

ENTERED  
24/SEP/2012 C.O.

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 0700 ]  
\*STATE CODE [ 19 ]  
\*SHRP SECTION ID [ 0700 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 06 / 25 / 2012 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☒ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☒ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC ☒ BARE FLAT PIEZO ☐ BENDING PLATES  
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER Measurement Specialties Inc

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\*CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED  
☐ PASSES PER TRUCK  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)
- | TRUCK | TYPE  | SUSPENSION |
|-------|-------|------------|
| 1     | _____ | _____      |
| 2     | _____ | _____      |
| 3     | _____ | _____      |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_  
\_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_\_\_  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

ATR #: 104  
 LOCATION: Jewell  
 NODE #:   
 DATE: 6/25/2012  
 COUNTER: Melissa Bosshart

OVERALL	ATR	MANUAL	% DIFF
PC/PU	4614	4526	2%
SU	320	243	32%
COMBO	1278	1288	-1%
ALL	6212	6057	3%

COUNT HOURS	VEHICLE TYPE	LANE 1			LANE 2			LANE			LANE			TOTAL 1-2		
		ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF
9-10AM	PC/PU	328	320	2%	182	178	2%			####			####	510	498	2%
	SU	32	29	10%	9	10	-10%			####			####	41	39	5%
	COMBO	129	125	3%	12	9	33%			####			####	141	134	5%
	UBTOTAL	489	474	3%	203	197	3%	0	0	####	0	0	####	692	671	3%
10-11AM	PC/PU	323	324	0%	204	206	-1%			####			####	527	530	-1%
	SU	42	30	40%	9	3	200%			####			####	51	33	55%
	COMBO	125	129	-3%	19	19	0%			####			####	144	148	-3%
	UBTOTAL	490	483	1%	232	228	2%	0	0	####	0	0	####	722	711	2%
11-NOON	PC/PU	300	294	2%	216	216	0%			####			####	516	510	1%
	SU	26	25	4%	11	10	10%			####			####	37	35	6%
	COMBO	142	140	1%	24	23	4%			####			####	166	163	2%
	UBTOTAL	468	459	2%	251	249	1%	0	0	####	0	0	####	719	708	2%
NOON-1	PC/PU	305	312	-2%	218	209	4%			####			####	523	521	0%
	SU	28	12	133%	14	5	180%			####			####	42	17	147%
	COMBO	89	92	-3%	13	16	-19%			####			####	102	108	-6%
	UBTOTAL	422	416	1%	245	230	7%	0	0	####	0	0	####	667	646	3%
ALL PC/PU		1256	1250	0%	820	809	1%	0	0	####	0	0	####	2076	2059	1%
ALL SU		128	96	33%	43	28	54%	0	0	####	0	0	####	171	124	38%
ALL COMBO		485	486	0%	68	67	1%	0	0	####	0	0	####	553	553	0%
TOTAL		1869	1832	2%	931	904	3%	0	0	####	0	0	####	2800	2736	2%

COUNT HOURS	VEHICLE TYPE	LANE 3			LANE 4			LANE			LANE			TOTAL 3-4		
		ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF	ATR COUNT	MANUAL COUNT	% DIFF
1-2PM	PC/PU	247	225	10%	349	338	3%			####			####	596	563	6%
	SU	11	9	22%	35	26	35%			####			####	46	35	31%
	COMBO	19	20	-5%	151	154	-2%			####			####	170	174	-2%
	UBTOTAL	277	254	9%	535	518	3%	0	0	####	0	0	####	812	772	5%
2-3PM	PC/PU	271	255	6%	348	343	1%			####			####	619	598	4%
	SU	9	6	50%	25	23	9%			####			####	34	29	17%
	COMBO	29	27	7%	161	165	-2%			####			####	190	192	-1%
	UBTOTAL	309	288	7%	534	531	1%	0	0	####	0	0	####	843	819	3%
3-4PM	PC/PU	290	283	2%	390	391	0%			####			####	680	674	1%
	SU	15	10	50%	24	22	9%			####			####	39	32	22%
	COMBO	20	22	-9%	166	169	-2%			####			####	186	191	-3%
	UBTOTAL	325	315	3%	580	582	0%	0	0	####	0	0	####	905	897	1%
4-5PM	PC/PU	281	269	4%	362	363	0%			####			####	643	632	2%
	SU	13	9	44%	17	14	21%			####			####	30	23	30%
	COMBO	18	18	0%	161	160	1%			####			####	179	178	1%
	UBTOTAL	312	296	5%	540	537	1%	0	0	####	0	0	####	852	833	2%
ALL PC/PU		1089	1032	6%	1449	1435	1%	0	0	####	0	0	####	2538	2467	3%
ALL SU		48	34	41%	101	85	19%	0	0	####	0	0	####	149	119	25%
ALL COMBO		86	87	-1%	639	648	-1%	0	0	####	0	0	####	725	735	-1%
TOTAL		1223	1153	6%	2189	2168	1%	0	0	####	0	0	####	3412	3321	3%