

ENTERED APR 09 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 | <u>1030</u> <i>eb</i> |
| | *STATE CODE | <u>29</u> |
| | *SHRP SECTION ID | <u>5413</u> |

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>2008</u> | <u>5055</u> | <u>847</u> | <u>2535</u> | <u>443</u> | <u>172</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) _____

Other: (9) _____

**4. METHOD FOR ESTIMATING TOTAL VEHICLES
LTPP LANE AADT**

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

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

- ☒ System distribution factors. (2) *from previous yr.*
- ☒ 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) not wim site

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
- ☐ Static scale used for enforcement. (2)
- ☐ Static scale not used for enforcement. (3)
- ☒ Other: (4) not wim site

**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 <u>Danla Fowler</u> | PHONE# <u>573 751 2842</u> |
| DATE PREPARED <u>2/23/9</u> | rev. March 12, 2001 |

ENTERED MAY 29 1999

AI

| | | |
|--|--------------------|--------|
| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | [1030] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [5433] |

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [1/30/2008]
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 Peek ADR 3000

WIM SYSTEM CALIBRATION SPECIFICATIONS

- 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: Daniel Fischer
 CONTACT INFORMATION: 573 251 8892 rev. November 9, 1999