

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	<table style="width: 100%;"> <tr> <td style="width: 70%;">*STATE ASSIGNED ID</td> <td style="width: 30%; text-align: right;">[0 2 0 6] <i>vb</i></td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[2 9]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[1 0 7 3]</td> </tr> </table>	*STATE ASSIGNED ID	[0 2 0 6] <i>vb</i>	*STATE CODE	[2 9]	*SHRP SECTION ID	[1 0 7 3]
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*STATE CODE	[2 9]						
*SHRP SECTION ID	[1 0 7 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			<i>out of service - no data available</i>		

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) *no wim*

8. WEIGHT SCALE TYPE

- ☐ WIM scale. (1)
- ☐ Static scale used for enforcement. (2)
- ☐ Static scale not used for enforcement. (3)
- ☐ Other: (4) *no wim*

NAME OF PREPARER <u>MB Anthony</u>	PHONE # <u>(573) 751-3702</u>
DATE PREPARED <u>05/26/10</u>	rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0 2 0 6] nb
	*STATE CODE	[2 9]
	*SHRP SECTION ID	[7 0 7 3]

HIGHWAY RT. NO. (THIS COUNT) US 65

MILEPOST NO. OR LOCATION (THIS COUNT) 3.7 miles s/o US 36

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 ☒ mopot

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>MB Anthony</u>	PHONE <u>(513) 751-370</u>
DATE PREPARED <u>05/26/10</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0206] nb
	*STATE CODE	[29]
	*SHRP SECTION ID	[7073]

HIGHWAY RT. NO. (THIS SESSION) US 65

MILEPOST NO. OR LOCATION (THIS SESSION) 3.7 miles S of US 36

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 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, performed annually or as needed

COMMENTS

no wim collected

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER <u>MB Anthony</u>	PHONE <u>(573) 757-3702</u>
DATE PREPARED <u>06/01/00</u>	revised February 21, 2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	(0206)
	*STATE CODE	(29)
	*SHRP SECTION ID	(2073)

both

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) (07/13/2009)
- * TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☐ BOTH (count only)
- * 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 ☒ PEAK ADR 3000 ☐ CAPACITANCE LOAD CELL
☐ OTHER (SPECIFY) _____

WIM SYSTEM CALIBRATION EXPECTED SITE

- * 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 1 _____
 SUSPENSION 1 - AIR; 2 - LEAF SPRING 2 _____
 3 - OTHER (DESCRIBE) 3 _____
- 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) 60-65
- 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~~ vehicles
- 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: <u>Wanda Fisher</u>
CONTACT INFORMATION: <u>573-751-2842</u>

rev. November 9, 1999

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0206]
*STATE CODE [29]
*SHRP SECTION ID [7073]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) *Calibrate in Spring due to Construction* [___/___/___]
at site
2. * TYPE OF EQUIPMENT CALIBRATED ___ WIM ___ CLASSIFIER ___ BOTH
3. * REASON FOR CALIBRATION
___ REGULARLY SCHEDULED SITE VISIT
___ EQUIPMENT REPLACEMENT
___ DATA TRIGGERED SYSTEM REVISION
___ OTHER (SPECIFY) _____
4. * SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):
___ BARE ROUND PIEZO CERAMIC
___ CHANNELIZED ROUND PIEZO
___ CHANNELIZED FLAT PIEZO
___ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER _____

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
DYNAMIC AND STATIC SINGLE AXLES
DYNAMIC AND STATIC DOUBLE AXLES
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:

CONTACT INFORMATION: _____

rev. November 9, 1999