

<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 [P08]</p> <p>*STATE CODE [53]</p> <p>*SHRP SECTION ID [7409]</p>
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LOCATION SR 82 TYPE EQUIP. Piezo (Class 1)

MP # 48.5 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.			
10/29/02	(12:00-12:25)	Buena P08 Was: Dials no answer. Action: Found GFI tripped. Reset, viewed traffic to verify operating. OK.	(RCR)		
10/29/02	12:15	Site did not adjust for Standard time on Oct 27 th . Reset 1315 to 1215. (RCR site visit) GFI was tripped, so no power to site from 10/18/02 to 10/28/02.	(Tom)		

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LOCATION SR 82 TYPE EQUIP. Piezo (Class 1)

MP # 48.5 MODEL # IRD 1060

[illegible]

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LOCATION SR 82 TYPE EQUIP. Piezo (Class 1)

MP # 48.5 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.			
1/16/02	7:40-7:55	Buena (P08) WAS: No problem reported. ACTION: Name Change to Buena. Old piezo's could use some patching. NOW: All good data continues. (RR/RR)	RICH REMPFER		
03/26/02	@ 1630	<p>– P08 Buena</p> <p><u>Was</u> Bad CRC errors when downloading</p> <p><u>Action</u> Was able to poll this site with no problems from computer in Electronics Shop. Swapped out field modem anyway. See if this helps, Tom.</p> <p><u>Now</u> Good WIM continues (RR)</p>	RICH REMPFER		

file 800.12.11.8.12

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[P08]
	*STATE CODE	[53]
	*SHRP SECTION ID	[7949]

7409 0101

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
☒ 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 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
☐ 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
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OCT 10 2003