

ENTERED JAN 24 2008

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0200  
C900

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 55 ] *SHRP SECTION ID [ 0100 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ \_ ] 4/27/07
2. \* TYPE OF EQUIPMENT CALIBRATED      WIM      CLASSIFIER   X   BOTH
3. \* REASON FOR CALIBRATION
 

<u>    </u> REGULARLY SCHEDULED SITE VISIT	<u>    </u> RESEARCH
<u>    </u> EQUIPMENT REPLACEMENT	<u>    </u> TRAINING
<u>    </u> DATA TRIGGERED SYSTEM REVISION	<u>    </u> 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):
 

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

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
 

<u>    </u> TRAFFIC STREAM -- <u>    </u> STATIC SCALE (Y/N)	<u>  X  </u> TEST TRUCKS
<u>    </u> NUMBER OF TRUCKS COMPARED	<u>  2  </u> NUMBER OF TEST TRUCKS USED
	<u>  21  </u> 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	<u>    </u>	<u>    </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u>  -1.8  </u> STANDARD DEVIATION <u>  3.2  </u>
DYNAMIC AND STATIC SINGLE AXLES	<u>  -5.3  </u> STANDARD DEVIATION <u>  3.8  </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>  -1.0  </u> STANDARD DEVIATION <u>  4.1  </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)   3315 / 3497
- 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:
 

<u>    </u> VIDEO	<u>  X  </u> MANUAL	<u>    </u> PARALLEL CLASSIFIERS
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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 <u>    </u>	<u>    </u>	<u>    </u>
*** FHWA CLASS 8 <u>  0.0  </u>	FHWA CLASS <u>    </u>	<u>    </u>	<u>    </u>
	FHWA CLASS <u>    </u>	<u>    </u>	<u>    </u>
	FHWA CLASS <u>    </u>	<u>    </u>	<u>    </u>

\*\*\* 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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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 11/28/2007 ]
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	

TRUCK	TYPE	SUSPENSION
TYPE PER HIWA 13 BIN SYSTEM	1	<u> 9 </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> 9 </u>
3 - OTHER (DESCRIBE)	3	<u> 1 </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN ---	
DYNAMIC AND STATIC GVW	<u> -0.5 </u> STANDARD DEVIATION <u> 2.8 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -2.0 </u> STANDARD DEVIATION <u> 3.7 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -0.2 </u> STANDARD DEVIATION <u> 3.9 </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)  3315 / 3497
- 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	<u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
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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

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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