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| <b>SHEET 12</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>CLASSIFICATION DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [0625] |
|  | *STATE CODE        | [29]   |
|  | *SHRP SECTION ID   | [5393] |

HIGHWAY RT. NO. (THIS COUNT) M079

MILEPOST NO. OR LOCATION (THIS COUNT) 3.94 (0.3 miles N/O RTY)

FILENAME MoDOT-LTPP05 DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/05 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/05 ENDING TIME \_\_\_\_\_

COUNT DURATION 12 [ ] HOURS [ ] DAYS ☒ MONTHS

VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_

NAME OF AGENCY CLASSIFICATION SCHEME: F-13Class 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 X

EQUIPMENT MAKE/MODEL# Peek ADR 3000

SENSOR TYPE Piezo Cable - loops

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>01/18/06</u>           | revised November 11, 1999 |

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| <b>SHEET 13</b><br><b>LTPP TRAFFIC DATA</b><br><br><b>VEHICLE WEIGHT DATA</b><br><b>TRANSMITTAL FORM</b> | *STATE ASSIGNED ID | [0625] |
|  | *STATE CODE        | [29]   |
|  | *SHRP SECTION ID   | [5393] |

HIGHWAY RT. NO. (THIS SESSION) M079

MILEPOST NO. OR LOCATION (THIS SESSION) 3.94 (0.3 miles N/ORT 4)

FILENAME M0DOT - LTPPOS DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/05 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/05 ENDING TIME \_\_\_\_\_

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

WEIGHT SCALE TYPE: PORT. WIM X PERM. WIM \_\_\_\_\_ OTHER \_\_\_\_\_

EQUIPMENT MAKE/MODEL# Peek ADR 3000

SENSOR TYPE piezo cable - 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: 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  
performed annually or as needed.

COMMENTS NO WIM Collected

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>1/18/06</u>            | revised February 21, 2000 |

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| <b>SHEET 16</b><br><b>LTPP MONITORED TRAFFIC DATA</b><br><b>SITE CALIBRATION SUMMARY</b> | *STATE ASSIGNED ID | [0625] |
|  | *STATE CODE        | [29]   |
|  | *SHRP SECTION ID   | [5393] |

SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/12/2005
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 Peek ADR 3000

ENTERED FEB 13 2006  
DM

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 |
| TYPE PER FHWA 13 BIN SYSTEM          | 1     | _____ | _____      |
| SUSPENSION: 1 - AIR; 2 - LEAF SPRING | 2     | _____ | _____      |
| 3 - OTHER (DESCRIBE)                 | 3     | _____ | _____      |
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: <u>Tom Jones</u>            |
| CONTACT INFORMATION: <u>573-659-4012</u> rev. November 9, 1999 |