

<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0 0 6 8]
	*STATE CODE	[2 4]
	*SHRP SECTION ID	[0 5 0 0]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 9 / 0 8 / 2 0 0 6]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER PEEK ADR 3000

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
☒ X TRAFFIC STREAM -- ☐ Y STATIC SCALE (Y/N) ☒ X TEST TRUCKS

☐ 1 NUMBER OF TRUCKS COMPARED

☐ 1 NUMBER OF TEST TRUCKS USED

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

TRUCK TYPE	1	2	3
SUSPENSION	9		

1 0 PASSES PER TRUCK
AIR (I)
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW ☐ 4 . 9 STANDARD DEVIATION ☐ 10 . 0
 DYNAMIC AND STATIC SINGLE AXLES ☐ - 3 . 0 STANDARD DEVIATION ☐ 11 . 6
 DYNAMIC AND STATIC DOUBLE AXLES ☐ . . STANDARD DEVIATION ☐ . .
- ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55 to 58
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Y
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: F9 / 10.40 / 10

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 _____ FHWA CLASS _____
 *** FHWA CLASS 8 _____ FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: _____

DO NOT ENTER
 Agency site
 NOT PAID FUND
 Mar 6, 2007

PERSON LEADING CALIBRATION EFFORT: <u>John Reed</u>
CONTACT INFORMATION: <u>410-381-1995</u> rev. November 9, 1999

ENTERED JUL 1 1 2006
D. Marston

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_ M _ D _ 5 _] *STATE CODE [_ 2 _ 4 _] *SHRP SECTION ID [_ 0 _ 5 _ 0 _ 0 _]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_ 0 _ 3 _ / _ 2 _ 1 _ / _ 2 _ 0 _ 0 _ 6 _]
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) _____
5. EQUIPMENT MANUFACTURER ☐ IRD _____

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
☐ 2 ☐ 1 ☐ PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM	1	9	1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	9	1
3 - OTHER (DESCRIBE)	3		
	1	9	1
	2	9	1
	3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW ☐ 1.0 STANDARD DEVIATION ☐ 2.6
 DYNAMIC AND STATIC SINGLE AXLES ☐ 1.1 STANDARD DEVIATION ☐ 4.2
 DYNAMIC AND STATIC DOUBLE AXLES ☐ 0.9 STANDARD DEVIATION ☐ 2.8
8. ☒ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 45, ☐ 50, ☐ 55 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 3 ☐ 9 ☐ 0 ☐ 0 _____
- 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 ☐ 0.0 FHWA CLASS _____
 *** FHWA CLASS 8 ☐ 0.0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 0.0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC Engineering & Consulting, Inc.
 CONTACT INFORMATION: (301) 210-5105 rev. November 9, 1999

ENTERED JUL 11 1999

D. Marshall

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

*STATE ASSIGNED ID [_ M _ D _ 5 _]
*STATE CODE [_ 2 _ 4 _]
*SHRP SECTION ID [_ 0 _ 5 _ 0 _ 0 _]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [_ 0 _ 3 _ / _ 2 _ 2 _ / _ 2 _ 0 _ 0 _ 6 _]
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) _____
5. EQUIPMENT MANUFACTURER ☐ JRD _____

WIM SYSTEM CALIBRATION SPECIFICS**

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

TYPE PER FHWA 13 BIN SYSTEM	1	9	1	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	9	1	
3 - OTHER (DESCRIBE)	3			
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW ☐ ☐ 2.8 STANDARD DEVIATION ☐ 3.1
DYNAMIC AND STATIC SINGLE AXLES ☐ ☐ 2.5 STANDARD DEVIATION ☐ 3.7
DYNAMIC AND STATIC DOUBLE AXLES ☐ ☐ 2.9 STANDARD DEVIATION ☐ 3.3
8. ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 45, ☐ 50, ☐ 55 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 3 ☐ 9 ☐ 0 ☐ 0 . _____

- 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 ☐ 0 . 0 _____ FHWA CLASS _____
*** FHWA CLASS 8 ☐ 0 . 0 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: ☐ 0 . 0 _____

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC Engineering & Consulting, Inc.
CONTACT INFORMATION: (301) 210-5105 rev. November 9, 1999