

<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>	*STATE ASSIGNED ID	[B03]
	*STATE CODE	[53]
	*SHRP SECTION ID	[3014]

LOCATION SR 395 TYPE EQUIP. IRD Bending Plate

MP # 27.2 MODEL # IRD 1060

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
10/06/00		<u>Pasco WIM</u> Was: No problem Action: Performed WIM calibration study with help of WSP's commercial vehicle enforcement. Now: No affect on data; all good data continues. Rich	RICH REMPFER		9305-2462

10/16/00		<p>On the attached spreadsheet, the "timed" record for each truck is WSP's static weight. Right below you'll find the WIM weight for the same truck. I haven't done any real statistics on this data yet. Interestingly, the ratio of the front axle to gross weight doesn't seem to change from the static weights at WSP versus the 60-MPH weights at WIM. Pasco southbound is a slight downgrade, so I'm not surprised. If this lack of a "torque" effect (I realize we have only a very small number of trucks here) were the result of the downgrade at Pasco SB, then the IRD default autocalibration target we're now using might still be pretty good. I believe the absence of torque (trucks not under normal power) would cause weighed-in-motion front axles to appear somewhat heavier to WIM than would be "normal." (An opposite effect could be expected northbound.) Autocalibration would <u>reduce</u> the southbound front-axle calibration (affecting all axles) to keep it "zero-ing in on" 4,800 KG (IRD's default). Given this, southbound trucks should systematically be underweight while northbound trucks should be overweight because of the slight upgrade that direction (it would be interesting to test this). The small sample size and the slight grade at B03 suggest that no change in our autocalibration target would make sense at this point. Comparing what we've observed here with a northbound study at this location would be helpful. In the meantime, the WSP would like to run another study at Cle Elum eastbound, a piezo-sensor site. Hopefully we can get this accomplished before the cold weather sets in. Best, Rich</p>			
12/19/00		<p><u>Pasco WIM</u> Was: Modem connects, but no main screen. Found: 1060 hung up in boot process; cold restart worked. Now: All good data, beginning 12-20-2000</p>	RICH R		

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [B03] *STATE CODE [53] *SHRP SECTION ID [3014]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/02/2000]

2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH 3/23/16

3. * REASON FOR CALIBRATION
X REGULARLY SCHEDULED SITE VISIT RESEARCH
EQUIPMENT REPLACEMENT TRAINING
DATA TRIGGERED SYSTEM REVISION NEW EQUIPMENT INSTALLATION
X OTHER (SPECIFY) **WSP ASSISTED IN TRUCK STUDY**

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
X CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS CAPACITANCE PADS
X OTHER (SPECIFY) 2001-2002 REMOVE BENDING PLATE

5. EQUIPMENT MANUFACTURER INTERNATIONAL ROAD DYNAMICS (IRD)

WIM SYSTEM CALIBRATION SPECIFICS**

6.** CALIBRATION TECHNIQUE USED:
X TRAFFIC STREAM -- STATIC SCALE (Y/N) TEST TRUCKS
200 NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED

	PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1		
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 . 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 X PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT X 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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SEP 16 2003