

file 800.12.13. 9.12

<p>SHEET 10 LTPP TRAFFIC DATA</p> <p>TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT</p>	<p>State Assigned ID _____</p> <p>State Code _____ 81</p> <p>SHRP Section ID _____ 500</p>
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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)
2007	7760	2130	3000	1000	696

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

☐ Growth factored last year's estimates
☐ Estimated based on volume counts at nearby locations
☐ Used computerized network analysis
☒ Other 3
WIM on Site

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

☐ 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 9
WIM on Site

4. METHOD FOR ESTIMATING TOTAL VEHICLES GPS LANE AADT

☐ System distribution factors
☒ Other 3
WIM on Site

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

☐ System distribution factors
☒ Other 3
WIM on Site

6. METHOD FOR ESTIMATING ESAL / YEAR IN GPS LANE

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

7. ESAL ESTIMATES - SOURCE OF DATA

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

8. WEIGHT SCALE TYPE

☒ WIM Scale 1
☐ Static scale used for enforcement
☐ Static scale not used for enforcement
☐ Other _____

Name of Preparer:	Matthew Ivany	Phone #:	(780) 415-2847
Date Prepared	2008.06.12		

File: S:\PD\TECHSERV\WIM2007\2007Data\SHRPLTPPSHEET102007.XLS

JUN 23 2008

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 10, 2007**
- 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
- | | <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 7.95% STANDARD DEVIATION +/- 4.50%
DYNAMIC AND STATIC SINGLE AXLES 14.15% STANDARD DEVIATION +/- 7.94%
DYNAMIC AND STATIC DOUBLE AXLES 6.73% STANDARD DEVIATION +/- 4.08%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.5 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 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 Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

JUN 25 2008

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 19, 2007**
- 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
- | TRUCK | TYPE | PASSES PER TRUCK | SUSPENSION |
|-------|----------|------------------|------------|
| 1 | <u>9</u> | <u>10</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 0.48% STANDARD DEVIATION +/- 3.39%
DYNAMIC AND STATIC SINGLE AXLES 6.63% STANDARD DEVIATION +/- 6.90%
DYNAMIC AND STATIC DOUBLE AXLES -0.26% STANDARD DEVIATION +/- 3.74%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 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 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 Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

ENT'D JUN 25 2008

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 15, 2007**
- 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 -- ☒ Y STATIC SCALE (Y/N) ☒ TEST TRUCKS
 _____ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | TRUCK | TYPE | PASSES PER TRUCK | SUSPENSION |
|-------|----------|------------------|------------|
| 1 | <u>9</u> | <u>10</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 19.07% STANDARD DEVIATION +/- 10.43%
 DYNAMIC AND STATIC SINGLE AXLES 28.76% STANDARD DEVIATION +/- 15.20%
 DYNAMIC AND STATIC DOUBLE AXLES 17.60% STANDARD DEVIATION +/- 11.72%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 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 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 Transportation**
 CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

END JUN 25 2008

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 17, 2007**
- 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
- | | <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 9.73% STANDARD DEVIATION +/- 6.08%
DYNAMIC AND STATIC SINGLE AXLES 20.83% STANDARD DEVIATION +/- 11.31%
DYNAMIC AND STATIC DOUBLE AXLES 7.48% STANDARD DEVIATION +/- 5.34%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 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 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 Transportation
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008

ENTD JUN 25 2008
JUN 25 2008

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 20, 2007
- 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 | _____ | _____ |
| 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 -18.46% STANDARD DEVIATION +/- 9.58%
DYNAMIC AND STATIC SINGLE AXLES -6.34% STANDARD DEVIATION +/- 3.70%
DYNAMIC AND STATIC DOUBLE AXLES -20.39% STANDARD DEVIATION +/- 10.41%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 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 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 Transportation
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008

JUN 25 2008
ENT'D JUN 25 2008

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) July 16, 2007
- 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 | _____ | _____ |
| 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 -12.07% STANDARD DEVIATION +/- 8.68%
DYNAMIC AND STATIC SINGLE AXLES -4.64% STANDARD DEVIATION +/- 6.80%
DYNAMIC AND STATIC DOUBLE AXLES -13.35% STANDARD DEVIATION +/- 9.81%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.2 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 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 Transportation
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008

END JUN 25 2008

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) **June 11, 2007**
- 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
- | | | 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 -10.39% STANDARD DEVIATION +/- 6.39%
DYNAMIC AND STATIC SINGLE AXLES 3.38% STANDARD DEVIATION +/- 4.27%
DYNAMIC AND STATIC DOUBLE AXLES -12.29% STANDARD DEVIATION +/- 7.67%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.8 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 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 Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

ENTD JUN 25 2008

25 2008

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) **May 14, 2007**
- 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 | _____ | _____ |
| 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 2.17% STANDARD DEVIATION +/- 2.86%
DYNAMIC AND STATIC SINGLE AXLES 21.58% STANDARD DEVIATION +/- 11.39%
DYNAMIC AND STATIC DOUBLE AXLES -0.80% STANDARD DEVIATION +/- 3.62%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.8 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 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 Transportation
CONTACT INFORMATION: peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008

ENT'D JUN 25 2008

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) **April 23, 2007**
- 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 | _____ | _____ |
| 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 14.47% STANDARD DEVIATION +/- 7.80%
DYNAMIC AND STATIC SINGLE AXLES 32.42% STANDARD DEVIATION +/- 16.82%
DYNAMIC AND STATIC DOUBLE AXLES 11.91% STANDARD DEVIATION +/- 6.65%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.2 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 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 Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

END JUN 25 2008

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) **March 19, 2007**
- 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
- | TRUCK | PASSES PER TRUCK | |
|-------|------------------|------------|
| | TYPE | SUSPENSION |
| 1 | 9 | 1 |
| 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 **3.74%** STANDARD DEVIATION +/- **3.51%**
DYNAMIC AND STATIC SINGLE AXLES **14.40%** STANDARD DEVIATION +/- **8.25%**
DYNAMIC AND STATIC DOUBLE AXLES **1.94%** STANDARD DEVIATION +/- **3.20%**
- 8 **1** NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) **68.4 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 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 Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

ENTD JUN 25 2008

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) **February 20, 2007**
- 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
- | | <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 11.48% STANDARD DEVIATION +/- 7.65%
DYNAMIC AND STATIC SINGLE AXLES 24.41% STANDARD DEVIATION +/- 13.96%
DYNAMIC AND STATIC DOUBLE AXLES 9.33% STANDARD DEVIATION +/- 6.84%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.3 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 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 _____
FHWA CLASS _____
- *** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: **Peter Kilburn P.Eng. Alberta Transportation**
CONTACT INFORMATION: **peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008**

ENTD JUN 25 2008

File: 800.12.13.9.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	* State Assigned ID * State Code 81 * SHRP Section ID 500
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SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR): January 15, 2007
- 2 * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ___ CLASSIFIER ___ BOTH
- 3 * REASON FOR CALIBRATION
- | | |
|--|---|
| <input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input type="checkbox"/> RESEARCH |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT | <input type="checkbox"/> TRAINING |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | |
- 4 * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY)
- | | | |
|---|--|---|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC | <input type="checkbox"/> BARE FLAT PIEZO | <input type="checkbox"/> BENDING PLATES |
| <input checked="" type="checkbox"/> CHANNELIZED ROUND PIEZO | <input type="checkbox"/> LOAD CELLS | <input type="checkbox"/> QUARTZ PIEZO |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO | <input checked="" type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input type="checkbox"/> 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: 1 - AIR; 2 - LEAF SPRING | TRUCK | TYPE | SUSPENSION |
| 3 - OTHER (DESCRIBE) | 1 | <u>9</u> | <u>1</u> |
| | 2 | | |
| | 3 | | |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | | | |
|---------------------------------|---------------|--------------------------------------|
| MEAN DIFFERENCE BETWEEN --- | | |
| DYNAMIC AND STATIC GVW | <u>13.54%</u> | STANDARD DEVIATION +/- <u>7.85%</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>28.29%</u> | STANDARD DEVIATION +/- <u>15.07%</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>11.33%</u> | STANDARD DEVIATION +/- <u>6.90%</u> |
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 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 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: <u>Peter Kilburn P.Eng. Alberta Transportation</u> CONTACT INFORMATION: <u>peter.kilburn@gov.ab.ca (780) 415-1359 rev. June 11, 2008</u>
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JUN 23 2008