

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [27] *SHRP SECTION ID [0500]
--	---

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/28/2007]
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 type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input checked="" 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
<input type="checkbox"/> NUMBER OF TRUCKS COMPARED		<input type="checkbox"/> 2	NUMBER OF TEST TRUCKS USED
		<input type="checkbox"/> 25	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>-4.2</u>	STANDARD DEVIATION	<u>2.9</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-4.8</u>	STANDARD DEVIATION	<u>4.0</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-3.5</u>	STANDARD DEVIATION	<u>4.6</u>
8. 3 ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 55 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 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
--------------------------------	--	---
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: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Dean J. Wolf, MACTEC</u> CONTACT INFORMATION: <u>301-210-5105</u>	rev. November 9, 1999
--	-----------------------

DM

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [____] *STATE CODE [27] *SHRP SECTION ID [0500]
--	--

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8/29/2007]
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/ 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
 ____ 22 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|------------|------------|
| 1 | <u> 9 </u> | <u> 1 </u> |
| 2 | <u> 9 </u> | <u> 2 </u> |
| 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 -2.6 STANDARD DEVIATION 2.7
 DYNAMIC AND STATIC SINGLE AXLES -2.4 STANDARD DEVIATION 4.6
 DYNAMIC AND STATIC DOUBLE AXLES -2.3 STANDARD DEVIATION 4.5
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 45 55 65 ____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3390
- 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 0.0 FHWA CLASS ____
 *** FHWA CLASS 8 0.0 FHWA CLASS ____
 FHWA CLASS ____
 FHWA CLASS ____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999
--	-----------------------