

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID ____ *STATE CODE 4 8 *SHRP SECTION ID 0 1 0 0
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) | 0 | 4 | 2 | 7 | 2 | 0 | 0 | 5 |
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) ____ SPS WIM pooled fund validation ____
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ____ BARE ROUND PIEZO CERAMIC ____ BARE FLAT PIEZO ____ X BENDING PLATES
 ____ CHANNELIZED ROUND PIEZO ____ LOAD CELLS ____ QUARTZ PIEZO
 ____ CHANNELIZED FLAT PIEZO ____ X INDUCTANCE LOOPS ____ CAPACITANCE PADS
 ____ OTHER (SPECIFY) ____
5. EQUIPMENT MANUFACTURER ____ PAT ____

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 ____ TRAFFIC STREAM -- ____ STATIC SCALE (Y/N) ____ X TEST TRUCKS
 ____ NUMBER OF TRUCKS COMPARED ____ 3 NUMBER OF TEST TRUCKS USED
 ____ 1 8 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1 ____ 9 ____	____ 1 ____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2 ____ 10 ____	____ 1 ____
3 - OTHER (DESCRIBE)	3 ____ 9 ____	____ 1 ____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW ____ 1.4 ____ STANDARD DEVIATION ____ 1.9 ____
 DYNAMIC AND STATIC SINGLE AXLES ____ 4.9 ____ STANDARD DEVIATION ____ 3.1 ____
 DYNAMIC AND STATIC DOUBLE AXLES ____ 1.8 ____ STANDARD DEVIATION ____ 3.3 ____
8. ____ 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ____ 58-61 ____ 62-65 ____ 66-70 ____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ____ 2.6 ____ 0.0 ____
- 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 ____ -2 ____ FHWA CLASS 5 ____ ____ -12 ____
 *** FHWA CLASS 8 ____ ____ FHWA CLASS ____ ____
 ____ FHWA CLASS ____ ____
 ____ FHWA CLASS ____ ____
 *** PERCENT "UNCLASSIFIED" VEHICLES: ____ . 0 ____

PERSON LEADING CALIBRATION EFFORT: ____ Randy Platt ____
 CONTACT INFORMATION: ____ 775-825-5885 ____ rev. November 9, 1999

ENTERED JAN 3 2011

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_0_4/_2_6/_2_0_0_5]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___X BOTH 4801KK
3. * REASON FOR CALIBRATION
 ___ REGULARLY SCHEDULED SITE VISIT ___ RESEARCH
 ___ EQUIPMENT REPLACEMENT ___ TRAINING
 ___ DATA TRIGGERED SYSTEM REVISION ___ NEW EQUIPMENT INSTALLATION
 ___X_ OTHER (SPECIFY) ___ SPS WIM pooled fund 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 ___ ECM _____

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:

___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) ___x_ TEST TRUCKS

___ NUMBER OF TRUCKS COMPARED

___ 3 NUMBER OF TEST TRUCKS USED

___ 1 8 PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

TRUCK TYPE SUSPENSION

1 9 1

2 10 1

3 9 1

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

___ -21.5

STANDARD DEVIATION

___ 2.0

DYNAMIC AND STATIC SINGLE AXLES

___ -26.7

STANDARD DEVIATION

___ 1.7

DYNAMIC AND STATIC DOUBLE AXLES

___ -19.8

STANDARD DEVIATION

___ 3.4

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

9. DEFINE THE SPEED RANGES USED (MPH) ___ 55-59 ___ 60-65 ___ 66-70

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ P1 = 700, P2 = 650 ___

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

FHWA CLASS

FHWA CLASS

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0

SITE CALIBRATION INFORMATION

- ## WIM SYSTEM CALIBRATION SPECIFICS**

- ### CLASSIFIER TEST SPECIFICS***

- PERSON LEADING CALIBRATION EFFORT: Dean Wolf
CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999