

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

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/29/08 ]
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  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 |
|-------|------|------------|
| 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  -2.4  STANDARD DEVIATION  1.3   
 DYNAMIC AND STATIC SINGLE AXLES  -1.3  STANDARD DEVIATION  2.4   
 DYNAMIC AND STATIC DOUBLE AXLES  -2.6  STANDARD DEVIATION  2.0
8. 3 \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  60   65   70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3592, 3691
- 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  5   -18   
 \*\*\* FHWA CLASS 8  6.0  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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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/29/08]
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	<u> X </u> 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												
	<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> -2.4 </u> STANDARD DEVIATION <u> 1.3 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -1.3 </u> STANDARD DEVIATION <u> 2.4 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -2.6 </u> STANDARD DEVIATION <u> 2.0 </u>
8. 3 \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  60 65 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3592, 3691
- 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> 0.0 </u>	FHWA CLASS <u> 5 </u> <u> -18 </u>
*** FHWA CLASS 8 <u> 6.0 </u>	FHWA CLASS _____
	FHWA CLASS _____
	FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: <u> 0.0 </u>	

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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Similar  
204054

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/29/08 ]
- \* TYPE OF EQUIPMENT CALIBRATED   WIM   CLASSIFIER  X  BOTH
- \* REASON FOR CALIBRATION  
  REGULARLY SCHEDULED SITE VISIT   RESEARCH  
  EQUIPMENT REPLACEMENT   TRAINING  
  DATA TRIGGERED SYSTEM REVISION   NEW EQUIPMENT INSTALLATION  
 X  OTHER (SPECIFY)  LTPP Validation
- \* 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)
- 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  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	<u> </u>	<u> </u>

 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  -2.4  STANDARD DEVIATION  1.3   
 DYNAMIC AND STATIC SINGLE AXLES  -1.3  STANDARD DEVIATION  2.4   
 DYNAMIC AND STATIC DOUBLE AXLES  -2.6  STANDARD DEVIATION  2.0
- 3   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH)  60 65 70
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3592, 3691
- \*\* 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   TIME  X  NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9  0.0  FHWA CLASS  5   -18   
 \*\*\* FHWA CLASS 8  6.0  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>LTTP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [_____] *STATE CODE [ 20 ] *SHRP SECTION ID [0200]
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### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/30/08]
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> LTTP Validation </u>	
4. \* SENSORS INSTALLED IN LTTP 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

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> 0.8 </u> STANDARD DEVIATION ____ <u> 1.4 </u>
DYNAMIC AND STATIC SINGLE AXLES	____ <u> 2.5 </u> STANDARD DEVIATION ____ <u> 3.1 </u>
DYNAMIC AND STATIC DOUBLE AXLES	____ <u> 0.5 </u> STANDARD DEVIATION ____ <u> 2.1 </u>
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_  60  \_\_\_\_  65  \_\_\_\_  70  \_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_  3647.3747
- 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 \_\_\_\_ TIME \_\_\_\_  X  NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 

*** FHWA CLASS 9 ____ <u> 1.0 </u>	FHWA CLASS <u> 5 </u>	____ <u> -21 </u>
*** FHWA CLASS 8 ____ <u> 100.0 </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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