

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	20
	SPS WIM ID:	200200
	DATE (mm/dd/yyyy)	12/21/2010

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3370

3905

Avg. 3637.5

11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

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

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

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:	_____	FHWA Class	_____	-	_____
FHWA Class 8:	_____	FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

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Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	20
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	DATE (mm/dd/yyyy)	12/22/2010

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 12/22/10
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. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 20

	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>0</u>	<u>0</u>	<u>0</u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.3%</u>	Standard Deviation:	<u>1.2%</u>
Dynamic and Static Single Axle:	<u>-0.2%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Double Axles:	<u>-0.4%</u>	Standard Deviation:	<u>1.7%</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>59.0</u>	to	<u>62.3</u>	<u>14</u>
b.	<u>Medium</u>	<u>62.4</u>	to	<u>65.8</u>	<u>12</u>
c.	<u>High</u>	<u>65.9</u>	to	<u>69.0</u>	<u>14</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3377 | 3913

Avg. 3645

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		FHWA Class	_____	-	_____
		FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

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