

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID   _____   *STATE CODE   22   *SHRP SECTION ID   0100
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 3/4/2008 ]
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 Assessment
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 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	2
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW  0.4  STANDARD DEVIATION  1.2   
 DYNAMIC AND STATIC SINGLE AXLES  0.9  STANDARD DEVIATION  2.0   
 DYNAMIC AND STATIC DOUBLE AXLES  0.2  STANDARD DEVIATION  2.8
8. 3 \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  55   60   65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3024 / 3135
- 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 <u> 0.0 </u>	FHWA CLASS <u> 5 </u>	<u> 25 </u>
*** FHWA CLASS 8 _____	FHWA CLASS <u> 6 </u>	<u> 0 </u>
	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

ENTERED OCT 28

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ ____ ] *STATE CODE [ 22 ] *SHRP SECTION ID [ 0100 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 3/5/2008 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM \_\_\_\_ CLASSIFIER  X  BOTH
3. \* REASON FOR CALIBRATION  
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 \_\_\_\_ CHANNELIZED ROUND PIEZO \_\_\_\_ LOAD CELLS  X  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  
 \_\_\_\_  21  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  0.6  STANDARD DEVIATION  2.0   
 DYNAMIC AND STATIC SINGLE AXLES  -0.2  STANDARD DEVIATION  2.1   
 DYNAMIC AND STATIC DOUBLE AXLES  0.8  STANDARD DEVIATION  3.7
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  55   60   65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3024 / 3135
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)  N   
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
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CLASSIFIER TEST SPECIFICS\*\*\*

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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  0.0  FHWA CLASS  5  \_\_\_\_  14   
 \*\*\* FHWA CLASS 8  0.0  FHWA CLASS  6  \_\_\_\_  0   
 FHWA CLASS \_\_\_\_ \_\_\_\_ \_\_\_\_  
 FHWA CLASS \_\_\_\_ \_\_\_\_ \_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:  0.0

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 \_\_\_\_ CHANNELIZED FLAT PIEZO  X  INDUCTANCE LOOPS \_\_\_\_ CAPACITANCE PADS  
 \_\_\_\_ OTHER (SPECIFY) \_\_\_\_
5. EQUIPMENT MANUFACTURER  IRD/ PAT Traffic

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9. DEFINE THE SPEED RANGES USED (MPH)  55 60 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3024 / 3135
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    \_\_\_ CHANNELIZED FLAT PIEZO             X  INDUCTANCE LOOPS        \_\_\_ CAPACITANCE PADS  
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    FHWA CLASS \_\_\_\_\_                    \_\_\_\_\_  
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