

File: 800.12.2.9.12

040200

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [04] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/1/2007]
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) 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 -0.2 STANDARD DEVIATION 3.6
 DYNAMIC AND STATIC SINGLE AXLES 1.1 STANDARD DEVIATION 4.9
 DYNAMIC AND STATIC DOUBLE AXLES -0.3 STANDARD DEVIATION 5.4
8. 5 ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 55 60 65 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3460
- 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 0.0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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

ENTERED
 5-26-00

File: 800.12.29.12
040200

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [04] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4/30/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION

____ REGULARLY SCHEDULED SITE VISIT	____ RESEARCH
____ EQUIPMENT REPLACEMENT	____ TRAINING
____ DATA TRIGGERED SYSTEM REVISION	____ NEW EQUIPMENT INSTALLATION
<u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	
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	<u> X </u> 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)	____ <u> X </u> TEST TRUCKS
____ NUMBER OF TRUCKS COMPARED	____ <u> 2 </u> NUMBER OF TEST TRUCKS USED
	____ <u> 20 </u> PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u> 9 </u>	<u> 1 </u>
3 - OTHER (DESCRIBE)	2	<u> 9 </u>	<u> 1 </u>
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u> 1.5 </u> STANDARD DEVIATION <u> 3.0 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 1.4 </u> STANDARD DEVIATION <u> 4.3 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 1.6 </u> STANDARD DEVIATION <u> 4.0 </u>
8. 5 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ____ 50 ____ 55 ____ 60 ____ 65 ____ 70 ____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3460
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

ENTERED

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

____ VIDEO	____ <u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME ____ X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> 0.0 </u>	FHWA CLASS	____	____
*** FHWA CLASS 8 <u> 0.0 </u>	FHWA CLASS	____	____
	FHWA CLASS	____	____
	FHWA CLASS	____	____

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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