

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[]
	*STATE CODE	[29]
	*SHRP SECTION ID	[3016]

HIGHWAY RT. NO. (THIS COUNT) 40 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 5.6 Km East of the Exit 229

FILENAME V392016.ega DISK ID Year 2000

BEGINNING DATE 03-17-2000 BEGINNING TIME A.M. 12h00

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

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

COUNT DURATION 299 [] HOURS [☒] DAYS [] MONTHS

TYPE OF SENSOR: 2 ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM 1 LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER/MODEL # IR01060

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>Mattias Rausper</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	[39]
	*SHRP SECTION ID	[3016]

HIGHWAY RT. NO. (THIS COUNT) 40 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) 5.6 km East of the Exit 229

FILENAME V893016.nua DISK ID 1st half of the Year 2001

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

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

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

COUNT DURATION 212 [] 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>Yvethalie Jernique</u>	PHONE# <u>(418) 644-6967</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	[39]
	*SHRP SECTION ID	[3016]

HIGHWAY RT. NO. (THIS SESSION) 40

MILEPOST NO. OR LOCATION (THIS SESSION) 5.6 km East of the Exit 229

FILENAME W893016.nua DISK ID 1st half of the Year 2001

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

ENDING DATE 31-07-2001 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 ☒ (C. 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>Y. H. Hsieh</u>	PHONE <u>(418) 644-6467</u>
DATE PREPARED <u>10-04-2001</u>	revised February 21, 2000

Rec'd. Mar. 1, 2001

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[]
	*STATE CODE	[89]
	*SHRP SECTION ID	[3016]

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [03 / 23 / 2000]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☒ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER IRD

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

☐ 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>AIR</u>
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

SEE CALIBRATION FORM

MEAN DIFFERENCE BETWEEN --

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES

DYNAMIC AND STATIC DOUBLE AXLES

9.1
11.36
13.23

STANDARD DEVIATION

STANDARD DEVIATION

STANDARD DEVIATION

1.6
3.03
1.44

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: _____

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:

SCANNED

FEB 11 2009

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID []
*STATE CODE [09]
*SHRP SECTION ID [3015]

and 3016

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR)

[08/25/2000]

2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER

☐ BOTH

ENTERED NOV 03 2006

3. * REASON FOR CALIBRATION

☒ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVISION
☐ OTHER (SPECIFY) _____

☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION

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 _____

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

☐ 6 PASSES PER TRUCK

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

TRUCK	TYPE	SUSPENSION
1	9	1
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

(see classification report)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

- 1.09

STANDARD DEVIATION 2.03

DYNAMIC AND STATIC SINGLE AXLES

3.54

STANDARD DEVIATION 3.70

DYNAMIC AND STATIC DOUBLE AXLES

3.89

STANDARD DEVIATION 1.93

8. ☒ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 55

SCANNED

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

FEB 11 2009

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

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

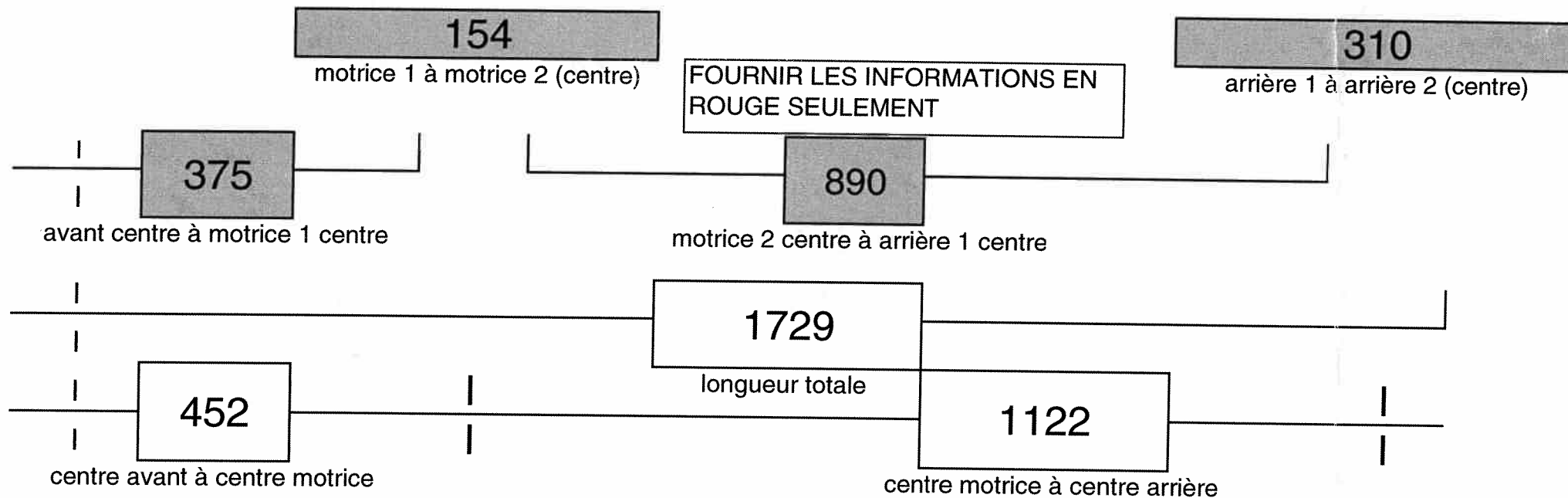
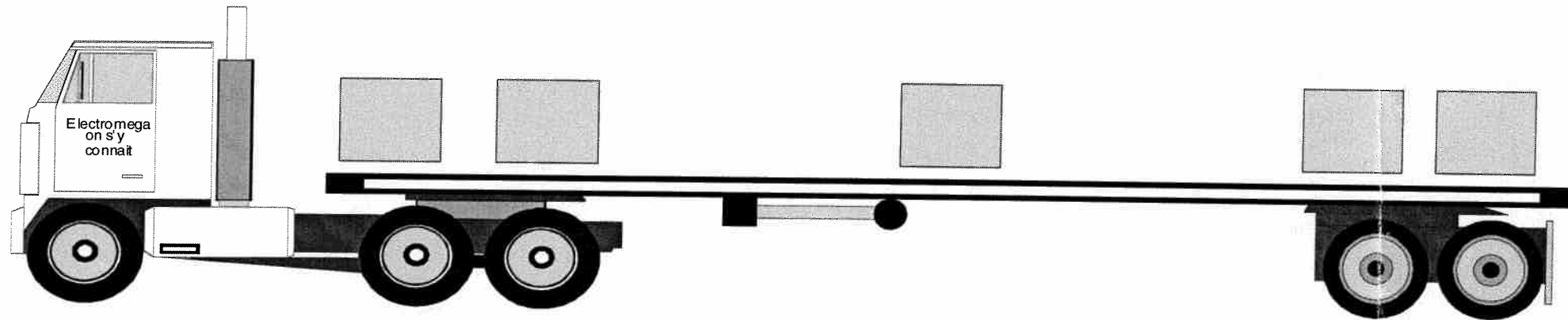
13. METHOD TO DETERMINE LENGTH OF COUNT _____ TIME _____ NUMBER OF TRUCKS

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

7575

Motrice 2

7575

poids total

34510,00

Arrière 1

7095

Arrière 2

7095

893016 2000

DONNEES DU VEHICULE ETALON

PASSE	AVANT	MOTRICE	ARRIERE	TOTAL
6	8177,00	27634,00	15737,00	51548,00
ERR%	58,16	82,40	10,90	49,37