

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 40
	SPS WIM ID: 40AA00
	DATE : 12/13/2022

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 12/13/22
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. <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: 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>5.1%</u>	Standard Deviation:	<u>1.7%</u>
Dynamic and Static Single Axle:	<u>3.5%</u>	Standard Deviation:	<u>1.8%</u>
Dynamic and Static Double Axles:	<u>5.5%</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 1</u>	<u>48.0</u>	to	<u>51.7</u>	<u>14</u>
b.	<u>Speed Point 2</u>	<u>51.8</u>	to	<u>55.4</u>	<u>14</u>
c.	<u>Speed Point 3</u>	<u>55.5</u>	to	<u>59.0</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) 2625 2625

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%

Test Truck Run Set: Pre

Person Leading Calibration Effort: Dean Wolf, ARA

Contact Information: Phone: 717-975-3550

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

ENTERED BY CO: 03/MAR/2024

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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: 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>0.7%</u>	Standard Deviation:	<u>1.1%</u>
Dynamic and Static Single Axle:	<u>1.1%</u>	Standard Deviation:	<u>2.0%</u>
Dynamic and Static Double Axles:	<u>0.6%</u>	Standard Deviation:	<u>2.3%</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>49.0</u>	to	<u>52.7</u>	<u>14</u>
b.	<u>Speed Point 2</u>	<u>52.8</u>	to	<u>56.4</u>	<u>14</u>
c.	<u>Speed Point 3</u>	<u>56.5</u>	to	<u>60.0</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) 2449    2449

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

Percent of "Unclassified" Vehicles: 0.0%

Test Truck Run Set: Pre

Person Leading Calibration Effort:	<u>Dean Wolf, ARA</u>
Contact Information:	Phone: <u>717-975-3550</u>
	E-mail: <u><a href="mailto:dwolf@ara.com">dwolf@ara.com</a></u>

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