

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [506]
*STATE CODE [04]
*SHRP SECTION ID [6060]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [June / 01 / 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) _____

5. EQUIPMENT MANUFACTURER PAT

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:

☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS

☐ NUMBER OF TRUCKS COMPARED

☐ 1 NUMBER OF TEST TRUCKS USED

PASSES PER TRUCK

	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>9</u>	<u>AIR</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2		
3 - OTHER (DESCRIBE)	3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

		STANDARD DEVIATION
DYNAMIC AND STATIC GVW	<u>5.46</u>	<u>5.66</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>3.82</u>	<u>11.35</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>1.46</u>	<u>6.81</u>

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1100

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) YES

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____