

**SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID  
\*STATE CODE  
\*SHRP SECTION ID

[0011]  
[84]  
[803]

Sim Site 1802

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ MM/DD/YY] 6/14/2000
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☒ BOTH
3. \* REASON FOR CALIBRATION
- |   |   |
|---|---|
| <input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input checked="" type="checkbox"/> RESEARCH        |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT          | <input type="checkbox"/> TRAINING                   |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____          |   |
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- |   |   |   |
|---|---|---|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC   | <input type="checkbox"/> BARE FLAT PIEZO  | <input type="checkbox"/> BENDING PLATES   |
| <input type="checkbox"/> CHANNELIZED ROUND PIEZO  | <input type="checkbox"/> LOAD CELLS       | <input type="checkbox"/> QUARTZ PIEZO     |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO   | <input type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input checked="" type="checkbox"/> OTHER (SPECIFY) <u>2-12' BL Piezo WIM Sensors taped to Road</u> |   |   |
5. EQUIPMENT MANUFACTURER IRD

ENTERED DEC 15 2000  
NC

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:
- |  |          |   |   |
|--|----------|---|---|
| <input type="checkbox"/> TRAFFIC STREAM            | --       | <input type="checkbox"/> STATIC SCALE (Y/N) | <input checked="" type="checkbox"/> TEST TRUCKS |
| <input type="checkbox"/> NUMBER OF TRUCKS COMPARED | <u>1</u> | NUMBER OF TEST TRUCKS USED                  | <u>22</u>                                       |
|  |          | PASSES PER TRUCK                            |   |
- |                                      |                  |               |
|--------------------------------------|------------------|---------------|
| TYPE PER FHWA 13 BIN SYSTEM          | TRUCK TYPE       | SUSPENSION    |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 <u>Tractor</u> | <u>Air</u>    |
| 3 - OTHER (DESCRIBE)                 | 2 <u>Trailer</u> | <u>Spring</u> |
|                                      | 3 <u>9</u>       | <u>2</u>      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --- See attached calibration form
- |                                 |             |                    |            |
|---------------------------------|-------------|--------------------|------------|
| DYNAMIC AND STATIC GVW          | <u>-4.8</u> | STANDARD DEVIATION | <u>2.9</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>2.0</u>  | STANDARD DEVIATION | <u>8.8</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>0.8</u>  | STANDARD DEVIATION | <u>4.6</u> |
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 105 KPH (65 MPH)
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 96 TIME \_\_\_\_\_ NUMBER OF TRUCKS \_\_\_\_\_
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- |                  |          |            |       |
|------------------|----------|------------|-------|
| *** FHWA CLASS 9 | <u>0</u> | FHWA CLASS | _____ |
| *** FHWA CLASS 8 | <u>0</u> | FHWA CLASS | _____ |
|                  |          | FHWA CLASS | _____ |
|                  |          | FHWA CLASS | _____ |
- \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0.

PERSON LEADING CALIBRATION EFFORT: Ricky M Crandall CET

CONTACT INFORMATION: \_\_\_\_\_