

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[13]
	*SHRP SECTION ID	[0500]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/11/2009
- * TYPE OF EQUIPMENT CALIBRATED WIM ☒ CLASSIFIER BOTH
- * 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) Road Tubes
- EQUIPMENT MANUFACTURER Metrocount

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS
 NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED
 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2
3 - OTHER (DESCRIBE) 3
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN —
DYNAMIC AND STATIC GVW STANDARD DEVIATION
DYNAMIC AND STATIC SINGLE AXLES STANDARD DEVIATION
DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION
- NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH)
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/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
- METHOD TO DETERMINE LENGTH OF COUNT ☒ TIME NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 0 FHWA CLASS
*** FHWA CLASS 8 0 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES: 0

See QA/QC

PERSON LEADING CALIBRATION EFFORT: <u>Randall Weaver</u>
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ENTERED 7/15/2009 JRM