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|--|--------------------|----------|
| <b>SHEET 12</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>CLASSIFICATION DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ ]      |
|  | *STATE CODE        | [ 37 ]   |
|  | *SHRP SECTION ID   | [ 2819 ] |

HIGHWAY RT. NO.(THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.6 Mi. N. of NC 62

FILENAME C372819.ile DISK ID \_\_\_\_\_

BEGINNING DATE 07/01/2004 BEGINNING TIME 0000

ENDING DATE 09/30/2004 ENDING TIME 2400

COUNT DURATION 92 [ ] HOURS [ X ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS \_\_\_\_\_

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.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT X

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES OF 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>Randy T. Perry</u> | PHONE <u>(919)-212-4562</u> |
| DATE PREPARED <u>03/17/2006</u>        | REVISED _____               |

**SHEET 12**  
**LTPP TRAFFIC DATA**

**CLASSIFICATION DATA**  
**TRANSMITTAL FORM**

.STATE ASSIGNED ID [ ]

\*STATE CODE [ 37 ]

\*SHRP SECTION ID [ 2819 ]

HIGHWAY RT. NO.(THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.6 Mi. N. of NC 62

FILENAME C372819.11e DISK ID

BEGINNING DATE 10/01/2004 BEGINNING TIME 0000

ENDING DATE 10/30/2004 ENDING TIME 2400

COUNT DURATION 30 [ ] HOURS [ X ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER

NAME OF AGENCY CLASSIFICATION SCHEME:  NO. OF BINS

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.

TYPE OF AVC EQUIPMENT: PORTABLE  PERMANENT X

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES OF 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 Randy T. Perry PHONE (919)-212-4562

DATE PREPARED 02/24/2006 REVISED

|  |                    |           |
|--|--------------------|-----------|
| <b>SHEET 12</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>CLASSIFICATION DATA</b><br><b>TRANSMITTAL FORM</b> | .STATE ASSIGNED ID | [ _____ ] |
|  | *STATE CODE        | [ 37 ]    |
|  | *SHRP SECTION ID   | [ 2819 ]  |

HIGHWAY RT. NO.(THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.6 Mi. N. of NC 62

FILENAME C372819.mle DISK ID \_\_\_\_\_

BEGINNING DATE 11/01/2004 BEGINNING TIME 0000

ENDING DATE 12/31/2004 ENDING TIME 2400

COUNT DURATION 61 [ ] HOURS [ X ] DAYS [ ] MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS \_\_\_\_\_

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.

TYPE OF AVC EQUIPMENT: PORTABLE \_\_\_\_\_ PERMANENT X

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

ADJUSTMENT FACTORS FOR ESTIMATING AVERAGE ANNUAL VOLUMES OF 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>Randy T. Perry</u> | PHONE   | <u>(919)-212-4562</u> |
| DATE PREPARED    | <u>02/24/2006</u>     | REVISED | _____                 |

|  |                    |           |
|--|--------------------|-----------|
| <b>SHEET 13</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VEHICLE WEIGHT DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [ _____ ] |
|  | *STATE CODE        | [ 37 ]    |
|  | *SHRP SECTION ID   | [ 2819 ]  |

HIGHWAY RT. NO. (THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.74

FILE NAME W372819.ede DISK ID \_\_\_\_\_

BEGINNING DATE 3/14/04 BEGINNING TIME 0000

ENDING DATE 3/20/04 ENDING TIME 2400

COUNT DURATION 7 [ ] HOURS [ X ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM X OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

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 X OTHER 7-card FHWA 13 bin cols. 20-21

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS \_\_\_\_\_

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: Self calibration factor adjusted hourly on predominate vehicle class at the site.

COMMENTS Automatic calibration capabilities

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

|                  |                            |                            |
|------------------|----------------------------|----------------------------|
| NAME OF PREPARER | <u>Michael H. Ashbrook</u> | PHONE: <u>919-733-4796</u> |
| DATE PREPARED    | <u>6/18/04</u>             | Revised February 21, 2000  |

|  |                    |                    |
|--|--------------------|--------------------|
| <b>SHEET 13</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VEHICLE WEIGHT DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [            ]     |
|  | *STATE CODE        | [   37   ]         |
|  | *SHRP SECTION ID   | [       2819     ] |

HIGHWAY RT. NO.(THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.6 Mi. N. of NC 62

FILENAME W372819.jee DISK ID \_\_\_\_\_

BEGINNING DATE 08/15/2004 BEGINNING TIME 0000

ENDING DATE 08/21/2004 ENDING TIME 2400

COUNT DURATION 7 [   ]HOURS [ ☒ ]DAYS [   ]MONTHS

WEIGHT SCALE TYPE: PORT. WIM \_\_\_\_\_ PERM. WIM ☒ OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

**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 7-card FHWA 13 bin cols. 20-21 \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: \_\_\_\_\_ NO. OF BINS \_\_\_\_\_

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: Self calibration factor adjusted hourly on predominate Vehicle class at the site.

**COMMENTS:**

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

|                  |                       |         |                       |
|------------------|-----------------------|---------|-----------------------|
| NAME OF PREPARER | <u>Randy T. Perry</u> | PHONE   | <u>(919)-212-4562</u> |
| DATE PREPARED    | <u>03/17/2006</u>     | REVISED | _____                 |

**SHEET 13**  
**LTPP TRAFFIC DATA**

**VEHICLE WEIGHT DATA**  
**TRANSMITTAL FORM**

.STATE ASSIGNED ID [ ]

\*STATE CODE [ 37 ]

\*SHRP SECTION ID [ 2819 ]

HIGHWAY RT. NO.(THIS SESSION) US 220

MILEPOST NO. OR LOCATION (THIS SESSION) 1.6 Mi. N. of NC 62

FILENAME W372819.l0e DISK ID

BEGINNING DATE 10/10/2004 BEGINNING TIME 0000

ENDING DATE 10/16/2004 ENDING TIME 2400

COUNT DURATION 7 [ ] HOURS [ X ] DAYS [ ] MONTHS

WEIGHT SCALE TYPE: PORT. WIM PERM. WIM X OTHER

EQUIPMENT MAKE/MODEL# Peek ADR-3000

SENSOR TYPE Bare flat piezo

**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 X OTHER 7-card FHWA 13 bin cols. 20-21

NAME OF AGENCY CLASSIFICATION SCHEME: NO. OF BINS

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: Self calibration factor adjusted hourly on predominate  
Vehicle class at the site.

**COMMENTS:**

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER Randy T. Perry PHONE (919)-212-4562

DATE PREPARED 02/24/2006

REVISED

**SHEET 14  
LTPP TRAFFIC DATA  
EQUIPMENT INSTALLATION  
LOG**

\*STATE ASSIGNED ID [        ]  
 \*STATE CODE [ 37 ]  
 \*SHRP SECTION ID [ 2819 ]

LOCATION US 220, 1.6 mi. North of NC 62

INSTALLATION DATE 2/25/04

|  | TYPE  | BRAND NAME         | SERIAL NUMBER |
|--|---|--------------------|---------------|
| Control Unit(s) and peripheral equipment |   |                    |               |
| Control Unit                             | ADR-3000  | PEEK TRAFFIC , INC |               |
| Interface                                |   |                    |               |
| Modem                                    | DC POWERED 14.4 BPS                             | MICRO-AIDE         |               |
| Loop Amplifiers                          | SL58P   |                    |               |
| Other _____                              | SW58P   |                    |               |
| Sensor(s) / Platform(s)                  |   |                    |               |
| LTPP Lane Sensor                         | BARE FLAT PIEZO                                 | MSI                |               |
| Sensor Next Adjacent Lane (1)            | BARE FLAT PIEZO                                 | MSI                |               |
| Sensor Next Adjacent Lane (2)            |   |                    |               |
| Sensor Next Adjacent Lane (3)            |   |                    |               |
| Diagonal Sensor                          |   |                    |               |
| Offscale Sensor                          |   |                    |               |
| Right Platform                           |   |                    |               |
| Left Platform                            |   |                    |               |
| Other _____                              |   |                    |               |
| Software                                 |   |                    |               |
| Complete Package                         | TDP VER. 3.32, TMG VER. 8.5, VISA WIM VER. 1.53 |                    |               |
| Axle Spacing Algorithm Only              |   |                    |               |
| Other _____                              |   |                    |               |
| Loops                                    |   |                    |               |
| Upstream - Lane I                        | 6'x6' 4 TURN INDUCTIVE LOOP                     |                    |               |
| Downstream - Lane I                      | 6'x6' 4 TURN INDUCTIVE LOOP                     |                    |               |
| Upstream - Other Lanes                   |   |                    |               |
| Downstream - Other Lanes                 |   |                    |               |

revised November  
11, 1999)



**SHEET 16**  
**LTPP MONITORED TRAFFIC DATA**  
**SITE CALIBRATION SUMMARY**

\*STATE ASSIGNED ID

\*STATE CODE

\*SHRP SECTION ID

[ ]

[ 37 ]

[ 2819 ]

SITE CALIBRATION INFORMATION

1. \*DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 3 / 2 / 04 ]
2. \*TYPE OF EQUIPMENT CALIBRATED \_\_\_\_\_ WIM \_\_\_\_\_ CLASSIFIER \_\_\_\_\_ X BOTH
3. \*REASON FOR CALIBRATION  
 \_\_\_\_\_ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_\_\_ DATA TRIGGERED SYSTEM REVISION  
 \_\_\_\_\_ RESEARCH  
 \_\_\_\_\_ TRAINING  
X NEW EQUIPMENT INSTALLATION
4. \*SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
 \_\_\_\_\_ BARE ROUND PIEZO CERAMIC X 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 Traffic

ENTERED DEC 15

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- 6.\*\* CALIBRATION TECHNIQUE USED:  
 \_\_\_\_\_ TRAFFIC STREAM \_\_\_\_\_ STATIC SCALE (Y/N) X TEST TRUCKS  
 \_\_\_\_\_ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ NUMBER OF TEST TRUCKS USED  
5 PASSES PER TRUCK
- | TRUCK | TYPE     | SUSPENSION |
|-------|----------|------------|
| 1     | <u>9</u> | <u>1</u>   |
| 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 - 0 : 53 STANDARD DEVIATION 2 : 5  
 DYNAMIC AND STATIC SINGLE AXLES 9 : 71 STANDARD DEVIATION 3 : 4  
 DYNAMIC AND STATIC DOUBLE AXLES - 2 : 46 STANDARD DEVIATION 4 : 0
8. 1 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 65 mph
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.0002
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:  
 LN1 - CLASS 9, FRONT Axle, 10,000 lbs  
 LN2 - CLASS 2, FRONT Axle, 2,000 lbs  
 LN3 - CLASS 9, FRONT Axle, 10,100 lbs  
 LN4 - CLASS 2, FRONT Axle, 2,100 lbs

CLASSIFIER TEST SPECIFICS\*\*\*

- 12.\*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
 \_\_\_\_\_ VIDEO X MANUAL \_\_\_\_\_ PARRALLEL CLASSIFIERS
13. METHOD TO DETERMINE LENGTH OF COUNT 6hrs X TIME \_\_\_\_\_ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 .16% FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 .32% FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT UNCLASSIFIED VEHICLES: 1 : 0%

PERSON LEADING CALIBRATION EFFORT Michael H. Ashbrook

CONTACT INFORMATION 919-733-4796

rev. November 9, 1999