

Traffic Sheet 17 LTPP MONITORED TRAFFIC DATA WIM SITE INVENTORY	STATE CODE:	23
	SPS WIM ID:	230500
	DATE (mm/dd/yyyy)	11/30/2010

1. ROUTE: I-95 **MILEPOST:** 200.1 **LTPP DIRECTION:** north

2. WIM SITE DESCRIPTION

Grade:	<u><1%</u>	Sag Vertical:	<u>N</u>
	Nearest Upstream SPS Section:		<u>230502</u>
	Distance from sensors to SPS Section:		3.5 mi. ft

3. LANE CONFIGURATION

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

4. PAVEMENT TYPE AC

5. PAVEMENT SURFACE CONDITION - Distress Survey

Date: <u>11/30/10</u>	Photo Filename: <u>230500_upstream_11_30_10.jpg</u>
Date: <u>11/30/10</u>	Photo Filename: <u>230500_downstream_11_30_10.jpg</u>
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:	N
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: 45 ft
 distance from system: 51 ft
 type: 3B

Cabinet access controlled by: Agency and LTPP

Contact name: Roy Czinku Phone # 306-653-6627
 Alternate name: Ron Cote Phone # 207-624-3620

11. POWER

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

12. TELEPHONE

Distance to cabinet from drop: 0 ft
 Type: cellular
 Service provider: _____ Phone # _____

13. SYSTEM

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

14. TEST TRUCK TURNAROUND TIME

Duration: 15 minutes Distance: 11 miles

15. PHOTOS

Filename

Power source: 230500_solar_panels_11_30_10.jpg
 Phone source: 230500_cell_modem_11_30_10.jpg
 Cabinet exterior: 230500_cabinet_exterior_11_30_10.jpg
 Cabinet interior: 230500_cabinet_interior_front_11_30_10.jpg
 Weight sensors: 230500_leading_WIM_sensor_11_30_10.jpg
 230500_trailing_WIM_sensor_11_30_10.jpg
 Other sensors: 230500_leading_loop_sensor_11_30_10.jpg
 230500_trailing_loop_sensor_11_30_10.jpg
 Downstream from sensors on LTPP lane: 230500_downstream_11_30_10.jpg
 Upstream from sensors on LTPP lane: 230500_upstream_11_30_10.jpg

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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1. DATA PROCESSING

- a. Download: LTPP download and copy to state
- 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 Solar ii. Payment N/A
- g. Communication
i. Type Cellular ii. Payment State

3. PAVEMENT

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

Traffic Sheet 18 LTPP MONITORED TRAFFIC DATA WIM SITE COORDINATION	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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4. Onsite Activities

- a. WIM Validation Check advance notice required

_____ Days 2 Weeks

- b. Notice for straightedge and grinding check

_____ Days 2 Weeks

i. On site lead LTPP

ii. Accept grinding LTPP

- c. Authorization to calibrate site LTPP

- d. Calibration routine LTPP annually

Other: _____

- e. Test Vehicle Responsibilities

- i. Trucks

1st- Air suspension 3S2 LTPP

2nd- Air Suspension 3S2 LTPP

3rd- _____

4th- _____

- ii. Loads LTPP

- iii. Drivers LTPP

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

- g. Access to cabinet Joint

- h. State personel 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: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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 # 306-653-6627
Agency IRD
- b. Maintenance (equipment)
Name Roy Czinku Phone # 306-653-6627
Agency IRD
- c. Data Processing and pre-visit data
Name Roy Czinku Phone # 306-653-6627
Agency IRD
- d. Construction schedule and verification
Name _____ Phone # _____
Agency _____
- e. Test Vehicles (trucks, loads, drivers)
Name Chris DelMonaco Phone # 207-214-9613
Agency Thomas DiCenzo Inc.
- f. Traffic control
Name _____ Phone # _____
Agency _____
- g. Enforcement coordination
Name _____ Phone # _____
Agency _____
- h. Nearest static scale
Name Dysart's Location: I-95, exit 180
Phone: 207-942-4878

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 1	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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		11530	11010	Direct
B		16070	15950	Direct
C		16070	15950	Direct
D		16815	16790	Direct
E		16815	16790	Direct
F		0	0	

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 77300
- c. Post Test Loaded Weight: 76540
- d. Difference Post Test - Pre-Tests: 760

5. TRUCK DESCRIPTION

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

- b. Make: Peterbilt
 c. Model: unknown

- d. Trailer Load Distribution Description:

concrete blocks loaded along the trailer

 photo: ☒

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

A to B 17.0 B to C 4.3 C to D 29.5 D to E 4.1 E to F 0.0

- h. Wheelbase - ☐ Measured _____ ☒ Computed 54.9
- i. Kingpin offset from Axle B (units) 2'2" photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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	11R24.5	steel spring	☒
B	11R24.5	air	☒
C	11R24.5	air	☒
D	235/75R17.5	air	☒
E	235/75R17.5	air	☒
F			☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	11620	0	0	11060
A+B	II	27630	0	0	26960
A+B+C	III	43640	0	0	42860
A+B+C+D	IV	60480	0	0	59650
A+B+C+D+E(1)	V	77320	0	0	76440
A+B+C+D+E+(F)(1)	VI	77320	0	0	76440
B+C+D+E+(F)	VII	65840	0	0	65580
C+D+E+(F)	VIII	49710	0	0	49580
D+E+(F)	IX	33580	0	0	33580
E+(F)	X	16790	0	0	16790
(F)	XI	0	0	0	0
A+B+C+D+E+(F)(2)	XII	77280	0	0	76540

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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CALIBRATION TEST TRUCK - Primary

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

	1		2		Avg.
Axle A	I	11620	VI-VII	11480	11550
Axle B	II-I	16010	VII-VIII	16130	16070
Axle C	III-II	16010	VIII-IX	16130	16070
Axle D	IV-III	16840	IX-X	16790	16815
Axle E	V-IV	16840	X-XI	16790	16815
Axle F	VI-V	0	XI	0	0
GVW	VI	77320	XII	77280	77300

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	10860	10960
Axle B	II-I	15900	VII-VIII	16000	15950
Axle C	III-II	15900	VIII-IX	16000	15950
Axle D	IV-III	16790	IX-X	16790	16790
Axle E	V-IV	16790	X-XI	16790	16790
Axle F	VI-V	0	XI	0	0
GVW	VI	76440	XII	76540	76490

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # <u>1</u>	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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	11620	16010	16010	16840	16840	0	77320
2	11440	16130	16130	16790	16790	0	77280
Avg.	11530	16070	16070	16815	16815	0	77300

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	15900	15900	16790	16790	0	76540
2	10960	16000	16000	16790	16790	0	76540
Avg.	11010	15950	15950	16790	16790	0	76540

Validation Test Truck Run Set - Pre

Measured By: Dean J. Wolf

Verified By: _____

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 23
	SPS WIM ID: 230500
	DATE (mm/dd/yyyy) 11/30/2010

CALIBRATION TEST TRUCK - Secondary

PART A

1. FHWA CLASS: 10 2. Number of axles: 6
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		9950	9630	Direct
B		13445	13195	Direct
C		13445	13195	Direct
D		9997	9997	Direct
E		9997	9997	Direct
F		9997	9997	Direct

4. GVW (same units as axles)

- a. Empty GVW: _____
- b. Average Pre-Test Loaded weight: 66830
- c. Post Test Loaded Weight: 66010
- d. Difference Post Test - Pre-Tests: 820

5. TRUCK DESCRIPTION

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

- b. Make: Peterbilt
c. Model: unknown

- d. Trailer Load Distribution Description:

concrete blocks loaded along the trailer

photo: ☒

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

A to B 17.4 B to C 4.4 C to D 37.8 D to E 4.4 E to F 4.4

- h. Wheelbase - ☐ Measured _____ ☒ Computed 68.4
- i. Kingpin offset from Axle B (units) 2'2" photo: ☐

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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	11R24.5	steel spring	☒
B	11R24.5	air	☒
C	11R24.5	air	☒
D	235/75R17.5	air	☒
E	235/75R17.5	air	☒
F		air	☐

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

Steering Axle	Axle B	Axle C	Axle D	Axle E	Axle F

PART B

Table 1 - Raw Measurements -Platform Scale

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I	10000	0	0	9520
A+B	II	23410	0	0	22780
A+B+C	III	36820	0	0	36040
A+B+C+D	IV	46826	0	0	46020
A+B+C+D+E(1)	V	56832	0	0	56000
A+B+C+D+E+(F)(1)	VI	66838	0	0	65980
B+C+D+E+(F)	VII	56921	0	0	56299
C+D+E+(F)	VIII	43441	0	0	43169
D+E+(F)	IX	29961	0	0	30039
E+(F)	X	19974	0	0	20026
(F)	XI		0	0	10013
A+B+C+D+E+(F)(2)	XII	66820	0	0	66040

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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CALIBRATION TEST TRUCK - Secondary

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

	1		2		Avg.
Axle A	I	10000	VI-VII	9917	9959
Axle B	II-I	13410	VII-VIII	13480	13445
Axle C	III-II	13410	VIII-IX	13480	13445
Axle D	IV-III	10006	IX-X	9987	9997
Axle E	V-IV	10006	X-XI	19974	14990
Axle F	VI-V	10006	XI	0	5003
GVW	VI	66838	XII	66820	66829

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	9520	VI-VII	9681	9601
Axle B	II-I	13260	VII-VIII	13130	13195
Axle C	III-II	13260	VIII-IX	13130	13195
Axle D	IV-III	9980	IX-X	10013	9997
Axle E	V-IV	9980	X-XI	10013	9997
Axle F	VI-V	9980	XI	10013	9997
GVW	VI	65980	XII	66040	66010

Traffic Sheet 19 LTPP MONITORED TRAFFIC DATA CALIBRATION TEST TRUCK # 2	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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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	10000	13410	13410	10006	10006	10006	66840
2	9900	13480	13480	9987	9987	9987	66820
Avg.	9950	13445	13445	9997	9997	9997	66830

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	9520	13260	13260	9980	9980	9980	65980
2	9740	13130	13130	10013	10013	10013	66040
Avg.	9630	13195	13195	9997	9997	9997	66010

Validation Test Truck Run Set - Pre

Measured By: _____

Verified By: _____

Traffic Sheet 21 (Wheel Load) LTPP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 23 SPS WIM ID: 230500 DATE: (mm/dd/yyyy): 11/30/2010									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
32.8	65	1	1	11:03:46	57735	63.0	11.3	17.1	17.2	17.9	17.3		80.9	16.9	4.3	29.3	4.2		54.7	68.0
32.8	64	2	1	11:03:50	57736	63.0	10.7	15.1	14.4	11.4	11.1	11.5	74.3	17.3	4.5	37.4	4.5	4.5	68.2	73.0
31.7	54	1	2	11:20:22	57784	54.0	12.4	17.8	17.0	18.8	18.1		84.0	16.9	4.3	29.2	4.1		54.5	68.0
31.7	55	2	2	11:20:25	57785	54.0	10.6	14.8	14.6	12.1	12.2	11.9	76.4	17.3	4.5	37.3	4.5	4.5	68.1	73.0
32.5	60	1	3	11:37:29	57840	59.0	12.1	17.9	16.9	18.1	17.5		82.5	16.9	4.3	29.3	4.2		54.7	68.0
32.5	59	2	3	11:37:32	57841	59.0	11.1	14.5	13.9	12.1	11.2	11.4	74.3	17.4	4.5	37.4	4.5	4.5	68.3	73.0
34.7	64	1	4	11:53:35	57887	64.0	11.8	17.2	16.4	18.1	17.4		80.9	16.9	4.3	29.4	4.2		54.8	69.0
34.7	64	2	4	11:53:38	57888	62.0	11.0	14.2	14.4	11.4	11.3	11.8	74.2	17.4	4.5	37.4	4.5	4.4	68.2	73.0
39.3	55	1	5	13:39:39	58276	54.0	12.1	18.0	17.1	18.8	18.0		84.0	16.8	4.3	29.2	4.1		54.4	68.0
39.3	57	2	5	13:39:42	58277	54.0	10.8	15.1	14.8	12.0	12.1	11.9	76.5	17.3	4.5	37.4	4.5	4.5	68.2	73.0
36.7	59	1	6	13:56:08	58347	58.0	12.2	17.8	17.6	18.9	18.3		84.8	16.8	4.3	29.2	4.1		54.4	68.0
36.7	59	2	6	13:56:11	58348	58.0	10.7	14.4	13.8	11.8	12.2	11.3	74.3	17.3	4.5	37.4	4.5	4.5	68.2	73.0
38.9	65	1	7	14:12:30	58423	64.0	11.3	17.0	16.9	17.9	17.4		80.5	16.8	4.3	29.3	4.2		54.6	68.0
38.9	64	2	7	14:12:33	58424	64.0	11.0	15.3	14.9	11.2	12.6	11.7	76.9	17.3	4.5	37.4	4.4	4.5	68.1	73.0
34.1	55	1	8	14:29:15	58516	54.0	11.9	17.5	16.3	17.9	17.3		80.9	16.9	4.3	29.2	4.2		54.6	68.0
34.1	55	2	8	14:29:17	58517	52.0	10.6	14.4	14.3	11.2	11.8	11.5	74.0	17.3	4.5	37.4	4.5	4.5	68.2	73.0
33.0	60	1	9	14:46:15	58592	59.0	12.1	17.8	17.5	17.9	17.3		82.7	16.9	4.3	29.3	4.1		54.6	69.0
33.0	60	2	9	14:46:17	58593	58.0	10.9	14.2	14.2	11.8	12.4	11.7	75.2	17.3	4.5	37.3	4.5	4.5	68.1	73.0
33.7	63	1	10	15:03:51	58671	63.0	11.9	17.3	18.4	17.8	17.3		82.7	16.8	4.3	29.2	4.1		54.4	68.0
33.7	64	2	10	15:03:54	58672	61.0	11.0	14.7	14.2	12.0	11.7	11.8	75.3	17.3	4.5	37.3	4.5	4.5	68.1	73.0
32.3	55	1	11	15:21:02	58750	54.0	12.3	17.1	16.5	18.1	17.5		81.3	16.9	4.3	29.3	4.2		54.7	69.0
32.3	55	2	11	15:21:05	58751	53.0	10.7	14.3	14.1	11.5	11.2	11.4	73.2	17.3	4.5	37.4	4.5	4.5	68.2	73.0
31.0	59	1	12	15:37:25	58833	59.0	12.1	18.0	17.3	18.0	17.5		82.9	16.9	4.3	29.4	4.2		54.8	69.0
31.0	59	2	12	15:37:28	58834	57.0	11.0	14.1	14.1	11.5	11.9	11.7	74.3	17.3	4.5	37.4	4.5	4.5	68.2	73.0

Recorded By: <u> djw </u>										Verified By: <u> ar </u>										Run Set <u> Pre </u>	
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Traffic Sheet 21 (Wheel Load) LTTP MONITORED TRAFFIC DATA WIM SYSTEM TRUCK RECORDS										STATE CODE: 23 SPS WIM ID: 230500 DATE: (mm/dd/yyyy): 11/30/2010									
---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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	Axle Length	Overall Length
32.3	65	1	13	15:55:06	58924	64.0	11.6	16.9	17.2	18.0	17.4		81.2	16.9	4.3	29.4	4.1		54.7	69.0
32.3	64	2	13	15:55:09	58925	62.0	10.9	14.8	14.5	11.6	11.9	11.9	75.6	17.3	4.5	37.4	4.5	4.5	68.2	73.0
32.2	55	1	14	6:54:36	60632	54.0	12.1	17.5	17.5	18.3	17.3		82.7	17.0	4.3	29.2	4.1		54.6	68.0
32.2	57	2	14	6:54:52	60633	56.0	10.3	14.4	14.3	11.2	11.0	10.8	72.1	17.4	4.5	37.5	4.5	4.5	68.4	73.0
33.9	60	1	15	7:11:11	60685	59.0	12.0	17.7	17.4	19.2	18.3		84.6	17.0	4.3	29.2	4.1		54.6	68.0
33.9	59	2	15	7:11:15	60686	59.0	11.0	14.7	14.7	12.7	12.3	11.9	77.2	17.3	4.5	37.5	4.5	4.5	68.3	73.0
31.4	64	1	16	7:28:00	60743	64.0	12.3	17.0	17.3	18.0	18.4		82.0	17.0	4.3	29.3	4.2		54.8	68.0
31.4	64	2	16	7:28:03	60744	62.0	11.4	14.3	14.1	12.1	11.5	11.8	75.1	17.4	4.5	37.4	4.5	4.4	68.2	73.0
32.1	55	1	17	7:44:39	60810	54.0	12.1	17.2	17.5	19.4	18.6		85.0	16.8	4.2	29.2	4.1		54.3	68.0
32.1	54	2	17	7:44:43	60811	54.0	10.8	15.3	15.2	12.3	12.2	11.8	77.7	17.3	4.5	37.3	4.5	4.4	68.0	72.0
31.0	60	1	18	8:02:34	60874	59.0	12.3	18.0	17.2	18.8	18.1		84.4	16.9	4.3	29.2	4.1		54.5	68.0
31.0	60	2	18	8:02:37	60875	59.0	11.2	14.2	13.8	11.8	11.0	11.3	73.3	17.4	4.5	37.5	4.5	4.4	68.3	73.0
32.2	64	1	19	8:19:12	60924	63.0	12.1	17.7	17.1	18.1	17.3		82.3	16.9	4.3	29.2	4.1		54.5	68.0
32.2	66	2	19	8:19:15	60925	64.0	11.3	15.2	15.0	12.3	12.1	11.3	77.3	17.3	4.5	37.3	4.5	4.5	68.1	73.0
34.4	56	1	20	8:40:05	61004	55.0	11.9	18.0	17.4	18.9	17.9		84.1	16.9	4.3	29.2	4.2		54.6	68.0
34.4	54	2	20	8:40:08	61005	53.0	10.8	14.2	14.7	11.5	11.4	11.6	74.2	17.4	4.5	37.4	4.5	4.5	68.3	73.0
34.9	60	1	21	8:57:26	61053	59.0	11.3	16.8	17.5	18.4	17.9		81.9	16.9	4.3	29.2	4.1		54.5	68.0
34.9	60	2	21	8:57:30	61054	57.0	10.3	14.5	14.1	11.5	13.1	11.4	74.9	17.3	4.4	37.4	4.5	4.5	68.1	73.0

Recorded By: <u> djw </u>	Verified By: <u> ar </u>	Run Set <u> Pre </u>
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Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	23
	SPS WIM ID:	230500
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	11/30/2010

SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT	<u>BOTH</u>		
2. LANE NUMBER ON SITE	<u>1</u>	3. DIRECTION ON SITE	<u>north</u>
4. VENDOR	<u>IRD</u>	MODEL	<u>iSINC</u>
		SERIAL#	<u>60904172</u>
5. WEIGHING SENSOR TYPE	<u>quartz</u>		
6. SYSTEM SOFTWARE VERSIONS:			
CPU	<u></u>		
LOOP	<u></u>		
PIEZO	<u></u>		
WEIGHTPAD/ LOADCELL	<u></u>		
COMMUNICATIONS	<u></u>		
7. CLASSIFICATION VIDEO:			
TIME FROM:	<u></u>	TO:	<u></u>
TIME FROM:	<u></u>	TO:	<u></u>

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.

no deficiencies noted

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 23 SPS WIM ID: 230500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 11/30/2010
--	--

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

no deficiencies noted

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.

no deficiencies noted

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

Tape Filename: _____

Time: _____

From: _____

To: _____

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 23 SPS WIM ID: 230500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 11/30/2010
--	--

11. CLASSIFICATION VERIFICATION VIDEO:

TAPE 1- NAME: _____

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

TAPE 2- NAME: _____

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

TAPE 3- NAME: _____

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

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE: 23 SPS WIM ID: 230500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 11/30/2010
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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>67.6</u> mph	Average WIM Speed	<u>66.9</u> mph
Mean Difference	<u>-0.8</u> mph	SD of mean	<u>2.1</u>

Posted Speed Limit	<u>65</u> mph		
Speed Range	15th percentile - <u>63</u> mph	85th percentile-	<u>72</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>4.40</u>	ft (WIM system average)
= <u>3.4</u> %			

Average front axle weight for Class 9 vehicles		<u> </u> lbs	
% error from 10.3 kips (industry average) OR		<u>11.4</u>	lbs (known site value)
= <u>10.8</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 ☒

Pull Boxes None ☒

Mast None ☒

Solar Panels None ☒

Traffic Sheet 22 LTPP MONITORED TRAFFIC DATA SITE EQUIPMENT ASSESSMENT LTPP LANE ONLY	STATE CODE:	23
	SPS WIM ID:	230500
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	11/30/2010

Telephone D-Mark Box None ☐

n/a

Power Service Box None ☐

n/a

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: 23 SPS WIM ID: 230500 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 11/30/2010
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STATIC EQUIPMENT VALUES (SYSTEM OFF)

1. POWER

a. Solar Panel	160	WATTS	20.5	VDC
b. Equipment Power		VAC	11.3	VDC
c. Battery 1	13.4	VDC		
d. Battery 2	13.4	VDC		
e. Regulated	11.3	VDC		
f. Power Supply		VDC		VDC
g. System Input		VAC	11.3	VDC
h. Modem Power		VAC	11.3	VDC
i. Telephone		VDC		

2. LOOP SENSORS

	Resistance		Inductance		Shield	
a. Leading	0.3	Ω	130	μh	inf	MΩ
b. Trailing	0.4	Ω	131	μh	inf	MΩ

3. KISTLER SENSORS

	Resistance		Capacitance	
a. K1 (lead/left)	10 ¹¹	Ω	6	nf
b. K2 (lead/middle)	10 ¹¹	Ω	5.1	nf
c. K3 (lead mid/right)	10 ¹⁰	Ω	5.8	nf
d. K4 (lead/right)	10 ¹¹	Ω	5.2	nf
e. K5 (trail/left)	10 ¹⁰	Ω	5	nf
f. K6 (trail/mid left)	10 ⁹	Ω	6.7	nf
g. K7 (trail/mid right)	10 ¹¹	Ω	6	nf
h. K8 (trail/right)	10 ¹¹	Ω	5	nf

DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

4. LOOP SENSORS

	Frequency	
a. Leading	21	KHz
b. Trailing	21	KHz

5. KISTLER SENSORS

Dynamic testing for the Kistler Quartz sensor is not recommended.

Assessor _____ Dean J. Wolf

Traffic Sheet 23 LTPP MONITORED TRAFFIC DATA WIM Troubleshooting Outline	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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STEP 1 - PROBLEM DESCRIPTION

PROVIDE A DETAILED DESCRIPTION OF THE PROBLEM.

right wheel weights were at 50% of left wheel weights for tandem axles; "unequal axles detected" reported with each vehicle record

STEP 2 - COLLECT SYSTEM DATA

2A SYSTEM PARAMETERS

REVIEW ALL EQUIPMENT OPERATIONAL PARAMETERS SUCH AS CLASSIFICATION ALGORITHMS, DATE/TIME, WEIGHT AND SPEED/SPACING ERROR COMPENSATION FACTORS, AS WELL AS SENSOR LANE ASSIGNMENTS AND THRESHOLD SETTINGS

MAKE NOTE OF ANY SUSPECT VALUES. DO NOT CHANGE VALUES AT THIS TIME.

under diagnostics mode, sensor #2 shows zeros for hits (ticks)

2B DOWNLOAD SYSTEM DATA

DOWNLOAD SYSTEM TRAFFIC DATA FOR THE DAY OR TIME PERIOD IN QUESTION. SITE PROBLEMS THAT CAN ONLY BE DETERMINED BY REVIEWING DATA FILES WILL MOST LIKELY REQUIRE A SECOND SITE VISIT UNLESS THE FILES CAN BE PROCESSED ONSITE

2C RECORD SYSTEM DIAGNOSTIC MODE VALUES

RECORD ALL SENSOR VALUES GIVEN IN THE SYSTEMS' DIAGNOSTIC MODE FOR THE LANE BEING INVESTIGATED, IF AVAILABLE. MAKE NOTE OF ANY DEFICIENCIES, AND SUSPECT OR INCONSISTANT VALUES.

Traffic Sheet 23 LTPP MONITORED TRAFFIC DATA WIM Troubleshooting Outline	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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LOOP SENSORS:

LOOP	VALUE
LEAD	0.3
TRAIL	0.4

WEIGHPAD / LOAD CELL SENSORS:

SENSOR	VALUE
LEAD/ SENSOR 1	
LEAD/ SENSOR 2	
LEAD/ SENSOR 3	
TRAIL/ SENSOR 1	
TRAIL/ SENSOR 2	
TRAIL/ SENSOR 3	

PIEZO SENSORS:

PIEZO	VALUE
LEADING	
2nd	
3rd	
TRAILING	

KISTLER QUARTZ SENSORS:

SENSOR	VALUE
LEADING	10.9
TRAILING	11

TEMPERATURE SENSOR:

2D ANALYZE THE INFORMATION COLLECTED

readings for sensor 2 sensors (K3 and K4) are normal - 5.8 and 5.2 nano-Farads and 10^{10} and 10^{11} insulation resistance, respectively

Traffic Sheet 23	STATE CODE: 23
LTPP MONITORED TRAFFIC DATA	SPS WIM ID: 230500
WIM Troubleshooting Outline	DATE (mm/dd/yyyy) 11/30/2010

STEP 3 FINDING THE SOURCE OF THE PROBLEM

3A- PROBABLE FAULTY FUNCTION

LIST THE DEFICIENCIES DISCOVERED IN STEPS 1 & 2 BELOW. INDICATE THEIR ASSOCIATED WIM SYSTEM PRIMARY FUNCTIONS (POWER, COMMUNICATIONS, WEIGHT & CLASSIFICATION, ETC.).

SYMPTOM	FUNCTION
no sensor #2 hits	Weight/Classification

BASED ON THE SYMPTOMS LISTED ABOVE, MAKE A CONCLUSION AS TO THE MOST PROBABLE FAULTY SYSTEM FUNCTION. ADD ANY CLARIFYING NOTES.

MOST PROBABLE FAULTY FUNCTION: iSINC sensor processing for sensor #2

3B- FAULTY COMPONENT

USE THE STANDARD EQUIPMENT MAINTENANCE FORM (SHEET 22 TO RECORD ALL SYSTEM COMPONENT STATIC AND DYNAMIC VALUES USING THE TEST POINTS INDICATED BELOW FOR THE THE SYSTEM FUNCTION IN QUESTION.

			DESCREPANCY
TP#	TEST POINT DESCRIPTION	SYSTEM FUNCTION	Y/N
1	WIM SYSTEM POWER INPUT	POWER	N
2	DC MODEM INPUT	POWER/ COMMUNICATION	
3	TELCO SURGE SUPPRESSOR OUTPUT	COMMUNICATION	
4	TELCO TERMINAL STRIP OUTPUT	COMMUNICATION	
5	TELCO D-MARK BOX OUTPUT	COMMUNICATION	
6	SENSOR TERMINAL STRIP INPUTS	WEIGHT/CLASSIFICATION	N
7	PULL BOX INPUTS	WEIGHT/CLASSIFICATION	
8	DC POWER TERMINAL STRIP OUTPUTS	POWER	
9	DC REGULATOR OUTPUT	POWER	
10	BATTERY OUTPUT	POWER	
11	SOLAR SURGE SUPPRESSOR OUTPUT	POWER	
12	SOLAR PANEL OUTPUT	POWER	
13	AC POWER TERMINAL STRIP	POWER	
14	AC SERVICE DROP OUTPUT	POWER	
15	AC CIRCUIT BREAKER OUTPUT	POWER	
16	AC OUTLET OUTPUT	POWER	
17	EXTERNAL POWER SUPPLY OUTPUT	POWER	

Traffic Sheet 23 LTPP MONITORED TRAFFIC DATA WIM Troubleshooting Outline	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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DESCRIBE ANY SUSPECT TEST RESULTS.

sensor readings okay, but iSINC not reading sensor #2

BASED ON THE TEST READINGS MADE, DRAW A CONCLUSION AS TO THE MOST PROBABLE FAULTY COMPONENT AND INDICATE BELOW.

SUSPECTED FAULTY COMPONENT: trailing sensor

STEP- 4 DETERMINE THE CORRECTIVE ACTION

CONSIDERING ALL FACTORS ASSOCIATED WITH THE REPAIR OF THE FAULTY COMPONENT, DETERMINE THE CORRECTIVE ACTION.

DESCRIBE CORRECTIVE ACTION TAKEN.

none

STEP 5- REPAIRING THE SYSTEM

DESCRIBE THE ACTIONS TAKEN TO REPAIR THE SYSTEM, OR MAKE RECOMMENDATIONS ON THE REPAIRS THAT NEED TO BE TAKEN TO CORRECT THE SYSTEM DEFICIENCY.

either sensor #2 (leading) or iSINC sensor processor circuit board(s) needs to be replaced.

ASSESSED BY: Dean J. Wolf

Traffic Sheet 24A LTPP MONITORED TRAFFIC DATA SITE PHOTO LOG - Equipment	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
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Item	Description	Filename
1	Power Source	230500_solar_panels_11_30_10.jpg
2	Telephone Source	230500_cell_modem_11_30_10.jpg
3	Cabinet Exterior	230500_cabinet_exterior_11_30_10.jpg
4	Cabinet Interior	230500_cabinet_interior_front_11_30_10.jpg
5	Leading weight sensor	230500_leading_WIM_sensor_11_30_10.jpg
6	Trailing weight sensor	230500_trailing_WIM_sensor_11_30_10.jpg
7	Leading classification sensor	
8	Trailing classification sensor	
9	Leading loop sensor	230500_leading_loop_sensor_11_30_10.jpg
10	Trailing loop sensor	230500_trailing_loop_sensor_11_30_10.jpg
11	Downstream from site	230500_downstream_11_30_10.jpg
12	Upstream from site	230500_upstream_11_30_10.jpg
13	Cabinet Interior - Rear	230500_cabinet_interior_rear_11_30_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 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE: 23 SPS WIM ID: 230500 DATE (mm/dd/yyyy) 11/30/2010
--	--

SITE CALIBRATION INFORMATION

1. DATE OF CALIBRATION {mm/dd/yy} 11/30/10
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- | | |
|----------------------------|------------|
| a. <u>Inductance Loops</u> | c. <u></u> |
| b. <u>Quartz Piezo</u> | d. <u></u> |
5. EQUIPMENT MANUFACTURER: IRD iSINC

WIM SYSTEM CALIBRATION SPECIFICS

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 21

	Type	Drive Suspension	Trailer Suspension
Truck 1:	<u>9</u>	<u>air</u>	<u>air</u>
Truck 2:	<u>10</u>	<u>air</u>	<u>air</u>
Truck 3:	<u>0</u>	<u>0</u>	<u>0</u>

7. SUMMARY CALIBRATION RESULTS (expressed as a %):

Mean Difference Between -

Dynamic and Static GVW:	<u>10.3%</u>	Standard Deviation:	<u>3.5%</u>
Dynamic and Static Single Axle:	<u>8.5%</u>	Standard Deviation:	<u>3.8%</u>
Dynamic and Static Double Axles:	<u>8.2%</u>	Standard Deviation:	<u>2.6%</u>

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: 3

9. DEFINE SPEED RANGES IN MPH:

		Low		High	Runs	
a.	<u>Low</u>	-	<u>52.0</u>	to	<u>56.0</u>	<u>14</u>
b.	<u>Medium</u>	-	<u>56.1</u>	to	<u>60.1</u>	<u>14</u>
c.	<u>High</u>	-	<u>60.2</u>	to	<u>64.0</u>	<u>14</u>
d.	<u></u>	-	<u></u>	to	<u></u>	<u></u>
e.	<u></u>	-	<u></u>	to	<u></u>	<u></u>

Traffic Sheet 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	STATE CODE:	23
	SPS WIM ID:	230500
	DATE (mm/dd/yyyy)	11/30/2010

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2712 | 2567

11. IS AUTO- CALIBRATION USED AT THIS SITE? No

If yes , define auto-calibration value(s):

The Auto-cal feature is using a linear progression of numerical values, starting at 1000 for 0 degrees, with a value incremented by 4 for every degree up to 100 degrees.

CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual

13. METHOD TO DETERMINE LENGTH OF COUNT: Number of Trucks

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>
		FHWA Class	<u> </u>	-	<u> </u>

Percent of "Unclassified" Vehicles: 0.0%

Validation Test Truck Run Set - Pre

Person Leading Calibration Effort: Dean J. Wolf

Contact Information: Phone: 717-512-6638

E-mail: dwolf@ara.com

WIM System Field Calibration and Validation Handout Guide

Maine, SPS-5
SHRP ID – 230500

Validation Date: November 30, 2010



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1 Site Information

Site ID:	230500	State:	Maine
LTPP Region:	North Atlantic	Configuration:	Loop- Quartz-Quartz-Loop
Controller Type:	iSINC	Sensor Type:	Quartz- Piezo
Power:	AC	Communication:	Landline
Class Scheme:	LTPP Mar 06	CPU type/setup:	

2 Contact Information

Agency	Contact	Position	Phone	E-mail
FHWA	Debbie Walker	COTR	202-493-3068	deborah.walker@dot.gov
FHWA	Mark Praul	Division Office	207-622-8350	michael.praul@fhwa.dot.gov
RSC	Frank Meyer	Project Manager	716-632-0804	fmeyer@stantec.com
Maine DOT	Dale Peabody	LTPP Coord.	207-624 3305	dale.peabody@maine.gov
Maine DOT	Tim Soucie	LTPP Contact	207-624-3364	timothy.soucie@maine.gov
Maine DOT	Ron Cote	Traffic Contact	207-624-3620	ron.cote@maine.gov
ARA	Dean Wolf	Task Leader	717-512-6638	dwolf@ara.com
ARA	Olga Selezneva	Project Manager	410-540-9949	oselezneva@ara.com
		Truck Vendor		

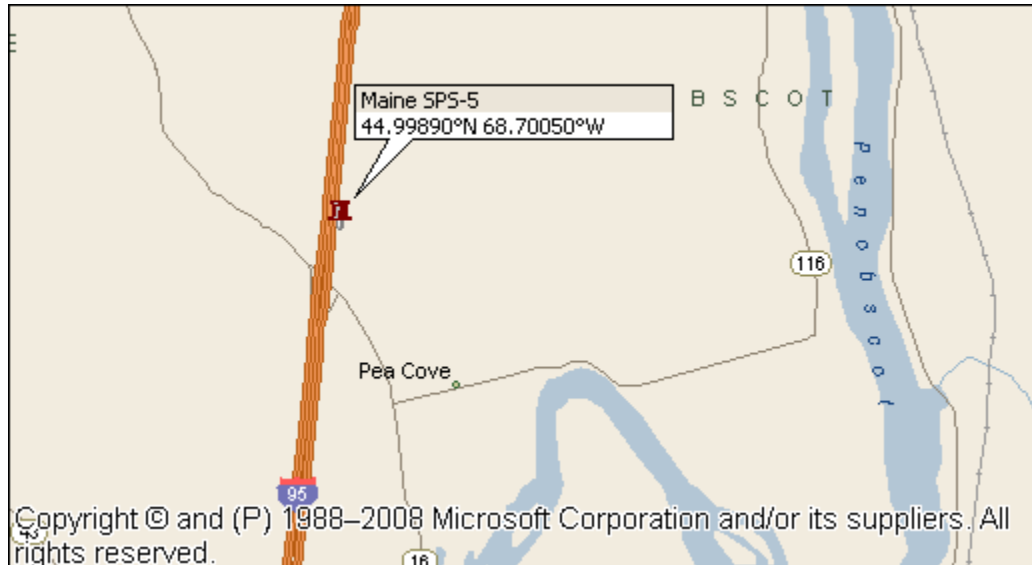
3 Schedule of Events

Date	Event	Location	Start Time
11/29/10	Travel	Bangor, Maine	TBD
11/29/10	Equipment Assessment	WIM Site	TBD
11/30/10	Test Truck Weigh/Measure/Inspection	Dysart's Truck Stop	6:30 am
11/30/10	Initial Performance Evaluation	WIM Site	7:00 am
11/30/10	System Test/Class and Speed Study	WIM Site	TBD
12/1/10	Validation	WIM Site	TBD
12/2/10	Travel	Camp Hill, PA	TBD

4 Maps

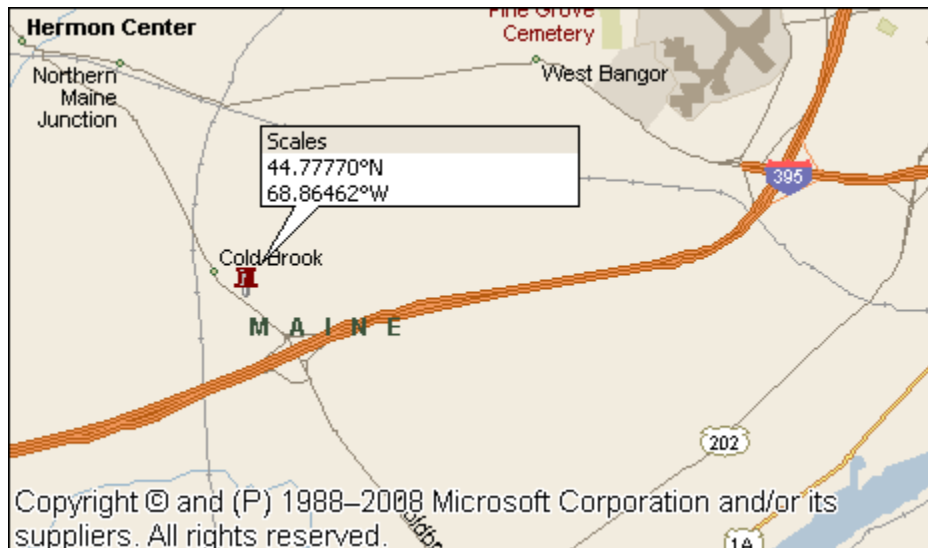
4.1 Site Location

Location:	.25 miles north of Bennoch Road interchange	Direction:	NB
Latitude:	44.9989°	Longitude:	-68.70050°



4.2 Truck Scale Location

Name:	Dysart's Truck Stop	Location:	530 Coldbrook Rd, Hermon, ME
Latitude:	44.77724°	Longitude:	-68.86462°



4.3 Airport Location

Name:	Bangor International Airport	Location:	Bangor, Maine
Latitude:	44.80755°	Longitude:	-68.8214°



4.4 Hospital Location

Name:	St. Joseph Hospital - ER		
Phone:		Location:	Bangor, Maine



5 Occupational Health and Safety Plan

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

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

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

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

6 Contingency Plan

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

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