

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	48
	SPS WIM ID:	480100
	DATE (mm/dd/yyyy)	8/14/2013

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/14/13
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. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD DAW

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>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>0.1%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Single Axle:	<u>0.3%</u>	Standard Deviation:	<u>8.2%</u>
Dynamic and Static Double Axles:	<u>1.0%</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>52.0</u>	to <u>59.0</u>	<u>12</u>
b. <u>Medium</u>	-	<u>59.1</u>	to <u>66.1</u>	<u>14</u>
c. <u>High</u>	-	<u>66.2</u>	to <u>73.0</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) 814

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>0.0</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: Greg Helman
 Contact Information: Phone: 717-975-3550
 E-mail: ghelman@ara.com

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5. EQUIPMENT MANUFACTURER: IRD DAW

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>0.0%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Single Axle:	<u>-2.5%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Double Axles:	<u>0.5%</u>	Standard Deviation:	<u>3.2%</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>59.0</u>	to	<u>63.7</u>	<u>18</u>
b. <u>Medium</u>	<u>63.8</u>	to	<u>68.4</u>	<u>15</u>
c. <u>High</u>	<u>68.5</u>	to	<u>73.0</u>	<u>7</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) 808

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: _____

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>-4.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 2.7%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: Greg Helman

Contact Information: Phone: 717-975-3550

E-mail: ghelman@ara.com