

SHEET 13
TRAFFIC DATA FILES
TRANSMITTAL FORM

STATE South Dakota
STATE CODE 46

FILENAME	START DATE mm/dd/yy	START TIME hh:mm	END DATE mm/dd/yy	END TIME hh:mm	CLASS. SCHEME
C463012.C1d	01/01/2003	00:00	01/31/2003	23:59	FHWA
W463012.C1d	01/01/2003	00:00	01/31/2003	23:59	FHWA
C463012.D1d	02/01/2003	00:00	02/29/2003	23:59	FHWA
W463012.D1d	02/01/2003	00:00	02/29/2003	23:59	FHWA
C463012.E1d	03/01/2003	00:00	03/31/2003	23:59	FHWA
W463012.E1d	03/01/2003	00:00	03/31/2003	23:59	FHWA
C463012.F1d	04/01/2003	00:00	04/30/2003	23:59	FHWA
W463012.F1d	04/01/2003	00:00	04/30/2003	23:59	FHWA
C463012.G1d	05/01/2003	00:00	05/31/2003	23:59	FHWA
W463012.G1d	05/01/2003	00:00	05/31/2003	23:59	FHWA
C463012.H1d	06/01/2003	00:00	06/30/2003	23:59	FHWA
W463012.H1d	06/01/2003	00:00	06/30/2003	23:59	FHWA
C463012.I1d	07/01/2003	00:00	07/31/2003	23:59	FHWA
W463012.I1d	07/01/2003	00:00	07/31/2003	23:59	FHWA
C463012.J1d	08/01/2003	00:00	08/31/2003	23:59	FHWA
W463012.J1d	08/01/2003	00:00	08/31/2003	23:59	FHWA
C463012.K1d	09/01/2003	00:00	09/30/2003	23:59	FHWA
W463012.K1d	09/01/2003	00:00	09/30/2003	23:59	FHWA
C463012.L1d	10/01/2003	00:00	10/31/2003	23:59	FHWA
W463012.L1d	10/01/2003	00:00	10/31/2003	23:59	FHWA
C463012.M1d	11/01/2003	00:00	11/30/2003	23:59	FHWA
W463012.M1d	11/01/2003	00:00	11/30/2003	23:59	FHWA
C463012.N1d	12/01/2003	00:00	12/31/2003	23:59	FHWA
W463012.N1d	12/01/2003	00:00	12/31/2003	23:59	FHWA

PREPARED BY: Kenneth E. Marks
DATE PREPARED: 03/11/2004

PHONE # : (605) 773-3336

Year 2003

SHEET 14 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	STATE ASSIGNED ID <u>3901</u> STATE CODE <u>46</u> SHRP SECTION ID <u>3012</u>
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LOCATION E. of Sturgis near Tilford TYPE EQUIP. PAT Bending Plate
 MILEPOST NO. MRM 43.42 MODEL # DAW 100

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE	NEW EQUIP. SERIAL#
9-19-91		Installation of DAW 200	PAT Rep Leggett, Dan Strand & Blair Lunde	(605) 787-6205	NA
7-31-92		Change to DAW 100	PAT Rep Gassner & Dan Strand		NA
04/18/1997	11:00	Update EPROM to version 8.65 which will compensate for temperature	Daniel S.		
04/21/1997		Set up auto calibration desired weights and ranges	Dale Engelman		
06/05/2001	2:30 PM	The calibration process was performed at this site in the month of June. The sensitivity values in Mode 0 were changed for lanes 1 & 2.	Darin Charlson Dan Strand	(605) 773-5026 (605) 773-3871	
08/28/2002		The calibration process was performed at this site in the month of June.	Darin Charlson Jon Becker	(605) 773-5026 (605) 773-6242	
05/14/2003		Replaced load frame for dummy plate in the east bound driving lane.	Jon Becker Daris Ormesher	(605)773-6242 (605)773-6234	
08/07/2003		The calibration process was performed at this site in the month of June.	Darin Charlson Jon Becker	(605) 773-5026 (605) 773-6242	

4630122003Fillford Lane 1

SHEET 16	* STATE ASSIGNED ID	[]
LTPP MONITORED TRAFFIC DATA	* STATE CODE	[46]
SITE CALIBRATION SUMMARY	* SHRP SECTION ID	[3012]

EBLTPP

SITE CALIBRATION INFORMATION

- 0101
[]/[/]2003
2. *TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. *REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVISION
☐ OTHER (SPECIFY) _____
- ENTERED AUG 30 2004
☐ 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 PAT/IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM ☒ STATIC SCALE (Y / N) ☐ TEST TRUCKS
68 NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED
☐ PASSES PER TRUCK
- TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
- TRUCK TYPE SUSPENSION
1
2
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 3.9
DYNAMIC AND STATIC SINGLE AXLES 3.7 STANDARD DEVIATION 5
DYNAMIC AND STATIC DOUBLE AXLES --- STANDARD DEVIATION 5.2
STANDARD DEVIATION ---
8. NA NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS TIME? (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 _____
- *** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: _____

CONTACT INFORMATION: _____

rev. November 9, 1999

4630122005TILFORD LANE 2

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

* STATE ASSIGNED ID [____]
* STATE CODE [____]
* SHRP SECTION ID [____]

DO NOT LOAD NON LTPP Lane.

SITE CALIBRATION INFORMATION

1. *DATE OF CALIBRATION (MONTH/DAY/YEAR) [____/____/2003]
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 PAT/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
_____ PASSES PER TRUCK
TRUCK TYPE SUSPENSION
1 _____
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 _____ 1.5 STANDARD DEVIATION _____ .3
DYNAMIC AND STATIC SINGLE AXLES _____ 1.1 STANDARD DEVIATION _____ .12
DYNAMIC AND STATIC DOUBLE AXLES _____ . . STANDARD DEVIATION _____ .
8. NA NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS TIME? (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 _____
- *** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: _____

CONTACT INFORMATION: _____ rev. November 9, 1999