

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 04 SPS WIM ID: 04BA00 DATE (mm/dd/yyyy) 3/25/2021
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/25/21
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. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: 3
- Number of Test Trucks Used: 3
- Passes Per Truck: 14
- | | 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>9</u> | <u>1 - Air</u> | <u>2 - Leaf Spring</u> |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>2.4%</u>	Standard Deviation:	<u>5.2%</u>
Dynamic and Static Single Axle:	<u>-0.2%</u>	Standard Deviation:	<u>5.8%</u>
Dynamic and Static Double Axles:	<u>3.0%</u>	Standard Deviation:	<u>10.0%</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>63.0</u>	to	<u>67.3</u>		<u>16</u>
b.	<u>Speed Point 4</u>	-	<u>67.4</u>	to	<u>71.8</u>		<u>15</u>
c.	<u>Speed Point 5</u>	-	<u>71.9</u>	to	<u>76.0</u>		<u>9</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) 3070 3070

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>-20.0</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%

Test Truck Run Set: Pre

Person Leading Calibration Effort: Dean J. Wolf, ARA

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED ON 16/MAR/2021
C.O.

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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/26/21
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. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared: 3
- Number of Test Trucks Used: 3
- Passes Per Truck: 14
- | | 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>9</u> | <u>1 - Air</u> | <u>2 - Leaf Spring</u> |

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>0.1%</u>	Standard Deviation:	<u>6.2%</u>
Dynamic and Static Single Axle:	<u>0.1%</u>	Standard Deviation:	<u>4.7%</u>
Dynamic and Static Double Axles:	<u>0.1%</u>	Standard Deviation:	<u>9.7%</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>62.0</u>	to	<u>66.3</u>		<u>16</u>
b.	<u>Speed Point 4</u>	-	<u>66.4</u>	to	<u>70.8</u>		<u>12</u>
c.	<u>Speed Point 5</u>	-	<u>70.9</u>	to	<u>75.0</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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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2986 2986

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> </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%

Test Truck Run Set: Post

Person Leading Calibration Effort: Dean J. Wolf, ARA

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

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