

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	17
	SPS WIM ID:	170600
	DATE (mm/dd/yyyy)	8/5/2013

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/5/13
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. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks SPS WIM Protocol
- 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>-0.5%</u>	Standard Deviation:	<u>1.6%</u>
Dynamic and Static Single Axle:	<u>2.6%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Double Axles:	<u>-0.9%</u>	Standard Deviation:	<u>2.0%</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>12</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>

ENTERED
12/DEC/2013
C.O.

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3437 3863

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	-	7.0
FHWA Class 8:	400.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:	<u>Dean Wolf</u>		
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