

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[_____]
	*STATE CODE	[32]
	*SHRP SECTION ID	[0200]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/09/2002]

2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM _____ CLASSIFIER ☒ BOTH *3/29/16*

3. * REASON FOR CALIBRATION
____ REGULARLY SCHEDULED SITE VISIT _____ RESEARCH
____ EQUIPMENT REPLACEMENT _____ TRAINING
____ DATA TRIGGERED SYSTEM REVISION _____ NEW EQUIPMENT INSTALLATION
☒ OTHER (SPECIFY) Joint Enforcement Session

4. * 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) _____

5. EQUIPMENT MANUFACTURER PAT America Inc.

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) _____ TEST TRUCKS

200 NUMBER OF TRUCKS COMPARED _____ NUMBER OF TEST TRUCKS USED

	PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>9</u>	<u>3 (unknowable)</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW _____ 4 . 8 STANDARD DEVIATION 5 . 0
DYNAMIC AND STATIC SINGLE AXLES _____ 7 . 8 STANDARD DEVIATION 8 . 0
DYNAMIC AND STATIC DOUBLE AXLES _____ 5 . 7 STANDARD DEVIATION 6 . 0

8. _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) _____

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

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ *(9/11/2003 Ozlem according to email from Mr. Bryon McCurdy, email dated 8/6/2003)*
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ 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 _____ 2% _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT:	rev. November 9, 1999
CONTACT INFORMATION:	

SEP 11 2003 *88K*