

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____]
	*STATE CODE [23]
	*SHRP SECTION ID [0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/14/2007]
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
 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 _____ BENDING PLATES
 _____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS X QUARTZ PIEZO
 _____ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS _____ CAPACITANCE PADS
 _____ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD

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 1.6 STANDARD DEVIATION 2.8
 DYNAMIC AND STATIC SINGLE AXLES 3.2 STANDARD DEVIATION 4.2
 DYNAMIC AND STATIC DOUBLE AXLES 1.3 STANDARD DEVIATION 3.2
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) 3053
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

Similar site
231001

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 0.0 FHWA CLASS 10 _____ 0
 *** FHWA CLASS 8 0.0 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

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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/15/2007]
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	<u> X </u> QUARTZ PIEZO
_____ CHANNELIZED FLAT PIEZO	<u> X </u> INDUCTANCE LOOPS	_____ CAPACITANCE PADS
_____ OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD

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> 2.4 </u> STANDARD DEVIATION <u> 2.0 </u>
DYNAMIC AND STATIC SINGLE AXLES	_____ <u> 4.8 </u> STANDARD DEVIATION <u> 4.1 </u>
DYNAMIC AND STATIC DOUBLE AXLES	_____ <u> 2.0 </u> STANDARD DEVIATION <u> 2.7 </u>
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) 3053
- 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 _____ X TIME _____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 _____ <u> 0.0 </u>	FHWA CLASS <u> 10 </u> _____ <u> 0 </u>	
*** FHWA CLASS 8 _____ <u> 0.0 </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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