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| <b>SHEET 16</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE CALIBRATION SUMMARY</b> | *STATE ASSIGNED ID [ _____ ]<br>*STATE CODE [ 23 ]<br>*SHRP SECTION ID [ 0500 ] |
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10/14/2008 ]
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
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/Kistler

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    | 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  5.8  STANDARD DEVIATION  2.7   
 DYNAMIC AND STATIC SINGLE AXLES  5.4  STANDARD DEVIATION  4.7   
 DYNAMIC AND STATIC DOUBLE AXLES  6.3  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)  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  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  FHWA CLASS  5  \_\_\_\_\_ 0  
 \*\*\* FHWA CLASS 8  0  FHWA CLASS  10  \_\_\_\_\_ 0  
 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) [ 10/15/2008 ]
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
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  JRD/Kistler

### 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    | 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  -1.4  STANDARD DEVIATION  1.4   
 DYNAMIC AND STATIC SINGLE AXLES  -1.7  STANDARD DEVIATION  3.1   
 DYNAMIC AND STATIC DOUBLE AXLES  -1.1  STANDARD DEVIATION  2.6
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)  2872
- 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  FHWA CLASS  5   21   
 \*\*\* FHWA CLASS 8  0  FHWA CLASS  10   0   
 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