

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[] [] [] []
	*STATE CODE	[84]
	*SHRP SECTION ID	[1684]

1. ANNUAL TRAFFIC ESTIMATES

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTPP LANE	*ESTIMATED TOTAL TRUCKS AADT LTPP LANE	*ESTIMATED ESAL=S/YR LTPP LANE (1000'S)
2001	11439	1487	5682	769	421

2. METHOD FOR ESTIMATING TOTAL VEHICLE AADT (TWO-WAY)

- ☒ Growth factored last year=s estimate. (6)
☐ Estimated based on volume counts at nearby locations. (3)
☐ Used computerized network analyses. (4)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Average multiple counts taken this year at the LTPP site. (2)
☐ Average and factored multiple count taken this year at the LTPP site. (5)
☐ Used flow maps. (7)
☐ Other: (8) _____

3. METHOD FOR ESTIMATING TOTAL TRUCK AADT (TWO-WAY)

- ☐ Used system averages from counts taken this year. (6)
☐ Used count data from nearby sites. (3)
☐ Used count data from previous years at the LTPP site. (7)
☒ Used system averages from previous years. (8)
☐ Used computerized network analyses. (4)
☐ Used a single count taken this year at the LTPP site. (5)
☐ Factored a single count taken this year at the LTPP site. (1)
☐ Averaged multiple counts taken this year at the LTPP site. (2)
☐ Other: (9) _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane count data. (1)
☒ Other: (3) G.F.

*5. METHOD FOR ESTIMATING TOTAL TRUCKS, LTPP LANE, AADT

- ☐ System distribution factors. (2)
☐ Based on actual lane data count. (1)
☒ Other: (3) G.F.

*6. METHOD FOR ESTIMATING ESAL/YEAR IN LTPP LANE

- ☒ ESAL/Truck factor (1)
☐ ESAL/Vehicle class. (2) (No. of classes)
☐ ESAL/Axle(3) Sing. _____ Tand. _____ Tri. _____
☐ Other: (4) _____

7. ESAL ESTIMATES - SOURCE OF DATA

- ☐ Weight data collected at LTPP site prior years. (2)
☐ Weight data from system averages this year. (3)
☒ Weight data from system averages prior years. (4)
☐ Weight data from historic W-4 Tables used. (5)
☐ Other: (6) _____

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
☐ Static scale used for enforcement. (2)
☒ Static scale not used for enforcement. (3)
☐ Other: (4) _____

NAME OF PREPARER ABID IKRAM
 DATE PREPARED MAR 25/09

PHONE# _____

SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 4]
	*SHRP SECTION ID	[1 6 8 4]

HIGHWAY RT. NO. (THIS COUNT) 7 MILEPOST NO. (THIS COUNT) _____

LOCATION (THIS COUNT) Control section 98, 0.9 mi. south of Nevers Rd. Underpass.

FILENAME V841684.HTB DISK ID SHRP\TRAFFIC\DOT\SHRP.zip

BEGINNING DATE 06/30/2001 BEGINNING TIME _____

ENDING DATE 12/31/2001 ENDING TIME _____

TYPE OF COUNT: TWO-WAY ☒ ONE-WAY _____ LTPP LANE _____

COUNT DURATION 185 [] HOURS ☒ DAYS [] MONTHS

TYPE OF SENSOR: _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM ☒ LOOPS _____ OTHER _____

EQUIPMENT MANUFACTURER/MODEL # IRD/540

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 37.3%
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE Yearly Statistics Summary (2000)

COMMENTS: see Sheet 12 for the 4-bin classification data that corresponds to the volume file above.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>George D. Thompson</u>	PHONE# <u>(506) 453-2754</u>
DATE PREPARED <u>April, 2002</u>	rev. November 9, 1999

SHEET 12
TRAFFIC DATA
COLLECTION SITE

STATE ASSIGNED ID 007
STATE CODE 84
SHRP SECTION ID 1684
EFFECTIVE DATE 23/01/01

HIGHWAY RT. NO. 7 MILEPOST NO. N/A

LOCATION Control section 98, 0.9 miles south of Nevers Rd Underpass

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER ☐ #BINS ☐

TYPE OF CLASSIFICATION EQUIPMENT: PORTABLE ☒ PERMANENT ☐

AVC EQUIPMENT MAKE / MODEL NO. IRD Portable WIM Model 1070

SENSOR TYPE Piezoelectric Road Sensors & Loops

WEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM ☐ OTHER ☐

EQUIPMENT MAKE / MODEL NO. IRD Portable WIM Model 1070

SENSOR TYPE Piezoelectric Road Sensors & Loops

METHOD OF CALIBRATION: Using a control vehicle with known weights & dimensions

FREQUENCY OF CALIBRATION: one per 96 hour continuous count

COMMENTS: A portable WIM was set up to collect data for a
96 hour continuous time period from Wednesday to Sunday.
Wednesday to Friday represented the weekday data, Friday
to Sunday represented the weekend data.

NAME OF PREPARER George Thompson
DATE PREPARED January, 2001

PHONE NO. (506) 453-2754

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 4]
	*SHRP SECTION ID	[1 6 8 4]

HIGHWAY RT. NO. (THIS COUNT) 7

MILEPOST NO. OR LOCATION (THIS COUNT) Control section 98,0.9 mi. South of Nexas Rd. Underpass

FILENAME 010109R.TXT to 010630R.TXT DISK ID BIN NBDDT

BEGINNING DATE Jan. 1, 2001 BEGINNING TIME 00:00

ENDING DATE June 30, 2001 ENDING TIME 23:00

COUNT DURATION 6 [] HOURS [] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA _____ OTHER ☒

NAME OF AGENCY CLASSIFICATION SCHEME: Length Based NO. OF BINS 4

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.

TYPE OF AVC EQUIPMENT: PORTABLE _____ PERMANENT ☒

EQUIPMENT MAKE/MODEL# TRD / 540

SENSOR TYPE Loops

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>George D. Thompson</u>	PHONE <u>(506) 453-2754</u>
DATE PREPARED <u>October, 2001</u>	revised November 11, 1999

<p align="center">SHEET 12</p> <p align="center">LTPP TRAFFIC DATA</p> <p align="center">CLASSIFICATION DATA</p> <p align="center">TRANSMITTAL FORM</p>	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 4]
	*SHRP SECTION ID	[1 6 8 4]

MILEPOST NO. OR LOCATION (THIS COUNT) Control section 98, 0.9 miles south of Nevers Rd Underpa.

NAME OF PREPARER George D Thompson PHONE (506) 453-2754
DATE PREPARED October, 2001 revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[_ _ _ _]
	*STATE CODE	[8 4]
	*SHRP SECTION ID	[1 6 8 4]

HIGHWAY RT. NO. (THIS SESSION) 7

MILEPOST NO. OR LOCATION (THIS SESSION) Control section 98, 0.9 mi. south of Nevers Road Underpass

FILENAME W841684.hjb DISK ID WIM NBDOT

BEGINNING DATE June 20, 2001 BEGINNING TIME 13:00

ENDING DATE June 24, 2001 ENDING TIME 13:00

COUNT DURATION 96 ☒ HOURS ☐ DAYS ☐ MONTHS

WEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM ☐ OTHER ☐

EQUIPMENT MAKE/MODEL# TRD/Model 1070

SENSOR TYPE Piezoelectric Road Sensors

VEHICLE CLASSIFICATION METHOD:

7-card FHWA 13 bin in cols. 18-19 ☐ 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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Using a control vehicle with known weights and dimensions. Frequency is once per 96 hour continuous count.

COMMENTS Wednesday, June 20, 13:00 to Friday, June 22, 13:00 is considered to be a weekday sample. Friday, June 22, 13:00 to Sunday, June 24, 13:00 is considered to be a weekend sample

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>George D Thompson</u>	PHONE <u>(506) 453-2754</u>
DATE PREPARED <u>October, 2001</u>	revised February 21, 2000

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0007]
*STATE CODE [84]
*SHRP SECTION ID [1624]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [06/20/2001]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
3. * REASON FOR CALIBRATION
☐ REGULARLY SCHEDULED SITE VISIT ☒ RESEARCH ENTERED JUN 09 2003
☐ 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) 2.121 BL WIM SENSORS TAPED TO ROADWAY
5. EQUIPMENT MANUFACTURER I.R.D.

WIM SYSTEM CALIBRATION SPECIFICS**

**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)

☒ 20 PASSES PER TRUCK
TRUCK TYPESUSPENSION

TRUCK	TYPE	SUSPENSION
1	Tractor	air
2	Tractor	Spring
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)

MEAN DIFFERENCE BETWEEN ---

DYNAMIC AND STATIC GVW

DYNAMIC AND STATIC SINGLE AXLES ^{-5.7} -7.0 5.2% STANDARD DEVIATION 1193 2.8

DYNAMIC AND STATIC DOUBLE AXLES ^{-7.0} -7.0 5.6% STANDARD DEVIATION 164 14.6

DYNAMIC AND STATIC DOUBLE AXLES ^{-7.0} -7.0 4.7% STANDARD DEVIATION 552 3.1

SEER Drive TRANS 15.8 563

8. ☒ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) ^{68MPH} 110 KPH

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

11.** IS AUTO-CALIBRATION USED AT THIS SITE? (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 0 FHWA CLASS 13 0

*** FHWA CLASS 8 0 FHWA CLASS 10 0

FHWA CLASS 0 0

FHWA CLASS 0 0

*** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: Rickey M. Crandall R.E.T

CONTACT INFORMATION: _____ rev. November 9, 1999