

**Traffic Sheet 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

STATE CODE: 42  
SPS WIM ID: 420600  
DATE (mm/dd/yyyy) 2/7/2012

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 2/7/12
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: 24

	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>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>-0.2%</u>	Standard Deviation:	<u>2.8%</u>
Dynamic and Static Single Axle:	<u>-2.0%</u>	Standard Deviation:	<u>4.9%</u>
Dynamic and Static Double Axles:	<u>1.4%</u>	Standard Deviation:	<u>4.0%</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>55.0</u>	to <u>58.3</u>	<u>14</u>
b. <u>Medium</u>	-	<u>58.4</u>	to <u>61.8</u>	<u>14</u>
c. <u>High</u>	-	<u>61.9</u>	to <u>65.0</u>	<u>20</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)

3184 3644

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:

-1.0

FHWA Class 8:

Unk

FHWA Class

FHWA Class

FHWA Class

FHWA Class

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3448

E-mail: dwolf@ara.com

**Traffic Sheet 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

STATE CODE: 42  
SPS WIM ID: 420600  
DATE (mm/dd/yyyy) 2/8/2012

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 2/8/12
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.
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- 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>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>1.0%</u>	Standard Deviation:	<u>2.8%</u>
Dynamic and Static Single Axle:	<u>1.4%</u>	Standard Deviation:	<u>5.0%</u>
Dynamic and Static Double Axles:	<u>1.1%</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>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>13</u>
c. <u>High</u>	-	<u>61.5</u>	to <u>65.0</u>	<u>13</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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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: -2.0  
FHWA Class 8: 0.0

FHWA Class		-	
FHWA Class		-	
FHWA Class		-	
FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: (717) 975-3550

E-mail: dwolf@ara.com