

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*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	

ENTERED SEP 22 2008 C G G

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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 <u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	_____ RESEARCH _____ TRAINING _____ NEW EQUIPMENT INSTALLATION
--	--
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 <u> X </u> INDUCTANCE LOOPS	_____ BENDING PLATES <u> X </u> QUARTZ PIEZO _____ CAPACITANCE PADS
--	--	---
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												
	<table style="width: 100%; border: none;"> <tr> <th style="width: 33%;">TRUCK</th> <th style="width: 33%;">TYPE</th> <th style="width: 33%;">SUSPENSION</th> </tr> <tr> <td>1</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>2</td> <td><u> 9 </u></td> <td><u> 2 </u></td> </tr> <tr> <td>3</td> <td>_____</td> <td>_____</td> </tr> </table>	TRUCK	TYPE	SUSPENSION	1	<u> 9 </u>	<u> 1 </u>	2	<u> 9 </u>	<u> 2 </u>	3	_____	_____
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	<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

Replaced  
 10/23/09  
 DM

ENTERED SEP 24 2009 1 P M

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G M W

<p align="center"><b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b></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

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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
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

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

REMOVED SEP 30 2008 0000

*Replaced*

*10/29/05*

*nm*

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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> <th>TRUCK</th> <th>TYPE</th> <th>SUSPENSION</th> </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: Dean J. Wolf, MACTEC  
 CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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

TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	9
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	9
3 - OTHER (DESCRIBE)	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
------------	-------------------	---------------------------
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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G M W



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	<u>9921</u>
	*STATE CODE:	<u>12</u>
	*SHRP SECTION ID:	<u>0500</u>

### 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
- 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

EW

### 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 <u>{ Air Ride }</u>    |
| SUSPENSION: 1-AIR; 2-LEAF SPRING | 2 <u>Class 9</u> | 2 <u>{ Leaf Spring }</u> |
| 3-OTHER(DESCRIBE):               | 3 <u>      </u>  | <u>      </u>            |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN -
- |  |                                    |
|--|------------------------------------|
| DYNAMIC AND STATIC GWW: <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
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- \*\*\* FHWA CLASS 9   0.0   FHWA CLASS
- \*\*\* FHWA CLASS 8   -57.0   FHWA CLASS
- FHWA CLASS
- FHWA CLASS
- \*\*\*PERCENT"UNCLASSIFIED"VEHICLES:   0

PERSON LEADING CALIBRATION EFFORT:	<u>Dean J. Wolf , MACTEC</u>
CONTACT INFORMATION:	<u>(301)210-5105</u>

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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
- \_\_\_\_\_  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 { <u> Air Ride </u> }    |
| SUSPENSION: 1-AIR; 2-LEAF SPRING | 2 <u> Class 9 </u> | 2 { <u> Leaf Spring </u> } |
| 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
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

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