

<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	[P13]
	*STATE CODE	[53]
	*SHRP SECTION ID	[6056]

LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

[illegible]

<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	[P13]
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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

[illegible]

FILE: 800-12-11-8-12

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

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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 #
8/3/10		<p>Calibrated site with truck. Copied log and parameter files. Calibration spreadsheets and sheet16s are in G:\WIM\TEMP\HOANG\CALIBRATION-2010 and SHEET16-2010 folders. (HN)</p> <p>Note***: volume bad when in calibration mode (Tom)</p>	HN		
8/26/10		<p>HIGHEST IMPACT</p> <p>US 195 Both Directions - Fire on US 195 from milepost 15 to milepost 19, north of Colton. Roadway closed beginning at 08/26/2010 2:15 PM until approximately 5:15 PM.</p> <p>From milepost 15 to milepost 19 (Tom)</p> <p>PULLMAN, WA. -- A wildfire has caused authorities to shut down a state highway in Whitman County. State Route 195 is closed in both directions 4 miles south of Pullman near Staley Road. Fire officials said the fire started near Wawawai Road and M Hatley Road and eventually moved east, jumping Highway 195. People on the Washington State University campus said the city of Pullman is enveloped in a smoky haze due to the fire. There is no estimation on the size of the fire.</p>			

File: 800.12.11.8.12

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 6.01 MODEL # IRD 1060

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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 #
3/3/10	630-700	Site inspection. Copied log and parameter files. Sensors look good! Roadway is in terrible shape. (HN)	HN		
3/17/10	900-915	Problem: Dial, no answer. Found modem not responding. Recycled modem's power. Had Jim called to verify contact. (HN)	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;">[P13]</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;">[6056 SB]</td> </tr> </table>	*STATE ASSIGNED ID	[P13]	*STATE CODE	[53]	*SHRP SECTION ID	[6056 SB]
*STATE ASSIGNED ID	[P13]						
*STATE CODE	[53]						
*SHRP SECTION ID	[6056 SB]						

6056
enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8 /3 /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 type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input checked="" 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	TRUCK	TYPE	SUSPENSION
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	-0.45%	STANDARD DEVIATION	1.99%
DYNAMIC AND STATIC SINGLE AXLES	-0.33%	STANDARD DEVIATION	2.80%
DYNAMIC AND STATIC DOUBLE AXLES	-0.59%	STANDARD DEVIATION	2.85%
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= .4311, Sensor #2= .3799
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. 11,000 pounds steer axle weigh is the target.

116-12

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	[6056 NB]

6056

SITE CALIBRATION INFORMATION

Do not enter

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [8 /3 /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

		<input type="checkbox"/> 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	-0.96%	STANDARD DEVIATION	2.77%
DYNAMIC AND STATIC SINGLE AXLES	-1.13%	STANDARD DEVIATION	1.09%
DYNAMIC AND STATIC DOUBLE AXLES	-0.93%	STANDARD DEVIATION	3.40%
- ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) ☐ 54 mph _____
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .4323, Sensor #2= .4627
- ** 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. 11,000 pounds steer axle weigh is the target.

CLASSIFIER TEST SPECIFICS***

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*** FHWA CLASS 9 _____ FHWA CLASS _____

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FHWA CLASS _____

FHWA CLASS _____

*** PERCENT "UNCLASSIFIED" VEHICLES: _____ . _____

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION:

rev. November 9, 1999