

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [\_\_\_\_\_]   
\*STATE CODE [27]   
\*SHRP SECTION ID [0500]

SITE CALIBRATION INFORMATION

Entered  
Mar 29/07  
NW

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/12/2006]
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 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
- | 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 \_\_\_ -0.6 \_\_\_ STANDARD DEVIATION \_\_\_ 3.1 \_\_\_  
DYNAMIC AND STATIC SINGLE AXLES \_\_\_ -4.3 \_\_\_ STANDARD DEVIATION \_\_\_ 5.2 \_\_\_  
DYNAMIC AND STATIC DOUBLE AXLES \_\_\_ 1.6 \_\_\_ STANDARD DEVIATION \_\_\_ 2.7 \_\_\_
8. \_\_\_ 5 \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_ 45, 50, 55, 60, 65 \_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_ 3.300 \_\_\_
- 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        \_\_\_\_ 0 \_\_\_\_                      FHWA CLASS \_\_\_\_                      \_\_\_\_  
 \*\*\* FHWA CLASS 8        \_\_\_\_ 0 \_\_\_\_                      FHWA CLASS \_\_\_\_                      \_\_\_\_  
    FHWA CLASS \_\_\_\_                      \_\_\_\_  
    FHWA CLASS \_\_\_\_                      \_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:        \_\_\_\_ 0.0 \_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC Engineering & Consulting, Inc.  
CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [_____] *STATE CODE [27] *SHRP SECTION ID [0500]
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SITE CALIBRATION INFORMATION

*Entered  
Mar 29/06  
NW*

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/13/2006]
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 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	1
	3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	____3.0	STANDARD DEVIATION	____1.5
DYNAMIC AND STATIC SINGLE AXLES	____-0.2	STANDARD DEVIATION	____3.3
DYNAMIC AND STATIC DOUBLE AXLES	____4.6	STANDARD DEVIATION	____1.8
8. \_\_\_\_5 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_45, 50, 55, 60, 65 \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_3300
- 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    \_\_\_ 0 \_\_\_                    FHWA CLASS    \_\_\_    \_\_\_    \_\_\_    \_\_\_

\*\*\* FHWA CLASS 8    \_\_\_ 0 \_\_\_                    FHWA CLASS    \_\_\_    \_\_\_    \_\_\_    \_\_\_

FHWA CLASS    \_\_\_    \_\_\_    \_\_\_    \_\_\_

FHWA CLASS    \_\_\_    \_\_\_    \_\_\_    \_\_\_

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:    \_\_\_ 0 . 0 \_\_\_

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