

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	[P01]
	*STATE CODE	[53]
	*SHRP SECTION ID	[6020]

LOCATION SR 2 TYPE EQUIP. Piezo (Class 1)

MP # 112.5 MODEL # IRD 1060

[illegible]

File: 800.12.11.8.12

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LTPP TRAFFIC DATA

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LOCATION SR 2 TYPE EQUIP. Piezo (Class 1)

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LOCATION SR 2 TYPE EQUIP. Piezo (Class 1)

MP # 112.5 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
9/9/10	(16:30 – 17:15)	Cashmere-P01 Site inspected. Copied log and parameter files. Sensor #4 is broken, sensors #2 and #8 are loose; Disabled.	(HN)		
3/15/10		MODERATE IMPACT US 2 Both Directions - Monday 3/15 ONLY, 10 a.m. to 6:30 p.m., expect one of the four lanes to be closed where WSDOT Traffic Data Office technicians are repairing weigh in motion pavement sensors, about a mile east of Cashmere near Red Apple Rd. At milepost 113			
3/15/10	(13:30 – 17:00)	Cashmere-P01 Re-cut sensors #2 and #4 EB. Re-spliced loops #1, #2, #5, #6 and #8. Balanced sensors. Copied log and parameter files.	HN		

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">*STATE ASSIGNED ID</td> <td style="width: 30%; text-align: right;">[P01]</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[53]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[EB Drive]</td> </tr> </table>	*STATE ASSIGNED ID	[P01]	*STATE CODE	[53]	*SHRP SECTION ID	[EB Drive]
*STATE ASSIGNED ID	[P01]						
*STATE CODE	[53]						
*SHRP SECTION ID	[EB Drive]						

6020
enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /27 /2010]

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 checked="" 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 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 DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM --	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> 1_ NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 1_ NUMBER OF TEST TRUCKS USED	

	<u>PASSES PER TRUCK</u>
	TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1 Class 9 <input type="checkbox"/> Air
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	-2.69%	STANDARD DEVIATION	2.26%
DYNAMIC AND STATIC SINGLE AXLES	-3.36%	STANDARD DEVIATION	4.79%
DYNAMIC AND STATIC DOUBLE AXLES	-2.52%	STANDARD DEVIATION	2.18%

8. ☐ 1_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) ☐ 58 mph _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4624, Sensor #2= .6498
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 week.
 1 range is used. 11,220 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

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*STATE ASSIGNED ID	[P01]						
*STATE CODE	[53]						
*SHRP SECTION ID	[EB Pass]						

6020

SITE CALIBRATION INFORMATION

Do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /27 /2010]
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 checked="" 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 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 DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

6. ** CALIBRATION TECHNIQUE USED:

<input type="checkbox"/> TRAFFIC STREAM	<input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> 1 NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 1 NUMBER OF TEST TRUCKS USED	

	PASSES PER TRUCK												
	<table style="width: 100%; border: none;"> <tr> <th style="width: 20%; border: none;">TRUCK</th> <th style="width: 20%; border: none;">TYPE</th> <th style="width: 60%; border: none;">SUSPENSION</th> </tr> <tr> <td style="border: none;">1</td> <td style="border: none;">Class 9</td> <td style="border: none;"><input type="checkbox"/> Air</td> </tr> <tr> <td style="border: none;">2</td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;">3</td> <td style="border: none;"></td> <td style="border: none;"></td> </tr> </table>	TRUCK	TYPE	SUSPENSION	1	Class 9	<input type="checkbox"/> Air	2			3		
TRUCK	TYPE	SUSPENSION											
1	Class 9	<input type="checkbox"/> Air											
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	-1.23%	STANDARD DEVIATION	1.46%
DYNAMIC AND STATIC SINGLE AXLES	-2.13%	STANDARD DEVIATION	2.69%
DYNAMIC AND STATIC DOUBLE AXLES	-1.02%	STANDARD DEVIATION	1.81%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 58 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4058, Sensor #2= .4995
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 week.

1 range is used. 11,220 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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P01]
*STATE CODE [53]
*SHRP SECTION ID [WB Drive] 6020

Do not enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4/27/2010]
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	1	Class 9	<input checked="" type="checkbox"/> Air
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	-2.95%	STANDARD DEVIATION	1.73%
DYNAMIC AND STATIC SINGLE AXLES	-4.83%	STANDARD DEVIATION	2.27%
DYNAMIC AND STATIC DOUBLE AXLES	-2.55%	STANDARD DEVIATION	2.48%
8. ☒ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☒ 57 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4626, Sensor #2= .3804
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 week.
 1 range is used. 11,220 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

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Do not enter

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- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /27 /2010]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

- ** 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	1	Class 9	<input type="checkbox"/> Air
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2		
3 - OTHER (DESCRIBE)	3		

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW	-0.88%	STANDARD DEVIATION	1.55%
DYNAMIC AND STATIC SINGLE AXLES	-4.42%	STANDARD DEVIATION	2.25%
DYNAMIC AND STATIC DOUBLE AXLES	-0.18%	STANDARD DEVIATION	1.95%
- ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) ☐ 58 mph _____
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3873, Sensor #2= .4064
- ** 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 week.
 1 range is used. 11,220 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