

**SHEET 10  
LTPP TRAFFIC DATA**

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

\*STATE ASSIGNED ID 10555  
\*STATE CODE 129  
\*SHRP SECTION ID 1005

**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	<u>17108</u>	<u>1395</u>	<u>6719</u>	<u>667</u>	<u>258</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)  
☐ 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 w/m site

**8. WEIGHT SCALE TYPE**

- ☐ WIM scale. (1)  
☐ Static scale used for enforcement. (2)  
☒ Static scale not used for enforcement. (3)  
☐ Other: (4) not w/m site

NAME OF PREPARER MB Anthony PHONE # (573) 751-3742  
 DATE PREPARED 06/01/00 rev. March 12, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0555]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1005]

HIGHWAY RT. NO. (THIS COUNT) US 54

MILEPOST NO. OR LOCATION (THIS COUNT) 1.0 mile E/o RT V

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 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>(573) 751-3702</u>
DATE PREPARED <u>06/01/10</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	[0555]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1005]

HIGHWAY RT. NO. (THIS SESSION) US 54

MILEPOST NO. OR LOCATION (THIS SESSION) 1.0 mile E/Io RTV

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

COMMENTS performed annually or as needed.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER _____	PHONE _____
DATE PREPARED _____	revised February 21,2000

ENTERED JUN 28 2011

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[0555]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1005]

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/16/2009]
- \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM ☒ CLASSIFIER \_\_\_ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
 \_\_\_ EQUIPMENT REPLACEMENT  
 \_\_\_ DATA TRIGGERED SYSTEM REVISION  
 \_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
 RESEARCH  
 TRAINING  
 NEW EQUIPMENT INSTALLATION
- \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☒ BARE ROUND PIEZO CERAMIC  
 \_\_\_ CHANNELIZED ROUND PIEZO  
 \_\_\_ CHANNELIZED FLAT PIEZO  
 \_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
 BARE FLAT PIEZO  
 LOAD CELLS  
☒ INDUCTANCE LOOPS  
 BENDING PLATES  
 QUARTZ PIEZO  
 CAPACITANCE PADS
- EQUIPMENT MANUFACTURER PEEK

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
1	___	___
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  
 DYNAMIC AND STATIC SINGLE AXLES  
 DYNAMIC AND STATIC DOUBLE AXLES  
 STANDARD DEVIATION  
 STANDARD DEVIATION  
 STANDARD DEVIATION
- \_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) \_\_\_\_\_
- 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 1 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	_____ <u>1</u>	FHWA CLASS	_____	_____	_____
*** FHWA CLASS 8	_____ <u>0</u>	FHWA CLASS	_____	_____	_____
		FHWA CLASS	_____	_____	_____
		FHWA CLASS	_____	_____	_____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_ . 0

PERSON LEADING CALIBRATION EFFORT:

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

rev. November 9, 1999