

SHEET 16 LTTP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	* STATE ASSIGNED ID [1001]
	* STATE CODE [23]
	* SHRP SECTION ID [1001]

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR)	[10] / [2] / 2002
2. *TYPE OF EQUIPMENT CALIBRATED	x WIM CLASSIFIER BOTH
3. *REASON FOR CALIBRATION	
X REGULARLY SCHEDULED SITE VISIT	RESEARCH
EQUIPMENT REPLACEMENT	TRAINING
DATA TRIGGERED SYSTEM REVISION	NEW EQUIPMENT INSTALLATION
OTHER (SPECIFY)	
4. *SENSORS INSTALLED IN LTTP LANE AT THIS SITE (CHECK ALL THAT APPLY):	
BARE ROUND PIEZO CERAMIC	BARE FLAT PIEZO BENDING PLATES
CHANNELIZED ROUND PIEZO	LOAD CELLS X QUARTZ PIEZO
CHANNELIZED FLAT PIEZO	X INDUCTANCE LOOPS CAPACITANCE PADS
OTHER (SPECIFY)	
5. EQUIPMENT MANUFACTURER	Kistler sensors ,Ecm Equipment

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:	
TRAFFIC STREAM y STATIC SCALE (Y / N)	X TEST TRUCKS
0 NUMBER OF TRUCKS COMPARED	1 NUMBER OF TEST TRUCKS USED
	15 PASSES PER TRUCK
	TRUCK TYPE SUSPENSION
	1 10 leaf
	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 AND STATIC GVW	5 STANDARD DEVIATION
DYNAMIC AND STATIC SINGLE AXLES	5 STANDARD DEVIATION
DYNAMIC AND STATIC DOUBLE AXLES	5 STANDARD DEVIATION
8. 2 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED	
9. DEFINE THE SPEED RANGES USED (MPH) 65 mph on interstate highway sites	
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)	
11.** IS AUTO-CALIBRATION USED AT THIS TIME? (Y / N) N	
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:	

CLASSIFIER TEST SPECIFICS***

12.***METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:	
VIDEO x MANUAL PARALLEL CLASSIFIERS	
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:	Ron Cote
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