

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 27 SPS WIM ID: 270500 DATE (mm/dd/yyyy) 11/15/2016
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/15/16
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>Quartz Piezo</u> | d. <u></u> |
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>steel spring</u> |
| Truck 3: | <u></u> | <u></u> | <u></u> |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-3.0%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Single Axle:	<u>-4.4%</u>	Standard Deviation:	<u>3.7%</u>
Dynamic and Static Double Axles:	<u>-2.9%</u>	Standard Deviation:	<u>3.2%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>54.0</u>	to	<u>57.7</u>	<u>14</u>
b.	Medium	<u>57.8</u>	to	<u>61.4</u>	<u>15</u>
c.	High	<u>61.5</u>	to	<u>65.0</u>	<u>11</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3276 3036

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:	0.0	FHWA Class 5	-	0.0
FHWA Class 8:	0.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class 13	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Contact Information:

Phone: _____
E-mail: _____

ENTERED
23/JUN/2017
CO

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|----------------------------|------------|
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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>steel spring</u> |
| Truck 3: | <u></u> | <u></u> | <u></u> |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.1%</u>	Standard Deviation:	<u>2.0%</u>
Dynamic and Static Single Axle:	<u>-0.2%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Double Axles:	<u>-1.7%</u>	Standard Deviation:	<u>3.8%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>54.0</u>	to	<u>58.0</u>	<u>8</u>
b.	Medium	<u>58.1</u>	to	<u>62.1</u>	<u>22</u>
c.	High	<u>62.2</u>	to	<u>66.0</u>	<u>10</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3472

3217

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:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>10</u>	-	<u>0.0</u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Cal 2

Person Leading Calibration Effort:

Contact Information:

Phone:

E-mail:

ENTERED
23/JUN/2017
CO