

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

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		

Capac Lane 1 only

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [6269] *STATE CODE [26] *SHRP SECTION ID [4015]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [03/07/2017]
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

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

021 PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 9 1
2 _____
3 _____

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW _____ 0.4 STANDARD DEVIATION 01.6
DYNAMIC AND STATIC SINGLE AXLES _____ 1.0 STANDARD DEVIATION 1.1
DYNAMIC AND STATIC DOUBLE AXLES _____ 0.3 STANDARD DEVIATION 2.5

8. 3 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: 3374
4372, 60: 3422
4360, 65: 3533
3906

- 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

SP7-322-1716

rev. March 24, 2009

ENTERED
9/MAR/2017

CA