

ENTERED NOV 23 2011

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	23
	SPS WIM ID:	230500
	DATE (mm/dd/yyyy)	11/30/2010

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/30/10
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. Inductance Loops c.
- b. Quartz Piezo d.
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>10</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>10.3%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Single Axle:	<u>8.5%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Double Axles:	<u>8.2%</u>	Standard Deviation:	<u>2.6%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

	Low	to	High	Runs
a. <u>Low</u>	<u>52.0</u>	<u>to</u>	<u>56.0</u>	<u>14</u>
b. <u>Medium</u>	<u>56.1</u>	<u>to</u>	<u>60.1</u>	<u>14</u>
c. <u>High</u>	<u>60.2</u>	<u>to</u>	<u>64.0</u>	<u>14</u>
d. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>
e. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2712 | 2567

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:

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> </u>	-	<u> </u>
FHWA Class 8:	<u>0.0</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: Dean J. Wolf

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