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|---|--------------------|----------|
| SHEET 13 ATTACHMENT LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | □ |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090960] |

| Filename | Start Date | Start Time | End Date | End Time | Class Scheme | |
|---------------|------------|------------|------------|----------|--------------|--|
| | Mm/dd/yyyy | Hh:mm | Mm/dd/yyyy | Hh:mm | | |
| C090960.N3B ✓ | 12/03/2001 | 00:00 | 12/04/2001 | 12:59 | A | |
| W090960.N3B ✓ | 12/03/2001 | 00:00 | 12/04/2001 | 12:59 | A | |
| C090960.N4B ✓ | 12/04/2001 | 13:04 | 12/18/2001 | 11:27 | A | |
| W090960.N4B ✓ | 12/04/2001 | 13:04 | 12/18/2001 | 11:27 | A | |
| C090960.NIB ✓ | 12/19/2001 | 00:00 | 12/31/2001 | 23:55 | A | |
| W090960.NIB ✓ | 12/19/2001 | 00:00 | 12/31/2001 | 23:55 | A | |
| C090960.C1C ✓ | 01/01/2002 | 00:00 | 03/20/2002 | 12:40 | A | |
| W090960.C1C ✓ | 01/01/2002 | 00:00 | 03/20/2002 | 12:40 | A | |
| C090960.EJC ✓ | 03/20/2002 | 12:53 | 04/02/2002 | 08:59 | A | |
| W090960.EJC ✓ | 03/20/2002 | 12:53 | 04/02/2002 | 08:59 | A | |
| C090960.F2C ✓ | 04/02/2002 | 09:11 | 06/03/2002 | 15:26 | A | |
| W090960.F2C ✓ | 04/02/2002 | 09:11 | 06/03/2002 | 15:26 | A | |
| C090960.H5C ✓ | 06/05/2002 | 15:03 | 06/12/2002 | 11:09 | A | |
| W090960.H5C ✓ | 06/05/2002 | 15:03 | 06/12/2002 | 11:09 | A | |
| C090960.HDC ✓ | 06/14/2002 | 07:54 | 06/28/2002 | 08:22 | A | |
| W090960.HDC ✓ | 06/14/2002 | 07:54 | 06/28/2002 | 08:22 | A | |
| C090960.HRC ✓ | 06/28/2002 | 08:33 | 07/02/2002 | 14:59 | A | |
| W090960.HRC ✓ | 06/28/2002 | 08:33 | 07/02/2002 | 14:59 | A | |
| C090960.I2C ✓ | 07/02/2002 | 15:11 | 07/25/2002 | 15:22 | A | |
| W090960.I2C ✓ | 07/02/2002 | 15:11 | 07/25/2002 | 15:22 | A | |
| C090960.IOC ✓ | 07/25/2002 | 15:39 | 07/29/2002 | 09:41 | A | |
| W090960.IOC ✓ | 07/25/2002 | 15:39 | 07/29/2002 | 09:41 | A | |
| C090960.ISC ✓ | 07/29/2002 | 09:49 | 08/15/2002 | 15:28 | A | |
| W090960.ISC ✓ | 07/29/2002 | 09:49 | 08/15/2002 | 15:28 | A | |
| C090960.JEC ✓ | 08/15/2002 | 15:32 | 08/19/2002 | 10:21 | A | |
| W090960.JEC ✓ | 08/15/2002 | 15:32 | 08/19/2002 | 10:21 | A | |
| C090960.JIC ✓ | 08/19/2002 | 10:23 | 09/05/2002 | 15:55 | A | |
| W090960.JIC ✓ | 08/19/2002 | 10:23 | 09/05/2002 | 15:55 | A | |
| C090960.LEC ✓ | 10/15/2002 | 09:45 | 12/18/2002 | 13:41 | A | |
| W090960.LEC ✓ | 10/15/2002 | 09:45 | 12/18/2002 | 13:41 | A | |
| C090960.NHC ✓ | 12/18/2002 | 13:51 | 12/31/2002 | 23:58 | A | |
| W090960.NHC ✓ | 12/18/2002 | 13:51 | 12/31/2002 | 23:58 | A | |
| C090960.C1D ✓ | 01/01/2003 | 00:00 | 01/07/2003 | 11:29 | A | |
| W090960.C1D ✓ | 01/01/2003 | 00:00 | 01/07/2003 | 11:29 | A | |
| C090960.C7D ✓ | 01/07/2003 | 11:33 | 04/03/2003 | 09:34 | A | |
| W090960.C7D ✓ | 01/07/2003 | 11:33 | 04/03/2003 | 09:34 | A | |
| C090960.F3D ✓ | 04/03/2003 | 09:46 | 04/21/2003 | 09:24 | A | |
| W090960.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 Aug 19 2003

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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [09] |
| | *SHRP SECTION ID | [090960] |

090960

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 /23 /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) 4 TEST TRUCKS
 3 NUMBER OF TRUCKS COMPARED 4 NUMBER OF TEST TRUCKS USED

| | | |
|--------------------------------------|------------|-----------------------|
| | 68, 49, 51 | PASSES PER TRUCK |
| TYPE PER FHWA 13 BIN SYSTEM | TRUCK | TYPE |
| 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> 9 </u> <u> 1 </u> |
| | 4 | <u> </u> <u> </u> |
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 0.71 STANDARD DEVIATION 4.42
 DYNAMIC AND STATIC SINGLE AXLES -5.57 STANDARD DEVIATION 5.75
 DYNAMIC AND STATIC DOUBLE AXLES 1.60 STANDARD DEVIATION 5.99
- 5 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50, 55, 60, 65, 70
- 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

PERSON LEADING CALIBRATION EFFORT: Anne-Marie McDonnell
 CONTACT INFORMATION: 860-258-0308 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 [090960] |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 /23 /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) 4 TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 4 NUMBER OF TEST TRUCKS USED
 49 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 | | |
| | 4 | | |

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7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW 0.13 STANDARD DEVIATION 2.58
 DYNAMIC AND STATIC SINGLE AXLES -0.25 STANDARD DEVIATION 3.25
 DYNAMIC AND STATIC DOUBLE AXLES 0.21 STANDARD DEVIATION 3.29
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 - 4.1135, SENSOR 2 - 5.9905, SENSOR 3 - 3.9844, SENSOR 4 - 4.2873
- 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 [090960] |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 /23 /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) 4 TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 4 NUMBER OF TEST TRUCKS USED
 51 PASSES PER TRUCK
- | | TRUCK | TYPE | SUSPENSION |
|--------------------------------------|-------|------------|------------|
| TYPE PER FHWA 13 BIN SYSTEM | 1 | _____ | _____ |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2 | _____ | _____ |
| 3 - OTHER (DESCRIBE) | 3 | <u> 9 </u> | <u> 1 </u> |
| | 4 | _____ | _____ |

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7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 2.35 STANDARD DEVIATION 4.13
 DYNAMIC AND STATIC SINGLE AXLES -3.58 STANDARD DEVIATION 2.98
 DYNAMIC AND STATIC DOUBLE AXLES 3.32 STANDARD DEVIATION 5.27
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50, 55, 6
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.1135, SENSOR 2 - 5.9905, SENSOR 3 - 3.9844, SENSOR 4 - 4.2873
- 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 [090960] |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [04 /23 /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) 4 TEST TRUCKS
 1 NUMBER OF TRUCKS COMPARED 4 NUMBER OF TEST TRUCKS USED
 61 PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|------------|------------|
| 1 | _____ | _____ |
| 2 | _____ | _____ |
| 3 | _____ | _____ |
| 4 | <u> 8 </u> | <u> 1 </u> |

TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE) _____

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7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 2.01 STANDARD DEVIATION 6.25
 DYNAMIC AND STATIC SINGLE AXLES -5.65 STANDARD DEVIATION 3.02
 DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
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 - 4.1135, SENSOR 2 - 5.9905, SENSOR 3 - 3.9844, SENSOR 4 - 4.2873
- 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 [090960] |
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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
 27 PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|-------------------|-----------------|
| 1 | | |
| 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> -0.27 </u> | STANDARD DEVIATION | <u> 3.57 </u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u> -3.79 </u> | STANDARD DEVIATION | <u> 2.84 </u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u> 0.38 </u> | STANDARD DEVIATION | <u> 4.51 </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 - 4.1135, SENSOR 2 - 5.9905, SENSOR 3 - 3.9844, SENSOR 4 - 4.2873
- 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 |