

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	DATE (mm/dd/yyyy)	8/6/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 8/6/15
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. Inductance Loops c.
- b. Bending Plates 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: 21

	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></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>4.3%</u>	Standard Deviation:	<u>2.5%</u>
Dynamic and Static Single Axle:	<u>7.2%</u>	Standard Deviation:	<u>3.6%</u>
Dynamic and Static Double Axles:	<u>3.8%</u>	Standard Deviation:	<u>3.2%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

**9. DEFINE SPEED RANGES IN MPH:**

	Low	to	High	Runs	
a. <u>Low</u>	<u>45.0</u>	<u>to</u>	<u>52.0</u>	<u>14</u>	<u>48.5</u>
b. <u>Medium</u>	<u>52.1</u>	<u>to</u>	<u>59.1</u>	<u>14</u>	<u>55.6</u>
c. <u>High</u>	<u>59.2</u>	<u>to</u>	<u>66.0</u>	<u>14</u>	<u>62.6</u>
d. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>	
e. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>	

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3080 | 3410

11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

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

--

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>2.0</u>	FHWA Class	<u>5</u>	-	<u>-17.0</u>
FHWA Class 8:	<u>33.0</u>	FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 1.0%Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550E-mail: dwolf@ara.com

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8/7/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 8/6/15
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. Inductance Loops c.
- b. Bending Plates 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: 20

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></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.6%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Single Axle:	<u>-0.2%</u>	Standard Deviation:	<u>2.2%</u>
Dynamic and Static Double Axles:	<u>-0.6%</u>	Standard Deviation:	<u>3.2%</u>

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

	Low	to	High	Runs	
a. <u>Low</u>	<u>44.0</u>	<u>to</u>	<u>51.0</u>	<u>12</u>	<u>47.5</u>
b. <u>Medium</u>	<u>51.1</u>	<u>to</u>	<u>58.1</u>	<u>14</u>	<u>54.6</u>
c. <u>High</u>	<u>58.2</u>	<u>to</u>	<u>65.0</u>	<u>14</u>	<u>61.6</u>
d. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>	<u></u>
e. <u></u>	<u></u>	<u>to</u>	<u></u>	<u></u>	<u></u>

**ENTERED**

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	DATE (mm/dd/yyyy)	8/6/2015

8/7/2015

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3047	3374
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11. IS AUTO- CALIBRATION USED AT THIS SITE?

No

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

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**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>5</u>	-	<u>-19.0</u>
FHWA Class 8:	<u>200.0</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 - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

Phone: 717-975-3550E-mail: dwolf@ara.com

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	04
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	DATE (mm/dd/yyyy)	8/6/2015

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

2. WIM SITE DESCRIPTION

Grade: <1% Sag Vertical: N  
 Nearest Upstream SPS Section: 350501  
 Distance from sensors to SPS Section: 1.1 miles

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass  
 Lane width: 12' Shoulder: 2 - paved AC  
 Shoulder width: 13'

4. PAVEMENT TYPE

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 8/6/15 Photo Filename: 040100\_downstream\_08\_06\_15.jpg  
 Date: 8/6/15 Photo Filename: 040100\_trailing\_loop\_08\_06\_15.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.): 4"  
 Clearance /access to flush fines from under system: N

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	04
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**10. CABINET LOCATION**

Same side of road as LTPP lane: Y  
 Distance from edge of traveled lane: 83 ft  
 distance from system: 90 ft  
 type: M

Cabinet access controlled by: LTPP  
 Contact name: Roy Czinku Phone # 306-653-6627  
 Alternate name: Mark Catchpole Phone # 602-712-8596

**11. POWER**

Distance to cabinet from drop: 2 ft  
 Type: Solar  
 AC in cabinet? N  
 Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

**12. TELEPHONE**

Distance to cabinet from drop: 92 ft  
 Type: landline  
 Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

**13. SYSTEM**

Software and version no. iSINC  
 Computer connection: Ethernet

**14. TEST TRUCK TURNAROUND TIME**

Duration: 9 minutes Distance: 7 miles

**15. PHOTOS**

	Filename
Power source:	<u>040100_solar_panel_08_06_15.jpg</u>
Phone source:	<u>040100_telephone_pedestal_08_06_15.jpg</u>
Cabinet exterior:	<u>040100_cabinet_exterior_08_06_15.jpg</u>
Cabinet interior:	<u>040100_cabinet_interior_front_08_06_15.jpg</u>
Weight sensors:	<u>040100_leading_WIM_sensor_08_06_15.jpg</u>
	<u>040100_trailing_WIM_sensor_08_06_15.jpg</u>
Other sensors:	<u>040100_leading_loop_08_06_15.jpg</u>
	<u>040100_trailing_loop_08_06_15.jpg</u>
Downstream from sensors on LTPP lane:	<u>040100_downstream_08_06_15.jpg</u>
Upstream from sensors on LTPP lane:	<u>040100_upstream_08_06_15.jpg</u>

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE:	04
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### 1. DATA PROCESSING

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

### 2. EQUIPMENT

- a. Purchase LTPP
- b. Installation Included with purchase
- c. Maintenance Contract with purchase  
     Expiration Date
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power  
     i. Type Solar                      ii. Payment N/A
- g. Communication  
     i. Type Landline                      ii. Payment State

### 3. PAVEMENT

- a. Type Portland Concrete Cement
- b. Allowable Rehabilitation activities Replacement as needed
- c. Profile Site Markings Temporary

<b>Traffic Sheet 18</b>	STATE CODE:	04
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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- Air suspension 3S2      LTPP

2nd- Air Suspension 3S2      LTPP

3rd- \_\_\_\_\_

4th- \_\_\_\_\_

ii. Loads      LTPP

iii. Drivers      LTPP

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

- g. Access to cabinet      LTPP

- h. State personel required on site      No

- i. Traffic control required      No

- J. Enforcement coordination required      No



<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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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 # 306-270-9492  
Agency IRD
- b. Maintenance (equipment)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- c. Data Processing and pre-visit data  
Name Kevin Senn Phone # 775-329-4955  
Agency Nichols
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- 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 Kingman Location: Exit 48 off I-40  
Phone: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11920	11670	Direct
B		16380	16195	Direct
C		16380	16195	Direct
D		15750	15625	Direct
E		15750	15625	Direct
F				Direct

**4. GVW (same units as axles)**

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 76180  
c. Post Test Loaded Weight: 75310  
d. Difference Post Test - Pre-Tests: -870

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
g. Axle Spacing - (feet and tenths)

A to B 14.0    B to C 4.3    C to D 33.8    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2  
i. Kingpin offset from Axle B (units) -1.1' photo: ☐  
j. Overall Length - ☒ Measured 64.0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	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

**PART B**

**Table 1 - Raw Measurements -Platform Scale**

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE:       04  SPS WIM ID:       040100  DATE (mm/dd/yyyy)   8/6/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	11900	16390	16390	15750	15750		76180
2	11940	16370	16370	15750	15750		76180
Avg.	11920	16380	16380	15750	15750		76180

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11680	16210	16210	15630	15630		75360
2	11660	16180	16180	15620	15620		75260
Avg.	11670	16195	16195	15625	15625		75310

Validation Test Truck Run Set - Pre

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11690	11490	Direct
B		13940	13740	Direct
C		13940	13740	Direct
D		13795	13675	Direct
E		13795	13675	Direct
F				Direct

**4. GVW (same units as axles)**

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67160  
c. Post Test Loaded Weight: 66320  
d. Difference Post Test - Pre-Tests: -840

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
g. Axle Spacing - (feet and tenths)

A to B 14.0    B to C 4.3    C to D 39.9    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 62.3  
i. Kingpin offset from Axle B (units) -1.4' photo: ☐  
j. Overall Length - ☒ Measured 70.0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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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

## PART B

**Table 1 - Raw Measurements -Platform Scale**

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	11700	13940	13940	13790	13790		67160
2	11680	13940	13940	13800	13800		67160
Avg.	11690	13940	13940	13795	13795		67160

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11500	13720	13720	13670	13670		66280
2	11480	13760	13760	13680	13680		66360
Avg.	11490	13740	13740	13675	13675		66320

Validation Test Truck Run Set - Pre

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11670		Direct
B		16195		Direct
C		16195		Direct
D		15625		Direct
E		15625		Direct
F				Direct

**4. GVW (same units as axles)**

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75310  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
g. Axle Spacing - (feet and tenths)

A to B 14.0    B to C 4.3    C to D 33.8    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2  
i. Kingpin offset from Axle B (units) -1.1' photo: ☐  
j. Overall Length - ☒ Measured 64.0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	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

**PART B**

**Table 1 - Raw Measurements -Platform Scale**

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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**CALIBRATION TEST TRUCK - Primary**

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE:       04  SPS WIM ID:       040100  DATE (mm/dd/yyyy)   8/6/2015</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	11680	16210	16210	15630	15630		75360
2	11660	16180	16180	15620	15620		75260
Avg.	11670	16195	16195	15625	15625		75310

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Cal 1

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11490		Direct
B		13740		Direct
C		13740		Direct
D		13675		Direct
E		13675		Direct
F				Direct

**4. GVW (same units as axles)**

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 66320  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_

f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_

g. Axle Spacing - (feet and tenths)

A to B 14.0    B to C 4.3    C to D 39.9    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 62.3

i. Kingpin offset from Axle B (units) -1.4' photo: ☐

j. Overall Length - ☒ Measured 70.0

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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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

## PART B

**Table 1 - Raw Measurements -Platform Scale**

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	11500	13720	13720	13670	13670		66280
2	11480	13760	13760	13680	13680		66360
Avg.	11490	13740	13740	13675	13675		66320

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

Validation Test Truck Run Set - Cal 1

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04
	SPS WIM ID: 040100
	DATE (mm/dd/yyyy) 8/6/2015

CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11670	11770	Direct
B		16195	16410	Direct
C		16195	16410	Direct
D		15625	15755	Direct
E		15625	15755	Direct
F				Direct

**4. GVW (same units as axles)**

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75310  
c. Post Test Loaded Weight: 76100  
d. Difference Post Test - Pre-Tests: 790

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_

f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_

g. Axle Spacing - (feet and tenths)

A to B 14.0    B to C 4.3    C to D 33.8    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2

i. Kingpin offset from Axle B (units) -1.1'

photo: ☐

j. Overall Length - ☒ Measured 64.0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: <b>04</b>  SPS WIM ID: <b>040100</b>  DATE (mm/dd/yyyy) <b>8/6/2015</b></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	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	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

## PART B

**Table 1 - Raw Measurements -Platform Scale**

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	11680	16210	16210	15630	15630		75360
2	11660	16180	16180	15620	15620		75260
Avg.	11670	16195	16195	15625	15625		75310

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11960	16450	16450	15860	15860		76580
2	11960	16410	16410	15790	15790		76360
Avg.	11960	16430	16430	15825	15825		76470

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11760	16410	16410	15750	15750		76080
2	11780	16410	16410	15760	15760		76120
Avg.	11770	16410	16410	15755	15755		76100

Validation Test Truck Run Set - Post

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04
	SPS WIM ID: 040100
	DATE (mm/dd/yyyy) 8/6/2015

CALIBRATION TEST TRUCK - Secondary

**PART A**

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

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11490	11610	Direct
B		13740	13940	Direct
C		13740	13940	Direct
D		13675	13875	Direct
E		13675	13875	Direct
F				Direct

**4. GVW (same units as axles)**

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 66320
- c. Post Test Loaded Weight: 67240
- d. Difference Post Test - Pre-Tests: 920

**5. TRUCK DESCRIPTION**

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

- b. Make: Peterbilt
- c. Model: 567

**d. Trailer Load Distribution Description:**

refuse

photo: ☒

- e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- g. Axle Spacing - (feet and tenths)

A to B 14.0      B to C 4.3      C to D 39.9      D to E 4.1      E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 62.3
- i. Kingpin offset from Axle B (units) -1.4' photo: ☐
- j. Overall Length - ☒ Measured 70.0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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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

## PART B

**Table 1 - Raw Measurements -Platform Scale**

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	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		XI		
GVW	VI	0	XII	0	0

**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		XI		
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		XI		
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		XI		
GVW	VI	0	XII	0	0



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</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	11500	13720	13720	13670	13670		66280
2	11480	13760	13760	13680	13680		66360
Avg.	11490	13740	13740	13675	13675		66320

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11760	13960	13960	13870	13870		67420
2	11780	13950	13950	13890	13890		67460
Avg.	11770	13955	13955	13880	13880		67440

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11580	13970	13970	13870	13870		67260
2	11640	13910	13910	13880	13880		67220
Avg.	11610	13940	13940	13875	13875		67240

Validation Test Truck Run Set - Post

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 04</b> <b>SPS WIM ID: 040100</b> <b>DATE (mm/dd/yyyy) 8/6/2015</b>				
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Count - 100      Time = 2:32:21      Trucks (4-15) - 100      Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
72	9	9654	71	9	71	5	9787	70	5
70	9	9655	70	9	68	9	9822	69	9
67	9	9664	67	9	67	9	9836	65	9
68	9	9665	67	9	60	9	9837	59	9
65	9	9666	65	9	65	9	9838	65	9
65	9	9667	65	9	65	9	9853	65	9
65	9	9668	65	9	65	9	9867	64	9
72	9	9670	71	9	64	9	9869	64	9
65	8	9671	65	8	67	6	9871	65	6
70	5	9672	70	5	63	9	9878	63	9
65	5	9686	63	5	70	9	9880	69	9
64	9	9690	63	9	68	9	9889	67	9
64	9	9691	63	9	65	9	9891	65	9
66	9	9693	64	9	59	6	9904	58	6
65	9	9694	63	9	45	15	9910	47	10
68	9	9695	66	9	65	9	9915	65	9
71	9	9696	69	9	70	9	9950	69	9
65	9	9700	63	9	65	9	9957	65	9
65	9	9716	64	9	65	9	9958	65	9
67	9	9749	68	9	65	9	9960	65	9
69	8	9756	68	8	65	12	9995	64	12
62	9	9758	62	9	68	9	10022	68	9
71	5	9767	70	5	65	9	10025	65	9
67	9	9782	66	9	62	9	10027	60	9
67	9	9783	66	9	62	9	10028	60	9

Sheet 1 - 1 to 50      Start: 9:03:56      Stop: 10:36:24  
Recorded By: djw      Verified By: al

Validation Test Truck Run Set - Pre

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
64	11	10038	63	11	66	8	10152	64	5
76	5	10039	75	5	65	9	10156	64	9
66	9	10040	65	9	70	8	10162	68	5
64	11	10041	64	11	67	9	10166	66	9
68	9	10069	69	9	62	5	10168	61	5
64	5	10071	63	5	64	9	10193	64	9
64	11	10074	62	11	64	9	10198	64	5
65	9	10078	64	9	62	13	10217	61	13
65	9	10085	65	9	67	11	10222	66	11
70	9	10090	69	9	67	9	10225	67	9
66	9	10091	68	9	50	5	10226	51	5
65	9	10096	65	9	60	5	10241	60	5
75	5	10103	72	5	63	9	10245	62	9
55	9	10110	54	9	77	9	10254	76	9
65	9	10114	64	9	62	9	10255	61	9
67	5	10116	67	5	65	8	10263	67	8
65	9	10123	65	9	77	5	10264	77	5
61	9	10125	60	9	60	5	10279	60	5
64	9	10127	64	9	68	5	10280	68	5
65	8	10129	65	8	67	9	10283	67	9
65	9	10131	65	9	65	9	10290	64	9
70	9	10139	70	9	68	8	10295	66	8
68	9	10140	69	9	69	5	10296	69	5
67	11	10144	67	11	67	8	10302	66	8
69	9	10147	69	9	64	9	10307	63	9

Sheet 2 - 51 to 100

Recorded By:                     djw                    

Start:           10:38:28          

Stop:           11:36:17          
                    al

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 04</b> <b>SPS WIM ID: 040100</b> <b>DATE (mm/dd/yyyy) 8/6/2015</b>				
--	--	--	--	--	---	--	--	--	--

Count - 50      Time = 1:45:27      Trucks (4-15) - 50      Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
64	9	10775	64	9	65	9	10930	65	9
83	5	10798	82	5	64	9	10937	64	9
66	5	10809	66	5	62	9	10945	61	9
65	8	10811	64	8	67	4	10957	68	4
62	9	10813	65	9	65	5	10965	65	5
65	5	10814	65	5	69	8	10972	68	5
73	9	10816	73	9	74	9	10987	73	9
67	9	10822	67	9	67	9	10993	67	9
68	4	10823	67	4	60	9	10994	60	9
65	9	10825	65	9	67	9	11001	67	9
64	9	10849	64	9	65	9	11011	67	9
64	9	10867	65	9	65	9	11025	64	9
64	9	10868	65	9	65	6	11026	63	6
62	9	10870	62	9	59	10	11062	59	10
73	5	10874	72	5	59	9	11063	59	9
61	9	10883	59	9	70	9	11065	70	9
70	9	10888	71	9	69	9	11071	68	9
68	9	10894	68	9	67	9	11084	66	9
67	9	10896	67	9	73	9	11087	72	9
67	9	10901	67	9	67	9	11099	66	9
65	9	10909	65	9	65	9	11100	65	9
65	9	10918	65	9	70	6	11104	70	4
70	8	10911	70	5	64	9	11107	64	9
65	9	10913	65	9	73	5	11117	73	5
65	9	10925	65	9	63	9	11124	62	9

Sheet 1 - 1 to 50      Start: 13:06:52      Stop: 13:59:35  
 Recorded By: djw      Verified By: al

Validation Test Truck Run Set - Post

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
--	--

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
77	9	11125	77	9	63	9	11267	61	9
67	8	11136	67	5	83	5	11274	84	5
67	9	11137	67	9	65	9	11275	65	9
66	9	11146	65	9	64	9	11277	64	9
72	5	11157	71	5	67	9	11282	67	9
77	5	11158	74	5	66	5	11296	65	5
69	9	11161	68	9	70	5	11299	70	5
64	9	11173	64	9	65	9	11304	64	9
65	9	11184	65	9	64	9	11305	61	9
68	9	11185	68	9	65	4	11308	64	4
67	9	11186	67	9	64	9	11311	62	9
67	9	11191	67	9	68	9	11322	68	9
65	9	11209	65	9	66	9	11329	65	9
41	9	11211	41	9	75	5	11330	73	5
68	9	11212	67	9	67	9	11340	66	9
66	9	11215	67	9	75	5	11353	72	5
71	9	11219	71	9	68	9	11355	68	9
67	9	11221	67	9	64	9	11361	63	9
69	5	11230	68	5	68	8	11366	67	5
72	9	11243	71	9	63	9	11380	63	9
71	9	11244	71	9	63	6	11381	66	6
47	5	11245	47	5	65	5	11383	66	5
65	9	11257	64	9	63	5	11384	64	5
70	9	11263	68	9	64	9	11401	63	9
60	9	11264	60	9	62	8	11413	61	8

Sheet 2 - 51 to 100

Recorded By:                     djw                    

Start:           13:59:43          

Stop:           14:52:19          

  al

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 8/6/2015									
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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	Axle Length	Overall Length
91.1	54	2	1	8:26:59	9534	55.0	12.2	14.6	14.5	14.9	14.5		70.8	14.2	4.4	40.0	4.1		62.7	70.0
91.1	54	1	1	8:27:11	9535	55.0	13.0	16.3	16.6	17.1	15.8		78.8	14.2	4.4	33.8	4.2		56.6	64.0
94.3	64	2	2	8:35:17	9560	65.0	12.0	13.6	13.8	13.9	14.1		67.5	14.1	4.4	39.9	4.1		62.5	69.0
94.3	65	1	2	8:35:26	9561	65.0	12.2	16.4	15.7	16.8	16.2		77.2	14.2	4.4	33.9	4.1		56.6	64.0
94.3	44	2	3	8:43:48	9579	45.0	13.1	14.9	14.4	14.3	14.7		71.5	14.2	4.4	40.0	4.1		62.7	70.0
94.3	45	1	3	8:44:11	9583	45.0	13.2	17.2	17.0	16.7	15.5		79.6	14.1	4.3	33.8	4.1		56.3	64.0
94.5	55	2	4	8:51:50	9605	55.0	12.5	14.8	14.9	14.8	14.7		71.6	14.2	4.4	40.1	4.1		62.8	70.0
94.5	55	1	4	8:51:57	9606	55.0	12.8	16.8	16.2	17.0	16.3		79.1	14.2	4.4	33.8	4.2		56.6	64.0
96.0	65	2	5	9:00:06	9638	66.0	12.1	13.9	13.4	13.8	14.4		67.4	14.1	4.4	40.0	4.1		62.6	70.0
96.0	66	1	5	9:00:14	9639	66.0	12.4	16.4	16.1	17.0	17.0		78.7	14.1	4.3	33.8	4.1		56.3	64.0
98.7	46	2	6	9:08:55	9676	45.0	12.9	15.1	15.0	14.8	14.7		72.6	14.2	4.4	40.0	4.1		62.7	70.0
98.7	45	1	6	9:09:01	9677	45.0	12.5	17.0	16.5	16.5	15.8		78.4	14.2	4.4	33.9	4.2		56.7	65.0
100.6	55	2	7	9:18:03	9705	55.0	12.6	15.3	14.8	15.0	14.9		72.7	14.2	4.4	40.0	4.1		62.7	70.0
100.6	54	1	7	9:18:07	9706	56.0	12.5	16.7	16.1	16.6	15.7		77.7	14.2	4.4	33.9	4.1		56.6	64.0
102.9	65	2	8	9:25:20	9734	65.0	11.9	13.8	13.6	14.0	14.4		67.8	14.1	4.4	39.9	4.1		62.5	70.0
102.9	64	1	8	9:25:28	9735	65.0	12.2	16.1	15.5	17.3	16.3		77.4	14.0	4.4	33.8	4.2		56.4	64.0
104.1	45	2	9	9:33:48	9768	45.0	13.0	15.0	14.7	14.5	14.6		71.9	14.2	4.4	40.0	4.1		62.7	70.0
104.1	44	1	9	9:33:55	9769	45.0	13.0	17.3	16.8	16.2	16.1		79.4	14.1	4.3	33.7	4.2		56.3	64.0
105.1	55	2	10	9:41:46	9794	56.0	12.4	14.6	14.7	14.5	14.7		71.0	14.2	4.4	40.0	4.1		62.7	70.0
105.1	54	1	10	9:41:52	9795	55.0	12.8	16.5	16.2	16.7	15.6		77.6	14.2	4.4	33.9	4.2		56.7	64.0
105.3	64	2	11	9:49:11	9827	65.0	11.9	13.8	13.9	14.1	14.0		67.6	14.2	4.4	40.0	4.1		62.7	70.0
105.3	64	1	11	9:49:18	9828	65.0	12.3	16.7	16.1	17.1	17.5		79.7	14.1	4.4	33.9	4.1		56.5	64.0
107.4	45	2	12	9:57:05	9856	45.0	13.0	15.0	14.7	14.3	14.6		71.6	14.2	4.4	39.8	4.0		62.4	69.0
107.4	45	1	12	9:57:19	9858	46.0	12.9	17.2	17.0	17.2	15.5		79.7	14.2	4.4	33.9	4.1		56.6	64.0

Recorded By: djw

Verified By: al

Run Set Pre

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 8/6/2015									
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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	Axle Length	Overall Length
109.1	55	2	13	10:06:01	9893	55.0	12.9	14.8	14.8	14.8	14.8		72.2	14.2	4.4	39.9	4.1		62.6	69.0
109.1	55	1	13	10:06:08	9894	55.0	12.5	16.7	16.4	16.2	15.8		77.6	14.2	4.4	33.9	4.2		56.7	65.0
112.1	64	2	14	10:14:44	9924	64.0	11.9	13.5	13.5	14.1	14.2		67.2	14.2	4.4	40.0	4.1		62.7	70.0
112.1	65	1	14	10:14:52	9926	66.0	11.8	16.4	16.1	17.1	16.5		77.8	14.1	4.3	33.8	4.2		56.4	63.0
111.9	45	2	15	10:23:10	9963	45.0	12.6	14.7	14.7	14.7	15.2		72.0	14.2	4.4	40.1	4.1		62.8	70.0
111.9	45	1	15	10:23:15	9964	45.0	13.0	17.5	16.4	16.9	15.1		78.8	14.2	4.4	33.9	4.2		56.7	64.0
114.8	54	2	16	10:30:48	10005	55.0	12.8	14.5	14.4	14.6	14.6		70.8	14.2	4.4	39.8	4.0		62.4	69.0
114.8	54	1	16	10:30:57	10006	55.0	12.1	16.5	16.3	16.7	15.6		77.1	14.2	4.4	33.8	4.2		56.6	63.0
114.6	65	2	17	10:39:47	10047	65.0	12.0	13.7	13.8	13.7	14.0		67.1	14.2	4.3	39.9	4.1		62.5	69.0
114.6	65	1	17	10:39:51	10048	65.0	12.4	16.1	16.2	16.8	16.4		77.8	14.1	4.4	33.9	4.2		56.6	64.0
117.1	45	2	18	10:48:51	10097	45.0	12.8	14.9	14.9	14.8	14.8		72.1	14.2	4.4	40.1	4.1		62.8	70.0
117.1	45	1	18	10:48:58	10098	45.0	13.3	17.4	16.9	16.7	15.3		79.4	14.2	4.4	33.7	4.2		56.5	64.0
119.5	54	2	19	10:57:04	10132	55.0	12.6	14.1	14.4	14.4	14.5		70.1	14.2	4.4	40.1	4.1		62.8	70.0
119.5	53	1	19	10:57:09	10133	55.0	12.4	16.3	16.4	16.6	15.6		77.0	14.2	4.4	33.8	4.2		56.6	64.0
118.8	65	2	20	11:07:14	10173	65.0	11.8	13.7	13.7	13.8	14.0		67.1	14.1	4.4	39.9	4.1		62.5	69.0
118.8	64	1	20	11:07:21	10174	65.0	12.1	16.2	15.9	17.0	16.9		78.0	14.1	4.4	33.8	4.1		56.4	64.0
120.1	45	2	21	11:15:20	10208	45.0	12.5	14.7	14.6	14.8	14.9		71.7	14.2	4.4	40.0	4.0		62.6	70.0
120.1	45	1	21	11:15:26	10209	45.0	13.3	17.1	16.7	16.4	15.1		78.6	14.2	4.4	33.9	4.2		56.7	64.0

Recorded By: <u>djw</u>	Verified By: <u>al</u>	Run Set <u>Pre</u>
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<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 8/6/2015									
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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	Axle Length	Overall Length
124.9	55	2	1	12:15:18	10499	55.0	11.5	13.8	13.8	13.7	13.8		66.7	14.1	4.4	39.8	4.1		62.4	69.0
124.9	55	1	1	12:15:27	10500	55.0	11.6	15.9	15.5	15.6	15.0		73.6	14.1	4.4	33.7	4.1		56.3	63.0
127.6	65	2	2	12:23:16	10532	65.0	11.5	13.3	12.9	13.5	13.7		64.9	14.1	4.4	39.8	4.1		62.4	69.0
127.6	64	1	2	12:23:23	10533	65.0	11.4	15.4	15.0	16.5	15.9		74.1	14.0	4.3	33.7	4.1		56.1	63.0
125.9	45	2	3	12:31:18	10574	45.0	11.8	14.0	13.4	13.7	14.3		67.2	14.1	4.4	39.8	4.1		62.4	69.0
125.9	45	1	3	12:31:26	10575	45.0	12.0	16.2	15.9	16.1	14.7		74.9	14.2	4.3	33.7	4.1		56.3	64.0
127.3	55	2	4	12:38:55	10617	55.0	12.0	14.1	13.9	14.1	13.8		67.7	14.1	4.3	39.7	4.0		62.1	69.0
127.3	55	1	4	12:39:00	10618	55.0	11.6	16.0	15.5	15.2	14.8		73.0	14.1	4.4	33.8	4.1		56.4	64.0
129.8	62	2	5	12:47:11	10656	62.0	11.0	13.8	14.1	13.9	14.1		66.8	14.1	4.4	39.9	4.0		62.4	70.0
129.8	65	1	5	12:47:27	10660	65.0	11.6	16.0	15.4	16.7	16.6		76.5	14.1	4.4	33.6	4.2		56.3	64.0
127.3	44	2	6	12:54:53	10705	45.0	12.1	13.7	14.0	13.6	13.9		67.3	14.1	4.3	39.8	4.0		62.2	69.0
127.3	46	1	6	12:55:03	10706	45.0	11.7	16.3	15.9	15.8	14.8		74.6	14.1	4.3	33.7	4.1		56.2	64.0
128.1	65	2	7	13:02:47	10749	65.0	11.4	13.5	13.2	13.5	13.9		65.4	14.0	4.3	39.5	4.0		61.8	69.0
128.1	65	1	7	13:02:54	10750	65.0	11.8	15.4	15.1	16.7	16.7		75.7	14.0	4.3	33.6	4.1		56.0	63.0
78.8	55	2	8	8:34:00	14269	55.0	11.6	14.0	13.9	14.2	13.7		67.3	14.2	4.4	39.9	4.1		62.6	70.0
78.8	54	1	8	8:34:07	14270	55.0	11.9	15.9	15.7	15.5	15.3		74.3	14.1	4.3	33.6	4.2		56.2	63.0
78.7	65	2	9	8:41:01	14294	65.0	11.5	13.9	13.4	13.7	13.8		66.4	14.1	4.4	39.9	4.0		62.4	69.0
78.7	64	1	9	8:41:12	14295	65.0	11.9	16.0	15.7	16.9	16.5		77.0	14.0	4.3	33.6	4.2		56.1	63.0
77.4	45	2	10	8:48:42	14314	46.0	11.6	13.6	13.9	14.0	14.4		67.6	14.2	4.4	40.0	4.1		62.7	70.0
77.4	45	1	10	8:48:48	14315	45.0	11.4	16.1	15.7	15.2	15.4		73.9	14.0	4.4	33.6	4.2		56.2	63.0
83.5	55	2	11	8:56:16	14334	55.0	11.5	13.9	14.2	14.5	14.0		68.0	14.1	4.4	39.8	4.1		62.4	69.0
83.5	54	1	11	8:56:22	14335	55.0	11.7	16.3	15.8	15.9	15.3		75.1	14.0	4.4	33.6	4.2		56.2	63.0
83.8	65	2	12	9:03:47	14357	65.0	11.6	13.7	13.6	13.9	14.0		66.8	14.1	4.4	39.8	4.0		62.3	69.0
83.8	64	1	12	9:03:54	14358	65.0	12.0	15.8	14.9	15.7	16.5		74.9	14.0	4.3	33.5	4.1		55.9	63.0

Recorded By: djw

Verified By: al

Run Set Post

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE: (mm/dd/yyyy): 8/6/2015
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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	Axle Length	Overall Length
82.6	45	2	13	9:11:29	14392	45.0	11.7	14.3	13.9	13.7	13.7		67.3	14.1	4.4	39.9	4.1		62.5	69.0
82.6	43	1	13	9:11:42	14393	45.0	11.6	16.0	15.2	15.0	15.0		72.8	14.2	4.4	33.7	4.2		56.5	64.0
83.5	54	2	14	9:19:24	14419	55.0	11.9	14.4	14.3	14.4	14.3		69.4	14.0	4.3	39.6	4.0		61.9	69.0
83.5	54	1	14	9:19:30	14420	55.0	11.6	16.0	15.6	15.3	15.4		74.1	14.1	4.4	33.6	4.2		56.3	63.0
87.8	65	2	15	9:27:27	14445	65.0	11.4	14.0	13.7	13.9	14.1		67.0	14.1	4.4	39.8	4.0		62.3	69.0
87.8	64	1	15	9:27:34	14446	65.0	11.9	16.1	15.7	16.7	16.4		76.8	14.0	4.4	33.6	4.2		56.2	64.0
89.4	45	2	16	9:35:27	14474	45.0	11.7	14.4	14.2	14.2	14.4		69.0	14.2	4.3	39.9	4.0		62.4	69.0
89.4	45	1	16	9:35:36	14475	45.0	12.3	16.5	15.8	15.4	14.7		74.9	14.2	4.4	33.7	4.2		56.5	64.0
90.6	54	2	17	9:44:36	14514	55.0	11.5	14.4	14.2	14.4	14.5		69.0	14.1	4.3	39.9	4.1		62.4	69.0
90.6	54	1	17	9:44:43	14515	55.0	11.4	16.0	15.4	15.4	15.1		73.2	14.1	4.4	33.6	4.2		56.3	63.0
91.8	65	2	18	9:52:16	14545	65.0	12.0	13.5	13.8	13.5	13.7		66.5	14.1	4.3	39.6	4.1		62.1	70.0
91.8	64	1	18	9:52:26	14547	65.0	12.0	15.9	15.9	16.8	16.8		77.3	14.1	4.4	33.5	4.2		56.2	63.0
92.8	44	2	19	10:01:45	14588	45.0	11.7	15.7	13.8	13.5	13.7		66.5	14.1	4.3	39.7	4.1		62.2	69.0
92.8	44	1	19	10:01:50	14589	44.0	12.2	15.9	15.8	15.4	14.8		74.0	14.1	4.4	33.6	4.2		56.3	64.0
92.8	55	2	20	10:10:36	14626	55.0	11.4	14.2	13.8	14.1	14.2		67.7	14.1	4.4	39.9	4.0		62.4	69.0
92.8	55	1	20	10:10:41	14627	55.0	11.7	15.9	15.6	15.6	15.4		74.3	14.2	4.4	33.6	4.2		56.4	64.0

Recorded By: <u>djw</u>	Verified By: <u>al</u>	Run Set <u>Post</u>
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<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	8/6/2015

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	<u>Y11</u>
LOOP	<u>LSM</u>
PIEZO	<u>                    </u>
WEIGHTPAD/ LOADCELL	<u>rev N</u>
COMMUNICATIONS	<u>WCU-3</u>

7. CLASSIFICATION VIDEO:

TIME FROM: <u>          </u>	TO: <u>          </u>
TIME FROM: <u>          </u>	TO: <u>          </u>

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.

there were no pavement distresses noted that may affect the accuracies of the WIM system.

<p align="center"><b>Traffic Sheet 22</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE EQUIPMENT ASSESSMENT</b></p> <p align="center"><b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 04</p> <p>SPS WIM ID: 040100</p> <p>STATE ASSIGNED ID 0</p> <p>DATE (mm/dd/yyyy) 8/6/2015</p>
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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

the equipment is operating within the manufacturer's tolerances. The trailing WIM sensor shows missing epoxy from the leading edge. Both sensors appear to be fully secured in the pavement.

**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.**

A visual observation of the trucks as they approach, traverse, and leave the sensor area did not indicate any adverse dynamics that would affect the accuracy of the WIM system. The trucks appear to track down the center of the lane.

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

Tape Filename: \_\_\_\_\_

Time: \_\_\_\_\_

From: \_\_\_\_\_

To: \_\_\_\_\_

<p align="center"><b>Traffic Sheet 22</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE EQUIPMENT ASSESSMENT</b></p> <p align="center"><b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 04</p> <p>SPS WIM ID: 040100</p> <p>STATE ASSIGNED ID 0</p> <p>DATE (mm/dd/yyyy) 8/6/2015</p>
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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	_____	_____	_____

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	8/6/2015

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>65.2</u> mph	Average WIM Speed	<u>65.8</u> mph
Mean Difference	<u>0.6</u> mph	SD of mean	<u>0.9</u>

Posted Speed Limit	<u>65</u> mph	
Speed Range	15th percentile - <u>63</u> mph	85th percentile- <u>75</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>4.39</u> ft (WIM system average)
=	<u>3.2</u> %	

Average front axle weight for Class 9 vehicles	<u>          </u> lbs
% error from 10.3 kips (industry average) OR	<u>12.5</u> lbs (known site value)
=	<u>21.6</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 ☒

no cabinet or foundation deficiencies

Pull Boxes None ☒

no pull box deficiencies

Mast None ☒

no service mast deficiencies

Solar Panels None ☒

no solar panel deficiencies

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	8/6/2015

Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

#### STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

#### ADDITIONAL COMMENTS

All values for the WIM sensors and inductive loops were within tolerances. Electronic tests of the power and communication devices indicated that they were operating normally.

Assessor

Dean Wolf, ARA

<b>Traffic Sheet 22 Addendum - Weighpad</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	04
	SPS WIM ID:	040100
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	8/6/2015

STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

a. Solar Panel	<u>80</u>	WATTS	<u>22.9</u>	VDC
b. Equipment Power	<u>          </u>	VAC	<u>11.4</u>	VDC
c. Battery 1	<u>12.9</u>	VDC		
d. Battery 2	<u>12.9</u>	VDC		
e. Regulated	<u>12.9</u>	VDC		
f. Power Supply	<u>          </u>	VDC	<u>          </u>	VDC
g. System Input	<u>          </u>	VAC	<u>11.4</u>	VDC
h. Modem Power	<u>          </u>	VAC	<u>11.4</u>	VDC
i. Telephone	<u>53.4</u>	VDC		

**2. LOOP SENSORS**

	Resistance	Inductance	Shield
a. Leading	<u>0.8</u> Ω	<u>133.9</u> μh	<u>inf</u> MΩ
b. Trailing	<u>0.8</u> Ω	<u>136.8</u> μh	<u>inf</u> MΩ

**3. WEIGHPAD SENSORS**

	Input	Output	Shield
a. Leading	<u>984</u> Ω	<u>846</u> Ω	<u>inf</u> Ω
b. Trailing	<u>986</u> Ω	<u>846</u> Ω	<u>inf</u> Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

**4. LOOP SENSORS**

	Frequency
a. Leading	<u>8.3</u> KHz
b. Trailing	<u>8.4</u> KHz

**5. WEIGHPAD SENSORS**

	Zero Point
a. Leading	<u>0.0</u> mV
b. Trailing	<u>0.0</u> mV

Assessor Dean Wolf, ARA



<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040100  DATE (mm/dd/yyyy) 8/6/2015</p>
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Item	Description	Filename
1	Power Source	040100_solar_panel_08_06_15.jpg
2	Telephone Source	040100_telephone_pedestal_08_06_15.jpg
3	Cabinet Exterior	040100_cabinet_exterior_08_06_15.jpg
4	Cabinet Interior - Front	040100_cabinet_interior_front_08_06_15.jpg
5	Cabinet Interior - Rear	040100_cabinet_interior_back_08_06_15.jpg
6	Leading weight sensor	040100_leading_WIM_sensor_08_06_15.jpg
7	Trailing weight sensor	040100_trailing_WIM_sensor_08_06_15.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	040100_leading_loop_08_06_15.jpg
11	Trailing loop sensor	040100_trailing_loop_08_06_15.jpg
12	Downstream from site	040100_downstream_08_06_15.jpg
13	Upstream from site	040100_upstream_08_06_15.jpg
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

<b>Traffic Sheet 24B</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Test Trucks</b>	STATE CODE: 04 SPS WIM ID: 040100 DATE (mm/dd/yyyy) 8/6/2015
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Item	Description	Filename
1	Tractor, Truck #1	040100_Truck_1_Tractor_08_06_15.jpg
2	Trailer/Load, Truck #1	040100_Truck_1_Trailer_08_06_15.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040100_Truck_1_Suspension_1_08_06_15.jpg
5	Suspension B, Truck #1	040100_Truck_1_Suspension_2_08_06_15.jpg
6	Suspension C, Truck #1	040100_Truck_1_Suspension_3_08_06_15.jpg
7	Suspension D, Truck #1	040100_Truck_1_Suspension_4_08_06_15.jpg
8	Suspension E, Truck #1	040100_Truck_1_Suspension_5_08_06_15.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040100_Truck_2_Tractor_08_06_15.jpg
11	Trailer/Load, Truck #2	040100_Truck_2_Trailer_08_06_15.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040100_Truck_2_Suspension_1_08_06_15.jpg
14	Suspension B, Truck #2	040100_Truck_2_Suspension_2_08_06_15.jpg
15	Suspension C, Truck #2	040100_Truck_2_Suspension_3_08_06_15.jpg
16	Suspension D, Truck #2	040100_Truck_2_Suspension_4_08_06_15.jpg
17	Suspension E, Truck #2	040100_Truck_2_Suspension_5_08_06_15.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		
30		