INTERNATIONAL ROAD DYNAMICS INC.

LTPP SPS PHASE II

WEIGH-IN-MOTION SITE ACCEPTABILITY ASSESSMENT REPORT

MAINE SPS-5
LTPP ID 230500
SEPTEMBER 26, 2006
CLIN 2001 TASK ORDER 15

CONTRACT NO. DTFH61-05-D-00001

U.S. Department of Transportation
Federal Highway Administration

LONG TERM Pavement PERFORMANCE

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1.0 EXECUTIVE SUMMARY

The Maine SPS-5 site was visited on September 12, 2006, by the CLIN 1 team and a Weigh-in-Motion (WIM) site acceptability assessment was performed. This site is located approximately 30 miles north of Bangor on I-95 near the town of Argyle in Penobscot County. This assessment resulted in the selection and evaluation of a WIM site for the Northbound outside lane at Mile Post 200.1 approximately 3.5 miles upstream of the SPS-5 pavement test section 230500. Based upon our site evaluation and discussions with the State, it is recommended that a new WIM system utilizing Kistler Quartz technology be installed at this location.

The search for a suitable WIM site location within the SPS-5 test sections was not found. The road in this area is not straight and is on a slight incline. A more favorable location was found approximately 3.3 miles upstream of the SPS-5 test section. The AC pavement in this area was overlaid in 1987. Between the proposed WIM location and the SPS-5 test there are no exits or on ramps so the traffic through the SPS test sections and that through proposed WIM site location is the same.

The selected WIM site roadway is straight and the grade is relatively flat. Vehicles track smoothly through this area at speeds between 65 and 70 MPH. The traffic volume on this four lane Interstate is low.

A.C. power and land line telephone service for the WIM system is not readily available at this location. It is recommended by the State that the site utilize solar power and a CDMA (Code Division Multiple Access) cellular modem.

Based upon the CLIN 1 team's on-site observations, the adequacy of the pavement smoothness from 325 feet upstream to 75 feet downstream of the proposed WIM scale location ("WIM Pavement") is currently questionable. In addition to some slight rutting in the wheel paths is evident.

Pavement profile and analysis at the proposed WIM location is recommended prior to installation of the WIM system. Upon confirmation that the pavement smoothness is adequate for the WIM system to meet accuracy requirements, this site can be instrumented with WIM. The installation of the WIM system and warranty and maintenance provisions will be modified accordingly. A double threshold Quartz array will be installed in the LTPP lane to ensure the WIM meets the accuracy requirements specified by FHWA.

2.0 EXISTING ROADWAY

2.1 PAVEMENT AND GEOMETRICS

The existing roadway pavement as well as the outside and inside (median) shoulders approaching, through, and departing the proposed WIM site are AC. The two northbound lanes were constructed in 1987, each are 12 feet wide with a 10 foot wide outside shoulder and a 3 foot wide inside (median) shoulder. The pavement's thickness is 7.5 inches. The road alignment is straight and the grade is relatively flat

2.2 OBSERVED TRAFFIC OPERATING CHARACTERISTICS

The traffic volume at this location is low. Vehicles move freely and good lane discipline was observed.

2.3 SITE CONFORMANCE TO EVALUATION CRITERIA

A number of site parameters where evaluated at the proposed WIM location to confirm site acceptability. These site parameters included items such as pavement, traffic patterns, location, and logistics. These parameters were rated as either "Pass", "Requires Attention", or "To Be Performed". At the end of this section, recommendations on site acceptance and any corrective action required is noted.

2.4 PAVEMENT TYPE AND CONDITION- PASS

The section was originally built in 1965. It consisted of 1" of C mix (surface), 1.5" of B mix (binder), 3" of A mix (base) and 3.5" of a stabilized base material. The most recent work was in 1987. This work consisted of 0.5" D mix (shim) and 1.5" C mix (overlay). During conversations with the State it has been determined that it is not possible to replace the existing pavement with a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors as preferred and recommended by FHWA. As a result the installation of the WIM system and warranty and maintenance provisions will be modified accordingly. The AC approach, WIM, and departure pavements in the LTPP lane are in very good condition.

2.5 OBSERVED PAVEMENT SMOOTHNESS- REQUIRES ATTENTION

Although the AC approach, WIM, and departure pavements are in very good condition and would visually appear to be smooth, WIM accuracy may or may not be met. A future evaluation should include an analysis of pavement profile data by our team. Upon confirmation that the pavement smoothness is adequate for the WIM system to meet accuracy requirements, this site can be instrumented with WIM.

2.6 ANALYSIS OF PAVEMENT PROFILE DATA- TO BE PERFORMED

Profile data analysis of the pavement at or near the recommended WIM site location for conformance to SPS smoothness criteria has not been provided to the CLIN 1 team for analysis.

2.7 ROADWAY GEOMETRICS- PASS

The roadway's alignment is straight, grade is minimal and the lane in which the sensors are to be installed is 12 feet wide. The pavement cross slope is adequate for proper roadway drainage.

2.8 TRAFFIC OPERATING CHARACTERISTICS- PASS

The general traffic pattern is free flowing and good lane discipline was observed. The truck traffic is cruising freely through the site and staying within the lane lines.

2.9 TRUCK TRAFFIC COMPARISON BETWEEN WIM AND TEST SITE- PASS

The proposed WIM site location is 3.3 miles upstream of the SPS-5 test site and there are no on off points that could be used by local truck traffic. The truck traffic composition at the proposed WIM site location is the same as that through the SPS-5 test section location.

2.10 POTENTIAL WIM INTERFERENCE SOURCES- PASS

There is no potential interference from power lines or radio transmission towers near the proposed WIM system location.

2.11 ACCESS TO POWER AND PHONE SERVICES- PASS

Both power and phone are not readily available at the proposed new WIM cabinet location. The State has requested to use solar power and cellular modem for communication.

2.12 EQUIPMENT INSTALLATION CAPABILITY- PASS

There is an adequate location for the WIM controller cabinet on the shoulder which is approximately 95 feet wide. The cabinet should be installed at least 70 feet from the edge of northbound driving lane. There is good visibility from the cabinet location of the sensors and approaching vehicles. There is adequate room adjacent to the cabinet location for service facilities. Roadway and overall site drainage is very good but it would appear that pending or movement of water is likely to occur east of the proposed WIM cabinet location. There is no foreseen potential for pending or flooding at the recommended cabinet and pull box locations. The width and structural stability of the adjacent lane and median

shoulder allow a lane closure and traffic shift which will provide safe clearance in the work zone from live traffic during installation of the WIM system.

2.13 POTENTIAL TRAFFIC CONTROL / WORK ZONE SAFETY ISSUES- PASS

The traffic control should go smoothly, given the good approach sight distance, the lack of nearby intersections or interchanges, and the ability to move traffic's left wheels onto the adjacent lane's median shoulder. No other work zone safety issues are foreseen at this site.

2.14 TRUCK CIRCUIT- PASS

The nearest usable NB truck turnaround is at Exit 217 which is located 17 miles downstream of the WIM site.

The nearest useable SB truck turnaround is Exit 197 which is located 3 miles upstream of the WIM site.

The test truck round trip circuit using these locations would be approximately 40 minutes. This makes the calibration and validation process quite lengthy. There are several median crossovers between Mile Post 204 and 217 for authorized access only. These could be used if Maine DOT could grant temporary use to the test trucks to use these crossovers? It could drastically reduce the turn around times to 15 minutes. Special safety measures would have to be in place to run these trucks through the crossovers.

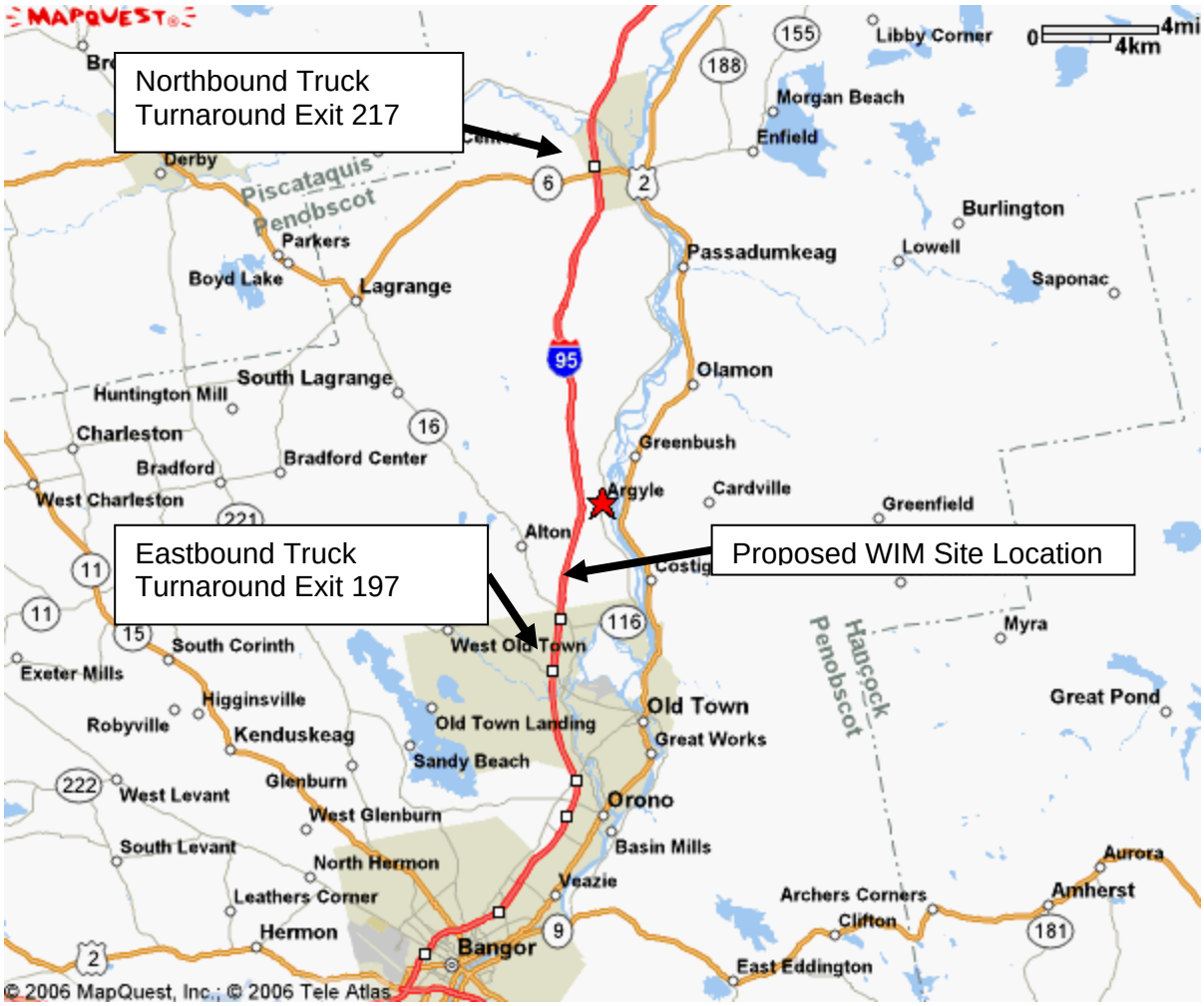

Figure 1: Truck Circuit Map

2.15 RECOMMENDATIONS ON SITE ACCEPTANCE / CORRECTIVE ACTIONS

- During conversations with the State it has been determined that it is not possible to replace the existing pavement with a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors as preferred and recommended by FHWA. As a result the installation of the WIM system and warranty and maintenance provisions will be modified accordingly.

- Maine DOT needs to provide a profile data of the pavement at the proposed WIM site location for analysis by CLIN 1 team.

- In the absence of a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors, a double threshold Quartz array will be installed in the LTPP lane to ensure the WIM meets the accuracy requirements specified by FHWA.

- Maine DOT will need to cover the cost to provide the CDMA modem, cellular service and installation.

- Maine DOT will need to cover the cost to provide and install a solar power system.

3.0 TRAFFIC DATA REVIEW

Estimated total trucks LTPP Lane – 6.8%

Estimated AADT LTPP Lane for 1999 - 3,925

The data has been supplied by Maine of Department of Transportation from a 1999 estimated traffic study.

4.0 PAVEMENT EVALUATION

In determining WIM site acceptability, visual on-site observation of the existing AC pavement was made by the CLIN 1 Team.

4.1 SURFACE CONDITION

The site evaluation concentrated efforts on the range of pavement from 900 feet prior to and 100 feet following the proposed WIM scale location. Pictures were taken to document the surface condition, several of which are presented in Appendix E.

4.1.1 AC PAVEMENT 325 FEET IN ADVANCE OF AND 75 FEET FOLLOWING PROPOSED WIM SCALE LOCATION ("WIM PAVEMENT")

The AC pavement was constructed in 1987. The structural condition of the AC pavement throughout the 400 foot section of the LTPP lane appears to be very good. The lane adjacent to the LTPP lane and shoulder exhibit transverse cracking. Patching of these transverse cracks was performed at some time; the pavement appears to be fairly stable. During conversations with the State it has been determined that it is not possible to replace the existing pavement with a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors as preferred and recommended by FHWA. As a result the installation of the WIM system and warranty and maintenance provisions will be modified accordingly. The State advises that the pavement is 7.5 inch thick. This section of roadway is scheduled for rehabilitation in years 2010 to 2011.

4.1.2 PCC PAVEMENT UPSTREAM AND DOWNSTREAM OF WIM PAVEMENT

There are no discernable differences between the 400 foot "WIM Pavement" section and the "WIM Pavement" approach and departure pavements included in the 1000 foot evaluation section. The entire 1000 foot section was overlaid in October 1987.

4.1.3 SHOULDER CONDITION

The roadway shoulders are AC throughout the study area. The upper lift was placed in 1987 in conjunction with the traveled way overlay. The shoulder pavement exhibits transverse cracking but otherwise appears to be in fair condition.

4.2 SURFACE PROFILE

Observations of trucks and other vehicle types approaching the selected scale location exhibited only minimal body motion. Several automobile "drive through" during the site assessment appeared to confirm the above noted observations. Only minimal vehicle body and suspension motion could be felt passing through the proposed scale location.

4.3 PAVEMENT EVALUATION SUMMARY

Profile data analysis of the pavement at or near the recommended WIM site location for conformance to SPS smoothness criteria has not been performed. Evaluated and new profiling data need to be provided to our team for analysis to confirm that the pavement smoothness is adequate for the installation of the WIM system. Once this is performed and deemed acceptable, this site can be instrumented with WIM.

5.0 PROPOSED WIM SITE- INFORMATION

5.1 LOCATION – I-95, MP 200.1

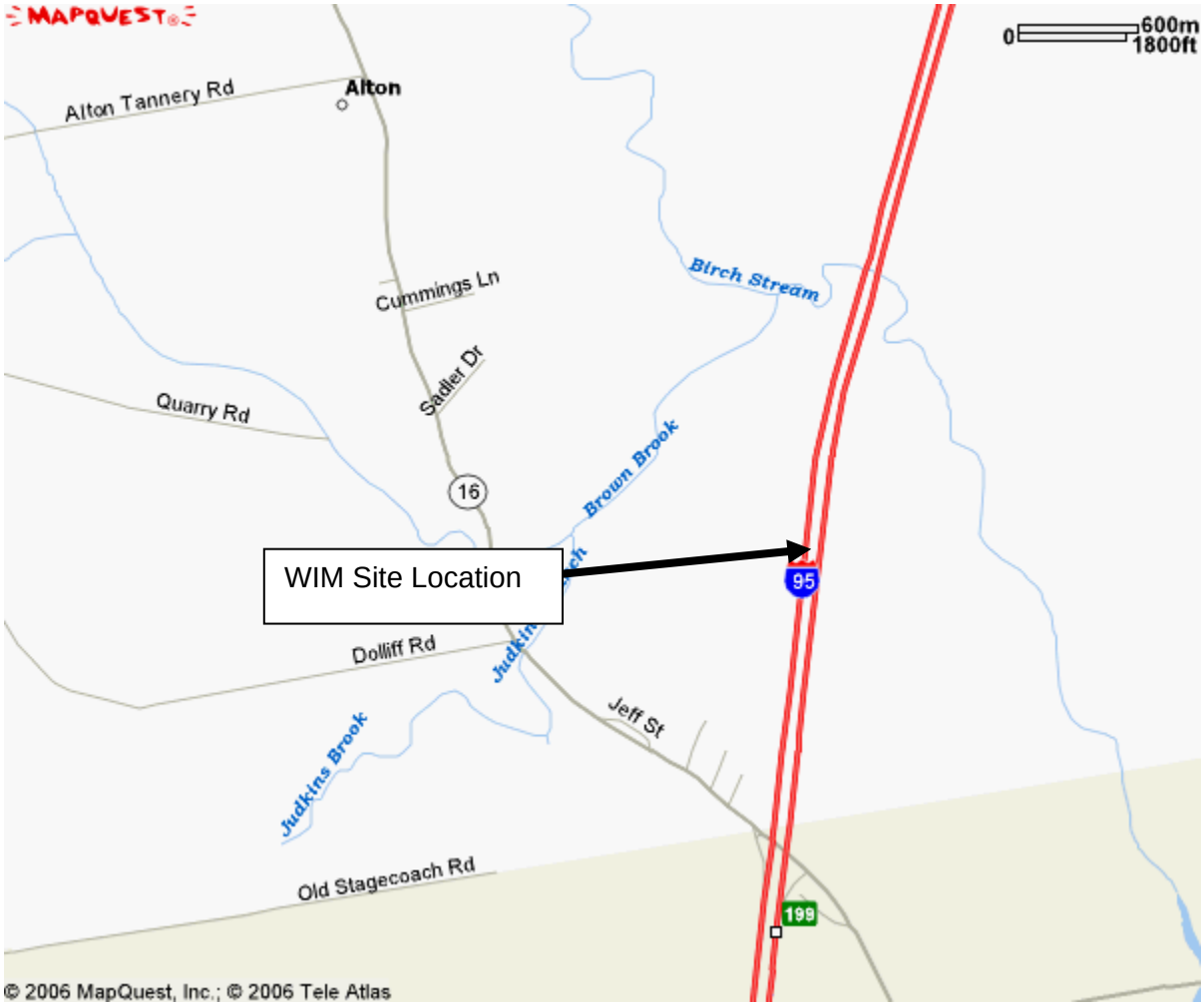

Figure 2: Map of the I-95 WIM Site

The location for the proposed WIM site is the Northbound outside lane at milepost 200.1 near the town of Argyle, approximately 30 miles North of Bangor. The proposed location of the new WIM site is 3.3 miles upstream of SPS Test Section 230500. The WIM controller cabinet will be located approximately 70 feet off the edge of the left travel lane on the shoulder adjacent to the new Kistler sensors.

6.0 RECOMMENDED WIM TECHNOLOGY

The State has expressed the desire to utilize Quartz Sensor technology.

Based upon the site evaluation and feedback from the State, it is recommended that a new WIM system utilizing Quartz technology be installed into the existing AC roadway. (Please see the notes listed below for clarification and additional information)

Notes:

- During conversations with the State it has been determined that it is not possible to replace the existing pavement with a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors as preferred and recommended by FHWA. As a result the installation of the WIM system and warranty and maintenance provisions will be modified accordingly.
- In the absence of a 400 foot ground PCC slab to accommodate the WIM system's in-pavement sensors, a double threshold Quartz array will be installed in the LTPP lane to ensure the WIM meets the accuracy requirements specified by FHWA.

6.1 RECOMMENDED LOCATION AND LAYOUT FOR THE WIM SYSTEM

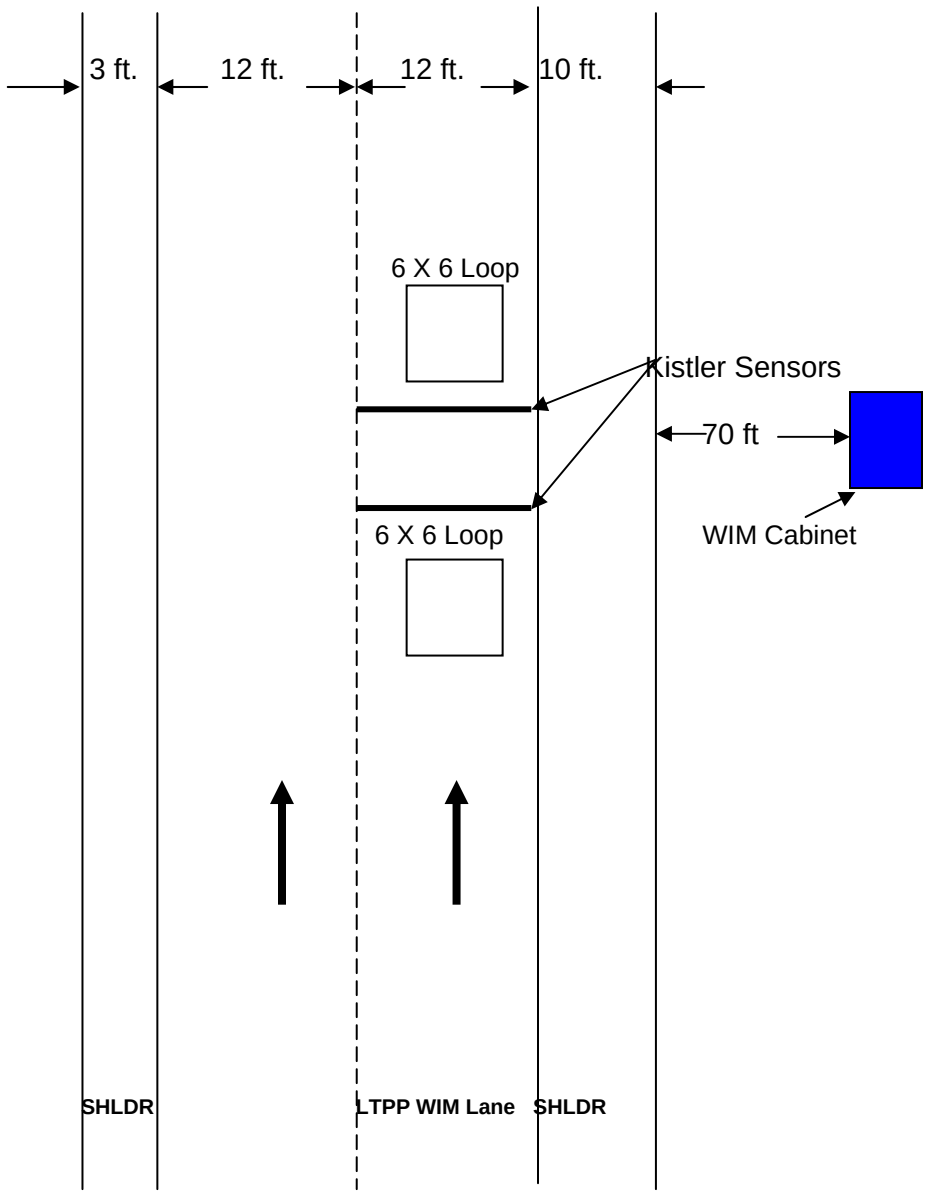

Figure 4: Proposed WIM Site Layout

A.0 COORDINATION DETAILS

Task Order #15, which authorized the CLIN 2001 "Determine Acceptability of Proposed Site" for the Maine SPS-5 Site (LTPP ID 230500), was issued on June 19, 2006.

Contacts were made with interested parties as follows:

- Contracting Officer's Technical Representative (COTR)
  - Debbie Walker – FHWA-LTPP ph: 202-493-3068
- State Highway Agency
  - Dale Peabody – Maine DOT ph: 207-624-3305
  - Tom Soucie – Maine DOT ph: 207-624-3264
  - Ron Cote – Maine DOT ph: 207-624-3620
- LTPP Regional Support Contractor (RSC)
  - Basel Abukhater – RSC/Stantec ph: 716-632-0804
- FHWA Division Office
  - Mike Davies – FHWA Div Rep ph: 201-622-8350

Initial site selection reviews and assessments were made on September 12, 2006 by Bruce Myers (IRD).

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INTERNATIONAL ROAD DYNAMICS INC.

LTPP SPS PHASE II

WEIGH-IN-MOTION SITE ACCEPTABILITY PRE-VISIT HANDOUT GUIDE

MAINE SPS-5
LTPP ID 230500

Date: September 6, 2006

CONTRACT NO. DTFH61-05-D-00001

U.S. Department of Transportation
Federal Highway Administration

LONG TERM PAVEMENT PERFORMANCE

B.0 PRE-VISIT HANDOUT GUIDE

B.1 SCHEDULE

a. Briefing session
   i. Meeting is scheduled for 9:00 a.m. September 12, 2006 at the Maine DOT office in Augusta.
b. Site visit
   i. September 12, 2006.

B.2 BRIEFING SESSION, POINTS OF CONTACT, PHONE NO

a. Contracting Officer's Technical Representative (COTR)
   Debbie Walker – FHWA-LTPP ph: 202-493-3068
b. State Highway Agency
   Dale Peabody – Maine DOT ph: 207-624-3305
   Tom Soucie – Maine DOT ph: 207-624-3264
   Ron Cote – Maine DOT ph: 207-624-3620
c. LTPP Regional Support Contractor (RSC)
   Basel Abukhater – RSC/Stantec ph: 716-632-0804
d. FHWA Division Office
   Mike Davies – FHWA Div Rep ph: 207-622-8350 ext.
e. Phase II Contractor / Project Manager
   Bruce Myers – International Road Dynamics ph: 717-264-2077

B.3 INFORMATION REQUESTS

a. From COTR
   i. FHWA Division contact person
   ii. New pavement profile from RSC if recent profile data unavailable
b. From RSC
   i. SHA contact person
   ii. SPS roadway section layouts (plan view and/or stationing or mileposts)
   iii. Recent pavement profile data (within the past year)
c. From SHA
   i. As-built info on roadway at proposed site
      1. Pavement cross section and structural section
      2. Alignment and grade
      3. Any utilities located in WIM install work area
   ii. Location and general availability of power and phone services, service providers, service provider contacts and phone numbers (may be beneficial if power and phone utility reps be requested to participate in briefing session and/or site visit)
   iii. Will SHA agree to extend power and phone services from existing available access points to demarcation points near planned controller cabinet location?

iv. If existing roadway pavement is AC or inadequate PCC will SHA consider replacement with 400' PCC slab if recommended per site assessment?
v. What permits will be needed to install equipment and what are procedures and time frames for obtainment?
vi. Required cabinet clear zone from edge of traveled way?
vii. If no detour routing available at proposed site (or three or more adjacent lanes), will SHA permit shifting inside lane traffic partially onto inside shoulder to provide safe clearance during installation in outside lane?
viii. Historic truck traffic data?

B.4 Site Location Information

a. Proposed WIM site
   i. I-95 NB, Argyle ME
b. Briefing session location
   i. Maine DOT office, Augusta
c. Nearest major airport
   i. Augusta, ME

Distribution --- COTR, RSC, SHA, FHWA Division, Site Assessment Team

LTPP SPS PHASE II

WEIGH-IN-MOTION SITE ACCEPTABILITY

SITE VISIT EVALUATION FORM

MAINE SPS-5
LTPP ID 230500

Date of Site Visit: September 12, 2006

CONTRACT NO. DTFH61-05-D-00001

U.S. Department of Transportation
Federal Highway Administration

LONG TERM Pavement PERFORMANCE

C.0 SITE EVALUATION FORM

C.1 PROPOSED WIM LOCATION

Proposed WIM Site Location – 4 Lane Roadway (2 Lanes each Direction)

Route: I-95 Mile Post: 200.1 Direction: NB Lane: Outside

Proposed WIM Site is approximately 3.3 miles upstream of SPS Test Section 230500. The Site is located in Penobscot County.

C.1.1 EXISTING ROADWAY SURROUNDING THE PROPOSED WIM SITE

Type Pavement: AC Pavement Age: 1 year old

Lane Width: 12 feet Thickness: 10 inches

Observed Structural Soundness: Very Good Observed Smoothness: Fair

Outside WB Shoulder Type: AC Width: 10 feet

Outside WB Shoulder Condition: Some distress visible but areas have been patched

Inside WB Shoulder Type: AC Width: 3 feet

Inside WB Shoulder Condition: Good

C.1.2 PAVEMENT 325' PRIOR AND 75' FOLLOWING WIM SCALE LOCATION

Type: AC Structural Soundness: Very Good Smoothness: Fair

Thickness: 10 inches Jointed or Continuous: N/A

Notes/Comments on Pavement:
Although the pavement is in good condition in the northbound outside LTPP lane, there is concern with the AC pavement being strong enough to hold the WIM Sensors into place over a 5 year period. The State has indicated that they will not be installing a 400 foot blanket ground PCC WIM slab for the installation of WIM weighing sensors as preferred and recommended by FHWA. As a result the installation of the WIM system and warranty and maintenance provisions will need to be modified accordingly and a double threshold Quartz array will be installed into the LTPP lane to ensure the WIM meets the accuracy requirements specified by FHWA.

C.1.3 ROADWAY GEOMETRICS

Horizontal Alignment: Tangent Grade: Negligible

Cross-slope: -2.5% Lane width: 12 feet

C.1.4 OBSERVED TRAFFIC OPERATING CHARACTERISTICS

Passing, merging, not following lane lines? Good lane discipline

Stop and go traffic, congestion periods? Free flowing

Traffic signals/interchanges affecting traffic? None

Other adverse traffic flow conditions? None

Truck traffic at "cruising" speed (no lugging)? Yes trucks moving freely

Truck traffic staying within lane lines? Yes good lane discipline

Observed truck suspension or body motion dynamics? No body motion observed

Truck traffic composition same at WIM site and SPS site? Yes

Truck traffic on/off locations between WIM site and SPS site? None

Posted Speed Limit: 65MPH

Observed Truck Speeds: 65 to 70 MPH

Notes/Comments on Geometrics and/or Traffic Operating Characteristics:
Vehicles track smoothly through this area at speeds between 65 and 70 MPH (posted speed is 65 MPH for all traffic). There is very good lane discipline at this site. Traffic flow is light on this highway. Several drive troughs's where performed and only minor body and suspension motion was observed across the proposed scale location. The traffic composition is the same at the SPS Test Section and the Proposed WIM there are no intersecting roads feeding I-95 between the two locations.

C.1.5 ACCESS TO UTILITY SERVICES

Potential source(s) for power: A.C. Power is not readily available at the proposed new WIM cabinet location. The State has requested to use solar power.

Potential source(s) for telephone: Land line phone service is not readily available at the proposed new WIM cabinet location. The State has requested to use a cellular modem for communication. CDMA service appears to be the only digital service available in this area, GPRS service is not available.

C.1.6 EQUIPMENT INSTALLATION CAPABILITY

Adequate location for controller cabinet? Yes, large shoulder approximately 100 feet wide.

Distance from edge of traveled way to cabinet? Approximately 70 feet from edge of shoulder.

Visibility from cabinet of sensors and approaching vehicles? Very Good

Adequate location for service facilities? Yes

Adequate drainage for scale pits? N/A

Adequate roadway and overall site drainage? Yes

Potential for ponding or flooding at cabinet or pull boxes? Minimal at recommended location.

Potential for traffic control problems during installation? Minimal

Ability to provide safe clearance in work zone from live traffic via:

- ☑ OK from State Agency to use opposite shoulder for traffic shift
- ☐ Multiple Adjacent Lanes

Notes/Comments on Equipment Installation Capability:
The State will need to provide service for CDMA modem, Verizon would be the CDMA carrier for this area. The roadway is moderately busy. We will have to work closely with the State to coordinate lane closures. There is 3 feet available on inside lane shoulder to accommodate a traffic shift.

C.1.7 POTENTIAL WIM SENSOR/EQUIPMENT INTERFERENCE SOURCES

Overhead power lines? None

C.1.8 CONDITIONS FOR USE OF TEST TRUCKS FOR CALIBRATION AND EVALUATIONS

Direction NB - Nearest usable truck turnaround location:

I-95, Exit 217 Distance from WIM: 16 Miles

Direction SB - Nearest usable truck turnaround location:

I-95, Exit 197 Distance from WIM: 3 Miles

Circuit travel distance: 38 Miles estimated lap time: 38 Minutes

Potential circuit route: There are a number of crossovers between exit 217 and 197 which could reduce the circuit travel time by 20 minutes. The turnarounds are for authorized vehicle only. We could request authorization from Maine DOT to use these

turnarounds if we can assure proper safety measures are in place to accommodate the test trucks

Identification and location of trucking firm and certified static scales:

Name TBD Contact _____

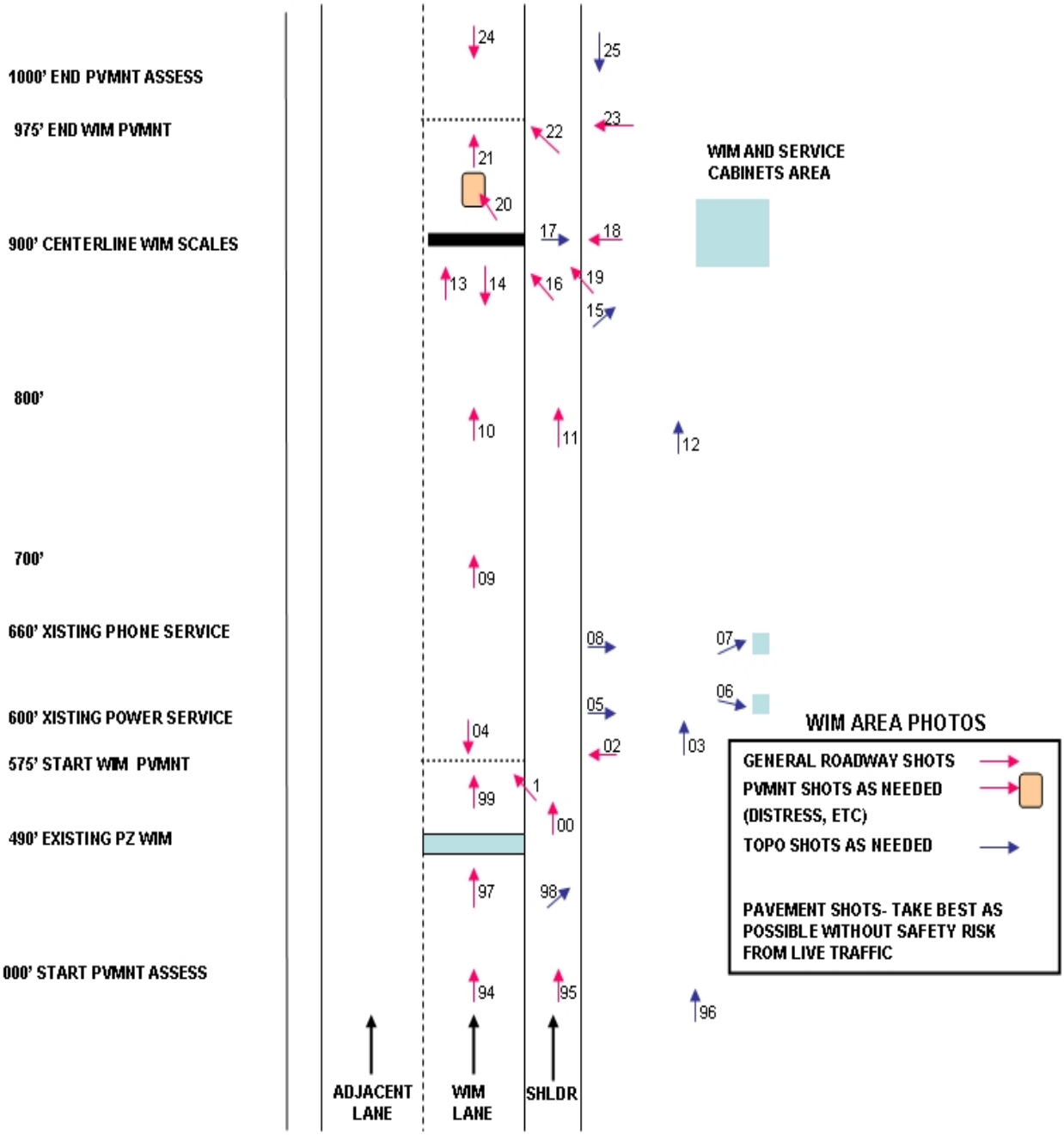
Address _____

Phone ____ Hours ___

Notes/Comments on Test Truck Circuit and Static Weighing Facility

Maine Weight Enforcement Facility I-95 Southbound between exit 197 and 199.

Location Log of Photos



C.2 EQUIPMENT AND MATERIALS

☑ Site Evaluation Forms
☑ Graph paper and note paper
☑ Clipboard
☑ Pens & pencils
☐ Small stapler
☑ Digital camera, with PC cable
☑ GPS receiver
☑ Notebook PC
☑ Calculator
☑ Cell phone
☑ Site Pre-visit Handout Guide
☑ Metal tape measure (25 ft.)
☑ Measuring wheel (ft.) and/or 100 ft. rag tape
☑ Folding rule (6 foot)
☑ Hand level
☑ Small torpedo level
☑ Keel markers
☑ Spray can white paint
☑ String Line
☑ Line Level
☑ Hammer and Concrete Nails
☐ _____

Request furnish on-site by Highway Agency:
☐ Spray can white paint
☐ Lath, 4 ft.
☐ Hammer
☐ Misc. small tools
☑ Keys for known Agency service cabinets
Note: Key for existing cabinet is a standard Type II

Proper attire for field work and expected weather:
☑ Durable shoes
☐ Cold weather layering
☐ Rain gear
☐ _____

Safety equipment per State Highway Agency requirements:
☑ Hard hat
☑ Safety vest – type Hi-Vis Safety Yellow
☑ Steel toe shoes
☐ Other required equipment _____

D.0 SHEET 17

Sheet 17	*STATE_CODE	LTPP
LTPP Traffic Data	*SPS PROJECT ID	420600
WIM SITE INVENTORY	*SPS WIM ID	SPS-6

1.* ROUTE I-95 MILEPOST 200.1 LTPP DIRECTION - N S E W

2.* WIM SITE DESCRIPTION - Grade + 1 % Sag vertical Y / N

Nearest SPS section upstream of the site 230500

Distance from sensor to nearest upstream SPS section 3.3 miles ft

3.* LANE CONFIGURATION

Lanes in LTPP direction 2 Lanes NB 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 10 ft

4.* PAVEMENT TYPE 1965 - 1" of C mix (surface), 1.5" of B mix (binder), 3" of A mix (base) and 3.5" of a stabilized base material. 1987 - 0.5" D mix (shim) and 1.5" C mix (overlay). Approximate pavement thickness of 7.5".

8. RAMPS OR INTERSECTIONS

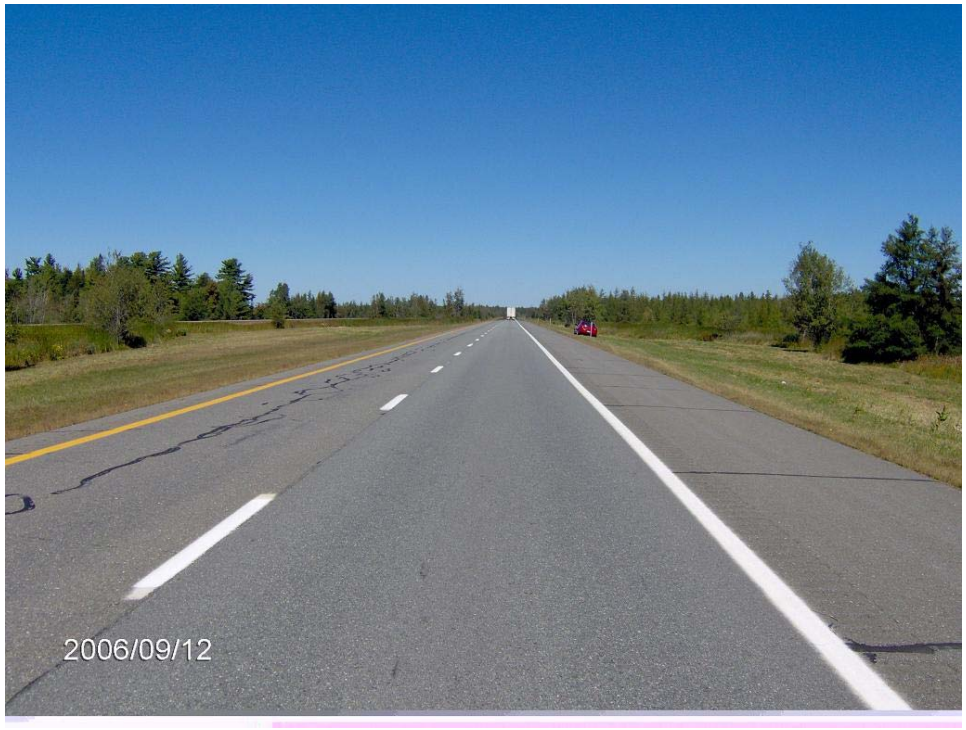
Intersection/driveway within 300 m upstream of sensor location Y / N - distance No

Intersection/driveway within 300 m downstream of sensor location Y / N- distance No

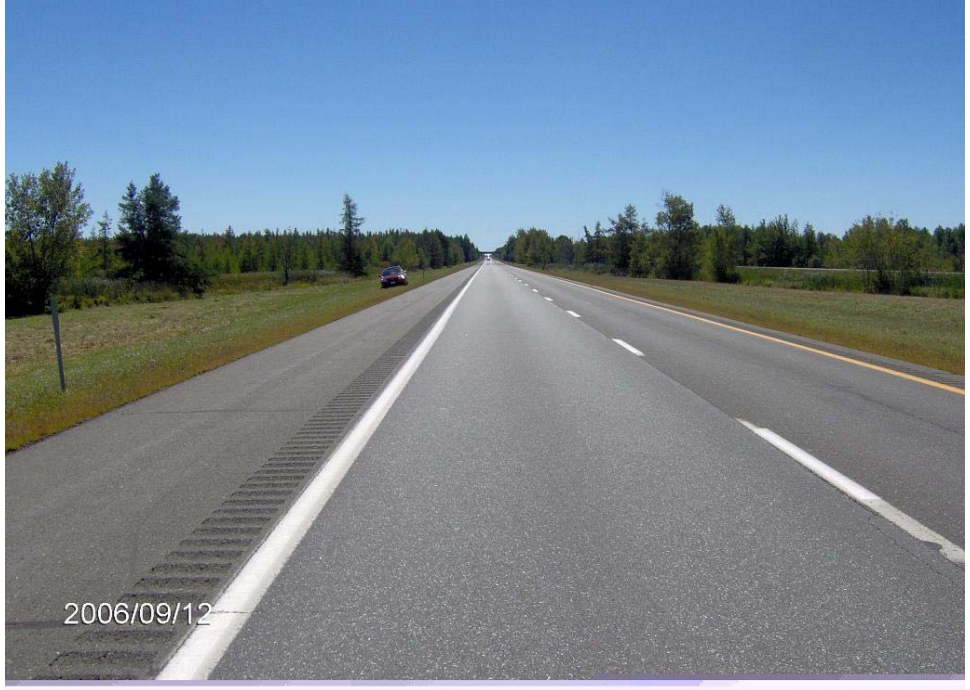
Is shoulder routinely used for turns or passing? Y / N No

Form completed by: Bruce Myers - IRD Date: September 12, 2006

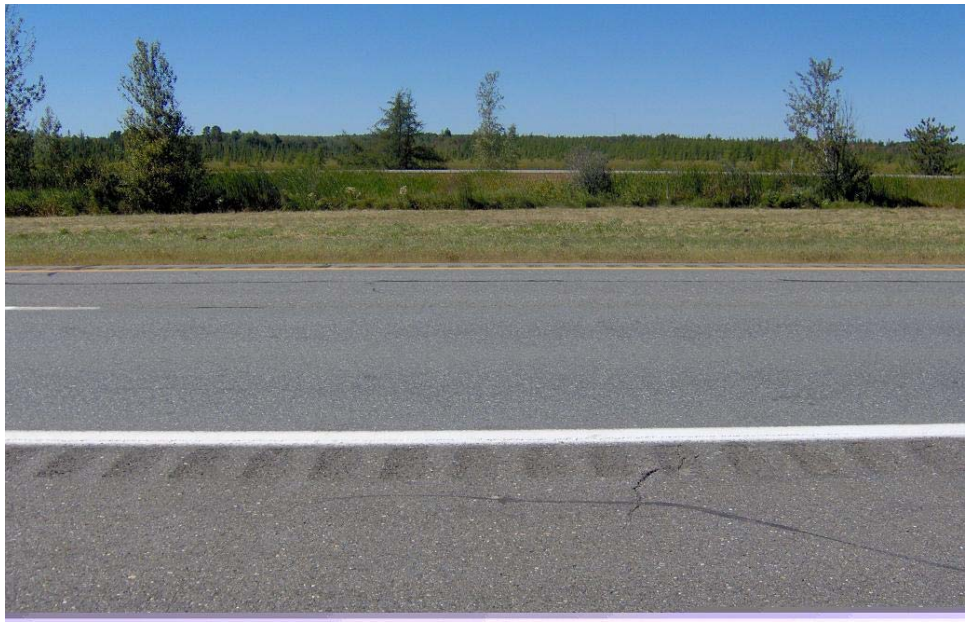
E.1.1 General site view of the roadway approaching WIM site



E.1.2 Downstream view of roadway at start of WIM pavement section



E.1.4 PAVEMENT TYPE

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E.1.7 WIM SITE, FACING UPSTREAM