

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 53 SPS WIM ID: 53AA00 DATE (mm/dd/yyyy) 6/1/2022
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 6/1/22
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. Quartz Piezo c.
- b. Inductance Loops d.
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>3.7%</u>	Standard Deviation:	<u>2.9%</u>
Dynamic and Static Single Axle:	<u>3.7%</u>	Standard Deviation:	<u>4.4%</u>
Dynamic and Static Double Axles:	<u>3.7%</u>	Standard Deviation:	<u>4.0%</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>48.0</u>	to	<u>51.7</u>	<u>13</u>
b.	<u>Speed Point 3</u>	<u>51.8</u>	to	<u>55.4</u>	<u>14</u>
c.	<u>Speed Point 4</u>	<u>55.5</u>	to	<u>59.0</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:	53AA00
	DATE (mm/dd/yyyy)	6/1/2022

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3061    3209

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:	0.0	FHWA Class	5	-	0.0
FHWA Class 8:	0.0	FHWA Class		-	
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.0%

Test Truck Run Set: Pre

Person Leading Calibration Effort:	Dean J. Wolf, ARA		
Contact Information:	Phone:	717-512-6638	
	E-mail:	<a href="mailto:dwolf@ara.com">dwolf@ara.com</a>	

ENTERED BY CO: 08/OCT/2022

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 53 SPS WIM ID: 53AA00 DATE (mm/dd/yyyy) 6/2/2022
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 6/2/22
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. Quartz Piezo c.
- b. Inductance Loops d.
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>0.8%</u>	Standard Deviation:	<u>4.1%</u>
Dynamic and Static Single Axle:	<u>-0.3%</u>	Standard Deviation:	<u>5.3%</u>
Dynamic and Static Double Axles:	<u>1.1%</u>	Standard Deviation:	<u>4.6%</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>49.0</u>	to	<u>52.7</u>	<u>14</u>
b.	<u>Speed Point 3</u>	<u>52.8</u>	to	<u>56.4</u>	<u>14</u>
c.	<u>Speed Point 4</u>	<u>56.5</u>	to	<u>60.0</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:	53AA00
	DATE (mm/dd/yyyy)	6/2/2022

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2937      3079

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%

Test Truck Run Set: Post

Person Leading Calibration Effort:	<u>Dean J. Wolf, ARA</u>		
Contact Information:	Phone:	<u>717-512-6638</u>	
	E-mail:	<u><a href="mailto:dwolf@ara.com">dwolf@ara.com</a></u>	

ENTERED BY CO: 08/OCT/2022