

Entered
21/FEB/2012
C.O.

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[0441] SB
	*STATE CODE	[29]
	*SHRP SECTION ID	[0900]

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	8829	959	3780	457	177

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	MJ CHAVEZ	PHONE#	573 522-9465
DATE PREPARED	2-1-12		rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0441]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0900]

HIGHWAY RT. NO. (THIS COUNT) US 65

MILEPOST NO. OR LOCATION (THIS COUNT) 3.0 MILES N/O RT H & HH

FILENAME _____ DISK ID _____

BEGINNING DATE 1-1-2011 BEGINNING TIME _____

ENDING DATE 12-31-2011 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS [4] 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# IRD 1067

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>573-522-9465</u>
DATE PREPARED <u>2-1-12</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0441]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0900]

HIGHWAY RT. NO. (THIS SESSION) US 65

MILEPOST NO. OR LOCATION (THIS SESSION) 3.0 MILES N/O RTS H: HH

FILENAME _____ DISK ID _____

BEGINNING DATE 1-1-2011 BEGINNING TIME _____

ENDING DATE 12-31-2011 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, 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

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Feb 28, 2012
C.O.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0441]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0900]

SB

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/15/2011]
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 IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
___ TRAFFIC STREAM -- ___ STATIC SCALE (Y/N) 1 TEST TRUCKS
___ NUMBER OF TRUCKS COMPARED ___ 1 NUMBER OF TEST TRUCKS USED
___ PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1 9 2
SUSPENSION: 1 - AJR; 2 - LEAF SPRING 2 _____
3 - OTHER (DESCRIBE) 3 _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --
DYNAMIC AND STATIC GVW ___ 1.0 STANDARD DEVIATION ___ 1.0
DYNAMIC AND STATIC SINGLE AXLES ___ 0 STANDARD DEVIATION ___
DYNAMIC AND STATIC DOUBLE AXLES ___ 1.0 STANDARD DEVIATION ___ 1.0
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 50 55 60
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ Sens 6 - 1.631
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Adjusted by convergence
7 - 1.853

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 57 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 ___ .98 FHWA CLASS 10 ___ 0
*** FHWA CLASS 8 ___ 0 FHWA CLASS ___
FHWA CLASS ___
FHWA CLASS ___
FHWA CLASS ___
*** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: _____
CONTACT INFORMATION: _____

rev. November 9, 1999