

SHEET 13 ATTACHMENT LTTP TRAFFICE DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[09]
	*SHRP SECTION ID	[095001]

Filename	Start Date	Start Time	End Date	End Time	Class Scheme	
	Mm/dd/yyyy	Hh:mm	Mm/dd/yyyy	Hh:mm		
C095001.K0D	09/10/2003	10:38	09/15/2003	23:59	A	
W095001.K0D	09/10/2003	10:38	09/15/2003	23:59	A	
C095001.KFD	09/16/2003	00:10	09/17/2003	09:51	A	
W095001.KFD	09/16/2003	00:10	09/17/2003	09:51	A	
C095001.KGD	09/17/2003	10:24	11/16/2003	05:58	A	
W095001.KGD	09/17/2003	10:24	11/16/2003	05:58	A	
C095001.MFD	11/16/2003	06:50	12/31/2003	23:58	A	
W095001.MFD	11/16/2003	06:50	12/31/2003	23:58	A	
C095001.C1E	01/01/2004	00:00	01/20/2004	10:59	A	
W095001.C1E	01/01/2004	00:00	01/20/2004	10:59	A	
C095001.CJE	01/20/2004	11:41	02/28/2004	00:58	A	
W095001.CJE	01/20/2004	11:41	02/28/2004	00:58	A	
C095001.ESE	03/29/2004	10:35	04/03/2004	06:59	A	
W095001.ESE	03/29/2004	10:35	04/03/2004	06:59	A	
C095001.F3E	04/03/2004	07:10	04/04/2004	09:25	A	
W095001.F3E	04/03/2004	07:10	04/04/2004	09:25	A	
C095001.F4E	04/04/2004	09:34	04/18/2004	05:58	A	
W095001.F4E	04/04/2004	09:34	04/18/2004	05:58	A	
C095001.FHE	04/18/2004	06:34	05/23/2004	17:36	A	
W095001.FHE	04/18/2004	06:34	05/23/2004	17:36	A	
C095001.GME	05/23/2004	17:40	05/26/2004	23:59	A	
W095001.GME	05/23/2004	17:40	05/26/2004	23:59	A	
C095001.GQE	05/27/2004	00:56	06/04/2004	05:59	A	
W095001.GQE	05/27/2004	00:56	06/04/2004	05:59	A	
C095001.H9E	06/04/2004	07:13	07/24/2004	00:59	A	
W095001.H9E	06/04/2004	07:13	07/24/2004	00:59	A	
C095001.JNE	07/24/2004	05:16	07/25/2004	06:58	A	
W095001.JNE	07/24/2004	05:16	07/25/2004	06:58	A	
C095001.JOE	07/25/2004	07:40	08/10/2004	10:49	A	
W095001.JOE	07/25/2004	07:40	08/10/2004	10:49	A	
C095001.K0E	08/10/2004	10:58	08/19/2004	16:13	A	
W095001.K0E	08/10/2004	10:58	08/19/2004	16:13	A	
C095001.KIE	08/19/2004	16:25	08/20/2004	15:59	A	
W095001.KIE	08/19/2004	16:25	08/20/2004	15:59	A	
C095001.KJE	08/20/2004	20:05	08/29/2004	17:59	A	
W095001.KJE	08/20/2004	20:05	08/29/2004	17:59	A	
C095001.KTE	08/30/2004	00:13	08/31/2004	03:59	A	
W095001.KTE	08/30/2004	00:13	08/31/2004	03:59	A	

PERSON LEADING CALIBRATION EFFORT: <u>Anne-Marie McDonnell</u> CONTACT INFORMATION: <u>860-258-0308</u>	DATE PREPARED 09/18/07
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*STATE ASSIGNED ID	[]
*STATE CODE	[09]
*SHRP SECTION ID	[095001]

PERSON LEADING CALIBRATION EFFORT: Anne-Marie McDonnell
CONTACT INFORMATION: 860-258-0308 **DATE PREPARED 09/18/07**

ENTERED APR 13 2004

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[09]
	*SHRP SECTION ID	[095001]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 /08 /2004]
- * 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 ☐ NUMBER OF TEST TRUCKS USED
☐ 20.16 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
3	SHEET 16 TRUCKS COMBINED	

 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE) _____
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW ☐ -2.50 STANDARD DEVIATION ☐ 6.46
 DYNAMIC AND STATIC SINGLE AXLES ☐ 0.51 STANDARD DEVIATION ☐ 5.23
 DYNAMIC AND STATIC DOUBLE AXLES ☐ -2.91 STANDARD DEVIATION ☐ 7.54
- ☐ 5 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) ☐ 55, 60, 65, 70, 75
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ SENSOR 1 - 4.9615, SENSOR 3 - 5.2833 **Ag 5.12**
- ** 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 ☒ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<input type="checkbox"/> 0.0	FHWA CLASS	_____
*** FHWA CLASS 8	<input type="checkbox"/> 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 [095001]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 /08 /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
 20 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> </u>	<u> </u>
	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 -4.16 STANDARD DEVIATION 8.28
 DYNAMIC AND STATIC SINGLE AXLES -2.16 STANDARD DEVIATION 5.50
 DYNAMIC AND STATIC DOUBLE AXLES -4.61 STANDARD DEVIATION 9.02
8. 4 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 60, 65, 70, 75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SENSOR 1 - 4.9615, SENSOR 3 - 5.2833
- 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 [095001]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06 /08 /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
 16 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 -0.41 STANDARD DEVIATION 1.44
 DYNAMIC AND STATIC SINGLE AXLES 3.85 STANDARD DEVIATION 2.02
 DYNAMIC AND STATIC DOUBLE AXLES -0.79 STANDARD DEVIATION 2.13
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 - 4.9615, SENSOR 3 - 5.2833
- 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
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