

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 18 SPS WIM ID: 180600 DATE (mm/dd/yyyy) 3/6/2012
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**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 3/6/12
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. _____ |
| b. <u>Inductance Loops</u> | d. _____ |
5. EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: \_\_\_\_\_
- Number of Trucks Compared: \_\_\_\_\_
- Number of Test Trucks Used: 2
- Passes Per Truck: 22

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>steel spring</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>standard</u>
Truck 3:	_____	_____	_____

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-2.3%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Single Axle:	<u>-1.0%</u>	Standard Deviation:	<u>4.2%</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>49.0</u>	to	<u>52.7</u>	<u>15</u>
b.	<u>Medium</u>	-	<u>52.8</u>	to	<u>56.4</u>	<u>17</u>
c.	<u>High</u>	-	<u>56.5</u>	to	<u>60.0</u>	<u>11</u>
d.	_____	-	_____	to	_____	_____
e.	_____	-	_____	to	_____	_____

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3161 | 3046

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>-35.0</u>
FHWA Class 8:	<u>50.0</u>	FHWA Class <u>          </u>	-	<u>          </u>
		FHWA Class <u>          </u>	-	<u>          </u>
		FHWA Class <u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:	<u>Kevin Trousdale</u>
Contact Information:	Phone: <u>717-975-3550</u>
	E-mail: <u>ktrousdale@ara.com</u>

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	SPS WIM ID:	180600
	DATE (mm/dd/yyyy)	3/7/2012

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/7/12
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. Quartz Piezo c.
- b. Inductance Loops d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

### WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED:

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>steel spring</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>standard</u>
Truck 3:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>0.6%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Single Axle:	<u>0.1%</u>	Standard Deviation:	<u>5.7%</u>
Dynamic and Static Double Axles:	<u>0.8%</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>49.0</u>	to	<u>52.7</u>	<u>16</u>
b.	<u>Medium</u>	<u>52.8</u>	to	<u>56.4</u>	<u>14</u>
c.	<u>High</u>	<u>56.5</u>	to	<u>60.0</u>	<u>11</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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	DATE (mm/dd/yyyy)	3/7/2012

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3239    3361

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	-	-6.0
FHWA Class 8:	75.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%