

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [317] *STATE CODE [42] *SHRP SECTION ID [1606]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/01/06]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 X REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 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 LOAD CELLS QUARTZ PIEZO
 X CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER PAT DAW 100

Entered
Mar 21/07
NW

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) X TEST TRUCKS
 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
 7 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|---------------|-------------------------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u> </u> | <u> </u> 1 <u> </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | 3 | <u> </u> | <u> </u> |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --- See attached calibration form
 DYNAMIC AND STATIC GVW STANDARD DEVIATION
 DYNAMIC AND STATIC SINGLE AXLES STANDARD DEVIATION
 DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) See attached calibration form
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Not known
- 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 ___ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	___	FHWA CLASS	___
*** FHWA CLASS 8	___	FHWA CLASS	___
		FHWA CLASS	___
		FHWA CLASS	___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ . ___

PERSON LEADING CALIBRATION EFFORT: Todd Rottet

CONTACT INFORMATION: Todd Rottet 717-787-4574

rev. November 9, 1999

*** See .PDF file named "317 East Freedom Calibration fall2006.pdf"

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 X REGULARLY SCHEDULED SITE VISIT RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 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 LOAD CELLS QUARTZ PIEZO
 X CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER PAT DAW 100

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) X TEST TRUCKS
- NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- 7 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|---------------|---------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u> </u> | <u> 1 </u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | 3 | <u> </u> | <u> </u> |

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --- See attached calibration form
 DYNAMIC AND STATIC GVW 3.5 STANDARD DEVIATION 9.1
 DYNAMIC AND STATIC SINGLE AXLES -12.3 STANDARD DEVIATION 8.3
 DYNAMIC AND STATIC DOUBLE AXLES 5.8 STANDARD DEVIATION 10.0

8. 4 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 59, 60, 56, 58 *SCANNED
See attached calibration form

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Not known

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

*Entered
Mar 21/07
NW*

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