

SCANNED  
JUN 18 2008  
BY *[Signature]*

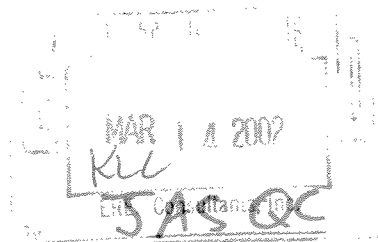
NAME OF PREPARER John Rankin PHONE # (314) 751-3980  
DATE PREPARED 10-90



*Carter P660*

<b>SHEET 2</b> <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUMES</b> <b>AND LOAD ESTIMATES</b>	<b>* STATE ASSIGNED ID</b>	<b>0920</b>
	<b>* STATE CODE</b>	<b>29</b>
	<b>*SHRP SECTION</b>	<b>6067</b>

	1	2	3	*4	*5
YEAR	ESTIMATED	ESTIMATED	ESTIMATED	ESTIMATED	ESITMATED
	TOTAL VEHICLES	TOTAL TRUCK	TOTAL VEHICLES	TOTAL TRUCK	ESALS/YEAR
	AADT	AADT	AADT	AADT	LTPP LANE
	(TWO-WAY)	(TWO-WAY)	LTPP LANE	LTPP LANE	(1000)
1989					
1988					
1987					
1986					
1985					
1984					
1983					
1982					
1981					
1980	2800	731	1400	365	110
1979	2633	687	1317	344	103
1978	2637	688	1319	344	104
1977	2511	655	1256	328	99
1976	2527	660	1264	330	99
1975	2384	622	1192	311	94
1974	1835	479	918	239	72
1973	2128	555	1064	278	84
1972	2098	548	1049	274	82
1971	2037	532	1019	266	80
1970	2000	522	1000	261	79
1969					
1968					
1967					
1966					
1965					
NAME OF PREPARER ALLAN HECKMAN PHONE (573)751-2842					
DATE PREPARED 02/07/2002					





<b>SHEET 2</b>  <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUMES AND LOAD ESTIMATES</b>	*STATE ASSIGNED ID [ <u>6 0 0 5</u> ]  *STATE CODE [ <u>2 9</u> ]  *SHRP SECTION ID [ <u>6 0 6 7</u> ]
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YEAR	1. ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	2. ESTIMATED TOTAL TRUCK AADT (TWO-WAY)	3. ESTIMATED TOTAL VEHICLES AADT GPS LANE	4. ESTIMATED TOTAL TRUCKS AADT GPS LANE	5. ESTIMATED ESAL'S / YR GPS LANE (1000's)
1989	<u>2,988</u>	<u>590</u>	<u>1,494</u>	<u>295</u>	<u>125</u>
1988	<u>3,536</u>	<u>698</u>	<u>1,768</u>	<u>349</u>	<u>147</u>
1987	<u>2,906</u>	<u>574</u>	<u>1,453</u>	<u>287</u>	<u>121</u>
1986	<u>2,801</u>	<u>553</u>	<u>1,400</u>	<u>276</u>	<u>117</u>
1985	<u>2,618</u>	<u>517</u>	<u>1,309</u>	<u>258</u>	<u>109</u>
1984	<u>2,460</u>	<u>486</u>	<u>1,230</u>	<u>243</u>	<u>103</u>
1983	<u>2,347</u>	<u>463</u>	<u>1,173</u>	<u>231</u>	<u>98</u>
1982	<u>2,550</u>	<u>503</u>	<u>1,275</u>	<u>251</u>	<u>106</u>
1981	<u>2,476</u>	<u>489</u>	<u>1,238</u>	<u>244</u>	<u>103</u>
1980	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1979	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1978	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1977	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1976	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1975	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1974	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1973	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1972	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1971	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1970	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1969	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1968	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1967	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1966	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
1965	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>

NAME OF PREPARER <u>John Rankin</u>	PHONE # <u>(314) 751-3980</u>
DATE PREPARED <u>10-90</u>	



**SHEET 3****LTPP TRAFFIC DATA  
PROCEDURES FOR ESTIMATING  
ANNUAL AVERAGE VOLUMES AND  
TOTAL ANNUAL ESALS**

\*STATE ASSIGNED ID [6 0 0 5]

\*STATE CODE [2 2]

\*SHRP SECTION ID [6 0 6 7]

1. Year Applicable 1981-1988**2. METHOD FOR ESTIMATING AADT**

- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Averaged and factored multiple counts taken this year at the GPS site.
- ☐ Growth factored last year's estimate.
- ☒ Estimated based on volume counts at nearby locations.
- ☐ Used flow maps.
- ☐ Used computerized network analyses.
- ☒ Other: Actual count 1981

**3. METHOD FOR ESTIMATING TRUCK  
VOLUMES OR PERCENTAGES**

- ☐ Used a single count taken this year at the GPS site.
- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Used system averages from counts taken this year.
- ☐ Used count data from nearby sites.
- ☐ Used count data taken in earlier years at the GPS site.
- ☐ Used system averages taken in earlier years at the GPS site.
- ☐ Used computerized network analyses.
- ☒ Other: AVC at site 1989

**4. METHOD FOR ESTIMATING AADT  
BY GPS LANE**

- ☒ Based on actual lane count data.
- ☐ System distribution factors.
- ☐ Other: \_\_\_\_\_

**5. METHOD FOR ESTIMATING TRUCK AADT  
IN GPS LANES**

- ☒ Based on actual lane count data.
- ☐ System distribution factors.
- ☐ Other: \_\_\_\_\_

**6. METHOD FOR ESTIMATING ESAL/VEHICLE**

- ☐ ESAL/Truck.
- ☒ ESAL/Vehicle class. (no. of classes) 13
- ☐ Other: \_\_\_\_\_

**7. ESAL ESTIMATES****(A) Source of Data**

- ☐ Weight data collected at GPS site this year.
- ☐ Weight data collected at GPS site prior years.
- ☐ Weight data from system averages this year.
- ☐ Weight data from system averages prior years.
- ☐ Weight data from historic W-4 Tables used.
- ☒ Other: WIM at site 1989

**(B) Weight Scale Type**

- ☒ WIM scale.
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: \_\_\_\_\_

NAME OF PREPARER John RankinPHONE # (314) 751-3980DATE PREPARED 10-90



## SHEET 3

# LTPP TRAFFIC DATA PROCEDURES FOR ESTIMATING ANNUAL AVERAGE VOLUMES AND TOTAL ANNUAL ESALS

\*STATE ASSIGNED ID [ 6 0 0 5 ]

\*STATE CODE [ 2 9 ]

\*SHRP SECTION ID [ 6 0 6 7 ]

1. Year Applicable 1989

## 2. METHOD FOR ESTIMATING AADT

- ☒ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Averaged and factored multiple counts taken this year at the GPS site.
- ☐ Growth factored last year's estimate.
- ☐ Estimated based on volume counts at nearby locations.
- ☐ Used flow maps.
- ☐ Used computerized network analyses.
- ☐ Other: \_\_\_\_\_

## 3. METHOD FOR ESTIMATING TRUCK VOLUMES OR PERCENTAGES

- ☒ Used a single count taken this year at the GPS site.
- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Used system averages from counts taken this year.
- ☐ Used count data from nearby sites.
- ☐ Used count data taken in earlier years at the GPS site.
- ☐ Used system averages taken in earlier years at the GPS site.
- ☐ Used computerized network analyses.
- ☐ Other: \_\_\_\_\_

## 4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data.
- ☐ System distribution factors.
- ☐ Other: \_\_\_\_\_

## 5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data.
- ☐ System distribution factors.
- ☐ Other: \_\_\_\_\_

## 6. METHOD FOR ESTIMATING ESAL/VEHICLE

- ☐ ESAL/Truck.
- ☒ ESAL/Vehicle class. (no. of classes) 13
- ☐ Other: \_\_\_\_\_

## 7. ESAL ESTIMATES

## (A) Source of Data

- ☒ Weight data collected at GPS site this year.
- ☐ Weight data collected at GPS site prior years.
- ☐ Weight data from system averages this year.
- ☐ Weight data from system averages prior years.
- ☐ Weight data from historic W-4 Tables used.
- ☐ Other: \_\_\_\_\_

## (B) Weight Scale Type

- ☒ WIM scale.
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: \_\_\_\_\_

NAME OF PREPARER John RankinPHONE # (314) 751-3980DATE PREPARED 10-90



<b>SHEET 4</b>  <b>LTPP TRAFFIC DATA</b>  <b>TRAFFIC VOLUME COUNTS</b>	*STATE ASSIGNED ID [ 6 0 0 5 ] *STATE CODE [ 2 2 ] *SHRP SECTION ID [ 6 0 6 7 ]
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HIGHWAY ROUTE NO. (THIS COUNT) Route 60

MILEPOST# OR LOCATION (THIS COUNT) 2.7 mi. w/o Rte. B

BEGINNING DATE 9-28-89 ENDING DATE 9-30-89

BEGINNING TIME 12:00 p.m. ENDING TIME 12:00 p.m.

COUNT DURATION \_\_\_\_\_ [ ] HOURS [ 2 ] DAYS [ ] MONTHS

TYPE OF COUNTER AVC NAME/MODEL # Streeter 241

TYPE OF COUNT: TWO-WAY\_\_\_ ONE DIRECTION ONLY\_\_\_ GPS TEST LANE ONLY X

<b>ACTUAL COUNTS</b>	
<b>ITEM</b>	<b>UNITS</b>
1. TOTAL NO. OF VEHICLES (RAW COUNT)	<u>3,380</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):	
A. ADJUSTMENT TO 24-HOUR COUNT	<u>.50</u>
B. AXLE CORRECTION FACTOR	<u>.7</u>
C. DAY OF WEEK FACTOR (s)	<u>1.077</u> & <u>.819</u>
D. MONTH FACTOR	<u>.944</u>
E. OTHER FACTOR ( <u>2-way</u> )	<u>2.000</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)	<u>2,988</u>
4. DIRECTIONAL DISTRIBUTION FACTOR	<u>.50</u>
5. GPS LANE DISTRIBUTION FACTOR	<u>1.000</u>
6. AADT GPS LANE	<u>1,494</u>

**NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.**

NAME OF PREPARER <u>John Rankin</u>	PHONE # <u>(314) 751-3980</u>
DATE PREPARED <u>10-90</u>	



<b>SHEET 7</b> <b>LTPP TRAFFIC DATA</b>  <b>VEHICLE CLASSIFICATION</b> <b>CONVERSION CHART</b>	*STATE ASSIGNED ID [ 0920 ] EB  *STATE CODE [ 29 ]  *SHRP SECTION ID [ 6067_ ]
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**FOR 4-BIN, 6-BIN, OR OTHER CLASSIFICATION SYSTEMS NOT MATCHING FHWA 13-BIN SCHEME.**

USE THIS SHEET TO DESCRIBE HOW THE AGENCY'S CLASSIFICATION SYSTEM CAN BE CONVERTED TO THE FHWA 13 BINS. ENTER PERCENTAGE OF TOTAL SHA CLASS DISTRIBUTED TO EACH FHWA CLASS.

APPLICABLE PERIOD \*FROM January 2006 \*TO December 2006

FHWA CLASSES													
SHA CLASS	1-3	4	5	6	7	8	9	10	11	12	13	OTHER	TOTAL
*A	<u>74</u>	<u>    </u>	<u>06</u>	<u>01</u>	<u>    </u>	<u>03</u>	<u>16</u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	* <u>100</u>
*B	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	* <u>    </u>
C	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
D	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
E	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
F	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
G	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
H	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
I	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
J	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
K	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
L	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
M	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
N	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
O	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
P	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
Q	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
R	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
S	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
T	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>
TOTAL	<u>    </u>	<u>    </u>	* <u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	* <u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u>	* <u>    </u>

NAME OF PREPARER <u>Mary L. Kladiva</u>	PHONE# <u>573-526-4907</u>
DATE PREPARED <u>June 19, 2006</u>	rev. March 12, 2001



<b>SHEET 15</b> <b>LTPP TRAFFIC DATA</b>  <b>LOG OF CHANGE AT LTPP TEST</b> <b>LOCATIONS WITH PERM. AVC OR WIM</b>	*STATE ASSIGNED ID	[0920] eb
	*STATE CODE	[29]
	*SHRP SECTION ID	[6067]

LOCATION US 100 0.5 miles W/O MO 27 South TYPE EQUIP. 120  
 MP# 37-61 MODEL # 1068

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
1/2	all day	no class/wim equipment	Field Acquisition crew		
2/7		problems			
4/12-20					
5/25-30					
6/17-27, 29-30					
7/1-12, 21					
8/28-31					
9/1-11, 25-30					
10/1-8, 11-12-21-27	↓	↓	↓		

revised November 11, 1999



SHEET 15 LTPP TRAFFIC DATA  LOG OF CHANGE AT LTPP TEST LOCATIONS WITH PERM. AVC OR WIM	*STATE ASSIGNED ID	[0920] eb
	*STATE CODE	[09]
	*SHRP SECTION ID	[6067]

LOCATION US 60 0.5 miles w/o mo 87 South  
 MP# 37-61 TYPE EQUIP. \_\_\_\_\_  
 MODEL # \_\_\_\_\_

DATE OF CHANGE	TIME OF CHANGE	DESCRIPTION OF CHANGE	PERSON MAKING CHANGE	PHONE #	NEW EQUIP. SERIAL #
1/31	all day	no class/wim, equipment	Field Acquisition crew		
3/21-31	↓	problems	↓		
4/1-2, 5/24	↓		↓		
5/14-16	↓		↓		
8/23-31	↓		↓		
10/1a	↓	↓	↓		

revised November 11, 1999