

ENTERED AUG 26 2008

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [17] *SHRP SECTION ID [0600]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/08/08]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>LTPP Validation</u>	
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input checked="" type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
NUMBER OF TRUCKS COMPARED <u>2</u>		NUMBER OF TEST TRUCKS USED _____

	<u>20</u> 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 <u>9</u> <u>1</u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW <u>-0.8</u>	STANDARD DEVIATION <u>2.0</u>
DYNAMIC AND STATIC SINGLE AXLES <u>-2.7</u>	STANDARD DEVIATION <u>1.8</u>
DYNAMIC AND STATIC DOUBLE AXLES <u>-0.5</u>	STANDARD DEVIATION <u>2.8</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) 3734, 3320
- 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:

<input type="checkbox"/> VIDEO	<input checked="" type="checkbox"/> MANUAL	<input type="checkbox"/> PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u>0.0</u>	FHWA CLASS _____
*** FHWA CLASS 8 <u>50.0</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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SITE CALIBRATION INFORMATION

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2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>LTPP Validation</u>	
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input checked="" type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
NUMBER OF TRUCKS COMPARED <u>2</u>		NUMBER OF TEST TRUCKS USED <u>20</u>

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1		
3 - OTHER (DESCRIBE)	2	<u>9</u>	<u>2</u>
	3	<u>9</u>	<u>1</u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	<u>-0.5</u>	STANDARD DEVIATION	<u>1.6</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-2.0</u>	STANDARD DEVIATION	<u>2.5</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>0.9</u>	STANDARD DEVIATION	<u>2.2</u>
8. 3 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) 3822, 3399
- 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:

<input type="checkbox"/> VIDEO	<input checked="" type="checkbox"/> MANUAL	<input type="checkbox"/> PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>-1.0</u>	FHWA CLASS <u>5</u>	<u>-13</u>
*** FHWA CLASS 8	<u>0.0</u>	FHWA CLASS	
		FHWA CLASS	
		FHWA CLASS	
*** PERCENT*UNCLASSIFIED*VEHICLES: <u>2.0</u>			

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