

8002.13.9.12

<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 _____ A900</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)
2006	6910	1170	2770	550	308

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	2007.03.07	

File: D:\MY DOCUMENTS\ECM\WIM\SHRP\SHRP2005\SHRP\LTPP\SHEET102005.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 14, 2006
- 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: | 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE) | TRUCK | TYPE | SUSPENSION |
| | | 1 | 9 | 1 |
| | | 2 | | |
| | | 3 | | |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 3.58% STANDARD DEVIATION +/- 2.64%
DYNAMIC AND STATIC SINGLE AXLES 18.43% STANDARD DEVIATION +/- 10.03%
DYNAMIC AND STATIC DOUBLE AXLES 1.62% STANDARD DEVIATION +/- 3.88%
- 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) November 23, 2006
- 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 2.40% STANDARD DEVIATION +/- 2.29%
DYNAMIC AND STATIC SINGLE AXLES 16.29% STANDARD DEVIATION +/- 9.29%
DYNAMIC AND STATIC DOUBLE AXLES 0.84% STANDARD DEVIATION +/- 3.42%
- 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 _____
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 19, 2006
- 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 | SUSPENSION |
| 1 | 9 |
| 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 2.86% STANDARD DEVIATION +/- 2.29%
DYNAMIC AND STATIC SINGLE AXLES 15.88% STANDARD DEVIATION +/- 8.79%
DYNAMIC AND STATIC DOUBLE AXLES 0.73% STANDARD DEVIATION +/- 3.10%
- 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) September 21, 2006
- 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 9.31% STANDARD DEVIATION +/- 5.21%
DYNAMIC AND STATIC SINGLE AXLES 17.75% STANDARD DEVIATION +/- 9.48%
DYNAMIC AND STATIC DOUBLE AXLES 7.79% STANDARD DEVIATION +/- 5.30%
- 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
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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) August 17, 2006
- 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 -0.16% STANDARD DEVIATION +/- 3.92%
DYNAMIC AND STATIC SINGLE AXLES 14.07% STANDARD DEVIATION +/- 8.47%
DYNAMIC AND STATIC DOUBLE AXLES -0.45% STANDARD DEVIATION +/- 3.44%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.9 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
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) July 20, 2006
- 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 | | <u>10</u> 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 1.06% STANDARD DEVIATION +/- 1.84%
DYNAMIC AND STATIC SINGLE AXLES 16.22% STANDARD DEVIATION +/- 9.18%
DYNAMIC AND STATIC DOUBLE AXLES -0.85% STANDARD DEVIATION +/- 2.67%
- 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) June 15, 2006
- 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)
X 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 -2.03% STANDARD DEVIATION +/- 2.01%
DYNAMIC AND STATIC SINGLE AXLES 12.74% STANDARD DEVIATION +/- 7.99%
DYNAMIC AND STATIC DOUBLE AXLES -3.34% STANDARD DEVIATION +/- 3.92%
- 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 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
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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) May 19, 2006
- 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 2.94% STANDARD DEVIATION +/- 8.44%
DYNAMIC AND STATIC SINGLE AXLES 21.66% STANDARD DEVIATION +/- 13.16%
DYNAMIC AND STATIC DOUBLE AXLES 1.77% STANDARD DEVIATION +/- 9.13%
- 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): April 13, 2006
- 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 5.31% STANDARD DEVIATION +/- 4.25%
DYNAMIC AND STATIC SINGLE AXLES 15.93% STANDARD DEVIATION +/- 9.96%
DYNAMIC AND STATIC DOUBLE AXLES 3.47% STANDARD DEVIATION +/- 6.04%
- 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) March 17, 2006
- 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 | <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 5.04% STANDARD DEVIATION +/- 3.41%
DYNAMIC AND STATIC SINGLE AXLES 16.01% STANDARD DEVIATION +/- 10.63%
DYNAMIC AND STATIC DOUBLE AXLES 4.17% STANDARD DEVIATION +/- 4.57%
- 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
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) **February 16, 2006**
- 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 0.85% STANDARD DEVIATION +/- 1.59%
 DYNAMIC AND STATIC SINGLE AXLES 9.24% STANDARD DEVIATION +/- 5.61%
 DYNAMIC AND STATIC DOUBLE AXLES -0.19% STANDARD DEVIATION +/- 2.85%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.7 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) January 19, 2006
- 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 | PASSES PER 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 5.30% STANDARD DEVIATION +/- 3.99%
DYNAMIC AND STATIC SINGLE AXLES 11.70% STANDARD DEVIATION +/- 8.07%
DYNAMIC AND STATIC DOUBLE AXLES 4.31% STANDARD DEVIATION +/- 4.97%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 67.7 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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