

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[48]
	*SHRP SECTION ID	[9355]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [02/11/2004]
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 Thermocox
5. EQUIPMENT MANUFACTURER Hestia Electronic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- STATIC SCALE (Y/N) ☒ TEST TRUCKS
 NUMBER OF TRUCKS COMPARED 2 NUMBER OF TEST TRUCKS USED

	<u> </u> 2 PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>6</u>	<u>1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>6</u> 5/27/2007 JK	<u>1</u> 5/27/2007 JK
3 - OTHER (DESCRIBE)	3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW STANDARD DEVIATION
 DYNAMIC AND STATIC SINGLE AXLES STANDARD DEVIATION
 DYNAMIC AND STATIC DOUBLE AXLES STANDARD DEVIATION
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 51-60
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:

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 MAR 22 2006 R G
 ENTERED MAY 27 2009 J K