WIM System Field Calibration and Validation Handout Guide

Louisiana, SPS-1
SHRP ID – 220100

Validation Date: November 21, 2011

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1 Site Information

Site ID:	220100	**State:**	Louisiana
LTPP Region:	Southern	**Configuration:**	Loop – Quartz- Quartz – Loop
Controller Type:	iSINC	**Sensor Type:**	Quartz Piezo
Power:	AC	**Communication:**	Landline
Class Scheme:	LTPP Mar 06	**CPU type/setup:**	iSINC

2 Contact Information

Agency	Contact	Position	Phone	E-Mail
FHWA	Debbie Walker	COTR	202 493-3068	deborah.walker@dot.gov
FHWA	Philip Arena	LTPP Division Rep.	225-757-7612	philip.arena@dot.gov
RSC	Tim Martin	RSC Proj. Mgr.	512-977-1837	tmartin@fugro.com
LADOT	Doc Zhang	LTPP Coordinator	804-225-3123	doc.zhang@la.gov
LADOT	Skip Paul	Traffic Contact	804-786-0134	harold.paul@la.gov
ARA	Dean Wolf	Task Leader	717-512-6638	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com

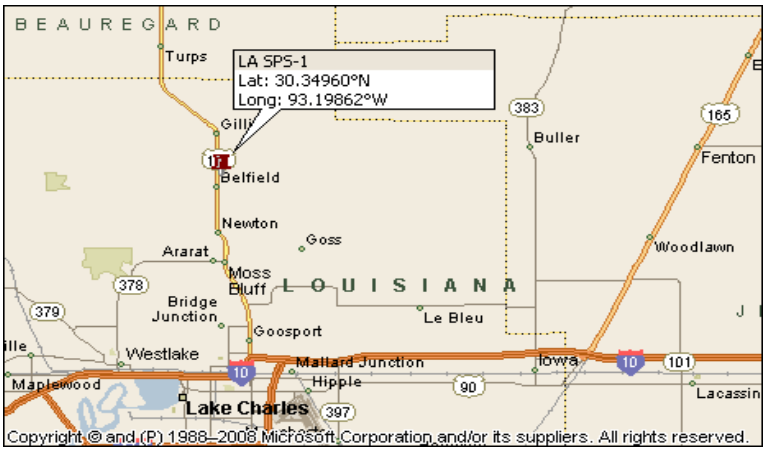
3 Schedule of Events

Date	Event	Location	Start Time
11/20/11	Travel	Lake Charles, LA	TBD
11/21/11	Test Truck Weigh/Measure/Inspection	Love's Country Store	6:30 am
11/21/11	Equipment Assessment	WIM Site	7:30 am
11/21/11	Initial Performance Evaluation	WIM Site	8:00 am
11/21/11	System Test/Class and Speed Study	WIM Site	TBD
11/22/11	Test Truck Weigh/Measure/Inspection	Love's Country Store	6:30 am
11/22/11	Calibration/Validation (if required)	WIM Site	7:30 am
11/23/11	Travel	Camp Hill, PA	TBD

4 Maps

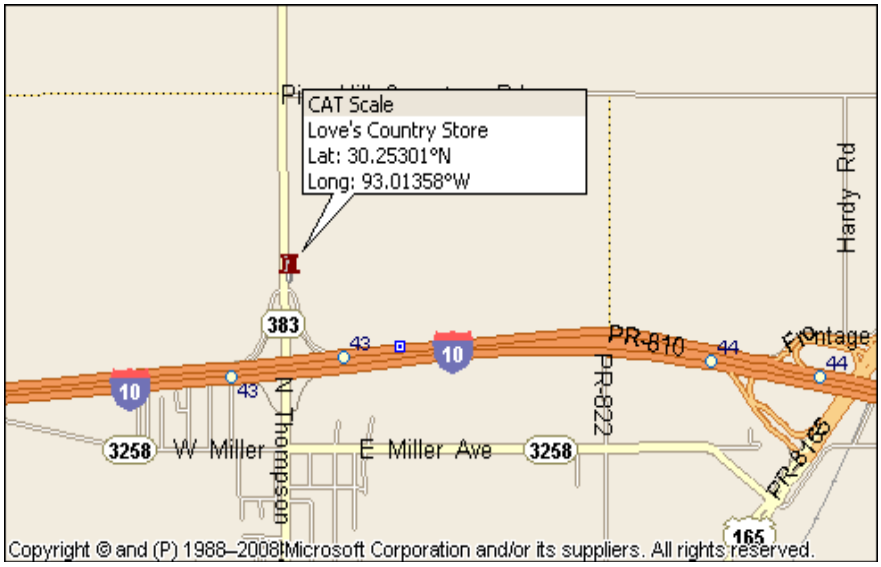
4.1 Site Location

Location:	US-171, milepost 8.4			**Dir:**	NB
Latitude:	30.34960	**Longitude:**	-93.19862		



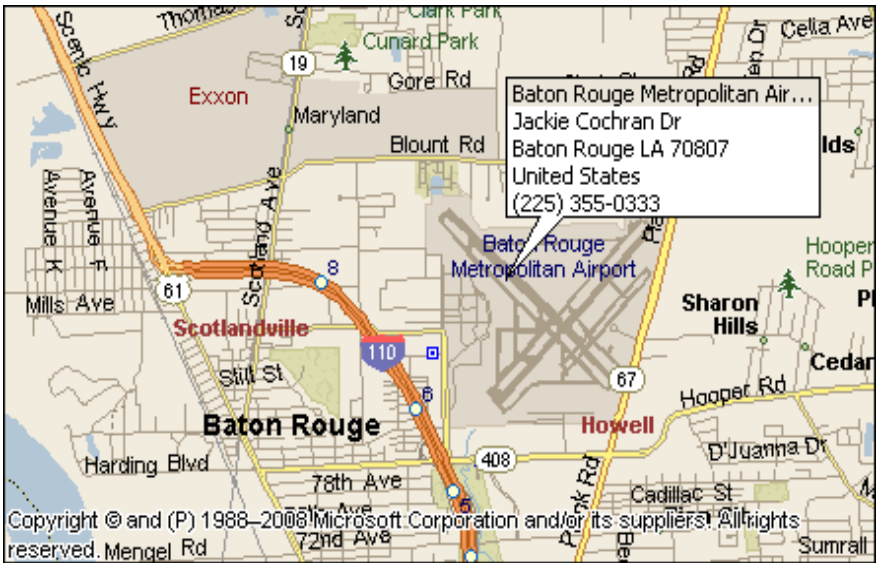
4.2 Truck Scale Location

Name:	Love's Country Store	**Location:**	I-10, exit 43, Iowa, Louisiana
Latitude:	30.253010	**Longitude:**	-93.013580



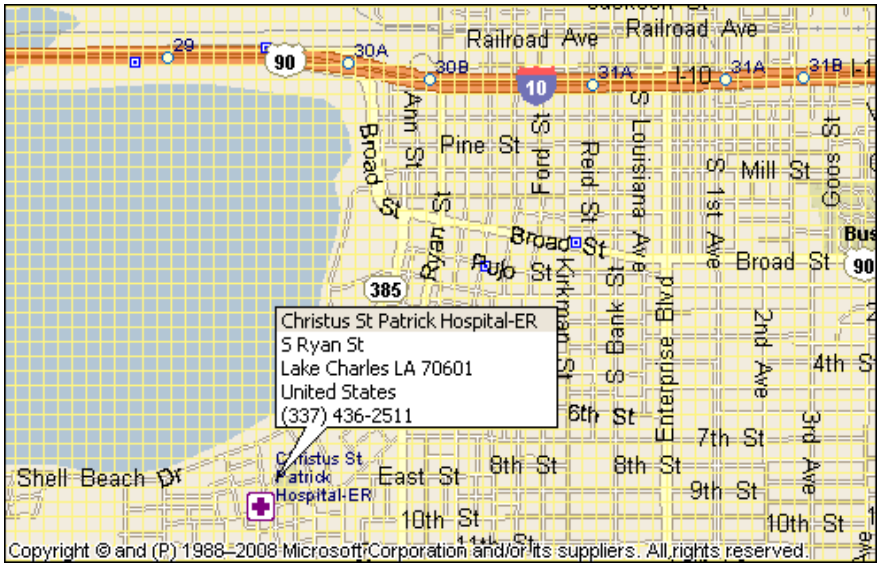
4.3 Airport Location

Name:	Baton Rouge Metropolitan	**Location:**	Baton Rouge, LA
Latitude:	30.53253	**Longitude:**	-91.15119



4.4 Hospital Location

Name:	Christus St. Patrick Hospital		
Phone:	337-436-2251	**Location:**	Lake Charles, LA



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: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

1. ROUTE: US-171 **MILEPOST:** 8.4 **LTPP DIRECTION:** north

2. WIM SITE DESCRIPTION

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

3. LANE CONFIGURATION

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

4. PAVEMENT TYPE AC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 11/21/11 Photo Filename: 220100_upstream_11_21_11.jpg
Date: 11/21/11 Photo Filename: 220100_downstream_11_21_11.jpg
Date: Photo Filename:

6. SENSOR SEQUENCE

Loop - Quartz - Quartz - Loop

7. REPLACEMENT AND/OR GRINDING

Date:
Date:
Date:

8. RAMPS OR INTERSECTIONS

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

9. DRAINAGE

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

Traffic Sheet 17	STATE CODE:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
WIM SITE INVENTORY	DATE (mm/dd/yyyy)	11/21/2011

10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 16 ft
distance from system: 22 ft
type: M

Cabinet access controlled by: Agency and LTPP
Contact name: Roy Czinku Phone # 306-270-9492
Alternate name: Doc Zhang Phone #

11. POWER

Distance to cabinet from drop: 128 ft
Type: AC
AC in cabinet? Y
Service provider: Phone #

12. TELEPHONE

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

13. SYSTEM

Software and version no.
Computer connection: RS-232

14. TEST TRUCK TURNAROUND TIME

Duration: 7 minutes Distance: 5.2 miles

15. PHOTOS

	Filename
Power source:	220100_power_service_box_11_21_11.jpg
Phone source:	220100_telephone_pedestal_11_21_11.jpg
Cabinet exterior:	220100_cabinet_exterior_11_21_11.jpg
Cabinet interior:	220100_cabinet_interior_front_11_21_11.jpg
Weight sensors:	220100_leading_WIM_sensor_11_21_11.jpg
	220100_trailing_WIM_sensor_11_21_11.jpg
Other sensors:	220100_leading_loop_sensor_11_21_11.jpg
	220100_trailing_loop_sensor_11_21_11.jpg
Downstream from sensors on LTPP lane:	220100_downstream_11_21_11.jpg
Upstream from sensors on LTPP lane:	220100_upstream_11_21_11.jpg

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

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 LTPP contract

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 Asphalt Concrete

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: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

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: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

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 Tim Martin Phone # _____
Agency Fugro

d. Construction schedule and verification
Name _____ Phone # _____
Agency _____

e. Test Vehicles (trucks, loads, drivers)
Name Jimmy Saltzman Phone # 337-494-6900
Agency Lake City Trucking

f. Traffic control
Name _____ Phone # _____
Agency _____

g. Enforcement coordination
Name _____ Phone # _____
Agency _____

h. Nearest static scale
Name Love's Country Store Location: I-10, exit 43
Phone: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

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		10730	10640	Direct
B		17520	17435	Direct
C		17520	17435	Direct
D		16300	16300	Direct
E		16300	16300	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 78370
c. Post Test Loaded Weight: 78110
d. Difference Post Test - Pre-Tests: 260

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model:

d. Trailer Load Distribution Description:

chinese ore

photo: ☑

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

A to B 19.9 B to C 4.3 C to D 29.7 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 58.0
i. Kingpin offset from Axle B (units) -2' photo: ☐
j. Overall Length - ☑ Measured 62.0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285/75R24.5	steel spring	☑
B	285/75R24.5	air	☑
C	285/75R24.5	air	☑
D	11R24.5	air	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/21/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/21/2011

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	10720	17520	17520	16300	16300		78360
2	10740	17520	17520	16300	16300		78380
Avg.	10730	17520	17520	16300	16300		78370

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	10620	17440	17440	16300	16300		78100
2	10660	17430	17430	16300	16300		78120
Avg.	10640	17435	17435	16300	16300		78110

Validation Test Truck Run Set - Pre

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Secondary

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		10260	10180	Direct
B		17295	17230	Direct
C		17295	17230	Direct
D		12475	12475	Direct
E		12475	12475	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 69800
c. Post Test Loaded Weight: 69590
d. Difference Post Test - Pre-Tests: 210

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model:

d. Trailer Load Distribution Description:
palletized bags of plastic beads
photo: ☑

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

A to B 18.0 B to C 4.5 C to D 30.5 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 57.1
i. Kingpin offset from Axle B (units) photo: ☐
j. Overall Length - ☑ Measured 67.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R24.5	steel spring	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/21/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/21/2011

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	10240	17310	17310	12480	12480		69820
2	10280	17280	17280	12470	12470		69780
Avg.	10260	17295	17295	12475	12475		69800

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	10140	17240	17240	12480	12480		69580
2	10220	17220	17220	12470	12470		69600
Avg.	10180	17230	17230	12475	12475		69590

Validation Test Truck Run Set - Pre

Measured By: _____

Verified By: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

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		10480	0	Direct
B		17545	0	Direct
C		17545	0	Direct
D		15365	0	Direct
E		15365	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 76300
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 76300

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model:

d. Trailer Load Distribution Description:

chinese ore

photo: ☑

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

A to B 19.9 B to C 4.3 C to D 29.7 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 58.0
i. Kingpin offset from Axle B (units) -2' photo: ☐
j. Overall Length - ☑ Measured 61.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285/75R24.5	steel spring	☑
B	285/75R24.5	air	☑
C	285/75R24.5	air	☑
D	11R24.5	air	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/21/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/21/2011

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	10500	17530	17530	15370	15370		76300
2	10460	17560	17560	15360	15360		76300
Avg.	10480	17545	17545	15365	15365		76300

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 - Pre

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Secondary

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		10150	0	Direct
B		17210	0	Direct
C		17210	0	Direct
D		12500	0	Direct
E		12500	0	Direct
F				

4. **GVW (same units as axles)**
   - a. Empty GVW:
   - b. Average Pre-Test Loaded weight: 69570
   - c. Post Test Loaded Weight: 0
   - d. Difference Post Test - Pre-Tests: 69570

5. **TRUCK DESCRIPTION**
   - a. Tractor Cab Style: Conventional Sleeper Cab: Yes
     photo: ☑
   - b. Make: Peterbilt
   - c. Model:
   - d. Trailer Load Distribution Description:
     palletized bags of plastic beads
     photo: ☑
   - e. Tractor Tare weight - -
   - f. Trailer Tare weight - -
   - g. Axle Spacing - (feet and tenths)

A to B 18.0 B to C 4.5 C to D 30.5 D to E 4.1 E to F

   - h. Wheelbase - ☐ Measured ☑ Computed 57.1
   - i. Kingpin offset from Axle B (units) photo: ☐
   - j. Overall Length - ☑ Measured 67.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/21/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R24.5	steel spring	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/21/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/21/2011

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	10180	17190	17190	12500	12500		69560
2	10120	17230	17230	12500	12500		69580
Avg.	10150	17210	17210	12500	12500		69570

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 - Pre

Measured By: _____

Verified By: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/22/2011

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		10480	10380	Direct
B		17545	17710	Direct
C		17545	17710	Direct
D		15365	15410	Direct
E		15365	15410	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 76300
c. Post Test Loaded Weight: 76620
d. Difference Post Test - Pre-Tests: -320

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model:

d. Trailer Load Distribution Description:

chinese ore

photo: ☑

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

A to B 19.9 B to C 4.3 C to D 29.7 D to E 4.1 E to F

h. Wheelbase - ☐ Measured ☑ Computed 58.0
i. Kingpin offset from Axle B (units) -2' photo: ☐
j. Overall Length - ☑ Measured 61.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/22/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	285/75R24.5	steel spring	☑
B	285/75R24.5	air	☑
C	285/75R24.5	air	☑
D	11R24.5	air	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	11/22/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
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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	10500	17530	17530	15370	15370		76300
2	10460	17560	17560	15360	15360		76300
Avg.	10480	17545	17545	15365	15365		76300

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	10400	17690	17690	15420	15420		76620
2	10360	17730	17730	15400	15400		76620
Avg.	10380	17710	17710	15410	15410		76620

Validation Test Truck Run Set - Post

Measured By: Dean J. Wolf

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/22/2011

CALIBRATION TEST TRUCK - Secondary

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		10150	10040	Direct
B		17210	17145	Direct
C		17210	17145	Direct
D		12500	12590	Direct
E		12500	12590	Direct
F				

4. **GVW (same units as axles)**
   - a. Empty GVW:
   - b. Average Pre-Test Loaded weight: 69570
   - c. Post Test Loaded Weight: 69510
   - d. Difference Post Test - Pre-Tests: 60

5. **TRUCK DESCRIPTION**
   - a. Tractor Cab Style: Conventional Sleeper Cab: Yes
     photo: ☑
   - b. Make: Peterbilt
   - c. Model:
   - d. Trailer Load Distribution Description:
     palletized bags of plastic beads
     photo: ☑
   - e. Tractor Tare weight - -
   - f. Trailer Tare weight - -
   - g. Axle Spacing - (feet and tenths)

A to B 18.0 B to C 4.5 C to D 30.5 D to E 4.1 E to F

   - h. Wheelbase - ☐ Measured ☑ Computed 57.1
   - i. Kingpin offset from Axle B (units) photo: ☐
   - j. Overall Length - ☑ Measured 67.6

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 11/22/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	☑
B	11R22.5	air	☑
C	11R22.5	air	☑
D	11R24.5	steel spring	☑
E	11R24.5	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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/22/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	11/22/2011

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	10180	17190	17190	12500	12500		69560
2	10120	17230	17230	12500	12500		69580
Avg.	10150	17210	17210	12500	12500		69570

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	10060	17140	17140	12580	12580		69500
2	10020	17150	17150	12600	12600		69520
Avg.	10040	17145	17145	12590	12590		69510

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: 22 SPS WIM ID: 220100 DATE: (mm/dd/yyyy): 11/21/2011

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
81.3	51	1	1	10:49:34	26140	51.0	10.4	15.1	15.5	14.9	15.4		71.4	19.8	4.4	29.6	4.2		58.0	65.0
81.3	56	2	1	10:51:10	26149	58.0	9.6	16.2	15.9	10.5	11.7		64.0	18.1	4.5	31.0	4.0		57.6	72.0
81.8	55	1	2	10:56:09	26180	55.0	10.3	16.2	15.8	16.7	13.9		72.8	19.9	4.4	29.7	4.3		58.3	65.0
81.8	62	2	2	10:57:17	26184	63.0	9.9	16.6	16.3	10.9	12.2		65.8	18.2	4.5	31.0	4.1		57.8	72.0
82.7	61	1	3	11:01:21	26205	62.0	10.2	16.3	16.2	15.0	15.0		72.8	19.9	4.4	29.7	4.2		58.2	65.0
82.7	66	2	3	11:04:15	26216	66.0	9.9	16.6	15.7	11.1	11.8		65.0	18.1	4.5	30.9	4.2		57.7	72.0
82.7	51	1	4	11:07:02	26230	52.0	10.0	16.2	16.1	16.1	15.3		73.8	19.9	4.4	29.7	4.2		58.2	65.0
82.7	55	2	4	11:10:03	26239	56.0	9.1	16.5	16.2	11.4	12.4		65.5	18.1	4.5	30.9	4.1		57.6	72.0
80.8	54	1	5	11:12:47	26254	56.0	10.1	16.3	16.6	16.3	15.6		74.9	19.9	4.3	29.7	4.2		58.1	66.0
80.8	63	2	5	11:15:57	26269	62.0	9.1	15.9	15.9	11.2	11.4		63.9	18.0	4.5	30.9	4.1		57.5	72.0
82.2	59	1	6	11:18:47	26284	61.0	9.9	15.6	16.1	15.8	15.3		72.7	19.9	4.4	29.7	4.3		58.3	65.0
82.2	66	2	6	11:22:00	26303	68.0	9.8	16.5	15.5	11.4	12.0		65.2	18.0	4.5	30.9	4.1		57.5	72.0
83.9	55	1	7	11:25:58	26320	53.0	10.3	16.5	16.3	15.8	15.9		74.7	19.9	4.4	29.7	4.2		58.2	65.0
83.9	56	2	7	11:28:08	26330	58.0	9.9	16.3	15.9	10.9	12.4		65.5	18.0	4.5	30.9	4.1		57.5	72.0
87.2	65	1	8	12:02:54	26441	67.0	10.3	16.3	17.0	15.5	15.5		74.5	19.9	4.4	29.6	4.2		58.1	65.0
87.2	55	2	8	12:05:50	26457	55.0	9.1	17.1	16.4	10.5	12.7		65.7	18.1	4.5	30.9	4.1		57.6	72.0
83.9	55	1	9	12:09:51	26479	57.0	10.3	15.8	16.3	15.9	14.6		73.1	19.9	4.3	29.7	4.2		58.1	65.0
83.9	56	2	9	12:11:45	26494	57.0	9.6	16.5	16.0	10.8	11.6		64.5	18.1	4.5	30.9	4.2		57.7	72.0
84.3	60	1	10	12:18:08	26523	61.0	10.1	16.8	16.3	15.8	14.9		73.9	19.9	4.3	29.8	4.3		58.3	66.0
84.3	60	2	10	12:18:27	26525	62.0	9.5	16.8	15.6	11.0	12.3		65.2	18.0	4.5	30.9	4.1		57.5	72.0
87.2	66	1	11	12:24:38	26558	67.0	10.1	16.0	16.4	15.4	15.0		72.9	19.9	4.4	29.7	4.2		58.2	65.0
87.2	65	2	11	12:24:56	26559	67.0	9.9	17.1	15.7	10.6	12.0		65.4	18.0	4.5	30.8	4.1		57.4	72.0
87.2	56	1	12	12:29:33	26586	58.0	10.1	15.2	16.3	16.0	15.0		72.7	19.9	4.4	29.7	4.2		58.2	66.0
87.2	52	2	12	12:30:32	26590	57.0	9.4	16.4	15.7	10.4	11.8		63.7	18.1	4.5	30.9	4.1		57.6	71.0

Recorded By: djw Verified By: kt Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 22 SPS WIM ID: 220100 DATE: (mm/dd/yyyy): 11/21/2011

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
91.2	55	1	13	12:34:54	26616	56.0	10.3	16.7	15.8	15.6	13.6		72.0	19.9	4.4	29.6	4.2		58.1	65.0
91.2	64	2	13	12:35:40	26621	64.0	9.7	16.7	16.2	11.4	11.8		65.8	18.2	4.5	31.0	4.2		57.9	72.0
89.8	66	1	14	12:40:23	26640	67.0	10.1	16.0	16.3	16.0	15.4		73.8	19.8	4.4	29.7	4.2		58.1	65.0
89.8	63	2	14	12:42:16	26650	68.0	9.4	16.5	15.6	10.7	12.2		64.5	18.0	4.5	30.9	4.1		57.5	72.0
86.5	56	1	15	12:45:57	26666	58.0	10.4	16.4	16.1	15.4	15.4		73.7	19.9	4.4	29.7	4.3		58.3	65.0
86.5	54	2	15	12:48:27	26682	55.0	9.4	15.7	16.0	11.4	12.5		65.0	18.1	4.5	30.9	4.1		57.6	71.0
86.5	60	1	16	12:50:50	26693	62.0	10.2	16.4	16.5	15.8	16.0		74.8	19.9	4.4	29.7	4.3		58.3	65.0
86.5	60	2	16	12:54:22	26710	62.0	9.9	16.3	16.0	11.3	11.9		65.4	18.1	4.5	30.9	4.2		57.7	71.0
85.4	66	1	17	12:56:02	26721	67.0	10.3	16.3	16.1	15.3	14.9		72.9	19.9	4.4	29.6	4.3		58.2	65.0
85.4	62	2	17	13:00:59	26750	64.0	9.8	16.7	16.2	11.4	12.4		66.5	18.1	4.5	30.9	4.1		57.6	71.0
85.6	55	1	18	13:01:37	26754	55.0	10.4	16.3	16.2	15.4	15.8		74.1	19.9	4.4	29.7	4.2		58.2	65.0
86.9	55	2	18	13:07:05	26780	56.0	9.6	16.1	16.0	10.9	12.0		64.5	18.1	4.5	30.9	4.1		57.6	72.0
86.9	60	1	19	13:07:19	26781	61.0	10.0	16.2	16.5	15.8	14.8		73.2	19.9	4.4	29.7	4.2		58.2	65.0
88.8	61	2	19	13:12:54	26806	61.0	9.5	16.5	15.9	10.2	12.1		64.2	18.0	4.5	30.9	4.1		57.5	72.0
88.8	62	1	20	13:13:32	26812	62.0	10.2	16.0	16.2	15.0	14.8		72.4	19.9	4.4	29.7	4.3		58.3	65.0
88.9	67	2	20	13:19:33	26839	68.0	9.5	16.3	16.0	11.1	11.8		64.6	18.1	4.4	30.9	4.2		57.6	72.0

Recorded By: djw Verified By: kt Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 22 SPS WIM ID: 220100 DATE: (mm/dd/yyyy): 11/21/2011

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
75.1	57	2	1	7:58:04	30069	59.0	9.3	18.4	17.1	11.1	12.9		69.2	17.9	4.4	30.7	4.1		57.1	68.0
75.1	55	2	2	8:03:53	30085	57.0	10.0	17.3	16.8	11.4	12.8		68.2	18.0	4.4	30.7	4.1		57.2	68.0
75.1	60	2	3	8:09:28	30099	60.0	9.9	17.6	16.4	11.5	13.1		68.5	18.0	4.4	30.7	4.1		57.2	68.0
75.1	50	2	4	8:15:15	30124	52.0	9.8	17.5	16.7	11.6	12.6		68.2	17.9	4.4	30.7	4.1		57.1	67.0
77.0	66	2	5	8:23:16	30143	67.0	10.3	18.4	17.0	11.7	12.6		69.9	18.0	4.5	30.8	4.1		57.4	68.0
78.5	53	2	6	8:30:37	30166	54.0	10.4	17.2	16.8	11.4	12.9		68.8	18.0	4.4	30.7	4.1		57.2	67.0
72.6	54	1	1	10:11:18	30469	54.0	10.2	17.6	17.5	16.3	15.2		76.7	19.8	4.4	29.6	4.2		58.0	61.0
71.6	60	1	2	10:15:45	30488	60.0	10.7	17.4	17.5	16.0	15.1		76.7	19.7	4.4	29.6	4.2		57.9	60.0
71.6	65	2	7	10:16:52	30490	65.0	10.0	18.0	17.6	11.3	13.0		69.9	18.0	4.5	30.9	4.1		57.5	68.0
74.4	45	1	3	10:21:47	30509	46.0	10.4	17.0	17.0	15.1	14.7		74.3	19.7	4.4	29.4	4.2		57.7	61.0
74.4	57	2	8	10:24:53	30512	57.0	10.3	16.8	17.3	12.1	13.0		69.5	18.0	4.4	30.8	4.1		57.3	68.0
73.9	50	1	4	10:28:18	30524	47.0	10.9	16.5	17.3	15.7	14.9		75.4	19.8	4.4	29.5	4.2		57.9	61.0
73.9	61	2	9	10:31:46	30540	62.0	9.5	17.8	16.5	11.0	13.0		67.8	17.9	4.5	30.7	4.1		57.2	68.0
71.9	60	1	5	10:34:08	30548	60.0	10.4	16.6	17.5	15.7	15.0		75.1	19.8	4.4	29.6	4.2		58.0	61.0
71.9	59	2	10	10:37:57	30562	60.0	9.8	17.6	16.7	12.1	12.8		68.9	17.9	4.5	30.8	4.1		57.3	68.0
71.9	65	1	6	10:39:35	30568	65.0	10.5	18.2	18.0	15.4	13.9		76.1	19.7	4.4	29.5	4.2		57.8	60.0
71.9	45	2	11	10:43:40	30591	45.0	9.8	17.4	17.2	11.4	13.1		69.0	18.1	4.5	31.0	4.2		57.8	68.0

Recorded By: djw Verified By: kt Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 22 SPS WIM ID: 220100 DATE: (mm/dd/yyyy): 11/22/2011

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
75.1	57	2	1	7:58:04	30069	59.0	9.3	18.4	17.1	11.1	12.9		69.2	17.9	4.4	30.7	4.1		57.1	68.0
75.1	55	2	2	8:03:53	30085	57.0	10.0	17.3	16.8	11.4	12.8		68.2	18.0	4.4	30.7	4.1		57.2	68.0
75.1	60	2	3	8:09:28	30099	60.0	9.9	17.6	16.4	11.5	13.1		68.5	18.0	4.4	30.7	4.1		57.2	68.0
75.1	50	2	4	8:15:15	30124	52.0	9.8	17.5	16.7	11.6	12.6		68.2	17.9	4.4	30.7	4.1		57.1	67.0
77.0	66	2	5	8:23:16	30143	67.0	10.3	18.4	17.0	11.7	12.6		69.9	18.0	4.5	30.8	4.1		57.4	68.0
78.5	53	2	6	8:30:37	30166	54.0	10.4	17.2	16.8	11.4	12.9		68.8	18.0	4.4	30.7	4.1		57.2	67.0
72.6	54	1	1	10:11:18	30469	54.0	10.2	17.6	17.5	16.3	15.2		76.7	19.8	4.4	29.6	4.2		58.0	61.0
71.6	60	1	2	10:15:45	30488	60.0	10.7	17.4	17.5	16.0	15.1		76.7	19.7	4.4	29.6	4.2		57.9	60.0
71.6	65	2	7	10:16:52	30490	65.0	10.0	18.0	17.6	11.3	13.0		69.9	18.0	4.5	30.9	4.1		57.5	68.0
74.4	45	1	3	10:21:47	30509	46.0	10.4	17.0	17.0	15.1	14.7		74.3	19.7	4.4	29.4	4.2		57.7	61.0
74.4	57	2	8	10:24:53	30512	57.0	10.3	16.8	17.3	12.1	13.0		69.5	18.0	4.4	30.8	4.1		57.3	68.0
73.9	49	1	4	10:28:18	30524	47.0	10.9	16.5	17.3	15.7	14.9		75.4	19.8	4.4	29.5	4.2		57.9	61.0
73.9	61	2	9	10:31:46	30540	62.0	9.5	17.8	16.5	11.0	13.0		67.8	17.9	4.5	30.7	4.1		57.2	68.0
71.9	60	1	5	10:34:08	30548	60.0	10.4	16.6	17.5	15.7	15.0		75.1	19.8	4.4	29.6	4.2		58.0	61.0
71.9	59	2	10	10:37:57	30562	60.0	9.8	17.6	16.7	12.1	12.8		68.9	17.9	4.5	30.8	4.1		57.3	68.0
72.0	65	1	6	10:39:35	30568	65.0	10.5	18.2	18.0	15.4	13.9		76.1	19.7	4.4	29.5	4.2		57.8	60.0
72.0	45	2	11	10:43:40	30591	45.0	9.8	17.4	17.2	11.4	13.1		69.0	18.1	4.5	31.0	4.2		57.8	68.0
71.9	64	1	7	10:50:00	30622	65.0	11.5	19.0	17.9	15.3	15.3		79.1	19.7	4.4	29.5	4.2		57.8	61.0
71.9	60	2	12	10:52:53	30637	60.0	10.1	17.2	17.1	11.7	13.3		69.5	18.0	4.5	30.9	4.1		57.5	68.0
71.9	63	1	8	10:55:47	30646	62.0	10.3	17.5	17.6	15.3	14.8		75.5	19.6	4.3	29.5	4.2		57.6	60.0
71.9	63	2	13	10:58:00	30660	64.0	9.9	18.8	17.9	11.4	12.8		70.8	18.0	4.5	30.8	4.1		57.4	68.0
70.0	65	2	14	11:03:26	30686	66.0	10.1	16.8	16.0	11.5	13.0		67.3	17.9	4.5	30.8	4.1		57.3	68.0
70.0	45	1	9	11:06:41	30698	45.0	11.1	16.6	16.7	15.8	14.9		75.1	19.7	4.4	29.5	4.2		57.8	61.0
70.0	55	2	15	11:08:28	30707	54.0	10.2	17.9	16.4	11.9	13.3		69.7	17.9	4.5	30.9	4.1		57.4	68.0

Recorded By: djw Verified By: kt Run Set Post

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 22 SPS WIM ID: 220100 DATE: (mm/dd/yyyy): 11/22/2011

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
70.1	61	2	16	11:54:44	30885	61.0	10.5	16.8	16.0	11.3	12.7		67.3	18.0	4.5	31.0	4.1		57.6	68.0
70.1	67	1	10	12:00:31	30912	67.0	10.1	17.5	17.9	15.3	13.9		74.6	19.6	4.3	29.5	4.2		57.6	61.0
69.6	56	2	17	12:00:57	30914	56.0	10.2	17.5	16.6	11.6	13.0		68.8	18.0	4.5	30.8	4.1		57.4	68.0
69.6	67	1	11	12:07:12	30931	66.0	10.2	17.8	18.3	15.4	15.0		76.7	19.7	4.3	29.5	4.2		57.7	60.0
69.6	55	2	18	12:10:42	30946	57.0	9.8	17.6	16.8	11.6	12.5		68.3	18.0	4.5	30.9	4.1		57.5	68.0
69.6	67	1	12	12:12:09	30953	67.0	10.5	17.3	17.7	15.9	15.2		76.5	19.7	4.4	29.6	4.2		57.9	61.0
70.3	64	2	19	12:16:15	30972	66.0	10.2	16.6	16.5	11.5	13.1		67.8	17.9	4.4	30.8	4.1		57.2	68.0
70.3	65	1	13	12:19:13	30990	67.0	10.7	17.1	17.4	14.9	14.5		74.5	19.9	4.4	29.5	4.2		58.0	61.0
70.9	55	2	20	12:21:13	30997	56.0	10.0	17.3	16.7	11.4	13.2		68.7	18.0	4.5	30.8	4.1		57.4	68.0
70.9	51	1	14	12:24:36	31011	53.0	10.7	17.4	16.8	15.0	15.2		75.1	19.8	4.3	29.4	4.2		57.7	60.0
71.2	66	2	21	12:25:58	31016	68.0	9.2	19.0	17.8	11.9	13.5		71.3	18.0	4.4	30.8	4.1		57.3	68.0
71.2	67	1	15	12:29:48	31032	67.0	10.7	17.2	16.9	15.6	15.0		75.5	19.7	4.4	29.5	4.2		57.8	61.0
71.7	65	2	22	12:31:25	31034	63.0	9.9	18.0	17.1	11.7	13.1		68.6	17.9	4.5	30.9	4.1		57.4	68.0
71.7	58	1	16	12:35:34	31048	59.0	10.4	17.3	17.5	15.2	15.3		75.5	19.8	4.4	29.6	4.2		58.0	61.0
72.1	63	1	17	12:40:56	31068	64.0	10.2	17.6	17.6	15.5	14.9		75.8	19.9	4.4	29.6	4.2		58.1	61.0
72.1	65	1	18	12:46:17	31089	65.0	9.8	17.8	18.0	15.6	14.8		75.9	19.8	4.4	29.6	4.2		58.0	61.0
73.6	58	1	19	12:51:32	31107	58.0	10.7	17.5	17.7	14.7	15.2		75.7	19.9	4.4	29.6	4.2		58.1	61.0
73.6	62	1	20	12:59:38	31154	62.0	10.4	17.0	17.5	15.9	14.9		75.8	19.9	4.3	29.7	4.2		58.1	62.0

Recorded By: djw Verified By: kt Run Set Post

Traffic Sheet 22	STATE CODE:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/21/2011

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#** 71109284

5. **WEIGHING SENSOR TYPE** quartz

6. **SYSTEM SOFTWARE VERSIONS:**

CPU

LOOP

PIEZO

WEIGHPAD/ LOADCELL

COMMUNICATIONS WCU-II

7. **CLASSIFICATION VIDEO:**

TIME FROM: TO:
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.

There were no pavement distresses noted that may affect the accuracies of the WIM system.

Traffic Sheet 22	STATE CODE:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/21/2011

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

sealant is missing from the trailing loop sensor .

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: 22 SPS WIM ID: 220100 STATE ASSIGNED ID 0 DATE (mm/dd/yyy) 11/21/2011

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:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/21/2011

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 58.3 mph Average WIM Speed 59.2 mph
Mean Difference 0.9 mph SD of mean 1.2

Posted Speed Limit 65 mph
Speed Range 15th percentile - 56 mph 85th percentile- 66 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 4.44 ft (WIM system average)
= 4.5 %

Average front axle weight for Class 9 vehicles lbs
% error from 10.3 kips (industry average) OR 9.9 lbs (known site value)
= -4.0 %

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: 22 SPS WIM ID: 220100 STATE ASSIGNED ID 0 DATE (mm/dd/yyy) 11/21/2011

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 - Kistler Quartz	STATE CODE:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	11/21/2011

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel		WATTS		VDC
b. Equipment Power	125.3	VAC		VDC
c. Battery 1	13.5	VDC		
d. Battery 2		VDC		
e. Regulated		VDC		
f. Power Supply		VDC	14.4	VDC
g. System Input		VAC	11.8	VDC
h. Modem Power	11.8	VAC		VDC
i. Telephone	42.8	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	0.3	Ω	120.7	µh	inf	MΩ
b. Trailing	0.4	Ω	128	µh	inf	MΩ

3. KISTLER SENSORS

	Resistance		Capacitance	
a. K1 (lead/left)	<10^9	Ω	3.7	ηf
b. K2 (lead/middle)	10^9	Ω	5.7	ηf
c. K3 (lead mid/right)	10^10	Ω	6.3	ηf
d. K4 (lead/right)	10^10	Ω	3.6	ηf
e. K5 (trail/left)	10^11	Ω	4.6	ηf
f. K6 (trail/mid left)	10^9	Ω	5.3	ηf
g. K7 (trail/mid right)	10^10	Ω	3.7	ηf
h. K8 (trail/right)	10^9	Ω	5.6	ηf

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	23.7	KHz
b. Trailing	25	KHz

5. KISTLER SENSORS

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor Dean J. Wolf

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyy) 11/21/2011

Item	Description	Filename
1	Power Source	220100_power_service_box_11_21_11.jpg
2	Telephone Source	220100_telephone_pedestal_11_21_11.jpg
3	Cabinet Exterior	220100_cabinet_exterior_11_21_11.jpg
4	Cabinet Interior	220100_cabinet_interior_front_11_21_11.jpg
5	Leading weight sensor	220100_leading_WIM_sensor_11_21_11.jpg
6	Trailing weight sensor	220100_trailing_WIM_sensor_11_21_11.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	220100_leading_loop_sensor_11_21_11.jpg
10	Trailing loop sensor	220100_trailing_loop_sensor_11_21_11.jpg
11	Downstream from site	220100_downstream_11_21_11.jpg
12	Upstream from site	220100_upstream_11_21_11.jpg
13	Cabinet Interior - Rear	220100_cabinet_interior_rear_11_21_11.jpg
14		
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Traffic Sheet 24B	STATE CODE:	22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	220100
SITE PHOTO LOG - Test Trucks	DATE (mm/dd/yyy)	11/21/2011

Item	Description	Filename
1	Tractor, Truck #1	220100_Truck_1_Tractor_11_21_11.jpg
2	Trailer/Load, Truck #1	220100_Truck_1_Trailer_11_21_11.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	220100_Truck_1_Suspension_1_11_21_11.jpg
5	Suspension B, Truck #1	220100_Truck_1_Suspension_2_11_21_11.jpg
6	Suspension C, Truck #1	220100_Truck_1_Suspension_3_11_21_11.jpg
7	Suspension D, Truck #1	220100_Truck_1_Suspension_4_11_21_11.jpg
8	Suspension E, Truck #1	220100_Truck_1_Suspension_5_11_21_11.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	220100_Truck_2_Tractor_11_21_11.jpg
11	Trailer/Load, Truck #2	220100_Truck_2_Trailer_11_21_11.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	220100_Truck_2_Suspension_1_11_21_11.jpg
14	Suspension B, Truck #2	220100_Truck_2_Suspension_2_11_21_11.jpg
15	Suspension C, Truck #2	220100_Truck_2_Suspension_3_11_21_11.jpg
16	Suspension D, Truck #2	220100_Truck_2_Suspension_4_11_21_11.jpg
17	Suspension E, Truck #2	220100_Truck_2_Suspension_5_11_21_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	
29		
30		

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