

<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)	1/24/2013

### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 1/24/13
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

### WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21
- | Type              | Drive Suspension    | Trailer Suspension |
|-------------------|---------------------|--------------------|
| Truck 1: <u>9</u> | <u>steel spring</u> | <u>air</u>         |
| Truck 2: <u>9</u> | <u>steel spring</u> | <u>air</u>         |
| Truck 3: <u></u>  | <u></u>             | <u></u>            |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>-0.6%</u>	Standard Deviation:	<u>3.4%</u>
Dynamic and Static Single Axle:	<u>-1.7%</u>	Standard Deviation:	<u>4.3%</u>
Dynamic and Static Double Axles:	<u>0.9%</u>	Standard Deviation:	<u>4.0%</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>53.0</u>	<u>56.9</u> to	<u>59.7</u>	<u>15</u>
b. <u>Medium</u>	<u>59.8</u>	<u>63.1</u> to	<u>66.4</u>	<u>17</u>
c. <u>High</u>	<u>66.5</u>	<u>69.8</u> to	<u>73.0</u>	<u>9</u>
d. <u></u>	<u></u>	<u></u> to	<u></u>	<u></u>
e. <u></u>	<u></u>	<u></u> to	<u></u>	<u></u>

**ENTERED**

800.12.2.9.12

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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

4783

4308

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:

Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>-31.0</u>
FHWA Class 8:	<u>57.0</u>	FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 0.0%Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Dean Wolf

Contact Information:

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

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**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 1/23/13
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>steel spring</u> | <u>air</u>         |
| Truck 2: <u>9</u> | <u>steel spring</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>6.5%</u>	Standard Deviation:	<u>8.0%</u>
Dynamic and Static Single Axle:	<u>5.0%</u>	Standard Deviation:	<u>7.8%</u>
Dynamic and Static Double Axles:	<u>4.3%</u>	Standard Deviation:	<u>8.6%</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>52.0</u>	to	<u>59.0</u>	<u>12</u>
b.	<u>Medium</u>	-	<u>59.1</u>	to	<u>66.1</u>	<u>14</u>
c.	<u>High</u>	-	<u>66.2</u>	to	<u>73.0</u>	<u>14</u>
d.	<u>          </u>	-	<u>          </u>	to	<u>          </u>	<u>          </u>
e.	<u>          </u>	-	<u>          </u>	to	<u>          </u>	<u>          </u>

**ENTERED**

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	SPS WIM ID:	040200
	DATE (mm/dd/yyyy)	1/23/2013

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

4795 | 4318

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:

Time

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>2.0</u>	FHWA Class	<u>5</u>	-	<u>-69.0</u>
FHWA Class 8:	<u>800.0</u>	FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>

Percent of "Unclassified" Vehicles: 0.0%Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550E-mail: 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) 1/23/2013
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#### 10. CABINET LOCATION

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

Cabinet access controlled by: Agency and LTPP  
Contact name: Mark Catchpole Phone #                       
Alternate name: Bryan Knight 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. WCU-3  
Computer connection: Ethernet

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 15 minutes Distance: 14 miles

#### 15. PHOTOS

	Filename
Power source:	<u>040200_solar_panel_1_23_13.jpg</u>
Phone source:	<u>040200_cell_phone_1_23_13.jpg</u>
Cabinet exterior:	<u>040200_cabinet_exterior_1_23_13.jpg</u>
Cabinet interior:	<u>040200_cabinet_interior_front_1_23_13.jpg</u>
Weight sensors:	<u>040200_leading_WIM_sensor_1_23_13.jpg</u>
	<u>040200_trailing_WIM_sensor_1_23_13.jpg</u>
Other sensors:	<u>040200_leading_loop_1_23_13.jpg</u>
	<u>040200_trailing_loop_1_23_13.jpg</u>
Downstream from sensors on LTPP lane:	<u>040200_downstream_1_23_13.jpg</u>
Upstream from sensors on LTPP lane:	<u>040200_upstream_1_23_13.jpg</u>

<p align="center"><b>Traffic Sheet 18</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM SITE COORDINATION</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</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

<p align="center"><b>Traffic Sheet 18</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM SITE COORDINATION</b></p>	<p>STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</p>
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#### 4. Onsite Activities

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

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

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd- Air Suspension 3S2 LTPP

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

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

ii. Loads LTPP

iii. Drivers LTPP

- f. Contractor(s) with prior experience in wim calibration in state:  
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) 1/23/2013
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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 Abukhater Phone # 716-632-0804  
Agency Stantec
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name \_\_\_\_\_ Location: \_\_\_\_\_  
Phone: \_\_\_\_\_

<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>1/23/2013</u>
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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		11420	11090	Direct
B		16645	16515	Direct
C		16645	16515	Direct
D		16585	16515	Direct
E		16585	16515	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 77880  
c. Post Test Loaded Weight: 77150  
d. Difference Post Test - Pre-Tests: -730

**5. TRUCK DESCRIPTION**

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

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

**d. Trailer Load Distribution Description:**

Residential trash

photo: ☒

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

A to B 14.5    B to C 4.3    C to D 33.5    D to E 4.1    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4  
i. Kingpin offset from Axle B (units) 1 photo: ☐  
j. Overall Length - ☒ Measured 63.5

<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) 1/23/2013</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	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</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) 1/23/2013</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	11400	16660	16660	16580	16580		77880
2	11440	16630	16630	16590	16590		77880
Avg.	11420	16645	16645	16585	16585		77880

**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	11040	16560	16560	16510	16510		77180
2	11140	16470	16470	16520	16520		77120
Avg.	11090	16515	16515	16515	16515		77150

Validation Test Truck Run Set - Pre

Measured By: Greg Helman  
Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 1/23/2013

**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		11050	10750	Direct
B		14255	13990	Direct
C		14255	13990	Direct
D		14320	14345	Direct
E		14320	14345	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 68200  
c. Post Test Loaded Weight: 67420  
d. Difference Post Test - Pre-Tests: -780

**5. TRUCK DESCRIPTION**

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

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

d. Trailer Load Distribution Description:

photo: ☒

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

A to B 14.5      B to C 4.3      C to D 33.5      D to E 4.1      E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4  
i. Kingpin offset from Axle B (units) 2      photo: ☐  
j. Overall Length - ☒ Measured 63.5

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</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**

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) 1/23/2013</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) 1/23/2013</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	11100	14180	14180	14380	14380		68220
2	11000	14330	14330	14260	14260		68180
Avg.	11050	14255	14255	14320	14320		68200

**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	10740	14010	14010	14340	14340		67440
2	10760	13970	13970	14350	14350		67400
Avg.	10750	13990	13990	14345	14345		67420

Validation Test Truck Run Set - Pre

Measured By: Greg Helman  
Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/24/2013
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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		11510	0	Direct
B		16550	0	Direct
C		16550	0	Direct
D		16490	0	Direct
E		16490	0	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 77590
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: -77590

**5. TRUCK DESCRIPTION**

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

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

**d. Trailer Load Distribution Description:**

Residential trash

photo: ☒

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

A to B 14.5    B to C 4.3    C to D 33.5    D to E 4.1    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4
- i. Kingpin offset from Axle B (units) 1                      photo: ☐
- j. Overall Length - ☒ Measured 63.5

<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) 1/24/2013
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## 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)   1/24/2013</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>1/24/2013</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	11520	16550	16550	16490	16490		77600
2	11500	16550	16550	16490	16490		77580
Avg.	11510	16550	16550	16490	16490		77590

**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 J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/24/2013
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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		11080	0	Direct
B		14060	0	Direct
C		14060	0	Direct
D		14315	0	Direct
E		14315	0	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 67830
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: -67830

**5. TRUCK DESCRIPTION**

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

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

**d. Trailer Load Distribution Description:**

photo: ☒

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

A to B 14.5    B to C 4.3    C to D 33.5    D to E 4.1    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4
- i. Kingpin offset from Axle B (units) 2                      photo: ☐
- j. Overall Length - ☒ Measured 63.5

<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) 1/24/2013</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) 1/24/2013</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) 1/24/2013</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	11080	14060	14060	14310	14310		67820
2	11080	14060	14060	14320	14320		67840
Avg.	11080	14060	14060	14315	14315		67830

**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 J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 1/24/2013

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		11510	11110	Direct
B		16550	16430	Direct
C		16550	16430	Direct
D		16490	16410	Direct
E		16490	16410	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 77590
- c. Post Test Loaded Weight: 76790
- d. Difference Post Test - Pre-Tests: -800

**5. TRUCK DESCRIPTION**

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

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

**d. Trailer Load Distribution Description:**

Residential trash

photo: ☒

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

A to B 14.5    B to C 4.3    C to D 33.5    D to E 4.1    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4
- i. Kingpin offset from Axle B (units) 1 photo: ☐
- j. Overall Length - ☒ Measured 63.5

<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) 1/24/2013
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## 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) 1/24/2013</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) 1/24/2013</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	11520	16550	16550	16490	16490		77600
2	11500	16550	16550	16490	16490		77580
Avg.	11510	16550	16550	16490	16490		77590

**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	11140	16420	16420	16410	16410		76800
2	11080	16440	16440	16410	16410		76780
Avg.	11110	16430	16430	16410	16410		76790

Validation Test Truck Run Set - Post

Measured By: Greg Helman

Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 1/24/2013
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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		11080	10690	Direct
B		14060	13955	Direct
C		14060	13955	Direct
D		14315	14225	Direct
E		14315	14225	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 67830
- c. Post Test Loaded Weight: 67050
- d. Difference Post Test - Pre-Tests: -780

**5. TRUCK DESCRIPTION**

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

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

**d. Trailer Load Distribution Description:**

photo: ☒

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

A to B 14.5    B to C 4.3    C to D 33.5    D to E 4.1    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.4
- i. Kingpin offset from Axle B (units) 2                      photo: ☐
- j. Overall Length - ☒ Measured 63.5

<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) 1/24/2013
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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) 1/24/2013</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



<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) 1/24/2013</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	11080	14060	14060	14310	14310		67820
2	11080	14060	14060	14320	14320		67840
Avg.	11080	14060	14060	14315	14315		67830

**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	10660	13990	13990	14210	14210		67060
2	10720	13920	13920	14240	14240		67040
Avg.	10690	13955	13955	14225	14225		67050

Validation Test Truck Run Set - Post

Measured By: Greg Helman  
Verified By: Dean J. Wolf

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 04</b> <b>SPS WIM ID: 040200</b> <b>DATE (mm/dd/yyyy) 1/23/2013</b>				
--	--	--	--	--	--	--	--	--	--

Count - 119      Time = 1:01:20      Trucks (4-15) - 119      Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
67	9	11133	67	9	67	9	11313	67	9
58	9	11166	59	9	64	9	11314	64	9
60	8	11168	60	5	55	9	11326	54	9
57	9	11177	56	9	70	9	11340	72	9
64	9	11184	65	9	64	9	11344	65	9
64	9	11196	64	9	67	9	11345	67	9
62	9	11202	61	9	68	9	11346	68	9
63	9	11205	59	9	64	9	11349	64	9
63	11	11208	61	11	73	9	11350	71	9
65	9	11210	66	9	69	9	11352	68	9
70	8	11220	69	8	70	9	11364	68	9
68	12	11221	69	12	57	9	11366	56	9
63	9	11229	64	9	62	6	11367	61	6
59	8	11232	58	5	63	9	11368	63	9
63	9	11237	62	9	62	9	11375	55	9
59	9	11238	59	9	64	9	11376	64	9
64	9	11240	63	9	68	9	11382	68	9
59	8	11243	58	5	67	6	11383	66	6
64	9	11247	63	9	74	12	11391	72	12
62	9	11256	62	9	67	9	11392	65	9
64	9	11260	62	9	59	9	11394	59	9
61	13	11265	60	13	64	9	11407	63	9
68	9	11275	66	9	65	9	11411	65	9
61	9	11279	63	9	64	12	11412	64	12
68	9	11285	68	9	57	9	11416	56	9

Sheet 1 - 0 to 50

Start: 15:10:26

Stop: 15:41:17

Recorded By: gh

Verified By: djw

Validation Test Truck Run Set - Pre

<p align="center"><b>Traffic Sheet 20</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SPEED AND CLASSIFICATION STUDIES</b></p>	<p align="center">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</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
62	5	11423	63	5	62	9	11518	65	9
67	9	11429	66	9	57	6	11529	56	6
64	9	11431	64	9	66	9	11530	65	9
60	9	11432	60	9	63	9	11531	62	9
60	9	11433	59	9	67	9	11536	66	9
61	8	11436	61	5	66	9	11547	63	9
64	9	11442	63	9	68	9	11555	68	9
64	9	11444	61	9	55	8	11559	51	5
69	9	11448	65	9	72	12	11566	73	12
70	9	11449	66	9	62	11	11570	63	11
72	9	11450	71	9	64	9	11572	64	9
61	5	11455	58	5	63	9	11578	62	9
60	8	11456	56	5	65	9	11585	65	9
66	9	11457	61	9	68	9	11589	68	6
64	9	11463	62	9	67	9	11594	67	9
59	6	11464	57	6	65	9	11598	64	9
65	9	11465	63	9	58	9	11600	57	9
63	11	11471	59	11	59	9	11602	58	9
60	11	11474	55	11	63	9	11603	62	9
64	9	11481	64	9	71	9	11609	69	9
71	9	11490	68	9	64	9	11614	65	9
62	9	11491	58	9	68	9	11624	69	9
66	9	11507	66	9	62	9	11631	61	9
68	9	11511	67	9	73	9	11636	75	9
59	8	11517	57	5	68	9	11640	68	9

Sheet 2 - 51 to 100

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

Start: 15:41:50

gh

Stop: 16:02:29

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

djw

Validation Test Truck Run Set -

Pre

<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: <b>04</b></p> <p align="right">SPS WIM ID: <b>040200</b></p> <p align="right">DATE (mm/dd/yyyy) <b>1/23/2013</b></p>
--	---

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
69	9	11642	68	9					
66	9	11644	65	9					
64	11	11645	62	11					
65	9	11653	65	9					
60	8	11657	61	5					
68	5	11661	67	5					
68	9	11663	67	9					
67	9	11665	65	9					
68	9	11672	67	9					
63	9	11673	62	9					
65	9	11676	65	9					
63	9	11679	63	9					
70	9	11680	69	9					
67	9	11684	68	9					
59	9	11688	59	9					
59	5	11689	54	5					
73	9	11700	71	5					
63	9	11703	62	9					
67	9	11713	64	9					

Sheet 3 - 101 - 150

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

Start: 16:02:42

gh

Stop: 16:11:46

Verified By: djw

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) 1/24/2013	
--	--	--	--	--	---	--

Count - 117 Time = 1:00:40 Trucks (4-15) - 117 Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
64	9	18859	62	9	64	9	18967	63	9
69	9	18867	72	9	73	5	18972	72	5
63	11	18878	61	11	70	9	18977	70	9
64	12	18880	63	12	63	9	18978	62	9
64	10	18884	63	10	62	9	18979	62	9
64	9	18898	63	9	62	8	18980	61	8
64	9	18898	68	9	64	9	18983	63	9
65	9	18902	64	9	64	5	18989	61	5
60	8	18903	59	5	61	9	18990	60	9
68	9	18906	67	9	65	8	18995	65	8
70	9	18911	70	9	68	9	19000	71	9
65	9	18916	65	9	68	9	19003	69	9
63	6	18918	63	6	69	9	19005	69	9
67	9	18921	68	9	63	11	19007	62	11
67	9	18923	66	9	62	9	19011	61	9
67	9	18924	67	9	59	9	19012	58	9
67	9	18937	67	9	60	8	19014	59	5
67	9	18938	66	9	61	9	19016	61	9
62	9	18940	61	9	59	5	19019	57	5
64	9	18941	63	9	63	9	19025	63	9
60	9	18948	59	9	70	9	19030	67	9
68	9	18956	70	9	66	9	19032	65	9
65	9	18960	65	9	64	9	19034	65	9
62	9	18962	60	9	61	9	19036	60	9
62	13	18964	62	13	73	9	19038	75	9

Sheet 1 - 0 to 50

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

Start: 14:47:02

gah

Stop: 15:08:31

Verified By: djw

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) 1/24/2013				
--	--	--	--	--	---	--	--	--	--

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
55	5	19041	56	5	75	9	19167	75	9
71	9	19063	70	9	63	9	19171	64	9
68	9	19065	67	9	65	8	19175	63	8
67	5	19073	69	5	65	9	19182	64	9
64	9	19083	63	9	64	9	19183	64	9
70	8	19085	69	5	66	9	19209	66	9
62	8	19090	62	8	64	9	19210	63	9
67	9	19094	65	9	56	12	19218	54	12
67	8	19095	66	8	64	9	19227	63	9
65	9	19099	63	9	60	11	19229	58	11
69	9	19106	69	9	52	9	19237	52	9
73	9	19107	71	9	64	8	19239	64	8
62	9	19120	61	9	61	9	19250	60	9
63	9	19121	63	9	67	9	19259	66	9
69	9	19131	68	9	64	9	19261	63	9
62	5	19132	61	5	67	12	19268	68	12
63	5	19137	61	5	62	9	19270	61	9
67	9	19139	66	9	67	9	19275	67	9
61	9	19143	61	9	60	9	19279	59	9
69	4	19144	66	4	68	9	19286	68	9
70	9	19150	69	9	70	6	19292	68	6
59	9	19151	58	9	59	9	19293	55	9
67	9	19154	66	9	64	9	19298	63	9
63	5	19159	62	5	64	9	19299	63	9
63	8	19164	61	5	59	9	19303	57	9

Sheet 2 - 51 to 100

Recorded By: gah Start: 15:08:42 Stop: 15:38:13  
Verified By: djw

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) 1/24/2013				
--	--	--	--	--	---	--	--	--	--

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
64	8	19314	61	8					
71	9	19326	70	9					
65	9	19328	65	9					
65	9	19329	68	9					
60	9	19337	58	9					
62	9	19343	60	9					
70	9	19347	69	9					
67	9	19351	67	9					
70	9	19356	66	9					
64	9	19363	65	9					
64	9	19373	64	9					
63	9	19377	62	9					
64	9	19380	63	9					
65	9	19382	64	9					
65	9	19386	66	9					
61	9	19389	60	9					
67	5	19406	62	5					

Sheet 3 - 101 - 150

Recorded By: gah

Start: 15:39:10

Stop: 15:47:42

Verified By: djw

Validation Test Truck 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): 1/23/2013									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

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
44.6	54	2	1	8:40:05	8589	54.0	11.8	16.4	15.7	16.3	16.0		76.2	14.2	4.3	33.2	4.0		55.7	61.0
44.6	54	1	1	8:40:09	8590	52.0	12.5	19.3	18.6	18.2	18.7		87.2	14.3	4.3	32.9	4.0		55.5	61.0
47.5	64	2	2	8:55:09	8676	62.0	10.9	15.7	14.8	15.0	15.4		71.8	14.3	4.3	32.7	3.9		55.2	61.0
47.5	64	1	2	8:55:13	8677	62.0	11.9	18.1	17.2	17.0	17.5		81.7	14.3	4.3	32.9	4.0		55.5	60.0
52.2	63	2	3	9:39:54	8916	63.0	12.6	16.3	15.6	16.2	16.5		77.0	14.4	4.3	33.0	3.9		55.6	61.0
52.2	63	1	3	9:39:57	8917	63.0	11.9	18.5	18.1	17.3	17.0		82.9	14.3	4.3	33.0	4.1		55.7	61.0
54.0	72	2	4	9:54:50	9011	70.0	10.2	14.5	13.6	13.9	14.7		66.8	14.3	4.3	32.9	4.1		55.6	61.0
54.0	72	1	4	9:54:51	9012	72.0	10.6	16.0	15.2	16.0	15.2		73.0	14.3	4.3	32.8	4.1		55.5	60.0
56.2	69	2	5	10:09:52	9102	69.0	10.1	12.8	12.8	14.0	13.2		62.8	14.2	4.4	32.8	4.1		55.5	61.0
56.2	71	1	5	10:10:03	9104	71.0	10.7	16.0	15.2	15.9	15.6		73.4	14.3	4.3	32.8	4.2		55.6	61.0
56.6	73	2	6	10:24:12	9193	72.0	11.5	15.2	14.9	15.2	15.5		72.4	14.4	4.3	33.2	4.0		55.9	61.0
56.6	72	1	6	10:24:34	9195	72.0	10.8	16.6	15.7	15.7	15.7		74.5	14.3	4.3	32.8	4.0		55.4	61.0
61.7	53	2	7	10:38:40	9283	53.0	11.7	17.0	16.5	16.4	16.8		78.5	14.2	4.3	32.9	4.1		55.5	61.0
61.7	54	1	7	10:38:43	9284	53.0	12.1	19.1	18.5	18.2	18.3		86.3	14.3	4.3	32.8	4.0		55.4	61.0
63.5	62	2	8	10:53:51	9378	62.0	11.0	15.1	15.1	14.3	15.1		70.8	14.3	4.3	32.9	4.0		55.5	61.0
63.5	63	1	8	10:53:54	9379	63.0	11.9	17.8	17.5	16.5	17.2		80.8	14.3	4.3	32.9	4.0		55.5	61.0
65.6	53	2	9	11:08:27	9479	53.0	11.4	16.3	15.5	15.7	16.0		74.9	14.2	4.3	33.3	4.0		55.8	61.0
65.6	52	1	9	11:08:30	9480	53.0	12.4	18.3	17.6	17.8	18.3		84.5	14.3	4.3	33.1	4.0		55.7	61.0
62.5	62	2	10	11:22:45	9566	63.0	11.9	15.4	14.9	14.9	14.8		71.9	14.3	4.3	32.9	3.9		55.4	61.0
62.5	63	1	10	11:22:49	9567	63.0	11.6	17.3	17.2	16.1	16.2		78.3	14.2	4.3	32.7	4.0		55.2	60.0
68.8	71	2	11	11:57:39	9791	72.0	10.8	14.0	13.6	13.0	14.1		65.4	14.2	4.4	32.8	4.1		55.5	61.0
68.8	72	1	11	11:57:54	9793	72.0	10.9	16.2	15.0	15.6	15.5		73.2	14.2	4.3	32.8	4.1		55.4	60.0
71.9	54	2	12	12:11:41	9875	53.0	13.1	17.9	17.3	17.1	17.3		82.6	14.5	4.3	33.2	3.9		55.9	61.0
71.9	54	1	12	12:11:45	9876	54.0	13.3	19.8	19.1	18.7	18.9		89.9	14.4	4.3	33.2	4.0		55.9	61.0

Recorded By: gh

Verified By: djw

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):	1/23/2013

[illegible]

Recorded By:           gh          

Verified By:           djw          

Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE:	04
	SPS WIM ID:	040200
	DATE: (mm/dd/yyyy):	1/24/2013

[illegible]

Recorded By: gah

Verified By:           djw          

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): 1/24/2013							
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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
57.7	52	2	1	8:32:21	16434	53.0	10.8	15.2	14.3	14.4	14.4		69.0	14.4	4.3	33.1	4.0		55.8	64.0
57.7	51	1	1	8:32:39	16436	54.0	11.8	17.2	16.8	15.6	16.3		77.8	14.4	4.3	33.3	4.0		56.0	64.0
56.3	62	2	2	8:49:28	16530	63.0	10.3	13.6	13.5	13.3	13.7		64.4	14.3	4.3	32.9	4.1		55.6	63.0
56.3	63	1	2	8:49:35	16531	64.0	11.4	16.7	16.4	15.8	15.5		76.0	14.4	4.3	33.1	4.0		55.8	63.0
55.8	69	2	3	9:03:46	16609	70.0	10.8	14.9	14.7	14.8	14.0		69.2	14.4	4.3	33.2	4.0		55.9	64.0
55.8	71	1	3	9:03:56	16610	73.0	12.2	18.2	16.7	16.9	16.7		80.7	14.4	4.3	33.2	4.1		56.0	64.0
56.2	53	2	4	9:18:28	16688	53.0	10.6	15.5	14.4	14.6	14.5		69.5	14.5	4.3	33.3	4.0		56.1	64.0
56.2	54	1	4	9:18:32	16689	54.0	10.5	16.1	15.5	15.2	15.6		72.8	14.4	4.3	33.0	4.0		55.7	63.0
56.4	61	2	5	9:33:01	16771	63.0	9.9	14.6	14.3	13.4	13.1		65.3	14.4	4.3	33.1	4.0		55.8	64.0
56.4	60	1	5	9:33:14	16774	63.0	11.2	17.2	16.3	15.7	15.7		76.0	14.4	4.3	33.2	4.1		56.0	64.0
56.2	72	2	6	9:48:01	16853	72.0	10.9	15.0	14.0	14.3	14.0		68.1	14.3	4.3	33.0	4.0		55.6	63.0
56.2	72	1	6	9:48:03	16854	72.0	11.3	16.1	15.5	15.3	15.7		73.9	14.3	4.3	32.9	4.0		55.5	63.0
56.7	54	2	7	10:03:30	16954	54.0	9.6	13.6	13.4	13.9	13.4		63.8	14.3	4.2	32.9	4.1		55.5	64.0
56.7	53	1	7	10:03:34	16955	53.0	11.0	16.3	15.7	15.4	15.9		74.2	14.3	4.3	32.9	4.0		55.5	63.0
57.1	62	2	8	10:18:03	17036	62.0	11.0	14.2	13.8	13.4	13.6		66.2	14.4	4.3	32.9	3.9		55.5	63.0
57.1	62	1	8	10:18:07	17037	63.0	11.1	17.2	16.5	15.6	15.8		76.3	14.4	4.3	33.1	4.0		55.8	63.0
57.5	71	2	9	10:33:12	17115	72.0	10.6	14.9	13.7	14.9	14.9		69.1	14.4	4.3	33.1	4.0		55.8	63.0
58.1	53	2	10	10:48:31	17210	54.0	10.5	15.2	14.7	13.7	14.2		68.2	14.4	4.3	33.1	3.9		55.7	64.0
58.9	63	2	11	11:03:07	17298	63.0	11.1	15.2	14.7	13.9	14.1		69.0	14.5	4.3	33.2	4.0		56.0	64.0
58.9	63	1	9	11:03:11	17299	63.0	11.0	16.3	15.7	14.7	14.5		72.3	14.4	4.3	33.0	4.0		55.7	63.0
59.7	73	2	12	11:18:33	17398	72.0	11.3	15.4	14.9	15.0	14.7		71.2	14.4	4.3	33.2	4.0		55.9	64.0
59.7	64	1	10	11:18:51	17402	65.0	11.9	18.6	17.8	17.1	17.2		82.7	14.5	4.4	33.5	4.1		56.5	64.0
61.3	52	2	13	11:33:45	17507	54.0	10.6	13.8	13.1	14.3	13.9		65.5	14.3	4.3	33.5	4.1		56.2	64.0
61.3	53	1	11	11:33:48	17508	54.0	11.0	16.6	16.2	15.8	15.9		75.6	14.4	4.3	33.1	4.0		55.8	64.0

  

Recorded By: <u>gah</u>	Verified By: <u>djw</u>	Run Set <u>Post</u>
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<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 1/24/2013									
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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
60.6	61	2	14	11:48:23	17607	63.0	11.4	15.6	14.9	13.6	14.1		69.5	14.4	4.3	33.2	4.0		55.9	64.0
60.6	63	1	12	11:48:27	17608	64.0	11.4	17.3	17.1	16.1	15.6		77.4	14.4	4.3	33.1	4.0		55.8	64.0
61.4	70	2	15	12:01:54	17698	70.0	10.5	14.3	13.5	14.2	13.6		66.0	14.3	4.3	33.0	4.2		55.8	64.0
61.4	68	1	13	12:02:10	17700	68.0	11.2	17.1	16.7	16.3	16.1		77.6	14.4	4.3	33.2	4.1		56.0	64.0
61.4	54	1	14	12:16:43	17800	54.0	10.6	16.0	15.8	15.6	15.8		73.9	14.3	4.3	32.9	4.0		55.5	63.0
65.6	63	2	16	12:31:25	17901	63.0	9.9	13.2	13.1	12.5	13.7		62.5	14.3	4.3	32.9	4.1		55.6	64.0
65.6	64	1	15	12:31:33	17903	64.0	11.2	17.3	17.1	15.5	15.5		76.6	14.4	4.3	33.1	4.0		55.8	63.0
65.0	71	2	17	12:45:29	17996	71.0	10.0	13.7	13.8	13.7	14.3		65.5	14.3	4.3	33.0	4.2		55.8	64.0
65.1	54	2	18	13:01:26	18101	54.0	11.0	14.7	14.3	14.5	14.6		69.3	14.5	4.3	33.2	3.9		55.9	64.0
65.1	54	1	16	13:02:01	18105	54.0	11.8	17.6	17.2	16.3	17.0		79.8	14.4	4.3	33.3	4.0		56.0	64.0
64.6	63	2	19	13:16:20	18197	63.0	10.6	14.8	14.1	14.5	13.7		67.6	14.4	4.3	33.1	4.0		55.8	64.0
64.6	52	1	17	13:16:43	18202	54.0	11.1	16.8	16.2	15.6	15.9		75.6	14.3	4.3	33.1	4.0		55.7	64.0
63.5	64	1	18	13:30:28	18298	64.0	11.5	17.5	17.3	16.9	17.2		80.6	14.5	4.3	33.3	4.1		56.2	64.0
64.5	54	2	20	13:45:01	18401	54.0	10.0	14.6	13.9	14.8	14.1		67.4	14.3	4.3	33.2	4.1		55.9	64.0
64.5	54	1	19	13:45:04	18402	54.0	10.8	16.7	16.4	15.8	15.8		75.5	14.4	4.3	33.1	4.0		55.8	63.0
63.7	64	2	21	13:59:34	18495	64.0	10.7	14.3	13.6	13.3	13.0		65.0	14.4	4.3	33.1	4.1		55.9	64.0
63.7	64	1	20	13:59:37	18496	65.0	11.2	16.9	16.6	15.8	16.0		76.5	14.4	4.3	33.1	4.1		55.9	64.0

Recorded By: <u>gah</u>	Verified By: <u>djw</u>	Run Set <u>Post</u>
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<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) 1/23/2013</p>
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SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH
2. LANE NUMBER ON SITE 1      3. DIRECTION ON SITE east
4. VENDOR IRD      MODEL WCU-3      SERIAL#
5. WEIGHING SENSOR TYPE bending plate
6. SYSTEM SOFTWARE VERSIONS:
- |                    |             |
|--------------------|-------------|
| CPU                | <u>WCU3</u> |
| LOOP               | <u>LSM</u>  |
| PIEZO              | <u></u>     |
| WEIGHPAD/ LOADCELL | <u>SSM</u>  |
| COMMUNICATIONS     | <u></u>     |

7. CLASSIFICATION VIDEO:

TIME FROM: <u>15:10:26</u>	TO: <u>16:11:46</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 previous WIM site installation located 330 feet upstream of the 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) 1/23/2013</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. None of the in-road sensors show signs of damage or excessive wear and appear to be fully secured in the pavement. There is a section of epoxy that has broken free from the conduit run adjacent to the trailing WIM sensor that has been temporarily repaired with asphalt patching material.

**TRUCK OBSERVATIONS**

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

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

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

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

Time: From: \_\_\_\_\_ To: \_\_\_\_\_

<p align="center"><b>Traffic Sheet 22</b>  <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) 1/23/2013</p>
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**11. CLASSIFICATION VERIFICATION VIDEO:**

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

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

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

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

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

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

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 1/23/2013
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### SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>63.4</u>	mph	Average WIM Speed	<u>64.4</u>	mph
Mean Difference	<u>0.9</u>	mph	SD of mean	<u>1.6</u>	
Posted Speed Limit		<u>75</u>	mph		
Speed Range	15th percentile -	<u>62</u>	mph	85th percentile-	<u>71</u>
					mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u>          </u>	feet
% error from 4.25 ft (industry average)	OR	<u>4.31</u>	ft (WIM system average)
=		<u>1.4</u>	%
Average front axle weight for Class 9 vehicles		<u>          </u>	lbs
% error from 10.3 kips (industry average) OR		<u>11.6</u>	lbs (known site value)
=		<u>13.0</u>	%

### SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☒

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) 1/23/2013
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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 ☒

Conduit exposed in LTPP lane

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

2' x 6" section of epoxy missing from sensor #2 conduit lead in right wheelpath in LTPP lane.

Assessor \_\_\_\_\_ Dean Wolf

<b>Traffic Sheet 22 Addendum - Weighpad</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 1/23/2013
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

a. Solar Panel	_____	WATTS	20.5	VDC
b. Equipment Power	_____	VAC	13.9	VDC
c. Battery 1	13.4	VDC		
d. Battery 2	13.4	VDC		
e. Regulated	13.9	VDC		
f. Power Supply	_____	VDC		VDC
g. System Input	_____	VAC	11.4	VDC
h. Modem Power	_____	VAC	11.4	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	_____	KHz
b. Trailing	_____	KHz

**5. WEIGHPAD SENSORS**

	Zero Point	
a. Leading	_____	mV
b. Trailing	_____	mV

Assessor \_\_\_\_\_ Dean Wolf

<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p align="right">STATE CODE: 04  SPS WIM ID: 040200  DATE (mm/dd/yyyy) 1/23/2013</p>
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Item	Description	Filename
1	Power Source	040200_solar_panel_1_23_13.jpg
2	Telephone Source	040200_cell_phone_1_23_13.jpg
3	Cabinet Exterior	040200_cabinet_exterior_1_23_13.jpg
4	Cabinet Interior - Front	040200_cabinet_interior_front_1_23_13.jpg
5	Cabinet Interior - Rear	
6	Leading weight sensor	040200_leading_WIM_sensor_1_23_13.jpg
7	Trailing weight sensor	040200_trailing_WIM_sensor_1_23_13.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	040200_leading_loop_1_23_13.jpg
11	Trailing loop sensor	040200_trailing_loop_1_23_13.jpg
12	Downstream from site	040200_downstream_1_23_13.jpg
13	Upstream from site	040200_upstream_1_23_13.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) 1/23/2013
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Item	Description	Filename
1	Tractor, Truck #1	040200_Truck_1_Tractor_1_23_13.jpg
2	Trailer/Load, Truck #1	040200_Truck_1_Trailer_1_23_13.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040200_Truck_1_Suspension_1_1_23_13.jpg
5	Suspension B, Truck #1	040200_Truck_1_Suspension_2_1_23_13.jpg
6	Suspension C, Truck #1	040200_Truck_1_Suspension_3_1_23_13.jpg
7	Suspension D, Truck #1	040200_Truck_1_Suspension_4_1_23_13.jpg
8	Suspension E, Truck #1	040200_Truck_1_Suspension_5_1_23_13.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040200_Truck_2_Tractor_1_23_13.jpg
11	Trailer/Load, Truck #2	040200_Truck_2_Trailer_1_23_13.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040200_Truck_2_Suspension_1_1_23_13.jpg
14	Suspension B, Truck #2	040200_Truck_2_Suspension_2_1_23_13.jpg
15	Suspension C, Truck #2	040200_Truck_2_Suspension_3_1_23_13.jpg
16	Suspension D, Truck #2	040200_Truck_2_Suspension_4_1_23_13.jpg
17	Suspension E, Truck #2	040200_Truck_2_Suspension_5_1_23_13.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		