

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">*STATE ASSIGNED ID</td> <td style="width: 30%; text-align: right;">[ 0 4 4 0 ]</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[ 2 9 ]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[ 4 0 6 9 ]</td> </tr> </table>	*STATE ASSIGNED ID	[ 0 4 4 0 ]	*STATE CODE	[ 2 9 ]	*SHRP SECTION ID	[ 4 0 6 9 ]
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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)
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2009		out of service - data unavailable			
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### 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 <u>MB Anthony</u>	PHONE # <u>(53) 751-3702</u>
DATE PREPARED <u>05/27/10</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	[0449]
	*STATE CODE	[29]
	*SHRP SECTION ID	[4069]

HIGHWAY RT. NO. (THIS COUNT) IS 635

MILEPOST NO. OR LOCATION (THIS COUNT) 1.0 mile N/o Kansas ST. Line

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 MODOT

NAME OF AGENCY CLASSIFICATION SCHEME: F-13 Class NO. OF BINS MODOT

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# Peek ABR 3000

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>MBA Anthony</u>	PHONE <u>(573) 751-3112</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	[0440]
	*STATE CODE	[29]
	*SHRP SECTION ID	[4069]

HIGHWAY RT. NO. (THIS SESSION) IS 63S  
MILEPOST NO. OR LOCATION (THIS SESSION) 1.0 mile N/o Kansas SL

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# Peek ADR 3000

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 13

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  
COMMENTS performed annually or as needed

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER <u>M/3 Anthony</u>	PHONE <u>(573) 751-3702</u>
DATE PREPARED <u>05/27/10</u>	revised February 21, 2000

SHEET 16  
LTPP MONITORED TRAFFIC DATA  
SITE CALIBRATION SUMMARY

\*STATE ASSIGNED ID [ 440 ]  
\*STATE CODE [ 29 ]  
\*SHRP SECTION ID [ 4069 ]

OUT OF SERVICE

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [ \_\_\_ / \_\_\_ / \_\_\_ ]
2. \* TYPE OF EQUIPMENT CALIBRATED \_\_\_ WIM \_\_\_ CLASSIFIER \_\_\_ BOTH
3. \* REASON FOR CALIBRATION  
\_\_\_ REGULARLY SCHEDULED SITE VISIT  
\_\_\_ EQUIPMENT REPLACEMENT  
\_\_\_ DATA TRIGGERED SYSTEM REVISION  
\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
\_\_\_ RESEARCH  
\_\_\_ TRAINING  
\_\_\_ NEW EQUIPMENT INSTALLATION
4. \* SENSORS INSTALLED IN LTPP LANE AT THIS SITE (CHECK ALL THAT APPLY):  
\_\_\_ BARE ROUND PIEZO CERAMIC  
\_\_\_ CHANNELIZED ROUND PIEZO  
\_\_\_ CHANNELIZED FLAT PIEZO  
\_\_\_ OTHER (SPECIFY) \_\_\_\_\_  
\_\_\_ BARE FLAT PIEZO  
\_\_\_ LOAD CELLS  
\_\_\_ INDUCTANCE LOOPS  
\_\_\_ BENDING PLATES  
\_\_\_ QUARTZ PIEZO  
\_\_\_ CAPACITANCE PADS
5. EQUIPMENT MANUFACTURER \_\_\_\_\_

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  
1 \_\_\_\_\_  
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 \_\_\_\_\_ 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 \_\_\_\_\_ 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:

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

*MB Anthony*

rev. November 9, 1999