

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 11/14/2017
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/14/17
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>Quartz Piezo</u> |
| b. <u></u>                 | d. <u></u>             |
5. EQUIPMENT MANUFACTURER: TDC

### WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- |                             |           |
|-----------------------------|-----------|
| Number of Trucks Compared:  | <u>2</u>  |
| Number of Test Trucks Used: | <u>2</u>  |
| Passes Per Truck:           | <u>21</u> |
- | 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>steel spring</u> |
| Truck 3: <u></u>  | <u></u>          | <u></u>             |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>0.7%</u>	Standard Deviation:	<u>1.3%</u>
Dynamic and Static Single Axle:	<u>6.1%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Double Axles:	<u>-0.2%</u>	Standard Deviation:	<u>2.8%</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>43.8</u>	to	<u>48.4</u>	<u>22</u>
b.	<u>Medium</u>	<u>48.5</u>	to	<u>53.0</u>	<u>7</u>
c.	<u>High</u>	<u>53.1</u>	to	<u>57.5</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) 273 273

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>50.0</u>	FHWA Class	<u>6</u>	-	<u>0.0</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

Validation 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)

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3. REASON FOR CALIBRATION: LTPP Validation
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|----------------------------|------------------------|
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5. EQUIPMENT MANUFACTURER: TDC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- |                             |           |
|-----------------------------|-----------|
| Number of Trucks Compared:  | <u>2</u>  |
| Number of Test Trucks Used: | <u>2</u>  |
| Passes Per Truck:           | <u>20</u> |
- | 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>steel spring</u> |
| Truck 3: <u></u>  | <u></u>          | <u></u>             |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>1.1%</u>	Standard Deviation:	<u>1.5%</u>
Dynamic and Static Single Axle:	<u>0.1%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Double Axles:	<u>1.3%</u>	Standard Deviation:	<u>2.6%</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>42.5</u>	to	<u>46.7</u>	<u>14</u>
b.	<u>Medium</u>	-	<u>46.8</u>	to	<u>50.9</u>	<u>12</u>
c.	<u>High</u>	-	<u>51.0</u>	to	<u>55.0</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) 275 275

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

Validation 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)