

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 506 ]  
\*STATE CODE [ 04 ]  
\*SHRP SECTION ID [ 6060 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ June / 01 / 2004 ]
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) \_\_\_\_\_
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 PAT

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED
- | TYPE PER FHWA 13 BIN SYSTEM<br>SUSPENSION: 1 - AIR; 2 - LEAF SPRING<br>3 - OTHER (DESCRIBE) | PASSES PER TRUCK |          |            |
|---|------------------|----------|------------|
|   | TRUCK            | TYPE     | SUSPENSION |
|   | 1                | <u>9</u> | <u>AIR</u> |
|   | 2                | _____    | _____      |
|   | 3                | _____    | _____      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW 5.46 STANDARD DEVIATION 5.66  
DYNAMIC AND STATIC SINGLE AXLES 3.82 STANDARD DEVIATION 11.35  
DYNAMIC AND STATIC DOUBLE AXLES 1.46 STANDARD DEVIATION 6.81
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1100
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) YES  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_