

COPY

*STATE ASSIGNED ID [_____]
*STATE CODE [83]
*SHRP SECTION ID [0500]

Entered
Mar 29/07
NW

- ## WIM SYSTEM CALIBRATION SPECIFICS**

- KALKA

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 x TIME ___ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ___ 0.0 ___ FHWA CLASS ___ ___ ___ ___

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

FHWA CLASS ___ ___ ___ ___

FHWA CLASS ___ ___ ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

PERSON LEADING CALIBRATION EFFORT: ___Dean J. Wolf, MACTEC Engineering & Consulting, Inc._____
CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999

Similar 6450/6451 ✓

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____] *STATE CODE [83] *SHRP SECTION ID [0500]
--	---

COPY

SITE CALIBRATION INFORMATION

Entered
Mar 29/07
NW

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [08/02/2006]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) <u>LTPP Validation</u>	
- * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input checked="" type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY) _____		
- EQUIPMENT MANUFACTURER IRD/PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM	--	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> NUMBER OF TRUCKS COMPARED		<input checked="" type="checkbox"/> 2	NUMBER OF TEST TRUCKS USED

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

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	<u> </u>	-0.7	STANDARD DEVIATION <u>2.1</u>
DYNAMIC AND STATIC SINGLE AXLES	<u> </u>	-0.7	STANDARD DEVIATION <u>2.7</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> </u>	-0.6	STANDARD DEVIATION <u>3.9</u>
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50, 56, 62
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) .90
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

<u> </u> GVW < 33 kips = 9460 lbs F/A;	33 kips < GVW < 70 kips = 10,120 lbs F/A;
<u> </u> GVW > 70 kips = 10,560 F/A	

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 _x_ TIME ___ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ___ 0.0 ___ FHWA CLASS ___ ___

*** FHWA CLASS 8 ___ FHWA CLASS ___ ___

FHWA CLASS ___ ___

FHWA CLASS ___ ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ 0.0 ___

PERSON LEADING CALIBRATION EFFORT: ___Dean J. Wolf, MACTEC Engineering & Consulting, Inc._____

CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999