

**SHEET 13  
ATTACHMENT  
LTTP TRAFFICE 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.FLD ✓	04/22/2003	00:00	06/08/2003	11:09	A	
W090900.FLD ✓	04/22/2003	00:00	06/08/2003	11:09	A	
C090900.H8D ✓	06/08/2003	11:15	07/22/2003	18:42	A	
W090900.H8D ✓	06/08/2003	11:15	07/22/2003	18:42	A	
C090900.N3D ✓	12/03/2003	23:36	12/31/2003	23:55	A	
W090900.N3D ✓	12/03/2003	23:36	12/31/2003	23:55	A	
C090900.C1E	01/01/2004	00:00	01/20/2004	10:59	A	
W090900.C1E	01/01/2004	00:00	01/20/2004	10:59	A	
C090900.CJE	01/20/2004	11:09	06/02/2004	10:20	A	
W090900.CJE	01/20/2004	11:09	06/02/2004	10:20	A	
C090900.H2E	06/02/2004	11:58	06/10/2004	13:34	A	
W090900.H2E	06/02/2004	11:58	06/10/2004	13:34	A	
C090900.H0E	06/10/2004	13:44	07/02/2004	15:24	A	
W090900.H0E	06/10/2004	13:44	07/02/2004	15:24	A	
C090900.I2E	07/02/2004	15:31	08/23/2004	12:59	A	
W090900.I2E	07/02/2004	15:31	08/23/2004	12:59	A	
C090900.JME	08/23/2004	13:12	12/01/2004	19:59	A	
W090900.JME	08/23/2004	13:12	12/01/2004	19:59	A	
C090900.CPG	01/26/2006	10:13	04/04/2006	21:59	A	
W090900.CPG	01/26/2006	10:13	04/04/2006	21:59	A	
C090900.F4G	04/04/2006	22:10	05/01/2006	10:38	A	
W090900.F4G	04/04/2006	22:10	05/01/2006	10:38	A	
C090900.G1G	05/01/2006	10:46	06/04/2006	13:47	A	
W090900.G1G	05/01/2006	10:46	06/04/2006	13:47	A	
C090900.H4G	06/04/2006	16:49	06/20/2006	09:45	A	
W090900.H4G	06/04/2006	16:49	06/20/2006	09:45	A	
C090900.HJG	06/20/2006	10:31	07/28/2006	18:15	A	
W090900.HJG	06/20/2006	10:31	07/28/2006	18:15	A	
C090900.IRG	07/28/2006	23:49	09/27/2006	09:40	A	
W090900.IRG	07/28/2006	23:49	09/27/2006	09:40	A	
C090900.HSH	06/29/2007	00:00	08/31/2007	23:57	A	
W090900.HSH	06/29/2007	00:00	08/31/2007	23:57	A	
C090900.JUH	08/31/2007	23:57	01/11/2008	00:03	A	
W090900.JUH	08/31/2007	23:57	01/11/2008	00:03	A	
C090900.CEI	01/15/2008	10:55	06/06/2008	13:47	A	
W090900.CEI	01/15/2008	10:55	06/06/2008	13:47	A	
C090900.HQI	06/27/2008	17:57	06/30/2008	02:57	A	
W090900.HQI	06/27/2008	17:57	06/30/2008	02:57	A	

**PERSON LEADING CALIBRATION EFFORT: Anne-Marie McDonnell**

**CONTACT INFORMATION: 860-258-0308**

**DATE PREPARED 09/18/07**

ENTERED AUG 19 2004

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

090960

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 06 /02 /2004 ]
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  
 2  NUMBER OF TRUCKS COMPARED  2  NUMBER OF TEST TRUCKS USED  
 14  PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 1 </u>
3	<u> SHEET 16 </u>	<u> TRUCK COMBINED </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  -1.57  STANDARD DEVIATION  3.78   
DYNAMIC AND STATIC SINGLE AXLES  -2.74  STANDARD DEVIATION  3.04   
DYNAMIC AND STATIC DOUBLE AXLES  -1.49  STANDARD DEVIATION  5.00
8.  4  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  55, 60, 65, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  SENSOR 1 - 4.3645, SENSOR 2 - 6.3573, SENSOR 3 - 4.2279, SENSOR 4 - 4.2927
- 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



<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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 /02 /2004 ]
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  
 18  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	<u> 2.38 </u>	STANDARD DEVIATION	<u> 8.76 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> 5.22 </u>	STANDARD DEVIATION	<u> 15.43 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> 1.80 </u>	STANDARD DEVIATION	<u> 7.87 </u>
8.  3  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  60, 65, 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  SENSOR 1 - 5.9210, SENSOR 2 - 6.0770, SENSOR 3 - 5.6949, SENSOR 4 - 6.1288
- 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> CONTACT INFORMATION: <u> 860-258-0308 </u>	rev. November 9, 1999
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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[09]
	*SHRP SECTION ID	[ 090900]

SITE CALIBRATION INFORMATION

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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  
 13  PASSES PER TRUCK  

	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1		
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> 9 </u>	<u> 1 </u>
3 - OTHER (DESCRIBE)	3	<u> SHEET 16 </u>	<u> 2 of 2 </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW  14.37  STANDARD DEVIATION  13.00   
DYNAMIC AND STATIC SINGLE AXLES  14.94  STANDARD DEVIATION  16.15   
DYNAMIC AND STATIC DOUBLE AXLES  13.56  STANDARD DEVIATION  12.77
8.  3  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  50, 60, 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  SENSOR 1 - 5.9210, SENSOR 2 - 6.0770, SENSOR 3 - 5.6949, SENSOR 4 - 6.1288
- 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