

**SHEET 16
MONITORED TRAFFIC DATA
LTPP PROGRAM**

*STATE ASSIGNED ID 1-119
*STATE CODE 105
*SHRP SECTION ID 13074

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/10/2003
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVIEW ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
☐ BARE ROUND PIEZO ☒ 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 Recorder AMP Sensors

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM - ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS
50 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
20 PASSES PER TRUCK

TRUCK TYPE	SUSPENSION
1	9
2	
3	

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

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --
DYNAMIC VS. STATIC GVW 49.0 STANDARD DEVIATION 35.5
DYNAMIC VS. STATIC SINGLE AXLES 57.2 STANDARD DEVIATION 33.4
DYNAMIC VS. STATIC DOUBLE AXLES 49.0 STANDARD DEVIATION 54.0

8. 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 60 & 65

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

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y EAST BOUND = 7
IF YES, IDENTIFY AND DEFINE AUTO-CALIBRATION VALUE: SENSITIVITY WEST BOUND = 5

NA CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO (1) ☐ MANUAL (2) ☐ PARALLEL CLASSIFIERS (3)
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: ELISHA WRIGHT-KENNER
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TOTAL P.03

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