

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*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 # 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>Yathalie Rguez</u>	PHONE# <u>(418) 644-6467</u>
DATE PREPARED <u>10-04-2001</u>	rev. November 9, 1999

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) approx 65 Km East of Montreal

FILENAME V892001.qva DISK ID 1st 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

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) 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>Mathalie Roy</u>	PHONE <u>(418) 644-6467</u>
DATE PREPARED <u>10-09-2001</u>	revised February 21, 2000

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) 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. unit) 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>Yothak Zigue</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.

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) [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">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[89]
	*SHRP SECTION ID	[3041]

✓

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) ☒ 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

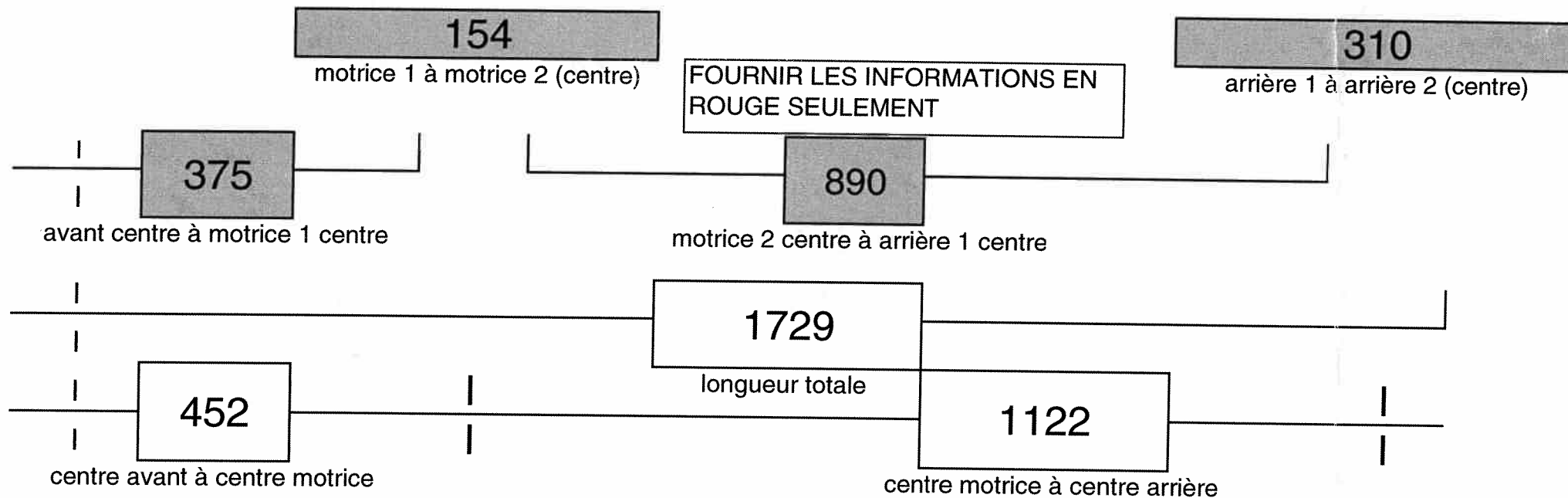
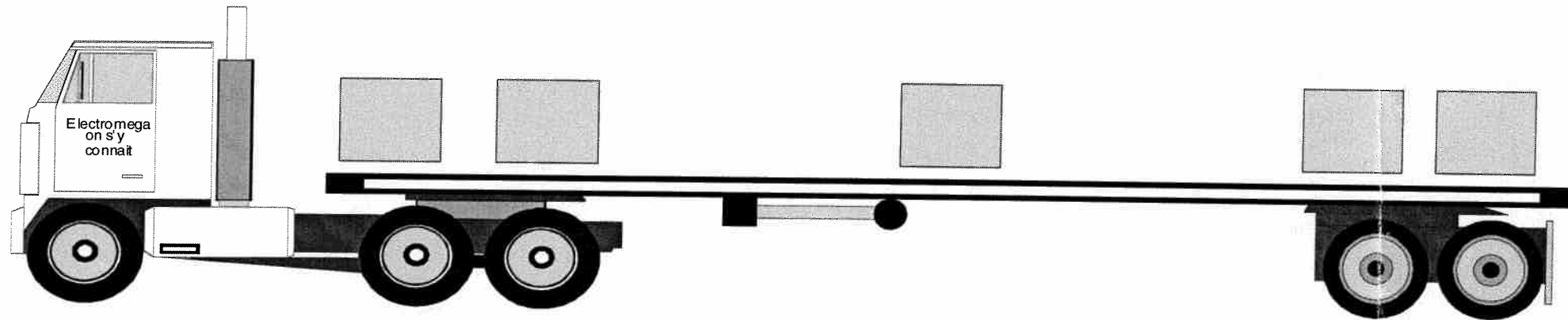
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS

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		1122,00	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