

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 27 SPS WIM ID: 270500 DATE (mm/dd/yyyy) 12/3/2014
--------------------------------------------------------------------------------------------------	---------------------------------------------------------------------

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 12/3/14
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 SPS WIM PROTOCOL

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>20</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></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-3.4%</u>	Standard Deviation:	<u>3.0%</u>
Dynamic and Static Single Axle:	<u>-3.8%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Double Axles:	<u>-3.5%</u>	Standard Deviation:	<u>3.7%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>53.0</u>	to	<u>57.0</u>	<u>15</u>
b.	Medium	<u>57.1</u>	to	<u>61.1</u>	<u>12</u>
c.	High	<u>61.2</u>	to	<u>65.0</u>	<u>13</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	27
	SPS WIM ID:	270500
	DATE (mm/dd/yyyy)	12/3/2014

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3315 3073

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>3.0</u>	FHWA Class <u>5</u>	-	<u>-53.0</u>
FHWA Class 8:	<u>125.0</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
 Contact Information: Phone: 717-975-3550
 E-mail: dwolf@ara.com

ENTERED
6 / JAN / 2016

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 27
	SPS WIM ID: 270500
	DATE (mm/dd/yyyy) 12/4/2014

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 12/4/14
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 SPS WIM PROTOCOL

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></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.1%</u>	Standard Deviation:	<u>3.1%</u>
Dynamic and Static Single Axle:	<u>-1.3%</u>	Standard Deviation:	<u>4.9%</u>
Dynamic and Static Double Axles:	<u>-1.3%</u>	Standard Deviation:	<u>3.5%</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>53.0</u>	to	<u>57.0</u>	<u>14</u>
b.	<u>Medium</u>	-	<u>57.1</u>	to	<u>61.1</u>	<u>14</u>
c.	<u>High</u>	-	<u>61.2</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>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	27
	SPS WIM ID:	270500
	DATE (mm/dd/yyyy)	12/4/2014

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3444 3192

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>-3.0</u>	FHWA Class <u>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>50.0</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 - Post

Person Leading Calibration Effort:	<u>Dean J. Wolf</u>		
Contact Information:	Phone:	<u>717-975-3550</u>	
	E-mail:	<u>dwolf@ara.com</u>	

ENTERED
6 / JAN / 2016