

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/28/10
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. <u></u>
b. <u>Inductance Loops</u>	d. <u></u>
5. EQUIPMENT MANUFACTURER: IRD ISINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>21</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>0</u>	<u>0</u>	<u>0</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>0.4%</u>	Standard Deviation:	<u>2.8%</u>
Dynamic and Static Double Axles:	<u>-0.4%</u>	Standard Deviation:	<u>2.2%</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>58.7</u>	<u>15</u>
b. <u>Medium</u>	<u>58.8</u>	to	<u>63.4</u>	<u>14</u>
c. <u>High</u>	<u>63.5</u>	to	<u>68.0</u>	<u>13</u>
d. <u>0</u>	<u></u>	to	<u></u>	<u></u>
e. <u>0</u>	<u></u>	to	<u></u>	<u></u>

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- | | |
|----------------------------|------------|
| a. <u>Quartz Piezo</u> | c. <u></u> |
| b. <u>Inductance Loops</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: 25
- | | 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>0</u> | <u>0</u> | <u>0</u> |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-5.7%</u>	Standard Deviation:	<u>1.3%</u>
Dynamic and Static Single Axle:	<u>-5.5%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Double Axles:	<u>-6.1%</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>57.0</u>		<u>18</u>
b.	<u>Medium</u>	-	<u>57.1</u>	to	<u>62.1</u>		<u>19</u>
c.	<u>High</u>	-	<u>62.2</u>	to	<u>67.0</u>		<u>12</u>
d.	<u>0</u>	-	<u></u>	to	<u></u>		<u></u>
e.	<u>0</u>	-	<u></u>	to	<u></u>		<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3546 | 3530

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

13. METHOD TO DETERMINE LENGTH OF COUNT: _____

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>-3.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>200.0</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>Dean J. Wolf</u>
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