WIM System Field Calibration and Validation Handout Guide - Revised

Wisconsin, SPS-1
SHRP ID – 55100

Validation Date: April 12, 2011

Table of Contents

1 Site Information

Site ID:	550100	**State:**	Wisconsin
LTPP Region:	North Atlantic	**Configuration:**	Loop-2 Bending Plates-Loop
Controller Type:	iSINC	**Sensor Type:**	Bending Plate
Power:	AC	**Communication:**	Landline
Class Scheme:	LTPP Mar 06	**CPU type/setup:**	iSINC

2 Contact Information

Agency	Contact	Position	Phone	E-Mail
FHWA	Debbie Walker	COTR	202 493-3068	deborah.walker@dot.gov
FHWA	Wesley Shemwell	FHWA Division	608-829-7521	wesley.shemwell@dot.gov
RSC	Frank Meyer	Project Manager	716-632-0804	fmeyer@stantec.com
WisDOT	Laura Fenley	Coordinator	608-246-5455	laura.fenley@dot.wi.gov
WisDOT	Steven Krebs	LTPP contact	608-246-7930	steven.krebs@dot.wi.gov
WisDOT	John Williamson	Traffic Contact	608-267-2939	john.williamson@dot.wi.gov
ARA	Dean Wolf	Task Leader	717-512-6638	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com

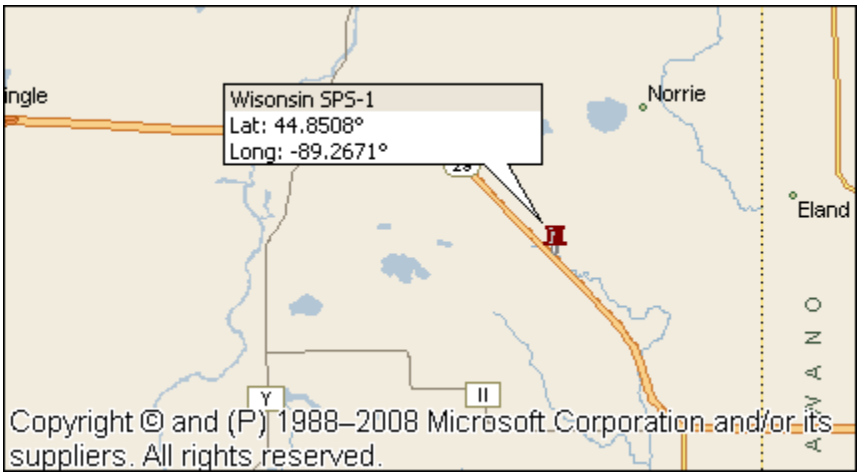
3 Schedule of Events

Date	Event	Location	Start Time
4/11/11	Travel	Wausau, WI	TBD
4/12/11	Test Truck Weigh/Measure/Inspection	Rib Mountain Travel Ctr	6:30 am
4/12/11	Equipment Assessment	WIM Site	7:30 am
4/12/11	Initial Performance Evaluation	WIM Site	8:00 am
4/12/11	System Test/Class and Speed Study	WIM Site	TBD
4/13/11	Test Truck Weigh/Measure/Inspection	Rib Mountain Travel Ctr	6:30 am
4/13/11	Calibration/Validation	WIM Site	7:30 am
4/13/11	Travel	Camp Hill, PA	TBD

4 Maps

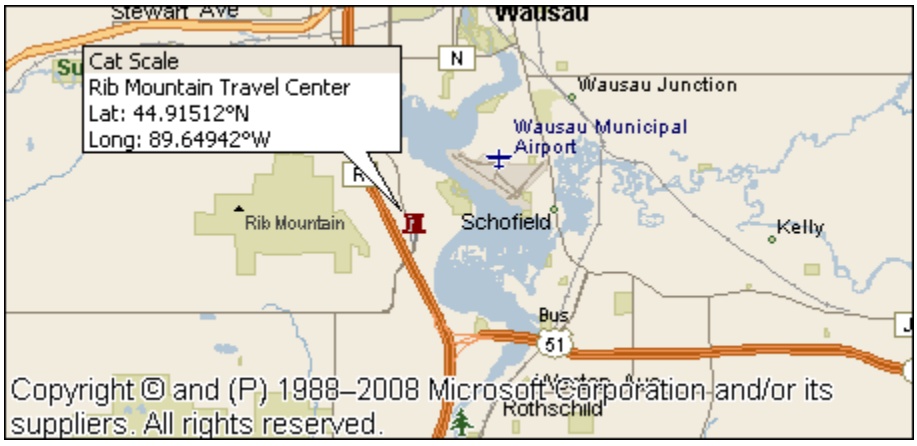
4.1 Site Location

Location:	US-29 at M.P. 189.8, 2 miles west of SR 49			**Dir:**	WB
Latitude:	44.8508°	**Longitude:**	-89.2671°		



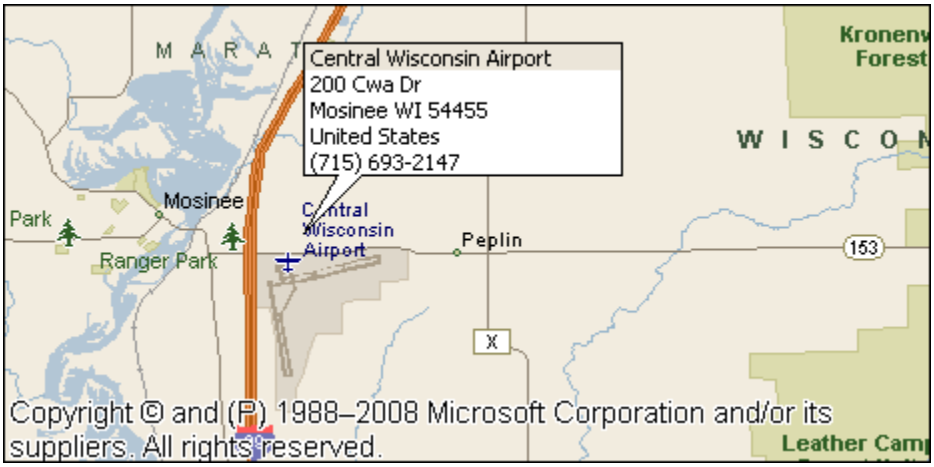
4.2 Truck Scale Location

Name:	Rib Mountain Truck Centers	**Location:**	US 51-29 Exit 188
Latitude:	44.9151°	**Longitude:**	-89.6494°



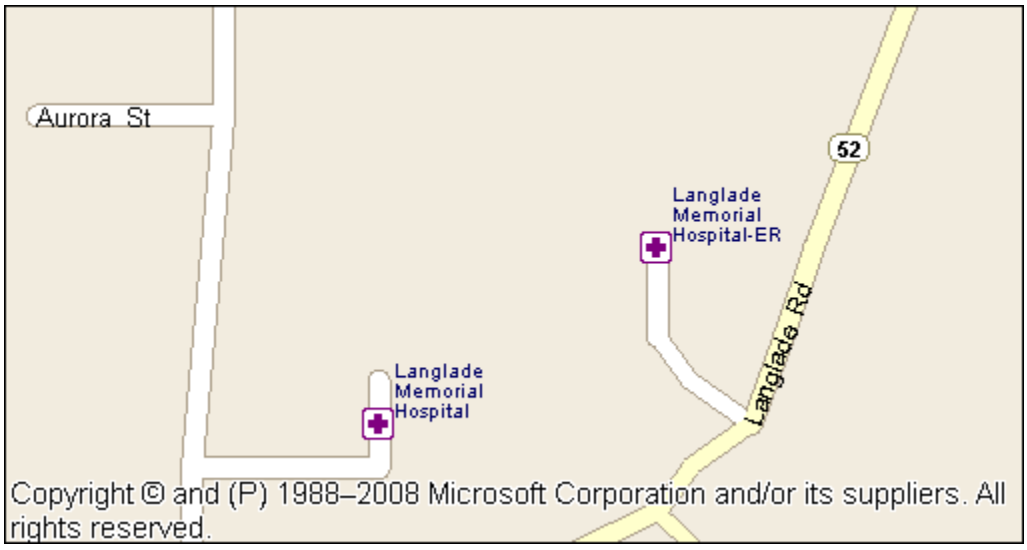
4.3 Airport Location

Name:	Central Wisconsin Airport	**Location:**	200 CWA Drive, Mosinee, WI
Latitude:	44.7853°	**Longitude:**	-89.6705°



4.4 Hospital Location

Name:	Langlade Memorial Hospital-ER		
Phone:	715-623-2331	**Location:**	112 East 5th Avenue, Antigo, WI



5 Occupational Health and Safety Plan

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

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

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

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

6 Contingency Plan

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

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

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

1. ROUTE: US-29 **MILEPOST:** 189.8 **LTPP DIRECTION:** west

2. WIM SITE DESCRIPTION

Grade: <1% Sag Vertical: N
Nearest Upstream SPS Section: 550219
Distance from sensors to SPS Section: 95 feet

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass
Lane width: 12' Shoulder: 2 - paved AC
Shoulder width: 8'

4. PAVEMENT TYPE PCC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: 4/12/11 Photo Filename: 550100_upstream_04_12_11.jpg
Date: 4/12/11 Photo Filename: 550100_downstream_04_12_11.jpg
Date: Photo Filename:

6. SENSOR SEQUENCE

Loop - 2 Bending Plate - Loop

7. REPLACEMENT AND/OR GRINDING

Date:
Date:
Date:

8. RAMPS OR INTERSECTIONS

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

9. DRAINAGE

Drainage *(bending plate and load cell)* : 1 - Open to Ground
Clearance under plate (in.): 6"
Clearance /access to flush fines from under system: N

Traffic Sheet 17	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
WIM SITE INVENTORY	DATE (mm/dd/yyyy)	4/12/2011

10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 30 ft
distance from system: 36 ft
type: M

Cabinet access controlled by: Agency and LTPP
Contact name: John Williamson Phone # 608-267-2939
Alternate name: Jane Oldenburg Phone # 608-245-2679

11. POWER

Distance to cabinet from drop: 7 ft
Type: AC
AC in cabinet? Y
Service provider: Phone #

12. TELEPHONE

Distance to cabinet from drop: 7 ft
Type: landline
Service provider: Phone #

13. SYSTEM

Software and version no. iSINC
Computer connection: RS-232

14. TEST TRUCK TURNAROUND TIME

Duration: 7 minutes Distance: 6.5 miles

15. PHOTOS

	Filename
Power source:	550100_power_service_box_04_12_11.jpg
Phone source:	550100_telephone_pedestal_04_12_11.jpg
Cabinet exterior:	550100_cabinet_exterior_04_12_11.jpg
Cabinet interior:	550100_cabinet_interior_front_04_12_11.jpg
Weight sensors:	550100_leading_WIM_sensor_04_12_11.jpg
	550100_trailing_WIM_sensor_04_12_11.jpg
Other sensors:	550100_leading_loop_sensor_04_12_11.jpg
	550100_trailing_loop_sensor_04_12_11.jpg
Downstream from sensors on LTPP lane:	550100_downstream_04_12_11.jpg
Upstream from sensors on LTPP lane:	550100_upstream_04_12_11.jpg

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

1. DATA PROCESSING

a. Download: State only

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

c. Data submission: State
If state how often? Monthly

2. EQUIPMENT

a. Purchase: State

b. Installation: State personnel

c. Maintenance: State personnel
Expiration Date

d. Calibration: LTPP

e. Manuals and software control: State

f. Power
i. Type: Underground ii. Payment: State

g. Communication
i. Type: Landline ii. Payment: State

3. PAVEMENT

a. Type: Portland Concrete Cement

b. Allowable Rehabilitation activities: Maintenance only

c. Profile Site Markings: Temporary

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

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 State

d. Calibration routine LTPP annually

Other: State per LTPP Protocol

e. Test Vehicle Responsibilities

i. Trucks

1st-	Air suspension 3S2	LTPP
2nd-	Air Suspension 3S2	LTPP
3rd-		
4th-		

ii. Loads LTPP

iii. Drivers LTPP

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

g. Access to cabinet State only

h. State personel required on site Yes

i. Traffic control required No

J. Enforcement coordination required No

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

5. SITE SPECIFIC CONDITIONS

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

6. CONTACTS

a. Equipment (operational status, access, etc.)
Name Roy Czinku Phone # 306-653-6627
Agency IRD

b. Maintenance (equipment)
Name Roy Czinku Phone # 306-653-6627
Agency IRD

c. Data Processing and pre-visit data
Name Basel Abukhater Phone # 716-632-0804
Agency Stantec

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

e. Test Vehicles (trucks, loads, drivers)
Name Greg Guite Phone # 715-849-4000
Agency Elite Carriers, LLC

f. Traffic control
Name _____ Phone # _____
Agency _____

g. Enforcement coordination
Name _____ Phone # _____
Agency _____

h. Nearest static scale
Name Rib Mountain Travel Location: US51/SR29 exit 188
Phone: 713-359-8728

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		12350	12150	Direct
B		16210	16125	Direct
C		16210	16125	Direct
D		16020	16025	Direct
E		16020	16025	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 76810
c. Post Test Loaded Weight: 76450
d. Difference Post Test - Pre-Tests: 360

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:
rolls of paper
photo: ☑

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

A to B 17.1 B to C 4.3 C to D 35.5 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 61.1
i. Kingpin offset from Axle B (units) 1.5' photo: ☐
j. Overall Length - ☑ Measured 72.3

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	275/80R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	295/75R22.5	air	☑
E	295/75R22.5	air	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
117.4	110	110	110	110	
91	110	110	110	110	
	110	110	110	110	
	110	110	110	110	

PART B

Table 1 - Raw Measurements -Platform Scale

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

Traffic Sheet 19	STATE CODE:	55
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CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12360	16200	16200	16020	16020		76800
2	12340	16220	16220	16020	16020		76820
Avg.	12350	16210	16210	16020	16020		76810

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	12160	16120	16120	16030	16030		76460
2	12140	16130	16130	16020	16020		76440
Avg.	12150	16125	16125	16025	16025		76450

Validation Test Truck Run Set - Pre

Measured By: _____

Verified By: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11950	11790	Direct
B		13295	13225	Direct
C		13295	13225	Direct
D		12630	12630	Direct
E		12630	12630	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 63800
c. Post Test Loaded Weight: 63500
d. Difference Post Test - Pre-Tests: 300

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:

paper rolls

photo: ☑

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

A to B 17.2 B to C 4.3 C to D 35.0 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 60.7
i. Kingpin offset from Axle B (units) 1.3' photo: ☐
j. Overall Length - ☑ Measured 72.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	445/R22.5	steel spring	☑
E	445/50R22.5	steel spring	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
111.3	108	108	108	108	
109.3	108	108	108	108	
	108	108	108	108	
	108	108	108	108	

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				

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CALIBRATION TEST TRUCK - Secondary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
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CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11940	13310	13310	12630	12630		63820
2	11960	13280	13280	12630	12630		63780
Avg.	11950	13295	13295	12630	12630		63800

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	11780	13220	13220	12640	12640		63500
2	11800	13230	13230	12620	12620		63500
Avg.	11790	13225	13225	12630	12630		63500

Validation Test Truck Run Set - Pre

Measured By: _____

Verified By: _____

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		12150	0	Direct
B		16125	0	Direct
C		16125	0	Direct
D		16025	0	Direct
E		16025	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 76450
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 76450

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:
rolls of paper
photo: ☑

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

A to B 17.1 B to C 4.3 C to D 35.5 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 61.1
i. Kingpin offset from Axle B (units) 1.5' photo: ☐
j. Overall Length - ☑ Measured 72.3

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	275/80R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	295/75R22.5	air	☑
E	295/75R22.5	air	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
117.4	110	110	110	110	
91	110	110	110	110	
	110	110	110	110	
	110	110	110	110	

PART B

Table 1 - Raw Measurements -Platform Scale

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12160	16120	16120	16030	16030		76460
2	12140	16130	16130	16020	16020		76440
Avg.	12150	16125	16125	16025	16025		76450

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: _____

Verified By: _____

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11950	0	Direct
B		13295	0	Direct
C		13295	0	Direct
D		12630	0	Direct
E		12630	0	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 63800
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 63800

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:
paper rolls
photo: ☑

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

A to B 17.2 B to C 4.3 C to D 35.0 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 60.7
i. Kingpin offset from Axle B (units) 1.3' photo: ☐
j. Overall Length - ☑ Measured 72.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/12/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	445/R22.5	steel spring	☑
E	445/50R22.5	steel spring	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
111.3	108	108	108	108	
109.3	108	108	108	108	
	108	108	108	108	
	108	108	108	108	

PART B

Table 1 - Raw Measurements -Platform Scale

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Secondary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/12/2011

CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11940	13310	13310	12630	12630		63820
2	11960	13280	13280	12630	12630		63780
Avg.	11950	13295	13295	12630	12630		63800

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: _____

Verified By: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/13/2011

CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		12150	11940	Direct
B		16125	16040	Direct
C		16125	16040	Direct
D		16025	16030	Direct
E		16025	16030	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 76450
c. Post Test Loaded Weight: 76080
d. Difference Post Test - Pre-Tests: 370

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:

rolls of paper

photo: ☑

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

A to B 17.1 B to C 4.3 C to D 35.5 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 61.1
i. Kingpin offset from Axle B (units) 1.5' photo: ☐
j. Overall Length - ☑ Measured 72.3

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/13/2011

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	275/80R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	295/75R22.5	air	☑
E	295/75R22.5	air	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
117.4	110	110	110	110	
91	110	110	110	110	
	110	110	110	110	
	110	110	110	110	

PART B

Table 1 - Raw Measurements -Platform Scale

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/13/2011

CALIBRATION TEST TRUCK - Primary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
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CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy)	4/13/2011

CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12160	16120	16120	16030	16030		76460
2	12140	16130	16130	16020	16020		76440
Avg.	12150	16125	16125	16025	16025		76450

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	12080	16100	16100	16030	16030		76340
2	12000	16140	16140	16030	16030		76340
Avg.	12040	16120	16120	16030	16030		76340

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	11960	16030	16030	16030	16030		76080
2	11920	16050	16050	16030	16030		76080
Avg.	11940	16040	16040	16030	16030		76080

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By:

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/13/2011

CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11950	11580	Direct
B		13295	13165	Direct
C		13295	13165	Direct
D		12630	12620	Direct
E		12630	12620	Direct
F				

4. GVW (same units as axles)

a. Empty GVW:
b. Average Pre-Test Loaded weight: 63800
c. Post Test Loaded Weight: 63150
d. Difference Post Test - Pre-Tests: 650

5. TRUCK DESCRIPTION

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

b. Make: Kenworth
c. Model:

d. Trailer Load Distribution Description:

paper rolls

photo: ☑

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

A to B 17.2 B to C 4.3 C to D 35.0 D to E 4.2 E to F

h. Wheelbase - ☐ Measured ☑ Computed 60.7
i. Kingpin offset from Axle B (units) 1.3' photo: ☐
j. Overall Length - ☑ Measured 72.4

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyyy) 4/13/2011

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	295/75R22.5	steel spring	☑
B	295/75R22.5	air	☑
C	295/75R22.5	air	☑
D	445/R22.5	steel spring	☑
E	445/50R22.5	steel spring	☑
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
111.3	108	108	108	108	
109.3	108	108	108	108	
	108	108	108	108	
	108	108	108	108	

PART B

Table 1 - Raw Measurements -Platform Scale

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/13/2011

CALIBRATION TEST TRUCK - Secondary

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

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

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

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

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

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

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

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

Traffic Sheet 19	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy)	4/13/2011

CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11940	13310	13310	12630	12630		63820
2	11960	13280	13280	12630	12630		63780
Avg.	11950	13295	13295	12630	12630		63800

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11740	13210	13210	12630	12630		63420
2	11720	13220	13220	12630	12630		63420
Avg.	11730	13215	13215	12630	12630		63420

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	11560	13170	13170	12620	12620		63140
2	11600	13160	13160	12620	12620		63160
Avg.	11580	13165	13165	12620	12620		63150

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By:

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 55 SPS WIM ID: 550100 DATE: (mm/dd/yyyy): 4/12/2011

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
66.9	53	2	1	11:47:28	11296	53.0	12.4	12.7	13.3	13.4	12.6		64.3	17.2	4.4	35.4	4.1		61.1	77.0
66.9	54	1	1	11:47:30	11297	54.0	13.6	16.2	16.2	15.9	14.3		76.2	16.9	4.3	35.8	4.1		61.1	76.0
66.9	61	2	1	11:55:24	11322	59.0	12.8	13.0	13.4	13.4	12.3		65.0	17.1	4.3	35.3	4.1		60.8	77.0
66.9	59	1	1	11:55:27	11323	59.0	13.4	15.6	16.0	15.7	14.2		74.9	17.1	4.3	36.0	4.1		61.5	76.0
68.9	64	2	3	12:03:52	11350	64.0	12.4	13.0	13.5	13.5	12.8		65.2	17.2	4.3	35.4	4.1		61.0	77.0
68.9	64	1	3	12:03:57	11351	64.0	13.6	16.5	16.0	16.2	14.9		77.3	17.1	4.3	36.1	4.1		61.6	77.0
73.3	53	2	4	12:11:55	11370	53.0	12.2	12.9	12.9	13.4	12.9		64.3	17.1	4.4	35.2	4.1		60.8	76.0
73.3	52	1	4	12:11:57	11371	55.0	13.6	16.2	16.0	16.4	14.9		77.0	17.1	4.3	35.9	4.1		61.4	76.0
72.8	60	2	5	12:19:42	11390	59.0	12.2	12.8	13.8	13.5	12.3		64.5	17.1	4.3	35.3	4.1		60.8	77.0
72.8	61	1	5	12:19:45	11391	60.0	13.5	16.1	15.8	16.1	14.6		76.0	17.1	4.3	36.0	4.1		61.5	77.0
74.5	64	2	6	12:27:17	11419	64.0	12.3	12.6	13.7	13.6	12.5		64.8	17.2	4.3	35.4	4.1		61.0	77.0
74.5	64	1	6	12:27:21	11420	64.0	14.2	16.5	16.3	16.6	14.7		78.4	17.1	4.3	36.0	4.1		61.5	77.0
72.5	53	2	7	12:35:04	11434	54.0	12.4	13.1	13.5	13.4	12.6		65.0	17.1	4.4	35.3	4.1		60.9	77.0
72.5	55	1	7	12:35:08	11435	55.0	13.6	15.9	15.7	16.5	14.7		76.4	17.1	4.3	35.9	4.1		61.4	77.0
72.5	59	2	8	12:43:04	11460	59.0	12.6	12.6	13.8	13.4	12.4		64.7	17.2	4.3	35.4	4.1		61.0	77.0
72.5	60	1	8	12:43:08	11461	60.0	13.7	15.8	16.0	15.7	14.2		75.5	17.0	4.3	36.0	4.1		61.4	77.0
72.0	63	2	9	12:50:32	11485	64.0	12.2	13.3	13.7	13.5	12.6		65.4	17.1	4.3	35.3	4.1		60.8	77.0
72.0	63	1	9	12:50:36	11486	64.0	14.1	16.1	16.2	16.3	15.0		77.8	17.1	4.3	35.9	4.1		61.4	76.0
74.8	54	2	10	12:58:12	11511	53.0	12.5	12.8	13.4	13.4	12.8		64.9	17.2	4.4	35.3	4.1		61.0	77.0
74.8	52	1	10	12:58:16	11512	55.0	13.4	15.7	15.8	16.6	15.0		76.5	17.1	4.3	36.0	4.1		61.5	77.0
75.3	59	2	11	13:46:05	11676	59.0	12.1	12.9	13.5	13.5	12.5		64.5	17.1	4.3	35.3	4.1		60.8	77.0
75.3	60	1	11	13:46:10	11677	60.0	13.5	15.6	16.0	16.7	14.5		76.2	17.1	4.3	36.0	4.1		61.5	76.0
79.7	64	2	12	13:54:37	11717	64.0	12.5	13.0	13.6	13.7	12.8		65.6	17.2	4.3	35.3	4.1		60.9	77.0
79.7	64	1	12	13:54:41	11718	64.0	13.8	15.8	16.1	16.2	14.6		76.4	17.1	4.3	36.0	4.1		61.5	77.0

Recorded By: sc Verified By: dw Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 55 SPS WIM ID: 550100 DATE: (mm/dd/yyyy): 4/12/2011

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
80.4	53	2	13	14:02:15	11749	53.0	12.2	12.5	13.3	13.4	12.9		64.4	17.1	4.3	35.3	4.1		60.8	77.0
80.4	55	1	13	14:02:19	11750	56.0	13.3	16.1	16.1	16.2	14.7		76.5	17.0	4.3	35.9	4.1		61.3	76.0
78.9	59	2	14	14:10:32	11782	59.0	11.9	12.7	13.5	13.3	12.4		63.9	17.2	4.3	35.3	4.1		60.9	77.0
78.9	60	1	14	14:10:37	11783	60.0	13.4	15.9	15.9	16.8	14.5		76.6	17.1	4.3	36.1	4.1		61.6	77.0
78.0	64	2	15	14:18:34	11823	64.0	12.9	12.5	13.6	13.3	12.8		65.1	17.2	4.3	35.4	4.1		61.0	77.0
78.0	64	1	15	14:18:39	11824	64.0	14.2	16.0	16.3	16.3	15.1		78.0	17.2	4.3	36.1	4.1		61.7	77.0
76.6	53	2	16	14:26:52	11850	53.0	12.4	12.6	12.9	13.4	12.7		63.9	17.1	4.4	35.4	4.1		61.0	77.0
76.6	54	1	16	14:26:55	11851	55.0	13.5	16.2	16.0	16.5	14.8		77.0	17.1	4.3	35.9	4.1		61.4	77.0
79.8	59	2	17	14:34:31	11882	59.0	12.6	12.8	13.3	13.3	12.3		64.2	17.2	4.3	35.4	4.1		61.0	77.0
79.8	59	1	17	13:34:36	11883	61.0	13.4	15.9	16.1	16.6	14.0		75.9	17.0	4.3	35.9	4.1		61.3	76.0
82.7	64	2	18	14:42:02	11910	64.0	12.8	13.0	13.7	13.9	12.6		66.1	17.2	4.3	35.3	4.1		60.9	77.0
82.7	64	1	18	14:42:05	11911	64.0	13.9	15.5	16.0	16.7	14.8		76.8	17.1	4.3	36.0	4.1		61.5	77.0
78.6	53	2	19	14:50:33	11944	53.0	12.3	12.8	13.3	13.6	13.0		64.9	17.1	4.3	35.3	4.1		60.8	77.0
78.6	54	1	19	14:50:37	11945	55.0	13.6	16.0	15.6	15.9	15.1		76.1	17.1	4.3	36.0	4.1		61.5	77.0
79.4	59	2	20	14:58:15	11976	59.0	11.9	12.9	13.7	13.4	12.3		64.2	17.1	4.3	35.3	4.1		60.8	77.0
79.4	59	1	20	14:58:21	11977	59.0	13.3	15.5	16.2	16.2	14.4		75.6	17.1	4.3	36.1	4.1		61.6	77.0

Recorded By: sc Verified By: dw Run Set Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 55 SPS WIM ID: 550100 DATE: (mm/dd/yyyy): 4/12/2011

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
79.1	52	2	1	15:24:46	12065	52.0	11.2	12.6	13.3	13.5	12.5		63.0	17.0	4.3	34.9	4.0		60.2	72.0
79.1	54	1	1	15:24:49	12066	55.0	13.1	16.1	16.0	16.2	14.9		76.4	16.9	4.3	35.6	4.0		60.8	72.0
76.4	59	2	2	15:32:26	12094	59.0	12.4	12.7	13.6	13.3	12.2		64.3	17.0	4.3	35.1	4.0		60.4	72.0
76.4	59	1	2	15:32:29	12095	60.0	13.0	15.9	15.9	16.7	14.2		75.8	16.9	4.3	35.7	4.0		60.9	72.0
81.7	63	2	3	15:39:59	12125	64.0	12.2	12.9	13.7	13.5	12.2		64.5	17.0	4.3	35.1	4.1		60.5	72.0
81.7	64	1	3	15:40:05	12126	63.0	13.5	16.1	16.1	16.6	14.2		76.4	16.9	4.3	35.6	4.0		60.8	71.0
77.9	54	2	4	15:48:06	12156	53.0	12.1	13.0	13.4	13.5	12.6		64.6	17.0	4.3	35.0	4.0		60.3	72.0
77.9	53	1	4	15:48:12	12157	55.0	13.2	16.2	15.9	16.6	14.8		76.6	17.0	4.3	35.7	4.0		61.0	72.0
76.1	60	2	5	15:56:19	12189	59.0	12.2	13.0	13.8	13.8	12.4		65.2	17.0	4.3	35.0	4.0		60.3	72.0
76.1	55	1	5	15:56:24	12190	55.0	13.6	16.4	16.0	16.2	14.5		76.6	16.9	4.3	35.7	4.0		60.9	71.0
74.5	64	2	6	16:04:17	12226	64.0	11.8	12.7	13.4	13.5	12.3		63.7	17.0	4.3	35.0	4.0		60.3	72.0
74.5	64	1	6	16:04:24	12227	64.0	12.9	16.1	16.0	16.9	13.9		75.9	17.0	4.3	35.9	4.1		61.3	72.0
73.6	53	2	7	16:12:16	12256	55.0	12.5	12.9	13.5	13.6	12.1		64.6	16.9	4.3	35.0	4.0		60.2	71.0
73.6	54	1	7	16:12:19	12257	55.0	13.3	16.1	16.0	16.8	14.5		76.8	16.9	4.3	35.7	4.0		60.9	72.0

Recorded By: sc Verified By: dw Run Set Cal 1

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 55 SPS WIM ID: 550100 DATE: (mm/dd/yyyy): 4/13/2011

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
79.1	52	2	1	15:24:46	12065	52.0	11.2	12.6	13.3	13.5	12.5		63.0	17.0	4.3	34.9	4.0		60.2	72.0
79.1	54	1	1	15:24:49	12066	55.0	13.1	16.1	16.0	16.2	14.9		76.4	16.9	4.3	35.6	4.0		60.8	72.0
76.4	59	2	2	15:32:26	12094	59.0	12.4	12.7	13.6	13.3	12.2		64.3	17.0	4.3	35.1	4.0		60.4	72.0
76.4	59	1	2	15:32:29	12095	60.0	13.0	15.9	15.9	16.7	14.2		75.8	16.9	4.3	35.7	4.0		60.9	72.0
81.7	63	2	3	15:39:59	12125	64.0	12.2	12.9	13.7	13.5	12.2		64.5	17.0	4.3	35.1	4.1		60.5	72.0
81.7	64	1	3	15:40:05	12126	63.0	13.5	16.1	16.1	16.6	14.2		76.4	16.9	4.3	35.6	4.0		60.8	71.0
77.9	54	2	4	15:48:06	12156	53.0	12.1	13.0	13.4	13.5	12.6		64.6	17.0	4.3	35.0	4.0		60.3	72.0
77.9	53	1	4	15:48:12	12157	55.0	13.2	16.2	15.9	16.6	14.8		76.6	17.0	4.3	35.7	4.0		61.0	72.0
76.1	60	2	5	15:56:19	12189	59.0	12.2	13.0	13.8	13.8	12.4		65.2	17.0	4.3	35.0	4.0		60.3	72.0
76.1	55	1	5	15:56:24	12190	55.0	13.6	16.4	16.0	16.2	14.5		76.6	16.9	4.3	35.7	4.0		60.9	71.0
74.5	64	2	6	16:04:17	12226	64.0	11.8	12.7	13.4	13.5	12.3		63.7	17.0	4.3	35.0	4.0		60.3	72.0
74.5	64	1	6	16:04:24	12227	64.0	12.9	16.1	16.0	16.9	13.9		75.9	17.0	4.3	35.9	4.1		61.3	72.0
73.6	53	2	7	16:12:16	12256	55.0	12.5	12.9	13.5	13.6	12.1		64.6	16.9	4.3	35.0	4.0		60.2	71.0
73.6	54	1	7	16:12:19	12257	55.0	13.3	16.1	16.0	16.8	14.5		76.8	16.9	4.3	35.7	4.0		60.9	72.0
42.5	59	2	8	7:47:07	13902	59.0	11.7	13.0	13.4	13.3	12.2		63.8	17.0	4.3	35.0	4.0		60.3	72.0
42.5	60	1	8	7:47:10	13903	59.0	13.1	16.0	15.9	16.4	14.1		75.5	16.9	4.3	35.6	4.0		60.8	71.0
43.9	63	2	9	7:54:50	13935	63.0	12.0	12.7	13.3	13.3	12.3		63.6	16.9	4.3	34.9	4.1		60.2	72.0
43.9	64	1	9	7:54:52	13936	63.0	13.5	16.1	16.0	16.3	14.7		76.5	16.9	4.3	35.6	4.0		60.8	72.0
41.3	53	2	10	8:02:36	13959	53.0	11.7	12.7	13.2	13.2	12.2		63.2	17.0	4.3	35.0	4.0		60.3	72.0
41.3	53	1	10	8:02:38	13960	54.0	13.1	16.1	15.8	15.9	14.1		75.0	16.9	4.3	35.7	4.0		60.9	71.0
41.3	59	2	11	8:10:56	13990	59.0	12.3	13.1	13.6	13.3	12.2		64.5	16.9	4.3	35.0	4.0		60.2	72.0
41.3	59	1	11	8:11:00	13991	59.0	13.4	16.1	15.9	16.3	14.1		75.8	16.9	4.3	35.5	4.0		60.7	71.0
42.9	63	2	12	8:18:46	14020	63.0	11.9	12.6	12.9	13.2	12.2		62.8	17.0	4.3	34.9	4.0		60.2	71.0
42.9	64	1	12	8:18:51	14021	63.0	13.2	15.6	16.1	16.5	14.3		75.6	16.9	4.3	35.6	4.0		60.8	71.0

Recorded By: sc Verified By: dw Run Set Post

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS	STATE CODE: 55 SPS WIM ID: 550100 DATE: (mm/dd/yyyy): 4/13/2011

Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
43.9	52	2	13	8:27:05	14056	52.0	11.4	12.9	13.4	13.4	12.4		63.5	17.0	4.3	34.9	4.0		60.2	71.0
43.9	55	1	13	8:27:10	14057	55.0	13.0	16.1	16.0	16.1	14.0		75.2	16.8	4.3	35.6	4.0		60.7	71.0
43.5	59	2	14	8:35:05	14080	59.0	12.2	12.9	13.3	13.5	12.0		63.9	16.9	4.3	34.9	4.0		60.1	71.0
43.5	59	1	14	8:35:08	14081	59.0	13.3	15.9	16.0	16.0	13.8		75.1	16.9	4.3	35.6	4.0		60.8	71.0
50.8	63	2	15	10:02:56	14387	63.0	11.9	13.0	13.3	13.3	12.4		63.9	17.0	4.3	35.0	4.0		60.3	71.0
50.8	63	1	15	10:02:01	14388	63.0	13.2	15.7	15.8	16.3	14.5		75.5	16.9	4.3	35.6	4.0		60.8	71.0
50.4	53	2	16	10:10:40	14409	53.0	12.0	13.0	13.4	13.3	12.6		64.2	17.0	4.3	34.9	4.0		60.2	71.0
50.4	54	1	16	10:10:46	14410	55.0	13.0	16.1	15.8	16.1	14.5		75.5	16.9	4.3	35.7	4.0		60.9	71.0
52.0	59	2	17	10:18:34	14438	59.0	11.7	12.9	13.7	13.5	12.2		64.0	17.0	4.3	35.0	4.0		60.3	71.0
52.0	59	1	17	10:18:38	14439	59.0	13.4	16.1	16.2	16.5	14.2		76.4	16.9	4.2	35.6	4.0		60.7	71.0
53.4	64	2	18	10:26:31	14470	64.0	12.0	12.7	13.4	13.7	11.9		63.7	17.0	4.3	35.0	4.0		60.3	71.0
53.4	62	1	18	10:26:36	14471	63.0	13.3	15.5	15.8	16.6	14.5		75.8	16.9	4.3	35.6	4.0		60.8	71.0
53.5	53	2	19	10:34:14	14496	53.0	11.6	12.9	13.3	13.3	12.5		63.6	17.0	4.3	35.0	4.0		60.3	71.0
53.5	55	1	19	10:34:18	14497	55.0	13.1	16.4	16.2	16.1	14.6		76.3	17.0	4.3	35.7	4.0		61.0	71.0
53.3	59	2	20	10:42:05	14516	59.0	11.9	12.9	13.8	13.6	12.2		64.4	17.0	4.3	35.0	4.0		60.3	71.0
53.3	60	1	20	10:42:10	14517	60.0	13.2	16.4	16.3	16.1	14.2		76.1	16.9	4.3	35.7	4.0		60.9	71.0
54.1	63	2	21	11:48:39	14737	63.0	12.2	13.2	13.6	13.5	12.2		64.7	17.0	4.3	35.1	4.0		60.4	72.0
54.1	63	1	21	11:48:37	14738	63.0	13.0	15.9	15.6	16.0	14.1		74.7	16.9	4.3	35.6	4.0		60.8	71.0
54.2	52	2	22	11:56:19	14769	52.0	11.8	13.1	13.2	13.2	12.0		63.3	17.0	4.3	35.1	4.0		60.4	72.0
54.2	55	1	22	11:56:24	14770	56.0	13.1	16.0	15.9	16.3	14.1		75.2	16.9	4.3	35.7	4.0		60.9	72.0
53.0	58	2	23	12:03:52	14791	59.0	11.6	12.9	13.7	13.3	12.0		63.4	17.0	4.3	35.0	4.0		60.3	72.0
53.0	60	1	23	12:03:56	14792	60.0	13.1	16.2	16.1	16.7	14.3		76.5	16.9	4.3	35.6	4.0		60.8	71.0

Recorded By: sc Verified By: dw Run Set Post

Traffic Sheet 22	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	4/12/2011

SITE EQUIPMENT INFORMATION

1. **TYPE OF EQUIPMENT** BOTH

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

4. **VENDOR** IRD **MODEL** iSINC **SERIAL#** 70506431

5. **WEIGHING SENSOR TYPE** bending plate

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 sytem. List all photos on Sheet 24 that support the evaluation.

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

Traffic Sheet 22	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	4/12/2011

9. IN ROAD SENSORS:

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

the equipment is operating within the manufacturer's tolerances.

TRUCK OBSERVATIONS

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

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

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

Tape Filename: _____

Time: From: _____ To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSSMENT LTPP LANE ONLY	STATE CODE: 55 SPS WIM ID: 550100 STATE ASSIGNED ID 0 DATE (mm/dd/yyy) 4/12/2011

11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

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

TAPE 2- NAME: _____

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

TAPE 3- NAME: _____

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

Traffic Sheet 22	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	4/12/2011

SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed 65.4 mph Average WIM Speed 65.4 mph
Mean Difference 0.0 mph SD of mean 1.7

Posted Speed Limit 65 mph
Speed Range 15th percentile - 62 mph 85th percentile- 70 mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem feet
% error from 4.25 ft (industry average) OR 4.31 ft (WIM system average)
= 1.5 %

Average front axle weight for Class 9 vehicles lbs
% error from 10.3 kips (industry average) OR 13.0 lbs (known site value)
= 26.3 %

SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☑
no cabinet or foundation deficiencies

Pull Boxes None ☑
no pull box deficiencies

Mast None ☑
no service mast deficiencies

Solar Panels None ☑
no solar panel deficiencies

Traffic Sheet 22	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	4/12/2011

Telephone D-Mark Box None ☑

no telephone d-mark box deficiencies

Power Service Box None ☑

no power service box deficiencies

Grounding None ☑

no grounding deficiencies

Conduit None ☑

no conduit deficiencies

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

All values for the WIM sensors and inductive loops were within tolerances. Electronic tests of the power and communication devices indicated that they were operating normally.

Assessor Kevin Trousdale

Traffic Sheet 22 Addendum - Weighpad	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE EQUIPMENT ASSESSSMENT	STATE ASSIGNED ID	0
LTPP LANE ONLY	DATE (mm/dd/yyy)	4/12/2011

STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel		WATTS		VDC
b. Equipment Power	121	VAC	11.77	VDC
c. Battery 1	13.51	VDC		
d. Battery 2		VDC		
e. Regulated		VDC		
f. Power Supply	11.78	VDC	11.77	VDC
g. System Input	120.8	VAC	11.77	VDC
h. Modem Power		VAC		VDC
i. Telephone	48.1	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	0.6	Ω	83.0	µh	inf	MΩ
b. Trailing	0.6	Ω	81	µh	inf	MΩ

3. WEIGHPAD SENSORS

	Input		Output		Shield	
a. Leading	974	Ω	844	Ω	inf	Ω
b. Trailing	975	Ω	844	Ω	inf	Ω

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	20.3	KHz
b. Trailing	20.7	KHz

5. WEIGHPAD SENSORS

	Zero Point	
a. Leading	4.5	mV
b. Trailing	1.5	mV

Assessor Kevin Trousdale

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 55 SPS WIM ID: 550100 DATE (mm/dd/yyy) 4/12/2011

Item	Description	Filename
1	Power Source	550100_power_service_box_04_12_11.jpg
2	Telephone Source	550100_telephone_pedestal_04_12_11.jpg
3	Cabinet Exterior	550100_cabinet_exterior_04_12_11.jpg
4	Cabinet Interior	550100_cabinet_interior_front_04_12_11.jpg
5	Leading weight sensor	550100_leading_WIM_sensor_04_12_11.jpg
6	Trailing weight sensor	550100_trailing_WIM_sensor_04_12_11.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	550100_leading_loop_sensor_04_12_11.jpg
10	Trailing loop sensor	550100_trailing_loop_sensor_04_12_11.jpg
11	Downstream from site	550100_downstream_04_12_11.jpg
12	Upstream from site	550100_upstream_04_12_11.jpg
13	Cabinet Interior - Rear	550100_cabinet_interior_rear_04_12_11.jpg
14		
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RECORDED BY: Dean J. Wolf

Traffic Sheet 24B	STATE CODE:	55
LTPP MONITORED TRAFFIC DATA	SPS WIM ID:	550100
SITE PHOTO LOG - Test Trucks	DATE (mm/dd/yyy)	4/12/2011

Item	Description	Filename
1	Tractor, Truck #1	550100_Truck_1_Tractor_04_12_11.jpg
2	Trailer/Load, Truck #1	550100_Truck_1_Trailer_04_12_11.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	550100_Truck_1_Suspension_1_04_12_11.jpg
5	Suspension B, Truck #1	550100_Truck_1_Suspension_2_04_12_11.jpg
6	Suspension C, Truck #1	550100_Truck_1_Suspension_3_04_12_11.jpg
7	Suspension D, Truck #1	550100_Truck_1_Suspension_4_04_12_11.jpg
8	Suspension E, Truck #1	550100_Truck_1_Suspension_5_04_12_11.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	550100_Truck_2_Tractor_04_12_11.jpg
11	Trailer/Load, Truck #2	550100_Truck_2_Trailer_04_12_11.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	550100_Truck_2_Suspension_1_04_12_11.jpg
14	Suspension B, Truck #2	550100_Truck_2_Suspension_2_04_12_11.jpg
15	Suspension C, Truck #2	550100_Truck_2_Suspension_3_04_12_11.jpg
16	Suspension D, Truck #2	550100_Truck_2_Suspension_4_04_12_11.jpg
17	Suspension E, Truck #2	550100_Truck_2_Suspension_5_04_12_11.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		

RECORDED BY: Dean J Wolf