

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	55
	SPS WIM ID:	550100
	DATE (mm/dd/yyyy)	4/12/2011

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 4/12/11
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:

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>0.8%</u>	Standard Deviation:	<u>1.4%</u>
Dynamic and Static Single Axle:	<u>2.1%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Double Axles:	<u>0.5%</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></u>	to	<u>14</u>
b. <u>Medium</u>	-	<u></u>	to	<u>14</u>
c. <u>High</u>	-	<u></u>	to	<u>12</u>
d. <u></u>	-	<u></u>	to	<u></u>
e. <u></u>	-	<u></u>	to	<u></u>

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	55
	SPS WIM ID:	550100
	DATE (mm/dd/yyyy)	4/12/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3311 | 3196

*Avg 3253.5*

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>2.0</u>	FHWA Class	<u>5</u>	-	<u>-18.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 1.2%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Contact Information:

Phone:

E-mail:

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	55
	SPS WIM ID:	550100
	DATE (mm/dd/yyyy)	4/13/2011

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 4/13/11
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:
- Number of Test Trucks Used: 2
- Passes Per Truck: 23

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>0.1%</u>	Standard Deviation:	<u>1.1%</u>
Dynamic and Static Single Axle:	<u>-3.9%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Double Axles:	<u>1.0%</u>	Standard Deviation:	<u>1.5%</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>56.0</u>	<u>17</u>
b. <u>Medium</u>	<u>56.1</u>	to	<u>60.1</u>	<u>15</u>
c. <u>High</u>	<u>60.2</u>	to	<u>64.0</u>	<u>14</u>
d. <u></u>	<u></u>	to	<u></u>	<u></u>
e. <u></u>	<u></u>	to	<u></u>	<u></u>

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	55
	SPS WIM ID:	550100
	DATE (mm/dd/yyyy)	4/13/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3316 | 3201

*Aug. 3258.5*

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>-7.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Contact Information:

Phone:

E-mail: