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| SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM | *STATE ASSIGNED ID | [P04] |
| | *STATE CODE | [53] |
| | *SHRP SECTION ID | [3011] |

LOCATION SR 5 TYPE EQUIP. Piezo (Class 1)

MP # 261.0 MODEL # IRD 1060

| DATE OF CHANGE | TIME OF CHANGE | DESCRIPTION OF CHANGE | PERSON MAKING CHANGE | PH ON E # | NEW EQUIP SERIAL # |
|-------------------|-------------------|-----------------------|----------------------------|-----------------|-----------------------|
| 10/31/05 | | NO CHANGES | | | |
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| <div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div> | <div>*STATE ASSIGNED ID [P04]</div> <div>*STATE CODE [53]</div> <div>*SHRP SECTION ID [3011 SB DR]</div> |
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 /16 /2005]
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

12-9-08 ☒ NUMBER OF TRUCKS COMPARED ☐ 1 NUMBER OF TEST TRUCKS USED

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

PASSES PER TRUCK

| TRUCK | TYPE | SUSPENSION |
|-------|---------|------------|
| 1 | Class 9 | Air |
| 2 | | |
| 3 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -.05% STANDARD DEVIATION 4.15%
DYNAMIC AND STATIC SINGLE AXLES -7.03% STANDARD DEVIATION 3.50%
DYNAMIC AND STATIC DOUBLE AXLES .84% STANDARD DEVIATION 5.04%
8. ☐ 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 60 mph _____
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sensor #1= .302, Sensor #2= .291
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Yes
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Weekly, 4.6 tons

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: Hoang Nguyen
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rev.