

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[89]
	*SHRP SECTION ID	[3001]

HIGHWAY RT. NO. (THIS COUNT) 30 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 0.290 Km Est of St. Antanas street

FILENAME V893001 I7B DISK ID 2nd half of the Year 2001

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

ENDING DATE 12-31-2001 ENDING TIME 00:00

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

COUNT DURATION 183 [] HOURS [X] DAYS [] MONTHS

TYPE OF SENSOR: _____ ROAD TUBES 2 PIEZO CABLE

_____ PIEZO FILM 2 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: OK

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Nathalie Levesque</u>	PHONE# <u>(418) 644-7547</u>
DATE PREPARED <u>08-19-2001</u>	rev. November 9, 1999

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[89]
	*SHRP SECTION ID	[3001]

HIGHWAY RT. NO. (THIS COUNT) 30

MILEPOST NO. OR LOCATION (THIS COUNT) _____

FILENAME C893001.I78 DISK ID 2nd half of the year 2001

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

ENDING DATE 12-31-2001 ENDING TIME 00:00

COUNT DURATION 183 [] 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

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 OK

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Nathalie Hersovic</u>	PHONE <u>(415) 641-9547</u>
DATE PREPARED <u>08-19-2001</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[] [] [] []
	*STATE CODE	[89]
	*SHRP SECTION ID	[3001]

HIGHWAY RT. NO. (THIS SESSION) 30

MILEPOST NO. OR LOCATION (THIS SESSION) _____

FILENAME W893001.T1B DISK ID 2nd half of the Year 2001

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

ENDING DATE 12-31-2001 ENDING TIME 00:00

COUNT DURATION 183 [] HOURS [X] DAYS [] MONTHS

WEIGHT SCALE TYPE: PORT. WIM _____ PERM. WIM X OTHER _____

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 2 loops and 2 piezo cable

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 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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: The method uses 10 passes of a test truck once a year or when necessary

COMMENTS After an analysis of data the system seems to have difficulties to weight vehicle (we have to investigate to find out the problem).

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>John A. Ferguson, Jr.</u>	PHONE <u>(418) 644-9547</u>
DATE PREPARED <u>08-19-2002</u>	revised February 21, 2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [_____]
	*STATE CODE [89]
	*SHRP SECTION ID [3001]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/16/2001
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-1060

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
☒ PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM	1	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>1</u>		<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. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) free flow speed traffic
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Piezor 0.53
Piezor 0.460
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 10.582

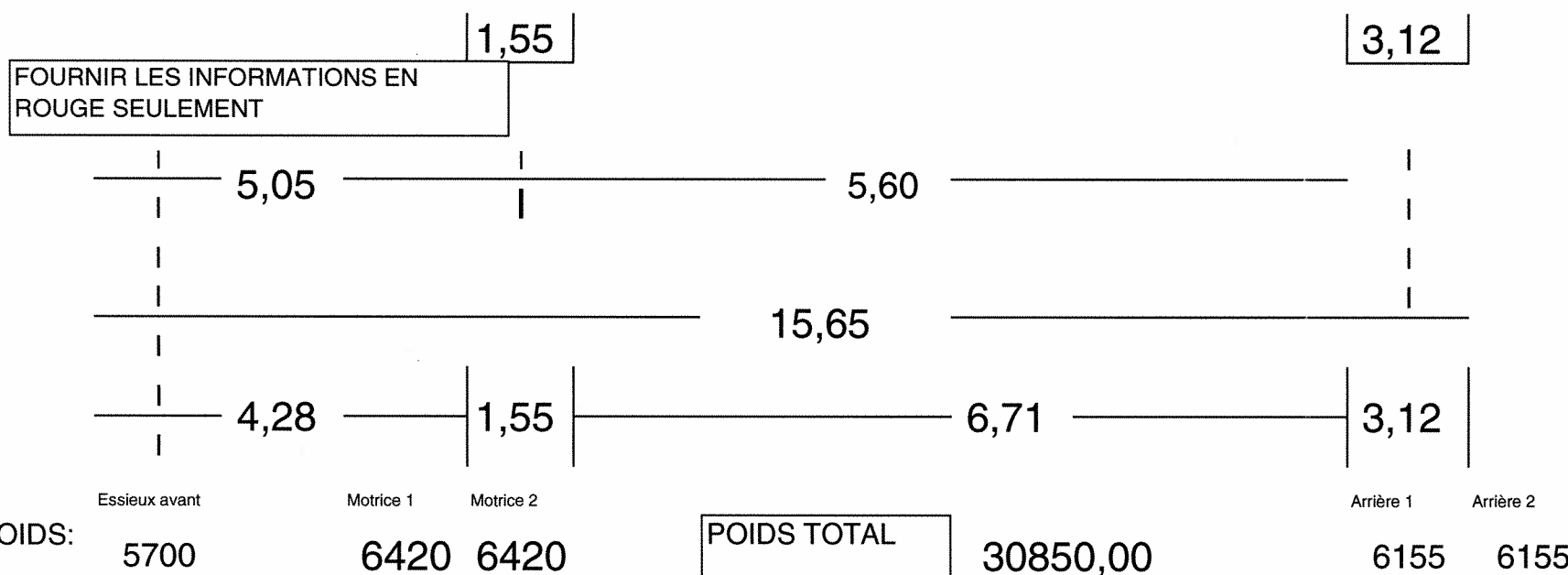
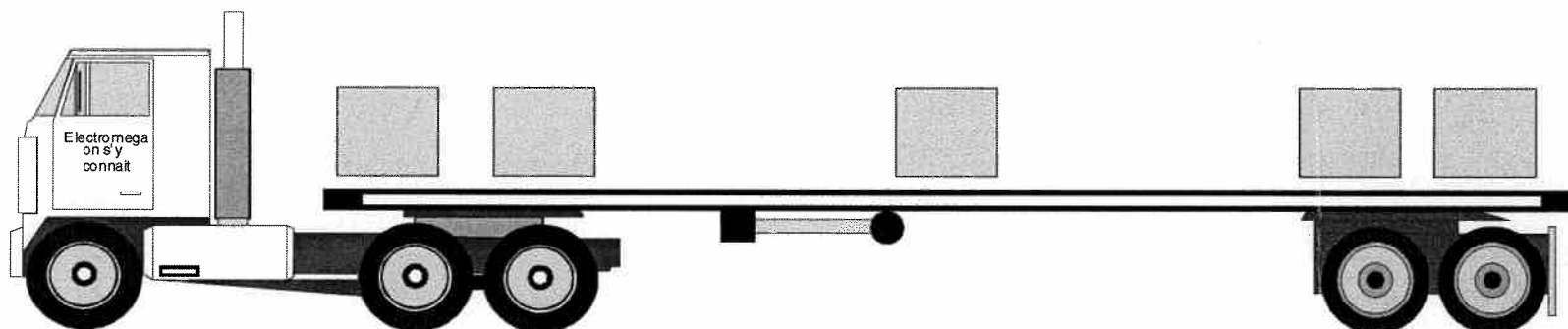
CLASSIFIER TEST SPECIFICS***

- 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>Pierre Serenhal</u>
CONTACT INFORMATION: <u>Nathalie Lussier, ing. stn.</u>

rev. November 9, 1999

INFORMATIONS SUR VÉHICULE D'ÉTALLONAGE



DATE:

#PCT

11/16/2001

893001 2001

DONNEES DU VEHICULE ETALON

	POIDS		TOTAL	LONGUEUR TOTALE DU VÉHICULE				15,65 MÈTRES		Sensibilitee detecteurs						
ESSIEUX	1	2	1+2	SÉPARATION ENTRE LES ESSIEUX						DET 1	0,00					
AVANT	5700		5700	avant	4,28					DET 2	0,00					
MOTRICE	6420	6420	12840	motrice 1			1,55	5,83		DET 3	0,00					
ARRIERE	6155	6155	12310	motrice 2						DET 4	0,00					
TOTAL			30850	arrière 1												
CALF	PIESO 1	PIESO 2		arrière 2				3,12		6,71						
ancien	0,62	0,52														
nouveau	0,53	0,60														
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	6052,00	4814,00	5433,00	7408,00	4957,00	7408,00	4957,00	12365,00	7098,00	5230,00	7098,00	5230,00	12328,00	35064,00	25188,00	30126,00
2	6021,00	4582,00	5301,50	7437,00	5258,00	7437,00	5258,00	12695,00	7419,00	5329,00	7419,00	5329,00	12748,00	35733,00	25756,00	30744,50
3	6726,00	5654,00	6190,00	7318,00	5643,00	7318,00	5643,00	12961,00	9897,00	5373,00	9897,00	5373,00	15270,00	41156,00	27686,00	34421,00
4	6144,00	4913,00	5528,50	7055,00	5157,00	7055,00	5157,00	12212,00	7122,00	5481,00	7122,00	5481,00	12603,00	34498,00	26189,00	30343,50
5	6985,00	5481,00	6233,00	7994,00	5717,00	7994,00	5717,00	13711,00	7180,00	5350,00	7180,00	5350,00	12530,00	37333,00	27615,00	32474,00
6	6231	6939	6585,00	5813	6524	7217	6186	12870,00	6085	5500	6935	6432	12476,00	32281,00	31581,00	31931,00
MOY	6385,60	5088,80	5737,20	7442,40	5346,40	7442,40	5346,40	12788,80	7743,20	5352,60	7743,20	5352,60	13095,80	36756,80	26486,80	31621,80
ERR %	12,03	-10,72	0,65	15,93	-16,72	15,93	-16,72	-0,40	25,80	-13,04	25,80	-13,04	6,38	19,15	-14,14	2,50
STD	394,40	409,03	394,15	306,93	290,05	306,93	290,05	529,38	1082,90	80,62	1082,90	80,62	1095,50	2395,87	1002,05	1624,99
STD (%)	6,18	8,04	6,87	4,12	5,43	4,12	5,43	4,14	13,99	1,51	13,99	1,51	8,37	6,52	3,78	5,14

CAL1AV	0,55		CAL2AV	0,58	RÉSULTATS DE LA PASSE FINALE	POIDS AVANT	POIDS MOTRICE	POIDS ARRIÈRE	POIDS TOTAL
CAL1MO	0,53		CAL2MO	0,62		6585,00	12870,00	12476,00	31931,00
CAL1AR	0,49		CAL2AR	0,60					
CAL1TO	0,52		CAL2TO	0,61	ERR %	15,53	0,23	1,35	3,50
CAL MOY	0,53		CAL MOY	0,60					