

*STATE ASSIGNED ID [0107]
*STATE CODE [42]
*SHRP SECTION ID [9027]

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/2/06/2001

2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER ☒ BOTH

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

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 _____

6.** CALIBRATION TECHNIQUE USED:
 ____ TRAFFIC STREAM - ____ STATIC SCALE (Y/N) ☒ TEST TRUCKS
 ____ NUMBER OF TRUCKS COMPARED ____ 1 NUMBER OF TEST TRUCKS USED
 ____ 9 PASSES PER TRUCK
 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)

TRUCK	TYPES	SUSPENSION
1	<u>CLASS 9</u>	<u>AIR</u>
2	____	____
3	____	____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ____
 DYNAMIC AND STATIC GVW 10.2% STANDARD DEVIATION ____
 DYNAMIC AND STATIC SINGLE AXLES ____ STANDARD DEVIATION ____
 DYNAMIC AND STATIC DOUBLE AXLES ____ STANDARD DEVIATION ____

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) N/A . ____

1.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

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 N/A FHWA CLASS ___
 *** FHWA CLASS 8 FHWA CLASS ___
 FHWA CLASS ___
 FHWA CLASS ___