

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [____] *STATE CODE [42] *SHRP SECTION ID [0600]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/4/2008]
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/ Kistler

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 | 2 |
| 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 -2.6 STANDARD DEVIATION 1.9
 DYNAMIC AND STATIC SINGLE AXLES -2.1 STANDARD DEVIATION 7.4
 DYNAMIC AND STATIC DOUBLE AXLES -3.7 STANDARD DEVIATION 2.4
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ____ 55 ____ 60 ____ 65 ____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3024 / 3587 / 3024 / 3196
- 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 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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1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/5/2008]

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/ Kistler

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>2</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	<u>-1.7</u>	STANDARD DEVIATION	<u>2.0</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-0.2</u>	STANDARD DEVIATION	<u>7.5</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-3.4</u>	STANDARD DEVIATION	<u>2.4</u>

8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) _____ 55 60 65 _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3116 / 3696 / 3116 / 3293

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ____ VIDEO X MANUAL ____ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT X TIME ____ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>0</u>	FHWA CLASS	____	____	____	____
*** FHWA CLASS 8	<u>0</u>	FHWA CLASS	____	____	____	____
		FHWA CLASS	____	____	____	____
		FHWA CLASS	____	____	____	____

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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