

ENTERED MAR 25 2009

| | | |
|--|--------------------|-----------------|
| <p align="center">SHEET 10 LTPP TRAFFIC DATA</p> <p align="center">TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT</p> | *STATE ASSIGNED ID | [] [] [] [] |
| | *STATE CODE | [84] |
| | *SHRP SECTION ID | [16] [84] |

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) |
|-------------|--|---|--|---|--|
| <u>2002</u> | <u>11668</u> | <u>1517</u> | <u>5796</u> | <u>784</u> | <u>429</u> |

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# _____

rev. March 12, 2001

| | | |
|--|--------------------|-------|
| SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | _____ |
| | *STATE CODE | 184 |
| | *SHRP SECTION ID | 1684 |

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

LOCATION (THIS COUNT) C.S. 98, 0.9 mile South of Newers Road Unbrpss

FILENAME V841684.CIC DISK ID SHRP\TRAFNB.DOT

BEGINNING DATE January 1, 2002 BEGINNING TIME 01:00

ENDING DATE June 30, 2002 ENDING TIME 24:00

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

COUNT DURATION 181 [] HOURS [4] DAYS [] MONTHS

TYPE OF SENSOR: _____ ROAD TUBES _____ PIEZO CABLE

_____ PIEZO FILM LOOPS OTHER _____

EQUIPMENT MANUFACTURER/MODEL # IRD 540 SCANNED

AXLE CORRECTION FACTOR _____ STANDARD DEV. OF FACTOR _____ 7109

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 43.3% (Lane #1)
(WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE _____

COMMENTS: See sheet 12 for the 4 bin classification data corresponding to the volume file above.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

| | |
|-----------------------------------|----------------------------|
| NAME OF PREPARER <u>Ed Derrin</u> | PHONE# <u>566-453-5768</u> |
| DATE PREPARED <u>Dec 4/02</u> | rev. November 9, 1999 |

| | | |
|--|--------------------|-----------------|
| SHEET 11 LTPP TRAFFIC DATA VOLUME DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [] [] [] [] |
| | *STATE CODE | [84] |
| | *SHRP SECTION ID | SHRP [1684] |

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

LOCATION (THIS COUNT) C.S. 98 ; 0.9 MILE SOUTH of NEVERS ROAD UNDERPASS

FILENAME V841684.IIC DISK ID SHRP \ TRAF NBDOT

BEGINNING DATE July 1, 2002 BEGINNING TIME 0:00

ENDING DATE December 31, 2002 ENDING TIME 24:00

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

COUNT DURATION 184 [] HOURS [40] 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 43.3 % (LANE #1)
 (WHEN NOT AVAILABLE FROM ACTUAL COUNT DATA)

SOURCE OF LTPP LANE DISTRIBUTION FACTOR ESTIMATE Yerry STAT. Summary 2001

COMMENTS: SEE SHEET 12 for 4 BIN CLASSIFICATION DATA
Corresponding to VOLUME FILE ABOVE.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

| | |
|------------------------------------|----------------------------|
| NAME OF PREPARER <u>ED DERRAH</u> | PHONE# <u>506-453-5768</u> |
| DATE PREPARED <u>JUNE 11, 2003</u> | rev. November 9, 1999 |

| | | |
|--|--------------------|-------------|
| SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | _____ |
| | *STATE CODE | <u>84</u> |
| | *SHRP SECTION ID | <u>1684</u> |

HIGHWAY RT. NO. (THIS COUNT) 7

MILEPOST NO. OR LOCATION (THIS COUNT) C.S. 98; 0.9 miles south of Newers Run
Underpass

FILENAME 020103R415 → 020630ed415 DISK ID SHRP/BIN NB DOT/Oromoc

BEGINNING DATE January 1, 2002 BEGINNING TIME 0:00

ENDING DATE June 30, 2002 ENDING TIME 24:00

COUNT DURATION 181 [] HOURS [4] 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# IRA 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>Ed Derrah</u> | PHONE <u>506-453-5781</u> |
| DATE PREPARED <u>Nov 29/02</u> | revised November 11, 1999 |

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

Classification from WIM

HIGHWAY RT. NO. (THIS COUNT) 7

MILEPOST NO. OR LOCATION (THIS COUNT) Control section 9B, 2.9 miles south of Newry Rd. Underpass

FILENAME C.8416.84.gsc DISK ID SHRP\WIMNEDOT\ORANGE10

BEGINNING DATE May 29, 2002 BEGINNING TIME 13:00

ENDING DATE June 1, 2002 ENDING TIME 13:00

COUNT DURATION 26 [X] HOURS [] DAYS [] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER ☐

NAME OF AGENCY CLASSIFICATION SCHEME: FHWA modified-PEI NO. OF BINS 13

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/Model 1070

SENSOR TYPE Piezoelectric Road Sensors/Loops

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES BY CLASSIFICATION:

GENERAL FACTORS: _____

CLASS SPECIFIC FACTORS (PROVIDE BY CLASS OF CLASS GROUPS) _____

COMMENTS The FHWA scheme for the portable WIM is different from the classification scheme for total volumes. The classification scheme for the permanent volume equipment is 4 length bins

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>Dec. 4/2002</u> | revised November 11, 1999 |

| | | |
|--|--------------------|--------|
| SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [] |
| | *STATE CODE | [84] |
| | *SHRP SECTION ID | [1684] |

HIGHWAY RT. NO. (THIS SESSION) 7

MILEPOST NO. OR LOCATION (THIS SESSION) Control Section 25.0 miles south of Newes Rd. U.S. 101

FILENAME W841684.gsc DISK ID SHRP\WIMNBD\1\OROMD\10

BEGINNING DATE May 29, 2002 BEGINNING TIME 13:00

ENDING DATE June 2, 2002 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, May 29, 13:00 to Friday, May 31, 13:00 is considered to be a weekday sample. Friday, May 31, 13:00 to Sunday, June 2, 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>Dec. 4/2002</u> | revised February 21, 2000 |

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0007]
*STATE CODE [84]
*SHRP SECTION ID [1684]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [05/25/2002]
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 - 12' B.L. WIM SENSORS TAPED TO ROADWAY
5. EQUIPMENT MANUFACTURER INTERNATIONAL ROAD DYNAMICS

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
☐ PASSES PER TRUCK
TRUCK TYPESUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
1 Tractor AIR
2 Trailer Spring
3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN ---
DYNAMIC AND STATIC GVW 4.3 4.3
DYNAMIC AND STATIC SINGLE AXLES -0.9 0.9
DYNAMIC AND STATIC DOUBLE AXLES -4.7 4.7
Trailer 5.3
STANDARD DEVIATION 271.5 2.0
STANDARD DEVIATION 166.5 3.5
STANDARD DEVIATION 590.2 2.8
285.6
8. ☐ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (KPH) 109
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 _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: Rickey M. Granda C.E.T.

CONTACT INFORMATION: _____ rev. November 9, 1999