

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0100]
	*STATE CODE	[17]
	*SHRP SECTION ID	[0100]

SITE CALIBRATION INFORMATION

ENTERED MAY 03 2004
[1012912000]

- * DATE OF CALIBRATION (MONTH/DAY/YEAR)
- * 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)
- EQUIPMENT MANUFACTURER

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

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 4hrs NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 8% FHWA CLASS
 *** FHWA CLASS 8 50% FHWA CLASS
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: Andrew Short
 CONTACT INFORMATION: 515-239-1820

rev. November 9, 1999