

SHEET 1 LTPP TRAFFIC DATA SUMMARY TRANSMITTAL FORM	*STATE ASSIGNED ID <u>[0040]</u> *STATE CODE <u>[21]</u> *SHRP SECTION ID <u>[4025]</u>
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STATE OR PROVINCE KENTUCKY COUNTY FAYETTE
 HIGHWAY ROUTE NO. I-64 MILEPOST# 73.800
 NEAREST CITY/TOWN LEXINGTON NEAREST INTERSECTION I-75
 FUNCTIONAL CLASS 01 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4
 DIRECTION OF TRAVEL GPS LANE EAST DATE OPENED TO TRAF. 02-28-73
 FIPS COUNTY CODE 067 FHWA STATION IDENTIFICATION NO. 214025
 HPMS SAMPLE NO. 9064-71000 HPMS SUBDIVISION NO. 2
 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> DATE PREPARED <u>8-7-90</u>	PHONE # <u>502 564-7183</u>
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SHEET 1 LTPP TRAFFIC DATA SUMMARY TRANSMITTAL FORM	*STATE ASSIGNED ID [0040] *STATE CODE [21] *SHRP SECTION ID [4025]
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STATE OR PROVINCE KENTUCKY COUNTY FAYETTE
 HIGHWAY ROUTE NO. I-64 MILEPOST# 73.800
 NEAREST CITY/TOWN LEXINGTON NEAREST INTERSECTION I-75
 FUNCTIONAL CLASS 01 NO. LANES EACH DIRECTION 2 TOTAL NO. LANES 4
 DIRECTION OF TRAVEL GPS LANE EAST DATE OPENED TO TRAF. 02-28-73
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 HPMS SAMPLE NO. 9964-71000 HPMS SUBDIVISION NO. 2
 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> DATE PREPARED <u>8-7-90</u>	PHONE # <u>502 564-7183</u>
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SHEET 2 LTPP TRAFFIC DATA TRAFFIC VOLUMES AND LOAD ESTIMATES	*STATE ASSIGNED ID [0040] *STATE CODE [2] *SHRP SECTION ID [4025]
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11" represent
1000' (1000's)

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	18100 ~	3680	6520	1560	477.5
1988	14800	3550	5330	1280	423.8
1987	14000 ~	3360	5040	1210	380.0
1986	13300 ~	3190	4790	1150	354.9
1985	13300	3190	4790	1150	362.1
1984	14100 ~	3390	5080	1220	366.7
1983	14000 ~	3360	5040	1210	355.2
1982	12300 ~	2950	4430	1060	305.0
1981	13000 ~	3120	4680	1120	315.6
1980	13900	3340	5000	1200	331.3
1979	14200	3410	5110	1230	331.4
1978	14200 ~	3410	5110	1230	342.0
1977	12000 ~	2880	4320	1040	283.0
1976	11000 ~	2640	3960	950	253.7
1975	11000	2640	3960	950	248.0
1974	10900 ~	2620	3920	950	241.4
1973	9520	2280	3430	820	204.9
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>502 564-7123</u>
DATE PREPARED <u>8-7-90</u>	

SHEET 2 LTPP TRAFFIC DATA TRAFFIC VOLUMES AND LOAD ESTIMATES	*STATE ASSIGNED ID [0040]
	*STATE CODE [21]
	*SHRP SECTION ID [4025]

1 - represent
an estimated count

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	18100 ~	3680	6520 (0.36)	1560	477.5
1988	14800 ~	3550	5330	1280	423.8
1987	14000 ~	3360	5040	1210	380.0
1986	13300 ~	3190	4790	1150	354.9
1985	13300 ~	3190	4790	1150	362.1
1984	14100 ~	3390	5080	1220	366.4
1983	14000 ~	3360	5040	1210	355.2
1982	12300 ~	2950	4430	1060	305.0
1981	13000 ~	3120	4680	1120	315.6
1980	13900 ~	3340	5000	1200	331.3
1979	14200 ~	3410	5110	1230	331.4
1978	14200 ~	3410	5110	1230	342.0
1977	12000 ~	2880	4320	1040	283.0
1976	11000 ~	2640	3960	950	253.7
1975	11000 ~	2640	3960	950	248.0
1974	10900 ~	2620	3920	950	241.4
1973	9520	2280	3430	820	204.9
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>502 564-7183</u>
DATE PREPARED <u>8-7-90</u>	

SHEET 3

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

*STATE ASSIGNED ID [0040]

*STATE CODE [21]

*SHRP SECTION ID [4025]

1. Year Applicable 1973, 74, 75, 76, 77, 79,
80, 85, 88

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 1987-89 CLASS.
COUNTS

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1987, 89 CLASS, CTS.
☐ System distribution factors.
☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1987, 89 CLASS, CTS.
☐ System distribution factors.
☐ Other: _____

6. METHOD FOR ESTIMATING ESAL/VEHICLE

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

(B) Weight Scale Type

- ☒ WIM scale. 1989, 90
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other: _____

NAME OF PREPARER A. RUCKERPHONE # 502 564-7183DATE PREPARED 8-7-90

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

*STATE ASSIGNED ID (0040)

*STATE CODE (21)

*SHRP SECTION ID (4025)

1. Year Applicable 1978

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 1987 CLASS CT.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS CT.
- ☐ System distribution factors.
- ☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: _____

NAME OF PREPARER A. RUCKERPHONE # 502 564-7183DATE PREPARED 12-5-90

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

*STATE ASSIGNED ID [0040]
*STATE CODE [21]
*SHRP SECTION ID [4025]

1. Year Applicable 1981

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: 1987 CLASS, CT.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS, CT
- ☐ System distribution factors.
- ☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: _____

NAME OF PREPARER A. Rucker PHONE # 502 564-7183
DATE PREPARED 12-5-90

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

*STATE ASSIGNED ID (0040)

*STATE CODE (21)

*SHRP SECTION ID (4025)

1. Year Applicable 1982

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: 1987 CLASS, CT.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS CT.
- ☐ System distribution factors.
- ☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: _____

NAME OF PREPARER A. RUCKENPHONE # 502 564-7183DATE PREPARED 12-5-90

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

*STATE ASSIGNED ID (0040)
*STATE CODE (21)
*SHRP SECTION ID (4025)

1. Year Applicable 1983

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: 1987 CLASS ET.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS C7.
- ☐ System distribution factors.
- ☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 CLASS C7.
- ☐ 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. 1989
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: _____

NAME OF PREPARER A. Ruckee

PHONE # 502 564-7183

DATE PREPARED 12-5-90

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

*STATE ASSIGNED ID (0040)
*STATE CODE (21)
*SHRP SECTION ID (4025)

1. Year Applicable 1984

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 1987 CLASS CT

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS CT
☐ System distribution factors.
☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other: _____

NAME OF PREPARER A. RUCKEL
 DATE PREPARED 12-5-90

PHONE # 502 564-7183

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

*STATE ASSIGNED ID (0040)
*STATE CODE (21)
*SHRP SECTION ID (4025)

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 1987 CLASS CT.

4. METHOD FOR ESTIMATING AADT BY GPS LANE

- ☒ Based on actual lane count data. 1989 CLASS CT.
☐ System distribution factors.
☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other: _____

NAME OF PREPARER A. RUCKER

PHONE # 502 564-7183

DATE PREPARED 8-7-90

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

*STATE ASSIGNED ID (0040)

*STATE CODE (21)

*SHRP SECTION ID (4025)

1. Year Applicable 1987

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. 1989 CLASS C7.
- ☐ System distribution factors.
- ☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1987 CLASS C7
- ☐ System distribution factors.
- ☐ Other: _____

6. METHOD FOR ESTIMATING ESAL/VEHICLE

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

(B) Weight Scale Type

- ☒ WIM scale. 1989
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☐ Other: _____

NAME OF PREPARER A. RuckerPHONE # 502-564-7183DATE PREPARED 8-7-90

SHEET 3

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

*STATE ASSIGNED ID [0040]
 *STATE CODE [21]
 *SHRP SECTION ID [4025]

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. 1989 CLASS CT
☐ System distribution factors.
☐ Other: _____

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☒ Based on actual lane count data. 1989 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. 1989
☐ Static scale used for enforcement.
☐ Static scale not used for enforcement.
☐ Other: _____

NAME OF PREPARER A. RUCKEL
 DATE PREPARED 8-7-90

PHONE # 502 564-7183

SHEET 4
LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID [0040]
*STATE CODE [21]
*SHRP SECTION ID [4025]

HIGHWAY ROUTE NO. (THIS COUNT) I-64
MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
BEGINNING DATE 7-12-78 ENDING DATE 7-14-78
BEGINNING TIME 11 AM ENDING TIME 11 AM
COUNT DURATION 48 HOURS [] DAYS [] MONTHS
TYPE OF COUNTER PORTABLE NAME/MODEL # _____
TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY _____

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>18470</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.500</u>
B. AXLE CORRECTION FACTOR		<u>1.000</u>
C. DAY OF WEEK FACTOR		<u>0.810</u>
D. MONTH FACTOR		<u>0.960</u>
E. OTHER FACTOR (_____)		<u>---</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) <u>14200</u>		<u>7180</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.710</u>
6. AADT GPS LANE		<u>5110</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER A. RUCKER PHONE # 502 564-7183
DATE PREPARED 12-5-90

LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID [0040]

*STATE CODE [21]

*SHRP SECTION ID [4025]

HIGHWAY ROUTE NO. (THIS COUNT) I-64MILEPOST# OR LOCATION (THIS COUNT) MP 73.800BEGINNING DATE 12-8-81 ENDING DATE 12-10-81BEGINNING TIME 1 PM ENDING TIME 1 PMCOUNT DURATION 48 ☒ HOURS ☐ DAYS ☐ MONTHSTYPE OF COUNTER PORTABLE NAME/MODEL # _____TYPE OF COUNT: TWO-WAY ☐ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY ☐

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>13140</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.500</u>
B. AXLE CORRECTION FACTOR		<u>1.000</u>
C. DAY OF WEEK FACTOR		<u>1.020</u>
D. MONTH FACTOR		<u>0.940</u>
E. OTHER FACTOR (_____)		<u>-----</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) = <u>13000</u>		<u>6300</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.740</u>
6. AADT GPS LANE		<u>4680</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER A. Rucker PHONE # 502 564-7183
DATE PREPARED 12-5-90

SHEET 4
LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID [0040]
*STATE CODE [21]
*SHRP SECTION ID [4025]

HIGHWAY ROUTE NO. (THIS COUNT) I-64
MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
BEGINNING DATE 10-19-82 ENDING DATE 10-22-82
BEGINNING TIME 1 PM ENDING TIME 1 PM
COUNT DURATION 72 HOURS [] DAYS [] MONTHS
TYPE OF COUNTER PORTABLE NAME/MODEL # _____
TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY X GPS TEST LANE ONLY _____

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>24970</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.333</u>
B. AXLE CORRECTION FACTOR		<u>1.000</u>
C. DAY OF WEEK FACTOR		<u>0.980</u>
D. MONTH FACTOR		<u>0.780</u>
E. OTHER FACTOR (_____)		<u>----</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) = <u>12300</u>		<u>6360</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.700</u>
6. AADT GPS LANE		<u>4430</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>502 564-7183</u>
DATE PREPARED <u>12-5-90</u>	

SHEET 4
LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID [0040]
*STATE CODE [21]
*SHRP SECTION ID [4025]

HIGHWAY ROUTE NO. (THIS COUNT) I-64
MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
BEGINNING DATE 7-14-83 ENDING DATE 7-18-83
BEGINNING TIME 1 PM ENDING TIME 1 PM
COUNT DURATION 96 [X] HOURS [] DAYS [] MONTHS
TYPE OF COUNTER PORTABLE NAME/MODEL # _____
TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY [X] GPS TEST LANE ONLY _____

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>36460</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.250</u>
B. AXLE CORRECTION FACTOR		<u>1.000</u>
C. DAY OF WEEK FACTOR		<u>0.950</u>
D. MONTH FACTOR		<u>0.750</u>
E. OTHER FACTOR (_____)		<u>-----</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) = <u>14000</u>		<u>6960</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.720</u>
6. AADT GPS LANE		<u>5040</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>502 564-7183</u>
DATE PREPARED <u>12-5-90</u>	

SHEET 4
LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID (0040)
*STATE CODE (21)
*SHRP SECTION ID (4025)

HIGHWAY ROUTE NO. (THIS COUNT) I-64
MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
BEGINNING DATE 7-12-84 ENDING DATE 7-16-84
BEGINNING TIME 11 AM ENDING TIME 11 AM
COUNT DURATION 96 HOURS [] DAYS [] MONTHS
TYPE OF COUNTER PORTABLE NAME/MODEL # _____
TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY _____

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>40510</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.250</u>
B. AXLE CORRECTION FACTOR		<u>1.000</u>
C. DAY OF WEEK FACTOR		<u>0.830</u>
D. MONTH FACTOR		<u>0.790</u>
E. OTHER FACTOR (_____)		<u>---</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) = <u>14100</u>		<u>7150</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.710</u>
6. AADT GPS LANE		<u>5080</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER A. RUCKER PHONE # 502-564-7183
DATE PREPARED 12-5-90

SHEET 4
LTPP TRAFFIC DATA
TRAFFIC VOLUME COUNTS

*STATE ASSIGNED ID [0040]
*STATE CODE [21]
*SHRP SECTION ID [4025]

HIGHWAY ROUTE NO. (THIS COUNT) I-64
MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
BEGINNING DATE 7-21-86 ENDING DATE 7-23-86
BEGINNING TIME 10 AM ENDING TIME 10 AM
COUNT DURATION 48 HOURS [] DAYS [] MONTHS
TYPE OF COUNTER PORTABLE NAME/MODEL # _____
TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY _____

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		<u>19930</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.500</u>
B. AXLE CORRECTION FACTOR		<u>0.800</u>
C. DAY OF WEEK FACTOR		<u>-----</u>
D. MONTH FACTOR		<u>0.860</u>
E. OTHER FACTOR (_____)		<u>-----</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) - <u>13300</u>		<u>6860</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>0.700</u>
6. AADT GPS LANE		<u>4790</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER A. Lucke PHONE # 502 564-7183
DATE PREPARED 12-5-90

SHEET 4 LTPP TRAFFIC DATA TRAFFIC VOLUME COUNTS	*STATE ASSIGNED ID [<u>0040</u>] *STATE CODE [<u>21</u>] *SHRP SECTION ID [<u>4025</u>]
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HIGHWAY ROUTE NO. (THIS COUNT) I-64
 MILEPOST# OR LOCATION (THIS COUNT) MP 73.800
 BEGINNING DATE 4-13-87 ENDING DATE 4-15-87
 BEGINNING TIME 1 PM ENDING TIME 1 PM
 COUNT DURATION 48 HOURS [] DAYS [] MONTHS
 TYPE OF COUNTER PORTABLE NAME/MODEL # _____
 TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY _____

<u>ITEM</u>	<u>ACTUAL COUNTS</u>	<u>UNITS</u>
1. TOTAL NO. OF VEHICLES (RAW COUNT)	<u>18570</u>	
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT	<u>0.500</u>	
B. AXLE CORRECTION FACTOR	<u>0.800</u>	
C. DAY OF WEEK FACTOR	<u>----</u>	
D. MONTH FACTOR	<u>0.990</u>	
E. OTHER FACTOR (_____)	<u>----</u>	
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) <u>- 14000</u>	<u>7350</u>	
4. DIRECTIONAL DISTRIBUTION FACTOR	<u>1.000</u>	
5. GPS LANE DISTRIBUTION FACTOR	<u>0.690</u>	
6. AADT GPS LANE	<u>5040</u>	

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>A. RUCKER</u>	PHONE # <u>502 564-7183</u>
DATE PREPARED <u>12-5-90</u>	

SHEET 4 LTPP TRAFFIC DATA TRAFFIC VOLUME COUNTS	*STATE ASSIGNED ID [<u>0040</u>] *STATE CODE [<u>21</u>] *SHRP SECTION ID [<u>4025</u>]
--	---

HIGHWAY ROUTE NO. (THIS COUNT) I-64
 MILEPOST# OR LOCATION (THIS COUNT) 73.800
 BEGINNING DATE 5-2-89 ENDING DATE 5-4-89
 BEGINNING TIME 11 AM ENDING TIME 11 AM
 COUNT DURATION 48 ☒ HOURS [] DAYS [] MONTHS
 TYPE OF COUNTER PORTABLE NAME/MODEL # _____
 TYPE OF COUNT: TWO-WAY _____ ONE DIRECTION ONLY ☒ GPS TEST LANE ONLY _____

ACTUAL COUNTS	
ITEM	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)	<u>22370</u>
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):	
A. ADJUSTMENT TO 24-HOUR COUNT	<u>0.500</u>
B. AXLE CORRECTION FACTOR	<u>0.800</u>
C. DAY OF WEEK FACTOR	<u>----</u>
D. MONTH FACTOR	<u>1.000</u>
E. OTHER FACTOR (_____)	<u>----</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) <u>-18,100</u>	<u>8950</u>
4. DIRECTIONAL DISTRIBUTION FACTOR	<u>1.000</u>
5. GPS LANE DISTRIBUTION FACTOR	<u>0.730</u>
6. AADT GPS LANE	<u>6520</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>A. Ruckge</u>	PHONE # <u>502 564-7183</u>
DATE PREPARED <u>12-5-90</u>	

SHEET 6

LTPP TRAFFIC DATA

VEHICLE CLASSIFICATION DATA
FHWA 13-CLASS SYSTEM

*STATE ASSIGNED ID (0040)

*STATE CODE (21)

*SHRP SECTION ID (4025)

HIGHWAY RT. NO. (THIS COUNT) 5-64 MILEPOST# (THIS COUNT) 73-800

LOCATION (THIS COUNT) BEGINNING DATE 10-5-89 FUNCTIONAL CLASS 01

BEGINNING TIME 3 PM ENDING TIME 3 PM DURATION (HRS) 24

TYPE OF COUNT: MANUAL AUTOMATED NO. OF LANES COUNTED 4

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

EQUIPMENT NAME / MODEL SK TRAFFIC CUMP 241 III

TOTAL NO. OF VEHICLES CLASSIFIED 22386 # TRUCKS 4547 % TRUCKS 20.3

NO. OF TRUCKS IN GPS LANE 1944 % OF TRUCKS IN GPS LANE 24.0

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

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)	17839	11218	6155
2. FHWA CLASS 4 (Buses)	0	0	0
3. FHWA CLASS 5 (Two Axle, 6-Tire, SU Truck)	705	359	168
4. FHWA CLASS 6 (3 AXLE SU TRUCK)	146	70	64
5. FHWA CLASS 7 (4 or more Axle SU Truck)	38	17	16
6. FHWA CLASS 8 (4 or less axle 1-Trlr.Truck)	402	200	153
7. FHWA CLASS 9 (5 Axle, 1-Trlr.Truck)	3038	1478	1463
8. FHWA CLASS 10 (6 or more Axle, 1-Trlr.Truck)	49	20	19
9. FHWA CLASS 11 (5 or less Axle, Multi-Trlr.Truck)	138	53	53
10. FHWA CLASS 12 (6 Axle, Multi-Trlr.Truck)	22	8	8
11. FHWA CLASS 13 (7 or more Axle, Multi-Trlr.Truck)	9	2	0
12. OTHER VEHICLES	0	0	0
GRAND TOTAL	22386	12425	8099

NAME OF PREPARER A. RUCKER

PHONE # 502 564-7183

DATE PREPARED 8-7-90

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKER

ROUTE ID:

Road Name _____ Route No E-64Project No SHRP 214025Project Limits MP 73-800 EAST SOUND DRIVING LANERef Stations SCOTT CO STA 541(89), 1989 COAL HAUL, 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear) (Percent Trucks Hauling Coal)
<u>1</u> Interstate	Less Than 5000	West	<u>*</u> Less Than 1.00
FAP	<u>2</u> 5000 or More	South Central	1 - 4.99
FAU		<u>3</u> North Central	5 - 19.99
FAS		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	=	+	=	<u>6520</u>
Percent Trucks (IT)	x	=	+	=	<u>23.9</u>
Percent Trucks Hauling Coal (XCT)	x	=	+	=	<u>0.1</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+	=	<u>4.358</u>
EAL's/Axle (EAL/NCA)	x	=	<u>0.180</u>	+ <u>0.004</u>	= <u>0.184</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	<u>4.457</u>	+ <u>0.031</u>	= <u>4.488</u>
EAL's/Axle (EAL/CA)	x	=	+	=	<u>4.022</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{6520}{\text{AADT}} \times \frac{0.761}{1 - (\text{IT}/100)} \times 0.005 = \underline{24.81}$$

Non-Coal Trucks

$$\frac{6520}{\text{AADT}} \times \frac{0.2387}{(\text{IT}/100)(1 - \text{XCT}/100)} \times \frac{4.358}{\text{A/NCT}} \times \frac{0.184}{\text{EAL/NCA}} = \underline{1247.97}$$

Coal Trucks

$$\frac{6520}{\text{AADT}} \times \frac{0.0003}{(\text{IT}/100)(\text{XCT}/100)} \times \frac{4.488}{\text{A/CT}} \times \frac{4.022}{\text{EAL/CA}} = \underline{35.31}$$
Total Midyear Daily EAL's = 1308.09

DESIGN EAL'S:

$$\frac{1308.09}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1})} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1})}{\text{Lane}} = \boxed{477.453}$$

Design EAL's in Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAVETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73.800EASTBOUND DRIVING LANERef Stations SCOTT C2512541(87), 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	
FAU		North Central	5 - 19.99	
FAS		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	=	+		= 5330
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.8
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.163
EAL's/Axle (EAL/NCA)	x	=	+		= 0.180
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.439
EAL's/Axle (EAL/CA)	x	=	+		= 4.022

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5330}{\text{AADT}} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 20.25$$

Non-Coal Trucks

$$\frac{5330}{\text{AADT}} \times \frac{0.238}{(IT/100)(1-ICT/100)} \times \frac{4.163}{A/NCT} \times \frac{0.180}{EAL/NCA} = 950.57$$

Coal Trucks

$$\frac{5330}{\text{AADT}} \times \frac{0.002}{(IT/100)(ICT/100)} \times \frac{4.439}{A/CT} \times \frac{4.022}{EAL/CA} = 190.32$$

$$\text{Total Midyear Daily EAL's} = 1161.14$$

DESIGN EAL'S:

$$\frac{1161.14}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{1} = 423,816$$

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No. E-64Project No. SHRP 214025Project Limits MP 73.800EAST BOUND DRIVING LANERef Stations SCOTT CO. STA 541(87), 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	Less Than 5000	<u>West</u>	<u>X</u> Less Than 1.00	
<u>2</u> FAP	5000 or More	<u>South Central</u>	<u>1</u> - 4.99	
<u>3</u> FAD		<u>North Central</u>	<u>5</u> - 19.99	
<u>4</u> FAS		<u>East</u>	<u>20</u> or more	
<u>5</u> Non FA				

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1987

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Project Midyear Estimate
Volume (AADT)	x	=	+	= 5040
Percent Trucks (IT)	x	=	+	= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+	= 0.8
Non-Coal Trucks				
Axles/Truck (A/NCT)	x	=	+	= 4.358
EAL's/Axle (EAL/NCA)	x	=	+	= 0.164
Coal Trucks				
Axles/Truck (A/CT)	x	=	+	= 4.457
EAL's/Axle (EAL/CA)	x	=	+	= 3.666

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5040}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 19.15$$

Non-Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.238}{(IT/100)(1-ICT/100)} \times \frac{4.358}{A/NCT} \times \frac{0.164}{EAL/NCA} = 857.31$$

Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.002}{(IT/100)(ICT/100)} \times \frac{4.457}{A/CT} \times \frac{3.666}{EAL/CA} = 164.7$$

$$\text{Total Midyear Daily EAL's} = 1041.16$$

DESIGN EAL'S:

$$\frac{1041.16}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{1} = 380.023$$

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rocker

ROUTE ID:

Road Name _____

Route No I-64Project No SHRP 214005Project Limits MP 73.200EASTBOUND DRIVING LANERef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>X</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1</u> - 4.99	
<u>PAU</u>		<u>3</u> North Central	<u>5</u> - 19.99	
<u>PAS</u>		<u>East</u>	<u>20</u> or more	
<u>Non PA</u>				

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>4790</u>
Percent Trucks (IT)	x	=	+		= <u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.2</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.177</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.172</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.408</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>3.197</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4790}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{18.2}$$

Non-Coal Trucks

$$\frac{4790}{AADT} \times \frac{0.238}{(IT/100)(1-ICT/100)} \times \frac{4.177}{A/NCT} \times \frac{0.172}{EAL/NCA} = \underline{819.04}$$

Coal Trucks

$$\frac{4790}{AADT} \times \frac{0.002}{(IT/100)(ICT/100)} \times \frac{4.408}{A/CT} \times \frac{3.197}{EAL/CA} = \underline{135.00}$$

$$\text{Total Midyear Daily EAL's} = \underline{972.24}$$

DESIGN EAL'S:

$$\frac{972.24}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{\text{Design EAL's in Critical Lane}} = \underline{354,868}$$

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAVETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No 5-64Project No SHRP 214025Project Limits MP 73.800EAST BOUND DRIVING LANERef Stations 1988 EAL TABLES

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

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1985

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 4790
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.3
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.185
EAL's/Axle (EAL/NCA)	x	=	+		= 0.168
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.392
EAL's/Axle (EAL/CA)	x	=	+		= 2.785

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4790}{\text{AADT}} \times \frac{0.160}{1-(IT/100)} \times 0.005 = 18.20$$

Non-Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.185}{\text{A/NCT}} \times \frac{0.168}{\text{EAL/NCA}} = 798.16$$

Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.392}{\text{A/CT}} \times \frac{2.785}{\text{EAL/CA}} = 175.77$$

Total Midyear Daily EAL's = 992.13

DESIGN EAL'S:

$$\frac{992.13}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{\text{Design EAL's in Critical Lane}} = 362,127$$

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTE

DATE

8-7-90

NAME

A. RUCKEL

ROUTE ID:

Road Name

Route No

I-64

Project No

SHRP 214025

Project Limits

MP 73.800EASTBOUND DRIVING LANE

Ref Stations

1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>X</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>PAU</u>		<u>North Central</u>	<u>5 - 19.99</u>	
<u>PAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non PA</u>				

DATES:

Base Year

Design Period (Years)

Project Midyear

1984

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= <u>5080</u>
Percent Trucks (IT)	x	=	+		= <u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.192</u>
EAL's/Axle (EAL/MCA)	x	=	+		= <u>0.164</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.377</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5080}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{19.30}$$

Non-Coal Trucks

$$\frac{5080}{AADT} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.192}{A/NCT} \times \frac{0.164}{EAL/MCA} = \underline{827.71}$$

Coal Trucks

$$\frac{5080}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.377}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{158.29}$$

Total Midyear Daily EAL's =

1005.3

DESIGN EAL'S:

$$\frac{1005.3}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}} = \underline{366,935}$$

366,935
Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Ruckse

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025 MP 73.800Project Limits NOTE EAL/CA FROM 1984 USED TO
1973Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	Less Than 5000	West	* Less Than 1.00	
<u> </u> FAP	<u>2</u> 5000 or More	South Central	1 - 4.99	
<u> </u> FAD		North Central	5 - 19.99	
<u> </u> FAS		East	20 or more	
<u> </u> Non FA				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1983

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>5245</u>
Percent Trucks (IT)	x	=	+		<u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		<u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>4.199</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.159</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4.362</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5040}{\text{AADT}} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{19.15}$$

Non-Coal Trucks

$$\frac{5040}{\text{AADT}} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.199}{\text{A/NCT}} \times \frac{0.159}{\text{EAL/NCA}} = \underline{797.48}$$

Coal Trucks

$$\frac{5040}{\text{AADT}} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.362}{\text{A/CT}} \times \frac{2.373}{\text{EAL/CA}} = \underline{156.51}$$

$$\text{Total Midyear Daily EAL's} = \underline{973.14}$$

DESIGN EAL'S:

$$\frac{973.14}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1} \text{)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}}{1} =$$

355,196

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No I-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>*</u> Less Than 1.00	
<u> </u> FAP	<u> </u> 5000 or More	<u>South Central</u>	<u>1</u> - 4.99	
<u> </u> FAD		<u>3</u> North Central	<u>5</u> - 19.99	
<u> </u> FAS		<u>East</u>	<u>20</u> or more	
<u> </u> Non FA				

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1982

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= <u>4430</u>
Percent Trucks (IT)	x	=	+		= <u>23.9</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.206</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.155</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.346</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4430}{\text{AADT}} \times \frac{0.761}{1 - (\text{IT}/100)} \times 0.005 = \underline{16.86}$$

Non-Coal Trucks

$$\frac{4430}{\text{AADT}} \times \frac{0.236}{(\text{IT}/100)(1 - \text{ICT}/100)} \times \frac{4.206}{\text{A/NCT}} \times \frac{0.155}{\text{EAL/NCA}} = \underline{681.58}$$

Coal Trucks

$$\frac{4430}{\text{AADT}} \times \frac{0.003}{(\text{IT}/100)(\text{ICT}/100)} \times \frac{4.346}{\text{A/CT}} \times \frac{2.373}{\text{EAL/CA}} = \underline{137.06}$$

Total Midyear Daily EAL's = 835.50

DESIGN EAL'S:

$$\frac{835.50}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}} = \underline{304,958}$$

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKER

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73-800 EAST BOUND DRIVING LANERef Stations SCOTT Co STA 541(89), 1989 COAL HAUL, 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
			(Percent Trucks Hauling Coal)
<u>1</u> Interstate	Less Than 5000	West	<u>*</u> Less Than 1.00
FAP	<u>2</u> 5000 or More	South Central	1 - 4.99
FAU		North Central	5 - 19.99
FAS		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	=	+	=	<u>6520</u>
Percent Trucks (IT)	x	=	+	=	<u>23.9</u>
Percent Trucks Hauling Coal (ICT)	x	=	+	=	<u>0.1</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+	=	<u>4.358</u>
EAL's/Axle (EAL/NCA)	x	=	<u>0.180</u>	+ <u>0.004</u>	= <u>0.184</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	<u>4.457</u>	+ <u>0.031</u>	= <u>4.488</u>
EAL's/Axle (EAL/CA)	x	=	+	=	<u>4.022</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{6520}{\text{AADT}} \times \frac{0.761}{1-(IT/100)} \times 0.005 = \underline{24.81}$$

Non-Coal Trucks

$$\frac{6520}{\text{AADT}} \times \frac{0.2387}{(IT/100)(1-ICT/100)} \times \frac{4.358}{A/NCT} \times \frac{0.184}{EAL/NCA} = \underline{1247.97}$$

Coal Trucks

$$\frac{6520}{\text{AADT}} \times \frac{0.0003}{(IT/100)(ICT/100)} \times \frac{4.488}{A/CT} \times \frac{4.022}{EAL/CA} = \underline{35.31}$$
Total Midyear Daily EAL's = 1308.09

DESIGN EAL'S:

$$\frac{1308.09}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1} \text{)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}} = \underline{477.453}$$

Design EAL's in Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No 2-64Project No SHRP 214025Project Limits MP 73.800EASTBOUND DRIVING LANERef Stations SCOTT CAST 541(87), 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
FAS		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	=	+		= 5330
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.8
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.163
EAL's/Axle (EAL/NCA)	x	=	+		= 0.180
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.439
EAL's/Axle (EAL/CA)	x	=	+		= 4.022

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5330}{\text{AADT}} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 20.25$$

Non-Coal Trucks

$$\frac{5330}{\text{AADT}} \times \frac{0.238}{(IT/100)(1-ICT/100)} \times \frac{4.163}{A/NCT} \times \frac{0.180}{EAL/NCA} = 950.57$$

Coal Trucks

$$\frac{5330}{\text{AADT}} \times \frac{0.002}{(IT/100)(ICT/100)} \times \frac{4.439}{A/CT} \times \frac{4.022}{EAL/CA} = 190.32$$

$$\text{Total Midyear Daily EAL's} = 1161.14$$

DESIGN EAL'S:

$$\frac{1161.14}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{\text{Design EAL's in Critical Lane}} = 423,816$$

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKER

ROUTE ID:

Road Name _____

Route No E-64Project No SHRP 214025Project Limits MP 73.800EAST BOUND DRIVING LANERef Stations SCOTT CO. STA 541(87), 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	Less Than 5000	West	* Less Than 1.00	
<u>2</u> FAP	5000 or More	South Central	1 - 4.99	
<u>3</u> FAN		North Central	5 - 19.99	
<u>4</u> FAS		East	20 or more	
<u>5</u> 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	=	+		= 5040
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.8
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.358
EAL's/Axle (EAL/NCA)	x	=	+		= 0.164
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.457
EAL's/Axle (EAL/CA)	x	=	+		= 3.666

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5040}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 19.15$$

Non-Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.238}{(IT/100)(1-ICT/100)} \times \frac{4.358}{A/NCT} \times \frac{0.164}{EAL/NCA} = 857.31$$

Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.002}{(IT/100)(ICT/100)} \times \frac{4.457}{A/CT} \times \frac{3.666}{EAL/CA} = 164.7$$

Total Midyear Daily EAL's = 1041.16

DESIGN EAL'S:

$$\frac{1041.16}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{1} = 380.023$$

380.023

 Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FRANKLINDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73.800EASTBOUND DRIVING LANERef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>*</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>PAU</u>		<u>3 North Central</u>	<u>5 - 19.99</u>	
<u>PAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non FA</u>				

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>4790</u>
Percent Trucks (IT)	x	=	+		= <u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.2</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.177</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.172</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.408</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>3.197</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4790}{\text{AADT}} \times \frac{0.760}{1 - (\text{IT}/100)} \times 0.005 = \underline{18.2}$$

Non-Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.238}{(\text{IT}/100)(1 - \text{ICT}/100)} \times \frac{4.177}{\text{A/NCT}} \times \frac{0.172}{\text{EAL/NCA}} = \underline{819.04}$$

Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.002}{(\text{IT}/100)(\text{ICT}/100)} \times \frac{4.408}{\text{A/CT}} \times \frac{3.197}{\text{EAL/CA}} = \underline{135.00}$$

Total Midyear Daily EAL's = 972.24

DESIGN EAL'S:

$$\frac{972.24}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{\text{Lane Adjustment}} = \boxed{354,868}$$

Design EAL's in Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FRYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No 5-64Project No SHRP 214025Project Limits MP 73.800EAST BOUND DRIVING LANERef Stations 1988 EAL TABLES

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

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1985

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>4790</u>
Percent Trucks (IT)	x	=	+		<u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		<u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>4.185</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.168</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4.392</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>2.785</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4790}{\text{AADT}} \times \frac{0.760}{1 - (IT/100)} \times 0.005 = \underline{18.20}$$

Non-Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.237}{(IT/100)(1 - ICT/100)} \times \frac{4.185}{\text{A/NCT}} \times \frac{0.168}{\text{EAL/NCA}} = \underline{798.16}$$

Coal Trucks

$$\frac{4790}{\text{AADT}} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.392}{\text{A/CT}} \times \frac{2.785}{\text{EAL/CA}} = \underline{175.77}$$

Total Midyear Daily EAL's = 992.13

DESIGN EAL'S:

$$\frac{992.13}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{\text{Lane Adjustment}} = \boxed{362,127}$$

Design EAL's in Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKEL

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73.800EASTBOUND DRIVING LANERef Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>* Less Than 1.00</u>
<u>YAP</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>
<u>YAU</u>		<u>3 North Central</u>	<u>5 - 19.99</u>
<u>YAS</u>		<u>East</u>	<u>20 or more</u>
<u>Non FA</u>			

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1984

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= <u>5080</u>
Percent Trucks (IT)	x	=	+		= <u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.192</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.164</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.377</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5080}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{19.30}$$

Non-Coal Trucks

$$\frac{5080}{AADT} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.192}{A/NCT} \times \frac{0.164}{EAL/NCA} = \underline{827.71}$$

Coal Trucks

$$\frac{5080}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.377}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{158.29}$$

Total Midyear Daily EAL's = 1005.3

DESIGN EAL'S:

$$\frac{1005.3}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}} = \underline{366,935}$$

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 24025 MP 73.800Project Limits NOTE EAL/CA FROM 1984 USED TO
1973Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>Less Than 5000</u>	<u>West</u>	<u>* Less Than 1.00</u>	
<u>FAP</u>	<u>2 5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>FAD</u>		<u>North Central</u>	<u>5 - 19.99</u>	
<u>FAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non FA</u>				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1983

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= <u>5040</u>
Percent Trucks (IT)	x	=	+		= <u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4.199</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.159</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4.362</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5040}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{19.15}$$

Non-Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.199}{A/NCT} \times \frac{0.159}{EAL/NCA} = \underline{797.48}$$

Coal Trucks

$$\frac{5040}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.362}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{156.51}$$

Total Midyear Daily EAL's = 973.14

DESIGN EAL'S:

$$\frac{973.14}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1})} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way } \underline{1})} =$$

355,196

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No I-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1980 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>*</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>PAH</u>		<u>North Central</u>	<u>5 - 19.99</u>	
<u>PAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non PA</u>				

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1982

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	-	+		= <u>4430</u>
Percent Trucks (IT)	x	-	+		= <u>23.9</u>
Percent Trucks Hauling Coal (ICT)	x	-	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	-	+		= <u>4.206</u>
EAL's/Axle (EAL/NCA)	x	-	+		= <u>0.155</u>
Coal Trucks					
Axles/Truck (A/CT)	x	-	+		= <u>4.346</u>
EAL's/Axle (EAL/CA)	x	-	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4430}{AADT} \times \frac{0.761}{1-(IT/100)} \times 0.005 = \underline{16.86}$$

Non-Coal Trucks

$$\frac{4430}{AADT} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4.206}{A/NCT} \times \frac{0.155}{EAL/NCA} = \underline{681.58}$$

Coal Trucks

$$\frac{4430}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.346}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{137.06}$$

Total Midyear Daily EAL's = 835.50

DESIGN EAL'S:

$$\frac{835.50}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1})} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1})}{\text{Lane Adjustment (1 or 2 Way } \underline{1})}$$

304,958

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAVETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73,800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eal (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>/</u> Interstate	<u>/</u> Less Than 5000	<u>West</u>	<u>*</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>PAU</u>		<u>3 North Central</u>	<u>5 - 19.99</u>	
<u>PAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non PA</u>				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1981

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= <u>4680</u>
Percent Trucks (IT)	x	=	+		= <u>23.9</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		= <u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= <u>4,213</u>
EAL's/Axle (EAL/NCA)	x	=	+		= <u>0.151</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= <u>4,331</u>
EAL's/Axle (EAL/CA)	x	=	+		= <u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4680}{AADT} \times \frac{0.761}{1-(IT/100)} \times 0.005 = \underline{17.81}$$

Non-Coal Trucks

$$\frac{4680}{AADT} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4,213}{A/NCT} \times \frac{0.151}{EAL/NCA} = \underline{702.63}$$

Coal Trucks

$$\frac{4680}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4,331}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{144.30}$$

Total Midyear Daily EAL's = 864.74

DESIGN EAL'S:

$$\frac{864.74}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1} \text{)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}}{\text{Lane Adjustment (1 or 2 Way } \underline{1} \text{)}} =$$

315,630

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKEL

ROUTE ID:

Road Name _____ Route No 5-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>/</u> Interstate	<u>/</u> Less Than 5000	<u>/</u> West	<u>/</u> Less Than 1.00	
<u>/</u> FAP	<u>/</u> 5000 or More	<u>/</u> South Central	<u>/</u> 1 - 4.99	
<u>/</u> FAD		<u>/</u> 3 North Central	<u>/</u> 5 - 19.99	
<u>/</u> FAS		<u>/</u> East	<u>/</u> 20 or more	
<u>/</u> Non FA				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1980

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		<u>5000</u>
Percent Trucks (IT)	x	=	+		<u>24.0</u>
Percent Trucks Hauling Coal (ICT)	x	=	+		<u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		<u>4.220</u>
EAL's/Axle (EAL/NCA)	x	=	+		<u>0.147</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		<u>4.315</u>
EAL's/Axle (EAL/CA)	x	=	+		<u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5000}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = \underline{19.00}$$

Non-Coal Trucks

$$\frac{5000}{AADT} \times \frac{0.237}{(IT/100)(1-ICT/100)} \times \frac{4.220}{A/NCT} \times \frac{0.147}{EAL/NCA} = \underline{735.10}$$

Coal Trucks

$$\frac{5000}{AADT} \times \frac{0.003}{(IT/100)(ICT/100)} \times \frac{4.315}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{153.59}$$

Total Midyear Daily EAL's = 907.69

DESIGN EAL'S:

$$\frac{907.69}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1})} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1})}{1} =$$

331,307...

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKEL

ROUTE ID:

Road Name _____ Route No E-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)
<input checked="" type="checkbox"/> Interstate	Less Than 5000	West	* Less Than 1.00
<input type="checkbox"/> FAP	<u>2</u> 5000 or More	South Central	1 - 4.99
<input type="checkbox"/> FAD		<u>3</u> North Central	5 - 19.99
<input type="checkbox"/> FAS		East	20 or more
<input type="checkbox"/> Non FA			

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1979

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+	=	<u>5110</u>
Percent Trucks (IT)	x	=	+	=	<u>24.0</u>
Percent Trucks Hauling Coal (XCT)	x	=	+	=	<u>0.3</u>
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+	=	<u>4.227</u>
EAL's/Axle (EAL/NCA)	x	=	+	=	<u>0.143</u>
Coal Trucks					
Axles/Truck (A/CT)	x	=	+	=	<u>4.300</u>
EAL's/Axle (EAL/CA)	x	=	+	=	<u>2.373</u>

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5110}{\text{AADT}} \times \frac{0.760}{1 - (IT/100)} \times 0.005 = \underline{19.42}$$

Non-Coal Trucks

$$\frac{5110}{\text{AADT}} \times \frac{0.237}{(IT/100)(1 - XCT/100)} \times \frac{4.227}{A/NCT} \times \frac{0.143}{EAL/NCA} = \underline{732.04}$$

Coal Trucks

$$\frac{5110}{\text{AADT}} \times \frac{0.003}{(IT/100)(XCT/100)} \times \frac{4.300}{A/CT} \times \frac{2.373}{EAL/CA} = \underline{156.43}$$

Total Midyear Daily EAL's = 907.89

DESIGN EAL'S:

$$\frac{907.89}{\text{Midyear Daily EAL's (No. of Lanes } \underline{1})} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way } \underline{1})}{\text{Lane Adjustment (1 or 2 Way } \underline{1})}$$

331,380...

Design EAL's in
Critical Lane

COUNTY

FAYETTE

DATE

8-7-90

NAME

A. RUCKEL

ROUTE ID:

Road Name

Route No

I-64

Project No

SHRP 214025

Project Limits

MP 73.800

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	
PAU		North Central	5 - 19.99	
PAS		East	20 or more	
Non FA				

DATES:

Base Year

Design Period (Years)

Project Midyear

1978

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 5110
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.234
EAL's/Axle (EAL/NCA)	x	=	+		= 0.139
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.284
EAL's/Axle (EAL/CA)	x	=	+		= 2.373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{5110}{\text{AADT}} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 19.42$$

Non-Coal Trucks

$$\frac{5110}{\text{AADT}} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4.234}{\text{A/NCT}} \times \frac{0.139}{\text{EAL/NCA}} = 709.74$$

Coal Trucks

$$\frac{5110}{\text{AADT}} \times \frac{0.004}{(IT/100)(ICT/100)} \times \frac{4.284}{\text{A/CT}} \times \frac{2.373}{\text{EAL/CA}} = 207.79$$

Total Midyear Daily EAL's =

936.95

DESIGN EAL'S:

$$\frac{936.95}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{\text{Lane Adjustment (1 or 2 Way)}}{1} =$$

341,987

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No I-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<input checked="" type="checkbox"/> Interstate	<input checked="" type="checkbox"/> Less Than 5000	<input checked="" type="checkbox"/> West	<input checked="" type="checkbox"/> Less Than 1.00	
<input type="checkbox"/> FAP	<input type="checkbox"/> 5000 or More	<input type="checkbox"/> South Central	<input type="checkbox"/> 1 - 4.99	
<input type="checkbox"/> FAD		<input type="checkbox"/> North Central	<input type="checkbox"/> 5 - 19.99	
<input type="checkbox"/> FAS		<input type="checkbox"/> East	<input type="checkbox"/> 20 or more	
<input type="checkbox"/> Non FA				

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1977

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 4320
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.241
EAL's/Axle (EAL/NCA)	x	=	+		= 0.135
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.270
EAL's/Axle (EAL/CA)	x	=	+		= 2.373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{4320}{\text{AADT}} \times \frac{0.760}{1 - (IT/100)} \times 0.005$$

= 16.42

Non-Coal Trucks

$$\frac{4320}{\text{AADT}} \times \frac{0.236}{(IT/100)(1 - ICT/100)} \times \frac{4.241}{\text{A/NCT}} \times \frac{0.135}{\text{EAL/NCA}}$$

= 583.71

Coal Trucks

$$\frac{4320}{\text{AADT}} \times \frac{0.004}{(IT/100)(ICT/100)} \times \frac{4.270}{\text{A/CT}} \times \frac{2.373}{\text{EAL/CA}}$$

= 175.09

Total Midyear Daily EAL's = 775.22

DESIGN EAL'S:

$$\frac{775.22}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}}$$

282,955

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY

FAYETTE

DATE

8-7-90

NAME

A. RUCKEN

ROUTE ID:

Road Name

Route No

E-64

Project No

SHRP 214025

Project Limits

MP 73.800

Ref Stations

1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<input checked="" type="checkbox"/> Interstate	<input checked="" type="checkbox"/> Less Than 5000	<input checked="" type="checkbox"/> West	<input checked="" type="checkbox"/> Less Than 1.00	
<input type="checkbox"/> FAP	<input type="checkbox"/> 5000 or More	<input type="checkbox"/> South Central	<input type="checkbox"/> 1 - 4.99	
<input type="checkbox"/> FAU		<input checked="" type="checkbox"/> North Central	<input type="checkbox"/> 5 - 19.99	
<input type="checkbox"/> FAS		<input type="checkbox"/> East	<input type="checkbox"/> 20 or more	
<input type="checkbox"/> Non FA				

DATES:

Base Year

Design Period (Years)

Project Midyear

1976

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 3960
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4,249
EAL's/Axle (EAL/NCA)	x	=	+		= 0.131
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4,255
EAL's/Axle (EAL/CA)	x	=	+		= 2,373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{3960}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005$$

15.05

Non-Coal Trucks

$$\frac{3960}{AADT} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4,249}{A/NCT} \times \frac{0.131}{EAL/NCA}$$

520.19

Coal Trucks

$$\frac{3960}{AADT} \times \frac{0.004}{(IT/100)(ICT/100)} \times \frac{4,255}{A/CT} \times \frac{2,373}{EAL/CA}$$

159.94

Total Midyear Daily EAL's =

695.18

DESIGN EAL'S:

$$\frac{695.18}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}}$$

253,741

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. Rucka

ROUTE ID:

Road Name _____ Route No I-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<input checked="" type="checkbox"/> Interstate	<input type="checkbox"/> Less Than 5000	<input type="checkbox"/> West	<input checked="" type="checkbox"/> Less Than 1.00	
<input type="checkbox"/> FAP	<input type="checkbox"/> 5000 or More	<input type="checkbox"/> South Central	<input type="checkbox"/> 1 - 4.99	
<input type="checkbox"/> FAN		<input type="checkbox"/> North Central	<input type="checkbox"/> 5 - 19.99	
<input type="checkbox"/> FAS		<input type="checkbox"/> East	<input type="checkbox"/> 20 or more	
<input type="checkbox"/> Non FA				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1975

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 3960
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.256
EAL's/Axle (EAL/NCA)	x	=	+		= 0.127
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.240
EAL's/Axle (EAL/CA)	x	=	+		= 2.373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{3960}{AADT} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 15.05$$

Non-Coal Trucks

$$\frac{3960}{AADT} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4.256}{A/NCT} \times \frac{0.127}{EAL/NCA} = 505.14$$

Coal Trucks

$$\frac{3960}{AADT} \times \frac{0.004}{(IT/100)(ICT/100)} \times \frac{4.240}{A/CT} \times \frac{2.373}{EAL/CA} = 159.37$$

Total Midyear Daily EAL's = 679.56

DESIGN EAL'S:

$$\frac{679.56}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}}$$

248,039

Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAVETTEDATE 8-7-90NAME A. Rucker

ROUTE ID:

Road Name _____

Route No E-64Project No SHRP 214025Project Limits MP 73.890Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Eaul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>X</u> Less Than 1.00	
<u> </u> FAP	<u> </u> 5000 or More	<u>South Central</u>	<u> </u> 1 - 4.99	
<u> </u> FAN		<u>3</u> North Central	<u> </u> 5 - 19.99	
<u> </u> FAS		<u> </u> East	<u> </u> 20 or more	
<u> </u> Non FA				

DATES:

Base Year _____

Design Period (Years) _____

Project Midyear 1974

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 3920
Percent Trucks (XT)	x	=	+		= 24.2
Percent Trucks Hauling Coal (XCT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.263
EAL's/Axle (EAL/NCA)	x	=	+		= 0.123
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.225
EAL's/Axle (EAL/CA)	x	=	+		= 2.373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{3920}{\text{AADT}} \times \frac{0.758}{1-(\text{XT}/100)} \times 0.005 = 14.86$$

Non-Coal Trucks

$$\frac{3920}{\text{AADT}} \times \frac{0.238}{(\text{XT}/100)(1-\text{XCT}/100)} \times \frac{4.263}{\text{A/NCT}} \times \frac{0.123}{\text{EAL/NCA}} = 489.20$$

Coal Trucks

$$\frac{3920}{\text{AADT}} \times \frac{0.004}{(\text{XT}/100)(\text{XCT}/100)} \times \frac{4.225}{\text{A/CT}} \times \frac{2.373}{\text{EAL/CA}} = 157.21$$

Total Midyear Daily EAL's =

661.27

DESIGN EAL'S:

$$\frac{661.27}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}}$$

241,364

 Design EAL's in
Critical Lane

ESTIMATION OF EQUIVALENT AXLELOAD ACCUMULATIONS

COUNTY FAYETTEDATE 8-7-90NAME A. RUCKGA

ROUTE ID:

Road Name _____ Route No J-64Project No SHRP 214025Project Limits MP 73.800Ref Stations 1988 EAL TABLES

Federal Aid	Volume (Midyear)	Area	Coal Haul (Midyear)	
			(Percent Trucks Hauling Coal)	
<u>1</u> Interstate	<u>1</u> Less Than 5000	<u>West</u>	<u>*</u> Less Than 1.00	
<u>PAF</u>	<u>5000 or More</u>	<u>South Central</u>	<u>1 - 4.99</u>	
<u>PAU</u>		<u>3 North Central</u>	<u>5 - 19.99</u>	
<u>PAS</u>		<u>East</u>	<u>20 or more</u>	
<u>Non FA</u>				

DATES:

Base Year _____ Design Period (Years) _____ Project Midyear 1973

TRAFFIC PARAMETERS:

	Unadjusted Base Year Estimate	Site- Specific Adjustment	Adjusted Base Year Estimate	Increment	Project Midyear Estimate
Volume (AADT)	x	=	+		= 3430
Percent Trucks (IT)	x	=	+		= 24.0
Percent Trucks Hauling Coal (ICT)	x	=	+		= 0.4
Non-Coal Trucks					
Axles/Truck (A/NCT)	x	=	+		= 4.270
EAL's/Axle (EAL/NCA)	x	=	+		= 0.119
Coal Trucks					
Axles/Truck (A/CT)	x	=	+		= 4.210
EAL's/Axle (EAL/CA)	x	=	+		= 2.373

DAILY EAL'S AT MIDYEAR:

4-Tired Vehicles

$$\frac{3430}{\text{AADT}} \times \frac{0.760}{1-(IT/100)} \times 0.005 = 13.03$$

Non-Coal Trucks

$$\frac{3430}{\text{AADT}} \times \frac{0.236}{(IT/100)(1-ICT/100)} \times \frac{4.270}{A/NCT} \times \frac{0.119}{EAL/NCA} = 411.32$$

Coal Trucks

$$\frac{3430}{\text{AADT}} \times \frac{0.004}{(IT/100)(ICT/100)} \times \frac{4.210}{A/CT} \times \frac{2.373}{EAL/CA} = 137.07$$

Total Midyear Daily EAL's = 561.42

DESIGN EAL'S:

$$\frac{561.42}{\text{Midyear Daily EAL's (No. of Lanes)}} \times 365 \times \frac{1}{\text{Design Period}} \times \frac{1}{\text{Lane Adjustment (1 or 2 Way)}} =$$

204,918

 Design EAL's in
Critical Lane