

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	18
	SPS WIM ID:	180600
	DATE (mm/dd/yyyy)	8/6/2013

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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/6/13
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: Other 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>Quartz Piezo</u>	d. <u></u>
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: 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>air</u>
Truck 3:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>0.0%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Single Axle:	<u>2.9%</u>	Standard Deviation:	<u>2.1%</u>
Dynamic and Static Double Axles:	<u>-0.5%</u>	Standard Deviation:	<u>2.3%</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>47.0</u>	to	<u>51.3</u>	<u>12</u>
b. <u>Medium</u>	<u>51.4</u>	to	<u>55.8</u>	<u>15</u>
c. <u>High</u>	<u>55.9</u>	to	<u>60.0</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) 3243 3397

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 5	-	-5.0
FHWA Class 8:	33.0	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		
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