

File: 800.12.118.12  
536036

<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>	<p>*STATE ASSIGNED ID [ P13 ]</p> <p>*STATE CODE [ 53 ]</p> <p>*SHRP SECTION ID [ 6056 ]</p>
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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
1/14/08		Power outages, school and road closures in Palouse Posted: Jan 14, 2008 10:40 PM PST PULLMAN -- A storm moving through the Palouse area has left 3,400 people without power, and forced the closure of Highway 195 from Pullman to the state line overnight Monday due to white out conditions. The road was closed just after 10:30 p.m. Monday, and reopened just before 6:30 a.m. Tuesday morning. (Tom)			
1/28/08		US 195 - Snow on roadway, drifting snow on US 195 from State Route 271 South to Idaho State Line since 8:00 AM, 01/28/08 until further notice From milepost 0 to milepost 61 (Tom)			
1/29/08		US 195 - Closed to traffic, impassable, drifting snow on US 195 from Idaho State Line to Pullman since 6:56 PM, 01/29/08 until further notice From milepost to milepost 23 (Tom)			
1/30/08		no traffic viewed; SR 195 closed from Pullman to Clarkston; impassable due to blowing snow (Tom)			
1/31/08		US 195 - Closed to traffic on US 195 from Pullman to Idaho State Line since 9:04 AM, 01/31/08 until further notice due to white out From milepost 0 to milepost 23 (Tom)			

Scanned

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

\*STATE ASSIGNED ID [P13]  
\*STATE CODE [53]  
\*SHRP SECTION ID [ South Bound]

6056  
enter

**SITE CALIBRATION INFORMATION**

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [8 /5 /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  
  

	<u>PASSES PER TRUCK</u>		
	<u>TRUCK</u>	<u>TYPE</u>	<u>SUSPENSION</u>
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	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 -1.25% STANDARD DEVIATION 1.92%  
DYNAMIC AND STATIC SINGLE AXLES -5.89% STANDARD DEVIATION 1.78%  
DYNAMIC AND STATIC DOUBLE AXLES -0.30% STANDARD DEVIATION 2.59%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 59 mph \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .3096, Sensor #2= .2743
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. 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

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

\*STATE ASSIGNED ID [P13]  
\*STATE CODE [53]  
\*SHRP SECTION ID [ North Bound]

6056

SITE CALIBRATION INFORMATION

Do not enter

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [8 /5 /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  
  

	<u>PASSES PER TRUCK</u>		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	Class 9	<u>Air</u>
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 1.43% STANDARD DEVIATION 1.29%  
DYNAMIC AND STATIC SINGLE AXLES -3.39% STANDARD DEVIATION 1.47%  
DYNAMIC AND STATIC DOUBLE AXLES 2.29% STANDARD DEVIATION 2.03%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .2957, Sensor #2= .3594
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. 11,000 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