

Entered
21/FEB/2012
C.O.

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|---|--------------------|-------------|----|
| SHEET 10 LTPP TRAFFIC DATA TRAFFIC VOLUME AND LOAD ESTIMATE UPDATE-NO SITE COUNT | *STATE ASSIGNED ID | <u>0910</u> | EE |
| | *STATE CODE | <u>29</u> | |
| | *SHRP SECTION ID | <u>A600</u> | |

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>2011</u> | <u>6084</u> | <u>430</u> | <u>2994</u> | <u>214</u> | <u>83</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) _____

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) _____

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)

NAME OF PREPARER M J CHAVEZ
DATE PREPARED 2-1-12

PHONE# (573) 522-9465

rev. March 12, 2001

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| | | |
|--|--------------------|--------|
| SHEET 12 LTPP TRAFFIC DATA CLASSIFICATION DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [0910] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [A600] |

HIGHWAY RT. NO. (THIS COUNT) MO 8

MILEPOST NO. OR LOCATION (THIS COUNT) 4.0 MILES E/O RT'S OF U

FILENAME _____ DISK ID _____

BEGINNING DATE 1-1-2011 BEGINNING TIME _____

ENDING DATE 12-31-2011 ENDING TIME _____

COUNT DURATION 12 [] 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# PEEK ADR 3000

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 |

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|--|--------------------|--------|
| SHEET 13 LTPP TRAFFIC DATA VEHICLE WEIGHT DATA TRANSMITTAL FORM | *STATE ASSIGNED ID | [0910] |
| | *STATE CODE | [29] |
| | *SHRP SECTION ID | [A600] |

HIGHWAY RT. NO. (THIS SESSION) NOT A WIM SITE

MILEPOST NO. OR LOCATION (THIS SESSION)

FILENAME _____ DISK ID

BEGINNING DATE _____ BEGINNING TIME

ENDING DATE _____ ENDING TIME _____

COUNT DURATION _____ [] HOURS [] DAYS [] MONTHS

WEIGHT SCALE TYPE: PORT. WIM _____ PERM. WIM _____ OTHER _____

EQUIPMENT MAKE/MODEL# _____

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: _____ NO. OF BINS _____

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:

COMMENTS

FILL OUT ONE TRANSMITTAL SHEET FOR EACH DATA SUBMITTAL.

| | |
|------------------------------------|---------------------------|
| NAME OF PREPARER <u>M J CHAVEZ</u> | PHONE <u>573-522-9465</u> |
| DATE PREPARED <u>2-1-12</u> | revised February 21, 2000 |

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C.O.

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|---|--|
| SHEET 16 LTPP MONITORED TRAFFIC DATA SITE CALIBRATION SUMMARY | *STATE ASSIGNED ID [0916] *STATE CODE [27] *SHRP SECTION ID [4600] |
|---|--|

SITE CALIBRATION INFORMATION

1. * DATE OF CALIBRATION (MONTH/DAY/YEAR) [10/27/2011]
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 PEEK

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
___ PASSES PER TRUCK
TRUCK TYPE SUSPENSION
TYPE PER FHWA 13 BIN SYSTEM 1 _____
SUSPENSION: 1 - AIR; 2 - LEAF SPRING 2 _____
3 - OTHER (DESCRIBE) 3 _____
7. SUMMARY CALIBRATION RESULTS (EXPRESSED AS A PERCENT)
MEAN DIFFERENCE BETWEEN --
DYNAMIC AND STATIC GVW _____ STANDARD DEVIATION _____
DYNAMIC AND STATIC SINGLE AXLES _____ STANDARD DEVIATION _____
DYNAMIC AND STATIC DOUBLE AXLES _____ STANDARD DEVIATION _____
8. ___ NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED
9. DEFINE THE SPEED RANGES USED (MPH) _____

10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED) _____
- 11.** IS AUTO-CALIBRATION USED AT THIS SITE? (Y/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
13. METHOD TO DETERMINE LENGTH OF COUNT ___ TIME 11 NUMBER OF TRUCKS
14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:
*** FHWA CLASS 9 0 FHWA CLASS _____
*** FHWA CLASS 8 _____ FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
FHWA CLASS _____
*** PERCENT "UNCLASSIFIED" VEHICLES: _____

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