

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

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 LTPP VALIDATION	___ LTPP ASSESSMENT
___ OTHER (SPECIFY) _____	
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:

PROTOCOL: a. SOURCE ___ LTPP SPS WIM ___	b. BASIC METHOD ___ LTPP SPS WIM ___
___ NUMBER OF TRUCKS COMPARED	___ 3 ___ NUMBER OF TEST TRUCKS USED

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

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	___ -2.7 % ___	STANDARD DEVIATION	___ 3.6 % ___
DYNAMIC AND STATIC SINGLE AXLES	___ -6.6 % ___	STANDARD DEVIATION	___ 3.7 % ___
DYNAMIC AND STATIC DOUBLE AXLES	___ 0.0 % ___	STANDARD DEVIATION	___ 5.4 % ___
8. ___ 3 ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 42-45, 46-51, 52-59 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 11.4900 (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
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13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME ___ X ___ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** TMG CLASS 9	___ -6 ___	TMG CLASS 5	___ -17 ___
TMG CLASS		TMG CLASS	
TMG CLASS		TMG CLASS	
- *** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0 ___

PERSON LEADING CALIBRATION EFFORT: _____ Dean J. Wolf _____ update 5/13/2009 bko _____
 CONTACT INFORMATION: _____ 301-210-5105 _____ rev. March 24, 2009

ENTERED MAY 28 2009

SHEET 16
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

ENTERED OCT 25 2006

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
___ 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 ___ 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 ___ -2.7 % ___ STANDARD DEVIATION ___ 3.6 % ___
DYNAMIC AND STATIC SINGLE AXLES ___ -6.6 % ___ STANDARD DEVIATION ___ 3.7 % ___
DYNAMIC AND STATIC DOUBLE AXLES ___ 0.0 % ___ STANDARD DEVIATION ___ 5.4 % ___
8. ___ 3 ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____ 42-45, 46-51, 52-59 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 11.4900 (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 ___ -6 ___ FHWA CLASS 7 ___ 200 ___
*** FHWA CLASS 8 ___ -50 ___ FHWA CLASS 6 ___ -67 ___
FHWA CLASS 5 ___ -17 ___
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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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
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 1 |
| 2 | 9 | 1 |
| 3 | 9 | 2 |
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 ___ 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 ___ -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

ENTERED OCT 14 2007

2011