

WIM System Field Calibration and Validation Handout Guide

Maryland, SPS-5
SHRP ID – 240500

Validation Date: December 6, 2011



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1 Site Information

Site ID:	240500	State:	Maryland
LTPP Region:	North Atlantic	Configuration:	Loop – 2 x Bending Plate - Loop
Controller Type:	iSINC	Sensor Type:	Bending Plate
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	Azmat Hussain	Division Office	410-779-7161	azmat.hussain@dot.gov
RSC	Frank Meyer	North Atlantic RSC	716-632-0804	fmeyer@stantec.com
MD DOT	Rodney Wynn	LTPP Coordinator	410-321-4106	rwynn@sha.state.md.us
MD DOT	Barry Balzanna	Technical Contact	410-545-5509	bbalzanna@sha.state.md.gov
ARA	Dean Wolf	Task Leader	717-691-7625	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com

3 Schedule of Events

Date	Event	Location	Start Time
12/5/11	Travel	Camp Hill, PA	TBD
12/6/11	Test Truck Weigh/Measure/Inspection	MD I-70 EB Weigh Station	6:30 am
12/6/11	Equipment Assessment	WIM Site	7:30 am
12/6/11	Initial Performance Evaluation	WIM Site	8:00 am
12/6/11	System Test/Class and Speed Study	WIM Site	TBD
12/7/11	Test Truck Weigh	MD I-70 EB Weigh Station	6:30 am
12/7/11	Calibration/Validation	WIM Site	TBD
12/7/11	Travel	Camp Hill, PA	TBD

4 Maps

4.1 Site Location

Location:	U.S. 15 north at MP4.62		Dir:	SB
Latitude:	39.33065°	Longitude:	-77.51017°	



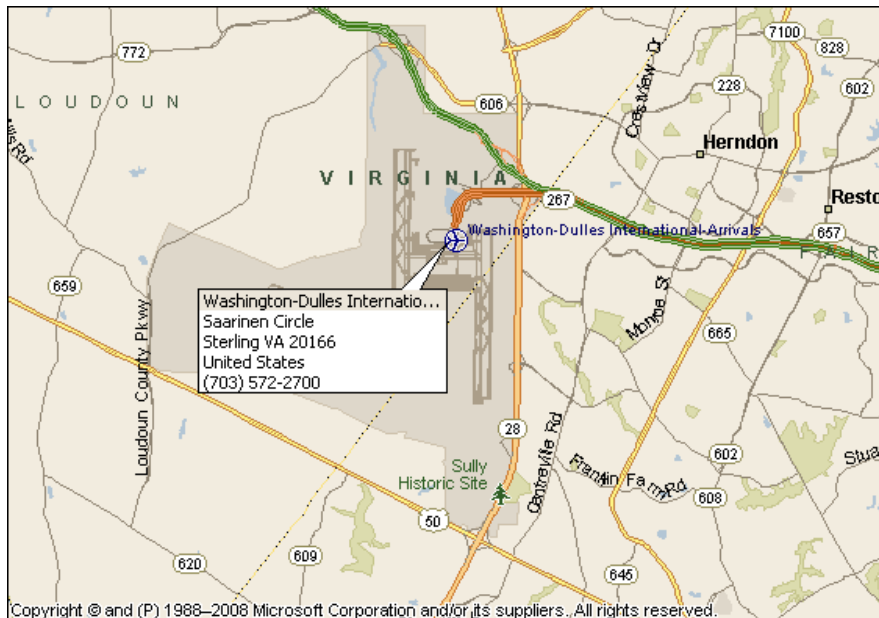
4.2 Truck Scale Location

Name:	MD State Weigh Station	Location:	I 70 & RT 40 EB, east of MD 75, MP 64
Latitude:	39.37465	Longitude:	-77.23878



4.3 Airport Location

Name:	Dulles Intl Airport	Location:	Saarinen Circle, Sterling, VA
Latitude:	38.9571	Longitude:	-77.4474



4.4 Hospital Location

Name:	Frederick Memorial Hospital		
Phone:	301-698-3300	Location:	400 W. 7 th Street, Frederick, MD



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: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 18 ft
distance from system: 30 ft
type: M

Cabinet access controlled by: Agency and LTPP
Contact name: _____ Phone # _____
Alternate name: _____ Phone # _____

11. POWER

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

12. TELEPHONE

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

13. SYSTEM

Software and version no. _____
Computer connection: _____

14. TEST TRUCK TURNAROUND TIME

Duration: 10 minutes Distance: 6.7 miles

15. PHOTOS

	Filename
Power source:	<u>240500_solar_panel_12_6_11.jpg</u>
Phone source:	<u>240500_cellular_phone_12_6_11.jpg</u>
Cabinet exterior:	<u>240500_cabinet_exterior_12_6_11.jpg</u>
Cabinet interior:	<u>240500_cabinet_interior_front_12_6_11.jpg</u>
Weight sensors:	<u>240500_leading_bending_plate_12_6_11.jpg</u>
	<u>240500_trailing_bending_plate_12_6_11.jpg</u>
Other sensors:	<u>240500_leading_loop_12_6_11.jpg</u>
	<u>240500_trailing_loop_12_6_11.jpg</u>
Downstream from sensors on LTPP lane:	<u>240500_downstream_12_6_11.jpg</u>
Upstream from sensors on LTPP lane:	<u>240500_upstream_12_6_11.jpg</u>

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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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 Oct, 2010
- 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: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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5. SITE SPECIFIC CONDITIONS

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

6. CONTACTS

- a. Equipment (operational status, access, etc.)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- b. Maintenance (equipment)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- c. Data Processing and pre-visit data
Name Frank Meyer Phone # _____
Agency Stantec
- d. Construction schedule and verification
Name _____ Phone # _____
Agency _____
- e. Test Vehicles (trucks, loads, drivers)
Name Sand Dollar Phone # _____
Agency Francis
- f. Traffic control
Name _____ Phone # _____
Agency _____
- g. Enforcement coordination
Name _____ Phone # _____
Agency _____
- h. Nearest static scale
Name CAT Scale Location: Hagerstown, MD
Phone: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		8850	8540	Direct
B		16905	16835	Direct
C		16905	16835	Direct
D		16800	16815	Direct
E		16800	16815	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 76260
c. Post Test Loaded Weight: 76040
d. Difference Post Test - Pre-Tests: 220

5. TRUCK DESCRIPTION

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

b. Make: _____
c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.7 B to C 4.3 C to D 38.3 D to E 4.2 E to F _____

h. Wheelbase - ☐ Measured _____ ☒ Computed 58.5
i. Kingpin offset from Axle B (units) 2.2' photo: ☐
j. Overall Length - ☒ Measured 66.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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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	8940	16940	16940	16800	16800		76420
2	8760	16870	16870	16800	16800		76100
Avg.	8850	16905	16905	16800	16800		76260

Table 7- Raw Data- Axle scales -

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

Table 8- Raw Data- Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8560	16840	16840	16820	16820		76080
2	8520	16830	16830	16810	16810		76000
Avg.	8540	16835	16835	16815	16815		76040

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale
Verified By: AR

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 24
	SPS WIM ID: 240500
	DATE (mm/dd/yyyy) 12/7/2011

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		8950	0	Direct
B		17020	0	Direct
C		17020	0	Direct
D		16835	0	Direct
E		16835	0	Direct
F				

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 76660
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: 76660

5. TRUCK DESCRIPTION

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

- b. Make: _____
- c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.7 B to C 4.3 C to D 38.3 D to E 4.2 E to F _____

- h. Wheelbase - ☐ Measured _____ ☒ Computed 58.5
- i. Kingpin offset from Axle B (units) 2.2' photo: ☐
- j. Overall Length - ☒ Measured 66.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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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	8960	17020	17020	16840	16840		76680
2	8940	17020	17020	16830	16830		76640
Avg.	8950	17020	17020	16835	16835		76660

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8740	16970	16970	16840	16840		76360
2	8760	16960	16960	16840	16840		76360
Avg.	8750	16965	16965	16840	16840		76360

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8960	17270	17270	16850	16850		77200
2	9040	17260	17260	16850	16850		77260
Avg.	9000	17265	17265	16850	16850		77230

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

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

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: AR

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 24
	SPS WIM ID: 240500
	DATE (mm/dd/yyyy) 12/7/2011

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		8950	8830	Direct
B		17020	17200	Direct
C		17020	17200	Direct
D		16835	16830	Direct
E		16835	16830	Direct
F				

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 76660
- c. Post Test Loaded Weight: 76890
- d. Difference Post Test - Pre-Tests: -230

5. TRUCK DESCRIPTION

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

- b. Make: _____
- c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.7 B to C 4.3 C to D 38.3 D to E 4.2 E to F _____

- h. Wheelbase - ☐ Measured _____ ☒ Computed 58.5
- i. Kingpin offset from Axle B (units) 2.2' photo: ☐
- j. Overall Length - ☒ Measured 66.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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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	8960	17020	17020	16840	16840		76680
2	8940	17020	17020	16830	16830		76640
Avg.	8950	17020	17020	16835	16835		76660

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8740	16970	16970	16840	16840		76360
2	8760	16960	16960	16840	16840		76360
Avg.	8750	16965	16965	16840	16840		76360

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8960	17270	17270	16850	16850		77200
2	9040	17260	17260	16850	16850		77260
Avg.	9000	17265	17265	16850	16850		77230

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	8760	17250	17250	16820	16820		76900
2	8900	17150	17150	16840	16840		76880
Avg.	8830	17200	17200	16830	16830		76890

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: AR

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24
	SPS WIM ID: 240500
	DATE (mm/dd/yyyy) 12/6/2011

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		9490	9070	Direct
B		14390	14300	Direct
C		14390	14300	Direct
D		13920	13935	Direct
E		13920	13935	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 66110
c. Post Test Loaded Weight: 65740
d. Difference Post Test - Pre-Tests: 370

5. TRUCK DESCRIPTION

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

b. Make: _____
c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.8 B to C 4.3 C to D 37.5 D to E 4.5 E to F _____

h. Wheelbase - ☐ Measured _____ ☐ Computed 58.1
i. Kingpin offset from Axle B (units) 1.8' photo: ☐
j. Overall Length - ☒ Measured 65.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9480	14400	14400	13920	13920		66120
2	9500	14380	14380	13920	13920		66100
Avg.	9490	14390	14390	13920	13920		66110

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	9060	14310	14310	13940	13940		65760
2	9080	14290	14290	13930	13930		65720
Avg.	9070	14300	14300	13935	13935		65740

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: AR

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24
	SPS WIM ID: 240500
	DATE (mm/dd/yyyy) 12/7/2011

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		9480	0	Direct
B		14440	0	Direct
C		14440	0	Direct
D		13945	0	Direct
E		13945	0	Direct
F				

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 66250
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: 66250

5. TRUCK DESCRIPTION

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

- b. Make: _____
- c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.8 B to C 4.3 C to D 37.5 D to E 4.5 E to F _____

- h. Wheelbase - ☐ Measured _____ ☐ Computed 58.1
- i. Kingpin offset from Axle B (units) 1.8' photo: ☐
- j. Overall Length - ☒ Measured 65.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9480	14440	14440	13940	13940		66240
2	9480	14440	14440	13950	13950		66260
Avg.	9480	14440	14440	13945	13945		66250

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9220	14410	14410	13950	13950		65940
2	9260	14400	14400	13980	13980		66020
Avg.	9240	14405	14405	13965	13965		65980

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9400	14470	14470	13920	13920		66180
2	9360	14470	14470	13930	13930		66160
Avg.	9380	14470	14470	13925	13925		66170

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

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

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: AR

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24
	SPS WIM ID: 240500
	DATE (mm/dd/yyyy) 12/7/2011

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		9480	9310	Direct
B		14440	14370	Direct
C		14440	14370	Direct
D		13945	13930	Direct
E		13945	13930	Direct
F				

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 66250
c. Post Test Loaded Weight: 65910
d. Difference Post Test - Pre-Tests: 340

5. TRUCK DESCRIPTION

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

b. Make: _____
c. Model: _____

d. Trailer Load Distribution Description:

crane counter-weights

photo: ☒

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

A to B 11.8 B to C 4.3 C to D 37.5 D to E 4.5 E to F _____

h. Wheelbase - ☐ Measured _____ ☐ Computed 58.1
i. Kingpin offset from Axle B (units) 1.8' photo: ☐
j. Overall Length - ☒ Measured 65.2

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		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 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/7/2011
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9480	14440	14440	13940	13940		66240
2	9480	14440	14440	13950	13950		66260
Avg.	9480	14440	14440	13945	13945		66250

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9220	14410	14410	13950	13950		65940
2	9260	14400	14400	13980	13980		66020
Avg.	9240	14405	14405	13965	13965		65980

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9400	14470	14470	13920	13920		66180
2	9360	14470	14470	13930	13930		66160
Avg.	9380	14470	14470	13925	13925		66170

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9340	14360	14360	13930	13930		65920
2	9280	14380	14380	13930	13930		65900
Avg.	9310	14370	14370	13930	13930		65910

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: AR

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 24 SPS WIM ID: 240500 DATE: (mm/dd/yyyy): 12/6/2011									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
57.5	44	1	1	10:07:28	35417	43.0	8.6	16.3	16.0	16.8	16.0		73.7	11.5	4.3	38.0	4.1		57.9	65.0
57.5	44	2	1	10:07:32	35418	42.0	9.0	14.0	13.1	13.4	13.2		62.7	11.5	4.3	37.3	4.5		57.6	64.0
56.8	49	1	2	10:28:04	35531	48.0	8.5	16.8	16.4	16.4	16.0		74.2	11.4	4.3	37.9	4.1		57.7	65.0
56.8	51	2	2	10:28:11	35532	48.0	9.3	14.4	13.6	13.9	13.5		64.8	11.5	4.3	37.3	4.5		57.6	64.0
57.6	54	1	3	10:48:13	35648	53.0	8.4	16.8	16.5	16.5	15.6		73.7	11.4	4.3	37.9	4.1		57.7	65.0
57.6	53	2	3	10:48:18	35649	54.0	9.1	14.6	13.5	13.7	13.1		63.9	11.5	4.3	37.3	4.5		57.6	64.0
56.5	46	1	4	11:06:39	35730	43.0	8.7	16.1	16.0	17.2	16.2		74.1	11.5	4.3	38.0	4.1		57.9	65.0
56.5	45	2	4	11:06:42	35731	42.0	9.1	14.1	13.2	13.6	13.1		63.2	11.5	4.3	37.2	4.5		57.5	64.0
57.6	50	1	5	11:26:03	35835	48.0	8.3	16.8	16.5	16.6	15.1		73.4	11.5	4.3	37.3	4.5		57.6	65.0
57.6	49	2	5	11:26:09	35836	49.0	9.2	14.6	13.5	13.6	13.6		64.8	11.5	4.3	37.3	4.5		57.6	64.0
56.8	50	1	6	11:45:27	35930	53.0	8.5	16.8	16.6	16.5	15.0		73.3	11.4	4.3	38.0	4.1		57.8	64.0
56.8	53	2	6	11:45:30	35931	53.0	9.1	14.7	13.5	13.9	13.3		64.5	11.5	4.3	37.3	4.5		57.6	64.0
58.0	44	1	7	12:04:48	36037	43.0	8.7	16.3	16.0	17.0	16.1		74.1	11.5	4.3	37.3	4.5		57.6	65.0
58.0	44	2	7	12:04:54	36038	44.0	9.1	14.1	13.2	13.7	13.4		63.5	11.5	4.3	37.3	4.5		57.6	64.0
57.3	49	1	8	12:49:54	36269	48.0	8.4	16.5	16.3	16.4	15.5		73.2	11.5	4.3	38.0	4.1		57.9	65.0
57.3	49	2	8	12:50:04	36270	48.0	9.2	14.4	13.1	13.7	13.7		64.2	11.5	4.3	37.2	4.5		57.5	64.0
58.9	51	1	9	13:08:35	36379	52.0	8.5	16.7	16.3	16.3	15.8		73.6	11.4	4.3	37.8	4.1		57.6	64.0
58.9	52	2	9	13:08:37	36380	52.0	9.1	14.8	13.3	13.9	13.4		64.4	11.5	4.3	37.2	4.5		57.5	64.0
56.7	44	1	10	13:28:34	36492	43.0	8.5	16.5	16.0	16.9	16.1		74.0	11.4	4.3	37.9	4.1		57.7	64.0
56.7	43	2	10	13:28:37	36493	43.0	9.1	14.1	13.4	14.0	13.2		63.7	11.5	4.3	37.3	4.5		57.6	64.0
57.5	48	1	11	13:47:51	36621	48.0	8.4	16.7	16.3	16.8	16.0		74.4	11.5	4.3	38.0	4.1		57.9	65.0
57.5	48	2	11	13:47:53	36622	49.0	9.1	14.5	13.4	13.9	13.8		64.7	11.5	4.3	37.2	4.5		57.5	64.0
58.4	53	1	12	14:06:53	36759	52.0	8.5	16.5	16.4	16.4	15.5		73.2	11.5	4.3	38.0	4.2		58.0	65.0
58.4	53	2	12	14:06:55	36760	52.0	8.9	14.4	13.7	13.7	13.5		64.1	11.5	4.3	37.3	4.5		57.6	64.0

Recorded By: _____ kt										Verified By: _____ djw										Run Set _____ Pre _____	
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Traffic Sheet 21 (Wheel Load) LTTP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 24 SPS WIM ID: 240500 DATE: (mm/dd/yyyy): 12/6/2011									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
59.2	43	1	13	14:25:25	36879	42.0	8.4	16.2	15.7	16.7	15.9		73.0	11.5	4.3	38.0	4.1		57.9	65.0
59.2	43	2	13	14:25:31	36880	42.0	9.2	13.7	13.2	13.8	13.0		63.0	11.5	4.3	37.2	4.5		57.5	64.0
59.7	49	1	14	14:47:16	37096	47.0	8.5	16.4	16.1	16.6	15.8		73.5	11.4	4.3	38.0	4.2		57.9	65.0
59.7	48	2	14	14:47:18	37097	47.0	9.1	14.4	13.4	13.5	13.3		63.5	11.5	4.3	37.2	4.5		57.5	64.0
58.5	53	1	15	15:06:26	37292	52.0	8.5	16.9	16.6	16.4	15.8		74.0	11.4	4.3	37.9	4.1		57.7	65.0
58.5	53	2	15	15:06:31	37293	53.0	8.8	14.6	13.5	13.8	13.1		63.9	11.5	4.3	37.3	4.5		57.6	64.0
57.4	48	1	16	15:44:16	37714	47.0	8.5	16.6	16.1	16.4	15.1		72.9	11.5	4.3	38.0	4.1		57.9	65.0
57.4	49	2	16	15:44:18	37715	48.0	9.0	14.3	13.4	13.9	13.5		64.2	11.5	4.3	37.3	4.5		57.6	64.0
57.8	53	1	17	16:03:19	37935	52.0	8.2	16.8	16.7	16.4	15.9		73.8	11.4	4.3	38.0	4.1		57.8	65.0
57.8	53	2	17	16:03:22	37936	53.0	9.0	14.8	13.5	14.0	13.5		64.6	11.5	4.3	37.3	4.5		57.6	64.0
58.1	43	1	18	16:52:20	38607	42.0	8.5	16.4	15.9	16.6	16.2		73.5	11.5	4.3	37.9	4.1		57.8	65.0
58.1	43	2	18	16:52:22	38608	42.0	9.1	14.0	13.3	13.9	13.6		64.1	11.5	4.3	37.2	4.5		57.5	64.0
59.6	49	1	19	17:12:46	38931	47.0	8.4	16.8	16.6	16.5	16.0		74.3	11.5	4.3	37.9	4.1		57.8	65.0
56.6	48	2	19	18:52:49	38932	47.0	9.2	14.3	13.2	13.7	13.2		63.6	11.5	4.3	37.3	4.5		57.6	64.0
59.3	53	1	20	17:33:02	39220	52.0	8.3	16.8	16.6	16.2	15.8		73.6	11.5	4.3	38.0	4.1		57.9	65.0
59.3	53	2	20	17:33:05	39221	53.0	9.0	14.5	13.6	14.1	13.4		64.6	11.5	4.3	37.3	4.5		57.6	64.0

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Pre
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Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 24 SPS WIM ID: 240500 DATE: (mm/dd/yyyy): 12/7/2011									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
54.1	44	1	1	8:56:36	42848	44.0	9.0	17.1	16.7	17.4	17.2		77.4	11.6	4.3	38.5	4.2		58.6	67.0
54.1	44	2	1	8:56:39	42849	43.0	9.7	14.5	13.7	14.2	13.5		65.6	11.6	4.4	37.6	4.6		58.2	66.0
53.6	48	1	2	9:14:36	42982	49.0	8.8	17.5	17.4	17.5	16.5		77.7	11.6	4.4	38.5	4.2		58.7	67.0
53.6	45	2	2	9:14:43	42983	46.0	9.3	14.8	13.9	14.0	13.7		65.6	11.6	4.4	37.6	4.6		58.2	66.0
53.1	54	1	3	9:33:45	43105	54.0	8.9	16.9	17.0	17.0	16.4		76.2	11.5	4.3	38.4	4.2		58.4	67.0
53.1	54	2	3	9:33:51	43106	54.0	9.3	15.2	14.1	14.3	13.6		66.4	11.6	4.4	37.7	4.6		58.3	66.0
53.5	44	1	4	9:53:06	43215	44.0	9.0	16.9	16.7	17.8	16.9		77.3	11.6	4.3	38.4	4.2		58.5	67.0
53.5	45	2	4	9:53:12	43216	43.0	9.8	14.5	14.0	14.3	13.8		66.5	11.6	4.4	37.7	4.2		57.9	66.0
53.0	49	1	5	10:12:07	43318	49.0	8.7	17.0	17.0	17.1	16.1		75.9	11.5	4.4	38.4	4.2		58.5	67.0
53.0	50	2	5	10:12:12	43319	47.0	9.5	14.7	13.9	14.2	13.6		65.9	11.6	4.4	37.7	4.6		58.3	66.0
53.8	44	1	6	10:49:57	43504	44.0	9.2	17.0	16.6	18.0	16.7		77.6	11.6	4.3	38.4	4.2		58.5	66.0
53.8	42	2	6	10:50:05	43505	43.0	9.7	14.6	14.0	14.2	13.5		65.8	11.7	4.4	37.7	4.6		58.4	66.0

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Cal 1 _____
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Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 24 SPS WIM ID: 240500 DATE: (mm/dd/yyyy): 12/7/2011									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
54.1	44	1	1	8:56:36	42848	44.0	9.0	17.1	16.7	17.4	17.2		77.4	11.6	4.3	38.5	4.2		58.6	67.0
54.1	44	2	1	8:56:39	42849	43.0	9.7	14.5	13.7	14.2	13.5		65.6	11.6	4.4	37.6	4.6		58.2	66.0
53.6	48	1	2	9:14:36	42982	49.0	8.8	17.5	17.4	17.5	16.5		77.7	11.6	4.4	38.5	4.2		58.7	67.0
53.6	45	2	2	9:14:43	42983	46.0	9.3	14.8	13.9	14.0	13.7		65.6	11.6	4.4	37.6	4.6		58.2	66.0
53.1	54	1	3	9:33:45	43105	54.0	8.9	16.9	17.0	17.0	16.4		76.2	11.5	4.3	38.4	4.2		58.4	67.0
53.1	54	2	3	9:33:51	43106	54.0	9.3	15.2	14.1	14.3	13.6		66.4	11.6	4.4	37.7	4.6		58.3	66.0
53.5	44	1	4	9:53:06	43215	44.0	9.0	16.9	16.7	17.8	16.9		77.3	11.6	4.3	38.4	4.2		58.5	67.0
53.5	45	2	4	9:53:12	43216	43.0	9.8	14.5	14.0	14.3	13.8		66.5	11.6	4.4	37.7	4.2		57.9	66.0
53.0	49	1	5	10:12:07	43318	49.0	8.7	17.0	17.0	17.1	16.1		75.9	11.5	4.4	38.4	4.2		58.5	67.0
53.0	50	2	5	10:12:12	43319	47.0	9.5	14.7	13.9	14.2	13.6		65.9	11.6	4.4	37.7	4.6		58.3	66.0
53.8	44	1	6	10:49:57	43504	44.0	9.2	17.0	16.6	18.0	16.7		77.6	11.6	4.3	38.4	4.2		58.5	66.0
53.8	42	2	6	10:50:05	43505	43.0	9.7	14.6	14.0	14.2	13.5		65.8	11.7	4.4	37.7	4.6		58.4	66.0
54.4	49	1	7	11:07:50	43615	49.0	9.0	17.2	16.9	17.2	16.6		76.9	11.6	4.3	38.4	4.2		58.5	67.0
54.4	49	2	7	11:07:53	43616	47.0	9.4	14.8	13.5	14.1	13.7		65.6	11.7	4.4	37.7	4.6		58.4	66.0
54.7	54	1	8	11:27:08	43723	54.0	8.7	17.2	17.1	16.8	16.4		76.2	11.5	4.3	38.4	4.2		58.4	67.0
54.7	53	2	8	11:27:11	43724	53.0	9.1	14.8	14.0	14.3	13.5		65.8	11.6	4.4	37.7	4.6		58.3	66.0
54.5	44	1	9	11:46:21	43821	44.0	8.9	16.6	16.5	17.8	16.5		76.3	11.5	4.3	38.3	4.2		58.3	67.0
54.5	44	2	9	11:46:28	43822	44.0	9.5	14.5	13.9	14.0	13.8		65.8	11.7	4.4	37.8	4.6		58.5	66.0
54.2	49	1	10	12:06:34	43934	49.0	8.7	17.4	17.0	17.1	16.4		76.5	11.5	4.4	38.4	4.2		58.5	67.0
54.2	48	2	10	12:06:36	43935	48.0	9.3	14.6	14.1	14.2	14.3		66.5	11.6	4.3	37.6	4.6		58.1	66.0
53.9	54	1	11	12:25:27	44031	54.0	8.6	17.2	17.2	17.1	16.0		76.2	11.5	4.3	38.3	4.2		58.3	67.0
53.9	53	2	11	12:25:31	44032	53.0	9.2	14.7	14.2	14.5	13.8		66.3	11.6	4.4	37.6	4.6		58.2	66.0
53.3	44	1	12	13:00:02	22442	44.0	9.0	16.8	16.5	17.9	16.5		76.7	11.5	4.3	38.2	4.2		58.2	67.0
53.3	43	2	12	13:00:04	44243	42.0	9.4	14.7	13.7	14.1	13.1		65.1	11.6	4.4	37.7	4.6		58.3	66.0

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Post _____
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Traffic Sheet 21 (Wheel Load) LTTP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 24 SPS WIM ID: 240500 DATE: (mm/dd/yyyy): 12/7/2011									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
53.9	49	1	13	13:18:37	44343	49.0	8.8	17.2	16.9	17.1	16.3		76.3	11.5	4.3	38.3	4.2		58.3	67.0
53.9	49	2	13	13:18:42	44344	49.0	9.5	15.0	13.7	14.0	14.2		66.4	11.6	4.4	37.7	4.6		58.3	66.0
52.8	53	1	14	13:36:35	44471	54.0	8.5	17.3	16.9	16.9	16.0		75.4	11.5	4.3	38.3	4.2		58.3	67.0
52.8	53	2	14	13:36:38	44472	53.0	9.3	15.1	13.9	14.4	13.7		66.3	11.6	4.4	37.7	4.6		58.3	66.0
52.9	44	1	15	13:55:45	44580	44.0	8.5	17.1	16.5	18.1	16.5		76.8	11.5	4.3	38.3	4.2		58.3	67.0
52.9	44	2	15	13:55:48	44581	42.0	9.3	14.7	13.8	14.4	13.7		65.8	11.7	4.4	37.7	4.6		58.4	66.0
36.2	49	1	16	9:40:30	47975	49.0	8.7	17.4	17.3	17.0	15.9		76.2	11.5	4.3	38.3	4.2		58.3	67.0
36.2	47	2	16	9:40:33	47976	48.0	9.4	14.8	13.4	14.0	14.1		65.7	11.6	4.4	37.7	4.6		58.3	66.0
37.6	55	1	17	9:58:29	48080	54.0	8.5	17.4	17.2	16.9	15.9		75.9	11.5	4.3	38.3	4.2		58.3	67.0
37.6	54	2	17	9:58:32	48081	54.0	9.4	15.1	13.6	14.4	13.5		65.9	11.7	4.4	37.7	4.6		58.4	66.0
38.3	44	1	18	10:17:16	48201	44.0	9.1	17.0	16.7	17.7	16.4		76.9	11.6	4.3	38.4	4.2		58.5	67.0
38.3	43	2	18	10:17:18	48202	42.0	9.7	14.7	14.0	14.2	13.1		65.7	11.7	4.4	37.7	4.6		58.4	66.0
38.7	51	1	19	10:35:24	48320	49.0	8.9	17.2	17.0	17.1	16.7		76.8	11.5	4.3	38.4	4.2		58.4	67.0
38.7	48	2	19	10:35:26	48321	48.0	9.4	14.9	13.4	14.0	13.9		65.8	11.6	4.4	37.6	4.6		58.2	66.0
40.5	53	1	20	10:54:19	48431	54.0	8.7	17.5	17.7	16.6	16.1		76.6	11.5	4.3	38.4	4.2		58.4	67.0
40.5	52	2	20	10:54:22	48432	52.0	9.3	15.1	13.9	14.3	13.7		66.4	11.7	4.4	37.7	4.6		58.4	66.0
43.2	46	1	21	11:13:34	48538	44.0	9.0	17.4	16.6	17.4	16.0		76.5	11.5	4.3	38.4	4.2		58.4	67.0
43.2	45	2	21	11:13:36	48539	44.0	9.7	14.8	13.8	14.2	13.6		66.0	11.7	4.4	37.7	4.6		58.4	66.0

Recorded By: _____ kt	Verified By: _____ djw	Run Set _____ Post _____
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Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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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#

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

CPU

LOOP

PIEZO

WEIGHTPAD/ 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 system. 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 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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9. IN ROAD SENSORS:

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

the equipment is operating within the manufacturer's tolerances.

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 ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

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

TAPE 2- NAME: _____

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

TAPE 3- NAME: _____

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

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>53.7</u> mph	Average WIM Speed	<u>52.7</u> mph
Mean Difference	<u>-1.0</u> mph	SD of mean	<u>1.3</u>

Posted Speed Limit	<u>55</u> mph		
Speed Range	15th percentile - <u>51</u> mph	85th percentile-	<u>60</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u> </u> feet	
% error from 4.25 ft (industry average)	OR	<u>4.30</u>	ft (WIM system average)
= <u>1.2</u> %			

Average front axle weight for Class 9 vehicles		<u> </u> lbs	
% error from 10.3 kips (industry average) OR		<u>8.8</u>	lbs (known site value)
= <u>-14.8</u> %			

SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☒

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 ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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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 Kevin Trousdale

Traffic Sheet 22 Addendum - Weighpad LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 24 SPS WIM ID: 240500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 12/6/2011
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel		WATTS		VDC
b. Equipment Power	121.2	VAC	11.8	VDC
c. Battery 1	13.4	VDC		
d. Battery 2		VDC		
e. Regulated	13.5	VDC		
f. Power Supply	11.9	VDC		VDC
g. System Input	121.2	VAC	11.2	VDC
h. Modem Power	121.2	VAC	12	VDC
i. Telephone		VDC		

2. LOOP SENSORS

	Resistance	Inductance	Shield
a. Leading	1.4 Ω	146.0 μ h	inf M Ω
b. Trailing	0.4 Ω	136.1 μ h	inf M Ω

3. WEIGHPAD SENSORS

	Input	Output	Shield
a. Leading	0.974 Ω	0.843 Ω	inf Ω
b. Trailing	0.975 Ω	0.841 Ω	inf Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency
a. Leading	21.9 KHz
b. Trailing	23.9 KHz

5. WEIGHPAD SENSORS

	Zero Point
a. Leading	0.3 mV
b. Trailing	0.2 mV

Assessor Kevin Trousdale

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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Item	Description	Filename
1	Power Source	240500_solar_panel_12_6_11.jpg
2	Telephone Source	240500_cellular_phone_12_6_11.jpg
3	Cabinet Exterior	240500_cabinet_exterior_12_6_11.jpg
4	Cabinet Interior	240500_cabinet_interior_front_12_6_11.jpg
5	Leading weight sensor	240500_leading_bending_plate_12_6_11.jpg
6	Trailing weight sensor	240500_trailing_bending_plate_12_6_11.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	240500_leading_loop_12_6_11.jpg
10	Trailing loop sensor	240500_trailing_loop_12_6_11.jpg
11	Downstream from site	240500_downstream_12_6_11.jpg
12	Upstream from site	240500_upstream_12_6_11.jpg
13	Cabinet Interior - Rear	240500_cabinet_interior_rear_12_6_11.jpg
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Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks	STATE CODE: 24 SPS WIM ID: 240500 DATE (mm/dd/yyyy) 12/6/2011
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Item	Description	Filename
1	Tractor, Truck #1	240500_Truck_1_Tractor_12_6_11.jpg
2	Trailer/Load, Truck #1	240500_Truck_1_Trailer_12_6_11.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	240500_Truck_1_Suspension_1_12_6_11.jpg
5	Suspension B, Truck #1	240500_Truck_1_Suspension_2_12_6_11.jpg
6	Suspension C, Truck #1	240500_Truck_1_Suspension_3_12_6_11.jpg
7	Suspension D, Truck #1	240500_Truck_1_Suspension_4_12_6_11.jpg
8	Suspension E, Truck #1	240500_Truck_1_Suspension_5_12_6_11.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	240500_Truck_2_Tractor_12_6_11.jpg
11	Trailer/Load, Truck #2	240500_Truck_2_Trailer_12_6_11.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	240500_Truck_2_Suspension_1_12_6_11.jpg
14	Suspension B, Truck #2	240500_Truck_2_Suspension_2_12_6_11.jpg
15	Suspension C, Truck #2	240500_Truck_2_Suspension_3_12_6_11.jpg
16	Suspension D, Truck #2	240500_Truck_2_Suspension_4_12_6_11.jpg
17	Suspension E, Truck #2	240500_Truck_2_Suspension_5_12_6_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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