

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 8/28/2018
--	---

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/28/18
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. <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: 2
- 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>5.6%</u>	Standard Deviation: <u>2.6%</u>
Dynamic and Static Single Axle: <u>7.0%</u>	Standard Deviation: <u>2.5%</u>
Dynamic and Static Double Axles: <u>5.4%</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.	Low	<u>64.0</u>	to	<u>67.7</u>	<u>14</u>
b.	Medium	<u>67.8</u>	to	<u>71.4</u>	<u>14</u>
c.	High	<u>71.5</u>	to	<u>75.0</u>	<u>12</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<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: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 8/28/2018
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3543

3712

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>150.0</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)

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 8/29/2018
--	---

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 8/29/18
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. <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: 2
- 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>-0.2%</u>	Standard Deviation: <u>2.4%</u>
Dynamic and Static Single Axle: <u>0.7%</u>	Standard Deviation: <u>2.1%</u>
Dynamic and Static Double Axles: <u>-0.2%</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.	Low	<u>64.0</u>	to	<u>67.7</u>	<u>14</u>
b.	Medium	<u>67.8</u>	to	<u>71.4</u>	<u>14</u>
c.	High	<u>71.5</u>	to	<u>75.0</u>	<u>12</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<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: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 8/29/2018
--	---

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3387

3549

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>-6.0</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 - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

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