

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ ] *STATE CODE [48] *SHRP SECTION ID [2176]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/25/1999]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM \_\_\_ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_ DATA TRIGGERED SYSTEM REVISION  
 \_\_\_ OTHER (SPECIFY) \_\_\_\_\_
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 KDS 6/2/09  
☒ BARE ROUND PIEZO CERAMIC  
☒ CHANNELIZED ROUND PIEZO  
☒ CHANNELIZED FLAT PIEZO  
☒ OTHER (SPECIFY) Piezo  
 \_\_\_ BARE FLAT PIEZO  
 \_\_\_ LOAD CELLS  
☒ INDUCTANCE LOOPS  
 \_\_\_ BENDING PLATES  
 \_\_\_ QUARTZ PIEZO  
 \_\_\_ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER LINKMANN

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_ TRAFFIC STREAM -- \_\_\_ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
 \_\_\_ NUMBER OF TRUCKS COMPARED 002 NUMBER OF TEST TRUCKS USED
- |                                      |  |                  |      |            |
|--------------------------------------|--|------------------|------|------------|
|                                      |  | PASSES PER TRUCK |      |            |
|                                      |  | TRUCK            | TYPE | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM          |  | 1                | 9    | 5k         |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING |  | 2                | 9    | 5/2/07     |
| 3 - OTHER (DESCRIBE)                 |  | 3                |      |            |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW 8.1  
 DYNAMIC AND STATIC SINGLE AXLES 11.9  
 DYNAMIC AND STATIC DOUBLE AXLES 11.1  
 STANDARD DEVIATION 5.7  
 STANDARD DEVIATION 6.0  
 STANDARD DEVIATION 7.3
8. 04 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 53 58
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 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
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:  
 CONTACT INFORMATION:

rev. November 9, 1999

ENTERED JUN 02 2009 KDS

JAN 09 2004 M