

<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 ]
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**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)
<u>2012</u>	<u>24367</u>	<u>3073</u>	<u>8765</u>	<u>1438</u>	<u>486</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)

**8. WEIGHT SCALE TYPE**

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

11 - 24 - Flex

NAME OF PREPARER <u>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>	rev. March 12, 2001
DATE PREPARED <u>February 25, 2013</u>		

ENTERED  
27 MAY 2013  
C. M.

<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 108<sup>TH</sup> ST

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/2012 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2012 ENDING TIME \_\_\_\_\_

COUNT DURATION 12 [ ] HOURS [ ] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA \_\_\_\_\_ OTHER MoDOT-State Specific

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, Inductance 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>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>February 25, 2013</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> Street

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/2012 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2012 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, Inductance 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-13 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 SUBMITTAL.

NAME OF PREPARER <u>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>February 25, 2013</u>	revised February 21, 2000

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) [ 11 / 13 / 2012 ]
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) TEST TRUCKS  
NUMBER OF TRUCKS COMPARED NUMBER OF TEST TRUCKS USED  
10 PASSES PER TRUCK  
TRUCK TYPE SUSPENSION  
1 9 2  
2          
3          
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 10 STANDARD DEVIATION 1.00  
DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 0  
DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 1.00

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. 2 2.8818
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) sens 3 2.8385  
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

ENTERED  
27/MAY/2013

C.O.

13. METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_\_ TIME 91 ~~9~~ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 _____	FHWA CLASS <u>12</u> _____ <u>0</u>
*** FHWA CLASS 8 _____ <u>0</u>	FHWA CLASS _____
	FHWA CLASS _____
	FHWA CLASS _____
	FHWA CLASS _____

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

PERSON LEADING CALIBRATION EFFORT:

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

rev. November 9, 1999