

9
Wp: 800.12.13.3.12

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE - NO SITE COUNT	State Assigned ID _____
	State Code _____ 81
	SHRP Section ID _____ A900

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	7080	1200	2890	570	318

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 4
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 ()
☐ Static scale used for enforcement
☐ Static scale not used for enforcement
☐ Other _____

Name of Preparer: _____	Phone #: _____
Date Prepared _____	(780) 415-1359

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 [A 900]

SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR) **December 13, 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 2.98% STANDARD DEVIATION +/- 4.20%
DYNAMIC AND STATIC SINGLE AXLES 12.36% STANDARD DEVIATION +/- 7.35%
DYNAMIC AND STATIC DOUBLE AXLES 1.09% STANDARD DEVIATION +/- 5.32%
- 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 23, 2008**

ENT'D JUN 25 2008

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 22, 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
- | TYPE PER FHWA 13 BIN SYSTEM | | 10 | PASSES PER TRUCK | |
|-----------------------------|--------------------------|-------|------------------|------------|
| SUSPENSION: | 1 - AIR; 2 - LEAF SPRING | TRUCK | TYPE | SUSPENSION |
| | 3 - OTHER (DESCRIBE) | 1 | 9 | 1 |
| | | 2 | | |
| | | 3 | | |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW **9.69%** STANDARD DEVIATION +/- **5.63%**
DYNAMIC AND STATIC SINGLE AXLES **25.27%** STANDARD DEVIATION +/- **13.47%**
DYNAMIC AND STATIC DOUBLE AXLES **7.69%** STANDARD DEVIATION +/- **5.36%**
- 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 23, 2008**

ENTERED JUN 25 2008

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, 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 8.49% STANDARD DEVIATION +/- 4.73%
DYNAMIC AND STATIC SINGLE AXLES 19.63% STANDARD DEVIATION +/- 10.70%
DYNAMIC AND STATIC DOUBLE AXLES 7.07% 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 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 23, 2008**

ENT'D JUN 25 2008

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 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
- | TRUCK | 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 1.70% STANDARD DEVIATION +/- 3.39%
DYNAMIC AND STATIC SINGLE AXLES 17.03% STANDARD DEVIATION +/- 9.70%
DYNAMIC AND STATIC DOUBLE AXLES -0.89% STANDARD DEVIATION +/- 4.23%
- 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 23, 2008**

ENT'D JUN 25 2008

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 23, 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 | <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 -0.79% STANDARD DEVIATION +/- 7.00%
DYNAMIC AND STATIC SINGLE AXLES 18.47% STANDARD DEVIATION +/- 10.53%
DYNAMIC AND STATIC DOUBLE AXLES 8.49% STANDARD DEVIATION +/- 5.78%
- 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 23, 2008**

ENT'D JUN 25 2008

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 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
- | | <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 1.31% STANDARD DEVIATION +/- 2.17%
DYNAMIC AND STATIC SINGLE AXLES 14.17% STANDARD DEVIATION +/- 7.91%
DYNAMIC AND STATIC DOUBLE AXLES -0.83% STANDARD DEVIATION +/- 3.52%
- 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 23, 2008

ENT'D JUN 25 2008

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 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 -- X 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 | _____ | _____ |
| 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 3.99% STANDARD DEVIATION +/- 2.55%
DYNAMIC AND STATIC SINGLE AXLES 12.45% STANDARD DEVIATION +/- 6.91%
DYNAMIC AND STATIC DOUBLE AXLES 2.44% STANDARD DEVIATION +/- 2.97%
- 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 _____
*** 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 23, 2008**

ENT'D JUN 25 2008

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) **May 17, 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> TRUCK | PASSES PER TRUCK | 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 0.27% STANDARD DEVIATION +/- 1.73%
DYNAMIC AND STATIC SINGLE AXLES 10.65% STANDARD DEVIATION +/- 5.74%
DYNAMIC AND STATIC DOUBLE AXLES -0.80% STANDARD DEVIATION +/- 3.13%
- 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 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 23, 2008

ENT'D JUN 25 2008

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 26, 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> TRUCK | PASSES PER TRUCK | 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 2.16% STANDARD DEVIATION +/- 1.84%
DYNAMIC AND STATIC SINGLE AXLES 12.72% STANDARD DEVIATION +/- 7.54%
DYNAMIC AND STATIC DOUBLE AXLES 0.20% STANDARD DEVIATION +/- 3.24%
- 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 _____
*** 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 23, 2008**

ENT'D JUN 25 2008

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 22, 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 | 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 2.80% STANDARD DEVIATION +/- 2.67%
DYNAMIC AND STATIC SINGLE AXLES 20.78% STANDARD DEVIATION +/- 11.72%
DYNAMIC AND STATIC DOUBLE AXLES 0.45% STANDARD DEVIATION +/- 4.92%
- 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 23, 2008**

ENT'D JUN 25 2008

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 23, 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 3.62% STANDARD DEVIATION +/- 3.67%
DYNAMIC AND STATIC SINGLE AXLES 13.29% STANDARD DEVIATION +/- 7.33%
DYNAMIC AND STATIC DOUBLE AXLES 1.87% STANDARD DEVIATION +/- 3.78%
- 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 23, 2008

ENT'D JUN 25 2008

file 12.13.9.12

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 18, 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 | 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 3.00% STANDARD DEVIATION +/- 3.84%
 DYNAMIC AND STATIC SINGLE AXLES 14.83% STANDARD DEVIATION +/- 8.21%
 DYNAMIC AND STATIC DOUBLE AXLES 1.02% STANDARD DEVIATION +/- 4.22%
- 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 23, 2008

JUN 23 2008