

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 7/23/2019
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/23/19
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. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: TDC

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>torsion</u> |
| Truck 3: | <u></u> | <u></u> | <u></u> |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>3.4%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Single Axle:	<u>2.5%</u>	Standard Deviation:	<u>5.3%</u>
Dynamic and Static Double Axles:	<u>3.7%</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.	<u>Low</u>	-	<u></u>	to	<u>10</u>
b.	<u>Medium</u>	-	<u></u>	to	<u>15</u>
c.	<u>High</u>	-	<u></u>	to	<u>15</u>
d.	<u></u>	-	<u></u>	to	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 7/23/2019
--	---

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>-38.0</u>
FHWA Class 8:	<u>0.0</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

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: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 7/24/2019
--	---

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 7/24/19
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>Quartz Piezo</u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: TDC

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>torsion</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>2.0%</u>
Dynamic and Static Single Axle: <u>1.0%</u>	Standard Deviation: <u>4.1%</u>
Dynamic and Static Double Axles: <u>-0.3%</u>	Standard Deviation: <u>3.4%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>43.8</u>	to	<u>48.0</u>	<u>12</u>
b.	Medium	<u>48.1</u>	to	<u>52.2</u>	<u>14</u>
c.	High	<u>52.3</u>	to	<u>56.3</u>	<u>14</u>
d.		<u></u>	to	<u></u>	<u></u>
e.		<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 7/24/2019
--	---

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>-54.0</u>
FHWA Class 8:	<u>Unk</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

Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com