

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [07/27/2004]

2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ✓ BOTH

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

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 I Thermocoax

5. EQUIPMENT MANUFACTURER Hestia Electronic

6.** CALIBRATION TECHNIQUE USED: 1 TEST TRUCKS
 ____ TRAFFIC STREAM -- ____ STATIC SCALE (Y/N)
 NUMBER OF TRUCKS COMPARED ____ 1 NUMBER OF TEST TRUCKS USED

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

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 3.6 STANDARD DEVIATION 5.5
 DYNAMIC AND STATIC SINGLE AXLES -6.9 STANDARD DEVIATION 3.3
 DYNAMIC AND STATIC DOUBLE AXLES 7.2 STANDARD DEVIATION 6.3
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55-60
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: _____

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:

rev. November 9, 1999

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