

<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	[P09]
	*STATE CODE	[53]
	*SHRP SECTION ID	[3019]

LOCATION SR 82 TYPE EQUIP. Piezo (Class 1)

MP # 121.20 MODEL # IRD 1060

[illegible]

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LOCATION SR 82 TYPE EQUIP. Piezo (Class 1)

MP # 121.20 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
		Due to continual ghost axle problems, this site will no longer be part of our submittal until this problem can be resolved.			
7/17/02	9:00am to 5:40pm	Plymouth P09 . WB drive repaired broken epoxy # 5 sensor. Road pm WB pass. EB lanes 1 and 2. Road pm. Remove steel conduit and replace with 2" pvc. Replace temp sensor. (KL)	Ken Lakey		
8/20/02	(17:00-18:40)	Plymouth P09 Was: WB pass weight difference errors Action: Recalibrate WB pass lane, view traffic in all lanes. Now OK? (RCR)	Rich Rackleff		

$$800 \cdot 12 \cdot 11 \cdot 8 \cdot 12$$

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 MP # 121.20 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
		Due to continual ghost axle problems, this site will no longer be part of our submittal until this problem can be resolved.			
1/02/02		Plymouth WIM (P09) <u>Was:</u> No answer. <u>Action:</u> Found hung up in boot process. Reinstalled DOS and WIM. <u>Now:</u> All good data, except for weight difference errors, beginning 1/3/02. (RR)	RICH REMPFER		
1/15/02	15:30-16:30	Plymouth (P09) WAS: Significant weight difference W.B. drive lane. ACTION: Checked sensors in road, looked good. Adjusted threshold on piezo #6 and recalibrated W.B. drive (#5 & #6). NOW: All good data continues. (RR/RR)	RICH REMPFER		

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[P09]
	*STATE CODE	[53]
	*SHRP SECTION ID	[3019]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/29/2002]

2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH

3. * REASON FOR CALIBRATION

<input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input type="checkbox"/> OTHER (SPECIFY) _____	

4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input type="checkbox"/> QUARTZ PIEZO
<input checked="" type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> 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

	<input type="checkbox"/> PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	1	_____	_____
	2	_____	_____
	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