

<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) 1/7/2020
--	--

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/7/20
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: 21
- |          | 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>6.0%</u>	Standard Deviation:	<u>2.1%</u>
Dynamic and Static Single Axle:	<u>9.6%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Double Axles:	<u>5.7%</u>	Standard Deviation:	<u>4.5%</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>64.0</u>	to <u>68.3</u>	<u>18</u>
b. <u>Medium</u>	-	<u>68.4</u>	to <u>72.8</u>	<u>11</u>
c. <u>High</u>	-	<u>72.9</u>	to <u>77.0</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: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 1/7/2020
--	--

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3549 3387

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 - 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) 1/8/2020
--	--

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/8/20
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>-0.5%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Single Axle:	<u>1.6%</u>	Standard Deviation:	<u>2.7%</u>
Dynamic and Static Double Axles:	<u>-0.5%</u>	Standard Deviation:	<u>3.8%</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>62.0</u>	to	<u>66.7</u>	<u>12</u>
b.	<u>Medium</u>	<u>66.8</u>	to	<u>71.4</u>	<u>17</u>
c.	<u>High</u>	<u>71.5</u>	to	<u>76.0</u>	<u>11</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: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 1/8/2020
--	--

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3390 3236

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>8.0</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](mailto:dwolf@ara.com)