

<p align="center"><b>SHEET 16</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE CALIBRATION SUMMARY</b></p>	<p>*STATE ASSIGNED ID [ ]</p> <p>*STATE CODE [48]</p> <p>*SHRP SECTION ID [5283]</p>
--	--

### SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/04/2000]
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) Piezoelectric
5. EQUIPMENT MANUFACTURER UNKNOWN

### 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
- | TYPE PER FHWA 13 BIN SYSTEM |  | PASSES PER TRUCK |                 |
|-----------------------------|--|------------------|-----------------|
| SUSPENSION:                 | 1 - AIR; 2 - LEAF SPRING<br>3 - OTHER (DESCRIBE) | TRUCK            | TYPE SUSPENSION |
|                             |  | 1                | 9 JK /          |
|                             |  | 2                | 9 5/15/07 /     |
|                             |  | 3                |                 |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW 8.3 STANDARD DEVIATION 5.8  
 DYNAMIC AND STATIC SINGLE AXLES 7.6 STANDARD DEVIATION 5.7  
 DYNAMIC AND STATIC DOUBLE AXLES 8.9 STANDARD DEVIATION 5.9
8. 04 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 59
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 KS

ENTERED JAN 09 2004 M