

*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 2005

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 /07 /2005 ]
- \* 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, 23 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 -3.32 STANDARD DEVIATION 3.47  
 DYNAMIC AND STATIC SINGLE AXLES -3.08 STANDARD DEVIATION 2.33  
 DYNAMIC AND STATIC DOUBLE AXLES -3.43 STANDARD DEVIATION 4.61
- 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 - 4.9615, SENSOR 3 - 5.2833 Avg 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 0.0 FHWA CLASS           
 \*\*\* FHWA CLASS 8 0.0 FHWA CLASS           
 FHWA CLASS           
 FHWA CLASS           
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0.0

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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 06 /07 /2005 ]
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  

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  -4.57  STANDARD DEVIATION  4.54   
 DYNAMIC AND STATIC SINGLE AXLES  -3.56  STANDARD DEVIATION  2.46   
 DYNAMIC AND STATIC DOUBLE AXLES  -4.85  STANDARD DEVIATION  5.79
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 - 4.9615, 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

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  CHANNELIZED ROUND PIEZO   LOAD CELLS  X  QUARTZ PIEZO  
  CHANNELIZED FLAT PIEZO   INDUCTANCE LOOPS   CAPACITANCE PADS  
  OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER  KISTLER SENSOR, JRD 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  
 23  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  -2.24  STANDARD DEVIATION  1.61   
 DYNAMIC AND STATIC SINGLE AXLES  -2.66  STANDARD DEVIATION  2.18   
 DYNAMIC AND STATIC DOUBLE AXLES  -2.20  STANDARD DEVIATION  2.18
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 - 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

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