

ENTERED APR 09 2009

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID	[0930] e b
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

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)
2008	26903	10609	9307	3012	1539

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: (3)

Other: (9)

4. METHOD FOR ESTIMATING TOTAL VEHICLES LTPP LANE AADT

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

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

- ☐ System distribution factors. (2)
- ☒ Based on actual lane data count. (1) from previous yr.
- ☐ 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)

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)

NAME OF PREPARER Wanda Fiocher PHONE# 573 251 2842

DATE PREPARED 2/23/09 rev. March 12, 2001

ENTERED MAY 2 8 2008

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<p align="center"><b>SHEET 16</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE CALIBRATION SUMMARY</b></p>	*STATE ASSIGNED ID	[ ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 1210 ]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [01/09/2008]
- \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- \* REASON FOR CALIBRATION  
☐ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☒ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* 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) \_\_\_\_\_
- EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* 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  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE) \_\_\_\_\_

- 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 \_\_\_\_\_
- 01 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 11567 West
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 11124 East

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
- 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: \_\_\_\_\_  
 CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999

ENTERED MAY 26 2000

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	0930
	*STATE CODE	24
	*SHRP SECTION ID	1012

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/25/2008
- \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* 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 ☒ PNEUMATIC TUBES ☐ CAPACITIVE PAIR  
☐ OTHER (SPECIFY) \_\_\_\_\_
- EQUIPMENT MANUFACTURER IRD 1068

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
 NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED 10  
 PASSES PER TRUCK 9 TRUCK TYPE SUSPENSION 2  
 TYPE PER FHWA 13 BIN SYSTEM 1  
 SUSPENSION: 1-AIR; 2-LEAF SPRING 2  
 3-OTHER (DESCRIBE) \_\_\_\_\_
- 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 \_\_\_\_\_
- 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50-65
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) sens. 1 - .79  
sens. 2 - .85
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_\_\_  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☒ NUMBER OF TRUCKS
- 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: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: Wanda Foxler  
 CONTACT INFORMATION: 573-751-0242 rev. November 9, 1999

ENTERED MAY 26 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/25/2008]
- \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* 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 ☒ PNEUMATIC TUBES ☐ CAPACITIVE PILES  
☐ OTHER (SPECIFY) \_\_\_\_\_
- EQUIPMENT MANUFACTURER IED 1068

WIM SYSTEM CALIBRATION SPECIFICATIONS

- \* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
 NUMBER OF TRUCKS COMPALED \_\_\_\_\_ NUMBER OF TEST TRUCKS USED \_\_\_\_\_  
 PASSES PER TRUCK \_\_\_\_\_  
 TRUCK TYPE SUSPENSION  
 TYPE PER FHWA 15 BIN SYSTEM  
 SUSPENSION 1 - AIR 2 - LEAF SPRING  
 3 - OTHER (DESCRIBE) \_\_\_\_\_

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW \_\_\_\_\_ STANDARD DEVIATION 1.03  
 DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION 1.03  
 DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION 1.03

- NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

- DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_

- \* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS

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

- METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_\_ TIME \_\_\_\_\_ NUMBER OF TRUCKS \_\_\_\_\_

- 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 Fischer  
 CONTACT INFORMATION: 573 751 2844 rev. November 9, 1999