

SHEET 16  
MONITORED TRAFFIC DATA  
LTPP PROGRAM

\*STATE ASSIGNED ID [ ]  
\*STATE CODE [47]  
\*SHRP SECTION ID [3075]

SITE CALIBRATION INFORMATION

RECEIVED SEP 27 2002

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [09/24/2001]
2. \* TYPE OF EQUIPMENT CALIBRATED \_ WIM \_ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT \_\_\_\_\_ RESEARCH  
\_\_\_\_\_ EQUIPMENT REPLACEMENT \_\_\_\_\_ TRAINING  
\_\_\_\_\_ DATA TRIGGERED SYSTEM REVIEW \_\_\_\_\_ NEW EQUIPMENT INSTALLATION  
\_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
\_\_\_\_\_ BARE ROUND PIEZO \_\_\_\_\_ BARE FLAT PIEZO \_\_\_\_\_ BENDING PLATES  
\_\_\_\_\_ CHANNELIZED ROUND PIEZO \_\_\_\_\_ LOAD CELLS \_\_\_\_\_ QUARTZ PIEZO  
\_\_\_\_\_ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS \_\_\_\_\_ CAPACITANCE PADS  
☒ OTHER (SPECIFY) BL Piezo
5. EQUIPMENT MANUFACTURER Measurement Specialties

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
\_\_\_\_\_ TRAFFIC STREAM -- \_\_\_\_\_ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
\_\_\_\_\_ NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED  
010 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM 1 10 \_\_\_\_\_  
SUSPENSION: 1 - AIR, 2 - LEAF SPRING 2 \_\_\_\_\_  
3 - OTHER (DESCRIBE) 3 \_\_\_\_\_

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC VS. STATIC GVW \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC VS. STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC VS. STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 40 - 50
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_\_\_ VIDEO (1) ☒ MANUAL (2) \_\_\_\_\_ PARALLEL CLASSIFIERS (3)
13. METHOD TO DETERMINE LENGTH OF COUNT 15 min 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 \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_
- \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999

ENTERED MAY 21 2003