

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [ ] *STATE CODE [40] *SHRP SECTION ID [40881]
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### SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/01/2009
- \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☐ OTHER (SPECIFY)
 ☐ RESEARCH  
☐ TRAINING  
☐ NEW EQUIPMENT INSTALLATION
- \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC  
☐ CHANNELIZED ROUND PIEZO  
☐ CHANNELIZED FLAT PIEZO  
☒ OTHER (SPECIFY) Road Tubes  
☐ BARE FLAT PIEZO  
☐ LOAD CELLS  
☐ INDUCTANCE LOOPS  
☐ BENDING PLATES  
☐ QUARTZ PIEZO  
☐ CAPACITANCE PADS
- EQUIPMENT MANUFACTURER Metrocourt

### 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 ☒ 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: 0.0

PERSON LEADING CALIBRATION EFFORT: Mark Knowles
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see OA/QC