

**SHEET 10**  
**LTPP TRAFFIC DATA**  
**TRAFFIC VOLUME AND LOAD**  
**ESTIMATE UPDATE-NO SITE COUNT**

\*STATE ASSIGNED ID 10420 NB  
\*STATE CODE 29  
\*SHRP SECTION ID 4036

**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	23957	3466	8716	1567	606

**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)

**8. WEIGHT SCALE TYPE**

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

NAME OF PREPARER MB Anthony  
DATE PREPARED 05/27/10

PHONE # (673) 751-3702

rev. March 12, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0420]
	*STATE CODE	[29]
	*SHRP SECTION ID	[4036]

HIGHWAY RT. NO. (THIS COUNT) IS 435

MILEPOST NO. OR LOCATION (THIS COUNT) 1.0 miles N/O 108TH St.

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 ☒ MOBOT

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 SUBMITTAL.

NAME OF PREPARER <u>MB Anthony</u>	PHONE <u>(573) 757-3702</u>
DATE PREPARED <u>05/27/10</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	[0420]
	*STATE CODE	[29]
	*SHRP SECTION ID	[4036]

HIGHWAY RT. NO. (THIS SESSION) IS 435

MILEPOST NO. OR LOCATION (THIS SESSION) 1.0 mile n/o 108<sup>TH</sup> St

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# 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 17

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>MS Anthony</u>	PHONE <u>(513) 757-3702</u>
DATE PREPARED <u>05/27/12</u>	revised February 21, 2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID (0420) *STATE CODE (89) *SHRP SECTION ID (4036)
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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) (01/22/2009)
2. \* TYPE OF EQUIPMENT CALIBRATED ☐ WIM ☐ CLASSIFIER ☐ BOTH (count only)
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 ☒ EMULSION FLOORS ☐ CAPACITANCE PAIRS  
☐ OTHER (SPECIFY) \_\_\_\_\_
5. EQUIPMENT MEANT FOR TOPPED: Peek ADR 3000

WIM SYSTEM CALIBRATION SPECIES

6. \* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☐ STATIC SCALE (M) ☐ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED: \_\_\_\_\_ NUMBER OF TEST TRUCKS USED: \_\_\_\_\_  
☐ PASSES PER TRUCK: \_\_\_\_\_  
 TRUCK TYPE SUSPENSION  
 TYPE PER FHWA 13 BIN SYSTEM: \_\_\_\_\_  
 SUSPENSION: 1 - AIR 2 - LEAF SPRING 2 - \_\_\_\_\_  
 3 - OTHER (DESCRIBE) \_\_\_\_\_
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): 65-70
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED): \_\_\_\_\_
11. \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_\_\_  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIES

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~~ vehicles
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: <u>Wanda Fisher</u> CONTACT INFORMATION: <u>573-751-2742</u>	rev. November 9, 1999
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SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [0420]  
\*STATE CODE [29]  
\*SHRP SECTION ID [4036]

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/15/2009]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM ☒ CLASSIFIER \_\_\_ BOTH
3. \* REASON FOR CALIBRATION *count only*  
☒ 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 PEEK TRD

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  
SUSPENSION: 1 - AIR; 2 - LEAF SPRING  
3 - OTHER (DESCRIBE)
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) \_\_\_\_\_
10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) \_\_\_\_\_
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_  
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 481 <sup>Vehicles</sup> NUMBER OF ~~TRUCKS~~

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	<u>69</u>	FHWA CLASS	_____	_____	_____	_____
*** FHWA CLASS 8	<u>1</u>	FHWA CLASS	_____	_____	_____	_____
		FHWA CLASS	_____	_____	_____	_____
		FHWA CLASS	_____	_____	_____	_____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 2.0

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_

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

rev. November 9, 1999