

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.
C266016.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W266016.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C260600.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W260600.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C261013.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W261013.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C261010.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W261010.C1H	01/01/07	08:00	01/31/07	23:59	FHWA
C260900.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W260900.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C265363.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
W265363.C1H	01/01/07	00:00	01/31/07	23:59	FHWA
C264015.C1H	01/01/07	00:00	01/30/07	23:59	FHWA
W264015.C1H	01/01/07	00:00	01/30/07	23:59	FHWA

NAME OF PREPARER JAMES KRAMER PHONE# (517) 322-1716

DATE PREPARED 02-05-2007

10.011111

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [131] *STATE CODE [26] *SHRP SECTION ID [0909]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01/09/2007]
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/PAT

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
21 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1 9 1
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2 #
3 - OTHER (DESCRIBE) 3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN -
DYNAMIC AND STATIC GVW -0.4 STANDARD DEVIATION 2.08
DYNAMIC AND STATIC SINGLE AXLES -0.3 STANDARD DEVIATION 5.99
DYNAMIC AND STATIC DOUBLE AXLES -0.5 STANDARD DEVIATION 2.69
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) 91.0
- 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:
*** FHWA CLASS 9 _____ FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: <u>James Kramer</u>	rev. November 9, 1999
CONTACT INFORMATION: <u>517 322 1716</u>	