

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 08 SPS WIM ID: 080200 DATE (mm/dd/yyyy) 1/19/2021
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/19/21
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:
- 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>1 - Air</u> | <u>1 - Air</u> |
| Truck 2: | <u>9</u> | <u>1 - Air</u> | <u>1 - 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>4.5%</u>	Standard Deviation:	<u>4.7%</u>
Dynamic and Static Single Axle:	<u>-1.0%</u>	Standard Deviation:	<u>7.3%</u>
Dynamic and Static Double Axles:	<u>5.6%</u>	Standard Deviation:	<u>7.2%</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>64.0</u>	to	<u>68.3</u>	<u>15</u>
b.	<u>Speed Point 4</u>	<u>68.4</u>	to	<u>72.8</u>	<u>12</u>
c.	<u>Speed Point 5</u>	<u>72.9</u>	to	<u>77.0</u>	<u>13</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) 3343 3190

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>-1.0</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%

Test Truck Run Set: Pre

Person Leading Calibration Effort:	<u>Dean Wolf</u>		
Contact Information:	Phone:	<u>717-975-3550</u>	
	E-mail:	<u>dwolf@ara.com</u>	

ENTERED BY C.O.
26/APR/2021

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- a. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED:
- 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>1 - Air</u> | <u>1 - Air</u> |
| Truck 2: | <u>9</u> | <u>1 - Air</u> | <u>1 - 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>1.3%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Single Axle:	<u>-0.4%</u>	Standard Deviation:	<u>5.2%</u>
Dynamic and Static Double Axles:	<u>1.9%</u>	Standard Deviation:	<u>6.5%</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>64.0</u>	to	<u>67.5</u>	<u>14</u>
b.	<u>Speed Point 4</u>	<u>67.6</u>	to	<u>72.5</u>	<u>14</u>
c.	<u>Speed Point 5</u>	<u>72.6</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>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3296 3145

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>10</u>	-	<u>-40.0</u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 2.0%

Test Truck Run Set: Post

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED BY C.O.
26/APR/2021

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	08
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	DATE (mm/dd/yyyy)	10/12/2021

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 10/12/21
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:
- 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>1 - 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>-1.3%</u>	Standard Deviation:	<u>2.0%</u>
Dynamic and Static Single Axle:	<u>-1.1%</u>	Standard Deviation:	<u>3.1%</u>
Dynamic and Static Double Axles:	<u>-1.1%</u>	Standard Deviation:	<u>4.3%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	<u>Speed Point 2</u>	<u>65.0</u>	to	<u>68.7</u>	<u>16</u>
b.	<u>Speed Point 3</u>	<u>68.8</u>	to	<u>72.4</u>	<u>10</u>
c.	<u>Speed Point 4</u>	<u>72.5</u>	to	<u>76.0</u>	<u>15</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) 4194 3768

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%

Test Truck Run Set: Pre

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED ON 16/MAR/2021
C.O.