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

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/11/2008]
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
<u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	
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	<u> X </u> QUARTZ PIEZO
____ CHANNELIZED FLAT PIEZO	<u> X </u> 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) <u> X </u> TEST TRUCKS	
____ NUMBER OF TRUCKS COMPARED	<u> 2 </u> NUMBER OF TEST TRUCKS USED
	<u> 21 </u> PASSES PER TRUCK

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

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	<u> -6.2 </u>	STANDARD DEVIATION	<u> 3.1 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -6.8 </u>	STANDARD DEVIATION	<u> 3.7 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -6.6 </u>	STANDARD DEVIATION	<u> 3.7 </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) 3549 / 3286
- 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	____ <u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT X TIME ____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> 0 </u>	FHWA CLASS <u> 5 </u>	<u> -25 </u>
*** FHWA CLASS 8 <u> UNK </u>	FHWA CLASS <u> 6 </u>	<u> -25 </u>
	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
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