

<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)	4/30/2014

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 4/30/14
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>0.8%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Single Axle:	<u>1.2%</u>	Standard Deviation:	<u>2.6%</u>
Dynamic and Static Double Axles:	<u>0.8%</u>	Standard Deviation:	<u>2.7%</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>54.0</u>	to	<u>59.3</u>	<u>12</u>	<u>57.2</u>
b.	<u>Medium</u>	<u>59.4</u>	to	<u>64.8</u>	<u>14</u>	<u>62.1</u>
c.	<u>High</u>	<u>64.9</u>	to	<u>70.0</u>	<u>14</u>	<u>67.5</u>
d.	<u></u>	<u></u>	to	<u></u>	<u></u>	<u></u>
e.	<u></u>	<u></u>	to	<u></u>	<u></u>	<u></u>

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 5198 4599

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>1.0</u>	FHWA Class	<u>5</u>	-	<u>-36.0</u>
FHWA Class 8:	<u>Unk</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 J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: dwolf@ara.com

<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) 4/30/2014

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		11890	0	Direct
B		16015	0	Direct
C		16015	0	Direct
D		16690	0	Direct
E		16690	0	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 77300  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -77300

**5. TRUCK DESCRIPTION**

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

b. Make: Mack

c. Model: \_\_\_\_\_

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

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

g. Axle Spacing - (feet and tenths)

A to B 14.6 B to C 4.3 C to D 35.4 D to E 4.3 E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.6

i. Kingpin offset from Axle B (units) \_\_\_\_\_ photo: ☐

j. Overall Length - ☒ Measured 67.8

<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) 4/30/2014</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	air	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	455/55R22.5	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 # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</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	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 # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</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	11860	16040	16040	16690	16690		77320
2	11920	15990	15990	16690	16690		77280
Avg.	11890	16015	16015	16690	16690		77300

**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: Greg Helman  
Verified By: Dean 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) 4/30/2014
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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		11730	0	Direct
B		13340	0	Direct
C		13340	0	Direct
D		14440	0	Direct
E		14440	0	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67290  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -67290

**5. TRUCK DESCRIPTION**

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

b. Make: Mack  
c. Model: \_\_\_\_\_

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

A to B 13.4    B to C 4.3    C to D 35.5    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.3  
i. Kingpin offset from Axle B (units) -.8' photo: ☐  
j. Overall Length - ☒ Measured 67.8

<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) 4/30/2014</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	air	<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 # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</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: 040200  DATE (mm/dd/yyyy) 4/30/2014</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	11720	13340	13340	14450	14450		67300
2	11740	13340	13340	14430	14430		67280
Avg.	11730	13340	13340	14440	14440		67290

**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: Greg Helman  
Verified By: Dean 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>4/30/2014</u>

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		11890	11550	Direct
B		16015	15810	Direct
C		16015	15810	Direct
D		16690	16625	Direct
E		16690	16625	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 77300
- c. Post Test Loaded Weight: 76420
- d. Difference Post Test - Pre-Tests: -880

**5. TRUCK DESCRIPTION**

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

- b. Make: Mack  
c. Model: \_\_\_\_\_

**d. Trailer Load Distribution Description:**

refuse

photo: ☒

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

A to B 14.6    B to C 4.3    C to D 35.4    D to E 4.3    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.6  
i. Kingpin offset from Axle B (units) \_\_\_\_\_ photo: ☐
- j. Overall Length - ☒ Measured 67.0

<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) 4/30/2014
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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	air	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	455/55R22.5	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 # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</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	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 # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</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	11860	16040	16040	16690	16690		77320
2	11920	15990	15990	16690	16690		77280
Avg.	11890	16015	16015	16690	16690		77300

**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	15830	15830	16610	16610		76380
2	11600	15790	15790	16640	16640		76460
Avg.	11550	15810	15810	16625	16625		76420

Validation Test Truck Run Set - Post

Measured By: Greg Helman  
Verified By: Dean 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) 4/30/2014
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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		11730	11470	Direct
B		13340	13140	Direct
C		13340	13140	Direct
D		14440	14390	Direct
E		14440	14390	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67290  
c. Post Test Loaded Weight: 66530  
d. Difference Post Test - Pre-Tests: -760

**5. TRUCK DESCRIPTION**

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

b. Make: Mack  
c. Model: \_\_\_\_\_

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

A to B 13.4    B to C 4.3    C to D 35.5    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.3  
i. Kingpin offset from Axle B (units) -.8' photo: ☐  
j. Overall Length - ☒ Measured 67.8

<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) 4/30/2014</p>
--	--

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	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 # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/30/2014</p>
--	--

**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

<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) 4/30/2014
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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	11720	13340	13340	14450	14450		67300
2	11740	13340	13340	14430	14430		67280
Avg.	11730	13340	13340	14440	14440		67290

**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	11480	13140	13140	14400	14400		66560
2	11460	13140	13140	14380	14380		66500
Avg.	11470	13140	13140	14390	14390		66530

Validation Test Truck Run Set - Post

Measured By: Greg Helman  
Verified By: Dean Wolf

<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) 4/30/2014				
--	--	--	--	--	---	--	--	--	--

Count - 100      Time = 1:07:41      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
74	9	35318	74	9	67	9	35405	67	9
71	9	35319	69	9	57	5	35410	57	5
66	9	35321	65	9	64	9	35413	64	9
64	9	35324	65	9	66	9	35417	67	9
64	9	35325	63	9	61	9	35421	60	9
64	5	35330	62	5	61	8	35426	60	5
61	9	35331	61	9	73	12	35428	73	12
67	9	35333	68	9	68	11	35435	68	11
70	6	35334	69	6	62	10	35440	59	10
71	9	35339	68	9	64	9	35442	62	9
69	9	35341	69	9	68	8	35443	68	5
64	9	35342	63	9	68	9	35446	67	9
64	8	35343	63	6	64	9	35449	63	9
71	9	35345	70	9	70	9	35450	70	9
66	9	35350	66	9	62	9	35455	59	9
64	12	35351	61	12	62	9	35457	61	9
68	9	35372	69	9	58	9	35458	58	9
68	9	35374	67	9	67	9	35460	67	9
64	9	35387	63	9	69	9	35462	69	9
64	9	35392	61	9	65	9	35465	66	9
60	9	35393	58	9	60	9	35505	60	9
61	9	35394	55	9	70	6	35507	70	6
65	9	35397	64	9	73	9	35510	73	9
62	9	35402	61	9	50	5	35516	50	5
68	9	35404	68	9	68	8	35522	67	5

Sheet 1 - 1 to 50

Recorded By: \_\_\_\_\_

Start: 13:19:06

djw

Stop: 13:50:06

Verified By: gh

Validation Test Truck Run Set -

Post

<p align="center"><b>Traffic Sheet 20</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SPEED AND CLASSIFICATION STUDIES</b></p>	<p align="right">STATE CODE: 04</p> <p align="right">SPS WIM ID: 040200</p> <p align="right">DATE (mm/dd/yyyy) 4/30/2014</p>
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
74	9	35524	74	9	69	9	35718	67	9
70	5	35526	68	5	68	9	35719	67	9
62	9	35528	61	9	68	9	35720	67	9
67	9	35532	68	12	68	5	35723	68	5
64	9	35536	64	9	69	9	35724	69	9
65	9	35538	63	9	68	9	35731	67	9
64	10	35542	61	10	73	9	35723	73	9
72	9	35545	70	9	62	9	35735	61	9
67	10	35547	66	10	62	9	35736	62	9
70	9	35549	70	9	62	9	35741	61	9
64	11	35551	63	11	70	9	35745	70	9
55	9	35557	55	9	63	9	35746	62	9
65	9	35562	62	9	72	9	35747	70	9
68	5	35563	68	5	64	9	35748	62	9
71	9	35568	70	9	61	9	35750	59	5
59	8	35659	59	5	69	9	35752	68	9
65	9	35695	65	9	68	11	35753	68	11
65	9	35696	65	9	67	9	35754	66	9
65	9	35697	62	9	62	9	35757	59	9
63	9	35700	61	9	71	9	35758	70	9
65	9	35703	64	9	65	9	35759	65	9
65	9	35711	64	9	64	9	35762	65	9
65	9	35712	65	9	64	5	35765	64	9
64	9	35715	63	9	63	9	35768	63	9
64	9	35717	65	9	64	9	35769	63	9

Sheet 2 - 51 to 100

Recorded By: \_\_\_\_\_

Start: 13:50:28

djw

Stop: 14:26:47

gh

<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:	040200
	DATE: (mm/dd/yyyy):	4/30/2014

Recorded By:                     djw                    

Verified By: gh

Run Set Cal 1

<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: 040200 DATE: (mm/dd/yyyy): 4/29/2014									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

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
80.7	52	2	1	9:26:06	25680	55.0	11.4	13.8	13.9	14.3	14.4		67.8	13.3	4.3	35.2	4.2		57.0	68.0
80.7	53	1	1	9:26:10	25682	52.0	11.1	17.2	17.1	16.6	17.1		79.2	14.5	4.3	35.3	4.1		58.2	68.0
84.6	60	2	2	9:42:00	25798	59.0	11.7	14.0	13.9	13.9	14.9		68.6	13.3	4.3	35.3	4.2		57.1	68.0
84.6	60	1	2	9:42:02	25799	61.0	11.1	16.7	16.8	16.1	16.7		77.4	14.6	4.3	35.2	4.2		58.3	68.0
86.7	66	2	3	10:00:25	25936	66.0	12.3	15.0	15.0	15.3	15.4		72.9	13.4	4.3	35.3	4.2		57.2	68.0
86.7	66	1	3	10:00:31	25937	66.0	11.1	16.8	16.6	15.6	15.9		75.9	14.5	4.4	35.2	4.2		58.3	68.0
92.4	65	2	4	10:14:49	26026	57.0	11.1	14.0	14.3	14.6	14.9		69.0	13.3	4.3	35.2	4.1		56.9	68.0
92.4	65	1	4	10:14:56	26028	65.0	11.2	17.0	16.9	15.9	16.8		77.7	14.5	4.4	35.2	4.2		58.3	68.0
90.2	65	2	5	10:35:51	26156	67.0	12.0	14.6	14.3	14.9	15.3		71.1	13.3	4.3	35.2	4.2		57.0	68.0
90.2	65	1	5	10:35:59	26157	66.0	11.3	16.1	16.4	16.2	16.6		76.9	14.5	4.4	35.2	4.2		58.3	68.0
96.8	64	2	6	10:56:44	26276	65.0	12.4	14.8	14.8	15.2	15.5		72.7	13.3	4.3	35.2	4.2		57.0	68.0
96.8	70	1	6	10:56:47	26277	71.0	11.4	17.5	17.8	16.3	17.2		80.2	14.6	4.4	35.3	4.2		58.5	68.0
96.3	60	2	7	11:23:51	26449	59.0	11.8	14.2	14.4	14.3	14.7		69.5	13.3	4.3	35.2	4.1		56.9	67.0
96.3	58	1	7	11:24:00	26450	57.0	10.7	17.9	17.4	17.3	17.4		80.6	14.5	4.3	34.9	4.1		57.8	66.0
99.3	63	2	8	11:37:58	26530	63.0	11.9	14.4	14.7	15.1	14.7		71.0	13.2	4.3	35.0	4.1		56.6	68.0
99.3	65	1	8	11:38:03	26531	64.0	10.8	17.0	16.9	16.7	16.8		78.2	14.5	4.4	35.1	4.2		58.2	68.0
104.2	67	2	9	11:52:10	26613	68.0	11.3	14.0	14.3	14.7	14.2		68.5	13.2	4.3	35.1	4.2		56.8	67.0
104.2	68	1	9	11:52:21	26615	68.0	10.8	16.9	16.7	16.4	15.7		76.7	14.5	4.4	35.1	4.2		58.2	68.0
104.2	61	2	10	12:06:19	26706	59.0	11.6	14.3	14.5	14.4	15.1		70.0	13.2	4.3	35.3	4.1		56.9	68.0
104.2	61	1	10	12:06:22	26707	60.0	11.3	16.1	16.6	16.2	16.3		76.4	14.6	4.4	35.2	4.1		58.3	68.0
105.5	58	2	11	13:26:45	27212	58.0	11.4	14.6	14.6	14.8	15.3		70.7	13.2	4.2	34.8	4.1		56.3	67.0
105.5	60	1	11	13:26:46	27213	60.0	11.3	18.2	18.2	16.3	16.3		80.2	14.4	4.3	35.1	4.2		58.0	66.0
103.2	61	2	12	13:46:24	27345	63.0	12.0	14.4	14.7	15.0	14.6		70.7	13.3	4.3	35.2	4.2		57.0	68.0
103.2	60	1	12	13:46:28	27347	60.0	12.5	16.6	16.1	16.6	16.7		78.4	14.6	4.4	35.1	4.1		58.2	68.0

Recorded By: djw

Verified By: gh

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: 040200 DATE: (mm/dd/yyyy): 4/29/2014									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

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
106.5	69	2	13	14:00:37	27440	66.0	12.0	14.5	14.9	15.8	15.3		72.6	13.2	4.3	34.8	4.2		56.5	66.0
106.5	69	1	13	14:00:38	27441	70.0	11.2	17.1	17.4	16.5	16.5		78.8	14.5	4.4	35.1	4.1		58.1	68.0
107.0	60	2	14	14:15:25	27535	59.0	11.6	14.0	14.6	14.7	15.0		70.0	13.2	4.2	35.1	4.1		56.6	67.0
107.0	60	1	14	14:15:27	27536	57.0	10.5	16.5	16.7	16.1	16.2		76.0	14.5	4.3	35.2	4.2		58.2	67.0
107.8	64	2	15	14:29:55	27625	63.0	11.9	14.3	14.4	14.6	14.7		70.0	13.2	4.3	34.9	4.1		56.5	67.0
107.8	64	1	15	14:29:57	27626	64.0	11.4	16.9	17.3	17.3	17.1		80.0	14.5	4.4	35.1	4.2		58.2	67.0
105.0	73	2	16	14:54:38	27797	73.0	13.3	15.2	15.5	15.9	16.2		76.2	13.4	4.3	35.2	4.2		57.1	68.0
105.0	73	1	16	14:54:39	27798	73.0	11.6	18.7	17.6	16.9	17.4		82.2	14.5	4.4	35.1	4.2		58.2	67.0
104.1	58	2	17	15:36:33	28095	58.0	11.9	14.0	14.3	14.9	15.1		70.2	13.3	4.2	35.2	4.2		56.9	68.0
104.1	58	1	17	15:36:35	28096	60.0	11.1	17.3	16.7	16.2	16.3		77.7	14.5	4.3	35.1	4.1		58.0	67.0
100.3	60	2	18	15:51:50	28227	60.0	12.3	13.9	13.8	13.2	13.3		66.5	13.3	4.3	35.3	4.2		57.1	66.0
100.3	60	1	18	15:51:52	28228	61.0	11.0	16.9	17.1	15.6	16.3		77.0	14.5	4.3	35.2	4.1		58.1	67.0
102.2	70	2	19	16:05:16	28339	70.0	11.5	14.0	14.4	14.5	13.5		67.9	13.2	4.3	35.0	4.2		56.7	67.0
102.2	60	1	19	16:05:27	28341	60.0	10.9	16.6	17.0	15.8	16.2		76.3	14.5	4.3	35.1	4.1		58.0	68.0
100.8	65	2	20	16:33:12	28544	64.0	11.9	14.2	14.2	14.4	14.8		69.6	13.3	4.3	35.2	4.2		57.0	68.0
100.8	65	1	20	16:33:17	28545	65.0	11.3	16.8	16.9	16.0	16.5		77.4	14.6	4.3	35.2	4.2		58.3	68.0

Recorded By: djw

Verified By: gh

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: 040200 DATE: (mm/dd/yyyy): 4/30/2014									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

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
79.3	63	2	1	8:50:48	33635	62.0	12.1	14.0	14.0	14.6	14.6		69.3	13.3	4.3	35.2	4.2		57.0	68.0
79.3	63	1	1	8:50:57	33636	62.0	11.4	16.1	16.2	16.6	17.2		77.4	14.6	4.4	34.5	4.2		57.7	66.0
77.3	64	2	2	9:05:08	33723	64.0	11.0	14.0	14.4	13.7	14.3		67.3	13.3	4.3	35.1	4.2		56.9	67.0
77.3	62	1	2	9:05:10	33724	62.0	11.2	15.8	16.3	16.5	17.0		76.7	14.5	4.4	34.6	4.2		57.7	66.0
76.2	60	2	3	9:36:15	33912	60.0	11.6	13.9	13.8	14.2	14.4		67.9	13.4	4.3	35.5	4.2		57.4	69.0
76.2	60	1	3	9:36:18	33913	59.0	11.0	15.8	16.1	15.9	16.3		75.2	14.6	4.4	34.6	4.2		57.8	66.0
82.2	67	2	4	9:52:54	34015	67.0	11.7	13.7	14.1	13.9	13.6		66.9	13.3	4.3	35.2	4.2		57.0	68.0
82.2	66	1	4	9:53:09	34016	66.0	12.1	16.1	16.5	16.9	16.1		77.9	14.6	4.4	34.9	4.2		58.1	67.0
86.9	68	2	5	10:27:07	34245	70.0	11.7	13.5	14.1	15.1	13.8		68.3	13.3	4.3	35.4	4.2		57.2	69.0
86.9	65	1	5	10:27:13	34246	65.0	11.7	16.0	16.2	15.1	15.7		74.7	14.6	4.4	34.6	4.2		57.8	66.0
84.9	67	2	6	10:43:12	34357	67.0	11.7	13.5	13.8	13.7	14.2		67.0	13.3	4.3	35.1	4.2		56.9	69.0
84.9	64	1	6	10:43:30	34358	64.0	11.8	16.2	16.4	16.3	17.4		78.1	14.5	4.4	34.5	4.1		57.5	68.0
92.9	68	2	7	10:57:15	34445	68.0	11.9	13.3	13.5	13.0	14.1		65.9	13.3	4.3	35.3	4.2		57.1	68.0
92.9	64	1	7	10:57:13	34446	64.0	11.7	16.2	16.9	16.3	16.8		77.9	14.5	4.4	34.5	4.2		57.6	66.0
97.5	65	2	8	11:11:58	34535	66.0	11.7	13.6	14.0	14.1	13.9		67.4	13.3	4.3	35.2	4.2		57.0	68.0
97.5	65	1	8	11:12:01	34536	65.0	11.9	16.1	16.8	16.1	17.3		78.3	14.5	4.3	34.4	4.2		57.4	66.0
98.0	59	2	9	11:27:07	34620	59.0	12.1	14.2	14.0	14.4	14.8		69.4	13.3	4.3	35.1	4.2		56.9	68.0
98.0	60	1	9	11:27:10	34621	59.0	11.8	15.7	15.7	15.0	15.5		73.7	14.6	4.4	34.7	4.1		57.8	67.0
96.5	55	2	10	11:41:30	34712	55.0	12.0	13.6	14.0	14.7	14.6		68.8	13.4	4.3	35.4	4.1		57.2	68.0
96.5	55	1	10	11:41:31	34713	54.0	12.2	16.0	16.3	15.8	16.5		76.9	14.6	4.3	34.8	4.1		57.8	67.0
102.9	63	2	11	11:55:24	34801	64.0	11.9	13.8	14.4	14.1	14.5		68.8	13.3	4.3	35.2	4.2		57.0	68.0
102.9	64	1	11	11:55:33	34802	63.0	12.0	16.2	17.0	16.4	16.9		78.4	14.5	4.3	34.5	4.2		57.5	66.0
106.0	59	2	12	12:09:53	34894	59.0	12.1	13.8	14.1	14.2	14.6		68.8	13.3	4.2	35.3	4.1		56.9	68.0
106.0	60	1	12	12:09:59	34895	59.0	11.5	16.2	16.3	15.6	16.3		76.0	14.5	4.3	34.4	4.1		57.3	66.0

Recorded By: djw

Verified By: gh

Run Set Post



<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTTP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 4/30/2014									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

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
103.6	68	2	13	12:31:10	35018	68.0	11.7	13.4	13.7	13.7	14.5		67.0	13.2	4.3	35.1	4.2		56.8	68.0
103.6	65	1	13	12:31:26	35020	65.0	11.7	16.4	16.5	15.2	16.4		76.2	14.4	4.4	34.4	4.2		57.4	66.0
102.0	60	2	14	12:56:02	35162	59.0	12.2	13.8	14.1	14.1	14.6		68.8	13.3	4.3	35.1	4.1		56.8	68.0
102.0	59	1	14	12:56:05	35163	59.0	11.8	15.5	16.2	15.2	15.5		74.2	14.5	4.4	34.6	4.1		57.6	66.0
101.3	60	2	15	13:09:59	35253	60.0	12.0	14.1	14.3	13.9	14.4		68.7	13.3	4.3	35.2	4.2		57.0	68.0
101.3	65	1	15	13:10:02	35254	64.0	11.8	16.3	16.6	15.8	16.9		77.2	14.5	4.4	34.6	4.1		57.6	66.0
102.0	70	2	16	13:25:03	35352	70.0	11.7	13.8	13.9	14.0	14.2		67.6	13.2	4.3	35.2	4.2		56.9	68.0
102.0	70	1	16	13:25:05	35353	70.0	11.7	15.5	16.3	15.2	15.0		73.7	14.5	4.4	34.7	4.2		57.8	67.0
102.4	59	2	17	13:43:20	35467	59.0	12.0	14.0	14.4	14.6	14.9		69.9	13.3	4.3	35.3	4.2		57.1	68.0
102.4	59	1	17	13:43:26	35468	59.0	11.7	16.0	16.3	15.3	15.7		75.0	14.5	4.4	34.5	4.1		57.5	67.0
107.2	64	2	18	13:57:46	35571	64.0	12.1	14.1	14.3	14.6	14.7		70.0	13.3	4.3	35.2	4.2		57.0	68.0
107.2	64	1	18	13:58:14	35572	65.0	11.9	16.0	16.6	16.3	16.4		77.2	14.6	4.4	34.7	4.2		57.9	67.0
101.4	67	2	19	14:12:12	35663	66.0	11.7	13.9	14.2	14.7	14.1		68.5	13.2	4.3	34.9	4.2		56.6	68.0
101.4	57	1	19	14:12:26	35664	57.0	11.7	16.2	16.6	16.4	17.0		77.8	14.5	4.3	34.5	4.1		57.4	66.0
106.9	64	2	20	14:54:05	35948	64.0	12.2	13.9	14.2	14.4	14.8		69.6	13.3	4.3	35.2	4.1		56.9	68.0
106.9	64	1	20	14:54:09	35949	64.0	12.1	16.1	16.4	16.1	15.9		76.6	14.6	4.3	34.7	4.2		57.8	67.0

Recorded By: <u>    djw    </u>	Verified By: <u>    gh    </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	0
	DATE (mm/dd/yyyy)	4/29/2014

SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

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

4. VENDOR IRD      MODEL WCU-3      SERIAL# 121218120

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

CPU	<u>WCU-III</u>
LOOP	<u>LSM</u>
PIEZO	<u>                    </u>
WEIGHTPAD/ LOADCELL	<u>SSM</u>
COMMUNICATIONS	<u>                    </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 is an abandoned WIM site approximately 340 feet upstream from this site that may affect the accuracies of the WIM system.

<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 0  DATE (mm/dd/yyyy) 4/29/2014</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 minor deterioration of the pavement on the trailing edge. It does 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: \_\_\_\_\_

<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 0 DATE (mm/dd/yyyy) 4/29/2014
--	--

**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: 040200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 4/29/2014
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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	63.3	mph	Average WIM Speed	64.7	mph
Mean Difference	1.4	mph	SD of mean	2.2	

Posted Speed Limit		75	mph	
Speed Range	15th percentile -	63	mph	85th percentile- 78 mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		feet	
% error from 4.25 ft (industry average)	OR	4.32	ft (WIM system average)
=		1.6	%

Average front axle weight for Class 9 vehicles		lbs	
% error from 10.3 kips (industry average) OR		11.5	lbs (known site value)
=		11.9	%

### 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: 040200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 4/29/2014
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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 J. Wolf

Traffic Sheet 22 Addendum - Weighpad LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	04
	SPS WIM ID:	040200
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	4/29/2014

### STATIC EQUIPMENT VALUES (SYSTEM OFF)

#### 1. POWER

a. Solar Panel	_____	WATTS	20.5	VDC
b. Equipment Power	_____	VAC	13.9	VDC
c. Battery 1	13.43	VDC		
d. Battery 2	13.43	VDC		
e. Regulated	13.9	VDC		
f. Power Supply	_____	VDC		VDC
g. System Input	_____	VAC	11.4	VDC
h. Modem Power	_____	VAC	14	VDC
i. Telephone	N/A	VDC		

#### 2. LOOP SENSORS

	Resistance	Inductance	Shield
a. Leading	0.9 $\Omega$	102.0 $\mu$ h	inf $M\Omega$
b. Trailing	0.8 $\Omega$	101.7 $\mu$ h	inf $M\Omega$

#### 3. WEIGHPAD SENSORS

	Input	Output	Shield
a. Leading	0.981 $\Omega$	0.845 $\Omega$	inf $\Omega$
b. Trailing	0.985 $\Omega$	0.847 $\Omega$	inf $\Omega$

### DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

#### 4. LOOP SENSORS

	Frequency
a. Leading	26 KHz
b. Trailing	28 KHz

#### 5. WEIGHPAD SENSORS

	Zero Point
a. Leading	0.0 mV
b. Trailing	-0.2 mV

Assessor \_\_\_\_\_

Dean J. Wolf

<b>Traffic Sheet 24A</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Equipment</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 4/29/2014
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Item	Description	Filename
1	Power Source	040200_solar_panel_4_29_14.jpg
2	Telephone Source	040200_cell_phone_4_29_14.jpg
3	Cabinet Exterior	040200_cabinet_exterior_4_29_14.jpg
4	Cabinet Interior - Front	040200_cabinet_interior_front_4_29_14.jpg
5	Cabinet Interior - Rear	
6	Leading weight sensor	040200_leading_WIM_sensor_4_29_14.jpg
7	Trailing weight sensor	040200_trailing_WIM_sensor_4_29_14.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	040200_leading_loop_4_29_14.jpg
11	Trailing loop sensor	040200_trailing_loop_4_29_14.jpg
12	Downstream from site	040200_downstream_4_29_14.jpg
13	Upstream from site	040200_upstream_4_29_14.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: 040200 DATE (mm/dd/yyyy) 4/29/2014
---	---

Item	Description	Filename
1	Tractor, Truck #1	040200_Truck_1_Tractor_4_29_14.jpg
2	Trailer/Load, Truck #1	040200_Truck_1_Trailer_4_29_14.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040200_Truck_1_Suspension_1_4_29_14.jpg
5	Suspension B, Truck #1	040200_Truck_1_Suspension_2_4_29_14.jpg
6	Suspension C, Truck #1	040200_Truck_1_Suspension_3_4_29_14.jpg
7	Suspension D, Truck #1	040200_Truck_1_Suspension_4_4_29_14.jpg
8	Suspension E, Truck #1	040200_Truck_1_Suspension_5_4_29_14.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040200_Truck_2_Tractor_4_29_14.jpg
11	Trailer/Load, Truck #2	040200_Truck_2_Trailer_4_29_14.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040200_Truck_2_Suspension_1_4_29_14.jpg
14	Suspension B, Truck #2	040200_Truck_2_Suspension_2_4_29_14.jpg
15	Suspension C, Truck #2	040200_Truck_2_Suspension_3_4_29_14.jpg
16	Suspension D, Truck #2	040200_Truck_2_Suspension_4_4_29_14.jpg
17	Suspension E, Truck #2	040200_Truck_2_Suspension_5_4_29_14.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		

<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)	4/29/2014

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 4/29/14
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>2.7%</u>	Standard Deviation:	<u>3.2%</u>
Dynamic and Static Single Axle:	<u>2.9%</u>	Standard Deviation:	<u>4.0%</u>
Dynamic and Static Double Axles:	<u>2.8%</u>	Standard Deviation:	<u>3.9%</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>52.0</u>	<u>to</u>	<u>59.0</u>	<u>11</u>	<u>55.5</u>
b. <u>Medium</u>	<u>59.1</u>	<u>to</u>	<u>66.1</u>	<u>21</u>	<u>62.6</u>
c. <u>High</u>	<u>66.2</u>	<u>to</u>	<u>73.0</u>	<u>8</u>	<u>69.6</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>

<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)	4/29/2014

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

5441 | 4814

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: 1.0

FHWA Class 8: 0.0

FHWA Class		-	
FHWA Class		-	
FHWA Class		-	
FHWA Class		-	

Percent of "Unclassified" Vehicles: 1.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550

E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)**ENTERED**



<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)	4/29/2014

#### 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
 Distance from edge of traveled lane: 72 ft  
 distance from system: 78 ft  
 type: M

Cabinet access controlled by: LTPP  
 Contact name: Roy Czinku Phone # 306-270-9492  
 Alternate name: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 11. POWER

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

#### 12. TELEPHONE

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

#### 13. SYSTEM

Software and version no. WCUIII  
 Computer connection: Ethernet

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 15 minutes Distance: 13 miles

#### 15. PHOTOS

	Filename
Power source:	<u>040200_solar_panel_4_29_14.jpg</u>
Phone source:	<u>040200_cell_phone_4_29_14.jpg</u>
Cabinet exterior:	<u>040200_cabinet_exterior_4_29_14.jpg</u>
Cabinet interior:	<u>040200_cabinet_interior_front_4_29_14.jpg</u>
Weight sensors:	<u>040200_leading_WIM_sensor_4_29_14.jpg</u>
	<u>040200_trailing_WIM_sensor_4_29_14.jpg</u>
Other sensors:	<u>040200_leading_loop_4_29_14.jpg</u>
	<u>040200_trailing_loop_4_29_14.jpg</u>
Downstream from sensors on LTPP lane:	<u>040200_downstream_4_29_14.jpg</u>
Upstream from sensors on LTPP lane:	<u>040200_upstream_4_29_14.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)	4/29/2014

### 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 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 Cellular ii. Payment State

### 3. PAVEMENT

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

**Traffic Sheet 18**  
**LTPP MONITORED TRAFFIC DATA**  
**WIM SITE COORDINATION**

STATE CODE: 04  
 SPS WIM ID: 040200  
 DATE (mm/dd/yyyy) 4/29/2014

**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: 040200 DATE (mm/dd/yyyy) 4/29/2014
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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 Basel Abukheter Phone # 716-632-0804  
Agency Stantec
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name Scott Sunderland Phone # 602-463-8007  
Agency Otto Logistice
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name TA Travel Center Location: Tonopah  
Phone: \_\_\_\_\_



<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) 4/29/2014

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		10890	10670	Direct
B		16535	16350	Direct
C		16535	16350	Direct
D		16905	16765	Direct
E		16905	16765	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 77770  
c. Post Test Loaded Weight: 76900  
d. Difference Post Test - Pre-Tests: -870

**5. TRUCK DESCRIPTION**

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

b. Make: Mack

c. Model: \_\_\_\_\_

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

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

g. Axle Spacing - (feet and tenths)

A to B 14.6 B to C 4.3 C to D 35.4 D to E 4.3 E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.6

i. Kingpin offset from Axle B (units) \_\_\_\_\_ photo: ☐

j. Overall Length - ☒ Measured 67.8

<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) 4/29/2014
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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	air	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	455/55R22.5	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:       040200  DATE (mm/dd/yyyy)   4/29/2014</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: <b>04</b>  SPS WIM ID: <b>040200</b>  DATE (mm/dd/yyyy) <b>4/29/2014</b></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	10880	16550	16550	16900	16900		77780
2	10900	16520	16520	16910	16910		77760
Avg.	10890	16535	16535	16905	16905		77770

**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	10680	16340	16340	16770	16770		76900
2	10660	16360	16360	16760	16760		76900
Avg.	10670	16350	16350	16765	16765		76900

Validation Test Truck Run Set - Pre

Measured By: Greg Helman

Verified By: Dean 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) 4/29/2014

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		11730	11500	Direct
B		13405	13170	Direct
C		13405	13170	Direct
D		14600	14505	Direct
E		14600	14505	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67740  
c. Post Test Loaded Weight: 66850  
d. Difference Post Test - Pre-Tests: -890

**5. TRUCK DESCRIPTION**

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

b. Make: Mack

c. Model: \_\_\_\_\_

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

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

g. Axle Spacing - (feet and tenths)

A to B 13.4 B to C 4.3 C to D 35.5 D to E 4.1 E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.3

i. Kingpin offset from Axle B (units) -8' photo: ☐

j. Overall Length - ☒ Measured 67.8

<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) 4/29/2014
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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	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 # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 4/29/2014</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: 040200  DATE (mm/dd/yyyy) 4/29/2014</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	13420	13420	14590	14590		67720
2	11760	13390	13390	14610	14610		67760
Avg.	11730	13405	13405	14600	14600		67740

**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	11520	13160	13160	14510	14510		66860
2	11480	13180	13180	14500	14500		66840
Avg.	11500	13170	13170	14505	14505		66850

Validation Test Truck Run Set - Pre

Measured By: Greg Helman  
Verified By: Dean 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) 4/29/2014</b>				
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Count - 100      Time = 1:08:54      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
57	13	26746	58	13	58	9	26830	54	9
66	9	26750	65	9	68	6	26832	64	6
60	9	26751	55	9	61	9	26836	61	9
65	9	26752	64	9	60	9	26837	55	9
65	11	26759	64	11	63	9	26838	59	9
64	12	26760	61	12	63	9	26844	64	9
62	9	26761	61	9	62	9	26845	61	9
60	9	26765	61	9	68	9	26849	68	9
64	9	26767	62	9	73	9	26851	72	9
64	3	26771	63	5	68	12	26853	64	12
69	9	26774	69	9	65	9	26854	65	9
55	15	26779	59	13	74	9	26863	74	9
57	5	26787	57	5	64	9	26870	62	9
66	9	26788	64	9	62	9	26873	65	9
67	9	26790	66	9	62	9	26874	59	9
73	5	26791	60	5	66	9	26880	66	9
58	9	26792	55	9	73	9	26882	71	9
60	9	26794	59	9	66	11	26883	62	11
65	9	26797	65	9	60	9	26884	59	9
64	9	26802	62	9	61	9	26886	61	9
62	9	26803	59	9	67	5	26889	62	5
64	9	26807	67	9	59	9	26891	58	9
56	3	26810	52	5	66	9	26894	67	9
59	9	26816	55	6	68	5	26899	66	5
64	9	26820	63	9	70	5	26900	70	5

Sheet 1 - 1 to 50

Recorded By: djw

Start: 12:13:54

Stop: 12:38:32

Verified By: gh

Validation Test Truck Run Set - Pre

<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) 4/29/2014</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	26970	61	9	64	9	27110	62	9
65	9	26973	65	9	68	9	27118	67	9
72	9	26974	71	9	71	9	27122	70	9
53	9	26975	52	9	59	9	27124	59	9
64	10	26976	62	10	64	9	27126	63	9
61	9	26983	55	9	64	9	27130	61	9
66	9	26987	62	9	64	11	27132	64	11
68	9	26991	66	9	67	9	27135	65	9
62	9	26992	63	9	73	5	27137	70	5
63	9	26998	63	9	64	9	27145	62	9
71	9	27010	70	9	78	5	27150	78	5
64	9	27026	63	9	60	9	27152	59	9
67	9	27027	62	9	64	9	27153	64	9
64	9	27028	60	9	64	9	27156	63	9
67	9	27035	65	9	70	9	27160	69	9
64	9	27042	66	9	67	9	27161	65	9
67	9	27045	66	9	63	11	27165	63	11
64	9	27049	60	9	61	9	27167	64	9
54	8	27051	54	8	69	9	27169	66	9
64	9	27092	65	9	64	9	27170	62	9
68	9	27095	66	9	64	9	27173	62	9
71	9	27102	70	9	70	9	27174	73	9
63	9	27105	62	9	72	9	27177	71	9
68	12	27107	67	12	64	9	27180	63	9
69	9	27108	67	9	68	9	27181	68	9

Sheet 2 - 51 to 100

Recorded By: djw

Start: 12:49:04

Stop: 13:22:48

gh