

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [4] *SHRP SECTION ID [0100]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [2/14/2008]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 ____ REGULARLY SCHEDULED SITE VISIT
 ____ EQUIPMENT REPLACEMENT
 ____ DATA TRIGGERED SYSTEM REVISION
 X OTHER (SPECIFY) LTPP Validation
 ____ RESEARCH
 ____ TRAINING
 ____ NEW EQUIPMENT INSTALLATION
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ____ BARE ROUND PIEZO CERAMIC
 ____ CHANNELIZED ROUND PIEZO
 ____ CHANNELIZED FLAT PIEZO
 ____ OTHER (SPECIFY) _____
 ____ BARE FLAT PIEZO
 ____ LOAD CELLS
 X INDUCTANCE LOOPS
 X BENDING PLATES
 ____ QUARTZ PIEZO
 ____ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 ____ TRAFFIC STREAM -- ____ STATIC SCALE (Y/N) X TEST TRUCKS
 ____ NUMBER OF TRUCKS COMPARED ____ NUMBER OF TEST TRUCKS USED
 ____ 20 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 9 | 1 |
| 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 GVW -2.1 STANDARD DEVIATION 2.3
 DYNAMIC AND STATIC SINGLE AXLES -2.6 STANDARD DEVIATION 3.6
 DYNAMIC AND STATIC DOUBLE AXLES -2.0 STANDARD DEVIATION 3.4
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 55 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3545.00
- 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 X 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 0.0 FHWA CLASS ____
 *** FHWA CLASS 8 - FHWA CLASS ____
 FHWA CLASS ____
 FHWA CLASS ____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [2/13/2008]
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) LTPP Validation
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 IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED 2 NUMBER OF TEST TRUCKS USED 20 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 9 | 1 |
| 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 GVW -2.6 STANDARD DEVIATION 2.0
DYNAMIC AND STATIC SINGLE AXLES -3.4 STANDARD DEVIATION 3.4
DYNAMIC AND STATIC DOUBLE AXLES -2.4 STANDARD DEVIATION 3.0
8. 3 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 55 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3450.00
- 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 0.0 FHWA CLASS _____
*** FHWA CLASS 8 -22.0 FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u>
CONTACT INFORMATION: <u>301-210-5105</u> rev. November 9, 1999