

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [<u> </u>] *STATE CODE [<u>48</u>] *SHRP SECTION ID [<u>2133</u>]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/13/1998]
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
☒ CHANNELIZED ROUND PIEZO
☒ CHANNELIZED FLAT PIEZO
☒ OTHER (SPECIFY) Piezo

BARE FLAT PIEZO
 LOAD CELLS
☒ INDUCTANCE LOOPS

BENDING PLATES
 QUARTZ PIEZO
 CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER UNKNOWN

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) ☒ TEST TRUCKS
 NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)

PASSES PER TRUCK	
TRUCK	SUSPENSION
1	<u> </u>
2	<u> </u>
3	<u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 11.7 STANDARD DEVIATION 9.3
 DYNAMIC AND STATIC SINGLE AXLES 20.5 STANDARD DEVIATION 10.1
 DYNAMIC AND STATIC DOUBLE AXLES 16.9 STANDARD DEVIATION 6.9
8. 03 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 57
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
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:
 CONTACT INFORMATION:

rev. November 9, 1999

ENTERED JUN 03 2009 KS

ENTERED JAN 01 2004 M