

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	27
	SPS WIM ID:	270500
	DATE (mm/dd/yyyy)	4/17/2013

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 4/17/13
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>steel spring</u> | <u>air</u>         |
| Truck 2: <u>9</u> | <u>steel spring</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>-6.7%</u>	Standard Deviation:	<u>1.7%</u>
Dynamic and Static Single Axle:	<u>-7.5%</u>	Standard Deviation:	<u>2.1%</u>
Dynamic and Static Double Axles:	<u>-2.5%</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>57.7</u>	<u>16</u>
b.	<u>Medium</u>	<u>57.8</u>	to	<u>61.4</u>	<u>13</u>
c.	<u>High</u>	<u>61.5</u>	to	<u>65.0</u>	<u>12</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3087    2862

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: Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	0.0	FHWA Class 5	-	0.0
FHWA Class 8:	0.0	FHWA Class 7	-	0.0
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

**Person Leading Calibration Effort:**

**Dean Wolf**

**Contact Information:**

Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

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**SITE CALIBRATION INFORMATION**

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1. DATE OF CALIBRATION {mm/dd/yy} 18  
4/17/13
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: 20
- | Type              | Drive Suspension    | Trailer Suspension |
|-------------------|---------------------|--------------------|
| Truck 1: <u>9</u> | <u>steel spring</u> | <u>air</u>         |
| Truck 2: <u>9</u> | <u>steel spring</u> | <u>air</u>         |
| Truck 3: _____    | _____               | _____              |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>0.5%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Single Axle:	<u>0.3%</u>	Standard Deviation:	<u>2.7%</u>
Dynamic and Static Double Axles:	<u>1.1%</u>	Standard Deviation:	<u>3.3%</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>57.7</u>	<u>14</u>
b. <u>Medium</u>	-	<u>57.8</u>	to <u>61.4</u>	<u>12</u>
c. <u>High</u>	-	<u>61.5</u>	to <u>65.0</u>	<u>14</u>
d. _____	-	_____	to _____	_____
e. _____	-	_____	to _____	_____

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3315 | 3073<sup>18</sup>

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:

Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	-	FHWA Class	-	
FHWA Class 8:	-	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)