

**SHEET 10  
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD  
ESTIMATE UPDATE-NO SITE COUNT**

\*STATE ASSIGNED ID 0920 *lb*  
 \*STATE CODE 09  
 \*SHRP SECTION ID 6067

**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>2006</u>	<u>5127</u>	<u>1236</u>	<u>2270</u>	<u>605</u>	<u>396</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)  
☐ 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) \_\_\_\_\_

**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) *from previous year*  
☐ Other: (3) \_\_\_\_\_

**\*5. METHOD FOR ESTIMATING TOTAL TRUCKS,  
LTPP LANE, AADT**

- ☐ System distribution factors. (2)  
☒ Based on actual lane data count. (1) *from previous year*  
☐ Other: (3) \_\_\_\_\_

**\*6. METHOD FOR ESTIMATING ESAL/YEAR  
IN LTPP LANE**

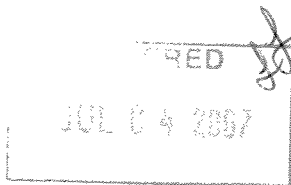
- ☐ ESAL/Truck factor (1)  
☒ ESAL/Vehicle class. (2) (No. of classes)  
☐ ESAL/Axle(3) Sing. \_\_\_\_\_ Tand. \_\_\_\_\_ Tri. \_\_\_\_\_  
☐ Other: (4) \_\_\_\_\_

**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) \_\_\_\_\_



NAME OF PREPARER Dana Fischer PHONE# 573 1751 2842  
 DATE PREPARED 1/30/2007 rev. March 12, 2001

**SHEET 10  
LTPP TRAFFIC DATA**

**TRAFFIC VOLUME AND LOAD  
ESTIMATE UPDATE-NO SITE COUNT**

\*STATE ASSIGNED ID

[0920]

\*STATE CODE

[09]

\*SHRP SECTION ID

[6067]

**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)
2006	5127	1030	5270	605	

**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)

**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) *from previous year*
- ☐ Other: (3)

**\*5. METHOD FOR ESTIMATING TOTAL TRUCKS,  
LTPP LANE, AADT**

- ☐ System distribution factors. (2)
- ☒ Based on actual lane data count. (1) *from previous year*
- ☐ 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)

NAME OF PREPARER

*Carla Fischer*

PHONE#

*513 1751 0842*

DATE PREPARED

*1/30/2007*

rev. March 12, 2001

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b>  <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0920]
	*STATE CODE	[29]
	*SHRP SECTION ID	[6067]

HIGHWAY RT. NO. (THIS COUNT) US 60

MILEPOST NO. OR LOCATION (THIS COUNT) 37.61 (0.5 miles w/o mo ais)

FILENAME moDOT-LTPP08V DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/06 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/06 ENDING TIME \_\_\_\_\_

COUNT DURATION 1a [ ] HOURS [ ] DAYS [☒] MONTHS

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

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# IR0 1068

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>Dave Fischer</u>	PHONE <u>513 751 0842</u>
DATE PREPARED <u>1/30/0007</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	0920
	*STATE CODE	29
	*SHRP SECTION ID	6067

HIGHWAY RT. NO. (THIS SESSION) US 60

MILEPOST NO. OR LOCATION (THIS SESSION) 37.61 (0.5 miles w 10 mo 21 south.

FILENAME moDOT-LTPP0816 DISK ID \_\_\_\_\_

BEGINNING DATE 1/1/06 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/06 ENDING TIME \_\_\_\_\_

COUNT DURATION 12 [ ] HOURS [ ] DAYS ☒ MONTHS

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

EQUIPMENT MAKE/MODEL# IRD 1068

SENSOR TYPE piezo cable - 100ps

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>Darla Fischer</u>	PHONE <u>513 781 8842</u>
DATE PREPARED <u>1/19/07</u>	revised February 21, 2000

<b>SHEET 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	*STATE ASSIGNED ID	[0920]
	*STATE CODE	[29]
	*SHRP SECTION ID	16067

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SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/20/2006]
- \* TYPE OF EQUIPMENT CALIBRATED ☒ WIM ☐ CLASSIFIER ☐ BOTH
- \* REASON FOR CALIBRATION  
☒ REGULARLY SCHEDULED SITE VISIT ☐ RESEARCH  
☐ EQUIPMENT REPLACEMENT ☐ TRAINING  
☐ DATA TRIGGERED SYSTEM REVISION ☐ NEW EQUIPMENT INSTALLATION  
☐ OTHER (SPECIFY) \_\_\_\_\_
- \* 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) \_\_\_\_\_
- EQUIPMENT MANUFACTURER \_\_\_\_\_

Entered  
Mar 29/07  
RW

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\* 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 \_\_\_\_\_ 2 \_\_\_\_\_  
 SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2 \_\_\_\_\_  
 3 - OTHER (DESCRIBE) 3 \_\_\_\_\_
- SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)  
 MEAN DIFFERENCE BETWEEN --  
 DYNAMIC AND STATIC GVW \_\_\_\_\_ 1.01 STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC SINGLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_  
 DYNAMIC AND STATIC DOUBLE AXLES \_\_\_\_\_ STANDARD DEVIATION \_\_\_\_\_
- \_\_\_\_\_ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 60-65
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) .50 lead  
160 trail
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) \_\_\_\_\_  
 IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: \_\_\_\_\_

CLASSIFIER TEST SPECIFICS\*\*\*

- \*\*\* METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:  
☐ VIDEO ☐ MANUAL ☐ PARALLEL CLASSIFIERS
- METHOD TO DETERMINE LENGTH OF COUNT \_\_\_\_\_ TIME \_\_\_\_\_ NUMBER OF TRUCKS \_\_\_\_\_
- 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: Chris Brown  
 CONTACT INFORMATION: \_\_\_\_\_ rev. November 9, 1999