

800-2-13-9-12

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE - NO SITE COUNT</b>	<b>State Assigned ID</b> _____
	<b>State Code</b> _____ <b>81</b>
	<b>SHRP Section ID</b> _____ <b>0500</b>

1. ANNUAL TRAFFIC ESTIMATES

YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO WAY)	ESTIMATED TOTAL TRUCK AADT (TWO WAY)	ESTIMATED TOTAL VEHICLES AADT GPS LANE	ESTIMATED TOTAL TRUCK AADT GPS LANE	ESTIMATED ESAL'S / YR GPS LANE (1000's)
2004	6550	2200	2720	1120	415

2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)

- 8 ☐ Growth factored last year's estimates  
☐ Estimated based on volume counts at nearby locations  
☐ Used computerized network analysis  
☒ Other WIM on Site

3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)

- 9 ☐ Used system average for counts taken this year  
☐ Used count data from nearby sites  
☐ Used count data from previous years at GPS site  
☐ Used system averages from previous years counts  
☐ Used computerized network analysis  
☒ Other WIM on Site

4. METHOD FOR ESTIMATING TOTAL VEHICLES GPS LANE AADT

- 3 ☒ System distribution factors  
☐ Other \_\_\_\_\_  
WIM on Site

5. METHOD FOR ESTIMATING TOTAL TRUCKS, GPS LANE, AADT

- 3 ☐ System distribution factors  
☒ Other \_\_\_\_\_  
WIM on Site

6. METHOD FOR ESTIMATING ESAL / YEAR IN GPS LANE

- 4 ☐ ESAL / Truck factor  
☐ ESAL / vehicle class factors -  
Number of classes \_\_\_\_\_  
☒ Other \_\_\_\_\_  
WIM on Site

7. ESAL ESTIMATES - SOURCE OF DATA

- 6 ☐ Prior years data collected at GPS site  
☐ Current year system average  
☐ Prior year system average  
☐ Historical W-4 tables  
☒ Other \_\_\_\_\_  
WIM on Site

8. WEIGHT SCALE TYPE

- 1 ☒ WIM Scale  
☐ Static scale used for enforcement  
☐ Static scale not used for enforcement  
☐ Other \_\_\_\_\_

<b>Name of Preparer:</b> _____	<b>Phone #:</b> _____
<b>Date Prepared</b> _____	<b>(780) 415-1359</b>

2005.03.22

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ENTERED MAR 24 2005 BD

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\* State Assigned ID [ ]  
\* State Code [ 81]  
\* SHRP Section ID [ 500]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) **December 13, 2004**
- 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 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) \_\_\_\_\_
- 5 EQUIPMENT MANUFACTURER **ECM**

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6 \*\* CALIBRATION TECHNIQUE USED:  
\_\_\_\_\_ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
\_\_\_\_\_ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | TYPE PER FHWA 13 BIN SYSTEM |  | <u>10</u> PASSES PER TRUCK |            |
|-----------------------------|--|----------------------------|------------|
| SUSPENSION:                 |  | TRUCK                      | SUSPENSION |
| 1 - AIR; 2 - LEAF SPRING    |  | 1                          | <u>9</u>   |
| 3 - OTHER (DESCRIBE)        |  | 2                          |            |
|                             |  | 3                          |            |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -3.31% STANDARD DEVIATION +/- 5.39%  
DYNAMIC AND STATIC SINGLE AXLES 10.13% STANDARD DEVIATION +/- 10.80%  
DYNAMIC AND STATIC DOUBLE AXLES -4.99% STANDARD DEVIATION +/- 6.40%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 66.4 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
Alberta Infrastructure and Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle  
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS  
\_\_\_\_\_ VIDEO \_\_\_\_\_ MANUAL \_\_\_\_\_ PARALLEL CLASSIFIERS **NOT DONE**
- 13 METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_\_ TIME \_\_\_\_\_ NUMBER OF TRUCKS
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\_\_\_\_\_ FHWA CLASS \_\_\_\_\_
- \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. March 7, 2007

3/19/07  
SKC

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\* State Assigned ID [ ]  
\* State Code [ 81]  
\* SHRP Section ID [ 500]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) November 15, 2004
- 2 \* TYPE OF EQUIPMENT CALIBRATED X WIM CLASSIFIER BOTH
- 3 \* REASON FOR CALIBRATION  
X REGULARLY SCHEDULED SITE VISIT 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  
X CHANNELIZED ROUND PIEZO LOAD CELLS QUARTZ PIEZO  
CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS  
OTHER (SPECIFY)
- 5 EQUIPMENT MANUFACTURER ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6 \*\* CALIBRATION TECHNIQUE USED:  
TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X TEST TRUCKS  
NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- |       |          | 10 PASSES PER TRUCK |  |
|-------|----------|---------------------|--|
| TRUCK | TYPE     | SUSPENSION          |  |
| 1     | <u>9</u> | <u>1</u>            |  |
| 2     |          |                     |  |
| 3     |          |                     |  |
- 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 -1.09% STANDARD DEVIATION +/- 5.01%  
DYNAMIC AND STATIC SINGLE AXLES 64.15% STANDARD DEVIATION +/- 34.19%  
DYNAMIC AND STATIC DOUBLE AXLES -5.47% STANDARD DEVIATION +/- 8.91%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.9 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
Alberta Infrastructure and Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle  
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS  
VIDEO MANUAL PARALLEL CLASSIFIERS NOT DONE
- 13 METHOD TO DETERMINE LENGTH OF COUNT TIME NUMBER OF TRUCKS
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION  
\*\*\* FHWA CLASS 9 FHWA CLASS  
\*\*\* FHWA CLASS 8 FHWA CLASS  
FHWA CLASS  
FHWA CLASS  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. March 7, 2007

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**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\* State Assigned ID [ ]  
\* State Code [ 81]  
\* SHRP Section ID [ 500]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) October 19, 2004
- 2 \* TYPE OF EQUIPMENT CALIBRATED X WIM \_\_\_\_\_ CLASSIFIER \_\_\_\_\_ BOTH
- 3 \* REASON FOR CALIBRATION  
X REGULARLY SCHEDULED SITE VISIT \_\_\_\_\_ 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  
X CHANNELIZED ROUND PIEZO \_\_\_\_\_ LOAD CELLS \_\_\_\_\_ QUARTZ PIEZO  
\_\_\_\_\_ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS \_\_\_\_\_ CAPACITANCE PADS  
\_\_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
- 5 EQUIPMENT MANUFACTURER ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6 \*\* CALIBRATION TECHNIQUE USED:  
\_\_\_\_\_ TRAFFIC STREAM -- X STATIC SCALE (Y/N) X TEST TRUCKS  
\_\_\_\_\_ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- |            | <u>10</u> PASSES PER TRUCK |
|------------|----------------------------|
| TRUCK TYPE | SUSPENSION                 |
| 1 <u>9</u> | <u>1</u>                   |
| 2 _____    | _____                      |
| 3 _____    | _____                      |
- 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 14.77% STANDARD DEVIATION +/- 9.82%  
DYNAMIC AND STATIC SINGLE AXLES 23.76% STANDARD DEVIATION +/- 15.56%  
DYNAMIC AND STATIC DOUBLE AXLES 13.16% STANDARD DEVIATION +/- 10.08%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.2 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
Alberta Infrastructure and Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle  
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS  
\_\_\_\_\_ VIDEO \_\_\_\_\_ MANUAL \_\_\_\_\_ PARALLEL CLASSIFIERS NOT DONE
- 13 METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_\_ TIME \_\_\_\_\_ NUMBER OF TRUCKS
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. March 7, 2007

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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ _ _ _ _ ]
	*STATE CODE	[ 8 1 ]
	*SHRP SECTION ID	[ 5 0 0 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 09/ 28/ 2004 ]
2. \* TYPE OF EQUIPMENT CALIBRATED  X  WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION  
 X  REGULARLY SCHEDULED SITE VISIT        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     X  BARE FLAT PIEZO        BENDING PLATES  
    CHANNELIZED ROUND PIEZO        LOAD CELLS        QUARTZ PIEZO  
    CHANNELIZED FLAT PIEZO     X  INDUCTANCE LOOPS        CAPACITANCE PADS  
    OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER  ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
    TRAFFIC STREAM --  Y  STATIC SCALE (Y/N)     X  TEST TRUCKS  
    NUMBER OF TRUCKS COMPARED     1  NUMBER OF TEST TRUCKS USED  
  

	<u> 8 </u> 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    _____    _____
3 - OTHER (DESCRIBE)	3    _____    _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW     + 17.2 %     STANDARD DEVIATION     7.0%   
DYNAMIC AND STATIC SINGLE AXLES     + 7.5 %     STANDARD DEVIATION     7.9%   
DYNAMIC AND STATIC DOUBLE AXLES     + 18.6 %     STANDARD DEVIATION     8.4%
8.  1  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  67 MPH
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  1.04
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)  Y   
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  Alberta Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
    VIDEO        MANUAL        PARALLEL CLASSIFIERS    **NOT DONE**
13. METHOD TO DETERMINE LENGTH OF COUNT        TIME        NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: [peter.kilburn@gov.ab.ca](mailto:peter.kilburn@gov.ab.ca) (780) 415-1359 rev. May 5, 2005

ENTERED MAY 19 2005  


Already entered.

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\* State Assigned ID [ ]  
\* State Code [ 81 ]  
\* SHRP Section ID [ 500 ]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) September 28, 2004
- 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 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)
- 5 EQUIPMENT MANUFACTURER ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6 \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | TYPE PER FHWA 13 BIN SYSTEM |  | 10 PASSES PER TRUCK |            |
|-----------------------------|--|---------------------|------------|
| SUSPENSION:                 |  | TRUCK               | SUSPENSION |
| 1 - AIR; 2 - LEAF SPRING    |  | 1                   | 9          |
| 3 - OTHER (DESCRIBE)        |  | 2                   |            |
|                             |  | 3                   |            |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW -9.54% STANDARD DEVIATION +/- 7.96%  
DYNAMIC AND STATIC SINGLE AXLES 4.34% STANDARD DEVIATION +/- 6.88%  
DYNAMIC AND STATIC DOUBLE AXLES -11.41% STANDARD DEVIATION +/- 8.79%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.1 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
Alberta Infrastructure and Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle  
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS NOT DONE
- 13 METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION  
\*\*\* FHWA CLASS 9 FHWA CLASS  
\*\*\* FHWA CLASS 8 FHWA CLASS  
FHWA CLASS  
FHWA CLASS  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. March 7, 2007

Reentered  
3/19/07  
SKC

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\* State Assigned ID [ ]  
\* State Code [ 81]  
\* SHRP Section ID [ 500]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR): August 24, 2004
- 2 \* TYPE OF EQUIPMENT CALIBRATED X WIM   CLASSIFIER   BOTH
- 3 \* REASON FOR CALIBRATION  
X REGULARLY SCHEDULED SITE VISIT   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  
X CHANNELIZED ROUND PIEZO   LOAD CELLS   QUARTZ PIEZO  
  CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS   CAPACITANCE PADS  
  OTHER (SPECIFY)
- 5 EQUIPMENT MANUFACTURER ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6 \*\* CALIBRATION TECHNIQUE USED:  
  TRAFFIC STREAM -- Y STATIC SCALE (Y/N) X TEST TRUCKS  
  NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- |       | <u>10</u> PASSES PER TRUCK |            |
|-------|----------------------------|------------|
| TRUCK | TYPE                       | SUSPENSION |
| 1     | <u>9</u>                   | <u>1</u>   |
| 2     | <u> </u>                   | <u> </u>   |
| 3     | <u> </u>                   | <u> </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 -4.50% STANDARD DEVIATION +/- 4.75%  
DYNAMIC AND STATIC SINGLE AXLES 4.53% STANDARD DEVIATION +/- 7.14%  
DYNAMIC AND STATIC DOUBLE AXLES -5.65% STANDARD DEVIATION +/- 5.29%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 62.1 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
Alberta Infrastructure and Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle  
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
  VIDEO   MANUAL   PARALLEL CLASSIFIERS NOT DONE
- 13 METHOD TO DETERMINE LENGTH OF COUNT   TIME   NUMBER OF TRUCKS
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION  
\*\*\* FHWA CLASS 9   FHWA CLASS    
\*\*\* FHWA CLASS 8   FHWA CLASS    
FHWA CLASS    
FHWA CLASS    
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. March 7, 2007

3/19/07  
SKC

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ _ _ _ _ ]
	*STATE CODE	[ 8 1 ]
	*SHRP SECTION ID	[ 5 0 0 ]

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  
 X  REGULARLY SCHEDULED SITE VISIT      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  X  BARE FLAT PIEZO      BENDING PLATES  
     CHANNELIZED ROUND PIEZO      LOAD CELLS      QUARTZ PIEZO  
     CHANNELIZED FLAT PIEZO  X  INDUCTANCE LOOPS      CAPACITANCE PADS  
     OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER  ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
     TRAFFIC STREAM --  Y  STATIC SCALE (Y/N)  X  TEST TRUCKS  
     NUMBER OF TRUCKS COMPARED      1 NUMBER OF TEST TRUCKS USED  

	<u> 8 </u>	PASSES PER TRUCK
	TRUCK	TYPE      SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u> 13 </u> <u> 1 </u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____
3 - OTHER (DESCRIBE)	3	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW  + 16.1 %  STANDARD DEVIATION  5.0%   
DYNAMIC AND STATIC SINGLE AXLES  + 0.7 %  STANDARD DEVIATION  12.1%   
DYNAMIC AND STATIC DOUBLE AXLES  + 18.8 %  STANDARD DEVIATION  4.9%
8.  3  NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  63 to 68 MPH
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  0.95
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)  Y   
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  Alberta Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
     VIDEO      MANUAL      PARALLEL CLASSIFIERS **NOT DONE**
13. METHOD TO DETERMINE LENGTH OF COUNT      TIME      NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Peter Kilburn P.Eng. Alberta Infrastructure & Transportation  
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