

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	04
	SPS WIM ID:	040100
	DATE (mm/dd/yyyy)	9/16/2010

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 9/16/10
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Bending Plates c.
- b. Inductance Loops d.
5. EQUIPMENT MANUFACTURER: IRD ISINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 3
- Passes Per Truck: 14

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>9</u>	<u>air</u>	<u>air</u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>0.9%</u>	Standard Deviation:	<u>1.6%</u>
Dynamic and Static Single Axle:	<u>0.1%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Double Axles:	<u>1.0%</u>	Standard Deviation:	<u>2.3%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3**9. DEFINE SPEED RANGES IN MPH:**

	Low		High	Runs
a. <u>Low</u>	-	<u>42.0</u>	to <u>50.0</u>	<u>13</u>
b. <u>Medium</u>	-	<u>50.1</u>	to <u>58.1</u>	<u>15</u>
c. <u>High</u>	-	<u>58.2</u>	to <u>66.0</u>	<u>14</u>
d. <u>0</u>	-	<u></u>	to <u></u>	<u></u>
e. <u>0</u>	-	<u></u>	to <u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3550 | 3550

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>-10.0</u>	FHWA Class	<u>-</u>	
FHWA Class 8:	<u>300.0</u>	FHWA Class	<u>-</u>	
		FHWA Class	<u>-</u>	
		FHWA Class	<u>-</u>	

Percent of "Unclassified" Vehicles: 4.8%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:	<u>Dean J. Wolf</u>		
Contact Information:	Phone:	<u>717-512-6638</u>	
	E-mail:	<u>dwolf@ara.com</u>	

File: 800.12.2.9.12

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SITE CALIBRATION INFORMATION

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2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Bending Plates c.
- b. Inductance Loops d.
5. EQUIPMENT MANUFACTURER: IRD ISINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 25

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>0</u>	<u>0</u>	<u>0</u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>7.0%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Single Axle:	<u>4.4%</u>	Standard Deviation:	<u>4.2%</u>
Dynamic and Static Double Axles:	<u>7.7%</u>	Standard Deviation:	<u>4.4%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3**9. DEFINE SPEED RANGES IN MPH:**

	Low	High	Avg	Runs
a. <u>Low</u>	<u>44.0</u>	<u>51.0</u>	<u>47.5</u>	<u>18</u>
b. <u>Medium</u>	<u>51.1</u>	<u>58.1</u>	<u>54.6</u>	<u>19</u>
c. <u>High</u>	<u>58.2</u>	<u>65.0</u>	<u>61.6</u>	<u>12</u>
d. <u>0</u>	<u></u>	<u></u>	<u></u>	<u></u>
e. <u>0</u>	<u></u>	<u></u>	<u></u>	<u></u>

ENTERED
11-12-11

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	04
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3410 | 3410

11. IS AUTO- CALIBRATION USED AT THIS SITE? No
 If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE
 CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>400.0</u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean J. Wolf
 Contact Information: Phone: 717-512-6638
 E-mail: dwolf@ara.com



Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE:	04
	SPS WIM ID:	040100
	DATE (mm/dd/yyyy)	9/15/2010

1. ROUTE: US-93 MILEPOST: 52.62 LTPP DIRECTION: north

2. WIM SITE DESCRIPTION

Grade: <1% Sag Vertical: N
 Nearest Upstream SPS Section: 040160
 Distance from sensors to SPS Section: 153 ft

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass
 Lane width: 12' Shoulder: 3 - paved PCC
 Shoulder width: 8'

4. PAVEMENT TYPE

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 9/15/10 Photo Filename: 040100_upstream_09_15_10.jpg
 Date: 9/15/10 Photo Filename: 040100_downstream_09_15_10.jpg
 Date: Photo Filename:

6. SENSOR SEQUENCE

Loop - 2 Bending Plate - Loop

7. REPLACEMENT AND/OR GRINDING

Date:
 Date:
 Date:

8. RAMPS OR INTERSECTIONS

Intersection within 300' upstream of site: N
 Intersection within 300' downstream of site: N
 Is shoulder routinely used for turning? N

9. DRAINAGE

Drainage (*bending plate and load cell*): 1 - Open to Ground
 Clearance under plate (in.): 6"
 Clearance /access to flush fines from under system: N

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 66 ft
distance from system: 72 ft
type: M

Cabinet access controlled by: LTPP
Contact name: Roy Czinku Phone # 306-653-6627
Alternate name: Brian Knight Phone # 602-820-1393

11. POWER

Distance to cabinet from drop: 3 ft
Type: Solar
AC in cabinet? N
Service provider: _____ Phone # _____

12. TELEPHONE

Distance to cabinet from drop: 92 ft
Type: landline
Service provider: _____ Phone # 928-565-2017

13. SYSTEM

Software and version no. _____
Computer connection: RS-232

14. TEST TRUCK TURNAROUND TIME

Duration: 10 minutes Distance: 6.2 miles

15. PHOTOS

	Filename
Power source:	<u>040100_solar_panel_09_15_10.jpg</u>
Phone source:	<u>040100_telephone_pedestal_modem_09_15_10.jpg</u>
Cabinet exterior:	<u>040100_cabinet_exterior_09_15_10.jpg</u>
Cabinet interior:	<u>040100_cabinet_interior_front_09_15_10.jpg</u>
Weight sensors:	<u>040100_leading_weighpad_09_15_10.jpg</u>
	<u>040100_trailing_weighpad_09_15_10.jpg</u>
Other sensors:	<u>040100_leading_loop_09_15_10.jpg</u>
	<u>040100_trailing_loop_09_15_10.jpg</u>
Downstream from sensors on LTPP lane:	<u>040100_downstream_09_15_10.jpg</u>
Upstream from sensors on LTPP lane:	<u>040100_upstream_09_15_10.jpg</u>

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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1. DATA PROCESSING

- a. Download: LTPP only
- b. Data review: LTPP
If state, how often? _____
- c. Data submission LTPP
If state how often? _____

2. EQUIPMENT

- a. Purchase LTPP
- b. Installation LTPP contract
- c. Maintenance Separate contract LTPP
Expiration Date 11/27/11
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power
i. Type Solar ii. Payment _____
- g. Communication
i. Type Landline ii. Payment State

3. PAVEMENT

- a. Type Portland Concrete Cement
- b. Allowable Rehabilitation activities Maintenance only
- c. Profile Site Markings Temporary

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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4. Onsite Activities

- a. WIM Validation Check advance notice required

_____ Days 2 Weeks

- b. Notice for straightedge and grinding check

_____ Days 2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

- d. Calibration routine LTPP annually
Other: _____

- e. Test Vehicle Responsibilities

i. Trucks

1st-	<u>Air suspension 3S2</u>	<u>LTPP</u>
2nd-	<u>Air Suspension 3S2</u>	<u>LTPP</u>
3rd-	_____	_____
4th-	_____	_____

ii. Loads LTPP

iii. Drivers LTPP

- f. Contractor(s) with prior experience in wim calibration in state:
MACTEC, IRD

- g. Access to cabinet LTPP

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

<p align="center">Traffic Sheet 18</p> <p align="center">LTPP MONITORED TRAFFIC DATA</p> <p align="center">WIM SITE COORDINATION</p>	<p>STATE CODE: 04</p> <p>SPS WIM ID: 040100</p> <p>DATE (mm/dd/yyyy) 9/15/2010</p>
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5. SITE SPECIFIC CONDITIONS

- a. Funds and accountability: _____
- b. Reports: _____
- c. Other: _____
- c. Special Conditions _____

6. CONTACTS

- a. Equipment (operational status, access, etc.)
 - Name Roy Czinku Phone # 306-653-6627
 - Agency IRD
- b. Maintenance (equipment)
 - Name Roy Czinku Phone # 306-653-6627
 - Agency IRD
- c. Data Processing and pre-visit data
 - Name Roy Czinku Phone # 306-653-6627
 - Agency IRD
- d. Construction schedule and verification
 - Name Phoenix District Phone # 602-712-6550
 - Agency AZDOT
- e. Test Vehicles (trucks, loads, drivers)
 - Name Scott Sunderland Phone # 480-641-3500
 - Agency Otto Logistics
- f. Traffic control
 - Name _____ Phone # _____
 - Agency _____
- g. Enforcement coordination
 - Name _____ Phone # _____
 - Agency _____
- h. Nearest static scale
 - Name TA Truck Stop Location: Kingman, AZ
 - Phone: 928-753-7600

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11140	10780	Direct
B		16120	15905	Direct
C		16120	15905	Direct
D		16310	16175	Direct
E		16310	16175	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 76000
c. Post Test Loaded Weight: 74940
d. Difference Post Test - Pre-Tests: 1060

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	315/80R22.5	air	<input checked="" type="checkbox"/>
E	315/80R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11140	0	0	10820
A+B	II	27260	0	0	26710
A+B+C	III	43380	0	0	42600
A+B+C+D	IV	59690	0	0	58770
A+B+C+D+E(1)	V	76000	0	0	74940
A+B+C+D+E+(F)(1)	VI	76000	0	0	74940
B+C+D+E+(F)	VII	64860	0	0	64200
C+D+E+(F)	VIII	48740	0	0	48280
D+E+(F)	IX	32620	0	0	32360
E+(F)	X	16310	0	0	16180
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	76000	0	0	74940

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010</p>
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	11140	VI-VII	11140	11140
Axle B	II-I	16120	VII-VIII	16120	16120
Axle C	III-II	16120	VIII-IX	16120	16120
Axle D	IV-III	16310	IX-X	16310	16310
Axle E	V-IV	16310	X-XI	16310	16310
Axle F	VI-V	0	XI	0	0
GVW	VI	76000	XII	76000	76000

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	10820	VI-VII	10740	10780
Axle B	II-I	15890	VII-VIII	15920	15905
Axle C	III-II	15890	VIII-IX	15920	15905
Axle D	IV-III	16170	IX-X	16180	16175
Axle E	V-IV	16170	X-XI	16180	16175
Axle F	VI-V	0	XI	0	0
GVW	VI	74940	XII	74940	74940

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11140	16120	16120	16310	16310	0	76000
2	11140	16120	16120	16310	16310	0	76000
Avg.	11140	16120	16120	16310	16310	0	76000

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	15890	15890	16170	16170	0	74940
2	10740	15920	15920	16180	16180	0	74940
Avg.	10780	15905	15905	16175	16175	0	74940

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	10600	Direct
B		13505	13315	Direct
C		13505	13315	Direct
D		14020	13900	Direct
E		14020	13900	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 65950
c. Post Test Loaded Weight: 65030
d. Difference Post Test - Pre-Tests: 920

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trsah

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	10600
A+B	II	24410	0	0	23920
A+B+C	III	37940	0	0	37240
A+B+C+D	IV	51950	0	0	51140
A+B+C+D+E(1)	V	65960	0	0	65040
A+B+C+D+E+(F)(1)	VI	65960	0	0	65040
B+C+D+E+(F)	VII	55020	0	0	54420
C+D+E+(F)	VIII	41540	0	0	41110
D+E+(F)	IX	28060	0	0	27800
E+(F)	X	14030	0	0	13900
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	65940	0	0	65020

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010</p>
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	10880	VI-VII	10940	10910
Axle B	II-I	13530	VII-VIII	13480	13505
Axle C	III-II	13530	VIII-IX	13480	13505
Axle D	IV-III	14010	IX-X	14030	14020
Axle E	V-IV	14010	X-XI	14030	14020
Axle F	VI-V	0	XI	0	0
GVW	VI	65960	XII	65940	65950

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	10600	VI-VII	10620	10610
Axle B	II-I	13320	VII-VIII	13310	13315
Axle C	III-II	13320	VIII-IX	13310	13315
Axle D	IV-III	13900	IX-X	13900	13900
Axle E	V-IV	13900	X-XI	13900	13900
Axle F	VI-V	0	XI	0	0
GVW	VI	65040	XII	65020	65030

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010</p>
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	13530	13530	14010	14010	0	65960
2	10920	13480	13480	14030	14030	0	65940
Avg.	10900	13505	13505	14020	14020	0	65950

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10600	13320	13320	13900	13900	0	65040
2	10600	13310	13310	13900	13900	0	65020
Avg.	10600	13315	13315	13900	13900	0	65030

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>04</u> SPS WIM ID: <u>040100</u> DATE (mm/dd/yyyy) <u>9/16/2010</u>
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11140	10780	Direct
B		16120	15905	Direct
C		16120	15905	Direct
D		16310	16175	Direct
E		16310	16175	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 76000
- c. Post Test Loaded Weight: 74940
- d. Difference Post Test - Pre-Tests: 1060

5. TRUCK DESCRIPTION

- a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

- b. Make: Peterbilt
- c. Model: unk

d. Trailer Load Distribution Description:

trash

photo: ☒

- e. Tractor Tare weight - _____ - _____
- f. Trailer Tare weight - _____ - _____
- g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
- i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	315/80R22.5	air	<input checked="" type="checkbox"/>
E	315/80R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11140	0	0	10820
A+B	II	27260	0	0	26710
A+B+C	III	43380	0	0	42600
A+B+C+D	IV	59690	0	0	58770
A+B+C+D+E(1)	V	76000	0	0	74940
A+B+C+D+E+(F)(1)	VI	76000	0	0	74940
B+C+D+E+(F)	VII	64860	0	0	64200
C+D+E+(F)	VIII	48740	0	0	48280
D+E+(F)	IX	32620	0	0	32360
E+(F)	X	16310	0	0	16180
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	76000	0	0	74940

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	11140	VI-VII	11140	11140
Axle B	II-I	16120	VII-VIII	16120	16120
Axle C	III-II	16120	VIII-IX	16120	16120
Axle D	IV-III	16310	IX-X	16310	16310
Axle E	V-IV	16310	X-XI	16310	16310
Axle F	VI-V	0	XI	0	0
GVW	VI	76000	XII	76000	76000

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	10820	VI-VII	10740	10780
Axle B	II-I	15890	VII-VIII	15920	15905
Axle C	III-II	15890	VIII-IX	15920	15905
Axle D	IV-III	16170	IX-X	16180	16175
Axle E	V-IV	16170	X-XI	16180	16175
Axle F	VI-V	0	XI	0	0
GVW	VI	74940	XII	74940	74940

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11140	16120	16120	16310	16310	0	76000
2	11140	16120	16120	16310	16310	0	76000
Avg.	11140	16120	16120	16310	16310	0	76000

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	15890	15890	16170	16170	0	74940
2	10740	15920	15920	16180	16180	0	74940
Avg.	10780	15905	15905	16175	16175	0	74940

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	10600	Direct
B		13505	13315	Direct
C		13505	13315	Direct
D		14020	13900	Direct
E		14020	13900	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 65950
c. Post Test Loaded Weight: 65030
d. Difference Post Test - Pre-Tests: 920

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trsah

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	10600
A+B	II	24410	0	0	23920
A+B+C	III	37940	0	0	37240
A+B+C+D	IV	51950	0	0	51140
A+B+C+D+E(1)	V	65960	0	0	65040
A+B+C+D+E+(F)(1)	VI	65960	0	0	65040
B+C+D+E+(F)	VII	55020	0	0	54420
C+D+E+(F)	VIII	41540	0	0	41110
D+E+(F)	IX	28060	0	0	27800
E+(F)	X	14030	0	0	13900
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	65940	0	0	65020

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	10880	VI-VII	10940	10910
Axle B	II-I	13530	VII-VIII	13480	13505
Axle C	III-II	13530	VIII-IX	13480	13505
Axle D	IV-III	14010	IX-X	14030	14020
Axle E	V-IV	14010	X-XI	14030	14020
Axle F	VI-V	0	XI	0	0
GVW	VI	65960	XII	65940	65950

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	10600	VI-VII	10620	10610
Axle B	II-I	13320	VII-VIII	13310	13315
Axle C	III-II	13320	VIII-IX	13310	13315
Axle D	IV-III	13900	IX-X	13900	13900
Axle E	V-IV	13900	X-XI	13900	13900
Axle F	VI-V	0	XI	0	0
GVW	VI	65040	XII	65020	65030

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	13530	13530	14010	14010	0	65960
2	10920	13480	13480	14030	14030	0	65940
Avg.	10900	13505	13505	14020	14020	0	65950

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10600	13320	13320	13900	13900	0	65040
2	10600	13310	13310	13900	13900	0	65020
Avg.	10600	13315	13315	13900	13900	0	65030

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK #1	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11140	11070	Direct
B		16120	15885	Direct
C		16120	15885	Direct
D		16310	16055	Direct
E		16310	16055	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 76000
c. Post Test Loaded Weight: 74940
d. Difference Post Test - Pre-Tests: 1060

5. TRUCK DESCRIPTION

a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	315/80R22.5	air	<input checked="" type="checkbox"/>
E	315/80R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11140	10820	11260	11060
A+B	II	27260	26710	27250	26950
A+B+C	III	43380	42600	43240	42840
A+B+C+D	IV	59690	58770	59380	58890
A+B+C+D+E(1)	V	76000	74940	75520	74940
A+B+C+D+E+(F)(1)	VI	76000	74940	75520	74940
B+C+D+E+(F)	VII	64860	64200	64220	63880
C+D+E+(F)	VIII	48740	48280	48220	48000
D+E+(F)	IX	32620	32360	32220	32120
E+(F)	X	16310	16180	16110	16060
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	76000	74940	75480	74960

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Primary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

		1		2	Avg.
Axle A	I	11140	VI-VII	11140	11140
Axle B	II-I	16120	VII-VIII	16120	16120
Axle C	III-II	16120	VIII-IX	16120	16120
Axle D	IV-III	16310	IX-X	16310	16310
Axle E	V-IV	16310	X-XI	16310	16310
Axle F	VI-V	0	XI	0	0
GVW	VI	76000	XII	76000	76000

Table 3- Axle and GVW Computations - Platform Scale - Instance -

		1		2	Avg.
Axle A	I	10820	VI-VII	10740	10780
Axle B	II-I	15890	VII-VIII	15920	15905
Axle C	III-II	15890	VIII-IX	15920	15905
Axle D	IV-III	16170	IX-X	16180	16175
Axle E	V-IV	16170	X-XI	16180	16175
Axle F	VI-V	0	XI	0	0
GVW	VI	74940	XII	74940	74940

Table 4- Axle and GVW Computations - Platform Scale - Instance -

		1		2	Avg.
Axle A	I	11260	VI-VII	11300	11280
Axle B	II-I	15990	VII-VIII	16000	15995
Axle C	III-II	15990	VIII-IX	16000	15995
Axle D	IV-III	16140	IX-X	16110	16125
Axle E	V-IV	16140	X-XI	16110	16125
Axle F	VI-V	0	XI	0	0
GVW	VI	75520	XII	75480	75500

Table 5- Axle and GVW Computations - Platform Scale Post-Test

		1		2	Avg.
Axle A	I	11060	VI-VII	11060	11060
Axle B	II-I	15890	VII-VIII	15880	15885
Axle C	III-II	15890	VIII-IX	15880	15885
Axle D	IV-III	16050	IX-X	16060	16055
Axle E	V-IV	16050	X-XI	16060	16055
Axle F	VI-V	0	XI	0	0
GVW	VI	74940	XII	74960	74950

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Primary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11140	16120	16120	16310	16310	0	76000
2	11140	16120	16120	16310	16310	0	76000
Avg.	11140	16120	16120	16310	16310	0	76000

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	15890	15890	16170	16170	0	74940
2	10740	15920	15920	16180	16180	0	74940
Avg.	10780	15905	15905	16175	16175	0	74940

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11260	15990	15990	16140	16140	0	75480
2	11260	16000	16000	16110	16110	0	75480
Avg.	11260	15995	15995	16125	16125	0	75480

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15890	15890	16050	16050	0	74920
2	11080	15880	15880	16060	16060	0	74960
Avg.	11070	15885	15885	16055	16055	0	74940

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale
Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	0	Direct
B		13505	0	Direct
C		13505	0	Direct
D		14020	0	Direct
E		14020	0	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 65950
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: 65950

5. TRUCK DESCRIPTION

- a. Tractor Cab Style: Conventional Sleeper Cab: No
photo: ☒

- b. Make: Kenworth
- c. Model: 800

d. Trailer Load Distribution Description:

trsa

photo: ☒

- e. Tractor Tare weight - _____ - _____
- f. Trailer Tare weight - _____ - _____
- g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
- i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering	Axle B	Axle C	AxleD	AxleE	Axle F
Axle					
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	10600	0	0
A+B	II	24410	23920	0	0
A+B+C	III	37940	37240	0	0
A+B+C+D	IV	51950	51140	0	0
A+B+C+D+E(1)	V	65960	65040	0	0
A+B+C+D+E+(F)(1)	VI	65960	65040	0	0
B+C+D+E+(F)	VII	55020	54420	0	0
C+D+E+(F)	VIII	41540	41110	0	0
D+E+(F)	IX	28060	27800	0	0
E+(F)	X	14030	13900	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	65940	65020	0	0

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Secondary

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	10880	VI-VII	10940	10910
Axle B	II-I	13530	VII-VIII	13480	13505
Axle C	III-II	13530	VIII-IX	13480	13505
Axle D	IV-III	14010	IX-X	14030	14020
Axle E	V-IV	14010	X-XI	14030	14020
Axle F	VI-V	0	XI	0	0
GVW	VI	65960	XII	65940	65950

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	10600	VI-VII	10620	10610
Axle B	II-I	13320	VII-VIII	13310	13315
Axle C	III-II	13320	VIII-IX	13310	13315
Axle D	IV-III	13900	IX-X	13900	13900
Axle E	V-IV	13900	X-XI	13900	13900
Axle F	VI-V	0	XI	0	0
GVW	VI	65040	XII	65020	65030

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Secondary

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	13530	13530	14010	14010	0	65960
2	10920	13480	13480	14030	14030	0	65940
Avg.	10900	13505	13505	14020	14020	0	65950

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10600	13320	13320	13900	13900	0	65040
2	10600	13310	13310	13900	13900	0	65020
Avg.	10600	13315	13315	13900	13900	0	65030

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 3	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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CALIBRATION TEST TRUCK - Third

PART A

1. FHWA CLASS: 9 2. Number of axles: 5

3. AXLE WEIGHTS _____

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10950	10810	Direct
B		13880	13775	Direct
C		13880	13775	Direct
D		13825	13755	Direct
E		13825	13755	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 66360
c. Post Test Loaded Weight: 65870
d. Difference Post Test - Pre-Tests: 490

5. TRUCK DESCRIPTION

a. Tractor Cab Style: _____ Sleeper Cab: _____
photo: ☐

b. Make: _____
c. Model: _____

d. Trailer Load Distribution Description:

photo: ☐

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 13.3 B to C 4.4 C to D 33.8 D to E 4.1 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☐ Computed 55.6
i. Kingpin offset from Axle B (units) _____ photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 3	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
--	--

CALIBRATION TEST TRUCK - Third

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		steel spring	<input type="checkbox"/>
B		air	<input type="checkbox"/>
C		air	<input type="checkbox"/>
D		air	<input type="checkbox"/>
E		air	<input type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10940	0	0	10820
A+B	II	24840	0	0	24590
A+B+C	III	38740	0	0	38360
A+B+C+D	IV	52560	0	0	52110
A+B+C+D+E(1)	V	66380	0	0	65860
A+B+C+D+E+(F)(1)	VI	66380	0	0	65860
B+C+D+E+(F)	VII	55380	0	0	55080
C+D+E+(F)	VIII	41520	0	0	41300
D+E+(F)	IX	27660	0	0	27520
E+(F)	X	13830	0	0	13760
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	66340	0	0	65880

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>3</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Third

Table 2 - Axle and GVW Computations -Platform Scale Pre-test

	1		2		Avg.
Axle A	I	10940	VI-VII	11000	10970
Axle B	II-I	13900	VII-VIII	13860	13880
Axle C	III-II	13900	VIII-IX	13860	13880
Axle D	IV-III	13820	IX-X	13830	13825
Axle E	V-IV	13820	X-XI	13830	13825
Axle F	VI-V	0	XI	0	0
GVW	VI	66380	XII	66340	66360

Table 3- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 4- Axle and GVW Computations - Platform Scale - Instance -

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V	0	XI	0	0
GVW	VI	0	XII	0	0

Table 5- Axle and GVW Computations - Platform Scale Post-Test

	1		2		Avg.
Axle A	I	10820	VI-VII	10780	10800
Axle B	II-I	13770	VII-VIII	13780	13775
Axle C	III-II	13770	VIII-IX	13780	13775
Axle D	IV-III	13750	IX-X	13760	13755
Axle E	V-IV	13750	X-XI	13760	13755
Axle F	VI-V	0	XI	0	0
GVW	VI	65860	XII	65880	65870

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>3</u></p>	<p align="right">STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010</p>
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CALIBRATION TEST TRUCK - Third

Table 6 - Raw Data -Axle Scales - Pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10940	13900	13900	13820	13820	0	66380
2	10960	13860	13860	13830	13830	0	66340
Avg.	10950	13880	13880	13825	13825	0	66360

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 9 - Raw Data -Axle Scales - Post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	13770	13770	13750	13750	0	65860
2	10800	13780	13780	13760	13760	0	65880
Avg.	10810	13775	13775	13755	13755	0	65870

Validation Test Truck Run Set - Post

Measured By: _____
Verified By: _____

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
65	5	45	65	5	64	5	568	63	5
57	8	46	57	5	62	8	638	64	5
65	9	60	63	9	61	8	657	61	8
71	5	76	75	5	68	9	685	68	9
62	5	119	64	5	65	9	697	66	9
67	8	122	67	3	65	9	698	65	9
63	5	132	63	5	52	5	742	50	4
64	8	217	65	5	57	5	774	55	5
78	5	239	78	5					
73	5	257	75	5					
63	5	259	64	5					
68	5	272	68	5					
70	9	276	71	9					
67	5	280	67	5					
41	9	288	38	9					
61	5	303	59	5					
37	9	338	37	9					
37	9	339	37	9					
37	9	340	38	9					
64	6	350	63	6					
60	5	397	60	5					
68	9	486	68	9					
67	9	487	66	9					
49	5	551	45	5					
67	3	565	68	5					

Validation Test Truck Run Set - Pre

Sheet 1 - 0 to 50

Start: 9:03:00

Stop:

Recorded By: djw

Verified By: kt

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/16/2010
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
52	9	2864	52	9					
65	8	2875	65	8					
50	5	2877	50	5					
64	5	2905	64	5					
62	9	2912	62	9					
37	9	2939	35	9					
70	5	2982	69	5					
67	5	2988	67	5					
60	9	3003	60	9					
65	8	3027	66	5					
67	5	3070	68	5					
34	9	3083	34	9					
34	9	3112	34	9					
66	8	3123	66	5					
33	15	3140	33	9					
65	8	3194	65	5					
68	9	3207	68	9					
64	5	3293	64	4					
64	9	3326	64	9					
63	5	3333	65	5					
65	9	3344	65	9					

Validation Test Truck Run Set - Post

Sheet 1 - 0 to 50

Start: 9:03:00

Stop: _____

Recorded By: djw

Verified By: kt

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/15/2010			
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
84.5	44	2	1	9:03:53	55	44.0	11.4	14.1	13.9	14.3	14.3		67.9	14.5	4.3	33.3	4.1	
84.5	44	1	1	9:04:16	56	44.0	11.4	16.3	17.0	16.9	16.6		78.2	14.5	4.3	32.8	4.0	
90.7	55	2	2	9:11:38	74	54.0	11.6	14.9	14.1	16.5	15.4		72.5	14.5	4.3	33.2	4.1	
90.7	55	1	2	9:11:56	77	55.0	12.6	17.4	17.6	18.9	18.5		85.0	14.5	4.3	32.8	4.0	
89.4	65	2	3	9:19:27	98	64.0	10.6	13.9	13.9	14.9	15.4		68.8	14.5	4.3	33.4	4.1	
89.4	65	1	3	9:19:51	99	64.0	11.1	16.9	16.4	17.3	16.7		78.3	14.5	4.3	32.9	4.0	
90.5	45	2	4	9:27:11	114	45.0	10.9	14.3	13.8	14.5	14.3		67.8	14.5	4.4	33.3	4.1	
90.5	44	1	4	9:27:26	116	44.0	11.5	16.3	17.2	16.1	17.3		78.4	14.4	4.3	32.8	4.0	
92.5	54	2	5	9:35:01	129	55.0	11.0	14.5	13.5	16.1	15.5		70.6	14.5	4.3	33.3	4.1	
92.5	56	1	5	9:35:22	130	55.0	12.1	17.5	17.3	18.7	18.3		83.9	14.4	4.3	32.8	4.0	
93.4	66	2	6	9:42:44	158	65.0	10.5	13.9	13.1	14.9	14.9		67.3	14.5	4.4	33.5	4.1	
93.4	65	1	6	9:43:16	159	65.0	10.9	16.8	16.9	16.8	16.6		78.0	14.5	4.3	32.8	4.0	
96.0	45	2	7	9:50:23	177	45.0	11.5	14.4	14.4	14.5	15.0		69.9	14.6	4.3	33.3	4.1	
96.0	45	1	7	9:51:03	179	45.0	10.7	16.5	16.6	16.4	17.0		77.1	14.4	4.3	32.8	4.0	
96.2	55	2	8	9:58:18	199	55.0	11.4	15.2	14.1	16.6	15.7		73.0	14.6	4.3	33.4	4.1	
96.2	56	1	8	9:59:28	203	56.0	12.3	17.1	18.8	18.8	18.4		85.5	14.4	4.3	32.8	4.0	
95.1	64	2	9	10:06:29	225	65.0	10.4	13.7	13.2	15.0	14.5		66.9	14.5	4.3	33.3	4.1	
95.1	65	1	9	10:07:16	227	64.0	11.2	16.8	17.3	17.4	17.5		80.2	14.4	4.3	32.7	4.0	
101.3	45	2	10	10:32:50	312	44.0	10.9	14.4	14.0	14.6	14.3		68.4	14.5	4.3	33.3	4.1	
101.3	45	1	10	10:33:28	315	45.0	11.1	17.0	16.8	16.5	16.8		78.2	14.4	4.3	32.8	4.0	
103.2	55	2	11	10:40:28	332	55.0	11.5	15.2	14.4	16.4	16.3		73.9	14.5	4.3	33.3	4.1	
103.2	55	1	11	10:40:55	333	55.0	12.3	17.5	18.1	18.6	18.7		85.2	14.5	4.3	32.8	4.0	
103.9	64	2	12	10:49:38	355	64.0	10.8	13.8	13.1	14.6	15.0		67.2	14.6	4.4	33.4	4.1	
103.9	65	1	12	10:50:17	358	65.0	11.1	17.1	16.5	17.3	16.9		78.7	14.4	4.3	32.9	4.0	
Recorded By: <u>djw</u> Verified By: <u>kt</u> Run Set <u>Pre</u>																		

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/15/2010
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
101.0	44	2	13	10:58:35	380	44.0	10.8	13.8	13.5	14.9	14.3		67.3	14.5	4.3	33.3	4.1	
101.0	44	1	13	10:58:39	381	45.0	11.1	16.1	16.3	16.6	16.9		76.9	14.4	4.3	32.8	4.0	
98.9	54	2	14	11:06:46	405	55.0	11.1	15.1	15.1	16.9	15.6		73.8	14.5	4.3	33.4	4.1	
98.9	53	1	14	11:07:41	410	54.0	11.6	17.3	17.6	18.6	18.5		83.5	14.4	4.3	32.9	4.0	
109.1	61	2	15	11:37:38	504	61.0	11.0	14.1	14.2	15.8	16.3		71.6	14.5	4.3	33.3	4.1	
109.1	63	1	15	11:38:05	507	63.0	11.4	16.9	16.8	17.1	17.6		79.8	14.4	4.3	32.8	4.0	
108.0	45	2	16	11:45:38	536	45.0	11.3	14.2	13.4	14.5	14.1		67.4	14.6	4.4	33.5	4.1	
108.0	45	1	16	11:45:52	538	45.0	11.2	17.1	17.2	17.2	17.1		79.7	14.4	4.3	32.8	4.0	
109.6	54	2	17	11:53:42	562	54.0	11.5	14.7	14.0	15.7	14.7		70.6	14.5	4.3	33.3	4.1	
109.6	55	1	17	11:54:01	563	55.0	12.3	17.1	17.6	18.4	18.4		83.7	14.4	4.3	32.8	4.0	
109.1	60	2	18	12:01:45	594	60.0	11.1	14.6	14.7	16.3	16.2		72.9	14.5	4.3	33.4	4.1	
109.1	65	1	18	12:01:51	595	65.0	10.9	17.0	17.0	16.7	16.6		78.3	14.4	4.3	32.8	4.1	
111.3	46	2	19	12:09:53	626	44.0	10.9	14.3	14.0	15.0	15.1		69.2	14.5	4.3	33.3	4.1	
111.3	45	1	19	12:10:13	629	47.0	11.3	17.2	17.0	16.9	17.0		79.3	14.4	4.3	32.9	4.0	
110.5	54	2	20	12:17:47	651	54.0	11.5	15.0	14.1	15.9	15.6		72.1	14.5	4.3	33.3	4.1	
110.5	54	1	20	12:18:07	652	54.0	11.9	16.6	17.2	18.1	17.9		81.6	14.4	4.3	32.7	4.0	
111.6	50	2	21	12:27:09	689	50.0	11.1	14.1	13.8	14.2	13.7		67.0	14.5	4.3	33.4	4.1	
111.6	51	1	21	12:27:30	692	50.0	11.6	16.4	16.9	17.4	17.0		79.5	14.4	4.3	32.9	4.0	
111.7	57	2	22	12:35:16	724	57.0	11.1	15.0	14.3	16.7	16.5		73.7	14.6	4.3	33.4	4.1	
111.7	57	1	22	12:35:37	727	57.0	12.0	17.5	17.4	18.6	18.5		83.9	14.5	4.3	32.8	4.0	
110.7	50	2	23	12:43:24	759	49.0	11.1	13.9	14.3	15.0	14.2		68.5	14.6	4.3	33.4	4.1	
110.7	49	1	23	12:43:50	760	49.0	11.5	16.1	16.8	16.5	17.1		78.1	14.4	4.3	32.8	4.0	
112.0	55	2	24	12:51:17	785	55.0	11.0	14.7	13.7	16.2	15.2		70.7	14.5	4.3	33.3	4.1	
112.0	55	1	24	12:51:29	787	54.0	11.9	17.3	18.1	18.5	18.5		84.3	14.4	4.3	32.8	4.0	

Recorded By: <u>djw</u>	Verified By: <u>kt</u>	Run Set <u>Pre</u>
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[illegible]

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/16/2010
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[illegible]

Recorded By: djw Verified By: kt Run Set Cal 1

Traffic Sheet 21 (Wheel Load) LTTP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/16/2010
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
84.4	66	1	14	9:03:51	2898	65.0	10.9	16.3	15.5	16.6	16.2		75.5	14.4	4.3	32.8	4.1	
84.4	66	3	6	9:04:00	2899	65.0	10.4	13.9	13.6	13.5	13.4		64.8	13.2	4.3	33.8	4.1	
87.4	44	1	15	9:15:18	2923	44.0	11.0	15.8	15.7	15.8	16.4		74.8	14.4	4.3	32.9	4.0	
87.4	45	3	7	9:15:37	2924	45.0	10.7	14.1	13.7	13.9	13.8		66.2	13.3	4.4	33.9	4.1	
95.0	55	1	16	9:55:01	3009	55.0	11.3	15.9	16.6	16.8	16.8		77.3	14.4	4.3	32.9	4.0	
95.0	55	3	8	9:55:06	3010	55.0	10.9	14.2	13.8	14.8	13.8		67.6	13.3	4.3	33.9	4.1	
94.5	64	1	17	10:05:49	3033	64.0	11.1	16.0	16.3	15.9	15.7		75.1	14.4	4.3	32.9	4.1	
94.5	66	3	9	10:05:51	3034	66.0	11.0	14.2	14.1	14.3	14.2		67.7	13.3	4.3	33.9	4.1	
97.0	45	1	18	10:15:33	3060	45.0	11.8	16.0	16.1	16.5	16.1		76.6	14.4	4.3	32.9	4.0	
97.0	45	3	10	10:15:46	3061	44.0	10.1	13.9	13.5	14.1	13.2		64.8	13.3	4.4	33.8	4.1	
98.9	55	1	19	10:25:10	3086	55.0	11.7	15.9	16.1	16.8	16.4		76.9	14.4	4.3	32.8	4.0	
98.9	55	3	11	10:25:37	3089	55.0	10.7	14.0	13.8	14.5	14.4		67.5	13.3	4.4	33.9	4.1	
99.5	64	1	20	10:34:40	3120	64.0	11.2	16.4	15.6	16.5	16.4		75.9	14.5	4.3	33.0	4.1	
99.5	65	3	12	10:35:06	3122	66.0	10.2	14.1	13.6	14.3	13.4		65.6	13.3	4.4	33.9	4.1	
102.0	46	1	21	10:44:15	3150	45.0	12.0	16.0	15.9	16.0	16.2		76.0	14.5	4.3	32.9	4.0	
102.0	45	3	13	10:44:50	3152	46.0	10.5	14.0	14.0	13.7	14.0		66.2	13.3	4.3	33.8	4.1	
101.5	56	1	22	10:54:10	3183	56.0	11.1	15.5	16.3	16.4	16.6		76.0	14.5	4.3	32.9	4.0	
101.5	55	3	14	10:54:41	3184	55.0	11.1	14.3	14.0	14.6	14.4		68.3	13.3	4.4	33.8	4.1	

Recorded By: <u> djw </u>	Verified By: <u> kt </u>	Run Set <u> </u> Post <u> </u>
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Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/16/2010
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
114.2	45	1	1	13:49:30	1023	45.0	10.9	16.0	16.1	16.4	16.0		75.4	14.5	4.3	32.8	4.0	
114.2	44	2	1	13:50:23	1025	45.0	10.9	14.1	13.8	14.8	14.5		68.0	14.6	4.4	33.5	4.1	
111.4	55	1	2	13:56:00	1046	55.0	11.5	15.8	16.5	17.1	17.1		78.0	14.5	4.3	33.0	4.0	
111.4	55	2	2	13:58:16	1053	55.0	10.8	13.7	12.7	14.9	14.3		66.2	14.6	4.4	33.5	4.1	
111.1	64	1	3	14:03:34	1073	65.0	10.6	15.8	16.1	16.7	15.9		75.1	14.5	4.3	32.8	4.1	
111.1	55	2	3	14:06:08	1086	55.0	10.9	13.6	12.4	14.7	14.3		65.8	14.5	4.3	33.3	4.1	
110.3	45	1	4	14:11:13	1104	45.0	11.0	16.1	16.4	16.1	16.1		75.6	14.5	4.3	33.0	4.0	
110.3	45	2	4	14:15:04	1116	45.0	11.0	13.7	13.9	14.5	13.8		66.9	14.6	4.3	33.5	4.1	
112.4	62	1	5	14:18:48	1140	62.0	10.8	16.1	16.2	17.0	16.4		76.5	14.4	4.3	32.9	4.0	
112.4	55	2	5	14:22:53	1155	55.0	10.6	13.6	13.2	14.9	14.4		66.6	14.6	4.4	33.5	4.1	
112.3	65	1	6	14:28:25	1184	65.0	10.6	16.7	16.0	16.4	16.4		76.1	14.5	4.3	33.0	4.1	
112.3	55	2	6	14:32:40	1200	55.0	11.0	13.7	12.5	14.8	14.5		66.5	14.6	4.3	33.5	4.1	
109.0	65	1	7	14:38:10	1212	65.0	10.7	16.7	16.1	16.2	16.9		76.7	14.5	4.3	32.9	4.1	
75.0	42	1	8	8:05:40	2778	42.0	11.5	16.1	15.8	15.5	16.5		75.3	14.5	4.3	32.9	4.0	
77.1	55	1	9	8:15:28	2800	55.0	11.6	15.6	16.2	16.7	16.4		76.4	14.5	4.3	32.9	4.1	
77.1	55	3	1	8:15:34	2801	55.0	10.8	13.9	13.6	14.7	14.3		67.2	13.3	4.4	33.8	4.1	
77.9	65	1	10	8:25:08	2820	65.0	11.4	15.8	15.5	16.4	16.3		75.5	14.5	4.3	32.9	4.1	
77.9	65	3	2	8:25:21	2821	65.0	10.2	13.6	13.2	13.7	13.2		63.9	13.3	4.4	33.8	4.1	
79.4	46	1	11	8:35:18	2841	45.0	11.4	16.0	15.9	16.4	16.0		75.8	14.4	4.3	32.8	4.0	
79.4	45	3	3	8:35:26	2842	45.0	10.9	14.2	14.1	14.3	13.4		66.8	13.2	4.4	33.8	4.1	
82.4	54	1	12	8:44:55	2862	55.0	11.1	15.5	16.4	16.9	17.0		76.8	14.4	4.3	33.0	4.1	
82.4	55	3	4	8:45:08	2863	55.0	11.2	14.4	14.1	14.5	11.4		67.8	13.3	4.4	33.9	4.1	
82.6	65	1	13	8:54:36	2883	65.0	10.7	15.7	15.7	15.5	15.6		73.1	14.4	4.3	32.9	4.0	
82.6	66	3	5	8:54:43	2884	66.0	10.9	14.5	13.6	14.1	14.0		67.0	13.3	4.3	33.9	4.1	

Recorded By: <u> djw </u>	Verified By: <u> kt </u>	Run Set <u> </u>	Post <u> </u>
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Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 9/16/2010							
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
114.2	45	1	1	13:49:30	1023	45.0	10.9	16.0	16.1	16.4	16.0		75.4	14.5	4.3	32.8	4.0	
114.2	44	2	1	13:50:23	1025	45.0	10.9	14.1	13.8	14.8	14.5		68.0	14.6	4.4	33.5	4.1	
111.4	55	1	2	13:56:00	1046	55.0	11.5	15.8	16.5	17.1	17.1		78.0	14.5	4.3	33.0	4.0	
111.4	55	2	2	13:58:16	1053	55.0	10.8	13.7	12.7	14.9	14.3		66.2	14.6	4.4	33.5	4.1	
111.1	64	1	3	14:03:34	1073	65.0	10.6	15.8	16.1	16.7	15.9		75.1	14.5	4.3	32.8	4.1	
111.1	55	2	3	14:06:08	1086	55.0	10.9	13.6	12.4	14.7	14.3		65.8	14.5	4.3	33.3	4.1	
110.3	45	1	4	14:11:13	1104	45.0	11.0	16.1	16.4	16.1	16.1		75.6	14.5	4.3	33.0	4.0	
110.3	45	2	4	14:15:04	1116	45.0	11.0	13.7	13.9	14.5	13.8		66.9	14.6	4.3	33.5	4.1	
112.4	62	1	5	14:18:48	1140	62.0	10.8	16.1	16.2	17.0	16.4		76.5	14.4	4.3	32.9	4.0	
112.4	55	2	5	14:22:53	1155	55.0	10.6	13.6	13.2	14.9	14.4		66.6	14.6	4.4	33.5	4.1	
112.3	65	1	6	14:28:25	1184	65.0	10.6	16.7	16.0	16.4	16.4		76.1	14.5	4.3	33.0	4.1	
112.3	55	2	6	14:32:40	1200	55.0	11.0	13.7	12.5	14.8	14.5		66.5	14.6	4.3	33.5	4.1	
109.0	65	1	7	14:38:10	1212	65.0	10.7	16.7	16.1	16.2	16.9		76.7	14.5	4.3	32.9	4.1	
75.0	42	1	8	8:05:40	2778	42.0	11.5	16.1	15.8	15.5	16.5		75.3	14.5	4.3	32.9	4.0	
77.1	55	1	9	8:15:28	2800	55.0	11.6	15.6	16.2	16.7	16.4		76.4	14.5	4.3	32.9	4.1	
77.1	55	3	1	8:15:34	2801	55.0	10.8	13.9	13.6	14.7	14.3		67.2	13.3	4.4	33.8	4.1	
77.9	65	1	10	8:25:08	2820	65.0	11.4	15.8	15.5	16.4	16.3		75.5	14.5	4.3	32.9	4.1	
77.9	65	3	2	8:25:21	2821	65.0	10.2	13.6	13.2	13.7	13.2		63.9	13.3	4.4	33.8	4.1	
79.4	46	1	11	8:35:18	2841	45.0	11.4	16.0	15.9	16.4	16.0		75.8	14.4	4.3	32.8	4.0	
79.4	45	3	3	8:35:26	2842	45.0	10.9	14.2	14.1	14.3	13.4		66.8	13.2	4.4	33.8	4.1	
82.4	54	1	12	8:44:55	2862	55.0	11.1	15.5	16.4	16.9	17.0		76.8	14.4	4.3	33.0	4.1	
82.4	55	3	4	8:45:08	2863	55.0	11.2	14.4	14.1	14.5	11.4		67.8	13.3	4.4	33.9	4.1	
82.6	65	1	13	8:54:36	2883	65.0	10.7	15.7	15.7	15.5	15.6		73.1	14.4	4.3	32.9	4.0	
82.6	66	3	5	8:54:43	2884	66.0	10.9	14.5	13.6	14.1	14.0		67.0	13.3	4.3	33.9	4.1	

Recorded By: djw

Verified By: kt

Run Set Post

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040100 STATE ASSIGNED ID 100 DATE (mm/dd/yyyy) 9/15/2010
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SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

2. LANE NUMBER ON SITE 1 3. DIRECTION ON SITE north

4. VENDOR IRD MODEL iSINC SERIAL# 51202222

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

CPU _____

LOOP _____

PIEZO _____

WEIGHTPAD/ LOADCELL _____

COMMUNICATIONS _____

7. CLASSIFICATION VIDEO:

TIME FROM: _____ TO: _____

TIME FROM: _____ TO: _____

SITE CONDITIONS

8. PAVEMENT:

Indicate any deficiencies that may affect the performance of the WIM sytem. List all photos on Sheet 24 that support the evaluation.

none

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040100 STATE ASSIGNED ID 100 DATE (mm/dd/yyyy) 9/15/2010
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9. IN ROAD SENSORS:

Describe any deficiencies regarding the sensor installation. Indicate sensors that show any signs of being broken, severely worn, missing, removed, or loose. List photos on Sheet 24 for

none

TRUCK OBSERVATIONS

10. Indicate any irregular truck behaviors such as bouncing, swerving, or braking near the weighing area (within 40 meters). Note the distance from the weighing sensors.

none

Minimum 15 minute or 35 truck sample video sample for pavement interaction deficiencies:

Tape Filename: _____
Time: From: _____ To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040100 STATE ASSIGNED ID 100 DATE (mm/dd/yyyy) 9/15/2010
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11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

TAPE 2- NAME: _____

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

TAPE 3- NAME: _____

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	100
	DATE (mm/dd/yyyy)	9/15/2010

SYSTEM ACCURACY TESTS

12. CONDUCT THE FOLLOWING SYSTEM ACCURACY TESTS EITHER ON- SITE OR IN OFFICE

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>61.0</u> mph	Average WIM Speed	<u>61.1</u> mph
Mean Difference	<u>0.1</u> mph	SD of mean	<u>1.6</u>
Posted Speed Limit	<u>65</u> mph		
Speed Range	15th percentile - <u>65</u> mph	85th percentile-	<u>78</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u> </u> feet
% error from 4.25 ft (industry average)	OR	<u>4.31</u> ft (WIM system average)
= <u>1.4</u> %		
Average front axle weight for Class 9 vehicles		<u> </u> lbs
% error from 10.3 kips (industry average) OR		<u>11.3</u> lbs (known site value)
= <u>10.0</u> %		

SUPPORT EQUIPMENT STRUCTURES

17. Indicate any deficiencies with any site equipment other than the in-road sensors. List all photos on the Sheet 24 for each occurrence.

Cabinet/Foundation None ☒

Pull Boxes None ☒

Mast None ☐

Solar Panels None ☐

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	100
	DATE (mm/dd/yyyy)	9/15/2010

Telephone D-Mark Box None ☒

Power Service Box None ☒

Grounding None ☒

Conduit None ☒

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

18. Complete and attach a Sheet 22 addendum applicable to the installed road equipment.

ADDITIONAL COMMENTS

Assessor _____ Dean J. Wolf

Traffic Sheet 22 Addendum - Weighpad LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040100 STATE ASSIGNED ID 100 DATE (mm/dd/yyyy) 9/15/2010
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	<u>180</u>	WATTS	<u>21.3</u>	VDC
b. Equipment Power		VAC	<u>14.1</u>	VDC
c. Battery 1	<u>13.7</u>	VDC		
d. Battery 2	<u>13.7</u>	VDC		
e. Regulated		VDC		
f. Power Supply	<u>14.1</u>	VDC		VDC
g. System Input		VAC	<u>14.1</u>	VDC
h. Modem Power	<u>14.1</u>	VAC	<u>14.1</u>	VDC
i. Telephone	<u>53.1</u>	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	<u>1.3</u>	Ω	<u>133.9</u>	μh	<u>inf</u>	M Ω
b. Trailing	<u>1.5</u>	Ω	<u>136</u>	μh	<u>inf</u>	M Ω

3. WEIGHPAD SENSORS

	Input		Output		Shield	
a. Leading	<u>991</u>	Ω	<u>845</u>	Ω	<u>inf</u>	Ω
b. Trailing	<u>991</u>	Ω	<u>846</u>	Ω	<u>inf</u>	Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	<u>8.6</u>	KHz
b. Trailing	<u>8.7</u>	KHz

5. WEIGHPAD SENSORS

	Zero Point	
a. Leading	<u>-0.5</u>	mV
b. Trailing	<u>-0.2</u>	mV

Assessor _____ Dean J. Wolf

<p align="center">Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment</p>	<p>STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010</p>
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Item	Description	Filename
1	Power Source	040100_solar_panel_09_15_10.jpg
2	Telephone Source	040100_telephone_pedestal_modem_09_15_10.jpg
3	Cabinet Exterior	040100_cabinet_exterior_09_15_10.jpg
4	Cabinet Interior	040100_cabinet_interior_front_09_15_10.jpg
5	Leading weight sensor	040100_leading_weighpad_09_15_10.jpg
6	Trailing weight sensor	040100_trailing_weighpad_09_15_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	040100_leading_loop_09_15_10.jpg
10	Trailing loop sensor	040100_trailing_loop_09_15_10.jpg
11	Downstream from site	040100_downstream_09_15_10.jpg
12	Upstream from site	040100_upstream_09_15_10.jpg
13	Cabinet Interior - Rear	040100_cabinet_interior_rear_09_15_10.jpg
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RECORDED BY: _____ Dean J. Wolf

Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 9/15/2010
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Item	Description	Filename
1	Tractor, Truck #1	040100_truck_1_tractor_09_15_10.jpg
2	Trailer/Load, Truck #1	040100_truck_1_trailer_09_15_10.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040100_truck_1_suspension_1_09_15_10.jpg
5	Suspension B, Truck #1	040100_truck_1_suspension_2_09_15_10.jpg
6	Suspension C, Truck #1	040100_truck_1_suspension_3_09_15_10.jpg
7	Suspension D, Truck #1	040100_truck_1_suspension_4_09_15_10.jpg
8	Suspension E, Truck #1	040100_truck_1_suspension_5_09_15_10.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040100_truck_2_tractor_09_15_10.jpg
11	Trailer/Load, Truck #2	040100_truck_2_trailer_09_15_10.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040100_truck_2_suspension_1_09_15_10.jpg
14	Suspension B, Truck #2	040100_truck_2_suspension_2_09_15_10.jpg
15	Suspension C, Truck #2	040100_truck_2_suspension_3_09_15_10.jpg
16	Suspension D, Truck #2	040100_truck_2_suspension_4_09_15_10.jpg
17	Suspension E, Truck #2	040100_truck_2_suspension_5_09_15_10.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
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RECORDED BY:

Dean J Wolf