

<p style="text-align: center;">SHEET 15 LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	<p>*STATE ASSIGNED ID [P14]</p> <p>*STATE CODE [53]</p> <p>*SHRP SECTION ID [7322]</p>
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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/3/09		<p>12/3/09 Pullman P14 Showing "Sample Queue Overflow" while monitoring traffic, performed system shut down from office, monitored traffic. (J. Stack) Note***: went to all errors starting 22/27/09; guessing system shutdown was 0600-0700 on 12/3/09 with no change. Errors continued to 12/15/09. Volume probably bad unless there actually were hundreds of vehicles at 2am. (Tom)</p>	JS		
12/14/09	(1600-1700)	<p>12/14/09 Pullman P14 "Sample Queue Overflow" when checking site. Monitored traffic, showed loop #2 no activation and loop #4 stuck on, found mice got back into J-box, loops too short to splice. Mice got to wire next to conduit, was able to pull out about 1-2 inches of single pair for loop #4 for butt splice. Butt spliced loops 2 and 4, monitored traffic, no one in office, had Ken call and verify contact Tuesday morning. (Stopped back at site Tuesday morning, mice were back in the J-box. Could not find where they were coming in. Sprayed chemicals on wires to attempt to stop them from chewing on wires, this site may not be up for long, we will need to recut if this happens again) (J. Stack) Note***: had high SB errors until going to all zero's on 11/27/09 until 12/14/09 (Tom)</p>	JS		

File: 800.12.11.8.12

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

[illegible]

File: 800.12.11.8.12

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

[illegible]

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060[illegible]

File: 800, 12.11.8.12

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LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

[illegible]

File: 800.12.11.8.12

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LOCATION	SR 195	TYPE EQUIP.	Piezo (Class 1)
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MP # 22.2 MODEL # IRD 1060

[illegible]

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File: 800.12.11.8.12
537322

LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
3/02/09		NB sensors out of sync -- jh			
3/10/09		US 195 - Compact Snow and Ice on US 195 from Pullman to Idaho State Line starting 3:45 AM, 03/10/09 until further notice From milepost to milepost 23 (Tom)			
3/17/09		US 195 - Ice on US 195 from Pullman to Idaho State Line since 7:28 AM, 03/17/09 until 11:00 AM, 03/17/09 From milepost to milepost 23 (Tom)			
3/24/09		Pullman-P14 (09:00 -09:45) Site inspected. Copied log and parameter files. Sensors #1 and #4 are failing, disabled in software. hn	HN		

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File: 800.12.11.8.12
537322

LOCATION SR 195 TYPE EQUIP. Piezo (Class 1)

MP # 22.2 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
1/13/09		Pullman P14 Checked phone line, 53v, good dial tone. 1068 showing no loop activations, cleaned and reseated PIO 72 card. Loop #2 showing fault, found mice chewed through loop wires in J-box, spliced wires, monitored traffic, had Tom call to verify contact. (J. Stack/ HN) Note***: 2009 data will show errors only both ways since 1/1/09 (Tom)	HN		
01/02/09		US 195 - Closed to traffic, numerous accidents on US 195 from Pullman to Idaho State Line since 10:30 AM, 01/02/09 until further notice due to white out conditions From milepost to milepost 23 (Tom)			
01/05/09		US 195 - Closed, reduced visibility on US 195 from Idaho State Line to Pullman since 12:15 AM, 01/05/09 until further notice From milepost to milepost 23 <u>More</u> (jh)			

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;">[P14]</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;">[North Bound] 7322</td> </tr> </table>	*STATE ASSIGNED ID	[P14]	*STATE CODE	[53]	*SHRP SECTION ID	[North Bound] 7322
*STATE ASSIGNED ID	[P14]						
*STATE CODE	[53]						
*SHRP SECTION ID	[North Bound] 7322						

SITE CALIBRATION INFORMATION

enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [6/10/2009]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION

<input checked="" type="checkbox"/> REGULARLY SCHEDULED SITE VISIT <input type="checkbox"/> EQUIPMENT REPLACEMENT <input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION <input type="checkbox"/> OTHER (SPECIFY) _____	<input type="checkbox"/> RESEARCH <input type="checkbox"/> TRAINING <input type="checkbox"/> NEW EQUIPMENT INSTALLATION
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4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC <input type="checkbox"/> CHANNELIZED ROUND PIEZO <input type="checkbox"/> CHANNELIZED FLAT PIEZO <input type="checkbox"/> OTHER (SPECIFY) _____	<input checked="" type="checkbox"/> BARE FLAT PIEZO <input type="checkbox"/> LOAD CELLS <input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> BENDING PLATES <input type="checkbox"/> QUARTZ PIEZO <input type="checkbox"/> CAPACITANCE PADS
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5. EQUIPMENT MANUFACTURER: INTERNATIONAL ROAD DYNAMIC

WIM SYSTEM CALIBRATION SPECIFICS**

14.15

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	
TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	Class 9
3 - OTHER (DESCRIBE)	2	
	3	

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---			
DYNAMIC AND STATIC GVW	-2.96%	STANDARD DEVIATION	1.33%
DYNAMIC AND STATIC SINGLE AXLES	2.46%	STANDARD DEVIATION	2.86%
DYNAMIC AND STATIC DOUBLE AXLES	-4.00%	STANDARD DEVIATION	1.79%
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= .3441, Sensor #2= .3516
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. 10,600 pounds steer axle weigh is the target.

ENTERED

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 [P14]
*STATE CODE [53]
*SHRP SECTION ID [South Bound]

7322

SITE CALIBRATION INFORMATION

Do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [6/10/2009]

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	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	-3.25%	STANDARD DEVIATION	2.21%
DYNAMIC AND STATIC SINGLE AXLES	1.51%	STANDARD DEVIATION	2.01%
DYNAMIC AND STATIC DOUBLE AXLES	-4.12%	STANDARD DEVIATION	2.59%

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= .3862, Sensor #2= .3894

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. 10,600 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