

SHEET 1 LTPP TRAFFIC DATA SUMMARY TRANSMITTAL FORM	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [12] *SHRP SECTION ID [0500]
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STATE OR PROVINCE Florida COUNTY Martin
 HIGHWAY ROUTE NO. US 1 MILEPOST# 0
 NEAREST CITY/TOWN Hobe Sound NEAREST INTERSECTION SH 700
 FUNCTIONAL CLASS 02 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4
 DIRECTION OF TRAVEL GPS LANE SB DATE OPENED TO TRAF. 12-01-71
 FIPS COUNTY CODE 085 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 <u>Manny Duarte</u>	PHONE # <u>(512) 346-0870</u>
DATE PREPARED <u>6-12-00</u>	

ENTERED JUN 26 2000 D M

SHEET 1 LTPP TRAFFIC DATA SUMMARY TRANSMITTAL FORM	*STATE ASSIGNED ID [_ _ _ _] *STATE CODE [12] *SHRP SECTION ID [0500]
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STATE OR PROVINCE Florida COUNTY Martin
 HIGHWAY ROUTE NO. US-1 MILEPOST# 0
 NEAREST CITY/TOWN COLONY NEAREST INTERSECTION 706 ROAD
 FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4
 DIRECTION OF TRAVEL GPS LANE SB DATE OPENED TO TRAF. 04-01-95
 FIPS COUNTY CODE _____ 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 _____

ENTERED NOV 07 2000 D M

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 _____	

SHEET 1 LTPP TRAFFIC DATA SUMMARY TRANSMITTAL FORM	*STATE ASSIGNED ID [_ _ _ _]
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02
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STATE OR PROVINCE Florida COUNTY Martin

HIGHWAY ROUTE NO. US-1 MILEPOST# 0-5.05

NEAREST CITY/TOWN _____ NEAREST INTERSECTION .5 miles S of Jct. US1/A1A

FUNCTIONAL CLASS 2 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4

DIRECTION OF TRAVEL GPS LANE SB DATE OPENED TO TRAF. 04-01-95

FIPS COUNTY CODE 085 FHWA STATION IDENTIFICATION NO. 77+62.6

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 _____

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M
NOV 09 2000
ENTERED

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 _____	

Sheet 19	* STATE CODE	12
LTPP Traffic Data	* SPS PROJECT ID	0500
*CALIBRATION TEST TRUCK # 1	* DATE	5/23/07

Rev. 08/31/01

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>11740</u>	<u>11480</u>	<u>D</u> / C
B		<u>14587</u>	<u>14510</u>	<u>D</u> / C
C		<u>14587</u>	<u>14510</u>	<u>D</u> / C
D		<u>16907</u>	<u>16880</u>	<u>D</u> / C
E		<u>16907</u>	<u>16880</u>	<u>D</u> / C
F				D / C

GVW (same units as axles)

7. a) Empty GVW _____
 *b) Average Pre-Test Loaded weight 74727
 *c) Post Test Loaded Weight 74260
 *d) Difference Post Test - Pre-test -467 ✓

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:

CONCRETE BLOCKS LOADED 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 14.9 B to C 4.3 C to D 31.8

D to E 4.1 E to F _____

Wheelbased (measured A to last) _____ Computed 55.1

(+ 2.3) _____

(+ is to the rear)

13. *Kingpin Offset From Axle B (units)

SUSPENSION

Axle 14. Tire Size

A 425/45R22.5

B 11R22.5

C 11R22.5

D 11R22.5

E 11R22.5

F _____

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

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
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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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	
V		-I		-II		-III		-IV			
-VI		VI-VII		VII-VIII		VIII-IX		IX'		X	
Avg.										XI	

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	
		II		III		IV		V		V	
		-I		-II		-III		-IV			
I		VI-VII		VII-VIII		VIII-IX		IX'		X	
										XI	

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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	
V		-I		-II		-III		-IV		X	
-VI		VI-		VII-		VIII-		IX		XI	
		VII		VIII		IX					
Avg.											

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11700	14600	14600	16910	16910		74720
2	11720	14600	14600	16910	16910		74740
3	11800	14560	14560	16900	16900		74720
Average	11740	14528	14592	16910	16910		74730

87 87 07 07 727

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
	11480	14510	14510	16880	16880		74260
Average	11480	14510	14510	16880	16880		74260

Measured By lf Verified By lf

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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>10093</u>	<u>9900</u>	<u>D / C</u>
B		<u>13303</u>	<u>13270</u>	<u>D / C</u>
C		<u>13303</u>	<u>13270</u>	<u>D / C</u>
D		<u>14563</u>	<u>14470</u>	<u>D / C</u>
E		<u>14563</u>	<u>14470</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 65827
 *c) Post Test Loaded Weight 65380
 *d) Difference Post Test - Pre-test -447

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 LOADED EVENLY ALONG TRAILER

1. 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 58.2

13.*Kingpin Offset From Axle B (units) (+ 2.0)
 (+ 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 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
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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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					
Avg.										XI	

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					
Avg.										XI	

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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					
Avg.										XI	

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10120	13260	13260	14590	14590		65820
2	10060	13320	13320	14560	14560		65820
3	10100	13330	13330	14540	14540		65840
Average	10090	13300	13300	14560	14560		65830

827

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9900	13270	13270	14470	14470		65380
2							
3							
Average	9900	13270	13270	14470	14470		65380

Measured By RL Verified By DD

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* CALIBRATION TEST TRUCK # 2		* DATE	9/23/08

Rev. 08/31/01

PART I.

1.* FHWA Class 9

2.* Number of Axles 5

Number of weight days 2

AXLES - units - (lbs) 100s lbs / kg

GEOMETRY

8 a) * Tractor Cab Style - Cab Over Engine / Conventional

b) * Sleeper Cab? Y (N)

9. a) * Make: MAZDA b) * Model: CL700

10.* Trailer Load Distribution Description:

CONCRETE BLOCKS LOADED EVENLY ALONG
TRAILER

11. a) Tractor Tare Weight (units): _____

b). Trailer Tare Weight (units): _____

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

A to B 17.4 B to C 4.3 C to D 31.0
D to E 4.0 E to F _____

Wheelbase (measured A to last) _____ Computed 56.7

13. *Kingpin Offset From Axle B (units) +2.4 (_____)
(+ is to the rear)

SUSPENSION

Axle 14. Tire Size

A 6.5R 22.5

B 11R 24.5

C 11R 24.5

D 25R 22.5

E 25R 22.5

F _____

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

2 FULL LEAF

AIR

AIR

AIR

AIR

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PART II

Day 1

*b) Average Pre-Test Loaded weight

66450

*c) Post Test Loaded Weight

66160

*d) Difference Post Test - Pre-test

- 290

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	13480	13300	13300	13190	13190		66460
2	13420	13310	13300	13200	13200		66440
3							
Average	13450	13305	13305	13195	13195		66450

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	13230	13230	13230	13210	13210		66160
2	13380	13150	13150	13240	13240		66160
3							
Average	13330	13190	13190	13225	13225		66160

Measured By d.w Verified By sfm Weight date 9/23/08

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Day 2

7.2

- *b) Average Pre-Test Loaded weight
- *c) Post Test Loaded Weight
- *d) Difference Post Test - Pre-test

66370
65880
- 490

Table 5.2. Raw data - Axle scales - pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	13500	13120	13120	13320	13320		
2	13340	13250	13250	13260	13260		66380
3							66360
Average	13370 13420	13185	13185	13290	13290		66370

Table 6.2. Raw data - Axle scales -

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

Table 7.2 Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	13060	13140	13160	13240	13240		
2	13120	13190	13190	13250	13250		65860
3							65900
Average	13090	13150	13180	13245	13245		65880

Measured By Ajw Verified By sfm Weight date 9/24/08

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PART I.

1.* FHWA Class 9 2.* Number of Axles 5 Number of weight days 2
 AXLES - units - (lbs) / 100s lbs / kg

GEOMETRY

8 a) * Tractor Cab Style - Cab Over Engine / Conventional b) * Sleeper Cab? Y (N)
 9. a) * Make: KENWORTH b) * Model: 600

10.* Trailer Load Distribution Description:

CONCRETE BLOCKS LOADED EVENLY ALONG
TRAILER

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

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

A to B 19.0 B to C 4.5 C to D 32.3
 D to E 4.1 E to F _____

Wheelbase (measured A to last) _____ Computed 59.9

13. *Kingpin Offset From Axle B (units) +2.9 ((+ is to the rear))

SUSPENSION

Axle 14. Tire Size

A 11R 24.5
 B 11R 24.5
 C 11R 24.5
 D 11R 24.5
 E 11R 24.5
 F _____

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

2 FULL LEAF
AIR
AIR
AIR
AIR

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PART II

Day 1

- *b) Average Pre-Test Loaded weight
- *c) Post Test Loaded Weight
- *d) Difference Post Test - Pre-test

74350
74050
- 300

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10320	15090	15090	16930	16930		74360
2	10290	15110	15110	16920	16920		74340
3							
Average	10300	15100	15100	16925	16925		74350

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10160	15030	15030	16910	16910		74040
2	10200	15020	15020	16910	16910		74060
3							
Average	10180	15025	15025	16910	16910		74050

Measured By djw Verified By Sfm Weight date 9/23/08

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Day 2

7.2

*b) Average Pre-Test Loaded weight

74190

*c) Post Test Loaded Weight

73680

*d) Difference Post Test - Pre-test

- 510

Table 5.2. Raw data - Axle scales - pre-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10180	15060	15060	16950	16950		74200
2	10140	15080	15080	16940	16940		74180
3							
Average	10160	15070	15070	16945	16945		74190

Table 6.2. Raw data - Axle scales -

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

Table 7.2 Raw data - Axle scales - post-test

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10000	14940	14940	16910	16910		73700
2	10000	14930	14930	16900	16900		73660
3							
Average	10000	14935	14935	16905	16905		73680

Measured By dyw Verified By SFM Weight date 9/24/08

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* CALIBRATION TEST TRUCK # 2		* DATE	9-13-06

PART I.

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

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</u> / C
A		<u>7870</u>	<u>7740</u>	
B		<u>15380</u>	<u>15340</u>	<u>D</u> / C
C				<u>D</u> / C
D				<u>D</u> / C
E				<u>D</u> / C
F				<u>D</u> / C
				<u>D</u> / C

GVW (same units as axles)

7. a) Empty GVW _____

*b) Average Pre-Test Loaded weight 23250
 *c) Post Test Loaded Weight 23100
 *d) Difference Post Test - Pre-test -150

GEOMETRY

8 a) * Tractor Cab Style - Cab Over Engine / Conventional b) * Sleeper Cab? Y/N
 9. a) * Make: INTERNATIONAL b) * Model: 4300

10.* Trailer Load Distribution Description:

steel beams loaded mid way back

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 21.1 B to C _____ C to D _____

D to E _____ E to F _____

Wheelbased (measured A to last) 21.1 Computed _____

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

SUSPENSION

Axle 14. Tire Size

A 11R22.5

B 11R22.5

C _____

D _____

E _____

F _____

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

2 full leaf springs

4 tapered leaf springs

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

Steering Axle

Axle B

Axle C

Axle D

Axle E

_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Sheet 19	* STATE CODE	12
LTPP Traffic Data	* SPS PROJECT ID	0520
*CALIBRATION TEST TRUCK # 2	* DATE	9-13-06

Rev. 08/31/01

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 - Jan 1

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	7820	15440					23260
2	7900	15340					23240
3	7880	15360					23240
Average	7870	15380					23250

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	7740	15360					23100
2							
3							
Average	7740	15360					23160

Measured By gjh Verified By _____

Sheet 19	* STATE CODE	17
LTPP Traffic Data	* SPS PROJECT ID	0500
*CALIBRATION TEST TRUCK #1	* DATE	9-13-06

Rev. 08/31/01

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? D / C
A		9870		D / C
B		16600		D / C
C		16600		D / C
D		15880		D / C
E		15880		D / C
F				D / C

GVW (same units as axles)

7. a) Empty GVW _____
 *b) Average Pre-Test Loaded weight 74830
 *c) Post Test Loaded Weight _____
 *d) Difference Post Test - Pre-test _____

GEOMETRY

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

9. a) * Make: LENWORTH b) * Model: W900

10.* Trailer Load Distribution Description:

CONCRETE BLOCKS FROM FRONT TO 3/4 BACK. STEEL BEAMS
OVER REAR TANDEN

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

Sheet 19	* STATE CODE	12
LTPP Traffic Data	* SPS PROJECT ID	0500
*CALIBRATION TEST TRUCK # 1	* DATE	9-13-06

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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 60.0

13. *Kingpin Offset From Axle B (units) +3.6 ()
(+ 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
<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>

Sheet 19	* STATE CODE	12
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*CALIBRATION TEST TRUCK # 1	* DATE	09.13.06

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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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9940	16560	16560	15920	15920		74900
2	9800	16610	16610	15850	15850		74720
3	9860	16620	16620	15880	15880		74860
Average	9870	16600	16600	15880	15880		74830

Table 6. Raw data - Axle scales -

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

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	9960	16410	16410	15930	15930		74640
2							
3							
Average	9960	16410	16410	15930	15930		74640

Measured By Verified By

LTPP Traffic Data

WIM System Test Truck Records

1 of 3

* STATE CODE

12

* SPS PROJECT ID

0500

* DATE

05/23/2007

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
91.5	34	2	1	9:36	5238	34	4.4/4.8	5.2/5.8	5.4/5.4	6.4/6.7	7.1/7.0		59.8	19.2	4.5	30.9	4.1	
91.5	33	1	1	9:37	5254	34	5.2/5.3	6.3/6.6	6.1/5.4	6.4/8.4	6.3/7.5		63.6	14.9	4.4	31.8	4.1	
91.5	43	2	2	9:40	5303	44	4.4/4.7	5.8/6.3	6.0/6.2	5.2/5.5	7.8/6.2		58.1	19.2	4.5	31.0	4.0	
91.5	43	1	2	9:41	5324	43	4.2/4.3	4.0/7.2	6.3/6.7	6.0/7.7	5.5/7.3		65.1	14.9	4.4	32.0	4.1	
93	54	2	3	9:43	5374	54	4.1/5.4	5.7/5.8	5.5/5.5	5.5/6.1	7.8/7.4		58.9	19.2	4.5	30.9	4.0	
93	52	1	3	9:45	5405	54	5.0/5.3	6.3/6.8	6.9/5.2	6.2/8.8	6.8/8.5		67.1	14.9	4.4	31.9	4.1	
88	34	2	4	9:47	5489	33	4.5/4.6	5.6/4.0	5.8/5.5	7.3/6.3	7.1/6.9		59.8	19.1	4.5	30.8	4.1	
88	35	1	4	9:50	5505	34	5.2/5.1	6.2/6.7	6.2/5.6	6.8/8.6	6.4/8.2		65.0	14.9	4.4	31.8	4.1	
91.5	43	2	5	9:51	5518	43	4.0/5.1	6.2/6.0	6.3/5.9	5.7/6.4	8.0/7.5		61.0	19.2	4.5	30.8	4.0	
91.5	44	1	5	9:55	5579	44	5.7/5.0	7.0/7.5	7.0/6.8	6.4/9.1	6.5/9.5		70.3	14.9	4.4	31.9	4.1	
86.5	54	2	6	9:57	5607	53	4.3/5.8	5.4/5.9	6.2/5.5	6.6/6.1	8.2/7.1		61.0	19.2	4.5	30.9	4.0	
86.5	54	1	6	9:59	5650	54	5.7/5.2	6.7/6.8	6.6/6.0	6.5/8.8	6.8/7.0		68.0	14.9	4.4	31.9	4.1	
87.5	34	2	7	10:01	5681	34	4.4/4.8	5.4/5.7	5.9/5.7	7.8/6.7	7.6/7.1		61.7	19.1	4.5	30.8	4.1	
87.5	34	1	7	10:02	5718	34	5.3/4.8	6.0/6.2	6.3/5.8	6.1/8.1	6.3/8.0		62.9	14.9	4.3	31.8	4.1	
91.5	43	2	8	10:05	5762	43	4.4/4.8	6.0/5.9	6.3/5.8	4.1/6.6	7.5/6.6		58.1	19.1	4.5	30.9	4.0	
91.5	44	1	8	10:07	5795	44	4.0/4.3	5.9/7.2	6.1/6.4	5.9/7.4	5.9/9.2		64.3	14.9	4.3	32.0	4.1	

Recorded by

924

Checked by

RP

LTPP Traffic Data

WIM System Test Truck Records 2 of 3

* STATE CODE

* SPS PROJECT ID

* DATE

12

0100

05/21/2002

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
42	53	2	9	10:09	5793 5853	44	5.1/5.5	2.8/3.1	7.1/12.3	2.2/2.4	1.9/2.4		30.9					
45.5	42	2	9	10:07	5795	44	4.0/4.3	5.9/7.2	6.1/6.4	5.1/5.9	5.9/7.2							
45.5	54	1	9	10:11	5871	53	5.8/5.4	6.4/7.2	6.6/6.2	6.3/6.4	6.5/6.1		64.3	4.7	4.3	32.0	4.1	
45.5	54	2	9	10:14	5923	54	4.4/4.9	4.0/5.5	5.3/5.6	6.1/5.9	6.5/6.5		69.0	4.8	4.4	32.0	4.1	
45.5	34	1	10	10:16	5963	34	5.3/5.0	6.3/7.1	6.2/5.7	7.1/9.1	6.4/8.3		57.7	19.1	4.5	30.8	4.0	
47.5	34	2	10	10:17	5987	34	4.4/4.5	5.3/6.0	5.7/5.7	6.3/5.7	6.2/6.2		66.8	14.9	4.4	31.9	4.1	
47.5	44	1	11	10:20	6061	44	5.3/5.3	6.4/7.0	6.5/6.0	6.3/8.6	6.4/8.4		56.6	15.2	4.5	30.8	4.1	
48	42	2	12	10:22	6085	42	4.7/4.8	6.1/6.0	6.4/6.2	5.3/6.3	7.7/6.8		66.4	14.9	4.4	32.0	4.1	
48	52	1	12	10:25	6124	52	5.5/5.7	6.7/7.2	6.5/5.9	7.1/6.4	6.5/8.9		60.2	19.2	4.5	30.9	4.0	
48	54	2	12	10:26	6164	54	4.4/5.3	5.7/5.5	5.4/5.6	4.1/6.1	7.4/7.5		64.5	14.9	4.4	31.9	4.1	
48	36	1	12	10:29	6231	34	5.4/5.4	4.2/6.7	6.2/5.8	6.4/8.5	6.2/8.0		57.5	19.2	4.5	31.0	4.0	
48	36	2	13	10:31	6266	34	4.7/4.8	5.2/5.2	5.9/6.2	5.9/5.8	6.2/6.3		64.8	14.9	4.4	31.9	4.0	
46.5	43	1	14	10:34	6320	44	5.4/5.1	6.7/7.4	6.9/6.2	7.0/9.1	6.7/8.9		55.2	19.3	4.5	30.9	4.0	
46.5	45	2	14	10:35	6344	45	4.4/4.8	6.3/6.4	6.4/4.9	3.0/6.1	7.8/7.0		69.3	14.9	4.3	31.9	4.1	
46.5	54	1	15	10:38	6390	54	5.3/5.3	6.9/7.1	6.9/5.7	6.6/9.4	6.9/9.1		69.7	14.8	4.3	31.9	4.0	

Recorded by

JW

Checked by

RP

Rev. 08/31/2001

[illegible]

Recorded by DW

Checked by DP

1215

Sheet 21

LTPP Traffic Data

WIM System Test Truck Records

1 of 2

* STATE CODE

* SPS PROJECT ID

* DATE

12

0500

05/23/2007

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	GWV	A-B space	B-C space	C-D space	D-E space	E-F space
109.5	33	1	7	13:06			53/5.4	6.1/6.4	6.0/5.8	6.4/5.8	7.4/7.2							
109.5	33	2	7	13:06	9070	34	6.1/5.4	6.1/6.4	6.0/5.8	6.4/5.8	7.4/7.2		61.9	19.2	4.5	30.8	4.0	
115	44	1	8	13:10	9126	44	6.2/6.2	6.8/6.7	7.2/6.4	7.2/6.4	7.4/7.1		73.4	14.9	4.3	31.9	4.0	
115	44	2	8	13:11	9128	44	5.5/5.3	6.9/7.2	7.0/6.6	6.9/7.4	8.0/7.7		68.6	19.2	4.5	30.9	4.0	
115.5	52	1	8	13:15	9208	54	6.4/6.2	7.5/8.1	7.8/6.5	7.9/10.4	7.4/10.2		78.4	14.9	4.4	31.9	4.1	
115.5	53	2	9	13:15	9212	53	4.7/6.0	6.8/7.0	7.1/6.4	7.0/7.1	9.0/8.0		69.0	19.2	4.5	30.9	4.0	
115	35	1	9	13:20	9288	34	4.2/6.0	6.7/7.5	8.2/6.5	7.4/7.4	7.1/9.3		73.9	14.9	4.3	31.9	4.1	
115	35	2	10	13:20	9292	35	5.2/5.4	6.3/6.2	6.2/6.1	5.4/6.6	7.6/6.5		61.8	19.2	4.5	30.8	4.0	
116.5	46	1	10	13:26	9426	45	5.3/6.2	7.1/7.8	7.0/6.6	6.7/9.9	7.2/9.2		73.6	14.9	4.4	32.0	4.1	
116.5	43	2	11	13:28	9454	43	5.2/4.9	6.8/7.2	7.2/6.8	6.6/6.8	8.0/7.0		66.5	19.1	4.5	30.8	4.0	
119.5	53	1	11	13:31	9526	53	5.0/4.6	6.5/8.2	6.7/6.3	7.4/10.2	6.8/10.2		72.1	14.8	4.4	31.9	4.1	
119.5	54	2	12	13:32	9540	54	5.3/5.5	6.4/6.5	6.7/5.8	6.2/6.2	8.2/6.8		63.6	19.1	4.5	30.8	4.0	
119	34	1	13	13:37	9631	34	5.9/6.1	6.6/7.2	7.1/5.9	7.2/9.5	7.2/9.1		71.7	14.9	4.4	31.9	4.1	
119	33	2	13	13:38	9651	35	4.5/5.3	6.0/5.8	6.0/5.6	6.4/7.0	6.8/7.6		60.9	19.2	4.5	30.8	4.0	
119.5	53	1	13	13:41	9725	53	5.4/5.7	7.5/7.8	7.1/5.9	7.2/9.5	6.9/9.4		72.5	14.9	4.4	31.9	4.1	
119.5	43	2	14	13:43	9747	43	5.0/5.5	7.0/7.2	7.0/6.8	5.5/7.6	8.1/7.3		67.0	19.1	4.5	30.9	4.0	

Recorded by

JW

Checked by

RP

See Cal 1 for 1st 12 passes of post 40

LTPP Traffic Data

WIM System Test Truck Records 2 of 2

* STATE CODE

12

* SPS PROJECT ID

0500

* DATE

05/23/2007

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
114	34	1	14	13:46	9810	34	5.7/5.4	6.7/7.2	6.9/5.7	7.2/8.9	7.0/8.8		69.4	14.9	4.4	31.8	4.1	
114	33	2	15	13:46	9816	34	5.3/5.3	6.5/6.3	6.7/6.0	7.1/6.4	7.0/7.3		64.0	19.1	4.5	30.8	4.0	
118.5	43	1	15	13:51	9931	45	5.4/5.3	6.8/8.3	6.5/6.7	6.4/10.0	6.4/10.4		72.1	14.9	4.4	32.0	4.1	
118.5	44	2	16	13:52	9941	44	5.5/5.3	6.4/6.9	6.4/6.4	8.4/6.5	7.9/7.0		67.0	19.1	4.5	30.7	4.0	
119.5	54	1	16	13:56	10027	54	5.5/5.8	6.8/7.5	7.7/6.7	7.2/9.7	6.9/9.3		73.1	14.9	4.3	32.0	4.1	
119.5	54	2	17	13:56	10033	55	5.0/5.3	7.0/6.6	7.0/6.4	6.5/7.1	7.4/8.3		67.0	19.1	4.5	30.9	4.0	
121.0	34	1	18	13:59	10109	34	5.9/4.0	4.7/7.6	6.9/6.5	7.7/9.8	7.0/9.3		73.4	14.9	4.4	31.9	4.1	
121.0	33	2	18	14:00	10131	32	5.2/5.1	6.3/7.0	6.4/6.3	3.4/5.8	7.2/7.1		59.8	14.2	4.5	31.0	4.0	
120.0	43	1	18	14:04	10201	44	5.7/4.6	7.0/7.8	7.3/6.9	6.8/10.4	6.2/10.4		73.0	14.8	4.3	31.9	4.1	
120.0	42	2	18	14:05	10217	42	5.0/5.6	6.5/6.9	6.6/6.2	5.7/5.1	7.7/6.7		62.1	19.2	4.5	30.9	4.0	
119.0	53	1	19	14:08	10260	54	7.5/6.9	7.1/8.6	8.1/7.5	7.5/10.8	7.6/11.0		81.5	14.9	4.4	32.0	4.1	
119.0	54	2	19	14:09	10282	52	5.0/6.0	6.6/6.2	6.5/6.0	6.9/7.0	8.4/8.7		67.3	19.2	4.5	30.9	4.0	
114.5	34	1	20	14:13	10306	34	4.1/6.0	6.8/7.7	7.2/6.6	7.6/9.7	7.0/9.2		74.0	14.9	4.3	31.8	4.1	
114.5	33	2	20	14:14	10373	33	4.9/5.3	6.7/6.5	7.0/6.2	7.3/8.2	7.5/6.9		66.5	19.2	4.5	30.9	4.1	
119.0	46	1	21	14:19	10475	43	4.0/5.8	5.8/7.2	5.6/5.9	7.5/8.7	3.7/8.0		58.4	14.9	4.4	32.0	4.1	
119.0	44	2	20	14:20	10489	44	5.3/5.4	7.0/6.5	6.8/6.3	4.7/6.3	7.5/6.8		62.6	19.2	4.5	30.9	4.0	

Recorded by QJWChecked by RL

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
82.5	49	1	1	12:16	7439	49	53/58	76/76	79/78	72/102	71/110		78.0	19.3	4.5	32.5	4.1	
82.5	50	2	1	12:18	7473	51	64/68	58/60	71/57	48/49	61/65		60.3	17.4	4.3	31.1	4.0	
81	53	1	2	12:20	7507	54	46/55	83/91	85/77	67/103	68/115		78.0	19.3	4.5	32.5	4.1	
81	55	2	2	12:22	7545	55	68/67	60/60	68/59	49/53	43/61		58.7	17.4	4.3	31.1	4.0	
87	59	1	3	12:24	7582	59	52/52	76/78	78/78	67/103	67/107		75.9	19.3	4.5	32.5	4.1	
87	59	2	3	12:26	7620	60	62/68	58/55	72/54	44/43	67/61		58.3	17.4	4.3	31.1	4.0	
85.5	49	1	4	12:29	7653	49	55/53	82/77	82/76	68/76	76/113		80.6	19.2	4.5	32.4	4.1	
85.5	50	2	4	12:31	7709	50	65/64	59/67	72/62	60/53	61/64		62.7	17.5	4.3	31.1	4.0	
84.5	53	1	5	12:33	7732	54	52/56	77/81	79/79	62/101	65/112		76.4	19.3	4.5	32.6	4.1	
84.5	54	2	5	12:36	7789	56	70/68	60/68	80/69	60/56	62/72		66.5	17.5	4.3	31.2	4.0	
89.5	59	1	6	12:38	7809	59	50/56	74/77	76/76	64/88	68/100		73.1	19.3	4.5	32.5	4.1	
89.5	59	2	6	12:40	7839	61	51/65	39/53	50/50	15/40	24/51		44.3	17.6	4.3	31.3	4.0	
89.5	61	2	6	12:45	7917	61	73/69	57/72	76/68	52/62	67/100		66.3	17.5	4.3	31.1	4.0	
92	52	1	7	12:55	8066	54	53/52	78/79	80/76	68/103	68/113		77.1	19.2	4.5	32.4	4.1	
92	55	2	7	12:57	8104	55	74/68	64/67	72/69	59/65	68/75		67.8	17.4	4.3	31.0	4.0	
85.5	59	1	8	12:59	8139	59	47/58	83/80	83/79	73/110	69/109		79.0	19.2	4.5	32.5	4.1	

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Sheet 21		* STATE CODE		1 2
LTPP Traffic Data		*SPS PROJECT ID		0 5 0 0
WIM System Test Truck Records		* DATE		0 9 / 2 4 / 2 0 0 8

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.	GWV	A-B space	B-C space	C-D space	D-E space	E-F space
85.5	60	2	8	13:02	8172	61	77/66	53/67	75/70	65/66	67/73		68.5	17.5	4.2	31.1	4.0	
84.5	50	1	9	13:03	8178	50	47/59	85/92	86/75	67/118	70/115		80.3	19.3	4.5	32.5	4.1	
84.5	50	2	9	13:05	8216	50	48/46	58/72	71/67	63/66	56/70		64.6	17.5	4.3	31.1	4.0	
86.5	54	1	10	13:07	8249	54	53/55	76/78	80/73	58/96	60/83		73.3	19.3	4.5	32.6	4.1	
86.5	56	2	10	13:09	8281	56	53/82	56/70	72/70	62/68	71/75		67.8	17.5	4.3	31.1	4.0	
87	60	1	11	13:12	8325	59	50/54	82/79	81/80	70/108	72/108		78.1	19.2	4.5	32.5	4.1	
87	61	2	11	13:14	8355	60	75/74	61/67	74/68	53/66	77/73		68.8	17.5	4.3	31.2	4.0	
84.5	48	1	12	13:15	8370	50	53/58	84/81	84/74	73/115	73/109		80.4	19.3	4.6	32.5	4.1	
84.5	50	2	12	13:17	8395	50	81/66	65/74	75/70	51/50	68/71		67.0	17.4	4.3	31.1	4.0	
84	53	1	13	13:21	8483	54	50/54	74/74	76/73	61/68	67/68		73.4	19.3	4.5	32.5	4.1	
84	55	2	13	13:22	8489	55	72/67	67/65	71/73	68/55	73/72		68.2	17.4	4.3	31.0	4.0	
84	59	1	14	13:25	8546	59	52/56	74/77	73/77	63/107	64/104		74.7	19.3	4.5	32.5	4.1	
84	59	2	14	13:27	8590	60	70/67	62/75	76/65	56/69	65/66		67.0	17.4	4.3	31.1	4.0	
83		1	15															
83	50	2	15	13:50	8963	51	62/62	58/71	76/64	53/65	72/73		66.2	17.4	4.3	31.1	4.0	
81	54	1	16	13:51	8979	54	48/60	79/79	83/76	76/110	74/110		79.3	19.3	4.5	32.6	4.1	

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Sheet 21

1 2

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0 5 0 0

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0 9 / 2 4 / 2 0 0 8

LTPP Traffic Data

WIM System Test Truck Records

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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
81	55	2	16	13:54	9034	55	73/64	61/66	78/72	63/71	68/76		69.2	17.4	4.2	31.1	4.0	
84	59	1	17	13:56	9054	59	46/57	83/75	87/79	69/112	75/113		79.5	19.3	4.5	32.5	4.1	
84	59	2	17	13:59	9122	60	76/64	63/72	73/68	57/65	75/79		69.2	17.4	4.3	31.0	4.0	
89.5	48	1	18	14:00	9133	48	54/55	85/77	79/75	68/112	73/108		78.3	19.2	4.5	32.4	4.1	
89.5	49	2	18	14:03	9183	50	67/76	60/71	73/68	59/64	72/73		68.5	17.5	4.3	31.1	4.0	
91.5	54	1	19	14:04	9198	54	49/59	78/80	81/80	76/118	73/114		80.3	19.3	4.5	32.5	4.1	
91.5	55	2	19	14:07	9239	57	75/68	65/68	75/70	55/66	63/68		67.5	17.4	4.3	31.0	4.0	
92	59	1	20	14:08	9274	59	51/58	73/74	77/75	61/109	58/167		74.3	19.3	4.5	32.5	4.1	
92	60	2	20	14:13	9349	61	69/65	63/70	75/70	50/70	65/72		67.0	17.4	4.3	31.1	4.0	
84.5	49	1	21	14:14	9365	50	51/60	86/81	84/78	74/114	74/115		81.2	19.2	4.5	32.4	4.1	
84.5	49	2	21	14:20	9478	49	69/62	61/70	74/65	52/67	72/70		66.3	17.5	4.3	31.1	4.0	
81	53	1	22	14:20	9483	54	51/51	78/81	81/78	69/111	62/103		72.2	19.2	4.5	32.4	4.1	
81	55	2	22	14:24	9554	56	72/68	64/72	74/69	59/166	68/76		68.7	17.4	4.3	31.1	4.0	
81	59	1	23	14:25	9569	59	54/54	70/76	77/81	64/116	63/108		76.5	19.3	4.5	32.5	4.1	
81	57	2	23	14:28	9624	59	68/70	64/71	76/67	63/61	69/66		67.3	17.4	4.3	31.1	4.0	
88	50	1	24	14:46	9937	49	50/50	78/80	82/73	68/106	74/105		76.5	19.2	4.5	32.4	4.1	

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MATR K

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Recorded by MAJ/K Z

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6420070822 SPSWIM TO 22-12-2015⁰⁵⁰⁴ Sheet 21.doc

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* STATE CODE		1 L	
* SPS PROJECT ID		6500	
* DATE		9/24/08	

LTPP Traffic Data

WIM System Test Truck Records

1 of 1

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
78	29	1	1	10:23	5709	29	55/52	80/84	82/80	71/11.5	68/10.7		72.4	19.2	4.5	32.4	4.1	
78	29	2	1	10:24	5718	29	58/52	48/64	66/62	39/69	69/60			17.4	4.3	31.1	4.1	
79	43	1	2	10:27	5754	44	57/54	79/82	80/88	72/123	73/11.5		57.9	17.4	4.3	31.1	4.0	
79	44	2	2	10:28	5758	45	56/55	54/67	64/63	42/63	59/69		59.3	17.4	4.3	31.1	4.0	
79	59	1	3	10:33	5828	58	48/63	74/80	78/82	78/11.5	76/10.7		80.3	19.3	4.5	32.5	4.1	
79	61	2	3	10:35	5872	61	59/64	54/62	70/59	52/60	64/75		61.5	17.5	4.3	31.1	4.0	
78.5	29	1	4	10:37	5900	29	53/58	77/81	81/76	86/120	75/110		81.5	19.2	4.5	32.4	4.2	
78.5	29	2	4	10:40	5937	28	53/60	49/64	62/58	38/65	65/72		59.2	17.3	4.3	31.1	4.0	
77.5	46	1	5	10:42	5974	45	51/56	76/82	79/85	72/11.1	76/11.4		72.9	19.3	4.5	32.5	4.1	
77.5	45	2	5	10:43	5985	45	62/65	48/58	67/61	53/65	48/74		60.3	17.5	4.3	31.1	4.0	
77.5	58	1	6	10:47	6053	58	48/58	80/79	78/74	74/10.3	78/10.6		77.8	19.2	4.5	32.4	4.1	
77.5	59	2	6	10:49	6082	60	76/70	60/68	71/67	54/49	68/62		64.1	17.5	4.3	31.1	4.0	

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LTPP Traffic Data

WIM System Test Truck Records

of 3

* STATE CODE

* SPS PROJECT ID

* DATE

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Rev. 08/31/2001

Print temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	HEAD							VAL				E-F space
							Axle A weight.	Axle B weight.	Axle C weight.	Axle D weight.	Axle E weight.	Axle F weight.	Axle G weight.	A-B space	B-C space	C-D space	D-E space	
90°	35	1		09:50:49	5342	35	4.0/4.7	8.7/7.3	8.3/7.2	8.4/7.5	7.3/7.5		72.0	19.2	4.5	32.3	4.1	
90°	34	2		09:50:50	5344	34	4.4/3.4	9.7/6.3					23.8	21.2				
90.5	44	1		09:51:13	5429	44	5.1/5.0	8.4/7.2	9.7/7.7	8.4/7.4	7.6/7.9		73.1	19.2	4.4	32.3	4.0	
90.5	49	2		09:51:18	5430	48	4.3/3.9	7.5/6.8					22.4	21.1				
92.0	54	1		10:00:23	5524	54	4.2/5.1	8.9/7.5	9.0/7.2	8.0/7.6	7.1/7.4		72.0	19.2	4.5	32.4	4.1	
92.0	54	2		10:00:27	5525	55	4.3/3.6	8.4/6.5					22.7	21.2				
93.0	35	1		10:00:20	5584	35	4.0/5.1	8.0/7.5	8.0/6.9	9.3/7.7	7.8/7.0		71.3	19.2	4.5	32.3	4.1	
93.0	32	2		10:00:21	5585	32	4.1/3.4	9.2/6.8					22.5	21.1				
91.0	44	1		10:10:14	5641	44	4.9/5.2	8.7/7.9	8.5/7.8	9.0/7.4	7.3/7.7		74.2	19.2	4.5	32.4	4.1	
91.0	44	2		10:10:24	5642	44	4.4/3.9	6.2/6.3					20.8	21.2				
90.5	54	1		10:14:11	5695	54	4.8/4.8	9.4/7.4	9.2/7.3	7.9/7.0	7.7/8.1		73.5	19.1	4.4	32.3	4.0	
90.5	48	2		10:14:11	5698	48	4.2/3.4	9.0/7.1					22.7	21.2				
90.5	35	1		10:18:19	5740	36	4.7/5.1	4.2/7.0	9.3/6.6	9.1/6.8	6.4/7.0		64.6	19.1	4.5	32.2	4.1	
90.5	34	2		10:18:20	5743	34	4.5/3.6	8.5/6.5					23.1	21.2				
89.5	44	1		10:23:39	5848	44	4.8/5.4	8.4/8.2	8.3/7.5	9.1/7.1	7.2/7.6		72.5	19.2	4.5	32.3	4.1	
89.5	43	2		10:23:43	5849	44	4.2/5.8	7.3/5.9					21.2	21.2				

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* STATE CODE 12

LTPP Traffic Data

* SPS PROJECT ID 0500

WIM System Test Truck Records 2 of 3

* DATE 09/13/2006

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
90.0	54	1		10:25:04	6119	53	51/5.5	8.7/8.0	8.8/7.2	7.6/8.1	6.4/6.0		73.8	19.1	4.5	32.3	4.1	
90.0	53	2		10:25:12	5920	55	40/3.6	8.3/7.2					23.2	21.1				
90.5	35	1		10:25:20	5977	36	40/4.6	8.2/8.0	8.5/7.3	8.7/7.7	7.3/7.7		72.5	19.1	4.5	32.2	4.1	
90.5	34	2		10:25:25	5981	35	44/3.5	8.5/6.8					23.1	21.1				
91.0	44	1		10:25:42	6040	45	43/4.4	8.7/7.6	8.4/7.4	8.2/7.1	7.3/8.0		71.6	19.1	4.5	32.3	4.1	
91.0	43	2		10:25:45	6043	44	40/4.0	7.5/6.5					22.0	21.2				
91.0	54	1		10:25:45	6118	54	44/5.0	8.5/7.8	9.8/7.4	7.8/7.3	7.2/7.7		72.4	19.1	4.5	32.3	4.0	
91.0	55	2		10:25:48	6121	55	42/4.1	5.7/6.9					20.9	21.3				
91.5	34	1		10:24:14	6201	36	48/5.1	8.2/7.2	9.0/6.6	8.4/6.7	7.3/6.7		69.3	19.1	4.5	32.2	4.1	
91.5	34	2		10:24:20	6203	34	42/3.0	8.9/7.1					23.0	21.1				
92.0	44	1		10:24:51	6288	44	47/5.1	8.4/7.0	8.3/6.8	7.8/6.6	6.9/7.4		68.9	19.1	4.5	32.2	4.0	
92.0	45	2		10:24:59	6290	45	41/3.8	7.0/7.0					21.9	21.2				
94.5	55	1		10:53:19	6349	55	42/4.4	8.7/7.6	9.1/7.3	8.4/7.4	7.4/8.1		73.1	19.1	4.5	32.3	4.0	
94.5	54	2		10:53:23	6351	54	41/3.3	8.2/5.8					21.4	21.2				
94.0	34	1		10:51:54	6418	36	44/4.8	8.1/7.3	4.7/7.1	4.5/7.7	7.7/7.4		71.9	19.1	4.5	32.1	4.1	
94.0	34	2		10:54:20	6420	34	44/3.4	10.0/6.7					24.5	21.1				

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LTPP Traffic Data

STATE CODE

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WIM System Test Truck Records

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
116.0	45	1		12:53:01	8237	45	4.7/5.0	8.4/8.0	9.9/8.1	8.0/8.0	7.2/7.9		76.3	19.2	4.4	32.2	4.1	
118.0	41	2		12:53:01	8242	41	4.5/3.4	8.4/6.5					22.8	21.1				
117.0	50	1		12:53:06	8203	50	5.0/5.0	9.5/8.2	9.0/7.5	8.0/8.0	8.0/9.1		79.3	19.1	4.3	32.3	4.1	
117.0	48	2		12:53:09	8205	48	4.5/3.9	7.0/7.0					22.4	21.2				
117.5	54	1		13:01:31	8350	55	4.6/4.8	8.5/7.9	9.1/7.0	8.0/7.7	7.6/8.2		73.3	19.1	4.5	32.2	4.0	
116.5	43	1		13:25:42	8459	53	5.0/5.3	8.4/7.7	9.1/6.4	8.3/7.2	7.5/7.0		73.4	19.2	4.5	32.3	4.0	
116.5	43	2		13:05:01	8444	44	4.5/3.3	8.4/6.9					23.1	21.1				
116.5	49	1		13:05:10	8480	49	4.8/5.3	9.0/7.9	9.5/7.5	9.1/8.1	7.9/7.6		76.7	19.2	4.5	32.4	4.1	
118.5	49	2		13:09:11	8442	49	4.3/3.4	9.0/7.2					24.3	21.2				
117.0	53	1		13:13:08	8534	53	4.7/5.3	8.7/7.9	9.5/6.5	7.9/7.2	7.4/7.7		72.8	19.2	4.4	32.3	4.0	
117.0	54	2		13:13:12	8535	54	4.0/3.9	8.4/6.4					22.7	21.1				
116.5	45	1		13:17:50	8617	45	4.9/5.4	8.8/7.2	9.0/6.9	7.9/7.0	6.7/7.2		71.0	19.1	4.5	32.3	4.1	
116.5	44	2		13:17:54	8620	44	4.4/4.1	7.0/7.0					22.5	21.2				
116.0	48	1		13:21:05	8688	48	5.1/4.8	8.9/8.1	9.7/7.4	9.2/7.8	8.0/4.5		76.5	19.1	4.4	32.3	4.0	
116.0	48	2		13:21:09	8691	48	4.3/3.4	9.2/7.1					22.9	21.1				

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LTPP Traffic Data

* STATE CODE

12

* SPS PROJECT ID

0608

* DATE

09/13/2006

Rev. 08/31/2001

WIM System Test Truck Records

1 of 2

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
112.0	44	1		13:41:08	9060	45	41.7/5.5	91.1/8.2	9.2/7.6	9.0/8.1	7.3/7.9		76.7	19.2	4.5	32.4	4.1	
112.0	44	2		13:41:11	9068	44	42.7/3.6	70/6.4					21.2	21.2				
116.5	51	1		13:41:17	9154	51	42/5.0	45/7.7	9.4/7.2	9.2/7.9	7.1/8.2		73.5	19.2	4.4	32.4	4.1	
116.5	49	2		13:41:20	9155	49	43/3.4	9.7/7.4					24.7	21.2				
116.5	54	1		13:52:18	9236	55	43/5.1	9.2/9.1	9.1/7.1	8.0/7.4	7.4/7.9		74.2	19.1	4.5	32.2	4.0	
116.5	53	2		13:52:22	9233	53	42.2/3.4	8.5/6.3					22.4	21.1				
116.0	44	1		13:56:00	9292	44	51/5.0	8.7/8.4	9.2/8.0	8.4/8.2	7.2/8.8		77.1	19.2	4.5	32.4	4.1	
116.0	45	2		13:56:12	9294	45	43/3.6	9.2/6.7					23.9	21.2				
116.0	47	1		13:59:46	9358	47	50/4.4	9.0/9.2	9.6/7.8	8.1/7.4	7.6/8.3		76.0	19.2	4.5	32.3	4.0	
116.0	49	2		13:59:50	9360	49	45/3.4	8.1/6.4					22.8	21.2				
118.5	55	1		14:03:11	9408	55	49/4.8	9.9/9.0	9.1/7.3	8.4/7.9	7.7/8.2		75.2	19.2	4.5	32.3	4.1	
118.5	54	2		14:04:02	9418	54	40/3.5	9.1/7.1					23.4	21.1				
116.5	46	1		14:05:10	9482	46	46/6.0	8.7/8.1	8.7/7.2	8.7/7.4	8.4/7.8		75.5	19.2	4.5	32.3	4.1	
116.5	45	2		14:08:24	9488	45	44/3.5	8.3/6.4					23.1	21.1				
116.5	50	1		14:15:30	9544	50	51/4.7	4.6/8.3	10.2/7.6	8.6/8.3	7.6/9.0		79.1	19.1	4.5	32.3	4.0	
116.5	49	2		14:15:41	9597	49	43/3.4	10.2/7.3					25.7	21.2				

Recorded by _____

Checked by _____

[illegible]

Recorded by

Checked by

LTPP Traffic Data

WIM System Test Truck Records / of 3

Rev. 08/31/2001

* STATE CODE 12

* SPS PROJECT ID 0500

* DATE 09 / 23 / 2008

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
96	30	2	1	13:01	7984	30	50/50	41/49	45/	30/33	27/42		41.6	17.5	4.3	31.0	4.0	
96	28	1	1	13:01	7996	20	45/42	59/62	57/60	55/	52/79		59.4	19.2	4.5	32.2	4.1	
96.5	44	2	2	13:06	8065	44	61/53	49/54	58/50	42/43	52/54		51.7	17.4	4.3	31.1	4.0	
96.5	46	1	2	13:06	8066	45	47/48	68/67	65/67	58/93	59/91		66.2	19.2	4.5	32.4	4.1	
98	59	2	3	13:12	8158	60	62/62	50/52	57/50	44/50	62/55		54.5	17.4	4.3	30.9	4.0	
98	59	1	3	13:12	8164	59	41/46	64/61	65/63	61/78	54/87		61.9	19.2	4.5	32.4	4.1	
100	29	2	4	13:16	8214	30	63/57	45/57	53/52	48/52	49/52		52.9	17.4	4.3	31.0	4.1	
100	29	1	4	13:16	8219	29	48/42	62/63	60/61	60/90	55/86		62.7	19.2	4.5	32.3	4.1	
101	47	2	5	13:20	8275	45	57/54	46/52	55/47	42/45	59/46		49.3	17.4	4.3	31.1	4.0	
101	47	1	5	13:21	8279	44	48/40	65/68	62/70	62/86	59/90		66.0	19.3	4.5	32.5	4.1	
104	59	2	6	13:24	8330	60	47/50	43/49	42/42	26/42	34/49		43.6	17.4	4.3	31.1	4.0	
104	59	1	6	13:25	8339	59	42/44	61/65	61/61	51/84	53/83		60.6	19.2	4.5	32.5	4.1	
106.5	29	2	7	13:28	8428	29	61/51	43/60	56/48	38/41	59/55		49.4	17.4	4.3	31.0	4.0	
106.5	29	1	7	13:30	8440	28	47/42	58/63	59/59	54/81	50/80		59.5	19.1	4.5	32.3	4.1	
108	48	2	8	13:32	8462	45	63/54	49/51	57/49	45/48	48/52		51.5	17.4	4.3	31.0	4.0	
108	43	1	8	13:33	8486	44	59/44	68/69	63/69	56/80	54/90		64.3	19.2	4.5	32.4	4.1	

Checked by 

Recorded by MARK E

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
110.5	59	2	9	13:36	8552	59	41/52	41/50	52/51	32/45	38/51		44.3	17.4	4.3	31.1	4.0	
110.5	59	1	9	13:38	8574	59	45/43	65/60	63/60	56/89	56/84		62.1	19.2	4.5	32.4	4.1	
107.5	30	2	10	13:42	8635	30	46/51	39/44	51/47	42/48	35/82		45.5	17.4	4.3	30.9	4.0	
107.5	29	1	10	13:42	8639	30	46/41	67/63	61/62	58/83	54/83		61.1	19.2	4.5	32.3	4.1	
106	44	2	11	13:46	8709	45	45/55	43/58	52/54	30/52	41/57		48.8	17.5	4.3	31.1	4.0	
106	43	1	11	13:46	8716	43	42/44	62/67	65/69	56/87	55/90		64.3	19.2	4.5	32.4	4.1	
105.5	59	2	12	13:50	8795	59	42/58	45/41	58/45	42/40	50/45		47.4	17.4	4.2	31.0	4.0	
105.5	59	1	12	13:51	8798	59	39/52	63/65	64/59	63/85	56/86		62.9	19.2	4.5	32.4	4.1	
103	29	2	13	13:55	8883	29	44/44	38/53	51/48	29/47	45/61		45.8	17.4	4.3	31.0	4.0	
103	29	1	13	13:56	8889	29	45/43	61/63	64/58	58/89	58/80		61.8	19.2	4.5	32.3	4.1	
101.5	45	2	14	13:59	8958	45	48/52	48/50	52/48	43/51	50/55		49.7	17.4	4.3	31.0	4.0	
101.5	44	1	14	13:59	8961	44	44/49	64/66	63/68	61/65	61/87		65.8	19.2	4.5	32.3	4.1	
100	59	2	15	14:04	9041	60	60/60	51/50	61/48	38/50	38/53		50.7	17.4	4.3	31.0	4.0	
100	58	1	15	14:05	9051	58	45/49	58/55	65/55	48/65	49/78		56.9	19.3	4.5	32.4	4.0	
100	30	2	16	14:08	9114	30	49/43	38/48	44/47	35/52	45/52		48.2	17.4	4.3	31.0	4.0	
100	29	1	16	14:09	9115	30	44/41	63/62	65/58	56/51	59/81		62.0	19.3	4.5	32.4	4.1	

Recorded by MARK Z

Checked by SM

[illegible]

6420070022_SPSWIM_TO_27_12_2.111_0500_Pre_Validation_Sheet_21.doc

6. Sheet 17 - Florida (120500)

1.* ROUTE US 1 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 5 5 4
Distance from sensor to nearest upstream SPS Section 1 8 2 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

4.* PAVEMENT TYPE Asphalt Concrete

5.* PAVEMENT SURFACE CONDITION - Distress Survey

Date 5/23/2007 Photo - 120500_2007_05_23_Downstream.JPG

Date 5/23/2007 Photo - 120500_2007_05_23_Upstream.JPG

Date _____ Photo _____

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 3 2 ft

Distance from system 1 2 9 ft

TYPE 334 B

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) 414-4726

11. * POWER

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

Service provider _____ Phone number _____

12. * TELEPHONE

Distance to cabinet from drop _____ ft Overhead / underground / cell?

Service provider _____ Phone Number _____

13. * SYSTEM (software & version no.)- PAT DAW 190

Computer connection – RS232 / Parallel port / USB / Other _____

14. * TEST TRUCK TURNAROUND time 6 minutes DISTANCE 3.4 mi.

15. PHOTOS

FILENAME

Power source 120500 2007 05 23 Solar Panels.JPG

120500 2007 05 23 Service Mast.JPG

Phone source 120500 2007 05 23 Modem.JPG

Cabinet exterior 120500 2007 05 23 Cabinet Exterior.JPG

Cabinet interior 120500 2007 05 23 Cabinet Interior Front.JPG

120500 2007 05 23 Cabinet Interior Back.JPG

Weight sensors

120500 2007 05 23 Leading WIM Sensor.JPG

120500 2007 05 23 Trailing WIM Sensor.JPG

Classification sensors

Other sensors Loop

Description 120500 2007 05 23 Loop Sensor.JPG

Downstream direction at sensors on LTPP lane

120500 2007 05 23 Downstream.JPG

Upstream direction at sensors on LTPP lane

120500 2007 05 23 Upstream.JPG

COMMENTS _____ GPS Coordinates: Latitude: 26.99734; Longitude: -80.09726

_____ Amenities: _____

_____ Various Hotels, Restaurants, Gas Stations located 5 miles South of site
in Jupiter. _____

_____ Types of Trucks: Two Class 9s _____

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

_____ Speeds to be run: 35, 45 and 55 mph _____

COMPLETED BY _____ Dean J. Wolf _____

PHONE __301-210-5105__ DATE COMPLETED _0_5_/ _2_3_/ _2_0_0_7_

6. Sheet 17 - Florida (120500)

1.* ROUTE US 1 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 0554
Distance from sensor to nearest upstream SPS Section 1 8 2 ft

3.* LANE CONFIGURATION

Lanes in LTPP direction 2

Lane width 12 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

4.* PAVEMENT TYPE Asphalt Concrete

5.* PAVEMENT SURFACE CONDITION - Distress Survey

Date 09/24/08 Photo 120500 Pavement Rutted Area-1 09 24 08.jpg

Date 09/24/08 Photo 120500 Pavement Rutted Area-2 09 24 08.jpg

Date 09/24/08 Photo 120500 Pavement Rutted Area-3 09 24 08.jpg

Date 09/24/08 Photo 120500 Close Up Of Rutted Area 09 24 08.jpg

Date 09/24/08 Photo 120500 Tape At Start Of Rutted Area 09 24 08.jpg

Date 09/24/08 Photo 120500 Pavement Marking Start Rutted Area 09 24 08.jpg

Date 09/24/08 Photo 120500 LTPP Test Sec Sign Start Rutted Area 09 24 08.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 3 2 ft

Distance from system 1 2 9 ft

TYPE 334 B

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) 414-4726

11. * POWER

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

Service provider _____ Phone number _____

12. * TELEPHONE

Distance to cabinet from drop ____ ____ ft Overhead / underground / cell?

Service provider _____ Phone Number _____

13.* SYSTEM (software & version no.)- PAT DAW 190

Computer connection – RS232 / Parallel port / USB / Other _____

14. * TEST TRUCK TURNAROUND time 6 minutes DISTANCE 5.0 mi.

15. PHOTOS

	FILENAME
Power source	<u>120500 Solar Panel 09 23 08.jpg</u>
	<u>120500 Service Mast 09 23 08.jpg</u>
Phone source	<u>120500 Phone Modem 09 23 08.jpg</u>
Cabinet exterior	<u>120500 Cabinet Exterior 09 23 08.jpg</u>
Cabinet interior	<u>120500 Cabinet Interior Front 09 23 08.jpg</u>
	<u>120500 Cabinet Interior Rear 09 23 08.jpg</u>
Weight sensors	<u>120500 Leading WIM Sensor 09 23 08.jpg</u>
	<u>120500 Trailing WIM Sensor 09 23 08.jpg</u>
Classification sensors	_____
Other sensors	<u>120500 Loop 09 23 08.jpg</u>
Description	<u>Loop</u>

Downstream direction at sensors on LTPP lane

12050_Downstream_09_23_08.jpg

Upstream direction at sensors on LTPP lane

120500_Upstream_09_23_08.jpg

COMMENTS GPS Coordinates: Latitude: 26.99734; Longitude: -80.09726

Amenities:

Various Hotels, Restaurants, Gas Stations located 5 miles South of site in Jupiter.

Types of Trucks: Two Class 9s

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

Speeds to be run: 45, 50 and 55 mph

Rutting starting at 681 feet prior to site caused test trucks to push towards the shoulder and their trailers to sway.

COMPLETED BY Dean J. Wolf

PHONE 301-210-5105 DATE COMPLETED 09 / 23 / 2008

6. Sheet 17 – Florida (120500)

1.* ROUTE US 1 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 5 5 4
Distance from sensor to nearest upstream SPS Section 1 8 2 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

4.* PAVEMENT TYPE Asphalt Concrete

5.* PAVEMENT SURFACE CONDITION – Distress Survey

Date 09/13/06 Filename: Downstream_TO_15_12_2.70_0500_09_13_06.JPG

Date 09/13/06 Filename: Upstream_TO_15_12_2.70_0500_09_13_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 3 2 ft

Distance from system 1 2 9 ft

TYPE 334 B

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) 414-4726

11. * POWER

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

Service provider _____ Phone number _____

12. * TELEPHONE

Distance to cabinet from drop 2 0 ft Overhead / under ground / cell?

Service provider _____ Phone Number _____

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

Computer connection – RS232 / Parallel port / USB / Other _____

14. * TEST TRUCK TURNAROUND time 6 minutes DISTANCE 3.4 mi.

15. PHOTOS

FILENAME

Power source Solar_Panel_TO_15_12_2.70_0500_09_13_06.JPG

Phone source Telephone_Service_TO_15_12_2.70_0500_09_13_06.JPG

Cabinet exterior Cabinet_Exterior_TO_15_12_2.70_0500_09_13_06.JPG

Cabinet interior Cabinet_Interior_TO_15_12_2.70_0500_09_13_06.JPG

Weight sensors Leading_WIM_Sensor_TO_15_12_2.70_0500_09_13_06.JPG

Trailing_WIM_Sensor_TO_15_12_2.70_0500_09_13_06.JPG

Classification sensors _____

Other sensors Loop_Sensor_TO_15_12_2.70_0500_09_13_06.JPG

Description Loop Detector

Downstream direction at sensors on LTPP lane

Downstream_TO_15_12_2.70_0500_09_13_06.JPG

Upstream direction at sensors on LTPP lane

Upstream_TO_15_12_2.70_0500_09_13_06.JPG

COMMENTS _____ GPS Coordinates: Latitude: 26.99734; Longitude: -80.09726

_____ Amenities: _____

_____ Various Hotels, Restaurants, Gas Stations located 5 miles South of site
in Jupiter. _____

_____ Types of Trucks: One Class 9 and One Class 5 _____

_____ Expected Weight Ranges: For Class 9 – 72,000 to 80,000 lbs.; For Class 5:
10,000-12,000 lbs _____

_____ Speeds to be run: 45 to 55 mph _____

COMPLETED BY _____ Dean J. Wolf _____

PHONE _301-210-5105_____ DATE COMPLETED _0_9_ / _1_3_ / _2_0_0_6_

SHEET 18	STATE CODE [_1_2_]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [_0_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_5_ / _2_3_ / 20_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

SHEET 18	STATE CODE [_1_2_]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [_0_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_5_/_2_3_/_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 – _____

SHEET 18	STATE CODE [_1_2_]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [_0_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_5_ / _2_3_ / _2_0_0_7_

Rev. 05/25/04

e. Test Vehicles

i. Trucks –

1st – Air suspension 3S2 ☐ State X LTPP
 2nd – Class 5 ☐ State X LTPP
 3rd – ☐ State ☐ LTPP
 4th – ☐ State ☐ LTPP

ii. Loads – ☐ State X LTPP

iii. Drivers – ☐ State X 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 – X Yes ☐ No

i. Traffic Control Required – ☐ Yes X No

j. Enforcement Coordination Required – ☐ Yes X 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_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_5_ / _2_3_ / _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: ___Richard Reel_____ Phone: ___(850) 414 4709_

Agency: _____

d. Construction schedule and verification –

Name: ___Kip Joes_____ Phone: ___(850) 414-4726___

Agency: _____

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

Name: ___Billy Graham_____ Phone: ___(352) 748-6066___

Agency: ___Graham Trucking Lines, Coleman FL ___33521

f. Traffic Control –

Name: _____ Phone: _____

Agency: _____

g. Enforcement Coordination –

Name: _____ Phone: _____

Agency: _____

h. Nearest Static Scale

Name: ___CAT Scales Falcon Citgo Truck Stop_____

Location: ___I-95 Exit 129, Ft. Pierce FL 34945_____

Phone: ___(561) 466-7160_____

SHEET 18	STATE CODE [_1_2_]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [_0_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_ / _1_3_ / _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_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_ / _1_3_ / _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___ ☒ 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 – _____

SHEET 18	STATE CODE [_1_2_]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [_0_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_/_1_3_/_2_0_0_6_

Rev. 05/25/04

e. Test Vehicles

i. Trucks –

1st – Air suspension 3S2 ☐ State X LTPP
 2nd – Class 5 ☐ State X LTPP
 3rd – _____ ☐ State ☐ LTPP
 4th – _____ ☐ State ☐ LTPP

ii. Loads – ☐ State X LTPP

iii. Drivers – ☐ State X 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 – X Yes ☐ No

i. Traffic Control Required – ☐ Yes X No

j. Enforcement Coordination Required – ☐ Yes X 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_5_0_0_]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) _0_9_ / _1_3_ / _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: __Brown Moving and Storage__

Location: __1900 Old Okeechobee Blvd, West Palm Beach, FL__

Phone: __ (561) 686-1400__

SHEET 18	STATE CODE [12]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [0500]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) <u>9/23/2008</u>

Rev. 05/15/07

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 Unk
☐ 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 [12]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [0500]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) <u>9/23/2008</u>

Rev. 05/15/07

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 – _____

SHEET 18	STATE CODE [12]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [0500]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) 9/23/2008

Rev. 05/15/07

e. Test Vehicles

i. Trucks –

1st – Air suspension 3S2

☐ State

☒ LTPP

2nd – Class 9

☐ 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 [12]
LTPP MONITORED TRAFFIC DATA	SPS PROJECT ID [0500]
WIM SITE COORDINATION	DATE: (mm/dd/yyyy) 9/23/2008

Rev. 05/15/07

b. Maintenance (equipment) –

Name: Kip Jones

Phone: (850) 414-4726

Agency: FL DOT

c. Data Processing and Pre-Visit Data –

Name: Richard Reel

Phone: (850) 414-4709

Agency: IRD

d. Construction schedule and verification –

Name: Kip Joes

Phone: (850) 414-4726

Agency: _____

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

Name: Billy Graham

Phone: (352) 748-6066

Agency: Graham Trucking Lines, Coleman FL 33521

f. Traffic Control –

Name: _____

Phone: _____

Agency: _____

g. Enforcement Coordination –

Name: _____

Phone: _____

Agency: _____

h. Nearest Static Scale

Name: CAT Scales Falcon Location: I-95 Exit 129, Ft. Pierce FL

Citgo Truck Stop 34945

Phone: (561) 466-7160

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT ID	0500
Speed and Classification Checks * 1 of 1	* 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
51	5	12223	51	5	61	85	2761	61	85
51	3	12562	54	5	64	5	2766	62	5
50	3	12683	50	8	57	5	2879	56	4
62	3	12694	62	9	59	5	2905	58	5
57	5	12940	58	4	62	5	2929	62	5
60	5	13147	60	5	49	7	3007	48	7
53	5	13221	51	5	58	6	3038	58	6
59	5	13264	55	4	57	3	3046	54	8
57	4	13284	55	4	56	5	3081	54	4
61	6	13608	61	6	57	3	3221	57	5
58	3	1773	56	8	64	5	3291	64	8
59	3	1847	59	5	48	3	3356	49	5
50	5	1887	52	5	51	5	3357	51	5
50	3	1953	51	5	56	4	3433	54	4
61	7	2043	59	7	57	5	3445	58	5
64	6	2117	64	6	62	5	3488	62	5
56	3	2195	56	8	53	5	3720	51	5
55	5	2244	55	8	62	5	3816	62	5
60	5	2266	59	5	55	5	4072	55	5
57	3	2311	59	5	61	8	4079	61	8
54	5	2424	56	5	52	6	4100	53	6
50	9	2511	52	9	53	3	4258	52	8
56	5	2534	52	5					
56	8	2595	56	8					
64	5	2652	64	5					

Recorded by RP Direction SB Lane 1 Time from 3:50 pm to 4:50 pm 5/22

7:20 to 9:20 am 5/23

Sheet 20	* STATE CODE	12
LTPP Traffic Data	*SPS PROJECT_ID	0500
Speed and Classification Checks * 1 of 1	* DATE	05/24/2007

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
47	9	11022	47	9	60	60 5	13447	59	5
57	9	11025	57	9	55	4	13462	53	4
62	5	11075	60	5	49	5	13597	47	5
51	5	11078	50	5	59	7	13746	60	7
52	3	11219	52	5	57	5	13777	55	4
55	6	11299	54	6	51	3	13854	50	5
57	3	11359	56	5	47	3	14676	43	5
52	5	11395	52	8	48	5	14726	46	5
52	3	11496	51	5	38	3	15199	38	5
65	6	11500	64	6	54	5	15751	54	5
54	3	11627	55	5					
53	8	11651	53	8					
50	3	11829	49	8					
45	4	11922	43	4					
52	5	12087	52	5					
66	9	12173	65	9					
57	5	12313	55	5					
50	5	12700	50	5					
57	5	12702	55	5					
62	5	12726	62	5					
62	3	12793	59	5					
53	3	12889	51	5					
56	3	13228	54	5					
44	5	13252	48	5					
59	5	13257	58	9					

Recorded by DJW Direction SOUTH Lane 4 Time from 2:45 to 5:45

Sheet 20	* STATE CODE	1 2
LTPP Traffic Data	*SPS PROJECT ID	0 5 0 0
Speed and Classification Checks * 1 of* 3	* DATE	9 / 1 3 / 2 0 0 6

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
56	9	7475	56	9	50	9	8293	50	9
47	5	7482	46	5	49	5	8295	49	5
60	5	7510	60	5	60	9	8296	60	9
64	5	7583	63	5	54	9	8311	54	9
56	3	7608	56	5	55	4	8319	55	4
64	5	7626	64	5	56	9	8350	56	9
51	9	7717	51	9	55	5	8352	55	5
58	5	7764	58	5	44	9	8409	44	9
55	5	7835	55	5	45	5	8414	45	5
54	5	7836	54	5	66	5	8429	66	5
54	5	7846	54	5	50	9	8480	50	9
57	6	7851	57	6	49	5	8482	48	5
64	5	7860	64	5	54	9	8534	54	9
61	6	7881	61	6	54	5	8535	54	5
55	9	7919	56	9	46	9	8617	45	9
49	6	8017	49	6	45	5	8620	45	5
51	5	8031	51	5	51	9	8631	51	9
54	5	8076	54	5	57	5	8644	56	5
58	7	8113	58	7	49	9	8688	49	9
53	8	8135	53	8	49	5	8691	49	5
60	5	8182	59	5	65	6	8710	65	6
51	5	8200	51	5	53	9	8759	53	9
46	9	8237	46	9	53	5	8782	53	5
41	3	8242	40	5	58	5	8801	57	5
51	5	8289	50	5	62	6	8832	62	6

Recorded by DJW Direction S Lane 4 Time from 12:02 PM to 1:29 PM

Sheet 20	* STATE CODE	1 2
LTPP Traffic Data	*SPS PROJECT ID	0 5 0 0
Speed and Classification Checks * 2 of* 3	* DATE	9 / 13 / 2006

Rev. 08/31/2001....

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
60	5	8834	60	5	60	9	9634	60	9
54	9	8970	54	9	57	4	9637	56	4
46	9	9066	46	9	57	9	9673	57	9
44	5	9068	44	5	54	5	9680	54	5
52	9	9154	50	9	54	5	9687	54	5
50	5	9155	50	5	67	3	9691	67	5
60	5	9208	60	5	46	9	9744	46	9
56	9	9230	56	9	44	5	9749	44	5
54	5	9233	54	5	65	5	9757	64	5
55	6	9273	55	6	49	5	9770	49	5
55	9	9280	55	9	50	9	9837	50	9
45	9	9292	46	9	48	5	9839	48	5
45	5	9294	45	5	58	5	9846	58	5
48	9	9358	48	9	56	9	9909	56	9
49	5	9360	48	5	53	5	9911	51	5
56	9	9408	56	9	46	5	9939	46	5
50	6	9415	50	6	60	5	9945	60	5
55	5	9418	55	5	67	5	9952	67	5
56	5	9420	56	5	45	9	9968	45	9
46	9	9482	46	9	44	5	9972	44	5
45	5	9488	45	5	60	10	10064	60	10
51	9	9594	51	9	56	5	10107	56	5
49	5	9597	49	5	53	5	10160	53	5
45	8	9602	45	8	57	6	10233	56	6
53	4	9633	52	4	45	8	10285	45	8

utility truck (duals)

Recorded by DJW Direction S Lane 4 Time from 1:29 PM to 2:51 PM

Sheet 20	* STATE CODE	1 2
LTPP Traffic Data	*SPS PROJECT ID	0 5 0 0
Speed and Classification Checks * <u>1</u> of <u>21</u> _{5^{PM}}	* DATE	0 9 / 2 3 / 2 0 0 8

Rev. 08/31/2001

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
41	8	8177	41	8	63	5	10809	63	5
52	5	8283	52	5	63	3	10835	63	5
56	5	8504	56	5	56	3	11361 10859	652	5
57	6	8581	58	6					
46	5	8626	40	5					
53	5	8824	53	5					
58	5	8863	58	5					
57	5	8916	54	5					
53	5 4	9335	52	4					
55	5 5	9344	55	5					
45	8	9664	45 45	8					
64	5	9671	64	5					
50	5	9726	50	5					
58	8	9769	58	8					
58	5 5	9869	59	5					
57	6	9891	57	6					
56	5 7	9943	56	7					
64	5	10031	65	5					
59	5	10189	59	5					
54	5	10225	54	5					
60	6	10260	60	6					
62	5	10380	61	5					
56	5	10510	56	5					
43	5	10628	43	5					
51	6	10693	50	6					

Recorded by MARK Direction S Lane 4 Time from 1:10 PM to 4:10 PM

Sheet 20	* STATE CODE	1 2
LTPP Traffic Data	*SPS PROJECT ID	0 5 0 0
Speed and Classification Checks * <u>1</u> of * <u>1</u>	* DATE	<u>0_9_</u> / <u>2_4_</u> / <u>2_0_0_8_</u>

Rev. 08/31/2001

WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs Class
* 53	5	7489	53	4					
55	4	7519	55	4					
55	5	7734	56	5					
54	9	7770	54	9					
54	5	7986	55	5					
58	3		58	5					
58	9	8132	58	9					
66	8	8153	66	8					
69	5	8306	69	5					
* 47	5	8573	48	4					
55	6	9020	55	6					
49	5	9027	50	5					
54	9	9108	54	9					
59	5	9227	58	5					
* 56	5	9407	58	4					
58	9	9467	58	9					
55	8	9499	55	8					
51	5	9537	50	5					
59	8	9549	59	8					
61	5	10112	61	5					

Recorded by MARK E Direction S Lane 4 Time from 12:19 PM to 3:19 PM

Handwritten signature

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [____] *STATE CODE [12] *SHRP SECTION ID [0500]
---	--

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [5/23/2007]
2. * TYPE OF EQUIPMENT CALIBRATED ____ WIM ____ CLASSIFIER X BOTH
3. * REASON FOR CALIBRATION

____ REGULARLY SCHEDULED SITE VISIT ____ EQUIPMENT REPLACEMENT ____ DATA TRIGGERED SYSTEM REVISION <u> X </u> OTHER (SPECIFY) <u> LTPP Validation </u>	____ RESEARCH ____ TRAINING ____ NEW EQUIPMENT INSTALLATION
---	---
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

____ BARE ROUND PIEZO CERAMIC ____ CHANNELIZED ROUND PIEZO ____ CHANNELIZED FLAT PIEZO ____ OTHER (SPECIFY) _____	____ BARE FLAT PIEZO ____ LOAD CELLS <u> X </u> INDUCTANCE LOOPS	____ BENDING PLATES <u> X </u> QUARTZ PIEZO ____ CAPACITANCE PADS
--	--	---
5. EQUIPMENT MANUFACTURER IRD/ PAT Traffic

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:

____ TRAFFIC STREAM ____ NUMBER OF TRUCKS COMPARED	____ STATIC SCALE (Y/N) ____ NUMBER OF TEST TRUCKS USED	<u> X </u> TEST TRUCKS <u> 2 </u>
---	--	--------------------------------------

TYPE PER FHWA 13 BIN SYSTEM SUSPENSION: 1 - AIR; 2 - LEAF SPRING 3 - OTHER (DESCRIBE)	<table style="width: 100%; border: none;"> <tr> <th style="text-align: left;">TRUCK</th> <th style="text-align: left;">TYPE</th> <th style="text-align: left;">SUSPENSION</th> </tr> <tr> <td>1</td> <td><u> 9 </u></td> <td><u> 1 </u></td> </tr> <tr> <td>2</td> <td><u> 9 </u></td> <td><u> 2 </u></td> </tr> <tr> <td>3</td> <td>_____</td> <td>_____</td> </tr> </table>	TRUCK	TYPE	SUSPENSION	1	<u> 9 </u>	<u> 1 </u>	2	<u> 9 </u>	<u> 2 </u>	3	_____	_____
TRUCK	TYPE	SUSPENSION											
1	<u> 9 </u>	<u> 1 </u>											
2	<u> 9 </u>	<u> 2 </u>											
3	_____	_____											
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN —		
DYNAMIC AND STATIC GVW	<u> -11.0 </u>	STANDARD DEVIATION <u> 3.2 </u>
DYNAMIC AND STATIC SINGLE AXLES	<u> -9.8 </u>	STANDARD DEVIATION <u> 6.3 </u>
DYNAMIC AND STATIC DOUBLE AXLES	<u> -11.3 </u>	STANDARD DEVIATION <u> 4.3 </u>
8. 3 ____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 34 45 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1030
- 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 <u> X </u> MANUAL	____ PARALLEL CLASSIFIERS
---------------------------------	---------------------------
13. METHOD TO DETERMINE LENGTH OF COUNT X TIME ____ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u> -50.0 </u>	FHWA CLASS	_____
*** FHWA CLASS 8 <u> -78.0 </u>	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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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [<u> </u>] *STATE CODE [<u>12</u>] *SHRP SECTION ID [<u>0500</u>]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/23/2008]
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER X 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>LTPP 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 IRD/ PAT Traffic

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>2</u> NUMBER OF TEST TRUCKS USED	
	<u>20</u> PASSES PER TRUCK	

TYPE PER FHWA 13 BIN SYSTEM	TRUCK	TYPE	SUSPENSION
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	1	<u>9</u>	<u>1</u>
3 - OTHER (DESCRIBE)	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	<u>-22.0</u> STANDARD DEVIATION <u>7.6</u>
DYNAMIC AND STATIC SINGLE AXLES	<u>-16.9</u> STANDARD DEVIATION <u>7.9</u>
DYNAMIC AND STATIC DOUBLE AXLES	<u>-23.0</u> STANDARD DEVIATION <u>8.5</u>
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 30 45 60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 821
- 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:

<u> </u> VIDEO	<u>X</u> MANUAL	<u> </u> PARALLEL CLASSIFIERS
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13. METHOD TO DETERMINE LENGTH OF COUNT X TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 <u>N/A</u>	FHWA CLASS <u>5</u>	<u> </u> <u>-11</u>
*** FHWA CLASS 8 <u>0</u>	FHWA CLASS <u>6</u>	<u> </u> <u>0</u>
	FHWA CLASS <u> </u>	<u> </u> <u> </u>
	FHWA CLASS <u> </u>	<u> </u> <u> </u>

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT: <u>Denn J. Wolf, MACTEC</u> CONTACT INFORMATION: <u>301-210-5105</u>	rev. November 9, 1999
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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID [<u> </u>] *STATE CODE [<u>12</u>] *SHRP SECTION ID [<u>0500</u>]
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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [9/24/2008]
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 JRD/ 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
25 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>

 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 2.4 STANDARD DEVIATION 4.6
 DYNAMIC AND STATIC SINGLE AXLES 4.7 STANDARD DEVIATION 3.9
 DYNAMIC AND STATIC DOUBLE AXLES 2.0 STANDARD DEVIATION 6.0
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 55 60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1018
- 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 X TIME NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0 FHWA CLASS 4 -75
 *** FHWA CLASS 8 0 FHWA CLASS 5 43
 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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SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [9921]
 *STATE CODE [12]
 *SHRP SECTION ID [0500]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [09 / 13 / 2006] use date of 9/12/2006 for database entry.
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

 20 PASSES PER TRUCK

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

TRUCK	TYPE	SUSPENSION
1	<u> 9 </u>	<u> 1 </u>
2	<u> 5 </u>	<u> 2 </u>
3	<u> </u>	<u> </u>

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES

DYNAMIC AND STATIC DOUBLE AXLES

 -4.4

 -3.2

 -4.6

STANDARD DEVIATION 3.7

STANDARD DEVIATION 6.0

STANDARD DEVIATION 3.3

8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 35, 45, 55

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 8.10

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 x 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 0

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

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

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [0 9 / 1 3 / 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
TYPE PER FHWA 13 BIN SYSTEM	1	<u> 9</u>	<u> 1</u>
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	<u> 5</u>	<u> 2</u>
3 - OTHER (DESCRIBE)	3	<u> </u>	<u> </u>
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 0 0 STANDARD DEVIATION 3 8
 DYNAMIC AND STATIC SINGLE AXLES 0 8 STANDARD DEVIATION 4 4
 DYNAMIC AND STATIC DOUBLE AXLES 0 6 STANDARD DEVIATION 3 7
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 35 , 45 , 55
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 8 1 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 ___x 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: ___0.0___

PERSON LEADING CALIBRATION EFFORT: ___Dean J. Wolf, ___MACTEC E&C___

CONTACT INFORMATION: ___301-210-5105___

rev. November 9, 1999