

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

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
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 : 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  
21 OCT 12 013  
C.O.

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

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  

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	9	2
3 - OTHER (DESCRIBE)	2	9	2
	3	9	2
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.