

Entered
2/16/2012
C.D.

SHEET 10 LTTP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT	*STATE ASSIGNED ID	[0 7 6 0]	EB
	*STATE CODE	[29]	
	*SHRP SECTION ID	[7 0 5 4]	

1. ANNUAL TRAFFIC ESTIMATES

*YEAR	ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	ESTIMATED TOTAL VEHICLES AADT LTTP LANE	*ESTIMATED TOTAL TRUCKS AADT LTTP LANE	*ESTIMATED ESAL=S/YR LTTP LANE (1000'S)
2011	27097	7324	8295	2752	1406

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 LTTP site. (1)
☐ Average multiple counts taken this year at the LTTP site. (2)
☐ Average and factored multiple count taken this year at the LTTP 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 LTTP site. (7)
☒ Used system averages from previous years. (8)
☐ Used computerized network analyses. (4)
☐ Used a single count taken this year at the LTTP site. (5)
☐ Factored a single count taken this year at the LTTP site. (1)
☐ Averaged multiple counts taken this year at the LTTP site. (2)

Other: (9) _____

4. METHOD FOR ESTIMATING TOTAL VEHICLES
LTTP LANE AADT

- ☒ System distribution factors. (2)
☒ Based on actual lane count data. (1)
☐ Other: (3) _____

*5. METHOD FOR ESTIMATING TOTAL TRUCKS,
LTTP LANE, AADT

- ☐ System distribution factors. (2)
☒ Based on actual lane data count. (1)
☐ Other: (3) _____

*6. METHOD FOR ESTIMATING ESAL//YEAR
IN LTTP 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 LTTP 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) _____

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DATE PREPARED <u>2-1-12</u>	rev. March 12, 2001

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

EB

HIGHWAY RT. NO. (THIS COUNT) IS 44

MILEPOST NO. OR LOCATION (THIS COUNT) 0.3 MILES W/O SCALES

FILENAME _____ DISK ID _____

BEGINNING DATE 1-1-2011 BEGINNING TIME _____

ENDING DATE 12-31-2011 ENDING TIME _____

COUNT DURATION 12 [] HOURS [] DAYS [4] 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>MJ CHAVEZ</u>	PHONE <u>573 522-9465</u>
DATE PREPARED <u>2-1-12</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 1-1-2011 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# 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
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 28, 2012
C.O.

SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY	*STATE ASSIGNED ID	[0760]
	*STATE CODE	[29]
	*SHRP SECTION ID	[72.54]

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [12/01/2011]
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 IRD

WIM SYSTEM CALIBRATION SPECIFICS**

- 6.** CALIBRATION TECHNIQUE USED:
TRAFFIC STREAM -- STATIC SCALE (Y/N) 1 TEST TRUCKS
NUMBER OF TRUCKS COMPARED 10 NUMBER OF TEST TRUCKS USED
PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM
SUSPENSION: 1 - AIR; 2 - LEAF SPRING
3 - OTHER (DESCRIBE)
- | TRUCK | TYPE | SUSPENSION |
|-------|------|------------|
| 1 | 9 | 2 |
| 2 | | |
| 3 | | |
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --
DYNAMIC AND STATIC GVW 10 STANDARD DEVIATION 95
DYNAMIC AND STATIC SINGLE AXLES 0 STANDARD DEVIATION 0
DYNAMIC AND STATIC DOUBLE AXLES 10 STANDARD DEVIATION 95
8. 3 NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) 55, 60, 65

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____

- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/N) Y
IF YES, LIST AND DEFINE AUTO-CALIBRATION VALUE: Sens 1 0.797

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 141 NUMBER OF TRUCKS
14. 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: _____

PERSON LEADING CALIBRATION EFFORT: _____
CONTACT INFORMATION: _____

rev. November 9, 1999