

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

ENTERED JUL 23 2007

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4/17/2007]
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	____ 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	<u> 9 </u>	<u> 1 </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> 9 </u>	<u> 2 </u>
3 - OTHER (DESCRIBE)	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	<u> -1.5 </u>	STANDARD DEVIATION	<u> 3.9 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -3.0 </u>	STANDARD DEVIATION	<u> 8.7 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -1.2 </u>	STANDARD DEVIATION	<u> 5.5 </u>
8. 4 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 60 65 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3980
- 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 ____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u> -1.2 </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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3. * REASON FOR CALIBRATION
_____ REGULARLY SCHEDULED SITE VISIT _____ RESEARCH
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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
_____ 20 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|------------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u> 9 </u> | <u> 1 </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> 9 </u> | <u> 2 </u> |
| 3 - OTHER (DESCRIBE) | 3 | _____ | _____ |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 0.5 STANDARD DEVIATION 3.1
DYNAMIC AND STATIC SINGLE AXLES -0.3 STANDARD DEVIATION 5.3
DYNAMIC AND STATIC DOUBLE AXLES 0.6 STANDARD DEVIATION 4.6
8. 4 _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 60 65 70 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 4060
- 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, MACTEC
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