

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: 80%;">*STATE ASSIGNED ID</td> <td style="width: 20%; text-align: center;">[1 0 3 0]</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: center;">[2 9]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: center;">[5 4 1 3]</td> </tr> </table>	*STATE ASSIGNED ID	[1 0 3 0]	*STATE CODE	[2 9]	*SHRP SECTION ID	[5 4 1 3]
*STATE ASSIGNED ID	[1 0 3 0]						
*STATE CODE	[2 9]						
*SHRP SECTION ID	[5 4 1 3]						

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	5324	822	2688	434	168

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) *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*

NAME OF PREPARER <u>MR Anthony</u>	PHONE # <u>(573) 751-3702</u>	rev. March 12, 2001
DATE PREPARED <u>06/01/10</u>		

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID [1 0 3 0] *STATE CODE [2 9] *SHRP SECTION ID [5 4 1 3]
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similar site : 5403

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>5324</u>	<u>822</u>	<u>2688</u>	<u>434</u>	<u>1 6 8</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) *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*

NAME OF PREPARER <u>MB Anthony</u>	PHONE # <u>(573) 751-3702</u>
DATE PREPARED <u>06/01/10</u>	rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1030]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5413]

HIGHWAY RT. NO. (THIS COUNT) US 412

MILEPOST NO. OR LOCATION (THIS COUNT) 0.1 mile E/o RT. C

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 MO DOT

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# Peek ADR 3000

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.

NAME OF PREPARER <u>M. B. Anthony</u>	PHONE <u>(573) 757-3702</u>
DATE PREPARED <u>06/01/07</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[1030]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5413]

HIGHWAY RT. NO. (THIS SESSION) US 412
MILEPOST NO. OR LOCATION (THIS SESSION) 0.1 miles ELO RT. C

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# Peek ADR 3000

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 12

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>MS Anthony</u>	PHONE <u>(513) 757-3702</u>
DATE PREPARED <u>06/01/10</u>	revised February 21, 2000

ENTERED MAY 26 2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[1030]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5413]

Both

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01/08/2000]
- * 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 ☒ REFLECTANT TIE LOOPS ☐ CAPACITANCE PAIRS
☐ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER Peck ADR 3000

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 15 BIN SYSTEM
 SUSPENSION: 1 - AIR 2 - LEAF SPRING
 1 - 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 _____
- _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50-60
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- ** 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 26
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 8 FHWA CLASS _____
 *** FHWA CLASS 8 8 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT:	<u>Wanda Fowler</u>
CONTACT INFORMATION:	<u>573 751 2842</u>

rev. November 9, 1999

ENTERED JUN 28 2011 NC

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [1030]
*STATE CODE [29]
*SHRP SECTION ID [5413]

Sim
Site
5403

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [01/14/2010]
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ☒ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
___ EQUIPMENT REPLACEMENT
___ DATA TRIGGERED SYSTEM REVISION
___ OTHER (SPECIFY) _____
___ RESEARCH
___ TRAINING
___ NEW EQUIPMENT INSTALLATION
4. * 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
5. EQUIPMENT MANUFACTURER PEEK

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
1 _____
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. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 - 60
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 28 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ____ 25

FHWA CLASS 11

2

*** FHWA CLASS 8 ____ 1

FHWA CLASS ____

FHWA CLASS ____

FHWA CLASS ____

*** PERCENT "UNCLASSIFIED" VEHICLES: ____ 0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

MB Anthony

rev. November 9, 1999