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|---|--------------------|----------|
| SHEET 13 ATTACHMENT LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090900] |

| Filename | Start Date | Start Time | End Date | End Time | Class Scheme | |
|---------------|------------|------------|------------|----------|--------------|--|
| | Mm/dd/yyyy | Hh:mm | Mm/dd/yyyy | Hh:mm | | |
| C090900.N3B ✓ | 12/03/2001 | 00:00 | 12/04/2001 | 12:59 | A | |
| W090900.N3B ✓ | 12/03/2001 | 00:00 | 12/04/2001 | 12:59 | A | |
| C090900.N4B ✓ | 12/04/2001 | 13:04 | 12/18/2001 | 11:27 | A | |
| W090900.N4B ✓ | 12/04/2001 | 13:04 | 12/18/2001 | 11:27 | A | |
| C090900.NIB ✓ | 12/19/2001 | 00:00 | 12/31/2001 | 23:55 | A | |
| W090900.NIB ✓ | 12/19/2001 | 00:00 | 12/31/2001 | 23:55 | A | |
| C090900.C1C ✓ | 01/01/2002 | 00:00 | 03/20/2002 | 12:40 | A | |
| W090900.C1C ✓ | 01/01/2002 | 00:00 | 03/20/2002 | 12:40 | A | |
| C090900.EJC ✓ | 03/20/2002 | 12:53 | 04/02/2002 | 08:59 | A | |
| W090900.EJC ✓ | 03/20/2002 | 12:53 | 04/02/2002 | 08:59 | A | |
| C090900.F2C ✓ | 04/02/2002 | 09:11 | 06/03/2002 | 15:26 | A | |
| W090900.F2C ✓ | 04/02/2002 | 09:11 | 06/03/2002 | 15:26 | A | |
| C090900.H5C ✓ | 06/05/2002 | 15:03 | 06/12/2002 | 11:09 | A | |
| W090900.H5C ✓ | 06/05/2002 | 15:03 | 06/12/2002 | 11:09 | A | |
| C090900.HDC ✓ | 06/14/2002 | 07:54 | 06/28/2002 | 08:22 | A | |
| W090900.HDC ✓ | 06/14/2002 | 07:54 | 06/28/2002 | 08:22 | A | |
| C090900.HRC ✓ | 06/28/2002 | 08:33 | 07/02/2002 | 14:59 | A | |
| W090900.HRC ✓ | 06/28/2002 | 08:33 | 07/02/2002 | 14:59 | A | |
| C090900.I2C ✓ | 07/02/2002 | 15:11 | 07/25/2002 | 15:22 | A | |
| W090900.I2C ✓ | 07/02/2002 | 15:11 | 07/25/2002 | 15:22 | A | |
| C090900.IOC ✓ | 07/25/2002 | 15:39 | 07/29/2002 | 09:41 | A | |
| W090900.IOC ✓ | 07/25/2002 | 15:39 | 07/29/2002 | 09:41 | A | |
| C090900.ISC ✓ | 07/29/2002 | 09:49 | 08/15/2002 | 15:28 | A | |
| W090900.ISC ✓ | 07/29/2002 | 09:49 | 08/15/2002 | 15:28 | A | |
| C090900.JEC ✓ | 08/15/2002 | 15:32 | 08/19/2002 | 10:21 | A | |
| W090900.JEC ✓ | 08/15/2002 | 15:32 | 08/19/2002 | 10:21 | A | |
| C090900.JIC ✓ | 08/19/2002 | 10:23 | 09/05/2002 | 15:55 | A | |
| W090900.JIC ✓ | 08/19/2002 | 10:23 | 09/05/2002 | 15:55 | A | |
| C090900.LEC ✓ | 10/15/2002 | 09:45 | 12/18/2002 | 13:41 | A | |
| W090900.LEC ✓ | 10/15/2002 | 09:45 | 12/18/2002 | 13:41 | A | |
| C090900.NHC ✓ | 12/18/2002 | 13:51 | 12/31/2002 | 23:58 | A | |
| W090900.NHC ✓ | 12/18/2002 | 13:51 | 12/31/2002 | 23:58 | A | |
| C090900.C1D ✓ | 01/01/2003 | 00:00 | 01/07/2003 | 11:29 | A | |
| W090900.C1D ✓ | 01/01/2003 | 00:00 | 01/07/2003 | 11:29 | A | |
| C090900.C7D ✓ | 01/07/2003 | 11:33 | 04/03/2003 | 09:34 | A | |
| W090900.C7D ✓ | 01/07/2003 | 11:33 | 04/03/2003 | 09:34 | A | |
| C090900.F3D ✓ | 04/03/2003 | 09:46 | 04/21/2003 | 09:24 | A | |
| W090900.F3D ✓ | 04/03/2003 | 09:46 | 04/21/2003 | 09:24 | A | |

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| PERSON LEADING CALIBRATION EFFORT: <u>Anne-Marie McDonnell</u> CONTACT INFORMATION: <u>860-258-0308</u> | DATE PREPARED <u>10/19/00</u> |
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ENTERED APR 1 9 2001

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| <p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p> | *STATE ASSIGNED ID | |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090900] |

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04/23/2001]
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 KISTLER SENSOR, IRD ELECTRONICS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) 4 TEST TRUCKS
3 NUMBER OF TRUCKS COMPARED 4 NUMBER OF TEST TRUCKS USED
- | | | | |
|--------------------------------------|------------------------------------|----------|------------|
| | <u>60, 48, 49</u> PASSES PER TRUCK | | |
| | TRUCK | TYPE | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | <u>9</u> | <u>1</u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | <u>9</u> | <u>1</u> |
| 3 - OTHER (DESCRIBE) | 3 | <u>9</u> | <u>1</u> |
| | 4 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 0.55 STANDARD DEVIATION 4.61
 DYNAMIC AND STATIC SINGLE AXLES -2.12 STANDARD DEVIATION 3.55
 DYNAMIC AND STATIC DOUBLE AXLES 0.53 STANDARD DEVIATION 6.28
8. 5 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 55, 60, 65, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.6198, SENSOR 2 - 4.4401, SENSOR 3 - 4.1032, SENSOR 4 - 4.5079
avg 4.41
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS _____
 *** FHWA CLASS 8 0.0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| PERSON LEADING CALIBRATION EFFORT: <u>Anne-Marie McDonnell</u> |
| CONTACT INFORMATION: <u>860-258-0308</u> rev. November 9, 1999 |

ENTERED AUG 19 2009

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| <p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p> | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090960] |

090900

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/27/2001]
- * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
- * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT X RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 OTHER (SPECIFY) _____
- * 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 X QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER KISTLER SENSOR, IRD ELECTRONICS

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) 2 TEST TRUCKS
 2 NUMBER OF TRUCKS COMPARED 2 NUMBER OF TEST TRUCKS USED

| | |
|--------------------------------------|-------------------------------------|
| | <u> 28.27 </u> PASSES PER TRUCK |
| TYPE PER FHWA 13 BIN SYSTEM | TRUCK TYPE SUSPENSION |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 <u> 9 </u> <u> 1 </u> |
| 3 - OTHER (DESCRIBE) | 2 <u> 9 </u> <u> 1 </u> |
| | 3 <u> SHEET 16 </u> TRUCKS COMBINED |
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW -2.63 STANDARD DEVIATION 3.97
 DYNAMIC AND STATIC SINGLE AXLES -5.64 STANDARD DEVIATION 3.00
 DYNAMIC AND STATIC DOUBLE AXLES -1.97 STANDARD DEVIATION 5.00
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55, 60, 65
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.1135, SENSOR 2 - 5.9905, SENSOR 3 - 3.9844, SENSOR 4 - 4.2873
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO X MANUAL PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT TIME X NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS
 *** FHWA CLASS 8 0.0 FHWA CLASS
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| PERSON LEADING CALIBRATION EFFORT: <u> Anne-Marie McDonnell </u> |
| CONTACT INFORMATION: <u> 860-258-0308 </u> rev. November 9, 1999 |

ENTERED APR 13 2000

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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090900] |

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 27 / 2001]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☒ BOTH
- * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☒ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER KISTLER SENSOR, IRD ELECTRONICS

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED 2 ☐ NUMBER OF TEST TRUCKS USED 25, 26

| | | | |
|--------------------------------------|-------|---------------------------------|------------------|
| | | <u>25, 26</u> | PASSES PER TRUCK |
| TYPE PER FHWA 13 BIN SYSTEM | TRUCK | TYPE | SUSPENSION |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 | 9 | 1 |
| 3 - OTHER (DESCRIBE) | 2 | 9 | 1 |
| | 3 | <u>SHEET 16 TRUCKS COMBINED</u> | |
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW -2.10 STANDARD DEVIATION 1.63
 DYNAMIC AND STATIC SINGLE AXLES -3.34 STANDARD DEVIATION 2.31
 DYNAMIC AND STATIC DOUBLE AXLES -1.86 STANDARD DEVIATION 2.43
- 4 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50, 55, 60, 65
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.6198, SENSOR 2 - 4.4401, SENSOR 3 - 4.1032, SENSOR 4 - 4.5079
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

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CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS _____
 *** FHWA CLASS 8 0.0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: Anne-Marie McDonnell
 CONTACT INFORMATION: 860-258-0308 rev. November 9, 1999

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| SHEET 16 LTTP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [] *STATE CODE [09] *SHRP SECTION ID [090900] |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 27 / 2001]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT X RESEARCH
 EQUIPMENT REPLACEMENT TRAINING
 DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
 OTHER (SPECIFY) _____
4. * SENSORS INSTALLED IN LTTP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 BARE ROUND PIEZO CERAMIC BARE FLAT PIEZO BENDING PLATES
 CHANNELIZED ROUND PIEZO LOAD CELLS X QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER KISTLER SENSOR, IRD ELECTRONICS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) 2 TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 2 NUMBER OF TEST TRUCKS USED
 25 PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|-------------------|-----------------|
| 1 | <u> 9 </u> | <u> 1 </u> |
| 2 | <u> </u> | <u> </u> |
| 3 | <u> SHEET 16 </u> | <u> 1 OF 2 </u> |

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW -1.56 STANDARD DEVIATION 1.24
 DYNAMIC AND STATIC SINGLE AXLES -4.87 STANDARD DEVIATION 1.57
 DYNAMIC AND STATIC DOUBLE AXLES -0.87 STANDARD DEVIATION 1.58
8. 4 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 55, 60, 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.6198, SENSOR 2 - 4.4401, SENSOR 3 - 4.1032, SENSOR 4 - 4.5079
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO X MANUAL PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0.0 FHWA CLASS
 *** FHWA CLASS 8 0.0 FHWA CLASS
 FHWA CLASS
 FHWA CLASS
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| PERSON LEADING CALIBRATION EFFORT: <u> Anne-Marie McDonnell </u> CONTACT INFORMATION: <u> 860-258-0308 </u> | rev. November 9, 1999 |
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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [] *STATE CODE [09] *SHRP SECTION ID [090900] |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 /27 /2001]
2. * TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
 REGULARLY SCHEDULED SITE VISIT X 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 X QUARTZ PIEZO
 CHANNELIZED FLAT PIEZO INDUCTANCE LOOPS CAPACITANCE PADS
 OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER KISTLER SENSOR, IRD ELECTRONICS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 TRAFFIC STREAM -- Y STATIC SCALE (Y/N) 2 TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 2 NUMBER OF TEST TRUCKS USED
 26 PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|-------------------|-----------------|
| 1 | <u> </u> | <u> </u> |
| 2 | <u> 9 </u> | <u> 1 </u> |
| 3 | <u> SHEET 16 </u> | <u> 2 OF 2 </u> |

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---

| | | | |
|---------------------------------|----------------|--------------------|---------------|
| DYNAMIC AND STATIC GVW | <u> -2.60 </u> | STANDARD DEVIATION | <u> 1.80 </u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u> -1.94 </u> | STANDARD DEVIATION | <u> 1.98 </u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u> -2.78 </u> | STANDARD DEVIATION | <u> 2.61 </u> |
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 55, 60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.6198, SENSOR 2 - 4.4401, SENSOR 3 - 4.1032, SENSOR 4 - 4.5079
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- 12.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 VIDEO X MANUAL PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

| | | | |
|------------------|--------------|------------|----------|
| *** FHWA CLASS 9 | <u> 0.0 </u> | FHWA CLASS | <u> </u> |
| *** FHWA CLASS 8 | <u> 0.0 </u> | FHWA CLASS | <u> </u> |
| | | FHWA CLASS | <u> </u> |
| | | FHWA CLASS | <u> </u> |

 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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| PERSON LEADING CALIBRATION EFFORT: <u> Anne-Marie McDonnell </u> CONTACT INFORMATION: <u> 860-258-0308 </u> | rev. November 9, 1999 |
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