

ENTERED APR 22 2008

AI

✓ Similar site  
0200

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

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [3/20/2008]
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		

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)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u>-4.1</u> STANDARD DEVIATION <u>5.6</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-3.4</u> STANDARD DEVIATION <u>8.9</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-3.9</u> STANDARD DEVIATION <u>4.7</u>
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 50 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3369 / 3689
- 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
------------	-----------------	---------------------------
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</u>	FHWA CLASS ____
*** FHWA CLASS 8 <u>0</u>	FHWA CLASS ____
	FHWA CLASS ____
	FHWA CLASS ____
*** PERCENT "UNCLASSIFIED" VEHICLES: <u>4.0</u>	

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

ENTERED APR 22 2008

AI

✓ Similar Site  
0200

<p align="center"><b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b></p>	*STATE ASSIGNED ID [ ]
	*STATE CODE [ 10 ]
	*SHRP SECTION ID [ 0100 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 3/21/2008 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION
 

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>LTPP Validation</u>	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input checked="" type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
 

<input type="checkbox"/> TRAFFIC STREAM	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 2	NUMBER OF TEST TRUCKS USED
	<input type="checkbox"/> 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	<u>-0.5</u>	STANDARD DEVIATION	<u>2.9</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>1.8</u>	STANDARD DEVIATION	<u>2.9</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-0.8</u>	STANDARD DEVIATION	<u>3.6</u>
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 50 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3369 / 3689
- 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:
 

<input type="checkbox"/> VIDEO	<input checked="" type="checkbox"/> MANUAL	<input type="checkbox"/> PARALLEL CLASSIFIERS
--------------------------------	--	---
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 

*** FHWA CLASS 9	<u>0</u>	FHWA CLASS	_____
*** FHWA CLASS 8	<u>0</u>	FHWA CLASS	_____
		FHWA CLASS	_____
		FHWA CLASS	_____
*** PERCENT "UNCLASSIFIED" VEHICLES:	<u>0.0</u>		

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