

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[48]
	*SHRP SECTION ID	[1068]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 04/26/1999
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) Piezo
5. EQUIPMENT MANUFACTURER UNKNOWN

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED 002 NUMBER OF TEST TRUCKS USED

TRUCK	PASSES PER TRUCK	
	TYPE	SUSPENSION
1	9 JK	1
2	9 5/28/09	1
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 8.8 STANDARD DEVIATION 3.3
 DYNAMIC AND STATIC SINGLE AXLES 10.4 STANDARD DEVIATION 3.2
 DYNAMIC AND STATIC DOUBLE AXLES 8.2 STANDARD DEVIATION 3.2
8. 02 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 54 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (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 ☐ 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:
 CONTACT INFORMATION:

rev. November 9, 1999

ENTERED JUN 02 2009 KS

ENTERED JAN 09 2004 M