

File: 80012.11, 8.12  
53,801

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[ P07 ]
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 1801 ]

LOCATION SR 14 TYPE EQUIP. Piezo (Class 1)

MP # 17.7 MODEL # IRD 1060

[illegible]







<p align="center">SHEET 15 LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[ P07 ]
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 1801 ]

File: 800.18.1.1  
531801

LOCATION SR 14 TYPE EQUIP. Piezo (Class 1)

MP # 17.7 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP SERIAL #
		<b>OUT OF STUDY</b>			
08/06/08		(last shutdown on 7/30/08 lasted to the 2300 hour before going back to errors, fixed itself before failing again during 1600 hour on 8/1 so counter continues to stop and start)  "zero axles detected" again; did system shutdown at 0830; called later; monitoring traffic again after system shutdown (until the next time) (Tom)			
8/20/08		8/20/08 Washougal P07 (13:25 - 13:45) Problem: Zero axle detected. Replaced #0305-8185 A/D card. (HN)	HN		
8/27/08		autopoll changed transfer to device "D"; reset and retrieved data (Tom)			

File: 800.12.11.8.12

<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	[ P07 ]
	*STATE CODE	[ 53 ]
	*SHRP SECTION ID	[ 1801 ]

LOCATION SR 14 TYPE EQUIP. Piezo (Class 1)

MP # 17.7 MODEL # IRD 1060

[illegible]

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [P07]  
\*STATE CODE [53]  
\*SHRP SECTION ID [ East Bound]

180 )  
enter

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [9 /15 /2008]
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 DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
  
☐ 1 NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED  
  
PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 1 Class 9 Air  
3 - OTHER (DESCRIBE) 2  
3  
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW 2.00% STANDARD DEVIATION 1.20%  
DYNAMIC AND STATIC SINGLE AXLES 0.09% STANDARD DEVIATION 4.87%  
DYNAMIC AND STATIC DOUBLE AXLES 3.06% STANDARD DEVIATION 2.32%  
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED  
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 53 mph  
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .2982, Sensor #2= .2965  
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.  
1 range is used. 10,560 pounds steer axle weigh is the target.

**ENTERED**  
1-16-12

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



**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [P07]  
\*STATE CODE [53]  
\*SHRP SECTION ID [ West Bound] **801**

SITE CALIBRATION INFORMATION

*Do not enter*

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [9 /15 /2008]
2. \* TYPE OF EQUIPMENT CALIBRATED   X   WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION  
  X   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   X   BARE FLAT PIEZO        BENDING PLATES  
       CHANNELIZED ROUND PIEZO        LOAD CELLS        QUARTZ PIEZO  
       CHANNELIZED FLAT PIEZO   X   INDUCTANCE LOOPS        CAPACITANCE PADS  
       OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\* CALIBRATION TECHNIQUE USED:  
       TRAFFIC STREAM --        STATIC SCALE (Y/N)   X   TEST TRUCKS
- 1   NUMBER OF TRUCKS COMPARED   1   NUMBER OF TEST TRUCKS USED
- |                                      | <u>      </u> PASSES PER TRUCK |               |
|--------------------------------------|--------------------------------|---------------|
| TYPE PER FHWA 13 BIN SYSTEM          | TRUCK                          | TYPE          |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1                              | Class 9       |
| 3 - OTHER (DESCRIBE)                 | 2                              | <u>      </u> |
|                                      | 3                              | <u>      </u> |
- SUSPENSION   Air
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- | MEAN DIFFERENCE BETWEEN ---     |        |                    |       |
|---------------------------------|--------|--------------------|-------|
| DYNAMIC AND STATIC GVW          | 1.88%  | STANDARD DEVIATION | 1.64% |
| DYNAMIC AND STATIC SINGLE AXLES | -2.70% | STANDARD DEVIATION | 1.05% |
| DYNAMIC AND STATIC DOUBLE AXLES | 3.49%  | STANDARD DEVIATION | 3.23% |
8.   1   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)   56 mph   \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3862, Sensor #2= .3399
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)   Yes    
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Site is set to auto-calibrate every month.  
1 range is used. 10,780 pounds steer axle weigh is the target.

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