

<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	[3015]

HIGHWAY RT. NO. (THIS COUNT) 40 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) 0.660 km east of the road 361

FILENAME V893015.C1C DISK ID 1<sup>st</sup> half of the year 2002

BEGINNING DATE 01-01-2002 BEGINNING TIME 00:00

ENDING DATE 08-01-2002 ENDING TIME 00:00

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

COUNT DURATION 212 [ ] HOURS [✓] 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>Yathalia J. Garcia, ing. stag</u>	PHONE# <u>(418) 644-9547</u>
DATE PREPARED <u>10-10-2002</u>	rev. November 9, 1999

<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	[3015]

HIGHWAY RT. NO. (THIS COUNT) 40 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) 0.660 km east of the road 361

FILENAME V893015.31D DISK ID 2<sup>nd</sup> half of the Year 2002

BEGINNING DATE 08-01-2002 BEGINNING TIME 00:00

ENDING DATE 12-31-2002 ENDING TIME 00:00

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

COUNT DURATION 153 [ ] HOURS [ ☒ ] 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: The 3 weeks after the calibration on 11-12-2002,  
The vehicle count same to be to low.  
Power supply failure on the 11-12-2002 to 11-20-2002

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

NAME OF PREPARER <u>Natalie J. [unclear]</u>	PHONE# <u>(418) 644-9547</u>
DATE PREPARED <u>02-18-2002</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	[ 8 9 ]
	*SHRP SECTION ID	[ 3 0 1 5 ]

HIGHWAY RT. NO. (THIS COUNT) 40

MILEPOST NO. OR LOCATION (THIS COUNT) 0.660 km East of the road 361

FILENAME C 893015 J1D DISK ID 2<sup>nd</sup> half of the Year 2002

BEGINNING DATE 08-01-2002 BEGINNING TIME 00:00

ENDING DATE 12-31-2002 ENDING TIME 00:00

COUNT DURATION 153 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ 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 ☒

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 1 loop; 2 piezo cables

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS:       

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS)       

COMMENTS The volume for each class is too low for three weeks beginning with calibration on 11-12-2002.  
Power supply failure on 11-12-2002 to 11-20-2002.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Nathalie R. Freire, ing. sta.</u>	PHONE <u>(418) 644-9547</u>
DATE PREPARED <u>02-18-2003</u>	revised November 11, 1999

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ _ _ _ _ ]
	*STATE CODE	[ 8 9 ]
	*SHRP SECTION ID	[ 3 0 1 5 ]

HIGHWAY RT. NO. (THIS COUNT) 40

MILEPOST NO. OR LOCATION (THIS COUNT) 0.660 km East of the road 361

FILENAME C 893015 JID DISK ID 2<sup>nd</sup> half of the Year 2002

BEGINNING DATE 08-01-2002 BEGINNING TIME 00:00

ENDING DATE 12-31-2002 ENDING TIME 00:00

COUNT DURATION 153 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ 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 ☒

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 1 loop; 2 piezo cables

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS: —

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) —

COMMENTS The volume for each class is too low for three weeks beginning with calibration on 11-12-2002.  
Power supply failure on 11-12-2002 to 11-20-2002.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Nathalie R. Jones, inc. sta.</u>	PHONE <u>(418) 644-9547</u>
DATE PREPARED <u>02-18-2003</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	[ 3015 ]

HIGHWAY RT. NO. (THIS SESSION) 40

MILEPOST NO. OR LOCATION (THIS SESSION) 0.660 km East of the road 361

FILENAME W893015J1D DISK ID 2<sup>nd</sup> half of the Year 2002

BEGINNING DATE 08-01-2002 BEGINNING TIME 00:00

ENDING DATE 12-31-2002 ENDING TIME 00:00

COUNT DURATION 153 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

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

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 1 loop, 2 piezo cables

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 ☒ 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 at free flow speed traffic once a year or when necessary.

COMMENTS After the 10-10-2002 weight's data are questionable.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Mathieu Fournier</u>	PHONE <u>(418) 644-7547</u>
DATE PREPARED <u>02-18-2003</u>	revised February 21, 2000

<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	[ 3015 ]

HIGHWAY RT. NO. (THIS SESSION) 40

MILEPOST NO. OR LOCATION (THIS SESSION) 0.660 km East of the road 361

FILENAME W893015J1D DISK ID 2<sup>nd</sup> half of the Year 2002

BEGINNING DATE 08-01-2002 BEGINNING TIME 00:00

ENDING DATE 12-31-2002 ENDING TIME 00:00

COUNT DURATION 153 [ ] HOURS [ ☒ ] DAYS [ ] MONTHS

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

EQUIPMENT MAKE/MODEL# IRD-1060

SENSOR TYPE 1 loop, 2 piezo cables

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 ☒ 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 at free flow speed traffic once a year or when necessary.

COMMENTS After the 10-10-2002 weight's data are questionable.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Mathew J. [signature]</u>	PHONE <u>(418) 644-7547</u>
DATE PREPARED <u>02-13-2003</u>	revised February 21, 2000



SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ ]  
\*STATE CODE [89]  
\*SHRP SECTION ID [3015]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/12/2002
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 2 BARE FLAT PIEZO ☐ BENDING PLATES  
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☐ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO 1 INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER IRD-1060

ENTERED APR 04 2003

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) 1 TEST TRUCKS  
1 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED  
☐ PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 1  
3 - OTHER (DESCRIBE) 2  
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) 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: 4.87

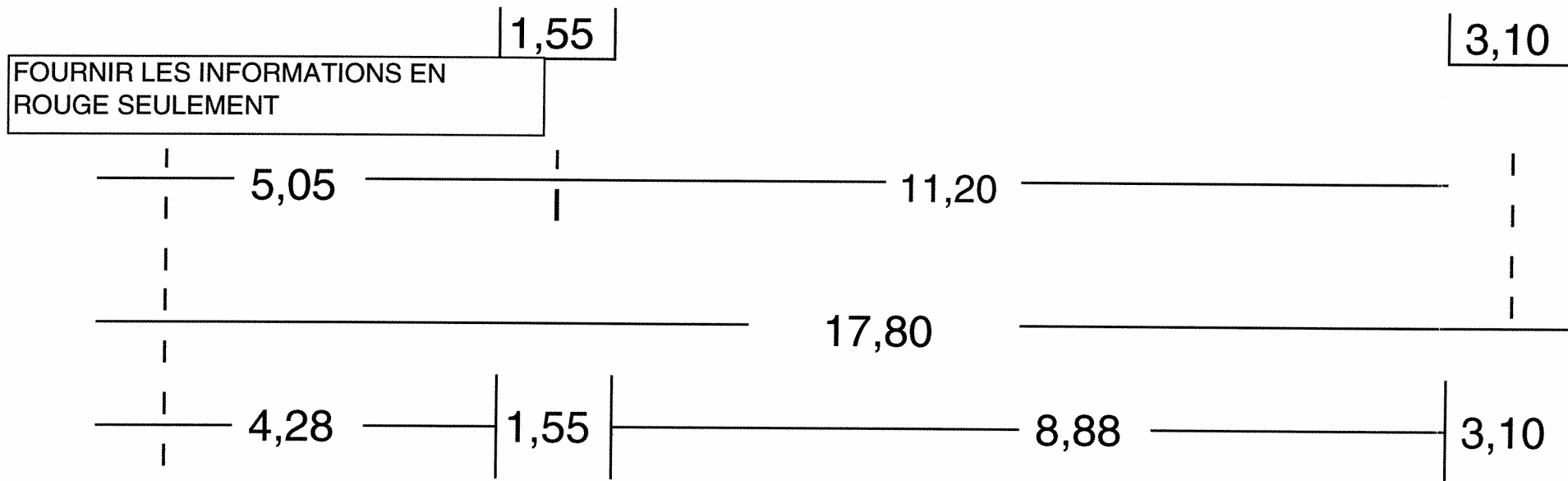
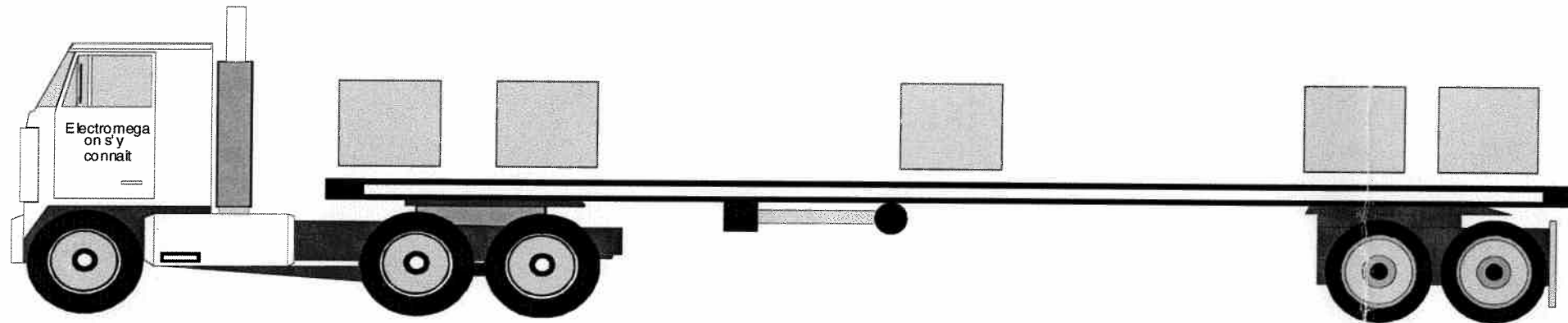
CLASSIFIER TEST SPECIFICS\*\*\*

- 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 \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Michel Mander  
CONTACT INFORMATION: Nathalie Levesque, inc. - tag

rev. November 9, 1999

# INFORMATIONS SUR VÉHICULE D'ÉTALLONAGE



POIDS:	Essieux avant	Motrice 1	Motrice 2	POIDS TOTAL	Arrière 1	Arrière 2
	5770	5870	5870	29460,00	5975	5975

CALIBRATION DE **Batiscan**  
 DATE: 12 novembre 2002

VOIE# Vers Trois Rivières

893015 2002

**DONNEES DU VEHICULE ETALON**

	POIDS		TOTAL	LONGUEUR TOTALE DU VÉHICULE		17,80 MÈTRES		Sensibilitee detecteurs	
ESSIEUX	1	2	1+2	SÉPARATION ENTRE LES ESSIEUX					
AVANT	5770		5770	avant	4,28		5,83	DET 1	8,50
MOTRICE	5870	5870	11740	motrice 1					DET 2
ARRIERE	5975	5975	11950	motrice 2		1,55			
TOTAL			29460	arrière 1					
CALF	PIESO 1	PIESO 2		arrière 2			3,10		8,88
ancien	0,53	0,51							
nouveau	0,64	0,62							

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	5765	4404	5084,50	4704	4408	4508	4992	9306,00	5748	5183	7086	6050	12033,50	27811,00	25037,00	26424,00
2	5069	4411	4740,00	4109	4721	3420	4875	8562,50	5237	5092	5550	5880	10879,50	23385,00	24979,00	24182,00
3	5473	4530	5001,50	4698	4472	4183	4447	8900,00	5673	5541	6177	5749	11570,00	26204,00	24739,00	25471,50
4	4930	4189	4559,50	4044	4422	3325	4773	8282,00	5206	5204	5490	6874	11387,00	22995,00	25462,00	24228,50
5	4776	4169	4472,50	3838	4676	3754	4697	8482,50	4661	4995	4688	5629	9986,50	21717,00	24166,00	22941,50
6	6891	5406	6148,50	5682	5657	4465	6283	11043,50	7105	6338	7367	7755	14282,50	31510,00	31439,00	31474,50
MOY	5202,60	4340,60	4771,60	4278,60	4539,80	3838,00	4756,80	8706,60	5305,00	5203,00	5798,20	6036,40	11171,30	24422,40	24876,60	24649,50
ERR %	-9,83	-24,77	-17,30	-27,11	-22,66	-34,62	-18,96	-25,84	-11,21	-12,92	-2,96	1,03	-6,52	-17,10	-15,56	-16,33
STD	364,30	139,48	239,25	356,31	132,08	450,08	183,90	359,99	390,09	184,52	798,88	441,54	698,25	2240,07	424,92	1194,79
STD (%)	7,00	3,21	5,01	8,33	2,91	11,73	3,87	4,13	7,35	3,55	13,78	7,31	6,25	9,17	1,71	4,85

CAL1AV	0,59		CAL2AV		0,68	RÉSULTATS DE LA PASSE FINALE	POIDS AVANT	POIDS MOTRICE	POIDS ARRIÈRE	POIDS TOTAL
CAL1MO	0,77		CAL2MO		0,64		6148,50	11043,50	14282,50	31474,50
CAL1AR	0,57		CAL2AR		0,54					
CAL1TO	0,64		CAL2TO		0,60					
CAL MOY	0,64		CAL MOY		0,62	ERR %	6,56	-5,93	19,52	6,84