

**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)
<u>2012</u>	<u>31559</u>	<u>7868</u>	<u>10013</u>	<u>3416</u>	<u>1745</u>

**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)

01-27 Flex

NAME OF PREPARER Manny Chavez PHONE # (573) 522-9465
 DATE PREPARED February 25, 2013

rev. March 12, 2001

ENTERED
27 MAY 2013
C.O.

SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM	*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 1/1/2012 BEGINNING TIME _____

ENDING DATE 12/31/2012 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>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>February 25, 2013</u>	revised November 11, 1999

SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM	*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 Rd.

FILENAME _____ DISK ID _____

BEGINNING DATE 1/1/2012 BEGINNING TIME _____

ENDING DATE 12/31/2012 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 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>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>
DATE PREPARED <u>February 25, 2013</u>	revised February 21, 2000

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

*STATE ASSIGNED ID [0500]
*STATE CODE [29]
*SHRP SECTION ID [5473]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) 11/22/2012
2. * TYPE OF EQUIPMENT CALIBRATED WIM CLASSIFIER BOTH
3. * REASON FOR CALIBRATION
☒ REGULARLY SCHEDULED SITE VISIT
☐ EQUIPMENT REPLACEMENT
☐ DATA TRIGGERED SYSTEM REVISION
☐ OTHER (SPECIFY) _____
☐ RESEARCH
☐ TRAINING
☐ NEW EQUIPMENT INSTALLATION
4. * 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
5. EQUIPMENT MANUFACTURER IRD

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 1

TYPE PER FHWA 13 BIN SYSTEM

SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)

10 PASSES PER TRUCK

TRUCK	TYPE	SUSPENSION
1	<u>9</u>	<u>2</u>
2		
3		

7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
 MEAN DIFFERENCE BETWEEN ---
 DYNAMIC AND STATIC GVW 1.0
 DYNAMIC AND STATIC SINGLE AXLES 0
 DYNAMIC AND STATIC DOUBLE AXLES 1.0
 STANDARD DEVIATION 1.00
 STANDARD DEVIATION 0
 STANDARD DEVIATION 1.00
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) 1.00
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) NO
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Adjusted by convex sensor
 SENS 6 1.8001
 SENS 7 1.9761

CLASSIFIER TEST SPECIFICS***

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

ENTERED
27/MAY/2013
C.D.

combined w/eb

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:
CONTACT INFORMATION: _____

rev. November 9, 1999