





**SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ \_\_\_\_\_ ]  
\*STATE CODE [ 35 ]  
\*SHRP SECTION ID [ 0500 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 8/19/2008 ]
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  
  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                        3   NUMBER OF TEST TRUCKS USED  
       14   PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
3	9	1

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   -0.2   STANDARD DEVIATION   2.5    
DYNAMIC AND STATIC SINGLE AXLES   0.3   STANDARD DEVIATION   2.3    
DYNAMIC AND STATIC DOUBLE AXLES   -0.3   STANDARD DEVIATION   3.7
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)   3816 / 3041
- 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    50    FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:    0.0

PERSON LEADING CALIBRATION EFFORT:   Denn J. Wolf, MACTEC    
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   35   *SHRP SECTION ID   0500
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) | 8/19/2008 |
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  
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 \_\_\_\_\_ 3 NUMBER OF TEST TRUCKS USED  
 \_\_\_\_\_ 14 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	9	1
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW -0.2 STANDARD DEVIATION 2.5  
 DYNAMIC AND STATIC SINGLE AXLES 0.3 STANDARD DEVIATION 2.3  
 DYNAMIC AND STATIC DOUBLE AXLES -0.3 STANDARD DEVIATION 3.7
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) 3816 / 3041
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
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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 \_\_\_\_\_ 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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