

line). A common source of these low frequency components are centrifugal forces around curves. The filtered data (red line) are visually inspected and compared to the original, unfiltered data to ensure proper performance of the filter.

4. The area under the red acceleration curve represents the relative pavement roughness and is calculated by multiplying the distance traversed by the vertical accelerometer value.

5. Each acceleration value is then grouped into a 0.1 mile segment and the total area under the curve per foot and percent above each standard deviation is summarized for each 1/10th of a mile segment.

4. The CCMPO Linear Referencing System

The traffic elements that were captured during mapping including intersection control, speed limits school zones limits, number of lanes, median type, bike lanes and construction areas are shown in the following figures. Other elements that were coded in GIS using data provided by the MPO included: jurisdictional boundaries, model area type, and model facility type. This information was used to determine the segment lengths and theoretical travel times, and to provide better insight into the resulting travel time runs and improvement recommendations.

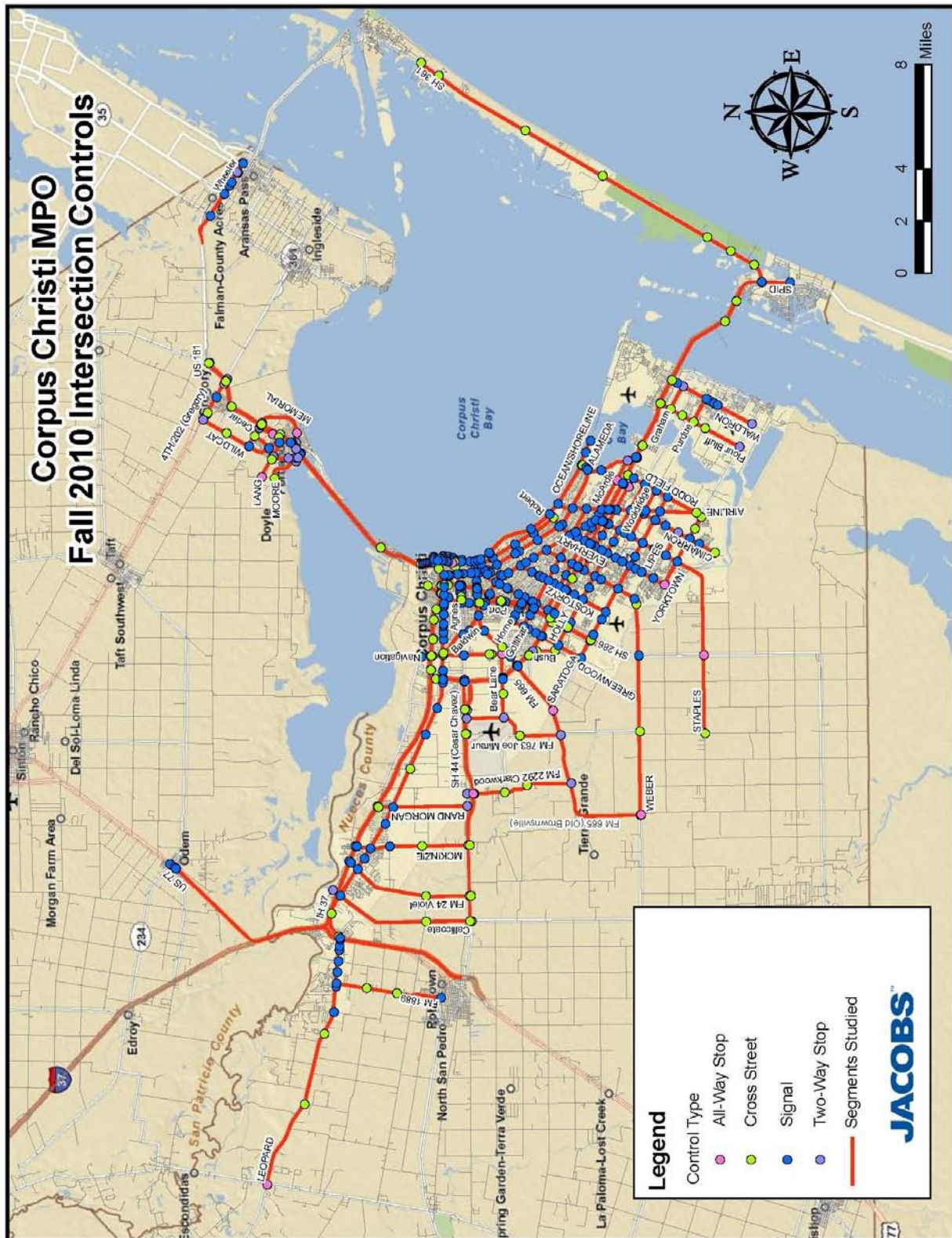


Figure 2 – Intersections Controls

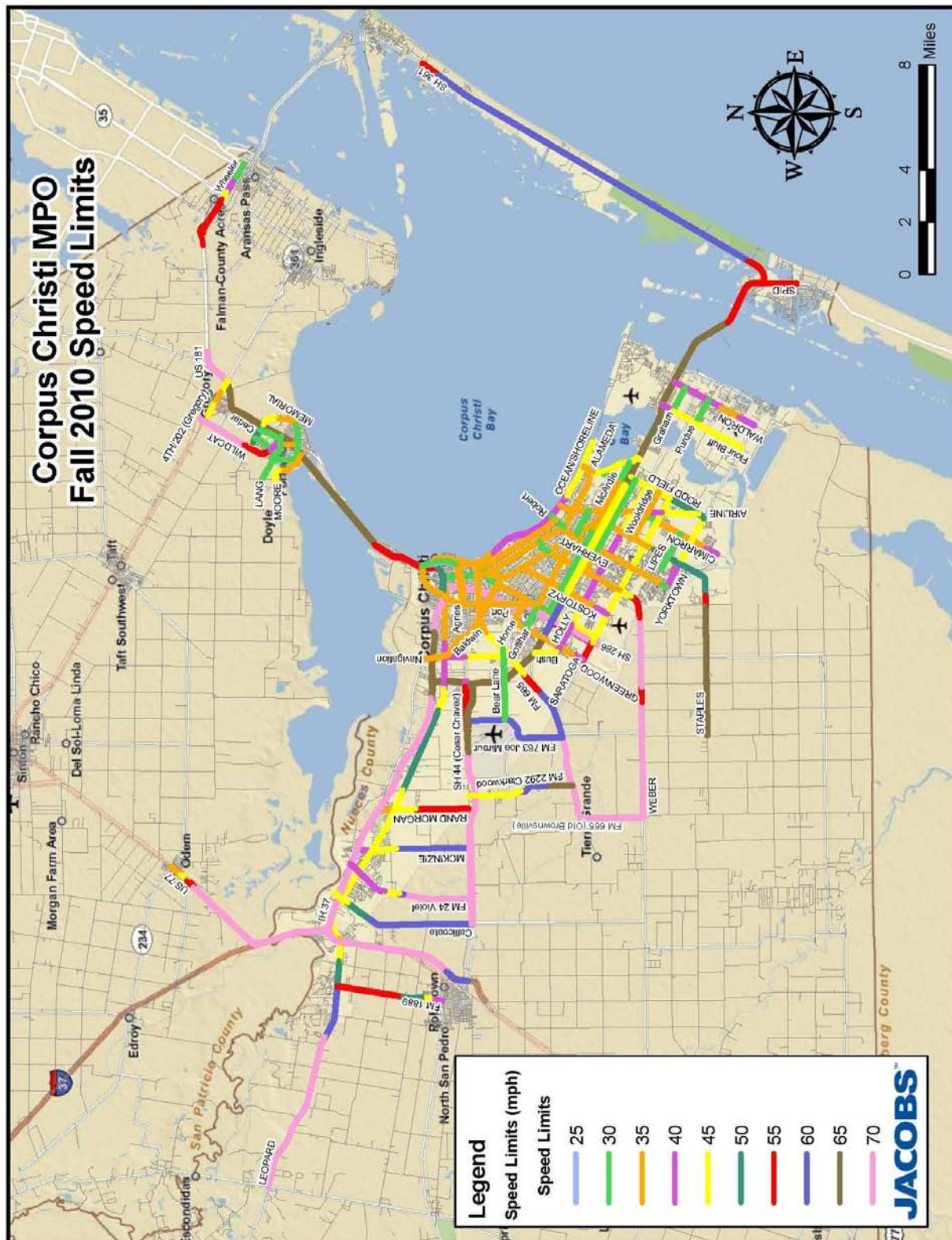


Figure 3 – Posted Speed Limits

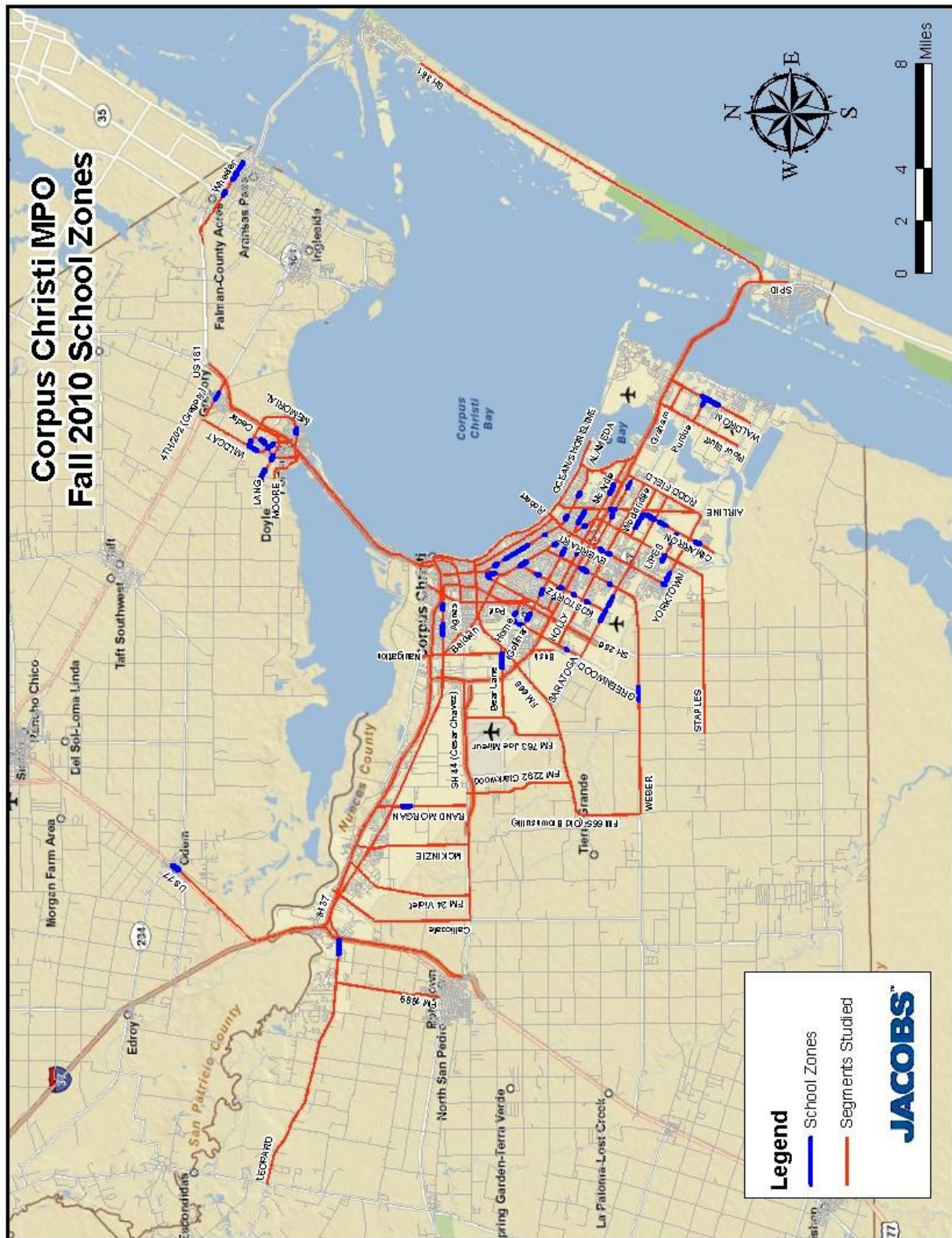


Figure 4 – School Zones

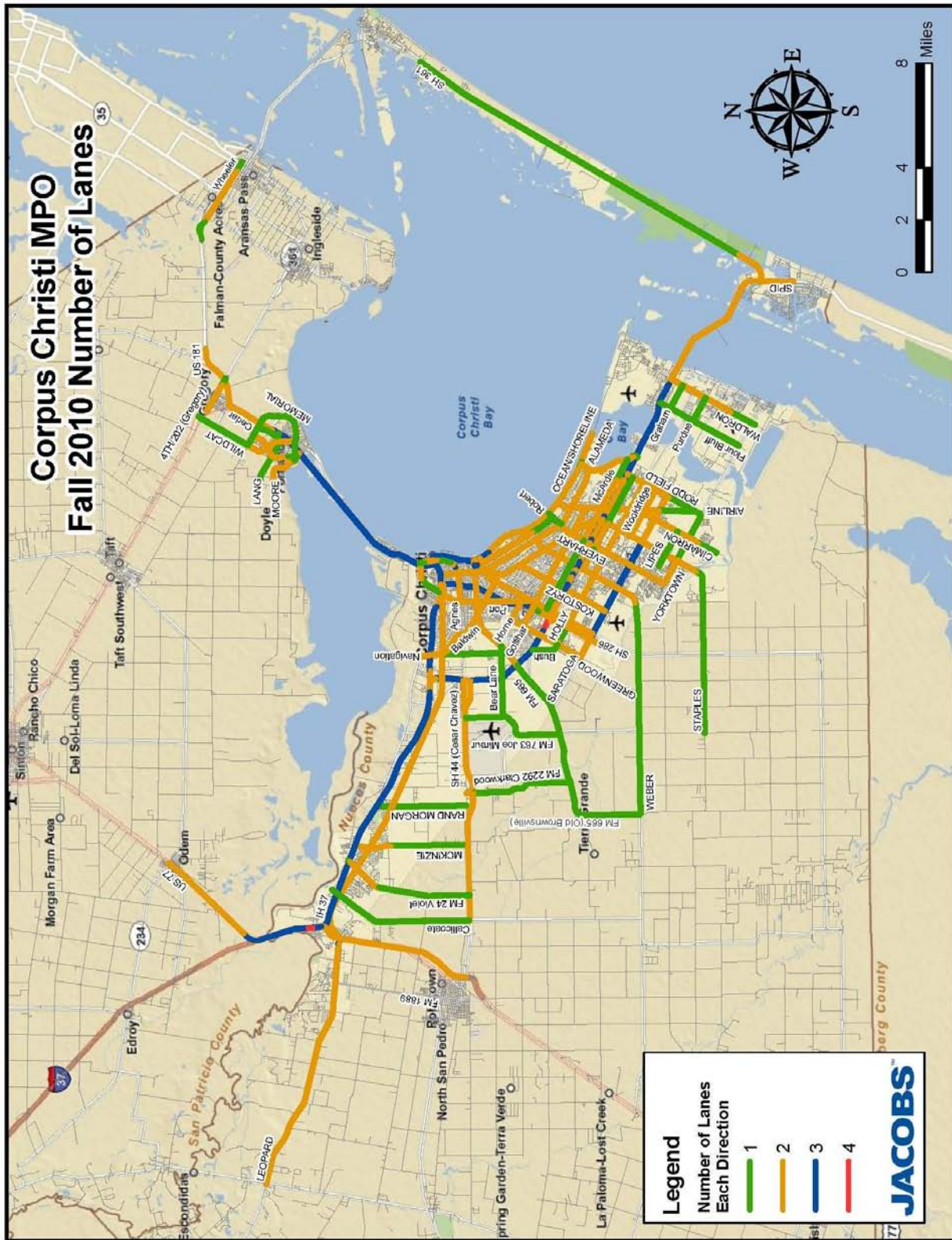


Figure 5 – Number of Lanes

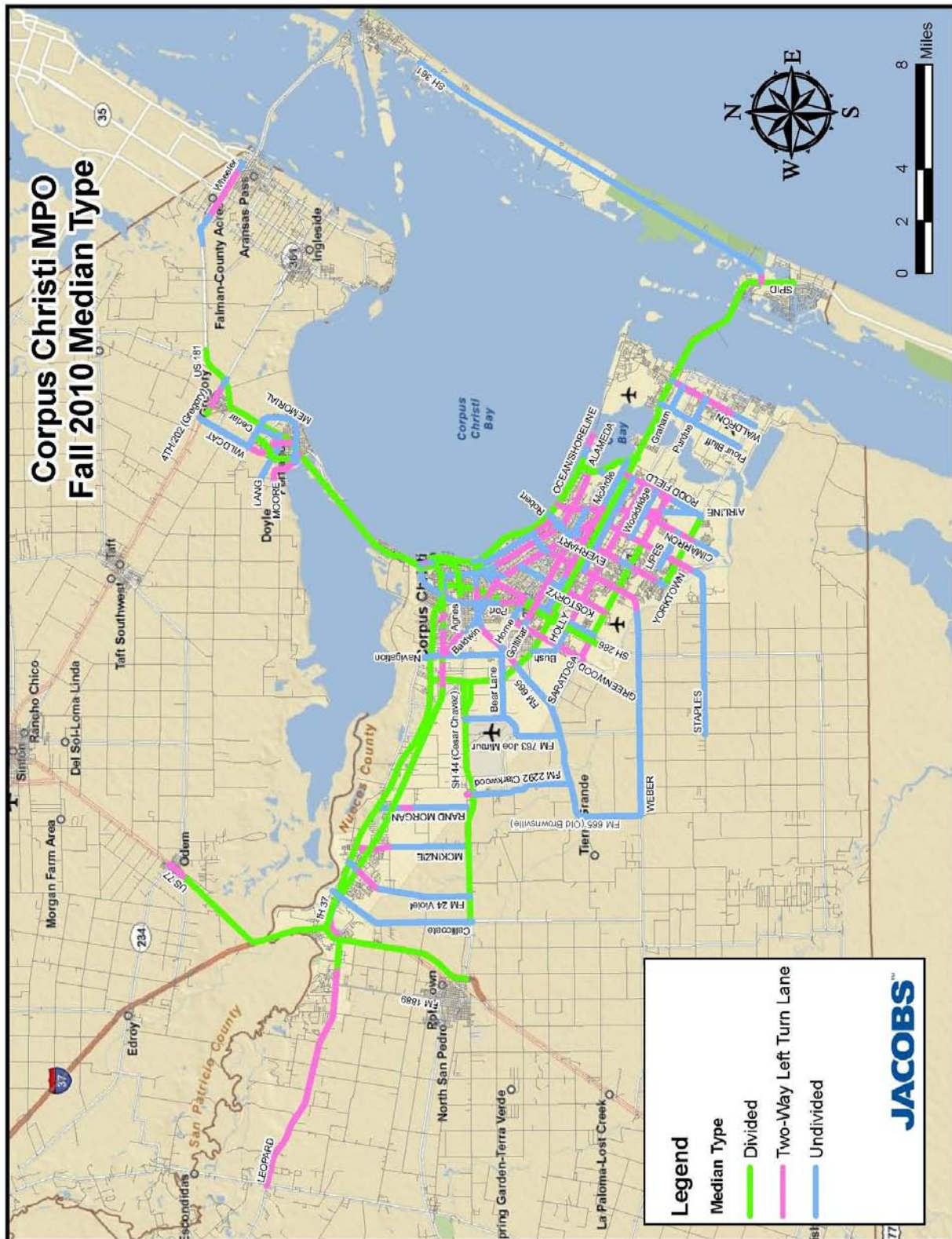


Figure 6 – Median Type

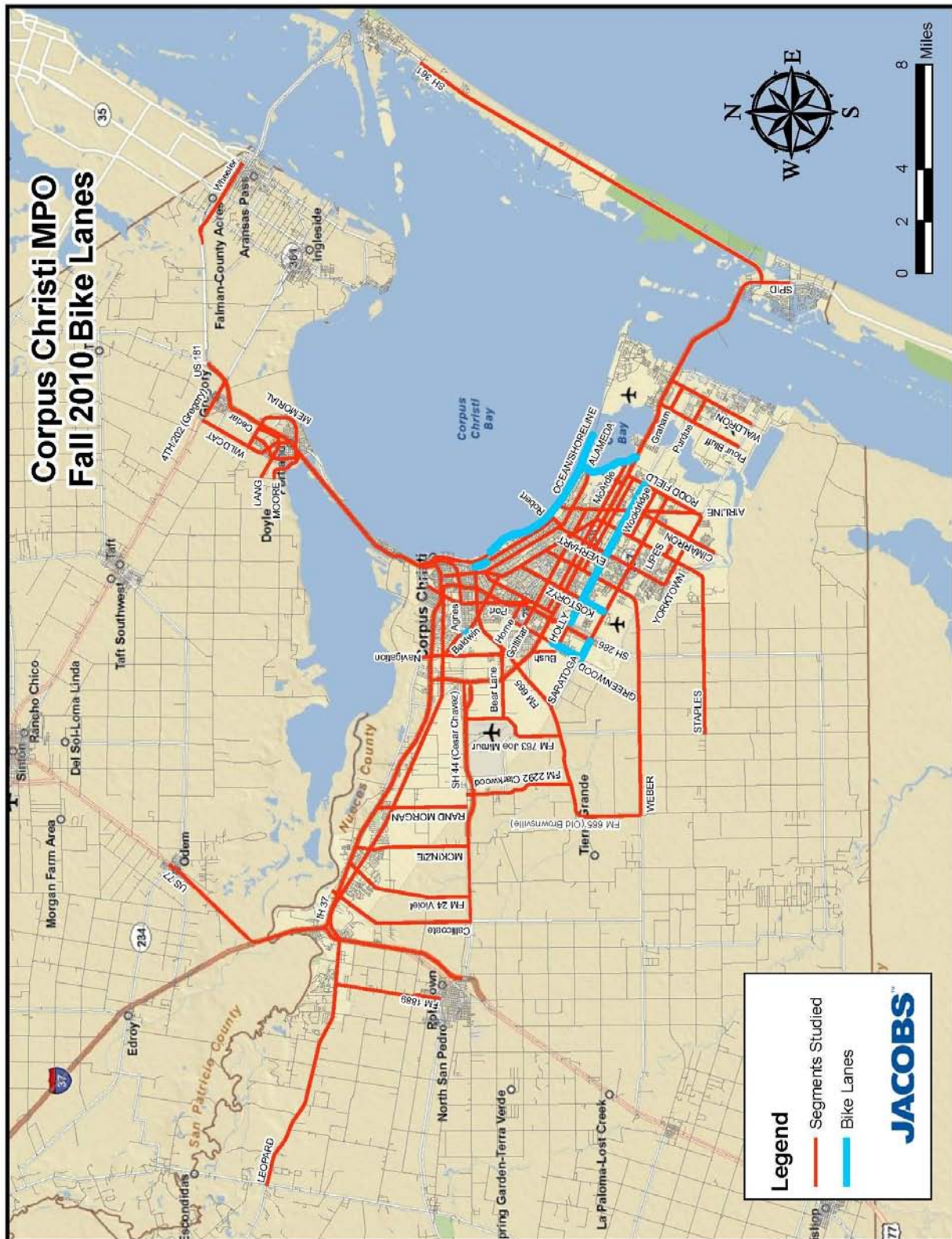


Figure 7 – Bike Lanes

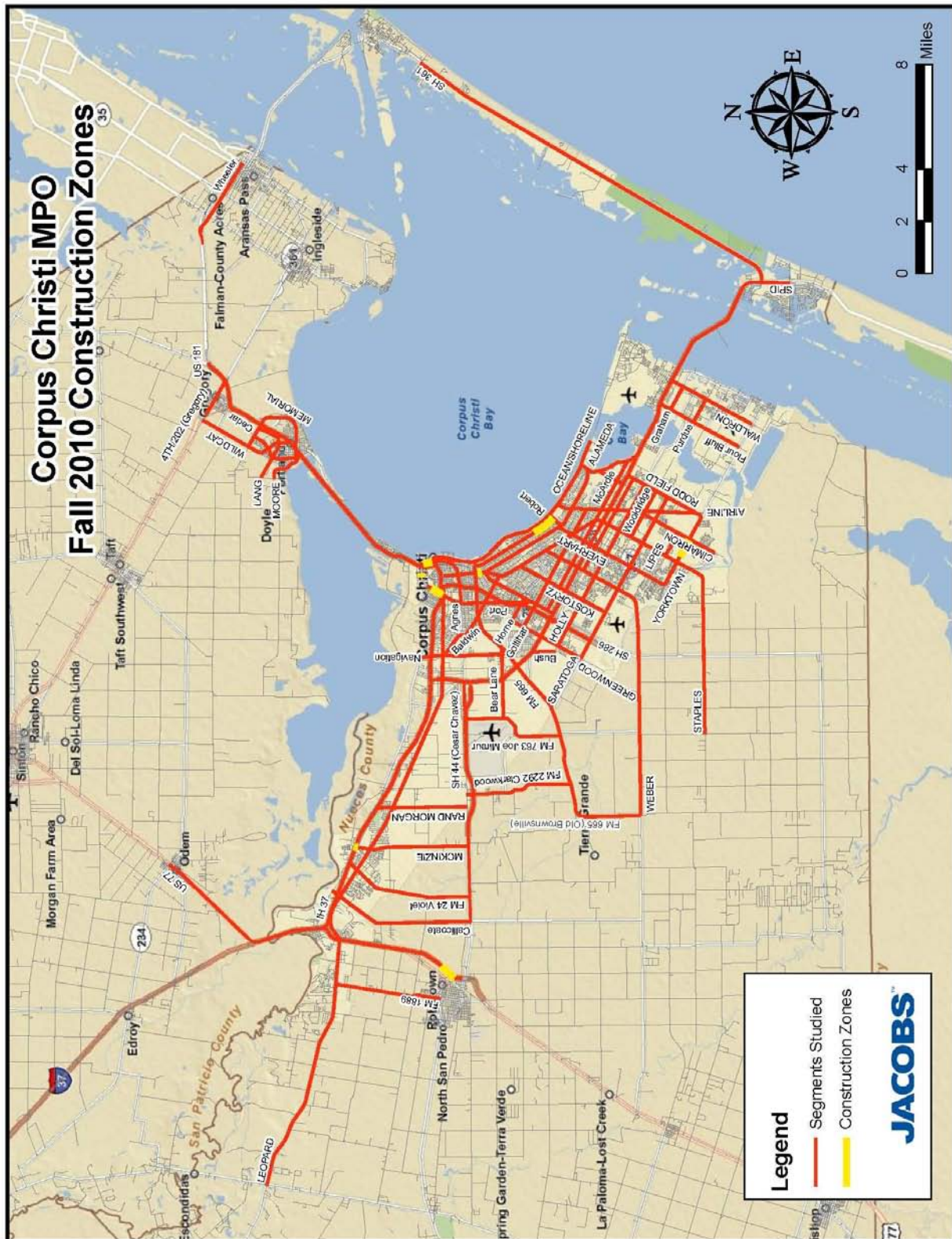


Figure 8 – Construction Zones

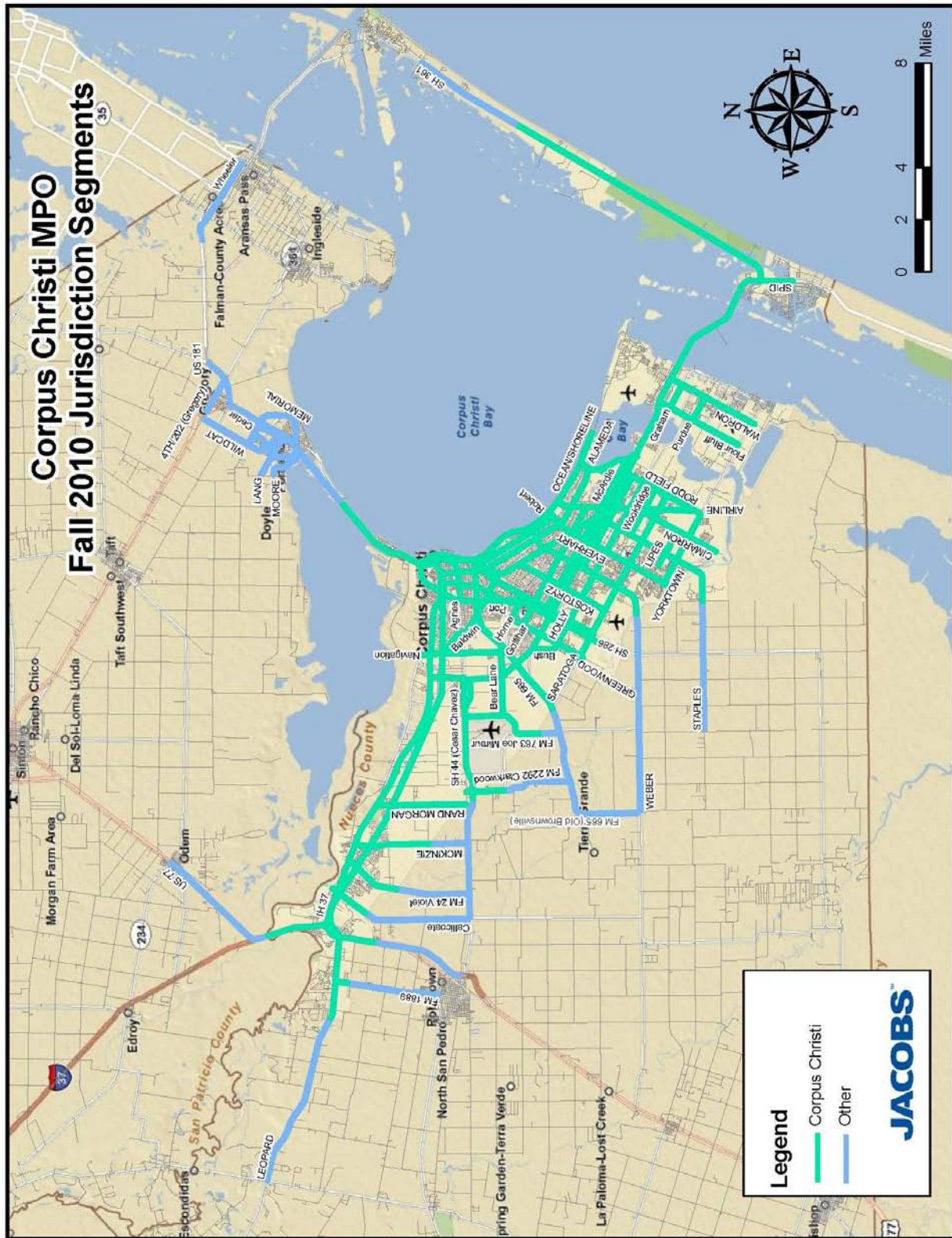


Figure 9 – Jurisdictions

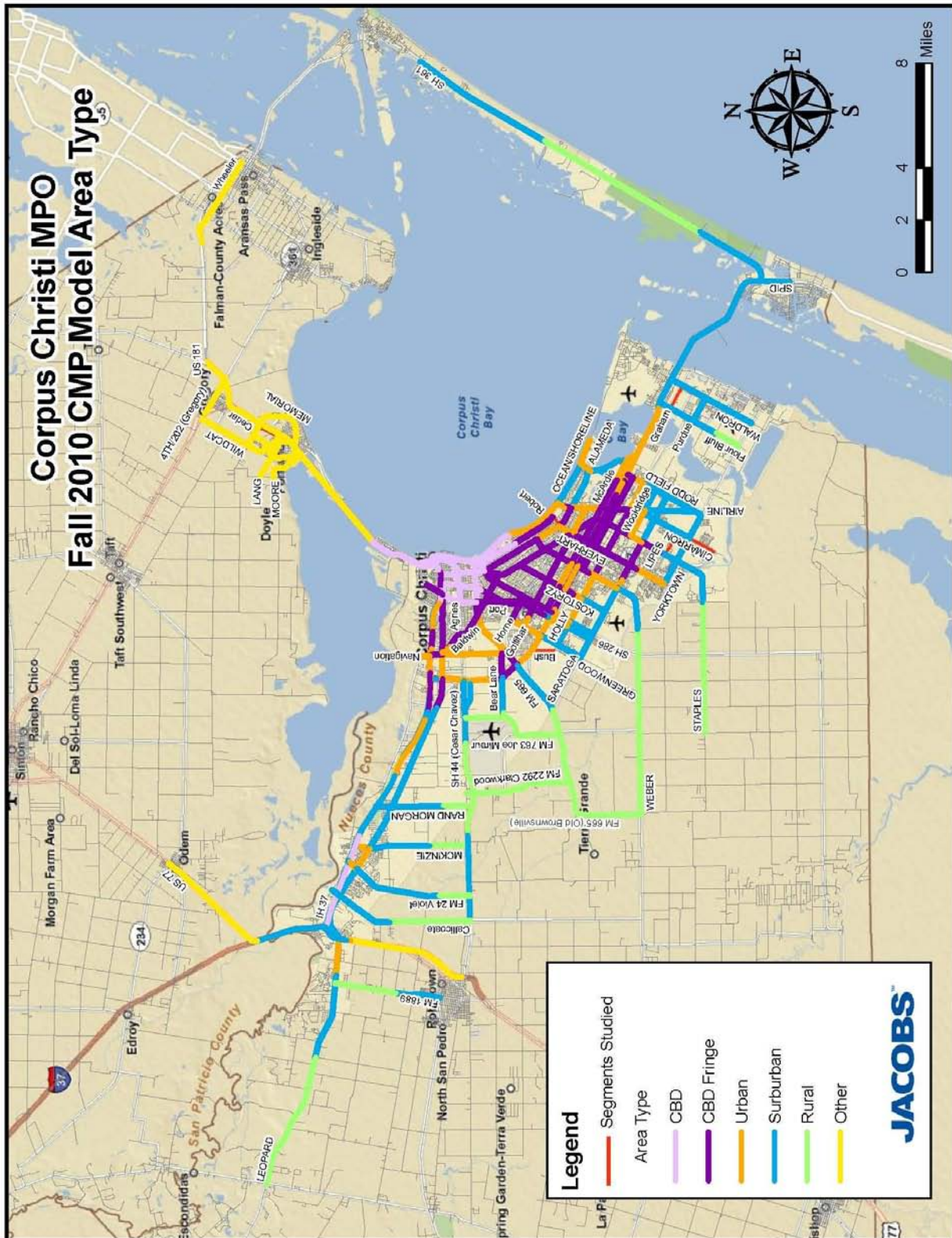


Figure 10 – Model Area Type

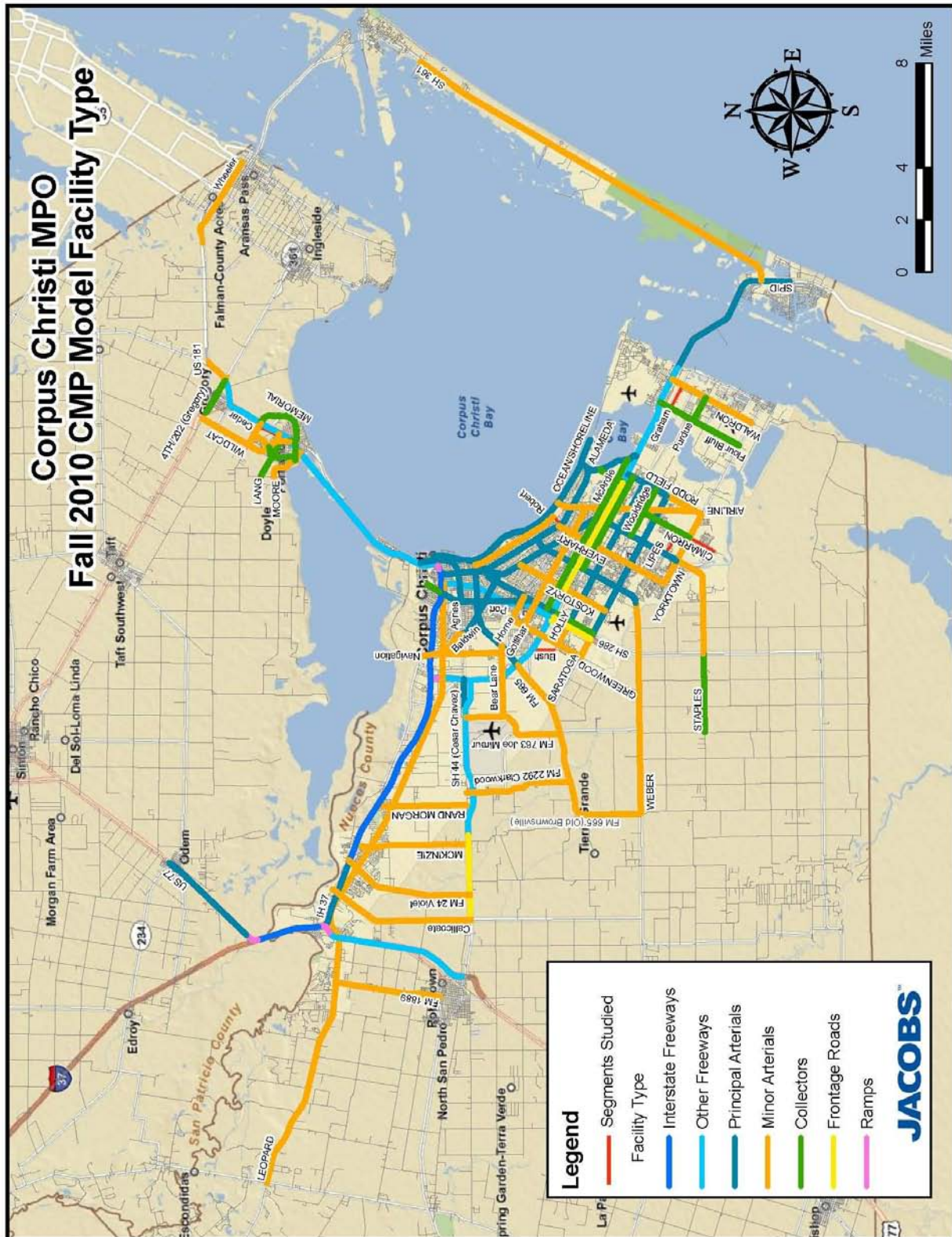


Figure 11 – Model Facility Type