

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 8/24/2010
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/24/10
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>Bending Plates</u> | c. <u></u> |
| b. <u>Inductance Loops</u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD ISINC

ENTERED JAN 05 2011
AK

WIM SYSTEM CALIBRATION SPECIFICS

6. 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>0</u>	<u>0</u>	<u>0</u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.9%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Single Axle:	<u>-2.8%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Double Axles:	<u>1.3%</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>44.0</u>	to	<u>48.0</u>	<u>12</u>
b. <u>Medium</u>	<u>48.1</u>	to	<u>52.1</u>	<u>16</u>
c. <u>High</u>	<u>52.2</u>	to	<u>56.0</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)

3348

3719

Ag 3533.5

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: 0.0
 FHWA Class 8: 0.0

FHWA Class	_____	-	_____
FHWA Class	_____	-	_____
FHWA Class	_____	-	_____
FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 1.0%

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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	SPS WIM ID:	240500
	DATE (mm/dd/yyyy)	8/25/2010

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/25/10
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. Bending Plates c. _____
- b. Inductance Loops d. _____
5. EQUIPMENT MANUFACTURER: IRD iSINC

ENTERED JAN 05 2011

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WIM SYSTEM CALIBRATION SPECIFICS

6. 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>0</u>	<u>0</u>	<u>0</u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.1%</u>	Standard Deviation:	<u>1.3%</u>
Dynamic and Static Single Axle:	<u>-1.4%</u>	Standard Deviation:	<u>4.0%</u>
Dynamic and Static Double Axles:	<u>1.5%</u>	Standard Deviation:	<u>1.6%</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>44.0</u>	to	<u>48.0</u>	<u>13</u>
b. <u>Medium</u>	<u>48.1</u>	to	<u>52.1</u>	<u>13</u>
c. <u>High</u>	<u>52.2</u>	to	<u>56.0</u>	<u>14</u>
d. <u>0</u>	_____	to	_____	_____
e. <u>0</u>	_____	to	_____	_____

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3336

3706

Ang 3524.00

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: 5.0
FHWA Class 8: 17.0

FHWA Class	_____	-	_____
FHWA Class	_____	-	_____
FHWA Class	_____	-	_____
FHWA Class	_____	-	_____

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com