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|---|--|--------------------|---|-------------|-------|------------------|-----------|
| SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">*STATE ASSIGNED ID</td> <td style="width: 30%; text-align: right;">[0 4 4 1] SB</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[2 9]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[0 9 0 0]</td> </tr> </table> | *STATE ASSIGNED ID | [0 4 4 1] SB | *STATE CODE | [2 9] | *SHRP SECTION ID | [0 9 0 0] |
| *STATE ASSIGNED ID | [0 4 4 1] SB | | | | | | |
| *STATE CODE | [2 9] | | | | | | |
| *SHRP SECTION ID | [0 9 0 0] | | | | | | |

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) |
|-------|--|---|--|---|---|
| 2009 | 9135 | 1034 | 3944 | 437 | 223 |

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)
- ☐ Averaged multiple counts taken this year at the LTPP site. (2)
- ☐ Averaged 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)

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

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

*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)

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|------------------------------------|-------------------------------|
| NAME OF PREPARER <u>MB Anthony</u> | PHONE # <u>(573) 757-3702</u> |
| DATE PREPARED <u>05/27/10</u> | rev. March 12, 2001 |

| | | |
|--|--------------------|--------|
| SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [0441] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [0900] |

HIGHWAY RT. NO. (THIS COUNT) US 65

MILEPOST NO. OR LOCATION (THIS COUNT) 3.0 miles N/O RTS #444

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2009 BEGINNING TIME _____

ENDING DATE 12/31/2009 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS [X] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA _____ OTHER MOBOT

NAME OF AGENCY CLASSIFICATION SCHEME: FB Class NO. OF BINS 15

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#

IRD 1067

SENSOR TYPE piezo cable, loop

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 SUBMITTAL.

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|------------------------------------|----------------------------|
| NAME OF PREPARER <u>MB Anthony</u> | PHONE <u>(573) 51-3702</u> |
| DATE PREPARED <u>05/27/10</u> | revised November 11, 1999 |

| | | |
|--|--------------------|--------|
| SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [0441] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [0900] |

HIGHWAY RT. NO. (THIS SESSION) US 65

MILEPOST NO. OR LOCATION (THIS SESSION) 3.0 miles N/O RTS. H44#

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2009 BEGINNING TIME _____

ENDING DATE 12/31/2009 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS [☒] MONTHS

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

EQUIPMENT MAKE/MODEL# IRP 1067

SENSOR TYPE piezo cable, loop

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: F 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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: Test Truck Only, performed annually or as needed.

COMMENTS

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

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| NAME OF PREPARER <u>MB Anthony</u> | PHONE <u>(573) 777-3702</u> |
| DATE PREPARED <u>05/27/10</u> | revised February 21, 2000 |

ENTERED MAY 26 2009

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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID (0441) *STATE CODE (09) *SHRP SECTION ID (0900) |
|---|--|

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) (01/25/2009)
2. * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☒ BOTH count
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 ☒ INDUCTIVE COILS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD 1067

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 TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1
SUSPENSION 1 - AIR 2 - LEAF SPRING 2
3 - OTHER (DESCRIBE) 3
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --
DYNAMIC AND STATIC GVW STANDARD DEVIATION
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)
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/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: Danla Fochan
CONTACT INFORMATION: 573-751-2842 rev. November 9, 1999

ENTERED JUN 28 2011

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| <p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p> | *STATE ASSIGNED ID | [0441] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [0900] |

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/07/2009]
- * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ☒ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
 ___ EQUIPMENT REPLACEMENT
 ___ DATA TRIGGERED SYSTEM REVISION
 ___ OTHER (SPECIFY) _____
 ___ RESEARCH
 ___ TRAINING
 ___ NEW EQUIPMENT INSTALLATION
- * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
 ___ BARE ROUND PIEZO CERAMIC ☒ BARE FLAT PIEZO
 ___ CHANNELIZED ROUND PIEZO ___ LOAD CELLS
 ___ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS
 ___ OTHER (SPECIFY) _____
 ___ BENDING PLATES
 ___ QUARTZ PIEZO
 ___ CAPACITANCE PADS
- EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
 ___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) 1 TEST TRUCKS
 ___ NUMBER OF TRUCKS COMPARED ___ NUMBER OF TEST TRUCKS USED
 ___ PASSES PER TRUCK
 TYPE PER FHWA 13 BIN SYSTEM
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING
 3 - OTHER (DESCRIBE)

| TRUCK | TYPE | SUSPENSION |
|-------|----------|------------|
| 1 | <u>9</u> | <u>2</u> |
| 2 | ___ | ___ |
| 3 | ___ | ___ |

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 10 STANDARD DEVIATION 1.03
 DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 0
 DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 1.03
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50 55 60
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Avg 0.71 Sens 1 0.7496
 2 0.6738
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: adjusted by convergence

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
 ___ VIDEO ☒ MANUAL ___ PARALLEL CLASSIFIERS

13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME

10 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ____ 0

FHWA CLASS ____

*** FHWA CLASS 8 ____ 0

FHWA CLASS ____

FHWA CLASS ____

FHWA CLASS ____

*** PERCENT "UNCLASSIFIED" VEHICLES: ____ . 0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999