

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	

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 13 2002 MW

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 /03 /2002]
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 LTTP 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) ☐ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED
☐ 27.25 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 9 1
2 9 1
3 SHEET 16 TRUCKS COMBINED
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -2.24 STANDARD DEVIATION 2.06
DYNAMIC AND STATIC SINGLE AXLES -1.14 STANDARD DEVIATION 3.02
DYNAMIC AND STATIC DOUBLE AXLES -2.45 STANDARD DEVIATION 2.44
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 ☒ 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

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

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 /03 /2002.]
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
 27 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> </u>	<u> </u>
3 - OTHER (DESCRIBE)	3	<u> SHEET 16 </u>	<u> 1 OF 2 </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -3.48 STANDARD DEVIATION 1.45
DYNAMIC AND STATIC SINGLE AXLES -2.67 STANDARD DEVIATION 3.04
DYNAMIC AND STATIC DOUBLE AXLES -3.67 STANDARD DEVIATION 1.67
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 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

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

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) [06 /03 /2002.]
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
 25 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> -0.90 </u>	STANDARD DEVIATION	<u> 1.76 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 0.52 </u>	STANDARD DEVIATION	<u> 1.97 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -1.12 </u>	STANDARD DEVIATION	<u> 2.42 </u>
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 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 <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

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