

<b>SHEET 11</b> <b>LTPP TRAFFIC DATA</b>  <b>VOLUME DATA</b> <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) 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) 644-9547</u>
DATE PREPARED <u>08-19-2001</u>	rev. November 9, 1999

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*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

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <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) \_\_\_\_\_

FILENAME W893001.T1B DISK ID 2<sup>nd</sup> 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  

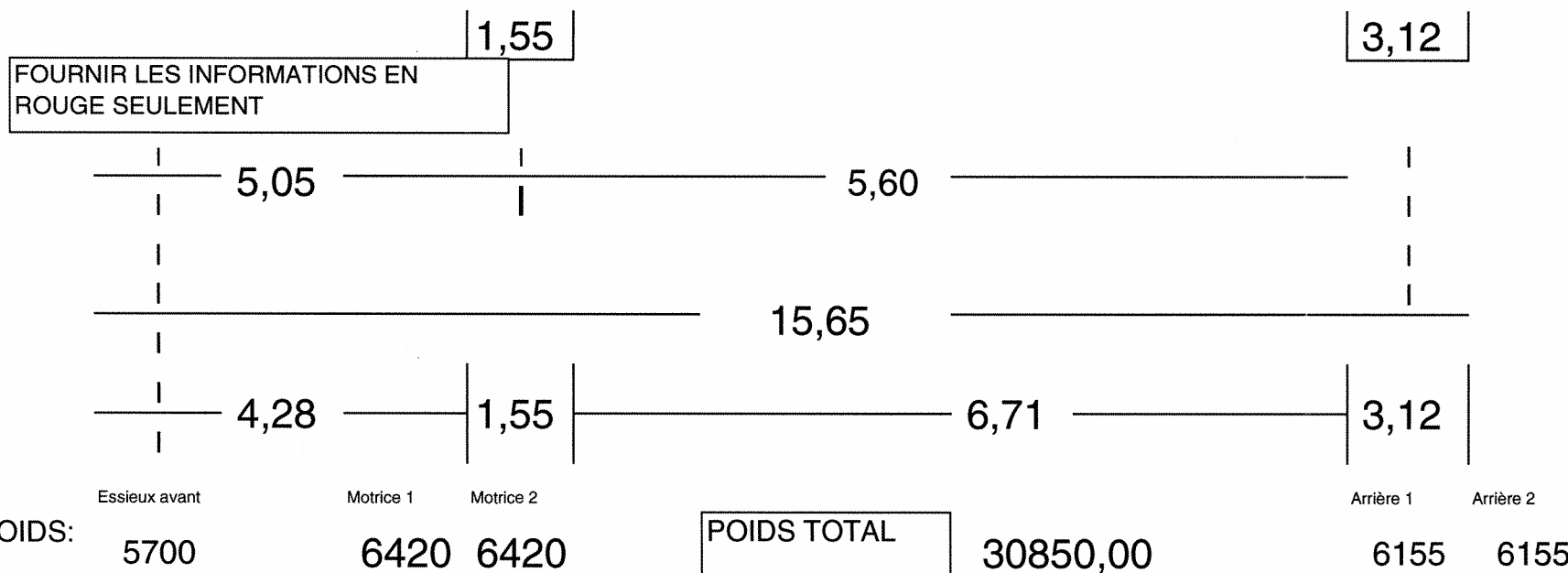
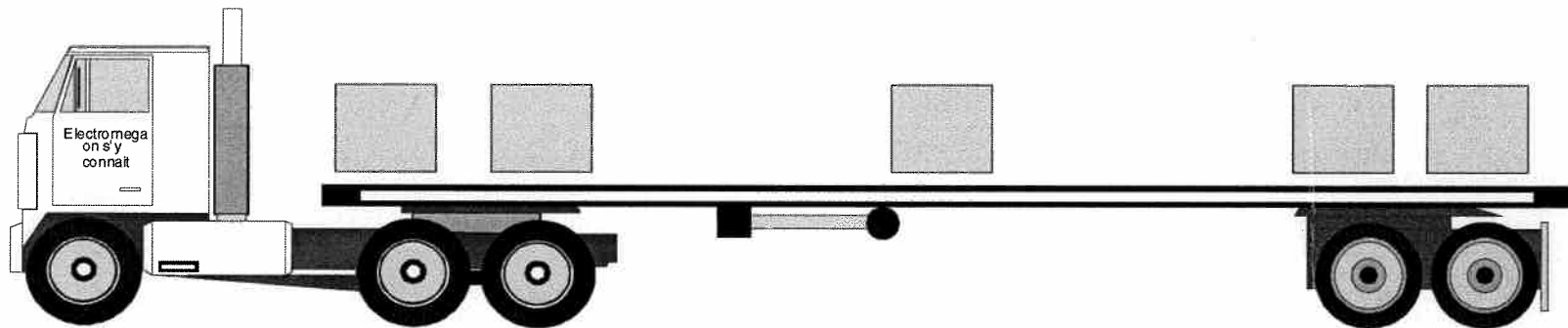
TYPE PER FHWA 13 BIN SYSTEM	1	TRUCK TYPE SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>1</u> <u>AIR</u>
3 - OTHER (DESCRIBE)	3	_____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC 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: Pierre Serenhal  
 CONTACT INFORMATION: Nathalie Lussier, ing. stn.

## 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	1,55	5,83		DET 2	0,00						
MOTRICE	6420	6420	12840	motrice 1					DET 3	0,00						
ARRIERE	6155	6155	12310	motrice 2					DET 4	0,00						
TOTAL			30850	arrière 1					3,12	6,71						
CALF	PIESO 1	PIESO 2		arrière 2												
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					