

<p align="center">SHEET 1</p> <p align="center"><b>LTPP TRAFFIC DATA</b></p> <p align="center"><b>SUMMARY TRANSMITTAL FORM</b></p>	<p>*STATE ASSIGNED ID [ _ _ _ _ ]</p> <p>*STATE CODE [ <u>12</u> ]</p> <p>*SHRP SECTION ID [ <u>0500</u> ]</p>
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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> DATE PREPARED <u>6-12-00</u>	PHONE # <u>(512) 346-0870</u>
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RECEIVED JUN 26 2000 D M

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*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 _____	

<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 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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**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 _____	

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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			
		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	11700	14600	14600	16910	16910		74720
2	11720	14600	14600	16910	16910		74740
3	11800	14560	14560	16900	16900		74720
Average	11740	14528	14592	16900	16900		74720
		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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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>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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## 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	<del>13370</del> 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
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 / C</u>
A		<u>7870</u>	<u>7740</u>	
B		<u>15380</u>	<u>15340</u>	<u>D / C</u>
C				<u>D / C</u>
D				<u>D / C</u>
E				<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  
\*c) Post Test Loaded Weight  
\*d) Difference Post Test - Pre-test

23250  
23100  
- 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): \_\_\_\_\_

Sheet 19		* STATE CODE	12
LTPP Traffic Data		* SPS PROJECT ID	0800
* CALIBRATION TEST TRUCK # 2		* DATE	9-13-06

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

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



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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 TOWBAR

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
LTPP Traffic Data	* SPS PROJECT ID	0500
*CALIBRATION TEST TRUCK # 1	* DATE	09.13.06

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 - 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

Rev. 08/31/2001

\* STATE CODE

12

\* SPS PROJECT ID

0500

\* DATE

05/23/2007

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
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	6.0/6.1	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	5.8/4.8	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	7.1/7.3	2.2/2.4	1.9/2.4		30.9					
42	54	2	9	10:07	5795	44	4.0/4.3	5.9/7.2	6.1/6.4	5.1/5.4	5.9/7.2		64.3	14.9	4.3	32.0	4.1	
42	54	2	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		69.0	14.8	4.4	32.0	4.1	
42	34	1	10	10:14	5923	54	4.4/4.9	4.0/5.5	5.3/5.6	6.1/5.9	6.5/6.9		57.7	19.1	4.5	30.8	4.0	
42	34	2	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		66.8	14.9	4.4	31.9	4.1	
42	44	1	11	10:20	6061	44	4.4/4.5	5.3/6.0	5.7/5.7	6.3/5.7	6.2/6.2		56.6	15.2	4.5	30.8	4.1	
42	42	2	12	10:22	6085	42	5.3/5.3	6.4/7.0	6.5/6.0	6.3/8.6	6.4/8.4		66.4	14.9	4.4	32.0	4.1	
42	52	1	12	10:25	6124	52	4.7/4.8	6.1/6.0	6.4/6.2	5.3/6.3	7.7/6.8		60.2	19.2	4.5	30.9	4.0	
42	54	2	12	10:26	6164	54	5.5/5.7	6.7/7.2	6.5/5.9	7.1/9.4	6.5/8.9		64.5	14.9	4.4	31.9	4.1	
36	36	1	12	10:29	6231	34	4.4/5.3	5.7/5.5	5.4/5.6	4.1/6.1	7.4/7.5		57.5	19.2	4.5	31.0	4.0	
36	36	2	13	10:31	6266	34	5.4/5.4	4.2/6.7	6.2/5.8	6.4/8.5	6.2/8.0		64.8	14.9	4.4	31.9	4.0	
43	43	1	14	10:34	6320	44	4.7/4.8	5.2/5.2	5.9/6.2	5.9/5.8	6.2/6.3		55.2	19.3	4.5	30.9	4.0	
45	45	2	14	10:35	6344	45	5.4/5.1	6.7/7.4	6.9/6.2	7.0/9.1	6.7/8.9		69.3	14.9	4.3	31.9	4.1	
45	54	1	15	10:38	6390	54	4.4/4.8	6.3/6.4	6.4/4.9	3.0/6.1	7.8/7.0		58.3	19.1	4.5	30.9	4.0	
45	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 DJWChecked 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		6.1/6.4	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	62/6.2	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	55/5.3	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	64/6.2	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	47/6.0	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	42/6.0	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	52/5.4	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	53/6.2	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	52/6.2	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	50/4.6	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	53/5.5	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	59/6.1	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	45/5.3	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	54/5.7	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	50/5.5	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 7 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	62/61		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	
<del>84.5</del> 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	67/88		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	

Recorded by MARK E

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Sheet 21

1 2

LTPP Traffic Data

0 5 0 0

WIM System Test Truck Records

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\* STATE CODE

\* SPS PROJECT ID

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

Rev. 08/31/2001

WIM System Test Truck Records

1 of 1

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	78/115	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	72/111	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	74/103	78/106		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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Recorded by MApk 22

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Rev. 08/31/2001

STATE CODE

\*SPS PROJECT ID

\* DATE

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## LTPP Traffic Data

WIM System Test Truck Records

of 3

\* STATE CODE

\* SPS PROJECT ID

\* DATE

12

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Rev. 08/31/2001

DATE 09/13/2006																		
Pvmt temp	Radar Speed	Truck	Pass	Time	Record No.	WIM Speed	HEAD UNIT							VAL				
							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°	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	7.4 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				

Recorded by

Checked by

\* 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

12

## WIM System Test Truck Records

# SPS PROJECT ID

0500

of 1

# 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.	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		13:01:51	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	
<del>116.5</del>	<del>43</del>	<del>1</del>		<del>13:25:42</del>	<del>8459</del>	<del>53</del>	<del>5.0/5.3</del>	<del>8.4/7.7</del>	<del>9.1/6.4</del>	<del>8.3/7.2</del>	<del>7.5/7.0</del>		<del>73.4</del>	<del>19.2</del>	<del>4.5</del>	<del>32.3</del>	<del>4.0</del>	
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	8.4/7.2	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	8.4/8.1	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	8.2/7.1					22.9	21.1				

Recorded by \_\_\_\_\_

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

## 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	92.2/7.6	91.0/8.1	7.3/7.9		76.7	19.2	4.5	32.4	4.1	
112.0	44	2		13:41:11	9068	44	42.2/3.6	70/6.4					21.2	21.2				
116.5	51	1		13:41:17	9154	51	42/5.0	95/7.7	91.4/7.2	92.2/7.9	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	97/7.4					24.7	21.2				
116.5	54	1		13:52:18	9236	55	43/5.1	92/7.1	91/7.1	80/7.4	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	87/8.4	92.2/8.0	84/8.2	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	92/6.7					23.9	21.2				
116.0	47	1		13:59:46	9358	47	50/4.4	90/8.2	91.4/7.8	81/7.4	7.4/8.3		76.0	19.2	4.5	32.3	4.0	
116.0	49	2		13:59:50	9360	49	45/3.4	81/6.4					22.8	21.2				
118.5	55	1		14:03:11	9408	55	49/4.8	99/8.0	91/7.3	84/7.9	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	91/7.1					23.4	21.1				
116.5	46	1		14:05:10	9482	46	46/6.0	87/8.1	87/7.2	87/7.4	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	83/6.4					23.1	21.1				
116.5	50	1		14:15:30	9544	50	51/4.7	102/8.3	102/7.6	86/8.3	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	102/7.3					25.7	21.2				

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	
100.5	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	47/44	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	47/58	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	61/55	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 [Signature]

Rev. 08/31/2001

[illegible]

Recorded by MAZK 2

Checked by

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\_



<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_5_0_0_ ]
<b>WIM SITE COORDINATION</b>	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

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_5_0_0_ ]
<b>WIM SITE COORDINATION</b>	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 – \_\_\_\_\_

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_5_0_0_ ]
<b>WIM SITE COORDINATION</b>	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\_\_\_

<b>SHEET 18</b>	STATE CODE [ _1_2_ ]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ _0_5_0_0_ ]
<b>WIM SITE COORDINATION</b>	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 ☒ LTPP  
 2nd – Class 5 ☐ 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_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\_\_



<b>SHEET 18</b>	STATE CODE [ 12]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ 0500]
<b>WIM SITE COORDINATION</b>	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

<b>SHEET 18</b>	STATE CODE [ 12]
<b>LTPP MONITORED TRAFFIC DATA</b>	SPS PROJECT ID [ 0500]
<b>WIM SITE COORDINATION</b>	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

24.60  
215.80  
325.60  
1-0  
545

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....

5+  
2.24 ft  
10 w/ 3 ft  
20.2'  
21.1 ft  
5 ft  
23.1 ft  
5 ft  
50 ft  
22/07  
20 ft  
12/07

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					

buss 21.2  
22.7  
21.7  
23.0  
8:20 am  
9:20 am

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	<del>13447</del>	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 / 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
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> <sub>5<sup>PM</sup></sub>	* 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	<del>11361</del> 10859	652	5
57	6	8581	58	6					
48	5	8626	40	5					
53	5	8824	53	5					
58	5	8863	58	5					
57	5	8916	54	5					
53	<del>5</del> 4	9335	52	4					
55	<del>5</del> 5	9344	55	5					
45	8	9664	<del>45</del> 45	8					
64	5	9671	64	5					
50	5	9726	50	5					
58	8	9769	58	8					
58	<del>5</del> 5	9869	59	5					
57	6	9891	57	6					
56	<del>5</del> 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					
<del>58</del>	<del>3</del>		<del>58</del>	<del>5</del>					
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 ]
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### 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 ____ PASSES PER TRUCK
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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 8 <u> -78.0 </u>	<table style="width: 100%; border: none;"> <tr><td>FHWA CLASS</td><td>_____</td><td>_____</td></tr> <tr><td>FHWA CLASS</td><td>_____</td><td>_____</td></tr> <tr><td>FHWA CLASS</td><td>_____</td><td>_____</td></tr> <tr><td>FHWA CLASS</td><td>_____</td><td>_____</td></tr> </table>	FHWA CLASS	_____	_____	FHWA CLASS	_____	_____	FHWA CLASS	_____	_____	FHWA CLASS	_____	_____
FHWA CLASS	_____	_____											
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 [ <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  
     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  

TRUCK	TYPE	SUSPENSION
1	9	1
2	9	1
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 -22.0 STANDARD DEVIATION 7.6  
 DYNAMIC AND STATIC SINGLE AXLES -16.9 STANDARD DEVIATION 7.9  
 DYNAMIC AND STATIC DOUBLE AXLES -23.0 STANDARD DEVIATION 8.5
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:  
     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 N/A FHWA CLASS 5      -11  
 \*\*\* FHWA CLASS 8 0 FHWA CLASS 6      0  
 FHWA CLASS                 
 FHWA CLASS                 
 \*\*\* 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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<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*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