

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 12 ] *SHRP SECTION ID [ 0100 ]
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STATE OR PROVINCE Florida COUNTY Palm Beach  
 HIGHWAY ROUTE NO. US-27 MILEPOST# 12.03  
 NEAREST CITY/TOWN BEAN CITY NEAREST INTERSECTION US27E  
 FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4  
 DIRECTION OF TRAVEL GPS LANE SB DATE OPENED TO TRAF. 11/1/95  
 FIPS COUNTY CODE \_\_\_\_\_ FHWA STATION IDENTIFICATION NO. \_\_\_\_\_  
 HPMS SAMPLE NO. \_\_\_\_\_ HPMS SUBDIVISION NO. \_\_\_\_\_  
 TYPE OF PAVEMENT: AC ○ PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
 CONTROL OF ACCESS: YES \_\_\_\_\_ NO \_\_\_\_\_ MEDIAN: YES ✓ NO \_\_\_\_\_  
 CURRENT SURROUNDING DEVELOPMENT:  
 URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL \_\_\_\_\_  
 HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
 YES \_\_\_\_\_ NO \_\_\_\_\_  
 IF YES, DESCRIBE CHANGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**NOTE: ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE**  
**SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF**  
**EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT**  
**STATION RELATIVE TO THIS GPS TEST SECTION.**

NAME OF PREPARER _____	PHONE # _____
DATE PREPARED _____	

ENTERED NOV 07 2000 D M

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [ _ _ _ _ ] *STATE CODE [ 1 2 ] *SHRP SECTION ID [ _ _ _ _ ]
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STATE OR PROVINCE Florida COUNTY Palm Beach  
 HIGHWAY ROUTE NO. US 27 MILEPOST# 12.03  
 NEAREST CITY/TOWN Belle Glade NEAREST INTERSECTION \_\_\_\_\_  
 FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4  
 DIRECTION OF TRAVEL GPS LANE SB DATE OPENED TO TRAF. 12-01-1995  
 FIPS COUNTY CODE 099 FHWA STATION IDENTIFICATION NO. \_\_\_\_\_  
 HPMS SAMPLE NO. \_\_\_\_\_ HPMS SUBDIVISION NO. \_\_\_\_\_  
 TYPE OF PAVEMENT: AC 0 PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
 CONTROL OF ACCESS: YES \_\_\_\_\_ NO \_\_\_\_\_ MEDIAN: YES ☒ NO ☐  
 CURRENT SURROUNDING DEVELOPMENT:  
 URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL \_\_\_\_\_  
 HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
 YES \_\_\_\_\_ NO \_\_\_\_\_  
 IF YES, DESCRIBE CHANGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**NOTE:** ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE  
 SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF  
 EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT  
 STATION RELATIVE TO THIS GPS TEST SECTION.

NAME OF PREPARER _____	PHONE # _____
DATE PREPARED _____	

0100-  
 01✓  
 02✓  
 03✓  
 04✓  
 05✓  
 06✓  
 07✓  
 08✓  
 09✓  
 10✓  
 11✓  
 12✓  
 61✓  
 T M  
 ENTERED NOV 09 2000

NAME OF PREPARER Manny Duarte PHONE # (512) 346-0870  
DATE PREPARED 8-12-00

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* CALIBRATION TEST TRUCK #1		* DATE	9-11-06

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PART I.

1.\* FHWA Class 9 2.\* Number of Axles 5

AXLES - units - lbs / 100s lbs / kg

	3. Empty Truck Axle Weight	4.* Pre-Test Average Loaded Axle Weight	5.* Post-Test Average Loaded Axle Weight	6.* Measured D)irectly or C)alculated? <u>D / C</u>
A		<u>10130</u>	<u>9700</u>	
B		<u>16590</u>	<u>16700</u>	<u>D / C</u>
C		<u>16590</u>	<u>16500</u>	<u>D / C</u>
D		<u>15930</u>	<u>15910</u>	<u>D / C</u>
E		<u>15930</u>	<u>15910</u>	<u>D / C</u>
F				<u>D / C</u>
				<u>D / C</u>

GVW (same units as axles)

7. a) Empty GVW \_\_\_\_\_

\*b) Average Pre-Test Loaded weight 75180  
 \*c) Post Test Loaded Weight 74520  
 \*d) Difference Post Test - Pre-test -660

GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / Conventional b) \* Sleeper Cab? Y / N  
 9. a) \* Make: KENWORTH b) \* Model: W900

10.\* Trailer Load Distribution Description:  
CONCRETE BLOCKS FROM FRONT TO 3/4, STEEL BEAMS OVER REAR  
TANDEN

11. a) Tractor Tare Weight (units): \_\_\_\_\_  
 b). Trailer Tare Weight (units): \_\_\_\_\_

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12. \* Axle Spacing - units m / feet and inches / feet and tenths

A to B 19.1 B to C 4.4 C to D 32.3  
 D to E 4.2 E to F \_\_\_\_\_  
 Wheelbased (measured A to last) \_\_\_\_\_ Computed 60.2

13. \* Kingpin Offset From Axle B (units) +3.0 ( \_\_\_\_\_ )  
 (+ is to the rear)

**SUSPENSION**

Axle 14. Tire Size

A 11R24.5  
 B 11R24.5  
 C 11R24.5  
 D 11R24.5  
 E 11R24.5  
 F \_\_\_\_\_

15. \* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)

4 Full leaf springs  
air  
air  
air  
air

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

Steering Axle	Axle B	Axle C	Axle D	Axle E
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Table 3. Axle and GVW computations - post-test

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Table 4 . Axle and GVW computations -

Axle A		Axle B		Axle C		Axle D		Axle E		GVW	
I		II		III		IV		V		V	
		-I		-II		-III		-IV			
V		VI-		VII-		VIII-		IX'		X	
-VI		VII		VIII		IX					
										XI	
Avg.											

Table 5. Raw data - Axle scales - pre-test - day 1 pre validation / pre

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10180	16580	16580	15930	15930		75200
2	10120	16600	16600	15920	15920		75160
3	10100	16600	16600	15940	15940		75180
Average	10130	16590	16590	15940	15940		75180
day 1 post	9980	16580	16550	15900	15900		74880

Table 6. Raw data - Axle scales - day 2 post validation / pre

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9860	16560	16560	15920	15920		74820
2	9840	16580	16580	15920	15920		74840
3	10020	16490	16490	15930	15930		74860
Average	9910	16540	16540	15920	15920		74840
day 2 post	9700	16500	16500	15910	15910		74520

Table 7. Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Measured By DJW Verified By \_\_\_\_\_

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## PART I.

1.\* FHWA Class 9 2.\* Number of Axles 5

AXLES - units - lbs / 100s lbs / kg

	3. Empty Truck Axle Weight	4.* Pre-Test Average Loaded Axle Weight	5.* Post-Test Average Loaded Axle Weight	6.* Measured D)irectly or C)alculated?
A		<u>11630</u>	<u>11600</u>	<u>D / C</u>
B		<u>13070</u>	<u>13000</u>	<u>D / C</u>
C		<u>13070</u>	<u>13000</u>	<u>D / C</u>
D		<u>13490</u>	<u>13550</u>	<u>D / C</u>
E		<u>13490</u>	<u>13550</u>	<u>D / C</u>
F				<u>D / C</u>

GVW (same units as axles)

7. a) Empty GVW	*b) Average Pre-Test Loaded weight	<u>64760</u>
	*c) Post Test Loaded Weight	<u>64700</u>
	*d) Difference Post Test - Pre-test	<u>-60</u>

## GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / Conventional b) \* Sleeper Cab? Y / N

9. a) \* Make: MACK b) \* Model: CL700

10.\* Trailer Load Distribution Description:

STEEL BEAMS LOADED EVENLY ALONG TRAILER FORKLIFT WEIGHTS  
(14) LOADED CENTERLINE ABOUT MIDWAY

11. a) Tractor Tare Weight (units): \_\_\_\_\_

b). Trailer Tare Weight (units): \_\_\_\_\_



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12.\* Axle Spacing – units m / feet and inches / feet and tenths

A to B 14.9 B to C 4.4 C to D 30.7  
D to E 4.1 E to F \_\_\_\_\_

Wheelbased (measured A to last) \_\_\_\_\_ Computed 54.1

13.\*Kingpin Offset From Axle B (units) + 2.1 (\_\_\_\_\_)  
(+ is to the rear)

## SUSPENSION

Axle	14. Tire Size	15.* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)
A	<u>65R22.5</u>	<u>3 FULL SPRINGS</u>
B	<u>11R24.5</u>	<u>AIR</u>
C	<u>11R24.5</u>	<u>AIR</u>
D	<u>80R22.5</u>	<u>AIR</u>
E	<u>75R22.5</u>	<u>AIR</u>
F	_____	_____

16. Cold Tire Pressures (psi) – from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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## Table 1. Axle and GVW computations - pre-test

[illegible]

Table 2. Raw Axle and GVW measurements

Axles	Meas.	Pre-test Weight			Post-test Weight
A	I				
A + B	II				
A + B + C	III				
A + B + C + D	IV				
A + B + C + D + E (1)	V				
B + C + D + E	VI				
C + D + E	VII				
D + E	VIII				
E	IX				
A + B + C + D + E (2)	X				
A + B + C + D + E (3)	XI				

Table 3. Axle and GVW computations - post-test

[illegible]

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Table 4. Axle and GVW computations - day 1 - pre-validation

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

Table 5. Raw data - Axle scales - pre-test - day 1 - pre-validation / pre

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11720	13000	13000	13510	13510		64740
2	11580	13110	13110	13490	13490		64780
3	11580	13110	13110	13480	13480		64760
Average	11630	13070	13070	13490	13490		64760

day 1 post 11440 13070 13070 13460 13460 64500

Table 6. Raw data - Axle scales - day 2 post-validation / pre

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11700	13190	13190	13460	13460		65000
2	11400	13150	13150	13560	13560		65020
3	11720	13180	13180	13460	13460		65000
Average	11600	13170	13170	13490	13490		65010

day 2 post 11400 13000 13000 13550 13550 64700

Table 7. Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Measured By                      Verified By

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## PART I.

1.\* FHWA Class 9 2.\* Number of Axles 5

AXLES - units - lbs / 100s lbs / kg

	3. Empty Truck Axle Weight	4.* Pre-Test Average Loaded Axle Weight	5.* Post-Test Average Loaded Axle Weight	6.* Measured D)irectly or C)alculated?
A		<u>10187</u>	<u>10060</u>	D / C
B		<u>13080</u>	<u>13030</u>	D / C
C		<u>13080</u>	<u>13030</u>	D / C
D		<u>14633</u>	<u>14600</u>	D / C
E		<u>14633</u>	<u>14600</u>	D / C
F				D / C

GVW (same units as axles)

7. a) Empty GVW YL \*b) Average Pre-Test Loaded weight 65613  
 \*c) Post Test Loaded Weight 65320  
 \*d) Difference Post Test - Pre-test 293

## GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / Conventional b) \* Sleeper Cab? Y/N

9. a) \* Make: KENWORTH b) \* Model: S600

10.\* Trailer Load Distribution Description:

CONCRETE BLOCKS SPREAD EVENLY ALONG TRAILER

11. a) Tractor Tare Weight (units): \_\_\_\_\_

b). Trailer Tare Weight (units): \_\_\_\_\_

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12.\* Axle Spacing – units m / feet and inches / feet and tenths

A to B 19.0' B to C 4.5 C to D 30.7  
D to E 4.0 E to F

Wheelbased (measured A to last)  Computed

13. \*Kingpin Offset From Axle B (units) ( + 2.8 )  
(+ is to the rear)

### SUSPENSION

Axle 14. Tire Size

A 11R24.5  
B 11R24.5  
C 11R24.5  
D 295/75R22.5  
E 295/75R22.5  
F

15.\* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)

4 LEAF STEEL SPRING  
AIR  
AIR  
STEEL SPRING  
STEEL SPRING

16. Cold Tire Pressures (psi) – from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E
<u></u>	<u></u>	<u></u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>	<u></u>	<u></u>

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## PART II

Table 1. Axle and GVW computations - pre-test

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

Table 2. Raw Axle and GVW measurements

Axles	Meas.	Pre-test Weight			Post-test Weight
A	I				
A + B	II				
A + B + C	III				
A + B + C + D	IV				
A + B + C + D + E (1)	V				
B + C + D + E	VI				
C + D + E	VII				
D + E	VIII				
E	IX				
A + B + C + D + E (2)	X				
A + B + C + D + E (3)	XI				

Table 3. Axle and GVW computations - post -test

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

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Table 4. Axle and GVW computations -

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

Table 5. Raw data - Axle scales - pre-test 0A11

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10100	13140	13140	14620	14620		65620
2	10240	13030	13030	14650	14650		65600
3	10220	13070	13070	14630	14630		65620
Average	10187	13080	13080	14633	14633		65613
Post	10060	13030	13030	14600	14600		65320

Table 6. Raw data - Axle scales - 0A12

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10220	13060	13060	14640	14640		65620
2	10180	13110	13110	14600	14600		65600
3	10220	13070	13070	14620	14620		65600
Average	10207	13080	13080	14620	14620		65607
Post	10120	13070	13070	14600	14600		65460

Table 7. Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Measured By DLW Verified By RL

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## PART I.

1.\* FHWA Class 9 2.\* Number of Axles 5

AXLES - units - lbs / 100s lbs / kg

	3. Empty Truck Axle Weight	4.* Pre-Test Average Loaded Axle Weight	5.* Post-Test Average Loaded Axle Weight	6.* Measured D)irectly or C)alculated?
A		<u>11760</u>	<u>11500</u>	D / C
B		<u>14480</u>	<u>14470</u>	D / C
C		<u>14480</u>	<u>14470</u>	D / C
D		<u>16897</u>	<u>16880</u>	D / C
E		<u>16897</u>	<u>16880</u>	D / C
F				D / C

GVW (same units as axles)

7. a) Empty GVW \_\_\_\_\_  
 \*b) Average Pre-Test Loaded weight 74518  
 \*c) Post Test Loaded Weight 74200  
 \*d) Difference Post Test - Pre-test 318

## GEOMETRY

8 a) \* Tractor Cab Style - Cab Over Engine / Conventional b) \* Sleeper Cab? Y/N

9. a) \* Make: MACY b) \* Model: CL700

10.\* Trailer Load Distribution Description:

CONCRETE BLOCK OVER THE JUST TO THE REAR OF TRACTOR TANDUM  
OVER REAR TANDUM

11. a) Tractor Tare Weight (units): \_\_\_\_\_

b). Trailer Tare Weight (units): \_\_\_\_\_



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12.\* Axle Spacing – units m / feet and inches / feet and tenths

A to B 14.9 B to C 4.3' C to D 21.8  
D to E 4.1 E to F           

Wheelbased (measured A to last)            Computed 55.1

13. \*Kingpin Offset From Axle B (units)           (+ 2.3 )            
(+ is to the rear)

## SUSPENSION

Axle 14. Tire Size

A 425 / 65 R22.5  
B 11R24.5  
C 11R24.5  
D 11R24.5  
E 11R24.5  
F           

15.\* Suspension Description (leaf, air, no. of leaves, taper or flat leaf, etc.)

~~AIR~~ 4-LEAF STEEL SPRING  
Air  
Air  
Air  
Air  
          

16. Cold Tire Pressures (psi) – from right to left

Steering Axle	Axle B	Axle C	Axle D	Axle E
<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>

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## PART II

Table 1. Axle and GVW computations - pre-test

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

Table 2. Raw Axle and GVW measurements

Axles	Meas.	Pre-test Weight			Post-test Weight
A	I				
A + B	II				
A + B + C	III				
A + B + C + D	IV				
A + B + C + D + E (1)	V				
B + C + D + E	VI				
C + D + E	VII				
D + E	VIII				
E	IX				
A + B + C + D + E (2)	X				
A + B + C + D + E (3)	XI				

Table 3. Axle and GVW computations - post-test

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

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Table 4 . Axle and GVW computations -

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

Table 5. Raw data - Axle scales - pre-test - Day 1

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11740	14490	14490	16900	16900		74520
2	11820	14490	14440	16900	16900		74500
3	11720	14500	14510	16890	16890		74520
Average	11760	14480	14480	16897	16897		74515
POST	11500	14470	14470	16880	16880		74200

Table 6. Raw data - Axle scales - Day 2

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11880	14380	14380	16930	16930		74500
2	<del>11740</del>	<del>14740</del>	<del>14740</del>	<del>16890</del>	<del>16890</del>		<del>75000</del>
3	11760	14470	14470	16900	16900		74500
Average	11820	14425	14425	16915	16915		74500
Day 1	11680	14440	14440	16880	16880		74320

Table 7. Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1							
2							
3							
Average							

Measured By DSW Verified By RP

Rev. 08/31/2001

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight	Axle B weight	Axle C weight	Axle D weight	Axle E weight	Axle F weight	GW	A-B space	B-C space	C-D space	D-E space	E-F space
97.5	54	2	1	10:06:49	3220	50	5940/11880	5940/11880	5.9/6.2	4.8/5.8	7/7		63.8	14.9	4.3	30.8	4.0	
97.5	55	1	1	10:10:54	3253	55	5149/10298	5149/10298	9.8/10.2	8.5/6.8	8.8/6.4		70.5	19.1	4.5	32.2	4.1	
102.5	54	2	2	10:45:30	3280	59	6951/13902	6951/13902	6.0/5.7	6.5/5.6	6.4/7.3		61.6	14.8	4.4	30.8	4.0	
102.5	60	1	2	10:47:17	3301	60	45/47	42/75	8.1/7.3	9.1/7.4	8.0/7.9		73.3	19.1	4.5	32.3	4.0	
103.5	62	2	3	10:50:00	3329	63	60/71	60/100	6.0/5.6	7.0/5.8	7.0/7.0		64.8	14.9	4.3	30.7	4.0	
103.5	64	1	3	10:54:54	3353	64	44/144	90/74	8.9/6.8	7.9/6.7	8.1/7.1		70.7	19.1	4.5	32.2	4.0	
98.5	55	2	4	10:55:43	3387	55	63/55	67/104	6.4/6.3	6.2/4.7	6.9/7.2		62.6	14.9	4.3	30.8	3.9	
98.5	55	1	4	10:56:57	3394	55	46/45	86/65	8.9/6.5	8.5/7.0	8.7/7.0		70.6	19.1	4.5	32.2	4.1	
104.5	60	2	5	10:58:02	3411	60	63/57	71/61	6.4/5.3	6.8/5.3	6.3/6.9		62.1	14.8	4.3	30.7	4.0	
104.5	64	1	5	11:01:03	3429	59	5.0/4.9	9.0/7.4	8.7/6.7	8.1/9.0	8.0/7.4		73.5	19.1	4.5	32.2	4.1	
108.5	64	2	6	11:05:30	3449	64	6.1/5.9	6.9/5.7	6.7/6.2	7.2/4.7	6.8/7.0		63.0	14.9	4.3	30.7	3.9	
108.5	65	1	6	11:05:14	3462	65	4.9/4.3	9.9/6.8	9.4/6.4	7.9/6.2	7.7/6.5		69.1	19.1	4.4	32.2	4.0	
		2																
		1																
		2																

Recorded by Johnson

Checked by

Rev. 08/31/2001

Pvnt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight	Axle B weight	Axle C weight	Axle D weight	Axle E weight	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
118.5	56	2	1	11:46:50	3435	60	65/58	67/63	61/59	64/58	64/70		63.9	14.9	4.4	30.8	4.0	
118.5	54	1	1	11:44:45	3846	52	52/44	94/64	97/63	84/61	87/64		71.1	19.0	4.4	32.1	4.1	
115.5	61	2	2	11:56:11	3868	61	63/60	72/62	66/60	68/63	73/76		66.4	14.9	4.4	30.8	4.0	
115.5	59	1	2	11:56:46	3843	59	44/43	97/63	97/61	86/66	84/64		71.2	19.0	4.5	32.1	4.1	
111.5	64	2	3	11:53:40	3897	64	58/55	65/58	63/53	68/53	67/64		62.2	14.9	4.3	30.9	4.0	
111.5	65	1	3	11:55:59	3922	65	53/37	94/64	98/57	84/55	98/61		70.0	19.0	4.5	32.0	4.0	
110.5	55	2	4	11:57:57	3934	55	63/57	46/63	65/61	60/60	64/71		63.1	14.9	4.3	30.8	4.0	
110.5	55	1	4	12:01:07	3959	55	46/45	89/64	94/64	97/60	87/72		70.7	19.1	4.4	32.2	4.1	
106.0	60	2	5	12:02:44	3969	60	58/55	68/56	66/58	65/48	66/72		61.4	14.9	4.3	30.8	3.9	
106.0	59	1	5	12:05:20	4003	59	54/51	96/75	92/68	81/79	87/78		75.1	19.1	4.4	32.3	4.1	
111.5	62	2	6	12:07:10	4020	62	67/57	66/64	64/58	78/62	70/71		65.7	14.8	4.3	30.7	4.0	
111.5	64	1	4	12:04:34	4046	64	44/46	96/71	92/67	79/72	75/79		72.6	19.1	4.5	32.2	4.0	
		2																
		1																
		2																
		1																

Recorded by 0 Johnson

Checked by

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
113.0		2			<del>4378</del>													
113.0		1		12:00:36	4378	56	53/45	91/62	93/63	88/68	86/72		72.6	19.0	4.4	32.1	4.0	
113.0	60	2		12:04:16	4409	60	62/59	65/60	65/61	69/63	68/76		65.4	14.9	4.3	30.8	4.0	
113.0		1																
113.0		2		12:05:37	4443	64	62/57	67/58	68/58	68/52	71/67		62.9	14.9	4.3	30.8	4.0	
113.0		1		12:04:17	4449	65	59/43	93/72	95/65	84/72	84/70		73.2	19.0	4.5	32.1	4.1	
113.0		2		12:07:32	4485	56	61/57	70/59	64/53	62/53	68/67		61.4	14.8	4.4	30.7	4.0	
113.0		1		12:09:32	4507	55	59/45	88/73	89/73	88/74	87/78		74.4	19.1	4.4	32.2	4.1	
111.0	59	2		15:01:52	4532	60	62/60	64/68	63/60	70/49	69/71		64.1	14.8	4.4	30.8	4.0	
111.0		1		15:02:46	4539	60	53/43	95/62	97/66	84/70	80/76		72.3	19.0	4.4	32.1	4.1	
		2		15:00:30	4577	64	60/67	67/64	63/60	70/57	68/70		64.8	14.9	4.4	30.8	4.0	
	63	1		15:01:49	4589	64	46/46	94/72	92/71	86/75	82/74		73.8	19.0	4.4	32.1	4.1	
111.0		2		15:11:34	4632	55	57/52	65/59	63/54	61/54	64/70		60.0	14.9	4.3	30.8	4.0	
111.0		1																
107.0		2		15:15:55	4666	60	58/50	73/57	65/51	65/52	71/67		61.2	14.8	4.4	30.7	4.0	
107.0		1		15:16:54	4670	60	45/41	95/60	93/62	95/61	79/63		68.4	19.0	4.4	32.2	4.1	

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Checked by



Checked by \_\_\_\_\_



Rev. 08/31/2001

## PRE-VALUATION

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight	Axle B weight	Axle C weight	Axle D weight	Axle E weight	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
106.5	56	1	1	11:16:13	3651	56	4.7/5.1	8.4/7.9	8.4/6.9	8.7/7.8	8.4/7.6		73.9	19.1	4.5	32.2	4.1	
106.5	55	2	1	11:17:29	3603	55	6/6.3	6.1/6.3	6.1/6.2	6.4/5.8	6.8/7.3		63.4	14.8	4.3	30.7	4	
106.5	61	1	2	11:20:24	36A5	61	4.8/5.1	9.3/7.8	9.4/7.6	8.1/7.3	8/7.8		75.3	19.1	4.5	32.2	4.1	
106.5	60	2	2	11:21:41	3708								58.4			30.7		
107.0	66	1	3	11:24:57	37324	66	4.8/5.1	9.1/8.1	9/7.9	7.4/7.4	7.7/9.2		75.0	19.1	4.5	32.3	4	
107.0	65	2	3	11:25:47	3742	65	5.9/5.9	6.9/6.4	6.5/6	6.9/5.5	6.9/6.8		63.5	14.9	4.4	30.8	4	
108.0	55	1	4	11:28:52	3769								68.2			32.2		
108.0	56	2	4	11:29:55	3773	56	6.1/5.9	6.1/6.3	6/5.8	6.3/5.3	6.4/7.3		61.4	14.9	4.3	30.8	4	
108.5	61	1	5	11:32:13	3791	61	5/3.9	9.5/6.6	9.4/5.8	8/5.5	8.4/6.3		68.9	19	4.4	32.2	4	
108.5	61	2	5	11:32:55	3795	60	5.8/6.9	6.7/6.6	6/5.8	7.5/5.4	6.8/7.5		65.0	14.9	4.3	30.7	3.9	
114.0	65	1	6	11:35:15	3816	65	5.3/4.7	8.6/7.5	9.4/6.9	8.3/7.2	7.9/7.3		72.7	19.1	4.4	32.2	4.1	
114.0	65	2	6	11:37:24	3838	65	6.1/5.9	7.4/6.1	6.5/5.8	7.1/5.3	6.8/6.6		63.2	14.8	4.3	30.7	4	
112.0	55	1	7	11:38:10	3853	55	4.8/3.9	9.4/6.3	9.2/6.2	8.5/5.9	8.4/6.8		69.3	19	4.4	32.1	4	
112.0	56	2	7	11:40:23	3875	56	6.4/6.6	6.3/6.5	5.9/6.5	6.2/6.3	6.8/7		64.4	14.9	4.3	30.8	4	
111.0	60	1	8	11:43:11	3902								67.6			32.2		
111.0	63	2	8	11:44:19	3913	63	5.9/6.8	6.4/6.5	6.7/6.5	7.3/6.1	6.8/7.7		66.7	14.9	4.3	30.7	4	

Recorded by Johnson

Checked by \_\_\_\_\_

Rev. 08/31/2001

PRE-ALIGNMENT

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
114.5	64	1	9	11:47:01	3948	65	4.7/4.8	9/7.3	9.2/6.7	7.4/6.9	8.2/7.4		71.6	19.1	4.5	32.2	4.1	
114.5	64	2	9	11:49:35	3971	64	5.7/6.4	6.5/6.7	6.1/6	7.2/5.5	7.4/7.1		64.5	14.9	4.3	30.8	4	
112.5	54	1	10	11:52:17	4002	55	4.8/4	9.5/6.2	8.7/5.7	8.2/6.2	8.6/7		68.8	19.1	4.5	32.2	4	
112.5	65	2	10	11:53:38	4016	65	5.4/6.6	6.6/7.4	6.5/7.3	4.9/5.7	7.2/7.5		67.3	14.8	4.3	30.7	3.9	
113	59	1	11	11:55:34	4034	61	4.7/4.2	9.1/6.2	9.5/6.3	7.9/6.3	8.4/7		69.4	19.1	4.4	32.2	4	
113	55	2	11	11:59:36	4061	56	5.3/6	6.6/6.2	6/5.7	5.8/5.7	6.6/7.3		60.8	14.9	4.4	30.9	3.9	
114	65	1	12	12:00:12	4082	65	4.6/4.4	9.3/7.4	9.1/7.1	7.8/7.2	7.7/7.1		71.7	19.1	4.5	32.1	4.1	
114	61	2	12	12:01:24	4099	61	5.8/5.7	7/6.6	6.4/5.7	7.3/5.7	6.7/7.2		64.2	14.9	4.4	30.7	4	
115	55	1	13	12:04:51	4132	56	5.2/4.7	9/7.7	8.4/6.8	8.5/7.3	8.4/7.9		74.0	19	4.5	32.1	4	
115	65	2	13	12:06:45	4146	65	5.9/7.6	6.9/6.8	6.8/6.6	7/6.3	7/7.7		68.6	14.9	4.3	30.8	3.9	
116.0	60	1	14	12:08:33	4170	60	4.9/4.5	9.4/7.3	9.1/6.8	8/7.2	8/7.8		73.0	19	4.5	32.2	4	
116.0	55	2	14	12:10:55	4204	56	5.4/6.2	6.2/6	6.2/5.9	5.9/5.5	6.9/7.3		66.3	14.9	4.3	30.9	3.9	
120.0	60	1	15	12:13:15	4217	64	5.1/4.5	9.3/7.1	9.2/6.6	8/7.1	8.2/7.1		72.1	19	4.5	32.2	4	
120.0	56	2	15	12:14:08	4241	59	6.2/6.2	7.1/5.9	6.5/5.4	6.4/5.5	6.3/7.1		62.7	14.8	4.3	30.7	4	
118	56	1	16	12:15:52	4267	56	4.9/4.4	9.1/6.5	9/5.8	8.3/6.4	8.7/7.2		72.2	19.1	4.4	32.2	4	
118	65	2	14	12:16:07	4281	65	5.5/5.8	6.6/5.8	6.1/5.3	7.2/5.8	6.6/7.2		61.8	14.9	4.3	30.7	4	

Recorded by D. Johnson Checked by \_\_\_\_\_

LTPP Traffic Data

* STATE CODE		12
* SPS PROJECT ID		Q 1 0 0
* DATE		0 9 / 1 1 / 2 0 0 6

WIM System Test Truck Records 3 of 3

Rev. 08/31/2001

00E-VAU/D470-3

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight	Axle B weight	Axle C weight	Axle D weight	Axle E weight	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
116.5	60	1	17	12:21:16	4245	60	4.8/5	8.8/7.2	9.1/7.3	8.2/7.6	8.1/8.2		74.3	19	4.5	32.1	4.1	
116.5	55	2	17	12:25:24	4307	56	6.1/5.8	6.2/5.9	5.7/5.6	6.1/5.4	6.7/6.8		60.3	14.9	4.4	30.8	4	
116	64	1	18	12:26:00	4311	65	4.9/5.7	9/7.9	8.8/7.9	7.7/7.7	8/8.9		76.4	19.1	4.5	32.2	4	
116	59	2	18	12:26:22	4336	62	6.3/6.7	6.8/6.7	6.6/6.6	7/5.8	6.8/7.6		66.8	14.9	4.3	30.8	4	
118	54	1	19	12:28:48	4352								67.9			32.3		
118.5	63	2	19	12:31:45	4374	66	5.8/5.2	6.8/5.7	6.8/6.1	6.9/5.4	7/6.3		62.1	14.8	4.3	30.8	4	
118.5	59	1	20	12:30:28	4381	61	5.6/4.9	9/7.6	9.3/7	8.4/7.1	8.1/7.9		75.0	19.1	4.4	32.2	4.1	
118	55	2	20	12:30:11	4425	56	5.4/6.5	6.2/7	6/6.3	6.2/6	6.4/7.5		63.9	14.9	4.3	30.9	4	
118	62	1	21	12:31:32	4442	65	5.1/5.9	8.7/9	9.1/8.3	8.2/8.4	8/9.3		80.0	19.1	4.5	32.3	4.1	
120.0	60	2	21	12:39:24	4454	60	5.6/6.4	6.5/6.4	6.7/6.3	7.4/5.6	6.8/7.6		65.1	14.9	4.3	30.8	4	
120.0	54	1	22	12:42:19	4481	55	4.9/4.3	9.1/6.9	8.9/6.7	8.6/7	8.4/7.1		71.9	19.1	4.5	32.2	4.1	
120	65	2	22	12:45:44	4499								59.5			30.7		
121	60	1	23	12:45:54	4509	61	4.7/4.6	9.6/6.9	9.6/6.8	7.5/6.7	8.3/7.7		72.8	19.1	4.5	32.2	4	
121.0	54	2	23	12:46:57	4552	56	6.1/5.9	6.7/5.9	5.9/5.7	6.4/5.4	6.2/7.1		61.2	14.9	4.3	30.8	4	
121	64	1	24	12:51:11	4560	65	4.7/4.7	8.7/7.8	9/7.2	8.2/7	7.6/8.1		73.0	19.1	4.5	32.3	4.1	

Recorded by 0 Johnson

Checked by



Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
105	45	2	6	14:48	7407	45	4.8/5.0	6.7/6.2	6.6/6.7	6.8/6.5	6.0/5.0		67.6	19.1	4.5	30.8	4.0	
	42	1	6	14:49	7413	41	5.4/6.1	7.0/6.2	6.7/7.8	6.8/6.0	7.8/10.2		76.2	14.9	4.4	31.9	4.1	
82.5	45	1	1	8:25	2473	45	6.2/7.1	6.8/7.5	6.5/7.3	7.9/9.3	7.1/5.0		75.1	14.9	4.3	31.9	4.1	
	44	2	1	8:26	2482	43	4.7/4.2	6.1/5.5	6.2/5.5	7.4/5.8	7.3/7.9		60.7	19.1	4.5	30.8	4.0	
80.5	54	1	2	8:29	2529	54	4.9/6.4	6.8/8.2	7.2/7.8	6.5/10.7	7.2/10.3		76.2	14.9	4.3	31.9	4.1	
	54	2	2	8:29	2528	54	4.6/4.4	7.0/5.2	6.7/5.2	7.3/6.2	7.6/7.7		61.8	19.1	4.5	30.7	4.1	
82	63	1	3	8:32	2564	62	5.5/7.0	7.8/7.6	6.7/6.8	6.8/9.8	7.5/5.3		74.1	14.9	4.3	31.9	4.1	
	63	2	3	8:32	2567	62	4.8/4.5	6.8/5.8	7.0/5.4	7.0/6.2	8.3/7.1		62.1	19.1	4.5	30.7	4.0	
81	45	1	4	8:36	2617	45	5.9/6.7	7.2/7.9	6.8/7.4	7.3/9.9	7.5/10.0		76.5	14.8	4.4	31.8	4.1	
	43	2	4	8:36	2627	43	5.0/5.4	6.7/6.7	6.0/6.6	7.7/6.8	8.4/9.3		68.7	15.1	4.5	30.8	4.0	
83	53	1	5	8:39	2661	53	5.8/5.7	6.6/8.1	7.0/7.1	7.1/10.3	6.8/9.9		74.3	14.9	4.3	31.8	4.1	
	53	2	5	8:39	2667	53	4.6/5.3	6.9/5.9	6.6/6.1	7.5/6.2	8.0/8.2		65.3	15.1	4.5	30.7	4.0	
82.5	64	1	6	8:43	2704	63	5.2/5.0	7.4/6.1	7.2/5.3	7.3/8.4	7.6/8.2		67.9	14.8	4.3			
	62	2	6	8:43	2708	62	4.8/5.4	6.8/6.2	6.5/6.3	4.6/6.0	8.7/8.0		63.4	19.1	4.5	30.9	3.9	

Recorded by RP

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Sheet 21

\* STATE CODE

12

LTPP Traffic Data

\* SPS PROJECT ID

Q100

WIM System Test Truck Records

1 of 2


\* DATE

05/12/12007

Rev. 08/31/2001

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
102	42	2	1	14:17	7084	43	5.2/5.2	6.6/6.3	6.7/6.1	7.9/7.3	8.9/7.5		68.6	19.1	4.5	30.9	4.0	
	41	1	1	14:17	7080	41	6.0/6.0	7.2/7.5	6.4/6.9	8.0/9.5	7.7/9.2		74.5	14.8	9.3	31.9	4.1	
102	52	2	2	14:20	7114	52	4.8/5.1	6.9/6.3	6.9/6.4	7.5/7.4	8.3/9.0		68.8	19.2	4.5	30.8	4.0	
	51	1	2	14:20	7117	51	5.7/7.5	7.0/8.1	7.0/8.4	7.9/10.5	7.1/10.4		80.2	14.9	9.3	32.8	4.1	
	63	2	3	14:23	7140	64	4.2/5.5	6.5/6.4	6.7/6.4	5.8/7.9	8.7/8.5		67.4	19.2	4.5	30.8	4.0	
	57	1	3	14:24	7147	57	6.3/6.3	7.1/7.5	7.1/6.6	7.0/7.0	7.3/7.8		73.0	14.8	4.3	31.7	4.0	
105	54	2	1	14:30	7209	55	4.9/4.9	6.8/5.7	6.8/5.9	7.8/6.0	8.2/7.8		61.7	19.0	4.4	30.7	4.0	
	51	1	1	14:30	7213	51	6.2/7.0	7.0/7.7	6.5/7.3	7.1/10.7	7.4/10.4		77.2	14.9	4.4	31.9	4.1	
105	63	2	2	14:34	7245	63	4.9/5.3	6.3/6.6	6.8/6.2	5.3/7.1	8.5/7.4		64.8	19.2	4.5	30.9	4.0	
	59	1	2	14:34	7247	58	6.0/6.8	6.7/7.5	6.3/6.5	6.4/9.8	7.2/9.6		73.3	14.9	4.4	31.9	4.1	
105	44	2	3	14:38	7301	44	5.0/5.1	6.7/6.2	5.9/6.3	7.5/6.7	7.7/9.2		66.3	19.1	4.5	30.7	4.0	
	41	1	3	14:38	7303	41	5.0/6.4	7.2/8.0	6.9/7.9	6.4/10.5	6.9/10.4		75.9	14.9	4.4	31.9	4.0	
105	57	2	4	14:42	7345	56	4.6/4.4	7.0/5.3	6.9/5.6	7.0/4.8	8.9/7.5		61.7	19.1	4.5	30.8	4.0	
	50	1	4	14:42	7349	50	6.1/6.8	7.1/8.4	7.5/7.1	7.0/11.0	8.3/10.3		79.4	14.9	4.4	31.9	4.0	
105	61	2	5	14:45	7375	62	4.7/5.7	6.9/6.8	6.4/6.8	9.1/7.1	9.4/8.1		71.2	19.1	4.5	30.8	4.0	
	59	1	5	14:45	7379	60	6.0/5.4	6.9/7.5	6.4/6.2	7.1/9.1	6.9/9.3		70.6	14.9	4.4	31.9	4.0	

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Rev. 08/31/2001

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Sheet 21																		
LTPP Traffic Data																		
WIM System Test Truck Records 1 of 3																		
Rev. 08/31/2001																		
* STATE CODE 10																		
* SPS PROJECT ID 100100																		
* DATE 05/21/2007																		
Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight	Axle B weight	Axle C weight	Axle D weight	Axle E weight	Axle F weight	GW	A-B space	B-C space	C-D space	D-E space	E-F space
102	61	1	1	10:43	4460		5.4	6.2	7.0	7.5	6.5	7.3	73.2					
102	61	1	1	10:43	4460	61	5.4/6.2	7.0/7.5	6.5/7.0	7.5/7.3	7.3/7.3	7.3/7.3	73.2	14.9	4.1	31.9	9.1	
	63	2	1	10:44	4475	63	4.8/4.0	7.0/5.0	7.1/7.1	7.1/7.1	8.3/7.3	8.3/7.3	58.5	19.1	4.5	30.8	3.9	
107	41	1	2	10:47	4500	41	6.2/6.4	1.5/8.0	7.1/7.1	7.1/7.1	8.1/7.1	7.2/7.1	75.3	14.9	4.3	32.0	4.1	
	45	2	1	10:49	4503	45	5.1/4.5	7.0/5.1	7.0/5.1	7.0/5.1	7.4/6.2	7.2/7.2	63.0	19.2	4.5	30.8	4.0	
106	51	1	3	10:51	4562	51	5.0/6.5	7.2/8.2	7.2/8.2	7.2/8.2	7.2/8.2	7.2/8.2	79.8	14.8	4.3	31.9	4.0	
	53	2	2	10:52	4584	52	4.6/4.9	7.0/5.0	7.0/5.0	7.0/5.0	6.8/7.1	7.3/7.2	63.3	19.1	4.5	30.8	4.0	
104	60	1	4	10:55	4602	60	5.4/6.8	7.2/8.2	7.2/8.2	7.2/8.2	7.2/8.2	7.2/8.2	78.0	14.9	4.3	31.9	4.1	
	61	2	3	10:56	4617	62	4.5/5.3	6.8/6.2	7.1/6.8	7.1/6.8	3.3/7.2	8.8/9.7	64.6	19.2	4.5	31.0	3.9	
102	42	1	5	10:58	4646	41	6.3/5.8	7.0/7.3	6.9/7.0	6.9/7.0	7.1/9.2	7.7/9.3	74.1	14.9	4.3	31.9	4.1	
	46	2	4	10:59	4660	46	4.2/5.6	7.0/6.4	6.7/6.5	6.7/6.5	6.8/6.6	8.6/8.9	68.0	19.2	4.5	30.8	4.0	
99	49	1	6	11:02	4709	49	5.9/4.9	7.2/8.3	7.2/8.3	7.2/8.3	7.3/7.4	7.9/10.2	79.3	14.9	4.3	31.9	4.0	
	54	2	5	11:03	4714	53	4.8/4.1	7.5/8.5	7.1/7.4	7.1/7.4	7.0/5.9	8.2/8.0	61.8	19.1	4.5	30.7	4.0	
99.5	62	1	7	11:06	4761	60	5.7/6.8	6.8/7.7	7.0/7.3	7.0/7.3	7.5/10.2	7.3/10.2	76.5	14.9	4.3	31.9	4.1	
	62	2	6	11:07	4767	62	4.5/4.6	7.2/5.7	7.2/5.7	7.2/5.7	6.7/6.9	9.8/7.9	65.4	19.1	4.5	30.7	4.0	

Recorded by RP Checked by SP



Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GW	A-B space	B-C space	C-D space	D-E space	E-F space
102	43	1	8	11:10	4814	42	6.9/6.4	7.4/7.9	6.5/7.5	8.0/9.6	8.1/9.4	78.3	14.8	4.3	31.8	4.1		
	45	2	7	11:11	4819	44	5.2/5.3	6.4/6.3	6.5/6.7	7.1/7.2	6.3/9.1	68.4	19.2	4.5	30.9	4.0		
101.5	52	1	9	11:14	4865	52	5.7/7.2	7.0/9.7	7.4/8.3	7.1/11.6	7.2/10.9	81.2	14.9	4.3	31.9	4.1		
	54	2	8	11:15	4882	54	4.9/4.5	6.8/5.2	6.5/5.5	6.4/6.1	8.4/8.0	63.0	19.1	4.5	30.8	4.0		
101	61	1	10	11:17	4908	59	6.1/6.6	6.8/7.9	6.5/7.3	7.0/10.1	6.7/10.3	75.4	14.8	4.3	31.9	4.1		
	63	2	9	11:19	4932	63	4.8/4.9	6.4/5.9	6.9/6.0	6.5/6.7	8.5/8.0	65.1	19.1	4.5	30.7	4.0		
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101	63	2	15	12:26	5750	63	4.9/4.8	6.9/6.0	6.4/6.1	6.5/7.3	7.9/7.6	64.6	19.1	4.5	30.8	4.0		
	41	1	17	12:27	5765	41	6.2/6.9	7.4/8.3	7.4/8.1	7.6/10.2	7.5/10.3	80.0	14.9	4.3	31.9	4.1		
	44	2	16	12:29	5808	44	4.8/5.0	6.8/5.7	6.4/6.1	7.1/6.9	7.8/8.5	65.2	19.1	4.5	30.7	4.0		
	50	1	18	12:31	5830	50	5.3/5.8	6.9/7.4	7.0/6.5	7.1/10.0	7.7/7.1	73.2	14.9	4.4	31.9	4.1		
99.5	51	2	17	12:34	5854	54	5.2/5.5	6.4/5.7	6.0/6.6	8.1/7.2	8.3/7.5	66.5	19.1	4.4	30.7	4.0		
	60	1	19	12:35	5874	60	6.1/6.1	7.2/7.2	6.8/6.4	7.2/9.8	7.6/9.7	74.7	14.9	4.3	31.9	4.1		
	63	2	18	12:37	5906	63	4.8/4.7	6.9/5.9	6.5/6.0	3.2/6.0	8.7/7.5	60.5	19.1	4.5	30.9	4.0		
	40	1	20	12:38	5918	41	5.9/6.7	7.4/9.6	7.3/9.1	7.5/10.4	7.1/10.3	79.8	14.9	4.3	31.9	4.1		
100.5	44	2	19	12:40	5940	45	4.8/5.0	6.3/6.0	6.5/6.5	7.3/6.9	8.1/9.5	66.5	19.1	4.5	30.8	4.0		
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Rev. 08/31/2001

Fvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
98	40	1	1	11:54	5351	40	5.9/6.2	7.2/8.1	7.5/7.6	8.4/10.5	2.5/3.4		78.6	19.2	4.5		1	
	44	1	1	11:55	5363	45	4.7/4.8	6.5/5.4	6.7/6.2	7.4/6.6	8.3/9.0		66.1	14.9	4.3	31.9	4.1	
	53	1	2	11:58	5401		5.0/5.5	7.1/6.0	6.4/6.5	7.2/6.5	8.4/9.5		68.4					
	56	2	2															
99	58	1	80	12:01	5434	58	5.5/6.3	6.9/8.6	6.4/8.5	7.0/11.0	7.1/10.9		78.4	14.9	4.4	32.0	4.1	
	41	1	91	12:05	5486	41	6.0/7.5	7.7/8.2	7.3/7.6	8.1/10.6	7.6/9.6		80.1	14.9	4.4	31.9	4.1	
	41	2	101	12:05	5492	44	5.0/5.3	7.0/6.4	6.7/7.0	7.1/7.9	9.2/9.5		70.4	19.1	4.5	30.8	4.0	
	51	1	129	12:09	5522	51	5.7/6.1	7.2/8.6	7.5/7.8	7.6/11.0	8.2/11.0		81.7	14.9	4.3	31.9	4.1	
	51	2	111	12:09	5528	52	4.7/5.0	7.1/5.8	6.8/6.2	7.4/6.4	7.4/9.4		65.7	19.1	4.5	30.8	4.0	
	60	1	111															
995	63	2	12	12:13	5576	63	6.7/4.6	6.7/5.5	6.7/5.5	6.7/5.5	8.1/7.6		61.7	19.1	4.5	30.7	4.0	
	41	1	14	12:16	5608	41	6.3/6.8	7.5/7.4	6.8/7.7	8.1/9.9	8.0/9.9		79.0	14.9	4.3	31.8	4.1	
	45	2	13	12:17	5620	44	4.8/5.4	6.7/6.3	6.4/6.7	7.4/7.3	7.9/9.4		68.4	19.1	4.5	30.8	4.0	
97	51	1	15	12:20	5674	51	5.4/6.6	7.1/5.1	7.2/8.0	7.0/10.7	7.1/10.7		79.9	14.9	4.4	31.9	4.1	
	53	2	14	12:22	5708	53	4.8/4.7	7.4/5.8	6.9/6.3	6.5/6.1	7.9/8.8		65.5	19.1	4.4	30.8	4.0	
	63	1	16	12:23	5713	61	5.7/5.8	7.1/7.9	6.3/6.3	7.1/10.4	7.2/9.8		73.7	14.9	4.4	31.9	4.1	

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LTPP Traffic Data

WIM System Test Truck Records

Rev. 08/31/2001

1 of 2

\* STATE CODE

\* SPS PROJECT ID

\* DATE

05/22/2007

Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	GWV	A-B space	B-C space	C-D space	D-E space	E-F space
85	45	1	6	9:03	2934	45	5.7/5.2	6.9/6.7	6.9/6.1	7.3/8.2	7.1/8.1		68.2	14.9	4.3	31.9	4.1	
	45	2	7	9:03	2935	45	4.5/4.5	6.4/5.5	6.3/5.8	5.1/6.0	7.7/8.1		59.8	15.1	4.5	30.8	4.0	
86.5	54	1	7	9:07	2971	54	5.6/6.4	6.4/7.7	6.3/6.8	6.9/9.8	7.2/9.7		72.8	14.9	4.4	32.0	4.0	
	53	2	8	9:07	2988	53	4.5/3.6	6.8/4.4	6.7/4.5	6.7/5.5	8.2/6.8		57.7	19.1	4.5	30.7	4.0	
87.5	64	1	8	9:11	3030	62	6.1/5.4	7.0/6.4	7.1/5.6	7.5/9.0	7.7/9.2		70.0	14.8	4.3	31.7	4.0	
	63	2	9	9:11	3035	63	4.8/4.1	6.1/5.3	6.5/5.0	6.6/6.3	8.2/7.8		61.1	15.1	4.5	30.7	4.0	
86.5	45	1	9	9:14	3075	44	5.5/6.5	6.8/7.0	6.5/6.5	7.7/8.8	7.4/8.1		70.8	14.9	4.4	31.9	4.1	
	43	2	10	9:15	3083	42	4.9/3.8	6.5/4.4	6.2/5.0	6.9/6.0	7.9/7.7		59.2	19.1	4.5	30.8	4.0	
87	54	1	10	9:20	3135	54	6.0/6.3	8.8/4.5	6.5/7.0	6.9/10.1	7.1/9.5		73.6	14.8	4.4	31.8	4.0	
	55	2	11	9:20	3136	53	4.6/4.5	6.5/5.2	6.3/5.9	5.8/6.1	7.6/8.2		60.7	19.2	4.5	30.9	4.0	
90.5	64	1	11	9:23	3169	62	5.8/5.8	6.8/7.4	6.8/6.4	7.0/10.1	7.0/9.6		73.0	14.9	4.3	31.8	4.1	
	64	2	12	9:23	3171	62	4.7/5.8	6.3/6.4	6.6/6.2	4.8/7.2	8.6/9.5		64.4	19.1	4.5	30.9	4.0	
	45	1	12	9:27	3203	44	6.3/6.8	7.1/7.3	6.8/6.8	7.6/9.6	7.8/8.7		74.9	14.8	4.3	31.8	4.1	
	44	2	13	9:27	3207	45	4.7/5.5	6.2/6.1	6.4/6.3	7.0/7.2	9.0/8.6		66.0	19.1	4.5	30.8	4.0	
	54	1	13	9:31	3260	54	5.3/6.5	6.7/7.5	6.5/7.0	7.0/10.3	7.1/9.8		74.2	14.9	4.4	31.8	4.1	
	54	2	14	9:31	3265	54	4.8/4.1	6.8/4.8	6.7/5.0	5.6/5.7	7.9/7.4		58.8	19.1	4.5	30.7	4.0	

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Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight	GWV	A-B space	B-C space	C-D space	D-E space	E-F space
90.5	62	1	14	9:35	3307	62	5.7/5.5	6.9/6.9	6.5/6.4	7.2/9.3	7.1/9.7		71.1	14.9	4.4	31.9	4.1	
	63	2	15	9:35	3312	63	4.9/5.4	6.9/6.2	6.6/6.3	5.5/6.0	8.3/7.8		63.9	19.1	4.5	30.8	4.0	
	54	1	15	9:39	3348	54	5.6/6.5	6.7/8.1	6.6/7.3	7.0/10.4	7.2/5.6		74.9	14.9	4.4	31.9	4.1	
	42	2	16	9:39	3353	43	4.9/3.7	6.9/4.6	6.7/5.1	6.9/5.0	8.0/6.8		58.4	19.1	4.5	30.7	4.0	
92.5	54	1	16	9:42	3357	55	5.5/6.2	6.5/7.9	6.6/7.1	7.1/10.3	6.9/10.0		74.1	14.9	4.3	31.9	4.1	
	54	2	17	9:42	3358	53	4.5/3.9	6.5/5.0	6.5/5.2	6.4/6.1	7.4/8.0		59.7	19.1	4.5	30.8	4.0	
	62	1	17	9:45	3434	60	5.9/5.9	6.9/7.1	6.3/6.1	7.0/9.4	7.4/5.5		71.4	14.8	4.3	31.8	4.0	
	63	2	18	9:45	3437	63	4.7/4.6	6.2/5.5	6.8/5.8	6.4/7.0	7.6/7.1		61.7	19.2	4.5	30.9	4.0	
91.5	44	1	18	9:49	3479	44	6.0/6.4	6.9/7.5	7.1/6.7	7.8/9.4	7.6/8.7		74.1	14.9	4.3	31.9	4.1	
	44	2	19	9:50	3485	44	4.4/4.7	6.5/5.4	6.5/5.4	4.6/6.0	8.2/8.7		60.5	19.0	4.5	30.7	3.9	
	53	1	19	9:53	3524	53	5.7/6.1	6.5/8.1	6.9/7.3	7.2/10.7	7.3/10.3		75.8	14.8	4.3	31.9	4.1	
	53	2	20	9:53	3527	53	4.4/4.3	6.7/5.3	6.1/4.8	6.5/6.4	7.3/7.9		60.1	19.1	4.5	30.7	4.0	
	65	2	21	9:58	3584	63	4.5/4.0	6.4/4.9	7.2/5.1	5.5/6.2	8.1/7.0		58.9	19.1	4.4	30.7	4.0	

Recorded by Rf

Checked by

6. Sheet 17 – Florida (120100)

1.\* ROUTE US 27 MILEPOST 12.03 LTPP DIRECTION - N S E W

2.\* WIM SITE DESCRIPTION - Grade < 1 % Sag vertical Y / N  
Nearest SPS section upstream of the site 0 1 0 8  
Distance from sensor to nearest upstream SPS Section 7 2 8 ft

3.\* LANE CONFIGURATION

Lanes in LTPP direction 2 Lane width 1 2 ft

Median - 1 – painted  
2 – physical barrier  
3 – grass  
4 – none

Shoulder - 1 – curb and gutter  
2 – paved AC  
3 – paved PCC  
4 – unpaved  
5 – none

Shoulder width 4\* ft \* 12' Merge Lane between LTPP Lane and Shoulder

4.\* PAVEMENT TYPE Asphalt Concrete

5.\* PAVEMENT SURFACE CONDITION – Distress Survey

Date 09/11/06 Filename: Downstream\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Date 09/11/06 Filename: Upstream\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Date \_\_\_\_\_ Filename \_\_\_\_\_

6.\* SENSOR SEQUENCE Quartz Sensor – Loop – Quartz Sensor

7.\* REPLACEMENT AND/OR GRINDING        /        /         
REPLACEMENT AND/OR GRINDING        /        /         
REPLACEMENT AND/OR GRINDING        /        /       

8. RAMPS OR INTERSECTIONS

Intersection/driveway within 300 m upstream of sensor location Y / N  
distance \_\_\_\_\_

Intersection/driveway within 300 m downstream of sensor location Y / N  
distance \_\_\_\_\_

Is shoulder routinely used for turns or passing? Y / N

9. DRAINAGE (*Bending plate and load cell systems only*)

- 1 – Open to ground
- 2 – Pipe to culvert
- 3 – None

Clearance under plate        .        in

Clearance/access to flush fines from under system Y / N

10. \* CABINET LOCATION

Same side of road as LTPP lane Y / N Median Y / N Behind barrier Y / N

Distance from edge of traveled lane 6 8 ft

Distance from system 7 5 ft

TYPE 334B

CABINET ACCESS controlled by LTPP / STATE / JOINT ?

Contact - name and phone number Kip Jones (850) 414-4726

Alternate - name and phone number Michael Leggett (850) 414-4727

11. \* POWER

Distance to cabinet from drop 1 5 ft Overhead / underground / solar /  
AC in cabinet?

Service provider \_\_\_\_\_ Phone number \_\_\_\_\_

12. \* TELEPHONE

Distance to cabinet from drop 4 5 ft Overhead / under ground / cell?

Service provider \_\_\_\_\_ Phone Number \_\_\_\_\_

13. \* SYSTEM (software & version no.)- DAW – 190 Ver. 3.08-7 4/2/03

Computer connection – RS232 / Parallel port / USB / Other \_\_\_\_\_

14. \* TEST TRUCK TURNAROUND time 6 minutes DISTANCE 4 4 mi.

15. PHOTOS

FILENAME

Power source Solar Panel\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Phone source Telephone\_Box\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Cabinet exterior Cabinet\_Exterior\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Cabinet interior Cabinet\_Interior\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Weight Sensors Leading\_WIM\_Sensor\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Trailing\_WIM\_Sensor\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Classification sensors \_\_\_\_\_

Other sensors Loop\_Sensor\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Description Loop Detector

Downstream direction at sensors on LTPP lane

Downstream\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

Upstream direction at sensors on LTPP lane

Upstream\_TO\_15\_12\_2.69\_0100\_09\_11\_06.JPG

COMMENTS \_\_\_\_\_ GPS Coordinates: Latitude: 26.48096; Longitude -80.65128 \_\_\_\_\_

\_\_\_\_\_ Posted speed limit – 65 mph. \_\_\_\_\_

\_\_\_\_\_ Amenities: \_\_\_\_\_

\_\_\_\_\_ Cleniston (30 miles, Best Western) \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ South Bay (13.5 miles) \_\_\_\_\_

\_\_\_\_\_ Chevron, Shell (Mini-Mart) \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ Belle Glade (17.0) miles) \_\_\_\_\_

\_\_\_\_\_ Various Fast Food \_\_\_\_\_

\_\_\_\_\_ Bank Of America \_\_\_\_\_

\_\_\_\_\_ Various Gas Stations \_\_\_\_\_

\_\_\_\_\_ Budget Inn \_\_\_\_\_

\_\_\_\_\_ Radio Shack \_\_\_\_\_

\_\_\_\_\_ Winn Dixie \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ West Palm Beach (55 miles) \_\_\_\_\_

\_\_\_\_\_ Various Amenities \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ Predominant Trucks – Empty Sugar Cane Haulers, Loaded 500 Haulers \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ Types of Trucks: Two Class 9s \_\_\_\_\_

\_\_\_\_\_ Expected Weight Ranges: Truck 1 – 72,000 to 80,000 legal limit on gross  
and axles, air suspension; Truck 2 – partially loaded 60,000 – 65,000 lbs no suspension  
requirements \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ Speeds to be run: 55 to 65 mph \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ Pavement damage in left wheelpath and right edge of lane (02/28/05) \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

\_\_\_\_\_ \_\_\_\_\_

COMPLETED BY \_\_\_\_\_ Dean J. Wolf \_\_\_\_\_

PHONE \_\_\_\_\_ 301-210-5105 \_\_\_\_\_ DATE COMPLETED 09 / 11 / 2006 \_\_\_\_\_

6. Sheet 17 – Florida (120100)

1.\* ROUTE US 27 MILEPOST N/A LTPP DIRECTION - N S E W

2.\* WIM SITE DESCRIPTION - Grade < 1 % Sag vertical Y / N  
Nearest SPS section upstream of the site 0 1 0 8  
Distance from sensor to nearest upstream SPS Section 7 2 8 ft

3.\* LANE CONFIGURATION

Lanes in LTPP direction 2

Lane width 1 2 ft

Median - 1 – painted  
2 – physical barrier  
3 – grass  
4 – none

Shoulder - 1 – curb and gutter  
2 – paved AC  
3 – paved PCC  
4 – unpaved  
5 – none

Shoulder width 4\* ft \* 12' Merge Lane between LTPP Lane and Shoulder

4.\* PAVEMENT TYPE Asphalt Concrete

5.\* PAVEMENT SURFACE CONDITION – Distress Survey

Date 5/22/2007 Photo Filename

6420060018 SPSWIM TO 19 12 2.87 0100 Distress 90 feet prior.JPG

Date 5/22/2007 Photo Filename

6420060018 SPSWIM TO 19 12 2.87 0100 Distress 180 feet prior.JPG

Date 5/22/2007 Photo Filename

6420060018 SPSWIM TO 19 12 2.87 0100 Distress 270 feet prior.JPG

Date 5/22/2007 Photo Filename

6420060018 SPSWIM TO 19 12 2.87 0100 Distress 360 feet prior.JPG

Date 5/22/2007 Photo Filename

6420060018 SPSWIM TO 19 12 2.87 0100 WIM Site.JPG

6.\* SENSOR SEQUENCE Quartz Sensor – Loop – Quartz Sensor

7.\* REPLACEMENT AND/OR GRINDING        /        /         
REPLACEMENT AND/OR GRINDING        /        /         
REPLACEMENT AND/OR GRINDING        /        /       

8. RAMPS OR INTERSECTIONS

Intersection/driveway within 300 m upstream of sensor location Y / N  
distance       

Intersection/driveway within 300 m downstream of sensor location Y / N  
distance       

Is shoulder routinely used for turns or passing? Y / N



9. DRAINAGE (*Bending plate and load cell systems only*)

- 1 – Open to ground
- 2 – Pipe to culvert
- 3 – None

Clearance under plate \_\_\_\_\_. \_\_\_\_ in

Clearance/access to flush fines from under system Y / N

10. \* CABINET LOCATION

Same side of road as LTPP lane Y / N Median Y/ N Behind barrier Y / N

Distance from edge of traveled lane 6 8 ft

Distance from system 7 5 ft

TYPE 334B

CABINET ACCESS controlled by LTPP / STATE / JOINT ?

Contact - name and phone number Kip Jones (850) 414-4726

Alternate - name and phone number Michael Leggett (850) 414-4727

11. \* POWER

Distance to cabinet from drop 1 5 ft Overhead / underground / solar /  
AC in cabinet?

Service provider \_\_\_\_\_ Phone number \_\_\_\_\_

12. \* TELEPHONE

Distance to cabinet from drop 4 5 ft Overhead / underground / cell?

Service provider \_\_\_\_\_ Phone Number \_\_\_\_\_

13.\* SYSTEM (software & version no.)- DAW – 190 Ver. 3.18 4/2/03

Computer connection – RS232 / Parallel port / USB / Other \_\_\_\_\_

14. \* TEST TRUCK TURNAROUND time 6 minutes DISTANCE 4 4 mi.

15. PHOTOS

FILENAME

Power source TO 19 12 0100 Solar Panel 05 21 07.JPG

TO 19 12 0100 Service Mast 05 21 07.JPG

TO 19 12 0100 Battery Corrosion 05 21 07.JPG

Phone source TO 19 12 0100 Telephone Service Box 05 21 07.JPG

Cabinet exterior TO 19 12 0100 Cabinet Exterior 05 21 07.JPG

Cabinet interior TO 19 12 0100 Cabinet Interior Front 05 21 07.JPG  
TO 19 12 0100 Cabinet Interior Back 05 21 07.JPG

Weight Sensors TO 19 12 0100 Leading WIM Sensor 05 21 07.JPG  
TO 19 12 0100 Trailing WIM Sensor 05 21 07.JPG

Classification sensors

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Other sensors Description TO 19 12 0100 Loop Sensor 05 21 07.JPG

Downstream direction at sensors on LTPP lane  
TO 19 12 0100 Downstream 05 21 07.JPG

Upstream direction at sensors on LTPP lane TO 19 12 0100 Upstream 05 21 07.JPG

COMPLETED BY Dean J. Wolf  
PHONE 301-210-5105 DATE COMPLETED 0\_5\_/2\_1\_/2\_0\_0\_7

SHEET 18	STATE CODE [ _1_2_ ]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [ _0_1_0_0_ ]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_/_1_1_/2_0_0_6_

Rev. 05/25/04

1. DATA PROCESSING –

a. Down load –

- ☒ State only
- ☐ LTPP read only
- ☐ LTPP download
- ☐ LTPP download and copy to state

b. Data Review –

- ☒ State per LTPP guidelines
- ☐ State – ☐ Weekly ☐ Twice a Month ☐ Monthly ☐ Quarterly
- ☐ LTPP

c. Data submission –

- ☐ State – ☐ Weekly ☐ Twice a month ☒ Monthly ☐ Quarterly
- ☒ LTPP

2. EQUIPMENT –

a. Purchase –

- ☒ State
- ☐ LTPP

b. Installation –

- ☒ Included with purchase
- ☐ Separate contract by State
- ☐ State personnel
- ☐ LTPP contract

c. Maintenance –

- ☐ Contract with purchase – Expiration Date \_\_\_\_\_
- ☐ Separate contract LTPP – Expiration Date \_\_\_\_\_
- ☒ Separate contract State – Expiration Date \_\_\_\_\_
- ☐ State personnel

d. Calibration –

- ☒ Vendor
- ☐ State
- ☐ LTPP

e. Manuals and software control –

- ☒ State
- ☐ LTPP

f. Power –

i. Type –

- ☐ Overhead
- ☐ Underground
- ☒ Solar

ii. Payment –

- ☐ State
- ☐ LTPP
- ☐ N/A

SHEET 18	STATE CODE	[ _ 1 _ 2 _ ]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID	[ _ 0 _ 1 _ 0 _ 0 ]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy)	_ 0 _ 9 _ / _ 1 _ 1 _ / _ 2 _ 0 _ 0 _ 6 _

Rev. 05/25/04

g. Communication –

i. Type –

- ☒ Landline  
☐ Cellular  
☐ Other

ii. Payment –

- ☒ State  
☐ LTPP  
☐ N/A

3. PAVEMENT –

a. Type –

- ☐ Portland Concrete Cement  
☒ Asphalt Concrete

b. Allowable rehabilitation activities –

- ☐ Always new  
☒ Replacement as needed  
☐ Grinding and maintenance as needed  
☐ Maintenance only  
☐ No remediation

c. Profiling Site Markings –

- ☐ Permanent  
☒ Temporary

4. ON SITE ACTIVITIES –

a. WIM Validation Check - advance notice required \_\_\_ 14 \_\_\_ X days ☐ weeks

b. Notice for straightedge and grinding check - \_\_\_ 4 \_\_\_ ☐ days X weeks

i. On site lead –

- ☒ State  
☐ LTPP

ii. Accept grinding –

- ☒ State  
☐ LTPP

c. Authorization to calibrate site –

- ☒ State only  
☐ LTPP

d. Calibration Routine –

- ☒ LTPP – ☐ Semi-annually X Annually  
☐ State per LTPP protocol – ☐ Semi-annually ☐ Annually  
☒ State other – \_\_\_\_\_

SHEET 18	STATE CODE [ _1_2_ ]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [ _0_1_0_0_ ]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_ / _1_1_ / _2_0_0_6_

Rev. 05/25/04

e. Test Vehicles

i. Trucks –

1st – Air suspension 3S2 ☐ State ☒ LTPP  
 2nd – 3S2 Partially Loaded ☐ State ☒ LTPP  
 3rd – \_\_\_\_\_ ☐ State ☐ LTPP  
 4th – \_\_\_\_\_ ☐ State ☐ LTPP

ii. Loads – ☐ State ☒ LTPP

iii. Drivers – ☐ State ☒ LTPP

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

\_\_\_\_\_ FTE, DTS, MACTEC Engineering and Consulting, Inc. \_\_\_\_\_

g. Access to cabinet

i. Personnel Access –

☒ State only

☐ Joint

☐ LTPP

ii. Physical Access –

☒ Key

☐ Combination

h. State personnel required on site – ☒ Yes ☐ No

i. Traffic Control Required – ☐ Yes ☒ No

j. Enforcement Coordination Required – ☐ Yes ☒ No

5. SITE SPECIFIC CONDITIONS –

a. Funds and accountability – \_\_\_\_\_

b. Reports – \_\_\_\_\_

c. Other – \_\_\_\_\_

d. Special Conditions – \_\_\_\_\_

6. CONTACTS –

a. Equipment (operational status, access, etc.) –

Name: Michael Leggett Phone: (850) 414-4727

Agency: ARA

SHEET 18	STATE CODE [ _1_2_ ]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [ _0_1_0_0_ ]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_/_1_1_/_2_0_0_6_

Rev. 05/25/04

b. Maintenance (equipment) –

Name: Kip Jones Phone: (850) 414-4726

Agency: \_\_\_\_\_

c. Data Processing and Pre-Visit Data –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

d. Construction schedule and verification –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

e. Test Vehicles (trucks, loads, drivers) –

Name: Billy Graham Phone: (352) 210-5032

Agency: Graham Trucking

f. Traffic Control –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

g. Enforcement Coordination –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

h. Nearest Static Scale

Name: CAT Scales Location: 255N US 27 in South Bay, FL

Phone: (561) 992-4800

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_1_0_0_ ]
<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) _0_5_ / _2_1_ / _2_0_0_7_

Rev. 05/25/04

1. DATA PROCESSING –

a. Down load –

- ☒ State only
- ☐ LTPP read only
- ☐ LTPP download
- ☐ LTPP download and copy to state

b. Data Review –

- ☒ State per LTPP guidelines
- ☐ State – ☐ Weekly ☐ Twice a Month ☐ Monthly ☐ Quarterly
- ☐ LTPP

c. Data submission –

- ☐ State – ☐ Weekly ☐ Twice a month ☒ Monthly ☐ Quarterly
- ☒ LTPP

2. EQUIPMENT –

a. Purchase –

- ☒ State
- ☐ LTPP

b. Installation –

- ☒ Included with purchase
- ☐ Separate contract by State
- ☐ State personnel
- ☐ LTPP contract

c. Maintenance –

- ☐ Contract with purchase – Expiration Date \_\_\_\_\_
- ☐ Separate contract LTPP – Expiration Date \_\_\_\_\_
- ☒ Separate contract State – Expiration Date \_\_\_\_\_
- ☐ State personnel

d. Calibration –

- ☒ Vendor
- ☐ State
- ☐ LTPP

e. Manuals and software control –

- ☒ State
- ☐ LTPP

f. Power –

i. Type –

- ☐ Overhead
- ☐ Underground
- ☒ Solar

ii. Payment –

- ☐ State
- ☐ LTPP
- ☒ N/A



<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_1_0_0_ ]
<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) _0_5_ / _2_1_ / _2_0_0_7_

Rev. 05/25/04

- g. Communication –
  - i. Type –
    - ☒ Landline
    - ☐ Cellular
    - ☐ Other
  - ii. Payment –
    - ☒ State
    - ☐ LTPP
    - ☐ N/A
- 3. PAVEMENT –
  - a. Type –
    - ☐ Portland Concrete Cement
    - ☒ Asphalt Concrete
  - b. Allowable rehabilitation activities –
    - ☐ Always new
    - ☒ Replacement as needed
    - ☐ Grinding and maintenance as needed
    - ☐ Maintenance only
    - ☐ No remediation
  - c. Profiling Site Markings –
    - ☐ Permanent
    - ☒ Temporary
- 4. ON SITE ACTIVITIES –
  - a. WIM Validation Check - advance notice required \_\_\_14\_\_\_ ☒ days ☐ weeks
  - b. Notice for straightedge and grinding check - \_\_\_4\_\_\_ ☐ days ☒ weeks
    - i. On site lead –
      - ☒ State
      - ☐ LTPP
    - ii. Accept grinding –
      - ☒ State
      - ☐ LTPP
  - c. Authorization to calibrate site –
    - ☒ State only
    - ☐ LTPP
  - d. Calibration Routine –
    - ☒ LTPP – ☐ Semi-annually ☒ Annually
    - ☐ State per LTPP protocol – ☐ Semi-annually ☐ Annually
    - ☒ State other – \_\_\_\_\_

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_1_0_0_ ]
<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) _0_5_ / _2_1_ / _2_0_0_7_

Rev. 05/25/04

- e. Test Vehicles
- i. Trucks –
- 1st – Air suspension 3S2 ☐ State ☒ LTPP
- 2nd – 3S2 Partially Loaded ☐ State ☒ LTPP
- 3rd – \_\_\_\_\_ ☐ State ☐ LTPP
- 4th – \_\_\_\_\_ ☐ State ☐ LTPP
- ii. Loads – ☐ State ☒ LTPP
- iii. Drivers – ☐ State ☒ LTPP
- f. Contractor(s) with prior successful experience in WIM calibration in state:
- \_\_\_\_\_ FTE, DTS, MACTEC Engineering and Consulting, Inc. \_\_\_\_\_
- g. Access to cabinet
- i. Personnel Access –
- X State only
- ☐ Joint
- ☐ LTPP
- ii. Physical Access –
- X Key
- ☐ Combination
- h. State personnel required on site – ☒ Yes ☐ No
- i. Traffic Control Required – ☐ Yes ☒ No
- j. Enforcement Coordination Required – ☐ Yes ☒ No
5. SITE SPECIFIC CONDITIONS –
- a. Funds and accountability – \_\_\_\_\_
- b. Reports – \_\_\_\_\_
- c. Other – \_\_\_\_\_
- d. Special Conditions – \_\_\_\_\_
6. CONTACTS –
- a. Equipment (operational status, access, etc.) –
- Name: Michael Leggett Phone: (850) 414-4727
- Agency: ARA (for FL DOT) \_\_\_\_\_

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_1_0_0_ ]
<b>WIM SITE COORDINATION</b>	DATE: (mm/dd/yyyy) _0_5_ / _2_1_ / 2_0_0_7_

Rev. 05/25/04

b. Maintenance (equipment) –

Name: \_\_Kip Jones\_\_ Phone: \_\_ (850) 414-4726 \_\_

Agency: \_\_FL DOT\_\_

c. Data Processing and Pre-Visit Data –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

d. Construction schedule and verification –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

e. Test Vehicles (trucks, loads, drivers) –

Name: \_\_Billy Graham\_\_ Phone: \_\_ (352) 210-5032 \_\_

Agency: \_\_Graham Trucking\_\_

f. Traffic Control –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

g. Enforcement Coordination –

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Agency: \_\_\_\_\_

h. Nearest Static Scale

Name: \_\_CAT Scales\_\_ Location: \_\_255N US 27 in South Bay, FL\_\_

Phone: \_\_ (561) 992-4800 \_\_

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0100
Speed and Classification Checks * 1 of* 3	* DATE	09/11/2006

Rev. 08/31/2001....

PRE-VALIDATION

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
64	9	4730	63	9	59	9	4859	58	9
64	9	4735	64	9	72	5	4864	72	5
62	11	4737	62	11	68	8	4875	68	8
71	9	4741	70	9	59	9	4876	58	9
57	9	4743	57	9	67	9	4879	67	9
56	9	4744	56	9	73	9	4885	73	9
63	11	4763	63	11	78	10	4893	78	10
67	9	4767	67	9	68	9	4895	68	9
65	5	4770	64	5	66	9	4896	65	9
70	9	4781	70	9	60	9	4898	60	9
65	9	4783	65	9	69	9	4906	69	9
65	9	4792	65	9	67	9	5202	67	9
62	9	4794	62	9	67	9	5207	67	9
66	6	4795	66	6	67	8	5212	67	8
65	3	4803	65	3	37	8	5215	37	8
54	8	4804	54	8	66	8	5218	66	8
64	9	4808	64	9	64	6	5230	64	6
64	9	4817	64	9	69	9	5243	68	9
76	9	4819	76	9	61	9	5246	61	9
61	9	4820	61	9	63	9	5250	63	9
67	9	4825	66	9	66	9	5254	66	9
62	9	4828	62	9	69	9	5256	68	9
66	9	4829	66	9	64	9	5258	64	9
61	9	4834	61	9	67	9	5263	66	9
61	7	4848	62	7	64	7	5264	64	7

Recorded by DJW Direction 5 Lane 1 Time from 13:00 to 2:16

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0100
Speed and Classification Checks * 2 of 3	* DATE	09 / 11 / 2006

Rev. 08/31/2001....

PRE-VALIDATION

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
68	6	5265	68	6	63	8	5420	63	8
64	9	5294	64	9	64	9	5430	64	9
51	9	5301	51	9	67	3	5431	68	3
59	9	5305	59	9	66	9	5434	65	9
65	9	5307	65	9	55	9	5437	55	9
67	9	5315	67	9	58	9	5446	58	9
68	5	5324	68	5	52	5	5453	52	5
68	8	5328	68	8	55	3	5457	55	3
67	8	5330	67	8	58	5	5459	58	5
65	9	5333	65	9	67	9	5460	66	9
65	9	5339	65	9	66	3	5465	65	3
63	9	5344	63	9	64	5	5491	64	5
67	9	5351	67	9	50	6	5493	50	6
62	9	5366	62	9	64	9	5500	64	9
61	15	5364	60	15	69	5	5501	69	5
62	9	5370	61	9	61	9	5504	61	9
59	7	5384	59	7	62	8	5508	61	8
67	7	5394	67	7	69	8	5517	69	8
68	7	5395	68	7	64	9	5523	64	9
67	7	5398	67	7	66	9	5530	68	9
66	9	5403	66	9	69	9	5535	69	9
63	10	5406	63	10	64	9	5542	64	9
67	9	5413	67	9	70	9	5545	70	9
60	3	5416	60	3	67	9	5549	66	9
66	9	5418	66	9	67	9	5550	66	9

Recorded by BJW Direction S Lane 1 Time from 2:16 to 2:49

Recorded by DLW Direction S Lane 1 Time from 2:49 to 2:53

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT_ID	0100
Speed and Classification Checks * 1 of* 2	* DATE	05/22/2007

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
64	9	4206	64	9	64	9	4535	64	9
63	9	4209	64	9	63	8	4536	63	8
62	9	4225	62	9	69	9	4547	69	9
69	6	4227	69	6	65	9	4555	64	9
62	9	4241	62	9	66	9	4556	65	9
52	9	4246	53	9	68	9	4557	67	9
65	9	4258	65	9	60	7	4558	60	7
75	7	4296	75	7	65	4	4559	63	6
70	7	4301	69	7	62	9	4582	62	9
49	9	4384	48	9	66	9	4586	66	9
48	9	4386	48	9	62	9	4596	62	9
65	9	4395	65	9	52	9	4599	51	9
68	9	4412	67	9	68	9	4605	68	9
67	9	4430	67	9	67	5	4617	66	5
67	9	4432	70	9	74	9	4620	67	9
70	9	4440	70	9	72	7	4626	71	7
62	7	4443	61	7	67	9	4638	67	9
59	9	4475	59	9	57	9	4644	57	9
68	9	4486	68	9	68	9	4652	68	9
68	9	4488	67	9	69	9	4656	70	9
75	9	4494	74	9	59	9	4666	60	9
72	6	4498	72	6	69	9	4667	70	9
64	8	4501	68	8	64	5	4677	66	5
67	9	4511	67	9	65	9	4678	65	9
64	7	4533	66	7	65	9	4722	61	9

SPAC 6  
24.4/4.

Recorded by RP Direction SB Lane 1 Time from 10:30 to 11:45

*Handwritten signature*

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0100
Speed and Classification Checks * 2 of* 2	* DATE	05/22/2007

Rev. 08/31/2001....

START HERE

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
61	8	4882	61	8	55	9	4733	54	9
64	9	4885	63	9	64	8	4735	63	3
76	6	4894	76	6	70	9	4749	70	9
63	9	4899	63	9	62	8	4752	62	8
57	9	4906	56	9	67	9	4758	68	9
68	9	4913	68	9	65	9	4760	67	9
68	9	4915	68	9	67	5	4768	67	5
72	8	4925	71	8	68	6	4769	68	6
55	9	4930	54	9	59	9	4771	58	9
47	9	4936	46	9	58	6	4785	57	6
67	9	4940	68	9	64	3	4789	65	5
71	8	4944	70	8	67	9	4791	65	9
64	9	4947	64	9	63	9	4799	63	9
59	9	4949	59	9	68	9	4801	68	9
67	9	4952	69	9	65	9	4805	65	9
67	9	4953	67	9	74	9	4806	74	9
65	9	4957	66	9	66	9	4810	66	9
71	9	4959	70	9	69	9	4815	69	9
65	8	4972	66	8	63	9	4822	65	9
56	9	4979	56	9	66	5	4830	67	8
59	9	4982	61	9	69	5	4832	68	5
66	9	4986	66	9	64	9	4845	63	9
62	7	4988	62	7	67	9	4850	67	9
64	5	5008	65	5	67	9	4865	68	9
63	9	5014	63	9	74	8	4878	74	8

Recorded by RP Direction SB Lane 1 Time from 11:46 to 12:15

END HERE

QAF



Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0100
Speed and Classification Checks * 1 of* 2	* DATE	05/21/2007

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
69	8	8081	68	8	57	9	8219	58	9
64	9	8091	63	9	58	9	8233	58	9
56	9	8093	55	9	54	8	8236	53	8
65	9	8095	64	9	71	9	8275	79	9
63	9	8104	61	9	60	9	8281	59	9
61	9	8109	61	9	71	9	8285	68	9
60	9	8112	61	9	66	9	8297	65	9
66	9	8120	65	9	63	5	8289	62	5
66	9	8121	65	9	62	<del>8</del> 9	8295	61	9
64	9	8125	64	9	59	9	8298	59	9
66	9	8126	65	9	72	5	8305	70	5
52	9	8136	52	9	66	9	8315	66	9
55	9	8138	54	9	68	9	8314	67	9
61	8	8149	61	8	<del>33</del>	<del>15</del>	<del>8321</del>	<del>60</del>	<del>10</del>
64	7	8151	64	7	60	9	8327	60	9
69	9	8154	69	9	68	9	8355	68	9
63	9	8159	63	9	65	9	8351	67	9
64	6	8162	64	6	60	9	8365	66	9
68	9	8171	69	9	60	6	8366	60	6
62	9	8176	61	9	62	11	8370	62	11
70	9	8194	70	9	64	9	8379	63	9
71	9	8195	70	9	67	9	8419	67	9
60	5	8204	60	5	62	5	8421	62	5
67	9	8205	67	9	70	6	8436	70	6
65	9	8210	64	9	62	9	8448	61	9

0.412  
SCALE

Recorded by RP Direction SB Lane 1 Time from 15:00 to 1620  
71 9 8456 71 9

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0100
Speed and Classification Checks * 2 of* 2	* DATE	05/21/2007

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
68	9	8464	70	9	66	9	8653	66	9
69	9	8465	68	9	57	9	8660	57	9
65	9	8467	64	9	69	9	8664	69	9
69	9	8470	64	9	68	9	8680	68	9
70	9	8479	69	9	64	9	8683	64	9
62	9	8485	62	9	68	9	8686	67	9
43	9	8487	41	9	66	9	8689	63	9
67	9	8487	66	9	67	9	8701	66	9
59	5	8493	58	5	62	9	8705	65	9
64	9	8496	62	9	65	9	8707	65	9
63	9	8498	63	9	69	9	8746	69	9
67	9	8508	67	9	64	6	8768	64	7
69	9	8512	68	9	66	3	8779	66	5
63	6	8542	63	6	77	8	8780	69	9
67	9	8544	67	9	64	9	8784	64	9
72	5	8554	72	5	55	9	8793	55	9
70	9	8574	70	9	61	6	8805	61	6
58	6	8578	59	6	61	9	8811	62	9
64	9	8588	66	9	64	9	8826	65	9
54	5	8612	56	5	64	7	8833	63	7
63	9	8618	64	9	61	9	8834	57	9
63	9	8620	63	9	72	5	8838	71	5
66	6	8629	65	6	61	9	8850	61	9
63	9	8635	63	9	72	9	8865	71	9
65	9	8648	65	9	61	9	8867	62	9

missed axle

Recorded by RP Direction SB Lane 1 Time from 16:20 to

QAR

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	{ 9935 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 0100 }

### SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION(MONTH/DAY/YEAR): { 06 / 03 / 2008 }
2. \*TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \*REASON FOR CALIBRATION
- ☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
- ☐ EQUIPMENT REPLACEMENT ☐ TRAINING
- ☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
- ☒ OTHER(SPECIFY) SPS WIM VALIDATION
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- ☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES
- ☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☒ QUARTZ PIEZO
- ☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
- ☐ OTHER(SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER: CONTROLLER - IRD / PAT SENSORS - KISTLER

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:
- ☐ TRAFFIC STREAM ☐ STATIC SCALE(Y/N) ☒ TEST TRUCKS
- ☐ NUMBER OF TRUCKS COMPARED { 1 } NUMBER OF TEST TRUCKS USED
- ☐ { 34 } PASSES PER TRUCK
- TRUCK TYPE SUSPENSION
- TYPE PER FHWA 13 BIN SYSTEM 1 Class 9 1 { Air Ride }
- SUSPENSION: 1-AIR; 2-LEAF SPRING 2 \_\_\_\_\_
- 3-OTHER(DESCRIBE): 3 \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN --
- DYNAMIC AND STATIC GVW: -1.3 STANDARD DEVIATION: 2.7
- DYNAMIC AND STATIC SINGLE AXLES: 3.0 STANDARD DEVIATION: 4.3
- DYNAMIC AND STATIC DOUBLE AXLES: -2.1 STANDARD DEVIATION: 3.8
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3
9. DEFINE THE SPEED RANGES USED (MPH): 45 - 51 52 - 58 59 - 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 780
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N): N

### CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS BY VEHICLE CLASS:
- ☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- \*\*\* FHWA CLASS 9 0 FHWA CLASS \_\_\_\_\_
- \*\*\* FHWA CLASS 8 0 FHWA CLASS \_\_\_\_\_
- FHWA CLASS \_\_\_\_\_
- FHWA CLASS \_\_\_\_\_
- \*\*\*PERCENT"UNCLASSIFIED"VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: <u>Michael R. Leggett</u>
CONTACT INFORMATION: <u>(850)414-4878</u>

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 9 9 3 5 ]  
 \*STATE CODE [ 1 2 ]  
 \*SHRP SECTION ID [ 0 1 0 0 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 0 9 / 1 2 / 2 0 0 6 ]
2. \* TYPE OF EQUIPMENT CALIBRATED   x   WIM        CLASSIFIER        BOTH
3. \* REASON FOR CALIBRATION  
       REGULARLY SCHEDULED SITE VISIT        RESEARCH  
       EQUIPMENT REPLACEMENT        TRAINING  
       DATA TRIGGERED SYSTEM REVISION        NEW EQUIPMENT INSTALLATION  
  x   OTHER (SPECIFY) LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
       BARE ROUND PIEZO CERAMIC        BARE FLAT PIEZO        BENDING PLATES  
       CHANNELIZED ROUND PIEZO        LOAD CELLS   x   QUARTZ PIEZO  
       CHANNELIZED FLAT PIEZO   x   INDUCTANCE LOOPS        CAPACITANCE PADS  
       OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER    IRD/PAT Traffic \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
       TRAFFIC STREAM --        STATIC SCALE (Y/N)   x   TEST TRUCKS  
       NUMBER OF TRUCKS COMPARED          2   NUMBER OF TEST TRUCKS USED  

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
               3 - OTHER (DESCRIBE)

<u>  2  </u> <u>  0  </u> PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	<u>  9  </u>	<u>  1  </u>
2	<u>  9  </u>	<u>  1  </u>
3	<u>      </u>	<u>      </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW        -   2     8   STANDARD DEVIATION   2     7    
 DYNAMIC AND STATIC SINGLE AXLES        -   0     7   STANDARD DEVIATION   5     5    
 DYNAMIC AND STATIC DOUBLE AXLES        -   3     3   STANDARD DEVIATION   3     2
8.   3   NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)          55  ,   60  ,   65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)          7     8     0
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)   N    
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_ VIDEO      \_x\_ MANUAL      \_\_\_ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT      \_\_\_ TIME      \_x\_ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	___0___	FHWA CLASS	___	___	___	___
*** FHWA CLASS 8	___0___	FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___
		FHWA CLASS	___	___	___	___

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_0.0\_\_\_

PERSON LEADING CALIBRATION EFFORT: \_\_\_Dean J. Wolf, \_\_\_MACTEC E&C\_\_\_

CONTACT INFORMATION: \_\_\_301-210-5105\_\_\_ rev. November 9, 1999

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ ____ ] *STATE CODE [ 12 ] *SHRP SECTION ID [ 0100 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 5/21/2007 ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_\_ WIM \_\_\_\_ CLASSIFIER  X  BOTH
3. \* REASON FOR CALIBRATION  
 \_\_\_\_ REGULARLY SCHEDULED SITE VISIT \_\_\_\_ RESEARCH  
 \_\_\_\_ EQUIPMENT REPLACEMENT \_\_\_\_ TRAINING  
 \_\_\_\_ DATA TRIGGERED SYSTEM REVISION \_\_\_\_ NEW EQUIPMENT INSTALLATION  
 X  OTHER (SPECIFY)  LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_ BARE ROUND PIEZO CERAMIC \_\_\_\_ BARE FLAT PIEZO \_\_\_\_ BENDING PLATES  
 \_\_\_\_ CHANNELIZED ROUND PIEZO \_\_\_\_ LOAD CELLS  X  QUARTZ PIEZO  
 \_\_\_\_ CHANNELIZED FLAT PIEZO  X  INDUCTANCE LOOPS \_\_\_\_ CAPACITANCE PADS  
 \_\_\_\_ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER  IRD/ PAT Traffic - Kistler (quartz)

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_\_ TRAFFIC STREAM - \_\_\_\_ STATIC SCALE (Y/N)  X  TEST TRUCKS  
 \_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_  2  NUMBER OF TEST TRUCKS USED  
 \_\_\_\_  20  PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 9 </u>	<u> 2 </u>
3	_____	_____

 TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
                   3 - OTHER (DESCRIBE) \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN \_\_\_\_  
 DYNAMIC AND STATIC GVW  2.1  STANDARD DEVIATION  4.6   
 DYNAMIC AND STATIC SINGLE AXLES  1.6  STANDARD DEVIATION  7.4   
 DYNAMIC AND STATIC DOUBLE AXLES  2.0  STANDARD DEVIATION  5.2
8. 3 \_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)  45   55   65  \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)  965
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)  N   
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
 \_\_\_\_ VIDEO  X  MANUAL \_\_\_\_ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_ TIME  X  NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9  -1.3  FHWA CLASS \_\_\_\_  
 \*\*\* FHWA CLASS 8 \_\_\_\_ FHWA CLASS \_\_\_\_  
                                   FHWA CLASS \_\_\_\_  
                                   FHWA CLASS \_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES:  0.0

PERSON LEADING CALIBRATION EFFORT: <u> Dean J. Wolf, MACTEC </u> CONTACT INFORMATION: <u> 301-210-5105 </u>	rev. November 9, 1999
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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	{ 9935 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 0100 }

### SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION(MONTH/DAY/YEAR): { 02 / 08 / 2006 }
2. \*TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \*REASON FOR CALIBRATION
- ☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
- ☐ EQUIPMENT REPLACEMENT ☐ TRAINING
- ☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
- ☒ OTHER(SPECIFY) SPS WIM VALIDATION
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- ☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES
- ☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☒ QUARTZ PIEZO
- ☐ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
- ☐ OTHER(SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER: CONTROLLER - IRD / PAT SENSORS - KISTLER

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:
- ☐ TRAFFIC STREAM ☐ STATIC SCALE(Y/N) ☒ TEST TRUCKS
- ☐ NUMBER OF TRUCKS COMPARED { 1 } NUMBER OF TEST TRUCKS USED
- ☐ { 30 } PASSES PER TRUCK
- TRUCK TYPE SUSPENSION
- TYPE PER FHWA 13 BIN SYSTEM 1 Class 9 1 { Air Ride }
- SUSPENSION: 1-AIR; 2-LEAF SPRING 2 \_\_\_\_\_
- 3-OTHER(DESCRIBE): 3 \_\_\_\_\_
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN -
- DYNAMIC AND STATIC GVW: -0.1 STANDARD DEVIATION: 2.4
- DYNAMIC AND STATIC SINGLE AXLES: -1.1 STANDARD DEVIATION: 5.9
- DYNAMIC AND STATIC DOUBLE AXLES: -0.1 STANDARD DEVIATION: 3.0
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 6
9. DEFINE THE SPEED RANGES USED (MPH): 45 - 50 50 - 55 55 - 60 60-65 65-70 70-75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 780
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/ N): N

### CLASSIFIER TEST SPECIFICS\*\*\*

12. \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS BY VEHICLE CLASS:
- ☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- \*\*\* FHWA CLASS 9 0 FHWA CLASS \_\_\_\_\_
- \*\*\* FHWA CLASS 8 0 FHWA CLASS \_\_\_\_\_
- FHWA CLASS \_\_\_\_\_
- FHWA CLASS \_\_\_\_\_
- \*\*\*PERCENT"UNCLASSIFIED"VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: <u>Michael R. Leggett</u>
CONTACT INFORMATION: <u>(850)414-4878</u>

**SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 9935 ]  
 \*STATE CODE [ 12 ]  
 \*SHRP SECTION ID [ 0100 ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 09 / 11 / 2006 ]
2. \* TYPE OF EQUIPMENT CALIBRATED x WIM      CLASSIFIER      BOTH
3. \* REASON FOR CALIBRATION  
     REGULARLY SCHEDULED SITE VISIT      RESEARCH  
     EQUIPMENT REPLACEMENT      TRAINING  
     DATA TRIGGERED SYSTEM REVISION      NEW EQUIPMENT INSTALLATION  
x OTHER (SPECIFY) LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
     BARE ROUND PIEZO CERAMIC      BARE FLAT PIEZO      BENDING PLATES  
     CHANNELIZED ROUND PIEZO      LOAD CELLS x QUARTZ PIEZO  
     CHANNELIZED FLAT PIEZO x INDUCTANCE LOOPS      CAPACITANCE PADS  
     OTHER (SPECIFY)
5. EQUIPMENT MANUFACTURER      IRD/PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
     TRAFFIC STREAM --      STATIC SCALE (Y/N) x TEST TRUCKS  
     NUMBER OF TRUCKS COMPARED      2 NUMBER OF TEST TRUCKS USED  

	<u>20</u> PASSES PER TRUCK		
	TRUCK	TYPE	SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM	1	<u>9</u>	<u>1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u>9</u>	<u>1</u>
3 - OTHER (DESCRIBE)	3	<u>    </u>	<u>    </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW      -2.2 STANDARD DEVIATION 3.6  
 DYNAMIC AND STATIC SINGLE AXLES      0.2 STANDARD DEVIATION 7.5  
 DYNAMIC AND STATIC DOUBLE AXLES      -2.7 STANDARD DEVIATION 3.8
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55, 60, 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 760
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:



CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_ VIDEO        x   MANUAL      \_\_\_ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT      \_\_\_ TIME        x   NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>      0      </u>	FHWA CLASS	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
*** FHWA CLASS 8	<u>      0      </u>	FHWA CLASS	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
		FHWA CLASS	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>
		FHWA CLASS	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>	<u>      </u>

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:       0.0      

PERSON LEADING CALIBRATION EFFORT: <u>  Dean J. Wolf,  </u> <u>  MACTEC E&amp;C  </u>
CONTACT INFORMATION: <u>  301-210-5105  </u> rev. November 9, 1999

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	9935
	*STATE CODE:	12
	*SHRP SECTION ID:	0100

### SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION(MONTH/DAY/YEAR): { 02 / 08 / 2006 }
2. \*TYPE OF EQUIPMENT CALIBRATED X WIM        CLASSIFIER        BOTH
3. \*REASON FOR CALIBRATION
- REGULARY SCHEDULED SITE VISIT        RESEARCH
- EQUIPMENT REPLACEMENT        TRAINING
- DATA TRIGGERED SYSTEM REVISION        NEW EQUIPMENT INSTALLATION
- X OTHER(SPECIFY) SPS WIM VALIDATION
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- BARE ROUND PIEZO CERAMIC        BARE FLAT PIEZO        BENDING PLATES
- CHANNELIZED ROUND PIEZO        LOAD CELLS X QUARTZ PIEZO
- CHANNELIZED FLAT PIEZO X INDUCTANCE LOOPS        CAPACITANCE PADS
- OTHER(SPECIFY)
5. EQUIPMENT MANUFACTURER: CONTROLLER - IRD / PAT SENSORS - KISTLER

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:
- TRAFFIC STREAM        STATIC SCALE(Y/N) X TEST TRUCKS
- NUMBER OF TRUCKS COMPARED { 1 } NUMBER OF TEST TRUCKS USED
- { 30 } PASSES PER TRUCK
- |                                  | TRUCK TYPE       | SUSPENSION            |
|----------------------------------|------------------|-----------------------|
| TYPE PER FHWA 13 BIN SYSTEM      | 1 <u>Class 9</u> | 1 <u>{ Air Ride }</u> |
| SUSPENSION: 1-AIR; 2-LEAF SPRING | 2 <u>      </u>  |                       |
| 3-OTHER(DESCRIBE):               | 3 <u>      </u>  |                       |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- MEAN DIFFERENCE BETWEEN -
- |  |                                |
|--|--------------------------------|
| DYNAMIC AND STATIC GVW: <u>-0.1</u>          | STANDARD DEVIATION: <u>2.4</u> |
| DYNAMIC AND STATIC SINGLE AXLES: <u>-1.1</u> | STANDARD DEVIATION: <u>5.9</u> |
| DYNAMIC AND STATIC DOUBLE AXLES: <u>-0.1</u> | STANDARD DEVIATION: <u>3.0</u> |
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 6
9. DEFINE THE SPEED RANGES USED (MPH): 45 - 50 50 - 55 55 - 60 60 - 65 65 - 70 70 - 75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): 780
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/ N): N

### CLASSIFIER TEST SPECIFICS\*\*\*

12. \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS BY VEHICLE CLASS:
- VIDEO X MANUAL        PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT        TIME X NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- \*\*\* FHWA CLASS 9 0 FHWA CLASS
- \*\*\* FHWA CLASS 8 0 FHWA CLASS
- FHWA CLASS
- FHWA CLASS
- \*\*\*PERCENT"UNCLASSIFIED"VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: <u>Michael R. Leggett</u>
CONTACT INFORMATION: <u>(850)414-4878</u>

ENTERED SEP 02

03 SEP 02

RECEIVED JAN 19 2007

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [ 9 9 3 5 ] *STATE CODE [ 1 2 ] *SHRP SECTION ID [ 0 1 0 0 ]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 0 9 / 1 1 / 2 0 0 6 ]
2. \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \* REASON FOR CALIBRATION
 

<input type="checkbox"/> REGULARLY SCHEDULED SITE VISIT	<input type="checkbox"/> RESEARCH
<input type="checkbox"/> EQUIPMENT REPLACEMENT	<input type="checkbox"/> TRAINING
<input type="checkbox"/> DATA TRIGGERED SYSTEM REVISION	<input type="checkbox"/> NEW EQUIPMENT INSTALLATION
<input checked="" type="checkbox"/> OTHER (SPECIFY) LTPP Validation	
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 

<input type="checkbox"/> BARE ROUND PIEZO CERAMIC	<input type="checkbox"/> BARE FLAT PIEZO	<input type="checkbox"/> BENDING PLATES
<input type="checkbox"/> CHANNELIZED ROUND PIEZO	<input type="checkbox"/> LOAD CELLS	<input checked="" type="checkbox"/> QUARTZ PIEZO
<input type="checkbox"/> CHANNELIZED FLAT PIEZO	<input checked="" type="checkbox"/> INDUCTANCE LOOPS	<input type="checkbox"/> CAPACITANCE PADS
<input type="checkbox"/> OTHER (SPECIFY)		
5. EQUIPMENT MANUFACTURER ☐ IRD/PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\*CALIBRATION TECHNIQUE USED:
 

<input type="checkbox"/> TRAFFIC STREAM -- <input type="checkbox"/> STATIC SCALE (Y/N)	<input checked="" type="checkbox"/> TEST TRUCKS
<input type="checkbox"/> NUMBER OF TRUCKS COMPARED	<input type="checkbox"/> 2 NUMBER OF TEST TRUCKS USED
	<input type="checkbox"/> 2 0 PASSES PER TRUCK
TYPE PER FHWA 13 BIN SYSTEM	TRUCK TYPE SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1 9 1
3 - OTHER (DESCRIBE)	2 9 1
	3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 

MEAN DIFFERENCE BETWEEN --	
DYNAMIC AND STATIC GVW	<input type="checkbox"/> - 2.2 STANDARD DEVIATION <input type="checkbox"/> 3.6
DYNAMIC AND STATIC SINGLE AXLES	<input type="checkbox"/> 0.2 STANDARD DEVIATION <input type="checkbox"/> 7.5
DYNAMIC AND STATIC DOUBLE AXLES	<input type="checkbox"/> - 2.7 STANDARD DEVIATION <input type="checkbox"/> 3.8
8. ☐ 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) ☐ 55, ☐ 60, ☐ 65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ☐ 7 6 0
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☐ N
 

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

ENTERED APR 27 2009 J P M

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_\_ VIDEO        x   MANUAL      \_\_\_\_ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT      \_\_\_\_ TIME        x   NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

\*\*\* FHWA CLASS 9            0            FHWA CLASS      \_\_\_\_      \_\_\_\_      \_\_\_\_

\*\*\* FHWA CLASS 8            0            FHWA CLASS      \_\_\_\_      \_\_\_\_      \_\_\_\_

FHWA CLASS      \_\_\_\_      \_\_\_\_      \_\_\_\_

FHWA CLASS      \_\_\_\_      \_\_\_\_      \_\_\_\_

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:       0.0      

PERSON LEADING CALIBRATION EFFORT:   Dean J. Wolf,   MACTEC E&C  
CONTACT INFORMATION:   301-210-5105   rev. November 9, 1999

ENTERED APR 27 2009 J P M

**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID [ 9\_9\_3\_5\_ ]  
 \*STATE CODE [ 1\_2\_ ]  
 \*SHRP SECTION ID [ 0\_1\_0\_0\_ ]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 0\_9\_ / 1\_2\_ / 2\_0\_0\_6\_ ]
2. \* TYPE OF EQUIPMENT CALIBRATED    x WIM    CLASSIFIER    BOTH
3. \* REASON FOR CALIBRATION  
   REGULARLY SCHEDULED SITE VISIT    RESEARCH  
   EQUIPMENT REPLACEMENT    TRAINING  
   DATA TRIGGERED SYSTEM REVISION    NEW EQUIPMENT INSTALLATION  
   x OTHER (SPECIFY) LTPP Validation
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
   BARE ROUND PIEZO CERAMIC    BARE FLAT PIEZO    BENDING PLATES  
   CHANNELIZED ROUND PIEZO    LOAD CELLS    x QUARTZ PIEZO  
   CHANNELIZED FLAT PIEZO    x INDUCTANCE LOOPS    CAPACITANCE PADS  
   OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER    IRD/PAT Traffic \_\_\_\_\_

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
   TRAFFIC STREAM --    STATIC SCALE (Y/N)    x TEST TRUCKS  
   NUMBER OF TRUCKS COMPARED    2 NUMBER OF TEST TRUCKS USED  
2\_0 PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u>9</u>	<u>1</u>
2	<u>9</u>	<u>1</u>
3		

TYPE PER FHWA 13 BIN SYSTEM  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE)
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW    -2.8 STANDARD DEVIATION    2.7  
 DYNAMIC AND STATIC SINGLE AXLES    -0.7 STANDARD DEVIATION    5.5  
 DYNAMIC AND STATIC DOUBLE AXLES    -3.3 STANDARD DEVIATION    3.2
8.    3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH)    55,    60,    65
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)    7\_8\_0
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N)    N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

ENTERED APR 27 2009 J P M

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
\_\_\_ VIDEO                    \_x\_ MANUAL                    \_\_\_ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT                    \_\_\_ TIME                    \_x\_ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

\*\*\* FHWA CLASS 9                    0                    FHWA CLASS                    \_\_\_

\*\*\* FHWA CLASS 8                    0                    FHWA CLASS                    \_\_\_

FHWA CLASS                    \_\_\_

FHWA CLASS                    \_\_\_

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:                    0.0

PERSON LEADING CALIBRATION EFFORT: Dean J. Wolf, MACTEC E&C

CONTACT INFORMATION: 301-210-5105 rev. November 9, 1999

ENTERED APR 27 2009 J P M

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID:	{ 9935 }
	*STATE CODE:	{ 12 }
	*SHRP SECTION ID:	{ 0100 }

### SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION(MONTH/DAY/YEAR): { 02 / 08 / 2006 }
2. \*TYPE OF EQUIPMENT CALIBRATED  X  WIM   CLASSIFIER   BOTH
3. \*REASON FOR CALIBRATION
- |   |                                     |
|---|-------------------------------------|
| <u> </u> REGULARLY SCHEDULED SITE VISIT               | <u> </u> RESEARCH                   |
| <u> </u> EQUIPMENT REPLACEMENT                        | <u> </u> TRAINING                   |
| <u> </u> DATA TRIGGERED SYSTEM REVISION               | <u> </u> NEW EQUIPMENT INSTALLATION |
| <u> X </u> OTHER(SPECIFY) <u> SPS WIM VALIDATION </u> |                                     |
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
- |                                   |                             |                           |
|-----------------------------------|-----------------------------|---------------------------|
| <u> </u> BARE ROUND PIEZO CERAMIC | <u> </u> BARE FLAT PIEZO    | <u> </u> BENDING PLATES   |
| <u> </u> CHANNELIZED ROUND PIEZO  | <u> </u> LOAD CELLS         | <u> X </u> QUARTZ PIEZO   |
| <u> </u> CHANNELIZED FLAT PIEZO   | <u> X </u> INDUCTANCE LOOPS | <u> </u> CAPACITANCE PADS |
| <u> </u> OTHER(SPECIFY) <u> </u>  |                             |                           |
5. EQUIPMENT MANUFACTURER:  CONTROLLER - IRD / PAT    SENSORS - KISTLER

### WIM SYSTEM CALIBRATION SPECIFICS\*\*

6. \*\*CALIBRATION TECHNIQUE USED:
- |                                    |   |                        |
|------------------------------------|---|------------------------|
| <u> </u> TRAFFIC STREAM            | <u> </u> STATIC SCALE(Y/N)                | <u> X </u> TEST TRUCKS |
| <u> </u> NUMBER OF TRUCKS COMPARED | <u> { 1 } </u> NUMBER OF TEST TRUCKS USED |                        |
|                                    | <u> { 30 } </u> PASSES PER TRUCK          |                        |
- |                                  |                    |                         |
|----------------------------------|--------------------|-------------------------|
|                                  | TRUCK TYPE         | SUSPENSION              |
| TYPE PER FHWA 13 BIN SYSTEM      | 1 <u> Class 9 </u> | 1 <u> { Air Ride } </u> |
| SUSPENSION: 1-AIR; 2-LEAF SPRING | 2 <u> </u>         |                         |
| 3-OTHER(DESCRIBE):               | 3 <u> </u>         |                         |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
- |  |                                  |
|--|----------------------------------|
| MEAN DIFFERENCE BETWEEN --                     |                                  |
| DYNAMIC AND STATIC GVW: <u> -0.1 </u>          | STANDARD DEVIATION: <u> 2.4 </u> |
| DYNAMIC AND STATIC SINGLE AXLES: <u> -1.1 </u> | STANDARD DEVIATION: <u> 5.9 </u> |
| DYNAMIC AND STATIC DOUBLE AXLES: <u> -0.1 </u> | STANDARD DEVIATION: <u> 3.0 </u> |
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED:  6
9. DEFINE THE SPEED RANGES USED (MPH):  45 - 50    50 - 55    55 - 60    60-65    65-70    70-75
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):  780
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/ N):  N

### CLASSIFIER TEST SPECIFICS\*\*\*

12. \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS BY VEHICLE CLASS:
- |                |                   |                               |
|----------------|-------------------|-------------------------------|
| <u> </u> VIDEO | <u> X </u> MANUAL | <u> </u> PARALLEL CLASSIFIERS |
|----------------|-------------------|-------------------------------|
13. METHOD TO DETERMINE LENGTH OF COUNT   TIME  X  NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
- |                             |                     |
|-----------------------------|---------------------|
| *** FHWA CLASS 9 <u> 0 </u> | FHWA CLASS <u> </u> |
| *** FHWA CLASS 8 <u> 0 </u> | FHWA CLASS <u> </u> |
|                             | FHWA CLASS <u> </u> |
|                             | FHWA CLASS <u> </u> |
- \*\*\*PERCENT"UNCLASSIFIED"VEHICLES:  0

PERSON LEADING CALIBRATION EFFORT: <u> Michael R. Leggett </u>
CONTACT INFORMATION: <u> (850)414-4878 </u>