

ENTERED JAN 22 2007

Pre-Evaluation.

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [_____]
*STATE CODE [20]
*SHRP SECTION ID [0200]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/31/2006]
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 X 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
 _____ 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 ___ - 1.2 STANDARD DEVIATION ___ 3.2
 DYNAMIC AND STATIC SINGLE AXLES ___ - 3.8 STANDARD DEVIATION ___ 4.7
 DYNAMIC AND STATIC DOUBLE AXLES ___ - 1.8 STANDARD DEVIATION ___ 6.7
8. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ___ 50, 60, 70 _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 3.6.5 ___
- 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 ___ 3 . 0 ___ FHWA CLASS ___ ___ ___ ___

*** FHWA CLASS 8 ___ 2 2 . 2 ___ FHWA CLASS ___ ___ ___ ___

FHWA CLASS ___ ___ ___ ___

FHWA CLASS ___ ___ ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 . 0 ___

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [] *STATE CODE [20] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10 / 31 / 2006]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☒ NEW EQUIPMENT INSTALLATION
☒ 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 ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ 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) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ 2 NUMBER OF TEST TRUCKS USED
☐ 22 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 ☐ - 1.2 STANDARD DEVIATION ☐ 3.2
 DYNAMIC AND STATIC SINGLE AXLES ☐ - 3.8 STANDARD DEVIATION ☐ 4.7
 DYNAMIC AND STATIC DOUBLE AXLES ☐ - 1.8 STANDARD DEVIATION ☐ 6.7
8. ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 50, 60, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 3.665
- 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 ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ☐ 3 FHWA CLASS ☐
 *** FHWA CLASS 8 ☐ 2.2 FHWA CLASS ☐
 FHWA CLASS ☐
 FHWA CLASS ☐
 *** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 0.0

PERSON LEADING CALIBRATION EFFORT: ☐ Dean J. Wolf, MACTEC E&C
 CONTACT INFORMATION: ☐ 301-210-5105 rev. November 9, 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [20] *SHRP SECTION ID [0200]
--	---

Similar
204054

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10 / 31 / 2006]
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 ___ 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
 ___ 22 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 ___ - 1.2 STANDARD DEVIATION ___ 3.2
 DYNAMIC AND STATIC SINGLE AXLES ___ - 3.8 STANDARD DEVIATION ___ 4.7
 DYNAMIC AND STATIC DOUBLE AXLES ___ - 1.8 STANDARD DEVIATION ___ 6.7
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ___ 50, 60, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 3.665
- 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 ___ 3 FHWA CLASS ___
 *** FHWA CLASS 8 ___ 22 FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___
 *** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0

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

ENTERED JAN 22 2007

D. Marshall

Post Evaluation.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [20] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 01 / 2006]
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 ___X_ 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
 ___ 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 ___ - 1.6 STANDARD DEVIATION ___ 2.3
 DYNAMIC AND STATIC SINGLE AXLES ___ - 4.8 STANDARD DEVIATION ___ 3.8
 DYNAMIC AND STATIC DOUBLE AXLES ___ - 1.1 STANDARD DEVIATION ___ 2.9
8. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ___ 50, 60, 70 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 3.720 ___
- 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 ___ 1.2 ___ FHWA CLASS ___ ___ ___ ___

*** FHWA CLASS 8 ___ 0.0 ___ FHWA CLASS ___ ___ ___ ___

FHWA CLASS ___ ___ ___ ___

FHWA CLASS ___ ___ ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [] *STATE CODE [20] *SHRP SECTION ID [0200]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 01 / 2006]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☒ NEW EQUIPMENT INSTALLATION
☒ 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 ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ 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) ☒ 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 ☐ 1.6 STANDARD DEVIATION ☐ 2.3
DYNAMIC AND STATIC SINGLE AXLES ☐ 4.8 STANDARD DEVIATION ☐ 3.8
DYNAMIC AND STATIC DOUBLE AXLES ☐ 1.1 STANDARD DEVIATION ☐ 2.9

8. ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) ☐ 50, 60, 70 _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 3.720

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 ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ☐ 1 FHWA CLASS _____
*** FHWA CLASS 8 ☐ 0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 0.0

PERSON LEADING CALIBRATION EFFORT: ☐ Dean J. Wolf, MACTEC E&C
CONTACT INFORMATION: ☐ 301-210-5105 rev. November 9, 1999

SHEET 16 LTTP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [2 0] *SHRP SECTION ID [0 2 0 0]
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SITE CALIBRATION INFORMATION

Similar
206054

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [1 1 / 0 1 / 2 0 0 6]
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 checked="" type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <input type="checkbox"/> LTTP Validation _____	
4. * SENSORS INSTALLED IN LTTP 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

	<u> </u> PASSES PER TRUCK
	TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1 9 1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2 9 1
3 - OTHER (DESCRIBE)	3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	- 1 . 6	STANDARD DEVIATION	2 . 3
DYNAMIC AND STATIC SINGLE AXLES	- 4 . 8	STANDARD DEVIATION	3 . 8
DYNAMIC AND STATIC DOUBLE AXLES	- 1 . 1	STANDARD DEVIATION	2 . 9
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 60, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3 7 2 0
- 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	____ 1.2 ____	FHWA CLASS	____	____	____	____
*** FHWA CLASS 8	____ 0.0 ____	FHWA CLASS	____	____	____	____
		FHWA CLASS	____	____	____	____
		FHWA CLASS	____	____	____	____
*** PERCENT "UNCLASSIFIED" VEHICLES:	____ 0.0 ____					

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

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____]
	*STATE CODE [2 0]
	*SHRP SECTION ID [0 2 0 0]

*Similar
204054*

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [1 1 / 0 1 / 2 0 0 6]
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	____x_ 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
	____ 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	____ - 1 . 6 STANDARD DEVIATION ____ 2 . 3
DYNAMIC AND STATIC SINGLE AXLES	____ - 4 . 8 STANDARD DEVIATION ____ 3 . 8
DYNAMIC AND STATIC DOUBLE AXLES	____ - 1 . 1 STANDARD DEVIATION ____ 2 . 9
8. ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ____ 50, 60, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ____ 3 7 2 0
- 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 ____ 1 ____	FHWA CLASS ____
*** FHWA CLASS 8 ____ 0 ____	FHWA CLASS ____
	FHWA CLASS ____
	FHWA CLASS ____
*** PERCENT "UNCLASSIFIED" VEHICLES: ____ 0 . 0 ____	

PERSON LEADING CALIBRATION EFFORT: ____ Dean J. Wolf, MACTEC E&C ____ CONTACT INFORMATION: ____ 301-210-5105 ____ rev. November 9, 1999
--