

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 140318 ]  
\*STATE CODE [ 51 ]  
\*SHRP SECTION ID [ 1023 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [1/10/2006]
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) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER Peek

WIM SYSTEM CALIBRATION SPECIFICS\*\*

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

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

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

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -1.4% STANDARD DEVIATION 2.6%  
DYNAMIC AND STATIC SINGLE AXLES -3.0% STANDARD DEVIATION 7.3%  
DYNAMIC AND STATIC DOUBLE AXLES -1.0% STANDARD DEVIATION 2.6%

8. \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_  
\_\_\_\_\_

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.905

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: \_\_\_\_\_