

ENTERED APR 09 2009

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| <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 | [0500] <i>wb</i> |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [5473] |

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>3201</u> | <u>8409</u> | <u>10001</u> | <u>3642</u> | <u>1860</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)
- ☒ Based on actual lane count data. (1) *from previous yrs.*
- ☐ Other: (3) _____

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

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

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| NAME OF PREPARER <u>Daniel Fischer</u> | PHONE# <u>573 751 2842</u> |
| DATE PREPARED <u>2/23/09</u> | rev. March 12, 2001 |

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| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID | (500) |
| | *STATE CODE | (29) |
| | *SHRP SECTION ID | (2423) |

WB

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 ☒ INDUCTIVE COILS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER TRD 1068

WIM SYSTEM CALIBRATION SPECIFICS**

- ** CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED
10 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 99 STANDARD DEVIATION 99
 DYNAMIC AND STATIC SINGLE AXLES 99 STANDARD DEVIATION 99
 DYNAMIC AND STATIC DOUBLE AXLES 99 STANDARD DEVIATION 99

- NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

- DEFINE THE SPEED RANGES USED (MPH) 50 - 65

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Lead - 0.62
Trail - 0.72

- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) NO
 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 10
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0 FHWA CLASS _____
 *** FHWA CLASS 8 5 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0.008

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| PERSON LEADING CALIBRATION EFFORT: <u>Donna Fisher</u> | rev. November 9, 1999 |
| CONTACT INFORMATION: <u>573 751 2892</u> | |