

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ <u>22</u> ] *SHRP SECTION ID [ <u>0100</u> ]
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STATE OR PROVINCE LOUISIANA COUNTY CALCASIEU  
 HIGHWAY ROUTE NO. US 171 MILEPOST# 7.5  
 NEAREST CITY/TOWN LAKE CHARLES  
CALCASIEU PARISH NEAREST INTERSECTION \_\_\_\_\_  
 FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4  
 DIRECTION OF TRAVEL SPS LANE NB DATE OPENED TO TRAF. 07-01-97  
 FIPS COUNTY CODE \_\_\_\_\_ FHWA STATION IDENTIFICATION NO. \_\_\_\_\_  
 HPMS SAMPLE NO. \_\_\_\_\_ HPMS SUBDIVISION NO. \_\_\_\_\_  
 TYPE OF PAVEMENT: AC 0 PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
 CONTROL OF ACCESS: YES \_\_\_\_\_ NO \_\_\_\_\_ MEDIAN: YES ☒ NO \_\_\_\_\_  
 CURRENT SURROUNDING DEVELOPMENT:  
 URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL \_\_\_\_\_  
 HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
 YES \_\_\_\_\_ NO \_\_\_\_\_  
 IF YES, DESCRIBE CHANGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**NOTE:** ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE  
 SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF  
 EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT  
 STATION RELATIVE TO THIS GPS TEST SECTION.

NAME OF PREPARER _____	PHONE # _____
DATE PREPARED _____	

ENTERED NOV 07 2000 D M

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 22 ] *SHRP SECTION ID 12 1 101
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STATE OR PROVINCE \_\_\_\_\_ COUNTY Calcasieu

HIGHWAY ROUTE NO. \_\_\_\_\_ MILEPOST# 7.5

NEAREST CITY/TOWN \_\_\_\_\_ NEAREST INTERSECTION \_\_\_\_\_

FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4

DIRECTION OF TRAVEL GPS LANE N DATE OPENED TO TRAF. 07-01-97

FIPS COUNTY CODE \_\_\_\_\_ FHWA STATION IDENTIFICATION NO. \_\_\_\_\_

HPMS SAMPLE NO. \_\_\_\_\_ HPMS SUBDIVISION NO. \_\_\_\_\_

TYPE OF PAVEMENT: AC 0 PCC \_\_\_\_\_ OTHER \_\_\_\_\_

CONTROL OF ACCESS: YES \_\_\_\_\_ NO \_\_\_\_\_ MEDIAN: YES ✓ NO \_\_\_\_\_

CURRENT SURROUNDING DEVELOPMENT:  
 URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL \_\_\_\_\_

HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
 YES \_\_\_\_\_ NO \_\_\_\_\_  
 IF YES, DESCRIBE CHANGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

ENTERED NOV 09 2000 T M

**NOTE: ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT STATION RELATIVE TO THIS GPS TEST SECTION.**

NAME OF PREPARER _____	PHONE # _____
DATE PREPARED _____	

6. Sheet 17 - Louisiana (220100)

1.\* ROUTE US-171 MILEPOST 8.4 LTPP DIRECTION - N S E W

2.\* WIM SITE DESCRIPTION - Grade < 1 % Sag vertical Y / N  
Nearest SPS section upstream of the site \_\_\_\_\_  
Distance from sensor to nearest upstream SPS Section \_\_\_\_\_ ft

3.\* LANE CONFIGURATION

Lanes in LTPP direction 2 Lane width 12 ft

Median - 1 - painted  
2 - physical barrier  
3 - grass  
4 - none

Shoulder - 1 - curb and gutter  
2 - paved AC  
3 - paved PCC  
4 - unpaved  
5 - none

Shoulder width 11 ft

4.\* PAVEMENT TYPE asphalt

5.\* PAVEMENT SURFACE CONDITION - Distress Survey

Date 03/04/08 Photo Filename: 22\_0100 Upstream 03\_04\_08.jpg

Date 03/04/08 Photo Filename: 22\_0100 Downstream 03\_04\_2008.jpg

Date \_\_\_\_\_ Photo Filename: \_\_\_\_\_

6.\* SENSOR SEQUENCE loop - quartz piezo - quartz piezo - loop

7.\* REPLACEMENT AND/OR GRINDING \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
REPLACEMENT AND/OR GRINDING \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_  
REPLACEMENT AND/OR GRINDING \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

8. RAMPS OR INTERSECTIONS

Intersection/driveway within 300 m upstream of sensor location Y / N  
distance \_\_\_\_\_

Intersection/driveway within 300 m downstream of sensor location Y / N  
distance \_\_\_\_\_

Is shoulder routinely used for turns or passing? Y / N

9. DRAINAGE (*Bending plate and load cell systems only*)

1 - Open to ground  
2 - Pipe to culvert  
3 - None

Clearance under plate \_\_\_\_\_ in

Clearance/access to flush fines from under system Y / N

10. \* CABINET LOCATION

Same side of road as LTPP lane Y / N Median Y / N Behind barrier Y / N

Distance from edge of traveled lane 18 ft

Distance from system 24 ft

TYPE 3R

CABINET ACCESS controlled by LTPP / STATE / JOINT ?

Contact - name and phone number Roy Czinku 306-653-6627

Alternate - name and phone number \_\_\_\_\_

11. \* POWER

Distance to cabinet from drop 122 ft Overhead / underground / solar /  
AC in cabinet?

Service provider \_\_\_\_\_ Phone number \_\_\_\_\_

12. \* TELEPHONE

Distance to cabinet from drop 145 ft Overhead / underground / cell?

Service provider \_\_\_\_\_ Phone Number \_\_\_\_\_

13. \* SYSTEM (software & version no.)- iSINC

Computer connection - RS232 / Parallel port / USB / Other \_\_\_\_\_

14. \* TEST TRUCK TURNAROUND time 4 minutes Distance 3 mi.

15. PHOTOS

FILENAME

Power source 22\_0100\_Power\_Box\_03\_04\_2008.jpg

Phone source 22\_0100\_Telephone\_Pedestal\_03\_04\_2008.jpg

22\_0100\_Telephone\_Service\_Sign\_03\_04\_2008.jpg

Cabinet exterior 22\_0100\_Cabinet\_Exterior\_03\_04\_2008.jpg

Cabinet interior 22\_0100\_Cabinet\_Interior\_Front\_03\_04\_2008.jpg

22\_0100\_Cabinet\_Interior\_Back\_03\_04\_2008.jpg

Weight sensors 22\_0100\_Leading\_WIM\_Sensor\_03\_04\_2008.jpg

22\_0100\_Trailing\_WIM\_Sensor\_03\_04\_2008.jpg

Classification sensors N/A

Other sensors 22\_0100\_Leading\_Loop\_03\_04\_2008.jpg

22\_0100\_Trailing\_Loop\_Sensor\_03\_04\_2008.jpg

Description Loops

Downstream direction at sensors on LTPP lane

22\_0100\_Downstream\_03\_04\_2008.jpg

Upstream direction at sensors on LTPP lane

22\_0100\_Upstream\_03\_04\_08.jpg

COMPLETED BY Dean J. Wolf

PHONE 301-210-5105

DATE COMPLETED 03 / 05 / 2008

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	220100
	SPS WIM ID:	LA
	DATE (mm/dd/yyyy)	7/28/2010

1. ROUTE: US-171 MILEPOST: 8.4 LTPP DIRECTION: north

2. WIM SITE DESCRIPTION

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

3. LANE CONFIGURATION

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

4. PAVEMENT TYPE PCC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: \_\_\_\_\_ Photo Filename: \_\_\_\_\_  
 Date: \_\_\_\_\_ Photo Filename: \_\_\_\_\_  
 Date: \_\_\_\_\_ Photo Filename: \_\_\_\_\_

6. SENSOR SEQUENCE

Loop-Quartz-Quartz-Loop

7. REPLACEMENT AND/OR GRINDING

Date: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Date: \_\_\_\_\_

8. RAMPS OR INTERSECTIONS

Intersection within 300' upstream of site: N  
 Intersection within 300' downstream of site: Y  
 Is shoulder routinely used for turning? N

9. DRAINAGE

Drainage (bending plate and load cell): \_\_\_\_\_  
 Clearance under plate (in.): \_\_\_\_\_  
 Clearance /access to flush fines from under system: \_\_\_\_\_

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	220100
	SPS WIM ID:	LA
	DATE (mm/dd/yyyy)	7/28/2010

#### 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
 Distance from edge of traveled lane: 16 ft  
 distance from system: 22 ft  
 type: M

Cabinet access controlled by: Agency and LTPP

Contact name: Roy Czinku Phone # 306-270-9492  
 Alternate name: Doc Zhang Phone # 225-767-9162

#### 11. POWER

Distance to cabinet from drop: 128 ft  
 Type: AC  
 AC in cabinet? Y  
 Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 12. TELEPHONE

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

#### 13. SYSTEM

Software and version no. \_\_\_\_\_  
 Computer connection: RS-232

#### 14. TEST TRUCK TURNAROUND TIME

Duration: \_\_\_\_\_ minutes Distance: \_\_\_\_\_ miles

#### 15. PHOTOS

	Filename
Power source:	<u>220100_power_meter_07_27_10.jpg</u>
Phone source:	<u>220100_telephone_pedestal_07_27_10.jpg</u>
Cabinet exterior:	<u>220100_cabinet_exterior_07_27_10.jpg</u>
Cabinet interior:	<u>220100_cabinet_interior_front_07_27_10.jpg</u>
Weight sensors:	<u>220100_leading_quartz_07_27_10.jpg</u>
	<u>220100_trailing_quartz_07_27_10.jpg</u>
Other sensors:	<u>220100_leading_loop_07_27_10.jpg</u>
	<u>220100_trailing_loop_07_27_10.jpg</u>
Downstream from sensors on LTPP lane:	<u>220100_downstream_07_27_10.jpg</u>
Upstream from sensors on LTPP lane:	<u>220100_upstream_07_27_10.jpg</u>

SHEET 18	STATE CODE [ 22]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [ 0100]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) 3/4/2008

Rev. 05/15/07

1. DATA PROCESSING –

a. Down load –

- ☐ State only  
☐ LTPP read only  
☒ LTPP download  
☐ LTPP download and copy to state

b. Data Review –

- ☐ State per LTPP guidelines  
☐ State – ☐ Weekly ☐ Twice a Month ☐ Monthly ☐ Quarterly  
☒ LTPP

c. Data submission –

- ☐ State – ☐ Weekly ☐ Twice a month ☐ Monthly ☐ Quarterly  
☒ LTPP

2. EQUIPMENT –

a. Purchase –

- ☐ State  
☒ LTPP

b. Installation –

- ☐ Included with purchase  
☐ Separate contract by State  
☐ State personnel  
☒ LTPP contract

c. Maintenance –

- ☒ Contract with purchase – Expiration Date 5 years from installation  
☐ Separate contract LTPP – Expiration Date \_\_\_\_\_  
☐ Separate contract State – Expiration Date \_\_\_\_\_  
☐ State personnel

d. Calibration –

- ☒ Vendor  
☐ State  
☐ LTPP

e. Manuals and software control –

- ☐ State  
☐ LTPP

f. Power –

i. Type –

- ☐ Overhead  
☒ Underground  
☐ Solar

ii. Payment –

- ☒ State  
☐ LTPP  
☐ N/A



SHEET 18	STATE CODE [ 22]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [ 0100]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) 3/4/2008

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g. Communication –

i. Type –

- ☒ Landline  
☐ Cellular  
☐ Other

ii. Payment –

- ☒ State  
☐ LTPP  
☐ N/A

3. PAVEMENT –

a. Type –

- ☒ Portland Concrete Cement  
☐ Asphalt Concrete

b. Allowable rehabilitation activities –

- ☐ Always new  
☐ Replacement as needed  
☐ Grinding and maintenance as needed  
☒ Maintenance only  
☐ No remediation

c. Profiling Site Markings –

- ☐ Permanent  
☒ Temporary

4. ON SITE ACTIVITIES –

a. WIM Validation Check - advance notice required  2  ☐ days ☒ weeks

b. Notice for straightedge and grinding check -  2  ☐ days ☒ weeks

i. On site lead –

- ☐ State  
☒ LTPP

ii. Accept grinding –

- ☐ State  
☒ LTPP

c. Authorization to calibrate site –

- ☐ State only  
☒ LTPP

d. Calibration Routine –

- ☒ LTPP – ☐ Semi-annually ☒ Annually  
☐ State per LTPP protocol – ☐ Semi-annually ☐ Annually  
☐ State other – \_\_\_\_\_

<b>SHEET 18</b>	STATE CODE [ 22 ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ 0100 ]
<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) <u>3/4/2008</u>

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e. Test Vehicles

i. Trucks –

1st – Air suspension 3S2 ☐ State ☒ LTPP  
 2nd – 3S2 different weight/suspension ☐ State ☒ LTPP  
 3rd – \_\_\_\_\_ ☐ State ☐ LTPP  
 4th – \_\_\_\_\_ ☐ State ☐ LTPP

ii. Loads –

☐ State ☒ LTPP

iii. Drivers –

☐ State ☒ LTPP

f. Contractor(s) with prior successful experience in WIM calibration in state:

\_\_\_\_\_

g. Access to cabinet

i. Personnel Access –

☐ State only  
☐ Joint  
☒ LTPP

ii. Physical Access –

☒ Key  
☐ Combination

h. State personnel required on site – ☐ Yes ☒ No

i. Traffic Control Required – ☐ Yes ☒ No

j. Enforcement Coordination Required – ☐ Yes ☒ No

5. SITE SPECIFIC CONDITIONS –

a. Funds and accountability – \_\_\_\_\_

b. Reports – \_\_\_\_\_

c. Other – \_\_\_\_\_

d. Special Conditions – \_\_\_\_\_

6. CONTACTS –

a. Equipment (operational status, access, etc.) –

Name: Roy Czinku

Phone: (306) 653-6627

Agency: IRD

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<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) 3/4/2008

Rev. 05/15/07

b. Maintenance (equipment) –

Name: Roy Czinku

Phone: (306) 653-6627

Agency: IRD

c. Data Processing and Pre-Visit Data –

Name: Roy Czinku

Phone: (306) 653-6627

Agency: IRD

d. Construction schedule and verification –

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

e. Test Vehicles (trucks, loads, drivers) –

Name: George Cole

Phone: 337-882-6037

Agency: Deep South Crange

f. Traffic Control –

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

g. Enforcement Coordination –

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

h. Nearest Static Scale

Name: Love's Country STore

Location: I-10, exit 43

Phone: 337-582-4528

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE:	220100
	SPS WIM ID:	LA
	DATE (mm/dd/yyyy)	7/28/2010

### 1. DATA PROCESSING

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

### 2. EQUIPMENT

- a. Purchase LTPP
- b. Installation LTPP contract
- c. Maintenance Separate contract LTPP  
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: 220100  SPS WIM ID: LA  DATE (mm/dd/yyyy) 7/28/2010</p>
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#### 4. Onsite Activities

- a. WIM Validation Check advance notice required

14 Days        Weeks

- b. Notice for straightedge and grinding check

14 Days        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-	<u>      </u>	<u>      </u>
4th-	<u>      </u>	<u>      </u>

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

<p align="center"><b>Traffic Sheet 18</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM SITE COORDINATION</b></p>	<p>STATE CODE: 220100  SPS WIM ID: LA  DATE (mm/dd/yyyy) 7/28/2010</p>
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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 Mark Gardner Phone # \_\_\_\_\_  
Agency Fugro-Bre
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name Jimmy Saltzman Phone # 337-436-6900  
Agency Lake City Trucking
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name Love's Country Store Location: Iowa, LA  
Phone: 337-582-4528

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

**PART A**

1. FHWA CLASS: 9                      2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	10820	Direct
B		15380	15305	Direct
C		15380	15305	Direct
D		12880	12895	Direct
E		12880	12895	Direct
F		0	0	

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 67420
- c. Post Test Loaded Weight: 67220
- d. Difference Post Test - Pre-Tests: 200

**5. TRUCK DESCRIPTION**

- a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

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

**d. Trailer Load Distribution Description:**

steel pipe loaded along trailer

photo: ☒

- e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- g. Axle Spacing - \_\_\_\_\_

A to B 20.2    B to C 4.3    C to D 31.7    D to E 10.2    E to F 0.0

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.4
- i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

## 6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	10820
A+B	II	26260	0	0	26160
A+B+C	III	41640	0	0	41500
A+B+C+D	IV	54520	0	0	54360
A+B+C+D+E(1)	V	67400	0	0	67220
A+B+C+D+E+(F)(1)	VI	67400	0	0	67220
B+C+D+E+(F)	VII	56520	0	0	56400
C+D+E+(F)	VIII	41140	0	0	41130
D+E+(F)	IX	25760	0	0	25860
E+(F)	X	12880	0	0	12930
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67440	0	0	67220



<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: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10880	VI-VII	10880	10880
Axle B	II-I	15380	VII-VIII	15380	15380
Axle C	III-II	15380	VIII-IX	15380	15380
Axle D	IV-III	12880	IX-X	12880	12880
Axle E	V-IV	12880	X-XI	12880	12880
Axle F	VI-V	0	XI	0	0
GVW	VI	67400	XII	67440	67420

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

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

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

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

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

	1		2		Avg.
Axle A	I	10820	VI-VII	10820	10820
Axle B	II-I	15340	VII-VIII	15270	15305
Axle C	III-II	15340	VIII-IX	15270	15305
Axle D	IV-III	12860	IX-X	12930	12895
Axle E	V-IV	12860	X-XI	12930	12895
Axle F	VI-V	0	XI	0	0
GVW	VI	67220	XII	67220	67220

<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: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</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	10880	15380	15380	12880	12880	0	67400
2	10920	15380	15380	12880	12880	0	67440
Avg.	10900	15380	15380	12880	12880	0	67420

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	15340	15340	12860	12860	0	67220
2	10820	15270	15270	12930	12930	0	67220
Avg.	10820	15305	15305	12895	12895	0	67220

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>22</u> SPS WIM ID: <u>220100</u> DATE (mm/dd/yyyy) <u>7/28/2010</u>
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9                      2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11060	10950	Direct
B		15400	15325	Direct
C		15400	15325	Direct
D		17015	16985	Direct
E		17015	16985	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 75890
- c. Post Test Loaded Weight: 75570
- d. Difference Post Test - Pre-Tests: 320

5. TRUCK DESCRIPTION

- a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

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

d. Trailer Load Distribution Description:

concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2    B to C 4.3    C to D 31.7    D to E 4.2    E to F 0.0

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 60.4
- i. Kingpin offset from Axle B (units) 2.3 photo: ☐

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	<b>STATE CODE:</b> 22 <b>SPS WIM ID:</b> 220100 <b>DATE (mm/dd/yyyy)</b> 7/28/2010
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	<input checked="" type="checkbox"/>
B	295/75R22.5	air	<input checked="" type="checkbox"/>
C	295/75R22.5	air	<input checked="" type="checkbox"/>
D	295/75R22.5	air	<input checked="" type="checkbox"/>
E	295/75R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11060	0	0	10960
A+B	II	26460	0	0	26280
A+B+C	III	41860	0	0	41600
A+B+C+D	IV	58870	0	0	58590
A+B+C+D+E(1)	V	75880	0	0	75580
A+B+C+D+E+(F)(1)	VI	75880	0	0	75580
B+C+D+E+(F)	VII	64840	0	0	64620
C+D+E+(F)	VIII	49440	0	0	49290
D+E+(F)	IX	34040	0	0	33960
E+(F)	X	17020	0	0	16980
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75900	0	0	75560

<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: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11040	11050
Axle B	II-I	15400	VII-VIII	15400	15400
Axle C	III-II	15400	VIII-IX	15400	15400
Axle D	IV-III	17010	IX-X	17020	17015
Axle E	V-IV	17010	X-XI	17020	17015
Axle F	VI-V	0	XI	0	0
GVW	VI	75880	XII	75900	75890

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

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

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

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

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

	1		2		Avg.
Axle A	I	10960	VI-VII	10960	10960
Axle B	II-I	15320	VII-VIII	15330	15325
Axle C	III-II	15320	VIII-IX	15330	15325
Axle D	IV-III	16990	IX-X	16980	16985
Axle E	V-IV	16990	X-XI	16980	16985
Axle F	VI-V	0	XI	0	0
GVW	VI	75580	XII	75560	75570

<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: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15400	15400	17010	17010	0	75880
2	11060	15400	15400	17020	17020	0	75900
Avg.	11060	15400	15400	17015	17015	0	75890

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10960	15320	15320	16990	16990	0	75580
2	10940	15330	15330	16980	16980	0	75560
Avg.	10950	15325	15325	16985	16985	0	75570

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale  
Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	0	Direct
B		15380	0	Direct
C		15380	0	Direct
D		12880	0	Direct
E		12880	0	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67420  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: 67420

**5. TRUCK DESCRIPTION**

a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

b. Make: Peterbilt  
c. Model: unk

d. Trailer Load Distribution Description:

Steel pipe loaded along trailer

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_  
g. Axle Spacing - \_\_\_\_\_

A to B 20.2    B to C 4.3    C to D 31.7    D to E 10.2    E to F 0.0

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.4  
i. Kingpin offset from Axle B (units) 2.3                      photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		steel spring	<input checked="" type="checkbox"/>
B		air	<input checked="" type="checkbox"/>
C		air	<input checked="" type="checkbox"/>
D		air	<input checked="" type="checkbox"/>
E		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
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	0
A+B	II	26260	0	0	0
A+B+C	III	41640	0	0	0
A+B+C+D	IV	54520	0	0	0
A+B+C+D+E(1)	V	67400	0	0	0
A+B+C+D+E+(F)(1)	VI	67400	0	0	0
B+C+D+E+(F)	VII	56520	0	0	0
C+D+E+(F)	VIII	41140	0	0	0
D+E+(F)	IX	25760	0	0	0
E+(F)	X	12880	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67440	0	0	0



<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10880	VI-VII	10880	10880
Axle B	II-I	15380	VII-VIII	15380	15380
Axle C	III-II	15380	VIII-IX	15380	15380
Axle D	IV-III	12880	IX-X	12880	12880
Axle E	V-IV	12880	X-XI	12880	12880
Axle F	VI-V	0	XI	0	0
GVW	VI	67400	XII	67440	67420

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	15380	15380	12880	12880	0	67400
2	10920	15380	15380	12880	12880	0	67440
Avg.	10900	15380	15380	12880	12880	0	67420

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11060	0	Direct
B		15400	0	Direct
C		15400	0	Direct
D		17015	0	Direct
E		17015	0	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
 b. Average Pre-Test Loaded weight: 75890  
 c. Post Test Loaded Weight: 0  
 d. Difference Post Test - Pre-Tests: 75890

**5. TRUCK DESCRIPTION**

a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
 photo: ☒

b. Make: Peterbilt  
 c. Model: unk

**d. Trailer Load Distribution Description:**

Concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2    B to C 4.3    C to D 31.7    D to E 4.2    E to F 0.0

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 60.4  
 i. Kingpin offset from Axle B (units) 2.3                      photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	<input checked="" type="checkbox"/>
B	295/75R22.5	air	<input checked="" type="checkbox"/>
C	295/75R22.5	air	<input checked="" type="checkbox"/>
D	295/75R22.5	air	<input checked="" type="checkbox"/>
E	295/75R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11060	0	0	0
A+B	II	26460	0	0	0
A+B+C	III	41860	0	0	0
A+B+C+D	IV	58870	0	0	0
A+B+C+D+E(1)	V	75880	0	0	0
A+B+C+D+E+(F)(1)	VI	75880	0	0	0
B+C+D+E+(F)	VII	64840	0	0	0
C+D+E+(F)	VIII	49440	0	0	0
D+E+(F)	IX	34040	0	0	0
E+(F)	X	17020	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75900	0	0	0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK #1</b></p>	<p align="right">STATE CODE: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11040	11050
Axle B	II-I	15400	VII-VIII	15400	15400
Axle C	III-II	15400	VIII-IX	15400	15400
Axle D	IV-III	17010	IX-X	17020	17015
Axle E	V-IV	17010	X-XI	17020	17015
Axle F	VI-V	0	XI	0	0
GVW	VI	75880	XII	75900	75890

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 1</b></p>	<p align="right">STATE CODE: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/28/2010</p>
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15400	15400	17010	17010	0	75880
2	11060	15400	15400	17020	17020	0	75900
Avg.	11060	15400	15400	17015	17015	0	75890

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale  
Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Secondary

**PART A**

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11020	10930	Direct
B		15430	15365	Direct
C		15430	15365	Direct
D		12860	12895	Direct
E		12860	12895	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 67600  
c. Post Test Loaded Weight: 67450  
d. Difference Post Test - Pre-Tests: 150

**5. TRUCK DESCRIPTION**

a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

b. Make: Peterbilt  
c. Model: unk

**d. Trailer Load Distribution Description:**

steel pipe loaded along trailer

photo: ☒

e. Tractor Tare weight - \_\_\_\_\_  
f. Trailer Tare weight - \_\_\_\_\_  
g. Axle Spacing - \_\_\_\_\_

A to B 20.2    B to C 4.3    C to D 31.7    D to E 10.2    E to F 0.0

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.4  
i. Kingpin offset from Axle B (units) 2.3                      photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Secondary

## 6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11020	0	0	10940
A+B	II	26450	0	0	26320
A+B+C	III	41880	0	0	41700
A+B+C+D	IV	54740	0	0	54580
A+B+C+D+E(1)	V	67600	0	0	67460
A+B+C+D+E+(F)(1)	VI	67600	0	0	67460
B+C+D+E+(F)	VII	56580	0	0	56520
C+D+E+(F)	VIII	41150	0	0	41170
D+E+(F)	IX	25720	0	0	25820
E+(F)	X	12860	0	0	12910
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67600	0	0	67440



<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010</p>
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	11020	VI-VII	11020	11020
Axle B	II-I	15430	VII-VIII	15430	15430
Axle C	III-II	15430	VIII-IX	15430	15430
Axle D	IV-III	12860	IX-X	12860	12860
Axle E	V-IV	12860	X-XI	12860	12860
Axle F	VI-V	0	XI	0	0
GVW	VI	67600	XII	67600	67600

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

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

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

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

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

	1		2		Avg.
Axle A	I	10940	VI-VII	10940	10940
Axle B	II-I	15380	VII-VIII	15350	15365
Axle C	III-II	15380	VIII-IX	15350	15365
Axle D	IV-III	12880	IX-X	12910	12895
Axle E	V-IV	12880	X-XI	12910	12895
Axle F	VI-V	0	XI	0	0
GVW	VI	67460	XII	67440	67450

<p align="center">Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2</p>	<p align="right">STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010</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	11020	15430	15430	12860	12860	0	67600
2	11020	15430	15430	12860	12860	0	67600
Avg.	11020	15430	15430	12860	12860	0	67600

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10940	15380	15380	12880	12880	0	67460
2	10920	15350	15350	12910	12910	0	67440
Avg.	10930	15365	15365	12895	12895	0	67450

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11140	11070	Direct
B		15430	15395	Direct
C		15430	15395	Direct
D		16955	16980	Direct
E		16955	16980	Direct
F		0	0	

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75910  
c. Post Test Loaded Weight: 75820  
d. Difference Post Test - Pre-Tests: 90

**5. TRUCK DESCRIPTION**

a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

b. Make: Peterbilt  
c. Model: unk

**d. Trailer Load Distribution Description:**

concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2    B to C 4.3    C to D 31.7    D to E 4.2    E to F 0.0

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 60.4  
i. Kingpin offset from Axle B (units) 2.3                      photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	<input checked="" type="checkbox"/>
B	295/75R22.5	air	<input checked="" type="checkbox"/>
C	295/75R22.5	air	<input checked="" type="checkbox"/>
D	295/75R22.5	air	<input checked="" type="checkbox"/>
E	295/75R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11140	0	0	11060
A+B	II	26570	0	0	26450
A+B+C	III	42000	0	0	41840
A+B+C+D	IV	58970	0	0	58810
A+B+C+D+E(1)	V	75940	0	0	75780
A+B+C+D+E+(F)(1)	VI	75940	0	0	75780
B+C+D+E+(F)	VII	64740	0	0	64780
C+D+E+(F)	VIII	49310	0	0	49380
D+E+(F)	IX	33880	0	0	33980
E+(F)	X	16940	0	0	16990
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75880	0	0	75860

<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: 22  SPS WIM ID: 220100  DATE (mm/dd/yyyy) 7/27/2010</p>
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11140	VI-VII	11200	11170
Axle B	II-I	15430	VII-VIII	15430	15430
Axle C	III-II	15430	VIII-IX	15430	15430
Axle D	IV-III	16970	IX-X	16940	16955
Axle E	V-IV	16970	X-XI	16940	16955
Axle F	VI-V	0	XI	0	0
GVW	VI	75940	XII	75880	75910

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

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

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

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

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11000	11030
Axle B	II-I	15390	VII-VIII	15400	15395
Axle C	III-II	15390	VIII-IX	15400	15395
Axle D	IV-III	16970	IX-X	16990	16980
Axle E	V-IV	16970	X-XI	16990	16980
Axle F	VI-V	0	XI	0	0
GVW	VI	75780	XII	75860	75820

Traffic Sheet 19	STATE CODE: 22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: 220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy) 7/27/2010

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	11140	15430	15430	16970	16970	0	75940
2	11140	15430	15430	16940	16940	0	75880
Avg.	11140	15430	15430	16955	16955	0	75910

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15390	15390	16970	16970	0	75780
2	11080	15400	15400	16990	16990	0	75860
Avg.	11070	15395	15395	16980	16980	0	75820

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Sheet 19	* STATE CODE	22
LTPP Traffic Data	* SPS PROJECT ID	0100
* CALIBRATION TEST TRUCK # 1	* DATE	3/5/2008

Rev. 08/31/01

T-130

## PART I.

1. \* FHWA Class 9 2. \* Number of Axles 5 Number of weight days 1

AXLES - units lbs / 100s lbs / kg

## GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / Conventional b) \* Sleeper Cab? Y (N)

9. a) \* Make: KENWORTH b) \* Model: \_\_\_\_\_

10. \* Trailer Load Distribution Description:

COUNTERWEIGHT MID TRAILER

11. a) Tractor Tare Weight (units): \_\_\_\_\_

b). Trailer Tare Weight (units): \_\_\_\_\_

12. \* Axle Spacing - units m / feet and inches / feet and tenths

A to B 14.4 B to C 4.5 C to D 30.6

D to E 4.1 E to F \_\_\_\_\_

Wheelbase (measured A to last) \_\_\_\_\_ Computed \_\_\_\_\_

13. \* Kingpin Offset From Axle B (units) (+1.7)  
(+ is to the rear)

## SUSPENSION

Axle 14. Tire Size 15. \* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)

A	<u>11R 24.5</u>	<u>3 FULL LEAF</u>
B	<u>11R 24.5</u>	<u>AIR</u>
C	<u>11R 24.5</u>	<u>AIR</u>
D	<u>R15 TR</u>	<u>AIR</u>
E	<u>R15 TR</u>	<u>AIR</u>
F	_____	_____

Sheet 19	* STATE CODE	2 2
LTPP Traffic Data	* SPS PROJECT ID	0 1 0 0
*CALIBRATION TEST TRUCK # 1	* DATE	3/5/2008

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## PART II

Day 1

\*b) Average Pre-Test Loaded weight

69740

\*c) Post Test Loaded Weight

69430

\*d) Difference Post Test – Pre-test

-410

310

Table 5. Raw data – Axle scales – pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12160	15050	15050	13740	13740		69740
2	12140	15060	15060	13740	13740		69740
3							
Average	12150	15052	15055	13740	13740		69740

Table 6. Raw data – Axle scales –

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12000	14970	14970	13750	13750		69440
2	11920	15020	15020	13730	13730		69420
3							
Average	11960	14995	14995	13740	13740		69430

Table 7. Raw data – Axle scales – post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Measured By DEAN Verified By MARK Weight date 3/5/08



Sheet 19	* STATE CODE	22
LTPP Traffic Data	* SPS PROJECT ID	0100
* CALIBRATION TEST TRUCK # 2	* DATE	3/5/2008

Rev. 08/31/01

T-126

PART I.

1.\* FHWA Class 9 2.\* Number of Axles 5 Number of weight days 1

AXLES - units (lbs) / 100s lbs / kg

GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / (Conventional) b) \* Sleeper Cab? Y / (N)

9. a) \* Make: KENWORTH b) \* Model: F120

10.\* Trailer Load Distribution Description:

2 COUNTERWEIGHTS LOADED OVER TANDEMS

11. a) Tractor Tare Weight (units): \_\_\_\_\_

b). Trailer Tare Weight (units): \_\_\_\_\_

12.\* Axle Spacing - units m / feet and inches / feet and tenths

A to B 4.5 B to C 4.5 C to D 32.8

D to E 4.1 E to F \_\_\_\_\_

Wheelbase (measured A to last) \_\_\_\_\_ Computed \_\_\_\_\_

13. \*Kingpin Offset From Axle B (units) (+2.1)  
( + is to the rear)

SUSPENSION

Axle 14. Tire Size 15.\* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)

A	<u>11R 24.5</u>	<u>3 <del>FULL</del> FULL LEAF</u>
B	<u>11R 24.5</u>	<u>AIR</u>
C	<u>11R 24.5</u>	<u>AIR</u>
D	<u>7.5R 24.5</u>	<u>3 TAPERED LEAF</u>
E	<u>7.5R 24.5</u>	<u>3 TAPERED LEAF</u>
F	_____	_____

Sheet 19	* STATE CODE	22
LTPP Traffic Data	* SPS PROJECT ID	0100
*CALIBRATION TEST TRUCK # 2	* DATE	3/5/2008

Rev. 08/31/01

Day 1

7.2 \*b) Average Pre-Test Loaded weight 54920 55320  
 \*c) Post Test Loaded Weight 54910  
 \*d) Difference Post Test - Pre-test -410

Table 5.2. Raw data - Axle scales - pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11040	11500	11500	10670	10670		55380
2	10880	11540	11540	10650	10650		55260
3							
Average	10960	11520	11520	10660	10660		55320

Table 6.2. Raw data - Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Table 7.2 Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10720	11430	11430	10660	10660		54900
2	10740	11430	11430	10660	10660		54920
3							
Average	10730	11430	11430	10660	10660		54910

Measured By DEAN Verified By MARK Weight date 3/6/08

Sheet 20	* STATE CODE	2 2
LTPP Traffic Data	* SPS PROJECT ID	0 1 0 0
Speed and Classification Checks * 1 of* 2	* DATE	3 / 4 / 08
Rev. 08/31/2001		

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
54	85	50758	53	8	54	5	50913	54	4
54	9	50754	56	9	64	9	50915	64	9
58	58	50761	55	55	58	9	50920	57	9
64	9	50762	62	9	59	9	50930	59	9
65	5	50766	65	5	60	9	50933	60	9
55	6	50767	54	6	60	5	50936	59	4
55	9	50769	54	9	58	9	50940	59	9
64	9	50798	65	9	61	5	50950	61	5
62	5	50792	59	5	57	9	50968	58	9
67	5	50798	66	5	57	55	50987	57	5
59	8	50806	57	8	59	6	50988	58	6
60	9	50812	60	9	61	5	50999	61	5
65	5	50813	64	5	61	9	51001	59	9
59	9	50816	59	9	62	5	51008	61	5
64	9	50829	64	9	59	8	51017	58	8
68	10	50835	66	10	61	5	51022	61	5
60	5	50836	59	5	57	5	51025	53	5
70	9	50842	68	9	56	9	51033	55	9
60	9	50845	60	9	63	9	51041	61	9
66	5	50849	65	8	62	9	51042	62	9
54	5	50853	54	5	59	9	51048	58	9
64	9	50856	63	9	64	6	51049	65	6
65	9	50861	63	9	59	9	51053	59	9
56	9	50865	55	9	59	9	51062	59	9
45	5	50905	44	5	59	9	51063	58	9

Recorded by MARK Direction N Lane 1/2 Time from 9:10 to 10:45

1:35

Sheet 20	* STATE CODE	22
LTPP Traffic Data	* SPS PROJECT ID	0100
Speed and Classification Checks * <u>2</u> of <u>2</u>	* DATE	31 / 4 / 08

Rev. 08/31/2001

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
67	9	51073	64	9	57	9	51804	57	9
64	9	51074	62	9	64	5	51816	65	5
59	9	51075	56	9	62	9	51818	60	9
64	6	51079	63	6	59	9	51825	59	9
49	6	51555	50	6	56	9	51838	51	9
56	9	51557	57	9	59	6	51848	59	6
57	6	51560	56	6	60	9	51859	60	9
63	6	51567	62	6	62	9	51866	62	9
57	6	515 <del>68</del>	57	6					
58	9	515 <del>70</del>	58	9					
57	9	51587	55	9					
68	9	51592	68	9					
56	3	51593	55	5					
62	10	51604	62	10					
60	9	51619	59	9					
56	9	51666	57	9					
56	9	51676	54	<del>10</del> 9					
57	10	51677	56	10 <del>10</del>					
52	9	51687	53	9					
59	8	51719	60	8					
62	9	51731	62	9					
59	9	51738	59	9					
62	9	51758	63	9					
62	6	51759	62	6					
57	5	51725	56	4					

Recorded by MARK Direction N Lane 1 Time from 1047 to 1057 10  
1246 2:01 1:15  
1:25

Sheet 20	* STATE_CODE	2 2
LTPP Traffic Data	*SPS PROJECT ID	0 1 0 0
Speed and Classification Checks * 1 of*	* DATE	3 / 5 / 08
Rev. 08/31/2001		

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
64	9	536	63	9	53	9	819	54	9
62	<del>6</del> 6	540	62	6	54	6	821	54	6
71	5	552	71	5	52	5	833	52	5
55	5	588	56	5	60	10	841	60	10
70	9	634	69	9	64	9	847	63	9
55	9	644	55	9	55	9	866	55	9
67	9	660	67	9	59	9	879	59	9
55	5	665	55	5	57	5	947	56	5
61	<del>9</del> 9	675	61	9	55	9	955	55	9
68	9	698	68	9	59	5	1002	60	<del>4</del>
55	9	702	55	9	61	5	1004	62	5
54	9	707	54	9	58	5	1013	59	5
53	<del>5</del>	708	53	<del>5</del>	59	5	1022	59	5
62	9	714	62	9	57	9	1114	58	9
54	5	720	54	5	60	6	1132	60	6
64	9	725	64	9	52	8	1143	53	8
64	9	726	63	9	57	5	1145	57	5
59	5	731	57	5	57	5	1159	57	5
61	<del>5</del> 6	735	60	6	57	6	1160	57	6
54	9	743	55	9	48	5	1175	50	5
<del>55</del> 56	13	748	55	13	60	6	1184	59	6
<del>60</del>	6	760	60	6	60	5	1189	59	5
<del>55</del> 58	5	762	58	5	60	5	1192	62	5
<del>56</del>	5	796	56	5	60	5	1193	61	5
47	6	816	47	6	60	5	1196	61	5

Recorded by MARK Direction N Lane 1 Time from 1250pm to 310pm

Sheet 20	* STATE CODE	2 2
LTPP Traffic Data	*SPS PROJECT ID	0 1 0 0
Speed and Classification Checks * 2 of*	* DATE	3 / 5 / 08

Rev. 08/31/2001

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
52	5	1202	52	5	66	5	1608	66	5
57	5	1207	57	5	55	9	1610	54	9
59	9	1263	59	9	61	9	1626	61	9
59	9	1294	59	9					
57	6	1365	57	6					
51	5	1307	51	4					
59	5	1324	59	5					
65	5	1339	67	5					
62	5	1369	63	5					
63	5	1370	63	4					
65	9	1379	66	9					
55	5	1402	56	4					
59	9	1405	59	9					
68	6	1425	69	6					
50	13	1435	50	13					
37	5	1482	38	5					
65	9	1505	66	9					
52	6	1506	52	6					
60	9	1522	63	9					
64	9	1545	65	9					
66	9	1556	66	9					
64	5	1559	64	5					
51	5	1566	51	5					
58	6	1586	58	6					
52	9	1599	53	9					

Recorded by MARK Direction N Lane 1 Time from 3:04PM to 4:25PM

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 220100</b> <b>SPS WIM ID: LA</b> <b>DATE (mm/dd/yyyy) 7/28/2010</b>				
--	--	--	--	--	--	--	--	--	--

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
62	5	24395	62	5	54	8	24571	52	8
57	5	24396	56	5	70	9	24573	69	9
48	10	24399	47	10	60	13	24590	60	10
62	9	24410	62	9	58	5	24600	56	5
54	9	24413	50	9	60	9	24602	60	9
62	6	24421	61	6	62	9	24610	61	9
62	8	24422	61	5	57	3	24618	52	5
59	9	24429	61	9	56	3	24619	53	5
61	10	24435	59	10	55	9	24626	54	9
59	10	24446	54	10	67	3	24632	65	5
58	5	24449	58	9	57	5	24643	61	5
55	5	24451	53	5	61	9	24649	54	9
66	5	24453	64	5	67	9	24650	60	9
65	5	24454	63	5	62	9	24656	58	9
59	9	24457	57	9	64	3	24658	62	5
62	5	24459	58	5	61	6	24671	59	6
59	9	24486	56	9	55	9	24702	53	9
68	5	24496	65	5	63	9	24705	62	9
57	9	24502	54	9	61	9	24715	62	9
62	9	24525	57	9	65	9	24718	64	9
59	9	24529	58	9	49	5	24724	44	5
59	5	24539	55	5	55	5	24730	55	5
67	3	24546	62	5	60	9	24733	58	9
59	9	24560	55	9	53	5	24740	54	5
58	9	24561	53	9	62	9	24755	61	9

Sheet 1 - 0 to 50

Recorded By:                     kt                    

Verified By:                     djw

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					<b>STATE CODE: 220100</b> <b>SPS WIM ID: LA</b> <b>DATE (mm/dd/yyyy) 7/28/2010</b>				
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
60	5	24952	58	5	55	5	25685	54	5
59	9	24964	58	9	62	9	25689	61	9
62	9	24965	60	9	57	3	25693	54	5
60	3	24975	58	5	57	5	25723	54	5
59	9	24978	52	9	67	9	25776	64	9
59	9	24992	54	9	62	13	25777	62	10
53	13	25004	52	10	53	10	25778	53	10
62	9	25010	60	9	63	8	25808	61	5
52	5	25016	52	5	58	9	25817	55	9
52	5	25017	50	5	70	3	25848	68	5
55	5	25019	53	5	57	3	25853	54	5
59	9	25028	58	9	65	6	25857	63	6
62	9	25034	58	9	47	9	25870	47	9
56	9	25039	54	9	55	9	25898	56	9
59	5	25040	58	5	63	9	25907	61	9
67	5	25047	61	5	59	9	25908	59	9
50	5	25048	49	5	77	5	25909	76	3
59	9	25050	59	9	69	5	25918	67	5
67	9	25057	64	9	60	5	25934	59	5
50	13	25058	50	10	63	3	25972	66	5
61	8	25080	59	8	66	3	25973	65	5
59	5	25084	57	5	66	9	25974	63	9
57	5	25097	57	5	58	8	25995	57	8
59	5	25105	62	5	59	3	25996	54	5
62	9	25109	60	9	54	5	26007	53	5

Sheet 2 - 51 to 100

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

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





<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/27/2010				
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
68	9	20490	70	9	65	9	20654	64	9
62	9	20493	61	9	63	9	21731	61	9
63	9	20494	62	9	60	9	21742	61	9
62	9	20495	62	9	59	9	21752	59	9
52	9	20496	52	9	50	9	21783	48	9
57	5	20497	53	5	50	5	21793	50	5
57	9	20500	57	9	55	9	21819	54	9
54	5	20502	53	5	52	9	21820	51	9
54	9	20505	55	9	55	9	21842	55	9
51	3	20507	52	5	56	6	21843	56	6
58	10	20533	58	10	53	5	21865	52	5
58	9	20540	58	9	61	5	21909	59	5
43	6	20541	42	6	57	8	21913	54	9
55	3	20544	54	5	73	3	21919	70	5
57	8	20563	55	8	56	9	21925	56	9
64	9	20579	64	9	59	3	21953	55	5
60	6	20586	60	6	54	9	21970	53	9
59	9	20607	57	9	52	5	21988	51	5
60	9	20631	59	9	59	9	21995	61	9
60	3	20635	59	5	67	9	21996	65	9
49	3	20636	49	5	62	9	22009	59	9
61	5	20641	61	5	60	9	22020	60	9
70	5	20646	69	5	59	3	22028	59	5
60	5	20652	59	5	53	10	22035	53	13
66	9	20653	65	9	57	9	22048	57	9

Sheet 1 - 0 to 50

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

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

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/27/2010
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
55	9	22069	54	9	55	5	24234	54	5
64	9	22075	63	9	61	9	24238	61	9
55	9	22087	53	9	STOP@7:30AM 28 JUL10				
60	3	22106	59	5					
56	5	22107	57	5					
57	9	22111	58	9					
49	6	22112	50	6					
59	13	22118	59	10					
55	5	22127	52	5					
62	9	22141	59	9					
58	9	22172	55	9					
56	5	22192	56	5					
54	5	22257	45	5					
69	5	22260	65	5					
59	6	24170	58	6					
55	9	24177	55	9					
60	5	24178	59	5					
61	3	24186	61	5					
51	8	24188	52	5					
50	5	24189	50	5					
56	9	24213	55	9					
66	9	24220	66	9					
58	9	24223	56	9					
63	6	24224	62	6					
49	9	24229	48	9					

Sheet 2 - 51 to 100

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

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

Sheet 21		* STATE CODE	22
LTPP Traffic Data		* SPS PROJECT ID	0100
WIM System Test Truck Records		* DATE	3/5/98
Rev. 08/31/2001			

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A right / left weight.	Axle B right / left weight.	Axle C right / left weight.	Axle D right / left weight.	Axle E right / left weight.	Axle F right / left weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
84.5	54	1	1	13:11	599	54	62 / 59	79 / 73	78 / 69	68 / 71	67 / 66		69.2	14.5	4.5	31.3	4.1	
84.5	53	2	1	13:12	601	54	56 / 54	62 / 57	58 / 54	55 / 61	47 / 52		55.6	14.7	4.5	32.8	4.1	
83.5	60	1	2	13:16	622	59	61 / 57	85 / 73	79 / 70	72 / 75	68 / 68		70.7	14.5	4.5	31.2	4.1	
83.5	59	2	2	13:16	623	59	55 / 53	63 / 58	59 / 55	57 / 58	55 / 49		56.1	14.6	4.5	32.8	4.1	
84.5	61	1	3	13:20	641	62	61 / 58	81 / 78	81 / 76	72 / 70	66 / 66		71.2	14.6	4.5	31.3	4.1	
84.5	64	2	3	13:20	642	64	57 / 53	61 / 53	57 / 49	54 / 53	55 / 46		53.8	14.6	4.5	32.6	4.0	
88	54	1	4	13:43	741	54	60 / 59	84 / 78	73 / 70	66 / 76	68 / 63		69.7	14.5	4.5	31.2	4.1	
88	54	2	4	13:43	743	54	55 / 54	61 / 56	57 / 50	61 / 60	60 / 53		56.7	14.6	4.5	32.8	4.1	

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Recorded by MARK

Checked by MA

post-validation

Sheet 21		* STATE CODE		22
LTPP Traffic Data		*SPS PROJECT ID		0100
WIM System Test Truck Records		* DATE		3 / 5 / 98
2 of 4				

Rev. 08/31/2001

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A right / left weight.	Axle B right / left weight.	Axle C right / left weight.	Axle D right / left weight.	Axle E right / left weight.	Axle F right / left weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
91.5	60	1	5	13:46	754	60	59 / 59	77 / 76	79 / 79	66 / 67	66 / 66		69.4	14.6	4.5	31.3	4.1	
91.5	54	2	5	13:47	764	54	58 / 53	61 / 54	57 / 47	65 / 58	57 / 54		55.4	14.6	4.5	32.6	4.0	
89.5	63	1	6	13:50	777	65	60 / 61	69 / 70	81 / 91	68 / 73	71 / 67		71.8	14.7	4.5	31.5	4.1	
89.5	58	2	6	13:51	781	59	55 / 52	59 / 56	56 / 50	54 / 60	42 / 49		53.4	14.6	4.5	33.0	4.1	
86.5	63	2	7	13:54	796	64	57 / 54	65 / 59	58 / 52	61 / 57	57 / 49		56.9	14.6	4.5	32.6	4.1	
86.5	55	1	7	14:12	883	55	61 / 62	74 / 78	78 / 81	67 / 69	72 / 67		70.1	14.6	4.5	31.3	4.1	
86.5	55	2	8	14:13	886	54	61 / 53	62 / 58	55 / 54	65 / 68	59 / 57		59.3	14.6	4.5	32.7	4.1	
80.5	59	1	8	14:16	912	60	61 / 58	80 / 79	74 / 69	66 / 75	65 / 66		69.7	14.6	4.6	31.4	4.1	

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Recorded by MARZK

Checked by WAP

post - validation

Sheet 21		* STATE CODE	22
LTPP Traffic Data		* SPS PROJECT ID	0100
WIM System Test Truck Records		* DATE	3/5/08
Rev. 08/31/2001			

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GW	A-B space	B-C space	C-D space	D-E space	E-F space
90.5	59	2	9	14:17	914	59	57/50	65/56	54/48	62/56	55/50		55.5	14.5	4.5	32.7	4.1	
91.5	65	1	9	14:28	929	65	60/60	75/74	71/72	63/66	66/63		67.0	14.6	4.5	31.4	4.1	
91.5	64	2	10	14:20	930	64	59/53	66/60	54/55	60/57	56/52		57.02	14.5	4.5	32.7	4.1	
80	54	1	10	14:43	1061	54	61/59	83/78	74/71	70/71	69/62		69.2	14.5	4.5	31.2	4.1	
80	54	2	11	14:43	1062	55	55/53	62/56	56/53	61/58	53/52		55.1	14.6	4.5	32.8	4.0	
81.5	60	1	11	14:46	1085	60	60/57	81/75	77/75	88/71	71/62		69.6	14.5	4.5	31.4	4.1	
81.5	59	2	12	14:47	1086	60	54/53	64/60	58/53	61/61	49/51		56.4	14.6	4.5	32.6	4.1	
87	65	1	12	14:52	1117	64	60/58	78/71	81/82	57/71	76/70		71.3	14.5	4.5	31.1	4.0	
87	64	2	13	14:52	1120	64	53/56	63/60	54/50	56/60	54/49		55.8	14.6	4.6	32.8	4.1	
85	55	1	13	15:13	1222	54	60/59	79/73	76/77	66/70	66/67		68.3	14.5	4.5	31.3	4.1	
85	54	2	14	15:13	1223	55	53/56	60/59	53/54	53/50	49/55		54.2	14.6	4.6	32.9	4.1	
85	59	1	14	15:16	1239	60	60/60	77/82	70/70	66/73	63/65		68.9	14.6	4.5	31.3	4.1	
85	58	2	15	15:17	1240	59	55/53	60/57	53/52	61/57	59/52		55.8	14.6	4.6	33.0	4.1	
87.5	53	1	15	15:21	1269	54	58/56	81/79	77/80	68/67	68/67		70.0	14.6	4.5	31.5	4.1	
87.5	63	2	16	15:21	1270	64	56/57	61/56	55/52	58/60	54/51		58.9	14.7	4.5	33.0	4.1	
92	55	1	16	15:44	1409	54	61/58	73/70	83/75	66/67	71/69		69.4	14.5	4.5	31.3	4.1	

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Recorded by MARK Checked by puu

Sheet 21		* STATE CODE 22	
LTPP Traffic Data		*SPS PROJECT ID 0100	
WIM System Test Truck Records 4 of 4		* DATE 3/5/08	

Rev. 08/31/2001

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
92	54	2	17	15:45	1411	54	55/54	62/54	57/50	65/58	61/46		55.4	14.6	4.5	32.8	4.1	
87	60	1	17	15:48	1434	60	60/50	70/50	74/50	68/72	73/69		70.7	14.6	4.5	31.5	4.1	
87	54	2	18	15:49	1443	50	55/54	64/58	52/55	55/59	49/50		55.2	14.7	4.5	33	4.1	AXLES 6A1 IN SUP OUT
85.5	50	1	18	15:52	1452	60	59/55	78/71	80/79	63/75	71/66		69.8	14.5	4.5	31.3	4.1	WHY + 137 Gross
85.5	63	2	19	15:54	1467	64	55/52	63/50	59/56	60/55	53/45		55.3	14.6	4.5	32.7	4.1	
79.5	55	1	19	16:16	1615	55	60/60	75/76	74/79	62/55	66/67		69.6	14.6	4.5	31.4	4.1	
79.5	54	2	20	16:16	1616	55	58/52	62/52	56/49	62/61	54/48		55.5	14.6	4.5	32.8	4.1	
76	50	1	20	16:20	1639	59	50/58	73/74	73/79	65/77	63/63		68.4	14.4	4.5	31.3	4.1	
76	53	2	21	16:20	1642	59	57/50	65/60	62/77	60/64	62/68		54.3	14.6	4.5	32.7	4.1	
								61/52	57/53	59/54	59/50							
76	64	1	21	16:24	1665	65	61/60	90/89	79/55	64/63	66/63		70	14.6	4.5	34.4	4.1	

Recorded by MARK Checked by AW

Sheet 21		* STATE CODE	22
LTPP Traffic Data		*SPS PROJECT ID	0100
WIM System Test Truck Records		* DATE	3 / 5 / 08
Rev. 08/31/2001			

Pvmt lamp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
73.5	54	1	1	10:28	20	55	61/61	81/78	78/76	68/74	68/61		78.6	14.5	4.5	31.3	4.1	
73.5	55	2	1	10:28	22	55	58/55	65/54	58/53	54/58	53/50		55.6	14.7	4.5	32.8	4.1	
72.5	60	1	2	10:33	40	60	60/60	75/76	75/77	68/72	72/67		70.2	14.6	4.6	31.5	4.1	
72.5	59	2	2	10:33	41	59	56/54	62/58	58/51	58/58	53/45		55	14.6	4.5	32.8	4.1	
72.5	64	1	3	10:36	53	64	62/59	73/73	81/83	68/65	70/63		62.6	14.6	4.5	31.4	4.1	
72.5	64	2	3	10:37	55	64	57/56	65/60	59/54	59/55	54/53		57	14.6	4.5	32.9	4.1	
75	59	1	4	10:41	70	54	61/60	78/82	74/80	68/72	69/63		70.6	14.6	4.5	31.4	4.1	
75	54	2	4	10:41	72	54	59/52	61/58	57/54	55/47	59/56		55.9	14.6	4.5	32.8	4.0	
76	59	1	5	10:46	91	60	60/61	74/81	74/78	68/74	65/65		70.2	14.6	4.5	31.3	4.1	
76	58	2	5	10:46	92	58	56/54	61/56	56/51	55/41	57/50		53.6	14.5	4.5	32.7	4.1	
75	64	1	6	10:50	106	65	62/61	83/80	73/75	66/65	71/65		70	14.6	4.6	31.5	4.1	
75	64	2	6	10:51	108	65	55/55	58/59	54/54	49/59	40/54		53.6	14.6	4.5	33.0	4.1	
75	54	1	7	10:54	121	55	61/60	75/74	75/75	66/70	72/69		69.7	14.5	4.5	31.4	4.1	
75	54	2	7	10:55	122	54	58/54	60/54	58/52	59/50	57/53		55.6	14.7	4.5	32.8	4.0	
76	60	1	8	10:59	136	60	60/52	77/75	80/78	65/71	68/67		70.1	14.6	4.5	31.3	4.1	
76	59	2	8	10:59	138	59	53/55	56/57	54/56	52/53	52/54		55.8	14.6	4.5	33.0	4.1	

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Recorded by MARRK

Checked by \_\_\_\_\_

file-validation



Sheet 21		* STATE CODE	22
LTPP Traffic Data		*SPS PROJECT ID	6100
WIM System Test Truck Records		* DATE	3 / 5 / 08

Rev. 08/31/2001

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A right / left weight.	Axle B right / left weight.	Axle C right / left weight.	Axle D right / left weight.	Axle E right / left weight.	Axle F right / left weight.	GWV	A-B space	B-C space	C-D space	D-E space	E-F space
77.5	64	1	9	11:02	149	64	62/59	86/76	74/72	66/67	63/62		68.2	14.5	4.5	31.2	4.1	
77.5	63	2	9	11:04	157	65	56/57	62/58	54/48	55/58	53/53		55.5	14.6	4.5	32.9	4.1	
76.5	54	1	10	11:07	164	55	61/59	78/76	74/80	77/68	67/66		70	14.6	4.5	31.2	4.1	
76.5	54	2	10	11:07	167	54	59/54	67/55	56/50	67/49	53/54		55.4	14.6	4.5	32.8	4.1	
77	60	1	11	11:10	177	53	62/55	83/71	78/73	73/72	68/63		69.7	14.4	4.5	31.3	4.1	
77	59	2	11	11:11	178	60	53/54	60/59	54/51	59/57	59/49		54.7	14.7	4.5	32.9	4.1	
77.5	64	1	12	11:14	189	64	62/59	82/79	75/71	68/74	68/63		70.1	14.6	4.6	31.4	4.1	
77.5	64	2	12	11:15	191	64	57/56	57/56	56/53	59/58	52/55		56.0	14.6	4.5	32.8	4.1	

6420060018\_SPSWIM\_TO\_16\_22\_2.79\_0100\_Sheet\_21.doc

Recorded by MARK

Checked by \_\_\_\_\_

pre-visit data

Sheet 21

\* STATE CODE

22

LTPP Traffic Data

\*SPS PROJECT ID

0100

WIM System Test Truck Records

3 of 3

\* DATE

3 / 5 / 08

Rev. 08/31/2001

Pvmt lamp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
78.5	55	1	13	11:10	201	55	61/59	70/75	70/73	66/74	72/67		69.7	14.6	4.5	31.3	4.1	
78.5	53	2	13	11:19	202	54	58/55	64/55	55/50	57/60	54/52		55.9	14.6	4.5	32.9	4.1	
80.5	60	1	14	11:24	225	60	60/58	70/77	70/73	68/64	72/65		69.3	14.6	4.5	31.3	4.1	
80.5	58	2	14	11:24	226	59	57/52	62/55	59/53	55/50	57/50		55	14.6	4.5	32.8	4.1	
80.5	64	1	15	11:28	240	65	60/60	81/81	71/78	68/75	65/67		70.2	14.6	4.6	31.4	4.1	
80.5	64	2	15	11:28	241	64	56/55	56/57	54/53	62/54	50/53		55	14.6	4.5	32.7	4.1	
79.5	55	1	16	11:33	260	55	61/59	70/77	73/74	66/72	75/68		70.4	14.5	4.5	31.3	4.1	
79.5	53	2	16	11:33	261	54	56/53	59/55	55/51	53/53	58/53		54.5	14.5	4.5	32.6	4.1	
81	60	1	17	11:43	288	60	59/60	76/78	75/78	68/66	72/66		69.9	14.6	4.5	31.4	4.1	
81	59	2	17	11:43	289	59	56/52	60/58	55/50	55/60	57/49		55.1	14.6	4.6	32.8	4.1	
82	64	1	18	11:47	310	65	61/58	77/73	81/85	66/73	70/76		71.0	14.6	4.5	31.3	4.1	
82	63	2	18	11:47	311	64	55/58	58/59	54/55	49/63	54/52		55.7	14.7	4.6	33.1	4.1	
82.5	54	1	19	11:51	324	55	60/59	70/76	73/75	64/74	70/67		60.8	14.6	4.5	31.4	4.1	
82.5	53	2	19	11:51	325	54	57/55	57/55	55/47	60/58	50/49		55.3	14.6	4.5	32.7	4.1	
82.5	59	1	20	11:55	342	59	60/58	75/76	77/77	70/70	67/65		69.6	14.6	4.5	31.4	4.1	
82.5	60	2	20	11:55	343	59	55/54	60/59	53/51	59/46	53/56		54.6	14.6	4.5	32.7	4.0	

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/27/2010								
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
91.9	54	2	1	8:29:04	20323	54.0	10.3	14.6	14.7	12.2	12.2		63.9	20.1	4.3	31.6	10.2	
92.3	62	2	2	8:33:12	20332	62.0	10.9	14.1	14.2	12.1	12.4		63.7	20.1	4.3	31.5	10.2	
92.0	67	2	3	8:34:16	20347	67.0	10.8	14.2	14.4	12.0	11.8		63.3	20.0	4.3	31.4	10.1	
92.3	55	2	4	8:42:31	20357	53.0	10.2	14.2	14.4	12.1	12.1		63.0	20.1	4.3	31.4	10.2	
94.4	62	2	5	8:46:41	20372	61.0	10.8	14.5	14.3	11.6	12.0		63.1	20.0	4.3	31.5	10.2	
93.6	66	2	6	8:53:17	20403	66.0	10.6	14.1	14.7	11.5	11.5		62.5	20.0	4.3	31.5	10.2	
94.0	56	2	7	8:57:58	20424	55.0	10.5	14.5	14.7	12.1	12.3		64.2	20.0	4.3	31.4	10.1	
91.4	62	2	8	9:00:10	20433	62.0	10.7	14.3	14.5	11.8	12.0		63.3	20.0	4.3	31.4	10.1	
93.9	63	2	9	9:06:19	20443	64.0	10.5	14.7	14.8	11.2	11.7		62.8	20.0	4.3	31.6	10.2	
93.0	57	2	10	9:10:21	20461	57.0	10.8	14.4	14.7	12.2	12.0		64.0	20.1	4.3	31.5	10.2	
91.1	56	2	11	10:45:30	20762	57.0	10.4	14.8	14.6	11.7	11.8		63.3	20.0	4.3	31.3	10.2	
93.4	60	2	12	10:50:41	20781	60.0	10.5	13.6	13.9	11.5	12.0		61.5	19.9	4.3	31.3	10.1	
93.4	54	1	1	10:51:53	20788	52.0	10.5	15.0	14.9	15.5	15.5		71.2	20.0	4.3	31.2	4.1	
92.6	65	2	13	10:56:34	20805	65.0	10.5	14.0	14.4	11.5	12.2		63.5	20.0	4.3	31.5	10.1	
92.6	59	1	2	10:56:47	20806	59.0	10.4	14.6	14.6	16.0	15.9		71.6	20.0	4.4	31.3	4.1	
92.3	54	2	14	11:01:19	20824	54.0	11.1	14.2	14.2	12.4	12.2		64.1	20.1	4.3	31.4	10.2	
92.3	58	1	3	11:02:25	20828	58.0	10.6	14.7	14.2	16.4	16.2		72.1	20.0	4.4	31.3	4.1	
90.2	64	2	15	11:07:46	20851	62.0	10.4	14.1	14.0	11.7	11.4		61.5	20.0	4.3	31.4	10.2	
90.2	54	1	4	11:08:11	20855	55.0	10.9	14.9	14.6	16.2	16.1		72.7	20.1	4.4	31.4	4.1	
89.6	54	2	16	11:12:29	20874	54.0	10.6	14.0	14.0	11.9	11.8		62.4	20.0	4.3	31.4	10.1	
89.6	59	1	5	11:13:01	20876	60.0	10.2	15.0	14.8	16.4	16.2		72.6	19.9	4.4	31.4	4.1	
89.6	61	2	17	11:17:14	20892	60.0	10.7	14.3	14.1	11.8	11.9		62.9	20.1	4.3	31.4	10.2	
89.6	64	1	6	11:18:13	20898	64.0	10.8	14.9	13.8	16.2	15.6		71.2	20.0	4.3	31.4	4.1	
88.0	65	2	18	11:22:26	20915	65.0	10.3	14.8	14.6	11.8	11.3		62.7	20.0	4.3	31.4	10.1	
Recorded By: _____				Verified By: _____				Run Set _____				Pre _____						

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/27/2010											
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space			
88.0	54	1	7	11:23:32	20919	55.0	10.6	15.1	14.6	15.9	15.6		71.8	20.0	4.3	31.4	4.1				
89.1	57	2	19	11:27:11	20937	57.0	10.5	14.4	14.5	11.6	12.1		63.1	20.0	4.3	31.5	10.1				
89.1	57	1	8	11:27:57	20941	59.0	10.5	14.8	14.6	16.1	16.0		72.0	20.0	4.3	31.3	4.1				
92.5	59	2	20	11:32:51	20959	60.0	10.3	14.2	14.9	11.9	12.2		63.5	20.1	4.3	31.7	10.2				
92.5	64	1	9	11:33:27	20962	64.0	10.7	14.3	13.9	16.2	15.9		71.1	20.1	4.4	31.3	4.1				
97.8	47	1	10	11:37:39	20978	56.0	10.4	14.2	13.8	15.9	15.7		70.1	19.9	4.3	31.3	4.1				
97.8	65	2	21	11:38:56	20985	67.0	10.6	14.2	14.2	11.5	11.8		62.2	20.1	4.3	31.5	10.2				
101.0	57	1	11	11:42:40	21011	59.0	10.3	14.9	14.2	16.3	16.1		71.8	20.0	4.3	31.2	4.1				
111.0	54	1	12	11:52:13	21052	55.0	10.4	14.7	14.6	16.1	16.1		71.8	19.9	4.3	31.3	4.1				
112.5	59	1	13	11:56:12	21065	61.0	10.5	14.5	14.6	16.3	16.2		71.9	20.0	4.3	31.3	4.1				
114.6	65	1	14	12:01:30	21091	66.0	10.9	14.0	14.3	17.0	16.8		73.2	19.8	4.3	31.1	4.1				
117.1	56	1	15	12:06:29	21119	56.0	11.1	14.6	14.4	16.7	16.0		72.9	20.1	4.4	31.3	4.1				
116.6	57	1	16	12:12:15	21143	59.0	10.9	15.2	15.2	16.1	15.9		73.4	20.0	4.3	31.3	4.1				
118.2	66	1	17	12:18:22	21175	66.0	10.8	14.6	14.0	16.2	16.1		71.7	20.1	4.4	31.3	4.1				
116.7	56	1	18	12:22:30	21197	54.0	11.0	15.1	14.5	16.3	15.9		72.8	20.0	4.3	31.4	4.1				
117.3	54	2	22	12:25:50	21211	55.0	10.9	14.6	14.7	12.1	12.5		64.7	20.1	4.3	31.4	10.2				
117.3	61	1	19	12:26:30	21213	61.0	10.5	14.8	14.4	16.3	16.5		72.5	20.0	4.4	31.5	4.1				
116.9	65	1	20	12:31:45	21240	64.0	11.0	14.6	13.8	16.4	16.5		72.3	19.9	4.3	31.2	4.1				
116.9	59	2	23	12:32:07	21241	62.0	10.3	14.5	15.0	11.9	12.0		63.8	20.1	4.3	31.5	10.2				
118.5	54	1	21	12:36:04	21254	56.0	10.5	15.2	14.6	16.1	16.0		72.4	20.0	4.3	31.4	4.1				
118.5	62	2	24	12:36:29	21256	62.0	10.2	14.7	15.0	12.1	11.8		63.8	20.1	4.3	31.5	10.1				
119.3	58	1	22	12:40:25	21272	60.0	10.6	15.0	14.8	16.4	15.9		72.6	20.1	4.3	31.4	4.1				
119.3	56	2	25	12:40:48	21273	56.0	10.7	14.9	14.6	12.1	12.1		64.5	20.1	4.3	31.5	10.2				
119.0	63	1	23	12:45:33	21296	64.0	10.4	14.4	14.0	16.2	16.2		71.1	20.0	4.3	31.4	4.1				
Recorded By: _____										Verified By: _____									Run Set		Pre





Traffic Sheet 21 (Wheel Load)													STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/28/2010					
LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS																		
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
78.6	55	2	1	7:45:58	24288	56.0	10.9	14.9	14.8	12.7	12.7		65.9	20.1	4.3	31.6	10.2	
78.6	54	1	1	7:46:12	24289	55.0	11.0	15.6	15.4	17.2	16.7		76.1	20.1	4.4	31.7	4.2	
77.7	60	2	2	7:52:05	24306	60.0	10.7	14.9	15.7	12.3	12.4		65.9	20.3	4.4	31.7	10.2	
77.7	58	1	2	7:52:11	24307	59.0	11.1	14.8	14.5	17.4	16.9		74.6	20.2	4.4	31.7	4.2	
77.3	66	2	3	7:59:33	24324	67.0	10.9	14.9	15.0	12.7	12.6		66.1	20.2	4.3	31.7	10.3	
77.3	66	1	3	7:59:42	24325	65.0	11.3	15.3	15.4	16.5	16.3		74.7	20.2	4.4	31.4	4.1	
77.4	57	2	4	8:04:40	24330	58.0	10.6	15.3	15.4	12.8	12.9		66.9	20.2	4.3	31.9	10.3	
77.4	55	1	4	8:04:56	24333	55.0	11.5	15.4	15.0	17.0	17.4		76.3	20.2	4.4	31.7	4.2	
77.5	61	2	5	8:08:59	24343	60.0	10.9	14.6	14.8	12.1	12.6		65.1	20.2	4.4	31.7	10.3	
77.5	59	1	5	8:09:07	24344	60.0	11.1	15.4	14.7	17.3	16.9		75.5	20.1	4.4	31.7	4.2	
77.8	67	2	6	8:14:41	24358	67.0	11.1	14.1	14.7	11.9	13.0		64.8	20.1	4.3	31.7	10.3	
77.8	64	1	6	8:14:50	24359	64.0	11.1	15.3	14.8	16.5	16.3		74.1	20.2	4.4	31.5	4.1	
88.7	56	2	7	10:32:31	24775	55.0	10.8	15.0	15.2	12.5	12.4		66.0	20.2	4.3	31.7	10.2	
88.7	56	1	7	10:32:41	24777	54.0	10.9	15.2	14.8	16.4	16.3		73.6	20.2	4.4	31.5	4.1	
90.9	63	2	8	10:38:37	24798	64.0	10.8	15.7	15.6	12.6	12.8		67.3	20.3	4.4	31.9	10.3	
90.9	61	1	8	10:38:41	24799	62.0	10.7	15.9	15.3	17.6	17.2		76.7	20.2	4.4	31.8	4.2	
91.9	68	2	9	10:44:45	24818	68.0	11.0	15.6	15.6	12.5	12.4		67.1	20.2	4.4	31.7	10.3	
91.9	65	1	9	10:44:51	24820	65.0	11.5	15.5	15.2	17.4	17.0		76.5	20.3	4.4	31.8	4.2	
92.3	58	2	10	10:49:59	24835	58.0	10.7	15.1	15.0	12.5	12.3		65.5	20.2	4.3	31.7	10.3	
92.3	57	1	10	10:50:07	24836	56.0	10.8	16.1	15.5	17.5	17.3		77.2	20.1	4.4	31.6	4.2	
92.8	63	2	11	10:55:45	24847	63.0	10.7	15.1	15.5	13.4	13.0		67.7	20.1	4.4	31.7	10.2	
92.8	61	1	11	10:55:50	24848	62.0	11.1	15.4	14.9	17.3	17.7		76.4	20.2	4.4	31.6	4.1	
92.9	66	2	12	11:00:53	24865	67.0	10.9	15.1	15.4	12.1	12.4		66.0	20.2	4.3	31.7	10.2	
92.9	63	1	12	11:01:02	24866	65.0	11.0	16.1	15.4	17.4	17.5		77.3	20.1	4.4	31.7	4.2	
Recorded By: _____		kt		Verified By: _____		dlw		Run Set		Post								

**Traffic Sheet 2.1 (Wheel Load)**  
**LTTP MONITORED TRAFFIC DATA**  
**WIM SYSTEM TRUCK RECORDS**

STATE CODE:	220100
SPS WIM ID:	LA
DATE: (mm/dd/yyyy):	7/28/2010

[illegible]

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

Verified By:                      djw

Run Set Post



Traffic Sheet 22	STATE CODE: 220100
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: LA
SITE EQUIPMENT ASSESSMENT	STATE ASSIGNED ID 0
LTPP LANE ONLY	DATE (mm/dd/yyyy) 7/28/2010

### SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

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

4. VENDOR IRD      MODEL iSINC      SERIAL#

5. WEIGHING SENSOR TYPE quartz

6. SYSTEM SOFTWARE VERSIONS:

CPU

LOOP

PIEZO

WEIGHPAD/ LOADCELL

COMMUNICATIONS WCU-II

### 7. CLASSIFICATION VIDEO:

TIME FROM:       TO:

TIME FROM:       TO:

### SITE CONDITIONS

### 8. PAVEMENT:

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

None

<p style="text-align: center;">Traffic Sheet 22</p> <p style="text-align: center;">LTPP MONITORED TRAFFIC DATA</p> <p style="text-align: center;">SITE EQUIPMENT ASSESSMENT</p> <p style="text-align: center;">LTPP LANE ONLY</p>	<p>STATE CODE: 220100</p> <p>SPS WIM ID: LA</p> <p>STATE ASSIGNED ID 0</p> <p>DATE (mm/dd/yyyy) 7/28/2010</p>
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**9. IN ROAD SENSORS:**

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

None

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.

None

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

Tape Filename:

Time:                      From: 9:21:33                      To: \_\_\_\_\_

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
--	--

11. CLASSIFICATION VERIFICATION VIDEO:

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

Interval	Filename	From	To
1		9:21:33	10:12:02
2		14:21:34	16:05:00
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			

Traffic Sheet 22	STATE CODE: 220100
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: LA
SITE EQUIPMENT ASSESSMENT	STATE ASSIGNED ID 0
LTPP LANE ONLY	DATE (mm/dd/yyyy) 7/28/2010

### 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	60.4	mph	Average WIM Speed	60.7	mph
Mean Difference	0.3	mph	SD of mean	1.0	

Posted Speed Limit	65	mph			
Speed Range	15th percentile - 54	mph	85th percentile - 65	mph	

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		feet	
% error from 4.25 ft (industry average)	OR	4.38	ft (WIM system average)
= 3.0 %			

Average front axle weight for Class 9 vehicles		lbs	
% error from 10.3 kips (industry average) OR		11.1	lbs (known site value)
= 7.4 %			

### 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 ☐

Ants in cabinet

Pull Boxes None ☒

Mast None ☒

Solar Panels None ☐

N/A

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	220100
	SPS WIM ID:	LA
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	7/28/2010

Telephone D-Mark Box                      None ☒

Power Service Box                      None ☒

Grounding                      None ☒

Conduit                      None ☒

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

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

Traffic Sheet 22 Addendum - Kistler Quartz LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	220100
	SPS WIM ID:	LA
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	7/28/2010

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	_____	WATTS	_____	VDC
b. Equipment Power	<u>123</u>	VAC		
c. Battery 1	<u>10.8</u>	VDC		
d. Battery 2	_____	VDC		
e. Regulated	_____	VDC		
f. Power Supply	_____	VDC		
g. System Input	_____	VAC	<u>11.8</u>	VDC
h. Modem Power	_____	VAC	<u>11.8</u>	VDC
i. Telephone	_____	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	<u>0.4</u>	$\Omega$	<u>unk</u>	$\mu h$	<u>inf</u>	M $\Omega$
b. Trailing	<u>0.5</u>	$\Omega$	<u>unk</u>	$\mu h$	<u>inf</u>	M $\Omega$

3. KISTLER SENSORS

	Resistance		Capacitance	
a. K1 (lead/left)	<u>10(10)</u>	$\Omega$	<u>8.6</u>	$\eta f$
b. K2 (lead/middle)	_____	$\Omega$	_____	$\eta f$
c. K3 (lead mid/right)	_____	$\Omega$	_____	$\eta f$
d. K4 (lead/right)	<u>10(10)</u>	$\Omega$	<u>9.4</u>	$\eta f$
e. K5 (trail/left)	<u>10(11)</u>	$\Omega$	<u>9.6</u>	$\eta f$
f. K6 (trail/mid left)	_____	$\Omega$	_____	$\eta f$
g. K7 (trail/mid right)	_____	$\Omega$	_____	$\eta f$
h. K8 (trail/right)	<u>10(11)</u>	$\Omega$	<u>8.9</u>	$\eta f$

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	<u>22</u>	KHz
b. Trailing	<u>22</u>	KHz

5. KISTLER SENSORS

Dynamic testing for the Kistler Quartz sensor is not recommended.

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

<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p>STATE CODE: 220100  SPS WIM ID: LA  DATE (mm/dd/yyyy) 7/28/2010</p>
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Item	Description	Filename
1	Power Source	220100_power_meter_07_27_10.jpg
2	Telephone Source	220100_telephone_pedestal_07_27_10.jpg
3	Cabinet Exterior	220100_cabinet_exterior_07_27_10.jpg
4	Cabinet Interior	220100_cabinet_interior_front_07_27_10.jpg
5	Leading weight sensor	220100_leading_quartz_07_27_10.jpg
6	Trailing weight sensor	220100_trailing_quartz_07_27_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	220100_leading_loop_07_27_10.jpg
10	Trailing loop sensor	220100_trailing_loop_07_27_10.jpg
11	Downstream from site	220100_downstream_07_27_10.jpg
12	Upstream from site	220100_upstream_07_27_10.jpg
13	Cabinet Interior - Rear	220100_cabinet_interior_rear_07_27_10.jpg
14		
15		
16		
17		
18		
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21		
22		
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30		

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<p align="center">Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks</p>	<p>STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/28/2010</p>
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Item	Description	Filename
1	Tractor, Truck #1	220100_Truck_1_Tractor_07_27_10.jpg
2	Trailer/Load, Truck #1	220100_Truck_1_Trailer_07_27_10.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	220100_Truck_1_Suspension_1_07_27_10.jpg
5	Suspension B, Truck #1	220100_Truck_1_Suspension_2/3_07_27_10.jpg
6	Suspension C, Truck #1	
7	Suspension D, Truck #1	220100_Truck_1_Suspension_4_07_27_10.jpg
8	Suspension E, Truck #1	220100_Truck_1_Suspension_5_07_27_10.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	220100_Truck_2_Tractor_07_27_10.jpg
11	Trailer/Load, Truck #2	220100_Truck_2_Trailer_07_27_10.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	220100_Truck_2_Suspension_1_07_27_10.jpg
14	Suspension B, Truck #2	220100_Truck_2_Suspension_2/3_07_27_10.jpg
15	Suspension C, Truck #2	
16	Suspension D, Truck #2	220100_Truck_2_Suspension_4_07_27_10.jpg
17	Suspension E, Truck #2	220100_Truck_2_Suspension_5_07_27_10.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		

RECORDED BY: \_\_\_\_\_ Dean J Wolf