

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 11/19/2019
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/19/19
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>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>-1.3%</u>	Standard Deviation: <u>3.2%</u>
Dynamic and Static Single Axle: <u>1.0%</u>	Standard Deviation: <u>3.6%</u>
Dynamic and Static Double Axles: <u>-1.6%</u>	Standard Deviation: <u>3.7%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>63.0</u>	to	<u>66.7</u>	<u>13</u>
b.	Medium	<u>66.8</u>	to	<u>70.4</u>	<u>12</u>
c.	High	<u>70.5</u>	to	<u>74.0</u>	<u>15</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<u></u>	to	<u></u>	<u></u>

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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:

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>33.0</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

Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

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|----------------------------|------------|
| 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>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>1.1%</u>	Standard Deviation:	<u>1.7%</u>
Dynamic and Static Single Axle:	<u>1.5%</u>	Standard Deviation:	<u>4.3%</u>
Dynamic and Static Double Axles:	<u>1.0%</u>	Standard Deviation:	<u>2.1%</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>10</u>
c.	<u>High</u>	-	<u></u>	to	<u></u>		<u>11</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) 3690 | 3690

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:	0.0	FHWA Class	-	
FHWA Class 8:	100.0	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

ENTERED BY CO  
2020/02/27

Test Truck Run Set - Post

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)