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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [_____] *STATE CODE [51] *SHRP SECTION ID [0100] |
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SITE CALIBRATION INFORMATION

ENTERED JAN 10 2009

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/2/2008]
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☒ 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 ☐ QUARTZ PIEZO
☐ CHANNELIZED FLAT PIEZO ☒ 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) ☒ 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>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 4.2 STANDARD DEVIATION 1.3
 DYNAMIC AND STATIC SINGLE AXLES 0.8 STANDARD DEVIATION 2.3
 DYNAMIC AND STATIC DOUBLE AXLES 5.1 STANDARD DEVIATION 2.9
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) 3565
- 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 ☒ 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 0 FHWA CLASS 5 0
 *** FHWA CLASS 8 0 FHWA CLASS 6 0
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| 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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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [_____] *STATE CODE [51] *SHRP SECTION ID [0100] |
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SITE CALIBRATION INFORMATION

ENTERED JAN 10 2009

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/4/2008]
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 X BENDING PLATES
 _____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS _____ QUARTZ PIEZO
 _____ CHANNELIZED FLAT PIEZO X 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) 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> 2 </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 1.0 STANDARD DEVIATION 1.6
 DYNAMIC AND STATIC SINGLE AXLES 1.5 STANDARD DEVIATION 2.5
 DYNAMIC AND STATIC DOUBLE AXLES 1.2 STANDARD DEVIATION 2.9
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) 3422
- 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 5 _____ 0
 *** FHWA CLASS 8 0 FHWA CLASS 6 _____ -9
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| 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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