

# WIM System Field Calibration and Validation Handout Guide

Pennsylvania, SPS-6  
SHRP ID – 420600

Validation Date: February 7, 2012



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## 1 Site Information

|                         |                |                        |                          |
|-------------------------|----------------|------------------------|--------------------------|
| <b>Site ID:</b>         | 420600         | <b>State:</b>          | Pennsylvania             |
| <b>LTPP Region:</b>     | North Atlantic | <b>Configuration:</b>  | Loop- quartz-quartz-loop |
| <b>Controller Type:</b> | iSINC          | <b>Sensor Type:</b>    | Quartz- Piezo            |
| <b>Power:</b>           | AC             | <b>Communication:</b>  | Cellular                 |
| <b>Class Scheme:</b>    | LTPP Mar 06    | <b>CPU type/setup:</b> |                          |

## 2 Contact Information

| Agency      | Contact         | Position        | Phone        | E-mail                 |
|-------------|-----------------|-----------------|--------------|------------------------|
| FHWA        | Debbie Walker   | COTR            | 202-493-3068 | deborah.walker@dot.gov |
| FHWA        | Zahur Siddiqui  | Division Office | 717-221-3410 | zahur.siddiqui@dot.gov |
| RSC         | Frank Meyer     | Project Manager | 716-632-0804 | fmeyer@stantec.com     |
| PennDOT     | Steve Koser     | Coordinator     | 717-787-1199 | skoser@pa.gov          |
| PennDOT     | Lydia Peddicord | LTPP contact    | 717-787-4246 | lpeddlicord@pa.gov     |
| PennDOT     | Andrea Bahoric  | Traffic Contact | 717-705-2382 | abahoric@pa.gov        |
| PennDOT     | Todd Rottet     | Traffic Contact | 717-787-4574 | trottet@pa.gov         |
| ARA         | Dean Wolf       | Task Leader     | 717-512-6638 | dwolf@ara.com          |
| ARA         | Olga Selezneva  | Project Manager | 410-540-9949 | oselezneva@ara.com     |
| Dig. & Rig. | Todd Edgerton   | Truck Vendor    | 204-313-3950 |                        |

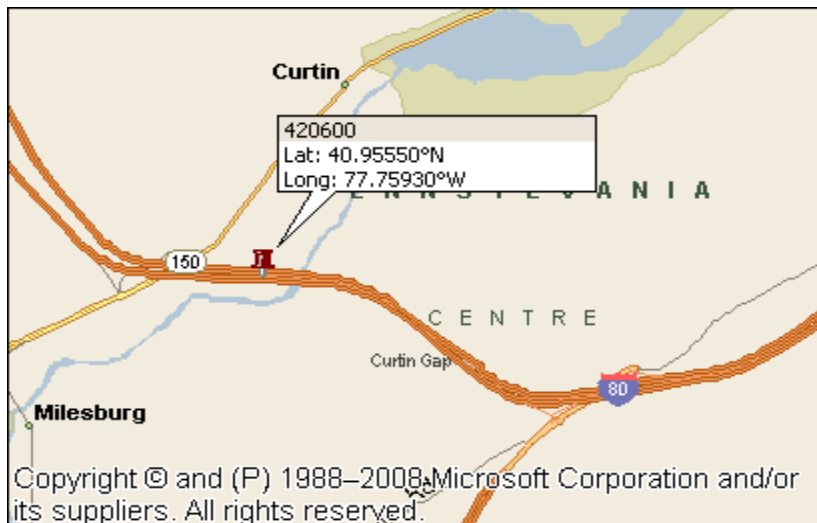
### 3 Schedule of Events

| Date   | Event                                | Location              | Start Time |
|--------|--------------------------------------|-----------------------|------------|
| 2/6/12 | Travel                               | Camp Hill, PA to site | 12:00pm    |
| 2/6/12 | Equipment Assessment                 | WIM Site              | 2:00pm     |
| 2/6/12 | System Test/Class and Speed Study    | WIM Site              | 3:00pm     |
| 2/7/12 | Test Truck Weigh/Measure/Inspection  | CAT Scale - Mylesburg | 7:00 am    |
| 2/7/12 | Initial Performance Evaluation       | WIM Site              | 8:30 am    |
| 2/8/12 | Test Truck Weigh (if required)       | CAT Scale - Mylesburg | 7:00 am    |
| 2/8/12 | Calibration/Validation (if required) | WIM Site              | 8:00 am    |
| 2/8/12 | Class and Speed Study (if required)  | WIM Site              | TBD        |
| 2/8/12 | Travel                               | Site to Camp Hill, PA | TBD        |

## 4 Maps

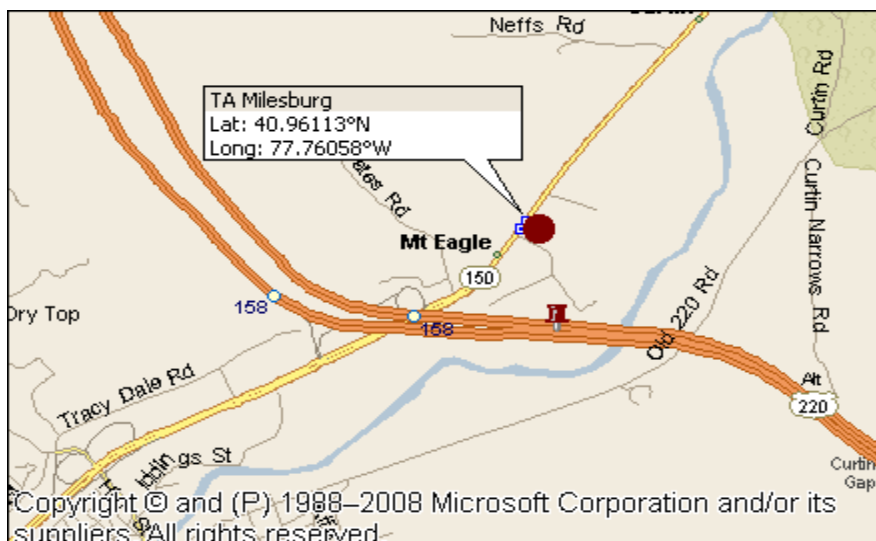
### 4.1 Site Location

|                  |                        |                   |                   |    |
|------------------|------------------------|-------------------|-------------------|----|
| <b>Location:</b> | I-80 at milepost 158.2 |                   | <b>Direction:</b> | WB |
| <b>Latitude:</b> | 40.9555°               | <b>Longitude:</b> | -77.7593°         |    |



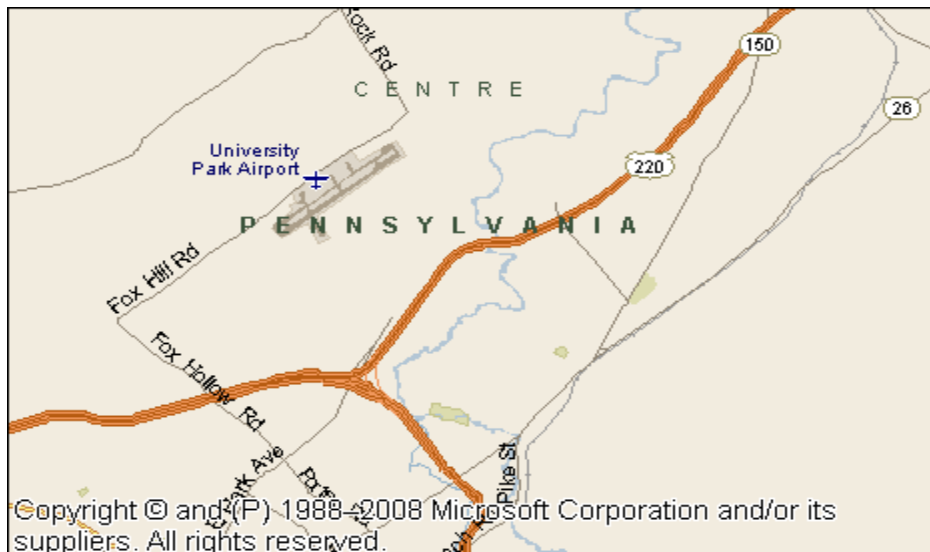
### 4.2 Truck Scale Location

|                  |               |                   |                |
|------------------|---------------|-------------------|----------------|
| <b>Name:</b>     | TA, Mylesburg | <b>Location:</b>  | I-80, Exit 158 |
| <b>Latitude:</b> | 40.96113      | <b>Longitude:</b> | -77.76058      |



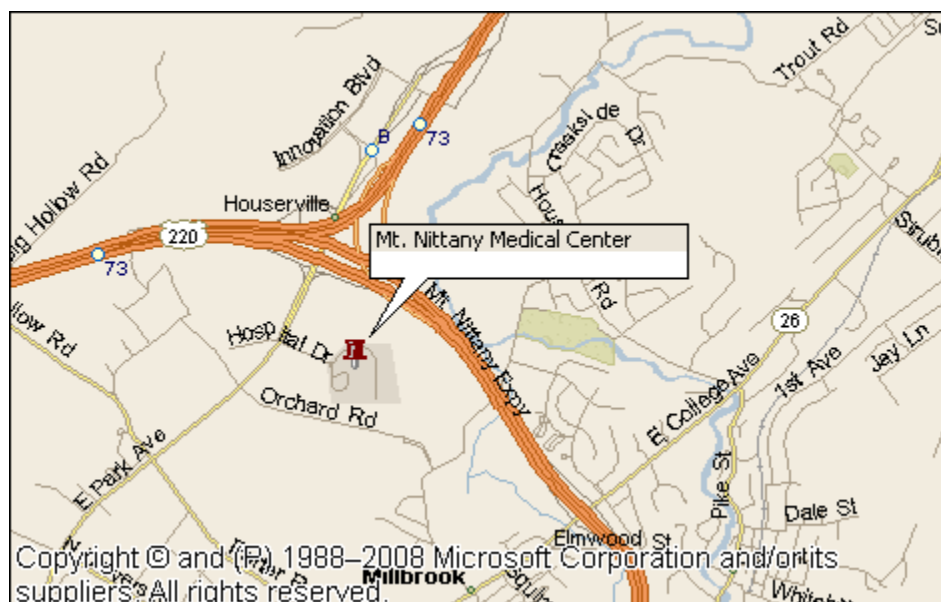
### 4.3 Airport Location

|                  |                         |                   |                   |
|------------------|-------------------------|-------------------|-------------------|
| <b>Name:</b>     | University Park Airport | <b>Location:</b>  | State College, PA |
| <b>Latitude:</b> | 40.85104                | <b>Longitude:</b> | -77.84974         |



### 4.4 Hospital Location

|               |                                 |                  |                                     |
|---------------|---------------------------------|------------------|-------------------------------------|
| <b>Name:</b>  | Mt. Nittany Medical Center - ER |                  |                                     |
| <b>Phone:</b> | 814-231-7000                    | <b>Location:</b> | 1800 E. Park Ave, State College, PA |



## 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.

|                                                                                            |                   |          |
|--------------------------------------------------------------------------------------------|-------------------|----------|
| <b>Traffic Sheet 17</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SITE INVENTORY</b> | STATE CODE:       | 42       |
|                                                                                            | SPS WIM ID:       | 420600   |
|                                                                                            | DATE (mm/dd/yyyy) | 2/8/2012 |

**1. ROUTE:** I-80      **MILEPOST:** 158.2      **LTPP DIRECTION:** west

## 2. WIM SITE DESCRIPTION

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

### 3. LANE CONFIGURATION

|                          |            |           |                     |
|--------------------------|------------|-----------|---------------------|
| Lanes in LTPP direction: | <u>2</u>   | Median:   | <u>3 - grass</u>    |
| Lane width:              | <u>12'</u> | Shoulder: | <u>2 - paved AC</u> |
| Shoulder width:          | <u>12'</u> |           |                     |

**4. PAVEMENT TYPE** AC

## 5. PAVEMENT SURFACE CONDITION - Distress Survey

|                     |                                                     |
|---------------------|-----------------------------------------------------|
| Date: <u>2/8/12</u> | Photo Filename: <u>420600_upstream_2_7_12.jpg</u>   |
| Date: <u>2/8/12</u> | Photo Filename: <u>420600_downstream_2_7_12.jpg</u> |
| Date:               | Photo Filename:                                     |

## 6. SENSOR SEQUENCE

Loop - Quartz - Quartz - Loop

## 7. REPLACEMENT AND/OR GRINDING

Date: \_\_\_\_\_  
Date: \_\_\_\_\_  
Date: \_\_\_\_\_

## 8. RAMPS OR INTERSECTIONS

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

## 9. DRAINAGE

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

|                                                                                            |                                                                    |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 17</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SITE INVENTORY</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

#### 10. CABINET LOCATION

Same side of road as LTPP lane: N  
Distance from edge of traveled lane: 91 ft  
distance from system: 108 ft  
type: 3B

Cabinet access controlled by: Agency and LTPP

Contact name: Roy Czinku Phone # 306-653-6627  
Alternate name: Todd Rottet Phone # 717-787-5983

#### 11. POWER

Distance to cabinet from drop: 3 ft  
Type: Solar  
AC in cabinet? N  
Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

#### 12. TELEPHONE

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

#### 13. SYSTEM

Software and version no. \_\_\_\_\_  
Computer connection: RJ-45

#### 14. TEST TRUCK TURNAROUND TIME

Duration: 12 minutes Distance: 4.5 miles

#### 15. PHOTOS

##### Filename

Power source: 420600\_solar\_panel\_2\_7\_12.jpg  
Phone source: 420600\_cellular\_phone\_2\_7\_12.jpg  
Cabinet exterior: 420600\_cabinet\_exterior\_2\_7\_12.jpg  
Cabinet interior: 420600\_cabinet\_interior\_front\_2\_7\_12.jpg  
Weight sensors: 420600\_leading\_Kistler\_2\_7\_12.jpg  
420600\_trailing\_Kistler\_2\_7\_12.jpg  
Other sensors: 420600\_leading\_loop\_2\_7\_12.jpg  
420600\_trailing\_loop\_2\_7\_12.jpg  
Downstream from sensors on LTPP lane: 420600\_downstream\_2\_7\_12.jpg  
Upstream from sensors on LTPP lane: 420600\_upstream\_2\_7\_12.jpg

|                                                                                               |                                                                    |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 18</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SITE COORDINATION</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

### 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 Contract with purchase  
Expiration Date
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power  
i. Type Solar ii. Payment N/A
- g. Communication  
i. Type Cellular ii. Payment State

### 3. PAVEMENT

- a. Type Asphalt Concrete
- b. Allowable Rehabilitation activities Replacement as needed
- c. Profile Site Markings Temporary

|                                                                                               |                                                                    |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 18</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SITE COORDINATION</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

#### 4. Onsite Activities

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

- d. Calibration routine LTPP annually

Other: \_\_\_\_\_

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd- Air Suspension 3S2 LTPP

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

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

- ii. Loads LTPP

- iii. Drivers LTPP

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

- g. Access to cabinet Joint

- h. State personel required on site No

- i. Traffic control required No

- J. Enforcement coordination required No

|                                                                                               |                                                                    |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 18</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SITE COORDINATION</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

## 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 Roy Czinku Phone # 306-270-9492  
Agency IRD
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name Walt Hillman Phone # 814-886-5650  
Agency A&D Transportation
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name TA milesburg Location: I-80 exit 158  
Phone: \_\_\_\_\_

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 1</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/7/2012 |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 11540                              | 11360                            | Direct                      |
| B |                                    | 16125                              | 16030                            | Direct                      |
| C |                                    | 16125                              | 16030                            | Direct                      |
| D |                                    | 16635                              | 16620                            | Direct                      |
| E |                                    | 16635                              | 16620                            | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 77060
- c. Post Test Loaded Weight: 76660
- d. Difference Post Test - Pre-Tests: 400

**5. TRUCK DESCRIPTION**

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

- b. Make: Western Star  
c. Model: 4864

d. Trailer Load Distribution Description:

concrete blocks

photo: ☒

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

A to B 20.0    B to C 4.3    C to D 37.9    D to E 4.2    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.3
- i. Kingpin offset from Axle B (units) 1.83 photo: ☐
- j. Overall Length - ☒ Measured 71.4

|                                                                                                           |                                                                    |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # <u>1</u></b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/7/2012 |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**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                                                               | <input checked="" type="checkbox"/> |
| B | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| C | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| D | 235/80R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| E | 255/70R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| F |              |                                                                            | <input type="checkbox"/>            |

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 101.5  | 101.0  | 92.3   | 98.5   |        |
| 103.7         | 101    | 99.7   | 99.4   | 94.0   |        |
| 100.2         | 101.8  | 101.1  | 96.8   | 92.6   |        |
|               | 100.9  | 101.4  | 100.2  | 89.1   |        |

## PART B

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                                     |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/7/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

|                                                                                                                                     |                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p align="right">STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/7/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 11540  | 16120  | 16120  | 16630  | 16630  |        | 77040 |
| 2    | 11540  | 16130  | 16130  | 16640  | 16640  |        | 77080 |
| Avg. | 11540  | 16125  | 16125  | 16635  | 16635  |        | 77060 |

**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    | 11360  | 16030  | 16030  | 16620  | 16620  |        | 76660 |
| 2    | 11360  | 16030  | 16030  | 16620  | 16620  |        | 76660 |
| Avg. | 11360  | 16030  | 16030  | 16620  | 16620  |        | 76660 |

Validation Test Truck Run Set - Pre

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 2</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/7/2012 |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 10180                              | 9990                             | Direct                      |
| B |                                    | 11570                              | 11505                            | Direct                      |
| C |                                    | 11570                              | 11505                            | Direct                      |
| D |                                    | 15290                              | 15295                            | Direct                      |
| E |                                    | 15290                              | 15295                            | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 63900
- c. Post Test Loaded Weight: 63590
- d. Difference Post Test - Pre-Tests: 310

**5. TRUCK DESCRIPTION**

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

- b. Make: International  
c. Model: 9900

- d. Trailer Load Distribution Description:  

concrete blocks

photo: ☒

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

A to B 17.3    B to C 4.3    C to D 30.0    D to E 10.0    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 61.6  
i. Kingpin offset from Axle B (units) 2.33                      photo: ☐  
j. Overall Length - ☒ Measured 67.0

|                                                                                                                              |                                                                               |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/7/2012</p> |
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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 | 11R24.5      | steel spring                                                               | <input checked="" type="checkbox"/> |
| B | 11R24.5      | air                                                                        | <input checked="" type="checkbox"/> |
| C | 11R24.5      | air                                                                        | <input checked="" type="checkbox"/> |
| D | 11R24.5      | steel spring                                                               | <input checked="" type="checkbox"/> |
| E | 11R24.5      | steel spring                                                               | <input checked="" type="checkbox"/> |
| F |              |                                                                            | <input type="checkbox"/>            |

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 98.4   | 97.3   | 98.5   | 100.4  |        |
| 105.8         | 97     | 96.2   | 101.5  | 102.0  |        |
| 104.3         | 97.2   | 97.7   | 100.6  | 99.8   |        |
|               | 97.8   | 98.6   | 99.7   | 103.1  |        |

**PART B**

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                              |                                                                               |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/7/2012</p> |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

|                                                                                                                              |                                                                               |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/7/2012</p> |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 10180  | 11570  | 11570  | 15290  | 15290  |        | 63900 |
| 2    | 10180  | 11570  | 11570  | 15290  | 15290  |        | 63900 |
| Avg. | 10180  | 11570  | 11570  | 15290  | 15290  |        | 63900 |

**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    | 10000  | 11490  | 11490  | 15290  | 15290  |        | 63560 |
| 2    | 9980   | 11520  | 11520  | 15300  | 15300  |        | 63620 |
| Avg. | 9990   | 11505  | 11505  | 15295  | 15295  |        | 63590 |

Validation Test Truck Run Set - Pre

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 1</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 11350                              | 0                                | Direct                      |
| B |                                    | 16015                              | 0                                | Direct                      |
| C |                                    | 16015                              | 0                                | Direct                      |
| D |                                    | 16615                              | 0                                | Direct                      |
| E |                                    | 16615                              | 0                                | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 76610
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: 76610

**5. TRUCK DESCRIPTION**

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

- b. Make: Western Star  
c. Model: 4864

d. Trailer Load Distribution Description:

concrete blocks

photo: ☒

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

A to B 20.0      B to C 4.3      C to D 37.9      D to E 4.2      E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.3
- i. Kingpin offset from Axle B (units) 1.83 photo: ☐
- j. Overall Length - ☒ Measured 71.4

|                                                                                                           |                                                                    |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # <u>1</u></b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
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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 | 285/75R24.5  | steel spring                                                               | <input checked="" type="checkbox"/> |
| B | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| C | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| D | 235/80R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| E | 255/70R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| F |              |                                                                            | <input type="checkbox"/>            |

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 101.5  | 101.0  | 92.3   | 98.5   |        |
| 103.7         | 101    | 99.7   | 99.4   | 94.0   |        |
| 100.2         | 101.8  | 101.1  | 96.8   | 92.6   |        |
|               | 100.9  | 101.4  | 100.2  | 89.1   |        |

## PART B

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                                     |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

|                                                                                                                                     |                                                                                             |
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| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p align="right">STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 11340  | 16020  | 16020  | 16610  | 16610  |        | 76600 |
| 2    | 11360  | 16010  | 16010  | 16620  | 16620  |        | 76620 |
| Avg. | 11350  | 16015  | 16015  | 16615  | 16615  |        | 76610 |

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 2</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 10410                              | 0                                | Direct                      |
| B |                                    | 11580                              | 0                                | Direct                      |
| C |                                    | 11580                              | 0                                | Direct                      |
| D |                                    | 15295                              | 0                                | Direct                      |
| E |                                    | 15295                              | 0                                | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 64160
- c. Post Test Loaded Weight: 0
- d. Difference Post Test - Pre-Tests: 64160

**5. TRUCK DESCRIPTION**

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

- b. Make: International  
c. Model: 9900

d. Trailer Load Distribution Description:

concrete blocks

photo: ☒

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

A to B 17.3      B to C 4.3      C to D 30.0      D to E 10.0      E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 61.6
- i. Kingpin offset from Axle B (units) 2.33 photo: ☐
- j. Overall Length - ☒ Measured 67.0

|                                                                                                                                     |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>2</u></b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

**6. SUSPENSION**

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

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 98.4   | 97.3   | 98.5   | 100.4  |        |
| 105.8         | 97     | 96.2   | 101.5  | 102.0  |        |
| 104.3         | 97.2   | 97.7   | 100.6  | 99.8   |        |
|               | 97.8   | 98.6   | 99.7   | 103.1  |        |

**PART B**

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                              |                                                                               |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
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**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

|                                                                                                                                     |                                                                                             |
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| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>2</u></b></p> | <p align="right">STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 10420  | 11570  | 11570  | 15300  | 15300  |        | 64160 |
| 2    | 10400  | 11590  | 11590  | 15290  | 15290  |        | 64160 |
| Avg. | 10410  | 11580  | 11580  | 15295  | 15295  |        | 64160 |

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

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

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

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

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

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

Validation Test Truck Run Set - Cal 1

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 1</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 11350                              | 11280                            | Direct                      |
| B |                                    | 16015                              | 15985                            | Direct                      |
| C |                                    | 16015                              | 15985                            | Direct                      |
| D |                                    | 16615                              | 16665                            | Direct                      |
| E |                                    | 16615                              | 16665                            | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 76610
- c. Post Test Loaded Weight: 76580
- d. Difference Post Test - Pre-Tests: 30

**5. TRUCK DESCRIPTION**

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

- b. Make: Western Star  
c. Model: 4864

d. Trailer Load Distribution Description:

concrete blocks

photo: ☒

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

A to B 20.0    B to C 4.3    C to D 37.9    D to E 4.2    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 66.3
- i. Kingpin offset from Axle B (units) 1.83                      photo: ☐
- j. Overall Length - ☒ Measured 71.4

|                                                                                                           |                                                                    |
|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # <u>1</u></b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
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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 | 285/75R24.5  | steel spring                                                               | <input checked="" type="checkbox"/> |
| B | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| C | 285/75R24.5  | air                                                                        | <input checked="" type="checkbox"/> |
| D | 235/80R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| E | 255/70R22.5  | air                                                                        | <input checked="" type="checkbox"/> |
| F |              |                                                                            | <input type="checkbox"/>            |

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 101.5  | 101.0  | 92.3   | 98.5   |        |
| 103.7         | 101    | 99.7   | 99.4   | 94.0   |        |
| 100.2         | 101.8  | 101.1  | 96.8   | 92.6   |        |
|               | 100.9  | 101.4  | 100.2  | 89.1   |        |

## PART B

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                                     |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

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

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

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

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

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

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

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

|                                                                                                                                     |                                                                                             |
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| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>1</u></b></p> | <p align="right">STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Primary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 11340  | 16020  | 16020  | 16610  | 16610  |        | 76600 |
| 2    | 11360  | 16010  | 16010  | 16620  | 16620  |        | 76620 |
| Avg. | 11350  | 16015  | 16015  | 16615  | 16615  |        | 76610 |

**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    | 11260  | 15990  | 15990  | 16660  | 16660  |        | 76560 |
| 2    | 11300  | 15980  | 15980  | 16670  | 16670  |        | 76600 |
| Avg. | 11280  | 15985  | 15985  | 16665  | 16665  |        | 76580 |

Validation Test Truck Run Set - Post

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                    |                                                                    |
|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 19</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>CALIBRATION TEST TRUCK # 2</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
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**CALIBRATION TEST TRUCK -** Secondary

**PART A**

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

|   | a. Empty Truck<br>Avg. Axle Weight | b. Pre-test Average<br>Axle Weight | c. Post-Test Avg.<br>Axle Weight | d. Direct or<br>Calculated? |
|---|------------------------------------|------------------------------------|----------------------------------|-----------------------------|
| A |                                    | 10410                              | 10270                            | Direct                      |
| B |                                    | 11580                              | 11610                            | Direct                      |
| C |                                    | 11580                              | 11610                            | Direct                      |
| D |                                    | 15295                              | 15345                            | Direct                      |
| E |                                    | 15295                              | 15345                            | Direct                      |
| F |                                    |                                    |                                  |                             |

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

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 64160
- c. Post Test Loaded Weight: 64180
- d. Difference Post Test - Pre-Tests: -20

**5. TRUCK DESCRIPTION**

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

- b. Make: International  
c. Model: 9900

d. Trailer Load Distribution Description:

concrete blocks

photo: ☒

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

A to B 17.3    B to C 4.3    C to D 30.0    D to E 10.0    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 61.6
- i. Kingpin offset from Axle B (units) 2.33 photo: ☐
- j. Overall Length - ☒ Measured 67.0

|                                                                                                                                     |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # <u>2</u></b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

**6. SUSPENSION**

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

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

| Steering Axle | Axle B | Axle C | Axle D | Axle E | Axle F |
|---------------|--------|--------|--------|--------|--------|
|               | 98.4   | 97.3   | 98.5   | 100.4  |        |
| 105.8         | 97     | 96.2   | 101.5  | 102.0  |        |
| 104.3         | 97.2   | 97.7   | 100.6  | 99.8   |        |
|               | 97.8   | 98.6   | 99.7   | 103.1  |        |

**PART B**

**Table 1 - Raw Measurements -Platform Scale**

| Axles            | Meas. | Pre-test Weight | Instance | Instance | Post-test weight |
|------------------|-------|-----------------|----------|----------|------------------|
| A                | I     |                 |          |          |                  |
| A+B              | II    |                 |          |          |                  |
| A+B+C            | III   |                 |          |          |                  |
| A+B+C+D          | IV    |                 |          |          |                  |
| A+B+C+D+E(1)     | V     |                 |          |          |                  |
| A+B+C+D+E+(F)(1) | VI    |                 |          |          |                  |
| B+C+D+E+(F)      | VII   |                 |          |          |                  |
| C+D+E+(F)        | VIII  |                 |          |          |                  |
| D+E+(F)          | IX    |                 |          |          |                  |
| E+(F)            | X     |                 |          |          |                  |
| (F)              | XI    |                 |          |          |                  |
| A+B+C+D+E+(F)(2) | XII   |                 |          |          |                  |

|                                                                                                                              |                                                                               |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

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

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

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

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

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

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

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

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

|                                                                                                                              |                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 19</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>CALIBRATION TEST TRUCK # 2</b></p> | <p align="right">STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

**CALIBRATION TEST TRUCK -** Secondary

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

| Pass | Axle A | Axle B | Axle C | Axle D | Axle E | Axle F | GVW   |
|------|--------|--------|--------|--------|--------|--------|-------|
| 1    | 10420  | 11570  | 11570  | 15300  | 15300  |        | 64160 |
| 2    | 10400  | 11590  | 11590  | 15290  | 15290  |        | 64160 |
| Avg. | 10410  | 11580  | 11580  | 15295  | 15295  |        | 64160 |

**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    | 10260  | 11620  | 11620  | 15340  | 15340  |        | 64180 |
| 2    | 10280  | 11600  | 11600  | 15350  | 15350  |        | 64180 |
| Avg. | 10270  | 11610  | 11610  | 15345  | 15345  |        | 64180 |

Validation Test Truck Run Set - Post

**Measured By:** Kevin Trousdale

**Verified By:** Aditya Ramachandran

|                                                                                                               |  |  |  |  |  |  |  |  |  |                                                                      |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| <b>Traffic Sheet 21 (Wheel Load)</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SYSTEM TRUCK RECORDS</b> |  |  |  |  |  |  |  |  |  | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE: (mm/dd/yyyy): 2/7/2012 |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|

| 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 |
|-----------|-------------|-------|------|----------|------------|-----------|--------|--------|--------|--------|--------|--------|------|-----------|-----------|-----------|-------------|-------------|-------------|----------------|
| 42.6      | 60          | 1     | 1    | 10:17:22 | 6824       | 59.0      | 10.6   | 16.9   | 16.0   | 16.2   | 18.1   |        | 77.8 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 76.0           |
| 42.6      | 60          | 2     | 1    | 10:17:49 | 6838       | 60.0      | 9.1    | 11.5   | 11.9   | 15.8   | 15.3   |        | 63.5 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 71.0           |
| 42.8      | 65          | 1     | 2    | 10:26:38 | 6978       | 63.0      | 11.4   | 16.9   | 16.6   | 15.8   | 18.7   |        | 79.4 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 76.0           |
| 42.8      | 64          | 2     | 2    | 10:27:51 | 7001       | 65.0      | 9.3    | 11.7   | 11.7   | 15.0   | 14.8   |        | 62.3 | 17.5      | 4.4       | 30.3      | 10.3        |             | 62.5        | 71.0           |
| 43.4      | 62          | 1     | 3    | 10:36:06 | 7154       | 64.0      | 10.8   | 16.6   | 16.5   | 16.1   | 18.2   |        | 78.1 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 75.0           |
| 43.4      | 54          | 2     | 3    | 10:37:25 | 7171       | 55.0      | 9.4    | 12.0   | 11.6   | 15.2   | 14.6   |        | 62.8 | 17.5      | 4.3       | 30.1      | 10.2        |             | 62.1        | 71.0           |
| 42.2      | 65          | 1     | 4    | 10:45:34 | 7329       | 65.0      | 10.6   | 16.1   | 15.8   | 15.8   | 17.1   |        | 75.5 | 20.3      | 4.3       | 38.2      | 4.1         |             | 66.9        | 76.0           |
| 42.2      | 59          | 2     | 4    | 10:46:36 | 7348       | 62.0      | 8.9    | 11.8   | 11.8   | 15.5   | 15.5   |        | 63.6 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 71.0           |
| 48.2      | 65          | 1     | 5    | 10:55:12 | 7485       | 65.0      | 10.3   | 17.0   | 16.4   | 14.2   | 17.3   |        | 75.1 | 20.2      | 4.3       | 38.0      | 4.1         |             | 66.6        | 76.0           |
| 48.2      | 64          | 2     | 5    | 10:56:48 | 7517       | 65.0      | 9.4    | 11.4   | 10.8   | 14.8   | 15.3   |        | 61.8 | 17.5      | 4.3       | 30.3      | 10.2        |             | 62.3        | 71.0           |
| 48.2      | 56          | 2     | 6    | 11:06:21 | 7675       | 55.0      | 9.3    | 12.1   | 12.2   | 15.7   | 15.1   |        | 64.5 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 70.0           |
| 48.8      | 55          | 1     | 7    | 11:16:08 | 7843       | 55.0      | 10.6   | 16.9   | 16.3   | 16.0   | 17.6   |        | 77.5 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 76.0           |
| 48.8      | 59          | 2     | 7    | 11:16:23 | 7850       | 60.0      | 9.0    | 11.6   | 11.3   | 16.0   | 15.4   |        | 63.4 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 70.0           |
| 45.5      | 53          | 1     | 8    | 13:26:29 | 1009       | 56.0      | 10.7   | 15.5   | 16.4   | 16.0   | 18.0   |        | 76.6 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 76.0           |
| 45.5      | 54          | 2     | 8    | 13:27:13 | 1025       | 55.0      | 9.6    | 10.8   | 11.5   | 15.4   | 15.1   |        | 62.3 | 17.4      | 4.3       | 30.1      | 10.2        |             | 62.0        | 71.0           |
| 50.0      | 58          | 1     | 9    | 13:36:37 | 1178       | 59.0      | 10.9   | 17.0   | 17.1   | 15.7   | 17.6   |        | 78.3 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 76.0           |
| 50.0      | 60          | 2     | 9    | 13:37:04 | 1189       | 60.0      | 8.9    | 11.7   | 10.7   | 15.4   | 15.6   |        | 62.2 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 71.0           |
| 46.7      | 62          | 1     | 10   | 13:46:02 | 1352       | 64.0      | 12.5   | 17.3   | 16.7   | 16.2   | 16.8   |        | 79.4 | 20.2      | 4.3       | 37.8      | 4.1         |             | 66.4        | 76.0           |
| 46.7      | 61          | 2     | 10   | 13:46:47 | 1377       | 65.0      | 9.2    | 11.5   | 12.4   | 14.8   | 15.5   |        | 63.4 | 17.5      | 4.3       | 30.3      | 10.2        |             | 62.3        | 71.0           |
| 46.1      | 64          | 1     | 11   | 13:56:07 | 1552       | 62.0      | 11.6   | 16.8   | 17.1   | 16.5   | 18.4   |        | 80.3 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 75.0           |
| 46.1      | 54          | 2     | 11   | 13:58:07 | 1583       | 55.0      | 9.3    | 11.5   | 11.1   | 15.8   | 14.9   |        | 62.6 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 71.0           |
| 46.8      | 61          | 1     | 12   | 14:05:38 | 1728       | 59.0      | 10.7   | 16.7   | 16.4   | 16.1   | 17.5   |        | 77.4 | 20.1      | 4.2       | 37.9      | 4.1         |             | 66.3        | 75.0           |
| 46.8      | 53          | 2     | 12   | 14:07:52 | 1769       | 61.0      | 8.8    | 11.8   | 12.5   | 15.8   | 15.0   |        | 63.9 | 17.5      | 4.3       | 30.1      | 10.3        |             | 62.2        | 70.0           |
| 45.5      | 64          | 1     | 13   | 14:16:24 | 1921       | 64.0      | 12.3   | 17.4   | 16.2   | 16.3   | 18.7   |        | 80.9 | 20.2      | 4.3       | 38.0      | 4.1         |             | 66.6        | 76.0           |

|                             |                             |                         |
|-----------------------------|-----------------------------|-------------------------|
| Recorded By: _____ ar _____ | Verified By: _____ dw _____ | Run Set _____ Pre _____ |
|-----------------------------|-----------------------------|-------------------------|

|                                                                                                               |  |  |  |  |  |  |                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <b>Traffic Sheet 21 (Wheel Load)</b><br><b>LTTP MONITORED TRAFFIC DATA</b><br><b>WIM SYSTEM TRUCK RECORDS</b> |  |  |  |  |  |  | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE: (mm/dd/yyyy): 2/7/2012 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|

| 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 |
|-----------|-------------|-------|------|----------|------------|-----------|--------|--------|--------|--------|--------|--------|------|-----------|-----------|-----------|-------------|-------------|-------------|----------------|
| 45.5      | 66          | 2     | 13   | 14:17:41 | 1957       | 65.0      | 8.6    | 11.8   | 12.0   | 15.1   | 15.7   |        | 63.1 | 17.4      | 4.3       | 30.2      | 10.3        |             | 62.2        | 71.0           |
| 45.0      | 52          | 1     | 14   | 14:28:00 | 2157       | 55.0      | 11.4   | 17.8   | 17.0   | 17.1   | 18.4   |        | 81.6 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 75.0           |
| 45.0      | 54          | 2     | 14   | 14:28:03 | 2158       | 55.0      | 9.4    | 11.6   | 11.7   | 15.8   | 15.6   |        | 64.1 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 71.0           |
| 45.5      | 64          | 1     | 15   | 14:47:21 | 2557       | 64.0      | 12.2   | 17.5   | 16.7   | 16.4   | 18.5   |        | 81.2 | 20.2      | 4.3       | 38.0      | 4.1         |             | 66.6        | 75.0           |
| 45.5      | 63          | 2     | 15   | 14:48:07 | 2572       | 65.0      | 8.5    | 11.8   | 12.1   | 14.8   | 15.3   |        | 62.5 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 71.0           |
| 45.5      | 57          | 1     | 16   | 14:56:56 | 2764       | 57.0      | 10.4   | 17.2   | 16.2   | 15.9   | 18.0   |        | 77.6 | 20.1      | 4.3       | 37.8      | 4.1         |             | 66.3        | 75.0           |
| 46.7      | 58          | 1     | 17   | 15:08:46 | 2983       | 62.0      | 10.4   | 16.4   | 15.3   | 15.6   | 17.7   |        | 75.3 | 20.3      | 4.3       | 38.2      | 4.1         |             | 66.9        | 76.0           |
| 46.7      | 59          | 2     | 17   | 15:08:54 | 2987       | 59.0      | 9.1    | 11.4   | 11.5   | 15.8   | 15.7   |        | 63.4 | 17.5      | 4.3       | 30.2      | 10.2        |             | 62.2        | 71.0           |
| 46.2      | 59          | 1     | 18   | 15:19:29 | 3232       | 60.0      | 10.8   | 16.6   | 15.5   | 16.2   | 17.6   |        | 76.7 | 20.3      | 4.3       | 38.2      | 4.1         |             | 66.9        | 76.0           |
| 46.2      | 63          | 2     | 18   | 15:19:39 | 3235       | 65.0      | 8.9    | 11.8   | 12.2   | 15.1   | 14.8   |        | 62.7 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 71.0           |
| 44.6      | 58          | 1     | 19   | 15:39:26 | 3653       | 58.0      | 11.5   | 14.9   | 14.8   | 14.6   | 16.1   |        | 71.8 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 76.0           |
| 44.6      | 60          | 2     | 19   | 15:39:34 | 3660       | 60.0      | 9.1    | 11.9   | 11.9   | 15.6   | 15.8   |        | 64.2 | 17.5      | 4.3       | 30.1      | 10.2        |             | 62.1        | 71.0           |
| 44.7      | 62          | 1     | 20   | 15:49:40 | 3883       | 65.0      | 11.3   | 14.9   | 14.0   | 13.8   | 15.5   |        | 69.5 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 76.0           |
| 44.7      | 65          | 2     | 20   | 15:49:51 | 3888       | 65.0      | 9.0    | 11.2   | 11.8   | 14.6   | 15.0   |        | 61.6 | 17.4      | 4.4       | 30.2      | 10.2        |             | 62.2        | 71.0           |
| 45.0      | 60          | 1     | 21   | 16:10:41 | 4370       | 60.0      | 10.5   | 16.8   | 16.1   | 15.9   | 17.6   |        | 76.7 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 76.0           |
| 45.0      | 59          | 2     | 21   | 16:12:42 | 4434       | 60.0      | 8.8    | 11.3   | 12.4   | 15.4   | 16.0   |        | 64.0 | 17.5      | 4.4       | 30.3      | 10.2        |             | 62.4        | 71.0           |
| 43.8      | 66          | 2     | 22   | 16:22:21 | 4667       | 64.0      | 9.2    | 10.9   | 12.5   | 14.7   | 15.0   |        | 62.2 | 17.5      | 4.3       | 30.1      | 10.2        |             | 62.1        | 71.0           |
| 42.9      | 63          | 1     | 23   | 16:30:39 | 4869       | 60.0      | 10.4   | 16.0   | 16.0   | 14.9   | 18.0   |        | 75.3 | 20.3      | 4.3       | 38.2      | 4.1         |             | 66.9        | 75.0           |
| 42.9      | 56          | 2     | 23   | 16:32:41 | 4947       | 55.0      | 8.9    | 11.3   | 11.9   | 15.8   | 15.0   |        | 62.8 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 71.0           |
| 42.0      | 55          | 1     | 24   | 16:41:09 | 5164       | 56.0      | 10.4   | 16.8   | 15.8   | 16.3   | 17.6   |        | 76.8 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 76.0           |
| 41.6      | 54          | 1     | 25   | 16:51:46 | 5427       | 55.0      | 10.9   | 17.3   | 16.8   | 16.2   | 18.4   |        | 79.7 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 76.0           |
| 41.6      | 61          | 2     | 25   | 16:55:59 | 5535       | 64.0      | 8.9    | 10.9   | 12.3   | 14.8   | 15.3   |        | 62.2 | 17.5      | 4.3       | 30.2      | 10.2        |             | 62.2        | 71.0           |
| 42.3      | 62          | 1     | 26   | 17:04:25 | 5774       | 61.0      | 10.7   | 17.0   | 16.2   | 15.5   | 17.6   |        | 77.1 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 76.0           |
| 42.3      | 56          | 2     | 26   | 17:08:06 | 5866       | 56.0      | 9.8    | 11.3   | 12.2   | 15.5   | 15.7   |        | 64.5 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 71.0           |

|                             |                             |                         |
|-----------------------------|-----------------------------|-------------------------|
| Recorded By: _____ ar _____ | Verified By: _____ dw _____ | Run Set _____ Pre _____ |
|-----------------------------|-----------------------------|-------------------------|



|                                                                                                               |  |  |  |  |  |  |  |  |  |                                                                      |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| <b>Traffic Sheet 21 (Wheel Load)</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SYSTEM TRUCK RECORDS</b> |  |  |  |  |  |  |  |  |  | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE: (mm/dd/yyyy): 2/8/2012 |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|

| 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 |
|-----------|-------------|-------|------|----------|------------|-----------|--------|--------|--------|--------|--------|--------|------|-----------|-----------|-----------|-------------|-------------|-------------|----------------|
| 33.4      | 56          | 1     | 1    | 9:32:27  | 5465       | 55.0      | 11.5   | 17.0   | 16.8   | 16.6   | 18.3   |        | 80.3 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 71.0           |
| 33.4      | 55          | 2     | 1    | 9:32:34  | 5470       | 55.0      | 10.6   | 11.8   | 10.8   | 15.7   | 14.9   |        | 63.7 | 17.5      | 4.3       | 30.2      | 10.2        |             | 62.2        | 66.0           |
| 32.4      | 59          | 1     | 2    | 9:42:08  | 5622       | 59.0      | 11.9   | 16.6   | 16.0   | 15.8   | 18.5   |        | 78.7 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 71.0           |
| 32.4      | 59          | 2     | 2    | 9:43:14  | 5637       | 59.0      | 10.7   | 10.8   | 11.1   | 15.2   | 14.7   |        | 62.4 | 17.5      | 4.3       | 30.1      | 10.2        |             | 62.1        | 66.0           |
| 31.1      | 62          | 1     | 3    | 9:51:59  | 5784       | 63.0      | 11.5   | 15.8   | 16.2   | 15.7   | 18.1   |        | 77.3 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 72.0           |
| 31.1      | 64          | 2     | 3    | 9:53:26  | 5812       | 65.0      | 10.3   | 12.2   | 10.3   | 14.8   | 15.1   |        | 62.7 | 17.5      | 4.4       | 30.1      | 10.2        |             | 62.2        | 66.0           |
| 33.7      | 55          | 1     | 4    | 10:01:30 | 5931       | 56.0      | 11.9   | 16.9   | 16.2   | 16.6   | 18.8   |        | 80.5 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 72.0           |
| 33.7      | 54          | 2     | 4    | 10:03:56 | 5968       | 55.0      | 10.4   | 11.9   | 11.6   | 15.4   | 15.7   |        | 65.0 | 17.5      | 4.3       | 30.2      | 10.2        |             | 62.2        | 66.0           |
| 34.5      | 60          | 1     | 5    | 10:11:21 | 6091       | 61.0      | 11.4   | 16.3   | 16.6   | 15.6   | 17.5   |        | 77.3 | 20.3      | 4.3       | 38.1      | 4.1         |             | 66.8        | 71.0           |
| 34.5      | 59          | 2     | 5    | 10:14:33 | 6142       | 59.0      | 10.5   | 11.9   | 11.1   | 15.8   | 16.0   |        | 65.4 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 66.0           |
| 35.6      | 63          | 1     | 6    | 10:21:28 | 6260       | 63.0      | 11.6   | 16.7   | 16.4   | 16.0   | 18.6   |        | 79.2 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 71.0           |
| 35.6      | 63          | 2     | 6    | 10:25:46 | 6326       | 64.0      | 10.3   | 11.7   | 11.7   | 15.2   | 15.4   |        | 64.1 | 17.5      | 4.4       | 30.3      | 10.2        |             | 62.4        | 66.0           |
| 33.2      | 57          | 1     | 7    | 11:29:23 | 7342       | 57.0      | 11.8   | 16.5   | 16.4   | 16.2   | 18.5   |        | 79.4 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 71.0           |
| 34.9      | 59          | 1     | 8    | 11:39:52 | 7519       | 61.0      | 12.1   | 15.6   | 15.6   | 15.2   | 17.5   |        | 75.9 | 20.3      | 4.3       | 38.0      | 4.1         |             | 66.7        | 71.0           |
| 34.9      | 58          | 2     | 8    | 11:40:58 | 7533       | 59.0      | 10.2   | 11.7   | 11.8   | 16.3   | 15.7   |        | 65.6 | 17.5      | 4.3       | 30.1      | 10.3        |             | 62.2        | 67.0           |
| 31.0      | 65          | 1     | 9    | 11:49:43 | 7695       | 64.0      | 11.6   | 17.0   | 16.8   | 15.1   | 18.5   |        | 79.1 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 70.0           |
| 31.0      | 63          | 2     | 9    | 11:52:53 | 7767       | 64.0      | 10.5   | 11.0   | 10.8   | 13.9   | 14.7   |        | 60.7 | 17.4      | 4.3       | 30.1      | 10.2        |             | 62.0        | 66.0           |
| 28.5      | 54          | 1     | 10   | 11:59:49 | 7876       | 55.0      | 11.8   | 16.0   | 16.1   | 16.2   | 18.5   |        | 78.8 | 20.2      | 4.3       | 37.9      | 4.1         |             | 66.5        | 71.0           |
| 28.5      | 54          | 2     | 10   | 12:02:59 | 7935       | 57.0      | 9.9    | 12.0   | 11.5   | 16.0   | 15.5   |        | 64.9 | 17.4      | 4.4       | 30.1      | 10.2        |             | 62.1        | 66.0           |
| 31.0      | 59          | 1     | 11   | 12:10:01 | 8040       | 60.0      | 11.8   | 17.0   | 15.5   | 16.2   | 17.7   |        | 78.2 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
| 31.0      | 62          | 2     | 11   | 12:13:16 | 8109       | 59.0      | 10.6   | 11.5   | 12.3   | 15.9   | 15.7   |        | 65.9 | 17.4      | 4.3       | 30.1      | 10.2        |             | 62.0        | 66.0           |
| 30.8      | 64          | 1     | 12   | 12:20:11 | 8229       | 64.0      | 11.4   | 15.8   | 15.6   | 16.3   | 18.3   |        | 77.5 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
| 30.8      | 63          | 2     | 12   | 12:23:33 | 8281       | 64.0      | 11.4   | 10.7   | 11.0   | 13.8   | 13.5   |        | 60.5 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 66.0           |
| 30.5      | 55          | 1     | 13   | 12:30:56 | 8408       | 55.0      | 12.5   | 15.6   | 14.3   | 14.2   | 16.5   |        | 73.1 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 71.0           |

|                             |                             |                          |
|-----------------------------|-----------------------------|--------------------------|
| Recorded By: _____ ar _____ | Verified By: _____ dw _____ | Run Set _____ Post _____ |
|-----------------------------|-----------------------------|--------------------------|

|                                                                                                               |  |  |  |  |  |  |                                                                      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <b>Traffic Sheet 21 (Wheel Load)</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>WIM SYSTEM TRUCK RECORDS</b> |  |  |  |  |  |  | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE: (mm/dd/yyyy): 2/8/2012 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|----------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

| 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 |
|-----------|-------------|-------|------|----------|------------|-----------|--------|--------|--------|--------|--------|--------|------|-----------|-----------|-----------|-------------|-------------|-------------|----------------|
| 30.5      | 55          | 2     | 13   | 12:34:43 | 8476       | 55.0      | 10.2   | 11.6   | 11.5   | 15.8   | 15.2   |        | 64.3 | 17.5      | 4.3       | 30.1      | 10.2        |             | 62.1        | 67.0           |
| 30.9      | 60          | 2     | 14   | 12:45:13 | 8641       | 60.0      | 10.1   | 12.1   | 11.3   | 15.8   | 15.8   |        | 65.2 | 17.5      | 4.4       | 30.2      | 10.2        |             | 62.3        | 66.0           |
| 30.9      | 65          | 1     | 15   | 12:52:19 | 8784       | 65.0      | 11.7   | 16.5   | 15.9   | 16.2   | 17.5   |        | 77.8 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
| 31.4      | 55          | 2     | 15   | 12:55:12 | 8839       | 55.0      | 9.9    | 10.8   | 12.4   | 15.4   | 14.6   |        | 63.2 | 17.4      | 4.3       | 30.1      | 10.2        |             | 62.0        | 66.0           |
| 31.4      | 57          | 1     | 16   | 13:02:39 | 8981       | 57.0      | 11.5   | 17.4   | 17.1   | 16.3   | 18.2   |        | 80.5 | 20.1      | 4.2       | 38.0      | 4.1         |             | 66.4        | 71.0           |
| 30.6      | 60          | 2     | 16   | 13:05:34 | 9022       | 60.0      | 10.3   | 11.7   | 11.4   | 15.7   | 15.6   |        | 64.8 | 17.4      | 4.4       | 30.1      | 10.2        |             | 62.1        | 66.0           |
| 30.6      | 60          | 1     | 17   | 13:12:54 | 9142       | 60.0      | 11.4   | 16.5   | 16.5   | 16.0   | 17.4   |        | 77.8 | 20.3      | 4.3       | 38.2      | 4.1         |             | 66.9        | 71.0           |
| 30.6      | 62          | 2     | 17   | 13:15:48 | 9174       | 65.0      | 10.3   | 12.0   | 11.1   | 15.3   | 15.9   |        | 64.5 | 17.4      | 4.4       | 30.1      | 10.2        |             | 62.1        | 66.0           |
| 33.6      | 63          | 1     | 18   | 13:23:21 | 9291       | 65.0      | 11.5   | 15.8   | 16.1   | 15.5   | 18.2   |        | 76.9 | 20.2      | 4.3       | 38.2      | 4.1         |             | 66.8        | 71.0           |
| 33.6      | 53          | 2     | 18   | 13:26:40 | 9346       | 56.0      | 9.8    | 11.3   | 12.5   | 15.7   | 15.5   |        | 64.8 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 66.0           |
| 32.8      | 53          | 1     | 19   | 13:33:27 | 9460       | 56.0      | 11.9   | 15.2   | 15.0   | 15.3   | 17.6   |        | 75.1 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
| 32.8      | 59          | 2     | 19   | 13:38:05 | 9553       | 59.0      | 10.3   | 10.9   | 11.0   | 15.9   | 15.8   |        | 64.1 | 17.4      | 4.3       | 30.0      | 10.2        |             | 61.9        | 66.0           |
| 35.1      | 59          | 1     | 20   | 13:43:21 | 9639       | 59.0      | 11.7   | 16.4   | 15.9   | 15.8   | 17.6   |        | 77.4 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
| 35.1      | 62          | 2     | 20   | 13:48:10 | 9709       | 64.0      | 10.2   | 12.1   | 12.5   | 15.2   | 15.5   |        | 65.5 | 17.4      | 4.3       | 30.2      | 10.2        |             | 62.1        | 67.0           |
| 34.7      | 66          | 2     | 21   | 13:58:47 | 9906       | 54.0      | 12.5   | 12.6   | 12.1   | 16.5   | 15.6   |        | 69.2 | 17.5      | 4.4       | 29.9      | 10.1        |             | 61.9        | 65.0           |
| 34.7      | 63          | 1     | 21   | 14:08:43 | 9989       | 64.0      | 11.3   | 16.2   | 16.1   | 15.4   | 17.5   |        | 76.6 | 20.2      | 4.3       | 38.1      | 4.1         |             | 66.7        | 71.0           |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |
|           |             |       |      |          |            |           |        |        |        |        |        |        |      |           |           |           |             |             |             |                |

|                             |                             |                          |
|-----------------------------|-----------------------------|--------------------------|
| Recorded By: _____ ar _____ | Verified By: _____ dw _____ | Run Set _____ Post _____ |
|-----------------------------|-----------------------------|--------------------------|

|                                                                                                                            |                   |          |
|----------------------------------------------------------------------------------------------------------------------------|-------------------|----------|
| <b>Traffic Sheet 22</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE EQUIPMENT ASSESSMENT</b><br><b>LTPP LANE ONLY</b> | STATE CODE:       | 42       |
|                                                                                                                            | SPS WIM ID:       | 420600   |
|                                                                                                                            | STATE ASSIGNED ID | 136      |
|                                                                                                                            | DATE (mm/dd/yyyy) | 2/8/2012 |

## SITE EQUIPMENT INFORMATION

|                              |        |                      |           |
|------------------------------|--------|----------------------|-----------|
| 1. TYPE OF EQUIPMENT         | BOTH   |                      |           |
| 2. LANE NUMBER ON SITE       | 4      | 3. DIRECTION ON SITE | west      |
| 4. VENDOR                    | IRD    | MODEL                | iSINC     |
|                              |        | SERIAL#              | 070305928 |
| 5. WEIGHING SENSOR TYPE      | quartz |                      |           |
| 6. SYSTEM SOFTWARE VERSIONS: |        |                      |           |
| CPU                          |        |                      |           |
| LOOP                         |        |                      |           |
| PIEZO                        |        |                      |           |
| WEIGHPAD/ LOADCELL           |        |                      |           |
| COMMUNICATIONS               |        |                      |           |

## 7. CLASSIFICATION VIDEO:

TIME FROM: \_\_\_\_\_ TO: \_\_\_\_\_  
TIME FROM: \_\_\_\_\_ TO: \_\_\_\_\_

## SITE CONDITIONS

## 8. PAVEMENT:

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

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

|                                                                                                                                                                                                           |                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 22</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE EQUIPMENT ASSESSMENT</b></p> <p align="center"><b>LTPP LANE ONLY</b></p> | <p>STATE CODE: 42</p> <p>SPS WIM ID: 420600</p> <p>STATE ASSIGNED ID 136</p> <p>DATE (mm/dd/yyyy) 2/8/2012</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

**9. IN ROAD SENSORS:**

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

Leading Piezo grout has an approximately 4" piece that has broken off in the left wheelpath. Pictures have been taken

TRUCK OBSERVATIONS

- 10.** Indicate any irregular truck behaviors such as bouncing, swerving, or braking near the weighing area (within 40 meters). Note the distance from the weighing sensors.

A visual observation of the trucks as they approach, traverse, and leave the sensor area did not indicate any adverse dynamics that would affect the accuracy of the WIM system. The trucks appear to track down the center of the lane.

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

Tape Filename: \_\_\_\_\_

Time: \_\_\_\_\_

From: \_\_\_\_\_

To: \_\_\_\_\_

|                                                                                                                                                                                                           |                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 22</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE EQUIPMENT ASSESSMENT</b></p> <p align="center"><b>LTPP LANE ONLY</b></p> | <p>STATE CODE: 42</p> <p>SPS WIM ID: 420600</p> <p>STATE ASSIGNED ID 136</p> <p>DATE (mm/dd/yyyy) 2/8/2012</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|

**11. CLASSIFICATION VERIFICATION VIDEO:**

TAPE 1- NAME: \_\_\_\_\_

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

TAPE 2- NAME: \_\_\_\_\_

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

TAPE 3- NAME: \_\_\_\_\_

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

|                                                                                                                            |                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <b>Traffic Sheet 22</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE EQUIPMENT ASSESSMENT</b><br><b>LTPP LANE ONLY</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>STATE ASSIGNED ID 136<br>DATE (mm/dd/yyyy) 2/8/2012 |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

### 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>63.1</u> mph | Average WIM Speed | <u>63.7</u> mph |
| Mean Difference     | <u>0.6</u> mph  | SD of mean        | <u>4.5</u>      |

|                    |                                 |                  |               |
|--------------------|---------------------------------|------------------|---------------|
| Posted Speed Limit | <u>65</u> mph                   |                  |               |
| Speed Range        | 15th percentile - <u>62</u> mph | 85th percentile- | <u>70</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>4.32</u>            | ft (WIM system average) |
| = <u>1.6</u> %                                 |    |                        |                         |

|                                                |  |                       |                        |
|------------------------------------------------|--|-----------------------|------------------------|
| Average front axle weight for Class 9 vehicles |  | <u>          </u> lbs |                        |
| % error from 10.3 kips (industry average) OR   |  | <u>11.1</u>           | lbs (known site value) |
| = <u>7.5</u> %                                 |  |                       |                        |

### SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☒

no cabinet or foundation deficiencies

Pull Boxes None ☒

no pull box deficiencies

Mast None ☒

no service mast deficiencies

Solar Panels None ☒

solar Panel Has a crack in it from a stone

|                                                                                                                            |                                                                                             |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <b>Traffic Sheet 22</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE EQUIPMENT ASSESSMENT</b><br><b>LTPP LANE ONLY</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>STATE ASSIGNED ID 136<br>DATE (mm/dd/yyyy) 2/8/2012 |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

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

|                                                                                                                                                      |                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| <b>Traffic Sheet 22 Addendum - Kistler Quartz</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE EQUIPMENT ASSESSMENT</b><br><b>LTPP LANE ONLY</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>STATE ASSIGNED ID 136<br>DATE (mm/dd/yyyy) 2/8/2012 |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|

STATIC EQUIPMENT VALUES (SYSTEM OFF)

**1. POWER**

|                    |       |       |     |
|--------------------|-------|-------|-----|
| a. Solar Panel     | WATTS | 14.4  | VDC |
| b. Equipment Power | VAC   | 11.27 | VDC |
| c. Battery 1       | 13.1  | VDC   |     |
| d. Battery 2       | 13.2  | VDC   |     |
| e. Regulated       | VDC   |       |     |
| f. Power Supply    | VDC   |       | VDC |
| g. System Input    | VAC   | 11.27 | VDC |
| h. Modem Power     | VAC   | 13.6  | VDC |
| i. Telephone       | VDC   |       |     |

**2. LOOP SENSORS**

|             |            |            |        |
|-------------|------------|------------|--------|
|             | Resistance | Inductance | Shield |
| a. Leading  | 0.9 Ω      | 141.6 μh   | inf MΩ |
| b. Trailing | 1 Ω        | 132.9 μh   | inf MΩ |

**3. KISTLER SENSORS**

|                         |                    |             |
|-------------------------|--------------------|-------------|
|                         | Resistance         | Capacitance |
| a. K1 (lead/left)       | 10 <sup>10</sup> Ω | 13.35 nF    |
| b. K2 (lead/middle)     | 10 <sup>10</sup> Ω | 13.35 nF    |
| c. K3 (lead mid/right)  | 10 <sup>10</sup> Ω | 14.51 nF    |
| d. K4 (lead/right)      | 10 <sup>10</sup> Ω | 14.51 nF    |
| e. K5 (trail/left)      | 10 <sup>10</sup> Ω | 13.35 nF    |
| f. K6 (trail/mid left)  | 10 <sup>10</sup> Ω | 13.35 nF    |
| g. K7 (trail/mid right) | 10 <sup>10</sup> Ω | 14.51 nF    |
| h. K8 (trail/right)     | 10 <sup>10</sup> Ω | 14.51 nF    |

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

**4. LOOP SENSORS**

|             |           |
|-------------|-----------|
|             | Frequency |
| a. Leading  | 10.3 KHz  |
| b. Trailing | 10.1 KHz  |

**5. KISTLER SENSORS**

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor Kevin Trousdale

|                                                                                                                               |                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| <p align="center"><b>Traffic Sheet 24A</b><br/> <b>LTPP MONITORED TRAFFIC DATA</b><br/> <b>SITE PHOTO LOG - Equipment</b></p> | <p>STATE CODE: 42<br/> SPS WIM ID: 420600<br/> DATE (mm/dd/yyyy) 2/8/2012</p> |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|

| Item | Description                    | Filename                                 |
|------|--------------------------------|------------------------------------------|
| 1    | Power Source                   | 420600_solar_panel_2_7_12.jpg            |
| 2    | Telephone Source               | 420600_cellular_phone_2_7_12.jpg         |
| 3    | Cabinet Exterior               | 420600_cabinet_exterior_2_7_12.jpg       |
| 4    | Cabinet Interior               | 420600_cabinet_interior_front_2_7_12.jpg |
| 5    | Leading weight sensor          | 420600_leading_Kistler_2_7_12.jpg        |
| 6    | Trailing weight sensor         | 420600_trailing_Kistler_2_7_12.jpg       |
| 7    | Leading classification sensor  |                                          |
| 8    | Trailing classification sensor |                                          |
| 9    | Leading loop sensor            | 420600_leading_loop_2_7_12.jpg           |
| 10   | Trailing loop sensor           | 420600_trailing_loop_2_7_12.jpg          |
| 11   | Downstream from site           | 420600_downstream_2_7_12.jpg             |
| 12   | Upstream from site             | 420600_upstream_2_7_12.jpg               |
| 13   | Cabinet Interior - Rear        | 420600_cabinet_interior_rear_2_7_12.jpg  |
| 14   |                                |                                          |
| 15   |                                |                                          |
| 16   |                                |                                          |
| 17   |                                |                                          |
| 18   |                                |                                          |
| 19   |                                |                                          |
| 20   |                                |                                          |
| 21   |                                |                                          |
| 22   |                                |                                          |
| 23   |                                |                                          |
| 24   |                                |                                          |
| 25   |                                |                                          |
| 26   |                                |                                          |
| 27   |                                |                                          |
| 28   |                                |                                          |
| 29   |                                |                                          |
| 30   |                                |                                          |

RECORDED BY: \_\_\_\_\_ Dean J. Wolf

|                                                                                                       |                                                                    |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| <b>Traffic Sheet 24B</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE PHOTO LOG - Test Trucks</b> | STATE CODE: 42<br>SPS WIM ID: 420600<br>DATE (mm/dd/yyyy) 2/8/2012 |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|

| Item | Description              | Filename                                |
|------|--------------------------|-----------------------------------------|
| 1    | Tractor, Truck #1        | 420600_Truck_1_Tractor_2_08_12.jpg      |
| 2    | Trailer/Load, Truck #1   | 420600_Truck_1_Trailer_2_08_12.jpg      |
| 3    | Kingpin Offset, Truck #1 |                                         |
| 4    | Suspension A, Truck #1   | 420600_Truck_1_Suspension_1_08_12.jpg   |
| 5    | Suspension B, Truck #1   | 420600_Truck_1_Suspension_2_2_08_12.jpg |
| 6    | Suspension C, Truck #1   | 420600_Truck_1_Suspension_3_2_08_12.jpg |
| 7    | Suspension D, Truck #1   | 420600_Truck_1_Suspension_4_2_08_12.jpg |
| 8    | Suspension E, Truck #1   | 420600_Truck_1_Suspension_5_2_08_12.jpg |
| 9    | Suspension F, Truck #1   |                                         |
| 10   | Tractor, Truck #2        | 420600_Truck_2_Tractor_2_08_12.jpg      |
| 11   | Trailer/Load, Truck #2   | 420600_Truck_2_Trailer_2_08_12.jpg      |
| 12   | Kingpin Offset, Truck #2 |                                         |
| 13   | Suspension A, Truck #2   | 420600_Truck_2_Suspension_1_2_08_12.jpg |
| 14   | Suspension B, Truck #2   | 420600_Truck_2_Suspension_2_2_08_12.jpg |
| 15   | Suspension C, Truck #2   | 420600_Truck_2_Suspension_3_2_08_12.jpg |
| 16   | Suspension D, Truck #2   | 420600_Truck_2_Suspension_4_2_08_12.jpg |
| 17   | Suspension E, Truck #2   | 420600_Truck_2_Suspension_5_2_08_12.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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