

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0520]
	*STATE CODE	[04]
	*SHRP SECTION ID	[1002]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 / 03 / 2003]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☒ BOTH *TR 3/30/16*
- * 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) _____
- EQUIPMENT MANUFACTURER PAT AMERICA

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED 01 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	PASSES PER TRUCK	
	TRUCK	TYPE SUSPENSION
	1	<u>09</u> <u>01</u>
	2	_____
	3	_____

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW -1.1 STANDARD DEVIATION 9.2
 DYNAMIC AND STATIC SINGLE AXLES +6.6 STANDARD DEVIATION 17.2
 DYNAMIC AND STATIC DOUBLE AXLES -3.1 STANDARD DEVIATION 9.3

- 03 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55, 65, & 75

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS

Scanned

SEP 12 2003