .397
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 week.  
3 ranges are used. Range #1 is set at 8,000 pounds front axle for trucks weigh up to 32,000 pounds. Range #2 is set for 10,340 pounds front axle for trucks weigh between 32,001 to 50,000 pounds. Range #3 is set for 11,660 pounds front axle for trucks weigh greater than 50,000 pounds.

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\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . \_\_\_\_\_