

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 20
	SPS WIM ID: 200200
	DATE (mm/dd/yyyy) 8/27/2013

+ 204054

SITE CALIBRATION INFORMATION

- DATE OF CALIBRATION {mm/dd/yy} 8/27/13
- TYPE OF EQUIPMENT CALIBRATED: Both
- REASON FOR CALIBRATION: LTPP Validation
- 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>
- EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

- CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>20</u>

	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>5.0%</u>	Standard Deviation:	<u>1.4%</u>
Dynamic and Static Single Axle:	<u>5.1%</u>	Standard Deviation:	<u>2.4%</u>
Dynamic and Static Double Axles:	<u>5.0%</u>	Standard Deviation:	<u>1.9%</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>60.0</u>	<u>13</u>
b.	<u>Medium</u>	-	<u>60.1</u>	to	<u>66.1</u>	<u>15</u>
c.	<u>High</u>	-	<u>66.2</u>	to	<u>72.0</u>	<u>12</u>
d.	<u></u>	-	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>	<u></u>

ENTERED
06/DEC/2013
C.O.

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3723 3959

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:	2.0	FHWA Class	-	
FHWA Class 8:	0.0	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		
Contact Information:	Phone:	717-975-3550	
	E-mail:	dwolf@ara.com	

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- REASON FOR CALIBRATION: LTPP Validation
- 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>
- EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

- 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>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>0.6%</u>	Standard Deviation:	<u>0.9%</u>
Dynamic and Static Single Axle:	<u>1.2%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Double Axles:	<u>0.5%</u>	Standard Deviation:	<u>1.4%</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>59.0</u>	to	<u>63.3</u>	<u>16</u>
b.	<u>Medium</u>	<u>63.4</u>	to	<u>67.8</u>	<u>14</u>
c.	<u>High</u>	<u>67.9</u>	to	<u>72.0</u>	<u>10</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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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3529 3752

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:	4.0	FHWA Class 11	-	-8.0
FHWA Class 8:	67.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.8%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: Dean J. Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com