

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	35
	SPS WIM ID:	350100
	DATE (mm/dd/yyyy)	1/11/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/11/11
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>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>steel spring</u>
Truck 3:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.4%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Single Axle:	<u>-4.9%</u>	Standard Deviation:	<u>4.2%</u>
Dynamic and Static Double Axles:	<u>-0.8%</u>	Standard Deviation:	<u>4.3%</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>50.0</u>	to	<u>58.3</u>	<u>12</u>
b.	<u>Medium</u>	-	<u>58.4</u>	to	<u>66.8</u>	<u>12</u>
c.	<u>High</u>	-	<u>66.9</u>	to	<u>75.0</u>	<u>16</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) 3201 | 2907

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>-2.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>50.0</u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean J. Wolf
 Contact Information: Phone: 717-512-6638
 E-mail: dwolf@ara.com

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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. _____ |
| b. <u>Quartz Piezo</u> | d. _____ |
5. EQUIPMENT MANUFACTURER: IRD ISINC

EW

X+rw

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: _____
- Number of Test Trucks Used: 2
- Passes Per Truck: 6

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>steel spring</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>1.7%</u>	Standard Deviation:	<u>4.2%</u>
Dynamic and Static Single Axle:	<u>0.0%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Double Axles:	<u>2.2%</u>	Standard Deviation:	<u>5.3%</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>55.0</u>	to	<u>61.7</u>	<u>4</u>
b.	<u>Medium</u>	-	<u>61.8</u>	to	<u>68.4</u>	<u>4</u>
c.	<u>High</u>	-	<u>68.5</u>	to	<u>75.0</u>	<u>4</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) 0

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>-2.0</u>	FHWA Class	<u>-</u>	
FHWA Class 8:	<u>50.0</u>	FHWA Class	<u>-</u>	
		FHWA Class	<u>-</u>	
		FHWA Class	<u>-</u>	

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Cal 1

Person Leading Calibration Effort:	<u>Dean J. Wolf</u>
Contact Information:	Phone: <u>717-512-6638</u>
	E-mail: <u>dwolf@ara.com</u>

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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: 20

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>steel spring</u>
Truck 3:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.5%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Single Axle:	<u>-1.3%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Double Axles:	<u>-0.2%</u>	Standard Deviation:	<u>4.5%</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>54.0</u>	to	<u>61.0</u>	<u>16</u>
b.	<u>Medium</u>	-	<u>61.1</u>	to	<u>68.1</u>	<u>10</u>
c.	<u>High</u>	-	<u>68.2</u>	to	<u>75.0</u>	<u>14</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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SITE CALIBRATION INFORMATION

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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

EW
XTRG

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: _____
- Number of Test Trucks Used: 2
- Passes Per Truck: 10

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>steel spring</u>	<u>steel spring</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>-1.0%</u>	Standard Deviation:	<u>3.9%</u>
Dynamic and Static Single Axle:	<u>-2.5%</u>	Standard Deviation:	<u>3.0%</u>
Dynamic and Static Double Axles:	<u>-0.6%</u>	Standard Deviation:	<u>5.0%</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>54.0</u>	to	<u>61.0</u>	<u>8</u>
b.	<u>Medium</u>	-	<u>61.1</u>	to	<u>68.1</u>	<u>6</u>
c.	<u>High</u>	-	<u>68.2</u>	to	<u>75.0</u>	<u>6</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) 3241 | 2943

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>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>Unk</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 - Post

Person Leading Calibration Effort: Dean J. Wolf
Contact Information: Phone: 717-512-6638
E-mail: dwolf@ara.com

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	SPS WIM ID:	350100
	DATE (mm/dd/yyyy)	1/12/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0

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> </u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u> </u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Cal 2

Person Leading Calibration Effort: Dean J. Wolf

Contact Information: Phone: 717-512-6638

E-mail: dwolf@ara.com