

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE:	220100
	SPS WIM ID:	LA
	DATE (mm/dd/yyyy)	7/28/2010

1. ROUTE: US-171 MILEPOST: 8.4 LTPP DIRECTION: north

2. WIM SITE DESCRIPTION

Grade: 1 to 2% Sag Vertical: N
 Nearest Upstream SPS Section: _____
 Distance from sensors to SPS Section: _____ ft

3. LANE CONFIGURATION

Lanes in LTPP direction: 2 Median: 3 - grass
 Lane width: 12' Shoulder: 2 - paved AC
 Shoulder width: 10'

4. PAVEMENT TYPE PCC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: _____ Photo Filename: _____
 Date: _____ Photo Filename: _____
 Date: _____ Photo Filename: _____

6. SENSOR SEQUENCE

Loop-Quartz-Quartz-Loop

7. REPLACEMENT AND/OR GRINDING

Date: _____
 Date: _____
 Date: _____

8. RAMPS OR INTERSECTIONS

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

9. DRAINAGE

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

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10. CABINET LOCATION

Same side of road as LTPP lane: Y
Distance from edge of traveled lane: 16 ft
distance from system: 22 ft
type: M

Cabinet access controlled by: Agency and LTPP

Contact name: Roy Czinku Phone # 306-270-9492
Alternate name: Doc Zhang Phone # 225-767-9162

11. POWER

Distance to cabinet from drop: 128 ft
Type: AC
AC in cabinet? Y
Service provider: _____ Phone # _____

12. TELEPHONE

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

13. SYSTEM

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

14. TEST TRUCK TURNAROUND TIME

Duration: _____ minutes Distance: _____ miles

15. PHOTOS

	Filename
Power source:	<u>220100_power_meter_07_27_10.jpg</u>
Phone source:	<u>220100_telephone_pedestal_07_27_10.jpg</u>
Cabinet exterior:	<u>220100_cabinet_exterior_07_27_10.jpg</u>
Cabinet interior:	<u>220100_cabinet_interior_front_07_27_10.jpg</u>
Weight sensors:	<u>220100_leading_quartz_07_27_10.jpg</u>
	<u>220100_trailing_quartz_07_27_10.jpg</u>
Other sensors:	<u>220100_leading_loop_07_27_10.jpg</u>
	<u>220100_trailing_loop_07_27_10.jpg</u>
Downstream from sensors on LTPP lane:	<u>220100_downstream_07_27_10.jpg</u>
Upstream from sensors on LTPP lane:	<u>220100_upstream_07_27_10.jpg</u>

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/28/2010
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1. DATA PROCESSING

- a. Download: LTPP download
- b. Data review: LTPP
If state, how often? _____
- c. Data submission LTPP
If state how often? _____

2. EQUIPMENT

- a. Purchase LTPP
- b. Installation LTPP contract
- c. Maintenance Separate contract LTPP
Expiration Date _____
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power
i. Type Underground ii. Payment State
- g. Communication
i. Type Landline ii. Payment State

3. PAVEMENT

- a. Type Asphalt Concrete
- b. Allowable Rehabilitation activities Maintenance only
- c. Profile Site Markings Temporary

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4. Onsite Activities

- a. WIM Validation Check advance notice required

14 Days Weeks

- b. Notice for straightedge and grinding check

14 Days Weeks

- | | |
|-----------------|------|
| i. On site lead | LTPP |
|-----------------|------|

- | | |
|---------------------|------|
| ii. Accept grinding | LTPP |
|---------------------|------|

- | | | |
|----|---------------------------------|------|
| c. | Authorization to calibrate site | LTPP |
|----|---------------------------------|------|

- d. Calibration routine LTPP annually
Other: _____

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd-	Air Suspension 3S2	LTPP
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3rd-

4th-

- | | |
|-----------|------|
| ii. Loads | LTPP |
|-----------|------|

- | | |
|--------------|------|
| iii. Drivers | LTPP |
|--------------|------|

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

- | | | |
|----|-------------------|-------|
| g. | Access to cabinet | Joint |
|----|-------------------|-------|

- | | | |
|----|----------------------------------|----|
| h. | State personnel required on site | No |
|----|----------------------------------|----|

- | | | |
|----|--------------------------|----|
| i. | Traffic control required | No |
|----|--------------------------|----|

- | | | |
|----|-----------------------------------|----|
| J. | Enforcement coordination required | No |
|----|-----------------------------------|----|

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/28/2010
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5. SITE SPECIFIC CONDITIONS

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

6. CONTACTS

- a. Equipment (operational status, access, etc.)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- b. Maintenance (equipment)
Name Roy Czinku Phone # 306-270-9492
Agency IRD
- c. Data Processing and pre-visit data
Name Mark Gardner Phone # _____
Agency Fugro-Bre
- d. Construction schedule and verification
Name _____ Phone # _____
Agency _____
- e. Test Vehicles (trucks, loads, drivers)
Name Jimmy Saltzman Phone # 337-436-6900
Agency Lake City Trucking
- f. Traffic control
Name _____ Phone # _____
Agency _____
- g. Enforcement coordination
Name _____ Phone # _____
Agency _____
- h. Nearest static scale
Name Love's Country Store Location: Iowa, LA
Phone: 337-582-4528

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>22</u>
	SPS WIM ID: <u>220100</u>
	DATE (mm/dd/yyyy) <u>7/27/2010</u>

CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11140	11070	Direct
B		15430	15395	Direct
C		15430	15395	Direct
D		16955	16980	Direct
E		16955	16980	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 75910
c. Post Test Loaded Weight: 75820
d. Difference Post Test - Pre-Tests: 90

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2 B to C 4.3 C to D 31.7 D to E 4.2 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 60.4
i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11140	0	0	11060
A+B	II	26570	0	0	26450
A+B+C	III	42000	0	0	41840
A+B+C+D	IV	58970	0	0	58810
A+B+C+D+E(1)	V	75940	0	0	75780
A+B+C+D+E+(F)(1)	VI	75940	0	0	75780
B+C+D+E+(F)	VII	64740	0	0	64780
C+D+E+(F)	VIII	49310	0	0	49380
D+E+(F)	IX	33880	0	0	33980
E+(F)	X	16940	0	0	16990
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75880	0	0	75860

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11140	VI-VII	11200	11170
Axle B	II-I	15430	VII-VIII	15430	15430
Axle C	III-II	15430	VIII-IX	15430	15430
Axle D	IV-III	16970	IX-X	16940	16955
Axle E	V-IV	16970	X-XI	16940	16955
Axle F	VI-V	0	XI	0	0
GVW	VI	75940	XII	75880	75910

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

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

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

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

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11000	11030
Axle B	II-I	15390	VII-VIII	15400	15395
Axle C	III-II	15390	VIII-IX	15400	15395
Axle D	IV-III	16970	IX-X	16990	16980
Axle E	V-IV	16970	X-XI	16990	16980
Axle F	VI-V	0	XI	0	0
GVW	VI	75780	XII	75860	75820

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11140	15430	15430	16970	16970	0	75940
2	11140	15430	15430	16940	16940	0	75880
Avg.	11140	15430	15430	16955	16955	0	75910

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15390	15390	16970	16970	0	75780
2	11080	15400	15400	16990	16990	0	75860
Avg.	11070	15395	15395	16980	16980	0	75820

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22
	SPS WIM ID: 220100
	DATE (mm/dd/yyyy) 7/27/2010

CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11020	10930	Direct
B		15430	15365	Direct
C		15430	15365	Direct
D		12860	12895	Direct
E		12860	12895	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 67600
c. Post Test Loaded Weight: 67450
d. Difference Post Test - Pre-Tests: 150

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

steel pipe loaded along trailer

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 20.2 B to C 4.3 C to D 31.7 D to E 10.2 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 66.4

i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		steel spring	☒
B		air	☒
C		air	☒
D		air	☒
E		air	☒
F			☐

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11020	0	0	10940
A+B	II	26450	0	0	26320
A+B+C	III	41880	0	0	41700
A+B+C+D	IV	54740	0	0	54580
A+B+C+D+E(1)	V	67600	0	0	67460
A+B+C+D+E+(F)(1)	VI	67600	0	0	67460
B+C+D+E+(F)	VII	56580	0	0	56520
C+D+E+(F)	VIII	41150	0	0	41170
D+E+(F)	IX	25720	0	0	25820
E+(F)	X	12860	0	0	12910
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67600	0	0	67440

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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	11020	VI-VII	11020	11020
Axle B	II-I	15430	VII-VIII	15430	15430
Axle C	III-II	15430	VIII-IX	15430	15430
Axle D	IV-III	12860	IX-X	12860	12860
Axle E	V-IV	12860	X-XI	12860	12860
Axle F	VI-V	0	XI	0	0
GVW	VI	67600	XII	67600	67600

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

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

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

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

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

	1		2		Avg.
Axle A	I	10940	VI-VII	10940	10940
Axle B	II-I	15380	VII-VIII	15350	15365
Axle C	III-II	15380	VIII-IX	15350	15365
Axle D	IV-III	12880	IX-X	12910	12895
Axle E	V-IV	12880	X-XI	12910	12895
Axle F	VI-V	0	XI	0	0
GVW	VI	67460	XII	67440	67450

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/27/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11020	15430	15430	12860	12860	0	67600
2	11020	15430	15430	12860	12860	0	67600
Avg.	11020	15430	15430	12860	12860	0	67600

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10940	15380	15380	12880	12880	0	67460
2	10920	15350	15350	12910	12910	0	67440
Avg.	10930	15365	15365	12895	12895	0	67450

Validation Test Truck Run Set - Pre

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: <u>22</u>
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	DATE (mm/dd/yyyy) <u>7/28/2010</u>

CALIBRATION TEST TRUCK - Primary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11060	0	Direct
B		15400	0	Direct
C		15400	0	Direct
D		17015	0	Direct
E		17015	0	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 75890
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 75890

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

Concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2 B to C 4.3 C to D 31.7 D to E 4.2 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 60.4
i. Kingpin offset from Axle B (units) 2.3 photo: ☐

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CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11060	0	0	0
A+B	II	26460	0	0	0
A+B+C	III	41860	0	0	0
A+B+C+D	IV	58870	0	0	0
A+B+C+D+E(1)	V	75880	0	0	0
A+B+C+D+E+(F)(1)	VI	75880	0	0	0
B+C+D+E+(F)	VII	64840	0	0	0
C+D+E+(F)	VIII	49440	0	0	0
D+E+(F)	IX	34040	0	0	0
E+(F)	X	17020	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75900	0	0	0

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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11040	11050
Axle B	II-I	15400	VII-VIII	15400	15400
Axle C	III-II	15400	VIII-IX	15400	15400
Axle D	IV-III	17010	IX-X	17020	17015
Axle E	V-IV	17010	X-XI	17020	17015
Axle F	VI-V	0	XI	0	0
GVW	VI	75880	XII	75900	75890

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15400	15400	17010	17010	0	75880
2	11060	15400	15400	17020	17020	0	75900
Avg.	11060	15400	15400	17015	17015	0	75890

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22
	SPS WIM ID: 220100
	DATE (mm/dd/yyyy) 7/28/2010

CALIBRATION TEST TRUCK - Secondary

PART A

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

3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	0	Direct
B		15380	0	Direct
C		15380	0	Direct
D		12880	0	Direct
E		12880	0	Direct
F		0	0	

4. GVW (same units as axles)

a. Empty GVW: _____
b. Average Pre-Test Loaded weight: 67420
c. Post Test Loaded Weight: 0
d. Difference Post Test - Pre-Tests: 67420

5. TRUCK DESCRIPTION

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

b. Make: Peterbilt
c. Model: unk

d. Trailer Load Distribution Description:

Steel pipe loaded along trailer

photo: ☒

e. Tractor Tare weight - _____ - _____
f. Trailer Tare weight - _____ - _____
g. Axle Spacing - _____

A to B 20.2 B to C 4.3 C to D 31.7 D to E 10.2 E to F 0.0

h. Wheelbase - ☐ Measured _____ ☒ Computed 66.4

i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19	STATE CODE: 22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: 220100
CALIBRATION TEST TRUCK # 2	DATE (mm/dd/yyyy) 7/28/2010

CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b. Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		steel spring	☒
B		air	☒
C		air	☒
D		air	☒
E		air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	0
A+B	II	26260	0	0	0
A+B+C	III	41640	0	0	0
A+B+C+D	IV	54520	0	0	0
A+B+C+D+E(1)	V	67400	0	0	0
A+B+C+D+E+(F)(1)	VI	67400	0	0	0
B+C+D+E+(F)	VII	56520	0	0	0
C+D+E+(F)	VIII	41140	0	0	0
D+E+(F)	IX	25760	0	0	0
E+(F)	X	12880	0	0	0
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67440	0	0	0

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10880	VI-VII	10880	10880
Axle B	II-I	15380	VII-VIII	15380	15380
Axle C	III-II	15380	VIII-IX	15380	15380
Axle D	IV-III	12880	IX-X	12880	12880
Axle E	V-IV	12880	X-XI	12880	12880
Axle F	VI-V	0	XI	0	0
GVW	VI	67400	XII	67440	67420

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

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

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

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

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

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

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	15380	15380	12880	12880	0	67400
2	10920	15380	15380	12880	12880	0	67440
Avg.	10900	15380	15380	12880	12880	0	67420

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Validation Test Truck Run Set - Cal 1

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11060	10950	Direct
B		15400	15325	Direct
C		15400	15325	Direct
D		17015	16985	Direct
E		17015	16985	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 75890
- c. Post Test Loaded Weight: 75570
- d. Difference Post Test - Pre-Tests: 320

5. TRUCK DESCRIPTION

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

- b. Make: Peterbilt
- c. Model: unk

d. Trailer Load Distribution Description:

concrete blocks loaded along trailer

photo: ☒

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

A to B 20.2 B to C 4.3 C to D 31.7 D to E 4.2 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 60.4
- i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19	STATE CODE: 22
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: 220100
CALIBRATION TEST TRUCK # 1	DATE (mm/dd/yyyy) 7/28/2010

CALIBRATION TEST TRUCK - Primary

6. SUSPENSION

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

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

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F
108.4					
	107.9	105.4	104.5	106.6	
	107.7	110.5	105.5	106.7	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11060	0	0	10960
A+B	II	26460	0	0	26280
A+B+C	III	41860	0	0	41600
A+B+C+D	IV	58870	0	0	58590
A+B+C+D+E(1)	V	75880	0	0	75580
A+B+C+D+E+(F)(1)	VI	75880	0	0	75580
B+C+D+E+(F)	VII	64840	0	0	64620
C+D+E+(F)	VIII	49440	0	0	49290
D+E+(F)	IX	34040	0	0	33960
E+(F)	X	17020	0	0	16980
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	75900	0	0	75560

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11060	VI-VII	11040	11050
Axle B	II-I	15400	VII-VIII	15400	15400
Axle C	III-II	15400	VIII-IX	15400	15400
Axle D	IV-III	17010	IX-X	17020	17015
Axle E	V-IV	17010	X-XI	17020	17015
Axle F	VI-V	0	XI	0	0
GVW	VI	75880	XII	75900	75890

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

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

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

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

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

	1		2		Avg.
Axle A	I	10960	VI-VII	10960	10960
Axle B	II-I	15320	VII-VIII	15330	15325
Axle C	III-II	15320	VIII-IX	15330	15325
Axle D	IV-III	16990	IX-X	16980	16985
Axle E	V-IV	16990	X-XI	16980	16985
Axle F	VI-V	0	XI	0	0
GVW	VI	75580	XII	75560	75570

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Primary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11060	15400	15400	17010	17010	0	75880
2	11060	15400	15400	17020	17020	0	75900
Avg.	11060	15400	15400	17015	17015	0	75890

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10960	15320	15320	16990	16990	0	75580
2	10940	15330	15330	16980	16980	0	75560
Avg.	10950	15325	15325	16985	16985	0	75570

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22
	SPS WIM ID: 220100
	DATE (mm/dd/yyyy) 7/28/2010

CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 9 2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10900	10820	Direct
B		15380	15305	Direct
C		15380	15305	Direct
D		12880	12895	Direct
E		12880	12895	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 67420
- c. Post Test Loaded Weight: 67220
- d. Difference Post Test - Pre-Tests: 200

5. TRUCK DESCRIPTION

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

- b. Make: Peterbilt
- c. Model: unk

d. Trailer Load Distribution Description:

steel pipe loaded along trailer

photo: ☒

- e. Tractor Tare weight - _____ - _____
- f. Trailer Tare weight - _____ - _____
- g. Axle Spacing - _____

A to B 20.2 B to C 4.3 C to D 31.7 D to E 10.2 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 66.4
- i. Kingpin offset from Axle B (units) 2.3 photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>2</u>	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A		steel spring	☒
B		air	☒
C		air	☒
D		air	☒
E		air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F
97.1	99.0	91.2	102.5	95.4	
91.8	95.8	94.5	95.5	96.5	
	97.1	92.2	91.8	90.8	
	95.7	91.4	92.3	91.9	

PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10880	0	0	10820
A+B	II	26260	0	0	26160
A+B+C	III	41640	0	0	41500
A+B+C+D	IV	54520	0	0	54360
A+B+C+D+E(1)	V	67400	0	0	67220
A+B+C+D+E+(F)(1)	VI	67400	0	0	67220
B+C+D+E+(F)	VII	56520	0	0	56400
C+D+E+(F)	VIII	41140	0	0	41130
D+E+(F)	IX	25760	0	0	25860
E+(F)	X	12880	0	0	12930
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	67440	0	0	67220

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10880	VI-VII	10880	10880
Axle B	II-I	15380	VII-VIII	15380	15380
Axle C	III-II	15380	VIII-IX	15380	15380
Axle D	IV-III	12880	IX-X	12880	12880
Axle E	V-IV	12880	X-XI	12880	12880
Axle F	VI-V	0	XI	0	0
GVW	VI	67400	XII	67440	67420

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

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

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

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

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

	1		2		Avg.
Axle A	I	10820	VI-VII	10820	10820
Axle B	II-I	15340	VII-VIII	15270	15305
Axle C	III-II	15340	VIII-IX	15270	15305
Axle D	IV-III	12860	IX-X	12930	12895
Axle E	V-IV	12860	X-XI	12930	12895
Axle F	VI-V	0	XI	0	0
GVW	VI	67220	XII	67220	67220

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 22 SPS WIM ID: 220100 DATE (mm/dd/yyyy) 7/28/2010
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CALIBRATION TEST TRUCK - Secondary

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10880	15380	15380	12880	12880	0	67400
2	10920	15380	15380	12880	12880	0	67440
Avg.	10900	15380	15380	12880	12880	0	67420

Table 7- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

Table 8- Raw Data- Axle scales -

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
Avg.	0	0	0	0	0	0	0

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

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10820	15340	15340	12860	12860	0	67220
2	10820	15270	15270	12930	12930	0	67220
Avg.	10820	15305	15305	12895	12895	0	67220

Validation Test Truck Run Set - Post

Measured By: Kevin Trousdale

Verified By: Dean J. Wolf

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS												STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/27/2010									
Pymt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space			
91.9	54	2	1	8:29:04	20323	54.0	10.3	14.6	14.7	12.2	12.2		63.9	20.1	4.3	31.6	10.2				
92.3	62	2	2	8:33:12	20332	62.0	10.9	14.1	14.2	12.1	12.4		63.7	20.1	4.3	31.5	10.2				
92.0	67	2	3	8:38:16	20347	67.0	10.8	14.2	14.4	12.0	11.8		63.3	20.0	4.3	31.4	10.1				
92.3	55	2	4	8:42:31	20357	53.0	10.2	14.2	14.4	12.1	12.1		63.0	20.1	4.3	31.4	10.2				
94.4	62	2	5	8:46:41	20372	61.0	10.8	14.5	14.3	11.6	12.0		63.1	20.0	4.3	31.5	10.2				
93.6	66	2	6	8:53:17	20403	66.0	10.6	14.1	14.7	11.5	11.5		62.5	20.0	4.3	31.5	10.2				
94.0	56	2	7	8:57:58	20424	55.0	10.5	14.5	14.7	12.1	12.3		64.2	20.0	4.3	31.4	10.1				
91.4	62	2	8	9:00:10	20433	62.0	10.7	14.3	14.5	11.8	12.0		63.3	20.0	4.3	31.4	10.1				
93.9	63	2	9	9:06:19	20443	64.0	10.5	14.7	14.8	11.2	11.7		62.8	20.0	4.3	31.6	10.2				
93.0	57	2	10	9:10:21	20461	57.0	10.8	14.4	14.7	12.2	12.0		64.0	20.1	4.3	31.5	10.2				
91.1	56	2	11	10:45:30	20762	57.0	10.4	14.8	14.6	11.7	11.8		63.3	20.0	4.3	31.3	10.2				
93.4	60	2	12	10:50:41	20781	60.0	10.5	13.6	13.9	11.5	12.0		61.5	19.9	4.3	31.3	10.1				
93.4	54	1	1	10:51:53	20788	52.0	10.5	15.0	14.9	15.5	15.5		71.2	20.0	4.3	31.2	4.1				
92.6	65	2	13	10:56:34	20805	65.0	10.5	14.0	14.4	11.5	12.2		62.5	20.0	4.3	31.5	10.1				
92.6	59	1	2	10:56:47	20806	59.0	10.4	14.6	14.6	16.0	15.9		71.6	20.0	4.4	31.3	4.1				
92.3	54	2	14	11:01:19	20824	54.0	11.1	14.2	14.2	12.4	12.2		64.1	20.1	4.3	31.4	10.2				
92.3	58	1	3	11:02:25	20828	58.0	10.6	14.7	14.2	16.4	16.2		72.1	20.0	4.4	31.3	4.1				
90.2	64	2	15	11:07:46	20851	62.0	10.4	14.1	14.0	11.7	11.4		61.5	20.0	4.3	31.4	10.2				
90.2	54	1	4	11:08:11	20855	55.0	10.9	14.9	14.6	16.2	16.1		72.7	20.1	4.4	31.4	4.1				
89.6	54	2	16	11:12:29	20874	54.0	10.6	14.0	14.0	11.9	11.8		62.4	20.0	4.3	31.4	10.1				
89.6	59	1	5	11:13:01	20876	60.0	10.2	15.0	14.8	16.4	16.2		72.6	19.9	4.4	31.4	4.1				
89.6	61	2	17	11:17:14	20892	60.0	10.7	14.3	14.1	11.8	11.9		62.9	20.1	4.3	31.4	10.2				
89.6	64	1	6	11:18:13	20898	64.0	10.8	14.9	13.8	16.2	15.6		71.2	20.0	4.3	31.4	4.1				
88.0	65	2	18	11:22:26	20915	65.0	10.3	14.8	14.6	11.8	11.3		62.7	20.0	4.3	31.4	10.1				
Recorded By: _____												Verified By: _____							Run Set		Pre

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS													STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/27/2010								
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space			
88.0	54	1	7	11:23:32	20919	55.0	10.6	15.1	14.6	15.9	15.6		71.8	20.0	4.3	31.4	4.1				
89.1	57	2	19	11:27:11	20937	57.0	10.5	14.4	14.5	11.6	12.1		63.1	20.0	4.3	31.5	10.1				
89.1	57	1	8	11:27:57	20941	59.0	10.5	14.8	14.6	16.1	16.0		72.0	20.0	4.3	31.3	4.1				
92.5	59	2	20	11:32:51	20959	60.0	10.3	14.2	14.9	11.9	12.2		63.5	20.1	4.3	31.7	10.2				
92.5	64	1	9	11:33:27	20962	64.0	10.7	14.3	13.9	16.2	15.9		71.1	20.1	4.4	31.3	4.1				
97.8	47	1	10	11:37:39	20978	56.0	10.4	14.2	13.8	15.9	15.7		70.1	19.9	4.3	31.3	4.1				
97.8	65	2	21	11:38:56	20985	67.0	10.6	14.2	14.2	11.5	11.8		62.2	20.1	4.3	31.5	10.2				
101.0	57	1	11	11:42:40	21011	59.0	10.3	14.9	14.2	16.3	16.1		71.8	20.0	4.3	31.2	4.1				
111.0	54	1	12	11:52:13	21052	55.0	10.4	14.7	14.6	16.1	16.1		71.8	19.9	4.3	31.3	4.1				
112.5	59	1	13	11:56:12	21065	61.0	10.5	14.5	14.6	16.3	16.2		71.9	20.0	4.3	31.3	4.1				
114.6	65	1	14	12:01:30	21091	66.0	10.9	14.0	14.3	17.0	16.8		73.2	19.8	4.3	31.1	4.1				
117.1	56	1	15	12:06:29	21119	56.0	11.1	14.6	14.4	16.7	16.0		72.9	20.1	4.4	31.3	4.1				
116.6	57	1	16	12:12:15	21143	59.0	10.9	15.2	15.2	16.1	15.9		73.4	20.0	4.3	31.3	4.1				
118.2	66	1	17	12:18:22	21175	66.0	10.8	14.6	14.0	16.2	16.1		71.7	20.1	4.4	31.3	4.1				
116.7	56	1	18	12:22:30	21197	54.0	11.0	15.1	14.5	16.3	15.9		72.8	20.0	4.3	31.4	4.1				
117.3	54	2	22	12:25:50	21211	55.0	10.9	14.6	14.7	12.1	12.5		64.7	20.1	4.3	31.4	10.2				
117.3	61	1	19	12:26:30	21213	61.0	10.5	14.8	14.4	16.3	16.5		72.5	20.0	4.4	31.5	4.1				
116.9	65	1	20	12:31:45	21240	64.0	11.0	14.6	13.8	16.4	16.5		72.3	19.9	4.3	31.2	4.1				
116.9	59	2	23	12:32:07	21241	62.0	10.3	14.5	15.0	11.9	12.0		63.8	20.1	4.3	31.5	10.2				
118.5	54	1	21	12:36:04	21254	56.0	10.5	15.2	14.6	16.1	16.0		72.4	20.0	4.3	31.4	4.1				
118.5	62	2	24	12:36:29	21256	62.0	10.2	14.7	15.0	12.1	11.8		63.8	20.1	4.3	31.5	10.1				
119.3	58	1	22	12:40:25	21272	60.0	10.6	15.0	14.8	16.4	15.9		72.6	20.1	4.3	31.4	4.1				
119.3	56	2	25	12:40:48	21273	56.0	10.7	14.9	14.6	12.1	12.1		64.5	20.1	4.3	31.5	10.2				
119.0	63	1	23	12:45:33	21296	64.0	10.4	14.4	14.0	16.2	16.2		71.1	20.0	4.3	31.4	4.1				
Recorded By: _____													Verified By: _____					Run Set _____		Pre _____	

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS														STATE CODE: 220100 SPS WIM ID: LA DATE: (mm/dd/yyyy): 7/28/2010				
Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D-E space	E-F space
78.6	55	2	1	7:45:58	24288	56.0	10.9	14.9	14.8	12.7	12.7		65.9	20.1	4.3	31.6	10.2	
78.6	54	1	1	7:46:12	24289	55.0	11.0	15.6	15.4	17.2	16.7		76.1	20.1	4.4	31.7	4.2	
77.7	60	2	2	7:52:05	24306	60.0	10.7	14.9	15.7	12.3	12.4		65.9	20.3	4.4	31.7	10.2	
77.7	58	1	2	7:52:11	24307	59.0	11.1	14.8	14.5	17.4	16.9		74.6	20.2	4.4	31.7	4.2	
77.3	66	2	3	7:59:33	24324	67.0	10.9	14.9	15.0	12.7	12.6		66.1	20.2	4.3	31.7	10.3	
77.3	66	1	3	7:59:42	24325	65.0	11.3	15.3	15.4	16.5	16.3		74.7	20.2	4.4	31.4	4.1	
77.4	57	2	4	8:04:40	24330	58.0	10.6	15.3	15.4	12.8	12.9		66.9	20.2	4.3	31.9	10.3	
77.4	55	1	4	8:04:56	24333	55.0	11.5	15.4	15.0	17.0	17.4		76.3	20.2	4.4	31.7	4.2	
77.5	61	2	5	8:08:59	24343	60.0	10.9	14.6	14.8	12.1	12.6		65.1	20.2	4.4	31.7	10.3	
77.5	59	1	5	8:09:07	24344	60.0	11.1	15.4	14.7	17.3	16.9		75.5	20.1	4.4	31.7	4.2	
77.8	67	2	6	8:14:41	24358	67.0	11.1	14.1	14.7	11.9	13.0		64.8	20.1	4.3	31.7	10.3	
77.8	64	1	6	8:14:50	24359	64.0	11.1	15.3	14.8	16.5	16.3		74.1	20.2	4.4	31.5	4.1	
88.7	56	2	7	10:32:31	24775	55.0	10.8	15.0	15.2	12.5	12.4		66.0	20.2	4.3	31.7	10.2	
88.7	56	1	7	10:32:41	24777	54.0	10.9	15.2	14.8	16.4	16.3		73.6	20.2	4.4	31.5	4.1	
90.9	63	2	8	10:38:37	24798	64.0	10.8	15.7	15.6	12.6	12.8		67.3	20.3	4.4	31.9	10.3	
90.9	61	1	8	10:38:41	24799	62.0	10.7	15.9	15.3	17.6	17.2		76.7	20.2	4.4	31.8	4.2	
91.9	68	2	9	10:44:45	24818	68.0	11.0	15.6	15.6	12.5	12.4		67.1	20.2	4.4	31.7	10.3	
91.9	65	1	9	10:44:51	24820	65.0	11.5	15.5	15.2	17.4	17.0		76.5	20.3	4.4	31.8	4.2	
92.3	58	2	10	10:49:59	24835	58.0	10.7	15.1	15.0	12.5	12.3		65.5	20.2	4.3	31.7	10.3	
92.3	57	1	10	10:50:07	24836	56.0	10.8	16.1	15.5	17.5	17.3		77.2	20.1	4.4	31.6	4.2	
92.8	63	2	11	10:55:45	24847	63.0	10.7	15.1	15.5	13.4	13.0		67.7	20.1	4.4	31.7	10.2	
92.8	61	1	11	10:55:50	24848	62.0	11.1	15.4	14.9	17.3	17.7		76.4	20.2	4.4	31.6	4.1	
92.9	66	2	12	11:00:53	24865	67.0	10.9	15.1	15.4	12.1	12.4		66.0	20.2	4.3	31.7	10.2	
92.9	63	1	12	11:01:02	24866	65.0	11.0	16.1	15.4	17.4	17.5		77.3	20.1	4.4	31.7	4.2	
Recorded By: _____ kt														Verified By: _____ djw				
														Run Set _____ Post _____				

[illegible]

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
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SITE EQUIPMENT INFORMATION

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

7. CLASSIFICATION VIDEO:

TIME FROM: TO:
TIME FROM: TO:

SITE CONDITIONS

8. PAVEMENT:

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

None

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
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9. IN ROAD SENSORS:

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

None

TRUCK OBSERVATIONS

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

None

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

Tape Filename: _____
Time: From: 9:21:33 To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
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11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

Interval	Filename	From	To
1	_____	9:21:33	10:12:02
2	_____	14:21:34	16:05:00
3	_____		
4	_____		
5	_____		
6	_____		
7	_____		
8	_____		

TAPE 2- NAME: _____

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

TAPE 3- NAME: _____

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

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
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SYSTEM ACCURACY TESTS

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

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>60.4</u> mph	Average WIM Speed	<u>60.7</u> mph
Mean Difference	<u>0.3</u> mph	SD of mean	<u>1.0</u>
Posted Speed Limit	<u>65</u> mph		
Speed Range	15th percentile - <u>54</u> mph	85th percentile-	<u>65</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem		<u> </u> feet
% error from 4.25 ft (industry average)	OR	<u>4.38</u> ft (WIM system average)
= <u>3.0</u> %		
Average front axle weight for Class 9 vehicles		<u> </u> lbs
% error from 10.3 kips (industry average) OR		<u>11.1</u> lbs (known site value)
= <u>7.4</u> %		

SUPPORT EQUIPMENT STRUCTURES

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

Cabinet/Foundation None ☐

Ants in cabinet

Pull Boxes None ☒

Mast None ☒

Solar Panels None ☐

N/A

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	220100
	SPS WIM ID:	LA
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	7/28/2010

Telephone D-Mark Box None ☒

Power Service Box None ☒

Grounding None ☒

Conduit None ☒

STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

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

ADDITIONAL COMMENTS

Assessor _____ Dean J. Wolf

Traffic Sheet 22 Addendum - Kistler Quartz LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 220100 SPS WIM ID: LA STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 7/28/2010
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	_____	WATTS	_____	VDC
b. Equipment Power	<u>123</u>	VAC		
c. Battery 1	<u>10.8</u>	VDC		
d. Battery 2	_____	VDC		
e. Regulated	_____	VDC		
f. Power Supply	_____	VDC		
g. System Input	_____	VAC	<u>11.8</u>	VDC
h. Modem Power	_____	VAC	<u>11.8</u>	VDC
i. Telephone	_____	VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	<u>0.4</u>	Ω	<u>unk</u>	μh	<u>inf</u>	M Ω
b. Trailing	<u>0.5</u>	Ω	<u>unk</u>	μh	<u>inf</u>	M Ω

3. KISTLER SENSORS

	Resistance		Capacitance	
a. K1 (lead/left)	<u>10(10)</u>	Ω	<u>8.6</u>	ηf
b. K2 (lead/middle)	_____	Ω	_____	ηf
c. K3 (lead mid/right)	_____	Ω	_____	ηf
d. K4 (lead/right)	<u>10(10)</u>	Ω	<u>9.4</u>	ηf
e. K5 (trail/left)	<u>10(11)</u>	Ω	<u>9.6</u>	ηf
f. K6 (trail/mid left)	_____	Ω	_____	ηf
g. K7 (trail/mid right)	_____	Ω	_____	ηf
h. K8 (trail/right)	<u>10(11)</u>	Ω	<u>8.9</u>	ηf

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	<u>22</u>	KHz
b. Trailing	<u>22</u>	KHz

5. KISTLER SENSORS

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor _____ Dean J. Wolf

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/28/2010
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Item	Description	Filename
1	Power Source	220100_power_meter_07_27_10.jpg
2	Telephone Source	220100_telephone_pedestal_07_27_10.jpg
3	Cabinet Exterior	220100_cabinet_exterior_07_27_10.jpg
4	Cabinet Interior	220100_cabinet_interior_front_07_27_10.jpg
5	Leading weight sensor	220100_leading_quartz_07_27_10.jpg
6	Trailing weight sensor	220100_trailing_quartz_07_27_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	220100_leading_loop_07_27_10.jpg
10	Trailing loop sensor	220100_trailing_loop_07_27_10.jpg
11	Downstream from site	220100_downstream_07_27_10.jpg
12	Upstream from site	220100_upstream_07_27_10.jpg
13	Cabinet Interior - Rear	220100_cabinet_interior_rear_07_27_10.jpg
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

RECORDED BY: _____ Dean J. Wolf

Traffic Sheet 24B LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Test Trucks	STATE CODE: 220100 SPS WIM ID: LA DATE (mm/dd/yyyy) 7/28/2010
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Item	Description	Filename
1	Tractor, Truck #1	220100_Truck_1_Tractor_07_27_10.jpg
2	Trailer/Load, Truck #1	220100_Truck_1_Trailer_07_27_10.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	220100_Truck_1_Suspension_1_07_27_10.jpg
5	Suspension B, Truck #1	220100_Truck_1_Suspension_2/3_07_27_10.jpg
6	Suspension C, Truck #1	
7	Suspension D, Truck #1	220100_Truck_1_Suspension_4_07_27_10.jpg
8	Suspension E, Truck #1	220100_Truck_1_Suspension_5_07_27_10.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	220100_Truck_2_Tractor_07_27_10.jpg
11	Trailer/Load, Truck #2	220100_Truck_2_Trailer_07_27_10.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	220100_Truck_2_Suspension_1_07_27_10.jpg
14	Suspension B, Truck #2	220100_Truck_2_Suspension_2/3_07_27_10.jpg
15	Suspension C, Truck #2	
16	Suspension D, Truck #2	220100_Truck_2_Suspension_4_07_27_10.jpg
17	Suspension E, Truck #2	220100_Truck_2_Suspension_5_07_27_10.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
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RECORDED BY: _____ Dean J Wolf

WIM Field Validation Handout Guide

Louisiana, 220100

Submitted: 08/19/2010



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1 Site Information

Site ID:	220100	State:	Louisiana
LTPP Region:	Southern	Configuration:	Loop – Quartz- Quartz – Loop
Controller Type:	iSINC	Sensor Type:	Quartz Piezo
Power:	A/C	Communication:	Landline
Class Scheme:	LTPP_Mar_06	CPU type/setup:	

2 Contact Information

Agency	Contact	Position	Phone	Mobile
FHWA	Debbie Walker	COTR	202 493-3068	
FHWA	Philip Arena	LTPP Division Rep.	225-757-7612	
Fugro-Bre	Mark Gardner	RSC Project Manager	512-977-1800	
LADOT	Doc Zhang	LTPP Coordinator	225-767-9162	
LADOT	Skip Paul	Traffic Contact	225-767-9131	
ARA	Dean Wolf	Task Leader	717-691-7625	717-512-6638
ARA	Olga Selezneva	Project Manager	410-540-9949	
Test Trucks	Jimmy Saltzman	Lake City Trucking	337-436-6900	
Truck Scale	Love's Country Store		337-582-4528	

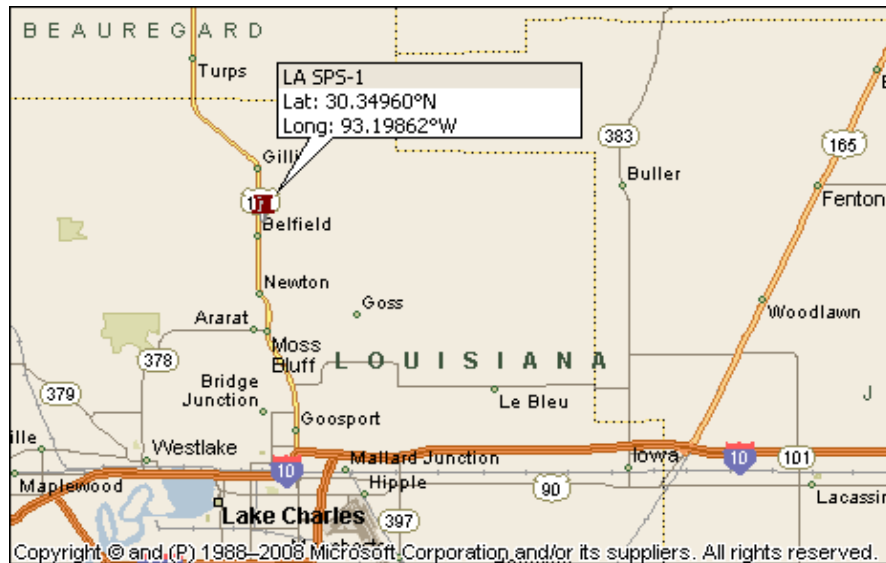
3 Schedule of Events

Date	Event	Location	Start Time
7/26/2010	Travel	Camp Hill, PA	TBD
7/26/2010	System Test	WIM Site	TBD
7/27/2010	Test Truck Weigh/Measure/Inspection	CAT Scale	6:00 AM
7/27/2010	Initial Performance Evaluation	WIM Site	7:00 AM
7/28/2010	Calibration (if required)	WIM Site	7:00 AM
7/28/2010	Validation	WIM Site	TBD
7/28/2010	Travel	Camp Hill, PA	TBD

4 Maps

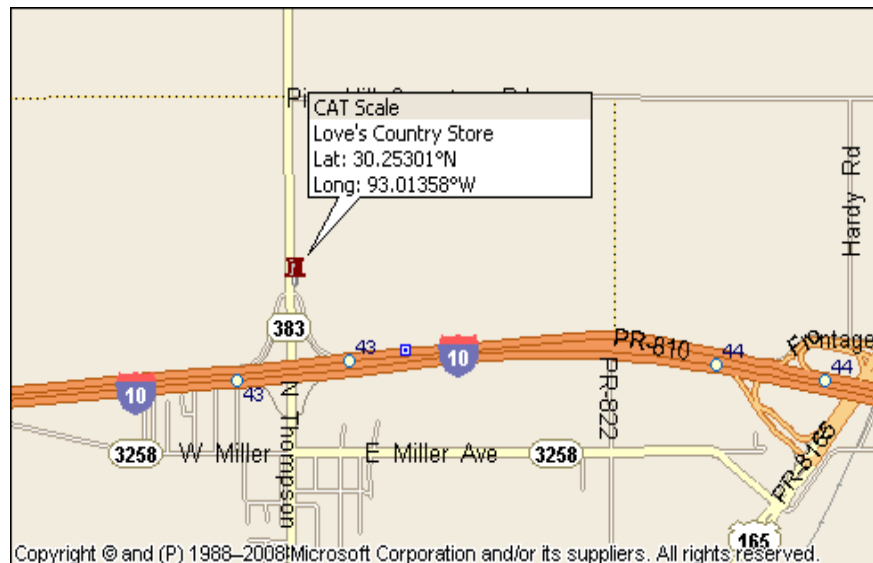
4.1 Site Location

Location:	US-171, milepost 8.4		Direction:	NB
Latitude:	30.34960	Longitude:	-93.19862	



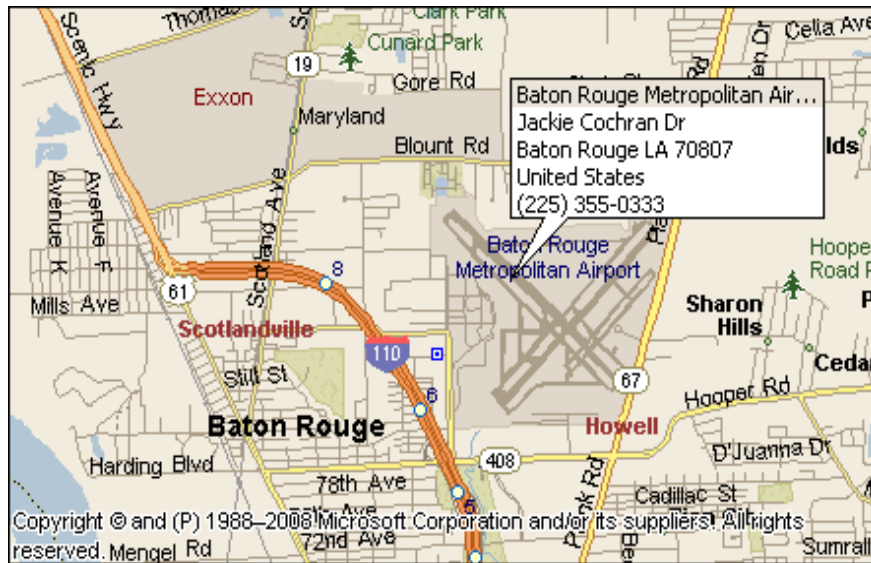
4.2 Truck Scale Location

Name:	Love's Country Store	Location:	I-10, exit 43, Iowa, Louisiana
Latitude:	30.253010	Longitude:	-93.013580



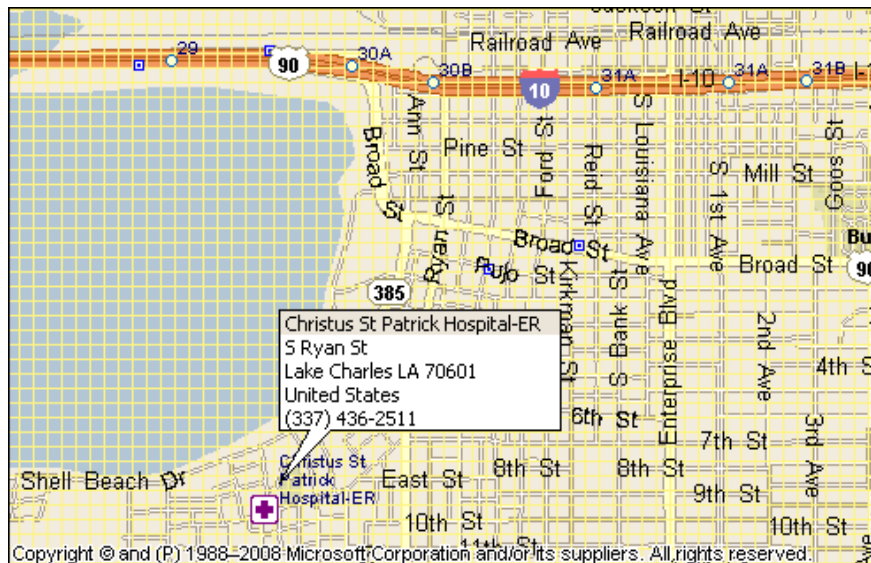
4.3 Airport Location

Name:	Baton Rouge Metropolitan	Location:	Baton Rouge, LA
Latitude:	30.53253	Longitude:	-91.15119



4.4 Hospital Location

Name:	Christus St. Patrick Hospital	Location:	Lake Charles, LA
Latitude:	30.21604	Longitude:	-93.22722



5 Occupational Health and Safety Plan

All fieldwork in the right-of-way will be carried out when the ground visibility is more than 1.5 miles (2.4 km), and when there is no accumulation of water, snow, or ice is on the pavement.

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

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

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

6 Contingency Plan

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

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