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<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	04
	SPS WIM ID:	040200
	DATE (mm/dd/yyyy)	9/14/2010

**SITE CALIBRATION INFORMATION**

- DATE OF CALIBRATION {mm/dd/yy} 9/14/10
- TYPE OF EQUIPMENT CALIBRATED: Both
- REASON FOR CALIBRATION: LTPP Validation
- SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
 

a. <u>Bending Plates</u>	c. <u></u>
b. <u>Inductance Loops</u>	d. <u></u>
- EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

- CALIBRATION TECHNIQUE USED: Test Trucks

Number of Trucks Compared:	<u></u>
Number of Test Trucks Used:	<u>2</u>
Passes Per Truck:	<u>20</u>

	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>-0.6%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Single Axle:	<u>-0.5%</u>	Standard Deviation:	<u>3.7%</u>
Dynamic and Static Double Axles:	<u>-0.6%</u>	Standard Deviation:	<u>4.0%</u>

- NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

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

	Low		High	Runs
a. <u>Low</u>	<u>54.0</u>	to	<u>59.3</u>	<u>12</u>
b. <u>Medium</u>	<u>59.4</u>	to	<u>64.8</u>	<u>13</u>
c. <u>High</u>	<u>64.9</u>	to	<u>70.0</u>	<u>15</u>
d. <u>0</u>	<u></u>	to	<u></u>	<u></u>
e. <u>0</u>	<u></u>	to	<u></u>	<u></u>

*AVG*

*56.7*

*62.1*

*67.4*

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3786 | 4282

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>-1.0</u>	FHWA Class	-	
FHWA Class 8:	<u>67.0</u>	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 2.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort: Dean J. Wolf

Contact Information:      Phone: 717-512-6638

E-mail: dwolf@ara.com

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**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 9/13/10
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: 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>0</u> | <u>0</u>         | <u>0</u>           |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-5.2%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Single Axle:	<u>-3.2%</u>	Standard Deviation:	<u>3.1%</u>
Dynamic and Static Double Axles:	<u>-5.7%</u>	Standard Deviation:	<u>3.3%</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>55.0</u>	to	<u>60.7</u>	<u>17</u>
b. <u>Medium</u>	<u>60.8</u>	to	<u>66.4</u>	<u>12</u>
c. <u>High</u>	<u>66.5</u>	to	<u>72.0</u>	<u>11</u>
d. <u>0</u>	_____	to	_____	_____
e. <u>0</u>	_____	to	_____	_____

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 3507 | 3966

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	-	
FHWA Class 8:	<u>100.0</u>	FHWA Class	-	
		FHWA Class	-	
		FHWA Class	-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

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

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	04
	SPS WIM ID:	040200
	DATE (mm/dd/yyyy)	9/13/2010

1. ROUTE: I-10 MILEPOST: 108.6 LTPP DIRECTION: east

2. WIM SITE DESCRIPTION

Grade: 1 to 2% Sag Vertical: N  
 Nearest Upstream SPS Section: 040266  
 Distance from sensors to SPS Section: 382 ft

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass  
 Lane width: 12' Shoulder: 3 - paved PCC  
 Shoulder width: 10'

4. PAVEMENT TYPE

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 9/13/10 Photo Filename: 040200\_upstream\_09\_13\_10.jpg  
 Date: 9/13/10 Photo Filename: 040200\_downstream\_09\_13\_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

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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#### 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
Distance from edge of traveled lane: 77 ft  
distance from system: 60 ft  
type: M

Cabinet access controlled by: Agency  
Contact name: Doug Eberline Phone #                       
Alternate name:                      Phone #                     

#### 11. POWER

Distance to cabinet from drop: 4 ft  
Type: Solar  
AC in cabinet? N  
Service provider:                      Phone #                     

#### 12. TELEPHONE

Distance to cabinet from drop: 0 ft  
Type: cellular  
Service provider:                      Phone #                     

#### 13. SYSTEM

Software and version no.                       
Computer connection: RS-232

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 15 minutes Distance: 10.5 miles

#### 15. PHOTOS

	Filename
Power source:	<u>040200_solar_panel_09_13_10.jpg</u>
Phone source:	<u>040200_cellular_modem_09_13_10.jpg</u>
Cabinet exterior:	<u>040200_cabinet_exterior_09_13_10.jpg</u>
Cabinet interior:	<u>040200_cabinet_interior_front_09_13_10.jpg</u>
Weight sensors:	<u>040200_leading_weighpad_09_13_10.jpg</u>
	<u>040200_trailing_weighpad_09_13_10.jpg</u>
Other sensors:	<u>040200_leading_loop_09_13_10.jpg</u>
	<u>040200_trailing_loop_09_13_10.jpg</u>
Downstream from sensors on LTPP lane:	<u>040200_downstream_09_13_10.jpg</u>
Upstream from sensors on LTPP lane:	<u>040200_upstream_09_13_10.jpg</u>

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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 Cellular ii. Payment State

### 3. PAVEMENT

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

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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-	Air suspension 3S2	<u>LTPP</u>
2nd-	Air Suspension 3S2	<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 Joint

- 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: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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 Love's Country Store Location: Buckeye, AZ  
Phone: 623-386-6926

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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		11190	0	Direct
B		15255	0	Direct
C		15255	0	Direct
D		15670	0	Direct
E		15670	0	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 73040  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: 73040

**5. TRUCK DESCRIPTION**

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

b. Make: Kenworth  
c. Model: 800

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 33.4      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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	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	11200	0	0	0
A+B	II	26440	0	0	0
A+B+C	III	41680	0	0	0
A+B+C+D	IV	57360	0	0	0
A+B+C+D+E(1)	V	73040	0	0	0
A+B+C+D+E+(F)(1)	VI	73040	0	0	0
B+C+D+E+(F)	VII	61860	0	0	0
C+D+E+(F)	VIII	46590	0	0	0
D+E+(F)	IX	31320	0	0	0
E+(F)	X	15660	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73040	0	0	0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 9/14/2010</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	11200	VI-VII	11180	11190
Axle B	II-I	15240	VII-VIII	15270	15255
Axle C	III-II	15240	VIII-IX	15270	15255
Axle D	IV-III	15680	IX-X	15660	15670
Axle E	V-IV	15680	X-XI	15660	15670
Axle F	VI-V	0	XI	0	0
GVW	VI	73040	XII	73040	73040

**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	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"><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:       040200  DATE (mm/dd/yyyy)   9/14/2010</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	11200	15240	15240	15680	15680	0	73040
2	11180	15270	15270	15660	15660	0	73040
Avg.	11190	15255	15255	15670	15670	0	73040

**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	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 - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK #2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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		10520	0	Direct
B		12935	0	Direct
C		12935	0	Direct
D		13435	0	Direct
E		13435	0	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 63260  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: 63260

**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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	air	<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 B	Axle C	Axle D	Axle E	Axle F
Axle					
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	10520	0	0	0
A+B	II	23460	0	0	0
A+B+C	III	36400	0	0	0
A+B+C+D	IV	49830	0	0	0
A+B+C+D+E(1)	V	63260	0	0	0
A+B+C+D+E+(F)(1)	VI	63260	0	0	0
B+C+D+E+(F)	VII	52740	0	0	0
C+D+E+(F)	VIII	39810	0	0	0
D+E+(F)	IX	26880	0	0	0
E+(F)	X	13440	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	63260	0	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: 040200  DATE (mm/dd/yyyy) 9/14/2010</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	10520	VI-VII	10520	10520
Axle B	II-I	12940	VII-VIII	12930	12935
Axle C	III-II	12940	VIII-IX	12930	12935
Axle D	IV-III	13430	IX-X	13440	13435
Axle E	V-IV	13430	X-XI	13440	13435
Axle F	VI-V	0	XI	0	0
GVW	VI	63260	XII	63260	63260

**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	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



<b>Traffic Sheet 19</b>	<b>STATE CODE:</b>	<b>04</b>
<b>LTPP MONITORED TRAFFIC DATA</b>	<b>SPS WIM ID:</b>	<b>040200</b>
<b>CALIBRATION TEST TRUCK # 2</b>	<b>DATE (mm/dd/yyyy)</b>	<b>9/14/2010</b>

**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	10520	12940	12940	13430	13430	0	63260
2	10520	12930	12930	13440	13440	0	63260
Avg.	10520	12935	12935	13435	13435	0	63260

**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	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 - Cal 1

**Measured By:** Kevin Trousdale

**Verified By:** Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: <u>04</u> SPS WIM ID: <u>040200</u> DATE (mm/dd/yyyy) <u>9/14/2010</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		11190	10850	Direct
B		15255	15110	Direct
C		15255	15110	Direct
D		15670	15565	Direct
E		15670	15565	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 73040  
c. Post Test Loaded Weight: 72200  
d. Difference Post Test - Pre-Tests: 840

**5. TRUCK DESCRIPTION**

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

b. Make: Kenworth  
c. Model: 800

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 33.4    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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	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

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11200	0	0	10860
A+B	II	26440	0	0	25950
A+B+C	III	41680	0	0	41040
A+B+C+D	IV	57360	0	0	56610
A+B+C+D+E(1)	V	73040	0	0	72180
A+B+C+D+E+(F)(1)	VI	73040	0	0	72180
B+C+D+E+(F)	VII	61860	0	0	61380
C+D+E+(F)	VIII	46590	0	0	46250
D+E+(F)	IX	31320	0	0	31120
E+(F)	X	15660	0	0	15560
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73040	0	0	72220

<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: 040200  DATE (mm/dd/yyyy) 9/14/2010</p>
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**CALIBRATION TEST TRUCK -** Primary

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<b>Axle A</b>	I	11200	VI-VII	11180	11190
<b>Axle B</b>	II-I	15240	VII-VIII	15270	15255
<b>Axle C</b>	III-II	15240	VIII-IX	15270	15255
<b>Axle D</b>	IV-III	15680	IX-X	15660	15670
<b>Axle E</b>	V-IV	15680	X-XI	15660	15670
<b>Axle F</b>	VI-V	0	XI	0	0
<b>GVW</b>	VI	73040	XII	73040	73040

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<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	0	XI	0	0
<b>GVW</b>	VI	0	XII	0	0

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<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	0	XI	0	0
<b>GVW</b>	VI	0	XII	0	0

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<b>Axle A</b>	I	10860	VI-VII	10800	10830
<b>Axle B</b>	II-I	15090	VII-VIII	15130	15110
<b>Axle C</b>	III-II	15090	VIII-IX	15130	15110
<b>Axle D</b>	IV-III	15570	IX-X	15560	15565
<b>Axle E</b>	V-IV	15570	X-XI	15560	15565
<b>Axle F</b>	VI-V	0	XI	0	0
<b>GVW</b>	VI	72180	XII	72220	72200

<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: 040200  DATE (mm/dd/yyyy) 9/14/2010</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	11200	15240	15240	15680	15680	0	73040
2	11180	15270	15270	15660	15660	0	73040
Avg.	11190	15255	15255	15670	15670	0	73040

**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	10860	15090	15090	15570	15570	0	72180
2	10840	15130	15130	15560	15560	0	72220
Avg.	10850	15110	15110	15565	15565	0	72200

Validation Test Truck Run Set - Post

**Measured By:** Kevin Trousdale

**Verified By:** Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 9/14/2010

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		10520	10170	Direct
B		12935	12750	Direct
C		12935	12750	Direct
D		13435	13310	Direct
E		13435	13310	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 63260  
c. Post Test Loaded Weight: 62290  
d. Difference Post Test - Pre-Tests: 970

**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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	<b>STATE CODE:</b> 04 <b>SPS WIM ID:</b> 040200 <b>DATE (mm/dd/yyyy)</b> 9/14/2010
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**CALIBRATION TEST TRUCK -** Secondary

## 6. SUSPENSION

	<b>a. Tire size</b>	<b>b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)</b>	<b>c. photo</b>
A	11R22.5	air	<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

<b>Steering</b>	<b>Axle B</b>	<b>Axle C</b>	<b>AxleD</b>	<b>AxleE</b>	<b>Axle F</b>
<b>Axle</b>					
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**

<b>Axes</b>	<b>Meas.</b>	<b>Pre-test Weight</b>	<b>Instance</b>	<b>Instance</b>	<b>Post-test weight</b>
A	I	10520	0	0	10180
A+B	II	23460	0	0	22930
A+B+C	III	36400	0	0	35680
A+B+C+D	IV	49830	0	0	48990
A+B+C+D+E(1)	V	63260	0	0	62300
A+B+C+D+E+(F)(1)	VI	63260	0	0	62300
B+C+D+E+(F)	VII	52740	0	0	52120
C+D+E+(F)	VIII	39810	0	0	39370
D+E+(F)	IX	26880	0	0	26620
E+(F)	X	13440	0	0	13310
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	63260	0	0	62280

<b>Traffic Sheet 19</b>	<b>STATE CODE:</b> 04
<b>LTPP MONITORED TRAFFIC DATA</b>	<b>SPS WIM ID:</b> 040200
<b>CALIBRATION TEST TRUCK # 2</b>	<b>DATE (mm/dd/yyyy)</b> 9/14/2010

**CALIBRATION TEST TRUCK -** Secondary

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<b>Axle A</b>	I	10520	VI-VII	10520	10520
<b>Axle B</b>	II-I	12940	VII-VIII	12930	12935
<b>Axle C</b>	III-II	12940	VIII-IX	12930	12935
<b>Axle D</b>	IV-III	13430	IX-X	13440	13435
<b>Axle E</b>	V-IV	13430	X-XI	13440	13435
<b>Axle F</b>	VI-V	0	XI	0	0
<b>GVW</b>	VI	63260	XII	63260	63260

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<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	0	XI	0	0
<b>GVW</b>	VI	0	XII	0	0

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<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	0	XI	0	0
<b>GVW</b>	VI	0	XII	0	0

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

	<b>1</b>		<b>2</b>		<b>Avg.</b>
<b>Axle A</b>	I	10180	VI-VII	10180	10180
<b>Axle B</b>	II-I	12750	VII-VIII	12750	12750
<b>Axle C</b>	III-II	12750	VIII-IX	12750	12750
<b>Axle D</b>	IV-III	13310	IX-X	13310	13310
<b>Axle E</b>	V-IV	13310	X-XI	13310	13310
<b>Axle F</b>	VI-V	0	XI	0	0
<b>GVW</b>	VI	62300	XII	62280	62290



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	10520	12940	12940	13430	13430	0	63260
2	10520	12930	12930	13440	13440	0	63260
Avg.	10520	12935	12935	13435	13435	0	63260

**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	10180	12750	12750	13310	13310	0	62300
2	10160	12750	12750	13310	13310	0	62280
Avg.	10170	12750	12750	13310	13310	0	62290

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 9/13/2010

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		11180	10860	Direct
B		15400	15265	Direct
C		15400	15265	Direct
D		15915	15760	Direct
E		15915	15760	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 73810  
c. Post Test Loaded Weight: 72910  
d. Difference Post Test - Pre-Tests: 900

**5. TRUCK DESCRIPTION**

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

b. Make: Kenworth  
c. Model: 800

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 33.4    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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 9/13/2010

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		11180	10860	Direct
B		15400	15265	Direct
C		15400	15265	Direct
D		15915	15760	Direct
E		15915	15760	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 73810  
c. Post Test Loaded Weight: 72910  
d. Difference Post Test - Pre-Tests: 900

**5. TRUCK DESCRIPTION**

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

b. Make: Kenworth  
c. Model: 800

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 33.4 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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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	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

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11180	0	0	10880
A+B	II	26570	0	0	26130
A+B+C	III	41960	0	0	41380
A+B+C+D	IV	57880	0	0	57140
A+B+C+D+E(1)	V	73800	0	0	72900
A+B+C+D+E+(F)(1)	VI	73800	0	0	72900
B+C+D+E+(F)	VII	62640	0	0	62080
C+D+E+(F)	VIII	47230	0	0	46800
D+E+(F)	IX	31820	0	0	31520
E+(F)	X	15910	0	0	15760
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73820	0	0	72920

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 9/13/2010</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	11180	VI-VII	11160	11170
Axle B	II-I	15390	VII-VIII	15410	15400
Axle C	III-II	15390	VIII-IX	15410	15400
Axle D	IV-III	15920	IX-X	15910	15915
Axle E	V-IV	15920	X-XI	15910	15915
Axle F	VI-V	0	XI	0	0
GVW	VI	73800	XII	73820	73810

**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	10880	VI-VII	10820	10850
Axle B	II-I	15250	VII-VIII	15280	15265
Axle C	III-II	15250	VIII-IX	15280	15265
Axle D	IV-III	15760	IX-X	15760	15760
Axle E	V-IV	15760	X-XI	15760	15760
Axle F	VI-V	0	XI	0	0
GVW	VI	72900	XII	72920	72910

<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: 040200  DATE (mm/dd/yyyy) 9/13/2010</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	11180	15390	15390	15920	15920	0	73800
2	11180	15410	15410	15910	15910	0	73820
Avg.	11180	15400	15400	15915	15915	0	73810

**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	10880	15250	15250	15760	15760	0	72900
2	10840	15280	15280	15760	15760	0	72920
Avg.	10860	15265	15265	15760	15760	0	72910

Validation Test Truck Run Set - Pre

**Measured By:** Kevin Trousdale

**Verified By:** Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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		10600	10270	Direct
B		13135	12940	Direct
C		13135	12940	Direct
D		13760	13580	Direct
E		13760	13580	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 64390  
c. Post Test Loaded Weight: 63310  
d. Difference Post Test - Pre-Tests: 1080

**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: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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	air	<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

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10600	0	0	10260
A+B	II	23740	0	0	23200
A+B+C	III	36880	0	0	36140
A+B+C+D	IV	50640	0	0	49710
A+B+C+D+E(1)	V	64400	0	0	63280
A+B+C+D+E+(F)(1)	VI	64400	0	0	63280
B+C+D+E+(F)	VII	53780	0	0	53060
C+D+E+(F)	VIII	40650	0	0	40120
D+E+(F)	IX	27520	0	0	27180
E+(F)	X	13760	0	0	13590
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	64380	0	0	63340



<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: 040200  DATE (mm/dd/yyyy) 9/13/2010</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	10600	VI-VII	10620	10610
Axle B	II-I	13140	VII-VIII	13130	13135
Axle C	III-II	13140	VIII-IX	13130	13135
Axle D	IV-III	13760	IX-X	13760	13760
Axle E	V-IV	13760	X-XI	13760	13760
Axle F	VI-V	0	XI	0	0
GVW	VI	64400	XII	64380	64390

**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	10260	VI-VII	10220	10240
Axle B	II-I	12940	VII-VIII	12940	12940
Axle C	III-II	12940	VIII-IX	12940	12940
Axle D	IV-III	13570	IX-X	13590	13580
Axle E	V-IV	13570	X-XI	13590	13580
Axle F	VI-V	0	XI	0	0
GVW	VI	63280	XII	63340	63310

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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	10600	13140	13140	13760	13760	0	64400
2	10600	13130	13130	13760	13760	0	64380
Avg.	10600	13135	13135	13760	13760	0	64390

**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	10260	12940	12940	13570	13570	0	63280
2	10280	12940	12940	13590	13590	0	63340
Avg.	10270	12940	12940	13580	13580	0	63310

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

<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: 040200</b> <b>DATE (mm/dd/yyyy) 9/14/2010</b>				
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
60	9	8074	61	9	62	5	8163	62	5
66	9	8078	66	9	56	9	8166	54	9
61	9	8084	61	9	64	9	8169	63	9
68	5	8085	67	5	64	11	8170	64	11
72	9	8087	72	9	62	9	8174	62	9
70	9	8088	70	9	73	9	8175	72	9
68	9	8089	67	9	69	9	8176	68	9
65	9	8092	65	9	64	9	8179	63	9
60	9	8093	61	9	65	15	8180	64	10
65	9	8094	64	9	62	9	8182	61	9
73	9	8096	72	9	75	9	8183	73	9
73	9	8098	71	9	64	9	8187	65	9
67	9	8099	67	9	74	9	8189	70	9
66	9	8100	66	9	64	9	8193	63	9
62	6	8101	62	6	65	9	8197	64	9
66	9	8102	67	9	74	9	8198	74	9
74	9	8103	70	9	62	5	8201	62	5
67	9	8104	67	9	72	6	8202	70	6
73	15	8105	71	9	73	5	8203	72	5
62	9	8106	60	9	64	12	8204	60	12
68	12	8107	67	12	64	8	8205	64	8
69	9	8117	68	9	64	9	8246	64	9
70	9	8188	69	9	65	11	8247	64	11
64	9	8125	62	9	74	9	8249	73	9
61	9	8127	60	9	61	9	8250	62	9

Validation Test Truck Run Set - Post

Sheet 1 - 0 to 50

Start: 11:37:00

Stop: 12:06:00

Recorded By: djw

Verified By: kt

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
60	9	8258	60	9	64	9	8342	63	9
68	5	8271	67	5	65	8	8343	65	8
70	9	8272	68	9	67	9	8344	65	9
59	9	8273	59	9	67	9	8347	63	9
72	9	8275	72	9	68	5	8349	67	5
66	9	8277	66	9	67	5	8350	64	5
56	9	8278	53	9	73	9	8351	72	9
68	9	8282	68	9	75	9	8353	73	9
67	9	8283	65	9	75	9	8356	74	9
63	8	8286	63	5	64	9	8362	64	9
64	9	8288	64	9	65	9	8363	65	9
63	9	8289	62	9	62	9	8365	60	9
71	9	8290	69	9	62	9	8366	62	9
68	9	8291	67	9	63	9	8367	60	9
63	9	8292	62	9	69	9	8371	69	9
73	8	8297	69	8	77	5	8375	76	5
68	9	8300	65	9	75	12	8378	73	12
68	9	8302	64	9	64	12	8381	63	12
64	11	8303	63	11	64	11	8384	63	11
65	10	8305	65	6	67	9	8385	65	9
64	11	8306	67	11	68	9	8386	68	9
58	8	8331	57	6	65	9	8388	64	9
64	9	8336	63	9	52	5	8389	51	5
56	5	8338	53	5	76	9	8391	75	9
62	9	8339	59	9	80	9	8392	80	9

Validation Test Truck Run Set - Post

Sheet 2 - 51 to 100

Start: 12:07:00

Stop: 12:27:00

Recorded By: djw

Verified By: kt

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010				
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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	9	64861	64	9	76	9	279	74	9
65	6	64864	63	6	67	9	285	67	9
69	9	64871	68	9	71	9	286	69	9
70	9	64877	69	9	67	12	287	65	12
73	9	64880	72	9	65	9	289	64	9
65	9	64912	64	9	64	9	294	63	9
61	9	64914	60	9	73	9	298	72	9
77	9	64915	75	9	62	9	302	61	9
72	9	64920	72	9	58	9	313	58	9
64	9	64922	64	9	69	9	319	69	9
71	9	64923	70	9	65	9	320	64	9
68	9	64925	67	9	70	9	322	64	9
64	9	64927	64	9	67	9	326	65	9
70	9	64935	69	9	65	9	327	64	9
70	5	64945	68	5	64	9	334	63	9
70	9	64948	64	9	70	9	344	69	9
66	9	64949	67	9	66	9	350	64	9
72	9	64950	70	9	65	9	352	63	9
65	9	64957	62	9	66	9	353	65	9
64	8	64959	68	8	62	9	355	62	9
69	9	64968	66	9	60	9	359	59	9
71	9	33	69	9	60	3	360	58	5
77	9	39	77	9	67	5	364	67	5
73	9	40	74	9	69	9	369	67	9
64	9	42	64	9	62	9	382	63	9

Validation Test Truck Run Set - Pre

Sheet 1 - 0 to 50

Start: 10:02:00

Stop: 11:40:00

Recorded By: djw

Verified By: kt

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010				
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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	9	399	65	9	73	9	504	72	9
62	8	401	60	5	65	9	510	64	9
81	5	402	77	5	64	9	513	63	9
64	9	405	63	9	73	9	514	72	9
59	9	413	58	9	68	5	516	67	5
74	9	419	68	9	68	9	522	68	9
71	9	426	70	9	65	5	525	64	5
74	9	427	73	9	73	6	537	72	4
65	3	432	68	5	68	5	545	65	5
80	9	439	80	9	63	9	546	62	9
64	11	443	61	11	71	9	549	69	9
64	9	444	61	9	55	5	550	53	5
71	9	448	70	9	70	9	551	69	9
68	9	450	66	9	75	9	555	71	9
67	9	452	66	9	73	9	594	70	9
70	9	457	69	9	71	9	596	72	9
70	9	461	68	9	70	9	598	68	9
78	9	462	77	9	64	9	602	61	9
70	9	465	69	9	67	9	603	65	9
70	9	469	67	9	67	6	605	65	4
67	9	471	65	9	60	6	615	60	6
62	9	472	60	9	72	9	616	70	9
66	9	474	68	9	55	6	617	55	6
65	9	501	64	9	66	5	623	62	5
68	9	503	67	9	63	11	626	62	11

Validation Test Truck Run Set - Pre

Sheet 2 - 51 to 100

Start: 11:43:00

Stop: 12:24:00

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: 040200 DATE: (mm/dd/yyyy): 9/13/2010							
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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
76.3	54	1	1	7:43:19	64185	55.0	10.3	14.0	14.0	13.9	14.0		66.3	14.8	4.4	34.0	4.2	
76.3	54	2	1	7:43:28	64186	55.0	9.9	12.4	12.2	12.9	12.9		60.2	14.8	4.4	33.6	4.1	
79.4	64	1	2	7:57:48	64243	66.0	9.9	13.9	13.5	13.6	13.8		64.7	14.8	4.4	33.9	4.2	
79.4	64	2	2	7:58:12	64244	65.0	10.0	12.7	12.6	12.8	12.7		60.7	14.8	4.4	33.6	4.2	
81.5	68	1	3	8:10:12	64302	69.0	10.4	14.2	14.1	14.1	14.1		66.8	14.8	4.4	34.1	4.2	
81.0	71	2	3	8:10:21	64303	72.0	10.2	13.0	13.3	13.0	12.8		62.2	14.8	4.4	33.7	4.1	
86.2	55	1	4	8:25:59	64361	56.0	10.6	15.1	14.9	14.7	14.9		70.1	14.9	4.5	34.2	4.2	
86.2	55	2	4	8:26:29	64364	56.0	9.9	12.5	12.8	12.8	12.8		60.7	14.8	4.4	33.6	4.1	
90.0	64	1	5	8:41:32	64451	66.0	10.4	14.2	14.2	13.9	13.8		66.6	14.9	4.4	34.1	4.2	
90.0	63	2	5	8:41:52	64452	64.0	10.4	13.0	13.1	12.6	12.9		62.0	14.8	4.4	33.7	4.2	
89.9	71	1	6	8:55:44	64519	70.0	10.9	14.8	14.6	14.8	14.1		69.1	14.9	4.4	34.1	4.2	
89.9	66	2	6	8:56:32	64521	72.0	10.0	11.7	12.3	13.3	12.8		60.0	14.8	4.4	33.7	4.2	
93.8	55	1	7	9:10:30	64594	55.0	10.6	14.8	14.8	14.5	14.7		69.5	14.9	4.5	34.1	4.2	
93.8	55	2	7	9:10:42	64596	57.0	10.1	12.2	12.5	12.8	12.8		60.2	14.8	4.4	33.6	4.1	
92.3	64	1	8	9:24:37	64658	66.0	9.6	14.3	14.0	13.8	14.0		65.8	14.8	4.4	34.1	4.2	
92.3	64	2	8	9:24:42	64659	67.0	9.9	11.7	12.1	13.1	12.9		59.8	14.8	4.4	33.7	4.2	
96.7	67	1	9	9:38:44	64720	68.0	10.4	13.5	13.8	13.9	13.7		65.3	14.9	4.4	34.1	4.2	
96.7	71	2	9	9:38:49	64721	72.0	10.3	12.9	12.7	13.6	13.3		62.7	14.8	4.4	33.7	4.2	
99.8	55	1	10	9:54:15	64810	56.0	10.6	14.3	14.4	14.1	14.3		67.8	14.9	4.4	34.0	4.2	
99.8	57	2	10	9:54:19	64811	57.0	10.1	12.8	13.2	12.4	12.2		60.8	14.9	4.4	33.7	4.1	
102.9	63	1	11	10:08:27	64885	65.0	11.1	14.5	14.4	14.3	14.4		68.7	15.0	4.5	34.3	4.2	
102.9	64	2	11	10:08:39	64888	66.0	10.2	12.5	12.7	12.5	12.6		60.6	14.8	4.4	33.8	4.2	
106.1	54	1	12	10:23:44	64976	55.0	11.0	14.8	15.1	14.7	14.9		70.4	14.9	4.4	34.1	4.2	
106.1	55	2	12	10:23:47	64977	55.0	10.2	13.0	12.8	12.5	12.9		61.5	14.8	4.4	33.6	4.1	

Recorded By: djw

Verified By: kt

Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/13/2010							
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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
107.3	63	1	13	10:37:52	46	64.0	11.0	15.2	15.1	14.5	15.3		71.3	14.9	4.5	34.2	4.2	
107.3	69	2	13	10:38:19	50	70.0	10.0	13.3	12.8	12.3	12.2		60.6	14.8	4.4	33.8	4.1	
109.6	54	1	14	10:53:05	124	55.0	10.8	15.3	15.3	15.4	15.4		72.1	14.9	4.5	34.2	4.2	
109.6	55	2	14	10:53:09	126	55.0	10.2	13.0	13.3	12.6	12.7		61.8	14.8	4.4	33.6	4.1	
115.9	60	1	15	11:57:09	473	62.0	10.2	14.8	14.7	14.7	14.6		69.0	14.9	4.4	34.0	4.2	
115.9	65	2	15	11:57:29	474	66.0	10.6	13.2	13.7	13.0	12.7		63.1	14.8	4.4	33.7	4.1	
116.8	62	1	16	12:12:13	560	63.0	11.3	15.2	15.1	14.6	14.5		70.7	14.9	4.5	34.1	4.2	
116.8	65	2	16	12:12:37	562	67.0	10.2	12.9	12.7	12.5	12.8		61.3	14.9	4.4	33.8	4.2	
117.9	54	1	17	12:27:32	644	55.0	10.9	15.5	15.4	15.0	15.4		72.2	14.9	4.5	34.1	4.2	
117.9	55	2	17	12:27:44	645	55.0	9.9	12.4	12.8	13.2	13.0		61.4	14.8	4.4	33.7	4.1	
118.4	60	1	18	12:43:18	738	61.0	11.1	14.8	14.3	14.2	14.4		68.8	14.9	4.4	34.1	4.2	
118.4	66	2	18	12:43:24	740	67.0	10.4	12.9	13.7	12.9	12.8		62.6	14.9	4.4	33.8	4.2	
117.2	53	1	19	12:59:32	828	55.0	10.8	14.6	14.7	14.6	14.9		69.6	14.9	4.4	34.1	4.2	
117.2	68	2	19	13:00:09	833	70.0	9.8	12.5	12.7	12.8	13.2		60.9	14.9	4.4	33.8	4.1	
120.8	55	1	20	13:14:54	926	60.0	11.0	14.6	14.3	14.2	14.1		68.4	14.9	4.4	34.1	4.2	
120.8	55	2	20	13:15:37	929	55.0	10.2	13.5	13.2	12.8	12.6		62.2	14.8	4.4	33.6	4.1	

Recorded By: djw

Verified By: kt

Run Set Pre



Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/14/2010								
------------------------------------------------------------------------------------------	--	--	--	--	--	--	--	--	--	-----------------------------------------------------------------------	--	--	--	--	--	--	--	--

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
80.0	66	1	1	7:11:32	6482	66.0	10.9	14.8	14.5	15.0	14.6		69.7	14.5	4.4	33.3	4.1	
80.0	69	2	1	7:12:17	6488	69.0	9.8	12.9	12.5	12.3	12.7		60.2	14.5	4.3	32.9	4.0	
81.5	65	1	2	7:25:38	6571	65.0	11.4	16.2	16.2	14.9	15.2		74.0	14.5	4.3	33.3	4.1	
81.5	65	2	2	7:26:09	6576	64.0	10.4	13.1	13.2	13.0	13.0		62.8	14.5	4.3	32.9	4.1	
83.7	55	1	3	7:39:57	6646	54.0	10.8	14.4	14.2	14.6	14.6		68.5	14.5	4.3	33.2	4.1	
83.7	55	2	3	7:40:13	6647	55.0	10.3	12.8	12.8	12.9	13.0		61.9	14.5	4.3	32.9	4.1	
83.4	67	1	4	7:54:31	6730	68.0	10.1	14.6	14.4	14.9	14.5		68.4	14.5	4.3	33.2	4.1	
83.4	71	2	4	7:55:09	6735	70.0	9.4	12.3	12.8	13.1	13.3		60.8	14.5	4.3	33.0	4.1	
86.3	64	1	5	8:09:39	6819	64.0	10.4	14.6	14.6	14.5	14.5		68.6	14.5	4.3	33.2	4.1	
86.3	66	2	5	8:09:46	6820	65.0	10.4	13.1	13.5	13.2	13.0		63.3	14.5	4.3	33.0	4.1	
89.0	55	1	6	8:24:07	6894	55.0	11.1	16.1	15.8	15.4	16.0		74.4	14.5	4.3	33.3	4.1	
89.0	60	2	6	8:24:29	6896	60.0	9.9	12.1	12.4	13.1	12.7		60.3	14.4	4.3	32.7	4.1	
101.1	54	1	7	9:51:30	7415	54.0	10.7	14.6	15.0	14.7	14.7		69.7	14.5	4.3	33.3	4.1	
101.1	55	2	7	9:51:56	7417	55.0	10.1	13.9	13.8	15.1	13.1		63.9	14.5	4.3	32.7	4.0	
104.0	66	1	8	10:05:32	7507	67.0	10.6	14.7	14.5	14.7	14.3		68.7	14.5	4.3	33.3	4.1	
104.0	69	2	8	10:05:50	7511	70.0	10.2	12.6	12.7	13.3	13.3		62.1	14.5	4.3	32.9	4.1	
105.9	64	1	9	10:19:32	7586	65.0	11.2	14.9	15.3	14.7	14.8		70.8	14.5	4.3	33.3	4.1	
105.9	64	2	9	10:19:52	7589	65.0	10.5	13.2	13.7	13.5	13.4		64.3	14.5	4.3	33.1	4.1	
108.5	55	1	10	10:33:37	7671	54.0	10.3	14.7	14.9	15.1	15.2		70.1	14.5	4.3	33.2	4.1	
108.5	55	2	10	10:34:51	7677	55.0	10.5	13.4	13.6	13.2	13.5		64.2	14.5	4.3	33.0	4.0	
109.5	68	1	11	10:48:34	7769	68.0	10.3	14.5	14.4	14.2	14.4		67.8	14.5	4.3	33.3	4.1	
109.5	67	2	11	10:48:50	7773	67.0	10.4	13.0	13.4	13.3	12.8		62.8	14.5	4.3	33.0	4.1	
111.8	60	1	12	11:03:06	7854	60.0	11.2	16.0	15.7	15.3	15.3		73.4	14.6	4.3	33.5	4.1	
111.8	60	2	12	11:03:11	7855	60.0	10.1	13.4	14.0	12.9	12.7		63.2	14.5	4.3	33.0	4.1	

Recorded By: djw

Verified By: kt

Run Set Cal 1



Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/14/2010								
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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
80.0	66	1	1	7:11:32	6482	66.0	10.9	14.8	14.5	15.0	14.6		69.7	14.5	4.4	33.3	4.1	
80.0	69	2	1	7:12:17	6488	69.0	9.8	12.9	12.5	12.3	12.7		60.2	14.5	4.3	32.9	4.0	
81.5	65	1	2	7:25:38	6571	65.0	11.4	16.2	16.2	14.9	15.2		74.0	14.5	4.3	33.3	4.1	
81.5	65	2	2	7:26:09	6576	64.0	10.4	13.1	13.2	13.0	13.0		62.8	14.5	4.3	32.9	4.1	
83.7	55	1	3	7:39:57	6646	54.0	10.8	14.4	14.2	14.6	14.6		68.5	14.5	4.3	33.2	4.1	
83.7	55	2	3	7:40:13	6647	55.0	10.3	12.8	12.8	12.9	13.0		61.9	14.5	4.3	32.9	4.1	
83.4	67	1	4	7:54:31	6730	68.0	10.1	14.6	14.4	14.9	14.5		68.4	14.5	4.3	33.2	4.1	
83.4	71	2	4	7:55:09	6735	70.0	9.4	12.3	12.8	13.1	13.3		60.8	14.5	4.3	33.0	4.1	
86.3	64	1	5	8:09:39	6819	64.0	10.4	14.6	14.6	14.5	14.5		68.6	14.5	4.3	33.2	4.1	
86.3	66	2	5	8:09:46	6820	65.0	10.4	13.1	13.5	13.2	13.0		63.3	14.5	4.3	33.0	4.1	
89.0	55	1	6	8:24:07	6894	55.0	11.1	16.1	15.8	15.4	16.0		74.4	14.5	4.3	33.3	4.1	
89.0	60	2	6	8:24:29	6896	60.0	9.9	12.1	12.4	13.1	12.7		60.3	14.4	4.3	32.7	4.1	
101.1	54	1	7	9:51:30	7415	54.0	10.7	14.6	15.0	14.7	14.7		69.7	14.5	4.3	33.3	4.1	
101.1	55	2	7	9:51:56	7417	55.0	10.1	13.9	13.8	15.1	13.1		63.9	14.5	4.3	32.7	4.0	
104.0	66	1	8	10:05:32	7507	67.0	10.6	14.7	14.5	14.7	14.3		68.7	14.5	4.3	33.3	4.1	
104.0	69	2	8	10:05:50	7511	70.0	10.2	12.6	12.7	13.3	13.3		62.1	14.5	4.3	32.9	4.1	
105.9	64	1	9	10:19:32	7586	65.0	11.2	14.9	15.3	14.7	14.8		70.8	14.5	4.3	33.3	4.1	
105.9	64	2	9	10:19:52	7589	65.0	10.5	13.2	13.7	13.5	13.4		64.3	14.5	4.3	33.1	4.1	
108.5	55	1	10	10:33:37	7671	54.0	10.3	14.7	14.9	15.1	15.2		70.1	14.5	4.3	33.2	4.1	
108.5	55	2	10	10:34:51	7677	55.0	10.5	13.4	13.6	13.2	13.5		64.2	14.5	4.3	33.0	4.0	
109.5	68	1	11	10:48:34	7769	68.0	10.3	14.5	14.4	14.2	14.4		67.8	14.5	4.3	33.3	4.1	
109.5	67	2	11	10:48:50	7773	67.0	10.4	13.0	13.4	13.3	12.8		62.8	14.5	4.3	33.0	4.1	
111.8	60	1	12	11:03:06	7854	60.0	11.2	16.0	15.7	15.3	15.3		73.4	14.6	4.3	33.5	4.1	
111.8	60	2	12	11:03:11	7855	60.0	10.1	13.4	14.0	12.9	12.7		63.2	14.5	4.3	33.0	4.1	
Recorded By: <u>djw</u>										Verified By: <u>kt</u>					Run Set <u>Post</u>			

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/14/2010							
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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
112.4	60	1	13	11:17:33	7952	60.0	10.8	15.0	15.1	14.8	15.0		70.7	14.5	4.3	33.3	4.1	
112.4	60	2	13	11:17:42	7954	60.0	10.2	13.2	13.4	12.9	12.8		62.6	14.5	4.3	33.0	4.0	
114.9	54	1	14	11:31:54	8038	54.0	11.5	16.1	12.1	15.5	15.8		74.9	14.5	4.3	33.3	4.1	
114.9	54	2	14	11:32:23	8042	54.0	10.5	13.4	13.2	13.0	13.1		63.1	14.5	4.3	32.9	4.0	
115.6	61	1	15	11:46:09	8129	61.0	11.5	16.2	15.8	15.3	15.0		73.9	14.6	4.3	33.4	4.1	
115.6	61	2	15	11:46:23	8130	61.0	10.3	12.8	12.8	13.2	13.0		62.2	14.5	4.3	33.0	4.1	
115.8	69	1	16	12:00:02	8206	69.0	11.0	15.6	15.9	15.3	14.9		72.6	14.5	4.3	33.4	4.1	
115.8	64	2	16	12:00:35	8209	64.0	10.6	14.4	14.3	13.3	13.1		65.6	14.5	4.3	33.0	4.1	
117.5	54	1	17	12:14:54	8311	54.0	11.3	15.8	16.0	15.1	15.4		73.9	14.5	4.4	33.3	4.1	
117.5	55	2	17	12:15:02	8312	55.0	10.4	13.9	14.3	13.0	13.1		64.6	14.5	4.3	32.9	4.0	
118.7	62	1	18	12:29:44	8407	61.0	11.3	15.7	15.4	14.6	14.8		71.9	14.5	4.3	33.4	4.1	
118.7	61	2	18	12:30:12	8409	61.0	10.4	13.8	13.9	13.1	12.8		64.0	14.5	4.3	32.9	4.1	
120.4	55	1	19	12:46:17	8505	57.0	11.2	15.3	14.5	14.8	14.9		70.7	14.5	4.4	33.3	4.1	
120.4	70	2	19	12:46:28	8507	70.0	10.3	13.0	13.4	13.4	14.0		64.0	14.5	4.3	33.0	4.0	
121.2	64	1	20	13:00:57	8607	65.0	11.4	16.6	16.3	15.7	15.4		75.3	14.5	4.3	33.3	4.1	
121.2	64	2	20	13:01:19	8612	64.0	11.3	13.9	14.4	13.5	13.5		66.6	14.6	4.3	33.0	4.1	

Recorded By: <u>      djw      </u>	Verified By: <u>      kt      </u>	Run Set <u>      </u> Post <u>      </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: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

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

4. VENDOR IRD      MODEL iSINC      SERIAL# 51202223

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.

old WIM installation located approximately 330 feet prior to current location.

<p align="center"><b>Traffic Sheet 22</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE EQUIPMENT ASSESSMENT</b>  <b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  STATE ASSIGNED ID 40200  DATE (mm/dd/yyyy) 9/13/2010</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

**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.

truck movement in old WIM site location appears to diminish prior to crossing current installation.

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

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

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

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

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

<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: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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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			

<p align="center"><b>Traffic Sheet 22</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE EQUIPMENT ASSESSMENT</b>  <b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  STATE ASSIGNED ID 40200  DATE (mm/dd/yyyy) 9/13/2010</p>
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#### 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>66.3</u> mph	Average WIM Speed	<u>67.6</u> mph
Mean Difference	<u>1.3</u> mph	SD of mean	<u>1.5</u>

Posted Speed Limit	<u>75</u> mph	
Speed Range	15th percentile - <u>63</u> mph	85th percentile- <u>74</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>4.42</u> ft (WIM system average)
= <u>3.9</u> %		

Average front axle weight for Class 9 vehicles	<u>          </u> lbs
% error from 10.3 kips (industry average) OR	<u>10.4</u> lbs (known site value)
= <u>0.8</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 ☐



<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: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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Telephone D-Mark Box None ☒

n/a

Power Service Box None ☒

n/a

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

old WIM site needs rehabilitation.

Assessor \_\_\_\_\_ Dean J. Wolf

<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: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

a. Solar Panel	<u>160</u>	WATTS	<u>19</u>	VDC
b. Equipment Power	<u>13.7</u>	VAC	<u>          </u>	VDC
c. Battery 1	<u>16.6</u>	VDC		
d. Battery 2	<u>16.6</u>	VDC		
e. Regulated	<u>13.7</u>	VDC		
f. Power Supply	<u>          </u>	VDC	<u>          </u>	VDC
g. System Input	<u>          </u>	VAC	<u>13.7</u>	VDC
h. Modem Power	<u>          </u>	VAC	<u>13.7</u>	VDC
i. Telephone	<u>          </u>	VDC		

**2. LOOP SENSORS**

	Resistance		Inductance		Shield	
a. Leading	<u>0.8</u>	$\Omega$	<u>100.8</u>	$\mu h$	<u>inf</u>	M $\Omega$
b. Trailing	<u>0.7</u>	$\Omega$	<u>100.4</u>	$\mu h$	<u>inf</u>	M $\Omega$

**3. WEIGHPAD SENSORS**

	Input		Output		Shield	
a. Leading	<u>986</u>	$\Omega$	<u>846</u>	$\Omega$	<u>inf</u>	$\Omega$
b. Trailing	<u>990</u>	$\Omega$	<u>848</u>	$\Omega$	<u>inf</u>	$\Omega$

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

**4. LOOP SENSORS**

	Frequency	
a. Leading	<u>10.1</u>	KHz
b. Trailing	<u>10.3</u>	KHz

**5. WEIGHPAD SENSORS**

	Zero Point	
a. Leading	<u>0.2</u>	mV
b. Trailing	<u>0</u>	mV

Assessor Dean J. Wolf

<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 9/13/2010</p>
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Item	Description	Filename
1	Power Source	040200_solar_panel_09_13_10.jpg
2	Telephone Source	040200_cellular_modem_09_13_10.jpg
3	Cabinet Exterior	040200_cabinet_exterior_09_13_10.jpg
4	Cabinet Interior	040200_cabinet_interior_front_09_13_10.jpg
5	Leading weight sensor	040200_leading_weighpad_09_13_10.jpg
6	Trailing weight sensor	040200_trailing_weighpad_09_13_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	040200_leading_loop_09_13_10.jpg
10	Trailing loop sensor	040200_trailing_loop_09_13_10.jpg
11	Downstream from site	040200_downstream_09_13_10.jpg
12	Upstream from site	040200_upstream_09_13_10.jpg
13	Cabinet Interior - Rear	040200_cabinet_interior_rear_09_13_10.jpg
14		
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<b>Traffic Sheet 24B</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Test Trucks</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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Item	Description	Filename
1	Tractor, Truck #1	040200_truck_1_tractor_09_13_10.jpg
2	Trailer/Load, Truck #1	040200_truck_1_trailer_09_13_10.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040200_truck_1_suspension_1_09_13_10.jpg
5	Suspension B, Truck #1	040200_truck_1_suspension_2_09_13_10.jpg
6	Suspension C, Truck #1	040200_truck_1_suspension_3_09_13_10.jpg
7	Suspension D, Truck #1	040200_truck_1_suspension_4_09_13_10.jpg
8	Suspension E, Truck #1	040200_truck_1_suspension_5_09_13_10.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040200_truck_2_tractor_09_13_10.jpg
11	Trailer/Load, Truck #2	040200_truck_2_trailer_09_13_10.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040200_truck_2_suspension_1_09_13_10.jpg
14	Suspension B, Truck #2	040200_truck_2_suspension_2_09_13_10.jpg
15	Suspension C, Truck #2	040200_truck_2_suspension_3_09_13_10.jpg
16	Suspension D, Truck #2	040200_truck_2_suspension_4_09_13_10.jpg
17	Suspension E, Truck #2	040200_truck_2_suspension_5_09_13_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		
30		

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