

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	35
	SPS WIM ID:	350100
	DATE (mm/dd/yyyy)	8/1/2012

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/1/12
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>-3.7%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Single Axle:	<u>-4.9%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Double Axles:	<u>-3.7%</u>	Standard Deviation:	<u>4.0%</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>47.0</u>	to	<u>54.0</u>	<u>14</u>
b. <u>Medium</u>	<u>54.1</u>	to	<u>61.1</u>	<u>14</u>
c. <u>High</u>	<u>61.2</u>	to	<u>68.0</u>	<u>12</u>
d. <u></u>	<u></u>	to	<u></u>	<u></u>
e. <u></u>	<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3201 2907

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	-	7.0
FHWA Class 8:	100.0	FHWA Class		-	
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Contact Information:

Phone:

E-mail:

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 35 SPS WIM ID: 350100 DATE (mm/dd/yyyy) 8/2/2012
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/2/12
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>-0.9%</u>	Standard Deviation:	<u>3.1%</u>
Dynamic and Static Single Axle:	<u>0.5%</u>	Standard Deviation:	<u>3.3%</u>
Dynamic and Static Double Axles:	<u>-1.2%</u>	Standard Deviation:	<u>4.2%</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>48.0</u>	to	<u>54.7</u>	<u>14</u>
b. <u>Medium</u>	<u>54.8</u>	to	<u>61.4</u>	<u>13</u>
c. <u>High</u>	<u>61.5</u>	to	<u>68.0</u>	<u>13</u>
d. <u></u>	<u></u>	to	<u></u>	<u></u>
e. <u></u>	<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3266 2966

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:	2.0	FHWA Class	5	-	11.0
FHWA Class 8:	50.0	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: