

Entered  
21 Feb 2012  
C.O.

SHEET 10  
LTPP TRAFFIC DATA

TRAFFIC VOLUME AND LOAD  
ESTIMATE UPDATE-NO SITE COUNT

\*STATE ASSIGNED ID [0500]

WB

\*STATE CODE [29]

\*SHRP SECTION ID [5473]

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)
2011	31445	8040	9988	3471	1773

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)

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)

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)

NAME OF PREPARER MJ CHAVEZ  
DATE PREPARED 2-1-12

PHONE# (573) 322-9465

rev. March 12, 2001

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<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 MILES W/O WOODLAND SCHOOL RD.

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-2011 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2011 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# TRD 1067

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 FILE SUBMITTED.

NAME OF PREPARER <u>MJ CHAVEZ</u>	PHONE <u>573-522-9465</u>
DATE PREPARED <u>2-1-12</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 MILES W/O WOODLAND SCHOOL RE

FILENAME \_\_\_\_\_ DISK ID \_\_\_\_\_

BEGINNING DATE 1-1-2011 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12-31-2011 ENDING TIME \_\_\_\_\_

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

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

EQUIPMENT MAKE/MODEL# TRD 1067

SENSOR TYPE PIEZO 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 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 FILE SUBMITTED.

NAME OF PREPARER <u>MJ CHAVEZ</u>	PHONE <u>573 522-9465</u>
DATE PREPARED _____	revised February 21, 2000

Entered  
Feb 20, 2012  
C.O.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0500]
	*STATE CODE	[29]
	*SHRP SECTION ID	[2473]

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SITE CALIBRATION INFORMATION

1. \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 1/2/12/2011
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 TRD

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
- 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 .99  
DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 0  
DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION .99
8. ☐ 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) Sens 2 1.93
- 11.\*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 3 1.917  
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
13. METHOD TO DETERMINE LENGTH OF COUNT TIME 118 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
\*\*\* FHWA CLASS 9 0 FHWA CLASS 11 0  
\*\*\* FHWA CLASS 8 0 FHWA CLASS 0  
FHWA CLASS 0  
FHWA CLASS 0  
FHWA CLASS 0
- \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
CONTACT INFORMATION: \_\_\_\_\_

rev. November 9, 1999