

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____]
	*STATE CODE [10]
	*SHRP SECTION ID [0100]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/7/2007] ✓
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
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 _____ BENDING PLATES
 _____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS X QUARTZ PIEZO
 _____ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS _____ CAPACITANCE PADS
 _____ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER KISTLER

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
- | 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 1.1 STANDARD DEVIATION 2.9
 DYNAMIC AND STATIC SINGLE AXLES 2.3 STANDARD DEVIATION 3.3
 DYNAMIC AND STATIC DOUBLE AXLES 0.5 STANDARD DEVIATION 5.0
8. 3 _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 40-45 _____ 46-51 _____ 52-55 _____
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: _____

Similar
100200

CLASSIFIER TEST SPECIFICS***

12. *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE
 _____ 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 5 _____ 15.8
 *** FHWA CLASS 8 0.0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: Randy, W. Plett, MACTEC
 CONTACT INFORMATION: 775-825-5885 rev. November 9, 1999

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SITE CALIBRATION INFORMATION

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- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/7/2007]
 - * TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
 - * 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>	
 - * 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	<u> X </u> QUARTZ PIEZO
_____ CHANNELIZED FLAT PIEZO	<u> X </u> INDUCTANCE LOOPS	_____ CAPACITANCE PADS
_____ OTHER (SPECIFY) _____		
 - EQUIPMENT MANUFACTURER KISTLER

WIM SYSTEM CALIBRATION SPECIFICS**

- **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

TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 1 </u>
3	_____	_____

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u> 0.6 </u> STANDARD DEVIATION <u> 3.1 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 2.1 </u> STANDARD DEVIATION <u> 3.5 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 0.3 </u> STANDARD DEVIATION <u> 4.0 </u>
- 3 _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 42-46 47-50 51-55
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

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

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

*** FHWA CLASS 9 <u> 0.0 </u>	FHWA CLASS <u> 5 </u>	<u> -2.6 </u>
*** FHWA CLASS 8 <u> 0.0 </u>	FHWA CLASS _____	_____
	FHWA CLASS _____	_____
	FHWA CLASS _____	_____

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u> Randy, W. Plett, MACTEC </u> CONTACT INFORMATION: <u> 775-825-5885 </u>	rev. November 9, 1999
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