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| Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | STATE CODE: 20 SPS WIM ID: 200200 DATE (mm/dd/yyyy) 9/25/2018 |
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SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 9/25/18
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>Bending Plates</u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

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>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>3.3%</u> | Standard Deviation: | <u>5.4%</u> |
| Dynamic and Static Single Axle: | <u>2.2%</u> | Standard Deviation: | <u>2.7%</u> |
| Dynamic and Static Double Axles: | <u>3.6%</u> | Standard Deviation: | <u>6.4%</u> |

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

9. DEFINE SPEED RANGES IN MPH:

| | | | Low | to | High | Runs |
|----|--------|---|-------------|----|-------------|-----------|
| a. | Low | - | <u>52.0</u> | to | <u>59.7</u> | <u>14</u> |
| b. | Medium | - | <u>59.8</u> | to | <u>67.4</u> | <u>14</u> |
| c. | High | - | <u>67.5</u> | to | <u>75.0</u> | <u>12</u> |
| d. | | - | <u></u> | to | <u></u> | <u></u> |
| e. | | - | <u></u> | to | <u></u> | <u></u> |

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3529 3752

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

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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: 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>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>0.0%</u> | Standard Deviation: | <u>2.0%</u> |
| Dynamic and Static Single Axle: | <u>0.5%</u> | Standard Deviation: | <u>3.0%</u> |
| Dynamic and Static Double Axles: | <u>-0.1%</u> | Standard Deviation: | <u>3.2%</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>52.0</u> | to | <u>59.7</u> | <u>14</u> |
| b. | <u>Medium</u> | <u>59.8</u> | to | <u>67.4</u> | <u>14</u> |
| c. | <u>High</u> | <u>67.5</u> | to | <u>75.0</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)

3271

3479

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 - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com