

Entered  
21 FEB 2012  
C.O.

<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	[0420] 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)
2011	21369	2955	8062	1385	468

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 <u>M J CHAVEZ</u>	PHONE# <u>573 522-9465</u>
DATE PREPARED <u>2-1-12</u>	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] NB
	*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 1-1-2011 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2011 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# 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

<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 MILES N/O 108<sup>TH</sup> ST

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>M.T CHAVEZ</u>	PHONE <u>513 522-9465</u>
DATE PREPARED <u>2-1-12</u>	revised February 21,2000

Entered  
Feb 29, 2012  
C-01

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SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNMENT 6420 *STATE CODE 29 *SHRIMP SECTION ID 4036
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NB

## SITE CALIBRATION INFORMATION

- 1 \* DATE OF CALIBRATION (MONTH/DAY/YEAR): 12/14/11
- 2 \* TYPE OF EQUIPMENT CALIBRATED: ☐ WIM ☐ CLASSIFIER ☒ BOTH
- 3 \* REASON FOR CALIBRATION:  
☒ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- 4 \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
☐ BARE ROUND PIEZO CERAMIC  
☒ BARE FLAT PIEZO  
☐ CHANNELIZED ROUND PIEZO  
☒ CHANNELIZED FLAT PIEZO  
☐ OTHER (SPECIFY) \_\_\_\_\_
- 5 EQUIPMENT MANUFACTURER: IRD

## WIM SYSTEM CALIBRATION SPECIFICATIONS

- 6 \*\* CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM ☒ STATIC SCALE (WIM) ☐ TEST TRUCKS
- NUMBER OF TRUCKS COMPARED: \_\_\_\_\_ NUMBER OF TEST TRUCKS USED: 12
- TYPE PER FHWA 15 BIN SYSTEM:  
 SUSPENSION: 1 - AIR 7 - LEAF SPRING  
 2 - OTHER (DESCRIBE): \_\_\_\_\_

- 7 SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT):  
 MEAN DIFFERENCE BETWEEN:  
 DYNAMIC AND STATIC GVW: 1.0 STANDARD DEVIATION: 1.00  
 DYNAMIC AND STATIC SINGLE AXLES: 0 STANDARD DEVIATION: 0  
 DYNAMIC AND STATIC DOUBLE AXLES: 1.0 STANDARD DEVIATION: 1.00
- 8 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED: \_\_\_\_\_
- 9 DEFINE THE SPEED RANGES USED (MPH): \_\_\_\_\_

- 10 CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED):

Sens 2 2.647  
3 2.450

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

## CLASSIFIER TEST SPECIFICATIONS

- 12 \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENTS (CHECK ALL THAT APPLY):  
☐ VIDEO ☒ MANUAL ☐ PARALLEL CLASSIFIERS
- 13 METHOD TO DETERMINE LENGTH OF COUNT: ☐ FWH ☒ 70
- 14 MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9: .921  
 \*\*\* FHWA CLASS 8: 0  
 FHWA CLASS 12: 0  
 FHWA CLASS: \_\_\_\_\_  
 FHWA CLASS: \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_\_

Adjusted by convergence

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
 CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999