

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[]
[134]
[3803]

Sim Site 1802

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [MM/DD/YY] 11/01/2005
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
- | | |
|---|---|
| <input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input checked="" type="checkbox"/> RESEARCH |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT | <input type="checkbox"/> TRAINING |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | |
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- | | | |
|--|--|---|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC | <input type="checkbox"/> BARE FLAT PIEZO | <input type="checkbox"/> BENDING PLATES |
| <input type="checkbox"/> CHANNELIZED ROUND PIEZO | <input type="checkbox"/> LOAD CELLS | <input type="checkbox"/> QUARTZ PIEZO |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO | <input checked="" type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input type="checkbox"/> OTHER (SPECIFY) <u>2-12 BL Class 1 Piezos</u> | | |
5. EQUIPMENT MANUFACTURER IRD 1070

ENTERED DEC 15 2005
NE

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
- ☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) 1 TEST TRUCKS
- ☐ NUMBER OF TRUCKS COMPARED 20 NUMBER OF TEST TRUCKS USED _____
- _____ PASSES PER TRUCK _____
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|----------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u>9</u> | <u>1</u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | _____ | _____ |
| 3 - OTHER (DESCRIBE) | 3 | _____ | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --- See attached calibration form
- | | | | |
|---------------------------------|-------------|--------------------|-------------|
| DYNAMIC AND STATIC GVW | <u>0.3</u> | STANDARD DEVIATION | <u>7.2</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>3.8</u> | STANDARD DEVIATION | <u>4.7</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>-1.4</u> | STANDARD DEVIATION | <u>13.2</u> |
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55-60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 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 ☐ 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: 506-453-2754

rev. November 9, 1999