

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [0013]
	*STATE CODE [21]
	*SHRP SECTION ID [1010]

STATE OR PROVINCE KENTUCKY COUNTY OWSLEY  
 HIGHWAY ROUTE NO. KY 11 MILEPOST# 13.300  
 NEAREST CITY/TOWN BOONEVILLE NEAREST INTERSECTION KY 30  
 FUNCTIONAL CLASS 07 NO. LANES EACH DIRECTION 1 TOTAL NO. LANES 2  
 DIRECTION OF TRAVEL GPS LANE SOUTH DATE OPENED TO TRAF. 6-85  
 FIPS COUNTY CODE 189 FHWA STATION IDENTIFICATION NO. 211010  
 HPMS SAMPLE NO. 00011012432 HPMS SUBDIVISION NO. \_\_\_\_\_  
 TYPE OF PAVEMENT: AC / PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
 CONTROL OF ACCESS: YES \_\_\_\_\_ NO / MEDIAN: YES \_\_\_\_\_ NO /  
 CURRENT SURROUNDING DEVELOPMENT:  
 URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL /  
 HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
 YES \_\_\_\_\_ NO /  
 IF YES, DESCRIBE CHANGES \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

NOTE: ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE  
 SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF  
 EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT  
 STATION RELATIVE TO THIS GPS TEST SECTION.

NAME OF PREPARER <u>A. RUCKEL</u>	PHONE # <u>564-7183</u>
DATE PREPARED <u>8-9-90</u>	

<b>SHEET 1</b> <b>LTPP TRAFFIC DATA</b> <b>SUMMARY TRANSMITTAL FORM</b>	*STATE ASSIGNED ID [0013]
	*STATE CODE [21]
	*SHRP SECTION ID [1010]

SCANNED  
JUN 17 2008  
BY AR

STATE OR PROVINCE KENTUCKY COUNTY OWSLEY  
HIGHWAY ROUTE NO. KY 11 MILEPOST# 13.300  
NEAREST CITY/TOWN BOONEVILLE NEAREST INTERSECTION KY 30  
FUNCTIONAL CLASS 07 NO. LANES EACH DIRECTION 1 TOTAL NO. LANES 2  
DIRECTION OF TRAVEL GPS LANE SOUTH DATE OPENED TO TRAF. 6-85  
FIPS COUNTY CODE 189 FHWA STATION IDENTIFICATION NO. 211010  
HPMS SAMPLE NO. 00011012453 HPMS SUBDIVISION NO. \_\_\_\_\_  
TYPE OF PAVEMENT: AC ☒ PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
CONTROL OF ACCESS: YES \_\_\_\_\_ NO ☒ MEDIAN: YES \_\_\_\_\_ NO ☒  
CURRENT SURROUNDING DEVELOPMENT:  
URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL ☒  
HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
YES \_\_\_\_\_ NO ☒  
IF YES, DESCRIBE CHANGES \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NOTE: ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE  
SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF  
EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT  
STATION RELATIVE TO THIS GPS TEST SECTION.

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>564-7183</u>
DATE PREPARED <u>8-9-90</u>	

**SHEET 2**  
**LTPP TRAFFIC DATA**  
**TRAFFIC VOLUMES**  
**AND LOAD ESTIMATES**

\*STATE ASSIGNED ID [0013]  
 \*STATE CODE [21]  
 \*SHRP SECTION ID [1010]

YEAR	1. ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	2. ESTIMATED TOTAL TRUCK AADT (TWO-WAY) 5.4	3. ESTIMATED TOTAL VEHICLES AADT GPS LANE 51.6	4. ESTIMATED TOTAL TRUCKS AADT GPS LANE 3.8	5. ESTIMATED ESAL'S / YR GPS LANE (1000's)
1989	- 2360	125	1220	45	19.0
1988	- 2320	125	1200	45	18.1
1987	- 2280	125	1175	45	16.9
1986	2230	120	1150	45	16.0
1985					
1984					
1983					
1982					
1981					
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1970					
1969					
1968					
1967					
1966					
1965					

NAME OF PREPARER \_\_\_\_\_ PHONE # \_\_\_\_\_  
 DATE PREPARED \_\_\_\_\_

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

\*STATE ASSIGNED ID [0013]  
 \*STATE CODE [21]  
 \*SHRP SECTION ID [1010]

1. Year Applicable 1986

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: USED 1990 CLASS. CT.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☐ Based on actual lane count data.  
☐ System distribution factors.  
☒ Other: USED 1990 CLASS CT.

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1990 CLASS CT.  
☐ System distribution factors.  
☐ Other: \_\_\_\_\_

6. METHOD FOR ESTIMATING ESAL/VEHICLE

- ☐ ESAL/Truck.  
☐ ESAL/Vehicle class. (no. of classes) \_\_\_\_\_  
☒ Other: USED NY'S ESAL ESTIMATION METHOD

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: USED NY'S ESAL ESTIMATION METHOD

(B) Weight Scale Type

- ☒ WIM scale. 1990  
☐ Static scale used for enforcement.  
☐ Static scale not used for enforcement.  
☐ Other: \_\_\_\_\_

NAME OF PREPARER \_\_\_\_\_

PHONE # \_\_\_\_\_

DATE PREPARED \_\_\_\_\_

SCANNED

JUN 13 2008

SHEET 3

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

\*STATE ASSIGNED ID [0013]  
\*STATE CODE [21]  
\*SHRP SECTION ID [1010]

1. Year Applicable 1986

**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: USED 1990 CLASS. CT.

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

- ☐ Based on actual lane count data.  
☐ System distribution factors.  
☒ Other: USED 1990 CLASS CT.

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

- ☒ Based on actual lane count data. 1990 CLASS CT.  
☐ System distribution factors.  
☐ Other: \_\_\_\_\_

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

- ☐ ESAL/Truck.  
☐ ESAL/Vehicle class. (no. of classes) \_\_\_\_\_  
☒ Other: USED NY'S ESAL ESTIMATION METHOD

**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: USED NY'S ESAL ESTIMATION METHOD

**(B) Weight Scale Type**

- ☒ WIM scale. 1990  
☐ Static scale used for enforcement.  
☐ Static scale not used for enforcement.  
☐ Other: \_\_\_\_\_

NAME OF PREPARER \_\_\_\_\_

PHONE # \_\_\_\_\_

DATE PREPARED \_\_\_\_\_

SCANNED

JUN 17 2008  
BY 

<b>SHEET 3</b> <b>LTPP TRAFFIC DATA</b> <b>PROCEDURES FOR ESTIMATING</b> <b>ANNUAL AVERAGE VOLUMES AND</b> <b>TOTAL ANNUAL ESALS</b>	*STATE ASSIGNED ID [0013] *STATE CODE [21] *SHRP SECTION ID [1010]
--	--

1. Year Applicable 87-88-89

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: USED 1990 CLASSIFICATION COUNT

4. METHOD FOR ESTIMATING AADT BY GPS LANE
- ☒ Based on actual lane count data. 1990 CLASS. CT.
  - ☐ System distribution factors.
  - ☐ Other: \_\_\_\_\_

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES
- ☒ Based on actual lane count data. 1990 CLASS CT.
  - ☐ System distribution factors.
  - ☐ Other: \_\_\_\_\_

6. METHOD FOR ESTIMATING ESAL/VEHICLE
- ☐ ESAL/Truck.
  - ☒ ESAL/Vehicle class. (no. of classes) \_\_\_\_\_
  - ☐ Other: USED KY'S ESAL ESTIMATION METHOD

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: USED KY'S ESAL ESTIMATION METHOD
- (B) Weight Scale Type
- ☒ WIM scale. 1990
  - ☐ Static scale used for enforcement.
  - ☐ Static scale not used for enforcement.
  - ☐ Other: \_\_\_\_\_

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>564-7183</u>
DATE PREPARED <u>8-9-90</u>	

## SHEET 3

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

\*STATE ASSIGNED ID [0013]

\*STATE CODE [21]

\*SHRP SECTION ID [1010]

1. Year Applicable 87-88-89

## 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: USED 1990 CLASSIFICATION COUNT

## 4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1990 CLASS. CT.  
☐ System distribution factors.  
☐ Other: \_\_\_\_\_

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

- ☒ Based on actual lane count data. 1990 CLASS CT.  
☐ System distribution factors.  
☐ Other: \_\_\_\_\_

## 6. METHOD FOR ESTIMATING ESAL/VEHICLE

- ☐ ESAL/Truck.  
☒ ESAL/Vehicle class. (no. of classes) \_\_\_\_\_  
☐ Other: USED KY'S ESAL ESTIMATION METHOD

## 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: USED KY'S ESAL ESTIMATION METHOD

## (B) Weight Scale Type

- ☒ WIM scale. 1990  
☐ Static scale used for enforcement.  
☐ Static scale not used for enforcement.  
☐ Other: \_\_\_\_\_

NAME OF PREPARER A. RUCKERPHONE # 564-7183DATE PREPARED 8-9-90







## SHEET 5

## LTPP TRAFFIC DATA

VEHICLE CLASSIFICATION DATA  
FHWA 13-CLASS SYSTEM

\*STATE ASSIGNED ID [0013]

\*STATE CODE [21]

\*SHRP SECTION ID [1016]

HIGHWAY RT. NO. (THIS COUNT) KY 11 MILEPOST# (THIS COUNT) 13.200LOCATION (THIS COUNT) MP 13.200 FUNCTIONAL CLASS 07  
BEGINNING DATE 6-14-90 ENDING DATE 6-15-90  
BEGINNING TIME 11 AM ENDING TIME 11 AM DURATION (HRS) 24TYPE OF COUNT: MANUAL        AUTOMATED ✓ NO. OF LANES COUNTED       TYPE OF EQUIP.: AVC PERM.        AVC PORT. ✓ WIM PERM.        WIM PORT.       EQUIPMENT NAME / MODEL # SELECT AMET TRAFFIC Comp II# 241TOTAL NO. OF VEHICLES CLASSIFIED 2778 # TRUCKS 150 % TRUCKS 5.4NO. OF TRUCKS IN GPS LANE 54 % OF TRUCKS IN GPS LANE 3.8VEHICLE CLASSIFICATION METHOD: FHWA ✓ OTHER        # BINS       

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE CLASSIFICATION SYSTEM USED BY THE AGENCY AND COMPLETE SHEET 7 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Motorcycles, Vans)	<u>2628</u>	<u>1380</u>	<u>1380</u>
2. FHWA CLASS 4 (Buses)	<u>7</u>	<u>1</u>	<u>1</u>
3. FHWA CLASS 5 (Two Axle, 6-Tire, SU Truck)	<u>94</u>	<u>32</u>	<u>32</u>
4. FHWA CLASS 6 (3 AXLE SU TRUCK)	<u>17</u>	<u>6</u>	<u>6</u>
5. FHWA CLASS 7 (4 or more Axle SU Truck)	<u>0</u>	<u>0</u>	<u>0</u>
6. FHWA CLASS 8 (4 or less axle 1-Trlr.Truck)	<u>11</u>	<u>5</u>	<u>5</u>
7. FHWA CLASS 9 (5 Axle, 1-Trlr.Truck)	<u>18</u>	<u>9</u>	<u>9</u>
8. FHWA CLASS 10 (6 or more Axle, 1-Trlr.Truck)	<u>3</u>	<u>1</u>	<u>1</u>
9. FHWA CLASS 11 (5 or less Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
10. FHWA CLASS 12 (6 Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
11. FHWA CLASS 13 (7 or more Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
12. OTHER VEHICLES	<u>0</u>	<u>0</u>	<u>0</u>
GRAND TOTAL	<u>2778</u>	<u>1434</u>	<u>1434</u>

NAME OF PREPARER A. RUCKER  
DATE PREPARED 8-9-90PHONE # 502 564-7183

SHEET 8

## LTPP TRAFFIC DATA

VEHICLE CLASSIFICATION DATA  
FHWA 13-CLASS SYSTEM

\*STATE ASSIGNED ID ( )

\*STATE CODE ( )

\*SHRP SECTION ID ( )

SCANNED

JUN 11 2008

HIGHWAY RT. NO. (THIS COUNT) \_\_\_\_\_ MILEPOST# (THIS COUNT) \_\_\_\_\_

LOCATION (THIS COUNT) \_\_\_\_\_ FUNCTIONAL CLASS 02BEGINNING DATE 9-12-90 ENDING DATE 9-12-90BEGINNING TIME 12:00 AM ENDING TIME 12:00 PM DURATION (HRS) 24TYPE OF COUNT: MANUAL \_\_\_\_\_ AUTOMATED ✓ NO. OF LANES COUNTED 4TYPE OF EQUIP.: AVC PERM. \_\_\_\_\_ AVC PORT. ✓ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_EQUIPMENT NAME / MODEL # STEREOR AMGT 241 - TRAFFIC COMP IITOTAL NO. OF VEHICLES CLASSIFIED 7558 # TRUCKS 765 % TRUCKS 10.1NO. OF TRUCKS IN GPS LANE 337 % OF TRUCKS IN GPS LANE 12.6VEHICLE CLASSIFICATION METHOD: FHWA ✓ OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM USE SHEET 8. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE CLASSIFICATION SYSTEM USED BY THE AGENCY AND COMPLETE SHEET 7 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

## VEHICLE CLASSES

	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Motorcycles, Vans)	<u>6793</u>	<u>3419</u>	<u>2331</u>
2. FHWA CLASS 4 (Buses)	<u>32</u>	<u>18</u>	<u>18</u>
3. FHWA CLASS 5 (Two Axle, 6-Tire, SU Truck)	<u>185</u>	<u>95</u>	<u>85</u>
4. FHWA CLASS 6 (3 AXLE SU TRUCK)	<u>217</u>	<u>122</u>	<u>107</u>
5. FHWA CLASS 7 (4 or more Axle SU Truck)	<u>55</u>	<u>10</u>	<u>8</u>
6. FHWA CLASS 8 (4 or less axle 1-Trlr.Truck)	<u>34</u>	<u>16</u>	<u>16</u>
7. FHWA CLASS 9 (5 Axle, 1-Trlr.Truck)	<u>186</u>	<u>83</u>	<u>76</u>
8. FHWA CLASS 10 (6 or more Axle, 1-Trlr.Truck)	<u>56</u>	<u>29</u>	<u>27</u>
9. FHWA CLASS 11 (5 or less Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
10. FHWA CLASS 12 (6 Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
11. FHWA CLASS 13 (7 or more Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
12. OTHER VEHICLES	<u>0</u>	<u>0</u>	<u>0</u>
GRAND TOTAL	<u>7558</u>	<u>50.2 3792</u>	<u>35.3 2668</u>

NAME OF PREPARER \_\_\_\_\_

PHONE # \_\_\_\_\_

DATE PREPARED \_\_\_\_\_

**SHEET 5**  
**LTPP TRAFFIC DATA**

**VEHICLE CLASSIFICATION DATA**  
**FHWA 13-CLASS SYSTEM**

\*STATE ASSIGNED ID [ 0013 ]

\*STATE CODE [ 21 ]

\*SHRP SECTION ID [ 1016 ]

HIGHWAY RT. NO. (THIS COUNT) KY 11 MILEPOST# (THIS COUNT) 13.200

LOCATION (THIS COUNT) MP 13.200 FUNCTIONAL CLASS 07

BEGINNING DATE 6-14-90 ENDING DATE 6-15-90

BEGINNING TIME 114m ENDING TIME 114m DURATION (HRS) 24

TYPE OF COUNT: MANUAL        AUTOMATED ✓ NO. OF LANES COUNTED       

TYPE OF EQUIP.: AVC PERM.        AVC PORT. ✓ WIM PERM.        WIM PORT.       

EQUIPMENT NAME / MODEL # STLECTEL AMET TRAFFIC COMP II 241

TOTAL NO. OF VEHICLES CLASSIFIED 2778 # TRUCKS 150 % TRUCKS 5.4

NO. OF TRUCKS IN GPS LANE 54 % OF TRUCKS IN GPS LANE 3.8

VEHICLE CLASSIFICATION METHOD: FHWA ✓ OTHER        # BINS       

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE CLASSIFICATION SYSTEM USED BY THE AGENCY AND COMPLETE SHEET 7 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Motorcycles, Vans)	<u>2628</u>	<u>1380</u>	<u>1380</u>
2. FHWA CLASS 4 (Buses)	<u>7</u>	<u>1</u>	<u>1</u>
3. FHWA CLASS 5 (Two Axle, 6-Tire, SU Truck)	<u>94</u>	<u>32</u>	<u>32</u>
4. FHWA CLASS 6 (3 AXLE SU TRUCK)	<u>17</u>	<u>6</u>	<u>6</u>
5. FHWA CLASS 7 (4 or more Axle SU Truck)	<u>0</u>	<u>0</u>	<u>0</u>
6. FHWA CLASS 8 (4 or less axle 1-Trlr.Truck)	<u>11</u>	<u>5</u>	<u>5</u>
7. FHWA CLASS 9 (5 Axle, 1-Trlr.Truck)	<u>18</u>	<u>9</u>	<u>9</u>
8. FHWA CLASS 10 (6 or more Axle, 1-Trlr.Truck)	<u>3</u>	<u>1</u>	<u>1</u>
9. FHWA CLASS 11 (5 or less Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
10. FHWA CLASS 12 (6 Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
11. FHWA CLASS 13 (7 or more Axle, Multi-Trlr.Truck)	<u>0</u>	<u>0</u>	<u>0</u>
12. OTHER VEHICLES	<u>0</u>	<u>0</u>	<u>0</u>
<b>GRAND TOTAL</b>	<u>2778</u>	<u>1434</u>	<u>1434</u>

NAME OF PREPARER A. RUCKER PHONE # 502 564-7183  
DATE PREPARED 8-9-90

COUNTY OwsleyDATE 8-9-90NAME A. Rocker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11Project No SHRP 211010Project Limits MP 13.200 SOUTHBOUNDRef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
Interstate	Less Than 5000	West	Less Than 1.00
FAP	5000 or More	South Central	1 - 4.99
PAU		North Central	5 - 19.99
<u>4</u> PAS		<u>4</u> East	20 or more
Non FA			

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1986

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>1150</u>
Percent Trucks (IT)	x	=	+		<u>3.9</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		<u>2.7</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>2.732</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.192</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4.352</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>3.059</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1150}{AADT} \times \frac{0.961}{1-(IT/100)} \times 0.005 = \underline{5.53}$$

Non-Coal Trucks

$$\frac{1150}{AADT} \times \frac{0.038}{(IT/100)(1-ICT/100)} \times \frac{2.732}{A/NCT} \times \frac{0.192}{EAL/NCA} = \underline{22.92}$$

Coal Trucks

$$\frac{1150}{AADT} \times \frac{0.001}{(IT/100)(ICT/100)} \times \frac{4.352}{A/CT} \times \frac{3.059}{EAL/CA} = \underline{25.31}$$

Total Midyear Daily EAL's = 43.76

DESIGN EAL'S:

$$\frac{43.76}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1} \text{)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}}{\text{Design EAL's in Critical Lane}} = \underline{15,972}$$

COUNTY OWSLEYDATE 8-9-90NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11Project No SHKD 211010Project Limits MP 13.200 SOUTH BOUND.Ref Stations OWSLEY CO. STA. A13(90), 1989 COAL HAUL, 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
Interstate	Less Than 5000	West	(Percent Trucks Hauling Coal)
FAP	5000 or More	South Central	Less Than 1.00
PAU		North Central	1 - 4.99
4 FAS		4 East	5 - 19.99
Non FA			20 or more

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1989

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 1220
Percent Trucks (IT)	x	=	+		= 3.7
Percent Trucks Hauling Coal (ICT)	x	=	+		= 3.2
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 2.660
EAL's/Axle (EAL/NCA)	x	=	0.201 + 0.004		= 0.205
Coal Trucks					
Axles/Truck (A/CT)	x	=	4.387 + 0.018		= 4.405
EAL's/Axle (EAL/CA)	x	=	3.773 + 0.357		= 4.130

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1220}{AADT} \times \frac{0.963}{1-(IT/100)} \times 0.005 = 5.87$$

Non-Coal Trucks

$$\frac{1220}{AADT} \times \frac{0.036}{(IT/100)(1-ICT/100)} \times \frac{2.660}{A/NCT} \times \frac{0.205}{EAL/NCA} = 23.95$$

Coal Trucks

$$\frac{1220}{AADT} \times \frac{0.001}{(IT/100)(ICT/100)} \times \frac{4.405}{A/CT} \times \frac{4.130}{EAL/CA} = 22.20$$

Total Midyear Daily EAL's = 52.02

DESIGN EAL'S:

$$\frac{52.02}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{1} = 28,987$$

Design EAL's in  
Critical Lane

COUNTY Dawson

DATE 8-9-90

NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11

Project No SHRP 211010

Project Limits MP 13.200 SOUTHBOUND

Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
Interstate	Less Than 5000	West	Less Than 1.00	
FAP	5000 or More	South Central	1 - 4.99	
FAU		North Central	5 - 19.99	
4 FAS		4 East	20 or more	
Non FA				

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1988

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 1200
Percent Trucks (IT)	x	=	+		= 3.8
Percent Trucks Hauling Coal (ICT)	x	=	+		= 2.8
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 2.688
EAL's/Axle (EAL/NCA)	x	=	+		= 0.201
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.387
EAL's/Axle (EAL/CA)	x	=	+		= 3.773

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1200}{AADT} \times \frac{0.962}{1-(IT/100)} \times 0.005 = 5.77$$

Non-Coal Trucks

$$\frac{1200}{AADT} \times \frac{0.037}{(IT/100)(1-ICT/100)} \times \frac{2.688}{A/NCT} \times \frac{0.201}{EAL/NCA} = 23.99$$

Coal Trucks

$$\frac{1200}{AADT} \times \frac{0.007}{(IT/100)(ICT/100)} \times \frac{4.387}{A/CT} \times \frac{3.773}{EAL/CA} = 19.86$$

Total Midyear Daily EAL's = 49.62

DESIGN EAL'S:

$$\frac{49.62}{Midyear Daily EAL's (No. of Lanes)} \times 365 \times \frac{1}{Design Period} \times \frac{Lane Adjustment (1 or 2 Way)}{1} =$$

18,111...  
Design EAL's in Critical Lane

COUNTY OwsleyDATE 8-9-90NAME A. Rucker

## ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11Project No SHRP 211010Project Limits MP 13.200 SOUTHBOUNDRef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
Interstate	Less Than 5000	West	Less Than 1.00	
FAP	5000 or More	South Central	1 - 4.99	
FAD		North Central	5 - 19.99	
<u>4</u> FAS		<u>4</u> East	20 or more	
Non FA				

## DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1987

## TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>1175</u>
Percent Trucks (XT)	x	=	+		<u>3.8</u>
Percent Trucks Hauling Coal (XCT)	x	=	+		<u>2.8</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>2,710</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.196</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4,369</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>3.416</u>

## DAILY EAL'S AT MIDYEAR:

## 4-Tired Vehicles

$$\frac{1175}{AADT} \times \frac{0.962}{1-(XT/100)} \times 0.005 = \underline{5.65}$$

## Non-Coal Trucks

$$\frac{1175}{AADT} \times \frac{0.037}{(XT/100)(1-XCT/100)} \times \frac{2,710}{A/NCT} \times \frac{0.196}{EAL/NCA} = \underline{23.09}$$

## Coal Trucks

$$\frac{1175}{AADT} \times \frac{0.001}{(XT/100)(XCT/100)} \times \frac{4,369}{A/CT} \times \frac{3.416}{EAL/CA} = \underline{17.54}$$

$$\text{Total Midyear Daily EAL's} = \underline{46.28}$$

## DESIGN EAL'S:

$$\frac{46.28}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}}$$

$$= \underline{16,892}$$

Design EAL's in Critical Lane



COUNTY OwsleyDATE 8-9-90NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11Project No SHRP 211010Project Limits MP 13.200 SOUTHBOUNDRef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
Interstate	Less Than 5000	West	(Percent Trucks Hauling Coal)
PAP	5000 or More	South Central	1 - 4.99
PAU		North Central	5 - 19.99
4 PAS		4 East	20 or more
Non PA			

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1986

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 1150
Percent Trucks (IT)	x	=	+		= 3.9
Percent Trucks Hauling Coal (ICT)	x	=	+		= 2.7
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 2.732
EAL's/Axle (EAL/NCA)	x	=	+		= 0.192
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.352
EAL's/Axle (EAL/CA)	x	=	+		= 3.059

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1150}{AADT} \times \frac{0.961}{1-(IT/100)} \times 0.005 = 5.53$$

Non-Coal Trucks

$$\frac{1150}{AADT} \times \frac{0.038}{(IT/100)(1-ICT/100)} \times \frac{2.732}{A/NCT} \times \frac{0.192}{EAL/NCA} = 22.92$$

Coal Trucks

$$\frac{1150}{AADT} \times \frac{0.001}{(IT/100)(ICT/100)} \times \frac{4.352}{A/CT} \times \frac{3.059}{EAL/CA} = 25.31$$

Total Midyear Daily EAL's = 43.76

DESIGN EAL'S:

$$\frac{43.76}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}} = 15,972$$

Design EAL's in  
Critical Lane

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY PikeDATE 1-14-91NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_

Route No. US 119Classified ✓Project No. SHRP 211014

Unclassified \_\_\_\_\_

Project Limits MP 2.4Reference Stations Pike Co. Sta 804(90) 1989 EAL TABLES

## Functional Class

## Urban

Percent Trucks Hauling Coal  
Less Than 3.0  
3.0 or Greater ✓

Rural	Urban
01 Interstate	11 Interstate
02 Principal Arterial	12 Other Freeways & Expressways
06 Minor Arterial	14 Other Principal Arterial
07 Major Collector	16 Minor Arterial
08 Minor Collector	17 Collector
09 Local	19 Local

DATES: Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1989

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>2310</u>
Percent Trucks (%T)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x	_____ x	_____ =	<u>0.058</u> +	<u>3.548</u> =	<u>3.606</u>
EAL's/Axle (EAL/NCA)	_____ x	_____ x	_____ =	<u>0.002</u> +	<u>0.193</u> =	<u>0.195</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x	_____ x	_____ =	<u>0.044</u> +	<u>4.525</u> =	<u>4.569</u>
EAL's/Axle (EAL/CA)	_____ x	_____ x	_____ =	<u>0.365</u> +	<u>3.774</u> =	<u>4.139</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	<u>2310</u> x <u>0.834</u> x 0.005	=	<u>10.09</u>
Non-Coal Trucks:	<u>2310</u> x <u>0.080</u> x <u>3.606</u> x <u>0.195</u>	=	<u>146.19</u>
Coal Trucks:	<u>2310</u> x <u>0.036</u> x <u>4.569</u> x <u>4.139</u>	=	<u>2522.65</u>
Total Midyear Daily EAL's		=	<u>1728.93</u>

## DESIGN EAL'S:

<u>1728.93</u>	x	365	x	<u>1</u>	x	<u>1</u>	=	<u>631,059</u>
Midyear Daily EAL's (No. of Lanes)			Design Period		Lane Adjustment (1 or 2 Way)			

## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY PIKEDATE 1-14-91  
NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_

Route No. US 119Classified ☒Project No. SHRP 211014

Unclassified \_\_\_\_\_

Project Limits MP 2.4Reference Stations Abaco, Sta 804(90) 1989 EAL TABLES

## Functional Class

## Urban

Percent Trucks Hauling Coal  
Less Than 3.0  
☒ 3.0 or Greater

Rural	Urban
<input checked="" type="checkbox"/> 01 Interstate	<input type="checkbox"/> 11 Interstate
<input type="checkbox"/> 02 Principal Arterial	<input type="checkbox"/> 12 Other Freeways & Expressways
<input type="checkbox"/> 06 Minor Arterial	<input type="checkbox"/> 14 Other Principal Arterial
<input type="checkbox"/> 07 Major Collector	<input type="checkbox"/> 16 Minor Arterial
<input type="checkbox"/> 08 Minor Collector	<input type="checkbox"/> 17 Collector
<input type="checkbox"/> 09 Local	<input type="checkbox"/> 19 Local

DATES: Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1988

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>2095</u>
Percent Trucks (%T)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.548</u>
EAL's/Axle (EAL/NCA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>0.193</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>4.525</u>
EAL's/Axle (EAL/CA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.774</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	$\frac{2095}{AADT} \times \frac{0.874}{1-(\%T/100)} \times 0.005$	<u>9.16</u>
Non-Coal Trucks:	$\frac{2095}{AADT} \times \frac{0.090}{(\%T/100)(1-\%CT/100)} \times \frac{3.548}{A/NCT} \times \frac{0.193}{EAL/NCA}$	<u>129.11</u>
Coal Trucks:	$\frac{2095}{AADT} \times \frac{0.036}{(\%T/100)(\%CT/100)} \times \frac{4.525}{A/CT} \times \frac{3.774}{EAL/CA}$	<u>1287.97</u>
Total Midyear Daily EAL's		<u>1426.24</u>

## DESIGN EAL'S:

$\frac{1426.24}{Midyear Daily EAL's (No. of Lanes)} \times 365 \times \frac{1}{Design Period} \times \frac{Lane Adjustment (1 or 2 Way)}{1}$	<u>520,578</u>
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## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY PikeDATE 1-14-91  
NAME A. Rucker

ROUTE ID:

Road Name

Route No. US 119Classified ☒Project No. SHRP 211014Unclassified ☐Project Limits MP 2.400Reference Stations Pike Co. STA 80490 1989 EAL TABLES

## Functional Class

Percent Trucks Hauling Coal  
5 Less Than 3.0  
3.0 or Greater

Rural	Urban
<u>01</u> Interstate	<u>11</u> Interstate
<u>02</u> Principal Arterial	<u>12</u> Other Freeways & Expressways
<u>06</u> Minor Arterial	<u>14</u> Other Principal Arterial
<u>07</u> Major Collector	<u>16</u> Minor Arterial
<u>08</u> Minor Collector	<u>17</u> Collector
<u>09</u> Local	<u>19</u> Local

DATES: Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1987

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>2885</u>
Percent Trucks (%T)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.489</u>
EAL's/Axle (EAL/NCA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>0.190</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>4.482</u>
EAL's/Axle (EAL/CA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.409</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	$\frac{2885}{AADT} \times \frac{0.874}{1-(\%T/100)} \times 0.005$	=	<u>0.24</u>
Non-Coal Trucks:	$\frac{2885}{AADT} \times \frac{0.090}{(\%T/100)(1-\%CT/100)} \times \frac{3.489}{A/NCT} \times \frac{0.190}{EAL/NCA}$	=	<u>112.46</u>
Coal Trucks:	$\frac{2885}{AADT} \times \frac{0.036}{(\%T/100)(\%CT/100)} \times \frac{4.482}{A/CT} \times \frac{3.409}{EAL/CA}$	=	<u>1036.84</u>
Total Midyear Daily EAL's		=	<u>1157.54</u>

## DESIGN EAL'S:

<u>1157.54</u>	x	365	x	$\frac{1}{\text{Design Period}}$	x	$\frac{\text{Lane Adjustment}}{\text{Lane Adjustment (1 or 2 Way)}}$	=	<u>422,502</u>
Midyear Daily EAL's								
(No. of Lanes <u>1</u> )								

## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY PIKEDATE 1-14-91NAME A. Ruckx

ROUTE ID:

Road Name

Route No. US 119Classified ☒Project No. SHRP 211014Unclassified ☐Project Limits MP 2.400Reference Stations AKG Co. STA 804(90) 1989 EAL TABLES

Functional Class		Percent Trucks Hauling Coal
Rural	Urban	
<u>01</u> Interstate	<u>11</u> Interstate	<input checked="" type="checkbox"/> Less Than 3.0 <input type="checkbox"/> 3.0 or Greater
<u>02</u> Principal Arterial	<u>12</u> Other Freeways & Expressways	
<u>06</u> Minor Arterial	<u>14</u> Other Principal Arterial	
<u>07</u> Major Collector	<u>16</u> Minor Arterial	
<u>08</u> Minor Collector	<u>17</u> Collector	
<u>09</u> Local	<u>19</u> Local	

DATES: Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1986

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>1670</u>
Percent Trucks (%T)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.431</u>
EAL's/Axle (EAL/NCA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>0.188</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>4.438</u>
EAL's/Axle (EAL/CA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.044</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	<u>1670</u>	x	<u>0.874</u>	x	0.005	=	<u>7.30</u>
Non-Coal Trucks:	<u>1670</u>	x	<u>0.090</u>	x	<u>3.431</u>	x	<u>0.188</u>
Coal Trucks:	<u>1670</u>	x	<u>0.036</u>	x	<u>4.438</u>	x	<u>3.044</u>
Total Midyear Daily EAL's							= <u>916.43</u>

## DESIGN EAL'S:

<u>916.43</u>	x	365	x	<u>1</u>	x	<u>1</u>	=	<u>334,497</u>
Midyear Daily EAL's (No. of Lanes <u>1</u> )								
Design Period								
Lane Adjustment (1 or 2 Way <u>1</u> )								

## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY

Pike

DATE

1-14-91

NAME

A. Rucker

ROUTE ID:

Road Name

Route No.

US 119

Classified

Project No.

SHRP 211014

Unclassified

Project Limits

MP 2.4

Reference Stations

Pike Co. STA 804(90) 1989 EOL TABLES

Functional Class		
Rural	Urban	
01 Interstate	11 Interstate	
02 Principal Arterial	12 Other Freeways & Expressways	
06 Minor Arterial	14 Other Principal Arterial	
07 Major Collector	16 Minor Arterial	
08 Minor Collector	17 Collector	
09 Local	19 Local	

Percent Trucks Hauling Coal  
 Less Than 3.0  
☒ 3.0 or Greater

DATES:

Base Year

Design Period (Years)

Project Midyear

1989

TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x _____	_____ x _____	_____ = _____	_____ + _____	_____ = _____	<u>2310</u>
Percent Trucks (%T)	_____ x _____	_____ x _____	_____ = _____	_____ + _____	_____ = _____	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x _____	_____ x _____	_____ = _____	_____ + _____	_____ = _____	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x _____	_____ x _____	_____ = _____	<u>0.008</u> + <u>3.548</u>	_____ = _____	<u>3.606</u>
EAL's/Axle (EAL/NCA)	_____ x _____	_____ x _____	_____ = _____	<u>0.002</u> + <u>0.193</u>	_____ = _____	<u>0.195</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x _____	_____ x _____	_____ = _____	<u>0.044</u> + <u>4.525</u>	_____ = _____	<u>4.569</u>
EAL's/Axle (EAL/CA)	_____ x _____	_____ x _____	_____ = _____	<u>0.365</u> + <u>3.774</u>	_____ = _____	<u>4.139</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	<u>2310</u> x <u>0.874</u>	x 0.005	-	<u>10.09</u>
Non-Coal Trucks:	<u>2310</u> x <u>0.080</u>	x <u>3.606</u> x <u>0.195</u>	-	<u>146.19</u>
Coal Trucks:	<u>2310</u> x <u>0.036</u>	x <u>4.569</u> x <u>4.139</u>	-	<u>1522.65</u>
Total Midyear Daily EAL's				<u>1728.93</u>

DESIGN EAL'S:

1728.93 x 365 x 1 x 1  
 Midyear Daily EAL's (No. of Lanes) 1  
 Design Period  
 Lane Adjustment (1 or 2 Way 1)

631,059

Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY

PIKE

DATE

1-14-91

NAME

D. Ruckner

ROUTE ID:

Road Name

Route No.

US 119Classified ☒

Project No.

SHRP 211014Unclassified ☐

Project Limits

MP 2.4

Reference Stations

Pike Co. Sta 80490 1989 EAL TABLES

Functional Class		
Rural	Urban	
<u>01</u> Interstate	<u>11</u> Interstate	
<u>02</u> Principal Arterial	<u>12</u> Other Freeways & Expressways	
<u>06</u> Minor Arterial	<u>14</u> Other Principal Arterial	
<u>07</u> Major Collector	<u>16</u> Minor Arterial	
<u>08</u> Minor Collector	<u>17</u> Collector	
<u>09</u> Local	<u>19</u> Local	

 Percent Trucks Hauling Coal  
☒ Less Than 3.0  
☐ 3.0 or Greater

DATES: Base Year

Design Period (Years)

Project Midyear

1988

TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	<u>2095</u>	x	x	-	+	<u>2095</u>
Percent Trucks (%T)	<u>28.4</u>	x	x	-	+	<u>12.6</u>
% Trucks Hauling Coal (%CT)	<u>28.4</u>	x	x	-	+	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	<u>3.548</u>	x	x	-	+	<u>0.193</u>
EAL's/Axle (EAL/NCA)	<u>0.193</u>	x	x	-	+	<u>0.193</u>
Coal Trucks						
Axles/Truck (A/CT)	<u>4.525</u>	x	x	-	+	<u>4.525</u>
EAL's/Axle (EAL/CA)	<u>3.774</u>	x	x	-	+	<u>3.774</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	<u>2095</u>	x	<u>0.874</u>	x	0.005	=	<u>9.16</u>
Non-Coal Trucks:	<u>2095</u>	x	<u>0.090</u>	x	<u>3.548</u>	x	<u>0.193</u>
Coal Trucks:	<u>2095</u>	x	<u>0.036</u>	x	<u>4.525</u>	x	<u>3.774</u>
Total Midyear Daily EAL's							<u>1426.24</u>

DESIGN EAL'S:

<u>1426.24</u>	x	365	x	<u>1</u>	x	<u>1</u>	=	<u>520,578</u>
Midyear Daily EAL's			Design Period		Lane Adjustment	(1 or 2 Way)		
(No. of Lanes)	<u>1</u>							

Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-6</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-6</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY

Pike

DATE

1-14-91

NAME

A. Ruckert

ROUTE ID:

Road Name

Route No.

US 119Classified ☒Project No. SHRP 211014Unclassified ☐Project Limits MP 2.400Reference Stations Pike Co. STA 20490 1989 CAL TABLES

## Functional Class

Percent Trucks Hauling Coal

Rural

Urban

Less Than 3.0

3.0 or Greater

<input checked="" type="checkbox"/> 01 Interstate	<input type="checkbox"/> 11 Interstate
<input type="checkbox"/> 02 Principal Arterial	<input type="checkbox"/> 12 Other Freeways & Expressways
<input type="checkbox"/> 06 Minor Arterial	<input type="checkbox"/> 14 Other Principal Arterial
<input type="checkbox"/> 07 Major Collector	<input type="checkbox"/> 16 Minor Arterial
<input type="checkbox"/> 08 Minor Collector	<input type="checkbox"/> 17 Collector
<input type="checkbox"/> 09 Local	<input type="checkbox"/> 19 Local

DATES: Base Year

Design Period (Years)

Project Midyear

1987

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	<u>1885</u>	x	-	+	-	<u>1885</u>
Percent Trucks (%T)	<u>12.6</u>	x	-	+	-	<u>12.6</u>
% Trucks Hauling Coal (%CT)	<u>28.4</u>	x	-	+	-	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	<u>3.489</u>	x	-	+	-	<u>3.489</u>
EAL's/Axle (EAL/NCA)	<u>0.190</u>	x	-	+	-	<u>0.190</u>
Coal Trucks						
Axles/Truck (A/CT)	<u>4.482</u>	x	-	+	-	<u>4.482</u>
EAL's/Axle (EAL/CA)	<u>3.409</u>	x	-	+	-	<u>3.409</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	<u>1885</u>	x	<u>0.874</u>	x	0.005	=	<u>8.24</u>
Non-Coal Trucks:	<u>1885</u>	x	<u>0.090</u>	x	$\frac{3.489}{A/NCT} \times \frac{0.190}{EAL/NCA}$	=	<u>102.46</u>
Coal Trucks:	<u>1885</u>	x	<u>0.036</u>	x	$\frac{4.482}{A/CT} \times \frac{3.409}{EAL/CA}$	=	<u>1036.84</u>
Total Midyear Daily EAL's						=	<u>1157.54</u>

## DESIGN EAL'S:

<u>1157.54</u>	x	365	x	$\frac{1}{\text{Design Period}}$	x	$\frac{\text{Lane Adjustment}}{(1 \text{ or } 2 \text{ Way})}$	=	<u>422,502</u>
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## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways



## ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY

PIKE

DATE

1-14-91

NAME

A. RUCKER

ROUTE ID:

Road Name

Route No.

US 119Classified ☒

Project No.

SHRP 211014Unclassified ☐

Project Limits

MP 2.400Reference Stations PIKE CO. STA 804(90) 1989 EAL TABLES

## Functional Class

## Rural

## Urban

<u>01</u> Interstate	<u>11</u> Interstate
<u>02</u> Principal Arterial	<u>12</u> Other Freeways & Expressways
<u>06</u> Minor Arterial	<u>14</u> Other Principal Arterial
<u>07</u> Major Collector	<u>16</u> Minor Arterial
<u>08</u> Minor Collector	<u>17</u> Collector
<u>09</u> Local	<u>19</u> Local

 Percent Trucks Hauling Coal  
☒ Less Than 3.0  
☐ 3.0 or Greater

 DATES: Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1986

## TRAFFIC PARAMETERS:

	Base Year Estimate	Annual Change (Fractions)	No. Years to Midyear	Increment	Base Year Estimate	Project Midyear Estimate
Volume (AADT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>1670</u>
Percent Trucks (%T)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>12.6</u>
% Trucks Hauling Coal (%CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>28.4</u>
Non-Coal Trucks						
Axles/Truck (A/NCT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.431</u>
EAL's/Axle (EAL/NCA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>0.188</u>
Coal Trucks						
Axles/Truck (A/CT)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>4.438</u>
EAL's/Axle (EAL/CA)	_____ x	_____ x	_____ =	_____ +	_____ =	<u>3.044</u>

## DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles:	$\frac{1670}{AADT} \times \frac{0.874}{1-(\%T/100)} \times 0.005$	=	<u>7.30</u>
Non-Coal Trucks:	$\frac{1670}{AADT} \times \frac{0.090}{(\%T/100)(1-\%CT/100)} \times \frac{3.431}{A/NCT} \times \frac{0.188}{EAL/NCA}$	=	<u>96.95</u>
Coal Trucks:	$\frac{1670}{AADT} \times \frac{0.036}{(\%T/100)(\%CT/100)} \times \frac{4.438}{A/CT} \times \frac{3.044}{EAL/CA}$	=	<u>812.18</u>
Total Midyear Daily EAL's			= <u>916.43</u>

## DESIGN EAL'S:

<u>916.43</u>	x	365	x	$\frac{1}{\text{Design Period}}$	x	$\frac{\text{Lane Adjustment}}{\text{Lane Adjustment (1 or 2 Way)}}$	=	<u>334,497</u>
Midyear Daily EAL's		(No. of Lanes <u>1</u> )						

## Lane Distribution Adjustments

L = 0.497 - (1.84 + 1.42 FT)(AADT)(10<sup>-4</sup>) for 4-lane roadways (Minimum value = 0.375)L = 0.427 - (2.308 + 1.75 FT)(AADT)(10<sup>-4</sup>) for 6-lane roadways (Minimum value = 0.25)

L = 0.50 for 2-lane roadways

COUNTY

Owsley

DATE

8-9-90

NAME

A. Rucker

ROUTE ID:

Road Name

Route No

KY 11

Project No

SHKP 211010

Project Limits

MP 13.200 SOUTH BOUND.

Ref Stations

Owsley Co. STA. A13(90), 1989 COAL HAUL, 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
Interstate	Less Than 5000	West	Less Than 1.00	
FAP	5000 or More	South Central	1 - 4.99	
PAU		North Central	5 - 19.99	
4 FAS		4 East	20 or more	
Non FA				

DATES:

Base Year

Design Period (Years)

Project Midyear

1989

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 1220
Percent Trucks (IT)	x	=	+		= 3.7
Percent Trucks Hauling Coal (XCT)	x	=	+		= 3.2
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 2.660
EAL's/Axle (EAL/NCA)	x	=	0.201 + 0.004		= 0.205
Coal Trucks					
Axles/Truck (A/CT)	x	=	4.387 + 0.018		= 4.405
EAL's/Axle (EAL/CA)	x	=	3.773 + 0.357		= 4.130

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1220}{AADT} \times \frac{0.963}{1-(IT/100)} \times 0.005 = 5.87$$

Non-Coal Trucks

$$\frac{1220}{AADT} \times \frac{0.036}{(IT/100)(1-XCT/100)} \times \frac{2.660}{A/NCT} \times \frac{0.205}{EAL/NCA} = 23.95$$

Coal Trucks

$$\frac{1220}{AADT} \times \frac{0.001}{(IT/100)(XCT/100)} \times \frac{4.405}{A/CT} \times \frac{4.130}{EAL/CA} = 22.20$$

Total Midyear Daily EAL's =

52.02

DESIGN EAL'S:

$$\frac{52.02}{Midyear Daily EAL's (No. of Lanes)} \times 365 \times \frac{1}{Design Period} \times \frac{Lane Adjustment (1 or 2 Way)}{1} = 78,987$$

Design EAL's in  
Critical Lane

COUNTY Owsley

DATE 8-9-90

NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11

Project No SHRP 211010

Project Limits MP 13.200 SOUTHBOUND

Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
Interstate	Less Than 5000	West	(Percent Trucks Hauling Coal)
FAP	5000 or More	South Central	Less Than 1.00
FAU		North Central	1 - 4.99
4 FAS		East	5 - 19.99
Non FA			20 or more

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1988

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 1200
Percent Trucks (IT)	x	=	+		= 3.8
Percent Trucks Hauling Coal (ICT)	x	=	+		= 2.8
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 2.688
EAL's/Axle (EAL/NCA)	x	=	+		= 0.201
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.387
EAL's/Axle (EAL/CA)	x	=	+		= 3.773

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1200}{AADT} \times \frac{0.962}{1-(IT/100)} \times 0.005 = 5.77$$

Non-Coal Trucks

$$\frac{1200}{AADT} \times \frac{0.037}{(IT/100)(1-ICT/100)} \times \frac{2.688}{A/NCT} \times \frac{0.201}{EAL/NCA} = 23.99$$

Coal Trucks

$$\frac{1200}{AADT} \times \frac{0.007}{(IT/100)(ICT/100)} \times \frac{4.387}{A/CT} \times \frac{3.773}{EAL/CA} = 19.86$$

Total Midyear Daily EAL's = 49.62

DESIGN EAL'S:

$$\frac{49.62}{Midyear Daily EAL's (No. of Lanes)} \times 365 \times \frac{1}{Design Period} \times \frac{Lane Adjustment (1 or 2 Way)}{1} =$$

18,111  
Design EAL's in Critical Lane

COUNTY OwsleyDATE 8-9-90NAME A. Rucker

ROUTE ID:

Road Name \_\_\_\_\_ Route No KY 11Project No SHRP 211010Project Limits MP 13.200 SOUTHBOUNDRef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)
Interstate	Less Than 5000	West	(Percent Trucks Hauling Coal)
FAP	5000 or More	South Central	1 - 4.99
FAU		North Central	5 - 19.99
<u>4</u> FAS		<u>4</u> East	20 or more
Non FA			

DATES:

Base Year \_\_\_\_\_ Design Period (Years) \_\_\_\_\_ Project Midyear 1987

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>1175</u>
Percent Trucks (XT)	x	=	+		<u>3.8</u>
Percent Trucks Hauling Coal (XCT)	x	=	+		<u>2.8</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>2,710</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.196</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4,369</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>3.416</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{1175}{AADT} \times \frac{0.962}{1-(XT/100)} \times 0.005 = \underline{5.65}$$

Non-Coal Trucks

$$\frac{1175}{AADT} \times \frac{0.037}{(XT/100)(1-XCT/100)} \times \frac{2,710}{A/NCT} \times \frac{0.196}{EAL/NCA} = \underline{23.09}$$

Coal Trucks

$$\frac{1175}{AADT} \times \frac{0.001}{(XT/100)(XCT/100)} \times \frac{4,369}{A/CT} \times \frac{3.416}{EAL/CA} = \underline{17.54}$$
Total Midyear Daily EAL's = 46.28

DESIGN EAL'S:

$$\frac{46.28}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1} \text{)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}}{\text{Design EAL's in Critical Lane}} = \underline{16,892}$$