

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[ 3033 ]
	*STATE CODE	[ 19 ]
	*SHRP SECTION ID	[ 3033 ]

SITE CALIBRATION INFORMATION

ENTERED MAY 03 2004

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 07/11/2001 ]
- \* 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 8hr TIME       NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 5%    FHWA CLASS     
 \*\*\* FHWA CLASS 8 100%    FHWA CLASS     
                                  FHWA CLASS     
                                  FHWA CLASS     
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Andrew Short</u>
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rev. November 9, 1999