

TRAFFIC DATA FOR PAVEMENT LOADING

Factors revised February 1999

Report date: 5/15/2014

County 32 LEXINGTON

Route I- 20 Route Name:

Beginning termini Mile marker 49

Ending termini: Mile marker 60.2

Beginning mile post: 0.00 1-way 2-way

Number of lanes: 6 Type of pavement

Percent Trucks.: 20 Flexible Rigid

Critical Lane: 65 Rd. Grp. (A-P) - Class 9 %: 0 - 66

Base year:	2018	Base year ADT:	63,900
Future year	2028	Projected ADT:	72900
Future year	2038	Projected ADT:	81900
			72900

ONE-WAY EQUIVALENT DAILY 18 KIP SINGLE AXLE LOAD APPLICATIONS IN THE CRITICAL LANE	
5 YR. DES. =	970.35
10 YR. DES. =	1,984.70
15 YR. DES. =	3,043.06
20 YR. DES. =	4,145.42

YEAR	ADT	AVERAGE ONE-WAY		ADJUSTED TRUCKS	1-WAY EQUIV. 18 KIP	
		ADT	TRUCKS		TOTAL	CRT. LN.
2018	63,900					
2023	68,400	33,075	6,615	1,654	1,492.84	970.35
2028	72,900	33,825	6,765	3,383	3,053.38	1,984.70
2033	77,400	34,575	6,915	5,186	4,681.63	3,043.06
2038	81,900	35,325	7,065	7,065	6,377.58	4,145.42

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Beginning termini Mile marker 49

Ending termini: Mile marker 60.2

Beginning mile post: 0.00

1-way 2-way

Number of lanes: 6

Type of pavement

Percent Trucks.: 20

Flexible Rigid

Critical Lane: 65

Rd. Grp. (A-P) - Class 9 %: O - 66

Base year: 2018

Base year ADT: 63,900

Future year 2028

Projected ADT: 72900

Future year 2038

Projected ADT: 81900

72900

ONE-WAY EQUIVALENT DAILY 18 KIP SINGLE AXLE LOAD APPLICATIONS IN THE CRITICAL LANE

5 YR. DES. = 1,420.42

10 YR. DES. = 2,905.26

15 YR. DES. = 4,454.52

20 YR. DES. = 6,068.20

YEAR	ADT	AVERAGE ONE-WAY		ADJUSTED	1-WAY EQUIV. 18 KIP	
		ADT	TRUCKS		TRUCKS	TOTAL
2018	63,900					
2023	68,400	33,075	6,615	1,654	2,185.27	1,420.42
2028	72,900	33,825	6,765	3,383	4,469.64	2,905.26
2033	77,400	34,575	6,915	5,186	6,853.11	4,454.52
2038	81,900	35,325	7,065	7,065	9,335.69	6,068.20

REQUEST FOR TRAFFIC DATA

38
12
28

DATA REQUESTED:

- Traffic Loading for Pavement Design
- Classification Count for Pavement Design
- Design Data
- Intersection Two-Way Traffic Flow (ADT)
- Intersection Turning Movement Counts
- Other (Explain) _____

LOCATION: COUNTY Lexington ROUTE/ROAD I-20

From Mile Marker 49 To Mile Marker 60.2
(ATTACH MAP)

CONTROLS:

Count Station 2025, 2023, 2021

For Pavement Loading		For Design	
	Year	ADT	Year
Base Year	<u>2018</u>	<u>63,900</u>	()
Middle Year	<u>2028</u>	<u>72,900</u>	()
End Year	<u>2038</u>	<u>81,900</u>	
No. of Lanes	<u>4 existing, 6 design year</u>		

Present ADT	()	ADT
Future ADT	()	
Design Speed (V)		
K%	D%	

Provide ESALs for Flexible and Rigid Pavements Types.

Trucks:
% ADT _____
% DHV _____
Other _____

Road Group 0
Lane Distribution .65
Trucks (%ADT) 20%

FURNISH COPIES OF TRAFFIC DATA TO:

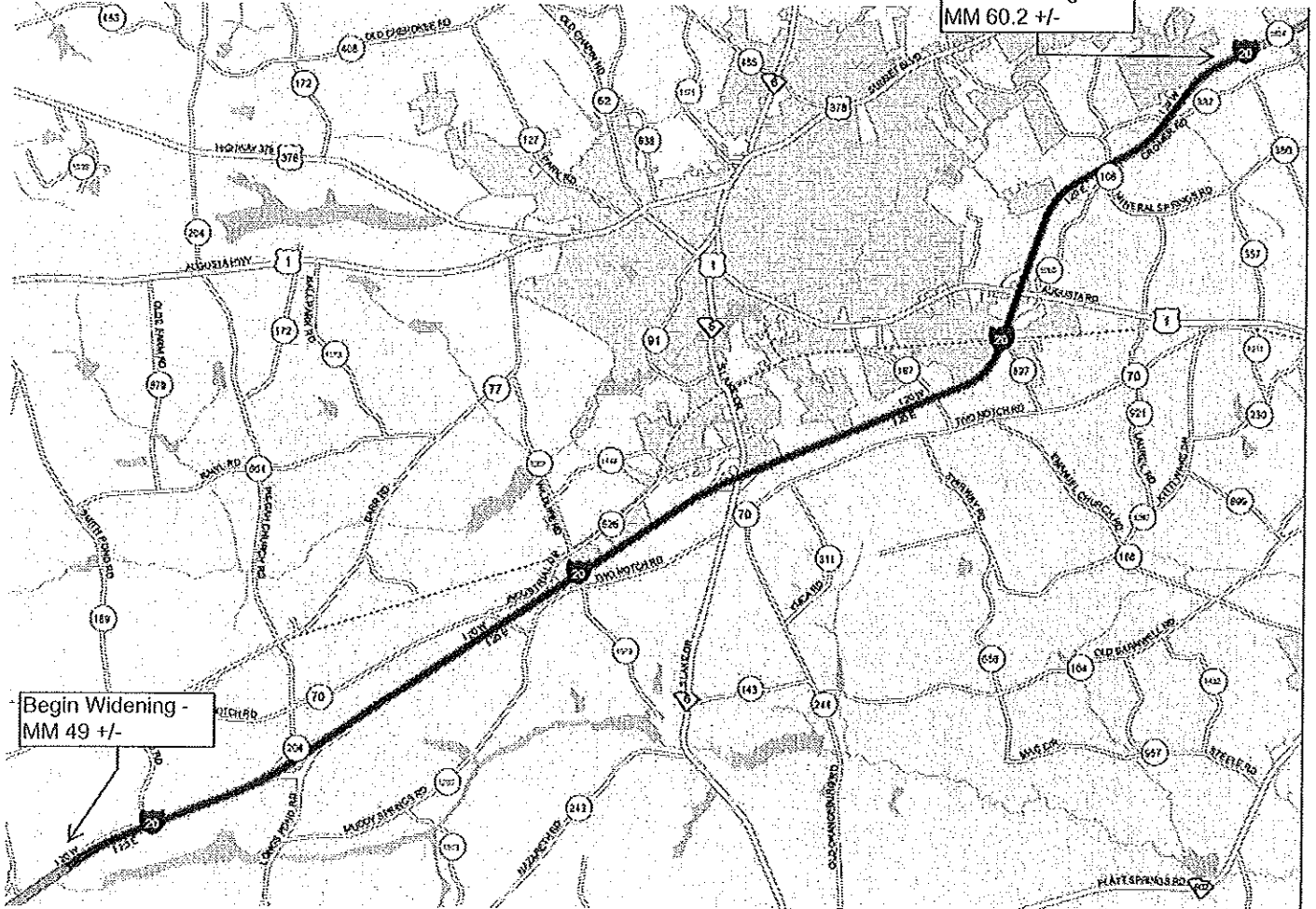
- Environmental Coordinator
- Road Design Engineer
- Bridge Design Engineer
- Project Manager
- Project Development Engineer
- Research & Materials Engineer

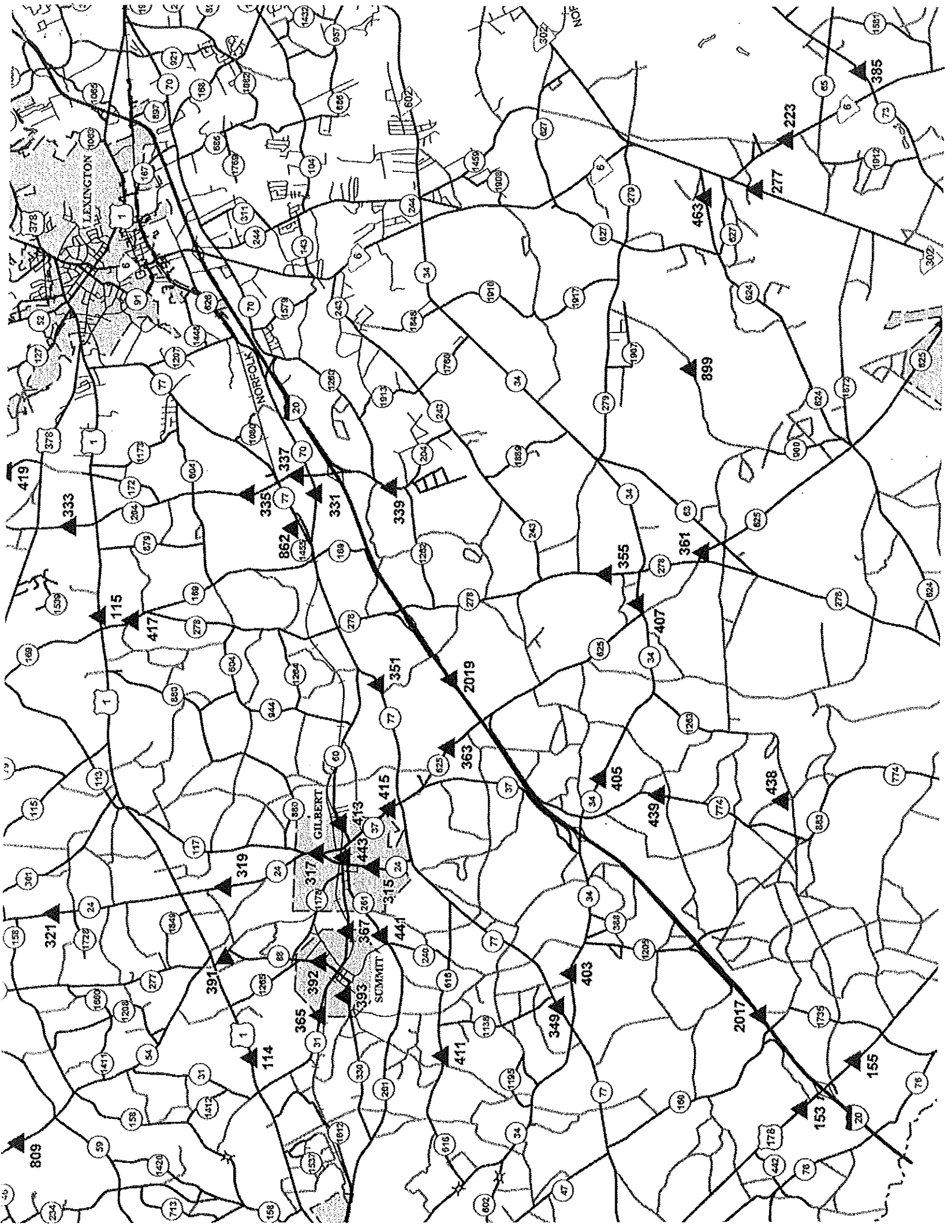
Requested By: Ansel Stuck
Section: RPG III
Date: 3/3/14

I-20 Widening Project - West of US 378 to West of Longs Pond Road

End Widening -
MM 60.2 +/-

Begin Widening -
MM 49 +/-





03/06/2014

I20.txt
Average Daily Traffic for Map Sales

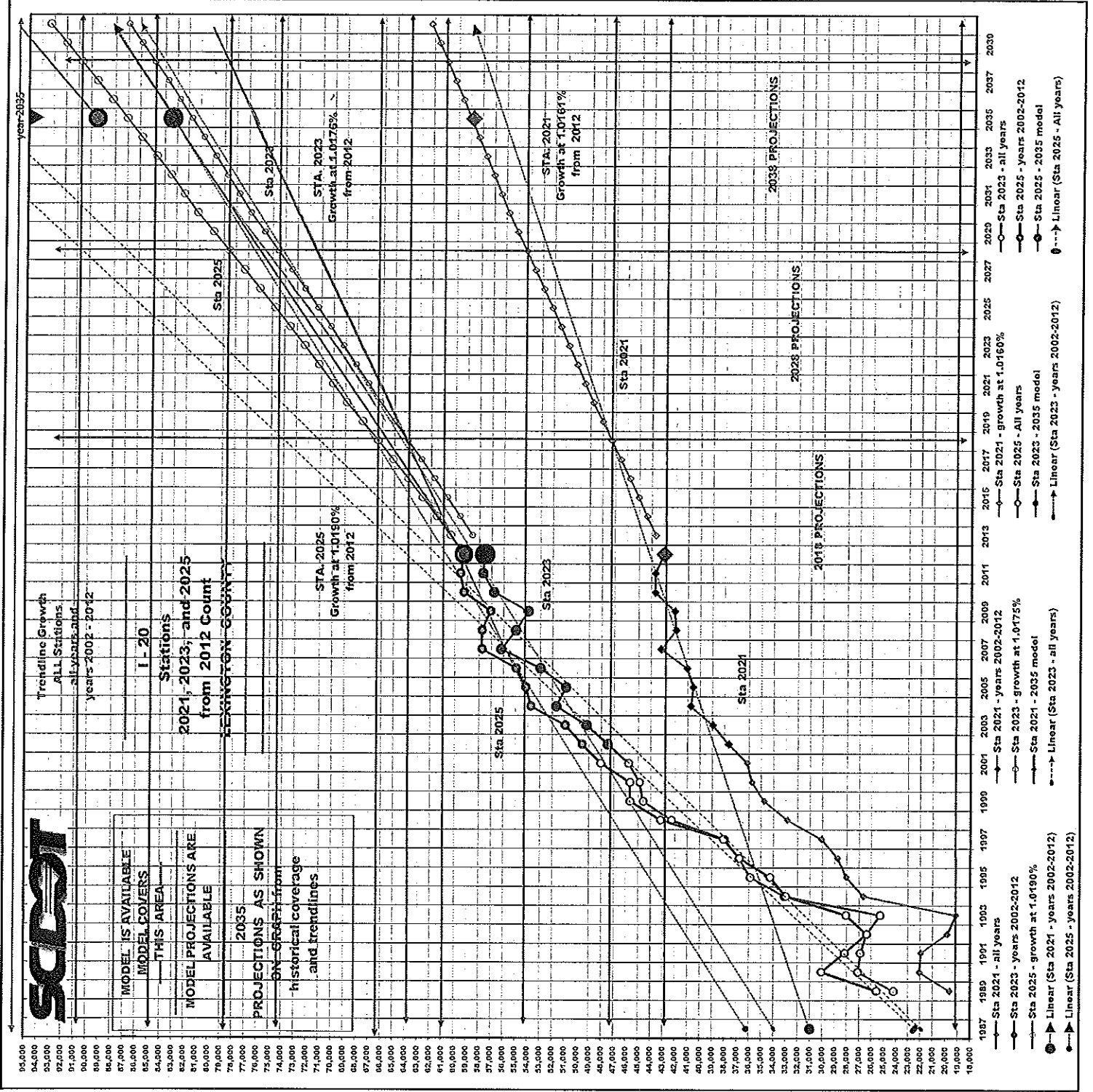
Page 1

County	Station	Route	Route Location	Est. AADT	AADT Year
32	2015	I- 20	SC 39 TO US 178 (LEXINGTON)	27900	2012
32	2017	I- 20	US 178 TO S- 34	28600	2012
32	2019	I- 20	S- 34 TO S- 204	32800	2012
32	2021	I- 20	S- 204 TO SC 6	43000	2012
32	2023	I- 20	SC 6 TO US 1	57600	2012
32	2025	I- 20	US 1 TO US 378	59300	2012
32	2027	I- 20	US 378 TO S- 273	75000	2012
32	2029	I- 20	S- 273 TO County Line - RICHLAND	72800	2012

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10% 35
 9/3/00
 84/50
 90/500
 97/500
 97/500
 200/100
 30 Steel
 No Shallow
 (3,10)

59600
 84500



**DATA SHEET
REQUEST FOR PLANNING + TRAFFIC DATA**

Requested By: Ansel Struck
SCDOT Section: RFG 3

Location: _____
Date: 03-03-2014
Contact: _____
External Company: _____

SITE LOCATION

COUNTY #: 32
COUNTY NAME: Lexington
ROUTE / ROAD: 1 - 20
ROAD NAME: _____
TERMINI: _____
From: mile post 49.0
To: mile post 60.2

DATA REQUESTED

- Traffic Loading for Pavement Design
- Classification Count for Pavement Design
- Design Data
- Intersection Two-Way Traffic Flow (ADT)
- Intersection Turning Movement Counts
- Other (Explain) _____



SPECIAL PROJECTS UNIT PROJECTIONS

STATION	2021	2023	2025
ROUTE	1-20	1-20	1-20
YEAR	ADT	ADT	ADT
BASE YEAR	2018		
MIDDLE YEAR	2020		
END YEAR	2036		
LANES	4 existing	4	4
	8 design yr.	6	6
DATE			

DATA SERVICES REQUESTS - DATA PROVIDED WITH REQUEST

ROAD GROUP	0	0	0
LANE DISTRIBUTION	0.65	0.65	0.65
TRUCKS (%ADT)	20%	20%	20%

A request was made for special counts at this site: _____

Yes
 No

Date: _____
Count Date: _____
Results: _____

Route	MP	Details
		120 32010002000E (32) LEXINGTON DIST 1
37.17		BOUNDARY - COUNTY AIKEN COUNTY LINE
37.74	S-76	5.030 CROSSES UNDERPASS 2' 84.2 HOR 16.4 VERT
37.74		STRUCTURE 3270907600100 S-76
38.34		STRUCTURE 3210002000100 LIGHTWOOD KNOT CREEK
38.77	US 178	9.240 CROSSES UNDERPASS 2' 83.3 HOR 16.6 VERT
38.77		STRUCTURE 3220017800400 U.S. 178
39.99	S-160	3.260 CROSSES UNDERPASS 2' 82.7 HOR 16.4 VERT
39.99		STRUCTURE 3270016000100 S-160
41.74	S-1205	1.690 CROSSES UNDERPASS 2' 84.7 HCL 16.5 VCL
41.74		STRUCTURE 3270120500100 S-1205
44.19	S-34	8.770 CROSSES UNDERPASS 2' 82.6 HCL 16.6 VCL
44.19		STRUCTURE 3270003400300 S-34
46.31		STRUCTURE 3210002000200 BLACK CREEK
46.52	S-625	11.280 CROSSES UNDERPASS 2' 82.9 HCL 16.4 VCL
46.52		STRUCTURE 3270062500200 S-625
48.63	S-278	4.200 CROSSES UNDERPASS 2' 88.8 HCL 16.5 VCL
48.63		STRUCTURE 3270027800200 S-278
50.96	S-204	6.600 CROSSES UNDERPASS 2' 82.9 HCL 16.4 VCL
50.96		STRUCTURE 3270020400200 S-204
52.85	S-70	6.110 CROSSES UNDERPASS 2' 82.5 HCL 16.4 VCL
52.85		STRUCTURE 3270507000100 S-70
54.94	S C 6	10.490 CROSSES
54.94		STRUCTURE 3240000600500 S.C. 6
56.54	S-167	0.290 CROSSES UNDERPASS 2' 55.9 HCL 16.4 VCL
56.54		STRUCTURE 32700416700100 S-167
57.23	S-1065	1.660 CROSSES
57.23		STRUCTURE 3210002020300 SOUTHERN RWY & FRTO RD (THE RIGHT STRUCTURE OF PARALLEL BRIDGES.)
57.24		STRUCTURE 3210002040300 SOUTHERN RWY & FRTO RD (THE LEFT STRUCTURE OF PARALLEL BRIDGES.)
57.62	US 1	22.800 CROSSES UNDERPASS
57.62		STRUCTURE 3220000100400 U.S. 1
58.84	S-106	1.790 CROSSES UNDERPASS
58.84		STRUCTURE 3270010600200 S-106
61.27	US 378	21.270 CROSSES UNDERPASS
61.27		STRUCTURE 3220037800600 U.S. 378
62.75		STRUCTURE 3210002000400 SALUDA RIVER
62.88		STRUCTURE 3210002000600 STOOP CREEK
63.01		STRUCTURE 3210002000500 C.N. & L. RR (THE RIGHT STRUCTURE OF PARALLEL BRIDGES.)
63.39	S-273	0.850 CROSSES UNDERPASS
63.39		STRUCTURE 3270027300200 S-273
64.12		BOUNDARY - COUNTY RICHLAND COUNTY LINE

Ct Sta

49.0

2021

60.2

2025

32	2021	1-20	S-204 TO S.C. 6	19700	1989
32	2021	1-20	S-204 TO S.C. 6	22100	1990
32	2021	1-20	S-204 TO S.C. 6	22000	1991
32	2021	1-20	S-204 TO S.C. 6	19900	1992
32	2021	1-20	S-204 TO S.C. 6	19200	1993
32	2021	1-20	S-204 TO S.C. 6	26700	1994
32	2021	1-20	S-204 TO S.C. 6	28100	1995
32	2021	1-20	S-204 TO S.C. 6	28800	1996
32	2021	1-20	S-204 TO S.C. 6	30100	1997
32	2021	1-20	S-204 TO S.C. 6	32900	1998
32	2021	1-20	S-204 TO S.C. 6	34800	1999
32	2021	1-20	S-204 TO S.C. 6	35800	2000
32	2021	1-20	S-204 TO S.C. 6	36200	2001
32	2021	1-20	S-204 TO S.C. 6	37700	2002
32	2021	1-20	S-204 TO S.C. 6	39000	2003
32	2021	1-20	S-204 TO S.C. 6	40800	2004
32	2021	1-20	S-204 TO S.C. 6	40600	2005
32	2021	1-20	S-204 TO S.C. 6	41100	2006
32	2021	1-20	S-204 TO S.C. 6	43200	2007
32	2021	1-20	S-204 TO S.C. 6	42000	2008
32	2021	1-20	S-204 TO S.C. 6	42100	2009
32	2021	1-20	S-204 TO S.C. 6	43700	2010
32	2021	1-20	S-204 TO S.C. 6	43700	2011
32	2021	1-20	S-204 TO S.C. 6	43000	2012
32	2023	1-20	S.C. 6 TO U.S. 1	24200	1989
32	2023	1-20	S.C. 6 TO U.S. 1	27100	1990
32	2023	1-20	S.C. 6 TO U.S. 1	26900	1991
32	2023	1-20	S.C. 6 TO U.S. 1	26400	1992
32	2023	1-20	S.C. 6 TO U.S. 1	25300	1993
32	2023	1-20	S.C. 6 TO U.S. 1	33100	1994
32	2023	1-20	S.C. 6 TO U.S. 1	35900	1995
32	2023	1-20	S.C. 6 TO U.S. 1	36800	1996
32	2023	1-20	S.C. 6 TO U.S. 1	38000	1997
32	2023	1-20	S.C. 6 TO U.S. 1	42300	1998
32	2023	1-20	S.C. 6 TO U.S. 1	44600	1999
32	2023	1-20	S.C. 6 TO U.S. 1	44900	2000
32	2023	1-20	S.C. 6 TO U.S. 1	45800	2001
32	2023	1-20	S.C. 6 TO U.S. 1	47500	2002
32	2023	1-20	S.C. 6 TO U.S. 1	49200	2003
32	2023	1-20	S.C. 6 TO U.S. 1	51700	2004
32	2023	1-20	S.C. 6 TO U.S. 1	50900	2005
32	2023	1-20	S.C. 6 TO U.S. 1	53000	2006
32	2023	1-20	S.C. 6 TO U.S. 1	56200	2007
32	2023	1-20	S.C. 6 TO U.S. 1	55000	2008
32	2023	1-20	S.C. 6 TO U.S. 1	54000	2009
32	2023	1-20	S.C. 6 TO U.S. 1	56800	2010
32	2023	1-20	S.C. 6 TO U.S. 1	57700	2011
32	2023	1-20	S.C. 6 TO U.S. 1	57600	2012
32	2025	1-20	U.S. 1 TO U.S. 378	25600	1989
32	2025	1-20	U.S. 1 TO U.S. 378	30100	1990
32	2025	1-20	U.S. 1 TO U.S. 378	28200	1991
32	2025	1-20	U.S. 1 TO U.S. 378	26400	1992
32	2025	1-20	U.S. 1 TO U.S. 378	28100	1993
32	2025	1-20	U.S. 1 TO U.S. 378	33000	1994
32	2025	1-20	U.S. 1 TO U.S. 378	34300	1995
32	2025	1-20	U.S. 1 TO U.S. 378	36800	1996
32	2025	1-20	U.S. 1 TO U.S. 378	38100	1997
32	2025	1-20	U.S. 1 TO U.S. 378	43200	1998
32	2025	1-20	U.S. 1 TO U.S. 378	45700	1999
32	2025	1-20	U.S. 1 TO U.S. 378	45700	2000
32	2025	1-20	U.S. 1 TO U.S. 378	48100	2001
32	2025	1-20	U.S. 1 TO U.S. 378	49600	2002
32	2025	1-20	U.S. 1 TO U.S. 378	51000	2003
32	2025	1-20	U.S. 1 TO U.S. 378	53800	2004
32	2025	1-20	U.S. 1 TO U.S. 378	54200	2005
32	2025	1-20	U.S. 1 TO U.S. 378	55000	2006
32	2025	1-20	U.S. 1 TO U.S. 378	57800	2007
32	2025	1-20	U.S. 1 TO U.S. 378	57800	2008
32	2025	1-20	U.S. 1 TO U.S. 378	57100	2009
32	2025	1-20	U.S. 1 TO U.S. 378	59300	2010
32	2025	1-20	U.S. 1 TO U.S. 378	59600	2011
32	2025	1-20	U.S. 1 TO U.S. 378	59300	2012

800'S 1 YAL