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| Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | STATE CODE: | 12 |
| | SPS WIM ID: | 12AA00 |
| | DATE (mm/dd/yyyy) | 2/8/2022 |

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 2/8/22

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 EMU

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared: 2

Number of Test Trucks Used: 2

Passes Per Truck:

| 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>7.7%</u> | Standard Deviation: | <u>2.4%</u> |
| Dynamic and Static Single Axle: | <u>10.7%</u> | Standard Deviation: | <u>6.6%</u> |
| Dynamic and Static Double Axles: | <u>7.3%</u> | Standard Deviation: | <u>3.5%</u> |

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

9. DEFINE SPEED RANGES IN MPH:

| | Low | | High | Runs |
|-------------------------|-------------|----|-------------|-----------|
| a. <u>Speed Point 1</u> | <u>47.5</u> | to | <u>60.6</u> | <u>40</u> |
| b. <u></u> | <u></u> | to | <u></u> | <u></u> |
| c. <u></u> | <u></u> | to | <u></u> | <u></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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| Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | STATE CODE: <u>12</u> |
| | SPS WIM ID: <u>12AA00</u> |
| | DATE (mm/dd/yyyy) <u>2/8/2022</u> |

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1059

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: Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

| | | | | | |
|---------------|------------|------------|-------------------|---|-------------------|
| FHWA Class 9: | <u>0.0</u> | FHWA Class | <u>5</u> | - | <u>50.0</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 BY CO: 08/OCT/2022

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| Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | STATE CODE: 12 SPS WIM ID: 12AA00 DATE (mm/dd/yyyy) 2/9/2022 |
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 2/9/22
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 EMU

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>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>-0.3%</u> | Standard Deviation: | <u>2.1%</u> |
| Dynamic and Static Single Axle: | <u>-0.5%</u> | Standard Deviation: | <u>5.9%</u> |
| Dynamic and Static Double Axles: | <u>-0.1%</u> | Standard Deviation: | <u>3.0%</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>48.1</u> | to | <u>52.3</u> | <u>16</u> |
| b. | <u>Speed Point 3</u> | <u>52.4</u> | to | <u>56.5</u> | <u>12</u> |
| c. | <u>Speed Point 4</u> | <u>56.6</u> | to | <u>60.6</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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| | SPS WIM ID: | 12AA00 |
| | DATE (mm/dd/yyyy) | 2/9/2022 |

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 309

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: Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

| | | | | | |
|---------------|-------------|------------|-------------------|---|-------------------|
| FHWA Class 9: | <u>-7.0</u> | FHWA Class | <u>5</u> | - | <u>0.0</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: 2.9%

Test Truck Run Set: Post

Person Leading Calibration Effort: Dean Wolf

Contact Information: Phone: 717-975-3550

E-mail: dwolf@ara.com

ENTERED BY CO: 08/OCT/2022