

<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) 3/23/2021
--	---

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/23/21
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: 2
- Number of Test Trucks Used: 2
- Passes Per Truck: 20
- |          | Type     | Drive Suspension | Trailer Suspension     |
|----------|----------|------------------|------------------------|
| Truck 1: | <u>9</u> | <u>1 - Air</u>   | <u>1 - Air</u>         |
| Truck 2: | <u>9</u> | <u>1 - Air</u>   | <u>2 - Leaf 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>2.5%</u>	Standard Deviation:	<u>7.2%</u>
Dynamic and Static Single Axle:	<u>2.0%</u>	Standard Deviation:	<u>6.5%</u>
Dynamic and Static Double Axles:	<u>2.6%</u>	Standard Deviation:	<u>12.8%</u>

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

### 9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs	
a.	<u>Speed Point 2</u>	-	<u>60.0</u>	to	<u>65.0</u>	<u>13</u>
b.	<u>Speed Point 4</u>	-	<u>65.1</u>	to	<u>70.1</u>	<u>15</u>
c.	<u>Speed Point 5</u>	-	<u>70.2</u>	to	<u>74.0</u>	<u>12</u>
d.	<u></u>	-	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>	<u></u>

<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)	3/23/2021

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: Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>4</u>	-	<u>-50.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>17.0</u>
		FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>

Percent of "Unclassified" Vehicles: 0.0%

Test Truck Run Set: Pre

Person Leading Calibration Effort: Dean J, Wolf, ARA

Contact Information: Phone: 717-975-3550

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

ENTERED ON 16/MAR/2021  
C.O.

<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) 3/24/2021
--	---

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/24/21
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: 2
- Number of Test Trucks Used: 2
- Passes Per Truck: 6
- |          | Type     | Drive Suspension | Trailer Suspension     |
|----------|----------|------------------|------------------------|
| Truck 1: | <u>9</u> | <u>1 - Air</u>   | <u>1 - Air</u>         |
| Truck 2: | <u>9</u> | <u>1 - Air</u>   | <u>2 - Leaf 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>-0.4%</u>	Standard Deviation:	<u>6.8%</u>
Dynamic and Static Single Axle:	<u>2.0%</u>	Standard Deviation:	<u>11.0%</u>
Dynamic and Static Double Axles:	<u>-0.9%</u>	Standard Deviation:	<u>9.3%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	<u>Speed Point 3</u>	<u>61.0</u>	to	<u>65.3</u>	<u>4</u>
b.	<u>Speed Point 4</u>	<u>65.4</u>	to	<u>69.8</u>	<u>3</u>
c.	<u>Speed Point 5</u>	<u>69.9</u>	to	<u>74.0</u>	<u>5</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

<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)	3/24/2021

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3612 3612

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: Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>-13.0</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%

Test Truck Run Set: Post

Person Leading Calibration Effort: Dean J, Wolf, ARA

Contact Information: Phone: 717-975-3550

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

ENTERED ON 16/MAR/2021  
C.O.