

<b>SHEET 11</b> <b>LTPP TRAFFIC DATA</b>  <b>VOLUME DATA</b> <b>TRANSMITTAL FORM</b>	* STATE ASSIGNED ID	[1009]
	* STATE CODE	[23]
	* SHRP SECTION ID	[231009]

HIGHWAY RT. NO. (THIS COUNT) US Rt. 1 MILEPOST NO. (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) Nobleboro \_\_\_\_\_

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-2007 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2007 ENDING TIME \_\_\_\_\_

TYPE OF COUNT: TWO-WAY \_\_\_\_\_ ONE-WAY \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ ] DAYS [x] MONTHS

TYPE OF SENSOR: \_\_\_\_\_ ROAD TUBES \_\_\_\_\_ PIEZO CABLE

\_\_\_\_\_x\_\_\_\_\_ PIEZO FILM \_\_\_\_\_x\_\_\_\_\_ LOOPS \_\_\_\_\_ OTHER

EQUIPMENT MANUFACTURER / MODEL # Kistler (sensors) ECM (control)

AXLE CORRECTION FACTOR \_\_\_\_\_ STANDARD DEV. OF FACTOR \_\_\_\_\_

MONTHLY / SEASONAL FACTOR \_\_\_\_\_ STANDARD DEV. OF FACTOR \_\_\_\_\_

DAY-OF-WEEK FACTOR \_\_\_\_\_ STANDARD DEV. OF FACTOR \_\_\_\_\_

OTHER FACTOR \_\_\_\_\_ STANDARD DEV. OF FACTOR \_\_\_\_\_

SPECIFY \_\_\_\_\_

DISTRIBUTION FACTOR FOR LTPP LANE \_\_\_\_\_  
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_

**FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.**

NAME OF PREPARER <u>Joshua Schmitt</u>	PHONE # <u>(207) 624-3617</u>
DATE PREPARED <u>2-12-08</u>	rev. November 9, 1999

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	* STATE ASSIGNED ID	[1009]
	* STATE CODE	[23]
	* SHRP SECTION ID	[231009]

HIGHWAY RT. NO. (THIS COUNT) US RT. 1

MILEPOST NO. OR LOCATION (THIS COUNT) Nobleboro

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-07 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-07 ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ ] DAYS [x] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA x OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS: \_\_\_\_\_

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACHE SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT x

EQUIPMENT MAKE / MODEL # ecm (hestia) control

SENSOR TYPE Kistler piezo film

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS: \_\_\_\_\_  
 \_\_\_\_\_

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) \_\_\_\_\_  
 \_\_\_\_\_

COMMENTS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.**

NAME OF PREPARER <u>Joshua Schmitt</u>	PHONE # <u>(207) 624-3617</u>
DATE PREPARED <u>2-12-08</u>	rev. November 9, 1999

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	* STATE ASSIGNED ID	[1009]
	* STATE CODE	[23]
	* SHRP SECTION ID	[231009]

HIGHWAY RT. NO. (THIS SESSION) US RT 1

MILEPOST NO. OR LOCATION (THIS SESSION) Nobleboro

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-07 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-07 ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ ] DAYS [x] MONTHS

WEIGHT SCALE TYPE: PORT.WIM \_\_\_\_\_ PERM. WIM x OTHER \_\_\_\_\_

EQUIPMENT MAKE / MODEL # ECM HESTIA

SENSOR TYPE Kistler Piezo Film

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19 X 7-card FHWA 13 bin in cols. 22-23 \_\_\_\_\_  
 7-card 6 digit Truck Weight study \_\_\_\_\_ W-card \_\_\_\_\_ OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS: \_\_\_\_\_

NOTE: IF NOT PREVIOUSLY PROVIDED TO SHRP/LTPP, PLEASE ATTACH SHEET 6 DESCRIBING THE VEHICLE CLASSIFICATION CATEGORIES AND ALSO ATTACH SHEET 7 DESCRIBING HOW THE AGENCY WOULD CONVERT ITS CLASSIFICATION SCHEME TO THE FHWA 13 BIN SYSTEM.

METHODS OF CALIBRATION AND FREQUENCY: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

COMMENTS: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.**

NAME OF PREPARER <u>Joshua Schmitt</u>	PHONE # <u>(207) 624-3617</u>
DATE PREPARED <u>2-12-08</u>	rev. November 9, 1999

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>* STATE ASSIGNED ID [1009]</div> <div>* STATE CODE [23]</div> <div>* SHRP SECTION ID [231009]</div>
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SITE CALIBRATION INFORMATION

1.

\*DATE OF CALIBRATION (MONTH/DAY/YEAR)

[1-23-07]

2.

\*TYPE OF EQUIPMENT CALIBRATED

X

WIM

CLASSIFIER

BOTH

3.

\*REASON FOR CALIBRATION

X

REGULARLY SCHEDULED SITE VISIT

EQUIPMENT REPLACEMENT

DATA TRIGGERED SYSTEM REVISION

RESEARCH

TRAINING

NEW EQUIPMENT

INSTALLATION

OTHER (SPECIFY)

4.

\*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):

BARE ROUND PIEZO CERAMIC

CHANNELIZED ROUND PIEZO

CHANNELIZED FLAT PIEZO

OTHER (SPECIFY)

BARE FLAT PIEZO

LOAD CELLS

INDUCTANCE LOOPS

BENDING PLATES

X

QUARTZ PIEZO

CAPACITANCE PADS

5.

EQUIPMENT MANUFACTURER

ECM Controller / Kistler Sensors

WIM SYSTEM CALIBRATION SPECIFICS\*\*

6.\*\*

CALIBRATION TECHNIQUE USED:

TRAFFIC STREAM

STATIC SCALE (Y / N)

1

TEST TRUCKS

NUMBER OF TRUCKS COMPARED

1

NUMBER OF TEST TRUCKS USED

6

PASSES PER TRUCK

TRUCK

TYPE

SUSPENSION

1

10

1

2

3

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE)

7.

SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES

DYNAMIC AND STATIC DOUBLE AXLES

1400 lbs

STANDARD DEVIATION

STANDARD DEVIATION

STANDARD DEVIATION

+1.50%

8.

1

NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9.

DEFINE THE SPEED RANGES USED (MPH)

50-55 (Speed limit at site)

10.

CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

11.\*\*

IS AUTO-CALIBRATION USED AT THIS TIME? (Y / N)

N

IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

CLASSIFIER TEST SPECIFICS\*\*\*

12.\*\*\*

METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

VIDEO

X

MANUAL

PARALLEL CLASSIFIERS

13.

METHOD TO DETERMINE LENGTH OF COUNT

X

TIME

NUMBER OF TRUCKS

14.

MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

\*\*\* FHWA CLASS 9

\*\*\* FHWA CLASS 8

FHWA CLASS

FHWA CLASS

FHWA CLASS

FHWA CLASS

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT:

Joshua Schmitt

CONTACT INFORMATION:

Phone: (207) 624-3617 Email:josh.schmitt@maine.gov

rev. November 9, 1999

<div>SHEET 16</div> <div>LTPP MONITORED TRAFFIC DATA</div> <div>SITE CALIBRATION SUMMARY</div>	<div>* STATE ASSIGNED ID [1009]</div> <div>* STATE CODE [23]</div> <div>* SHRP SECTION ID [231009]</div>
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SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION (MONTH/DAY/YEAR) [12-13-07]
2. \*TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. \*REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC ☐ BARE FLAT PIEZO ☐ BENDING PLATES  
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELLS ☒ QUARTZ PIEZO  
☐ CHANNELIZED FLAT PIEZO ☐ INDUCTANCE LOOPS ☐ CAPACITANCE PADS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER ECM Controller / Kistler Sensors

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y / N) ☒ TEST TRUCKS  
  
☐ NUMBER OF TRUCKS COMPARED ☒ NUMBER OF TEST TRUCKS USED  
  

TYPE PER FHWA 13 BIN SYSTEM  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)

6

PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	10	1
2		
3		
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
MEAN DIFFERENCE BETWEEN ---  
DYNAMIC AND STATIC GVW +2.54% STANDARD DEVIATION 2.26%  
DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
8. ☒ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50-55 (Speed limit at site)
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS TIME? (Y / N) ☒ N  
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\*METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT ☒ TIME ☐ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
\*\*\* FHWA CLASS 8 \_\_\_\_\_ FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
FHWA CLASS \_\_\_\_\_  
  
\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: <u>Joshua Schmitt</u>
CONTACT INFORMATION: <u>Phone: (207) 624-3617 Email:josh.schmitt@maine.gov</u>
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