

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 7/17/2018
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/17/18
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>1.5%</u>	Standard Deviation:	<u>2.9%</u>
Dynamic and Static Single Axle:	<u>2.2%</u>	Standard Deviation:	<u>4.1%</u>
Dynamic and Static Double Axles:	<u>1.4%</u>	Standard Deviation:	<u>3.0%</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>49.0</u>	to	<u>52.7</u>	<u>16</u>
b.	<u>Medium</u>	<u>52.8</u>	to	<u>56.4</u>	<u>12</u>
c.	<u>High</u>	<u>56.5</u>	to	<u>60.0</u>	<u>12</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 7/17/2018
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

#REF!	#REF!
-------	-------

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

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 7/18/2018
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/18/18
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
 - b. Bending Plates
 - c.
 - 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>1.7%</u>
Dynamic and Static Single Axle:	<u>-0.8%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Double Axles:	<u>0.4%</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>49.0</u>	to	<u>52.7</u>	<u>10</u>
b.	<u>Medium</u>	<u>52.8</u>	to	<u>56.4</u>	<u>16</u>
c.	<u>High</u>	<u>56.5</u>	to	<u>60.0</u>	<u>14</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 7/18/2018
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

#REF!	#REF!
-------	-------

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>5</u>	-	<u>0.0</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%

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