

<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0200]
	*STATE CODE	[79]
	*SHRP SECTION ID	[0200]

SITE CALIBRATION INFORMATION

ENTERED MAY 03 2004

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/06/1999]
- \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM ☒ CLASSIFIER \_\_\_ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT \_\_\_ RESEARCH  
\_\_\_ EQUIPMENT REPLACEMENT \_\_\_ TRAINING  
\_\_\_ DATA TRIGGERED SYSTEM REVISION \_\_\_ NEW EQUIPMENT INSTALLATION  
\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
- \* 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) \_\_\_\_\_
- EQUIPMENT MANUFACTURER \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* 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 \_\_\_\_\_
- 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 \_\_\_\_\_
- \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_ VIDEO ☒ MANUAL \_\_\_ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT 8 hrs TIME \_\_\_ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 790 16% FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 51990 426% FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Phil Mear</u>
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rev. November 9, 1999