



SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">*STATE ASSIGNED ID</td> <td style="width: 30%; text-align: right;">[0188]</td> </tr> <tr> <td>*STATE CODE</td> <td style="text-align: right;">[29]</td> </tr> <tr> <td>*SHRP SECTION ID</td> <td style="text-align: right;">[5000]</td> </tr> </table>	*STATE ASSIGNED ID	[0188]	*STATE CODE	[29]	*SHRP SECTION ID	[5000]
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NB

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)
2010	13103	4008	5109	1811	925

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 <u>ML Kladiva</u>	PHONE# <u>573-751-4907</u>
DATE PREPARED <u>6/9/11</u>	rev. March 12, 2001

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

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

MILEPOST NO. OR LOCATION (THIS COUNT) 13.02 2 miles N/O RT B

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2010 BEGINNING TIME _____

ENDING DATE 12/31/2010 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# IR0 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 FILE SUBMITTED.

NAME OF PREPARER <u>M L Kladiva</u>	PHONE <u>573-526-4907</u>
DATE PREPARED <u>6-9-11</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	[5009]

NB

HIGHWAY RT. NO. (THIS SESSION)

MILEPOST NO. OR LOCATION (THIS SESSION)

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2010 BEGINNING TIME _____

ENDING DATE 12/31/2010 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS [☒] MONTHS

WEIGHT SCALE TYPE: PORT. WIM _____ PERM. WIM ☒ OTHER _____

EQUIPMENT MAKE/MODEL# IR0 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>M L Kladiva</u>	PHONE <u>573-526-4907</u>
DATE PREPARED <u>6-9-11</u>	revised February 21,2000

ENTERED JUN 28 2010

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0188]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5000]

nb

Sim Sites
S058 ✓
S081 ✓
S091 ✓

SITE CALIBRATION INFORMATION

- * DATE OF CALIBRATION (MONTH/DAY/YEAR) 12/13/2010
- * 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

WIM SYSTEM CALIBRATION SPECIFICS**

- ** 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

TYPE PER FHWA 13 BIN SYSTEM	1	<u>9</u>	<u>2</u>
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 0.96
 DYNAMIC AND STATIC SINGLE AXLES 0.8 STANDARD DEVIATION 0.8
 DYNAMIC AND STATIC DOUBLE AXLES 1.0 STANDARD DEVIATION 0.96

- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED

- DEFINE THE SPEED RANGES USED (MPH) 50 55 60

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Avg. 0.71 Sans 2 0.7203
3 0.7085

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

CLASSIFIER TEST SPECIFICS**

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

- METHOD TO DETERMINE LENGTH OF COUNT TIME 10 NUMBER OF TRUCKS

- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

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

*** PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: _____
 CONTACT INFORMATION: _____ rev. November 9, 1999