

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [_____] *STATE CODE [ 04 ] *SHRP SECTION ID [ 0200 ]
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File: 800.12.2.9.12  
040200

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 2/12/2008 ]
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	<u> X </u> 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> 2.4 </u>	STANDARD DEVIATION	<u> 2.8 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 3.8 </u>	STANDARD DEVIATION	<u> 2.9 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 2.2 </u>	STANDARD DEVIATION	<u> 4.1 </u>
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  55 65 75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3055 / 3456
- 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	<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> -20.0 </u>	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) [ 2/11/2008 ]
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  
  X   OTHER (SPECIFY)   LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
     BARE ROUND PIEZO CERAMIC                           BARE FLAT PIEZO                        X   BENDING PLATES  
     CHANNELIZED ROUND PIEZO                           LOAD CELLS                                   QUARTZ PIEZO  
     CHANNELIZED FLAT PIEZO                        X   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)   X   TEST TRUCKS  
     NUMBER OF TRUCKS COMPARED                        2   NUMBER OF TEST TRUCKS USED  
       20   PASSES PER TRUCK  

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	9	1
3 - OTHER (DESCRIBE)	2	9	1
	3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW   2.2                        STANDARD DEVIATION   3.2    
 DYNAMIC AND STATIC SINGLE AXLES   5.0                        STANDARD DEVIATION   3.0    
 DYNAMIC AND STATIC DOUBLE AXLES   1.7                        STANDARD DEVIATION   4.0
8. 3      NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)   55     65     75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)   3055 / 3456
- 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         TIME          X   NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9   0.0                        FHWA CLASS                 
 \*\*\* FHWA CLASS 8   -27.0                        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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