

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 9]
	*SHRP SECTION ID	[1 1 2 5]

HIGHWAY RT. NO. (THIS COUNT) 40 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) At 2,932 km west of the road 365

FILENAME 1891125.I1B DISK ID 2nd half of Yr. 2001

BEGINNING DATE 07-01-2001 BEGINNING TIME 00:00

ENDING DATE 08-12-2001 ENDING TIME 00:00

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

COUNT DURATION 160 [] HOURS [X] DAYS [] MONTHS

TYPE OF SENSOR: _____ ROAD TUBES 2 PIEZO CABLE _____
 _____ PIEZO FILM 2 LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER/MODEL # IRD-1067

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 —
 (WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE —

COMMENTS: No data for the period between 12-08-2001 to 12-31-2001. The site had an electronic problem (hard disk).

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Victor J. P. [unclear]</u>	PHONE# <u>(418) 449-547</u>
DATE PREPARED <u>08-15-2002</u>	rev. November 9, 1999

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[89]
	*SHRP SECTION ID	[1125]

HIGHWAY RT. NO. (THIS COUNT) 40

MILEPOST NO. OR LOCATION (THIS COUNT) At 2,932 km west of the marizcos

FILENAME C801125.11B DISK ID 2nd half of year 2001

BEGINNING DATE 07-01-2001 BEGINNING TIME 00:00

ENDING DATE 08-12-2001 ENDING TIME 00:00

Dec.

COUNT DURATION 160 [] HOURS [x] DAYS [] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME: FHWA NO. OF BINS 13

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 X

EQUIPMENT MAKE/MODEL# IRD-1067

SENSOR TYPE 2 loops, 2 piezo cable

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS)

COMMENTS Between 10-14-2001 and 11-5-2001 and the week of 11-7-2001 happened some problems of classification. Only 70% of vehicles were classified. No data for the period between 12-08-2001 and 12-31-2001 due to an electronic problem (hard disk).

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>M. G. G. /</u>	PHONE <u>(418) 644-9557</u>
DATE PREPARED <u>08-11-02</u>	revised November 11, 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [] *STATE CODE [89] *SHRP SECTION ID [1125]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/20/2001
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 IRD 1067

ENTERED JAN 13 2003

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 _____
☒ 10 PASSES PER TRUCK

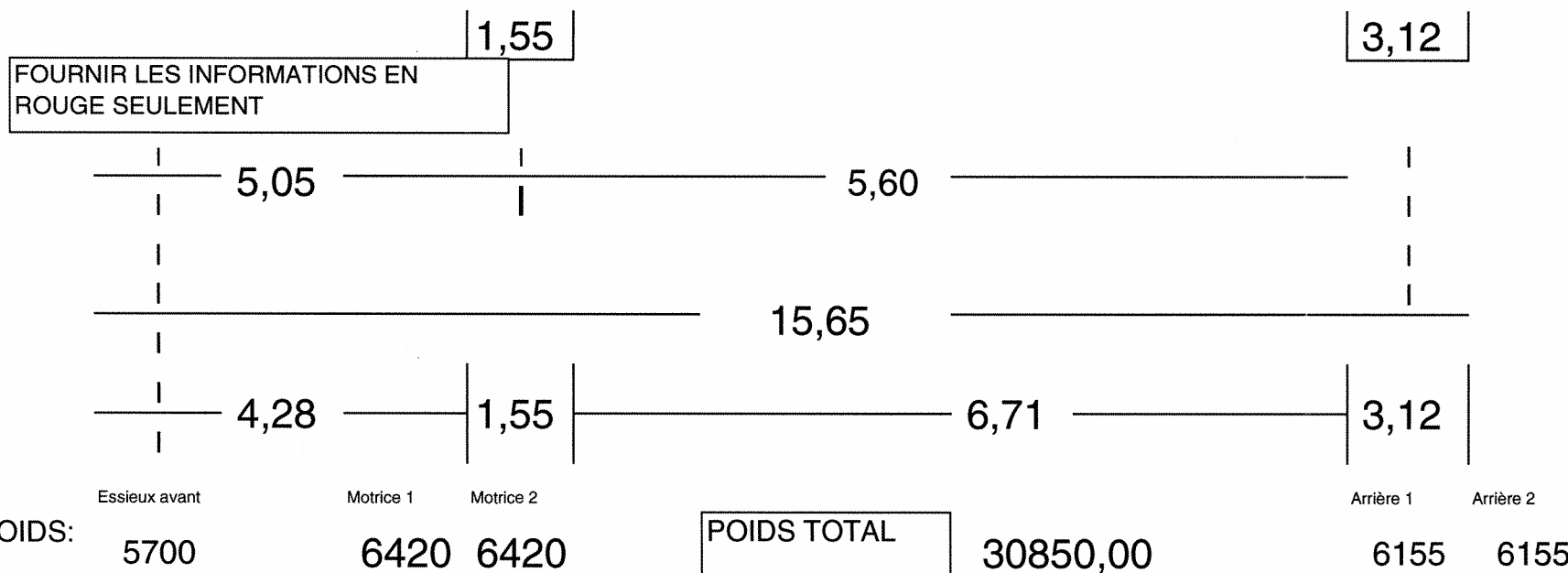
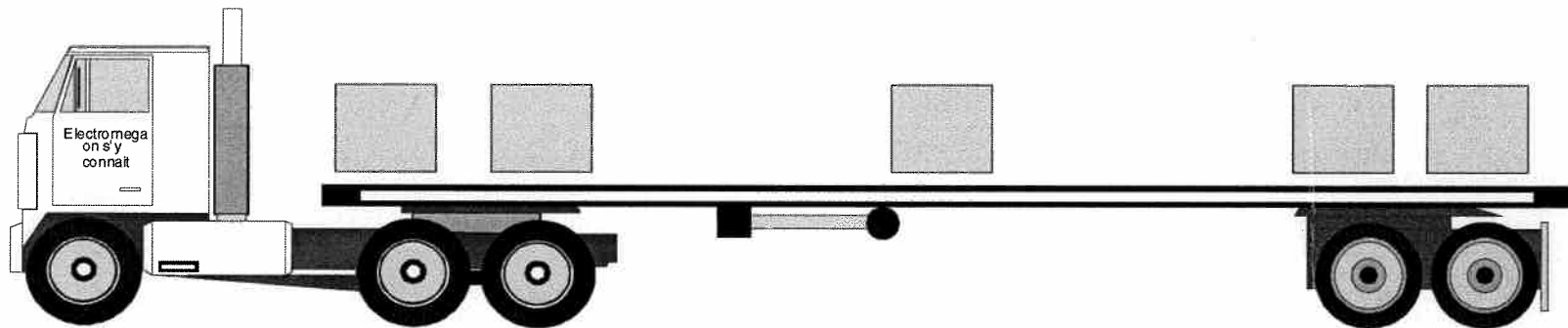
TYPE PER FHWA 13 BIN SYSTEM	1	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2			<u>Air</u>
3 - OTHER (DESCRIBE)	3			
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
8. ☒ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) Flow traffic speed
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) PIEZO 1 0.19
PIEZO 2 0.34
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 10582

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: <u>Mildred Morder</u> CONTACT INFORMATION: <u>Walter's Research Inc. Inc.</u>	rev. November 9, 1999
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INFORMATIONS SUR VÉHICULE D'ÉTALLONAGE



CALIBRATION DE Donaconna

VOIE# est

DATE: 20 novembre 2001

891125 2001

DONNEES DU VEHICULE ETALON

	POIDS		TOTAL	LONGUEUR TOTALE DU VEHICULE				15,65 METRES	Sensibilitee detecteurs	
ESSIEUX	1	2	1+2	SEPARATION ENTRE LES ESSIEUX						
AVANT	5700		5700	avant	4,28		5,83		DET 1	0,00
MOTRICE	6420	6420	12840	motrice 1		1,55			DET 2	0,00
ARRIERE	6155	6155	12310	motrice 2					DET 3	0,00
TOTAL			30850	arriere 1				3,12	DET 4	0,00
CALF	PIESO 1	PIESO 2		arriere 2						
ancien	0,42	0,49								
nouveau	0,19	0,34								

PASSE	AVANT		MOY	MOTRICE				MOY	ARRIERE				MOY	TOTAL		MOY
	PIESO 1	PIESO 2		ESSIEUX 1		ESSIEUX 2			ESSIEUX 1		ESSIEUX 2			PIESO 1	PIESO 2	
				PIÉZO 1	PIÉZO 2	PIÉZO 1	PIÉZO 2		PIÉZO 1	PIÉZO 2	PIÉZO 1	PIÉZO 2				
1	14487	9631	12059,00	12978	8510	14151	9242	22440,50	11576	9135	12959	8725	21197,50	66151,00	45243,00	55697,00
2	11128	7819	9473,50	12216	10715	11984	8253	21584,00	12789	7077	13294	10544	21852,00	61411,00	44408,00	52909,50
3	13856	7456	10656,00	15622	10101	13281	6330	22667,00	14001	8732	14620	8253	22803,00	71380,00	40872,00	56126,00
4	12810	7731	10270,50	12833	9843	12554	7557	21393,50	11806	7527	13642	12037	22506,00	63645,00	44695,00	54170,00
5	13922	10405	12163,50	14068	8136	12776	8806	21893,00	13317	10153	15123	6239	22416,00	69206,00	43739,00	56472,50
6	6224	6939	6581,50	6255	5348	6123	6002	11864,00	6099	5862	7064	7246	13135,50	31765,00	31397,00	31581,00
MOY	13240,60	8608,40	10924,50	13543,40	9461,00	12949,20	8037,60	21995,60	12697,80	8524,80	13927,60	9159,60	22154,90	66358,60	43791,40	55075,00
ERR %	132,29	51,02	91,66	110,96	47,37	101,70	25,20	71,31	106,30	38,50	126,28	48,82	79,97	115,10	41,95	78,53
STD	1187,02	1182,75	1041,87	1198,51	978,58	731,05	1023,16	488,09	910,36	1109,78	816,04	1986,79	569,18	3611,30	1538,15	1338,13
STD (%)	8,96	13,74	9,54	8,85	10,34	5,65	12,73	2,22	7,17	13,02	5,86	21,69	2,57	5,44	3,51	2,43

CAL1AV	0,18	CAL2AV	0,32	RÉSULTATS DE LA PASSE FINALE	POIDS AVANT	POIDS MOTRICE	POIDS ARRIÈRE	POIDS TOTAL
CAL1MO	0,20	CAL2MO	0,36		6581,50	11864,00	13135,50	31581,00
CAL1AR	0,19	CAL2AR	0,34		15,46	-7,60	6,71	2,37
CAL1TO	0,20	CAL2TO	0,35					
CAL MOY.	0,19	CAL MOY	0,34					