

<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 [ 0188 ] SB
	*STATE CODE [ 29 ]
	*SHRP SECTION ID [ 0600 ]

# 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>2013</u>	<u>12903</u>	<u>4032</u>	<u>5131</u>	<u>1909</u>	<u>975</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)  
☐ 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) 13  
☐ 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)

02-31-flx

NAME OF PREPARER Manny Chavez PHONE # (573) 522-9465  
DATE PREPARED March 4, 2014

rev. March 12, 2001

ENTERED  
1/MAR/2014  
C.D.

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[ 0188 ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 0600 ]

HIGHWAY RT. NO. (THIS COUNT) IS 35 SB

MILEPOST NO. OR LOCATION (THIS COUNT) 13.02 2 miles s/o RT B

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

BEGINNING DATE 1/1/2013 ✓ BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2013 12/25 ENDING TIME \_\_\_\_\_

COUNT DURATION 12 [ ] HOURS [ ] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA \_\_\_\_\_ OTHER MoDOT-State Specific

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# IRD 1067

SENSOR TYPE Piezo Cable, Inductance 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>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>March 4, 2014</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	[ 0188 ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 0600 ]

HIGHWAY RT. NO. (THIS SESSION) IS 35 SB

MILEPOST NO. OR LOCATION (THIS SESSION) 13.02 2 miles s/o RT B

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

BEGINNING DATE 1/1/2013 ✓ BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2013 ✓ ENDING TIME \_\_\_\_\_

COUNT DURATION 12 [ ] HOURS [ ] DAYS [☒] MONTHS

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

EQUIPMENT MAKE/MODEL# IRD 1067

SENSOR TYPE Piezo Cable, Inductance 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-13 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 SUBMITTAL.

NAME OF PREPARER <u>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>March 4, 2014</u>	revised February 21, 2000

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[ 0188 ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 0600 ]

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ 12/11/2013 ]
- \* 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 IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\*CALIBRATION TECHNIQUE USED:  
TRAFFIC STREAM -- STATIC SCALE (Y/N) 1 TEST TRUCKS  
NUMBER OF TRUCKS COMPARED 10 NUMBER OF TEST TRUCKS USED  
PASSES PER TRUCK  

TRUCK	TYPE	SUSPENSION
1	<u>9</u>	<u>2</u>
2	_____	_____
3	_____	_____

TYPE PER FHWA 13 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 10 STANDARD DEVIATION 98  
 DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 98  
 DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 98

- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

- DEFINE THE SPEED RANGES USED (MPH) 50 55 60

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_

- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) N  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

sum 5 1.5504  
 sum 6 1.6547

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
VIDEO ☒ MANUAL PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT TIME 181 NUMBER OF TRUCKS (See 188 NB)

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

\*\*\* FHWA CLASS 9 993

FHWA CLASS 10

\*\*\* FHWA CLASS 8 0

FHWA CLASS 11

FHWA CLASS 12

FHWA CLASS 13

0  
0  
0  
0

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999

ENTERED  
26/MAR/2014  
C.O.