

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID []
	*STATE CODE [12]
	*SHRP SECTION ID [0500]

1. ANNUAL TRAFFIC ESTIMATES

* YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCK AADT LTPP LANE	*ESTIMATED ESAL'S/YR LTPP LANE (1000'S)
2007				319	37

2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)

- ☐ Growth factored last year's estimate. (6)
☐ Estimated based on volume counts at nearby locations (3)
☐ Used computerized network analyses.(4)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Average multiple counts taken this year at the LTPP site. (2)
☐ Average and factored multiple count taken this year at the LTPP site. (5)
☐ Used flow maps. (7)
☐ Other: (8)

3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)

- ☐ Used system average from counts taken this year. (6)
☐ Used count data from nearby sites. (3)
☐ Used count data from previous years at the LTPP site. (7)
☐ Used system averages from previous years. (9)
☐ Used compouterized network analyses. (4)
☐ Used a single count taken this year at the LTPP site. (5)
☐ Factored a single count taken this year at the LTPP site. (4)
☐ Averaged multiple counts taken this year at the LTPP site. (2)
☐ Other: (10)

4. METHOD FOR ESTIMATEING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☐ Other: (3)

*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☒ Other: (3) Projected from available data

*6. METHOD FOR ESTIMAING ESAL/YEAR IN LTPP LANE

- ☐ ESAL/Truck factor (1)
☐ ESAL/Vehicle class. (2) (No. of classes)
☐ ESAL/Axle(3) Sing. Tand. Tri.
☒ Other: (3) Projected from available data

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)
☐ Weight data from system averages this year. (3)
☐ Weight data from systemaverages prior years. (4)
☐ Weight data from historic W-4 Tables used. (5)
☐ Other: (6)

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
☐ Static scale used for enforcement. (2)
☐ Static scale not used for enforcement. (3)
☐ Other: (4)

NAME OF PREPARER	Dan YE	PHONE #	512-977-1845
DATE PREPARED	7/25/2008	REV. February 21, 2000	

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID ____ *STATE CODE 12 *SHRP SECTION ID 0500
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/23/2007]
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	<u> X </u> 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> 2 </u>
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN --	
DYNAMIC AND STATIC GVW	<u> -11.0 </u> STANDARD DEVIATION <u> 3.2 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -9.8 </u> STANDARD DEVIATION <u> 6.3 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -11.3 </u> STANDARD DEVIATION <u> 4.3 </u>
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 34 45 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- 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 X TIME ____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> -50.0 </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: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999
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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [12] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/23/2007]
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 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

TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 2 </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 -11.0 STANDARD DEVIATION 3.2
 DYNAMIC AND STATIC SINGLE AXLES -9.8 STANDARD DEVIATION 6.3
 DYNAMIC AND STATIC DOUBLE AXLES -11.3 STANDARD DEVIATION 4.3
8. 3 _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 34 45 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

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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 X TIME _____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 -50.0 FHWA CLASS _____
 *** FHWA CLASS 8 -78.0 FHWA CLASS _____
 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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ENTERED SEP 24 2009 1 P M

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [12] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/23/2007]
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	<u> X </u> 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> 2 </u>
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN --	
DYNAMIC AND STATIC GVW	<u> -11.0 </u> STANDARD DEVIATION <u> 3.2 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -9.8 </u> STANDARD DEVIATION <u> 6.3 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -11.3 </u> STANDARD DEVIATION <u> 4.3 </u>
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 34 45 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- 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 X TIME ____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> -50.0 </u>	FHWA CLASS	_____	_____
*** FHWA CLASS 8 <u> -78.0 </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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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID:	{ 9921 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 0500 }

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION(MONTH/DAY/YEAR): { 05 / 23 / 2007 }
2. *TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
3. *REASON FOR CALIBRATION

_____ REGULARY 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	_____ <u> X </u> QUARTZ PIEZO
_____ CHANNELIZED FLAT PIEZO	_____ <u> X </u> INDUCTANCE LOOPS	_____ CAPACITANCE PADS
_____ OTHER(SPECIFY)		
5. EQUIPMENT MANUFACTURER: _____ IRD / PAT

WIM SYSTEM CALIBRATION SPECIFICS**

6. **CALIBRATION TECHNIQUE USED:

_____ TRAFFIC STREAM	_____ STATIC SCALE(Y/N)	_____ <u> X </u> TEST TRUCKS
_____ NUMBER OF TRUCKS COMPARED	{ 2 }	NUMBER OF TEST TRUCKS USED
	{ 20 }	PASSES PER TRUCK

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

MEAN DIFFERENCE BETWEEN --	
DYNAMIC AND STATIC GVW: <u> -1.1 </u>	STANDARD DEVIATION: <u> 3.5 </u>
DYNAMIC AND STATIC SINGLE AXLES: <u> 2.8 </u>	STANDARD DEVIATION: <u> 6.0 </u>
DYNAMIC AND STATIC DOUBLE AXLES: <u> -1.8 </u>	STANDARD DEVIATION: <u> 4.5 </u>
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3
9. DEFINE THE SPEED RANGES USED (MPH): _____ 34 45 55 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 1030
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/ N): N

CLASSIFIER TEST SPECIFICS***

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

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

*** FHWA CLASS 9 <u> 0.0 </u>	FHWA CLASS _____
*** FHWA CLASS 8 <u> -67.0 </u>	FHWA CLASS _____
	FHWA CLASS _____
	FHWA CLASS _____
***PERCENT"UNCLASSIFIED"VEHICLES: <u> 0 </u>	

PERSON LEADING CALIBRATION EFFORT: _____	Dean J. Wolf , MACTEC
CONTACT INFORMATION: _____	(301)210-5105

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<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID ____
	*STATE CODE 12
	*SHRP SECTION ID 0500

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) | 5/23/2007 |
- * TYPE OF EQUIPMENT CALIBRATED ____ WIM ny ____ CLASSIFIER X BOTH
- * REASON FOR CALIBRATION
 ____ REGULARLY SCHEDULED SITE VISIT
 ____ EQUIPMENT REPLACEMENT
 ____ DATA TRIGGERED SYSTEM REVISION
X OTHER (SPECIFY) LTPP Validation
- * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ____ BARE ROUND PIEZO CERAMIC
 ____ CHANNELIZED ROUND PIEZO
 ____ CHANNELIZED FLAT PIEZO
 ____ BARE FLAT PIEZO
 ____ LOAD CELLS
X INDUCTANCE LOOPS
 ____ BENDING PLATES
X QUARTZ PIEZO
 ____ CAPACITANCE PADS
 ____ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
 ____ TRAFFIC STREAM -- ____ STATIC SCALE (Y/N) X TEST TRUCKS
 ____ NUMBER OF TRUCKS COMPARED ____ NUMBER OF TEST TRUCKS USED
 ____ PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	2
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 -1.1 STANDARD DEVIATION 3.5
 DYNAMIC AND STATIC SINGLE AXLES 2.8 STANDARD DEVIATION 6.0
 DYNAMIC AND STATIC DOUBLE AXLES -1.8 STANDARD DEVIATION 4.5
- 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 35 45 55
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- ** 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 X MANUAL ____ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT X TIME ____ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS ____
 *** FHWA CLASS 8 ____ 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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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID:	9921
	*STATE CODE:	12
	*SHRP SECTION ID:	0500

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION(MONTH/DAY/YEAR): 24 { 05 / 23 / 2007 }
2. *TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
3. *REASON FOR CALIBRATION
- _____ REGULARY 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: _____ IRD / PAT

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 TYP | SUSPENSION |
|----------------------------------|------------------|-------------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 <u>Class 9</u> | 1 { Air Ride } |
| SUSPENSION: 1-AIR; 2-LEAF SPRING | 2 <u>Class 9</u> | 2 { Leaf Spring } |
| 3-OTHER(DESCRIBE): | 3 _____ | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --
- | | |
|--|--------------------------------|
| DYNAMIC AND STATIC GVW: <u>-1.1</u> | STANDARD DEVIATION: <u>3.5</u> |
| DYNAMIC AND STATIC SINGLE AXLES: <u>2.8</u> | STANDARD DEVIATION: <u>6.0</u> |
| DYNAMIC AND STATIC DOUBLE AXLES: <u>-1.8</u> | STANDARD DEVIATION: <u>4.5</u> |
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3
9. DEFINE THE SPEED RANGES USED (MPH): _____ 34 _____ 45 _____ 55 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 1030
11. ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/ N): N

CLASSIFIER TEST SPECIFICS***

12. *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS BY VEHICLE CLASS:
- _____ VIDEO _____ X MANUAL _____ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT _____ X TIME _____ NUMBER OF TRUCKS
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- *** FHWA CLASS 9 0.0 FHWA CLASS _____
- *** FHWA CLASS 8 -67.0 FHWA CLASS _____
- _____ FHWA CLASS _____
- _____ FHWA CLASS _____
- ***PERCENT"UNCLASSIFIED"VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: _____	Dean J. Wolf , MACTEC
CONTACT INFORMATION: _____	(301)210-5105

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [12] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/23/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 ____ REGULARLY SCHEDULED SITE VISIT
 ____ EQUIPMENT REPLACEMENT
 ____ DATA TRIGGERED SYSTEM REVISION
X OTHER (SPECIFY) LTPP Validation
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ____ BARE ROUND PIEZO CERAMIC
 ____ CHANNELIZED ROUND PIEZO
 ____ CHANNELIZED FLAT PIEZO
 ____ OTHER (SPECIFY) _____
 ____ BARE FLAT PIEZO
 ____ LOAD CELLS
X INDUCTANCE LOOPS
 ____ BENDING PLATES
X QUARTZ PIEZO
 ____ CAPACITANCE PADS
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 ____ NUMBER OF TEST TRUCKS USED
- | | | | | | | | | | | | | | |
|-------|---|------------|------|------------|---|---|---|---|---|---|---|--|--|
| | <u>20</u> PASSES PER TRUCK | | | | | | | | | | | | |
| | <table border="0"> <tr> <td>TRUCK</td> <td>TYPE</td> <td>SUSPENSION</td> </tr> <tr> <td>1</td> <td>9</td> <td>1</td> </tr> <tr> <td>2</td> <td>9</td> <td>2</td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> </table> | TRUCK | TYPE | SUSPENSION | 1 | 9 | 1 | 2 | 9 | 2 | 3 | | |
| TRUCK | TYPE | SUSPENSION | | | | | | | | | | | |
| 1 | 9 | 1 | | | | | | | | | | | |
| 2 | 9 | 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 -1.1 STANDARD DEVIATION 3.5
 DYNAMIC AND STATIC SINGLE AXLES 2.8 STANDARD DEVIATION 6.0
 DYNAMIC AND STATIC DOUBLE AXLES -1.8 STANDARD DEVIATION 4.5
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 35 45 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- 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 X TIME ____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS ____
 *** FHWA CLASS 8 -67.0 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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Replaced
 10/28/09
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