

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>2013</u>	<u>31855</u>	<u>7930</u>	<u>9971</u>	<u>3427</u>	<u>1751</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) 13
☐ 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>Manny Chavez</u>	PHONE # <u>(573) 522-9465</u>	rev. March 12, 2001
DATE PREPARED <u>March 4, 2014</u>		

ENTERED
21 / MAR / 2014
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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 1/1/2013 11/10 BEGINNING TIME _____

ENDING DATE 12/31/2013 ✓ 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>March 4, 2014</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 1/1/2013 ✓ BEGINNING TIME _____

ENDING DATE 12/31/2013 ✓ 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>March 4, 2014</u> revised February 21, 2000	

SHEET 16
LTPP MONITORED TRAFFIC DATA
SITE CALIBRATION SUMMARY

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

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12 / 14 / 2013]
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 IRI

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** 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
1	<u>9</u>	<u>2</u>
2	<u> </u>	<u> </u>
3	<u> </u>	<u> </u>

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 10.0 STANDARD DEVIATION 97
 DYNAMIC AND STATIC SINGLE AXLES 0.0 STANDARD DEVIATION 0
 DYNAMIC AND STATIC DOUBLE AXLES 10.0 STANDARD DEVIATION 97
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)
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) 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

~~Sums. 1~~
Sums. 1 1,900
Sums. 2 2,019

13. METHOD TO DETERMINE LENGTH OF COUNT ____ TIME 90 NUMBER OF TRUCKS

14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

*** FHWA CLASS 9 ____ 0

FHWA CLASS 10

0

*** FHWA CLASS 8 ____ 0

FHWA CLASS 11

0

FHWA CLASS 12

0

FHWA CLASS ____

0

*** PERCENT "UNCLASSIFIED" VEHICLES: 0.0

PERSON LEADING CALIBRATION EFFORT:

CONTACT INFORMATION: _____

rev. November 9, 1999

ENTERED
26/MAR/2014
C.O.