

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 _____ 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)
2011	7250	1030	3116	440	233

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	Phone #:	(780) 415-1359
Date Prepared	2012.03.29	File: S:\PD\TECHSERV\ecm\wim\shrp\shrp2011\SHRPLTPPSHEET102011.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 8, 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 1 NUMBER OF TEST TRUCKS USED
- | | | 10 | 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 4.73% STANDARD DEVIATION +/- 4.11%
 DYNAMIC AND STATIC SINGLE AXLES 18.65% STANDARD DEVIATION +/- 10.54%
 DYNAMIC AND STATIC DOUBLE AXLES 2.36% STANDARD DEVIATION +/- 4.98%
- 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. 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 [A 900]
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SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR) October 20, 2011
- 2 * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- 3 * REASON FOR CALIBRATION
- | | |
|--|---|
| <input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT | <input type="checkbox"/> RESEARCH |
| <input type="checkbox"/> EQUIPMENT REPLACEMENT | <input type="checkbox"/> TRAINING |
| <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION | <input type="checkbox"/> NEW EQUIPMENT INSTALLATION |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | |
- 4 * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY)
- | | | |
|---|--|---|
| <input type="checkbox"/> BARE ROUND PIEZO CERAMIC | <input type="checkbox"/> BARE FLAT PIEZO | <input type="checkbox"/> BENDING PLATES |
| <input checked="" type="checkbox"/> CHANNELIZED ROUND PIEZO | <input type="checkbox"/> LOAD CELLS | <input type="checkbox"/> QUARTZ PIEZO |
| <input type="checkbox"/> CHANNELIZED FLAT PIEZO | <input checked="" type="checkbox"/> INDUCTANCE LOOPS | <input type="checkbox"/> CAPACITANCE PADS |
| <input type="checkbox"/> OTHER (SPECIFY) _____ | | |
- 5 EQUIPMENT MANUFACTURER ECM

WIM SYSTEM CALIBRATION SPECIFICS**

- 6 ** CALIBRATION TECHNIQUE USED:
- ☐ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☒ TEST TRUCKS
- ☐ NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
- | | | <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 | <u>14.32%</u> | STANDARD DEVIATION +/- | <u>25.66%</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>34.95%</u> | STANDARD DEVIATION +/- | <u>30.41%</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>11.49%</u> | STANDARD DEVIATION +/- | <u>25.54%</u> |
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.4 MPH
- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.00
- 11 ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
- IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:
- Alberta Transportation uses a typical 3000 lb - 8.8 foot wheel base passenger vehicle
as it is the only vehicle which occurs + 100 times daily

CLASSIFIER TEST SPECIFICS***

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

PERSON LEADING CALIBRATION EFFORT: 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 [A 900]
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SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR) August 17, 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 | 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 | <u>5.46%</u> | STANDARD DEVIATION +/- | <u>10.77%</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>1.52%</u> | STANDARD DEVIATION +/- | <u>4.30%</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>6.51%</u> | STANDARD DEVIATION +/- | <u>14.33%</u> |
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 68.7 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 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 [A 900]

SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR) June 16, 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 |
| TYPE PER FHWA 13 BIN SYSTEM | | 1 | <u>9</u> | <u>1</u> |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | | 2 | <u> </u> | <u> </u> |
| 3 - OTHER (DESCRIBE) | | 3 | <u> </u> | <u> </u> |
- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 29.96% STANDARD DEVIATION +/- 39.51%
 DYNAMIC AND STATIC SINGLE AXLES 14.70% STANDARD DEVIATION +/- 9.43%
 DYNAMIC AND STATIC DOUBLE AXLES -1.59% STANDARD DEVIATION +/- 8.68%
- 8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- 9 DEFINE THE SPEED RANGES USED (MPH) 62.6 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 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 <input type="text"/> * State Code <input type="text"/> [81] * SHRP Section ID <input type="text"/> [A 900]
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SITE CALIBRATION INFORMATION

- 1 * DATE OF CALIBRATION (MONTH/DAY/YEAR) April 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 | |
|-------|------|---------------------|--|
| 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 7.34% STANDARD DEVIATION +/- 4.97%
DYNAMIC AND STATIC SINGLE AXLES 4.14% STANDARD DEVIATION +/- 4.66%
DYNAMIC AND STATIC DOUBLE AXLES 7.51% STANDARD DEVIATION +/- 7.33%
- 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. March 29, 2012

ENTERED

<p align="center">SHEET 16</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">SITE CALIBRATION SUMMARY</p>	<p>* State Assigned ID []</p> <p>* State Code [81]</p> <p>* SHRP Section ID [A 900]</p>
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1 * DATE OF CALIBRATION (MONTH/DAY/YEAR): **February 16, 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

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 SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	<u>10</u> PASSES PER TRUCK	
	TRUCK TYPE	SUSPENSION
	1 <u>9</u>	<u>1</u>
	2 _____	_____
	3 _____	_____

7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 3.97% STANDARD DEVIATION +/- 3.47%
 DYNAMIC AND STATIC SINGLE AXLES 22.60% STANDARD DEVIATION +/- 12.19%
 DYNAMIC AND STATIC DOUBLE AXLES 0.45% STANDARD DEVIATION +/- 6.36%

8 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9 DEFINE THE SPEED RANGES USED (MPH) _____ 68.1 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

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: ___

ENTERED