

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	05
	SPS WIM ID:	050200
	DATE (mm/dd/yyyy)	3/8/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/8/11
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):

a. <u>Inductance Loops</u>	c. <u></u>
b. <u>Bending Plates</u>	d. <u></u>
5. EQUIPMENT MANUFACTURER: IRD ISINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>21</u>

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u></u>	<u></u>	<u></u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>3.6%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Single Axle:	<u>1.3%</u>	Standard Deviation:	<u>4.4%</u>
Dynamic and Static Double Axles:	<u>4.6%</u>	Standard Deviation:	<u>3.1%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs
a. <u>Low</u>	<u>52.0</u>	to	<u>56.3</u>	<u>15</u>
b. <u>Medium</u>	<u>56.4</u>	to	<u>60.8</u>	<u>13</u>
c. <u>High</u>	<u>60.9</u>	to	<u>65.0</u>	<u>13</u>
d. <u></u>	<u></u>	to	<u></u>	<u></u>
e. <u></u>	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 05
	SPS WIM ID: 050200
	DATE (mm/dd/yyyy) 3/9/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/9/11
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):

a. <u>Inductance Loops</u>	c. <u></u>
b. <u>Bending Plates</u>	d. <u></u>
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>20</u>

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u></u>	<u></u>	<u></u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>1.6%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>0.8%</u>	Standard Deviation:	<u>5.1%</u>
Dynamic and Static Double Axles:	<u>0.9%</u>	Standard Deviation:	<u>3.4%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs	
a.	<u>Low</u>	-	<u>52.0</u>	to	<u>56.3</u>	<u>14</u>
b.	<u>Medium</u>	-	<u>56.4</u>	to	<u>60.8</u>	<u>14</u>
c.	<u>High</u>	-	<u>60.9</u>	to	<u>65.0</u>	<u>12</u>
d.	<u> </u>	-	<u> </u>	to	<u> </u>	<u> </u>
e.	<u> </u>	-	<u> </u>	to	<u> </u>	<u> </u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 05 SPS WIM ID: 050200 DATE (mm/dd/yyyy) 3/9/2011
--	--

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2942 | 3012

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE
CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	-1.0	FHWA Class	-	
FHWA Class 8:	100.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: _____

Contact Information: Phone: _____

E-mail: _____