

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [47] *SHRP SECTION ID [0600]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [6/12/2007]
2. * TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
 _____ REGULARLY SCHEDULED SITE VISIT
 _____ EQUIPMENT REPLACEMENT
 _____ DATA TRIGGERED SYSTEM REVISION
 X OTHER (SPECIFY) LTPP Validation Assessment
 _____ 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
 _____ LOAD CELLS
 X INDUCTANCE LOOPS
 X BENDING PLATES
 _____ QUARTZ PIEZO
 _____ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

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

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u> 9 </u>	<u> 1 </u>
3 - OTHER (DESCRIBE)	2	<u> 9 </u>	<u> 1 </u>
	3	_____	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN —
 DYNAMIC AND STATIC GVW 1.4 STANDARD DEVIATION 1.4
 DYNAMIC AND STATIC SINGLE AXLES 2.2 STANDARD DEVIATION 3.0
 DYNAMIC AND STATIC DOUBLE AXLES 1.0 STANDARD DEVIATION 2.9
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60 65 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2764 and 2934
- 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 0.0 FHWA CLASS _____
 *** FHWA CLASS 8 0.0 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) [6/13/2007]
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
<u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

____ BARE ROUND PIEZO CERAMIC	____ BARE FLAT PIEZO	<u> X </u> BENDING PLATES
____ CHANNELIZED ROUND PIEZO	____ LOAD CELLS	____ QUARTZ PIEZO
____ CHANNELIZED FLAT PIEZO	<u> X </u> INDUCTANCE LOOPS	____ CAPACITANCE PADS
____ OTHER (SPECIFY) _____		
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

____ TRAFFIC STREAM --	____ STATIC SCALE (Y/N)	<u> X </u> TEST TRUCKS
____ NUMBER OF TRUCKS COMPARED	<u> 2 </u> NUMBER OF TEST TRUCKS USED	

	<u> 20 </u> PASSES PER TRUCK												
	<table style="width: 100%; border: none;"> <tr> <th style="width: 33%;">TRUCK</th> <th style="width: 33%;">TYPE</th> <th style="width: 33%;">SUSPENSION</th> </tr> <tr> <td>1</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>2</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> </table>	TRUCK	TYPE	SUSPENSION	1	<u> 9 </u>	<u> 1 </u>	2	<u> 9 </u>	<u> 1 </u>	3		
TRUCK	TYPE	SUSPENSION											
1	<u> 9 </u>	<u> 1 </u>											
2	<u> 9 </u>	<u> 1 </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> 1.1 </u> STANDARD DEVIATION <u> 2.1 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 0.5 </u> STANDARD DEVIATION <u> 4.4 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 1.4 </u> STANDARD DEVIATION <u> 3.7 </u>
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60 65 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2764 and 2934
- 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:

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13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> 0.0 </u>	FHWA CLASS _____
*** FHWA CLASS 8 <u> 0.0 </u>	FHWA CLASS _____
	FHWA CLASS _____
	FHWA CLASS _____

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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