

ENTERED JUN 21 2011 *NE*

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	51
	SPS WIM ID:	510100
	DATE (mm/dd/yyyy)	3/1/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/1/11
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. Bending Plates 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>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>3.1%</u>	Standard Deviation:	<u>1.7%</u>
Dynamic and Static Single Axle:	<u>1.8%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Double Axles:	<u>3.5%</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>44.0</u>	to	<u>52.0</u>	<u>13</u>
b.	<u>Medium</u>	<u>52.1</u>	to	<u>60.1</u>	<u>17</u>
c.	<u>High</u>	<u>60.2</u>	to	<u>68.0</u>	<u>10</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) 3314 3314

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>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class _____	-	_____
		FHWA Class _____	-	_____
		FHWA Class _____	-	_____

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED JUN 21 2011 *NE*

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	51
	SPS WIM ID:	510100
	DATE (mm/dd/yyyy)	3/2/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/2/11
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. <u>Inductance Loops</u> | c. <u></u> |
| b. <u>Bending Plates</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>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>-0.7%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Single Axle:	<u>-2.0%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Double Axles:	<u>-0.4%</u>	Standard Deviation:	<u>2.5%</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>45.0</u>	to	<u>52.3</u>	<u>13</u>
b.	<u>Medium</u>	<u>52.4</u>	to	<u>59.8</u>	<u>13</u>
c.	<u>High</u>	<u>59.9</u>	to	<u>67.0</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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	DATE (mm/dd/yyyy)	3/2/2011

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

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:	2.0	FHWA Class	5	-	-12.0
FHWA Class 8:	100.0	FHWA Class	7	-	100.0
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: **Dean Wolf**

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

Traffic Sheet 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

STATE CODE: 51
 SPS WIM ID: 510100
 DATE (mm/dd/yyyy) 10/18/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 10/18/11
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. Bending Plates 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>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>-0.3%</u>	Standard Deviation:	<u>1.1%</u>
Dynamic and Static Single Axle:	<u>-1.4%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Double Axles:	<u>0.0%</u>	Standard Deviation:	<u>1.4%</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></u>	to	<u>12</u>
b. <u>Medium</u>	-	<u></u>	to	<u>14</u>
c. <u>High</u>	-	<u></u>	to	<u>14</u>
d. <u></u>	-	<u></u>	to	<u></u>
e. <u></u>	-	<u></u>	to	<u></u>

Traffic Sheet 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

STATE CODE: 51
SPS WIM ID: 510100
DATE (mm/dd/yyyy) 10/18/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3314 3314

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: -2.0
FHWA Class 8: 33.0

FHWA Class	5	-	9.0
FHWA Class		-	
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