

<p align="center"><b>SHEET 10</b> <b>LTPP TRAFFIC DATA</b></p> <p align="center"><b>TRAFFIC VOLUME AND LOAD</b> <b>ESTIMATE UPDATE-NO SITE COUNT</b></p>	*STATE ASSIGNED ID	[0760]
	*STATE CODE	[29]
	*SHRP SECTION ID	[7054]

**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)
2010	27332	7232	9150	3195	1632

**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)
- ☐ 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) \_\_\_\_\_

NAME OF PREPARER	M L Kladiwa	PHONE#	573-526-4907
DATE PREPARED	6/9/11	rev. March 12, 2001	

<b>SHEET 12</b> <b>LTPP TRAFFIC DATA</b> <b>CLASSIFICATION DATA</b> <b>TRANSMITTAL FORM</b>	*STATE ASSIGNED ID	[0760]
	*STATE CODE	[29]
	*SHRP SECTION ID	[7054]

HIGHWAY RT. NO. (THIS COUNT) IS 44

MILEPOST NO. OR LOCATION (THIS COUNT) 0.3 miles w/o scales

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

BEGINNING DATE 1/1/2010 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2010 ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ [ ] 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 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>M L Kladiwa</u>	PHONE <u>573-526-4907</u>
DATE PREPARED <u>6/9/11</u>	revised November 11, 1999

**SHEET 13  
LTPP TRAFFIC DATA**

**VEHICLE WEIGHT DATA  
TRANSMITTAL FORM**

\*STATE ASSIGNED ID

0760

\*STATE CODE

29

\*SHRP SECTION ID

7054

HIGHWAY RT. NO. (THIS SESSION) IS 44

MILEPOST NO. OR LOCATION (THIS SESSION) 0.3 miles w/o scales

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

BEGINNING DATE 1/1/2010 BEGINNING TIME \_\_\_\_\_

ENDING DATE 12/31/2010 ENDING TIME \_\_\_\_\_

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

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

EQUIPMENT MAKE/MODEL# IRD 1067

SENSOR TYPE \_\_\_\_\_

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

COMMENTS Performed annually or as needed.

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

NAME OF PREPARER M L Kladiva

PHONE 573-526-4907

DATE PREPARED 6/9/11

revised February 21, 2000

ENTERED JUN 28 2010

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0769]
	*STATE CODE	[29]
	*SHRP SECTION ID	[7054]

SITE CALIBRATION INFORMATION

- \* DATE OF CALIBRATION (MONTH/DAY/YEAR) 12/06/2010
- \* 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 IRP

WIM SYSTEM CALIBRATION SPECIFICS\*\*

- \*\*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  
 TYPE PER FHWA 13 BIN SYSTEM 1 9 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 10 STANDARD DEVIATION 96  
 DYNAMIC AND STATIC SINGLE AXLES 10 STANDARD DEVIATION 0  
 DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 96
- 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
- DEFINE THE SPEED RANGES USED (MPH) 50 55 60
- CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) Sens 1 0.62
- \*\* IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) ☒ 2 0.62  
 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
- METHOD TO DETERMINE LENGTH OF COUNT TIME 167 NUMBER OF TRUCKS
- MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:  
 \*\*\* FHWA CLASS 9 0 FHWA CLASS \_\_\_\_\_  
 \*\*\* FHWA CLASS 8 0 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 FHWA CLASS \_\_\_\_\_  
 \*\*\* PERCENT "UNCLASSIFIED" VEHICLES: 0

PERSON LEADING CALIBRATION EFFORT: \_\_\_\_\_  
 CONTACT INFORMATION: \_\_\_\_\_ rev. November 9, 1999