

<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)	8/5/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 8/5/15
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 20

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

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

Mean Difference Between -

Dynamic and Static GVW:	<u>1.7%</u>	Standard Deviation:	<u>3.9%</u>
Dynamic and Static Single Axle:	<u>0.5%</u>	Standard Deviation:	<u>2.9%</u>
Dynamic and Static Double Axles:	<u>2.1%</u>	Standard Deviation:	<u>5.4%</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>54.0</u>	<u>to</u>	<u>61.0</u>	<u>14</u>	<u>57.5</u>
b. <u>Medium</u>	<u>61.1</u>	<u>to</u>	<u>68.1</u>	<u>12</u>	<u>64.6</u>
c. <u>High</u>	<u>68.2</u>	<u>to</u>	<u>75.0</u>	<u>14</u>	<u>71.6</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>

**SCANNED****ENTERED**

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

4910

4344

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: 1.0

FHWA Class 8: 0.0

FHWA Class -

FHWA Class -

FHWA Class -

FHWA Class -

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) 8/5/2015
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11780		Direct
B		15440		Direct
C		15440		Direct
D		16230		Direct
E		16230		Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75120  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

**d. Trailer Load Distribution Description:**

refuse

photo: ☒

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

A to B 14.0      B to C 4.3      C to D 35.8      D to E 4.1      E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.2  
i. Kingpin offset from Axle B (units) -1.4' photo: ☐  
j. Overall Length - ☒ Measured 68.5

<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) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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**CALIBRATION TEST TRUCK - Primary**

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11800	15430	15430	16230	16230		75120
2	11760	15450	15450	16230	16230		75120
Avg.	11780	15440	15440	16230	16230		75120

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

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

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 8/5/2015
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CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11410		Direct
B		12770		Direct
C		12770		Direct
D		14800		Direct
E		14800		Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 66550  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:

refuse

photo: ☒

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

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

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2  
i. Kingpin offset from Axle B (units) -1.1' photo: ☐  
j. Overall Length - ☒ Measured 64.5

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>2</u></b>	<b>STATE CODE:</b> 04 <b>SPS WIM ID:</b> 040200 <b>DATE (mm/dd/yyyy)</b> 8/5/2015
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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	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

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

## PART B

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

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



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11400	12780	12780	14800	14800		66560
2	11420	12760	12760	14800	14800		66540
Avg.	11410	12770	12770	14800	14800		66550

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

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

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 8/5/2015

CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11780		Direct
B		15440		Direct
C		15440		Direct
D		16230		Direct
E		16230		Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75120  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

**d. Trailer Load Distribution Description:**

refuse

photo: ☒

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

A to B 14.0 B to C 4.3 C to D 35.8 D to E 4.1 E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.2  
i. Kingpin offset from Axle B (units) -1.4' photo: ☐  
j. Overall Length - ☒ Measured 68.5

<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) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11800	15430	15430	16230	16230		75120
2	11760	15450	15450	16230	16230		75120
Avg.	11780	15440	15440	16230	16230		75120

**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 2

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 8/5/2015
--	--

CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11410		Direct
B		12770		Direct
C		12770		Direct
D		14800		Direct
E		14800		Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 66550  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:  

refuse

photo: ☒

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

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

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2  
i. Kingpin offset from Axle B (units) -1.1' photo: ☐  
j. Overall Length - ☒ Measured 64.5

<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) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Secondary

**6. SUSPENSION**

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

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

**PART B**

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

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



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11400	12780	12780	14800	14800		66560
2	11420	12760	12760	14800	14800		66540
Avg.	11410	12770	12770	14800	14800		66550

**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 2

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

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



<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) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
--	---

**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11800	15430	15430	16230	16230		75120
2	11760	15450	15450	16230	16230		75120
Avg.	11780	15440	15440	16230	16230		75120

**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 - Post

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

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 8/5/2015

CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11410		Direct
B		12770		Direct
C		12770		Direct
D		14800		Direct
E		14800		Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 66550  
c. Post Test Loaded Weight: \_\_\_\_\_  
d. Difference Post Test - Pre-Tests: #VALUE!

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

**d. Trailer Load Distribution Description:**

refuse

photo: ☒

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

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

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.2  
i. Kingpin offset from Axle B (units) -1.1' photo: ☐  
j. Overall Length - ☒ Measured 64.5

<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) 8/5/2015</p>
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CALIBRATION TEST TRUCK - Secondary

## 6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

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

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



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/5/2015</p>
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**CALIBRATION TEST TRUCK - Secondary**

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: <b>04</b>  SPS WIM ID: <b>040200</b>  DATE (mm/dd/yyyy) <b>8/5/2015</b></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	11400	12780	12780	14800	14800		66560
2	11420	12760	12760	14800	14800		66540
Avg.	11410	12770	12770	14800	14800		66550

**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 - Post

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

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

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE:</b> 04 <b>SPS WIM ID:</b> 040200 <b>DATE (mm/dd/yyyy)</b> 8/5/2015	
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Count - 100      Time = 1:24:40      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
59	9	10289	59	9	64	9	10391	65	9
64	9	10291	64	9	61	9	10392	61	9
62	9	10297	62	9	70	9	10402	69	9
67	9	10298	67	9	63	9	10409	62	9
73	9	10302	72	9	64	9	10411	64	9
68	9	10303	69	9	69	9	10430	68	9
64	9	10305	62	9	68	9	10432	69	9
73	9	10306	72	9	72	9	10442	71	9
66	12	10309	64	12	69	9	10445	69	9
64	9	10313	64	9	69	10	10448	68	10
54	8	10318	54	8	65	9	10449	64	9
61	9	10320	60	9	62	9	10453	62	9
64	9	10323	64	9	70	9	10456	70	9
70	9	10328	70	9	64	9	10457	69	9
65	9	10333	64	9	59	9	10458	59	9
69	9	10336	68	9	70	9	10459	67	9
66	9	10362	66	9	62	6	10461	64	6
65	6	10364	65	6	70	9	10464	68	9
69	9	10368	68	9	60	9	10465	60	9
69	9	10370	68	9	62	9	10466	9	9
72	9	10377	73	9	60	9	10472	60	9
70	9	10381	70	9	68	9	10475	67	9
61	9	10384	60	9	69	9	10477	67	9
65	5	10387	63	5	59	9	10478	59	9
67	9	10390	65	9	67	9	10481	66	9

Sheet 1 - 1 to 50      Start: 11:27:04      Stop: 11:59:31  
Recorded By: djw      Verified By: al

Validation Test Truck Run Set - Post

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 8/5/2015
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
66	9	10619	65	9	65	12	10706	67	12
69	9	10620	70	9	75	9	10709	72	9
71	9	10621	69	9	65	9	10710	65	9
61	9	10622	61	9	66	9	10713	67	9
64	9	10623	64	9	76	9	10714	75	9
60	8	10627	61	8	70	9	10715	70	9
65	12	10629	64	12	64	9	10719	64	9
70	9	10629	69	9	62	9	10731	61	9
57	9	10630	55	9	64	9	10732	63	9
57	9	10632	55	9	66	8	10733	65	8
73	9	10633	72	9	67	9	10775	65	9
62	9	10634	62	9	64	9	10776	65	9
64	11	10636	64	11	67	9	10779	67	9
61	9	10639	60	9	62	9	10781	62	9
62	9	10642	63	9	68	9	10783	67	9
69	9	10643	68	9	62	9	10785	61	9
66	9	10646	66	9	65	9	10787	64	9
65	9	10649	65	9	68	9	10789	66	9
62	9	10652	62	9	59	9	10791	59	9
66	9	10653	65	9	72	9	10795	70	5
70	9	10664	69	9	60	9	10802	59	9
64	9	10694	63	9	63	9	10803	65	9
67	9	10698	66	9	70	9	10804	70	9
64	9	10700	64	9	58	9	10805	58	9
60	9	10701	60	9	64	9	10807	65	9

Sheet 2 - 51 to 100

Recorded By:                     djw                    

Start:           12:19:43          

Stop:           12:51:44          

  al



Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 8/5/2015
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[illegible]

Recorded By: djw

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

Run Set Cal 2

<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): 8/5/2015									
---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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
105.6	54	1	1	8:49:01	9258	54.0	11.3	15.3	15.4	14.5	15.5		72.1	14.0	4.4	35.6	4.2		58.2	69.0
105.6	54	2	1	8:49:04	9259	55.0	11.7	13.4	13.5	15.0	15.7		69.3	14.1	4.4	33.8	4.1		56.4	65.0
110.3	65	1	2	9:02:49	9327	65.0	11.3	15.2	15.3	14.5	15.2		71.3	14.0	4.4	35.7	4.2		58.3	69.0
110.3	65	2	2	9:02:54	9328	65.0	11.5	12.7	12.7	14.0	14.3		65.4	14.0	4.4	33.8	4.1		56.3	65.0
111.5	74	1	3	9:16:11	9420	75.0	12.0	16.2	16.2	15.5	15.9		75.7	14.0	4.4	35.7	4.2		58.3	70.0
111.5	74	2	3	9:16:16	9421	75.0	12.1	14.3	13.9	15.3	15.6		71.2	14.1	4.4	34.0	4.2		56.7	65.0
113.2	55	1	4	9:29:07	9520	55.0	11.1	14.9	15.4	14.3	15.3		71.0	14.0	4.3	35.6	4.2		58.1	69.0
113.2	55	2	4	9:29:11	9521	55.0	11.4	13.5	13.8	15.2	16.2		70.1	14.1	4.3	33.8	4.1		56.3	65.0
118.1	65	1	5	9:49:39	9653	65.0	11.6	15.7	15.3	14.8	15.5		73.1	14.0	4.4	35.6	4.2		58.2	69.0
118.1	64	2	5	9:49:45	9654	64.0	11.5	13.0	13.3	14.6	14.6		66.9	14.0	4.3	33.7	4.1		56.1	64.0
120.2	75	1	6	10:02:47	9740	75.0	11.9	15.9	16.1	15.2	16.1		75.2	14.1	4.4	35.8	4.2		58.5	70.0
120.2	75	2	6	10:02:52	9741	75.0	11.8	14.1	14.3	15.8	15.0		70.9	14.1	4.4	33.9	4.2		56.6	65.0
121.4	55	1	7	10:15:58	9826	55.0	11.1	15.3	15.6	14.8	15.8		72.5	14.0	4.4	35.4	4.2		58.0	68.0
121.4	55	2	7	10:16:02	9827	55.0	11.3	13.5	13.4	14.9	15.2		68.2	14.1	4.4	33.9	4.1		56.5	65.0
123.7	75	1	8	10:41:31	9990	75.0	12.2	16.5	16.3	15.5	15.5		75.9	13.9	4.4	35.5	4.3		58.1	69.0
123.7	75	2	8	10:41:35	9991	75.0	11.4	14.0	14.6	14.8	16.1		70.9	14.1	4.4	33.9	4.1		56.5	65.0
125.6	54	1	9	10:55:22	10072	55.0	11.8	15.6	15.9	15.5	16.4		75.3	13.9	4.3	35.3	4.1		57.6	68.0
125.6	55	2	9	10:55:25	10073	55.0	11.3	13.1	13.1	14.6	15.2		67.3	14.0	4.3	33.7	4.0		56.0	64.0
128.4	65	1	10	11:08:23	10162	64.0	11.3	15.2	15.1	14.4	15.0		70.9	13.9	4.3	35.5	4.2		57.9	69.0
128.4	65	2	10	11:08:27	10163	65.0	11.5	13.5	13.3	15.4	14.8		68.6	14.0	4.3	33.7	4.2		56.2	65.0
130.1	75	1	11	11:21:52	10254	74.0	11.6	15.6	16.0	14.4	15.5		73.2	13.9	4.4	35.4	4.2		57.9	69.0
130.1	75	2	11	11:21:55	10255	75.0	11.6	14.7	14.1	14.2	16.0		70.6	14.1	4.4	33.9	4.1		56.5	65.0
131.3	54	1	12	11:34:41	10337	55.0	11.6	15.6	15.9	15.2	16.1		74.4	14.0	4.3	35.6	4.2		58.1	70.0
131.3	54	2	12	11:34:44	10338	54.0	11.1	13.4	13.1	14.6	15.1		67.2	14.0	4.3	33.6	4.0		55.9	65.0

Recorded By: djw

Verified By: al

Run Set Post

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 8/5/2015									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
133.7	65	1	13	11:47:36	10412	65.0	12.3	16.0	16.3	15.8	16.2		76.5	14.0	4.3	35.4	4.2		57.9	69.0
133.7	64	2	13	11:47:40	10413	64.0	11.5	13.4	13.1	14.8	15.0		67.8	14.0	4.4	33.5	4.1		56.0	64.0
134.6	75	1	14	12:01:13	10495	75.0	11.9	17.6	16.9	17.1	18.1		81.5	14.1	4.4	35.8	4.2		58.5	70.0
134.6	75	2	14	12:01:18	10496	75.0	11.8	14.2	14.4	16.4	16.0		72.5	14.1	4.4	33.8	4.1		56.4	65.0
135.1	54	1	15	12:14:52	10579	54.0	11.5	16.0	16.4	15.6	16.4		75.9	14.0	4.4	35.6	4.1		58.1	69.0
135.1	54	2	15	12:14:55	10580	55.0	11.7	13.7	13.8	15.8	15.9		71.1	14.1	4.4	33.9	4.1		56.5	65.0
135.6	64	1	16	12:27:55	10666	64.0	11.4	15.9	15.8	15.0	15.7		73.9	13.9	4.3	35.3	4.2		57.7	68.0
135.6	65	2	16	12:27:59	10667	65.0	11.7	13.8	13.3	14.6	15.1		68.5	14.0	4.4	33.6	4.1		56.1	64.0
136.9	74	1	17	12:41:08	10746	74.0	12.0	15.9	16.2	14.9	15.9		74.9	13.9	4.4	35.4	4.2		57.9	69.0
136.9	75	2	17	12:41:13	10748	75.0	11.9	14.1	13.4	15.0	15.0		69.3	14.0	4.4	33.6	4.1		56.1	64.0
139.5	55	1	18	12:54:58	10827	55.0	11.7	16.0	16.1	15.1	16.0		75.0	14.0	4.3	35.5	4.1		57.9	69.0
139.5	55	2	18	12:55:01	10828	55.0	11.5	13.8	13.6	15.6	16.0		70.6	14.0	4.4	33.9	4.1		56.4	65.0
138.3	65	1	19	13:08:27	10914	65.0	12.1	15.8	16.0	15.4	16.4		75.6	13.9	4.3	35.5	4.2		57.9	69.0
138.3	65	2	19	13:08:32	10915	65.0	11.8	13.6	13.5	15.3	15.2		69.1	14.0	4.4	33.7	4.1		56.2	65.0
137.5	75	1	20	13:22:11	11010	75.0	12.3	16.5	16.7	16.0	16.2		77.7	14.0	4.4	35.7	4.2		58.3	70.0
137.5	74	2	20	13:22:13	11011	74.0	11.8	14.1	14.6	15.1	15.3		70.7	14.0	4.4	33.8	4.1		56.3	65.0

Recorded By: <u>    djw    </u>	Verified By: <u>    al    </u>	Run Set <u>    </u> Post <u>    </u>
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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)	8/4/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 8/4/15
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 20

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

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

Mean Difference Between -

Dynamic and Static GVW:	<u>7.3%</u>	Standard Deviation:	<u>4.8%</u>
Dynamic and Static Single Axle:	<u>9.7%</u>	Standard Deviation:	<u>3.6%</u>
Dynamic and Static Double Axles:	<u>7.0%</u>	Standard Deviation:	<u>6.0%</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>	<u>61.0</u>	<u>14</u>	<u>57.5</u>
b. <u>Medium</u>	<u>61.1</u>	<u>68.1</u>	<u>14</u>	<u>64.6</u>
c. <u>High</u>	<u>68.2</u>	<u>75.0</u>	<u>12</u>	<u>71.6</u>
d. <u></u>	<u></u>	<u></u>	<u></u>	<u></u>
e. <u></u>	<u></u>	<u></u>	<u></u>	<u></u>

1 **SCANNED****ENTERED**

<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)	8/4/2015

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):

--

CLASSIFIER TEST SPECIFICS12. 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	<u>          </u>	-	<u>          </u>
FHWA Class	<u>          </u>	-	<u>          </u>
FHWA Class	<u>          </u>	-	<u>          </u>
FHWA Class	<u>          </u>	-	<u>          </u>

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

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550E-mail: [dwolf@ara.com](mailto:dwolf@ara.com)



<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)	8/4/2015

#### 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
 Distance from edge of traveled lane: 71 ft  
 distance from system: 77 ft  
 type: M

Cabinet access controlled by: Agency and LTPP

Contact name: Roy Czinku Phone # 306-270-9492  
 Alternate name: Geoff Kerr Phone # 602-478-8381

#### 11. POWER

Distance to cabinet from drop: 5 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: \_\_\_\_\_

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 13 minutes Distance: 11 miles

#### 15. PHOTOS

	Filename
Power source:	<u>040200_solar_panel_8_4_15.jpg</u>
Phone source:	<u>040200_cell_phone_8_4_15.jpg</u>
Cabinet exterior:	<u>040200_cabinet_exterior_8_4_15.jpg</u>
Cabinet interior:	<u>040200_cabinet_interior_front_8_4_15.jpg</u>
Weight sensors:	<u>040200_leading_WIM_sensor_8_4_15.jpg</u>
	<u>040200_trailing_WIM_sensor_8_4_15.jpg</u>
Other sensors:	<u>040200_leading_loop_8_4_15.jpg</u>
	<u>040200_trailing_loop_8_4_15.jpg</u>
Downstream from sensors on LTPP lane:	<u>040200_downstream_8_4_15.jpg</u>
Upstream from sensors on LTPP lane:	<u>040200_upstream_8_4_15.jpg</u>

<p align="center"><b>Traffic Sheet 18</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>WIM SITE COORDINATION</b></p>	<p>STATE CODE: 04</p> <p>SPS WIM ID: 040200</p> <p>DATE (mm/dd/yyyy) 8/4/2015</p>
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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 Included with purchase
- c. Maintenance Contract with purchase  
Expiration Date \_\_\_\_\_
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power  
i. Type Underground ii. Payment State
- g. Communication  
i. Type Landline ii. Payment State

### 3. PAVEMENT

- a. Type Asphalt Concrete
- 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) 8/4/2015

**4. Onsite Activities**

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead      LTPP

ii. Accept grinding      LTPP

- c. Authorization to calibrate site      LTPP

- d. Calibration routine      LTPP annually  
Other: \_\_\_\_\_

- e. Test Vehicle Responsibilities

- i. Trucks

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

- ii. Loads      LTPP

- iii. Drivers      LTPP

- f. Contractor(s) with prior experience in wim calibration in state:  
MACTEC, ARA, 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) 8/4/2015
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## 5. SITE SPECIFIC CONDITIONS

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

## 6. CONTACTS

- a. Equipment (operational status, access, etc.)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- b. Maintenance (equipment)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- c. Data Processing and pre-visit data  
Name Kevin Senn Phone # 775-329-4955  
Agency Nichols
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name Scott Sunderland Phone # 480-641-3500  
Agency Otto Logistics
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name T/A Travel Center Location: I-10 exit 103  
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) 8/4/2015
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11730	11520	Direct
B		15480	15275	Direct
C		15480	15275	Direct
D		16830	16730	Direct
E		16830	16730	Direct
F				Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 76350  
c. Post Test Loaded Weight: 75530  
d. Difference Post Test - Pre-Tests: -820

**5. TRUCK DESCRIPTION**

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

b. Make: Peterbilt  
c. Model: 567

d. Trailer Load Distribution Description:  

refuse

photo: ☒

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

A to B 14.0    B to C 4.3    C to D 35.8    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 58.2  
i. Kingpin offset from Axle B (units) -1.4' photo: ☐  
j. Overall Length - ☒ Measured 68.5



<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) 8/4/2015</p>
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**CALIBRATION TEST TRUCK - Primary**

**6. SUSPENSION**

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	455/55R22.5	air	<input checked="" type="checkbox"/>
E	455/55R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

**PART B**

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 1</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/4/2015</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE:       04  SPS WIM ID:       040200  DATE (mm/dd/yyyy)   8/4/2015</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11820	15420	15420	16850	16850		76360
2	11640	15540	15540	16810	16810		76340
Avg.	11730	15480	15480	16830	16830		76350

**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	11540	15260	15260	16730	16730		75520
2	11500	15290	15290	16730	16730		75540
Avg.	11520	15275	15275	16730	16730		75530

Validation Test Truck Run Set - Pre

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

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



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	<b>STATE CODE:</b> 04 <b>SPS WIM ID:</b> 040200 <b>DATE (mm/dd/yyyy)</b> 8/4/2015
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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	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

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

## PART B

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

<b>Axles</b>	<b>Meas.</b>	<b>Pre-test Weight</b>	<b>Instance</b>	<b>Instance</b>	<b>Post-test weight</b>
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) 8/4/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/4/2015</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11360	13590	13590	13700	13700		65940
2	11420	13550	13550	13700	13700		65920
Avg.	11390	13570	13570	13700	13700		65930

**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	11160	13410	13410	13570	13570		65120
2	11100	13440	13440	13570	13570		65120
Avg.	11130	13425	13425	13570	13570		65120

Validation Test Truck Run Set - Pre

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

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 04</b> <b>SPS WIM ID: 040200</b> <b>DATE (mm/dd/yyyy) 8/4/2015</b>				
--	--	--	--	--	---	--	--	--	--

Count - 100      Time = 1:13:34      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	5	1744	73	5	62	9	1906	62	9
62	8	1750	62	8	63	9	1908	63	9
65	9	1752	63	9	64	9	1909	64	9
66	9	1756	65	9	75	12	1911	74	12
75	9	1762	74	9	61	9	1914	61	9
64	9	1816	62	9	61	9	1916	61	9
70	9	1819	69	9	64	9	1917	64	9
79	5	1821	78	5	65	12	1919	65	12
53	13	1836	54	13	65	9	1920	65	9
72	5	1840	71	5	61	9	1921	60	9
58	9	1841	57	9	59	9	1922	60	9
64	9	1886	63	9	63	11	1923	64	11
69	9	1888	70	9	60	9	1925	61	9
64	9	1890	63	9	65	9	1926	65	9
63	11	1891	63	11	71	9	1927	71	9
67	12	1892	66	12	72	9	1928	71	9
62	9	1893	62	9	70	9	1930	71	9
66	9	1894	65	9	63	9	1932	63	9
64	9	1896	65	9	65	9	1934	66	9
64	9	1897	65	9	59	9	1948	60	9
64	9	1898	65	9	67	9	1950	67	9
64	9	1902	65	9	65	9	1951	65	9
68	9	1903	68	9	62	9	1952	64	9
64	9	1904	65	9	60	9	2016	61	9
63	12	1905	63	12	63	9	2017	63	9

Sheet 1 - 1 to 50

Recorded By: djw

Start: 10:52:54

Stop: 11:48:13

Verified By: al

Validation Test Truck Run Set - Pre



<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 8/4/2015
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
70	5	2020	69	5	67	9	2063	68	9
71	9	2027	72	9	68	9	2064	67	9
72	9	2028	72	9	62	9	2065	63	9
66	9	2029	67	9	75	9	2066	74	9
64	9	2030	65	9	62	9	2070	62	9
64	9	2031	65	9	64	9	2071	64	9
63	9	2032	64	9	64	9	2073	65	9
63	9	2033	64	9	54	10	2110	55	10
62	9	2034	63	9	62	9	2112	62	9
63	9	2035	64	9	75	5	2118	76	5
65	9	2036	65	9	70	9	2123	71	9
65	9	2038	66	9	67	9	2140	67	9
65	9	2039	65	9	52	15	2141	10	9
66	12	2040	65	12	67	9	2144	66	9
67	5	2042	67	5	59	8	2145	60	8
65	9	2044	65	9	60	9	2147	60	9
64	9	2046	64	9	68	9	2149	67	9
63	6	2047	63	6	66	9	2151	66	9
62	6	2049	63	6	68	12	2152	68	12
62	9	2050	62	9	64	9	2153	65	9
68	9	2055	68	9	70	9	2154	71	9
64	9	2058	64	9	66	9	2155	65	9
64	9	2059	65	9	64	9	2156	64	9
68	9	2061	68	9	63	9	2157	64	9
70	9	2062	70	9	66	9	2159	65	9

Sheet 2 - 51 to 100

Recorded By: djw

Start: 11:48:35

Stop: 12:06:28

al

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS							STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 8/4/2015				
--	--	--	--	--	--	--	--	--	--	--	--

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
103.1	55	1	1	8:50:20	1000	55.0	12.5	16.4	16.5	16.1	16.7		78.3	14.0	4.4	35.6	4.2		58.2	69.0
103.1	54	2	1	8:50:27	1001	54.0	11.7	13.6	13.8	13.7	14.3		67.3	14.0	4.4	33.8	4.1		56.3	64.0
110.9	65	1	2	9:03:06	1084	65.0	12.7	16.6	16.6	16.4	17.1		79.6	14.0	4.3	35.6	4.2		58.1	69.0
110.9	65	2	2	9:03:10	1085	65.0	12.5	15.0	15.2	15.1	15.0		72.7	14.0	4.4	33.7	4.1		56.2	65.0
111.9	75	1	3	9:16:16	1171	75.0	12.7	16.5	16.5	16.4	17.4		79.5	14.0	4.4	35.6	4.2		58.2	69.0
111.9	75	2	3	9:16:17	1172	75.0	12.8	15.3	14.8	14.9	15.4		73.1	14.0	4.4	33.7	4.1		56.2	65.0
115.1	55	1	4	9:29:09	1254	55.0	12.3	15.5	16.0	15.4	16.3		75.6	14.0	4.3	35.6	4.2		58.1	69.0
115.1	54	2	4	9:29:12	1255	55.0	12.7	14.9	15.3	15.0	15.3		73.1	14.1	4.4	33.8	4.1		56.4	65.0
116.7	64	1	5	9:42:28	1334	65.0	12.6	17.4	17.3	17.2	17.8		82.3	14.0	4.3	35.6	4.2		58.1	69.0
116.7	64	2	5	9:42:30	1335	65.0	12.7	14.7	15.1	14.4	14.5		71.4	14.1	4.4	33.8	4.1		56.4	65.0
119.8	75	1	6	9:55:51	1413	75.0	13.2	16.7	17.5	16.9	17.6		82.0	14.0	4.4	35.7	4.2		58.3	70.0
119.8	74	2	6	9:55:55	1414	75.0	12.8	15.1	15.6	15.8	15.0		74.2	14.0	4.4	33.8	4.1		56.3	65.0
122.4	55	1	7	10:09:24	1494	54.0	12.4	16.9	17.1	16.7	17.5		80.4	14.0	4.3	35.6	4.1		58.0	69.0
122.4	54	2	7	10:09:27	1495	54.0	12.7	15.3	15.0	15.5	15.6		74.1	14.0	4.4	33.7	4.1		56.2	64.0
124.0	64	1	8	10:22:01	1565	64.0	12.8	16.5	16.6	16.5	17.3		79.7	14.0	4.3	35.5	4.2		58.0	69.0
124.0	65	2	8	10:22:03	1566	65.0	12.3	15.5	15.2	15.3	15.2		73.5	14.1	4.4	33.8	4.1		56.4	65.0
122.0	75	1	9	10:35:23	1652	75.0	12.7	16.3	16.6	16.6	17.8		80.1	14.1	4.4	35.8	4.2		58.5	70.0
122.0	75	2	9	10:35:27	1653	75.0	13.0	15.4	15.5	16.3	15.5		75.6	14.1	4.4	33.8	4.2		56.5	65.0
125.7	54	1	10	10:48:23	1730	54.0	11.8	15.5	15.9	15.4	16.3		74.9	14.0	4.3	35.5	4.1		57.9	69.0
125.7	55	2	10	10:48:27	1731	55.0	12.4	14.3	14.2	14.6	14.7		70.2	14.0	4.3	33.6	4.1		56.0	64.0
128.6	65	1	11	11:01:54	1767	65.0	12.1	15.9	16.1	15.6	16.9		76.6	13.9	4.3	35.4	4.1		57.7	68.0
128.6	65	2	11	11:01:58	1768	64.0	12.1	14.3	14.5	14.1	14.7		69.8	13.9	4.3	33.5	4.1		55.8	64.0
133.3	75	1	12	11:14:32	1794	74.0	12.8	17.1	16.7	16.1	16.7		79.3	13.9	4.4	35.4	4.2		57.9	69.0
133.3	75	2	12	11:14:38	1795	75.0	13.1	15.5	15.4	15.0	15.0		74.0	14.0	4.4	33.7	4.1		56.2	64.0

Recorded By: djw

Verified By: al

Run Set Pre

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 8/4/2015
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
131.9	55	1	13	11:28:13	1843	55.0	12.4	15.8	16.5	15.8	16.9		77.4	13.9	4.3	35.5	4.1		57.8	69.0
131.9	55	2	13	11:28:18	1844	54.0	12.0	14.1	14.2	14.6	14.5		69.3	13.9	4.3	33.5	4.1		55.8	64.0
131.6	65	1	14	11:41:10	1954	64.0	12.7	16.1	16.0	15.6	16.4		76.7	13.9	4.4	35.4	4.2		57.9	68.0
131.6	65	2	14	11:41:15	1955	65.0	12.3	14.9	15.1	14.7	14.6		71.7	13.9	4.4	33.7	4.1		56.1	65.0
133.6	71	1	15	11:54:36	2076	70.0	12.5	15.5	16.0	15.8	16.2		76.0	13.9	4.3	35.4	4.2		57.8	69.0
133.6	71	2	15	11:54:38	2077	70.0	12.2	15.1	14.9	15.2	14.9		72.3	14.0	4.4	33.6	4.1		56.1	64.0
135.5	55	1	16	12:10:46	2190	55.0	12.3	16.0	16.0	15.7	16.7		76.7	13.9	4.4	35.4	4.2		57.9	69.0
135.5	55	2	16	12:10:51	2191	54.0	12.4	15.0	14.8	15.4	15.2		72.8	14.0	4.3	33.7	4.1		56.1	65.0
137.8	64	1	17	12:23:51	2288	64.0	12.8	16.3	16.5	16.6	17.3		79.6	13.9	4.4	35.4	4.2		57.9	69.0
137.8	65	2	17	12:23:55	2289	65.0	12.2	15.2	14.8	15.2	14.9		72.1	14.0	4.3	33.6	4.1		56.0	64.0
136.5	75	1	18	12:37:07	2379	75.0	13.8	18.0	18.1	17.6	17.7		85.3	14.1	4.4	35.7	4.3		58.5	69.0
136.5	75	2	18	12:37:16	2381	75.0	12.8	16.6	16.2	16.0	16.6		78.3	14.0	4.4	33.9	4.1		56.4	65.0
133.4	54	1	19	12:51:45	2463	54.0	12.4	16.2	16.4	16.2	17.4		78.4	14.0	4.3	35.6	4.2		58.1	69.0
133.4	55	2	19	12:51:49	2464	55.0	12.5	14.9	15.4	15.2	15.3		73.4	14.0	4.3	33.8	4.1		56.2	65.0
132.9	65	1	20	13:05:01	2550	64.0	13.2	16.7	16.6	16.5	17.6		80.6	14.0	4.3	35.5	4.2		58.0	69.0
132.9	65	2	20	13:05:07	2551	64.0	12.1	14.9	14.7	14.5	15.1		71.2	13.9	4.4	33.6	4.1		56.0	64.0

Recorded By: <u>    djw    </u>	Verified By: <u>    al    </u>	Run Set <u>    Pre    </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)	8/4/2015

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# 190436

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

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

7. CLASSIFICATION VIDEO:

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

SITE CONDITIONS

8. PAVEMENT:

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

there is a previously installed WIM scale that has been removed and filled in with asphalt approximately 340 feet prior to the existing WIM scales 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) 8/4/2015</p>
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**9. IN ROAD SENSORS:**

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

the equipment is operating within the manufacturer's tolerances. There is concrete breaking away from the trailing edge of the trailing WIM sensor that needs to be repaired. However, they do 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) 8/4/2015
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**11. CLASSIFICATION VERIFICATION VIDEO:**

TAPE 1- NAME: \_\_\_\_\_

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

TAPE 2- NAME: \_\_\_\_\_

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

TAPE 3- NAME: \_\_\_\_\_

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

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	04
	SPS WIM ID:	040200
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	8/4/2015

SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>64.8</u> mph	Average WIM Speed	<u>65.1</u> mph
Mean Difference	<u>0.3</u> mph	SD of mean	<u>4.3</u>
Posted Speed Limit	<u>75</u> mph		
Speed Range	15th percentile - <u>63</u> mph	85th percentile-	<u>73</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>4.36</u> ft (WIM system average)
=	<u>2.5</u> %	
Average front axle weight for Class 9 vehicles		<u>          </u> lbs
% error from 10.3 kips (industry average) OR		<u>12.6</u> lbs (known site value)
=	<u>21.8</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 ☒

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)	8/4/2015

Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

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

Assessor Dean Wolf, ARA



<b>Traffic Sheet 22 Addendum - Weighpad</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 8/4/2015
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

a. Solar Panel	_____	WATTS	20.5	VDC
b. Equipment Power	_____	VAC	12.5	VDC
c. Battery 1	13.43	VDC		
d. Battery 2	13.43	VDC		
e. Regulated	12.5	VDC		
f. Power Supply	_____	VDC		VDC
g. System Input	_____	VAC	12.5	VDC
h. Modem Power	_____	VAC	12.5	VDC
i. Telephone	_____	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	n/a KHz
b. Trailing	n/a KHz

**5. WEIGHPAD SENSORS**

	Zero Point
a. Leading	0.0 mV
b. Trailing	-0.1 mV

Assessor \_\_\_\_\_ Dean Wolf, ARA

<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 8/4/2015</p>
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Item	Description	Filename
1	Power Source	040200_solar_panel_8_4_15.jpg
2	Telephone Source	040200_cell_phone_8_4_15.jpg
3	Cabinet Exterior	040200_cabinet_exterior_8_4_15.jpg
4	Cabinet Interior - Front	040200_cabinet_interior_front_8_4_15.jpg
5	Cabinet Interior - Rear	
6	Leading weight sensor	040200_leading_WIM_sensor_8_4_15.jpg
7	Trailing weight sensor	040200_trailing_WIM_sensor_8_4_15.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	040200_leading_loop_8_4_15.jpg
11	Trailing loop sensor	040200_trailing_loop_8_4_15.jpg
12	Downstream from site	040200_downstream_8_4_15.jpg
13	Upstream from site	040200_upstream_8_4_15.jpg
14		
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<p align="center"><b>Traffic Sheet 24B</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE PHOTO LOG - Test Trucks</b></p>	<p>STATE CODE: 04</p> <p>SPS WIM ID: 040200</p> <p>DATE (mm/dd/yyyy) 8/4/2015</p>
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Item	Description	Filename
1	Tractor, Truck #1	040200_Truck_1_Tractor_8_4_15.jpg
2	Trailer/Load, Truck #1	040200_Truck_1_Trailer_8_4_15.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040200_Truck_1_Suspension_1_8_4_15.jpg
5	Suspension B, Truck #1	040200_Truck_1_Suspension_2_8_4_15.jpg
6	Suspension C, Truck #1	040200_Truck_1_Suspension_3_8_4_15.jpg
7	Suspension D, Truck #1	040200_Truck_1_Suspension_4_8_4_15.jpg
8	Suspension E, Truck #1	040200_Truck_1_Suspension_5_8_4_15.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040200_Truck_2_Tractor_8_4_15.jpg
11	Trailer/Load, Truck #2	040200_Truck_2_Trailer_8_4_15.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040200_Truck_2_Suspension_1_8_4_15.jpg
14	Suspension B, Truck #2	040200_Truck_2_Suspension_2_8_4_15.jpg
15	Suspension C, Truck #2	040200_Truck_2_Suspension_3_8_4_15.jpg
16	Suspension D, Truck #2	040200_Truck_2_Suspension_4_8_4_15.jpg
17	Suspension E, Truck #2	040200_Truck_2_Suspension_5_8_4_15.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		