

File: 800.12.3.9.12

060500

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [0 0 2 5] *STATE CODE [0 6] *SHRP SECTION ID [0 5 0 0]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 3 / 0 4 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___XX_ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
 ___ REGULARLY SCHEDULED SITE VISIT
 ___ EQUIPMENT REPLACEMENT
 ___ DATA TRIGGERED SYSTEM REVISION
 ___ LTPP VALIDATION
 ___ OTHER (SPECIFY) _____
- ___ RESEARCH
 ___ TRAINING
 ___ NEW EQUIPMENT INSTALLATION
 ___X_ LTPP ASSESSMENT
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ___ BARE ROUND PIEZO CERAMIC ___ BARE FLAT PIEZO ___XX_ BENDING PLATES
 ___ CHANNELIZED ROUND PIEZO ___ LOAD CELLS ___ QUARTZ PIEZO
 ___ CHANNELIZED FLAT PIEZO ___XX_ INDUCTANCE LOOPS ___ CAPACITANCE PADS
 ___ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____ PAT DAW _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 PROTOCOL: a. SOURCE _____ b. BASIC METHOD _____
- ___ NUMBER OF TRUCKS COMPARED ___ NUMBER OF TEST TRUCKS USED
- ___ PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|-------|------------|
| 1 | _____ | _____ |
| 2 | _____ | _____ |
| 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 _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
8. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) _____
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ___ VIDEO ___XX_ MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME ___X_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** TMG CLASS 9 ___1_____ TMG CLASS 5 ___-13_____
 TMG CLASS _____ TMG CLASS _____
 TMG CLASS _____ TMG CLASS _____
- *** PERCENT "UNCLASSIFIED" VEHICLES: ___1___

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf rev. 5/21/2009 bko
 CONTACT INFORMATION: 301-210-5105 rev. March 24, 2009

RECEIVED

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*STATE ASSIGNED ID  [ _0_ _0_ _2_ _5_ ]
*STATE CODE          [ _0_ _6_ ]
*SHRP SECTION ID     [ _0_ _5_ _0_ _0_ ]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 _ 3 _ / 0 _ 4 _ / 2 _ 0 _ 0 _ 4 _]
2. * TYPE OF EQUIPMENT CALIBRATED _ WIM _ XX _ CLASSIFIER _ BOTH
3. * REASON FOR CALIBRATION
- | | |
|--|--------------------------------|
| ___ REGULARLY SCHEDULED SITE VISIT | ___ RESEARCH |
| ___ EQUIPMENT REPLACEMENT | ___ TRAINING |
| ___ DATA TRIGGERED SYSTEM REVISION | ___ NEW EQUIPMENT INSTALLATION |
| _ XX _ OTHER (SPECIFY) _____ SITE ASSESSMENT _____ | |
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- | | | |
|------------------------------|---------------------------|-------------------------|
| ___ BARE ROUND PIEZO CERAMIC | ___ BARE FLAT PIEZO | ___ XX _ BENDING PLATES |
| ___ CHANNELIZED ROUND PIEZO | ___ LOAD CELLS | ___ QUARTZ PIEZO |
| ___ CHANNELIZED FLAT PIEZO | ___ XX _ INDUCTANCE LOOPS | ___ CAPACITANCE PADS |
| ___ OTHER (SPECIFY) _____ | | |
5. EQUIPMENT MANUFACTURER _____ PAT DAW

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED: _____
- _____ TRAFFIC STREAM _____ STATIC SCALE (Y/N) _____ TEST TRUCKS
- _____ NUMBER OF TRUCKS COMPARED _____ NUMBER OF TEST TRUCKS USED
- _____ PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|-------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | _____ | _____ |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | _____ | _____ |
| 3 - OTHER (DESCRIBE) | 3 | _____ | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN _____
- | | | | |
|---------------------------------|---------------|--------------------|---------------|
| DYNAMIC AND STATIC GVW | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND STATIC SINGLE AXLES | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
| DYNAMIC AND STATIC DOUBLE AXLES | _____ . _____ | STANDARD DEVIATION | _____ . _____ |
8. _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
- _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____ . _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) _____
- IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____
- _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ___ VIDEO _XX_ MANUAL ___ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME _100_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ___1___ FHWA CLASS ___
 *** FHWA CLASS 8 ___300___ FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___
 *** PERCENT "UNCLASSIFIED" VEHICLES: 1

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

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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 3 / 0 4 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED WIM XX CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
REGULARLY SCHEDULED SITE VISIT RESEARCH
EQUIPMENT REPLACEMENT TRAINING
DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
XX OTHER (SPECIFY) SITE ASSESSMENT
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
BARE ROUND PIEZO CERAMIC BARE FLAT PIEZO XX BENDING PLATES
CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO
CHANNELIZED FLAT PIEZO XX INDUCTANCE LOOPS CAPACITANCE PADS
OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER PAT DAW

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
TRAFFIC STREAM -- STATIC SCALE (Y/N) TEST TRUCKS
NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED
PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 TYPE SUSPENSION
2 TYPE SUSPENSION
3 TYPE SUSPENSION
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 STANDARD DEVIATION
DYNAMIC AND STATIC SINGLE AXLES STANDARD DEVIATION
DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
VIDEO XX MANUAL PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME 100 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 1 FHWA CLASS
*** FHWA CLASS 8 300 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES: 1

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

ENTERED DEC 08 2006