

|  |                    |             |
|--|--------------------|-------------|
| <b>SHEET 11</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VOLUME DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ _ _ _ _ ] |
|  | *STATE CODE        | [ 89 ]      |
|  | *SHRP SECTION ID   | [ 3204 ]    |

HIGHWAY RT. NO. (THIS COUNT) 30 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) Approximately 65 Km East of Montreal

FILENAME V893001.2ga DISK ID Year 2000

BEGINNING DATE 03-09-2000 BEGINNING TIME A.M. 12:00

ENDING DATE 12-31-2000 ENDING TIME A.M. 12:00

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

COUNT DURATION 297 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

TYPE OF SENSOR: 2 ROAD TUBES \_\_\_\_\_ PIEZO CABLE

\_\_\_\_\_ PIEZO FILM 1 LOOPS \_\_\_\_\_ OTHER \_\_\_\_\_

EQUIPMENT MANUFACTURER/MODEL # IR0 1060

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: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.**

|  |                              |
|--|------------------------------|
| NAME OF PREPARER <u>Yathalie Rguez</u> | PHONE# <u>(418) 644-6467</u> |
| DATE PREPARED <u>10-04-2001</u>        | rev. November 9, 1999        |

|  |                    |        |
|--|--------------------|--------|
| <b>SHEET 11</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VOLUME DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ ]    |
|  | *STATE CODE        | [89]   |
|  | *SHRP SECTION ID   | [3001] |

HIGHWAY RT. NO. (THIS COUNT) 30 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) approx 65 Km East of Montreal

FILENAME V892001.qva DISK ID 1<sup>st</sup> half of Year 2001

BEGINNING DATE 12/31/2000 BEGINNING TIME \_\_\_\_\_

ENDING DATE 07/31/2001 ENDING TIME \_\_\_\_\_

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

COUNT DURATION 212 [ ] HOURS [X] DAYS [ ] MONTHS

TYPE OF SENSOR: 2 ROAD TUBES \_\_\_\_\_ PIEZO CABLE

\_\_\_\_\_ PIEZO FILM 1 LOOPS \_\_\_\_\_ OTHER \_\_\_\_\_

EQUIPMENT MANUFACTURER/MODEL # IRD 1060

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: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.**

|                                       |                              |
|---------------------------------------|------------------------------|
| NAME OF PREPARER <u>Nathalie Lyne</u> | PHONE# <u>(418) 644-6467</u> |
| DATE PREPARED <u>10-04-2001</u>       | rev. November 9, 1999        |





|  |                    |                 |
|--|--------------------|-----------------|
| <b>SHEET 13</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VEHICLE WEIGHT DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ ] [ ] [ ] [ ] |
|  | *STATE CODE        | [89]            |
|  | *SHRP SECTION ID   | [3001]          |

HIGHWAY RT. NO. (THIS SESSION) 30

MILEPOST NO. OR LOCATION (THIS SESSION) approx 65 km East of Montreal

FILENAME W893001.ega DISK ID Year 2000

BEGINNING DATE 03-09-2000 BEGINNING TIME A.M. 12h00

ENDING DATE 12-31-2000 ENDING TIME A.M. 12h00

COUNT DURATION 297 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM        PERM. WIM ☒ OTHER       

EQUIPMENT MAKE/MODEL# IRD 1060

SENSOR TYPE 1 loop, 2 road tubes

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19        7-card FHWA 13 bin in cols. 22-23       

7-card 6 digit Truck Weight study        W-card ☒ (cont) OTHER       

NAME OF AGENCY CLASSIFICATION SCHEME:        NO. OF BINS       

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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Calibration sheet is transmitted after every calibration

COMMENTS         
        
      

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

|   |                             |
|---|-----------------------------|
| NAME OF PREPARER <u>Mathialie Royne</u> | PHONE <u>(418) 644-6467</u> |
| DATE PREPARED <u>10-09-2001</u>         | revised February 21, 2000   |

|  |                    |                 |
|--|--------------------|-----------------|
| <b>SHEET 13</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VEHICLE WEIGHT DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ ] [ ] [ ] [ ] |
|  | *STATE CODE        | [89]            |
|  | *SHRP SECTION ID   | [3001]          |

HIGHWAY RT. NO. (THIS SESSION) 30

MILEPOST NO. OR LOCATION (THIS SESSION) approx 65 Km East of Montreal

FILENAME W893001.nua DISK ID 1st half of Year 2001

BEGINNING DATE 12-31-2000 BEGINNING TIME AM 12h00

ENDING DATE 07-31-2001 ENDING TIME A.M. 12h00

COUNT DURATION 212 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM        PERM. WIM ☒ OTHER       

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 1 loop, 2 road tubes

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19        7-card FHWA 13 bin in cols. 22-23         
 7-card 6 digit Truck Weight study        W-card ☒ (L. wgt) OTHER       

NAME OF AGENCY CLASSIFICATION SCHEME:        NO. OF BINS       

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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Method: IRD standard  
Frequency: once a year and when necessary

COMMENTS         
        
      

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

|                                       |                             |
|---------------------------------------|-----------------------------|
| NAME OF PREPARER <u>Mathias Figue</u> | PHONE <u>(418) 644-6467</u> |
| DATE PREPARED <u>10-04-2001</u>       | revised February 21, 2000   |

Rec'd Mar. 1, 2001 E.S.

|  |                    |          |
|--|--------------------|----------|
| <b>SHEET 16</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE CALIBRATION SUMMARY</b> | *STATE ASSIGNED ID | [ ]      |
|  | *STATE CODE        | [ 89 ]   |
|  | *SHRP SECTION ID   | [ 3001 ] |

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 03 / 28 / 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) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER IRD

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  
☐ 6 PASSES PER TRUCK
- | TRUCK | TYPE     | SUSPENSION |
|-------|----------|------------|
| 1     | <u>9</u> | <u>AIR</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 2.78 STANDARD DEVIATION 2.97  
 DYNAMIC AND STATIC SINGLE AXLES -6.03 STANDARD DEVIATION 7.57  
 DYNAMIC AND STATIC DOUBLE AXLES 4.87 STANDARD DEVIATION 5.70
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) SCANNED
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: see note from IRD

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:

Rec'd Mar. 1, 2001 *LT*

*\**

|  |                    |                 |
|--|--------------------|-----------------|
| <p align="center"><b>SHEET 16</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>SITE CALIBRATION SUMMARY</b></p> | *STATE ASSIGNED ID | [ _ _ _ _ ]     |
|  | *STATE CODE        | [ <u>89</u> ]   |
|  | *SHRP SECTION ID   | [ <u>3041</u> ] |

✓

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 09/06/2000 ]

2. \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH

ENTERED NOV 03 2006

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) \_\_\_\_\_

TRF-39

5. EQUIPMENT MANUFACTURER IRD

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

☐ 6 PASSES PER TRUCK

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

| 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          | <u>4.04</u> | STANDARD DEVIATION <u>2.78</u> |
| DYNAMIC AND STATIC SINGLE AXLES | <u>8.97</u> | STANDARD DEVIATION <u>4.39</u> |
| DYNAMIC AND STATIC DOUBLE AXLES | <u>7.58</u> | STANDARD DEVIATION <u>6.65</u> |

8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 55

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

11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y

FEB 11 2009

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

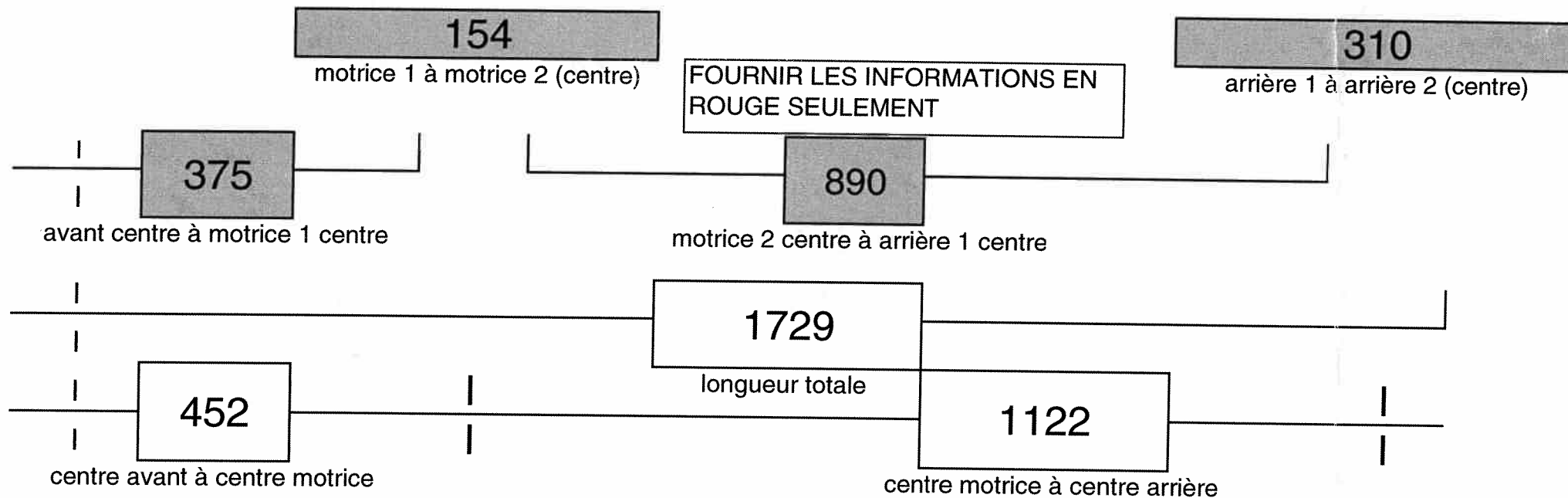
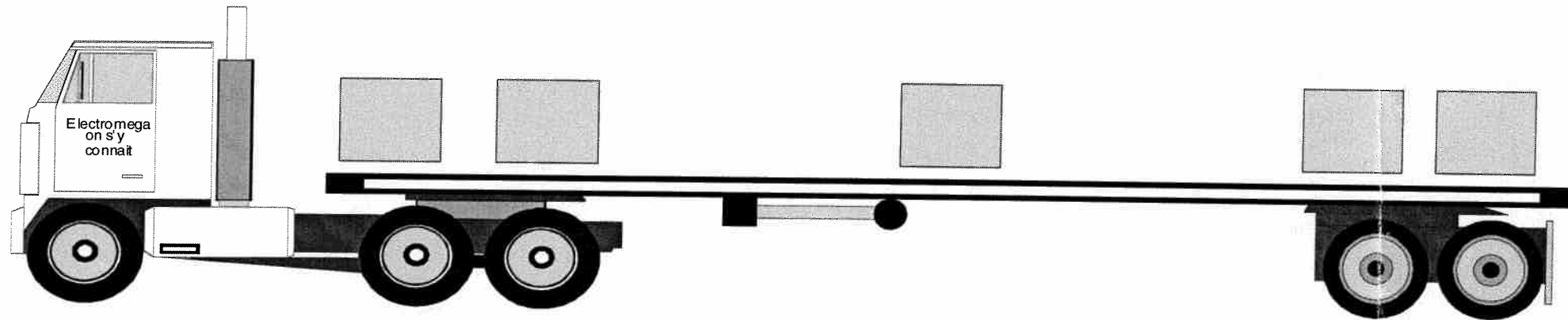
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:



# INFORMATIONS SUR VÉHICULE D'ÉTALLONAGE

Qc calibration details 2000

891125  
893001  
893015  
893016  
899018



POIDS:

Essieux avant  
5170

Motrice 1 Motrice 2  
7575 7575

poids total 34510,00

Arrière 1 Arrière 2  
7095 7095

CALIBRATION DE : Contrecoeur  
DATE: 6-sept-00

VOIE# est

893001 2000

| DONNEES DU VEHICULE ETALON |         |         |          |                              |        |         | LECTURE DES PIÉZOS |          |          | RÉSULTAT |
|----------------------------|---------|---------|----------|------------------------------|--------|---------|--------------------|----------|----------|----------|
| POIDS                      |         |         | TOTAL    | LONGUEUR TOTALE DU VÉHICULE  |        | 1729,00 |                    | PIEZO 1  | PIEZO 2  | PASSE 6  |
| ESSIEUX                    | 1       | 2       | 1+2      | SEPARATION ENTRE LES ESSIEUX |        |         | 1                  |          |          | #VALEUR! |
| AVANT                      | 5170,00 |         | 5170,00  | avant                        | 452,00 |         | 2                  |          |          |          |
| MOTRICE                    | 7575,00 | 7575,00 | 15150,00 | motrice 1                    |        |         |                    | 3        |          |          |
| ARRIERE                    | 7095,00 | 7095,00 | 14190,00 | motrice 2                    |        | 154,00  | MOTRICE            | #VALEUR! | #VALEUR! | #VALEUR! |
| TOTAL                      |         |         | 34510,00 | arrière 1                    |        |         | 4                  |          |          |          |
| CALF                       | PIESO 1 | PIESO 2 |          | arrière 2                    |        | 310,00  | 5                  |          |          |          |
|                            | 0,69    | 0,88    |          |                              |        |         | ARRIERE            | #VALEUR! | #VALEUR! | #VALEUR! |

| PASSE | AVANT   |         | MOY     | MOTRICE  |          | MOY      | ARRIERE  |          | MOY      | TOTAL    |          | MOY      |
|-------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
|       | PIESO 1 | PIESO 2 |         | PIESO 1  | PIESO 2  |          | PIESO 1  | PIESO 2  |          | PIESO 1  | PIESO 2  |          |
| 1     | 5939,00 | 7691,00 | 6815,00 | 14583,00 | 24522,00 | 19552,50 | 17346,00 | 22403,00 | 19874,50 | 37868,00 | 54616,00 | 46242,00 |
| 2     | 6366,00 | 8226,00 | 7296,00 | 15254,00 | 25279,00 | 20266,50 | 15902,00 | 22528,00 | 19215,00 | 37522,00 | 56033,00 | 46777,50 |
| 3     | 6158,00 | 8051,00 | 7104,50 | 14993,00 | 25299,00 | 20146,00 | 16729,00 | 24838,00 | 20783,50 | 37880,00 | 58188,00 | 48034,00 |
| 4     | 6403,00 | 8354,00 | 7378,50 | 16375,00 | 28528,00 | 22451,50 | 17567,00 | 25522,00 | 21544,50 | 40345,00 | 62404,00 | 51374,50 |
| 5     | 6267,00 | 8262,00 | 7264,50 | 13956,00 | 31848,00 | 22902,00 | 20502,00 | 25929,00 | 23215,50 | 40725,00 | 66039,00 | 53382,00 |

|         |         |         |         |          |          |          |          |          |          |          |          |          |
|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| MOY     | 6226,60 | 8116,80 | 7171,70 | 15032,20 | 27095,20 | 21063,70 | 17609,20 | 24244,00 | 20926,60 | 38868,00 | 59456,00 | 49162,00 |
| ERR %   | 20,44   | 57,00   | 38,72   | -0,78    | 78,85    | 39,03    | 24,10    | 70,85    | 47,47    | 12,63    | 72,29    | 42,46    |
| STD     | 167,09  | 234,48  | 199,29  | 801,73   | 2749,12  | 1346,61  | 1557,47  | 1493,94  | 1391,25  | 1372,43  | 4213,71  | 2763,63  |
| STD (%) | 2,68    | 2,89    | 2,78    | 5,33     | 10,15    | 6,39     | 8,84     | 6,16     | 6,65     | 3,53     | 7,09     | 5,62     |

|         |      |  |         |      |
|---------|------|--|---------|------|
| CAL1AV  | 0,57 |  | CAL2AV  | 0,56 |
| CAL1MO  | 0,70 |  | CAL2MO  | 0,49 |
| CAL1AR  | 0,59 |  | CAL2AR  | 0,52 |
| CAL1TO  | 0,61 |  | CAL2TO  | 0,51 |
| CAL MOY | 0,62 |  | CAL MOY | 0,52 |

| Sensibilitee detecteurs |  |
|-------------------------|--|
| DET 1                   |  |
| DET 2                   |  |
| DET 3                   |  |
| DET 4                   |  |

| PASSE | AVANT   | MOTRICE  | ARRIERE  | TOTAL    |
|-------|---------|----------|----------|----------|
| 6     | 5379,00 | 16508,50 | 15265,80 | 37153,30 |
| ERR%  | 4,04    | 8,97     | 7,58     | 7,66     |