

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/19/2017
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/19/17
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: 23
- | | 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>2.8%</u>
Dynamic and Static Single Axle:	<u>-1.5%</u>	Standard Deviation:	<u>3.3%</u>
Dynamic and Static Double Axles:	<u>0.6%</u>	Standard Deviation:	<u>3.3%</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></u>	to	<u></u>		<u>19</u>
b.	<u>Medium</u>	-	<u></u>	to	<u></u>		<u>12</u>
c.	<u>High</u>	-	<u></u>	to	<u></u>		<u>14</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: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/19/2017
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3770

3770

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:

13. METHOD TO DETERMINE LENGTH OF COUNT:

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>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: 0.0%

ENTERED BY CO
2020/02/27

Validation Test Truck Run Set - Pre

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: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/20/2017
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/20/17
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>-0.4%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Single Axle:	<u>-1.2%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Double Axles:	<u>-0.2%</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></u>	to	<u></u>	<u></u>	<u>17</u>
b.	<u>Medium</u>	-	<u></u>	to	<u></u>	<u></u>	<u>11</u>
c.	<u>High</u>	-	<u></u>	to	<u></u>	<u></u>	<u>11</u>
d.	<u></u>	-	<u></u>	to	<u></u>	<u></u>	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/20/2017
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3648

3648

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:

13. METHOD TO DETERMINE LENGTH OF COUNT:

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%

ENTERED BY CO
2020/02/27

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com