

<p align="center">SHEET 15</p> <p align="center">LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P02]
	*STATE CODE	[53]
	*SHRP SECTION ID	[1501]

LOCATION SR 2 TYPE EQUIP. Diamond

MP # 179.1 MODEL # D-2169

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/31/02		NO CHANGE			
					# 9106-1168
					.

SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[P02]
	*STATE CODE	[53]
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LOCATION SR 2 TYPE EQUIP. Diamond

MP # 179.1 MODEL # D-2169

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
08/01/02		Site shows that DMA is not synchronized with A/D card, and temp sensor is 210 degrees. The data shows that the site stopped collecting class data at midnight 7/7/02, so there is no data available from 7/8/02 to present. (Tom)			
08/13/02	(10:00-14:55)	8/13/02 Coulee City P02 Was: A/D card not synced. Action: Rebooted unit, was able to access all directories but, unit failed to register any loop or sensor hits. Swapped out A/D card, no help; swapped out watch dog, no help. Tried switching power supplies, no help. Tried to call Rich Rempfer, no answer and no voice mail. Tried to set up new unit and after down loading site parameters and vehicle records the new unit failed to boot up. I will try to contact Rich later and see if he has any ideas. (RCR)	Rich Radcliff		
9/10/02	(0800-1400)	Coulee City P02. Unit would send scrambled message on retrieve. Replaced 9305-2497 with unit # 9106-1168. Recalibrated axle sensors. Unit answered okay from Olympia. Should have good data now.(KL) (note*; dials, no answer on 9/11/02 Tom)	Ken Lakey Tom Newman		# 9106-1168

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LOCATION SR 2 TYPE EQUIP. Diamond

MP # 179.1 MODEL # D-2169

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
4/30/02		P02 Coulee City. Recut all loops. Sand sensors flush with road surface. Not enough time to properly calibrate sight. (low volume trucks) The few trucks I did see looked light but within auto cal range. Rich, you might take a look at this sight to see if it needs further tweaking. (KL)	KEN LAKEY		
05-07-02	@ 1:20 PM	Coulee City P02 Was: Site worked on by electronics crew. Action: Check calibration Now: Good WIM continues	Rich Rempfer		

MP # 179.1 MODEL # D-2169[illegible]

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P02]
 *STATE CODE [53]
 *SHRP SECTION ID [1501]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [09/10/2002]
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 INTERNATIONAL ROAD DYNAMICS (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 |
| TYPE PER FHWA 13 BIN SYSTEM | 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 _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____
 DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
8. _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 0.47001
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 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: TONY NIEMI (360) 570-2392

rev. November 9, 1999

SEP 16 2003