

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 40 SPS WIM ID: 40AA00 DATE (mm/dd/yyyy) 11/7/2017
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/7/17
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>Quartz Piezo</u> |
| b. <u></u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- | | |
|-----------------------------|-----------|
| Number of Trucks Compared: | <u>2</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>2.4%</u>	Standard Deviation:	<u>0.9%</u>
Dynamic and Static Single Axle:	<u>1.3%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Double Axles:	<u>2.4%</u>	Standard Deviation:	<u>1.9%</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>44.0</u>	to	<u>48.0</u>	<u>14</u>
b.	<u>Medium</u>	<u>48.1</u>	to	<u>52.1</u>	<u>16</u>
c.	<u>High</u>	<u>52.2</u>	to	<u>56.0</u>	<u>10</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)

2813

2813

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:

Time

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>6</u>	-	<u>0.0</u>
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.0%

ENTERED BY CO
2020/02/27

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Contact Information:

Phone:

E-mail:

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| Truck 3: <u></u> | <u></u> | <u></u> |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.4%</u>	Standard Deviation:	<u>0.6%</u>
Dynamic and Static Single Axle:	<u>-0.2%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Double Axles:	<u>-0.7%</u>	Standard Deviation:	<u>1.9%</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>44.0</u>	to	<u>48.3</u>	<u>15</u>
b.	<u>Medium</u>	<u>48.4</u>	to	<u>52.8</u>	<u>12</u>
c.	<u>High</u>	<u>52.9</u>	to	<u>57.0</u>	<u>13</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

