

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0022]
*STATE CODE [04]
*SHRP SECTION ID [7614]

SITE CALIBRATION INFORMATION

File 800.1228.12

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 / 11 / 2003]
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 AMERICA

WIM SYSTEM CALIBRATION SPECIFICS**

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

SEP 12 2003