

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 22
	SPS WIM ID: 220100
	DATE (mm/dd/yyyy) 3/4/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 3/4/15
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>Quartz Piezo</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>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>-0.4%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>0.2%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Double Axles:	<u>-0.5%</u>	Standard Deviation:	<u>3.0%</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>54.0</u>	to	<u>58.3</u>	<u>17</u>
b.	<u>Medium</u>	<u>58.4</u>	to	<u>62.8</u>	<u>14</u>
c.	<u>High</u>	<u>62.9</u>	to	<u>67.0</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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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3539    4019

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>4.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class <u>6</u>	-	<u>0.0</u>
		FHWA Class _____	-	_____
		FHWA Class _____	-	_____

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:	<u>Dean J. Wolf</u>		
Contact Information:	Phone:	<u>1717-975-3550</u>	
	E-mail:	<u><a href="mailto:dwolf@ara.com">dwolf@ara.com</a></u>	

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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>Quartz Piezo</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>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>-5.1%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Single Axle:	<u>-5.8%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Double Axles:	<u>-5.0%</u>	Standard Deviation:	<u>2.7%</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>59.0</u>	<u>14</u>
b.	<u>Medium</u>	<u>59.1</u>	to	<u>63.1</u>	<u>13</u>
c.	<u>High</u>	<u>63.2</u>	to	<u>67.0</u>	<u>15</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

<p align="center"><b>Traffic Sheet 16</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE CALIBRATION SUMMARY</b></p>	<p>STATE CODE: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 3/3/2015</p>
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3366 | 3822

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>18.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>10</u>	-	<u>0.0</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: Dean J. Wolf  
Contact Information: Phone: 717-975-3550  
E-mail: [dewolf@ara.com](mailto:dewolf@ara.com)