INTERNATIONAL ROAD DYNAMICS INC.

LTPP SPS PHASE II

WEIGH-IN-MOTION SITE ACCEPTABILITY ASSESSMENT REPORT

NEW MEXICO SPS-5
LTPP ID 350500
JUNE 16, 2005
CLIN 1001 TASK ORDER 3

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 New Mexico SPS-5 pavement test site was visited on June 8th, 2005, by the CLIN 1 team. The team performed a search for a suitable Weigh-in-Motion (WIM) site and a site acceptability assessment was performed at the selected location. The selected WIM site is located on I-10 at Mile Post 50.5 between Lordsburg and Deming in Grant County. It is proposed to install a WIM system for the eastbound outside lane approximately 4750 feet downstream of the SPS-5 pavement test section 350501. Based upon our site evaluation and discussions with the State, it is recommended that a new WIM system utilizing Bending Plate technology be installed after corrective action has been taken to address pavement structural issues.

The selected WIM site is located within a tangent section of roadway with a relatively flat grade 1400 feet downstream of the State's existing WIM system. Vehicles track smoothly through this section at a relatively high speed. Traffic flow is medium on this four lane Interstate with a high percentage of Class 9 trucks. The existing roadway pavement at this SPS-5 location is a 12 inch thick Asphalt Concrete (AC) section, consisting of a chip seal or open grade type wearing course over dense grade courses. Although there is some raveling and cracking in the wheel tracks of the wearing course, the pavement appears to be reasonably smooth and structurally sound

Overhead power lines run parallel to the eastbound lanes adjacent to the frontage road and it would appear that the State's obtaining a service drop for the new WIM system would not be a major problem or cost. Underground telephone lines also run parallel to the eastbound lanes but at an approximate distance of 600 feet south of the new WIM cabinet location. An existing phone service also exists at the State's existing WIM system cabinet, 1400 feet west of the proposed new system. The State will need to determine the accessibility options for power and phone and provide service drops within 25 feet of the proposed new WIM cabinet location.

The existing AC pavement is not suitable for the installation of WIM weighing sensors, and as such it will be necessary that the State replace 400 feet of the existing AC pavement with a PCC WIM slab with a minimum thickness of 12 inches to accommodate the new WIM system's bending plate sensors. Following installation of the new PCC WIM slab, the slab's surface as well as the PCC/AC transverse cold joints should be blanket ground to meet pavement smoothness requirements for SPS WIM sites.

Upon completion of these corrective actions, a follow-up evaluation of the pavement should be made. Such evaluation should include visual observation of the new PCC WIM slab's structural stability and visual observation of trucks passing through the site. In addition to these visual observations, an analysis of new profile data should be made by the team. Upon confirmation that the pavement is acceptable in terms of structural soundness and smoothness such

that the pavement is adequate for the WIM system to meet accuracy requirements, this site can be instrumented with WIM.

2.0 EXISTING ROADWAY

2.1 PAVEMENT AND GEOMETRICS

The SPS-5 is a flexible pavement study. The existing I-10 roadway at the study location consists of 4 lanes, 2 eastbound and 2 westbound. The pavement test sections are located in the outside eastbound lane. The existing roadway pavement approaching, through, and departing both the existing WIM system site as well as the proposed new WIM site are AC, consisting of a +/- 1 inch wearing course over dense grade base courses. The outside and inside (median) shoulders are dense grade AC. The two eastbound lanes are each 12 feet wide with a 15 foot wide outside shoulder and an 8 foot wide inside shoulder. The roadway alignment is tangent and the grade is relatively flat. In regard to cross slope, the two adjacent lanes slope 1.5% toward the outside shoulder.

2.2 OBSERVED TRAFFIC OPERATING CHARACTERISTICS

The medium traffic flow exhibited good lane discipline, staying well within the lane and shoulder line markings. Traffic is free flowing at all times at speeds between 70 and 80 MPH (posted speed limit is 75 MPH, reduced to 55 MPH during sand storms). There are no signals or merging in the new WIM site vicinity. Trucks are “cruising” through the site at constant speeds. In that there are no on/off locations between the WIM site and SPS site, the truck traffic composition at the WIM site is the same as that at the SPS site.

3.0 SITE CONFORMANCE TO EVALUATION CRITERIA

3.1 PAVEMENT TYPE AND CONDITION- REQUIRES ATTENTION

The existing AC pavement approaching, through, and departing the selected WIM site is relatively smooth and in good condition, but the +/- 1inch wearing course over dense grade base courses is not a structurally adequate pavement for the installation of a WIM system's weighing sensors. It is recommended that a section of the existing AC pavement between 325 feet in advance of and 75 feet following the proposed new scale location be removed and replaced with a blanket ground PCC WIM slab with a minimum thickness of 12 inches.

3.2 PAVEMENT SMOOTHNESS- WILL REQUIRE ATTENTION

Following installation of a 400 foot PCC WIM slab, experience dictates that the smoothness of the slab will need to be improved to facilitate the new WIM system's meeting SPS accuracy requirements. The new PCC WIM slab as well as the PCC/AC transverse cold joints on each end of the slab should be blanket ground. Following pavement grinding, a reassessment of the pavement's structural stability and smoothness should be made.

3.3 ANALYSIS OF PAVEMENT PROFILE DATA- TO BE PERFORMED

The profile data collected by the NRSC on March 12, 2004 with the LTPP Profiler and analyzed by the Phase I contractor (Phase 1 Contractor Assessment Report 4/13/2004) is not applicable to the newly selected WIM site pavement. Following the installation of a blanket ground PCC WIM slab at the recommended new WIM site location, new profile data should be provided to the CLIN 1 team for analysis to verify whether or not the smoothness of the pavement from 325 feet in advance of to 75 feet following the WIM scale location meets the smoothness requirements for installation of a WIM system.

3.4 ROADWAY GEOMETRICS- PASS

The selected WIM site is located within a long tangent section of the roadway, 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.

3.5 TRAFFIC OPERATING CHARACTERISTICS- PASS

The general traffic pattern is free flowing with good lane discipline. There are no interchanges or signals affecting traffic flow. The truck traffic is cruising through the site and staying within the lane lines.

3.6 TRUCK TRAFFIC COMPARISON BETWEEN WIM AND TEST SITE- PASS

There are no exit/entrance locations between the WIM site and the SPS-5 pavement test sections.

3.7 POTENTIAL WIM SYSTEM INTERFERENCE SOURCES- PASS

The nearest source of any potential interference, power lines paralleling the eastbound lanes' frontage road, are 120 feet away from the proposed WIM system location and will not interfere with system performance. Railroad tracks parallel the westbound lanes, 420 feet from the WIM system.

3.8 ACCESS TO POWER AND PHONE SERVICES- NEEDS ATTENTION

Power and phone services are present in the vicinity of the selected WIM site and, based upon observation of other service drops up and down the roadway, appear to be accessible for use at the WIM site. However, providing both power and phone service points near the proposed location of the new WIM cabinet might be costly. The State will need to explore available options for an affordable way to provide power and phone service points within 25 feet of the proposed WIM cabinet location.

3.9 EQUIPMENT INSTALLATION CAPABILITY- PASS

There is an adequate location for the WIM controller cabinet at the site adjacent to the highway right-of-way fence. This location would provide over 50 feet clearance from the traveled way. There is good visibility of the sensors and approaching vehicles from the cabinet location. There is adequate room adjacent to the cabinet location for service facilities. Roadway and overall site drainage is good. There is no foreseen potential for ponding or flooding at the cabinet or pullbox locations. There is adequate topography for scale pit drainage. 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.

3.10 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 rural site.

3.11 TRUCK CIRCUIT- PASS

The nearest usable eastbound truck turnaround is I-10 Exit 55, which is located 5.3 miles downstream of the WIM site.

The nearest useable westbound truck turnaround is I-10 Exit 49, which is located miles upstream of the WIM site.

The test truck round trip circuit route is 0.5 miles. There are no foreseen potential restrictions and the turnaround locations are easily accessed and maneuvered. The estimated lap time is 10 minutes.

Figure 1: Truck Circuit Map

3.12 RECOMMENDATIONS ON SITE ACCEPTANCE / CORRECTIVE ACTIONS

The State will need to determine the best options for power and phone access and provide service points within 25 feet of the proposed WIM cabinet location.

And, the State will need to install a 400 foot blanket ground PCC WIM slab with a minimum thickness of 12 inches. A follow-up assessment of the WIM site pavement will need to be made, including an analysis of new profile data.

4.0 TRAFFIC DATA REVIEW

Vehicle distributions of all trucks (FHWA Class 4 and higher)
(Not Available)

Vehicle distributions for heavy trucks (FHWA Class 6 and higher)
(Not Available)

Volume of trucks comprising of 10 % or more of truck population
(Not Available)

Volume of trucks comprising 10 % or more of heavy truck population
(Not Available)

After discussions with the State, it has been determined that current traffic data containing the above mentioned information is not available.

5.0 PAVEMENT EVALUATION

In determining WIM site acceptability, visual on-site observation of the existing AC pavement was made by the CLIN 1 Team. Additionally, the analysis of the then current profile data performed by the Phase I contractor (Phase 1 Contractor Assessment Report 3/03/2004) was reviewed.

5.1 SURFACE CONDITION

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

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

The existing AC pavement was constructed in 1995 (according to the State). Although the structural condition of the AC pavement and shoulder throughout the 400 ft section appear to be fair to good, the 1inch wearing course over dense grade base courses does not provide a structurally suitable pavement for the installation of WIM sensors. A PCC WIM slab with a minimum 12 inch thickness should be installed.

5.1.2 AC PAVEMENT UPSTREAM AND DOWNSTREAM OF WIM PAVEMENT

As exists, 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 constructed in 1995. Only minimal rutting and minor raveling were noted in the wearing course. These pavements are in fair to good condition.

5.1.3 SHOULDER CONDITION

The roadway shoulders are AC throughout the study area and were constructed in 1995 in conjunction with the traveled way pavement. Little or no distress was observed in the shoulder pavement. This pavement is in good condition.

5.2 SURFACE PROFILE

Observations of trucks and other vehicle types approaching and passing through the selected scale location area exhibited only minimal body motion, indicating that there are no existing significant "long wavelength" profile problems which might be built right back into the PCC WIM slab if, as is typical, the lane's outside shoulder and adjacent lane profiles are used as "forms" for construction of the new PCC slab.

Several automobile “drive throughs” by the CLIN 1 team members appeared to confirm the above noted observation. Only minimal vehicle body motion could be felt.

5.3 PAVEMENT EVALUATION SUMMARY

Based upon our on-site observations, it is recommended that WIM weighing sensors not be installed in the existing AC pavement, particularly given that the pavement’s wearing course is a +/- 1” thick chip seal or open grade type material. For a structurally secure installation of the WIM’s weighing sensors, 400 feet of the existing AC pavement should be replaced with a blanket ground PCC WIM slab.

Upon completion of the new PCC WIM slab installation, the site’s pavement will need to be re-evaluated for structural stability and smoothness and new profiling data provided to our team for analysis to confirm that the pavement’s smoothness meets requirements for installation of an SPS WIM site.

6.0 PROPOSED WIM SITE- INFORMATION

LOCATION – I-10 MP 50.5

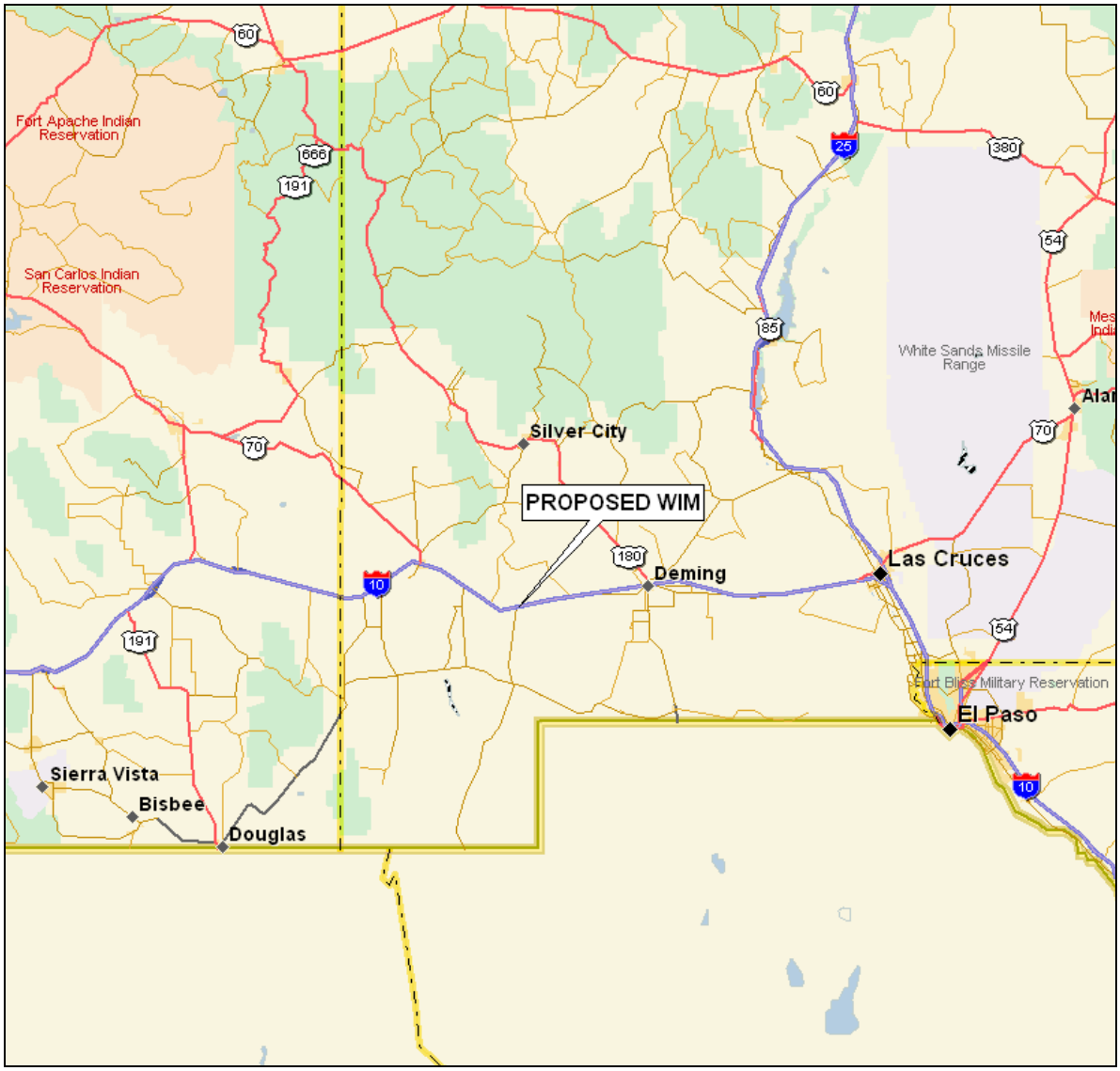


Figure 2: Map of the I-10 WIM Site

Figure 3: Map of the I-10 WIM Site at Milepost 50.5

The LTPP SPS-5 test sections are located approximately 85 miles west of Las Cruces in the eastbound outside lane of Interstate10 between Exit No.'s 49 and 55.

The location selected for the proposed WIM system installation is the eastbound outside lane at milepost 50.5 which is 1400 feet east of existing WIM scales. The proposed WIM controller cabinet can be located adjacent to the Right-of-Way fence opposite the scales approximately 50 feet off the edge of traveled way.

7.0 RECOMMENDED WIM TECHNOLOGY

Based upon the site conditions and discussions with the State, the bending plate technology is recommended for use at this site. It will meet the accuracy expectations of the State and provide the best value in terms of performance with minimal down time.

The centerline of the Bending Plate weigh pads should be installed approximately 1390 feet east of the existing WIM scales. This location has been marked with a "WIM" in white paint on the outside shoulder. During the CLIN 2 design stage, the layout of the existing transverse weakened plane joints will be analyzed to best fit the in-road sensors among the joints to optimize constructability and structural stability.

7.1 RECOMMENDED LOCATION AND LAYOUT FOR THE WIM SYSTEM

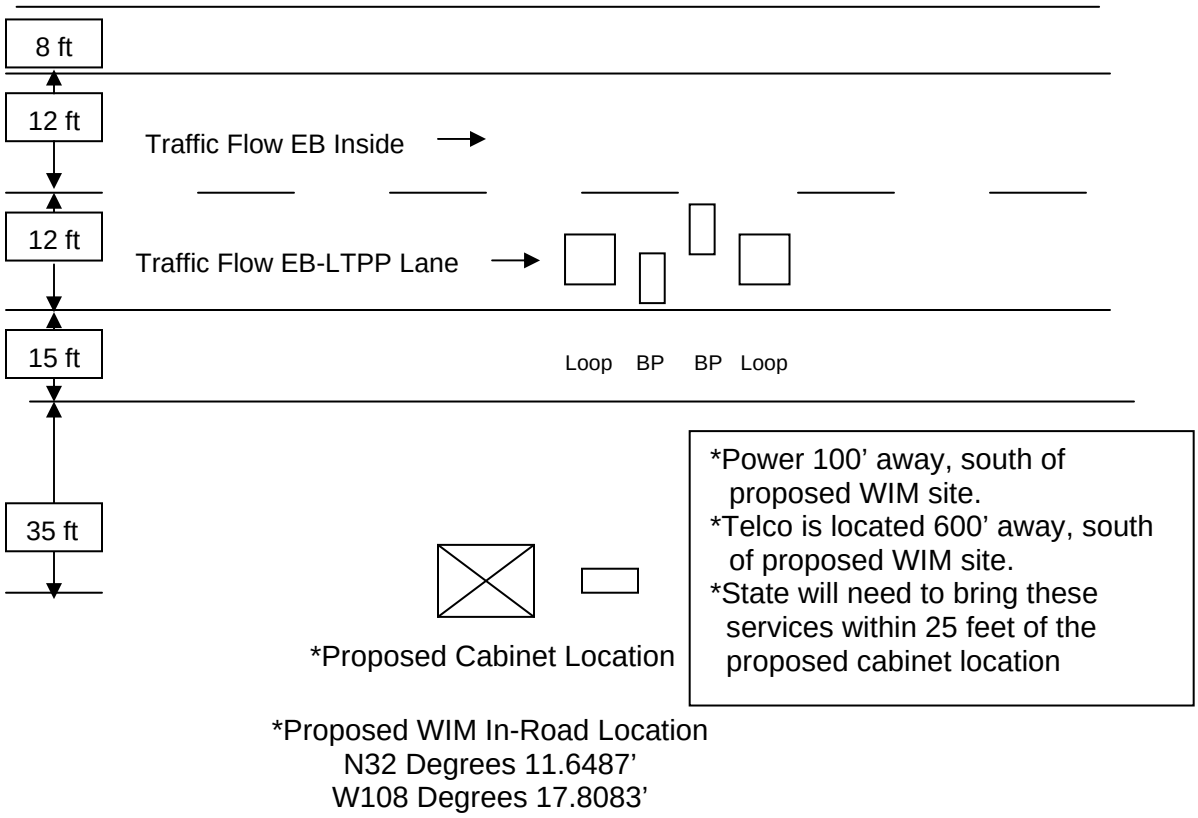


Figure 4: Proposed WIM Site Layout

A.0 COORDINATION DETAILS

Task Order #3, which authorized the CLIN 1001 "Determine Acceptability of Proposed Site" for the New Mexico SPS-5 Site (LTPP ID 350500), was issued on May 27, 2005.

Contacts were made with interested parties as follows:

- Contracting Officer's Technical Representative (COTR)
  - Debbie Walker – FHWA-LTPP ph: 202-493-3068
  - Initial contact made May 27, 2005
- State Highway Agency (SHA)
  - Alvaro Vigil – SHA/NMDOT ph: 505-827-5665
  - Initial contact made May 27, 2005
- LTPP Regional Support Contractor (RSC)
  - Mark Gardner – RSC/Fugro ph: 512-977-1800
  - Initial contact made May 27, 2005
- FHWA Division Office
  - Steve Von Stein – FHWA Div Rep ph: 505-820-2028
  - Initial contact made May 27, 2005

The "Pre-Visit Handout Guide" was distributed on May 27, 2005, to the following individuals:

- Alvaro Vigil
- Debbie Walker

The site was visited on June 8, 2005, by Roy Czinku (IRD), Rich Quinley (WIMTECH), and Joe Stone (NMDOT).

A briefing session was held via teleconference 11:00 AM on June 9, 2005. Roy Czinku (IRD), Alvaro Vigil (NMDOT), and Steve Von Stein (FHWA) were in attendance.

INTERNATIONAL ROAD DYNAMICS INC.

LTPP SPS PHASE II

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

NEW MEXICO SPS-5 LTPP ID 350500

Date: May 27, 2005

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 via teleconference 11:00 AM on June 9, 2005
b. Site visit
   i. June 9, 2005

B.2 BRIEFING SESSION MAY 31, 2005, POINTS OF CONTACT, PHONE NO

a. Contracting Officer's Technical Representative (COTR)
   i. Debbie Walker – FHWA-LTPP ph: 202-493-3068
b. State Highway Agency (SHA)
   i. Alvaro Vigil – SHA/NMDOT ph: 505-827-5665
c. LTPP Regional Support Contractor (RSC)
   i. Mark Gardner – RSC/Fugro ph: 512-977-1800
d. FHWA Division Office
   i. Steve Von Stein – FHWA Div Rep ph: 505-820-2028

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-10 Mile Post 50.5 EB Outside Lane
b. Briefing session location
   i. Teleconference
c. Nearest major airport
   i. El Paso International Airport

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

INTERNATIONAL ROAD DYNAMICS INC.

LTPP SPS PHASE II

WEIGH-IN-MOTION SITE ACCEPTABILITY

SITE VISIT EVALUATION FORM

NEW MEXICO SPS-5 LTPP ID 350500

Date of Site Visit: June 8, 2005

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-10 Mile Post: 50.5 Direction: EB Lane: Outside

Proposed WIM Site is 4750 feet downstream of SPS Test Section 350501

C.1.1 EXISTING ROADWAY SURROUNDING THE PROPOSED WIM SITE

Type Pavement: AC Pavement Age: 10 years old

Lane Width: 12 feet Thickness: 8 inches

Observed Structural Soundness: Good Observed Smoothness: Fair

Outside EB Shoulder Type: AC Width: 15 feet

Outside EB Shoulder Condition: Good

Inside EB Shoulder Type: AC Width: 8 feet

Inside EB Shoulder Condition: Good

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

Type: AC Structural Soundness: Good Smoothness: Fair

Thickness: 8 inches Jointed or Continuous: NA

Notes/Comments on Pavement:
The existing roadway is AC and is in good condition. The 400' "WIM Pavement" section is the same as the approaching and departing pavement. There is a +/- 1" chip seal or open grade type material wearing course over dense grade base courses.

C.1.3 ROADWAY GEOMETRICS

Horizontal Alignment: Long stretch of tangent Grade: Minimal (Less than 0.5 %)

Cross-slope: 1.5% 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 at all Times

Traffic signals/interchanges affecting traffic? No Signals or Merging

Other adverse traffic flow conditions? Traffic Flow is Medium

Truck traffic at "cruising" speed (no lugging)? No Lugging, Smooth Flow

Truck traffic staying within lane lines? Yes, Good Lane Discipline

Observed truck suspension or body motion dynamics? Some

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

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

Notes/Comments on Geometrics and/or Traffic Operating Characteristics:
Vehicles track smoothly through this area at speeds between 70 and 80 MPH (posted speed is 75 MPH for all traffic, reduced to 55 during sand storms). There is very good lane discipline at this site. Traffic flow is medium on this four lane, two direction Interstate. There is a high percentage of 3S2s.

C.1.5 ACCESS TO UTILITY SERVICES

Potential source(s) for power: Overhead power lines parallel the EB lane's frontage road. Would appear to be relatively simple to provide a service drop near the selected location for the new WIM cabinet. Other similar type service drops are observed up and down the roadway.

Potential source(s) for telephone: Underground phone lines parallel the EB lanes but are 600 feet from the cabinet location. Phone service is also available in the State R/W at the existing WIM cabinet (1400 ft west of the new cabinet).

C.1.6 EQUIPMENT INSTALLATION CAPABILITY

Adequate location for controller cabinet? Yes, adjacent Right of Way fence

Distance from edge of traveled way to cabinet? 50 feet

Visibility from cabinet of sensors and approaching vehicles? Very Good

Adequate location for service facilities? Yes, adjacent Right of Way fence

Adequate drainage for scale pits? Yes

Adequate roadway and overall site drainage? Yes

Potential for ponding or flooding at cabinet or pullboxes? Minimal

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 Roadway is moderately busy. We will have to work closely with the State to coordinate lane closures. There is 8 feet available on inside lane shoulder to accommodate a traffic shift.

C.1.7 POTENTIAL WIM SENSOR/EQUIPMENT INTERFERENCE SOURCES

Overhead power lines? Parallel to EB frontage road 120 ft from cabinet, not a problem
Adjacent railroad? Parallel to WB lanes, 420 ft from cabinet, not a problem

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

Direction WB - Nearest usable truck turnaround location:

Exit 49, I-10 Hachita Distance from WIM: 0.5 Miles

Direction EB - Nearest usable truck turnaround location:

Exit 55, I-10 Qunicy Distance from WIM: 5.3 Miles

Circuit travel distance: 11.6 Miles Estimated lap time: 15 Minutes

Potential circuit route restrictions? None

Identification and location of trucking firm and certified static scales:

Name Pilot Travel Center Contact Heather Mendota

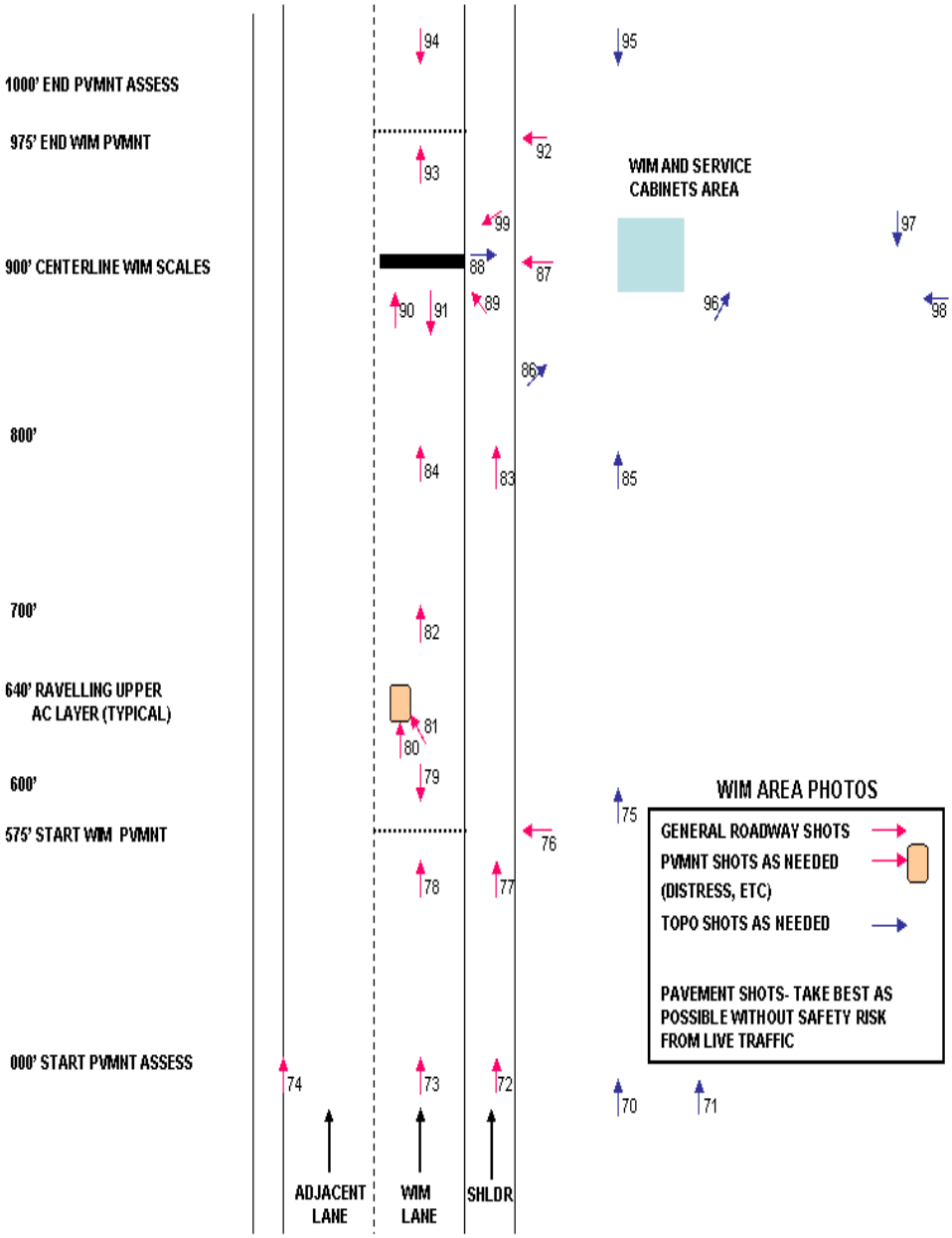
Address I-10 Exit 24, Lordsburg, New Mexico

Phone 505-542-3100 Hours 8:00 a.m. – 5:00 p.m.

Notes/Comments on Test Truck Circuit and Static Weighing Facility

Pilot Travel Center is located approximately 26 miles from the Proposed WIM Site. They can recommend hauling companies that have 3S2 Tractor Trailer Air Ride vehicles and drivers available given 2-3 weeks notice. They have a certified static scale located at their facility.

C.1.9 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	350500
WIM SITE INVENTORY	*SPS WIM ID	SPS-5

1.* ROUTE I-10 MILEPOST 50.5 LTPP DIRECTION - N S E W

2.* WIM SITE DESCRIPTION - Grade < 0.5 % Sag vertical Y / N

Nearest SPS section upstream of the site none

Distance from sensor to nearest upstream SPS Section not applicable ft

3.* LANE CONFIGURATION

Lanes in LTPP direction 2 Lanes EB 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 15 ft

4.* PAVEMENT TYPE AC, +/- 1" wearing course over dense base courses

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: Roy Czinku - IRD Date: June 9, 2005

E.0 PHOTOGRAPHS

E.1.1 SPS TEST SECTION MARKER

E.1.2 GENERAL SITE VIEW OF THE ROADWAY APPROACHING WIM SITE

E.1.3 DOWNSTREAM VIEW OF ROADWAY AT START OF WIM PAVEMENT SECTION

E.1.4 UPSTREAM VIEW OF ROADWAY APPROACHING 400' WIM PAVEMENT SECTION

E.1.5 CLOSE-UP OF WEARING COURSE EDGE AT SHOULDER

E.1.6 RAVELING/CRACKING IN WHEEL TRACK OF WEARING COURSE, TYPICAL

E.1.7 RECOMMENDED SCALE LOCATION

E.1.8 PAVEMENT AT END OF 400' WIM PAVEMENT SECTION

E.1.9 RECOMMENDED CABINET LOCATION

E.1.10 OVERHEAD POWER LINES ADJACENT EB LANES FRONTAGE ROAD

E.1.11 EXISTING UNDERGROUND TELEPHONE CABLES

E.1.12 EXISTING WIM CABINET

E.1.13 EXISTING TELEPHONE SERVICE AT EXISTING WIM CABINET