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| <div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div> | <div>*STATE ASSIGNED ID [ _BlackCanyon_ ]</div> <div>*STATE CODE [ 16 ]</div> <div>*SHRP SECTION ID [ 3023 ]</div> |
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ / \_June\_ / \_2002\_ ]
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 ☐ Electronic Control Measurement Inc. (ECM) \_\_\_\_\_

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
- |                                      | PASSES PER TRUCK |       |            |
|--------------------------------------|------------------|-------|------------|
|                                      | TRUCK            | TYPE  | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM          | 1                | _____ | _____      |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2                | _____ | _____      |
| 3 - OTHER (DESCRIBE)                 | 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. ☐ 60-75 ☐ 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) ☐ Y  
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 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

|                                    |                       |
|------------------------------------|-----------------------|
| PERSON LEADING CALIBRATION EFFORT: | rev. November 9, 1999 |
| CONTACT INFORMATION:               |                       |

OCT 09 2003 *gfk*