

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[48]
	*SHRP SECTION ID	[4142]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/23/2003]
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 Class 1 Thermo Coax
5. EQUIPMENT MANUFACTURER Hestia Electronic

KDS
6/3/09

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

		003 PASSES PER TRUCK	
		TRUCK	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	1	6	1
	2		
	3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 5.1 STANDARD DEVIATION 3.2
 DYNAMIC AND STATIC SINGLE AXLES 10.7 STANDARD DEVIATION 6.4
 DYNAMIC AND STATIC DOUBLE AXLES 8.9 STANDARD DEVIATION 6.7
8. 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 59-60

GJP
6/22/05

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 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:	rev. November 9, 1999
CONTACT INFORMATION:	

ENTERED OCT 30 2003 M D

KS

ENTERED JUN 03 2009