

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ <u>    </u> ]
	*STATE CODE	[ <u>48</u> ]
	*SHRP SECTION ID	[ <u>3003</u> ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/26/2004 ]
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) Piezo Class 1 Thermocoax
5. EQUIPMENT MANUFACTURER Hestia Electronic

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  
  

	<u>5</u> SPASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>6</u>	<u>1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>    </u>	<u>    </u>
3 - OTHER (DESCRIBE)	3	<u>    </u>	<u>    </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW      -7.8 STANDARD DEVIATION 3.8  
DYNAMIC AND STATIC SINGLE AXLES      -7.5 STANDARD DEVIATION 5.7  
DYNAMIC AND STATIC DOUBLE AXLES      -7.9 STANDARD DEVIATION 3.2
8.      NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 35-40
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:  
CONTACT INFORMATION:

rev. November 9, 1999

ENTERED JAN 06 2005 CT

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[48]
	*SHRP SECTION ID	[3003]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [03/30/2004]
- \* TYPE OF EQUIPMENT CALIBRATED CC 1731/08 WIM CLASSIFIER X BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☐ OTHER (SPECIFY) \_\_\_\_\_  
☐ RESEARCH  
☐ TRAINING  
☐ NEW EQUIPMENT INSTALLATION
- \* 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) Piezo Class 1 Thermocox
- EQUIPMENT MANUFACTURER Hestia Electronic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ ☐ NUMBER OF TEST TRUCKS USED \_\_\_\_\_  

	<u>4</u> PASSES PER TRUCK	
	TRUCK	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>1</u>
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 -17.4 STANDARD DEVIATION 6.0  
 DYNAMIC AND STATIC SINGLE AXLES -0.9 STANDARD DEVIATION 8.8  
 DYNAMIC AND STATIC DOUBLE AXLES -21.3 STANDARD DEVIATION 7.8
- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 35-40
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 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 ☐ TIME    ☐ NUMBER OF TRUCKS
- 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 JAN 09 2008 C G  
 ENTERED JAN 31 2008 C G

