

SHEET 11 LTPP TRAFFIC DATA  VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[84]
	*SHRP SECTION ID	SHRP [1802]

HIGHWAY RT. NO. (THIS COUNT) 11 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) 25 miles NORTH OF SHEDIAL NEAR Ste. Anne de Ke.

FILENAME V841802.CIF DISK ID SHRP\TRAF N3DOT

BEGINNING DATE JANUARY 1, 2005 BEGINNING TIME 00:00

ENDING DATE MARCH 31, 2005 ENDING TIME 23:00

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY \_\_\_\_\_ LTPP LANE \_\_\_\_\_

COUNT DURATION 90 [ ] HOURS [~~1~~] 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 50.08% (LANE 1)  
 (WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE Yearly STAT. Summary 2004

COMMENTS: SEE SHEET 12 FOR 4 BIN CLASSIFICATION DATA

CORRESPONDING TO VOLUME FILE ABOVE.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>ED DERRAH</u>	PHONE# <u>506453-5768</u>
DATE PREPARED <u>JULY 8, 2005</u>	rev. November 9, 1999

SHEET 12 LTPP TRAFFIC DATA  CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[ 84 ]
	*SHRP SECTION ID	SHRP [ 1802 ]

HIGHWAY RT. NO. (THIS COUNT) 11  
 MILEPOST NO. OR LOCATION (THIS COUNT) 25 MILES NORTH OF SHEDIAL  
NEAR STE. ANNE de KENT  
 FILENAME 050113R.txt → 050331rd.txt DISK ID SHRP/BINNBDOT/ STE. ANNE de KENT

BEGINNING DATE JANUARY 1, 2005 BEGINNING TIME 00:00

ENDING DATE MARCH 31, 2005 ENDING TIME 23:00

COUNT DURATION 90 [ ] HOURS [ ~~1~~ ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA \_\_\_\_\_ OTHER ☒

NAME OF AGENCY CLASSIFICATION SCHEME: LENGTH BASED NO. OF BINS 4

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT ☒

EQUIPMENT MAKE/MODEL# TRD 540

SENSOR TYPE Loops

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS: \_\_\_\_\_

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) \_\_\_\_\_

COMMENTS \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>ED DERRAH</u>	PHONE <u>506-453-5768</u>
DATE PREPARED <u>JULY 8, 2005</u>	revised November 11, 1999

Entered June 30, 2005

Route 11

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [ ] *STATE CODE [84] *SHRP SECTION ID [1802]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) Nov-Dec [11/01/2005]
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' BL class 1 Piezo's
5. EQUIPMENT MANUFACTURER Wim 1070 - INTERNATIONAL Road Dynamics

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☒ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS TRF-91  
☒ 20 NUMBER OF TRUCKS COMPARED ☒ 20 NUMBER OF TEST TRUCKS USED  
☒ PASSES PER TRUCK  
TRUCK TYPESUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 1 Spring & air  
3 - OTHER (DESCRIBE) 2  
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW 0.3 STANDARD DEVIATION 7.2  
DYNAMIC AND STATIC SINGLE AXLES 3.8 STANDARD DEVIATION 4.7  
DYNAMIC AND STATIC DOUBLE AXLES 1.9 STANDARD DEVIATION 13.2  
Review calibration Data
8. 90-105 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 - 60 + 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 ☒ 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: Raymond Cet

CONTACT INFORMATION: 506-453-2754

rev. November 9, 1999