

AI
ENTERED AUG 26 2008

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [] *STATE CODE [26] *SHRP SECTION ID [0100]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 / 25 / 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/ PAT

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 -1.1 STANDARD DEVIATION 1.9
 DYNAMIC AND STATIC SINGLE AXLES -0.3 STANDARD DEVIATION 4.4
 DYNAMIC AND STATIC DOUBLE AXLES -1.5 STANDARD DEVIATION 2.7
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 60 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1024
- 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 <u>-4</u>	FHWA CLASS <u>5</u>	_____ <u>-33</u> _____
*** FHWA CLASS 8 <u>67</u>	FHWA CLASS <u>13</u>	_____ <u>8</u> _____
	FHWA CLASS _____	_____
	FHWA CLASS _____	_____

 *** PERCENT "UNCLASSIFIED" VEHICLES: 2.0

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u>	rev. November 9, 1999
CONTACT INFORMATION: <u>301.210.5105</u>	

AT

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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 / 24 / 2008]

2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER X BOTH

3. * REASON FOR CALIBRATION

<u> </u> REGULARLY SCHEDULED SITE VISIT	<u> </u> RESEARCH
<u> </u> EQUIPMENT REPLACEMENT	<u> </u> TRAINING
<u> </u> DATA TRIGGERED SYSTEM REVISION	<u> </u> 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):

<u> </u> BARE ROUND PIEZO CERAMIC	<u> </u> BARE FLAT PIEZO	<u> </u> BENDING PLATES
<u> </u> CHANNELIZED ROUND PIEZO	<u> </u> LOAD CELLS	<u> X </u> QUARTZ PIEZO
<u> </u> CHANNELIZED FLAT PIEZO	<u> X </u> INDUCTANCE LOOPS	<u> </u> CAPACITANCE PADS
<u> </u> OTHER (SPECIFY) <u> </u>		

5. EQUIPMENT MANUFACTURER IRD/PAT

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	<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)

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u> -0.5 </u> STANDARD DEVIATION <u> 4.3 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -0.9 </u> STANDARD DEVIATION <u> 4.3 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -0.2 </u> STANDARD DEVIATION <u> 5.3 </u>

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 50 60 70

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1071

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	<u> -2 </u>	FHWA CLASS 10	<u> -5 </u>
*** FHWA CLASS 8	<u> 0 </u>	FHWA CLASS 13	<u> 7 </u>
		FHWA CLASS	<u> </u>
		FHWA CLASS	<u> </u>

*** PERCENT "UNCLASSIFIED" VEHICLES: 1.0

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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