

SHEET 10
LTPP TRAFFIC DATA
TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT

*STATE ASSIGNED ID 10930
 *STATE CODE 129
 *SHRP SECTION ID 11010

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>2009</u>	<u>26834</u>	<u>7278</u>	<u>9516</u>	<u>3298</u>	<u>1685</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)
☐ 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)

NAME OF PREPARER MB Anthony
 DATE PREPARED 06/01/00

PHONE # (573) 751-3702

rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

HIGHWAY RT. NO. (THIS COUNT) IS 44

MILEPOST NO. OR LOCATION (THIS COUNT) 1.5 miles w/o RT #

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2009 BEGINNING TIME _____

ENDING DATE 12/31/2009 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA _____ OTHER MODOT

NAME OF AGENCY CLASSIFICATION SCHEME: F-13 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 1068

SENSOR TYPE _____

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.

NAME OF PREPARER <u>MBAnthony</u>	PHONE <u>(513) 751-3702</u>
DATE PREPARED <u>06/01/10</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

HIGHWAY RT. NO. (THIS SESSION) IS 44

MILEPOST NO. OR LOCATION (THIS SESSION) 1.5 miles w/o RT-H

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# IRA 106S

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

COMMENTS performed annually or as needed

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER <u>MR Anthony</u>	PHONE <u>(513) 751-3702</u>
DATE PREPARED <u>06/01/10</u>	revised February 21, 2000

ENTERED JUN 28 2011 NC

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0930]	Eb
	*STATE CODE	[29]	
	*SHRP SECTION ID	[1010]	

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/01/2009]
- * 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 TRD

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
1	9	2
2		
3		

 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 [10] STANDARD DEVIATION [1.05]
 DYNAMIC AND STATIC SINGLE AXLES [6] STANDARD DEVIATION [0]
 DYNAMIC AND STATIC DOUBLE AXLES [10] STANDARD DEVIATION [1.05]
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55 60 65
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
 SENS 1 0.9010
 SENS 2 0.9010
- ** 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 ____ ____

FHWA CLASS ____

FHWA CLASS ____

FHWA CLASS ____

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

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0930]
*STATE CODE [29]
*SHRP SECTION ID [1010]

wb

Not
LTPP

lane.
- Not Entered

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/01/2009]
2. * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☒ BOTH
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 ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** 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
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 2 |
| 2 | | |
| 3 | | |
- TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

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. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

9. DEFINE THE SPEED RANGES USED (MPH) 55 60 65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sens 1 0.5608
2 0.5608

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Adjusted by convergence

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 10 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 _____ 40

FHWA CLASS _____

*** FHWA CLASS 8 _____

FHWA CLASS _____

FHWA CLASS _____

FHWA CLASS _____

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

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999