

Entered  
21/FEB/2012  
C.O.

<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	[0740] SB
	*STATE CODE	[29]
	*SHRP SECTION ID	[5503]

### 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)
2011	13697	3129	5194	1405	920

### 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)  
☐ 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)

### 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>M J CHAVEZ</u>	PHONE# <u>(573) 522-9465</u>
DATE PREPARED <u>2-1-12</u>	rev. March 12, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	<u>0740</u>
	*STATE CODE	<u>29</u>
	*SHRP SECTION ID	<u>5503</u>

SB

HIGHWAY RT. NO. (THIS COUNT) US 71

MILEPOST NO. OR LOCATION (THIS COUNT) 1.6 MILES S/O RT'S H&K

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-2011 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2011 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# 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 FILE SUBMITTED.

NAME OF PREPARER <u>MJ CHAVEZ</u>	PHONE <u>513 522-9465</u>
DATE PREPARED <u>2-1-12</u>	revised November 11, 1999

<b>SHEET 13</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE WEIGHT DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0 740]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5503]

HIGHWAY RT. NO. (THIS SESSION) \_\_\_\_\_

MILEPOST NO. OR LOCATION (THIS SESSION) \_\_\_\_\_

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 10-20-2011 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2011 ENDING TIME \_\_\_\_\_

COUNT DURATION 2 [ ] 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 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 CLASS SYSTEM.

METHOD OF CALIBRATION AND FREQUENCY: TEST TRUCK ONLY  
PERFORMED ANNUALLY OR AS NEEDED

COMMENTS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>MJ CHAVEZ</u>	PHONE <u>573 522-9465</u>
DATE PREPARED <u>2-1-12</u>	revised February 21, 2000

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID [0740] *STATE CODE [29] *SHRP SECTION ID [5503]
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [01/12/2011]
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

*Count only  
piezo's out*

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  

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 276 NUMBER OF TRUCKS vehicles
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: _____ CONTACT INFORMATION: _____	rev. November 9, 1999
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Entered  
Feb 28, 2012  
C.O.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID *SITE CODE *SHRP SECTION ID	0340 29 0503 5503
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## SITE CALIBRATION INFORMATION

10/4/2011

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR): \_\_\_\_\_
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 THE SITE (CHECK ALL THAT APPLY):  
☒ BARE ROUND PIEZO CERAMIC ☒ BARE FLAT PIEZO ☐ BENDS/FLATIES  
☐ CHANNELIZED ROUND PIEZO ☐ LOAD CELL ☐ SQUARE PIEZO  
☐ CHANNELIZED FLAT PIEZO ☒ INDUCTION LOOP ☐ CAPACITIVE COIL  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MANUFACTURER: PEEK

## WIM SYSTEM CALIBRATION RESULTS

6. \*\* CALIBRATION TECHNIQUE USED  
☐ TRUCK INTERFEROMETER ☐ STATIC S. ALBANY ☐ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ NUMBER OF TEST TRUCKS \_\_\_\_\_  
☐ PASSED TEST TRUCK \_\_\_\_\_ TYPE OF SUSPENSION \_\_\_\_\_  
 TYPE PER FHWA 110B 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 \_\_\_\_\_

Self CALIBRATING  
equipment

8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: \_\_\_\_\_
9. DESCRIBE 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 VALUES: \_\_\_\_\_
- CLASSIFIER TEST SPECIFICATIONS
12. \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME COUNTS PER CLASS: (CHECK ALL THAT APPLY)  
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIED
13. METHOD TO DETERMINE LENGTH OF COUNT: \_\_\_\_\_ TIME: 27 NUMBER OF TRUCKS: \_\_\_\_\_
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 6: 0 FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 7: 0 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
 CONTACT INFORMATION: \_\_\_\_\_

rev. November, 1996