

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

HIGHWAY RT. NO. (THIS COUNT) 1544

MILEPOST NO. OR LOCATION (THIS COUNT) 4.10 (1.5mi. w/o Rte. H)

FILENAME LTPP.ZIPP DISK ID MoDOT.LTPP Data 2004

BEGINNING DATE 1/1/04 BEGINNING TIME _____

ENDING DATE 12/31/04 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER _____

NAME OF AGENCY CLASSIFICATION SCHEME: 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 loops

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>Mary K. Kladiwa</u>	PHONE <u>573-526-4907</u>
DATE PREPARED <u>02/02/05</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

HIGHWAY RT. NO. (THIS SESSION) 1544

MILEPOST NO. OR LOCATION (THIS SESSION) 14.10 (1.5 mi. w/o Rte. H)

FILENAME LTPP. ZIPP DISK ID MoDOT LTPP Data 2004

BEGINNING DATE 1/1/04 BEGINNING TIME _____

ENDING DATE 12/31/04 ENDING TIME _____

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

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

EQUIPMENT MAKE/MODEL# IRD/1067

SENSOR TYPE Piezoelectric/Inductance loops

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 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: Combination of test + traffic stream trucks

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Mary L. Gladiva</u>	PHONE <u>523-526-4907</u>
DATE PREPARED <u>02/02/05</u>	revised February 21, 2000

SHEET 15
LTPP TRAFFIC DATA

LOG OF CHANGE AT LTPP TEST
LOCATIONS WITH PERM. AVC OR WIM

*STATE ASSIGNED ID

[0930]

*STATE CODE

[29]

*SHRP SECTION ID

[1010]

LOCATION 544 1.5 mi. w/o Rte. H TYPE EQUIP. IRD
MP# 14.10 MODEL # 1067

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
8/9 = 12/04		counting ⁰⁵ replaced fan + adjusted	Doug Struempf		

revised November 11, 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1016]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/23/2004]
2. * TYPE OF EQUIPMENT CALIBRATED X 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 FRD, 1067

*Rec'd Before
Please check
GA
ENTERED FEB 21 2006
DM*

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** 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
7. 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
8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 - 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 1.10
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE:

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 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 FHWA CLASS
*** FHWA CLASS 8 FHWA CLASS
FHWA CLASS
FHWA CLASS
*** PERCENT "UNCLASSIFIED" VEHICLES:

PERSON LEADING CALIBRATION EFFORT: Tom Jones
CONTACT INFORMATION: 573-659-4012 rev. November 9, 1999

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[930]
	*STATE CODE	[29]
	*SHRP SECTION ID	[1010]

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SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11 / 23 / 2004]
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 I.R.D.

ENTERED MAY 29 2002

TRF-81

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM -- ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS
 ___ 6 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 _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN --
 DYNAMIC AND STATIC GVW ___ 1.0 STANDARD DEVIATION ___
 DYNAMIC AND STATIC SINGLE AXLES ___ STANDARD DEVIATION ___
 DYNAMIC AND STATIC DOUBLE AXLES ___ STANDARD DEVIATION ___
8. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55 - 70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) ___ 1.10
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

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 ☐ NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 _____ FHWA CLASS _____
 *** FHWA CLASS 8 _____ FHWA CLASS _____
 FHWA CLASS' _____
 FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: _____

PERSON LEADING CALIBRATION EFFORT: Tom Jones
 CONTACT INFORMATION: 573-659-4012 rev. November 9, 1999