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<p><b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b></p> <p style="text-align: center;"><b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE - NO SITE COUNT</b></p>	<p><b>State Assigned ID</b> _____</p> <p><b>State Code</b> _____ <b>81</b></p> <p><b>SHRP Section ID</b> _____ <b>A900</b></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)
2004	6340	1330	2700	630	270

**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 \_\_\_\_\_

Name of Preparer:	Peter Kilburn	Phone #:	(780) 415-1359
Date Prepared	2005.03.22	File D:\MY DOCUMENTS\ECN\WIM\SHRP\SHRP2003\HWY008E.XLS	

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SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\* State Assigned ID [ ]  
\* State Code [ 81 ]  
\* SHRP Section ID [ A 900 ]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) December 16, 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
- |       |      | 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 25.76% STANDARD DEVIATION +/- 61.23%  
DYNAMIC AND STATIC SINGLE AXLES -43.76% STANDARD DEVIATION +/- 22.59%  
DYNAMIC AND STATIC DOUBLE AXLES 2.56% STANDARD DEVIATION +/- 39.08%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 69 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 [ A 900 ]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) November 18, 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
- | TRUCK | 10 PASSES PER 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 10.99% STANDARD DEVIATION +/- 9.26%  
DYNAMIC AND STATIC SINGLE AXLES 9.87% STANDARD DEVIATION +/- 10.14%  
DYNAMIC AND STATIC DOUBLE AXLES 11.35% STANDARD DEVIATION +/- 12.00%
- 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 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 [A 900]

SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) October 22, 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
- | TYPE PER FHWA 13 BIN SYSTEM |       | 10 PASSES PER TRUCK |            |
|-----------------------------|-------|---------------------|------------|
| SUSPENSION:                 | TRUCK | TYPE                | 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 4.51% STANDARD DEVIATION +/- 3.17%  
DYNAMIC AND STATIC SINGLE AXLES 7.95% STANDARD DEVIATION +/- 4.70%  
DYNAMIC AND STATIC DOUBLE AXLES 3.44% STANDARD DEVIATION +/- 4.38%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_ 69 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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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[ 81 ]
	*SHRP SECTION ID	[ A 900 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 10/ 01/ 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 ☐ Y STATIC SCALE (Y/N) ☒ 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 + 24.6% STANDARD DEVIATION 19.3%  
DYNAMIC AND STATIC SINGLE AXLES + 46.0% STANDARD DEVIATION 22.1%  
DYNAMIC AND STATIC DOUBLE AXLES + 21.3% STANDARD DEVIATION 19.4%
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) 1.05
- 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

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	<b>* State Assigned ID</b> [ ] <b>* State Code</b> [ 81] <b>* SHRP Section ID</b> [A 900]
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SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) October 1, 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 0.36% STANDARD DEVIATION +/- 1.98%  
DYNAMIC AND STATIC SINGLE AXLES 12.39% STANDARD DEVIATION +/- 7.08%  
DYNAMIC AND STATIC DOUBLE AXLES -1.07% STANDARD DEVIATION +/- 2.15%
- 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

Re-interviewed  
3/19/07  
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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	<b>* State Assigned ID</b> [ ] <b>* State Code</b> [ 81 ] <b>* SHRP Section ID</b> [ A 900 ]
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SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR) August 27, 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>    </u> 9 | <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 2.02% STANDARD DEVIATION +/- 1.77%  
DYNAMIC AND STATIC SINGLE AXLES 4.58% STANDARD DEVIATION +/- 3.60%  
DYNAMIC AND STATIC DOUBLE AXLES 1.45% STANDARD DEVIATION +/- 2.53%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 69.6 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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<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	[ A 9 0 0 ]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 05/ 28/ 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 ECM

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ Y\_STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED  

	<u>7</u>	PASSES PER TRUCK
	TRUCK	TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>10</u> <u>1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____
3 - OTHER (DESCRIBE)	3	_____
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW - 3.3 % STANDARD DEVIATION 6.7%  
 DYNAMIC AND STATIC SINGLE AXLES + 38.6 % STANDARD DEVIATION 15.2%  
 DYNAMIC AND STATIC DOUBLE AXLES - 21.3 % STANDARD DEVIATION 8.7%
- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 63 MPH
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- \*\* 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\*\*\*

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

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