

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	10
	SPS WIM ID:	100100
	DATE (mm/dd/yyyy)	7/13/2010

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/13/10
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. <u>Quartz Piezo</u> | c. <u></u> |
| b. <u>Inductance Loops</u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD ISINC

ENTERED JAN 05 2011
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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 spring</u>	<u>air spring</u>
Truck 2:	<u>9</u>	<u>air spring</u>	<u>steel spring</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>-2.4%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Single Axle:	<u>-2.9%</u>	Standard Deviation:	<u>3.1%</u>
Dynamic and Static Double Axles:	<u>-2.3%</u>	Standard Deviation:	<u>3.1%</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>42.0</u>	to	<u>46.3</u>	<u>12</u>
b. <u>Medium</u>	<u>46.4</u>	to	<u>50.8</u>	<u>13</u>
c. <u>High</u>	<u>50.9</u>	to	<u>55.2</u>	<u>15</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)

R-3409 | L-3663

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:	0.0	FHWA Class		-	
FHWA Class 8:	0.0	FHWA Class		-	
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.9%

Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com

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3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Quartz Piezo c.
- b. Inductance Loops d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

ENTERED JAN 05 2011
RC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air spring</u>	<u>air spring</u>
Truck 2:	<u>9</u>	<u>air spring</u>	<u>steel spring</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>2.9%</u>
Dynamic and Static Single Axle:	<u>1.1%</u>	Standard Deviation:	<u>3.9%</u>
Dynamic and Static Double Axles:	<u>0.2%</u>	Standard Deviation:	<u>3.9%</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>47.7</u>	<u>17</u>
b. <u>Medium</u>	<u>47.8</u>	to	<u>51.4</u>	<u>11</u>
c. <u>High</u>	<u>51.5</u>	to	<u>55.2</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)

3430 | 3685

AVG 3557.5

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:	0.0	FHWA Class		-	
FHWA Class 8:	17.0	FHWA Class		-	
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 1.0%

Post

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com