

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*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)
<u>2013</u>	<u>21334</u>	<u>3236</u>	<u>7890</u>	<u>1464</u>	<u>495</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) 13
☐ 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)

24-11 Flex

NAME OF PREPARER Manny Chavez PHONE # (573) 522-9465
DATE PREPARED March 4, 2014

rev. March 12, 2001

ENTERED

21/MAR/2014

C.O.

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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 1/1/2013 ✓ BEGINNING TIME _____

ENDING DATE 12/31/2013 ✓ 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>March 4, 2014</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 108th Street

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2013 ✓ BEGINNING TIME _____

ENDING DATE 12/31/2013 1/31 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>March 4, 2014</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) 11/21/2013
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 FRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.**CALIBRATION TECHNIQUE USED:
TRAFFIC STREAM -- STATIC SCALE (Y/N) ☒ TEST TRUCKS
NUMBER OF TRUCKS COMPARED 1 NUMBER OF TEST TRUCKS USED
10 PASSES PER TRUCK
- | TRUCK | TYPE | SUSPENSION |
|-------|----------|------------|
| 1 | <u>9</u> | <u>2</u> |
| 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 1.01
DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 0
DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 1.01
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 3.0026
Sens 3 3.5892
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 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 100 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ____ 0

FHWA CLASS 10 ____ 0

*** FHWA CLASS 8 ____ 0

FHWA CLASS 11 ____ 0

FHWA CLASS ____

FHWA CLASS ____

*** PERCENT "UNCLASSIFIED" VEHICLES: ____ 0.0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999

ENTERED

26/MAR/2014

CIO.