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| <b>Traffic Sheet 16</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE CALIBRATION SUMMARY</b> | STATE CODE: 55<br>SPS WIM ID: 550100<br>DATE (mm/dd/yyyy) 4/4/2017 |
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 4/4/17
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. 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:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21
- |          | 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>3.6%</u> | Standard Deviation: | <u>1.3%</u> |
| Dynamic and Static Single Axle:  | <u>0.7%</u> | Standard Deviation: | <u>2.3%</u> |
| Dynamic and Static Double Axles: | <u>4.1%</u> | Standard Deviation: | <u>1.9%</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>50.0</u> | to | <u>54.0</u> | <u>13</u> |
| b. | <u>Medium</u> | <u>54.1</u> | to | <u>58.1</u> | <u>14</u> |
| c. | <u>High</u>   | <u>58.2</u> | to | <u>62.0</u> | <u>15</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) 3573 3019

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>8.0</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: 2.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean J. Wolf  
Contact Information: Phone: 717.975.3550  
E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 4/5/17
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. 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:
- 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>0.0%</u>  | Standard Deviation: | <u>1.4%</u> |
| Dynamic and Static Single Axle:  | <u>-0.5%</u> | Standard Deviation: | <u>2.8%</u> |
| Dynamic and Static Double Axles: | <u>0.1%</u>  | Standard Deviation: | <u>2.1%</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>53.0</u> | to | <u>57.0</u> | <u>16</u> |
| b. | <u>Medium</u> | <u>57.1</u> | to | <u>61.1</u> | <u>10</u> |
| c. | <u>High</u>   | <u>61.2</u> | to | <u>65.0</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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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3361 2840

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>-6.0</u>  |
| FHWA Class 8: | <u>25.0</u> | FHWA Class | <u>10</u> | - | <u>-36.0</u> |
|               |             | FHWA Class | <u></u>   | - | <u></u>      |
|               |             | FHWA Class | <u></u>   | - | <u></u>      |

Percent of "Unclassified" Vehicles: 4.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: Dean J. Wolf, ARA  
Contact Information: Phone: 717.975.3550  
E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)

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