

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE:	04
	SPS WIM ID:	040200
	DATE (mm/dd/yyyy)	9/13/2010

1. ROUTE: I-10 MILEPOST: 108.6 LTPP DIRECTION: east

2. WIM SITE DESCRIPTION

Grade: 1 to 2% Sag Vertical: N
 Nearest Upstream SPS Section: 040266
 Distance from sensors to SPS Section: 382 ft

3. LANE CONFIGURATION

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

4. PAVEMENT TYPE

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 9/13/10 Photo Filename: 040200_upstream_09_13_10.jpg
 Date: 9/13/10 Photo Filename: 040200_downstream_09_13_10.jpg
 Date: Photo Filename:

6. SENSOR SEQUENCE

Loop - 2 Bending Plate - 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): 1 - Open to Ground
 Clearance under plate (in.): 6"
 Clearance /access to flush fines from under system: N

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10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 77 ft
distance from system: 60 ft
type: M

Cabinet access controlled by: Agency
Contact name: Doug Eberline Phone #
Alternate name: Phone #

11. POWER

Distance to cabinet from drop: 4 ft
Type: Solar
AC in cabinet? N
Service provider: Phone #

12. TELEPHONE

Distance to cabinet from drop: 0 ft
Type: cellular
Service provider: Phone #

13. SYSTEM

Software and version no.
Computer connection: RS-232

14. TEST TRUCK TURNAROUND TIME

Duration: 15 minutes Distance: 10.5 miles

15. PHOTOS

	Filename
Power source:	<u>040200_solar_panel_09_13_10.jpg</u>
Phone source:	<u>040200_cellular_modem_09_13_10.jpg</u>
Cabinet exterior:	<u>040200_cabinet_exterior_09_13_10.jpg</u>
Cabinet interior:	<u>040200_cabinet_interior_front_09_13_10.jpg</u>
Weight sensors:	<u>040200_leading_weighpad_09_13_10.jpg</u>
	<u>040200_trailing_weighpad_09_13_10.jpg</u>
Other sensors:	<u>040200_leading_loop_09_13_10.jpg</u>
	<u>040200_trailing_loop_09_13_10.jpg</u>
Downstream from sensors on LTPP lane:	<u>040200_downstream_09_13_10.jpg</u>
Upstream from sensors on LTPP lane:	<u>040200_upstream_09_13_10.jpg</u>

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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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 LTPP contract
- c. Maintenance Separate contract LTPP
Expiration Date 11/27/11
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power
i. Type Solar ii. Payment _____
- g. Communication
i. Type Cellular ii. Payment State

3. PAVEMENT

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

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4. Onsite Activities

- a. WIM Validation Check advance notice required

_____ Days 2 Weeks

- b. Notice for straightedge and grinding check

_____ Days 2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

- d. Calibration routine LTPP annually
Other: _____

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd- Air Suspension 3S2 LTPP

3rd- _____

4th- _____

ii. Loads LTPP

iii. Drivers LTPP

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

- g. Access to cabinet Joint

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

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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 # 306-653-6627
Agency IRD
- b. Maintenance (equipment)
Name Roy Czinku Phone # 306-653-6627
Agency IRD
- c. Data Processing and pre-visit data
Name Roy Czinku Phone # 306-653-6627
Agency IRD
- d. Construction schedule and verification
Name Phoenix District Phone # 602-712-6550
Agency AZDOT
- e. Test Vehicles (trucks, loads, drivers)
Name Scott Sunderland Phone # 480-641-3500
Agency Otto Logistics
- f. Traffic control
Name _____ Phone # _____
Agency _____
- g. Enforcement coordination
Name _____ Phone # _____
Agency _____
- h. Nearest static scale
Name Love's Country Store Location: Buckeye, AZ
Phone: 623-386-6926

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11180	10860	Direct
B		15400	15265	Direct
C		15400	15265	Direct
D		15915	15760	Direct
E		15915	15760	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 73810
c. Post Test Loaded Weight: 72910
d. Difference Post Test - Pre-Tests: 900

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

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CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11180	10860	Direct
B		15400	15265	Direct
C		15400	15265	Direct
D		15915	15760	Direct
E		15915	15760	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 73810
c. Post Test Loaded Weight: 72910
d. Difference Post Test - Pre-Tests: 900

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	11R22.5	air	☒
E	11R22.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11180	0	0	10880
A+B	II	26570	0	0	26130
A+B+C	III	41960	0	0	41380
A+B+C+D	IV	57880	0	0	57140
A+B+C+D+E(1)	V	73800	0	0	72900
A+B+C+D+E+(F)(1)	VI	73800	0	0	72900
B+C+D+E+(F)	VII	62640	0	0	62080
C+D+E+(F)	VIII	47230	0	0	46800
D+E+(F)	IX	31820	0	0	31520
E+(F)	X	15910	0	0	15760
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73820	0	0	72920

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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11180	VI-VII	11160	11170
Axle B	II-I	15390	VII-VIII	15410	15400
Axle C	III-II	15390	VIII-IX	15410	15400
Axle D	IV-III	15920	IX-X	15910	15915
Axle E	V-IV	15920	X-XI	15910	15915
Axle F	VI-V	0	XI	0	0
GVW	VI	73800	XII	73820	73810

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	10880	VI-VII	10820	10850
Axle B	II-I	15250	VII-VIII	15280	15265
Axle C	III-II	15250	VIII-IX	15280	15265
Axle D	IV-III	15760	IX-X	15760	15760
Axle E	V-IV	15760	X-XI	15760	15760
Axle F	VI-V	0	XI	0	0
GVW	VI	72900	XII	72920	72910

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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	11180	15390	15390	15920	15920	0	73800
2	11180	15410	15410	15910	15910	0	73820
Avg.	11180	15400	15400	15915	15915	0	73810

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	15250	15250	15760	15760	0	72900
2	10840	15280	15280	15760	15760	0	72920
Avg.	10860	15265	15265	15760	15760	0	72910

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10600	10270	Direct
B		13135	12940	Direct
C		13135	12940	Direct
D		13760	13580	Direct
E		13760	13580	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 64390
c. Post Test Loaded Weight: 63310
d. Difference Post Test - Pre-Tests: 1080

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	air	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	315/80R22.5	air	☒
E	315/80R22.5	air	☒
F			☐

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

Steering	Axle B	Axle C	AxleD	AxleE	Axle F
Axle					
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10600	0	0	10260
A+B	II	23740	0	0	23200
A+B+C	III	36880	0	0	36140
A+B+C+D	IV	50640	0	0	49710
A+B+C+D+E(1)	V	64400	0	0	63280
A+B+C+D+E+(F)(1)	VI	64400	0	0	63280
B+C+D+E+(F)	VII	53780	0	0	53060
C+D+E+(F)	VIII	40650	0	0	40120
D+E+(F)	IX	27520	0	0	27180
E+(F)	X	13760	0	0	13590
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	64380	0	0	63340

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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10600	VI-VII	10620	10610
Axle B	II-I	13140	VII-VIII	13130	13135
Axle C	III-II	13140	VIII-IX	13130	13135
Axle D	IV-III	13760	IX-X	13760	13760
Axle E	V-IV	13760	X-XI	13760	13760
Axle F	VI-V	0	XI	0	0
GVW	VI	64400	XII	64380	64390

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	10260	VI-VII	10220	10240
Axle B	II-I	12940	VII-VIII	12940	12940
Axle C	III-II	12940	VIII-IX	12940	12940
Axle D	IV-III	13570	IX-X	13590	13580
Axle E	V-IV	13570	X-XI	13590	13580
Axle F	VI-V	0	XI	0	0
GVW	VI	63280	XII	63340	63310

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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	10600	13140	13140	13760	13760	0	64400
2	10600	13130	13130	13760	13760	0	64380
Avg.	10600	13135	13135	13760	13760	0	64390

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10260	12940	12940	13570	13570	0	63280
2	10280	12940	12940	13590	13590	0	63340
Avg.	10270	12940	12940	13580	13580	0	63310

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>04</u> SPS WIM ID: <u>040200</u> DATE (mm/dd/yyyy) <u>9/14/2010</u>
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CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11190	0	Direct
B		15255	0	Direct
C		15255	0	Direct
D		15670	0	Direct
E		15670	0	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 73040
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 73040

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	11R22.5	air	☒
E	11R22.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11200	0	0	0
A+B	II	26440	0	0	0
A+B+C	III	41680	0	0	0
A+B+C+D	IV	57360	0	0	0
A+B+C+D+E(1)	V	73040	0	0	0
A+B+C+D+E+(F)(1)	VI	73040	0	0	0
B+C+D+E+(F)	VII	61860	0	0	0
C+D+E+(F)	VIII	46590	0	0	0
D+E+(F)	IX	31320	0	0	0
E+(F)	X	15660	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73040	0	0	0

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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11200	VI-VII	11180	11190
Axle B	II-I	15240	VII-VIII	15270	15255
Axle C	III-II	15240	VIII-IX	15270	15255
Axle D	IV-III	15680	IX-X	15660	15670
Axle E	V-IV	15680	X-XI	15660	15670
Axle F	VI-V	0	XI	0	0
GVW	VI	73040	XII	73040	73040

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	11200	15240	15240	15680	15680	0	73040
2	11180	15270	15270	15660	15660	0	73040
Avg.	11190	15255	15255	15670	15670	0	73040

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

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

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10520	0	Direct
B		12935	0	Direct
C		12935	0	Direct
D		13435	0	Direct
E		13435	0	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 63260
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 63260

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	air	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	315/80R22.5	air	☒
E	315/80R22.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10520	0	0	0
A+B	II	23460	0	0	0
A+B+C	III	36400	0	0	0
A+B+C+D	IV	49830	0	0	0
A+B+C+D+E(1)	V	63260	0	0	0
A+B+C+D+E+(F)(1)	VI	63260	0	0	0
B+C+D+E+(F)	VII	52740	0	0	0
C+D+E+(F)	VIII	39810	0	0	0
D+E+(F)	IX	26880	0	0	0
E+(F)	X	13440	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	63260	0	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10520	VI-VII	10520	10520
Axle B	II-I	12940	VII-VIII	12930	12935
Axle C	III-II	12940	VIII-IX	12930	12935
Axle D	IV-III	13430	IX-X	13440	13435
Axle E	V-IV	13430	X-XI	13440	13435
Axle F	VI-V	0	XI	0	0
GVW	VI	63260	XII	63260	63260

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10520	12940	12940	13430	13430	0	63260
2	10520	12930	12930	13440	13440	0	63260
Avg.	10520	12935	12935	13435	13435	0	63260

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

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

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>04</u> SPS WIM ID: <u>040200</u> DATE (mm/dd/yyyy) <u>9/14/2010</u>
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CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11190	10850	Direct
B		15255	15110	Direct
C		15255	15110	Direct
D		15670	15565	Direct
E		15670	15565	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 73040
c. Post Test Loaded Weight: 72200
d. Difference Post Test - Pre-Tests: 840

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model: 800

d. Trailer Load Distribution Description:

trash

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.4 D to E 4.0 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 56.2
i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	11R22.5	air	☒
E	11R22.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
91.4	94.5	99.6	86.4	93.2	
89.9	100.8	104.9	97.8	89.8	
	96.2	126.4	38.8	87.2	
	95.5	104.7	96.3	99.2	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11200	0	0	10860
A+B	II	26440	0	0	25950
A+B+C	III	41680	0	0	41040
A+B+C+D	IV	57360	0	0	56610
A+B+C+D+E(1)	V	73040	0	0	72180
A+B+C+D+E+(F)(1)	VI	73040	0	0	72180
B+C+D+E+(F)	VII	61860	0	0	61380
C+D+E+(F)	VIII	46590	0	0	46250
D+E+(F)	IX	31320	0	0	31120
E+(F)	X	15660	0	0	15560
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	73040	0	0	72220

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11200	VI-VII	11180	11190
Axle B	II-I	15240	VII-VIII	15270	15255
Axle C	III-II	15240	VIII-IX	15270	15255
Axle D	IV-III	15680	IX-X	15660	15670
Axle E	V-IV	15680	X-XI	15660	15670
Axle F	VI-V	0	XI	0	0
GVW	VI	73040	XII	73040	73040

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	10860	VI-VII	10800	10830
Axle B	II-I	15090	VII-VIII	15130	15110
Axle C	III-II	15090	VIII-IX	15130	15110
Axle D	IV-III	15570	IX-X	15560	15565
Axle E	V-IV	15570	X-XI	15560	15565
Axle F	VI-V	0	XI	0	0
GVW	VI	72180	XII	72220	72200

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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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	11200	15240	15240	15680	15680	0	73040
2	11180	15270	15270	15660	15660	0	73040
Avg.	11190	15255	15255	15670	15670	0	73040

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10860	15090	15090	15570	15570	0	72180
2	10840	15130	15130	15560	15560	0	72220
Avg.	10850	15110	15110	15565	15565	0	72200

Validation Test Truck Run Set - Post

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04
	SPS WIM ID: 040200
	DATE (mm/dd/yyyy) 9/14/2010

CALIBRATION TEST TRUCK - Secondary

PART A

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

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10520	10170	Direct
B		12935	12750	Direct
C		12935	12750	Direct
D		13435	13310	Direct
E		13435	13310	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 63260
- c. Post Test Loaded Weight: 62290
- d. Difference Post Test - Pre-Tests: 970

5. TRUCK DESCRIPTION

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

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

- d. Trailer Load Distribution Description:

trash

photo: ☒

- e. Tractor Tare weight - _____ - _____
- f. Trailer Tare weight - _____ - _____
- g. Axle Spacing - _____

A to B 14.5 B to C 4.3 C to D 33.1 D to E 4.0 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 55.9
- i. Kingpin offset from Axle B (units) 1.0' photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	air	☒
B	11R22.5	air	☒
C	11R22.5	air	☒
D	315/80R22.5	air	☒
E	315/80R22.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
89.9	94	100.5	unk	unk	
95.8	95.6	105.5	unk	unk	
	96.4	107.3			
	99.8	95.2			

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10520	0	0	10180
A+B	II	23460	0	0	22930
A+B+C	III	36400	0	0	35680
A+B+C+D	IV	49830	0	0	48990
A+B+C+D+E(1)	V	63260	0	0	62300
A+B+C+D+E+(F)(1)	VI	63260	0	0	62300
B+C+D+E+(F)	VII	52740	0	0	52120
C+D+E+(F)	VIII	39810	0	0	39370
D+E+(F)	IX	26880	0	0	26620
E+(F)	X	13440	0	0	13310
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	63260	0	0	62280

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10520	VI-VII	10520	10520
Axle B	II-I	12940	VII-VIII	12930	12935
Axle C	III-II	12940	VIII-IX	12930	12935
Axle D	IV-III	13430	IX-X	13440	13435
Axle E	V-IV	13430	X-XI	13440	13435
Axle F	VI-V	0	XI	0	0
GVW	VI	63260	XII	63260	63260

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	10180	VI-VII	10180	10180
Axle B	II-I	12750	VII-VIII	12750	12750
Axle C	III-II	12750	VIII-IX	12750	12750
Axle D	IV-III	13310	IX-X	13310	13310
Axle E	V-IV	13310	X-XI	13310	13310
Axle F	VI-V	0	XI	0	0
GVW	VI	62300	XII	62280	62290

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/14/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10520	12940	12940	13430	13430	0	63260
2	10520	12930	12930	13440	13440	0	63260
Avg.	10520	12935	12935	13435	13435	0	63260

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10180	12750	12750	13310	13310	0	62300
2	10160	12750	12750	13310	13310	0	62280
Avg.	10170	12750	12750	13310	13310	0	62290

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/13/2010									
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	
76.3	54	1	1	7:43:19	64185	55.0	10.3	14.0	14.0	13.9	14.0		66.3	14.8	4.4	34.0	4.2		
76.3	54	2	1	7:43:28	64186	55.0	9.9	12.4	12.2	12.9	12.9		60.2	14.8	4.4	33.6	4.1		
79.4	64	1	2	7:57:48	64243	66.0	9.9	13.9	13.5	13.6	13.8		64.7	14.8	4.4	33.9	4.2		
79.4	64	2	2	7:58:12	64244	65.0	10.0	12.7	12.6	12.8	12.7		60.7	14.8	4.4	33.6	4.2		
81.5	68	1	3	8:10:12	64302	69.0	10.4	14.2	14.1	14.1	14.1		66.8	14.8	4.4	34.1	4.2		
81.0	71	2	3	8:10:21	64303	72.0	10.2	13.0	13.3	13.0	12.8		62.2	14.8	4.4	33.7	4.1		
86.2	55	1	4	8:25:59	64361	56.0	10.6	15.1	14.9	14.7	14.9		70.1	14.9	4.5	34.2	4.2		
86.2	55	2	4	8:26:29	64364	56.0	9.9	12.5	12.8	12.8	12.8		60.7	14.8	4.4	33.6	4.1		
90.0	64	1	5	8:41:32	64451	66.0	10.4	14.2	14.2	13.9	13.8		66.6	14.9	4.4	34.1	4.2		
90.0	63	2	5	8:41:52	64452	64.0	10.4	13.0	13.1	12.6	12.9		62.0	14.8	4.4	33.7	4.2		
89.9	71	1	6	8:55:44	64519	70.0	10.9	14.8	14.6	14.8	14.1		69.1	14.9	4.4	34.1	4.2		
89.9	66	2	6	8:56:32	64521	72.0	10.0	11.7	12.3	13.3	12.8		60.0	14.8	4.4	33.7	4.2		
93.8	55	1	7	9:10:30	64594	55.0	10.6	14.8	14.8	14.5	14.7		69.5	14.9	4.5	34.1	4.2		
93.8	55	2	7	9:10:42	64596	57.0	10.1	12.2	12.5	12.8	12.8		60.2	14.8	4.4	33.6	4.1		
92.3	64	1	8	9:24:37	64658	66.0	9.6	14.3	14.0	13.8	14.0		65.8	14.8	4.4	34.1	4.2		
92.3	64	2	8	9:24:42	64659	67.0	9.9	11.7	12.1	13.1	12.9		59.8	14.8	4.4	33.7	4.2		
96.7	67	1	9	9:38:44	64720	68.0	10.4	13.5	13.8	13.9	13.7		65.3	14.9	4.4	34.1	4.2		
96.7	71	2	9	9:38:49	64721	72.0	10.3	12.9	12.7	13.6	13.3		62.7	14.8	4.4	33.7	4.2		
99.8	55	1	10	9:54:15	64810	56.0	10.6	14.3	14.4	14.1	14.3		67.8	14.9	4.4	34.0	4.2		
99.8	57	2	10	9:54:19	64811	57.0	10.1	12.8	13.2	12.4	12.2		60.8	14.9	4.4	33.7	4.1		
102.9	63	1	11	10:08:27	64885	65.0	11.1	14.5	14.4	14.3	14.4		68.7	15.0	4.5	34.3	4.2		
102.9	64	2	11	10:08:39	64888	66.0	10.2	12.5	12.7	12.5	12.6		60.6	14.8	4.4	33.8	4.2		
106.1	54	1	12	10:23:44	64976	55.0	11.0	14.8	15.1	14.7	14.9		70.4	14.9	4.4	34.1	4.2		
106.1	55	2	12	10:23:47	64977	55.0	10.2	13.0	12.8	12.5	12.9		61.5	14.8	4.4	33.6	4.1		
Recorded By: _____				Verified By: _____				kt				Run Set _____				Pre _____			
Recorded By: _____				Verified By: _____				kt				Run Set _____				Pre _____			

Traffic Sheet 21 (Wheel Load)										STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/14/2010								
LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS																		
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
80.0	66	1	1	7:11:32	6482	66.0	10.9	14.8	14.5	15.0	14.6		69.7	14.5	4.4	33.3	4.1	
80.0	69	2	1	7:12:17	6488	69.0	9.8	12.9	12.5	12.3	12.7		60.2	14.5	4.3	32.9	4.0	
81.5	65	1	2	7:25:38	6571	65.0	11.4	16.2	16.2	14.9	15.2		74.0	14.5	4.3	33.3	4.1	
81.5	65	2	2	7:26:09	6576	64.0	10.4	13.1	13.2	13.0	13.0		62.8	14.5	4.3	32.9	4.1	
83.7	55	1	3	7:39:57	6646	54.0	10.8	14.4	14.2	14.6	14.6		68.5	14.5	4.3	33.2	4.1	
83.7	55	2	3	7:40:13	6647	55.0	10.3	12.8	12.8	12.9	13.0		61.9	14.5	4.3	32.9	4.1	
83.4	67	1	4	7:54:31	6730	68.0	10.1	14.6	14.4	14.9	14.5		68.4	14.5	4.3	33.2	4.1	
83.4	71	2	4	7:55:09	6735	70.0	9.4	12.3	12.8	13.1	13.3		60.8	14.5	4.3	33.0	4.1	
86.3	64	1	5	8:09:39	6819	64.0	10.4	14.6	14.6	14.5	14.5		68.6	14.5	4.3	33.2	4.1	
86.3	66	2	5	8:09:46	6820	65.0	10.4	13.1	13.5	13.2	13.0		63.3	14.5	4.3	33.0	4.1	
89.0	55	1	6	8:24:07	6894	55.0	11.1	16.1	15.8	15.4	16.0		74.4	14.5	4.3	33.3	4.1	
89.0	60	2	6	8:24:29	6896	60.0	9.9	12.1	12.4	13.1	12.7		60.3	14.4	4.3	32.7	4.1	
101.1	54	1	7	9:51:30	7415	54.0	10.7	14.6	15.0	14.7	14.7		69.7	14.5	4.3	33.3	4.1	
101.1	55	2	7	9:51:56	7417	55.0	10.1	13.9	13.8	15.1	13.1		63.9	14.5	4.3	32.7	4.0	
104.0	66	1	8	10:05:32	7507	67.0	10.6	14.7	14.5	14.7	14.3		68.7	14.5	4.3	33.3	4.1	
104.0	69	2	8	10:05:50	7511	70.0	10.2	12.6	12.7	13.3	13.3		62.1	14.5	4.3	32.9	4.1	
105.9	64	1	9	10:19:32	7586	65.0	11.2	14.9	15.3	14.7	14.8		70.8	14.5	4.3	33.3	4.1	
105.9	64	2	9	10:19:52	7589	65.0	10.5	13.2	13.7	13.5	13.4		64.3	14.5	4.3	33.1	4.1	
108.5	55	1	10	10:33:37	7671	54.0	10.3	14.7	14.9	15.1	15.2		70.1	14.5	4.3	33.2	4.1	
108.5	55	2	10	10:34:51	7677	55.0	10.5	13.4	13.6	13.2	13.5		64.2	14.5	4.3	33.0	4.0	
109.5	68	1	11	10:48:34	7769	68.0	10.3	14.5	14.4	14.2	14.4		67.8	14.5	4.3	33.3	4.1	
109.5	67	2	11	10:48:50	7773	67.0	10.4	13.0	13.4	13.3	12.8		62.8	14.5	4.3	33.0	4.1	
111.8	60	1	12	11:03:06	7854	60.0	11.2	16.0	15.7	15.3	15.3		73.4	14.6	4.3	33.5	4.1	
111.8	60	2	12	11:03:11	7855	60.0	10.1	13.4	14.0	12.9	12.7		63.2	14.5	4.3	33.0	4.1	
Recorded By: djw			Verified By: kt			Run Set			Cal 1									

Traffic Sheet 21 (Wheel Load) LTTP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS													STATE CODE: 04 SPS WIM ID: 040200 DATE: (mm/dd/yyyy): 9/14/2010					
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space
80.0	66	1	1	7:11:32	6482	66.0	10.9	14.8	14.5	15.0	14.6		69.7	14.5	4.4	33.3	4.1	
80.0	69	2	1	7:12:17	6488	69.0	9.8	12.9	12.5	12.3	12.7		60.2	14.5	4.3	32.9	4.0	
81.5	65	1	2	7:25:38	6571	65.0	11.4	16.2	16.2	14.9	15.2		74.0	14.5	4.3	33.3	4.1	
81.5	65	2	2	7:26:09	6576	64.0	10.4	13.1	13.2	13.0	13.0		62.8	14.5	4.3	32.9	4.1	
83.7	55	1	3	7:39:57	6646	54.0	10.8	14.4	14.2	14.6	14.6		68.5	14.5	4.3	33.2	4.1	
83.7	55	2	3	7:40:13	6647	55.0	10.3	12.8	12.8	12.9	13.0		61.9	14.5	4.3	32.9	4.1	
83.4	67	1	4	7:54:31	6730	68.0	10.1	14.6	14.4	14.9	14.5		68.4	14.5	4.3	33.2	4.1	
83.4	71	2	4	7:55:09	6735	70.0	9.4	12.3	12.8	13.1	13.3		60.8	14.5	4.3	33.0	4.1	
86.3	64	1	5	8:09:39	6819	64.0	10.4	14.6	14.6	14.5	14.5		68.6	14.5	4.3	33.2	4.1	
86.3	66	2	5	8:09:46	6820	65.0	10.4	13.1	13.5	13.2	13.0		63.3	14.5	4.3	33.0	4.1	
89.0	55	1	6	8:24:07	6894	55.0	11.1	16.1	15.8	15.4	16.0		74.4	14.5	4.3	33.3	4.1	
89.0	60	2	6	8:24:29	6896	60.0	9.9	12.1	12.4	13.1	12.7		60.3	14.4	4.3	32.7	4.1	
101.1	54	1	7	9:51:30	7415	54.0	10.7	14.6	15.0	14.7	14.7		69.7	14.5	4.3	33.3	4.1	
101.1	55	2	7	9:51:56	7417	55.0	10.1	13.9	13.8	15.1	13.1		63.9	14.5	4.3	32.7	4.0	
104.0	66	1	8	10:05:32	7507	67.0	10.6	14.7	14.5	14.7	14.3		68.7	14.5	4.3	33.3	4.1	
104.0	69	2	8	10:05:50	7511	70.0	10.2	12.6	12.7	13.3	13.3		62.1	14.5	4.3	32.9	4.1	
105.9	64	1	9	10:19:32	7586	65.0	11.2	14.9	15.3	14.7	14.8		70.8	14.5	4.3	33.3	4.1	
105.9	64	2	9	10:19:52	7589	65.0	10.5	13.2	13.7	13.5	13.4		64.3	14.5	4.3	33.1	4.1	
108.5	55	1	10	10:33:37	7671	54.0	10.3	14.7	14.9	15.1	15.2		70.1	14.5	4.3	33.2	4.1	
108.5	55	2	10	10:34:51	7677	55.0	10.5	13.4	13.6	13.2	13.5		64.2	14.5	4.3	33.0	4.0	
109.5	68	1	11	10:48:34	7769	68.0	10.3	14.5	14.4	14.2	14.4		67.8	14.5	4.3	33.3	4.1	
109.5	67	2	11	10:48:50	7773	67.0	10.4	13.0	13.4	13.3	12.8		62.8	14.5	4.3	33.0	4.1	
111.8	60	1	12	11:03:06	7854	60.0	11.2	16.0	15.7	15.3	15.3		73.4	14.6	4.3	33.5	4.1	
111.8	60	2	12	11:03:11	7855	60.0	10.1	13.4	14.0	12.9	12.7		63.2	14.5	4.3	33.0	4.1	
Recorded By: djw		Verified By: kt										Run Set		Post				

Traffic Sheet 22	STATE CODE:	04
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	040200
SITE EQUIPMENT ASSESSMENT	STATE ASSIGNED ID	40200
LTPP LANE ONLY	DATE (mm/dd/yyyy)	9/13/2010

SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

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

4. VENDOR IRD MODEL iSINC SERIAL# 51202223

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

CPU

LOOP

PIEZO

WEIGHTPAD/ LOADCELL

COMMUNICATIONS

7. CLASSIFICATION VIDEO:

TIME FROM: _____ TO: _____
TIME FROM: _____ TO: _____

SITE CONDITIONS

8. PAVEMENT:

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

old WIM installation located approximately 330 feet prior to current location.

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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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

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.

truck movement in old WIM site location appears to diminish prior to crossing current installation.

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

Tape Filename: _____
Time: From: _____ To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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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			

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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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>66.3</u> mph	Average WIM Speed	<u>67.6</u> mph
Mean Difference	<u>1.3</u> mph	SD of mean	<u>1.5</u>
Posted Speed Limit	<u>75</u> mph		
Speed Range	15th percentile - <u>63</u> mph	85th percentile-	<u>74</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>4.42</u> ft (WIM system average)
= <u>3.9</u> %		
Average front axle weight for Class 9 vehicles		<u> </u> lbs
% error from 10.3 kips (industry average) OR		<u>10.4</u> lbs (known site value)
= <u>0.8</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 ☒

Pull Boxes None ☒

Mast None ☐

Solar Panels None ☐

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 04 SPS WIM ID: 040200 STATE ASSIGNED ID 40200 DATE (mm/dd/yyyy) 9/13/2010
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Telephone D-Mark Box None ☒

n/a

Power Service Box None ☒

n/a

Grounding None ☒

Conduit None ☒

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

old WIM site needs rehabilitation.

Assessor _____ Dean J. Wolf

Traffic Sheet 22 Addendum - Weighpad LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	04
	SPS WIM ID:	040200
	STATE ASSIGNED ID	40200
	DATE (mm/dd/yyyy)	9/13/2010

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	<u>160</u>	WATTS	<u>19</u>	VDC
b. Equipment Power	<u>13.7</u>	VAC		VDC
c. Battery 1	<u>16.6</u>	VDC		
d. Battery 2	<u>16.6</u>	VDC		
e. Regulated	<u>13.7</u>	VDC		
f. Power Supply		VDC		VDC
g. System Input		VAC	<u>13.7</u>	VDC
h. Modem Power		VAC	<u>13.7</u>	VDC
i. Telephone		VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	<u>0.8</u>	Ω	<u>100.8</u>	μh	<u>inf</u>	M Ω
b. Trailing	<u>0.7</u>	Ω	<u>100.4</u>	μh	<u>inf</u>	M Ω

3. WEIGHPAD SENSORS

	Input		Output		Shield	
a. Leading	<u>986</u>	Ω	<u>846</u>	Ω	<u>inf</u>	Ω
b. Trailing	<u>990</u>	Ω	<u>848</u>	Ω	<u>inf</u>	Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	<u>10.1</u>	KHz
b. Trailing	<u>10.3</u>	KHz

5. WEIGHPAD SENSORS

	Zero Point	
a. Leading	<u>0.2</u>	mV
b. Trailing	<u>0</u>	mV

Assessor _____ Dean J. Wolf

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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Item	Description	Filename
1	Power Source	040200_solar_panel_09_13_10.jpg
2	Telephone Source	040200_cellular_modem_09_13_10.jpg
3	Cabinet Exterior	040200_cabinet_exterior_09_13_10.jpg
4	Cabinet Interior	040200_cabinet_interior_front_09_13_10.jpg
5	Leading weight sensor	040200_leading_weighpad_09_13_10.jpg
6	Trailing weight sensor	040200_trailing_weighpad_09_13_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	040200_leading_loop_09_13_10.jpg
10	Trailing loop sensor	040200_trailing_loop_09_13_10.jpg
11	Downstream from site	040200_downstream_09_13_10.jpg
12	Upstream from site	040200_upstream_09_13_10.jpg
13	Cabinet Interior - Rear	040200_cabinet_interior_rear_09_13_10.jpg
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

RECORDED BY: _____ Dean J. Wolf

Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks	STATE CODE: 04 SPS WIM ID: 040200 DATE (mm/dd/yyyy) 9/13/2010
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Item	Description	Filename
1	Tractor, Truck #1	040200_truck_1_tractor_09_13_10.jpg
2	Trailer/Load, Truck #1	040200_truck_1_trailer_09_13_10.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	040200_truck_1_suspension_1_09_13_10.jpg
5	Suspension B, Truck #1	040200_truck_1_suspension_2_09_13_10.jpg
6	Suspension C, Truck #1	040200_truck_1_suspension_3_09_13_10.jpg
7	Suspension D, Truck #1	040200_truck_1_suspension_4_09_13_10.jpg
8	Suspension E, Truck #1	040200_truck_1_suspension_5_09_13_10.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	040200_truck_2_tractor_09_13_10.jpg
11	Trailer/Load, Truck #2	040200_truck_2_trailer_09_13_10.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	040200_truck_2_suspension_1_09_13_10.jpg
14	Suspension B, Truck #2	040200_truck_2_suspension_2_09_13_10.jpg
15	Suspension C, Truck #2	040200_truck_2_suspension_3_09_13_10.jpg
16	Suspension D, Truck #2	040200_truck_2_suspension_4_09_13_10.jpg
17	Suspension E, Truck #2	040200_truck_2_suspension_5_09_13_10.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		

RECORDED BY: _____ **Dean J Wolf**

WIM Field Validation Handout Guide

Arizona, 040200

Submitted: 08/30/2010



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1 Site Information

Site ID:	040200	State:	Arizona
LTPP Region:	Western	Configuration:	Loop- Quartz Piezo x2-Loop
Controller Type:	iSINC	Sensor Type:	Quartz Piezo
Power:	Solar	Communication:	Cell Modem
Class Scheme:	LTPP Mar 06	CPU type/setup:	

2 Contact Information

Agency	Contact	Position	Phone	Mobile
FHWA	Debbie Walker	COTR	202-493-3068	
FHWA	Karen King	Division Office	602-382-8965	
RSC	Kevin Senn	Western RSC	775-329-4955	
AZ DOT	Murari Man Pradhan	LTPP Coordinator	602-712-6574	602-525-4149
AZ DOT	Mark Hodges	Traffic Contact	602-712-8303	
ARA	Dean Wolf	Task Leader	717-691-7625	717-512-6638
ARA	Olga Selezneva	Project Manager	410-540-9949	
Otto Trucking	Scott Sunderland	Manager	480-641-3500	602 463-8007
Truck Scale	TA Kingman	I-40 & Exit 48	928-753-7600	

3 Schedule of Events

Date	Event	Location	Start Time
9/12/2010	Travel	Camp Hill, PA	
9/12/2010	System Test/Class and Speed Study	WIM Site	2:00 pm
9/13/2010	Test Truck Weigh/Measure/Inspection	TA Tonopah	6:00 am
9/13/2010	Initial Performance Evaluation	WIM Site	7:00 am
9/14/2010	Calibration (if required)	WIM Site	7:00 am
9/14/2010	Validation	WIM Site	TBD
9/14/2010	Travel	Kingman, AZ	TBD

4 Maps

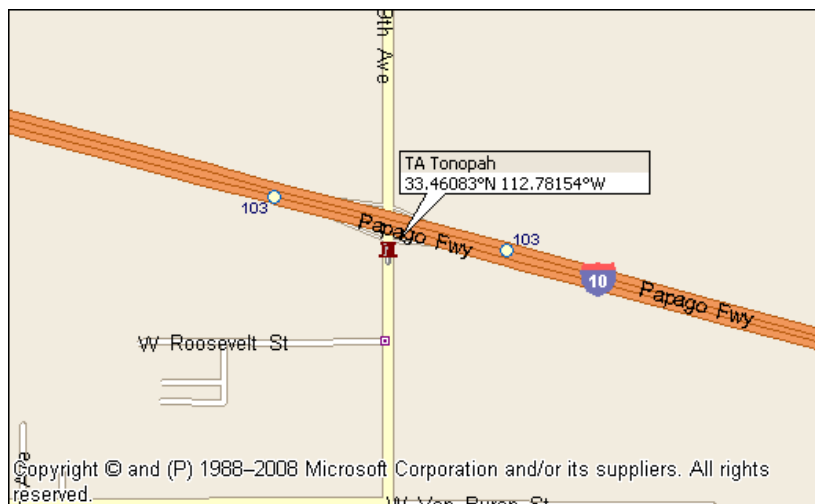
4.1 Site Location

Location:	I-10 East at M.P. 108.6		Direction:	EB
Latitude:	33.44318°	Longitude:	-112.69623°	



4.2 Truck Scale Location

Name:	TA Tonopah	Location:	I-10 & Exit 103
Latitude:	33.46083°	Longitude:	-112.78154°



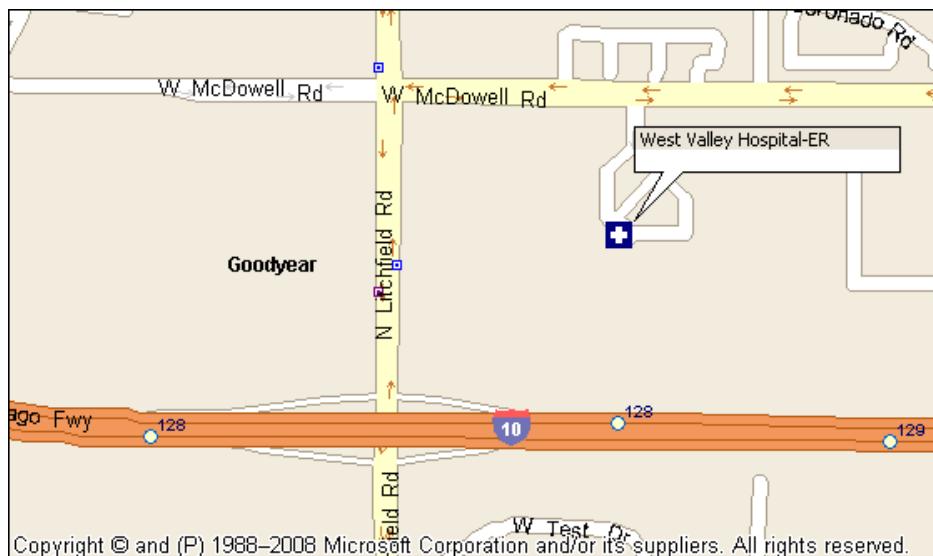
4.3 Airport Location

Name:	Sky Harbor Intl Airport	Location:	Phoenix, AZ
Latitude:	33.434167°	Longitude:	-112.011667°



4.4 Hospital Location

Name:	West Valley Hospital and ER		
Phone:	623- 882-1500	Location:	13677 W. McDowell Rd, Goodyear, AZ



5 Occupational Health and Safety Plan

All fieldwork in the right-of-way will be carried out when the ground visibility is more than 3 km, and when there is no accumulation of water, snow, or ice is on the pavement.

To the extent possible, inspection work during extremely high and low temperatures will be avoided. If the work becomes necessary, workers will be reminded to make appropriate precautions (wear protective clothing, drink fluids, and avoid prolonged exposure to severe weather conditions).

All personnel present on the right-of-way will wear approved safety gear (boots, reflective safety vest, and helmet).

The following items will be available at the site: a standard first-aid kit, a cell phone, and the location of nearby hospital(s).

6 Contingency Plan

If inclement weather is forecasted prior to mobilizing to the site, the Project Manager will make the final decision to postpone the Validation visit. The Task Leader is responsible for contacting all parties involved to inform them of the postponement. He is also responsible for rearranging travel.

Once the Validation team is on-site, the On-Site Task Leader is responsible for making decisions to delay or postpone the Validation. He will contact the Project Manager to make recommendations for completing the Validation, and the Project Manager will make the final decision to cancel or postpone. The On-Site Task Leader is responsible for contacting the COTR and all other participating parties to inform them of the delay or postponement.