WIM System Field Calibration and Validation Handout Guide

Illinois, SPS-6
SHRP ID – 170600

Validation Date: November 1, 2011

Table of Contents

1 Site Information

Site ID:	170600	**State:**	Illinois
LTPP Region:	North Central	**Configuration:**	Loop- BP-BP-Loop
Controller Type:	iSINC	**Sensor Type:**	Bending Plate
Power:	AC	**Communication:**	Landline
Class Scheme:	LTPP Mar 06	**CPU type/setup:**	

2 Contact Information

Agency	Contact	Position	Phone	E-mail
FHWA	Debbie Walker	COTR	202-493-3068	deborah.walker@dot.gov
FHWA	Hal Wakefield	Division Office	217-492-4646	hal.wakefield@fhwa.dot.gov
RSC	Frank Meyer	Project Manager	716-632-0804	fmeyer@stantec.com
IL DOT	David Lippert	LTPP Coord.	217-782-6732	david.lippert@illinois.gov
IL DOT	Mark Gawedzinski	LTPP Contact	217-782-2799	mark.gawedzinski@illinois.gov
IL DOT	Rob Robinson	Traffic Contact	217-785-2353	rob.robinson@illinois.gov
ARA	Dean Wolf	Task Leader	717-512-6638	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com

3 Schedule of Events

Date	Event	Location	Start Time
Date	Event	Location	Start Time
10/31/11	Travel	Champaign, IL	TBD
11/1/11	Test Truck Weigh/Measure/Inspection	Road Ranger, Tuscola	7:00 am
11/1/11	Equipment Assessment	WIM Site	8:00 am
11/1/11	Initial Performance Evaluation	WIM Site	8:30 am
11/1/11	System Test/Class and Speed Study	WIM Site	TBD
11/2/11	Test Truck Weigh/Measure/Inspection	TA Livingston	7:00 am
11/2/11	Calibration/Validation	WIM Site	7:30 am
11/3/11	Travel	Camp Hill, PA	TBD

4 Maps

4.1 Site Location

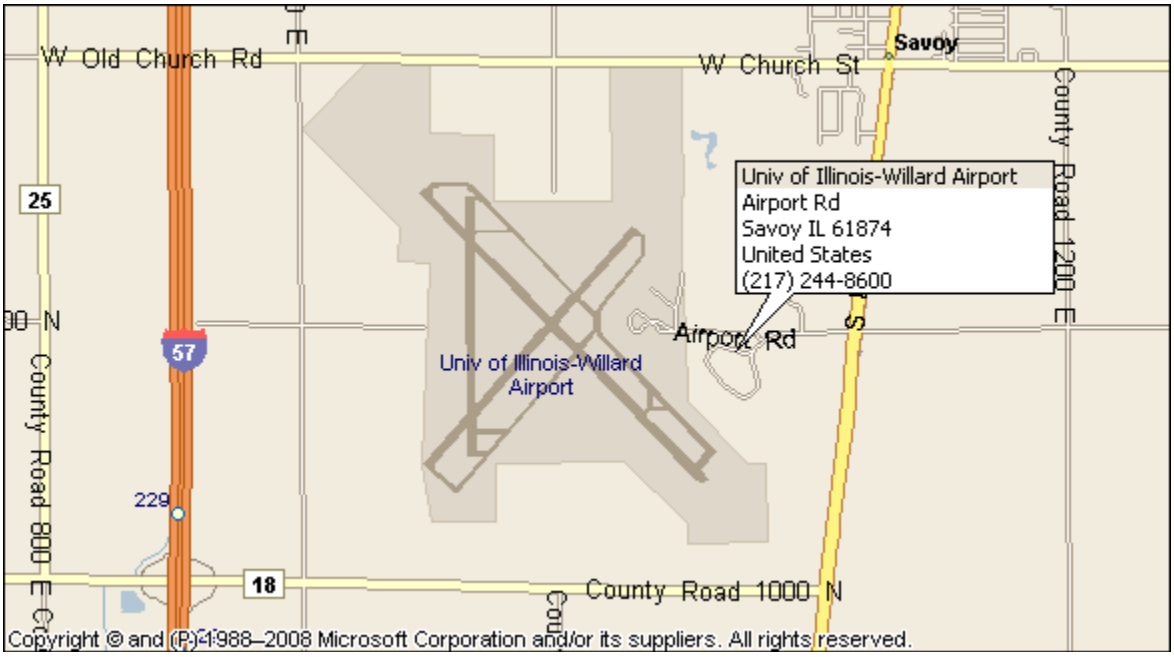
Location:	I-57 at M.P. 225.6			**Direction:**	NB
Latitude:	39.98370°	**Longitude:**	-88.30330°		

4.2 Truck Scale Location

Name:	Road Ranger, Tuscola	**Location:**	I-57 & HWY 36, Exit 212
Latitude:	39.79258°	**Longitude:**	-88.26687°

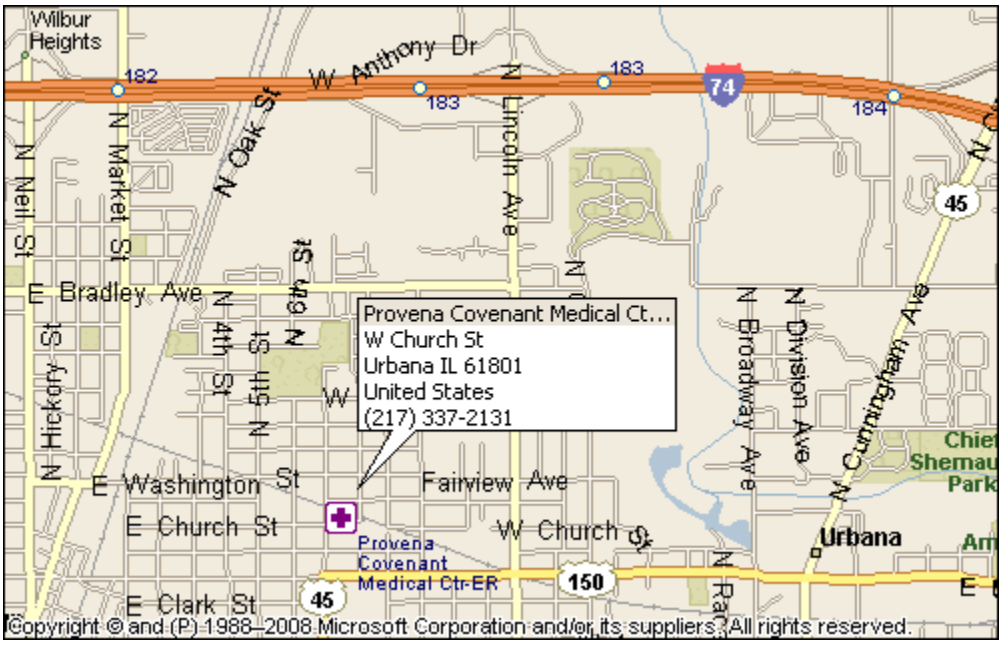
4.3 Airport Location

Name:	Univ. of Illinois-Willard Airport	**Location:**	Champaign, IL
Latitude:	40.0393°	**Longitude:**	-88.2744°



4.4 Hospital Location

Name:	Provena Covenant Medical Center-ER		
Phone:	(217) 337-2131	**Location:**	W. Church Street, Urbana, IL



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.

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

1. ROUTE: I-57 **MILEPOST:** 225.6 **LTPP DIRECTION:** north

2. WIM SITE DESCRIPTION

Grade: <1% Sag Vertical: N
Nearest Upstream SPS Section: 170664
Distance from sensors to SPS Section: 8020 feet

3. LANE CONFIGURATION

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

4. PAVEMENT TYPE PCC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 11/2/11 Photo Filename: 170600_upstream_11_1_11.jpg
Date: 11/2/11 Photo Filename: 170600_downstream_11_1_11.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)* : 2 - Pipe to culvert
Clearance under plate (in.): 6"
Clearance /access to flush fines from under system: N

Traffic Sheet 17	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
WIM SITE INVENTORY	DATE (mm/dd/yyyy)	11/2/2011

10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 62 ft
distance from system: 68 ft
type: 3B

Cabinet access controlled by: Agency and LTPP
Contact name: Roy Czinku Phone # 306-653-6627
Alternate name: Ray Taylor Phone # 217-782-2065

11. POWER

Distance to cabinet from drop: 777 ft
Type: AC
AC in cabinet? Y
Service provider: Phone #

12. TELEPHONE

Distance to cabinet from drop: 12 ft
Type: landline
Service provider: Phone #

13. SYSTEM

Software and version no.
Computer connection: RS-232

14. TEST TRUCK TURNAROUND TIME

Duration: 20 minutes Distance: 18 miles

15. PHOTOS

	Filename
Power source:	170600_power_service_box_11_1_11.jpg
Phone source:	170600_telephone_pedestal_11_1_11.jpg
Cabinet exterior:	170600_cabinet_exterior_11_1_11.jpg
Cabinet interior:	170600_cabinet_interior_front_11_1_11.jpg
Weight sensors:	170600_leading_WIM_sensor_11_1_11.jpg
	170600_trailing_WIM_sensor_11_1_11.jpg
Other sensors:	170600_leading_loop_sensor_11_1_11.jpg
	170600_trailing_loop_sensor_11_1_11.jpg
Downstream from sensors on LTPP lane:	170600_downstream_11_1_11.jpg
Upstream from sensors on LTPP lane:	170600_upstream_11_1_11.jpg

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

1. DATA PROCESSING

a. Download: LTPP download

b. Data review: LTPP
If state, how often?

c. Data submission LTPP
If state how often?

2. EQUIPMENT

a. Purchase LTPP

b. Installation Included with purchase

c. Maintenance Separate contract LTPP
Expiration Date

d. Calibration LTPP

e. Manuals and software control: LTPP

f. Power
i. Type Underground ii. Payment State

g. Communication
i. Type Landline ii. Payment State

3. PAVEMENT

a. Type Portland Concrete Cement

b. Allowable Rehabilitation activities Grinding and maintenance as needed

c. Profile Site Markings Temporary

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

4. Onsite Activities

a. WIM Validation Check advance notice required

14 Days _____ Weeks

b. Notice for straightedge and grinding check

14 Days _____ Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

c. Authorization to calibrate site LTPP

d. Calibration routine LTPP annually

Other: _____

e. Test Vehicle Responsibilities

i. Trucks

1st-	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:

_____

g. Access to cabinet Joint

h. State personel required on site No

i. Traffic control required No

J. Enforcement coordination required No

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

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 Tammy Bragg Phone # 217-586-4536
Agency Steve Gilbert Trucking

f. Traffic control
Name _____ Phone # _____
Agency _____

g. Enforcement coordination
Name _____ Phone # _____
Agency _____

h. Nearest static scale
Name Road Ranger Location: I-57, exit 121
Phone: _____

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/1/2011

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		10310	9940	Direct
B		14065	13950	Direct
C		14065	13950	Direct
D		18765	18750	Direct
E		18765	18750	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 75970
c. Post Test Loaded Weight: 75340
d. Difference Post Test - Pre-Tests: 630

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 24.8 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 47.5
i. Kingpin offset from Axle B (units) -1.5 photo: ☐
j. Overall Length - ☑ Measured 54.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/1/2011

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	275/80R22.5	air	☑
E	275/80R22.5	air	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/1/2011

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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/1/2011

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	10340	14060	14060	18760	18760		75980
2	10280	14070	14070	18770	18770		75960
Avg.	10310	14065	14065	18765	18765		75970

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	9920	13970	13970	18750	18750		75360
2	9960	13930	13930	18750	18750		75320
Avg.	9940	13950	13950	18750	18750		75340

Validation Test Truck Run Set - Pre

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/1/2011

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		9380	8980	Direct
B		12940	12745	Direct
C		12940	12745	Direct
D		15515	15515	Direct
E		15515	15515	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 66290
c. Post Test Loaded Weight: 65500
d. Difference Post Test - Pre-Tests: 790

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 15.9 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 38.6
i. Kingpin offset from Axle B (units) -2'2" photo: ☐
j. Overall Length - ☑ Measured 45.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/1/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R24.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R22.5	steel spring	☑
E	11R22.5	steel spring	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/1/2011

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		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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/1/2011

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	9380	12940	12940	15510	15510		66280
2	9380	12940	12940	15520	15520		66300
Avg.	9380	12940	12940	15515	15515		66290

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	8960	12740	12740	15520	15520		65480
2	9000	12750	12750	15510	15510		65520
Avg.	8980	12745	12745	15515	15515		65500

Validation Test Truck Run Set - Pre

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

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		10340	0	Direct
B		14050	0	Direct
C		14050	0	Direct
D		18755	0	Direct
E		18755	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 75950
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 75950

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 24.8 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 47.5
i. Kingpin offset from Axle B (units) -1.5 photo: ☐
j. Overall Length - ☑ Measured 54.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

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	275/80R22.5	air	☑
E	275/80R22.5	air	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/2/2011

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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/2/2011

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	10320	14060	14060	18750	18750		75940
2	10360	14040	14040	18760	18760		75960
Avg.	10340	14050	14050	18755	18755		75950

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: Dean J. Wolf

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

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		9400	0	Direct
B		12810	0	Direct
C		12810	0	Direct
D		15535	0	Direct
E		15535	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 66090
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 66090

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 15.9 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 38.6
i. Kingpin offset from Axle B (units) -2'2" photo: ☐
j. Overall Length - ☑ Measured 45.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R24.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R22.5	steel spring	☑
E	11R22.5	steel spring	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/2/2011

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		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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/2/2011

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	9400	12810	12810	15540	15540		66100
2	9400	12810	12810	15530	15530		66080
Avg.	9400	12810	12810	15535	15535		66090

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: Dean J. Wolf

Verified By:

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/2/2011

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		10340	9980	Direct
B		14050	13975	Direct
C		14050	13975	Direct
D		18755	18705	Direct
E		18755	18705	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 75950
c. Post Test Loaded Weight: 75340
d. Difference Post Test - Pre-Tests: 610

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 24.8 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 47.5
i. Kingpin offset from Axle B (units) -1.5 photo: ☐
j. Overall Length - ☑ Measured 54.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

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	275/80R22.5	air	☑
E	275/80R22.5	air	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/2/2011

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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/2/2011

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	10320	14060	14060	18750	18750		75940
2	10360	14040	14040	18760	18760		75960
Avg.	10340	14050	14050	18755	18755		75950

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	9960	13990	13990	18700	18700		75340
2	10000	13960	13960	18710	18710		75340
Avg.	9980	13975	13975	18705	18705		75340

Validation Test Truck Run Set - Post

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/2/2011

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		9400	8960	Direct
B		12810	12665	Direct
C		12810	12665	Direct
D		15535	15520	Direct
E		15535	15520	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 66090
c. Post Test Loaded Weight: 65330
d. Difference Post Test - Pre-Tests: 760

5. TRUCK DESCRIPTION

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

b. Make: Mack
c. Model:

d. Trailer Load Distribution Description:

stone

photo: ☑

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

A to B 14.3 B to C 4.3 C to D 15.9 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 38.6
i. Kingpin offset from Axle B (units) -2'2" photo: ☐
j. Overall Length - ☑ Measured 45.5

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyyy) 11/2/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R24.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R22.5	steel spring	☑
E	11R22.5	steel spring	☑
F			☐

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				

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/2/2011

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		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

Traffic Sheet 19	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/2/2011

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	9400	12810	12810	15540	15540		66100
2	9400	12810	12810	15530	15530		66080
Avg.	9400	12810	12810	15535	15535		66090

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	8960	12690	12690	15490	15490		65320
2	8960	12640	12640	15550	15550		65340
Avg.	8960	12665	12665	15520	15520		65330

Validation Test Truck Run Set - Post

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 17 SPS WIM ID: 170600 DATE: (mm/dd/yyyy): 11/1/2011

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
36.7	55	2	1	10:08:53	43180	56.0	9.4	13.2	12.6	15.9	14.8		65.8	14.5	4.4	16.1	4.2		39.2	47.0
36.7	56	1	1	10:09:06	43181	57.0	10.0	14.9	13.6	18.7	18.1		75.2	14.5	4.4	25.0	4.2		48.1	56.0
42.0	60	2	2	10:28:46	43216	60.0	9.0	12.5	12.2	16.0	15.0		64.6	14.5	4.4	16.1	4.1		39.1	47.0
42.0	60	1	2	10:29:05	43217	61.0	10.2	14.2	13.4	18.0	17.9		73.7	14.5	4.4	25.0	4.2		48.1	56.0
48.8	62	2	3	10:54:17	43357	64.0	9.0	12.5	12.8	15.8	14.2		64.2	14.5	4.4	16.1	4.1		39.1	47.0
48.8	66	1	3	10:54:26	43359	66.0	9.4	13.8	13.1	18.0	18.0		72.3	14.5	4.4	25.0	4.3		48.2	56.0
50.9	54	2	4	11:13:49	43502	55.0	9.5	12.9	12.6	16.6	15.3		66.9	14.4	4.4	16.0	4.1		38.9	47.0
50.9	55	1	4	11:14:01	43504	57.0	10.0	14.4	13.9	18.7	18.6		75.7	14.4	4.4	24.9	4.2		47.9	55.0
51.6	61	2	5	11:33:47	43649	61.0	8.9	12.9	12.9	16.2	14.3		65.2	14.5	4.4	16.1	4.2		39.2	47.0
51.6	63	1	5	11:34:11	43653	63.0	10.3	14.1	13.3	18.0	17.8		73.6	14.5	4.4	25.0	4.2		48.1	56.0
56.8	64	1	6	11:54:36	43815	66.0	9.4	13.5	13.1	17.9	18.1		71.9	14.5	4.4	25.0	4.3		48.2	56.0
58.5	54	2	6	12:14:06	43958	57.0	9.4	12.4	12.5	16.2	14.7		65.3	14.5	4.4	16.2	4.2		39.3	47.0
58.5	54	1	7	12:14:13	43960	57.0	9.9	14.7	14.1	18.6	18.6		75.8	14.5	4.4	25.0	4.2		48.1	56.0
62.0	60	2	7	12:52:06	44235	60.0	8.8	11.7	12.9	15.4	14.1		62.6	14.5	4.4	16.1	4.1		39.1	46.0
62.0	60	1	8	12:52:21	44237	61.0	10.0	14.3	13.9	18.3	17.7		74.2	14.5	4.4	25.1	4.3		48.3	56.0
64.8	63	2	8	13:11:53	44361	65.0	8.4	12.6	12.7	15.4	15.0		64.1	14.4	4.4	16.1	4.1		39.0	46.0
64.8	65	1	9	13:12:01	44363	66.0	9.1	13.3	13.1	17.8	18.1		71.5	14.5	4.4	25.0	4.3		48.2	56.0
66.3	55	2	9	13:31:52	44502	56.0	9.0	12.7	12.3	15.8	14.4		64.3	14.5	4.4	16.2	4.1		39.2	46.0
66.3	56	1	10	13:31:57	44503	57.0	9.8	14.6	14.2	18.5	18.5		75.6	14.5	4.4	25.1	4.3		48.3	56.0
65.2	58	2	10	13:51:49	44645	60.0	8.7	12.7	12.3	15.3	14.0		63.1	14.5	4.4	16.1	4.1		39.1	47.0
65.2	58	1	11	13:51:58	44647	61.0	9.9	14.0	13.6	18.2	17.7		73.4	14.5	4.4	25.0	4.2		48.1	56.0
67.2	62	2	11	14:11:20	44782	65.0	8.8	12.7	13.2	15.5	14.2		64.5	14.5	4.4	16.2	4.2		39.3	47.0
67.2	61	1	12	14:11:32	44788	64.0	9.9	14.4	13.7	17.9	17.4		73.2	14.5	4.4	25.1	4.3		48.3	56.0
66.7	54	2	12	14:30:58	44924	56.0	9.0	13.1	12.8	16.0	14.9		65.8	14.5	4.4	16.1	4.2		39.2	47.0

Recorded By: djw Verified By: kt Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 17 SPS WIM ID: 170600 DATE: (mm/dd/yyyy): 11/1/2011

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
66.7	56	1	13	14:31:12	44925	57.0	9.6	14.9	13.8	18.4	18.1		74.9	14.5	4.4	25.0	4.3		48.2	56.0
68.3	59	2	13	14:51:09	45076	60.0	8.7	11.9	12.1	15.4	14.4		62.7	14.5	4.4	16.1	4.1		39.1	47.0
68.3	61	1	14	14:51:16	45077	62.0	9.9	14.2	13.6	18.0	17.6		73.3	14.5	4.4	25.1	4.2		48.2	56.0
69.4	63	2	14	15:10:42	45217	64.0	8.4	12.8	12.4	15.2	15.0		63.8	14.5	4.4	16.2	4.2		39.3	47.0
69.4	64	1	15	15:10:47	45218	65.0	9.4	14.8	14.0	19.5	18.8		76.4	14.5	4.4	25.1	4.3		48.3	56.0
69.6	55	2	15	15:32:40	45372	55.0	8.9	12.5	12.3	15.3	14.6		63.8	14.5	4.4	16.1	4.1		39.1	47.0
69.6	55	1	16	15:32:45	45374	56.0	9.9	14.7	14.3	18.8	18.0		75.7	14.5	4.4	25.1	4.3		48.3	56.0
67.5	60	2	16	15:53:03	45533	60.0	8.7	13.0	12.6	15.6	14.7		64.7	14.5	4.4	16.2	4.1		39.2	47.0
67.5	61	1	17	15:53:25	45536	62.0	9.9	13.7	13.9	18.1	17.4		73.0	14.5	4.4	25.1	4.3		48.3	56.0
69.5	66	2	17	16:12:47	45687	65.0	8.7	12.1	12.1	15.5	14.1		62.5	14.6	4.4	16.1	4.2		39.3	47.0
69.5	66	1	18	16:13:18	45691	66.0	9.1	13.6	13.1	17.4	17.5		70.5	14.6	4.4	25.0	4.3		48.3	56.0
68.3	55	2	18	16:32:43	45855	55.0	8.6	12.5	12.3	15.7	15.0		64.2	14.5	4.4	16.2	4.1		39.2	47.0
68.3	55	1	19	16:33:18	45862	57.0	9.5	14.6	14.3	18.4	17.9		74.7	14.5	4.4	25.1	4.2		48.2	56.0
63.0	55	2	19	16:53:49	46022	60.0	8.9	12.7	12.4	16.0	13.9		63.9	14.5	4.4	16.1	4.1		39.1	47.0
63.0	60	1	20	16:53:59	46023	61.0	9.9	13.5	13.9	18.1	17.7		73.1	14.5	4.4	25.1	4.2		48.2	56.0
63.1	65	2	20	17:13:04	46167	65.0	8.7	12.3	12.0	15.1	14.5		62.6	14.5	4.4	16.2	4.1		39.2	47.0
63.1	65	1	21	17:13:20	46169	65.0	9.3	14.1	13.8	18.5	18.1		73.9	14.5	4.4	25.0	4.3		48.2	56.0

Recorded By: djw Verified By: kt Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 17 SPS WIM ID: 170600 DATE: (mm/dd/yyyy): 11/2/2011

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
40.5	54	2	1	8:51:34	50125	54.0	9.5	12.6	12.4	15.8	14.3		64.7	14.3	4.3	15.9	4.1		38.6	45.0
40.5	56	1	1	8:52:04	50129	56.0	10.1	14.9	13.7	19.2	18.6		76.5	14.3	4.3	24.6	4.2		47.4	54.0
42.7	60	2	2	9:11:22	50254	59.0	9.5	13.0	12.6	16.4	14.9		66.4	14.3	4.3	15.9	4.1		38.6	45.0
42.7	61	1	2	9:11:32	50255	60.0	10.5	14.9	13.8	18.9	18.3		76.4	14.3	4.3	24.6	4.2		47.4	54.0
44.8	64	2	3	9:32:06	50420	65.0	9.6	12.1	12.1	16.4	14.9		65.2	14.3	4.3	15.9	4.1		38.6	45.0
44.8	64	1	3	9:32:19	50423	65.0	9.7	14.4	13.9	18.3	18.6		74.9	14.3	4.3	24.7	4.2		47.5	54.0
45.1	54	2	4	9:52:39	50580	55.0	9.4	13.4	12.6	16.6	15.5		67.5	14.4	4.3	16.0	4.1		38.8	46.0
45.1	56	1	4	9:52:43	50581	57.0	10.5	15.3	14.2	19.2	18.7		78.0	14.4	4.3	24.8	4.2		47.7	55.0
45.8	64	2	5	10:14:20	50729	64.0	9.4	13.4	13.5	16.1	15.2		67.7	14.4	4.3	15.9	4.1		38.7	46.0
45.8	61	1	5	10:14:26	50730	60.0	10.1	14.9	14.8	19.0	18.7		77.6	14.3	4.3	24.8	4.2		47.6	54.0
51.6	64	2	6	10:34:21	50889	64.0	9.3	12.8	12.6	15.6	15.4		65.6	14.4	4.4	16.0	4.1		38.9	45.0
51.6	65	1	6	10:34:24	50890	65.0	9.9	14.9	14.1	18.9	18.8		76.7	14.3	4.3	24.6	4.2		47.4	54.0

Recorded By: djw Verified By: kt Run Set Cal 1

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 17 SPS WIM ID: 170600 DATE: (mm/dd/yyyy): 11/2/2011

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
40.5	54	2	1	8:51:34	50125	54.0	9.5	12.6	12.4	15.8	14.3		64.7	14.3	4.3	15.9	4.1		38.6	45.0
40.5	56	1	1	8:52:04	50129	56.0	10.1	14.9	13.7	19.2	18.6		76.5	14.3	4.3	24.6	4.2		47.4	54.0
42.7	60	2	2	9:11:22	50254	59.0	9.5	13.0	12.6	16.4	14.9		66.4	14.3	4.3	15.9	4.1		38.6	45.0
42.7	61	1	2	9:11:32	50255	60.0	10.5	14.9	13.8	18.9	18.3		76.4	14.3	4.3	24.6	4.2		47.4	54.0
44.8	64	2	3	9:32:06	50420	65.0	9.6	12.1	12.1	16.4	14.9		65.2	14.3	4.3	15.9	4.1		38.6	45.0
44.8	64	1	3	9:32:19	50423	65.0	9.7	14.4	13.9	18.3	18.6		74.9	14.3	4.3	24.7	4.2		47.5	54.0
45.1	54	2	4	9:52:39	50580	55.0	9.4	13.4	12.6	16.6	15.5		67.5	14.4	4.3	16.0	4.1		38.8	46.0
45.1	56	1	4	9:52:43	50581	57.0	10.5	15.3	14.2	19.2	18.7		78.0	14.4	4.3	24.8	4.2		47.7	55.0
45.8	64	2	5	10:14:20	50729	64.0	9.4	13.4	13.5	16.1	15.2		67.7	14.4	4.3	15.9	4.1		38.7	46.0
45.8	61	1	5	10:14:26	50730	60.0	10.1	14.9	14.8	19.0	18.7		77.6	14.3	4.3	24.8	4.2		47.6	54.0
51.6	64	2	6	10:34:21	50889	64.0	9.3	12.8	12.6	15.6	15.4		65.6	14.4	4.4	16.0	4.1		38.9	45.0
51.6	65	1	6	10:34:24	50890	65.0	9.9	14.9	14.1	18.9	18.8		76.7	14.3	4.3	24.6	4.2		47.4	54.0
51.7	54	2	7	10:54:01	51024	54.0	9.4	12.8	12.7	16.2	15.1		66.2	14.3	4.3	15.9	4.1		38.6	45.0
51.7	55	1	7	10:54:09	51025	56.0	10.2	14.9	14.8	19.1	18.2		77.1	14.3	4.3	24.7	4.2		47.5	54.0
53.1	60	2	8	11:13:48	51164	60.0	9.3	13.2	12.5	16.1	15.0		66.2	14.4	4.3	15.9	4.1		38.7	45.0
53.1	60	1	8	11:13:50	51165	61.0	10.5	14.8	14.2	19.1	18.5		77.1	14.3	4.3	24.6	4.2		47.4	54.0
54.1	64	2	9	11:33:19	51295	65.0	9.6	12.7	12.4	16.5	14.4		65.6	14.3	4.4	15.9	4.1		38.7	45.0
54.1	65	1	9	11:33:24	51296	65.0	10.1	14.8	14.3	18.8	18.8		76.8	14.3	4.3	24.6	4.2		47.4	54.0
56.2	55	2	10	11:52:38	51440	55.0	9.4	13.1	12.6	16.3	15.0		66.3	14.3	4.3	15.9	4.1		38.6	45.0
56.2	57	1	10	11:52:45	51441	57.0	9.7	14.8	14.6	18.7	18.6		76.4	14.3	4.3	24.7	4.2		47.5	54.0
65.6	58	2	11	12:56:58	51932	59.0	9.5	13.4	12.6	16.3	14.7		66.5	14.3	4.3	15.9	4.1		38.6	46.0
65.6	60	1	11	12:57:18	51935	60.0	10.2	15.0	14.9	19.6	19.1		78.8	14.3	4.3	24.7	4.2		47.5	54.0
67.1	64	2	12	13:16:50	52076	64.0	9.5	12.9	12.6	15.7	14.6		65.3	14.3	4.3	15.9	4.1		38.6	46.0
67.1	65	1	12	13:17:01	52078	65.0	10.0	14.9	14.6	20.2	19.4		79.1	14.3	4.3	24.7	4.2		47.5	55.0

Recorded By: djw Verified By: kt Run Set Post

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 17 SPS WIM ID: 170600 DATE: (mm/dd/yyyy): 11/2/2011

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
72.2	56	2	13	13:37:41	52218	55.0	9.1	13.1	12.7	16.1	14.6		65.5	14.3	4.3	15.9	4.1		38.6	45.0
72.2	56	1	13	13:38:01	52220	57.0	10.1	15.0	14.3	18.8	18.3		76.4	14.3	4.3	24.7	4.2		47.5	55.0
65.6	60	2	14	13:57:50	52353	59.0	9.1	12.8	12.6	16.1	14.8		65.6	14.3	4.3	15.9	4.1		38.6	45.0
65.6	60	1	14	13:57:53	52354	60.0	10.1	14.7	14.4	19.1	17.9		76.2	14.3	4.3	24.7	4.2		47.5	55.0
67.1	64	2	15	14:17:20	52488	64.0	9.2	13.2	12.8	15.7	15.1		66.0	14.3	4.3	16.0	4.1		38.7	45.0
67.1	65	1	15	14:17:26	52489	65.0	10.0	14.2	13.5	18.8	18.6		75.1	14.3	4.3	24.6	4.2		47.4	54.0
73.9	55	2	16	14:36:58	52649	55.0	9.3	12.7	12.6	16.1	15.0		65.6	14.3	4.3	15.9	4.1		38.6	45.0
73.9	55	1	16	14:37:25	52652	56.0	10.0	14.9	13.5	19.0	18.8		76.3	14.3	4.3	24.6	4.2		47.4	54.0
69.1	60	2	17	14:57:05	52785	60.0	9.2	12.3	12.6	16.1	14.4		64.7	14.3	4.4	15.9	4.1		38.7	46.0
69.1	60	1	17	14:57:07	52786	60.0	10.1	14.7	14.2	18.7	18.4		76.2	14.3	4.3	24.7	4.2		47.5	55.0
71.4	64	2	18	15:18:15	52933	65.0	9.9	13.4	13.3	17.6	16.2		70.5	14.4	4.3	16.0	4.1		38.8	46.0
71.4	64	1	18	15:18:18	52934	65.0	9.8	14.1	14.0	18.9	18.5		75.4	14.3	4.3	24.7	4.2		47.5	55.0
65.4	55	2	19	15:44:39	53131	55.0	9.1	12.5	12.2	16.5	14.7		65.0	14.3	4.3	15.9	4.1		38.6	45.0
66.4	61	2	20	16:05:35	53283	59.0	9.3	12.9	12.7	16.1	15.0		66.0	14.3	4.3	16.0	4.1		38.7	46.0
71.4	65	2	21	16:25:16	53438	64.0	9.6	13.2	13.2	16.5	16.3		68.7	14.3	4.3	15.9	4.1		38.6	45.0
65.1	54	2	22	16:45:01	53591	55.0	8.9	13.2	12.1	16.0	14.5		64.7	14.2	4.3	15.8	4.1		38.4	45.0

Recorded By: djw Verified By: kt Run Set Post

Traffic Sheet 22	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/2/2011

SITE EQUIPMENT INFORMATION

1. **TYPE OF EQUIPMENT** BOTH

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

4. **VENDOR** IRD **MODEL** iSINC **SERIAL#** 05070 1594

5. **WEIGHING SENSOR TYPE** bending plate

6. **SYSTEM SOFTWARE VERSIONS:**

CPU	PSM
LOOP	LSM
PIEZO	
WEIGHPAD/ LOADCELL	SSM
COMMUNICATIONS	W-3

7. **CLASSIFICATION VIDEO:**

TIME FROM: 11:02:54 TO: 12:05:24
TIME FROM: TO:

SITE CONDITIONS

8. **PAVEMENT:**

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

significant cracking at 396 feet prior to scales has faulting; grinding at 405 feet prior to scales; transition from asphalt to concrete 421 feet prior to scales

Traffic Sheet 22	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/2/2011

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.

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: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSSMENT LTPP LANE ONLY	STATE CODE: 17 SPS WIM ID: 170600 STATE ASSIGNED ID 0 DATE (mm/dd/yyy) 11/2/2011

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	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/2/2011

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 64.7 mph Average WIM Speed 64.6 mph
Mean Difference -0.1 mph SD of mean 2.5

Posted Speed Limit 65 mph
Speed Range 15th percentile - 63 mph 85th percentile- 69 mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem feet
% error from 4.25 ft (industry average) OR 4.31 ft (WIM system average)
= 1.4 %

Average front axle weight for Class 9 vehicles lbs
% error from 10.3 kips (industry average) OR 9.7 lbs (known site value)
= -5.9 %

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 occurance.

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

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSSMENT LTPP LANE ONLY	STATE CODE: 17 SPS WIM ID: 170600 STATE ASSIGNED ID 0 DATE (mm/dd/yyy) 11/2/2011

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 Dean J. Wolf

Traffic Sheet 22 Addendum - Weighpad	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/1/2011

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel		WATTS		VDC
b. Equipment Power	121.5	VAC		VDC
c. Battery 1	13.4	VDC		
d. Battery 2		VDC		
e. Regulated		VDC		
f. Power Supply	13.4	VDC		VDC
g. System Input		VAC	11.7	VDC
h. Modem Power		VAC	11.7	VDC
i. Telephone	53.6	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	0.7	Ω	132.1	µh	inf	MΩ
b. Trailing	1.2	Ω	134	µh	inf	MΩ

3. WEIGHPAD SENSORS

	Input		Output		Shield	
a. Leading	976	Ω	846	Ω	inf	Ω
b. Trailing	975	Ω	844	Ω	inf	Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	20.8	KHz
b. Trailing	19.7	KHz

5. WEIGHPAD SENSORS

	Zero Point	
a. Leading	-0.1	mV
b. Trailing	0	mV

Assessor Dean J. Wolf

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 17 SPS WIM ID: 170600 DATE (mm/dd/yyy) 11/2/2011

Item	Description	Filename
1	Power Source	170600_power_service_box_11_1_11.jpg
2	Telephone Source	170600_telephone_pedestal_11_1_11.jpg
3	Cabinet Exterior	170600_cabinet_exterior_11_1_11.jpg
4	Cabinet Interior	170600_cabinet_interior_front_11_1_11.jpg
5	Leading weight sensor	170600_leading_WIM_sensor_11_1_11.jpg
6	Trailing weight sensor	170600_trailing_WIM_sensor_11_1_11.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	170600_leading_loop_sensor_11_1_11.jpg
10	Trailing loop sensor	170600_trailing_loop_sensor_11_1_11.jpg
11	Downstream from site	170600_downstream_11_1_11.jpg
12	Upstream from site	170600_upstream_11_1_11.jpg
13	Cabinet Interior - Rear	170600_cabinet_interior_rear_11_1_11.jpg
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RECORDED BY: Dean J. Wolf

Traffic Sheet 24B	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE PHOTO LOG - Test Trucks	DATE (mm/dd/yyy)	11/2/2011

Item	Description	Filename
1	Tractor, Truck #1	170600_Truck_1_Tractor_11_1_11.jpg
2	Trailer/Load, Truck #1	170600_Truck_1_Trailer_11_1_11.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	170600_Truck_1_Suspension_1_11_1_11.jpg
5	Suspension B, Truck #1	170600_Truck_1_Suspension_2_11_1_11.jpg
6	Suspension C, Truck #1	170600_Truck_1_Suspension_3_11_1_11.jpg
7	Suspension D, Truck #1	170600_Truck_1_Suspension_4_11_1_11.jpg
8	Suspension E, Truck #1	170600_Truck_1_Suspension_5_11_1_11.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	170600_Truck_2_Tractor_11_1_11.jpg
11	Trailer/Load, Truck #2	170600_Truck_2_Trailer_11_1_11.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	170600_Truck_2_Suspension_1_11_1_11.jpg
14	Suspension B, Truck #2	170600_Truck_2_Suspension_2_11_1_11.jpg
15	Suspension C, Truck #2	170600_Truck_2_Suspension_3_11_1_11.jpg
16	Suspension D, Truck #2	170600_Truck_2_Suspension_4_11_1_11.jpg
17	Suspension E, Truck #2	170600_Truck_2_Suspension_5_11_1_11.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	
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RECORDED BY: Dean J Wolf

Traffic Sheet 24C	STATE CODE:	17
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	170600
SITE PHOTO LOG - Blank	DATE (mm/dd/yyy)	11/2/2011

Item	Description	Filename
1	Transverse Crack	170600_Transverse_Crack_1_11_1_11.jpg
2	Transverse Crack	170600_Transverse_Crack_2_11_1_11.jpg
3	Transverse Crack	170600_Transverse_Crack_3_11_1_11.jpg

RECORDED BY: _____