



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [_____] ] *STATE CODE [ 35 ] *SHRP SECTION ID [ 0100 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 8/20/2008 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM \_\_\_\_ CLASSIFIER  X  BOTH
3. \* REASON FOR CALIBRATION  
 \_\_\_\_ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
 X  OTHER (SPECIFY)  LTPP Validation ASed reval
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_ BARE ROUND PIEZO CERAMIC  
 \_\_\_\_ CHANNELIZED ROUND PIEZO  
 \_\_\_\_ CHANNELIZED FLAT PIEZO  
 \_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
 \_\_\_\_ BARE FLAT PIEZO  
 \_\_\_\_ LOAD CELLS  
 X  INDUCTANCE LOOPS  
 \_\_\_\_ BENDING PLATES  
 X  QUARTZ PIEZO  
 \_\_\_\_ CAPACITANCE PADS
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  5.0  STANDARD DEVIATION  1.6   
 DYNAMIC AND STATIC SINGLE AXLES  2.1  STANDARD DEVIATION  2.3   
 DYNAMIC AND STATIC DOUBLE AXLES  5.7  STANDARD DEVIATION  3.1
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  65   70   75  \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3332/2975
- 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  FHWA CLASS  5   0   
 \*\*\* FHWA CLASS 8  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
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RECD  
 SEP 24 2008  
 12:00 PM

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID   ____   *STATE CODE   35   *SHRP SECTION ID   0100
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### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 8/21/2008 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM \_\_\_\_ CLASSIFIER  X  BOTH
3. \* REASON FOR CALIBRATION  
 \_\_\_\_ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
 X  OTHER (SPECIFY)  LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_ BARE ROUND PIEZO CERAMIC  
 \_\_\_\_ CHANNELIZED ROUND PIEZO  
 \_\_\_\_ CHANNELIZED FLAT PIEZO  
 \_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
 \_\_\_\_ BARE FLAT PIEZO  
 \_\_\_\_ LOAD CELLS  
 X  INDUCTANCE LOOPS  
 \_\_\_\_ BENDING PLATES  
 X  QUARTZ PIEZO  
 \_\_\_\_ CAPACITANCE PADS
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	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 1 </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  1.0  STANDARD DEVIATION  2.4   
 DYNAMIC AND STATIC SINGLE AXLES  0.8  STANDARD DEVIATION  2.7   
 DYNAMIC AND STATIC DOUBLE AXLES  1.1  STANDARD DEVIATION  3.6
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  65   70   75  \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3146/2809
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  FHWA CLASS \_\_\_\_  
 \*\*\* FHWA CLASS 8  11  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
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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> 20 </u> 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> 1 </u>
	3	____	____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ____	
DYNAMIC AND STATIC GVW <u> 1.0 </u>	STANDARD DEVIATION <u> 2.4 </u>
DYNAMIC AND STATIC SINGLE AXLES <u> 0.8 </u>	STANDARD DEVIATION <u> 2.7 </u>
DYNAMIC AND STATIC DOUBLE AXLES <u> 1.1 </u>	STANDARD DEVIATION <u> 3.6 </u>
8.  3  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  65   70   75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  3146/2809
- 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 \_\_\_\_ TIME  X  NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 

*** FHWA CLASS 9 <u> 11 </u>	FHWA CLASS ____	____	____
*** FHWA CLASS 8 <u> 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

RECD SEP 24 2008 6 PM

Replaced  
 10/28/09