

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

\*STATE ASSIGNED ID [ P15 lane #1 ]  
\*STATE CODE [ 53 ]  
\*SHRP SECTION ID [ 1008 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 05 / 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) \_\_\_\_\_ BL Piezos \_\_\_\_\_
5. EQUIPMENT MANUFACTURER \_\_\_\_\_ MSI \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
- ☐ 1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- ☐ 10 PASSES PER TRUCK
- |                                      | TRUCK | TYPE                        | SUSPENSION                   |
|--------------------------------------|-------|-----------------------------|------------------------------|
| TYPE PER FHWA 13 BIN SYSTEM          | 1     | <input type="checkbox"/> 10 | <input type="checkbox"/> Air |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2     |                             |                              |
| 3 - OTHER (DESCRIBE)                 | 3     |                             |                              |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -1.33 % STANDARD DEVIATION .95 %  
DYNAMIC AND STATIC SINGLE AXLES -8.51 % STANDARD DEVIATION 6.33 %  
DYNAMIC AND STATIC DOUBLE AXLES 0.08 % STANDARD DEVIATION 2.14 %
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 60 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Upstream .236 Downstream .220
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: ☐ 4.8 tons or 10,600 pounds

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

REC'D APR 13 2005

Pl. enter this page only (Case #)

ENTERED APR 26 2005



<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>*STATE ASSIGNED ID [ P15 lane #3 ]</div> <div>*STATE CODE [ 53 ]</div> <div>*SHRP SECTION ID [ 1 0 0 8 ]</div>
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 05 / 2004]

2. \* TYPE OF EQUIPMENT CALIBRATED X\_ WIM CLASSIFIER BOTH

3. \* REASON FOR CALIBRATION  
REGULARLY SCHEDULED SITE VISIT RESEARCH  
EQUIPMENT REPLACEMENT X\_ 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 X\_ INDUCTANCE LOOPS CAPACITANCE PADS  
OTHER (SPECIFY) BL Piezos

5. EQUIPMENT MANUFACTURER MSI

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\* CALIBRATION TECHNIQUE USED:  
TRAFFIC STREAM -- STATIC SCALE (Y/N) X\_ TEST TRUCKS  
1\_ NUMBER OF TRUCKS COMPARED 1\_ NUMBER OF TEST TRUCKS USED  
10\_ PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM 1 10 Air  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2  
3 - OTHER (DESCRIBE) 3  
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -2.04 % STANDARD DEVIATION 2.61 %  
DYNAMIC AND STATIC SINGLE AXLES 4.74 % STANDARD DEVIATION 5.23 %  
DYNAMIC AND STATIC DOUBLE AXLES -3.11 % STANDARD DEVIATION 3.61 %  
8. 1\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED  
9. DEFINE THE SPEED RANGES USED (MPH) 60 mph  
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Upstream .1695 Downstream .1810  
11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.8 tons or 10,600 pounds

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:

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

\*STATE ASSIGNED ID [ P15 lane #4 ]  
\*STATE CODE [ 33 ]  
\*SHRP SECTION ID [ 1 0 0 2 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [05 / 05 / 2004 ]
2. \* TYPE OF EQUIPMENT CALIBRATED X WIM      \_\_\_ CLASSIFIER      \_\_\_ BOTH
3. \* REASON FOR CALIBRATION  
\_\_\_ REGULARLY SCHEDULED SITE VISIT      \_\_\_ RESEARCH  
\_\_\_ EQUIPMENT REPLACEMENT      X 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      X INDUCTANCE LOOPS      \_\_\_ CAPACITANCE PADS  
\_\_\_ OTHER (SPECIFY) \_\_\_\_\_ BL Piezos \_\_\_\_\_
5. EQUIPMENT MANUFACTURER \_\_\_\_\_ MSI \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
\_\_\_ TRAFFIC STREAM -- \_\_\_ STATIC SCALE (Y/N)      X TEST TRUCKS
- \_\_\_ 1 \_\_\_ NUMBER OF TRUCKS COMPARED      1 \_\_\_ NUMBER OF TEST TRUCKS USED
- \_\_\_ 10 \_\_\_ PASSES PER TRUCK
- | TYPE PER FHWA 13 BIN SYSTEM          | TRUCK | TYPE      | SUSPENSION |
|--------------------------------------|-------|-----------|------------|
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1     | <u>10</u> | <u>Air</u> |
| 3 - OTHER (DESCRIBE)                 | 2     | _____     | _____      |
|                                      | 3     | _____     | _____      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW      -2.57 %      STANDARD DEVIATION 2.22 %  
DYNAMIC AND STATIC SINGLE AXLES      -5.54 %      STANDARD DEVIATION 3.78 %  
DYNAMIC AND STATIC DOUBLE AXLES      -2.05 %      STANDARD DEVIATION 2.81 %
8. \_\_\_ 1 \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Upstream .192735 Downstream .1933
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.8 tons or 10,600 pounds \_\_\_\_\_

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