

```
*STATE ASSIGNED ID  [  _ _ _ _ ]
*STATE CODE         [  _ 8 _ 3 ]
*SHRP SECTION ID    [  0 5 0 0 ]
```

ENTERED NOV 18 2003

- ## WIM SYSTEM CALIBRATION SPECIFICS**

- ### CLASSIFIER TEST SPECIFICS***

- PERSON LEADING CALIBRATION EFFORT: Craig Lobban
CONTACT INFORMATION: 204-945-8964 rev. November 9, 1999

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[056]
[83]
[0500]

836450
836451

SITE CALIBRATION INFORMATION

ENTERED JAN 22 2008

- .. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [MM/DD/YY] 06/11/03
1. * 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 IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 5.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED 10 NUMBER OF TEST TRUCKS USED
10 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 6 Axle.
2
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --- See attached calibration form
DYNAMIC AND STATIC GVW -2.74% STANDARD DEVIATION 1.35
DYNAMIC AND STATIC SINGLE AXLES 5.46% STANDARD DEVIATION 1.93
DYNAMIC AND STATIC DOUBLE AXLES -3.31% STANDARD DEVIATION 1.67
3. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
1. DEFINE THE SPEED RANGES USED (MPH) 62-64 MPH.
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
1.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Yes
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: S1=0.54 S2=0.54.

CLASSIFIER TEST SPECIFICS***

- 2.*** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
3. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
4. 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: _____
CONTACT INFORMATION: _____

E. Fillion Created from Agency #3. Jan/22/2008.

rev. November 9, 1999

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

* STATE ASSIGNED ID [WIM Station 61]
* STATE CODE [8 3]
* SHRP SECTION ID [0501 to 0509]

SITE CALIBRATION INFORMATION

ENTERED FEB 13 2004

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR) [19/11/2003]
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 : INTERNATIONAL ROAD DYNAMICS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y / N) ☒ TEST TRUCKS
☐ 0 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM Class 10.
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

☐ 20 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 6 AXLE AIR
2 _____
3 _____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -0.17% STANDARD DEVIATION 2.04
DYNAMIC AND STATIC SINGLE AXLES -1.0.53 STANDARD DEVIATION 2.68
DYNAMIC AND STATIC DOUBLE AXLES -2.35 STANDARD DEVIATION 2.98

8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) ☐ 100 K.P.H. _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

- 11.** IS AUTO-CALIBRATION USED AT THIS TIME? (Y / N) YES
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: S-1=0.41 S-2=0.41

CLASSIFIER TEST SPECIFICS***

- 12.**METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS

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: JIM IRVING

CONTACT INFORMATION: Phone 204-945-5773 E-Mail jirving@gov.mb.ca

rev. November 9, 1999