

SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	10188 NB
	*STATE CODE	691
	*SHRP SECTION ID	5000

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)
1993- 1994 1996- 2004	See MD-Sheet 10 spreadsheet				

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)

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 _____	PHONE# _____
DATE PREPARED _____	rev. March 12, 2001

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0188]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5000]

HIGHWAY RT. NO. (THIS COUNT) IS 35 NF

MILEPOST NO. OR LOCATION (THIS COUNT) 13.02 (2.0 mi. W/o Rte. B)

FILENAME LTPP.ZIP DISK ID MoDot LTPP Data 2004

BEGINNING DATE 1/1/04 BEGINNING TIME _____

ENDING DATE 12/31/04 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA ☒ OTHER _____

NAME OF AGENCY CLASSIFICATION SCHEME: 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 Piezocable/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 FILE SUBMITTED.

NAME OF PREPARER <u>Mary L. Kladiwa</u>	PHONE <u>573-526-4907</u>
DATE PREPARED <u>02/01/05</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0188]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5000]

HIGHWAY RT. NO. (THIS SESSION) IS 35 NB

MILEPOST NO. OR LOCATION (THIS SESSION) 13.02 (2.0 mi. N/A Rte. B)

FILENAME LTPP.25P DISK ID MoDot LTPP Data 2004

BEGINNING DATE 1/1/04 BEGINNING TIME _____

ENDING DATE 12/31/04 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 loops

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: _____ 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: Combination of test & traffic
stream trucks

COMMENTS _____

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA FILE SUBMITTED.

NAME OF PREPARER <u>Mary L. Klavina</u>	PHONE <u>523-526-4907</u>
DATE PREPARED <u>02/01/05</u>	revised February 21,2000

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0188]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5080]

N.B.

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10, 27, 2004]
- * TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH
☐ EQUIPMENT REPLACEMENT ☐ TRAINING
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION
☐ OTHER (SPECIFY) _____
- * 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) _____
- EQUIPMENT MANUFACTURER IRD - 1067

Revised Before
Please Check
ENTERED FEB 13 2006
DM

WIM SYSTEM CALIBRATION SPECIFICS**

- **CALIBRATION TECHNIQUE USED:
☒ TRAFFIC STREAM ☒ STATIC SCALE (Y/N) ☐ TEST TRUCKS
☒ NUMBER OF TRUCKS COMPARED _____ NUMBER OF TEST TRUCKS USED _____
☐ PASSES PER TRUCK _____

TYPE PER FHWA 13 BIN SYSTEM	1	_____	_____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING	2	_____	_____
3 - OTHER (DESCRIBE)	3	_____	_____
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 1.0 STANDARD DEVIATION ---
 DYNAMIC AND STATIC SINGLE AXLES --- STANDARD DEVIATION ---
 DYNAMIC AND STATIC DOUBLE AXLES --- STANDARD DEVIATION ---
- _____ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55-70
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) 2.30 (Lead)
1.90 (TRAIL)
- ** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: _____

CLASSIFIER TEST SPECIFICS***

- *** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT ☐ TIME ☐ NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
 *** FHWA CLASS 9 _____ FHWA CLASS _____
 *** FHWA CLASS 8 _____ FHWA CLASS _____
 _____ FHWA CLASS _____
 _____ FHWA CLASS _____
 *** PERCENT "UNCLASSIFIED" VEHICLES: _____

RECEIVED
FEB 13 2006

PERSON LEADING CALIBRATION EFFORT: <u>Tom Jones</u>	rev. November 9, 1999
CONTACT INFORMATION: <u>573-659-4012</u>	

