

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [7 2 1] *STATE CODE [3 9] *SHRP SECTION ID [0 1 0 0]
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SITE CALIBRATION INFORMATION

(+ 390900)

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 2 / 0 3 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___ XX BOTH
3. * REASON FOR CALIBRATION
 ___ REGULARLY SCHEDULED SITE VISIT
 ___ EQUIPMENT REPLACEMENT
 ___ DATA TRIGGERED SYSTEM REVISION
 ___ X OTHER (SPECIFY) ___ SITE EVALUATION AND CALIBRATION
 ___ RESEARCH
 ___ TRAINING
 ___ NEW EQUIPMENT INSTALLATION
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
 ___ X LOAD CELLS
 ___ X INDUCTANCE LOOPS
 ___ BENDING PLATES
 ___ QUARTZ PIEZO
 ___ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER _____ Mettler Toledo

SOURCE : 100B

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
 ___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) ~~___~~ TEST TRUCKS L
 ___ 3 ___ NUMBER OF TRUCKS COMPARED ___ 3 ___ NUMBER OF TEST TRUCKS USED
 ___ 13 ___ PASSES PER TRUCK

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

 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 ___ 4.4% ___ STANDARD DEVIATION ___ 4.4% ___
 DYNAMIC AND STATIC SINGLE AXLES ___ -4.5% ___ STANDARD DEVIATION ___ 1.8% ___
 DYNAMIC AND STATIC DOUBLE AXLES ___ 8.3% ___ STANDARD DEVIATION ___ 7.6% ___
8. ___ 3 ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 40-45, 45.1-50.5, 50.6-59 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 8.01617 (P4) _____
- 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 ___ 100 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLE CLASSIFICATION:
 *** FHWA CLASS 9 ___ -1 ___ FHWA CLASS 5 ___ 29 ___
 *** FHWA CLASS 8 ___ 0 ___ FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___
 *** PERCENT "UNCLASSIFIED" VEHICLES: ___ 1 ___

PERSON LEADING CALIBRATION EFFORT: _____ Dean J. Wolf _____
CONTACT INFORMATION: _____ 301-210-5105 _____ rev. November 9, 1999

ENTERED
21OCT12013
C.O.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [7 2 1] *STATE CODE [3 9] *SHRP SECTION ID [0 1 0 0]
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SITE CALIBRATION INFORMATION

(+390900)

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 2 / 0 4 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED __ WIM __ CLASSIFIER __XX__ BOTH
3. * REASON FOR CALIBRATION
 __ REGULARLY SCHEDULED SITE VISIT __ RESEARCH
 __ EQUIPMENT REPLACEMENT __ TRAINING
 __ DATA TRIGGERED SYSTEM REVISION __ NEW EQUIPMENT INSTALLATION
 __X__ OTHER (SPECIFY) __ SITE EVALUATION AND CALIBRATION
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 __X__ LOAD CELLS __ QUARTZ PIEZO
 __ CHANNELIZED FLAT PIEZO __X__ INDUCTANCE LOOPS __ CAPACITANCE PADS
 __ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____ Mettler Toledo _____

Source: 100 B

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 __ TRAFFIC STREAM -- __ STATIC SCALE (Y/N) __XX__ TEST TRUCKS L
 __ 3 __ NUMBER OF TRUCKS COMPARED __ 3 __ NUMBER OF TEST TRUCKS USED
 __ 13 __ PASSES PER TRUCK

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

 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 __ 1.8% __ STANDARD DEVIATION __ 5.5% __
 DYNAMIC AND STATIC SINGLE AXLES __ -6.6% __ STANDARD DEVIATION __ 2.2% __
 DYNAMIC AND STATIC DOUBLE AXLES __ 5.3% __ STANDARD DEVIATION __ 9.9% __
8. __ 3 __ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 42-47, 48-52, 53-57 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____ 12.0 (P4) _____
- 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 __100__ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 __ 1 __ FHWA CLASS 5 __ 29 __
 *** FHWA CLASS 8 __ 0.0 __ FHWA CLASS __ __
 FHWA CLASS __ __
 FHWA CLASS __ __
 *** PERCENT "UNCLASSIFIED" VEHICLES: __ 1 __

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

ENTERED
 10/01/2013
 C.O.

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [7 2 1]
*STATE CODE [3 9]
*SHRP SECTION ID [0 1 0 0]

SITE CALIBRATION INFORMATION

ENTERED SEP 12 2005

D. Marshall

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 4 / 1 4 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___XX_ BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT ___ RESEARCH
___ EQUIPMENT REPLACEMENT ___ TRAINING
___ DATA TRIGGERED SYSTEM REVISION ___ NEW EQUIPMENT INSTALLATION
X ___ OTHER (SPECIFY) ___ SITE EVALUATION AND CALIBRATION
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 X ___ LOAD CELLS ___ QUARTZ PIEZO
___ CHANNELIZED FLAT PIEZO X ___ INDUCTANCE LOOPS ___ CAPACITANCE PADS
___ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____ Mettler Toledo _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) ___XX_ TEST TRUCKS
___3_ NUMBER OF TRUCKS COMPARED ___ 3 NUMBER OF TEST TRUCKS USED
___13_ PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 9 1
2 9 1
3 9 2
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 ___ 4.0 % ___ STANDARD DEVIATION ___ 4.7 % ___
DYNAMIC AND STATIC SINGLE AXLES ___ -1.8 % ___ STANDARD DEVIATION ___ 2.7 % ___
DYNAMIC AND STATIC DOUBLE AXLES ___ 8.3 % ___ STANDARD DEVIATION ___ 6.8 % ___
8. ___ 3 ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 42-45, 46-51, 52-57 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 7.9000 (P4) ___ and 1.98 (Span) _____
- 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 ___100_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLE CLASSIFICATION:
*** FHWA CLASS 9 ___ 0 ___ FHWA CLASS 7 ___ 33 ___
*** FHWA CLASS 8 ___ 0 ___ FHWA CLASS ___
FHWA CLASS ___
FHWA CLASS ___
*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 ___

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

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LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [7 2 1]
*STATE CODE [3 9]
*SHRP SECTION ID [0 2 0 0]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 4 / 1 5 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☒ OTHER (SPECIFY) ☐ SITE EVALUATION AND CALIBRATION
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 ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER Mettler Toledo

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ 3 NUMBER OF TRUCKS COMPARED ☐ 3 NUMBER OF TEST TRUCKS USED

	13	PASSES PER TRUCK
TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
3	9	2

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 ☐ -0.8 % ☐ STANDARD DEVIATION ☐ 3.6 %
DYNAMIC AND STATIC SINGLE AXLES ☐ -4.6 % ☐ STANDARD DEVIATION ☐ 4.1 %
DYNAMIC AND STATIC DOUBLE AXLES ☐ -1.5 % ☐ STANDARD DEVIATION ☐ 5.0 %
8. ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 43-45, 46-50, 51.0-59.0 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 7.9800 (P4)
- 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 ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ 100 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ☐ -5 ☐ FHWA CLASS 6 ☐ 25
*** FHWA CLASS 8 ☐ 20 ☐ FHWA CLASS 5 ☐ -33
FHWA CLASS ☐
FHWA CLASS ☐
*** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 0

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

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LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [7 2 1]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 4 / 1 5 / 2 0 0 4]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___ XX BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT
___ EQUIPMENT REPLACEMENT
___ DATA TRIGGERED SYSTEM REVISION
___ X OTHER (SPECIFY) ___ SITE EVALUATION AND CALIBRATION
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
___ X LOAD CELLS
___ X INDUCTANCE LOOPS
___ BENDING PLATES
___ QUARTZ PIEZO
___ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER _____ Mettler Toledo _____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) ___ XX TEST TRUCKS
___ 3 ___ NUMBER OF TRUCKS COMPARED
___ 3 ___ NUMBER OF TEST TRUCKS USED
___ 13 ___ PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 9 | 1 |
| 3 | 9 | 2 |
- 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 ___ 1.8% ___ STANDARD DEVIATION ___ 4.7% ___
DYNAMIC AND STATIC SINGLE AXLES ___ -4.8% ___ STANDARD DEVIATION ___ 2.3% ___
DYNAMIC AND STATIC DOUBLE AXLES ___ 6.7% ___ STANDARD DEVIATION ___ 7.2% ___
8. ___ 3 ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 42-45, 46-51, 52-54 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 16.0000 (P4) ___ and 2.03 (Span) _____
- 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 ___ 100 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLE CLASSIFICATION:
*** FHWA CLASS 9 ___ 1 ___ FHWA CLASS 5 ___ -33 ___
*** FHWA CLASS 8 ___ 0 ___ FHWA CLASS ___ ___
FHWA CLASS ___ ___
FHWA CLASS ___ ___
*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 ___

PERSON LEADING CALIBRATION EFFORT: _____ Dean J. Wolf _____
CONTACT INFORMATION: _____ 301-210-5105 _____ rev. November 9, 1999

