

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 35 SPS WIM ID: 350500 DATE (mm/dd/yyyy) 1/31/2017
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/31/17
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></u> |
| b. <u>Quartz Piezo</u>     | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

### WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 3
- Passes Per Truck: 13
- |          | 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>9</u> | <u>air</u>       | <u>air</u>         |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-7.7%</u>	Standard Deviation:	<u>6.5%</u>
Dynamic and Static Single Axle:	<u>-6.5%</u>	Standard Deviation:	<u>5.6%</u>
Dynamic and Static Double Axles:	<u>-8.1%</u>	Standard Deviation:	<u>8.9%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>62.0</u>	to	<u>66.0</u>	<u>16</u>
b.	Medium	<u>66.1</u>	to	<u>70.1</u>	<u>15</u>
c.	High	<u>70.2</u>	to	<u>74.0</u>	<u>8</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)

3565

3051

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>        </u>	-	<u>        </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%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

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E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 35 SPS WIM ID: 350500 DATE (mm/dd/yyyy) 2/1/2017
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 2/1/17
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></u> |
| b. <u>Quartz Piezo</u>     | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

### WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 3
- Passes Per Truck: 14
- |          | 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>9</u> | <u>air</u>       | <u>air</u>         |

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

Mean Difference Between -

Dynamic and Static GVW: <u>-0.4%</u>	Standard Deviation: <u>4.5%</u>
Dynamic and Static Single Axle: <u>-0.2%</u>	Standard Deviation: <u>6.3%</u>
Dynamic and Static Double Axles: <u>-0.5%</u>	Standard Deviation: <u>5.0%</u>

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

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	<u>62.0</u>	to	<u>66.0</u>	<u>17</u>
b.	Medium	<u>66.1</u>	to	<u>70.1</u>	<u>13</u>
c.	High	<u>70.2</u>	to	<u>74.0</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)**

3885

3325

**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>        </u>	-	<u>        </u>
FHWA Class 8:	<u>-</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%

Validation Test Truck Run Set - Post

**Person Leading Calibration Effort:**

**Dean J. Wolf**

**Contact Information:**

Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)