

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 17
	SPS WIM ID: 170600
	DATE (mm/dd/yyyy) 11/1/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/1/11
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: 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></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>1.9%</u>
Dynamic and Static Single Axle:	<u>-3.6%</u>	Standard Deviation:	<u>3.3%</u>
Dynamic and Static Double Axles:	<u>-2.3%</u>	Standard Deviation:	<u>2.5%</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>55.0</u>	to	<u>58.7</u>	<u>14</u>
b. <u>Medium</u>	<u>58.8</u>	to	<u>62.4</u>	<u>13</u>
c. <u>High</u>	<u>62.5</u>	to	<u>66.0</u>	<u>14</u>
d. <u></u>	<u></u>	to	<u></u>	<u></u>
e. <u></u>	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	17
	SPS WIM ID:	170600
	DATE (mm/dd/yyyy)	11/1/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3275 | 3685

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	-	
FHWA Class 8:	Unk	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	

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 17
	SPS WIM ID: 170600
	DATE (mm/dd/yyyy) 11/2/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/2/11
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>1.0%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>0.8%</u>	Standard Deviation:	<u>2.7%</u>
Dynamic and Static Double Axles:	<u>1.1%</u>	Standard Deviation:	<u>2.6%</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>12</u>
c.	<u>High</u>	-	<u>61.5</u>	to	<u>65.0</u>	<u>14</u>
d.	<u></u>	-	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	17
	SPS WIM ID:	170600
	DATE (mm/dd/yyyy)	11/2/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3241 3646

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:	1.0	FHWA Class 5	-	42.0
FHWA Class 8:	0.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: Dean J. Wolf
 Contact Information: Phone: 717-975-3550
 E-mail: dwolf@ara.com