

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 12/7/2010
--	---

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 12/7/10
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>Inductance Loops</u> | c. <u></u> |
| b. <u>Bending Plates</u>   | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

**ENTERED JAN 05 2011**  
*pl*

**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</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</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>6.2%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Single Axle:	<u>1.8%</u>	Standard Deviation:	<u>2.7%</u>
Dynamic and Static Double Axles:	<u>7.2%</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>52.0</u>	to	<u>56.3</u>	<u>13</u>
b. <u>Medium</u>	<u>56.4</u>	to	<u>60.8</u>	<u>13</u>
c. <u>High</u>	<u>60.9</u>	to	<u>65.0</u>	<u>15</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: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 12/7/2010
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3004 | 3377

*Avg 3190.5*

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: 1.0  
FHWA Class 8: 0.0

FHWA Class		-	
FHWA Class		-	
FHWA Class		-	
FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 12/8/2010
--	---

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 12/8/10
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>Inductance Loops</u> | c. _____ |
| b. <u>Bending Plates</u>   | d. _____ |
5. EQUIPMENT MANUFACTURER: IRD iSINC

ENTERED JAN 05 2011  
*PC*

**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>0</u>	<u>0</u>	<u>0</u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.8%</u>	Standard Deviation:	<u>2.4%</u>
Dynamic and Static Single Axle:	<u>-2.2%</u>	Standard Deviation:	<u>2.7%</u>
Dynamic and Static Double Axles:	<u>-0.8%</u>	Standard Deviation:	<u>2.9%</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>54.0</u>	to	<u>57.7</u>	<u>14</u>
b. <u>Medium</u>	<u>57.8</u>	to	<u>61.4</u>	<u>14</u>
c. <u>High</u>	<u>61.5</u>	to	<u>65.0</u>	<u>12</u>
d. _____	_____	to	_____	_____
e. _____	_____	to	_____	_____

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 12/8/2010
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

2995 | 3368

*Aug 3181.5*

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:	0.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com