

form.txt

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. |
|---------------|------------------------|---------------------|----------------------|-------------------|------------------|
| ✓ C260200.C1R | 01/01/17 | 00:00 | 01/31/17 | 23:59 | FHWA |
| ✓ W260200.C1R | 01/01/17 | 00:00 | 01/31/17 | 23:59 | FHWA |
| ✓ C264015.C1R | 01/01/17 | 00:00 | 01/30/17 | 23:59 | FHWA |
| ✓ W264015.C1R | 01/01/17 | 00:00 | 01/30/17 | 23:59 | FHWA |
| ✓ C260900.C1R | 01/01/17 | 00:00 | 01/02/17 | 23:59 | FHWA |
| ✓ W260900.C1R | 01/01/17 | 00:00 | 01/02/17 | 23:59 | FHWA |
| ✓ C260100.C1R | 01/01/17 | 00:00 | 01/31/17 | 23:59 | FHWA |
| ✓ W260100.C1R | 01/01/17 | 00:00 | 01/31/17 | 23:59 | FHWA |

NAME OF PREPARER TOM FOLTZ

PHONE# (517) 322-1716

DATE PREPARED 02/01/17

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| SHEET 13 TRAFFIC DATA FILES TRANSMITTAL FORM | STATE STATE CODE | [MICHIGAN] [26] |
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| FILENAME | START DATE mm/dd/yy | START TIME hh:mm | END DATE mm/dd/yy | END TIME hh:mm | CLASS SCHEME. |
|---------------|------------------------|---------------------|----------------------|-------------------|------------------|
| ✓ C260200.D1R | 02/01/17 | 00:00 | 02/13/17 | 23:59 | FHWA |
| ✓ W260200.D1R | 02/01/17 | 00:00 | 02/13/17 | 23:59 | FHWA |
| ✓ C264015.D1R | 02/01/17 | 00:00 | 02/01/17 | 23:59 | FHWA |
| ✓ W264015.D1R | 02/01/17 | 00:00 | 02/01/17 | 23:59 | FHWA |
| ✓ C260100.D1R | 02/01/17 | 00:00 | 02/28/17 | 23:59 | FHWA |
| ✓ W260100.D1R | 02/01/17 | 00:00 | 02/28/17 | 23:59 | FHWA |

| | | | |
|------------------|-----------|--------|----------------|
| NAME OF PREPARER | TOM FOLTZ | PHONE# | (517) 322-1716 |
| DATE PREPARED | 03/01/17 | | |

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|--|---------------------|------------------------|
| 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. |
|---------------|------------------------|---------------------|----------------------|-------------------|------------------|
| ✓ C260100.E1R | 03/01/17 | 00:00 | 03/06/17 | 23:59 | FHWA |
| ✓ W260100.E1R | 03/01/17 | 00:00 | 03/06/17 | 23:59 | FHWA |

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|------------------|-----------|--------|----------------|
| NAME OF PREPARER | TOM FOLTZ | PHONE# | (517) 322-1716 |
| DATE PREPARED | 04/04/17 | | |

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[5019]
[26]
[0100]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [03/09/2017]
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
☐ LTPP VALIDATION ☐ LTPP ASSESSMENT
☐ 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 Kistler + IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
 a. SOURCE _____ b. BASIC METHOD T
001 NUMBER OF TRUCKS COMPARED 001 NUMBER OF TEST TRUCKS USED
002 PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|----------|------------|
| 1 | <u>4</u> | <u>1</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 1.0 STANDARD DEVIATION 2.7
 DYNAMIC AND STATIC SINGLE AXLES 0.5 STANDARD DEVIATION 2.8
 DYNAMIC AND STATIC DOUBLE AXLES -1.3 STANDARD DEVIATION 4.0
8. 03 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55, 60, 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 55: 4454, 4299, 60: 4397, 4428, 65: 4355, 4389
- 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 ___ MANUAL ___ PARALLEL CLASSIFIERS

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

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** TMG CLASS 9 ___ TMG CLASS ___
TMG CLASS ___ TMG CLASS ___
TMG CLASS ___ TMG CLASS ___

*** PERCENT "UNCLASSIFIED" VEHICLES: ___ . ___

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: Reed Benton 517-322-1716 rev. March 24, 2009

ENTERED
29/MAR/2017
C.O.