

800.12.13.9.12

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT	State Assigned ID _____
	State Code _____ 81
	SHRP Section ID _____ 500

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)
2011	7730	1750	3120	990	754

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 _____

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 _____

WIM on Site

4. METHOD FOR ESTIMATING TOTAL VEHICLES GPS LANE AADT

- ☐ System distribution factors
☒ Other _____

WIM on Site

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

- ☐ System distribution factors
☒ Other _____

WIM on Site

6. METHOD FOR ESTIMATING ESAL / YEAR IN GPS LANE

- ☐ ESAL / Truck factor
☐ ESAL / vehicle class factors -
 Number of classes _____
☒ Other _____

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 _____

WIM on Site

8. WEIGHT SCALE TYPE

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

Name of Preparer: Peter Kilburn P.Eng
Date Prepared 2012.03.29

Phone #: (780) 415-1359

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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) December 5, 2011
- 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 |
| 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 _____ |
| | 3 _____ |

- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | | | |
|---------------------------------|--------------|-------------------------------------|
| MEAN DIFFERENCE BETWEEN --- | | |
| DYNAMIC AND STATIC GVW | <u>1.96%</u> | STANDARD DEVIATION +/- <u>2.33%</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>8.98%</u> | STANDARD DEVIATION +/- <u>5.60%</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>0.63%</u> | STANDARD DEVIATION +/- <u>2.93%</u> |

- 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 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. March 29, 2012

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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) **October 17, 2011**
- 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 48.28% STANDARD DEVIATION +/- 53.67%
 DYNAMIC AND STATIC SINGLE AXLES 63.44% STANDARD DEVIATION +/- 57.75%
 DYNAMIC AND STATIC DOUBLE AXLES 49.69% STANDARD DEVIATION +/- 53.95%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.4 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. March 29, 2012

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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) August 15, 2011
- 2 * TYPE OF EQUIPMENT CALIBRATED X WIM ___ CLASSIFIER ___ BOTH
- 3 * REASON FOR CALIBRATION
- | | |
|---|--------------------------------|
| <u>X</u> 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 |
| <u>X</u> CHANNELIZED ROUND PIEZO | ___ LOAD CELLS | ___ QUARTZ PIEZO |
| ___ CHANNELIZED FLAT PIEZO | <u>X</u> 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
- | TYPE PER FHWA 13 BIN SYSTEM | 10
TRUCK | PASSES PER TRUCK
TYPE | SUSPENSION |
|--------------------------------------|-------------|--------------------------|------------|
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 | <u>9</u> | <u>1</u> |
| 3 - OTHER (DESCRIBE) | 2 | ___ | ___ |
| | 3 | ___ | ___ |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | | | |
|---------------------------------|---------------|-------------------------------------|
| MEAN DIFFERENCE BETWEEN --- | | |
| DYNAMIC AND STATIC GVW | <u>-1.82%</u> | STANDARD DEVIATION +/- <u>6.12%</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>1.74%</u> | STANDARD DEVIATION +/- <u>5.07%</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>-3.13%</u> | STANDARD DEVIATION +/- <u>7.55%</u> |
- 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. March 29, 2012

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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) June 13, 2011
- 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 | |
|--------------------------------------|-------|------------------|------------|
| 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> </u> | <u> </u> |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 15.89% STANDARD DEVIATION +/- 8.84%
 DYNAMIC AND STATIC SINGLE AXLES 25.86% STANDARD DEVIATION +/- 13.70%
 DYNAMIC AND STATIC DOUBLE AXLES 14.69% STANDARD DEVIATION +/- 12.08%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.4 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. March 29, 2012

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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) April 11, 2011
- 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 | |
|--------------------------------------|-----------|------------------|------------|
| 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 | ___ | ___ |
| | 3 | ___ | ___ |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 5.98% STANDARD DEVIATION +/- 4.18%
 DYNAMIC AND STATIC SINGLE AXLES 21.19% STANDARD DEVIATION +/- 11.31%
 DYNAMIC AND STATIC DOUBLE AXLES 3.32% STANDARD DEVIATION +/- 8.83%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 64.1 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 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. March 29, 2012

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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) **February 14, 2011**
- 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 ☐ NUMBER OF TEST TRUCKS USED
- | | | 10 | PASSES PER TRUCK | |
|-------|------|----|------------------|--|
| 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 **6.59%** STANDARD DEVIATION +/- **12.96%**
 DYNAMIC AND STATIC SINGLE AXLES **2.48%** STANDARD DEVIATION +/- **2.66%**
 DYNAMIC AND STATIC DOUBLE AXLES **4.56%** STANDARD DEVIATION +/- **15.34%**
- 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 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. March 29, 2012

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