

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[48]
	*SHRP SECTION ID	[3855]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [04/06/2005]
- \* 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) 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 ☐ 2 NUMBER OF TEST TRUCKS USED

		4 PASSES PER TRUCK	
		TRUCK	TYPE
TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	1	6	1
	2	6	jk
	3	5/25/09	1

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN —  
 DYNAMIC AND STATIC GVW -5.6 STANDARD DEVIATION 2.1  
 DYNAMIC AND STATIC SINGLE AXLES -14.9 STANDARD DEVIATION 4.3  
 DYNAMIC AND STATIC DOUBLE AXLES -2.7 STANDARD DEVIATION 2.5
- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 47 - 64
- 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 MAR 21 2006 R G

ENTERED MAY 28 2009 J K

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	*SHRP SECTION ID	[3855]

SITE CALIBRATION INFORMATION

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- \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER 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 Thermocou
- 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 2

PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	6	1
2	6	1
3		

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW 5.5 STANDARD DEVIATION 1.6  
 DYNAMIC AND STATIC SINGLE AXLES 1.0 STANDARD DEVIATION 1.0  
 DYNAMIC AND STATIC DOUBLE AXLES 2.2 STANDARD DEVIATION 5.8
- 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 44 - 64
- 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 APR 23 2009 GW  
 ENTERED FEB 1 2010 JPM  
 ENTERED JAN 31 2008 C  
 ENTERED JAN 09 2008 C