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|--|--------------------|----------|
| SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM | *STATE ASSIGNED ID | [P08] |
| | *STATE CODE | [53] |
| | *SHRP SECTION ID | [7409] |

 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 # |
|----------------|----------------|---|----------------------|---------|---------------------|
| 11/22/10 | | 11/22/10 Buena – P08 Problem: WB drive lane's trailing sensor intermittently stayed on too long. Disabled for now. (HN) Note***: started getting higher errors after 1900 on 11/17/10 (Tom) | Hoang | | |
| 11/22/10 | | First snowfall claims two lives, and below-zero temps expected YAKIMA, Wash. -- Sitting in his patrol car along Interstate 82 near Zillah on Monday afternoon, Lt. Jim Keightley of the Washington State Patrol summed up the situation. "It's a mess out here," he said simply, surveying the snow-covered roadway. "It's a mess between Union Gap and Granger. I've got at least 15 cars off the road." Lt. Jim Keightley, far left, of the Washington State Patrol inspects the scene of a two-vehicle accident where two people died on the snowy morning of Nov. 22, 2010 along Summitview Road (West of Yakima) in Cowiche, Wash. The occupants of the white Buick La Saber were killed after their car slid broadside in the snow into an oncoming Jeep Cherokee about 9:45 a.m., according to the Washington State Patrol. (Tom) | | | |
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| <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 | [P08] |
| | *STATE CODE | [53] |
| | *SHRP SECTION ID | [7409] |

File: 800.12.11.8.12

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 # |
|-------------------|--------------------|---|-------------------------|---------|------------------------|
| 1/19/10 | (12:00 – 17:00) | Calibrated site with truck. Copied log and parameter files. Calibration spreadsheets and Sheet16 for Buena and Prosser are in G:\WIM\TEMP\HOANG folder. | HN | | |
| | | | | | |
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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 # |
|-------------------|-------------------|-----------------------|-------------------------|---------|------------------------|
| 9/30/10 | | NO CHANGES | | | |
| | | | | | |
| | | | | | |
| | | | | | |

| | | |
|--|--------------------|----------|
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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 # |
|----------------|----------------|--|----------------------|---------|---------------------|
| 8/31/10 | | NO CHANGES | | | |
| 8/27/10 | | HIGH IMPACT I-82 Westbound - Temporary closure westbound from Sunnyside (Exit 69) to Union Gap (Exit 38) during a memorial procession for Washington State Patrol Officers on Friday, between 10:30 a.m. and 12:00 p.m. From milepost 38 to milepost 69 (Tom) | | | |
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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 # |
|----------------|----------------|--|----------------------|---------|---------------------|
| 7/7/10 | | Problem: Dialed, no answer. Found dead UPS. Removed UPS. Reset counter. Had Jim called to verify to contact. (HN) Note***: counter quit 6/26/10 until being reset on 7/7/10 (Tom) | hn | | |
| | | | | | |
| | | | | | |

| | | |
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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 # |
|-------------------|-------------------|-----------------------|-------------------------|---------|------------------------|
| 06/30/10 | | No changes | | | |
| | | | | | |
| | | | | | |

| | | |
|--|--------------------|----------|
| SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM | *STATE ASSIGNED ID | [P08] |
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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 # |
|----------------|----------------|---|----------------------|---------|---------------------|
| 5/31/10 | | No changes | | | |
| 5/27/10 | | Processed Manual Count for 5/26/10 -- OK -- 2.23% EB; 2.55% WB | | | |
| | | | | | |

File: 800.12.11.8.12

| | | |
|--|--------------------|----------|
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| | *STATE CODE | [53] |
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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 # |
|----------------|----------------|---|----------------------|---------|---------------------|
| 3/1/10 | 1230-1315 | Site inspection. Replaced air-filter. Copied log and parameter files. Sensor #4 is failing. Sensor #5 broke, disabled. (HN) | HN | | |
| 3/17/10 | 1330-1445 | Re-cut sensor #5 WB. Balanced sensors. Copied log and parameter files. (HN) | HN | | |
| 3/24/10 | 1130-1210 | Enable sensor #4. Re-do all BNCs. (HN) | HN | | |

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P08]
*STATE CODE [53]
*SHRP SECTION ID [EB Drive]

7409

ent

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /19 /2010]

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 | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | Class 9 |
| 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 | -2.87% | STANDARD DEVIATION | 3.44% |
| DYNAMIC AND STATIC SINGLE AXLES | -4.79% | STANDARD DEVIATION | 1.62% |
| DYNAMIC AND STATIC DOUBLE AXLES | -2.50% | STANDARD DEVIATION | 4.29% |

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= .1929, Sensor #2= .2656

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. 11,220 pounds steer axle weigh is the target.

ENTERED
1-16-12

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 [P08]
*STATE CODE [53]
*SHRP SECTION ID [EB Pass]

7409

do not enter

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4/19/2010]
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

| TYPE PER FHWA 13 BIN SYSTEM | PASSES PER TRUCK | |
|--------------------------------------|------------------|------------|
| | TRUCK TYPE | SUSPENSION |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 1 Class 9 | Air |
| 3 - OTHER (DESCRIBE) | 2 | |
| | 3 | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW -4.43% STANDARD DEVIATION 1.12%
DYNAMIC AND STATIC SINGLE AXLES -2.58% STANDARD DEVIATION 3.52%
DYNAMIC AND STATIC DOUBLE AXLES -4.76% STANDARD DEVIATION 1.39%
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= .2897, Sensor #2= .2992
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. 11,220 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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [P08]
*STATE CODE [53]
*SHRP SECTION ID [WB Drive] 7409

SITE CALIBRATION INFORMATION

do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /19 /2010]

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 | 5.63% | STANDARD DEVIATION | 2.69% |
| DYNAMIC AND STATIC SINGLE AXLES | 6.38% | STANDARD DEVIATION | 2.48% |
| DYNAMIC AND STATIC DOUBLE AXLES | 5.54% | STANDARD DEVIATION | 2.99% |

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= .3705, Sensor #2= .3346

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. 10,780 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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID
*STATE CODE
*SHRP SECTION ID

[P08]
[53]
[WB Pass]

7409

SITE CALIBRATION INFORMATION

Do not enter

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [4 /19 /2010]

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 | SUSPENSION |
| TYPE PER FHWA 13 BIN SYSTEM | 1 | Class 9 |
| 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 | -4.79% | STANDARD DEVIATION | 1.20% |
| DYNAMIC AND STATIC SINGLE AXLES | -5.52% | STANDARD DEVIATION | 1.99% |
| DYNAMIC AND STATIC DOUBLE AXLES | -4.63% | STANDARD DEVIATION | 1.87% |

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= .2174, Sensor #2= .2191

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. 11,220 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