

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE
STATE CODE

[MICHIGAN]
[26]

FILENAME	START DATE mm/dd/yy	START TIME hh:mm	END DATE mm/dd/yy	END TIME hh:mm	CLASS SCHEME.
C269029.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W269029.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C260200.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W260200.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C260100.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W260100.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
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NAME OF PREPARER JAMES KRAMER PHONE# (517) 322-1716

DATE PREPARED 02-05-2007

SITE CALIBRATION INFORMATION

- ## WIM SYSTEM CALIBRATION SPECIFICS**

- ### CLASSIFIER TEST SPECIFICS***





SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [____317____]
 *STATE CODE [26]
 *SHRP SECTION ID [0100]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/3/2007]
2. * TYPE OF EQUIPMENT CALIBRATED _____ WIM _____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION
_____ REGULARLY SCHEDULED SITE VISIT _____ RESEARCH
_____ EQUIPMENT REPLACEMENT _____ TRAINING
_____ DATA TRIGGERED SYSTEM REVISION _____ NEW EQUIPMENT INSTALLATION
 X OTHER (SPECIFY) LTPP Validation
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
_____ BAKE ROUND PIEZO CERAMIC _____ BARE FLAT PIEZO _____ BENDING PLATES
_____ CHANNELIZED ROUND PIEZO _____ LOAD CELLS X QUARTZ PIEZO
_____ CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS _____ CAPACITANCE PADS
_____ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
- ____ TRAFFIC STREAM -- ____ STATIC SCALE (Y/N) X TEST TRUCKS
- ____ NUMBER OF TRUCKS COMPARED ____ 2 NUMBER OF TEST TRUCKS USED
- ____ 20 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|----------|------------|
| 1 | <u>9</u> | <u>1</u> |
| 2 | <u>9</u> | <u>1</u> |
| 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 -0.5 STANDARD DEVIATION 2.1
DYNAMIC AND STATIC SINGLE AXLES 5.5 STANDARD DEVIATION 3.5
DYNAMIC AND STATIC DOUBLE AXLES -1.5 STANDARD DEVIATION 3.1
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 60 70 _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1071
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

12. *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ____ VIDEO X MANUAL ____ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 ____ 2.0 FHWA CLASS ____ ____
 *** FHWA CLASS 8 ____ 0.0 FHWA CLASS ____ ____
 FHWA CLASS ____ ____
 FHWA CLASS ____ ____
 *** PERCENT "UNCLASSIFIED" VEHICLES: ____ 0.0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC
CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999