

<b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b>	*STATE ASSIGNED ID      [ 0 5 0 0 ] *STATE CODE                      [ 2 9 ] *SHRP SECTION ID              [ 5 4 7 3 ]
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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)
2009	31084	7774	9913	3376	1725

### 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)

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DATE PREPARED <u>06/01/10</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	[0500]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5473]

HIGHWAY RT. NO. (THIS COUNT) IS 70

MILEPOST NO. OR LOCATION (THIS COUNT) 0.1 w/o Woodland School Rd

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 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 1068

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>MB Anthony</u>	PHONE <u>(573) 757-3702</u>
DATE PREPARED <u>06/01/10</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	[0500]
	*STATE CODE	[29]
	*SHRP SECTION ID	[5473]

HIGHWAY RT. NO. (THIS SESSION) IS 70  
MILEPOST NO. OR LOCATION (THIS SESSION) 0.1 w/o Woodland School Rd

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 1068

SENSOR TYPE piero 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  
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) 751-3702</u>
DATE PREPARED <u>06/01/10</u>	revised February 21, 2000

ENTERED JUN 28 2011

<p align="center"><b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b></p>	*STATE ASSIGNED ID	[ 500 ]
	*STATE CODE	[ 29 ]
	*SHRP SECTION ID	[ 5473 ]

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/24/2009
- \* TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT  
☐ EQUIPMENT REPLACEMENT  
☐ DATA TRIGGERED SYSTEM REVISION  
☐ OTHER (SPECIFY) \_\_\_\_\_  
☐ RESEARCH  
☐ TRAINING  
☐ NEW EQUIPMENT INSTALLATION
- \* 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
- EQUIPMENT MANUFACTURER IRD

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\*CALIBRATION TECHNIQUE USED:  
☐ TRAFFIC STREAM -- ☐ STATIC SCALE (Y/N) ☒ TEST TRUCKS  
☐ NUMBER OF TRUCKS COMPARED \_\_\_\_\_ ☐ NUMBER OF TEST TRUCKS USED 1  
☐ 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)

- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN ---  
 DYNAMIC AND STATIC GVW 10 . 0 STANDARD DEVIATION .97  
 DYNAMIC AND STATIC SINGLE AXLES 0 . 0 STANDARD DEVIATION .0  
 DYNAMIC AND STATIC DOUBLE AXLES 10 . 0 STANDARD DEVIATION .97
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 55 60 65

- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Avg 0.83 Sens 1 0.7701  
 2 0.9037
- \*\* 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

13. METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_ TIME <sup>10</sup>/~~10~~ NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9	____	____	<u>0</u>	FHWA CLASS	____	____	____	____
*** FHWA CLASS 8	____	____	<u>0</u>	FHWA CLASS	____	____	____	____
				FHWA CLASS	____	____	____	____
				FHWA CLASS	____	____	____	____

\*\*\* PERCENT "UNCLASSIFIED" VEHICLES: \_\_\_\_ . 0

PERSON LEADING CALIBRATION EFFORT:

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

rev. November 9, 1999