

**SHEET 10
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD
ESTIMATE UPDATE-NO SITE COUNT**

*STATE ASSIGNED ID [0188] nb
*STATE CODE [29]
*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)
2009	13080	3937	5134	1772	905

**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 M B Anthony PHONE # 761-3702
 DATE PREPARED 05/27/10 rev. March 12, 2001

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

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

MILEPOST NO. OR LOCATION (THIS COUNT) 13.02 (20 miles N/O RTB)

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 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>MB Anthony</u>	PHONE <u>(573) 757-3702</u>
DATE PREPARED <u>05/28/10</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*STATE ASSIGNED ID	[0188] NB
	*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 miles N/A RT. B)

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# 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 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 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>MB Anthony</u>	PHONE <u>(573) 751-3700</u>
DATE PREPARED <u>05/28/10</u>	revised February 21, 2000

Entered 7/27/2011 MC

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0188]
	*STATE CODE	[29]
	*SHRP SECTION ID	[0600]

nb

5000

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [11/17/2009]
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 ☒ LOAD CELLS
___ CHANNELIZED FLAT PIEZO ☒ INDUCTANCE LOOPS
___ OTHER (SPECIFY) _____
5. EQUIPMENT MANUFACTURER IRD

Sim. Sites
5081 ✓
5091 ✓
5058 ✓

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) Avg 0.82 Sens. 1 0.7665
2 0.8761

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Adjusted by convergence

CLASSIFIER TEST SPECIFICS***

- 12.** METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:
___ VIDEO ☒ MANUAL ___ PARALLEL CLASSIFIERS

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11/01/2011

13. METHOD TO DETERMINE LENGTH OF COUNT _____ TIME 10 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 _____ 0

FHWA CLASS _____

*** FHWA CLASS 8 _____ 0

FHWA CLASS _____

FHWA CLASS _____

FHWA CLASS _____

*** PERCENT "UNCLASSIFIED" VEHICLES: _____ 0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

MB Anthony (573) 751-3708

rev. November 9, 1999

SCANNED

JUL 11 2011