

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION SR 395 TYPE EQUIP.

MP # 91.0 MODEL # IRD

[illegible]

800.12-11.9.12

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
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LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

[illegible]

800-12.11.9.12

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P7C]
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION	SR 395	TYPE EQUIP.

MP # 91.0 MODEL # IRD

[illegible]

800.12-11.9.12

<p style="text-align: center;">SHEET 15</p> <p style="text-align: center;">LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

[illegible]

800.12.11.9.12

SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

LOCATION SR 395 TYPE EQUIP. _____MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
4/12/11		Ritzville #2 P7C Problem: Starting on 4/8/11 NB "sample queue overflow." SB "zero axle detected." Did a "system shutdown." Now it's not answering. (HN)	HN		
4/25/11		Ritzville #2 P7C Problem: Dial, no answer after "system shutdown" from shop (on 4/12/11) because of multiple errors. Found #0309-8406 hard drive wasn't recognized by the computer....again. Replaced hard drive. Had Tony called to verify contact. (HN)	HN		
4/4/11		LOWEST IMPACT US 195 Both Directions - Cable guardrail construction is underway in the median. Possible shoulder restrictions. From milepost 90 to milepost 96 LOWEST IMPACT US 395 Southbound - Paving in the southbound lanes is underway from Interstate 90 to Lee Road. Drivers should be alert for slow traffic. From milepost 72 to milepost 96 (Tom)			

A Washington State Patrol trooper is injured after his car was rear-ended by a tractor-trailer south of Ritzville. The patrol says trooper Dean Burt was hospitalized in Ritzville following the Sunday evening crash. He does not appear to have life-threatening injuries, but his car was demolished.

The trooper was just finishing a traffic stop on northbound U.S. Highway 395 and was parked with his lights flashing on a paved portion of the shoulder when the collision occurred about 5:45 p.m.

The driver of the semi-truck, whose name was not released, was taken to the Ritzville hospital with minor injuries.

Briggs said it's unclear why the truck was driving on the shoulder. Jh

UPDATE: Washington State Patrol Trooper Rear-Ended By Semi-Truck Near Ritzville
Posted: Mar 06, 2011 6:27 PM PST

One lane in each direction of Highway 395 remains closed at this hour while authorities investigate the crash.

The crash happened around 5:45 p.m., three miles south of Ritzville on Highway 395. Trooper Dean Burt had just finished a traffic stop and was parked side-by-side with another patrol car on the shoulder.

Troopers say that is when truck driver James Helms veered off the roadway and smashed into the back of the cruiser at 65 M.P.H. The crash sent the patrol car into the ditch. The semi-truck crossed a lane of traffic before coming to a rest in an embankment.

They said charges are pending against the truck driver.

>>Update: The 19 year veteran trooper who was severely injured after a semi tractor driver crashed into him has been identified as Dean Burt.

KHQ.COM - The Washington State Patrol's Major Accident Investigation Team is investigating a semi tractor driver that crashed into a Washington State Patrol cruiser on Sunday night on Hwy. 395 at milepost 90

Two state troopers were parked on the right northbound shoulder when the truck traveled across the edgeline and struck the rear of one of the cruisers which subsequently struck the other patrol car. A 19-year-veteran trooper from the Ritzville detachment was severely injured and airlifted to Sacred Heart Medical Center in Spokane. The trooper's injuries are not life-

860.12.11.9.12

<p style="text-align: center;">SHEET 15 LTPP TRAFFIC DATA</p> <p style="text-align: center;">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	<p>*STATE ASSIGNED ID [P7C)</p> <p>*STATE CODE [53]</p> <p>*SHRP SECTION ID [0201]</p>
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LOCATION SR 395 TYPE EQUIP. _____MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
3/22/11		<p>Dial, no answer. Found hard-drive crashed. Replaced hard-drive, then found floppy-drive not working. Removed floppy-drive from P10 in order to install DOS and WIM software for P7C. Removed ZDX modem [REDACTED]. Installed ZDX modem [REDACTED]. 1068 serial #0309-8406. Had Jim called to verify contact and operational. (HN)</p> <p>Note***: counter quit during 0900 hour on 3/14/11 and was reset during 1400 hour on 3/22/11. Noticed file in Vehicle Records for 3/23/11 is only 10,240 bytes (quit again between 0600-0700?) Error reading speed summary from data file</p> <p>G:\WIM\Office\Veh_rcrd\20110323.P7C (until site is repolled); quit again 24-28 (Tom)</p> <p>Re-Polled site, data NOT in field, JH</p>	HN		

		<p>A Washington State Patrol trooper is injured after his car was rear-ended by a tractor-trailer south of Ritzville. The patrol says trooper Dean Burt was hospitalized in Ritzville following the Sunday evening crash. He does not appear to have life-threatening injuries, but his car was demolished. The trooper was just finishing a traffic stop on northbound U.S. Highway 395 and was parked with his lights flashing on a paved portion of the shoulder when the collision occurred about 5:45 p.m.</p> <p>The driver of the semi-truck, whose name was not released, was taken to the Ritzville hospital with minor injuries. Briggs said it's unclear why the truck was driving on the shoulder. Jh</p> <p>UPDATE: Washington State Patrol Trooper Rear-Ended By Semi-Truck Near Ritzville Posted: Mar 06, 2011 6:27 PM PST One lane in each direction of Highway 395 remains closed at this hour while authorities investigate the crash. The crash happened around 5:45 p.m., three miles south of Ritzville on Highway 395. Trooper Dean Burt had just finished a traffic stop and was parked side-by-side with another patrol car on the shoulder. Troopers say that is when truck driver James Helms veered off the roadway and smashed into the back of the cruiser at 65 M.P.H. The crash sent the patrol car into the ditch. The semi-truck crossed a lane of traffic before coming to a rest in an embankment. They said charges are pending against the truck driver.</p> <p>>>Update: The 19 year veteran trooper who was severely injured after a semi tractor driver crashed into him has been identified as Dean Burt.</p> <p>KHQ.COM - The Washington State Patrol's Major Accident Investigation Team is investigating a semi tractor driver that crashed into a Washington State Patrol cruiser on Sunday night on Hwy. 395 at milepost 90.</p> <p>Two state troopers were parked on the right northbound shoulder when the truck traveled across the edgeline and struck the rear of one of the cruisers which subsequently struck the other patrol car. A 19-year-veteran trooper from the Ritzville detachment was severely injured and airlifted to Sacred Heart Medical Center in Spokane. The trooper's injuries are non-life threatening.</p>			

SHEET 15 LTPP TRAFFIC DATA LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[0201]

File: 800.12.11.9.12

LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
2/8/11		Ritzville P7C Site not answering, reset ZDX modem, had Jim call and verify contact. South bound's sensors need to be patched asap.	Stack		
2/17/11		Ritzville #2 – P7C SB pass lane both sensors are bad.	Hoang		

<p align="center">SHEET 15 LTPP TRAFFIC DATA</p> <p align="center">LOG OF CHANGES AT GPS TEST LOCATIONS WITH PERM. AVC OR WIM</p>	*STATE ASSIGNED ID	[P7C)
	*STATE CODE	[53]
	*SHRP SECTION ID	[020 d]

File: 800.12.11.9.12

LOCATION SR 395 TYPE EQUIP. _____

MP # 91.0 MODEL # IRD

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
12/31/10		NO CHANGES			
1/11/11	(13:30 – 14:00)	Problem: Connecting and staying connected. Rewired phone cable. (HN)	hn		

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	3/30/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/30/11
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. <u>Inductance Loops</u>	c. <u></u>
b. <u>Quartz Piezo</u>	d. <u></u>
5. EQUIPMENT MANUFACTURER: IRD 1060 Series

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

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

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

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

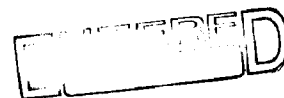
Mean Difference Between -

Dynamic and Static GVW:	<u>1.0%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Single Axle:	<u>-0.4%</u>	Standard Deviation:	<u>7.0%</u>
Dynamic and Static Double Axles:	<u>1.4%</u>	Standard Deviation:	<u>4.7%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs
a.	Low	47.0	49.15 to	51.3	15
b.	Medium	51.4	53.6 to	55.8	14
c.	High	55.9	57.95 to	60.0	11
d.			to		
e.			to		



Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	3/30/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) | 0 | 0

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:		FHWA Class	5	-	
FHWA Class 8:		FHWA Class		-	
		FHWA Class		-	
		FHWA Class		-	

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:	Kevin Trousdale
Contact Information:	Phone: 717-975-3550
	E-mail: <u>ktrousdale@ara.com</u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	3/29/2011

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 3/29/11
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. <u>Inductance Loops</u>	c. <u></u>
b. <u>Quartz Piezo</u>	d. <u></u>
5. EQUIPMENT MANUFACTURER: IRD 1060 Series

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks

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

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

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

Mean Difference Between -

Dynamic and Static GVW:	<u>5.3%</u>	Standard Deviation:	<u>3.9%</u>
Dynamic and Static Single Axle:	<u>4.8%</u>	Standard Deviation:	<u>7.1%</u>
Dynamic and Static Double Axles:	<u>5.3%</u>	Standard Deviation:	<u>5.4%</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>47.0</u>	to <u>49.1</u>	<u>51.3</u>	<u>11</u>
b. <u>Medium</u>	<u>51.4</u>	to <u>53.5</u>	<u>55.8</u>	<u>15</u>
c. <u>High</u>	<u>55.9</u>	to <u>57.95</u>	<u>60.0</u>	<u>14</u>
d. <u></u>	<u></u>	to <u></u>	<u></u>	<u></u>
e. <u></u>	<u></u>	to <u></u>	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	3/29/2011

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

0	0
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11. IS AUTO-CALIBRATION USED AT THIS SITE?

No

If yes , define auto-calibration value(s):

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CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT:

Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u> </u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u> </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:

Kevin Trousdale

Contact Information:

Phone:

717-975-3550

E-mail:

ktrousdale@ara.com

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 3/29/2011
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
59	13	1381	60	13	58	10	1773	58	10
62	9	1405	63	9	64	10	1786	65	10
60	9	1412	60	9	63	9	1789	64	9
57	9	1535	62	9	58	9	1790	59	9
62	8	1538	63	5	59	9	1797	60	9
59	9	1546	60	9	60	9	1798	62	9
65	10	1676	67	10	62	9	1811	61	9
64	10	1677	64	10	60	13	1815	63	13
62	10	1679	61	10	61	9	1818	63	9
60	10	1680	61	10	57	9	1825	59	9
60	13	1690	61	13	61	9	1834	62	9
60	9	1705	61	9	59	9	1839	60	9
59	9	1706	58	9	60	10	1935	60	10
63	9	1712	64	9	62	10	1937	63	10
59	9	1706	58	9	61	9	1945	62	9
63	9	1712	64	9	62	10	1946	63	10
59	9	1748	59	9	65	8	1967	64	5
59	9	1755	60	9	60	13	1979	62	13
58	9	1756	61	9	57	9	1986	55	9
59	9	1757	61	9	64	9	1999	65	9
59	9	1758	60	9	60	9	2079	57	9
62	9	1762	63	9	59	9	2080	56	9
63	9	1763	64	9	61	9	2085	63	9
59	5	1769	64	5	60	6	2086	62	6
63	9	1771	64	9	59	9	2100	58	9

Sheet 1 - 0 to 50

Start: _____ Stop: _____

Recorded By: _____ ar _____

Verified By: _____ dw _____

Validation Test Truck Run Set - _____ Pre _____

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES					STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 3/29/2011				
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
61	9	2103	59	9	57	10	2354	61	10
62	9	2106	60	9	60	9	2356	61	9
58	11	2118	59	11	60	5	2364	59	5
59	9	2122	60	9	64	10	2365	64	10
61	10	2137	62	10	57	9	2370	59	9
60	10	2149	61	10	59	13	2374	60	13
57	9	2151	60	9	59	9	2385	61	9
62	9	2210	64	9	63	8	2390	62	8
59	9	2218	58	9	60	9	2395	61	9
60	9	2221	62	9	63	5	2404	64	5
59	4	2222	58	4	60	13	2406	61	13
61	10	2223	62	10	61	9	2408	60	9
60	13	2239	63	13	60	6	2410	62	6
62	10	2255	63	10	60	9	2416	65	9
62	10	2258	63	10	59	9	2424	58	9
59	9	2259	59	9	59	9	2499	60	9
64	9	2260	62	9	63	9	2500	61	9
67	10	2263	67	10	59	13	2504	61	13
64	4	2328	64	5	57	9	2507	58	9
62	5	2330	62	5	60	9	2509	60	9
60	9	2339	61	9	68	5	2514	66	5
60	9	2341	59	9	61	10	2516	63	10
62	9	2348	63	9	61	9	2528	64	9
61	9	2349	63	9	60	9	2530	62	9
63	13	2350	63	13	58	9	2535	60	9

Sheet 2 - 51 to 100

Start: _____ Stop: _____

Recorded By: _____ ar _____

Verified By: _____ dw _____

Validation Test Truck Run Set - _____ Pre _____

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	3/29/2011

[illegible]

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 3/30/2011
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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	10	1298	60	10	59	10	1485	60	10
60	11	1308	61	11	60	9	1514	60	9
59	10	1311	59	10	66	9	1516	65	9
56	9	1323	54	9	60	10	1535	61	10
68	8	1332	64	5	57	10	1536	59	10
64	10	1335	63	10	62	10	1538	62	10
63	9	1341	62	9	65	9	1548	67	9
60	9	1342	60	9	66	10	1555	72	10
61	9	1352	63	9	60	9	1558	60	6
58	13	1359	56	13	57	10	1559	61	10
60	10	1405	61	10	61	9	1561	61	9
59	10	1407	59	10	62	10	1565	62	10
57	9	1413	56	9	60	9	1574	61	9
63	9	1417	64	9	62	9	1585	65	9
61	9	1420	62	9	58	10	1602	59	10
56	9	1421	57	9	62	9	1605	62	9
59	10	1432	60	10	60	4	1945	58	5
60	10	1433	61	10	55	9	1948	57	9
65	9	1437	64	9	62	9	1950	63	9
61	9	1452	61	9	60	10	1959	61	10
62	5	1456	63	5	65	6	1960	64	6
58	9	1460	58	9	65	6	1961	64	6
61	9	1463	62	9	60	9	1963	60	9
60	5	1472	60	5	65	6	1966	66	6
60	9	1475	61	9	62	9	2037	61	9

Sheet 1 - 0 to 50

Start: 9:09:22

Stop: 10:58:40

Recorded By: ar

Verified By: dw

Validation Test Truck Run Set - Post Val

Traffic Sheet 20 LTPP MONITORED TRAFFIC DATA SPEED AND CLASSIFICATION STUDIES	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 3/30/2011
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
61	9	2049	63	9	60	10	2251	60	10
57	8	2067	57	5	64	13	2255	66	13
59	9	2074	59	9	65	8	2257	65	8
62	5	2082	63	5	57	5	2262	58	5
57	9	2090	54	9	61	9	2271	62	9
63	9	2092	63	9	60	9	2280	62	9
62	13	2093	62	13	63	10	2282	63	10
59	9	2095	59	9	60	5	2338	60	5
65	8	2097	67	5	60	9	2366	58	9
55	8	2106	55	5	59	9	2372	59	9
58	9	2112	56	9	61	10	2374	59	10
59	9	2118	62	9	51	6	2390	51	6
61	9	2122	61	9	62	9	2417	62	9
63	9	2126	64	9	70	8	2452	70	5
59	10	2132	59	10	62	9	2476	62	9
68	6	2182	65	6	60	9	2486	62	9
63	8	2183	62	8	59	9	2493	56	9
60	12	2184	57	12	62	9	2504	59	9
57	9	2185	58	9	62	9	2509	62	9
62	13	2190	62	13	62	9	2512	62	9
60	9	2203	61	9	59	9	2513	60	9
60	10	2212	60	10	63	9	2515	65	9
68	5	2224	68	5	60	8	2542	61	5
61	10	2236	62	10	59	9	2545	59	9
65	5	2246	67	5	61	10	2553	62	10

Sheet 2 - 51 to 100

Start: 11:00:06

Stop: 12:10:03

Recorded By: ar

Verified By: dw

Validation Test Truck Run Set - Post Val