

## TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT

SHRP SECTION ID [ 6150 ]

ESTIMATED TOTAL VEHICLE AADT GPS LANE	ESTIMATED TOTAL TRUCKS AADT GPS LANE	ESTIMATED ESALs / YR GPS LANE (1000's)
<b>533</b>	<b>124</b>	<del>34</del> 17

- ☐ WIM Scale.  
☐ Static scale used for enforcement.  
☐ Static scale not used for enforcement.  
☒ Other **Static scales used for enforcement.**

ENTERED APR 08 2009

4/28/99

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[6159]
	*STATE CODE	[19]
	*SHRP SECTION ID	[6150]

ENTERED MAY 03 2004

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/27/1997]
- \* 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 8hr TIME \_\_\_ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 0 FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 1590 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: Phil Moraz  
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rev. November 9, 1999