

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 #
2/18/13		del vol Bw ("U"); del axle BW ("U")	TN		

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 #
12/3/13		del vol BW 1-3, 17th	PP		
12/4/13		Zero axle detected all lanes. Cleaned and re-seated A/D card -Data should be good after	HN		

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 #
Nov 2013		No data for the month of November	TN		
Nov 2013		Reason - Problem: Counter went "zero axle detected" all lanes, starting around 10pm on November 2 <sup>nd</sup> -: November P7C deleted both directions due to errors only. (Tom)	TN		

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 #
10/14/13		Errors - delete axle 3,9,21,23,26,28 NB	PP		

<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 ]

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 #
Sept, 2013	9/9/13	Counter reset (quit 9/1/13 until reset 9/9/13)	TN		
	9/18/13	del vol BW 1-15; del axle NB 1-15, 17, 20, 22, 29	TN		
	9/18/13	P7C missing Sept 2-8, 11-14 so far	TN		

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 #
08/25/13		<b>Went to default file sizes –possible corrupt files.</b>			

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	[ 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 #
07/17-18/13		Issues with the data 7/17-18 <sup>th</sup> , 21 <sup>st</sup> -26 <sup>th</sup> , 29 <sup>th</sup> BothWays			

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 #
3/26/13		Deployed new class scheme (WASH2013)			



File: 80.12.11.9.12

<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)	6/18/2013

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 6/18/13
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
 

a. <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>3</u>
Passes Per Truck:	<u>14</u>

	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>air</u>
Truck 3:	<u>9</u>	<u>steel spring</u>	<u>air</u>

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

Mean Difference Between -

Dynamic and Static GVW:	<u>1.1%</u>	Standard Deviation:	<u>2.3%</u>
Dynamic and Static Single Axle:	<u>-0.7%</u>	Standard Deviation:	<u>6.8%</u>
Dynamic and Static Double Axles:	<u>1.3%</u>	Standard Deviation:	<u>3.0%</u>

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

9. DEFINE SPEED RANGES IN MPH:

	Low		High	Runs	
a. <u>Low</u>	<u>46.0</u>	to	<u>50.7</u>	<u>13</u>	<u>48.35</u>
b. <u>Medium</u>	<u>50.8</u>	to	<u>55.4</u>	<u>17</u>	<u>53.1</u>
c. <u>High</u>	<u>55.5</u>	to	<u>60.0</u>	<u>12</u>	<u>57.75</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>

**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)	6/18/2013

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 6.539214 6.539214

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>0.0</u>	FHWA Class	<u>5</u>	-	<u>-26.0</u>
FHWA Class 8:	<u>167.0</u>	FHWA Class	<u>10</u>	-	<u>-9.0</u>
		FHWA Class	<u>          </u>	-	<u>          </u>
		FHWA Class	<u>          </u>	-	<u>          </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean Wolf  
 Contact Information: Phone: 717-975-3550  
 E-mail: dwolf@ara.com

**ENTERED**

<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)	6/18/2013

1. ROUTE: US-395 MILEPOST: 93.01 LTPP DIRECTION: north

2. WIM SITE DESCRIPTION

Grade: 1 to 2% Sag Vertical: N  
 Nearest Upstream SPS Section: 205  
 Distance from sensors to SPS Section: 0 feet

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass  
 Lane width: 12' Shoulder: 2 - paved AC  
 Shoulder width: 10.5'

4. PAVEMENT TYPE PCC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 6/18/13 Photo Filename: 530200\_downstream\_6\_17\_13.jpg  
 Date: 6/18/13 Photo Filename: 530200\_trailing\_loop\_6\_17\_13.jpg  
 Date:          Photo Filename:                                 

6. SENSOR SEQUENCE

Loop - Quartz - Quartz - Loop

7. REPLACEMENT AND/OR GRINDING

Date:           
 Date:           
 Date:         

8. RAMPS OR INTERSECTIONS

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

9. DRAINAGE

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

<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	53
	SPS WIM ID:	530200
	DATE (mm/dd/yyyy)	6/18/2013

#### 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_box_6_17_13.jpg</u>
Phone source:	<u>530200_telephone_service_6_17_13.jpg</u>
Cabinet exterior:	<u>530200_cabinet_exterior_6_17_13.jpg</u>
Cabinet interior:	<u>530200_cabinet_interior_front_6_17_13.jpg</u>
Weight sensors:	<u>530200_leading_WIM_sensor_6_17_13.jpg</u>
	<u>530200_trailing_WIM_sensor_6_17_13.jpg</u>
Other sensors:	<u>530200_leading_loop_6_17_13.jpg</u>
	<u>530200_trailing_loop_6_17_13.jpg</u>
Downstream from sensors on LTPP lane:	<u>530200_downstream_6_17_13.jpg</u>
Upstream from sensors on LTPP lane:	<u>530200_upstream_6_17_13.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) 6/18/2013
---	---

### 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 Portland Concrete Cement
- 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) 6/18/2013
---	---

#### 4. Onsite Activities

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

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

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd- Air Suspension 3S2 LTPP

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

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

- ii. Loads LTPP

- iii. Drivers LTPP

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

- g. Access to cabinet Joint

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 6/18/2013
---	---

## 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 Torrey Lanning Phone # 509-765-9531  
Agency Zip Truck Lines
- 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) 6/18/2013
--	---

CALIBRATION TEST TRUCK - Primary

**PART A**

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

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10870	10600	Direct
B		15670	15525	Direct
C		15670	15525	Direct
D		17025	17035	Direct
E		17025	17035	Direct
F				

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 76260
- c. Post Test Loaded Weight: 75720
- d. Difference Post Test - Pre-Tests: -540

**5. TRUCK DESCRIPTION**

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

- b. Make: Kenworth  
c. Model: unknown

**d. Trailer Load Distribution Description:**

bagged and palletized animal feed

photo: ☒

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

A to B 12.8    B to C 4.3    C to D 28.8    D to E 4.1    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 50.0
- i. Kingpin offset from Axle B (units) -1'4" photo: ☐
- j. Overall Length - ☒ Measured 57.2



<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) 6/18/2013
---	---

CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input type="checkbox"/>
B	11R22.5	air	<input type="checkbox"/>
C	11R22.5	air	<input type="checkbox"/>
D	285/75R24.5	air	<input type="checkbox"/>
E	285/75R24.5	air	<input 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				

<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) 6/18/2013
---	---

**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 # 1</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 6/18/2013</p>
--	--

**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	10860	15690	15690	17040	17040		76320
2	10880	15650	15650	17010	17010		76200
Avg.	10870	15670	15670	17025	17025		76260

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

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

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

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10660	15520	15520	17040	17040		75780
2	10540	15530	15530	17030	17030		75660
Avg.	10600	15525	15525	17035	17035		75720

Validation Test Truck Run Set - Pre

**Measured By:** Geg Helman

**Verified By:** Kevin Trousdale

<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) 6/18/2013

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		9940	9180	Direct
B		9944	9957	Direct
C		9944	9957	Direct
D		9944	9957	Direct
E		13650	13615	Direct
F		13650	13615	Direct

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 67070
- c. Post Test Loaded Weight: 66280
- d. Difference Post Test - Pre-Tests: -790

**5. TRUCK DESCRIPTION**

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

- b. Make: Freightliner
- c. Model: unknown

**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 13.8    B to C 4.3    C to D 4.3    D to E 28.8    E to F 4.2

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 55.4
- i. Kingpin offset from Axle B (units) -1'4" photo: ☐
- j. Overall Length - ☒ Measured 62.0

<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) 6/18/2013</p>
---	--

CALIBRATION TEST TRUCK - Secondary

**6. SUSPENSION**

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input type="checkbox"/>
B	11R22.5	air	<input type="checkbox"/>
C	11R22.5	air	<input type="checkbox"/>
D	11R22.5	air	<input type="checkbox"/>
E	285/75R24.5	air	<input type="checkbox"/>
F	285/75R24.5	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) 6/18/2013</p>
--	--

**CALIBRATION TEST TRUCK -** Secondary

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

	1		2		Avg.
<b>Axle A</b>	I	0	VI-VII	0	0
<b>Axle B</b>	II-I	0	VII-VIII	0	0
<b>Axle C</b>	III-II	0	VIII-IX	0	0
<b>Axle D</b>	IV-III	0	IX-X	0	0
<b>Axle E</b>	V-IV	0	X-XI	0	0
<b>Axle F</b>	VI-V	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 # 2</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 6/18/2013</p>
--	--

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	9880	9967	9967	9967	13650	13650	67080
2	10000	9920	9920	9920	13650	13650	67060
Avg.	9940	9944	9944	9944	13650	13650	67070

**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	9240	9947	9947	9947	13600	13600	66280
2	9120	9967	9967	9967	13630	13630	66280
Avg.	9180	9957	9957	9957	13615	13615	66280

Validation Test Truck Run Set - Pre

Measured By: Geg Helman

Verified By: Kevin Trousdale

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 3</b>	STATE CODE: 53
	SPS WIM ID: 530200
	DATE (mm/dd/yyyy) 6/18/2013

CALIBRATION TEST TRUCK - Third

**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		13210	12680	Direct
B		12165	12110	Direct
C		12165	12110	Direct
D		12420	12420	Direct
E		12420	12420	Direct
F				

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

a. Empty GVW: \_\_\_\_\_  
b. Average Pre-Test Loaded weight: 62380  
c. Post Test Loaded Weight: 61740  
d. Difference Post Test - Pre-Tests: -640

**5. TRUCK DESCRIPTION**

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

b. Make: Freightliner  
c. Model: unknown

**d. Trailer Load Distribution Description:**

bagged and palletized fertilizer

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 27.7      D to E 4.2      E to F \_\_\_\_\_

h. Wheelbase - ☐ Measured \_\_\_\_\_      ☐ Computed 54.5  
i. Kingpin offset from Axle B (units) 0.2      photo: ☐  
j. Overall Length - ☐ Measured 61.5



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 3</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 6/18/2013
--	---

CALIBRATION TEST TRUCK - Third

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input type="checkbox"/>
B	11R22.5	air	<input type="checkbox"/>
C	11R22.5	air	<input type="checkbox"/>
D	11R22.5	air	<input type="checkbox"/>
E	11R22.5	air	<input 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 # 3</b></p>	<p align="right">STATE CODE: 53  SPS WIM ID: 530200  DATE (mm/dd/yyyy) 6/18/2013</p>
--	--

CALIBRATION TEST TRUCK - Third

**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

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 3</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 6/18/2013
--	---

CALIBRATION TEST TRUCK - Third

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	13140	12170	12170	12420	12420		62320
2	13280	12160	12160	12420	12420		62440
Avg.	13210	12165	12165	12420	12420		62380

**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	12680	12090	12090	12420	12420		61700
2	12680	12130	12130	12420	12420		61780
Avg.	12680	12110	12110	12420	12420		61740

Validation Test Truck Run Set - Pre

Measured By: Geg Helman  
Verified By: Kevin Trousdale

<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) 6/18/2013				
--	--	--	--	--	---	--	--	--	--

Count - 114      Time = 2:13:58      Trucks (4-15) - 114      Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
62	9	3315	61	9	60	9	3636	63	9
60	10	3328	63	10	61	9	3664	64	9
61	5	3325	51	5	63	9	3667	63	9
61	9	3366	63	9	62	9	3669	54	9
57	13	3368	59	13	62	9	3678	62	9
56	10	3378	54	10	60	9	3680	60	9
64	9	3386	64	9	59	9	3683	59	9
61	9	3399	61	9	50	5	3689	51	5
61	10	3440	62	10	60	9	3704	60	9
57	10	3444	61	10	62	10	3715	62	10
62	12	3446	64	12	59	10	3727	60	10
62	10	3456	61	10	58	10	3728	58	10
62	8	3459	61	5	61	9	3740	63	9
60	13	3469	61	13	62	8	3759	63	5
61	10	3502	53	10	61	9	3763	63	9
59	5	3513	60	5	59	9	3773	60	9
63	9	3523	69	9	58	13	3788	60	13
64	5	3529	67	5	58	9	3790	59	9
61	9	3545	65	9	59	8	3817	59	8
59	10	3560	61	10	61	9	3832	62	9
55	9	3595	59	9	62	5	3835	62	5
59	9	3603	61	9	62	10	3842	65	10
59	9	3609	64	9	60	10	3850	61	10
62	9	3625	63	9	60	9	3860	61	9
61	8	3629	61	8	63	9	3932	66	9

Sheet 1 - 0 to 50      Start: 12:44:01      Stop: 13:49:15  
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) 6/18/2013				
--	--	--	--	--	---	--	--	--	--

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
68	5	3954	67	5	59	10	4195	61	10
55	5	3995	55	5	60	10	4206	60	10
60	8	3999	56	8	61	13	4209	60	13
63	9	4003	66	9	59	9	4221	59	9
56	12	4012	58	12	57	13	4266	58	13
61	13	4019	60	13	62	8	4272	62	5
60	5	4030	70	5	64	9	7286	64	9
58	9	4042	61	9	62	9	4298	68	9
59	10	4045	62	10	60	10	4311	62	10
60	9	4046	59	9	62	9	4326	62	9
62	9	4047	59	9	61	9	4327	60	9
62	9	4054	63	9	60	10	4345	61	10
60	9	4060	61	9	56	8	4356	58	5
61	9	4061	62	9	60	9	4376	60	9
63	9	4065	64	9	59	9	4384	61	9
60	9	4072	61	9	62	5	4388	63	4
61	9	4125	63	9	61	9	4396	64	9
59	9	4129	55	9	56	9	4405	58	9
60	9	4138	63	9	73	5	4431	74	5
62	12	4141	68	12	63	9	4458	64	9
60	9	4152	61	9	54	9	4464	53	9
57	8	4166	54	5	63	9	4489	63	9
59	9	4170	60	9	62	9	4503	64	9
60	9	4174	58	9	64	11	4518	69	9
60	4	4184	59	5	60	9	4545	61	9

Sheet 2 - 51 to 100

Recorded By:

Start: 13:51:26

kt

Stop: 14:57:59

djw

Validation Test Truck Run Set -

Pre



<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): 6/18/2013									
---	--	--	--	--	--	--	--	--	--	---	--	--	--	--	--	--	--	--	--

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
68.1	54	3	1	10:14:05	1927	54.0	13.2	12.8	12.6	12.8	12.3		63.7	18.3	4.2	27.7	4.0		54.2	62.0
68.1	52	2	1	10:14:27	1930	52.0	10.0	6.5	12.7	11.8	15.7	14.5	71.2	13.9	4.2	4.3	29.3	4.1	55.8	62.0
68.1	50	1	1	10:14:51	1932	49.0	10.0	16.0	15.5	17.8	17.4		76.7	12.8	4.3	29.1	4.1		50.3	58.0
68.1	57	3	2	10:36:23	2131	58.0	12.2	12.6	12.5	12.8	12.5		62.6	18.3	4.2	27.7	4.0		54.2	62.0
68.1	57	2	2	10:36:50	2135	57.0	8.9	6.7	12.0	11.5	14.0	14.1	67.4	13.7	4.3	4.3	29.1	4.1	55.5	62.0
68.1	49	1	2	10:37:17	2139	50.0	10.7	16.5	15.7	17.6	18.0		78.4	12.9	4.4	29.1	4.0		50.4	59.0
66.3	49	3	3	10:58:31	2329	49.0	11.6	12.3	12.5	12.3	12.7		61.4	18.2	4.2	27.8	4.1		54.3	62.0
66.3	47	2	3	10:59:04	2335	47.0	9.8	6.6	12.4	12.3	15.1	14.2	70.4	13.9	4.3	4.3	29.2	4.1	55.8	62.0
66.3	49	1	3	10:59:25	2341	49.0	11.1	15.6	16.0	18.2	17.1		78.1	12.8	4.3	29.0	4.1		50.2	58.0
66.3	52	3	4	11:20:47	2532	53.0	13.6	12.2	12.0	12.3	12.4		62.4	18.3	4.2	27.8	4.0		54.3	62.0
66.3	52	2	4	11:21:09	2534	52.0	9.8	7.1	11.8	11.5	13.7	13.9	67.9	13.8	4.3	4.2	29.0	4.1	55.4	62.0
66.3	55	1	4	11:21:26	2538	55.0	11.2	15.8	16.1	17.8	17.3		78.2	12.9	4.3	29.1	4.1		50.4	58.0
67.5	58	3	5	11:42:56	2733	58.0	11.5	12.6	12.1	13.0	12.9		62.2	18.4	4.2	27.7	4.0		54.3	62.0
67.5	57	2	5	11:43:15	2738	57.0	10.5	8.2	10.8	10.8	13.3	12.9	66.5	13.9	4.3	4.2	29.3	4.1	55.8	62.0
67.5	54	1	5	11:43:26	2741	55.0	11.6	16.3	15.2	17.5	17.1		77.7	12.8	4.4	29.1	4.1		50.4	58.0
66.3	48	3	6	12:31:14	3202	48.0	11.4	12.6	12.4	12.5	12.4		61.3	18.3	4.2	27.8	4.1		54.4	62.0
66.3	47	2	6	12:32:01	3208	47.0	9.9	7.0	11.7	12.1	15.6	13.9	70.1	13.9	4.3	4.2	29.2	4.1	55.7	62.0
66.3	54	1	6	12:32:10	3211	54.0	10.6	16.0	16.2	17.2	17.6		77.7	12.8	4.3	29.1	4.1		50.3	58.0
67.5	54	3	7	12:53:18	3385	54.0	11.4	12.1	12.4	12.6	12.8		61.3	18.2	4.2	27.7	4.0		54.1	62.0
67.5	53	2	7	12:53:53	3392	52.0	10.7	7.6	11.5	11.0	13.3	14.4	68.6	13.9	4.3	4.3	29.1	4.1	55.7	62.0
67.5	49	1	7	12:54:23	3400	49.0	12.0	16.0	15.2	17.1	16.9		77.2	12.8	4.3	29.1	4.0		50.2	58.0
70.0	59	3	8	13:14:47	3627	58.0	11.9	12.8	12.4	13.1	12.9		63.1	18.3	4.2	27.7	4.0		54.2	61.0
70.0	57	2	8	13:15:30	3630	57.0	9.9	8.0	12.2	11.8	14.2	14.5	70.5	13.9	4.3	4.3	29.1	4.1	55.7	62.0
70.0	55	1	8	13:16:46	3640	55.0	10.0	15.1	15.8	17.4	17.5		75.8	12.8	4.3	29.0	4.0		50.1	58.0

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

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

Run Set \_\_\_\_\_ Pre

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE: (mm/dd/yyyy): 6/18/2013
---	---

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
69.5	50	3	9	13:36:23	3830	49.0	13.6	11.8	11.6	11.6	11.7		60.3	18.1	4.2	27.6	4.0		53.9	62.0
69.5	49	2	9	13:37:15	3838	47.0	9.6	7.0	11.7	11.6	14.1	13.1	67.0	13.7	4.3	4.2	29.1	4.1	55.4	62.0
69.5	53	1	9	13:38:49	3849	54.0	10.2	16.2	16.0	17.7	17.8		77.9	12.8	4.3	29.1	4.1		50.3	58.0
71.6	52	3	10	14:05:00	4074	53.0	12.9	12.3	12.1	12.2	12.1		61.6	18.1	4.2	27.6	4.0		53.9	61.0
71.6	50	2	10	14:05:06	4075	53.0	9.7	6.9	12.3	11.5	13.8	14.7	68.9	13.9	4.3	4.2	29.2	4.1	55.7	62.0
71.6	53	1	10	14:05:08	4076	54.0	10.4	15.6	15.7	17.8	18.0		77.6	12.9	4.3	29.1	4.0		50.3	58.0
75.9	58	3	11	14:27:03	4231	58.0	12.0	12.5	12.3	12.7	13.2		62.7	18.1	4.2	27.7	4.0		54.0	62.0
75.9	57	2	11	14:27:37	4234	57.0	8.7	5.9	12.2	11.3	12.9	14.2	65.3	13.7	4.2	4.2	29.0	4.0	55.1	62.0
75.9	62	1	11	14:27:59	4238	59.0	10.7	16.3	15.9	17.3	17.5		77.7	12.8	4.3	29.1	4.1		50.3	58.0
75.9	49	3	12	14:49:12	4436	48.0	13.2	12.1	12.1	11.6	11.9		60.9	18.2	4.2	27.6	4.0		54.0	61.0
75.9	49	2	12	14:49:32	4437	46.0	10.3	7.3	10.7	10.8	13.8	12.5	65.6	13.6	4.2	4.2	28.7	4.1	54.8	61.0
75.9	51	1	12	14:49:46	4440	50.0	11.4	15.8	14.8	16.8	16.7		75.5	12.7	4.4	29.1	4.1		50.3	58.0
77.5	53	3	13	15:12:02	4726	53.0	13.6	11.7	11.5	12.2	11.9		60.9	18.3	4.2	27.8	4.0		54.3	62.0
77.5	52	2	13	15:12:10	4727	52.0	9.4	6.7	12.2	11.6	14.5	14.3	68.6	13.8	4.3	4.3	29.1	4.1	55.6	62.0
77.5	53	1	13	15:12:29	4729	54.0	11.3	15.1	15.4	16.1	16.8		74.7	12.7	4.3	29.1	4.0		50.1	57.0
76.9	55	3	14	15:33:29	4965	59.0	11.3	12.1	11.9	12.4	12.6		60.3	18.3	4.2	27.7	4.1		54.3	62.0
76.9	58	2	14	15:34:01	4974	57.0	8.7	5.8	12.0	11.5	14.5	14.2	66.8	13.8	4.2	4.3	29.2	4.1	55.6	61.0
76.9	61	1	14	15:35:00	4981	60.0	10.2	15.3	14.9	17.8	17.7		75.9	12.9	4.3	29.1	4.1		50.4	58.0

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Pre
-----------------------	------------------------	-------------------





<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) 6/18/2013 </p>
--	---

**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: \_\_\_\_\_

<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) 6/18/2013</p>
--	---

**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			

<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) 6/18/2013</p>
--	---

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>61.1</u> mph	Average WIM Speed	<u>60.3</u> mph
Mean Difference	<u>-0.8</u> mph	SD of mean	<u>2.8</u>

Posted Speed Limit	<u>60</u> mph	
Speed Range	15th percentile - <u>#NUM!</u> mph	85th percentile- <u>        </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>4.26</u> ft (WIM system average)
= <u>0.3</u> %	

Average front axle weight for Class 9 vehicles	<u>        </u> lbs
% error from 10.3 kips (industry average) OR	<u>11.0</u> lbs (known site value)
= <u>6.5</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

<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) 6/18/2013</p>
--	---

Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

#### STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

#### ADDITIONAL COMMENTS

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

Assessor Greg Helman

<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): 6/18/2013
--	--

STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

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

**2. LOOP SENSORS**

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

**3. KISTLER SENSORS**

	Resistance		Capacitance	
a. K1 (lead/left)	<u><math>10^9</math></u>	$\Omega$	<u>15</u>	$\eta f$
b. K2 (lead/middle)	<u><math>10^9</math></u>	$\Omega$	<u>16</u>	$\eta f$
c. K3 (lead mid/right)	_____	$\Omega$	_____	$\eta f$
d. K4 (lead/right)	_____	$\Omega$	_____	$\eta f$
e. K5 (trail/left)	_____	$\Omega$	_____	$\eta f$
f. K6 (trail/mid left)	_____	$\Omega$	_____	$\eta f$
g. K7 (trail/mid right)	<u><math>&lt;10^9</math></u>	$\Omega$	<u>8</u>	$\eta f$
h. K8 (trail/right)	<u><math>10^{11}</math></u>	$\Omega$	<u>15</u>	$\eta f$

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

**4. LOOP SENSORS**

	Frequency	
a. Leading	<u>13.01</u>	KHz
b. Trailing	<u>13.68</u>	KHz

**5. KISTLER SENSORS**

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor \_\_\_\_\_ Greg Helman

<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) 6/18/2013</p>
---	--

Item	Description	Filename
1	Power Source	530200_power_box_6_17_13.jpg
2	Telephone Source	530200_telephone_service_6_17_13.jpg
3	Cabinet Exterior	530200_cabinet_exterior_6_17_13.jpg
4	Cabinet Interior - Front	530200_cabinet_interior_front_6_17_13.jpg
5	Cabinet Interior - Rear	
6	Leading weight sensor	530200_leading_WIM_sensor_6_17_13.jpg
7	Trailing weight sensor	530200_trailing_WIM_sensor_6_17_13.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	530200_leading_loop_6_17_13.jpg
11	Trailing loop sensor	530200_trailing_loop_6_17_13.jpg
12	Downstream from site	530200_downstream_6_17_13.jpg
13	Upstream from site	530200_upstream_6_17_13.jpg
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

<b>Traffic Sheet 24B</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Test Trucks</b>	STATE CODE: 53 SPS WIM ID: 530200 DATE (mm/dd/yyyy) 6/18/2013
---	---

Item	Description	Filename
1	Tractor, Truck #1	530200_Truck_1_Tractor_6_17_13.jpg
2	Trailer/Load, Truck #1	530200_Truck_1_Trailer_6_17_13.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	530200_Truck_1_Suspension_1_6_17_13.jpg
5	Suspension B, Truck #1	530200_Truck_1_Suspension_2_6_17_13.jpg
6	Suspension C, Truck #1	530200_Truck_1_Suspension_3_6_17_13.jpg
7	Suspension D, Truck #1	530200_Truck_1_Suspension_4_6_17_13.jpg
8	Suspension E, Truck #1	530200_Truck_1_Suspension_5_6_17_13.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	530200_Truck_2_Tractor_6_17_13.jpg
11	Trailer/Load, Truck #2	530200_Truck_2_Trailer_6_17_13.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	530200_Truck_2_Suspension_1_6_17_13.jpg
14	Suspension B, Truck #2	530200_Truck_2_Suspension_2_6_17_13.jpg
15	Suspension C, Truck #2	530200_Truck_2_Suspension_3_6_17_13.jpg
16	Suspension D, Truck #2	530200_Truck_2_Suspension_4_6_17_13.jpg
17	Suspension E, Truck #2	530200_Truck_2_Suspension_5_6_17_13.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		