

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[] [] []
	*STATE CODE	[84]
	*SHRP SECTION ID	[1684]

1. ANNUAL TRAFFIC ESTIMATES

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCKS AADT LTPP LANE	*ESTIMATED ESAL=S/YR LTPP LANE (1000'S)
<u>2000</u>	<u>11215</u>	<u>1458</u>	<u>5571</u>	<u>754</u>	<u>413</u>

2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)

- ☒ Growth factored last year=s estimate. (6)
☐ Estimated based on volume counts at nearby locations. (3)
☐ Used computerized network analyses. (4)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Average multiple counts taken this year at the LTPP site. (2)
☐ Average and factored multiple count taken this year at the LTPP site. (5)
☐ Used flow maps. (7)
☐ Other: (8) _____

3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)

- ☐ Used system averages from counts taken this year. (6)
☐ Used count data from nearby sites. (3)
☐ Used count data from previous years at the LTPP site. (7)
☒ Used system averages from previous years. (8)
☐ Used computerized network analyses. (4)
☐ Used a single count taken this year at the LTPP site. (5)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Averaged multiple counts taken this year at the LTPP site. (2)
☐ Other: (9) _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☒ Other: (3) G.F.

*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane data count. (1)
☒ Other: (3) G.F.

*6. METHOD FOR ESTIMATING ESAL//YEAR IN LTPP LANE

- ☒ ESAL/Truck factor (1)
☐ ESAL/Vehicle class. (2) (No. of classes)
☐ ESAL/Axle(3) Sing. _____ Tand. _____ Tri. _____
☐ Other: (4) _____

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)
☐ Weight data from system averages this year. (3)
☒ Weight data from system averages prior years. (4)
☐ Weight data from historic W-4 Tables used. (5)
☐ Other: (6) _____

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
☐ Static scale used for enforcement. (2)
☒ Static scale not used for enforcement. (3)
☐ Other: (4) _____

NAME OF PREPARER ABID IKRAM
 DATE PREPARED MAR 25/09

PHONE# _____

rev. March 12, 2001

SHEET 11
LTPP TRAFFIC DATA
VOLUME DATA
TRANSMITTAL FORM

STATE ASSIGNED ID [_ _ _ _]
STATE CODE [84]
SHRP SECTION ID [1684]

HIGHWAY RT. NO. (THIS COUNT) 7 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 4 miles East of Frederick at Oremoto

FILENAME V841684.C1A DISKTAPE ID Traf NBDOT

BEGINNING DATE January 1, 2000 BEGINNING TIME _____

ENDING DATE March 31, 2000 ENDING TIME _____

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY _____ GPS LANE _____

COUNT DURATION 91 [] HOURS [☒] DAYS [] MONTHS

TYPE OF SENSOR _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM ☒ LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER / MODEL # Golden River M600

AXLE CORRECTION FACTOR _____ STANDARD DEV. OF FACTOR _____

MONTHLY/SEASONAL FACTOR _____ STANDARD DEV. OF FACTOR _____

DAY-OF-WEEK FACTOR _____ STANDARD DEV. OF FACTOR _____

OTHER FACTOR _____ STANDARD DEV. OF FACTOR _____
SPECIFY _____

DISTRIBUTION FACTOR FOR GPS LANE _____
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA.)

SOURCE OF GPS LANE DISTRIBUTION FACTOR ESTIMATE _____

COMMENTS: _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER M. Alice Steeves PHONE # 506-453-2678
DATE PREPARED April 7, 2000

SHEET 11
LTPP TRAFFIC DATA
VOLUME DATA
TRANSMITTAL FORM

STATE ASSIGNED ID [_ _ _ _]
STATE CODE [04]
SHRP SECTION ID [1684]

HIGHWAY RT. NO. (THIS COUNT) 7 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 4 miles East of Fredericks at Permian

FILENAME V841684.F1A DISK/TAPE ID Traf NBDOT

BEGINNING DATE April 1, 2000 BEGINNING TIME _____

ENDING DATE June 30, 2000 ENDING TIME _____

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY _____ GPS LANE _____

COUNT DURATION 91 [] HOURS [☒] DAYS [] MONTHS

TYPE OF SENSOR _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM ☒ LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER / MODEL # Golden River M600

AXLE CORRECTION FACTOR _____ STANDARD DEV. OF FACTOR _____

MONTHLY/SEASONAL FACTOR _____ STANDARD DEV. OF FACTOR _____

DAY-OF-WEEK FACTOR _____ STANDARD DEV. OF FACTOR _____

OTHER FACTOR _____ STANDARD DEV. OF FACTOR _____
SPECIFY _____

DISTRIBUTION FACTOR FOR GPS LANE _____
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA.)

SOURCE OF GPS LANE DISTRIBUTION FACTOR ESTIMATE _____

COMMENTS: _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER George L Thompson PHONE # 506-453-2418
DATE PREPARED Oct 6/2000

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [18 4] *SHRP SECTION ID [11684]
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HIGHWAY RT. NO. (THIS COUNT) 7 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 4 miles East of Fredericks at Oriskany

FILENAME V841684.hfo DISK/TAPE ID Traf NBDOT

BEGINNING DATE June 30, 2000 BEGINNING TIME _____

ENDING DATE December 28, 2000 ENDING TIME _____

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY _____ GPS LANE _____

COUNT DURATION 182 [] HOURS [☒] DAYS [] MONTHS

TYPE OF SENSOR _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM ☒ LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER / MODEL # Golden River M600

AXLE CORRECTION FACTOR _____ STANDARD DEV. OF FACTOR _____

MONTHLY/SEASONAL FACTOR _____ STANDARD DEV. OF FACTOR _____

DAY-OF-WEEK FACTOR _____ STANDARD DEV. OF FACTOR _____

OTHER FACTOR _____ STANDARD DEV. OF FACTOR _____
 SPECIFY _____

DISTRIBUTION FACTOR FOR GPS LANE _____
 (WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA.)

SOURCE OF GPS LANE DISTRIBUTION FACTOR ESTIMATE _____

COMMENTS: _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>George Thompson</u>	PHONE # <u>(506) 453-2754</u>
DATE PREPARED <u>January 23/2001</u>	

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 4]
	*SHRP SECTION ID	[1 6 8 4]

HIGHWAY RT. NO. (THIS COUNT) 7 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) Control section 98, 0.9 mi. south of Nevers Rd. Underpass

FILENAME V041684.NUA DISK ID Traf NBDAT

BEGINNING DATE 12/31/2000 BEGINNING TIME 00:00

ENDING DATE 06/30/01 ENDING TIME 23:00

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY _____ LTPP LANE _____

COUNT DURATION 182 [] HOURS [☒] DAYS [] MONTHS

TYPE OF SENSOR: _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM _____ LOOPS ☒ OTHER _____

EQUIPMENT MANUFACTURER/MODEL # IRD/540

AXLE CORRECTION FACTOR _____ STANDARD DEV. OF FACTOR _____

MONTHLY/SEASONAL FACTOR _____ STANDARD DEV. OF FACTOR _____

DAY-OF-WEEK FACTOR _____ STANDARD DEV. OF FACTOR _____

OTHER FACTOR _____ STANDARD DEV. OF FACTOR _____

SPECIFY _____

DISTRIBUTION FACTOR FOR LTPP LANE 37.3 %
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE Yearly Statistics Summary (2000)

COMMENTS: see Sheet 12 for the 4-bin classification data
that corresponds to the volume file above.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>George D. Thompson</u>	PHONE# <u>(506) 453-2754</u>
DATE PREPARED <u>October, 2001</u>	rev. November 9, 1999

SHEET 12	STATE ASSIGNED ID
TRAFFIC DATA	STATE CODE <u>84</u>
COLLECTION SITE	SHRP SECTION ID <u>1684</u>
	EFFECTIVE DATE <u>01-04-00</u>

Highway Rt. No **# 7**

Milepost No. **N/A**

Location: 4 miles east of Fredericton at town of Oromocto

Vehicle Classification Method FHWA ☐ Other ☐ # Bins ☒ 4

Type of Classification Equipment: Portable ☒ Permanent ☐

AVC Equipment Make/Model No. **Golden River M600**

Sensor Type: **Loops**

Weight Scale Type Port. WIM: ☐ Perm WIM: ☐ Other: ☐

Equipment Make/Model No.:

Sensor Type

Method of Calibration:

Frequency of Calibration:

Comments:

The traffic volume data collected by New Brunswick Department of Transportation is divided into 4-Bin length classifications. This 4-Bin length classification is convertible to the 13 FHWA classes using New Brunswick Department of Transportation 's latest conversion table (supplied to LTPP-NARO) which uses NB's most recent algorithm to define our trucks.

Name of Preparer:	George Thompson	Phone No. : (506) 453-2418
Date Prepared:	Oct 15,2000	

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE
STATE CODE

New Brunswick
8 4

FILENAME	START DATE mm / dd / yy	START TIME hh:mm	END DATE mm / dd / yy	END TIME hh:mm	CLASS. SCHEME
<u>C846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C841684.l0a</u>	<u>10/25/00</u>	<u>12:00</u>	<u>10/27/00</u>	<u>12:00</u>	<u>FHWA</u>
<u>W841684.l0a</u>	<u>10/25/00</u>	<u>12:00</u>	<u>10/27/00</u>	<u>12:00</u>	<u>FHWA</u>
<u>C841684.lqa</u>	<u>10/27/00</u>	<u>12:00</u>	<u>10/29/00</u>	<u>8:00*</u>	<u>FHWA</u>
<u>W841684.lqa</u>	<u>10/27/00</u>	<u>12:00</u>	<u>10/29/00</u>	<u>8:00*</u>	<u>FHWA</u>

NOTE: SNOW PLOW TORE UP PIEZO SOMETIME AFTER THIS HOUR

<u>C841802.hda</u>	<u>06/14/00</u>	<u>17:00</u>	<u>06/16/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W841802.hda</u>	<u>06/14/00</u>	<u>17:00</u>	<u>06/16/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C841802.hfa</u>	<u>06/16/00</u>	<u>17:00</u>	<u>06/18/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W841802.hfa</u>	<u>06/16/00</u>	<u>17:00</u>	<u>06/18/00</u>	<u>17:00</u>	<u>FHWA</u>

NAME OF PREPARER
DATE PREPARED

George Thompson

PHONE NO. (506) 45-2754

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE
STATE CODE

New Brunswick
84

FILENAME	START DATE mm / dd / yy	START TIME hh:mm	END DATE mm / dd / yy	END TIME hh:mm	CLASS. SCHEME
<u>C846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
_____	_____	_____	_____	_____	_____
<u>C840101.m1a</u>	<u>11/01/00</u>	<u>14:00</u>	<u>11/03/00</u>	<u>14:00</u>	<u>FHWA</u>
<u>W840101.m1a</u>	<u>11/01/00</u>	<u>14:00</u>	<u>11/03/00</u>	<u>14:00</u>	<u>FHWA</u>
<u>C840101.m3a</u>	<u>11/03/00</u>	<u>14:00</u>	<u>11/05/00</u>	<u>14:00</u>	<u>FHWA</u>
<u>W840101.m3a</u>	<u>11/03/00</u>	<u>14:00</u>	<u>11/05/00</u>	<u>14:00</u>	<u>FHWA</u>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

NAME OF PREPARER _____ PHONE NO. _____
DATE PREPARED _____

ENTERED JUN 14 2002

RECEIVED APR 06 2001

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0007]
	*STATE CODE	[84]
	*SHRP SECTION ID	[1684]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10 / 25 / 2000]
- * 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) 2-12' B.L. WIM SENSORS TAPED TO ROADWAY
- EQUIPMENT MANUFACTURER INTERNATIONAL ROAD DYNAMICS

WIM SYSTEM CALIBRATION SPECIFICS**

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

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

TRUCK	TYPE	SUSPENSION
1	<u>Tractor</u>	<u>AIR</u>
2	<u>Trailer</u>	<u>Spring</u>
3	_____	_____
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 4.5 % STANDARD DEVIATION 727.0 kg
 (steerny) DYNAMIC AND STATIC SINGLE AXLES 2.2 % STANDARD DEVIATION 147.0 kg
 (DRIVE) DYNAMIC AND STATIC DOUBLE AXLES 2.1 % STANDARD DEVIATION 429.2 kg
 (Trailer) " " " " 10.1 % Standard Dev. 368.4 kg
- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 109
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☒ TIME ☐ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>0</u>	FHWA CLASS 13	<u>0</u>
*** FHWA CLASS 8	<u>0</u>	FHWA CLASS 10	<u>0</u>
		FHWA CLASS	
		FHWA CLASS	
- *** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: <u>Rickey M. Crandall</u>	<u>P.E.T</u>
CONTACT INFORMATION: _____	

rev. November 9, 1999

NOTE: Sunday morning (8AM) wim site destroyed by Snow Plow!

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE
STATE CODE

New Brunswick
8 4

FILENAME	START DATE mm / dd / yy	START TIME hh:mm	END DATE mm / dd / yy	END TIME hh:mm	CLASS. SCHEME
<u>C846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h7a</u>	<u>06/07/00</u>	<u>17:00</u>	<u>06/09/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W846804.h9a</u>	<u>06/09/00</u>	<u>17:00</u>	<u>06/11/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C841684.l0a</u>	<u>10/25/00</u>	<u>12:00</u>	<u>10/27/00</u>	<u>12:00</u>	<u>FHWA</u>
<u>W841684.l0a</u>	<u>10/25/00</u>	<u>12:00</u>	<u>10/27/00</u>	<u>12:00</u>	<u>FHWA</u>
<u>C841684.l9a</u>	<u>10/27/00</u>	<u>12:00</u>	<u>10/29/00</u>	<u>8:00*</u>	<u>FHWA</u>
<u>W841684.l9a</u>	<u>10/27/00</u>	<u>12:00</u>	<u>10/29/00</u>	<u>8:00*</u>	<u>FHWA</u>

NOTE: SNOW PLOW TORE UP PIEZO SOMETIME AFTER THIS HOUR

<u>C841802.hda</u>	<u>06/14/00</u>	<u>17:00</u>	<u>06/16/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W841802.hda</u>	<u>06/14/00</u>	<u>17:00</u>	<u>06/16/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>C841802.hfa</u>	<u>06/16/00</u>	<u>17:00</u>	<u>06/18/00</u>	<u>17:00</u>	<u>FHWA</u>
<u>W841802.hfa</u>	<u>06/16/00</u>	<u>17:00</u>	<u>06/18/00</u>	<u>17:00</u>	<u>FHWA</u>

NAME OF PREPARER George Thompson
DATE PREPARED _____

PHONE NO. (506) 45-2754

Updated
7/9/09
mw

ENTERED JUN 14 2002

RECEIVED APR 06 2001

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0007]
*STATE CODE [84]
*SHRP SECTION ID [1684]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/25/2000]
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) 2- 12' B.L. WIM SENSORS TAPED TO ROADWAY
5. EQUIPMENT MANUFACTURER INTERNATIONAL ROAD DYNAMICS

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED
☐ PASSES PER TRUCK
TRUCK TYPESUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 Tractor AIR
2 Trailer Spring
3 _____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES

DYNAMIC AND STATIC DOUBLE AXLES

" " " Tridem "

--- -4.5% STANDARD DEVIATION 727.0 kg 1.7
--- -2.2% STANDARD DEVIATION 147.0 kg 3.2
--- -2.1% STANDARD DEVIATION 429.2 kg 2.7
--- -10.1% Standard Dev. 368.4 kg 1.8

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) (109) 65 mph

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

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

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

13. METHOD TO DETERMINE LENGTH OF COUNT 96 TIME ☐ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS

SHEET 14
LTPP TRAFFIC DATA
EQUIPMENT INSTALLATION LOG

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[— — 84]
[16 84]

LOCATION Route 7, Oranmore
INSTALLATION DATE Aug. 30/02

	TYPE	BRAND NAME	SERIAL NUMBER
Control Unit(s) and peripheral equipment			
Control Unit	<u>IR0 540</u>		
Interface			<u>0003-6302</u>
Modem			
Loop Amplifiers			
Other _____			
Sensor(s) / Platform(s)			
LTPP Lane Sensor			
Sensor Next Adjacent Lane (1)			
Senor Next Adjacent Lane (2)			
Sensor Next Adjacent Lane (3)			
Diagonal Sensor			
Offscale Sensor			
Right Platform			
Left Platform			
Other _____			
Software			
Complete Package			
Axle Spacing Algorithm Only			
Other _____			
Loops			
Upstream - Lane 1			
Downstream - Lane 1			
Upstream - Other Lanes			
Downstream - Other Lanes			

10/25/2000

ROUTE 7 CALIBRATION DATA ANALYSIS

STEERING DRIVES TRAILOR G.V.W.

1	4666	16438	18961	40065
2	4669	16497	19324	40490
3	4726	16023	19003	39752
4	4492	16040	19117	39649
5	4622	16555	19021	40198
6	4332	16491	19544	40367
7	4738	16736	18955	40429
8	4607	15476	18797	38880
9	4517	16289	18871	39677
10	4402	16076	18250	38728
11	4566	15751	18733	39050
12	4570	15824	18463	38857
13	4383	16604	18569	39556
14	4493	16131	18355	38979
15	4611	15496	18404	38511
16	4427	15417	18123	37967
17	4870	16598	19216	40684
18	4356	15961	18823	39140
19	4432	16393	18756	39581
20	4430	15631	19237	39298
21	4348	16740	18850	39938

MEAN	4536	16151	18827	39514
ST.DEV.	147.0	429.2	368.4	724.0

ACTUAL	4636	15812	20938	41386
% DIFF.	-2.2	2.1	-10.1	-4.5

GVW			SINGLE AXLE			TANDEM-DRIVE UNIT			TANDEM-TRAILER UNIT			TRIDEM		
GVW	GVW_CAL	% ERR	GVW	GVW_CAL	% ERR	GVW	GVW_CAL	% ERR	GVW	GVW_CAL	% ERR	GVW	GVW_CAL	% ERR
40065	41386	-3.1919	4666	4636	0.64711	16438	15812	3.959018	18961	20938	-9.44216			#DIV/0!
40490	41386	-2.16498	4669	4636	0.711821	16497	15812	4.332153	19324	20938	-7.70847			#DIV/0!
39752	41386	-3.9482	4726	4636	1.941329	16023	15812	1.33443	19003	20938	-9.24157			#DIV/0!
39649	41386	-4.19707	4492	4636	-3.10613	16040	15812	1.441943	19117	20938	-8.69711			#DIV/0!
40198	41386	-2.87054	4622	4636	-0.30198	16555	15812	4.698963	19021	20938	-9.1556			#DIV/0!
40367	41386	-2.46219	4332	4636	-6.55738	16491	15812	4.294207	19544	20938	-6.65775			#DIV/0!
40429	41386	-2.31238	4738	4636	2.200173	16736	15812	5.843663	18955	20938	-9.47082			#DIV/0!
38880	41386	-6.05519	4607	4636	-0.62554	15476	15812	-2.12497	18797	20938	-10.2254			#DIV/0!
39677	41386	-4.12942	4517	4636	-2.56687	16289	15812	3.016696	18871	20938	-9.872			#DIV/0!
38728	41386	-6.42246	4402	4636	-5.04745	16076	15812	1.669618	18250	20938	-12.8379			#DIV/0!
39050	41386	-5.64442	4566	4636	-1.50992	15751	15812	-0.38578	18733	20938	-10.5311			
38857	41386	-6.11076	4570	4636	-1.42364	15824	15812	0.075892	18463	20938	-11.8206			
39556	41386	-4.42179	4383	4636	-5.45729	16604	15812	5.008854	18569	20938	-11.3144			
38979	41386	-5.81598	4493	4636	-3.08456	16131	15812	2.017455	18355	20938	-12.3364			
38511	41386	-6.94679	4611	4636	-0.53926	15496	15812	-1.99848	18404	20938	-12.1024			
37967	41386	-8.26125	4427	4636	-4.5082	15417	15812	-2.4981	18123	20938	-13.4445			
40684	41386	-1.69623	4870	4636	5.047455	16598	15812	4.970908	19216	20938	-8.22428			
39140	41386	-5.42696	4356	4636	-6.03969	15961	15812	0.942322	18823	20938	-10.1013			
39581	41386	-4.36138	4432	4636	-4.40035	16393	15812	3.674424	18756	20938	-10.4212			
39298	41386	-5.04518	4430	4636	-4.44349	15631	15812	-1.1447	19237	20938	-8.12399			
39938	41386	-3.49877	4348	4636	-6.21225	16740	15812	5.86896	18850	20938	-9.9723			
	AVG%ERR	-4.5		AVG%ERR	-2.2		AVG%ERR	2.1		AVG%ERR	-10.1		AVG%ERR	#DIV/0!
	SD_GVW	724.0		SD_GVW	147.0		SD_GVW	429.2		SD_GVW	368.4		SD_GVW	#DIV/0!
	SD%ERR	1.7		SD%ERR	3.2		SD%ERR	2.7		SD%ERR	1.8		SD%ERR	#DIV/0!
QC CHECK Avg%ERR		FAIL	QC CHECK Avg%ERR		PASS	QC CHECK Avg%ERR		PASS	QC CHECK Avg%ERR		FAIL			
QC CHECK SD % ERR		PASS	QC CHECK SD % ERR		PASS	QC CHECK SD % ERR		PASS	QC CHECK SD % ERR		PASS			