

File: 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	[ 0200]

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 #
10/31/12		<b>NO CHANGES</b>			
<b>10/31/12</b>		<b>10/31/12 P7C Ritzville #2</b> Site not answering, found unit blanked out. Reset unit and had Jim call and verify contact. (J. Stack) Note***: quit during 0100 hour on 10/13/12, reset 10/31/12. Not enough data for October. (Tom)			

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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 #
8/31/12		<b>NO CHANGES</b>			
8/8/12		SITE VISIT -- HOANG -- Problem: Some of the files in July were smaller than normal. Found 6 days where files closed at different times than midnight when it supposed to. But it's back to normal since July 31 <sup>st</sup> . No action was taken!	Hoang		
8/23/12		SITE VISIT -- HOANG -- NB sensor #1 intermittently not activating. Tested sensor OK! Monitored traffic; didn't see any problem. (Maybe they were Motorcycles that I was looking at.)	Hoang		

<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>	*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 #
3/31/12		<b>NO CHANGES</b>			
<b>3/19/12</b>	<b>(12:45 – 13:45)</b>	<b>3/19/12 Ritzville2-P7C (12:45 – 13:45)</b> Problem: Dial, no answer. Found Breaker tripped. Reset. Site inspected. Copied log and parameter files. Site looks good! (HN)	HN		

<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	[ 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 #
1/31/12		<b>NO CHANGES</b>			
1/11/12	(13:30 – 14:00)	Problem: Connecting and staying connected. Rewired phone cable. (HN)	hn		

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	<b>STATE CODE:</b> 53 <b>SPS WIM ID:</b> 530200 <b>DATE (mm/dd/yyyy)</b> 5/2/2012
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 5/2/12
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:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21
- | Type               | Drive Suspension    | Trailer Suspension |
|--------------------|---------------------|--------------------|
| Truck 1: <u>9</u>  | <u>steel spring</u> | <u>air</u>         |
| Truck 2: <u>10</u> | <u>steel spring</u> | <u>standard</u>    |
| Truck 3: <u></u>   | <u></u>             | <u></u>            |

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

Mean Difference Between -

Dynamic and Static GVW:	<u>2.1%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Single Axle:	<u>-3.8%</u>	Standard Deviation:	<u>5.9%</u>
Dynamic and Static Double Axles:	<u>1.7%</u>	Standard Deviation:	<u>5.9%</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>	<u>51.0</u>	<u>14</u>
b. <u>Medium</u>	<u>51.1</u>	<u>55.1</u>	<u>14</u>
c. <u>High</u>	<u>55.2</u>	<u>59.0</u>	<u>14</u>
d. <u></u>	<u></u>	<u></u>	<u></u>
e. <u></u>	<u></u>	<u></u>	<u></u>

**ENTERED**

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	5/2/2012

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:	<u>2.0</u>	FHWA Class	<u>5</u>	-	<u>-50.0</u>
FHWA Class 8:	<u>300.0</u>	FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Post

Person Leading Calibration Effort:

Kevin Trousdale

Contact Information:

Phone:

717-975-3550

E-mail:

ktrousdale@ara.com

UNCLASSIFIED

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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### SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 5/1/12
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Quartz Piezo d.
5. EQUIPMENT MANUFACTURER: IRD 1060 Series

### WIM SYSTEM CALIBRATION SPECIFICS

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

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>steel spring</u>	<u>air</u>
Truck 2:	<u>10</u>	<u>steel spring</u>	<u>standard</u>
Truck 3:	<u></u>	<u></u>	<u></u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>5.1%</u>	Standard Deviation:	<u>3.7%</u>
Dynamic and Static Single Axle:	<u>1.0%</u>	Standard Deviation:	<u>7.2%</u>
Dynamic and Static Double Axles:	<u>4.3%</u>	Standard Deviation:	<u>5.1%</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>46.0</u>	<u>50.3</u>	<u>15</u>
b. <u>Medium</u>	<u>50.4</u>	<u>54.8</u>	<u>11</u>
c. <u>High</u>	<u>54.9</u>	<u>59.0</u>	<u>14</u>
d. <u></u>	<u></u>	<u></u>	<u></u>
e. <u></u>	<u></u>	<u></u>	<u></u>

**ENTERED**

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	5/1/2012

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:	<u>3.0</u>	FHWA Class <u>5</u>	-	<u>-43.0</u>
FHWA Class 8:	<u>700.0</u>	FHWA Class <u>          </u>	-	<u>          </u>
		FHWA Class <u>          </u>	-	<u>          </u>
		FHWA Class <u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

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

UNCLASSIFIED



<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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#### 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
Distance from edge of traveled lane: 83 ft  
distance from system: 90 ft  
type: M

Cabinet access controlled by: Agency  
Contact name: Hoang Nguyen Phone # 360-570-2389  
Alternate name: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 11. POWER

Distance to cabinet from drop: 160 ft  
Type: AC  
AC in cabinet? Y  
Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 12. TELEPHONE

Distance to cabinet from drop: 160 ft  
Type: landline  
Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 13. SYSTEM

Software and version no. 1068  
Computer connection: RS-232

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 21 minutes Distance: 19.2 miles

#### 15. PHOTOS

	Filename
Power source:	<u>530200_power_service_box_5_01_12.jpg</u>
Phone source:	<u>530200_telephone_pedestal_5_01_12.jpg</u>
Cabinet exterior:	<u>530200_cabinet_exterior_5_01_12.jpg</u>
Cabinet interior:	<u>530200_cabinet_interior_front_5_01_12.jpg</u>
Weight sensors:	<u>530200_leading_WIM_sensor_5_01_12.jpg</u>
	<u>530200_trailing_WIM_sensor_5_01_12.jpg</u>
Other sensors:	<u>530200_leading_loop_5_01_12.jpg</u>
	<u>530200_trailing_loop_5_01_12.jpg</u>
Downstream from sensors on LTPP lane:	<u>530200_downstream_5_01_12.jpg</u>
Upstream from sensors on LTPP lane:	<u>530200_upstream_5_01_12.jpg</u>

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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### 1. DATA PROCESSING

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

### 2. EQUIPMENT

- a. Purchase LTPP
- b. Installation Included with purchase
- c. Maintenance Contract with purchase  
Expiration Date \_\_\_\_\_
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power  
i. Type Underground      ii. Payment State
- g. Communication  
i. Type Landline      ii. Payment State

### 3. PAVEMENT

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

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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#### 4. Onsite Activities

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

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

- e. Test Vehicle Responsibilities

- i. Trucks

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

ii. Loads LTPP

iii. Drivers LTPP

- f. Contractor(s) with prior experience in wim calibration in state:  
IRD

- g. Access to cabinet Joint

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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## 5. SITE SPECIFIC CONDITIONS

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

## 6. CONTACTS

- a. Equipment (operational status, access, etc.)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- b. Maintenance (equipment)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- c. Data Processing and pre-visit data  
Name Basel Abukhater Phone # 716-632-0804  
Agency Stantec
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name \_\_\_\_\_ Location: \_\_\_\_\_  
Phone: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 53
	SPS WIM ID: 530200
	DATE (mm/dd/yyyy) 5/1/2012

CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11880	11620	Direct
B		15820	15640	Direct
C		16040	15630	Direct
D		16310	16240	Direct
E		16400	16410	Direct
F				

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

a. Empty GVW:                       
b. Average Pre-Test Loaded weight: 76450  
c. Post Test Loaded Weight: 75540  
d. Difference Post Test - Pre-Tests: -910

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

**d. Trailer Load Distribution Description:**

concrete blocks

photo: ☒

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

A to B 18.3 B to C 4.3 C to D 29.3 D to E 4.0 E to F                     

h. Wheelbase - ☐ Measured                      ☒ Computed 55.9  
i. Kingpin offset from Axle B (units) -1.5' photo: ☐  
j. Overall Length - ☒ Measured 62.3

<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: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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CALIBRATION TEST TRUCK - Primary

**6. SUSPENSION**

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		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

**PART B**

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</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	11880	15820	16040	16320	16400		76460
2	11880	15820	16040	16300	16400		76440
Avg.	11880	15820	16040	16310	16400		76450

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

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

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

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11680	15600	15720	16220	16360		75580
2	11560	15680	15540	16260	16460		75500
Avg.	11620	15640	15630	16240	16410		75540

Validation Test Truck Run Set - Pre

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: <u>53</u>
	SPS WIM ID: <u>530200</u>
	DATE (mm/dd/yyyy) <u>5/2/2012</u>

CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11940	0	Direct
B		15720	0	Direct
C		15310	0	Direct
D		16240	0	Direct
E		16350	0	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75560  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -75560

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

concrete blocks

photo: ☒

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

A to B 18.3    B to C 4.3    C to D 29.3    D to E 4.0    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 55.9  
i. Kingpin offset from Axle B (units) -1.5' photo: ☐  
j. Overall Length - ☒ Measured 62.3

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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		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

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE:        53  SPS WIM ID:        530200  DATE (mm/dd/yyyy)    5/2/2012</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11760	15580	15500	16080	16360		75280
2	12120	15860	15120	16400	16340		75840
Avg.	11940	15720	15310	16240	16350		75560

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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**CALIBRATION TEST TRUCK -** Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11940	0	Direct
B		15720	0	Direct
C		15310	0	Direct
D		16240	0	Direct
E		16350	0	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75560  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -75560

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

**d. Trailer Load Distribution Description:**

concrete blocks

photo: ☒

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

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

g. Axle Spacing - (feet and tenths)

A to B 18.3    B to C 4.3    C to D 29.3    D to E 4.0    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 55.9

i. Kingpin offset from Axle B (units) -1.5'    photo: ☐

j. Overall Length - ☒ Measured 62.3

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	<b>STATE CODE:</b> 53 <b>SPS WIM ID:</b> 530200 <b>DATE (mm/dd/yyyy)</b> 5/2/2012
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**CALIBRATION TEST TRUCK -** Primary

## 6. SUSPENSION

	<b>a. Tire size</b>	<b>b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)</b>	<b>c. photo</b>
A		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**

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

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11760	15580	15500	16080	16360		75280
2	12120	15860	15120	16400	16340		75840
Avg.	11940	15720	15310	16240	16350		75560

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 2

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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**CALIBRATION TEST TRUCK -** Primary

**PART A**

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11940	0	Direct
B		15720	0	Direct
C		15310	0	Direct
D		16240	0	Direct
E		16350	0	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 75560  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -75560

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

concrete blocks

photo: ☒

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

A to B 18.3    B to C 4.3    C to D 29.3    D to E 4.0    E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 55.9  
i. Kingpin offset from Axle B (units) -1.5'    photo: ☐  
j. Overall Length - ☒ Measured 62.3

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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		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

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11760	15580	15500	16080	16360		75280
2	12120	15860	15120	16400	16340		75840
Avg.	11940	15720	15310	16240	16350		75560

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11320	15320	15740	15520	16300		74200
2	11920	15340	15300	16160	16320		75040
Avg.	11620	15330	15520	15840	16310		74620

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

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

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

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

Validation Test Truck Run Set - Cal 3

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: <u>53</u> SPS WIM ID: <u>530200</u> DATE (mm/dd/yyyy) <u>5/2/2012</u>
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CALIBRATION TEST TRUCK - Primary

**PART A**

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

3. AXLE WEIGHTS                      (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11940	11740	Direct
B		15720	15940	Direct
C		15310	15880	Direct
D		16240	16360	Direct
E		16350	16410	Direct
F				

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

a. Empty GVW:                       
b. Average Pre-Test Loaded weight: 75560  
c. Post Test Loaded Weight: 76330  
d. Difference Post Test - Pre-Tests: 770

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

concrete blocks

photo: ☒

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

A to B 18.3    B to C 4.3    C to D 29.3    D to E 4.0    E to F                     

h. Wheelbase - ☐ Measured                                           ☒ Computed 55.9  
i. Kingpin offset from Axle B (units) -1.5'                      photo: ☐  
j. Overall Length - ☒ Measured 62.3

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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	285/75R 24.5	steel spring	<input checked="" type="checkbox"/>
B	275/80R 24.5	air	<input checked="" type="checkbox"/>
C	275/80R 24.5	air	<input checked="" type="checkbox"/>
D	285/75R 24.5	air	<input checked="" type="checkbox"/>
E	285/75R 24.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	100.8	101.2	105.4	107.3	
106.1	100.2	95.4	99.4	102.7	
104.9	99.6	100.5	100.0	106.9	
	100.2	99.6	99.8	108.1	

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11760	15580	15500	16080	16360		75280
2	12120	15860	15120	16400	16340		75840
Avg.	11940	15720	15310	16240	16350		75560

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11320	15320	15740	15520	16300		74200
2	11920	15340	15300	16160	16320		75040
Avg.	11620	15330	15520	15840	16310		74620

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11860	15700	15880	16040	16360		75840
2	12340	15780	15300	16420	16420		76260
Avg.	12100	15740	15590	16230	16390		76050

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11380	15920	16020	16200	16460		75980
2	12100	15960	15740	16520	16360		76680
Avg.	11740	15940	15880	16360	16410		76330

Validation Test Truck Run Set - Post

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	5/1/2012

**CALIBRATION TEST TRUCK -** Secondary

**PART A**

1. FHWA CLASS: 10                      2. Number of axles: 6

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11800	10990	Direct
B		12540	12480	Direct
C		12320	12530	Direct
D		10660	10680	Direct
E		9290	9275	Direct
F		8735	8735	Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 65345  
c. Post Test Loaded Weight: 64690  
d. Difference Post Test - Pre-Tests: -655

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

pelletized bagged silicone

photo: ☒

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

A to B 18.2    B to C 4.2    C to D 25.3    D to E 4.8    E to F 5.2

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.7  
i. Kingpin offset from Axle B (units) -2.0' photo: ☐  
j. Overall Length - ☒ Measured 63.8

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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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		air	<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</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	11800	12540	12320	10660	9340	8700	65360
2	11800	12540	12320	10660	9240	8770	65330
Avg.	11800	12540	12320	10660	9290	8735	65345

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

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

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

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10960	12400	12560	10500	9320	8700	64440
2	11020	12560	12500	10860	9230	8770	64940
Avg.	10990	12480	12530	10680	9275	8735	64690

Validation Test Truck Run Set - Pre

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53
	SPS WIM ID: 530200
	DATE (mm/dd/yyyy) 5/2/2012

CALIBRATION TEST TRUCK - Secondary

**PART A**

1. FHWA CLASS: 10                      2. Number of axles: 6

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11900	0	Direct
B		12700	0	Direct
C		12750	0	Direct
D		10940	0	Direct
E		9290	0	Direct
F		8430	0	Direct

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

a. Empty GVW:                       
b. Average Pre-Test Loaded weight: 66010  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -66010

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

pelletized bagged silicone

photo: ☒

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

A to B 18.2    B to C 4.2    C to D 25.3    D to E 4.8    E to F 5.2

h. Wheelbase - ☐ Measured                                           ☒ Computed 57.7  
i. Kingpin offset from Axle B (units) -2.0'                      photo: ☐  
j. Overall Length - ☒ Measured 63.8

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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		air	<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11880	12560	12620	10700	9340	8760	65860
2	11920	12840	12880	11180	9240	8100	66160
Avg.	11900	12700	12750	10940	9290	8430	66010

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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CALIBRATION TEST TRUCK - Secondary

**PART A**

1. FHWA CLASS: 10                      2. Number of axles: 6
3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11900	0	Direct
B		12700	0	Direct
C		12750	0	Direct
D		10940	0	Direct
E		9290	0	Direct
F		8430	0	Direct

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 66010
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: -66010

**5. TRUCK DESCRIPTION**

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

- b. Make: Freightliner  
c. Model: 2010

**d. Trailer Load Distribution Description:**

pelletized bagged silicone

photo: ☒

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

A to B 18.2      B to C 4.2      C to D 25.3      D to E 4.8      E to F 5.2

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.7
- i. Kingpin offset from Axle B (units) -2.0' photo: ☐
- j. Overall Length - ☒ Measured 63.8

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	<b>STATE CODE:</b> 53 <b>SPS WIM ID:</b> 530200 <b>DATE (mm/dd/yyyy)</b> 5/2/2012
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**CALIBRATION TEST TRUCK -** Secondary

## 6. SUSPENSION

	<b>a. Tire size</b>	<b>b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)</b>	<b>c. photo</b>
A		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		air	<input type="checkbox"/>

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

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

## PART B

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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CALIBRATION TEST TRUCK - Secondary

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

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

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

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

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

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

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

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>2</u></b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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	11880	12560	12620	10700	9340	8760	65860
2	11920	12840	12880	11180	9240	8100	66160
Avg.	11900	12700	12750	10940	9290	8430	66010

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 2

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53
	SPS WIM ID: 530200
	DATE (mm/dd/yyyy) 5/2/2012

CALIBRATION TEST TRUCK - Secondary

**PART A**

1. FHWA CLASS: 10                      2. Number of axles: 6

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11900	0	Direct
B		12700	0	Direct
C		12750	0	Direct
D		10940	0	Direct
E		9290	0	Direct
F		8430	0	Direct

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 66010  
c. Post Test Loaded Weight: 0  
d. Difference Post Test - Pre-Tests: -66010

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: 2010

d. Trailer Load Distribution Description:  

pelletized bagged silicone

photo: ☒

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

A to B 18.2    B to C 4.2    C to D 25.3    D to E 4.8    E to F 5.2

h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.7  
i. Kingpin offset from Axle B (units) -2.0' photo: ☐  
j. Overall Length - ☒ Measured 63.8

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
--	--

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		air	<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
--	---

**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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	11880	12560	12620	10700	9340	8760	65860
2	11920	12840	12880	11180	9240	8100	66160
Avg.	11900	12700	12750	10940	9290	8430	66010

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11340	12420	12120	10920	9400	8520	64720
2	10880	12820	12500	11260	9000	8040	64500
Avg.	11110	12620	12310	11090	9200	8280	64610

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

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

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

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

Validation Test Truck Run Set - Cal 3

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53
	SPS WIM ID: 530200
	DATE (mm/dd/yyyy) 5/2/2012

**CALIBRATION TEST TRUCK -** Secondary

**PART A**

1. FHWA CLASS: 10                      2. Number of axles: 6
3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11900	11330	Direct
B		12700	12640	Direct
C		12750	12520	Direct
D		10940	11240	Direct
E		9290	9450	Direct
F		8430	8240	Direct

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 66010
- c. Post Test Loaded Weight: 65420
- d. Difference Post Test - Pre-Tests: -590

**5. TRUCK DESCRIPTION**

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

- b. Make: Freightliner  
c. Model: 2010

**d. Trailer Load Distribution Description:**

pelletized bagged silicone

photo: ☒

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

A to B 18.2      B to C 4.2      C to D 25.3      D to E 4.8      E to F 5.2

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 57.7
- i. Kingpin offset from Axle B (units) -2.0' photo: ☐
- j. Overall Length - ☒ Measured 63.8

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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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	285/75R 24.5	steel spring	<input checked="" type="checkbox"/>
B	285/75R 24.5	air	<input checked="" type="checkbox"/>
C	285/75R 24.5	air	<input checked="" type="checkbox"/>
D	11R 22.5	air	<input checked="" type="checkbox"/>
E	11R 22.5	air	<input checked="" type="checkbox"/>
F	11R 22.5	air	<input type="checkbox"/>

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
	99.0	100.2	105.7	108.4	103.4
101.3	99.7	99.3	104	96.1	97.1
100.1	98.6	99.8	106.3	103.7	106.5
	99.4	100.3	101.2	100.5	108.8

## PART B

Table 1 - Raw Measurements -Platform Scale

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</p>
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/2/2012</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	11880	12560	12620	10700	9340	8760	65860
2	11920	12840	12880	11180	9240	8100	66160
Avg.	11900	12700	12750	10940	9290	8430	66010

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11340	12420	12120	10920	9400	8520	64720
2	10880	12820	12500	11260	9000	8040	64500
Avg.	11110	12620	12310	11090	9200	8280	64610

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11840	12580	12600	10800	9240	8200	65260
2	11600	12840	12940	10860	9300	8020	65560
Avg.	11720	12710	12770	10830	9270	8110	65410

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11760	12400	12220	11160	9460	8340	65340
2	10900	12880	12820	11320	9440	8140	65500
Avg.	11330	12640	12520	11240	9450	8240	65420

Validation Test Truck Run Set - Post

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012				
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Count - 109      Time = 2:22:18      Trucks (4-15) - 100      Class 3s - 9

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
65	13	940	67	13	58	12	1093	58	12
66	9	944	67	9	63	9	1105	63	9
59	10	945	61	9	60	9	1120	60	9
59	9	947	60	9	57	10	1128	58	10
69	3	954	70	3	61	10	1169	61	10
60	10	956	60	10	61	9	1170	60	9
59	9	958	58	9	57	9	1177	58	9
62	9	963	63	9	55	9	1183	55	9
62	9	973	63	9	59	13	1187	61	13
62	13	977	62	13	59	9	1196	60	9
55	9	979	55	9	59	9	1198	61	9
55	9	980	55	9	57	9	1200	59	9
69	3	982	71	5	60	11	1216	63	11
61	3	990	61	3	70	5	1227	66	3
64	10	1030	63	10	62	9	1232	64	9
60	5	1034	62	5	61	9	1239	64	9
59	11	1038	62	11	60	10	1254	61	10
64	9	1040	64	9	62	9	1256	62	9
60	13	1041	62	13	60	9	1267	61	9
60	10	1043	61	10	62	9	1309	65	9
63	10	1049	65	10	62	10	1313	64	10
65	3	1064	65	3	62	10	1316	63	10
61	8	1086	60	8	62	13	1321	64	13
68	9	1090	68	9	63	5	1328	65	5
61	13	1092	59	13	59	13	1330	60	13

Sheet 1 - 0 to 50

Start: 7:54:40

Stop: 8:54:53

Recorded By: kt

Verified By: djw

Validation Test Truck Run Set - Post

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/2/2012
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
63	9	1354	66	9	59	9	1550	57	9
61	3	1367	62	5	67	8	1551	68	3
65	9	1371	65	9	72	3	1562	72	5
62	9	1379	63	9	71	8	1622	68	3
62	10	1386	63	10	60	9	1624	60	9
64	10	1387	65	10	61	9	1625	60	9
57	5	1392	58	5	64	9	1631	65	9
62	10	1394	63	10	63	3	1650	66	5
64	3	1397	66	3	61	10	1663	63	10
65	10	1399	64	10	64	9	1664	67	5
65	13	1402	66	13	58	9	1669	61	9
64	10	1407	66	10	60	9	1670	62	9
73	5	1416	75	5	62	9	1687	63	9
61	8	1473	62	3	64	13	1688	65	13
59	9	1483	62	9	61	9	1691	62	9
59	5	1490	63	5	71	8	1696	70	3
59	8	1501	61	8	60	13	1697	58	13
64	4	1502	65	5	64	9	1707	66	9
60	13	1509	63	13	59	11	1723	59	11
64	9	1510	66	9	60	9	1725	60	9
65	9	1514	66	9	62	9	1736	63	9
57	13	1516	59	13	60	8	1868	63	5
59	9	1531	59	9	57	9	1869	57	9
60	9	1538	62	9	61	9	1874	60	9
61	9	1539	61	9	62	9	1889	63	9

Sheet 2 - 51 to 100

Start: \_\_\_\_\_

Stop: 10:12:01

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

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

Validation Test Truck Run Set - \_\_\_\_\_ Post



<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012				
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Count - 111      Time = 4:08:38      Trucks (4-15) - 100      Class 3s - 11

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
58	10	1704	58	10	59	8	2295	60	8
60	8	1706	60	5	62	8	2312	64	3
56	13	1709	55	13	59	9	2328	60	9
58	10	1714	60	10	59	9	2331	60	9
62	10	1717	64	10	54	13	2334	58	13
59	9	1722	60	9	73	8	2346	74	3
58	8	1731	60	5	64	8	2352	65	3
57	9	1743	57	9	60	13	2359	60	13
60	9	1744	59	9	59	10	2360	60	10
57	13	1745	59	13	59	10	2361	59	10
59	13	2218	59	13	57	5	2363	58	5
59	10	2221	61	10	60	8	2489	63	8
59	3	2225	59	3	57	9	2496	55	9
59	10	2232	61	10	70	5	2508	67	5
59	6	2233	59	6	54	5	2584	57	5
59	9	2244	63	9	59	9	2586	60	9
63	10	2245	63	10	67	3	2593	69	3
62	4	2266	64	5	57	8	2604	58	3
60	9	2268	61	9	63	4	2634	65	5
61	9	2269	58	9	59	10	2638	59	10
64	9	2273	64	9	57	7	2640	60	7
60	12	2276	62	12	62	6	2645	65	6
65	8	2279	66	5	60	10	2649	60	10
59	9	2280	60	9	58	13	2658	60	13
59	10	2289	60	10	62	9	2659	61	9

Sheet 1 - 0 to 50

Start: 9:51:00

Stop: 12:13:31

Recorded By: kt

Verified By: djw

Validation Test Truck Run Set - Pre



<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
60	9	2664	61	9	60	10	2926	63	10
60	9	2666	60	9	61	8	2927	60	5
60	9	2668	59	9	57	13	2932	59	13
59	4	2687	63	6	62	9	2935	63	9
69	8	2703	69	5	56	10	2964	54	10
61	10	2707	59	10	60	9	2965	63	9
59	5	2708	59	5	67	5	3062	63	5
60	10	2719	62	10	65	6	3072	61	6
61	9	2766	63	9	63	10	3074	63	10
62	10	2768	63	10	65	8	3076	66	5
62	9	2803	66	9	67	5	3077	65	5
59	9	2806	61	9	73	5	3080	72	5
60	10	2804	63	10	62	9	3109	60	9
62	9	2811	64	9	62	9	3143	61	9
61	9	2814	62	9	64	9	3145	65	9
59	13	2815	62	13	60	9	3150	61	9
62	9	2869	65	9	62	8	3157	63	5
59	9	2872	59	9	58	10	3165	59	10
58	5	2874	60	4	63	9	3169	63	9
60	9	2877	61	9	60	13	3171	61	13
59	4	2885	60	6	64	5	3175	65	5
59	3	2892	63	3	66	3	3184	68	3
62	9	2896	63	10	58	5	3187	59	5
57	9	2915	59	9	56	8	3207	53	3
59	6	2920	57	6	60	11	3209	62	11

Sheet 2 - 51 to 100

Start: 12:14:00

Stop: 13:34:28

Recorded By: kt

Verified By: djw

Validation Test Truck Run Set - Pre



Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS													STATE CODE: 53 SPS WIM ID: 530200 DATE: (mm/dd/yyyy): 5/1/2012							
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
56.6	50	2	1	8:51:38	1286	47.0	11.8	15.3	14.6	13.2	10.2	9.3	74.3	18.1	4.2	25.3	4.8	5.1	57.5	64.0
56.6	50	1	1	8:52:47	1298	48.0	13.1	17.0	16.8	16.9	15.8		79.5	18.2	4.2	29.1	4.1		55.6	62.0
57.0	54	2	2	9:10:38	1429	52.0	10.7	14.0	13.7	12.5	10.2	9.3	70.4	18.1	4.2	25.2	4.8	5.2	57.5	64.0
57.0	54	1	2	9:14:52	1458	52.0	12.7	17.0	16.6	17.6	16.3		80.3	18.3	4.2	29.2	4.1		55.8	62.0
57.0	58	2	3	9:28:04	1549	57.0	10.5	13.8	13.4	12.8	10.2	9.1	69.9	18.2	4.3	25.4	4.8	5.2	57.9	64.0
57.0	59	1	3	9:36:48	1607	58.0	12.5	16.5	16.1	15.3	15.4		75.8	18.2	4.2	29.1	4.0		55.5	62.0
61.4	47	2	4	9:45:30	1657	47.0	10.9	14.3	13.7	13.3	10.0	9.1	71.4	18.1	4.2	25.3	4.8	5.1	57.5	64.0
61.4	52	1	4	9:58:47	1746	49.0	12.6	17.1	16.1	16.4	16.7		78.9	18.3	4.2	29.2	4.1		55.8	62.0
61.4	54	2	5	10:03:08	1780	54.0	10.6	13.8	13.7	13.0	9.5	9.3	69.9	18.2	4.3	25.4	4.8	5.1	57.8	64.0
68.6	56	1	5	10:21:12	1907	54.0	12.3	16.0	15.6	16.4	16.0		76.4	18.2	4.2	29.0	4.1		55.5	62.0
68.6	60	2	6	10:21:14	1909	58.0	12.3	13.0	13.6	11.1	8.6	7.8	66.5	17.9	4.2	25.1	4.8	5.1	57.1	63.0
78.5	49	2	7	11:30:23	2367	47.0	12.5	13.6	13.6	12.2	9.6	8.5	70.0	18.0	4.2	25.2	4.8	5.1	57.3	63.0
78.5	50	1	6	11:31:14	2374	48.0	12.8	16.2	15.9	16.9	15.8		77.5	18.3	4.2	29.2	4.1		55.8	62.0
78.5	54	2	8	11:48:19	2498	54.0	10.4	13.9	13.4	12.6	9.4	9.2	68.9	18.1	4.2	25.3	4.8	5.1	57.5	64.0
78.5	54	1	7	11:53:01	2521	54.0	10.7	16.7	16.0	17.5	17.0		77.9	18.2	4.2	29.3	4.1		55.8	62.0
75.6	58	2	9	12:05:52	2608	57.0	11.8	13.5	13.0	12.1	8.6	8.6	67.7	18.1	4.2	25.3	4.8	5.1	57.5	64.0
73.4	59	1	8	12:14:45	2672	58.0	11.9	16.0	15.5	15.5	13.4		72.4	18.2	4.2	29.2	4.1		55.7	62.0
73.4	48	2	10	12:23:40	2725	48.0	11.2	14.4	13.8	13.2	9.6	9.5	71.7	18.2	4.3	25.4	4.9	5.1	57.9	64.0
72.0	49	1	9	12:36:46	2818	49.0	12.6	15.6	15.3	15.8	16.6		75.9	18.3	4.2	29.1	4.1		55.7	62.0
72.0	57	2	11	12:41:40	2843	57.0	12.3	12.9	13.6	11.9	8.7	8.1	67.6	18.1	4.2	25.2	4.8	5.1	57.4	64.0
70.4	56	1	10	12:58:43	2968	58.0	11.3	16.9	16.6	15.6	20.1		80.5	18.2	4.2	29.3	4.0		55.7	62.0
70.4	58	2	12	12:59:23	2973	46.0	12.4	14.1	13.7	12.6	9.2	8.8	70.8	18.0	4.2	25.2	4.8	5.1	57.3	64.0
66.0	58	2	13	13:17:01	3088	56.0	12.2	13.0	13.6	12.2	8.7	8.2	67.9	18.1	4.2	25.3	4.9	5.1	57.6	64.0
66.0	49	1	11	13:21:03	3111	49.0	11.3	17.0	17.0	16.6	19.3		81.2	18.2	4.2	29.1	4.1		55.6	62.0
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <span>Recorded By: <u>          kt          </u></span> <span>Verified By: <u>          djw          </u></span> <span>Run Set <u>          Pre          </u></span> </div>																				

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 53 SPS WIM ID: 530200 DATE: (mm/dd/yyyy): 5/1/2012
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[illegible]





Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE:	53
	SPS WIM ID:	530200
	DATE: (mm/dd/yyyy):	5/2/2012

[illegible]

Recorded By: kt

Verified By: djw

Run Set      Cal 3

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 53 SPS WIM ID: 530200 DATE: (mm/dd/yyyy): 5/2/2012									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
69.5	49	1	1	12:59:24	3000	49.0	12.2	15.5	15.2	15.2	15.3		73.5	18.3	4.2	29.2	4.1		55.8	62.0
69.5	49	2	1	12:59:27	3001	50.0	11.9	12.8	12.6	12.9	10.0	9.2	69.4	18.2	4.3	25.4	4.8	5.2	57.9	64.0
78.7	54	1	2	13:22:21	3155	54.0	11.1	16.1	15.5	16.1	16.7		75.6	18.1	4.2	29.1	4.1		55.5	62.0
78.7	54	2	2	13:22:28	3156	53.0	10.7	13.1	13.1	12.1	9.4	8.5	66.9	18.1	4.2	25.3	4.8	5.1	57.5	64.0
80.6	60	1	3	13:43:55	3322	59.0	11.6	16.0	15.4	14.9	15.2		73.2	18.3	4.2	29.1	4.1		55.7	62.0
80.6	60	2	3	13:43:57	3323	57.0	12.2	12.3	13.0	12.2	9.1	7.4	66.1	18.0	4.2	25.2	4.8	5.1	57.3	63.0
73.0	48	1	4	14:05:35	3464	48.0	11.5	15.6	15.1	16.0	15.4		73.6	18.3	4.2	29.1	4.1		55.7	62.0
73.0	49	2	4	14:05:58	3469	48.0	11.8	12.9	12.7	13.3	9.2	9.3	69.2	18.2	4.2	25.4	4.8	5.1	57.7	64.0
77.5	52	1	5	14:27:14	3631	54.0	11.7	14.8	14.5	14.6	14.8		70.4	18.3	4.2	29.1	4.0		55.6	62.0
77.5	53	2	5	14:27:18	3632	54.0	10.8	13.9	13.4	11.1	9.4	7.7	66.3	18.2	4.2	25.5	4.8	5.2	57.9	65.0
82.5	57	1	6	14:49:02	3808	58.0	11.0	15.6	15.5	16.2	16.4		74.8	18.3	4.2	29.1	4.1		55.7	62.0
82.5	56	2	6	14:49:05	3809	57.0	11.3	13.0	12.9	11.4	9.6	8.4	66.5	18.1	4.2	25.2	4.8	5.1	57.4	64.0
70.3	57	1	7	15:18:31	4013	58.0	11.6	16.2	15.9	15.3	17.7		76.8	18.3	4.2	29.3	4.1		55.9	62.0
70.3	58	2	7	15:18:36	4014	57.0	10.1	13.2	12.8	12.0	9.3	8.9	66.3	18.2	4.2	25.3	4.8	5.1	57.6	64.0
44.4	50	1	8	7:42:04	868	49.0	10.6	15.8	15.6	16.2	16.4		74.7	18.1	4.2	29.3	4.1		55.7	63.0
44.4	50	2	8	7:42:14	870	49.0	10.4	13.9	13.7	12.1	9.3	8.3	67.6	18.1	4.2	25.3	4.8	5.1	57.5	64.0
48.6	54	1	9	8:04:02	999	53.0	11.5	16.8	16.0	17.2	18.0		79.5	18.3	4.2	29.2	4.1		55.8	62.0
48.6	54	2	9	8:04:08	1000	54.0	10.4	13.6	13.5	12.1	9.8	9.4	68.8	18.1	4.3	25.4	4.8	5.1	57.7	64.0
48.1	59	1	10	8:25:42	1130	58.0	10.7	16.2	16.3	17.2	16.9		77.4	18.3	4.2	29.2	4.1		55.8	62.0
48.1	58	2	10	8:25:46	1131	57.0	11.1	14.3	14.2	11.5	9.5	8.7	69.3	18.1	4.3	25.3	4.8	5.2	57.7	64.0
47.2	49	1	11	8:47:25	1269	49.0	10.9	16.0	15.9	17.2	17.0		77.0	18.3	4.2	29.1	4.1		55.7	63.0
47.2	48	2	11	8:47:35	1270	47.0	10.2	13.8	13.3	12.8	9.8	7.7	67.5	18.1	4.2	25.4	4.8	5.2	57.7	64.0
47.8	55	1	12	9:09:32	1428	53.0	11.0	16.6	16.0	16.8	17.0		77.3	18.2	4.2	29.1	4.1		55.6	62.0
47.8	54	2	12	9:09:51	1432	52.0	11.1	13.9	13.6	12.4	9.2	8.8	69.1	18.2	4.3	25.4	4.8	5.1	57.8	64.0

  

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Post _____
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<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>														STATE CODE: 53 SPS WIM ID: 530200 DATE: (mm/dd/yyyy): 5/2/2012							
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
47.2	58	1	13	9:31:08	1585	57.0	11.0	16.3	15.6	15.4	16.5		74.8	18.4	4.2	29.2	4.1		55.9	62.0
47.2	60	2	13	9:31:13	1587	59.0	10.9	13.7	13.5	12.2	9.9	8.6	68.7	18.3	4.2	25.3	4.8	5.1	57.7	64.0
49.4	49	1	14	9:53:02	1743	47.0	12.4	15.9	16.2	15.2	17.5		77.1	18.3	4.2	29.2	4.0		55.7	62.0
49.4	48	2	14	9:53:07	1745	48.0	12.7	12.7	12.8	13.3	10.3	8.9	70.8	18.2	4.3	25.4	4.8	5.1	57.8	64.0
47.6	53	1	15	10:18:31	1945	53.0	11.2	16.2	16.3	16.5	19.0		79.2	18.3	4.2	29.2	4.1		55.8	62.0
47.6	52	2	15	10:18:34	1946	53.0	10.7	13.8	13.4	12.0	9.8	8.8	68.4	18.2	4.2	25.3	4.8	5.1	57.6	64.0
48.5	60	1	16	10:40:31	2127	59.0	11.1	17.2	16.0	17.2	18.6		80.0	18.3	4.2	29.3	4.1		55.9	63.0
48.5	57	2	16	10:40:37	2129	57.0	11.0	14.5	13.7	12.3	9.2	8.7	69.4	18.1	4.3	25.4	4.8	5.1	57.7	64.0
49.7	47	1	17	11:02:19	2322	49.0	10.4	16.0	15.8	15.4	14.2		71.7	18.3	4.2	29.2	4.1		55.8	62.0
49.7	48	2	17	11:02:24	2323	49.0	10.4	13.1	12.9	12.2	9.8	8.4	66.8	18.2	4.3	25.4	4.8	5.2	57.9	64.0
50.1	51	1	18	11:23:55	2497	53.0	12.6	16.1	16.3	17.1	16.9		79.1	18.1	4.2	29.2	4.1		55.6	62.0
50.1	51	2	18	11:24:01	2498	54.0	12.0	12.9	13.6	11.9	8.8	8.2	67.5	18.0	4.2	25.2	4.8	5.1	57.3	63.0
54.1	60	1	19	11:46:05	2671	59.0	11.7	16.5	16.5	16.1	17.9		78.7	18.3	4.2	29.2	4.1		55.8	62.0
54.1	59	2	19	11:46:14	2672	58.0	10.6	13.6	13.2	12.5	9.8	8.7	68.4	18.1	4.2	25.3	4.9	5.1	57.6	64.0
55.3	49	1	20	12:13:40	2877	48.0	12.3	15.8	15.7	14.3	13.3		71.5	18.3	4.3	29.2	4.1		55.9	62.0
55.3	48	2	20	12:13:43	2878	49.0	11.1	14.7	13.8	12.4	9.6	8.7	70.4	18.1	4.2	25.3	4.8	5.1	57.5	64.0
57.0	53	1	21	12:53:20	3023	52.0	12.6	14.9	14.5	14.9	14.0		70.9	18.2	4.2	29.1	4.1		55.6	62.0
57.0	54	2	21	12:53:22	3024	54.0	10.1	13.6	13.3	11.8	9.3	9.4	67.5	18.1	4.2	25.3	4.8	5.1	57.5	64.0

  

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Post _____
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<p align="center"><b>Traffic Sheet 22</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE EQUIPMENT ASSESSMENT</b>  <b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  STATE ASSIGNED ID P7C  DATE (mm/dd/yyyy) 5/1/2012</p>
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**9. IN ROAD SENSORS:**

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

the equipment is operating within the manufacturer's tolerances. None of the in-road sensors show signs of damage or excessive wear and appear to be fully secured in the pavement.

**TRUCK OBSERVATIONS**

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

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

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

Tape Filename:

Time:

From:

To:

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 53 SPS WIM ID: 530200 STATE ASSIGNED ID P7C DATE (mm/dd/yyyy) 5/1/2012
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**11. CLASSIFICATION VERIFICATION VIDEO:**

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

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

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

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

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

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

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 53 SPS WIM ID: 530200 STATE ASSIGNED ID P7C DATE (mm/dd/yyyy) 5/1/2012
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#### SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>61.5</u> mph	Average WIM Speed	<u>60.7</u> mph
Mean Difference	<u>-0.7</u> mph	SD of mean	<u>1.7</u>
Posted Speed Limit	<u>60</u> mph		
Speed Range	15th percentile - <u>59</u> mph	85th percentile-	<u>67</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u>          </u> feet
% error from 4.25 ft (industry average)	OR	<u>4.22</u> ft (WIM system average)
= <u>-0.8</u> %		
Average front axle weight for Class 9 vehicles		<u>          </u> lbs
% error from 10.3 kips (industry average) OR		<u>11.7</u> lbs (known site value)
= <u>13.5</u> %		

#### SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☒

no cabinet or foundation deficiencies

Pull Boxes None ☒

no pull box deficiencies

Mast None ☒

no service mast deficiencies

Solar Panels None ☒

no solar panel deficiencies

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	53
	SPS WIM ID:	530200
	STATE ASSIGNED ID	P7C
	DATE (mm/dd/yyyy)	5/1/2012

Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

Electronic tests of the power and communication devices indicated that they were operating normally.

Assessor Kevin Trousdale

<b>Traffic Sheet 22 Addendum - Kistler Quartz</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 53 SPS WIM ID: 530200 STATE ASSIGNED ID P7C DATE (mm/dd/yyyy) 5/1/2012
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

a. Solar Panel		WATTS		VDC
b. Equipment Power	121.1	VAC		VDC
c. Battery 1		VDC		
d. Battery 2		VDC		
e. Regulated		VDC		
f. Power Supply	121.1	VAC		VDC
g. System Input	121.1	VAC		VDC
h. Modem Power		VAC		VDC
i. Telephone		VDC		

**2. LOOP SENSORS**

	Resistance		Inductance		Shield
a. Leading	0.9 $\Omega$		145.0 $\mu$ h		inf M $\Omega$
b. Trailing	1.1 $\Omega$		144.9 $\mu$ h		inf M $\Omega$

**3. KISTLER SENSORS**

	Resistance		Capacitance
a. K1 (lead/left)	10 <sup>9</sup> $\Omega$		15 nF
b. K2 (lead/middle)	10 <sup>9</sup> $\Omega$		16 nF
c. K3 (lead mid/right)	$\Omega$		nF
d. K4 (lead/right)	$\Omega$		nF
e. K5 (trail/left)	$\Omega$		nF
f. K6 (trail/mid left)	$\Omega$		nF
g. K7 (trail/mid right)	<10 <sup>9</sup> $\Omega$		8 nF
h. K8 (trail/right)	10 <sup>11</sup> $\Omega$		15 nF

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

**4. LOOP SENSORS**

	Frequency
a. Leading	13.01 KHz
b. Trailing	13.68 KHz

**5. KISTLER SENSORS**

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor Kevin Trousdale

<p align="center"><b>Traffic Sheet 23</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM Troubleshooting Outline</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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### STEP 1 - PROBLEM DESCRIPTION

PROVIDE A DETAILED DESCRIPTION OF THE PROBLEM.

The WIM system appeared to collect, analyze and report vehicle measurements normally. No troubleshooting actions were taken.

### STEP 2 - COLLECT SYSTEM DATA

#### 2A SYSTEM PARAMETERS

REVIEW ALL EQUIPMENT OPERATIONAL PARAMETERS SUCH AS CLASSIFICATION ALGORITHMS, DATE/TIME, WEIGHT AND SPEED/SPACING ERROR COMPENSATION FACTORS, AS WELL AS SENSOR LANE ASSIGNMENTS AND THRESHOLD SETTINGS

MAKE NOTE OF ANY SUSPECT VALUES. DO NOT CHANGE VALUES AT THIS TIME.

#### 2B DOWNLOAD SYSTEM DATA

DOWNLOAD SYSTEM TRAFFIC DATA FOR THE DAY OR TIME PERIOD IN QUESTION. SITE PROBLEMS THAT CAN ONLY BE DETERMINED BY REVIEWING DATA FILES WILL MOST LIKELY REQUIRE A SECOND SITE VISIT UNLESS THE FILES CAN BE PROCESSED ONSITE

#### 2C RECORD SYSTEM DIAGNOSTIC MODE VALUES

RECORD ALL SENSOR VALUES GIVEN IN THE SYSTEMS' DIAGNOSTIC MODE FOR THE LANE BEING INVESTIGATED, IF AVAILABLE. MAKE NOTE OF ANY DEFICIENCIES, AND SUSPECT OR INCONSISTANT VALUES.



<p align="center"><b>Traffic Sheet 23</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM Troubleshooting Outline</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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LOOP SENSORS:

LOOP	VALUE
LEAD	
TRAIL	

WEIGHPAD / LOAD CELL SENSORS:

SENSOR	VALUE
LEAD/ SENSOR 1	
LEAD/ SENSOR 2	
LEAD/ SENSOR 3	
TRAIL/ SENSOR 1	
TRAIL/ SENSOR 2	
TRAIL/ SENSOR 3	

PIEZO SENSORS:

PIEZO	VALUE
LEADING	
2nd	
3rd	
TRAILING	

KISTLER QUARTZ SENSORS:

SENSOR	VALUE
LEADING	
TRAILING	

TEMPERATURE SENSOR:

\_\_\_\_\_

**2D ANALYZE THE INFORMATION COLLECTED**

<p align="center"><b>Traffic Sheet 23</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM Troubleshooting Outline</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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### STEP 3 FINDING THE SOURCE OF THE PROBLEM

#### 3A- PROBABLE FAULTY FUNCTION

LIST THE DEFICIENCIES DISCOVERED IN STEPS 1 & 2 BELOW. INDICATE THEIR ASSOCIATED WIM SYSTEM PRIMARY FUNCTIONS (POWER, COMMUNICATIONS, WEIGHT & CLASSIFICATION, ETC.).

SYMPTOM	FUNCTION

BASED ON THE SYMPTOMS LISTED ABOVE, MAKE A CONCLUSION AS TO THE MOST PROBABLE FAULTY SYSTEM FUNCTION. ADD ANY CLARIFYING NOTES.

MOST PROBABLE FAULTY FUNCTION: \_\_\_\_\_

#### 3B- FAULTY COMPONENT

USE THE STANDARD EQUIPMENT MAINTENANCE FORM (SHEET 22 TO RECORD ALL SYSTEM COMPONENT STATIC AND DYNAMIC VALUES USING THE TEST POINTS INDICATED BELOW FOR THE THE SYSTEM FUNCTION IN QUESTION.

TP#	TEST POINT DESCRIPTION	SYSTEM FUNCTION	DESCREPANCY Y/N
1	WIM SYSTEM POWER INPUT	POWER	
2	DC MODEM INPUT	POWER/ COMMUNICATION	
3	TELCO SURGE SUPPRESSOR OUTPUT	COMMUNICATION	
4	TELCO TERMINAL STRIP OUTPUT	COMMUNICATION	
5	TELCO D-MARK BOX OUTPUT	COMMUNICATION	
6	SENSOR TERMINAL STRIP INPUTS	WEIGHT/CLASSIFICATION	
7	PULL BOX INPUTS	WEIGHT/CLASSIFICATION	
8	DC POWER TERMINAL STRIP OUTPUTS	POWER	
9	DC REGULATOR OUTPUT	POWER	
10	BATTERY OUTPUT	POWER	
11	SOLAR SURGE SUPPRESSOR OUTPUT	POWER	
12	SOLAR PANEL OUTPUT	POWER	
13	AC POWER TERMINAL STRIP	POWER	
14	AC SERVICE DROP OUTPUT	POWER	
15	AC CIRCUIT BREAKER OUTPUT	POWER	
16	AC OUTLET OUTPUT	POWER	
17	EXTERNAL POWER SUPPLY OUTPUT	POWER	

<p align="center"><b>Traffic Sheet 23</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>WIM Troubleshooting Outline</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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DESCRIBE ANY SUSPECT TEST RESULTS.

BASED ON THE TEST READINGS MADE, DRAW A CONCLUSION AS TO THE MOST PROBABLE FAULTY COMPONENT AND INDICATE BELOW.

SUSPECTED FAULTY COMPONENT: \_\_\_\_\_

#### STEP- 4 DETERMINE THE CORRECTIVE ACTION

CONSIDERING ALL FACTORS ASSOCIATED WITH THE REPAIR OF THE FAULTY COMPONENT, DETERMINE THE CORRECTIVE ACTION.

DESCRIBE CORRECTIVE ACTION TAKEN.

#### STEP 5- REPAIRING THE SYSTEM

DESCRIBE THE ACTIONS TAKEN TO REPAIR THE SYSTEM, OR MAKE RECOMMENDATIONS ON THE REPAIRS THAT NEED TO BE TAKEN TO CORRECT THE SYSTEM DEFICIENCY.

ASSESSED BY: \_\_\_\_\_

<p align="center"><b>Traffic Sheet 24A</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE PHOTO LOG - Equipment</b></p>	<p>STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 5/1/2012</p>
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Item	Description	Filename
1	Power Source	530200_power_service_box_5_01_12.jpg
2	Telephone Source	530200_telephone_pedestal_5_01_12.jpg
3	Cabinet Exterior	530200_cabinet_exterior_5_01_12.jpg
4	Cabinet Interior - Front	530200_cabinet_interior_front_5_01_12.jpg
5	Cabinet Interior - Rear	
6	Leading weight sensor	530200_leading_WIM_sensor_5_01_12.jpg
7	Trailing weight sensor	530200_trailing_WIM_sensor_5_01_12.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	530200_leading_loop_5_01_12.jpg
11	Trailing loop sensor	530200_trailing_loop_5_01_12.jpg
12	Downstream from site	530200_downstream_5_01_12.jpg
13	Upstream from site	530200_upstream_5_01_12.jpg
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RECORDED BY: \_\_\_\_\_ Dean J. Wolf

<b>Traffic Sheet 24B</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Test Trucks</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 5/1/2012
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Item	Description	Filename
1	Tractor, Truck #1	530200_Truck_1_Tractor_5_01_12.jpg
2	Trailer/Load, Truck #1	530200_Truck_1_Trailer_5_01_12.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	530200_Truck_1_Suspension_1_5_01_12.jpg
5	Suspension B, Truck #1	530200_Truck_1_Suspension_2_5_01_12.jpg
6	Suspension C, Truck #1	530200_Truck_1_Suspension_3_5_01_12.jpg
7	Suspension D, Truck #1	530200_Truck_1_Suspension_4_5_01_12.jpg
8	Suspension E, Truck #1	530200_Truck_1_Suspension_5_5_01_12.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	530200_Truck_2_Tractor_5_01_12.jpg
11	Trailer/Load, Truck #2	530200_Truck_2_Trailer_5_01_12.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	530200_Truck_2_Suspension_1_5_01_12.jpg
14	Suspension B, Truck #2	530200_Truck_2_Suspension_2_5_01_12.jpg
15	Suspension C, Truck #2	530200_Truck_2_Suspension_3_5_01_12.jpg
16	Suspension D, Truck #2	530200_Truck_2_Suspension_4_5_01_12.jpg
17	Suspension E, Truck #2	530200_Truck_2_Suspension_5_5_01_12.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**