

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0 1 0]
*STATE CODE [1 7]
*SHRP SECTION ID [0 6 0 0]

SITE CALIBRATION INFORMATION

Entered
Mar 29/07
RW

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 9 / 2 0 / 2 0 0 6]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT
___ EQUIPMENT REPLACEMENT
___ DATA TRIGGERED SYSTEM REVISION
___ X OTHER (SPECIFY) ___ LTPP Validation
- ___ RESEARCH
___ TRAINING
___ NEW EQUIPMENT INSTALLATION
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
___ BARE ROUND PIEZO CERAMIC ___ BARE FLAT PIEZO ___ X BENDING PLATES
___ CHANNELIZED ROUND PIEZO ___ LOAD CELLS ___ 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
___ 2 0 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)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW ___ - 0 . 4 STANDARD DEVIATION ___ 2 . 5
DYNAMIC AND STATIC SINGLE AXLES ___ - 3 . 4 STANDARD DEVIATION ___ 4 . 4
DYNAMIC AND STATIC DOUBLE AXLES ___ 0 . 1 STANDARD DEVIATION ___ 3 . 7
8. ___ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ___ 50 , 55 , 60 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 3 7 4 5 _____
- 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 ___ TIME ___ X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ___ 0 . 0 FHWA CLASS _____
*** FHWA CLASS 8 ___ 0 . 0 FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 . 0

PERSON LEADING CALIBRATION EFFORT: ___ Dean J. Wolf
CONTACT INFORMATION: ___ MACTEC Engineering & Consulting, Inc. 301-210-5105 rev. November 9, 1999

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 ___ 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 ___X_ BENDING PLATES
 ___ CHANNELIZED ROUND PIEZO ___ LOAD CELLS ___ 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
 2 0 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)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW ___ - 0 . 7 STANDARD DEVIATION ___ 2 . 5
 DYNAMIC AND STATIC SINGLE AXLES ___ - 4 . 8 STANDARD DEVIATION ___ 5 . 1
 DYNAMIC AND STATIC DOUBLE AXLES ___ 0 . 0 STANDARD DEVIATION ___ 3 . 5
8. ___ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ___ 50 , 55 , 60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 3 8 1 5
- 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 ___ TIME ___X_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ___ 0 . 0 FHWA CLASS _____
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 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 . 0

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