

**SHEET 10
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT**

*STATE ASSIGNED ID [0820]
*STATE CODE [29]
*SHRP SECTION ID [0500]

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	17497	1063	8713	525	203

**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 MB Anthony
DATE PREPARED 06/01/00

PHONE # (573) 751-3702

rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0820]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0500]

HIGHWAY RT. NO. (THIS COUNT) US 65

MILEPOST NO. OR LOCATION (THIS COUNT) 0.3 miles N/O mo 86

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 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 piero 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) 751-3702</u>
DATE PREPARED <u>06/01/10</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0820]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0500]

HIGHWAY RT. NO. (THIS SESSION) 0565
MILEPOST NO. OR LOCATION (THIS SESSION) 0.3 miles W/mo 86

FILENAME _____ DISK ID _____
BEGINNING DATE 1/1/2009 BEGINNING TIME _____
ENDING DATE 12/31/2009 ENDING TIME _____
COUNT DURATION 12 [] HOURS [] DAYS [~~1~~] MONTHS

WEIGHT SCALE TYPE: PORT. WIM ☒ PERM. WIM _____ OTHER _____

EQUIPMENT MAKE/MODEL# Peck 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: _____ 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: Test Truck only
COMMENTS performed annually or as needed

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER <u>MB Anthony</u>	PHONE <u>(573) 751-3702</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	[0820]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0500]

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SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) 10/10/2009
- * 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 ☒ ELECTROMAGNETIC COILS ☐ CAPACITANCE PAIRS
☐ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER Peek ADR 3000 - WIM (no calibration required)

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 13 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) 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 36
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 0 FHWA CLASS _____
 *** FHWA CLASS 8 0 FHWA CLASS _____
 FHWA CLASS _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: Danla Fischer
 CONTACT INFORMATION: 573 757 2842 rev. November 9, 1999

ENTERED JUN 28 2011

<p align="center">SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY</p>	*STATE ASSIGNED ID	[0820]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0500]

SITE CALIBRATION INFORMATION

ENTERED JUN 28 2011

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/09/2009]
- * 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 ☒ INDUCTANCE LOOPS ☐ CAPACITANCE PADS
☐ OTHER (SPECIFY) _____
- EQUIPMENT MANUFACTURER PEEK (wim, no cal. required)

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☐ TEST TRUCKS
☐ NUMBER OF TRUCKS COMPARED ☐ NUMBER OF TEST TRUCKS USED

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING

3 - OTHER (DESCRIBE) _____

PASSES PER TRUCK		
TRUCK	TYPE	SUSPENSION
1	_____	_____
2	_____	_____
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) 55 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

13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME 24 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>19</u>	FHWA CLASS	<u>7</u>	<u>1</u>
*** FHWA CLASS 8	<u>3</u>	FHWA CLASS	_____	_____
		FHWA CLASS	_____	_____
		FHWA CLASS	_____	_____

*** PERCENT "UNCLASSIFIED" VEHICLES: 2.4 %

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999