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December 16, 1976

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MEMORANDUM TO: G. F. Kemper
State Highway Engineer
Chairman, Research Committee

SUBJECT: Research Report No. 461; "Statewide Survey of Skid Resistances of Pavements;" Interim Report on Highway Safety Projects 609-75-001-004, 609-76-001-002, and 609-77-001-001

The report enclosed includes progress and accomplishments pertaining to statewide surveys of skid resistances as is now required under various safety programs and lately funded, in part, through Section 402, Title 23 of the USC, and the Office of Highway Safety.

Respectfully submitted,

Jas. H. Havens
Director of Research

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Enclosure

cc's: Research Committee
Transportation Safety Coordinator

Technical Report Documentation Page

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Study Title: Statewide Highway Skid Testing

16. Abstract

Since 1969, when a research-type, skid-test trailer was acquired, U.S. routes were surveyed in 1970 and 1971, and the interstate and toll road systems were surveyed in 1971. The data were used for research purposes and have been reported. The interstate and toll road systems were surveyed again for research purposes in 1974. Since October 1974, surveys have been performed under a highway safety project grant. All primary and principal secondary roads, involving 4,612 miles (7425 km), were surveyed in 1975. The 1974 and 1975 surveys, data reported herein, represented 25 percent of the mileage of rural, state-maintained roads in Kentucky and 75 percent of all traffic on rural, state-maintained roads. A second skid tester, survey-type, was acquired in April 1976; and survey-testing of major, rural collector roads continued during 1976.

About 2 percent of the interstate mileage, about 19 percent of the primary mileage, and about 16 percent of the secondary mileage surveyed may be considered slippery. A small percentage of both state primary (3.7 percent) and state secondary (2.5 percent) roads were classified as very slippery. These pavement sections in particular should be flagged for deslicking.

Trends and analysis of accidents on wet pavements from 1969 through 1975 are reported. Description and evaluation of the resurfacing program from the standpoint of deslicking of pavements is also presented. In addition, results of high-accident location testing and evaluation are included.

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Research Report
461

STATEWIDE SURVEY OF SKID RESISTANCES OF PAVEMENTS

INTERIM REPORT
Highway Safety Project No. 609-77-001-001

by

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National Highway Safety Administration
and
Federal Highway Administration

December 1976

INTRODUCTION

A research-type, skid-test trailer was acquired in 1969. The first survey or inventory involved the interstate and toll road (parkway) systems. This inventory was conducted in 1971 and again in 1974. The survey has been expanded since then to include other rural, state-maintained highways. In 1975, about 5,000 miles (8,000 km) of primary and secondary roads were surveyed. With the acquisition of a second tester in 1976, an even larger mileage of roads will be surveyed each year. The entire 24,000 miles (38,600 km) of rural roads in the state system, however, may not be surveyed because the two skid testers may not permit timely coverage (retests every 3 years) of the system. The emphasis, therefore, has been on highways having the higher volumes of traffic. Testing of pavements suspected of being hazardous (high-accident sites) when wet, of course, remains a high priority.

The ultimate purpose for carrying out a statewide program of skid testing in Kentucky is to improve highway safety through systematic identification of specific locations or sections of highway which are hazardous or are potentially hazardous in wet weather. Sections so identified are brought to the attention of responsible authorities for consideration and correction. Surveys were also conducted to ascertain statewide conditions of various classes or types of roadways and to monitor results of resurfacing programs. Maintenance sections proposed for resurfacing each year are being tested, and skid resistance enters into the final rating and priority ranking.

The skid data generated through statewide surveys were also put to other important uses. Ongoing research was designed to establish the relationship between accidents and pavement friction, and, thereby, to determine critical skid numbers and accident experience for various roadways and traffic conditions. Monitoring of the performance of various surface types and materials is a continuing activity. Statistical performance equations and confidence levels are being developed. Recommendations of surface types and materials will be based on performance histories.

A statewide inventory of skid resistance is also called for by the National Emphasis Program of the Highway Safety Program Management Guide issued by the Federal Highway Administration. This inventory was to be established and in operation by December 31, 1975. As cited in FHWA Instructional Memorandum 21-2-73 dated July 9, 1973, on Skid Accident Reduction Program (see APPENDIX A), the program "...shall include a systematic procedure for the identification and correction of hazardous skid prone locations." Guidelines for identification of these sections "...should reflect the total pavement skid conditions within that State, including the available skid resistance data and measurement methods, and a practical skid resistance level that will indicate those sections with priority needs for inclusion in an early corrective program." Both federal-aid and state highway systems are to be included and must encompass all paved roads with speed limits of 40 mph (18 m/s) or higher. Testing of high-hazard locations and sections with low skid numbers are emphasized.

Survey testing in Kentucky has been conducted to meet the before-stated objectives and mandates. Since October 1974, survey testing and related activities have been performed under a project entitled "Statewide Highway Skid-Testing" (APPENDIX A) sponsored by the Office of Highway Safety Programs, Kentucky Department of Transportation, and the National Highway Traffic Safety Administration and the Federal Highway Administration. This report was prepared for the purpose of presenting the survey data and analysis of conditions in regard to skid resistance and accidents on wet pavements in Kentucky. Description and evaluation of the Bureau's resurfacing program from the standpoint of deslicking of pavements is also presented. Criteria used in designating hazardous highway sections are cited, and results of high-accident location testing and evaluation are included. Equipment, methods, and procedures used in testing are described briefly. Results of evaluation and calibration of the two skid-test trailers at the Field Test and Evaluation Center for Eastern States and the results of comparative tests between the Kentucky trailers are shown.

WET-PAVEMENT ACCIDENTS IN KENTUCKY

In Kentucky, rain occurs approximately 13 percent of the time; yet, accidents on wet pavements accounted for over 21 percent of all accidents. These statistics may be translated to say that 1.6 times more accidents occurred during wet-pavement conditions than occurred during an equal time of dry-pavement conditions. The lower skid resistance of wet pavements, especially below a skid number of 40 *(1, 2)* must be considered a significant contributor to accidents in wet weather. Other factors that surely contribute to accidents during wet weather include poorer visibility caused by rainfall and water spray from traffic (especially trucks) and hydroplaning and inadequately draining pavements.

Accident data for various types of roads and pavement conditions are presented in Table 1. The highest percentage of wet-pavement accidents were on two-lane roads, but the differences among various types of roads were small. The interstate and toll roads,

TABLE 1. NUMBER AND PERCENT OF ACCIDENTS FOR VARIOUS TYPES OF HIGHWAYS AND PAVEMENT CONDITIONS

HIGHWAY TYPE	YEAR	NUMBER OF ACCIDENTS*				PERCENT OF ACCIDENTS		
		PAVEMENT CONDITION				PAVEMENT CONDITION		
		DRY	WET	ICE & SNOW	TOTAL	DRY	WET	ICE & SNOW
Interstate	1969	743	228	162	1,133	65.6	20.1	14.3
	1970	926	314	293	1,533	60.4	20.5	19.1
	1971	1,079	367	289	1,735	62.2	21.2	16.7
	1972	1,204	484	243	1,931	62.4	25.1	12.6
	1973	1,278	526	189	1,993	64.1	26.4	9.5
	1974	879	234	246	1,359	64.7	17.2	18.1
	1975	1,163	246	201	1,610	72.2	15.3	12.5
	All					64.5	20.8	14.7
Toll	1969	336	93	91	520	64.6	17.9	17.5
	1970	383	135	69	587	65.2	23.0	11.8
	1971	423	98	72	593	71.3	16.5	12.1
	1972	612	219	62	896	68.3	24.4	6.9
	1973	738	227	66	1,034	71.4	22.0	6.4
	1974	522	134	96	752	69.4	17.8	12.8
	1975	380	79	61	522	72.8	15.1	11.7
	All					69.0	19.5	11.3
Two-Lane	1969	14,915	4,351	1,164	20,430	73.0	21.3	5.7
	1970	13,566	3,691	1,366	18,623	72.8	19.8	7.3
	1971	15,376	3,937	1,015	20,328	75.6	19.4	5.0
	1972	16,119	5,442	766	22,327	72.2	24.4	3.4
	1973	17,887	5,411	868	24,166	74.0	22.4	3.6
	1974	15,579	4,809	832	21,220	73.4	22.7	3.9
	1975	19,473	4,990	834	25,297	77.0	19.7	3.3
	All					74.0	21.4	4.6
All	1969	17,035	4,996	1,512	23,543	72.4	21.2	6.4
	1970	15,728	4,369	1,822	21,919	71.8	19.9	8.3
	1971	17,376	4,522	1,414	23,312	74.5	19.4	6.1
	1972	18,537	6,376	1,117	26,033	71.2	24.5	4.3
	1973	21,195	6,579	1,191	28,968	73.2	22.7	4.1
	1974	18,039	5,482	1,255	24,776	72.8	22.1	5.1
	1975	22,153	5,617	1,165	28,937	76.6	19.4	4.0
	All					73.2	21.3	5.5

*State Police reported accidents only

however, had a much higher percentage of accidents during ice and snow conditions than the two-lane roads. Higher speeds of travel on the four-lane, median-divided facilities probably accounted for the higher percentage of accidents on ice and snow. The percent of accidents on wet pavements during a given year, of course, was closely related to length of time of rainfall that year -- years with the most rainy weather had the highest percentages of accidents on wet pavements. Table 2 gives rainfall durations in the Lexington area by periods of the year and time of day. Statewide averages (seven weather stations) for several years have been closely approximated by the Lexington data. Rainfalls between December and May occurred a higher percent of time than between June and November. Duration of rainfall during daytime (7 a.m. to 8 p.m.) was somewhat longer than during nighttime (8 p.m. to 7 a.m.). The ratio of wet-time to dry-time accidents can be readily calculated and compares accident statistics during wet-pavement conditions with statistics during dry-pavement conditions. On the other hand, calculation of percent of wet-pavement accidents requires inclusion of accidents on ice and snow in the total number of accidents. Therefore, the dwell times of ice and snow will alter the comparisons between periods. Calculation of accident rates requires data on traffic volumes, which may not be altogether representative of a particular section of road. Also, a high, wet-pavement, accident rate may be misleading if the highway also has a high, dry-pavement, accident rate.

The ratios of wet- to dry-pavement accidents for several types of roads along with percentages of time pavements were wet each calendar year are presented in Figure 1. Whereas the ratios usually changed from year to year according to the percentages of time pavements were wet, exceptions may be noted for interstate and toll roads in 1974 and all roads in 1975. The ratios of accidents, when adjusted to equal time of rainfall each year, are shown in Figure 2. On March 1, 1974, speed limits in Kentucky were changed to 55 mph (24.6 m/s) on all rural roads. Traffic speeds (daytime) and volumes, however, had declined even before then. The accompanying reductions in wet-pavement accidents were particularly significant on the interstate and toll roads *(3)* and resulted in large reduction in the ratio of wet- to dry-pavement accidents in 1974 as compared to 1973 and earlier. The even lower accident ratios for 1975, however, cannot be explained. Rainfall in 1975 was about the same as it was in the preceding year, and no extraordinary changes in traffic characteristics were noted.

In all but one year, the ratio of wet- to dry-pavement accidents for the interstate roads was higher than for the toll roads. Traffic speeds on these facilities were about the same, but interstate roads carry higher volumes of traffic. Also, pavements on the toll roads exhibited higher skid resistance (data presented later) than interstate roads, and this contributed to reduced wet-pavement accidents on toll roads.

Since 1969, wet-time accidents on two-lane roads have reduced in greater proportions than dry-time accidents. These reductions suggest a trend towards safer driving in wet-weather. The reason for this trend, however, has not been documented. Unfortunately, statewide data on skid resistance are not available for 1969 to compare with the more recent data. Factors other than skid resistance may account for the steady decline in wet-pavement accidents through 1975.

Surprisingly large differences in the ratio of wet- to dry-pavement accidents were found between daytime and nighttime (Table 3). Generally, the ratio was lower for nighttime but was substantially lower on four-lane, median-divided facilities (interstate and toll roads). Also, at nighttime, property-damage-only accidents were proportionately more frequent than injury- and fatality-type accidents on wet-pavements. The differences in rainfall between nighttime and daytime (Table 2) were not sufficient to account for the differences in the ratios of wet- to dry-time accidents.

The wet-to-dry ratios of accidents for winter and spring (January through May and December) were considerably higher than for summer and fall (June through November) (Table 4). After adjusting the ratios (averages of all years) for the two periods of the year to equal length of time of rainfall, the interstate roads exhibited a higher ratio for the summer and fall period. Pavements tend to be more slippery (when wet) during summer and fall (report in preparation) and, therefore, a higher ratio during that time of the year was expected. The adjusted ratios for the toll roads and two-lane roads, however, were slightly lower for the summer and fall period. This finding cannot be reconciled with what is now known and understood about friction of pavements during summer and fall. Rainfall during different seasons of the year may not be equatable in the same way to length of time pavements were wet. Lower temperatures in the winter retard drying of pavements and melting snow and ice cause pavements to be wet without rainfall.

TABLE 2. PERCENT OF TIME OF PRECIPITATION IN LEXINGTON AREA (TRACE OR MORE)

YEAR	ENTIRE YEAR	RAINFALL				ICE AND SNOW	NO PRECIPITATION
		JUN-NOV	JAN-MAY, DEC	7 a.m.-8 p.m.	8 p.m.-7 a.m.	ENTIRE YEAR	
1969	11.7	8.8	14.7	12.4	11.0	3.5	84.8
1970	11.4	10.7	12.0	11.8	10.9	4.6	84.0
1971	11.2	10.0	12.3	11.7	10.6	3.0	85.8
1972	14.6	11.3	17.9	14.8	14.4	2.9	82.5
1973	13.6	10.6	16.5	13.9	13.2	3.1	83.3
1974	14.0	12.1	15.9	13.5	14.7	3.7	82.3
1975	13.8	10.6	17.0	14.6	12.8	3.3	82.9
All	12.9	10.6	15.2	13.2	12.5	3.4	83.7

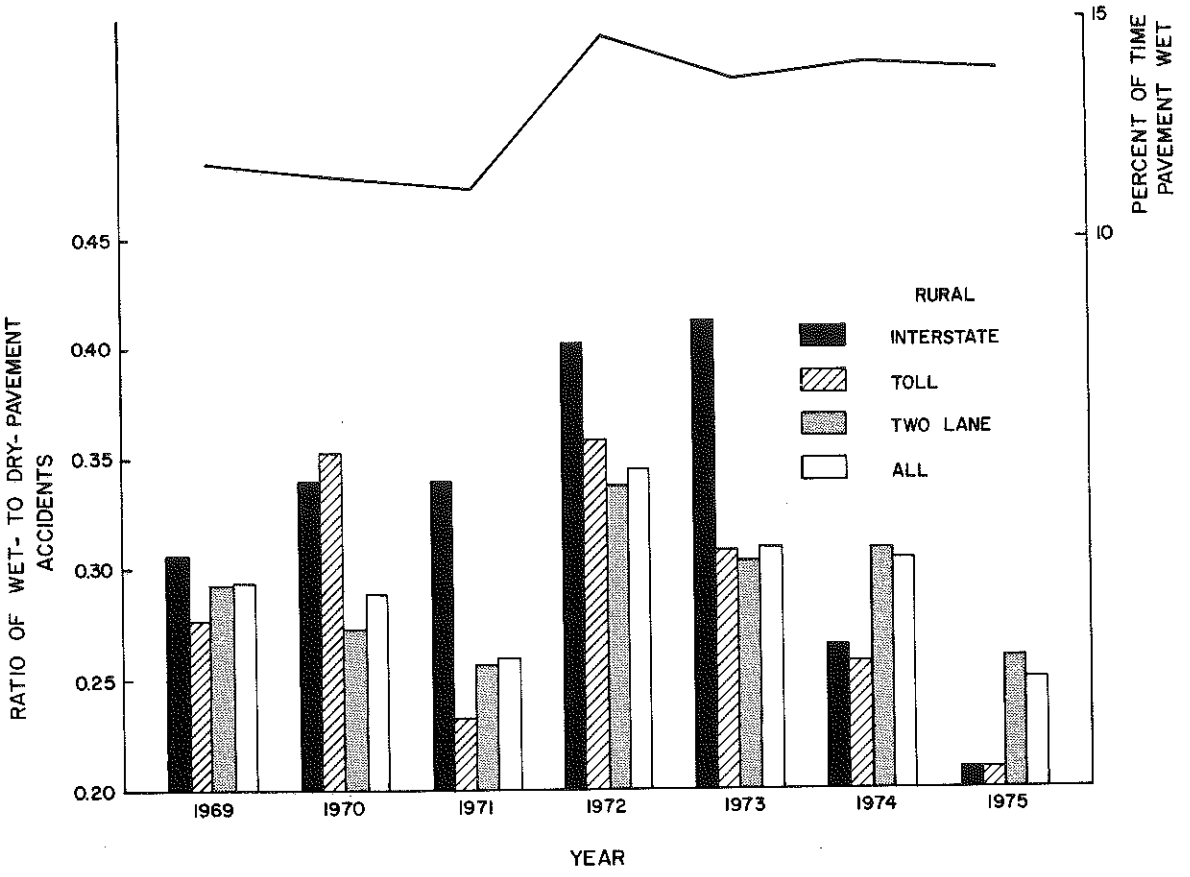


Figure 1. Ratio of Wet- to Dry-Pavement Accidents for Various Types of Highways and Percentages of Time Pavement Was Wet Each Year.
NOTE: Speed Limits through 1973
60 mph (26.8 m/s), two-lane roads (daytime).
50 mph (22.4 m/s), two-lane roads (nighttime)
50 mph (22.4 m/s), trucks (any time)
70 mph (31.3 m/s), all traffic on interstate and parkways
March 1, 1974 -- 55 mph (24.6 m/s), all traffic on all roads.

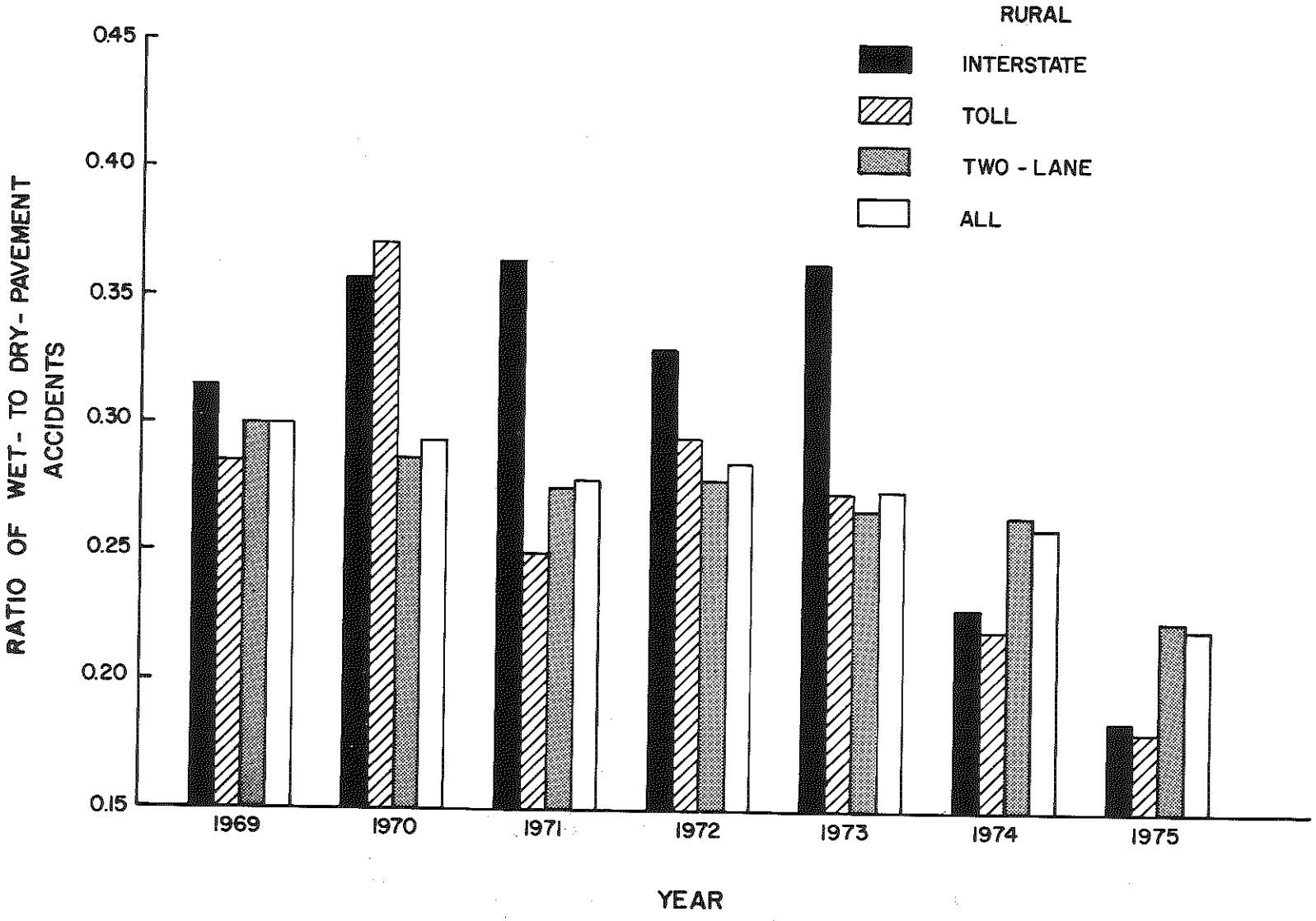


Figure 2. Adjusted Ratio of Wet- to Dry-Pavement Accidents for Various Types of Highways (Adjusted to 12 Percent, Time Pavements Wet during Year).

TABLE 3. RATIOS OF WET- TO DRY-PAVEMENT ACCIDENTS BY TYPES OF ACCIDENTS AND TIME OF DAY

HIGHWAY TYPE	YEAR	INJURY AND FATALITY ACCIDENTS			PROPERTY DAMAGE ACCIDENTS			ALL ACCIDENTS		
		DAYTIME[a]	NIGHTTIME[b]	DAYTIME AND NIGHTTIME	DAYTIME	NIGHTTIME	DAYTIME AND NIGHTTIME	DAYTIME	NIGHTTIME	DAYTIME AND NIGHTTIME
Interstate	1969	.34	.20	.28	.39	.22	.33	.37	.21	.31
	1970	.26	.25	.26	.44	.33	.41	.37	.29	.34
	1971	.36	.23	.31	.44	.22	.37	.40	.23	.34
	1972	.49	.22	.36	.46	.37	.43	.47	.29	.40
	1973	.49	.27	.39	.51	.25	.43	.51	.26	.41
	1974	.23	.28	.25	.31	.23	.28	.28	.25	.27
	1975	.25	.22	.24	.19	.20	.19	.21	.21	.21
	All	.35	.24	.30	.39	.26	.35	.37	.22	.33
Toll	1969	.38	.15	.29	.26	.27	.27	.32	.20	.28
	1970	.44	.24	.36	.42	.21	.35	.43	.22	.35
	1971	.28	.16	.24	.24	.19	.22	.26	.18	.23
	1972	.43	.26	.38	.36	.31	.34	.39	.29	.36
	1973	.41	.16	.33	.31	.25	.29	.35	.21	.31
	1974	.42	.19	.32	.24	.16	.22	.30	.17	.26
	1975	.23	.13	.19	.25	.15	.22	.24	.14	.21
	All	.37	.18	.30	.30	.22	.27	.33	.20	.29
Two-Lane	1969	.32	.24	.29	.30	.26	.29	.31	.25	.29
	1970	.28	.22	.24	.28	.27	.28	.28	.25	.27
	1971	.26	.22	.25	.27	.25	.26	.26	.24	.26
	1972	.33	.31	.32	.35	.35	.35	.34	.33	.34
	1973	.32	.24	.30	.31	.28	.31	.32	.26	.30
	1974	.31	.30	.31	.30	.32	.31	.31	.31	.31
	1975	.27	.20	.25	.26	.25	.26	.26	.23	.26
	All	.30	.25	.28	.30	.28	.29	.30	.27	.29
All	1969	.32	.23	.29	.30	.27	.29	.31	.25	.29
	1970	.29	.22	.27	.29	.27	.29	.29	.25	.28
	1971	.27	.22	.25	.27	.24	.27	.27	.23	.26
	1972	.34	.30	.33	.35	.35	.35	.35	.33	.34
	1973	.33	.23	.30	.32	.28	.32	.33	.26	.31
	1974	.31	.29	.30	.30	.31	.30	.30	.30	.30
	1975	.27	.21	.25	.26	.24	.26	.26	.23	.25
	All	.30	.24	.28	.30	.28	.30	.30	.26	.29

[a]Daytime - 7 a.m. to 8 p.m.

[b]Nighttime - 8 p.m. to 7 a.m.

TABLE 4. RATIOS OF WET- TO DRY-PAVEMENT ACCIDENTS FOR VARIOUS TYPES OF HIGHWAYS AND BY TIME OF YEAR AND DAY

HIGHWAY TYPE	YEAR	JAN-MAY, DEC			JUN-NOV		
		DAYTIME[a]	NIGHTTIME[b]	DAYTIME AND NIGHTTIME	DAYTIME	NIGHTTIME	DAYTIME AND NIGHTTIME
Interstate	1969	.38	.20	.31	.36	.21	.31
	1970	.36	.29	.33	.37	.29	.34
	1971	.31	.29	.30	.48	.18	.37
	1972	.52	.41	.47	.44	.22	.36
	1973	.53	.42	.49	.49	.17	.36
	1974	.37	.30	.34	.21	.20	.21
	1975	.30	.32	.31	.15	.14	.15
	All	.40	.32	.36	.36	.20	.30
Toll	1969	.31	.24	.29	.32	.16	.25
	1970	.41	.25	.35	.44	.20	.35
	1971	.28	.30	.29	.24	.11	.20
	1972	.48	.33	.44	.32	.26	.30
	1973	.44	.40	.43	.28	.10	.22
	1974	.37	.21	.32	.24	.15	.21
	1975	.30	.29	.30	.18	.04	.12
	All	.37	.29	.35	.29	.15	.24
Two-Lane	1969	.36	.32	.35	.22	.16	.21
	1970	.31	.28	.30	.26	.23	.25
	1971	.27	.28	.28	.26	.20	.24
	1972	.39	.42	.40	.30	.26	.29
	1973	.41	.40	.41	.25	.18	.23
	1974	.39	.41	.39	.25	.25	.25
	1975	.34	.34	.34	.21	.15	.19
	All	.35	.35	.35	.25	.20	.24
All	1969	.36	.31	.35	.23	.17	.21
	1970	.32	.28	.31	.27	.23	.26
	1971	.28	.28	.28	.27	.20	.25
	1972	.41	.42	.41	.31	.26	.30
	1973	.43	.41	.42	.26	.17	.24
	1974	.39	.39	.39	.25	.24	.24
	1975	.34	.34	.34	.21	.15	.19
	All	.36	.35	.36	.26	.20	.24

[a]Daytime - 7 a.m. to 8 p.m.

[b]Nighttime - 8 p.m. to 7 a.m.

MEASURING DEVICES

Measurements through 1975 were made with a Surface Dynamics Pavement Friction Tester (Model 965A) developed by the General Motors Proving Ground and manufactured by K. J. Law Engineers, Inc., Detroit, Michigan. The two-wheeled, skid-test trailer (Figure 3) was acquired in 1969. It complies with ASTM E 274 *(4)*. The measurements represent friction developed between a standard tire (ASTM E 501) *(5)* and a wetted pavement. The locked-wheel measurement is expressed as skid number (SN); incipient or peak friction is expressed as peak slip number (PSN). A description of the tester and procedures applicable to the method of test were presented in a previous report *(6)*.

Tests were made in the left wheel path only and at 0.5-mile (0.8-km) intervals in each lane; no less than five tests per lane were made on each section. A section is defined as "a section of pavement of uniform age and uniform composition which has been subjected to uniform wear along its length" *(4)*. Almost all construction projects and resurfacing projects (maintenance sections) fit this definition. The test speed was 40 mph (18 m/s). Survey testing was limited to the period between June 1 and November 30.

In July 1975, the tester was calibrated and evaluated at the Field Test and Evaluation Center for Eastern States (EFTC), East Liberty, Ohio *(7)*. Results of the correlation between Kentucky's unit (KY1) and the EFTC Area Reference System (ARS) are presented in Figure 4. A near 1:1 relationship was realized at all speeds in the range of skid numbers most often obtained for pavements in Kentucky. The differences in skid numbers were not sufficiently large to warrant routine correction of the Kentucky measurements.

In May 1976, the same unit was returned to the Field Test and Evaluation Center. Results of the correlation between the Kentucky trailer (KY1) and the EFTC Area Reference Skid Measuring System (ARSMS) (a new test unit which replaced the tester used there in 1975) is shown in Figure 5 *(8)*. Equations for the relationship at 40 and 60 mph (18 and 27 m/s) resulted in plots similar to each other and relatively close to the line of equality. The maximum bias introduced was 1.5 SN at 40 mph (18 m/s) and 0.4 SN at 60 mph (27 m/s) over a range from 30 to 50 SN. The 20-mph (9-m/s) relationship is significantly different from the others.

The second skid-test unit (Figure 6), a Model 1270 Pavement Friction Tester fabricated by K. J. Law Engineers, Inc., was acquired in March 1976. The unit was equipped for survey-type testing of pavements (left wheel track only). It complies with ASTM E 274. The tow truck is larger than the one in the first unit, and it can carry substantially more water. The onboard instrumentation is more sophisticated; a digital printer provides test data immediately after completion of a test; and the output includes a calculated skid number. The unit is described in the purchase specifications and manufacturer's quotation presented in APPENDIX B. In May 1976, this tester was also sent to the Field Test and Evaluation Center. Results of the correlation between the Kentucky (KY2) and the EFTC Area Reference Skid Measuring System is shown in Figure 7 *(9)*. The statistical analysis showed no significant difference between slopes of the curves or their intercept values for the three speeds. The KY2 tester showed a bias towards lower SN's, as did KY1 trailer. Later in the summer, comparative tests were conducted between KY1 and KY2 at 40 mph (18 m/s) on 15 pavements in Kentucky. The resulting relationship is shown in Figure 8. The maximum bias was 1.2 SN over a range from 30 to 70 SN. The differences were judged not to be significant; and, therefore, corrections were not applied.

CRITERIA FOR IDENTIFYING HAZARDOUS HIGHWAY SECTIONS

Criteria for identifying hazardous highway sections in terms of skid numbers continue to be somewhat formative; degrees of hazard are evidently related to speed and density of traffic, turning and stopping movements, and roadway geometrics. Critical values in relationship to wet-pavement accidents have been derived for interstate and toll roads *(1)* and for principal, two-lane roads (US routes) *(2)*. The critical value of SN_{40} for interstate and toll roads (by interpolation) is about 40; the critical value for principal, two-lane roads is between 38 and 43. Figure 9 is presented here for illustration; it shows the relationship between the ratio of wet- to dry-pavement accidents and skid numbers without stratification or grouping with respect to traffic volume. Presumably, criteria must include economic considerations and, perhaps, dynamic programming theories *(10)*. Indeed, there are degrees of risk associated with hazards. Nevertheless, expedient judgements are being made in regard to the significance or meaning of skid numbers.

Skid numbers near or less than the critical values do not necessarily identify high-accident roads or sites; only accident records qualify as first-order identifiers (which is, unfortunately, after the fact). The ratio of wet- to dry-time accidents (excluding those in snow and on ice) is a significant factor in diagnostic criteria, and it is particularly adaptable for screening sections. This ratio, when known and applied specifically, tends to embrace a range in skid resistance from 39 to 26. Below 26, pavements are categorically designated as very

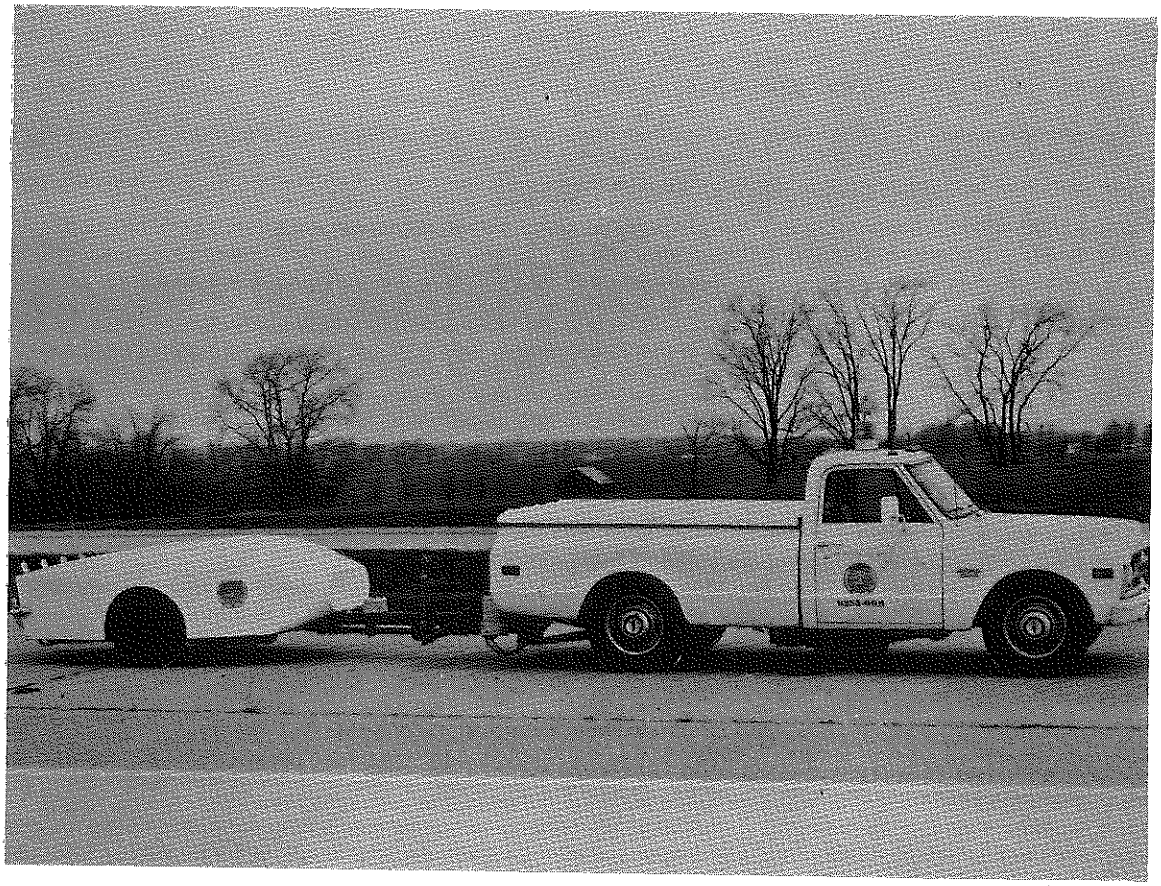
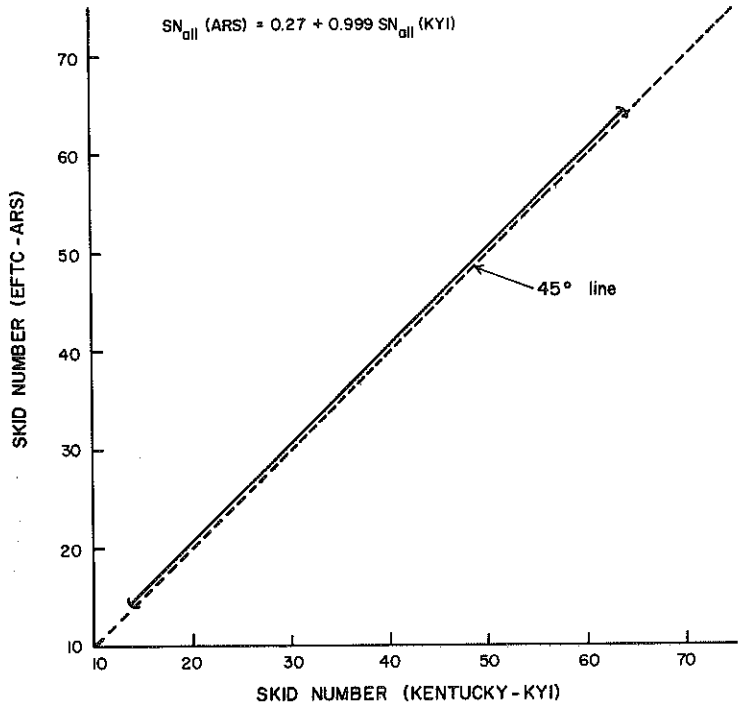


Figure 3. Surface Dynamic Pavement Friction Tester (Model 965A).

Figure 4. Correlation of Skid Testers in 1975 -- Kentucky (KY1) and EFTC Area Reference System (ARS) (Figure 8, Reference 7).



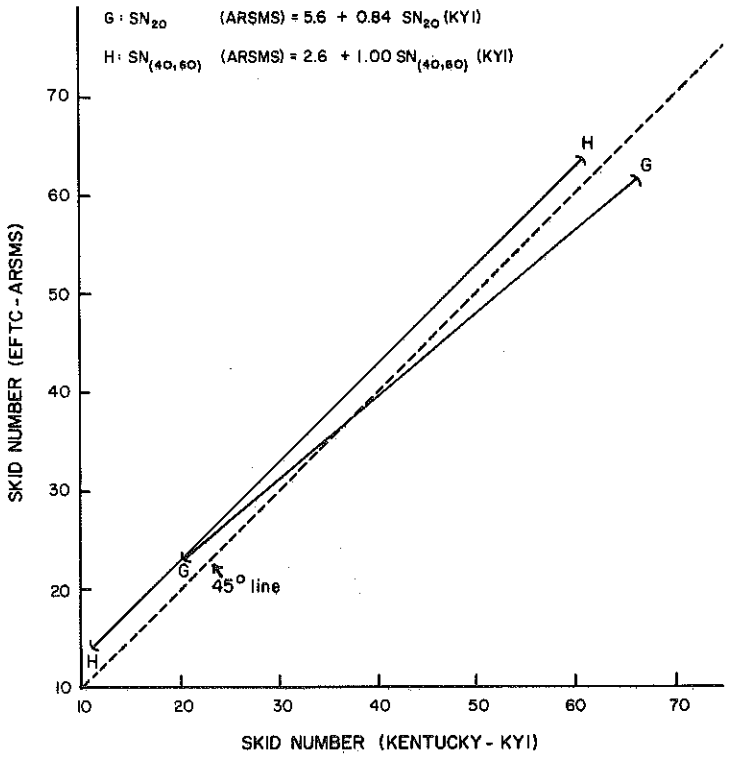
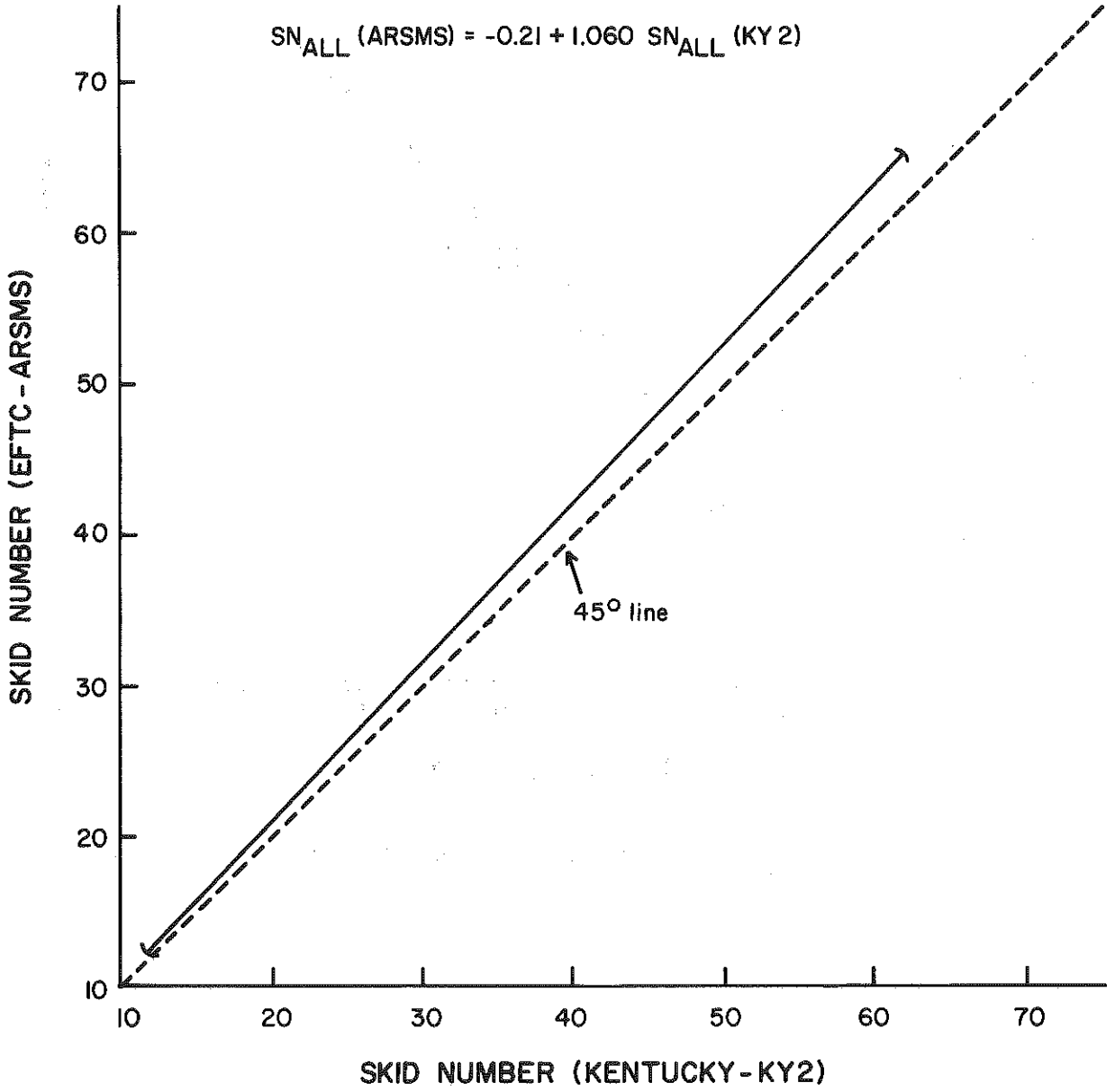


Figure 5. Correlation of Skid Testers in 1976 -- Kentucky (KY1) and EFTC Area Reference Skid Measuring System (ARSMS) (Figure 6, Reference 8).

Figure 6. Pavement Friction Tester (Model 1270) (Survey Type).

Figure 7. Correlation of Skid Testers in 1976 -- Kentucky (KY2) and EFTC Area Reference Skid Measuring System (ARSMS) (Figure 4, Reference 9).



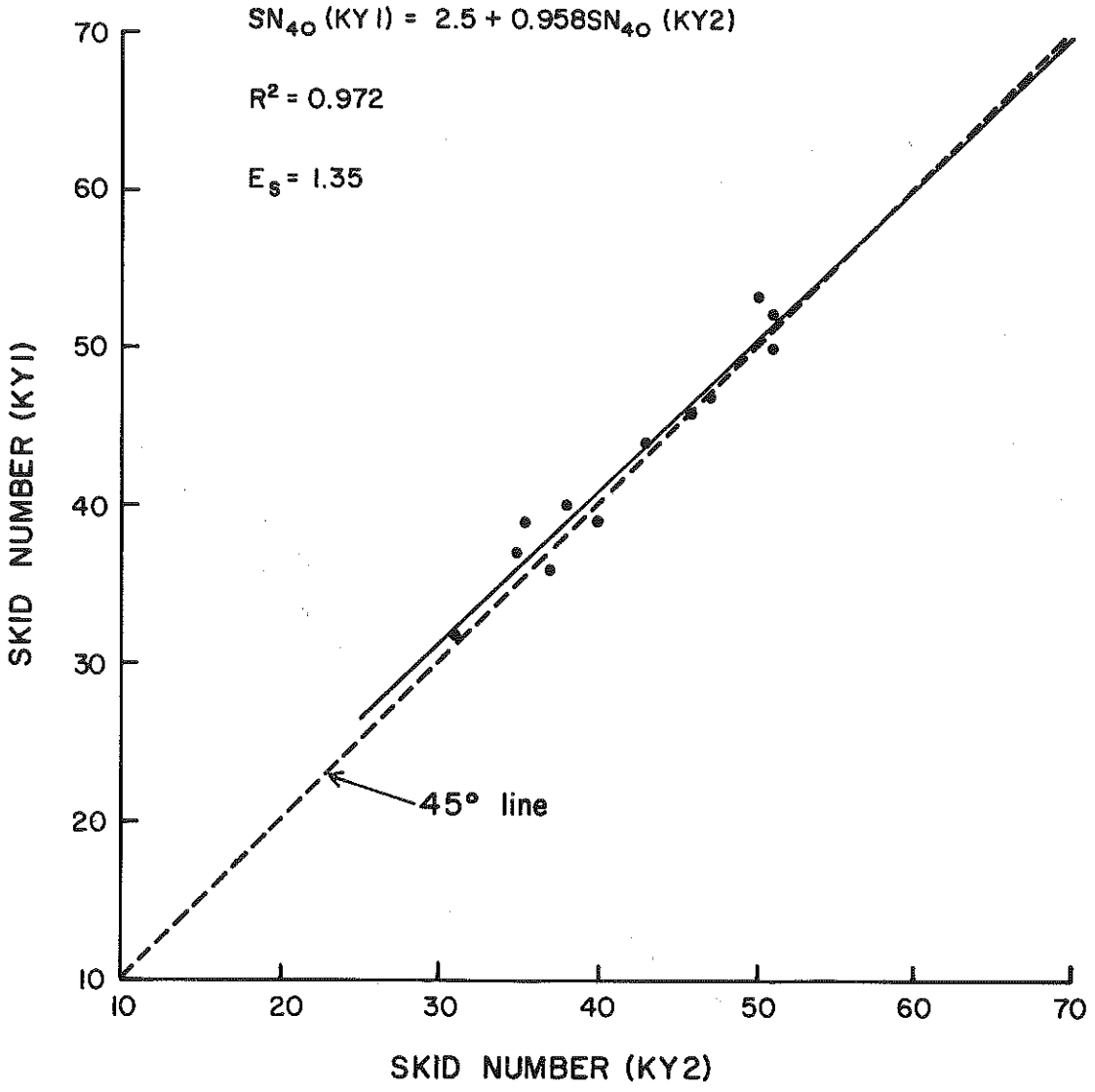


Figure 8. Correlation between Kentucky's 'Skid Testers' at 40 mph (18 m/s) in 1976.

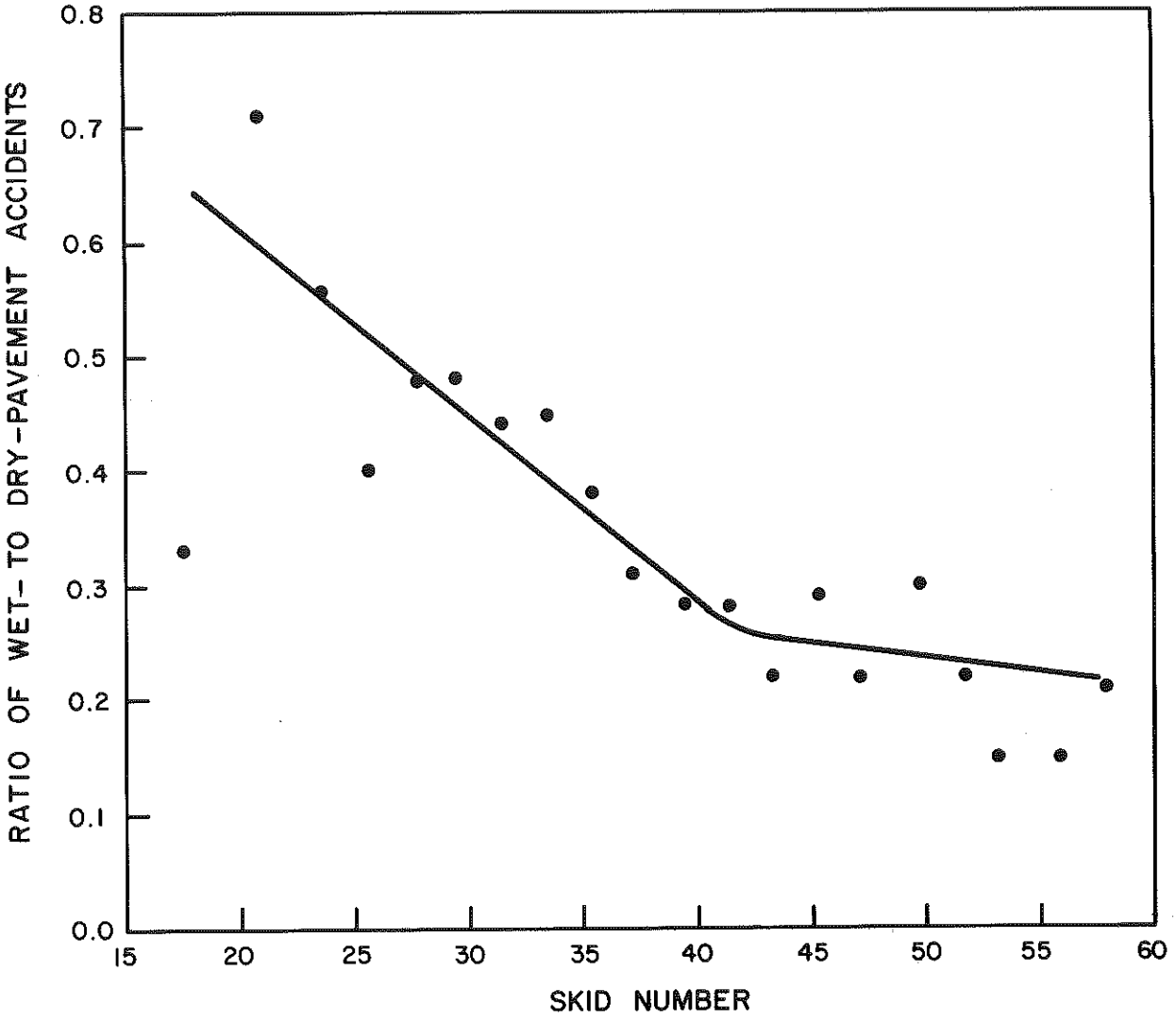


Figure 9. Average Ratio of Wet- to Dry-Pavement Accidents of 230 Sections -- Grouped by Skid Number -- versus Skid Number without Volume Stratification (Figure 9a in Reference 2).

slippery. The following guide was suggested *(2)* for assessing pavements in regard to skid resistance:

Skid Number	Skid Resistance Assessment
Above 39	Skid Resistant
33 to 39	Marginal
26 to 32	Slippery
Below 26	Very Slippery

Speed limits, however, have been reduced from 60 mph (26.8 m/s) (daytime) to 55 mph (24.6 m/s) in March 1974. The relationship between accidents and pavement friction, therefore, may have been altered. A research study of those after-effects was initiated last year.

ROUTE AND SYSTEM COVERAGE

Interstate and toll roads were surveyed first in 1971. Tests were made at 70 mph (31 m/s). The data were used for research purposes *(1)*. A limited number of tests were made at 40 mph (18 m/s) for correlation purposes. The data were reported on December 8, 1971. They were surveyed again in 1974 and involved 625 miles (1006 km) of interstate and 633 miles (1019 km) of toll roads. Those tests were made at 40 mph (18 m/s). The survey was made to analyze relationships between accidents and skid numbers after the 55-mph (24.6-m/s) speed limit was imposed. A research report is pending. The data were reported in an August 18, 1975, memorandum; the data are included here as APPENDIX C. Distributions of skid numbers from the 92 sections of interstate routes and 87 sections of toll roads (includes major connectors) are presented in Figures 10 through 13. Outside lanes of both systems, of course, exhibit lower skid resistance because a larger percentage of vehicles travel there. Only two percent of the interstate mileage (see Table 5) may be considered slippery when judged according to the criteria cited earlier (SN of 32 or less), although 39 percent of the mileage was below a previously cited critical value of SN_{40} (by interpolation) of 40. Skid resistance of the toll roads was substantially higher due to lower traffic volumes on these roads (less polishing action). A small percentage of toll roads and major connectors exhibited SN of 39 or less; no section was categorized as slippery.

US routes were surveyed in 1970 and 1971 and involved 2,800 miles (4490 km) (400 sections). The data were reported by memorandum on September 23, 1971. The data were used also in the analysis of relationships between accidents and pavement friction *(2)*.

Inventory of state primary and secondary roads (principal highways only) began in June 1975. A total of 4,612 miles (742 km) of road, in addition to sections tested exclusively for maintenance evaluation and other purposes, were surveyed in 1975. The data were reported July 14, 1976; and the data are included in APPENDIX D. Skid-number distributions from the statewide survey (1348 sections) are presented in Figure 14 and by highway district in APPENDIX D. The statewide median SN was 39.5. As shown in Tables 6 and 7, the primary roads averaged slightly lower median skid resistance (39 SN) than secondary roads (40 SN). The median AADT, of course, was higher on the primary system. There were also differences in median SN's between highway districts. The mileage of pavements in the 1974 and 1975 surveys adjudged to be slippery or very slippery is cited in Table 8. A small percentage of both primary (3.7 percent) and secondary (2.5 percent) roads had an average SN below 26. These sections, in particular, should be deslicked.

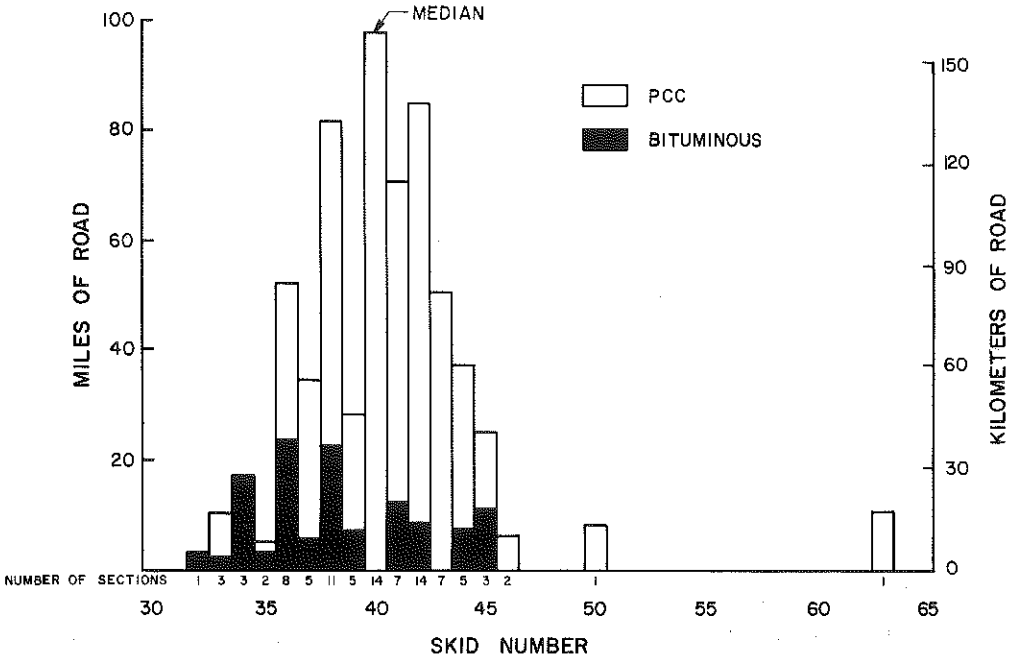
Table 9 summarizes progress made in statewide surveys through 1975. The percentages of road systems tested were based on mileage of rural roads. Of course, only sections of roads with speed limits of 40 mph (18 m/s) or higher were tested. The entire interstate and toll road systems have been surveyed. State primary roads were surveyed in their entirety except for sections with low speed limits or in circumstances that prevented their testing. Only 13 percent of state secondary roads were surveyed in 1975, but the sections involved represented the highest AADT roads. In all, 25 percent of the mileage of rural, state-maintained roads in Kentucky were surveyed. These roadways, however, carried 75 percent of all traffic on rural, state-maintained roads and 47 percent of statewide traffic (rural and urban roads and streets) in 1973.

Survey testing of major, rural collector roads (mostly state secondary) with both skid trailers was initiated in June 1976. By October 1976, 3,000 miles (4830 km) had been tested. Those results will be reported when tabulated.

Frequency of repeating surveys or inventories remains unspecified; a provisional schedule follows:

Interstate and Toll Roads	every 3 years
State Primary Roads	every 3 years
State Secondary and Rural Secondary Roads	every 4 years
Other	unscheduled

Figure 10. Distribution of Skid Numbers on 625 Miles (1006 km) (92 Sections) of Interstate Roads (Outer Lanes).



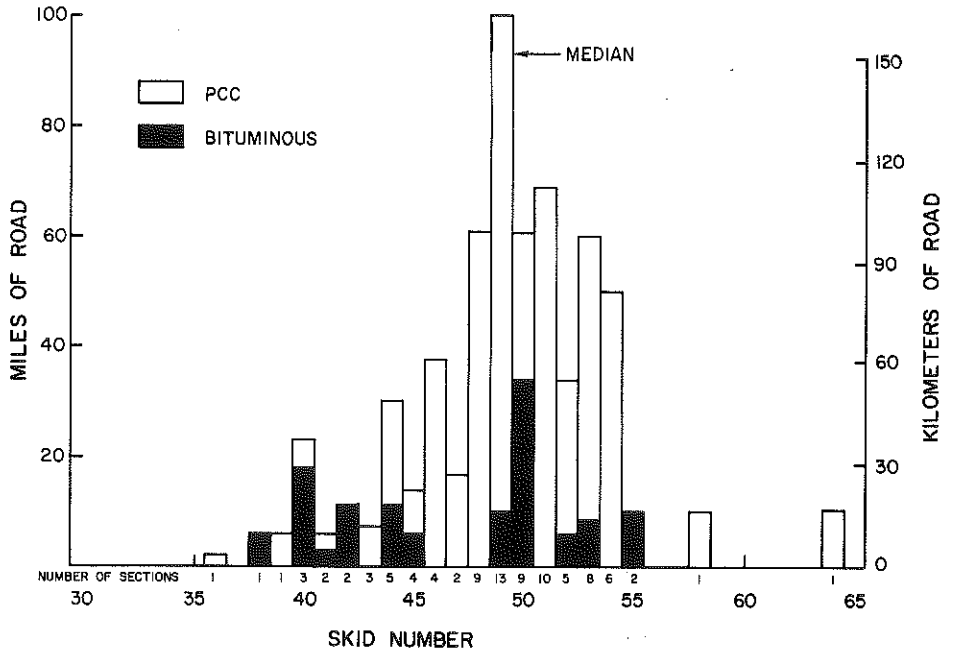
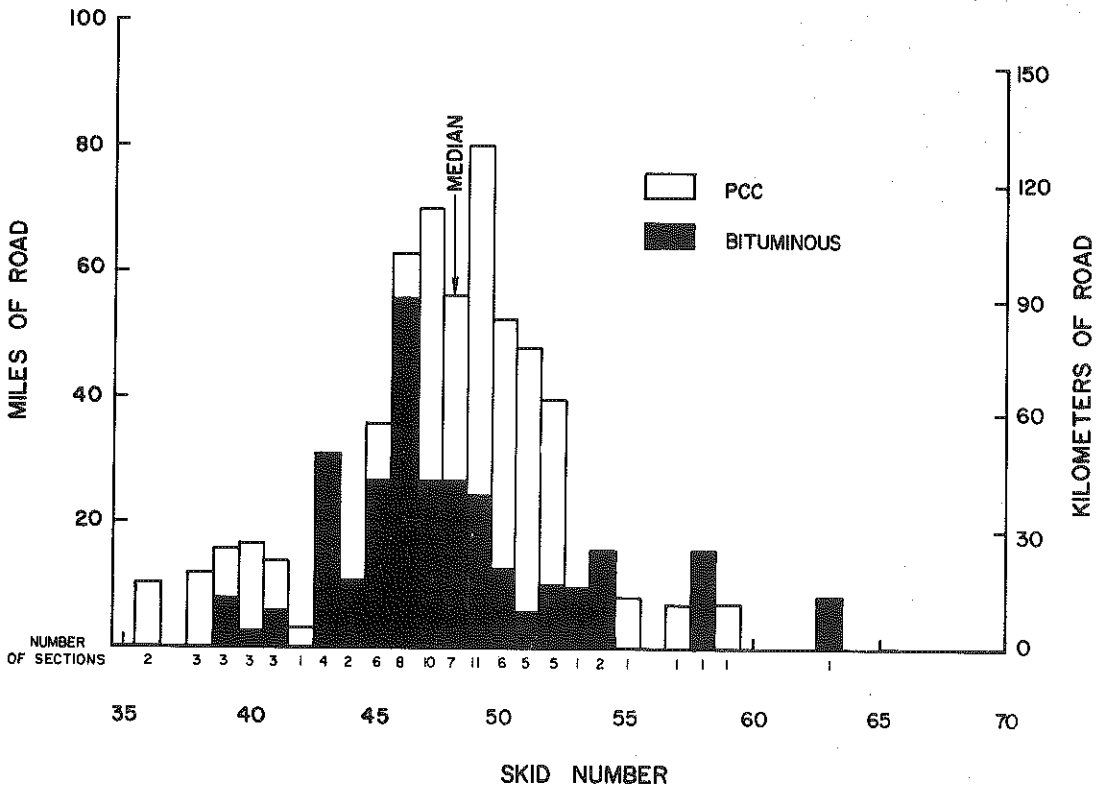


Figure 11. Distribution of Skid Numbers on 625 Miles (1006 km) (92 Sections) of Interstate Roads (Inner Lanes).

Figure 12. Distribution of Skid Numbers on 633 Miles (1019 km) (87 Sections) of Toll Roads and Major Connector Roads (Outer Lanes).



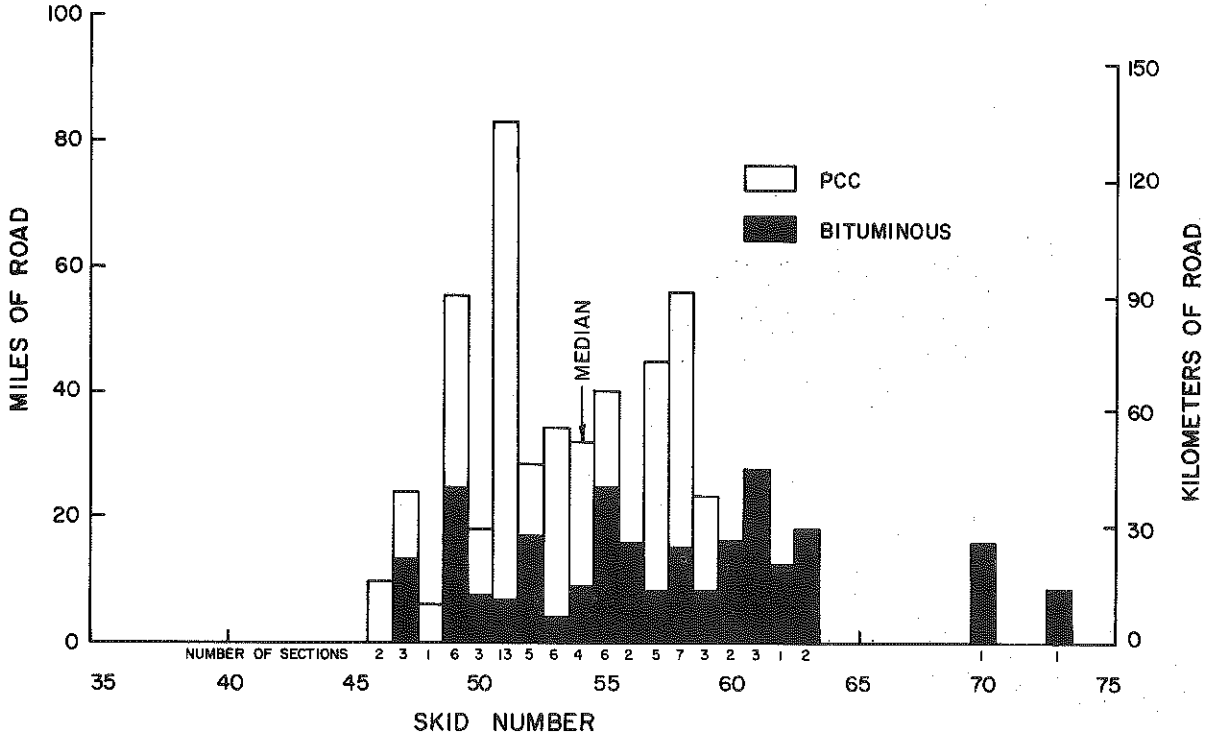


Figure 13. Distribution of Skid Numbers on 567 Miles (912 km) (75 Sections) of Toll Roads and Major Connector Roads (Inner Lanes).

TABLE 5. RESULTS OF SKID RESISTANCE SURVEY ON THE INTERSTATE AND TOLL ROAD SYSTEMS (OUTER LANES) IN 1974

PAVEMENT TYPE	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	NUMBER OF SECTIONS	SN OF 32 OR LESS: MILES (km) OF ROAD IN ONE DIRECTION	SN OF 32 OR LESS: PERCENT	SN OF 39 OR LESS: MILES (km) OF ROAD IN ONE DIRECTION	SN OF 39 OR LESS: PERCENT
				INTERSTATE				
Bituminous	124 (200)	38.0	14,370	18	20 (32)	8	142 (229)	57
Portland Cement Concrete	501 (806)	40.5	19,090	74	8 (13)	1	348 (560)	35
All	625 (1006)	40.0	18,400	92	28 (45)	2	490 (789)	39
				TOLL ROADS AND MAJOR CONNECTORS				
Bituminous	299 (481)	47.0	1,910	42	0	0	8 (13)	1
Portland Cement Concrete	334 (538)	48.5	3,650	45	0	0	61 (98)	9
All	633 (1019)	48.0	3,460	87	0	0	69 (111)	6

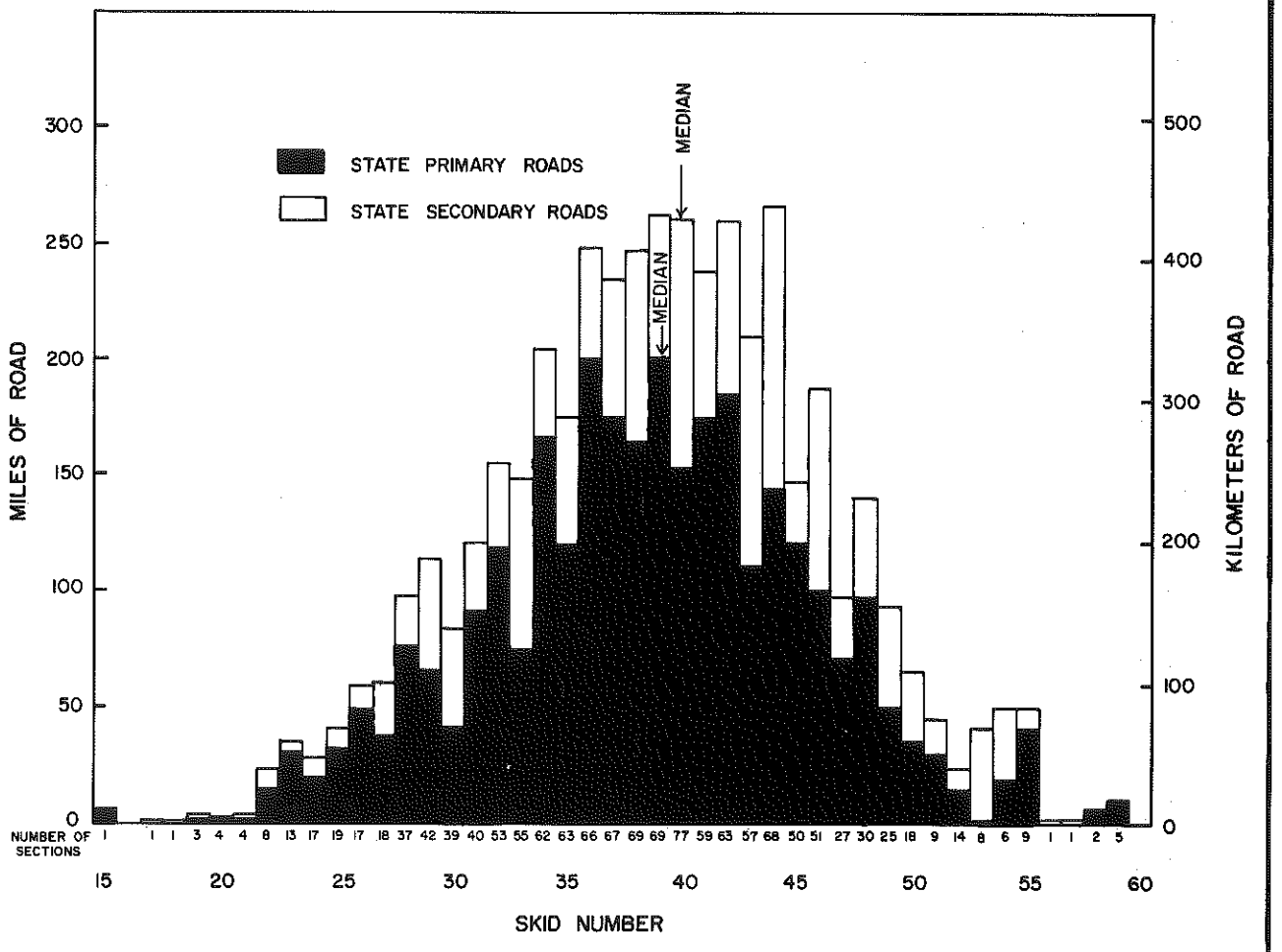


Figure 14. Distribution of Skid Numbers on 4,612 Miles (7422 km) (1348 Sections) of Principal Through Highways (State Primary and State Secondary Systems) (Outer Lanes) Surveyed in 1975.

TABLE 6. RESULTS OF SKID RESISTANCE SURVEY OF STATE PRIMARY ROADS (OUTER LANES) IN 1975 (BY HIGHWAY DISTRICT)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	331.0 (533)	39	4010	520.1	108	0.4 (1)	0.1	42.3 (68)	12.8	177.9 (286)	53.7
2	205.9 (332)	39	4640	433.1	63	1.4 (2)	0.7	22.2 (36)	10.8	108.9 (175)	52.9
3	254.9 (410)	38	2880	322.3	65	1.2 (2)	0.5	30.7 (49)	12.0	171.7 (276)	67.4
4	252.9 (407)	43	2950	404.5	83	3.5 (6)	1.4	38.6 (62)	15.3	81.0 (130)	32.0
5	206.5 (332)	42	4370	528.3	67	0.0 (0)	0.0	13.0 (21)	6.3	81.7 (131)	39.6
6	144.9 (233)	45	1940	140.8	50	0.0 (0)	0.0	2.8 (4)	1.9	13.2 (21)	9.1
7	269.5 (435)	40	4880	567.3	89	11.2 (18)	4.2	39.7 (64)	14.7	132.6 (213)	49.2
8	355.9 (573)	40	2420	327.7	99	12.4 (20)	3.5	60.0 (97)	16.9	168.8 (272)	47.4
9	253.3 (407)	42	2040	268.6	84	0.0 (0)	0.0	12.9 (21)	5.1	67.5 (109)	26.6
10	198.0 (319)	37	1810	153.3	41	5.8 (9)	2.9	24.1 (39)	12.2	160.1 (258)	80.9
11	283.7 (457)	32	1920	320.6	54	40.4 (65)	14.2	160.9 (259)	56.7	252.4 (406)	89.0
12	325.2 (523)	34	3510	437.8	78	37.0 (60)	11.4	147.4 (237)	45.3	285.1 (459)	87.7
All	3081.7 (4960)	39	3070	4424.3	881	113.3 (182)	3.7	594.6 (957)	19.3	1700.9 (2737)	55.2

*Annual, millions of vehicle-miles (1.61 millions of vehicle-kilometers)

TABLE 7. RESULTS OF SKID RESISTANCE SURVEY OF STATE SECONDARY ROADS (OUTER LANES) IN 1975 (BY HIGHWAY DISTRICT)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE -MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	75.1 (121)	41	3670	101.6	25	0.0 (0)	0.0	1.9 (3)	2.5	18.1 (29)	24.1
2	295.4 (475)	35	3780	503.3	98	15.1 (24)	5.1	92.3 (149)	31.2	185.3 (298)	62.7
3	190.5 (306)	40	2640	216.5	47	2.5 (4)	1.3	33.2 (53)	17.4	86.5 (139)	45.4
4	267.5 (431)	41	1870	228.3	88	7.3 (12)	2.7	40.9 (66)	15.3	107.8 (174)	40.3
5	20.6 (34)	35	3680	26.9	5	0.0 (0)	0.0	0.0 (0)	0.0	11.0 (18)	53.4
6	134.0 (216)	44	1900	109.6	44	0.7 (1)	0.5	1.8 (3)	1.3	10.3 (17)	7.7
7	213.2 (343)	44	2150	241.5	63	0.0 (0)	0.0	5.1 (8)	2.4	41.2 (66)	19.3
8	82.8 (134)	39	2290	73.8	19	0.0 (0)	0.0	2.9 (5)	3.5	43.8 (70)	52.9
9	103.6 (167)	40	1910	97.1	34	2.9 (5)	2.8	10.3 (17)	9.9	41.1 (66)	39.7
10	12.4 (19)	29	2820	16.4	3	0.0 (0)	0.0	10.4 (17)	83.9	12.4 (20)	100.0
11	118.6 (192)	36	2800	132.5	41	4.9 (8)	4.1	47.9 (77)	40.4	108.1 (174)	91.1
12	0.0 (0)	0	0	0.0	0	0.0 (0)	0.0	0.0 (0)	0.0	0.0 (0)	0.0
All	1513.7 (2436)	40	2690	1747.4	467	33.4 (54)	2.2	246.7 (397)	16.3	665.6 (1071)	44.0

*Annual, millions of vehicle-miles (1.61 millions of vehicle-kilometers)

TABLE 8. MILEAGE OF PAVEMENTS DESIGNATED SLIPPERY OR VERY SLIPPERY

ROAD	VERY SLIPPERY (SN OF 25 OR LESS) MILES OF ROAD (km)	VERY SLIPPERY (SN OF 25 OR LESS) PERCENT	SLIPPERY (SN OF 32 OR LESS) MILES OF ROAD (km)	SLIPPERY (SN OF 32 OR LESS) PERCENT
Interstate	0 (0)	0	31[a] (50)	2.5
Toll	0 (0)	0	0 (0)	0
State Primary	113 (182)	3.7	595 (958)	19.3
State Secondary	33 (53)	2.2	247 (398)	16.3

[a]Miles of road in one direction only (includes 21 miles (34 km) of four-lane sections and 10 miles (16 km) of six-lane sections)

TABLE 9. SUMMARY STATISTICS ON STATEWIDE SURVEYS OF SKID RESISTANCE IN 1974 AND 1975

ROAD	YEAR TESTED	MILES OF ROAD TESTED (km)	NUMBER OF TEST SECTIONS	PERCENTAGE OF ROAD SYSTEM[c]	ANNUAL VEHICLE-MILES OF RURAL ROAD USAGE MILLIONS	ANNUAL VEHICLE-MILES OF RURAL ROAD USAGE PERCENT[e]
Interstate	1974	625[a] (1006)	92	100	4,629	30
Toll	1974	633[b] (1019)	87	100	719	5
State Primary	1975	3,082 (4962)	881	92	4,425	29
State Secondary	1975	1,514 (2438)	467	11	1,747	11
State Rural Secondary	1975	17 (27)	6	-		
All		5,871 (9452)	1,533	25[d]	11,520	75

[a]Includes Kentucky Turnpike and other roads designated interstate

[b]Toll roads and major connectors

[c]Redesignation by functional classification in progress

[d]Based on 23,749 miles (38,236 km) of rural, state-maintained roads in 1973

[e]Based on 15,347 million annual vehicle-miles (24,709 vehicle-kilometers) of travel on rural roads in 1973

HIGH-ACCIDENT LOCATIONS

In previous years, testing of 10 to 15 sites per year was requested. Since October 1974, testing of three sites have been requested. The results of those tests were reported to those who initiated the requests. Copies of the reports are presented in APPENDIX E.

Upon request from the Division of Traffic, skid-test data were searched to sort and rank pavements having low skid numbers; those pavements were associated with and ranked according to accidents. Eleven sections of two-lane (66 miles (106 km)) and one section of four-lane (8.6 miles (13.9 km)) road on US routes were adjudged to be hazardous; these were reported on February 14, 1975 (see APPENDIX F). Five highway sections totaling 23 miles (37 km) have subsequently been scheduled for resurfacing and other repairs (under Section 152 of Title 23 USC) at a total cost of $1,067,000.

RESURFACING PROGRAM

Kentucky's annual resurfacing program for 1976 was 8.7 million dollars. Each of the 12 highway districts select and priority rank pavements and submit approximately 75 miles (120 km) of road each year for later evaluation by a team of engineers. The team is composed of two engineers from the Division of Maintenance and one from the district in which the evaluation is being conducted. The Division of Maintenance prepares Form TD 71-103. A copy of the form used through 1975, revisions proposed by the Division of Research, and a revised evaluation form are presented in APPENDIX G.

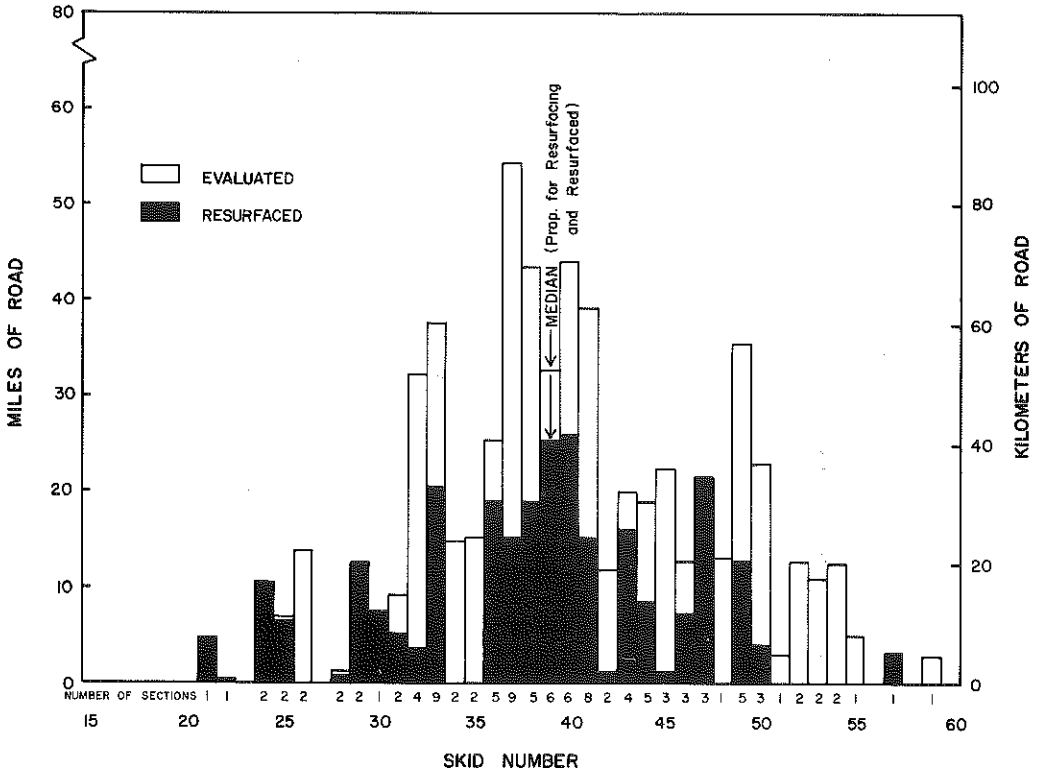
The maintenance sections are rated on a point system and evaluated for (1) service (maximum of 15 points -- revised form TD 71-103), (2) condition (maximum of 84 points) and (3) safety (slipperiness) (maximum of 36 points). After screening and preliminary ranking within the Division of Maintenance, skid tests are requested of the Division of Research. In 1974, 110 sections (632 miles (1018 km)) were tested. In 1975, data from 137 sections (819 miles (1,319 km)) were provided. These sections represented 83 percent of mileage of maintenance sections evaluated that year. The remaining 17 percent (mostly city streets) were tested with a Drag Tester (measurement made by the evaluation team). Weighted skid data entered into the final ranking and priority selection process. Each maintenance section evaluated is assigned a point score. The higher point scores indicate the higher ranking and priority.

Distributions of skid numbers of sections selected by the districts for evaluation in 1974 and 1975 (1975 and 1976 resurfacing programs, respectively) are presented in Figures 15 and 16. The median SN of the pavements selected for evaluation in 1974 was 39 and in 1975 was 38. These median values were slightly lower than the median SN's from the statewide surveys of primary and secondary roads (Figure 14). The maintenance sections, however, represented roads with substantially lower AADT's and, therefore, may not be directly comparable to the roads involved in the survey of primary and secondary roads. After the maintenance sections were evaluated, sections to be resurfaced were chosen (Figures 15 and 16). The median SN of these sections in both 1974 and 1975 was 39. Viewing only the median SN's, it may seem that skid resistance was not considered in choosing sections for the 1974 and 1975 resurfacing programs; however, a somewhat different view emerges when the sections are grouped according to skid numbers. Results in Table 10 show that practically all of the sections judged to be "very slippery" were resurfaced. Unfortunately, only 38 to 39 percent of the pavements assessed to be "slippery" were resurfaced. Since progressively higher point scores are assigned (Form TD 71-103) to sections with low skid numbers, a greater proportion of sections with low skid numbers would have higher priority for resurfacing. Inspection of the list of pavements chosen for resurfacing in the two years disclosed that a large number of sections which had low point score and, therefore, low priority ranking were resurfaced. These sections also exhibited rather high SN's (above 32 SN). The net effect, of course, was that the resurfacing program was less effective as a program for deslicking than it would otherwise have been if sections had been chosen strictly on the basis of priority ranking.

Maintenance sections tested in 1974 and 1975 are tabulated in APPENDIX H, and summaries by districts are presented in Tables 11 and 12. Median SN's in 1974 ranged from 29 in District 12 to 48 in District 6, and in 1975 ranged from 31 in District 8 to 47 in District 5. Large variations in median AADT's also existed. Obviously, conditions and criteria used in the selection of sections differed between districts. Pavements selected for resurfacing likewise differed among districts (Tables 13 and 14). In some districts, a large percentage of the mileage exhibiting low skid numbers (39 SN or less) were resurfaced.

Use of the revised form on pavement evaluation (TD 71-103) may result in the selection of more slippery pavements in the future because of the proportionately higher point values assigned to the lower skid numbers. Even then, the resurfacing program should not be confused with a deslicking program. A deslicking program is designed to alleviate hazardous conditions

Figure 15. Distribution of Skid Numbers on 632 Miles (1017 km) of Maintenance Sections Evaluated in 1974 for Resurfacing in 1975.



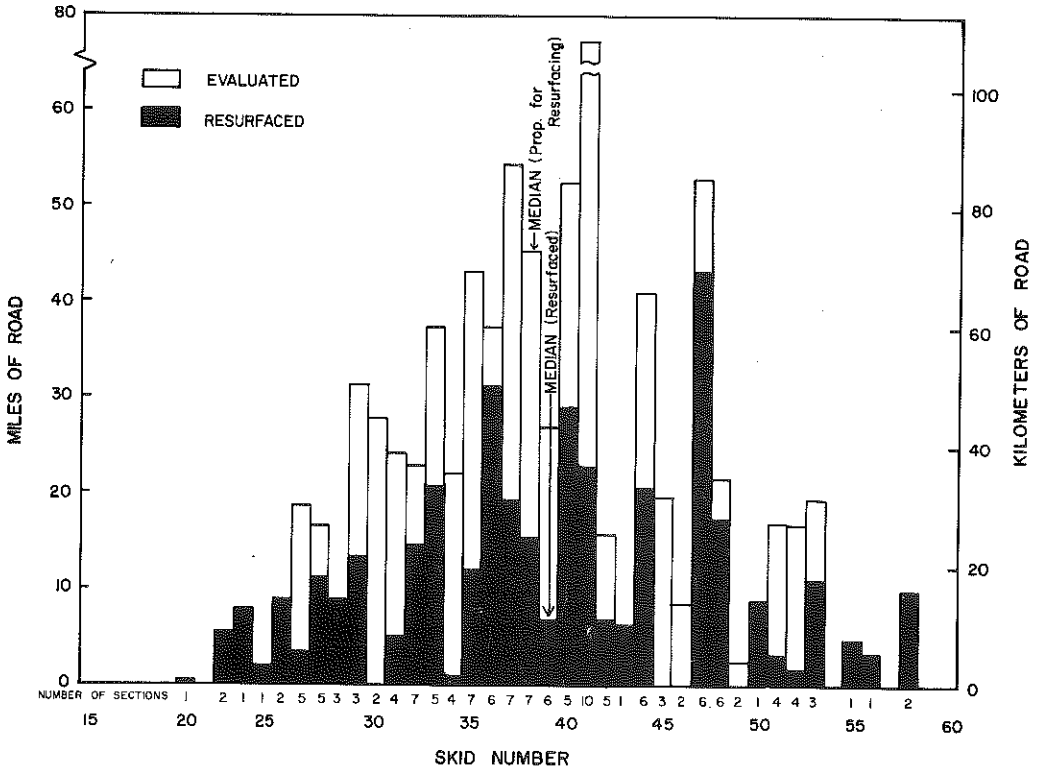


Figure 16. Distribution of Skid Numbers on 819 Miles (1318 km) of Maintenance Sections Evaluated in 1975 for Resurfacing in 1976.

TABLE 10. SKID RESISTANCE ASSESSMENT PAVEMENTS RESURFACED IN 1975 AND 1976

SKID RESISTANCE ASSESSMENT	SKID NUMBER	PAVEMENTS RESURFACED*			
		1975		1976	
		MILES (km)	PERCENT	MILES (km)	PERCENT
Very Slippery	25 or less	21.5 (35)	99	24.3 (39)	100
Slippery	26 to 32	29.6 (48)	39	56.9 (92)	38
Marginal	33 to 39	98.5 (159)	44	106.5 (171)	47
	All	265.7 (428)	42	373.6 (602)	46

*Includes only pavements skid tested with the trailer

TABLE 11. MAINTENANCE SECTIONS SELECTED FOR RESURFACING EVALUATION IN 1974 (1975 RESURFACING PROGRAM)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE -MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	67.3 (108)	47	3730	84.7	11	4.6 (7)	6.8	4.6 (7)	6.8	11.5 (19)	17.1
2	84.9 (137)	38	2650	76.1	19	0.3 (1)	0.4	7.7 (12)	9.1	44.0 (71)	51.8
3	45.7 (74)	38	1140	24.6	7	0.0 (0)	0.0	1.2 (2)	2.6	39.1 (63)	85.6
4	41.6 (67)	37	2740	54.3	9	5.0 (8)	12.0	5.0 (8)	12.0	25.7 (41)	61.8
5	47.5 (76)	47	2800	35.9	8	0.0 (0)	0.0	0.0 (0)	0.0	7.0 (11)	14.7
6	44.7 (72)	48	1810	29.0	8	0.0 (0)	0.0	0.0 (0)	0.0	17.9 (29)	40.0
7	70.9 (114)	40	890	31.1	14	0.0 (0)	0.0	0.6 (1)	0.8	26.2 (42)	37.0
8	34.1 (55)	41	1400	16.3	7	0.0 (0)	0.0	5.8 (9)	17.0	11.1 (18)	32.6
9	47.8 (77)	34	1290	28.7	8	0.0 (0)	0.0	5.2 (8)	10.9	38.3 (62)	80.1
10	59.4 (96)	38	1275	33.4	6	0.0 (0)	0.0	12.6 (20)	21.2	34.6 (56)	58.2
11	55.7 (90)	32	1960	47.9	6	0.0 (0)	0.0	37.1 (60)	66.6	42.6 (69)	76.5
12	32.4 (52)	29	3080	31.9	7	11.9 (19)	36.7	18.4 (30)	56.8	22.7 (37)	70.1
All	632.0 (1018)	39	1880	493.8	110	21.8 (35)	3.4	98.2 (158)	15.5	320.7 (516)	50.7

*Annual, millions of vehicle-miles (1.61 million vehicle-kilometers)

TABLE 12. MAINTENANCE SECTIONS SELECTED FOR RESURFACING EVALUATION IN 1975 (1976 RESURFACING PROGRAM)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE -MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	68.2 (110)	40	4090	85.7	13	0.0 (0)	0.0	12.9 (21)	18.9	26.8 (43)	39.3
2	83.3 (134)	35	1370	67.4	20	0.9 (1)	1.1	12.6 (20)	15.1	46.8 (75)	56.2
3	68.8 (111)	38	890	36.3	7	4.7 (8)	6.8	4.7 (8)	6.8	40.3 (65)	58.6
4	54.6 (88)	39	1590	32.5	14	0.0 (0)	0.0	11.1 (18)	20.3	28.9 (47)	52.9
5	58.9 (95)	47	2360	61.0	9	0.0 (0)	0.0	2.1 (3)	3.6	2.1 (3)	3.6
6	73.1 (118)	41	1070	50.4	11	0.0 (0)	0.0	0.0 (0)	0.0	13.9 (22)	19.0
7	78.1 (126)	39	780	43.2	16	0.0 (0)	0.0	20.5 (33)	26.2	44.0 (71)	56.3
8	51.9 (84)	31	860	13.1	9	7.9 (13)	15.2	28.8 (46)	55.5	38.0 (61)	73.2
9	56.0 (90)	44	1910	40.7	8	0.0 (0)	0.0	0.0 (0)	0.0	8.5 (14)	15.2
10	79.6 (128)	37	2420	70.0	9	0.0 (0)	0.0	10.4 (17)	13.1	69.3 (112)	87.1
11	61.9 (100)	32	2030	68.2	8	1.9 (3)	3.1	31.9 (51)	51.5	61.9 (100)	100.0
12	84.2 (136)	33	820	36.4	13	8.9 (14)	10.6	39.9 (64)	47.4	60.4 (97)	71.7
All	818.6 (1318)	38	1660	604.8	137	24.3 (39)	3.0	174.9 (281)	21.4	440.9 (710)	53.9

*Annual, millions vehicle-miles (1.61 million vehicle-kilometers)

TABLE 13. MAINTENANCE SECTIONS SELECTED FOR RESURFACING IN 1975 (EVALUATED IN 1974)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE -MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	21.6 (35)	47	3400	20.6	5	4.6 (7)	21.3	4.6 (7)	21.3	8.9 (14)	41.2
2	7.5 (12)	40	1650	4.8	2	0.0 (0)	0.0	0.7 (1)	9.3	0.7 (1)	9.3
3	19.2 (31)	39	1140	6.6	3	0.0 (0)	0.0	0.0 (0)	0.0	13.0 (21)	67.7
4	38.1 (61)	37	2980	50.8	8	5.0 (8)	13.1	5.0 (8)	13.1	25.7 (41)	67.5
5	30.2 (49)	49	3200	21.5	6	0.0 (0)	0.0	0.0 (0)	0.0	1.0 (2)	3.3
6	8.7 (14)	37	2290	10.0	4	0.0 (0)	0.0	0.0 (0)	0.0	6.1 (10)	70.1
7	34.6 (56)	40	890	17.0	4	0.0 (0)	0.0	0.0 (0)	0.0	14.3 (23)	41.3
8	11.1 (18)	29	1400	5.7	2	0.0 (0)	0.0	5.8 (9)	52.3	11.1 (18)	100.0
9	28.4 (46)	33	1290	16.4	4	0.0 (0)	0.0	5.2 (8)	18.3	21.4 (34)	75.4
10	25.0 (40)	38	1130	10.8	2	0.0 (0)	0.0	0.0 (0)	0.0	15.8 (25)	63.2
11	11.4 (18)	30	1400	5.3	2	0.0 (0)	0.0	11.4 (18)	100.0	11.4 (18)	100.0
12	29.9 (48)	29	3080	29.5	6	11.9 (19)	39.8	18.4 (30)	61.5	20.2 (33)	67.6
All	265.7 (428)	39	1440	199.0	48	21.5 (35)	8.1	51.1 (82)	19.2	149.6 (241)	56.3

*Annual, millions vehicle-miles (1.61 million vehicle-kilometers)

TABLE 14. MAINTENANCE SECTIONS SELECTED FOR RESURFACING IN 1976 (EVALUATED IN 1975)

HIGHWAY DISTRICT	MILES OF ROAD (km)	MEDIAN SN	MEDIAN AADT	VEHICLE -MILES*	NUMBER OF SECTIONS	SN OF 25 OR LESS		SN OF 32 OR LESS		SN OF 39 OR LESS	
						MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT	MILES OF ROAD (km)	PERCENT
1	30.8 (50)	41	4660	49.5	4	0.0 (0)	0.0	1.8 (3)	5.8	1.8 (3)	5.8
2	16.5 (27)	33	5210	22.6	6	0.9 (1)	5.5	3.2 (5)	19.4	11.5 (19)	69.7
3	32.1 (52)	36	850	21.7	4	4.7 (8)	14.6	4.7 (8)	14.6	16.5 (27)	51.4
4	28.9 (47)	33	3590	20.4	8	0.0 (0)	0.0	11.1 (18)	38.4	14.8 (24)	51.2
5	31.6 (51)	47	2360	30.4	3	0.0 (0)	0.0	0.0 (0)	0.0	0.0 (0)	0.0
6	31.6 (51)	41	1070	12.0	5	0.0 (0)	0.0	0.0 (0)	0.0	6.9 (11)	21.8
7	37.9 (61)	35	730	14.1	7	0.0 (0)	0.0	15.0 (24)	39.6	20.0 (32)	52.8
8	17.1 (28)	38	500	4.4	3	7.9 (13)	46.2	7.9 (13)	46.2	14.4 (23)	84.2
9	30.0 (48)	44	1650	16.9	4	0.0 (0)	0.0	0.0 (0)	0.0	8.5 (14)	28.3
10	24.1 (39)	37	1200	10.6	3	0.0 (0)	0.0	0.0 (0)	0.0	24.1 (39)	100.0
11	40.1 (65)	31	2030	36.2	6	1.9 (3)	4.7	21.8 (35)	54.4	40.1 (65)	100.0
12	52.9 (85)	38	800	22.1	9	8.9 (14)	16.8	15.7 (25)	29.7	29.1 (47)	55.0
All	373.6 (602)	39	1680	260.8	62	24.3 (39)	6.5	81.2 (131)	21.7	187.7 (302)	50.2

*Annual, million vehicle-miles (1.61 million vehicle-kilometers)

associated with wet-weather driving; and, of course, slipperiness of the pavement is the principal consideration. A resurfacing program, on the other hand, attempts to maintain structural integrity and improve smoothness of the pavement as well as to maintain those features of the pavement more closely associated with safety, such as skid resistance and rutting.

The Bureau is using skid-resistant mixtures in many of the resurfacing projects. Sand-asphalt surfaces, Type II, are used on many urban projects; and open-graded, plant-mix seals are being used on many projects in rural areas, especially if the road has a speed limit of 55 mph (24.6 m/s) and a high traffic count. High prices, however, have discouraged the Bureau from letting many skid-resistant wearing courses.

IMPLEMENTATION OF CORRECTIVE ACTIONS

The procedures now used in developing corrective actions for slippery pavements are:

1. The Division of Research reports results of skid tests, including sections with low skid resistance, to appropriate authorities within the Bureau of Highways. Survey test reports are submitted to the Assistant State Highway Engineers for Research and Operations; Directors, Division of Maintenance, Traffic, and Materials; and District Engineers.
2. Skid measurements are considered in the resurfacing and repair program through Form TD 71-103, prepared by the Division of Maintenance. The resurfacing program is then implemented by resurfacing mainly those highway sections with the highest point scores.
3. The Division of Research, with assistance from the Division of Materials, monitors the performance of pavement surface types and materials (existing and being developed) and develops statistical performance equations and confidence limits or lower control limits (LCL) in terms of skid numbers for systems of highways *(11, 12)*. Recommendations for the use of surface types and materials will be based on performance histories.

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APPENDIX A

FHWA Instructional Memorandum 21-2-73, dated July 19, 1973,
on Skid Accident Reduction Program

and

Applications for Highway Safety Projects
on Statewide Highway Skid-Testing

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

INSTRUCTIONAL MEMORANDUM 21-2-73 July 19, 1973
HNG-23

SUBJECT: Skid Accident Reduction Program

SUPERSEDES: Instructional Memorandum 21-3-68 dated April 29, 1968

Pavement skid resistance is one of many elements that need to be recognized in providing a safe highway. It is of sufficient importance that all practical measures should be taken to insure that pavement surfaces are constructed and maintained with the best skid resistance properties that can feasibly be provided and that sections of pavement with inadequate skid resistance properties be identified and corrected.

Highway Safety Program Standard 12, issued by the Secretary of Transportation June 27, 1967, states that every State shall have a program of highway design, construction and maintenance to improve highway safety. This program shall provide that: "(D.) There are standards for pavement design and construction with specific provisions for high skid resistance qualities, and (E.) There is a program for resurfacing or other surface treatment with emphasis on correction of locations or sections of streets and highways with low skid resistance and high or potentially high accident rates susceptible to reduction by providing improved surfaces." In response to this standard, each State is expected to develop a program to reflect the individual needs and conditions of the State, but as minimum shall include:

1. An evaluation of current pavement design, construction and maintenance practices to insure that the skid resistance properties are suitable for the needs of traffic.

2. A systematic procedure for the identification and correction of hazardous skid prone locations.

The skid resistance evaluation for bituminous pavements is to include a determination that the aggregate used in the top layer of future pavements is capable of providing adequate skid resistance properties, when incorporated in the particular mix and that the mix is capable of providing sufficient stability to insure the durability of the skid resistance. The evaluation for PCC pavements is to include a determination that the finishing procedures, mix design and aggregate provide the initial texture and necessary surface durability to insure

adequate skid resistance. Materials and designs resulting in surfaces which have proven to be nondurable with inadequate skid resistance properties are not to be approved for Federal-aid projects. A guide for the evaluation of pavement design, construction and maintenance practices is attached.

PPM 21-16, Highway Safety Improvement Program, May 3, 1972, calls for among other things a traffic records system which correlates accident experience with highway data. These data, along with a special review of wet weather accidents and the measurement of pavement frictional characteristics at particular locations, should be used in determining the locations of skid prone locations and needed corrective work.

Skid Resistance Measurement

In order to fully understand and evaluate current pavement design and to establish a logical program for the correction of skid prone locations, it is essential that each State have a program of making skid resistance measurements. Sufficient measurement data should be available to enable the designer to accurately predict the skid resistance performance of a given pavement mix design utilizing a particular aggregate or aggregates and constructed according to an accepted procedure.

A statewide inventory of skid resistance measurements is called for by the National Emphasis Program of the Highway Safety Program Management Guide issued by the Federal Highway Administration. This inventory is to be established and in operation by December 31, 1975.

The initial determinations of skid numbers and skid resistance speed gradients, as described in the attachment, should be made on a selected sample of surface representative of the various combinations of mix designs, aggregates and construction procedures for pavements which have been exposed to sufficient traffic to allow an appraisal of the skid resistance performance. This information can then be used to estimate the condition of the remaining pavement for similar conditions of surfacing and traffic, and to determine probable critical locations. Additional skid measurement efforts should then be directed toward those found deficient in the initial determination described above. These determinations should be completed as an early part of the above indicated inventory work. Pavement surfaces should be tested with a skid trailer following procedures outlined in ASTM E274-70"Standard Method of Test for Skid Resistance of Paved Surfaces Using a Full Scale Tire" or with an equivalent device which will give comparable results.

Corrective Measures

A location in need of a thorough engineering evaluation for corrective action may be identified by a high frequency of wet weather accidents, by a low skid number, or by a combination of the two. Once the location is identified, an examination of the overall geometric conditions in the vicinity of the accidents is in order. Study should be given to the alignments, signing, grades, drainage, cross section and super-elevation, skid resistance, obstacles, traffic volume, percentage of time the pavement is wet, and the likelihood of sudden vehicular maneuvers. Such a study will reveal deficiencies in the areas and suggest appropriate corrective work.

Each State should set up general guidelines based on their specific conditions for the identification of highway sections on which a thorough engineering evaluation will be made. Such guides should reflect the total pavement skid conditions within that State, including the available skid resistance data and measurement methods, and a practical skid resistance level that will indicate those sections with priority needs for inclusion in an early corrective program.

Federal-aid Fund Participation

The costs to provide new or reconstructed pavements with desirable skid resistance qualities are eligible items for Federal-aid funds as applicable for the system concerned.

Federal-aid participation in work that is justified only by skid resistance measurements will be limited to corrective treatment of the pavement surface. This work may consist of grooving portland cement concrete or the addition of a thin overlay (less than 1-1/2 inches in thickness) of bituminous material specifically designed to provide the desired skid resistance qualities. The addition of minor modifications to the pavement cross section, such as corrections of deficient super-elevation may be included. Work involving more extensive modifications than noted above will follow the procedures outlined in paragraph 4a of PPM 21-16.

To be eligible for Federal-aid, the linear extent of corrective work should not be less than 500 feet on any lane or pavement, except that such work may be of less length at intersections of crossing highways or streets. Work on pavements of crossing highways and streets that are not a part of a Federal-aid system may be included as a part of the Federal-aid project for a distance not to exceed 50 feet beyond the right-of-way of the Federal-aid highway.

Program Reports

In accordance with paragraph 6 of PPM 21-16, each State is to annually evaluate its highway safety improvement program and provide copies of a summary report to the Federal Highway Administration. The progress and the status of the States' skid accident reduction program on all Federal-aid system highways should be clearly indicated.

The division engineer is expected to monitor the States' skid resistance improvement program on a continuing basis, reviewing it for reasonableness and seeing that it is implemented at the earliest possible date. The division engineer must be assured that all future PS&E's involving surface courses will provide for the objectives included in this memorandum.

Norbert T. Tiemann
Federal Highway Administrator

Attachment

GUIDE FOR THE EVALUATION OF CURRENT PAVEMENT PRACTICES TO ATTAIN SKID RESISTANT QUALITIES

Skid Resistance Elements

A desirable surface, from the safety standpoint, is one which: (a) develops a large amount of friction between the tire and pavement, (b) has sufficient surface voids to prevent buildup of water pressure at the tire-pavement interface at the speed of traffic, and (c) is capable of retaining these properties under traffic and environmental conditions throughout the life of the surface. The size, shape, and arrangement of particles on the surface as well as the surface characteristics of the individual particles control skid resistance qualities. Therefore, material properties, mix design and construction techniques are all critical to the development of a good skid resistant surface.

Pavement mix designs and surface finishes, for both new construction and resurfacing, should be such as to provide a sufficiently high level of initial skid resistance to insure adequate skid resistance properties at the end of the life of the surfacing, allowing for loss in skid resistance from traffic and anticipated loss of voids from consolidation or wear.

High traffic volumes and the occurrence of high percentages of wet weather time increase the probability of accidents involving skidding and hence justify additional costs to insure the provision and retention of high skid resistance properties. Only polish resistant aggregates capable of maintaining high skid resistance under heavy traffic volumes, and mix designs and finishing procedures which produce adequate texture initially and are capable of resisting consolidation and wear should be used for high volume roads.

Roads serving low speed traffic (operating speed less than 40 mph) on which there are frequent stops and severe cornering maneuvers, require a high level of friction at low speeds. High skid resistance at high speed is not so important on these roads. High speed conditions require the availability of adequate friction at high speed for necessary maneuvers. A surface may provide adequate friction at low speeds, yet be inadequate for high speed conditions. Pavement surfaces, therefore, should be designed on the basis of the properties measured at the expected operating speeds. Generally, surfaces which provide adequate friction for high speed conditions will also be adequate for low speed operations.

Adequate skid resistance properties for high speed traffic conditions require both the provision of adequate friction and the provision of adequate drainage channels between the tire and pavement surface or

into the pavement surface under the tire imprint, to prevent the buildup of excessive water pressure at high speed. This drainage potential is recognized as a necessary property for adequate skid resistance at high speed. The subject is discussed in considerable detail in NCHRP Report 37, "Tentative Skid Resistance Requirements for Main Rural Highways," quoted as follows:

> "The realization that the slip and skid resistance level of any one pavement surface is characterized by two, and obviously independent, surface properties, is of great importance to the pavement designer, the tester operator, and the maintenance personnel. It cannot be overemphasized that a high pavement friction potential (produced by a gritty or sandpaper-like texture) is a necessary--and for speeds below, say, 40 mph a sufficient--condition for adequate slip and skid resistance levels, but that a high friction and drainage potential (the latter produced by aggregate with a minimum gradation of 1/4 inch) is needed to also assure good slip and skid resistance at high vehicle speeds."

Skid Number-Speed Gradient

Adequate macrotexture, which reduces the loss in skid resistance by enabling the pavement surface to prevent the buildup of high water pressure under the tire imprint, is a necessary property in the provision of good skid resistant qualities of a pavement surface for high speed conditions. High wet weather skidding accident rates have been shown to result from inadequate macrotexture.

The skid number-speed gradient has been correlated with the various macrotexture measuring procedures (sand patch, grease patch, outflow meter, etc.). It also is affected by internal drainage into the pavement surface which might not be identified by these procedures. Speed gradients measured under actual field test conditions of speed and water layer thickness are, therefore, more indicative of the true properties important to skid resistance than are the conventional macrotexture measuring procedures. Such speed gradient measurements are accomplished by conventional methods used to determine skid numbers.

The skid number-speed gradient (G) is a ratio of the change in skid number resulting from a change in speed to that change in speed. One method of describing the gradient is by the equation:

$$G_{A-B} = \frac{SN_A - SN_B}{B-A}$$, where A and B are the test speeds at which the skid number is determined.

A low gradient as determined by this equation, is indicative of little change in skid number with change in speed. For high speed operation a low speed gradient as well as a high skid number is a desirable characteristic.

The amount of increase in speed gradient with traffic usage is an indication of the extent of mix consolidation for bituminous surfaces and of coarse texture wear for PCC pavement. Thus, knowledge of the behavior of the speed gradient and skid number under traffic exposure permits an evaluation of the rate and cause of deterioration of surface skid resistance properties of various combinations of aggregate, mix design and construction.

The tread on the standard tire used on most skid trailers provides some drainage channels for water between the tire and the pavement surface. A tire with less tread than the standard tire would suffer a larger loss in skid resistance at higher speeds than the standard tire on a wet surface with a high gradient. However, this same tire could retain the same skid resistance as the standard tire on a surface with a low gradient. As an example, data from a correlation study indicates that a relatively dense graded surface with a skid number of 40 measured at 40 mph, with a standard ASTM tire and a speed gradient from 40 to 50 mph of .4 would provide a skid number of only 27 to a smooth tire at 50 mph. An open graded surface with a gradient from 40 to 50 mph of .15 and the same skid number of 40 measured at 40 mph with a standard ASTM tire would provide a skid number of 38 to a smooth tire at 50 mph. This illustrates the large difference in friction available to a vehicle tire under actual operating conditions that could occur for two pavement surfaces with the same skid number as measured by the standard procedure but with different surface void properties as indicated by the speed gradient. The difference at higher speeds would be much larger than the eleven (38 minus 27) skid numbers at 50 mph. This is a matter of great importance in consideration of the large number of vehicles involved in skidding accidents which have low tread depth or which are traveling at higher speeds.

Skid numbers should desirably be measured at the posted speed limit or a maximum of 70 mph. When available equipment cannot be operated at the posted speed, measurements made at lower speeds may be used with the actual speed gradient determined for the particular pavement surface to estimate the skid number for higher speed.

Aggregate, Mixes and Construction Methods

Only gradations, mixes and construction methods specifically directed toward skid resistance properties should be used for pavement surfaces. Therefore, current pavement specifications, available materials, mix designs and construction methods should be examined to determine if the

resulting pavement surfaces provide and maintain proper skid resistance properties. This examination should include the determination of the frictional, polishing and durability characteristics of surface course aggregates, mixes and finishing procedures. Such tests as the insoluble residue test (ASTM method proposed) and the accelerated polishing test (British standard method) are available to determine polishing characteristics of aggregates in the laboratory. Test methods such as the outflow meter, sand patch test, stereo photo interpretation and measurements such as skid numbers and speed gradients are available to evaluate the skid resistance of completed pavements.

Sufficient data should be developed by laboratory testing correlated with field tests or by field tests alone to enable the designer to adequately predetermine the skid resistance properties, including the loss of skid resistance from traffic and the change in speed gradient throughout the design life of the surfacing. The determination of durability of the pavement skid resistance properties, the prediction of loss of the skid resistance due to polishing under traffic, and loss of surface voids and texture depth will require measurement data collected over a significant time period. However, reasonable estimates, sufficient for an evaluation of presently used surfaces can be obtained by measuring properties of recently constructed surfaces and of surfaces of similar design which have been exposed to large numbers of vehicle passes. The loss in skid number and the increase in speed gradient for the estimated volume of traffic obtained in this way can be assumed to be representative of the range in values to be expected for the combination of aggregate, mix design and construction tested.

NCHRP Report 37 establishes a rationale for development of a set of minimum recommended skid numbers (SN) for use in the determination of the need for correction of existing pavement surfaces and are not intended for use in design. The designer should attempt to attain the best skid resistance properties that can feasibly be provided and maintained throughout the life of the pavement rather than minimum acceptable values. Designs of surfaces which do not provide satisfactory skid numbers with corresponding low speed gradients at the completion of construction should be reviewed and necessary modifications made for future work.

Skidding potential is a function of traffic volume and the amount of time the pavement surface is wet as well as the speed of traffic and pavement skid resistance. The retention of high skid numbers and low speed gradients throughout the life of the pavement becomes essential for conditions of high traffic volume and high percent of wet pavement time.

Estimate of Pavement Wear

Desirably, data on pavement wear should be obtained under traffic conditions for each combination of design mix, aggregate type and finishing procedure employed. Figure 1 shows examples of data for two mixes, plotted on log-log coordinates to produce a straight line relation. The slope of the line in log coordinates is the "wear factor" 'K.'" For the two scales shown, the slope may be measured directly. The steeper slope line shows a pavement mix which wears rapidly and is suitable only for low volume roads. The other curve shows a mix which wears slowly as is desirable on high volume freeways. The wear factor (K) is calculated by the following equation:

$$K = \frac{\text{Log } (SN_1) - \text{Log } (SN_2)}{\text{Log } (VP_1) - \text{Log } (VP_2)}$$

Where SN_1 = Initial skid number
SN_2 = Final skid number
VP_1 = Vehicle passes at SN_1
VP_2 = Vehicle passes at SN_2

The determination of the wear factor for a particular mix design with a particular aggregate and finishing procedure will enable an estimate to be made of the period until resurfacing will be needed for existing pavements of that particular design. For new construction, wear factors developed from mixes of the type to be constructed, with the particular aggregate under consideration will indicate the suitability of the pavement surface for the particular conditions.

In general, mixes should be designed so that losses in skid resistance during the design life do not exceed about fifteen skid numbers. For high volume traffic conditions, it is desirable to use mix designs and aggregates which will result in wear factors below .05. Conditions of high traffic volumes, high operating speeds and large percent of wet weather time will justify the provision of higher skid resistance and lower wear factors that result in better retention of high skid resistance. Low traffic volumes, and small percent of wet weather time may justify the allowance of a higher wear factor and a possible subsequent loss of skid resistance. However, polishing has been found to be less severe for a given number of passes spread over a number of years than it is for the same number of passes occurring in one year. Therefore, an aggregate which would polish rapidly under heavy traffic volumes may provide a relatively high level of skid resistance throughout the life of the surface on a low traffic volume road.

The wear factor as used here is an indicator of the loss of skid resistance of the total mix with traffic exposure and will be affected by the properties of the total mix rather than the aggregate alone. Wear factor is also dependent on the speed at which the skid number is measured. A stable mix or a durable surface which does not consolidate or wear under traffic will exhibit a much better wear factor at high speeds because of its ability to retain its initial speed gradient and its resistance to flushing.

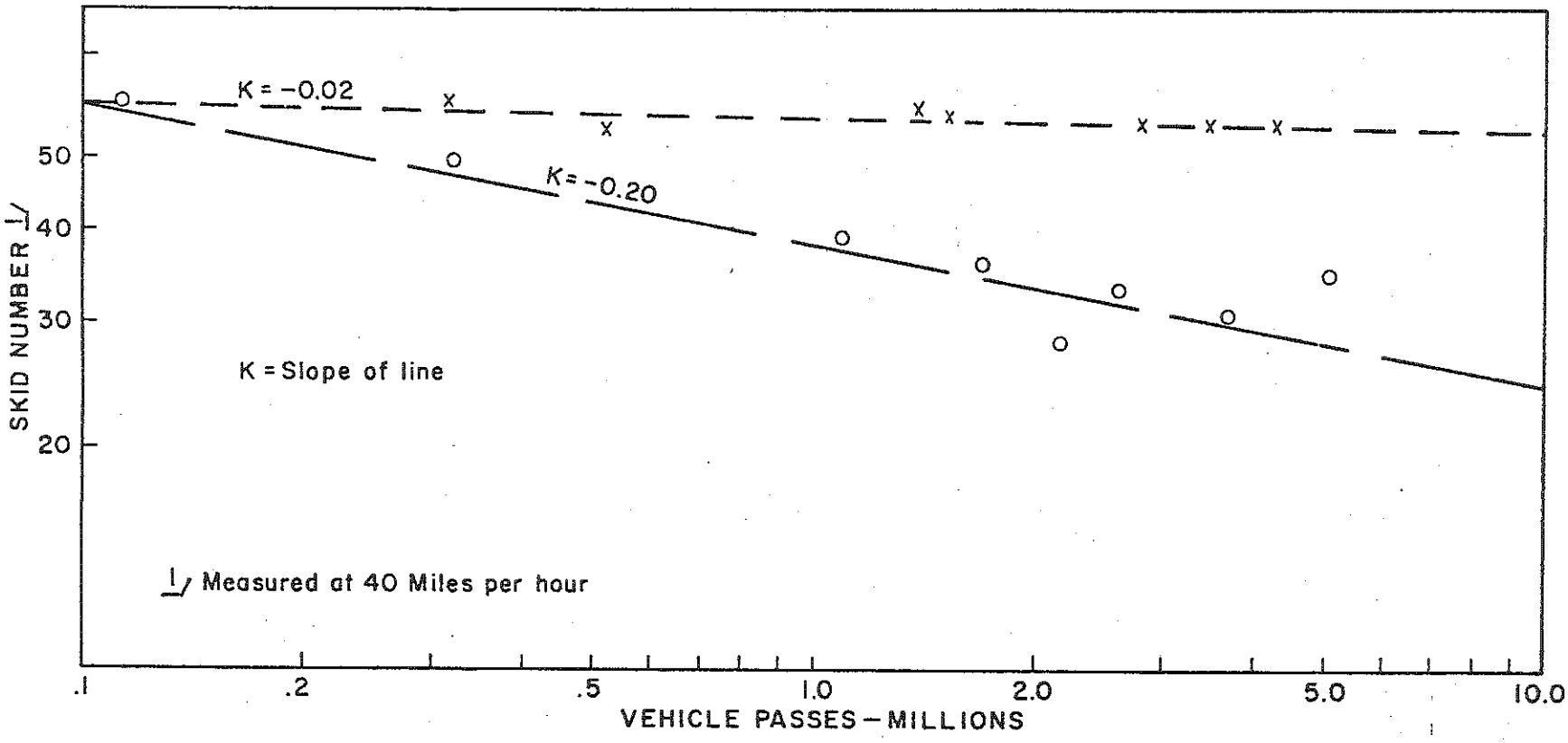

FIGURE 1 - PAVEMENT WEAR (POLISH) CURVES

The use of studded tires causes a very rapid loss of surface texture and results in a high wear factor. Frequent surface corrective work may be necessary to retain adequate texture where large volumes of studded tire traffic occur.

Design of Bituminous Surfaces

For high speed operations, bituminous surfaces with a relatively high percentage of larger size aggregate (+ 1/4 inch sieve) are required to provide the necessary surface voids. Voids are created by the provision of a high percentage of one-sized coarse aggregate. A reduction in the percentage of the one-sized aggregate either by an increase in the percentage of material smaller than the one-sized aggregate or by an increase in the percentage of material larger than the one-sized aggregate will result in a reduction in surface voids. On surfaces which have the necessary voids for high speed operations the tire of a vehicle will be primarily in contact with the coarse aggregate. The frictional properties of the coarse aggregate will, therefore, determine the skid resistance properties of a properly designed surface for high speed traffic. When small size material is incorporated in the mix, the relative area of coarse aggregate at the pavement surface which is in contact with the tire is reduced, which will result in a loss of effectiveness of the skid resistance properties of the coarse aggregate. Mixes capable of resisting consolidation under traffic are necessary to prevent loss in skid resistance. Consolidation further reduces the surface area of the coarse aggregate exposed, and increases the loss of coarse texture. Mixes with adequate surface voids and high resistance to consolidation, or with sufficient initial voids to tolerate consolidation without detrimental effects on skid resistance and texture, normally require either a high proportion of one-sized coarse aggregate or an asphalt content that is so low that the mix may have poor durability. A surface course composed of as large an amount of high quality one-sized coarse aggregate as is feasible, therefore, is desirable for high speed, high traffic volume conditions.

Very good surface void and skid resistance properties can be achieved with a plant mixed surface course, using a large percentage (about 60 percent) of one-sized coarse aggregate (3/8 to No. 4 sieve) limiting the amount of material on the smaller sieve sizes (maximum about 15 percent minus No. 8 sieve) and a high asphalt content (6-7 percent). These surfaces, known as open graded plant mix surface courses, also have superior riding qualities and greatly reduce spray from truck and automobile tires that obstruct the vision of passing vehicles.

The use of a substantial percentage of large size aggregate (3/4 inch or larger) or a surface treatment (chip seal) may produce the desired surface voids but may result in objectionable riding and noise qualities.

The properties required for good skid resistance at the surface may be distinct from, and in the case of high voids, may be directly opposed to those desired in the structural mat. Specific designs and specifications for surface courses independent of the structural requirements of the mat are, therefore, required. The use of relatively small quantities of high quality material specifically chosen for surface conditions is feasible and should be practiced.

The use of special aggregates, even though considerably more expensive than locally available natural materials, may be necessary to produce the needed skid resistance qualities. The use of relatively small amounts of high quality material in a thin surface course may be cost effective particularly at critical highway locations and the use of these surfaces as part of initial construction is encouraged.

Design of Portland Cement Concrete Surfaces

Transverse texturing provides the necessary frictional quality for the frequent severe decelerations required by low speed traffic (operating speed less than 40 mph).

Longitudinal grooving, while not necessarily producing a large increase in skid resistance as conventionally measured, has been very effective in reducing high speed accidents with very dramatic reductions obtained on curves with high initial wet weather accident rates. Longitudinal grooving has also been effective in accident reduction on tangent sections. This suggests that longitudinal texturing may provide high friction perpendicular to the direction of travel (which would not be indicated by conventional skid testing procedures) enabling retention of vehicle directional control. Transverse texturing will produce higher skid numbers than longitudinal texturing as measured by the skid trailer for a given amount of texture. This may not, however, necessarily indicate a better or equivalent friction condition as related to accidents. The ability of either longitudinal or transverse texturing to prevent water pressure buildup between the tire and the wet pavement surface as indicated by the speed gradient will depend on the texture depth and the width and number of impressions. The "large" drainage channels provided by either longitudinal or transverse grooving are very effective in this respect. This drainage ability at least partially explains the effectiveness of grooving in accident reduction. Transverse texturing aids in surface runoff resulting in less wet pavement time. Combinations of longitudinal and transverse texturing of sufficient depth and width to provide adequate drainage both from between the tire and pavement surface and from the pavement surface itself provide the most desirable surface for high speed conditions. Approaches to at-grade intersections on high speed facilities, or other

special conditions requiring severe braking from high speed may require heavy transverse texturing, combinations of longitudinal and transverse texturing or other special treatment.

The inclusion of a good skid resistant aggregate (hard, sharp particles) and a low water cement ratio at the surface are essential for good skid resistance and durability. Overworking of the surface and the addition of water in the finishing operation will reduce durability and should not be allowed. When evaluating the adequacy of the surface for the design period the predicted loss in skid resistance and texture depth, based on anticipated traffic and the surface durability, should be considered.

In a portland cement concrete pavement surface, the necessary surface voids must be initially produced by proper texturing. A positive texturing method, capable of consistently producing textures of known quality should be specified. Wire brooming is more consistent in producing positive texture than is the burlap drag. However, the sharp projections produced are subject to rapid wear under traffic especially if the surface durability is poor. Grooves produced in the plastic concrete by fluted floats and combs have been reported to be more resistant to wear than the finer textures produced by the burlap or broom.

The skid resistance properties of the surface will depend on the coarse aggregate in the mix when the surface texture has worn away. The skid resistance qualities of the coarse aggregate are, therefore, important unless the surface is corrected by grooving or overlaying before the loss of surface mortar occurs.

15-OHSP-3

OFFICE OF HIGHWAY SAFETY PROGRAMS
DEPARTMENT OF PUBLIC SAFETY
COMMONWEALTH OF KENTUCKY

APPLICATION FOR HIGHWAY SAFETY PROJECT GRANT

(UNDER SECTION 402(C) OF PUBLIC LAW 89-564)

FOR OHSP USE ONLY

STATE: Kentucky	SUB-ELEMENT PLAN NO.: 609-75-001-0
COUNTY:	TASK NO.: 4
POLITICAL SUBDIVISION: KDOT	WORK TYPE: operational
PROJECT NO.: 609-75-001-004	DATE RECEIVED: 9-23-74
TRANSACTION NO.:	DATE APPROVED: 9-24-74

PART I *(TO BE COMPLETED BY PROJECT DIRECTOR)*

1. PROJECT TITLE: Implementation of a Statewide Highway Skid Testing Program

2. TYPE OF APPLICATION *(CHECK APPLICABLE BOX(S))*: [X] A. INITIAL [ ] B. REVISION [ ] C. CONTINUATION

3. APPLICANT

A. NAME OF AGENCY: Ky. Dept. of Transportation Bureau of Highways

B. ADDRESS OF AGENCY: State Office Building Frankfort KY 40601

C. GOVERNMENTAL UNIT *(CHECK APPLICABLE BOX)*: [X] (1) STATE [ ] (3) COUNTY [ ] (2) CITY [ ] (4) OTHER *(SPECIFY)*

D. NAME AND ADDRESS OF GOVERNMENTAL UNIT: KDOT, Bureau of Highways Frankfort KY 40601

E. LOCATION OF PROJECT: Kentucky State-Maintained Highway System

4. DURATION

A. GRANT PERIOD *(MO.-YR.)* FROM: 10-1-74 TO: 10-1-75

B. PROJECT PERIOD *(MO.-YR.)* FROM: 10-1-74 TO: 10-1-75

5. FUNCTIONAL AREA: 609

6. DESCRIPTION OF PROJECT *(DESCRIBE IN DETAIL ON SCHEDULE A)*

7. BUDGET *(SEE INSTRUCTIONS--PROVIDE ITEMIZATIONS AS CALLED FOR ON SCHEDULE B)*

A. COST CATEGORY	PROJECT PERIOD (1)	TOTAL EXPENDITURES PRIOR YEARS (2)	GRANT PERIOD (3)
(A) PERSONAL SERVICES	18,000		18,100
(B) CONTRACTUAL SERVICES			
(C) COMMODITIES	68,000		68,000
(D) OTHER DIRECT COSTS	1,000		1,000
(E) INDIRECT COSTS			
TOTAL ESTIMATED COSTS *(INCL. NON-FEDERAL SHARE)*	87,100		87,100
B. SOURCE OF FUNDS		C. SPECIFY HOW NON-FEDERAL SHARE WILL BE PROVIDED.	
(1) FEDERAL	43,550	KDOT, Bureau of Highways	
(2) STATE	43,550		
(3) POLITICAL SUBDIVISION			
(4) OTHER *(EXPLAIN IN C)*			
TOTAL	87,100		

8. ACCEPTANCE OF CONDITIONS — IT IS UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT A GRANT RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING GRANTS WHICH HAVE BEEN FURNISHED *(OR WILL BE FURNISHED UPON REQUEST)* TO THE APPLICANT.

A. PROJECT DIRECTOR

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
JAMES H. HAVENS	Director, Division of Research	533 South Limestone Street Lexington KY 40508
(4) SIGNATURE Jas. H. Havens		(5) TELEPHONE NUMBER (606) 254-4475

B. AUTHORIZING OFFICIAL OF GOVERNMENTAL UNIT

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
BILLY PAXTON	Secretary, Department of Transportation	State Office Building Frankfort KY 40601
(4) SIGNATURE Billy Paxton		(5) TELEPHONE NUMBER (502) 564-4890

PART II *(TO BE COMPLETED BY THE ADMINISTRATOR, OFFICE OF HIGHWAY SAFETY PROGRAMS)*

1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM *(DESCRIBE IN DETAIL ON SCHEDULE A)*

2. AGREEMENT AND AUTHORIZATION TO PROCEED

A. AUTHORIZATION TO PROCEED WITH THIS HIGHWAY SAFETY PROJECT IS REQUESTED. THE PROJECT AS PROPOSED CONSTITUTES AN OFFICIAL PART OF THE STATE'S HIGHWAY SAFETY PROGRAM FOR FISCAL YEAR 1975 AND SAID HIGHWAY SAFETY PROGRAM WILL MEET THE REQUIREMENTS OF PUBLIC LAW 89-564 AND ALL ADMINISTRATIVE REGULATIONS ESTABLISHED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

B. THE STATE OFFICIAL AUTHORIZED BY STATE LAW TO RECEIVE FEDERAL AID FUNDS UNDER THIS PROGRAM IS:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE
DREXELL R. DAVIS	State Treasurer
(3) ADDRESS Capitol Annex Frankfort KY 40601	(4) ORGANIZATION Commonwealth of Kentucky

C. SUBMITTED BY:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*
BENNIE R. MAFFET

(2) TITLE
Administrator, Office of Highway Safety Programs

(3) SIGNATURE	(4) DATE
Bennie R Maffet	9-24-74

PART III (FOR NHSB ONLY)

1. APPROVAL DATE	2. SIGNATURE	3. TITLE
9-24-74		GOVERNOR'S REPRESENTATIVE TO NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
4. FEDERAL FUNDS OBLIGATED BY AGREEMENT $43550		

SCHEDULE A
GENERAL PROJECT INFORMATION

PART I

ITEM 6. DESCRIPTION OF PROJECT

IMPLEMENTATION OF A STATEWIDE HIGHWAY SKID TESTING PROGRAM

According to the FHWA, IM 21-3-73 (7-19-73) statewide inventory of skid resistance measurements must be established and in operation by December 31, 1975. Both Federal Aid and State Highway systems are to be included and must encompass all paved roads with posted speed limits over 40mph. Testing of high-hazard locations and sections with low skid numbers are emphasized. The skid testing program will be operated in conjunction with the identification and surveillance of high accident locations. Recommendations from multidisciplinary teams will be forwarded to personnel in Division of Research who will then schedule testing of suspected slippery pavements.

The Division of Research possesses a skid test trailer that is available for assistance in statewide inventory testing. The interstate and parkway roads are being tested this year. At least one additional trailer, however, will be needed. A suitable survey-type trailer unit, designed to fully comply with the ASTM E274 requirements, has been selected. The trailer unit will be instrumented to automatically display and record a calculated skid number. Purchase specifications have been prepared and price quotations were obtained. If the purchase order was issued soon, the trailer unit would be delivered in mid-summer of 1975. The Division of Research has the necessary facilities and equipment to perform trailer calibrations, and its personnel are experienced in troubleshooting and repairs. No other accessory equipment, therefore, would be needed.

This project may accomplish the following in the next three years:

FY 75 - High accident location testing - 20 locations Statewide inventory testing - 150 projects, Acquire skid trailer
Perform trailer calibration and correlation

FY 76 - High accident location testing - 40 locations
Statewide inventory testing - 500 projects

FY 77 - High accident location testing - 60 locations
Statewide inventory testing - 600 projects

The above estimates are based on our experience and the following assumptions:

1. Test period - June 1 through December 1.
2. Two test crews (four men) working regular hours.
3. Downtime for repairs.
4. No testing during wet weather conditions or low ambient temperatures ($50^{o}F$).
5. One test per half-mile, or no less than 6 tests per project (per lane).

See other attachment

15-OHSP-3

SCHEDULE A (Continued)

PART II

ITEM 1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM

This project will contribute to Kentucky's implementation of the Highway Safety Act of 1966, Federal Standard 4.4.9.

Federal Highway Safety Standard 4.4.9, functional area, Identification and Surveillance of Accident Locations, provides in part, that each state in cooperation with county and other local governments, shall have a program for identifying accident locations and for maintaining surveillance of those locations having high accident rates or losses.

1. The program shall provide as a minimum that:

   A. There is a procedure for accurate identification of accident locations on all roads and streets.

   B. There is a systematically organized program to maintain continuing surveillance of the roadway network for potentially high accident locations.

   C. To develop methods for their correction.

SCHEDULE B

BUDGET AND PERSONNEL DATA

PART I

ITEM 7A(3) BUDGET FOR GRANT PERIOD COST CATEGORY	
	$ 87,100
(A) PERSONAL SERVICES	
Salaries and Expenses	18,100
(B) CONTRACTUAL SERVICES	
(C) COMMODITIES	
Skid Trailer and Consumable Supplies	68,000
(D) OTHER DIRECT COSTS	
Equipment Rental	1,000
(E) INDIRECT COSTS	
TOTAL	$ 87,100

This testing program will be designed to reflect the more urgent and important safety concerns by the Bureau. The following priorities will be used in testing:

1. High-hazard locations.
2. Pavements being considered for resurfacing by the Division of Maintenance.
3. Identification of slippery road sections and structures.
4. Highways with higher ADT and posted speed limits of 55 MPH.
5. Highways with posted speed limits of 40 MPH or greater.

The following is a three-year estimated cost for the implementation of a statewide highway skid testing program:

	FY 75	FY 76	FY 77
1. Personnel	$14,100	$49,500	$55,500
2. Non-Expendable Equip. (Skid Trailer)	65,000	0	0
3. Consumable Supplies	2,000	4,000	4,500
4. Travel and Subsistance	4,000	5,000	5,000
5. Other Expenses			
Computer Rental	1,000	2,000	2,000
Equipment Maintenance	1,000	1,500	2,000
TOTAL ESTIMATED COST	$87,100	$62,000	$69,000

A quarterly progress report on activities and program progress will be furnished by the Division of Research, Kentucky Bureau of Highways.

15-OHSP-3

OFFICE OF HIGHWAY SAFETY PROGRAMS
DEPARTMENT OF TRANSPORTATION
COMMONWEALTH OF KENTUCKY

APPLICATION FOR HIGHWAY SAFETY PROJECT GRANT

(UNDER SECTION 402(C) OF PUBLIC LAW 89-564)

FOR OHSP USE ONLY

STATE: Kentucky	SUB-ELEMENT PLAN NO.: 609-76-001-0
COUNTY:	TASK NO.: 2
POLITICAL SUBDIVISION: KDOT	WORK TYPE: operational
PROJECT NO.: 609-76-001-002	DATE RECEIVED: 6-30-75
TRANSACTION NO.:	DATE APPROVED: 7-1-75

PART I *(TO BE COMPLETED BY PROJECT DIRECTOR)*

1. PROJECT TITLE: Statewide Highway Skid Testing

2. TYPE OF APPLICATION *(CHECK APPLICABLE BOX(S))*: [X] A. INITIAL [ ] B. REVISION [ ] C. CONTINUATION

3. APPLICANT

A. NAME OF AGENCY: Ky. Dept. of Transportation Bureau of Highways

B. ADDRESS OF AGENCY: State Office Building Frankfort, Ky. 40601

C. GOVERNMENTAL UNIT *(CHECK APPLICABLE BOX)*: [X] (1) STATE [ ] (3) COUNTY [ ] (2) CITY [ ] (4) OTHER *(SPECIFY)*

D. NAME AND ADDRESS OF GOVERNMENTAL UNIT: Ky. Dept. of Transportation; Bureau of Highways; Frankfort, Ky. 40601

E. LOCATION OF PROJECT: Kentucky State-Maintained Highway System

4. DURATION

A. GRANT PERIOD *(MO.-YR.)*: FROM: 7-1-75 TO: 9-30-76

B. PROJECT PERIOD *(MO.-YR.)*: FROM: 7-1-75 TO: 9-30-76

5. FUNCTIONAL AREA: 609

6. DESCRIPTION OF PROJECT *(DESCRIBE IN DETAIL ON SCHEDULE A)*

7. BUDGET *(SEE INSTRUCTIONS--PROVIDE ITEMIZATIONS AS CALLED FOR ON SCHEDULE B)*

A. COST CATEGORY	PROJECT PERIOD (1)	TOTAL EXPENDITURES PRIOR YEARS (2)	GRANT PERIOD (3)
(A) PERSONAL SERVICES	70,000		70,000
(B) CONTRACTUAL SERVICES			
(C) COMMODITIES	5,500		5,500
(D) OTHER DIRECT COSTS	4,500		4,500
(E) INDIRECT COSTS			
TOTAL ESTIMATED COSTS *(INCL. NON-FEDERAL SHARE)*	80,000		80,000

B. SOURCE OF FUNDS		C. SPECIFY HOW NON-FEDERAL SHARE WILL BE PROVIDED.
(1) FEDERAL	40,000	Ky. Dept. of Transportation Bureau of Highways
(2) STATE	40,000	
(3) POLITICAL SUBDIVISION		
(4) OTHER *(EXPLAIN IN C)*		
TOTAL	80,000	

8. ACCEPTANCE OF CONDITIONS – IT IS UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT A GRANT RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING GRANTS WHICH HAVE BEEN FURNISHED *(OR WILL BE FURNISHED UPON REQUEST)* TO THE APPLICANT.

A. PROJECT DIRECTOR

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
James H. Havens	Director, Division of Research	533 S. Limestone St., Lexington, Ky. 40508
(4) SIGNATURE James H. Havens		(5) TELEPHONE NUMBER (606) 254-4475

B. AUTHORIZING OFFICIAL OF GOVERNMENTAL UNIT

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
John C. Roberts	Commissioner, Bureau of Highways	State Office Building Frankfort, Ky. 40601
(4) SIGNATURE John C. Roberts		(5) TELEPHONE NUMBER (502) 564-4890

PART II *(TO BE COMPLETED BY THE ADMINISTRATOR, OFFICE OF HIGHWAY SAFETY PROGRAMS)*

1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM *(DESCRIBE IN DETAIL ON SCHEDULE A)*

2. AGREEMENT AND AUTHORIZATION TO PROCEED

A. AUTHORIZATION TO PROCEED WITH THIS HIGHWAY SAFETY PROJECT IS REQUESTED. THE PROJECT AS PROPOSED CONSTITUTES AN OFFICIAL PART OF THE STATE'S HIGHWAY SAFETY PROGRAM FOR FISCAL YEAR 19 AND SAID HIGHWAY SAFETY PROGRAM WILL MEET THE REQUIREMENTS OF PUBLIC LAW 89-564 AND ALL ADMINISTRATIVE REGULATIONS ESTABLISHED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

B. THE STATE OFFICIAL AUTHORIZED BY STATE LAW TO RECEIVE FEDERAL AID FUNDS UNDER THIS PROGRAM IS:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE
Drexell R. Davis	State Treasurer
(3) ADDRESS Capitol Annex Frankfort, Kentucky 40601	(4) ORGANIZATION Commonwealth of Kentucky

C. SUBMITTED BY:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*

Bennie R. Maffet

(2) TITLE

Administrator, Office of Highway Safety Programs

(3) SIGNATURE Bennie R Maffet

(4) DATE July 1, 1975

PART III (FOR OHSP USE ONLY)

1. APPROVAL DATE	2. SIGNATURE	3. TITLE
July 1, 1975	Bennie R Maffet	GOVERNOR'S REPRESENTATIVE TO NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
4. FEDERAL FUNDS OBLIGATED BY AGREEMENT $ 40,000		

SCHEDULE A
GENERAL PROJECT INFORMATION

PART I

ITEM 6. DESCRIPTION OF PROJECT

STATEWIDE HIGHWAY SKID TESTING

I. GOAL:
The goal of this project is to improve highway safety by providing for the continuation and improvement of a program for the detection, through skid resistance measurements, of specific locations, or sections of highways that are hazardous or potentially hazardous. A secondary goal of this project is to meet the survey requirements of 23 USC 152.

II. PROBLEM IDENTIFICATION:
Kentucky presently has a statewide inventory of skid resistance measurements in accordance with IM 21-3-73(7-19-73). Both Federal Aid and State highway systems are included and eventually all paved roads with a posted speed limit of over 40 MPH will be inventoried. During 1974, the complete Interstate and Parkway routes were tested using a skid trailer at 40 MPH. To upgrade the program, a process for the identification of safety needs that would include procedures for identifying and reporting hazardous locations based on a review of locations with low skid resistance would meet the survey requirements of 23 USC 152. To provide this capability, an additional skid test trailer was ordered in FY 75.

III. OBJECTIVE:
This project will contribute to the achievement of the Department's goal of detecting specific locations that are hazardous. The implementation of this objective will result in an approved procedure for identifying hazardous locations based on a review of locations with low skid resistance.

IV. COUNTERMEASURE DESIGN:
The following work plan will be implemented to achieve the objective in Section III. This project will improve and continue the procedure for identifying hazardous locations. This project was initiated during FY 75 to provide inventories for accident identification, as well as the pavement resurfacing program. Equipment was ordered during FY 75 to provide the capability for evaluating locations in which it is questionable whether slippery pavement would have contributed to the accident situation.

During FY 76, survey testing will commence on principal routes other than Interstate and Parkway and be completed the following fiscal year. Other selected routes will be inventoried as time permits. Skid testing of high hazard locations and sections with low skid numbers will be emphasized. With this inventory, before-and-after data will be available on many resurfaced projects. The available data will be used to determine accident reduction resulting from improved skid resistance. This testing

(continued)

SCHEDULE A (Continued)

PART II

ITEM 1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM

This project will contribute to Kentucky's implementation of the Highway Safety Act of 1966, Federal Standard 4.4.9.

Federal Highway Safety Standard 4.4.9 functional area Identification and Surveillance of Accident Locations provides, in part, that each state in cooperation with county and other local governments, shall have a program for identifying accident locations and for maintaining surveillance of those locations having high accident rates or losses.

1. The program shall provide as a minimum that:
   - A. There is a procedure for accurate identification of accident locations on all roads and streets.
   - B. There is a systematically organized program to maintain continuing surveillance of the roadway network for potentially high accident locations.
   - C. To develop methods for their correction.

SCHEDULE B

BUDGET AND PERSONNEL DATA (FEDERAL ONLY)

PART I

ITEM 7A(3) BUDGET FOR GRANT PERIOD COST CATEGORY	
(A) PERSONAL SERVICES	$ 40,000
One Engineer (90%) Four Technicians (70%) Two Engineers (20%) One Engineer (10%)	35,000
(B) CONTRACTUAL SERVICES	
(C) COMMODITIES	
Chart paper - 80 rolls, Tires - 14, Galvonometers - 3, Desiccant, water hoses, valves, tools, brake shoes, lamps, etc.	2,750
(D) OTHER DIRECT COSTS	
Computer rental, Vehicle gas and maintenance, and other equipment maintenance	2,250
(E) INDIRECT COSTS	
TOTAL	$ 40,000

program will be designed to reflect the more urgent and important safety concerns by the Bureau of Highways. The following priorities will be used in testing:

1. High Hazard Locations
2. Pavements being considered for resurfacing by the Division of Maintenance
3. Identification of slippery surface sections and structures.
4. Highways with a higher ADT and posted speed limits of 55 MPH.
5. Highways with posted speeds of 40 MPH or greater.

This project may expect the following in the next two years:

FY 76 - High accident location testing - 40 locations
Statewide inventory testing - 500 projects

FY 77 - High accident location testing - 60 locations
Statewide inventory testing - 600 projects

V. PERFORMANCE EVALUATION:

This project should be evaluated on the basis of conformance to IM 21-3-73(7-19-73). A Quarterly Progress Report on activities and program progress will be furnished by the Division of Research, Kentucky Bureau of Highways.

15-OHSP-3

OFFICE OF HIGHWAY SAFETY PROGRAMS
DEPARTMENT OF TRANSPORTATION
COMMONWEALTH OF KENTUCKY

APPLICATION FOR HIGHWAY SAFETY PROJECT GRANT

(UNDER SECTION 402(C) of PUBLIC LAW 89-564)

FOR OHSP USE ONLY

STATE: Kentucky	SUB-ELEMENT PLAN NO.: 609-77-001-0
COUNTY: all	TASK NO.: 2
POLITICAL SUBDIVISION: all	WORK TYPE: Operational
PROJECT NO.: 609-77-001-001	DATE RECEIVED:
TRANSACTION NO.:	DATE APPROVED: 10-1-76

PART I *(TO BE COMPLETED BY PROJECT DIRECTOR)*

1. PROJECT TITLE: Statewide Highway Skid-Testing

2. TYPE OF APPLICATION *(CHECK APPLICABLE BOX(S))*: [X] A. INITIAL [ ] B. REVISION [X] C. CONTINUATION

3. APPLICANT

A. NAME OF AGENCY: Division of Research, Bureau of Highways

B. ADDRESS OF AGENCY: 533 S. Limestone St., Lexington, KY 40508

C. GOVERNMENTAL UNIT *(CHECK APPLICABLE BOX)*: [X] (1) STATE [ ] (3) COUNTY [ ] (2) CITY [ ] (4) OTHER *(SPECIFY)*

D. NAME AND ADDRESS OF GOVERNMENTAL UNIT: Ky. Dept. of Transportation; Bureau of Highways; Frankfort, KY 40601

E. LOCATION OF PROJECT: Kentucky State-Maintained Highway System

4. DURATION

A. GRANT PERIOD *(MO.-YR.)*: FROM 10-1-76 TO 9-30-77

B. PROJECT PERIOD *(MO.-YR.)*: FROM: 10-1-76 TO: 9-30-77

5. FUNCTIONAL AREA: 609

6. DESCRIPTION OF PROJECT *(DESCRIBE IN DETAIL ON SCHEDULE A)*

7. BUDGET *(SEE INSTRUCTIONS--PROVIDE ITEMIZATIONS AS CALLED FOR ON SCHEDULE B)*

A. COST CATEGORY	PROJECT PERIOD (1)	TOTAL EXPENDITURES PRIOR YEARS (2)	GRANT PERIOD (3)
(A) PERSONAL SERVICES	64,000	88,100	64,000
(B) CONTRACTUAL SERVICES	-	-	-
(C) COMMODITIES	4,000	73,500	4,000
(D) OTHER DIRECT COSTS	6,000	5,500	6,000
(E) INDIRECT COSTS	-	-	-
TOTAL ESTIMATED COSTS (INCL. NON-FEDERAL SHARE)	74,000	167,100	74,000
B. SOURCE OF FUNDS			C. SPECIFY HOW NON-FEDERAL SHARE WILL BE PROVIDED.
(1) FEDERAL	37,000		
(2) STATE	37,000		Ky. Dept. of Transportation Bureau of Highways
(3) POLITICAL SUBDIVISION			
(4) OTHER *(EXPLAIN IN C)*			
TOTAL	74,000		

6. ACCEPTANCE OF CONDITIONS — IT IS UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT A GRANT RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING GRANTS WHICH HAVE BEEN FURNISHED *(OR WILL BE FURNISHED UPON REQUEST)* TO THE APPLICANT.

A. PROJECT DIRECTOR

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
James H. Havens	Director, Division of Research	533 S. Limestone St. Lexington, KY 40508
(4) SIGNATURE James H. Havens		(5) TELEPHONE NUMBER (606) 254-4475

B. AUTHORIZING OFFICIAL OF GOVERNMENTAL UNIT

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE	(3) ADDRESS
John C. Roberts	Commissioner, Bureau of Highways	State Office Building Frankfort, Kentucky 40601
(4) SIGNATURE John C. Roberts		(5) TELEPHONE NUMBER (502) 564-4890

PART II *(TO BE COMPLETED BY THE ADMINISTRATOR, OFFICE OF HIGHWAY SAFETY PROGRAMS)*

1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM *(DESCRIBE IN DETAIL ON SCHEDULE A)*

2. AGREEMENT AND AUTHORIZATION TO PROCEED

A. AUTHORIZATION TO PROCEED WITH THIS HIGHWAY SAFETY PROJECT IS REQUESTED. THE PROJECT AS PROPOSED CONSTITUTES AN OFFICIAL PART OF THE STATE'S HIGHWAY SAFETY PROGRAM FOR FISCAL YEAR 19 AND SAID HIGHWAY SAFETY PROGRAM WILL MEET THE REQUIREMENTS OF PUBLIC LAW 89-564 AND ALL ADMINISTRATIVE REGULATIONS ESTABLISHED BY THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

B. THE STATE OFFICIAL AUTHORIZED BY STATE LAW TO RECEIVE FEDERAL AID FUNDS UNDER THIS PROGRAM IS:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	(2) TITLE
Frances J. Mills	State Treasurer
(3) ADDRESS Capitol Annex Frankfort, Kentucky 40601	(4) ORGANIZATION Commonwealth of Kentucky

C. SUBMITTED BY:

(1) NAME *(FIRST - MIDDLE INITIAL - LAST)*	
Bennie R. Maffet	
(2) TITLE Administrator, Office of Highway Safety Programs	
(3) SIGNATURE Bennie R Maffet	(4) DATE 10-1-76

PART III (FOR OHSP USE ONLY)

1. APPROVAL DATE	2. SIGNATURE	3. TITLE
10-1-76	Bennie R Maffet	GOVERNOR'S REPRESENTATIVE TO NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
4. FEDERAL FUNDS OBLIGATED BY AGREEMENT $ 37,000		

SCHEDULE A
GENERAL PROJECT INFORMATION

PART I

ITEM 6. DESCRIPTION OF PROJECT

I. STATEMENT OF PROBLEM:
Statewide coverage in identifying locations having low skid-resistance is incomplete and needs to be continued.

II. PROBLEM IDENTIFICATION:
Kentucky is presently accumulating an inventory of skid-resistance measurements. Both Federal-Aid and State highway systems are included; and, eventually, all paved roads having a speed limit of over 40 MPH will be inventoried. Kentucky presently is not in full compliance with the National Emphasis Program in regard to an established de-slicking program.

III. MAJOR PROJECT OBJECTIVES:
To conduct skid resistant surveys of the roadway throughout Kentucky and to investigate high-accident locations suspected of being slippery when wet.
To survey the following during the project period: *

IV. COUNTERMEASURES:
This testing program is designed to reflect the more urgent and important safety concerns of the Department. The following priorities will be used for testing:

1. High-accident Locations
2. Pavements being considered for resurfacing
3. Identification of slippery road sections and structures
   a. Highways having higher ADT's and speed limits of 55 MPH
   b. Highways having speed limits less than 55 MPH,

Two skid-test trailers, designed to comply with ASTM E 274, are utilized for statewide inventory testing.

V. ULTIMATE OBJECTIVE:
The ultimate impact of this project is to improve highway safety by continuation and improvement of a program for the detection, through skid-resistance measurements, of specific locations or sections of highway which are hazardous or potentially hazardous. A secondary objective of this project is to meet the survey requirements of 23 USC 152.

VI. STATEMENT OF ADJUSTMENT:
It is understood that if any item or items of equipment are sold or changed from highway safety to non-highway safety, one-half of the residual value will be made, by direct payment, to the Office of Highway Safety Programs in Frankfort, Kentucky.

VII. ON-SITE MONITORING & EVALUATION:
The Office of Highway Safety has developed a plan for evaluating all state and local projects. The evaluation will include on-site monitoring at the end of each grant period. All written documents will be reviewed to determine progress, problems and payoffs of the project.

See Budget Attachment

*	Interstate	700 miles
	Parkways	650 miles
	State Secondary	2000 miles
	Rural Secondary	1500 miles

SCHEDULE A (Continued)

PART II

ITEM 1. SIGNIFICANCE OF PROJECT IN STATE PROGRAM

This project will contribute to Kentucky's implementation of the Highway Safety Act of 1966, Federal Standard 4.4.9.

Federal Highway Safety Standard 4.4.9 functional area Identification and Surveillance of Accident Locations provides, in part, that each state in cooperation with county and other local governments, shall have a program for identifying accident locations and for maintaining surveillance of those locations having high accident rates or losses.

1. The program shall provide as a minimum that:
   A. There is a procedure for accurate identification of accident locations on all roads and streets,
   B. There is a systematically organized program to maintain continuing surveillance of the roadway network for potentially high-accident locations.
   C. To develop methods for their correction.

SCHEDULE B
BUDGET AND PERSONNEL DATA (FEDERAL FUNDS)

PART I

ITEM 7A(3) BUDGET FOR GRANT PERIOD COST CATEGORY	$ 37,000
(A) PERSONAL SERVICES Four Engineers, Four Technicians - Salary & Expenses	32,000
(B) CONTRACTUAL SERVICES	
(C) COMMODITIES Chart paper, test tires, galvometers, desiccant,hoses, valves, tools, lamps, etc.	2,000
(D) OTHER DIRECT COSTS Computer rental, operational supplies, etc.	3,000
(E) INDIRECT COSTS	
TOTAL	$ 37,000

ATTACHED BUDGET

STATEWIDE HIGHWAY SKID-TESTING

(A) Personnel Services			$64,000
Salaries and Overhead		$55,000	
One Engineer (100%)	$12,500		
One Engineer (75%)	12,000		
One Engineer (20%)	3,500		
One Engineer (5%)	1,200		
Two Technicians (100%)	17,300		
Two Technicians (50%)	8,500		
Travel and Subsistence		9,000	
In-State	8,000		
Out-of-State	1,000		
(C) Commodities			4,000
Chart paper, test tires, galvometers, desiccant, hoses, valves, tools, lamps, etc.		4,000	
(D) Other Direct Costs			6,000
Computer rental, operational supplies, etc.		6,000	
TOTAL			$74,000

APPENDIX B

Purchase Quotation and Specifications
for Model 1270 Pavement Friction Tester

and

Photographs of the Model 1270 Pavement Friction Tester

QUOTATION

K. J. LAW INC

26341 W. EIGHT MILE ROAD • DETROIT, MICHIGAN 48240 • AREA CODE 313 PHONE 535-[illegible]

Date 10/18/74 | Reference Letter Request 10/2/74

TERMS: ~~1/2% 30~~ Net 30 days

For other conditions of sale please see the reverse side

TO Kentucky Dept. of Transportation
Division of Research
533 South Limestone
Lexington, KY 40508
Attention of:

Gentlemen:

We are pleased to offer the following quotation for your consideration.

☐ CONFIRMING

ITEM	MODEL OR PART NO. AND DESCRIPTION	QUANTITY	UNIT PRICE
1.	Model 1270 Pavement Friction Tester with Dual Wheel Crew Cab Vehicle, Model 2100 Digital Data System, and 300 Gallon Water Tank, to meet your specification received with the request letter. The following minor exceptions to the specification are taken: the four red safety lights on the trailer will be 4" diameter instead of 6" diameter; the digital odometer will measure up to 650 miles of travel with readout to 0.01 mile, and a heavy Duty Air Cleaner will be used as Oil Bath Air Cleaners are no longer available as an option. PPS Note: We respectfully request that the enclosed Partial Payment Schedule be made a part of your order if we are the successful bidder. In return we provide a 100% Performance Bond as surety at our cost, with no cost to the Purchaser of the equipment, and a 1/2% Discount for prompt 15 Day payment from the invoice date, or 1/4% for payment in 30 days from the invoice date.	One Complete System	$58,440.0(

Prices quoted herein are F.O.B. Detroit, Michigan | Delivery schedule 6-8 Months A.R.O.

This quotation is subject to acceptance within 30 days.

For further information please contact:

J. W. Strong, Engineering

[X] ENCLOSURES: 1270 Information, PPS-3
☐ Catalogs enclosed 2100 Information, Modified Kentucky Specification

Thank you for this opportunity to quote on your requirements

K. J. LAW *Engineers,* INC.

BY Kenneth J. Law, P.E./President

ORIGINAL

The tow vehicle, trailer, the control system, and the electronic signal and analog computer system shall be designed and constructed of readily available, quality stock components, for field reliability and ease of maintenance.

TOW VEHICLE

The truck shall be a new model one-ton, 10,000-pound GVW, pickup truck (crew cab style) with dual rear wheels. The truck shall have a V-8 engine of at least 454 cubic inch displacement, in combination with the vehicle manufacturer's recommended automatic transmission. It shall incorporate the following features: 4-barrel carburetor, coolant recovery system, heavy-duty air cleaner, factory-installed air conditioning, heavy duty battery, heavy duty alternator, tachometer and gauges, tinted glass, roof marker lights, cigar lighter, below eye level mirrors $7\frac{1}{2}$ x $10\frac{1}{2}$ (painted), pushbutton AM radio, bucket seats, heavy duty shock absorbers (front and rear) front stabilizer bar, power steering, power brakes, auxiliary fuel tanks, 9.50 x 16.5 10-ply tires (5), 825 x 16.5 wheels (5), complete undercoating, transmission cooler, and rear step bumper.

The truck also shall be equipped with a rotating amber flashing beacon on the roof of the cab and an easily accessible fire extinguisher. The cab of the truck shall be modified as necessary to accommodate required electronic instrumentation, recording equipment, control equipment, and console. A digital speed meter shall be mounted so as to be conveniently visible to the driver during operation of the equipment.

SPECIFICATION FOR PAVEMENT SKID RESISTANCE

TEST SYSTEM

The pavement skid resistance test system covered by these specifications shall be towed-trailer type capable of measuring braking forces at the tire-pavement interface in either the locked wheel or the incipient friction mode. It shall meet or exceed all requirements of ASTM Specification E274-70, Standard Method of Test for Skid Resistance of Paved Surfaces using a Full Scale Tire, except as otherwise described herein.

The system shall measure by means of suitable transducers on the left test wheel both the dynamic-horizontal tire-road friction force and the dynamic vertical load, and produce analog signals which shall be converted to a single signal representing the friction between the test tire and the pavement surface. The system shall be capable of operating at any test speed from 20 to 70 miles per hour and shall have a watering system to wet the pavement surface under the test wheel during braking. An automatic control sequence shall be provided in which a single actuating command will initiate recorder chart drive, activate the watering system, set the test wheel brake and hold for a two-second lockup, and then turn the system off. The system shall yield an analog chart record and also convert the analog signals for skid number and test speed to digital form. Digital information set by the operator and produced by the instrumentation shall be printed out on paper tape for display to the operator.

The tow vehicle and test trailer shall be white.

TEST TRAILER

The two-wheel trailer shall be equipped with the proper nonresonant combination of coil spring, heavy duty adjustable shock absorbers, and power disc brakes. The test tires furnished shall meet the requirements of ASTM E 501. The trailer frame shall be constructed of welded rectangular steel tubing of adequate stability so as to minimize defections or twisting during the test operations. It shall be ballasted to provide a static load on each test wheel of 1085 pounds minus 0 plus 25 pounds. The hitch down load shall be between 100 and 200 pounds at the hitch point.

The trailer shall be fitted with the following accessories: (1) a force transducer at the left test wheel capable of sensing both horizontal friction force and vertical load changes on the test wheel, (2) angular velocity tachometers directly driven by both wheels, (3) two spare wheels complete with standard ASTM E 501 tires, (4) a trailer cover to enclose and protect the trailer upper structure and components from road hazards and the elements, (5) tail, brake, and turn signal lights, (6) four 4-inch red safety lamps facing to the rear and flashing alternately in pairs, and (7) means by which to permit the driver to locate the trailer position when backing.

The trailer brakes shall be of the hydraulic disc type, electrically actuated, and shall be capable of lockup within 0.5 seconds from the instant of hydraulic pressure application. The trailer brakes also shall be automatically operated, but suitably proportioned to prevent lockup, when the truck brakes are applied.

WATERING SYSTEM

The watering system shall consist of 300-gallon baffled, corrosion-free water tank with a positive displacement water pump, pressure-relief valve and bypass line, valves, regulators, flexible lines as necessary, quick disconnect at rear bumper, and a laminar flow water nozzle located ahead of the test wheel. The system shall deliver water to the nozzle at the rate of 4.0 gallons ± 5 percent per minute per inch of wetted width when the truck speed is 40 miles per hour and at proportional rates at other speeds between 20 and 70 miles per hour.

TRANSDUCERS

The force transducer shall be fitted on the trailer axle at the test wheel. The force transducer shall be mounted level and in such a manner as to experience less than 1-degree angular rotation with respect to its measuring plane at the maximum expected loading. The transducer shall yield an electrical signal proportional to the horizontal friction force at the tire-pavement interface and a simultaneous signal proportional to changes in the static vertical load on the wheel.

The true forces shall be sensed continuously during incipient and locked-wheel skidding conditions. The transducer shall be fitted with 120-ohm strain gauges in a bridge configuration, shall incorporate a shunt calibrating resistor, and shall conform to the following performance requirements:

Linearity: Non-Linearity shall be less than one percent of the applied load up to 1500 pounds for both horizontal and vertical force outputs.

Hysteresis:. Maximum hysteresis shall be less than one percent of applied load up to 1500 pounds for both force outputs.

Offset: For 1500 pounds of applied load, the offset (wheel radius) error shall be less than two percent difference in load, measured at 0 inches and at 12 inches, with the offset load applied in the measurement plane of the transducer. For offset 6 inches axially outboard from the transducer, there shall be less than two percent difference in measured load from that measured at 0 inches.

Crosstalk: Cross-axis loading in the horizontal direction shall produce an error less than two percent for the same load applied simultaneously in the vertical direction.

Sensitivity: The 240-ohm force bridges shall have an output of 0.5 millivolts per volt at 2000 pounds load.

Bridge voltage: The 240-ohm force bridges shall be capable of operating with a supply of up to 10 volts DC.

ELECTRONICS

Accuracy of the signal conditioning electronics shall be within plus or minus two percent, using simulated inputs in a constant temperature environment.

A digital odometer shall be provided showing five digits, which can be preset to any number up to 650 miles and then count up or down to the nearest .01 mile in accordance with distance traveled. The digital odometer signal shall be made available for automatic recording.

An analog computer shall be provided which shall integrate the skid number signal over the interval from 0.5 second to 1.5 second after lockup, shall average the instantaneous values and display on the analog chart a trace with amplitude proportional to the average skid number. The average analog signal shall be converted to a digital signal for recording automatically.

DATA RECORDING EQUIPMENT

The recording equipment shall include both analog and digital recording systems.

The analog recorder shall be a Century Model GPO 460 oscillographic type or equivalent, with four galvanometers provided. The recorder shall record signals representing dynamic and average skid number, rotational speed of both trailer wheels, and an event marker signal showing the on and off state for the self-watering system.

The digital data recording system shall produce a printout on paper tape instantly visible to the equipment operator. The printer shall provide columns for 16 digits in each record. The system shall provide both for manual entry of test related data such as geographic location and environmental information, and for analog-digital conversion of test data generated by the skid test equipment and automatic recording of the digital data.

The length of the data record shall be 16 characters. The first character of each record shall be used to indicate the type of information that will follow on that record. The character 2 thru 6 of every record shall contain the straight line mileage and shall be automatically recorded for every record. Provision shall be made so that any desired mileage can be keyed into this field for the beginning point of survey.

The automatic data records shall have the format:

Col. 1 Record Identification

Col. 2-6 Straight Line Mileage

Col.7-9 Automatically Recorded Data

Col. 10-12 " " "

Col. 13-16 " " "

The record identification numbers 0 thru 3 shall be used in the automatic mode. A '0' shall indicate a record automatically recorded at the end of a test cycle. The identification numbers 1, 2, and 3 shall indicate automatically recorded data in the zero and calibration cycles.

The data shall be recorded automatically as soon as the record identification number is entered.

For skid data the automatically recorded data format shall be:

Col. 7-9 Vehicle Speed

Col. 10-12 Skid Number

Col. 13-16 (Unspecified)

The identification number 4 shall be used to manually enter and correct the straight line mileage data. The digit entered immediately following the mileage data shall indicate if the mileage is increasing (1) or decreasing (0).

Identification numbers 5 thru 9 shall be for manual entry as shown below:

Col. 1 Record Identification

Col. 2-6 Straight Line Mileage

Col. 7-16 Manual Code Data

The manual records shall be repeatable to provide general test identification data blocks of any length. Recording shall be automatic and occur immediately following the column 16 entry.

Entry to the data system shall be accomplished with a twelve button keyboard.

10 buttons	Decimal 0 thru 9
1 button	Clear
1 button	(Unspecified)

The clear shall be usable at any time for error correction and to blank the display. Clear shall return the system to the column one position without recording data.

The data display shall be a 16 digit decimal LED array with 0.29 inch high characters. The straight line mileage shall be updated continuously on the display.

Provision shall be made for entering into the recording device by the operator of numerical inputs in each of the 16 columns. For automatic recording of test data, provision shall be made for recording log mileage data in columns 2 through 6, test speed data in columns 7 through 9, and skid number data in columns 10 through 12. The recorder shall also be capable of automatically recording test data in columns 13 through 16. 0 through 4 shall be used for automatic code digits data entry functions.

IMPROVEMENTS

Any improvements or modifications in the design of the friction tester may be incorporated prior to assembly but only upon approval and authorization of the Division of Research, Kentucky Department of Transportation.

CALIBRATION

The force transducers shall be calibrated on a frictionless force platform to confirm linearity and hysteresis of the force output signals and to determine the shunt resistor calibration constants. Copies of the X-Y recorder calibration curves shall be furnished with the system on delivery.

DELIVERY

The test system shall be completed, calibrated and field tested, and delivered ready for field operation. Delivery of the test system will be accepted by the Division of Research at the manufacturer's shop, at which time final inspection of all components and the operability of all systems will be conducted.

An operation and maintenance manual shall be provided to the Division of Research at least two weeks prior to the time of delivery of the tester. It shall include operating instructions, a description of the system, mechanical maintenance drawings, electrical schematic drawings, a complete list of all parts and components, and maintenance instructions.

Two days of demonstration and instruction shall be furnished for the assigned operating personnel in the operation and calibration of the tester, as well as in the care and maintenance procedure for the entire system, at the manufacturers offices at the time of delivery.

WARRANTY

A warranty of 90 days shall be provided on the workmanship and all parts and components of the completed system. Any failure of the system to function properly during the warranty period shall be corrected by the fabricator at no cost to the purchaser.

Figure B1. Skid Trailer with Hood Raised.

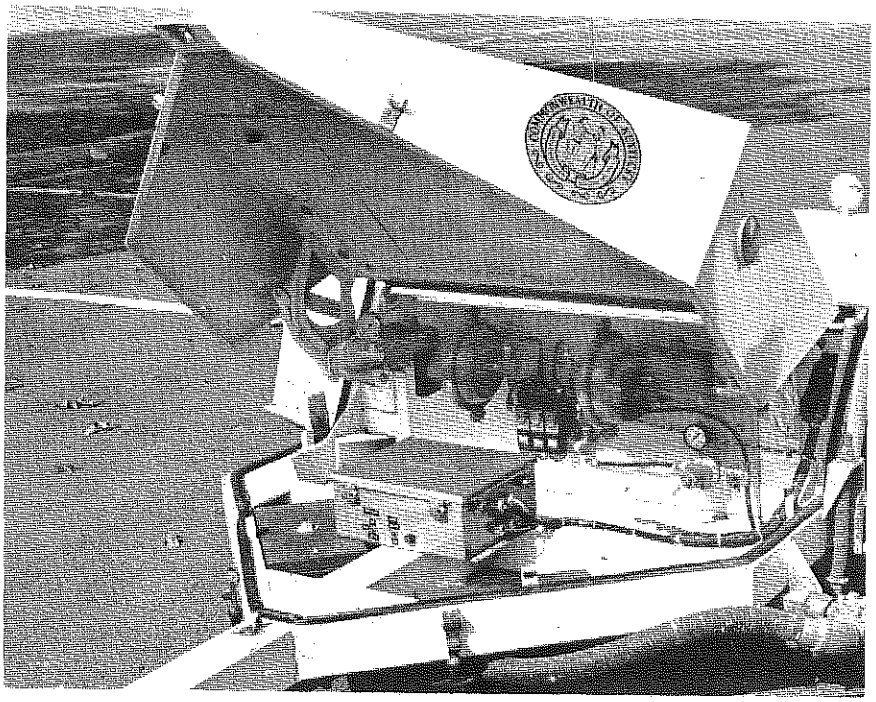

Figure B2. Control Console.

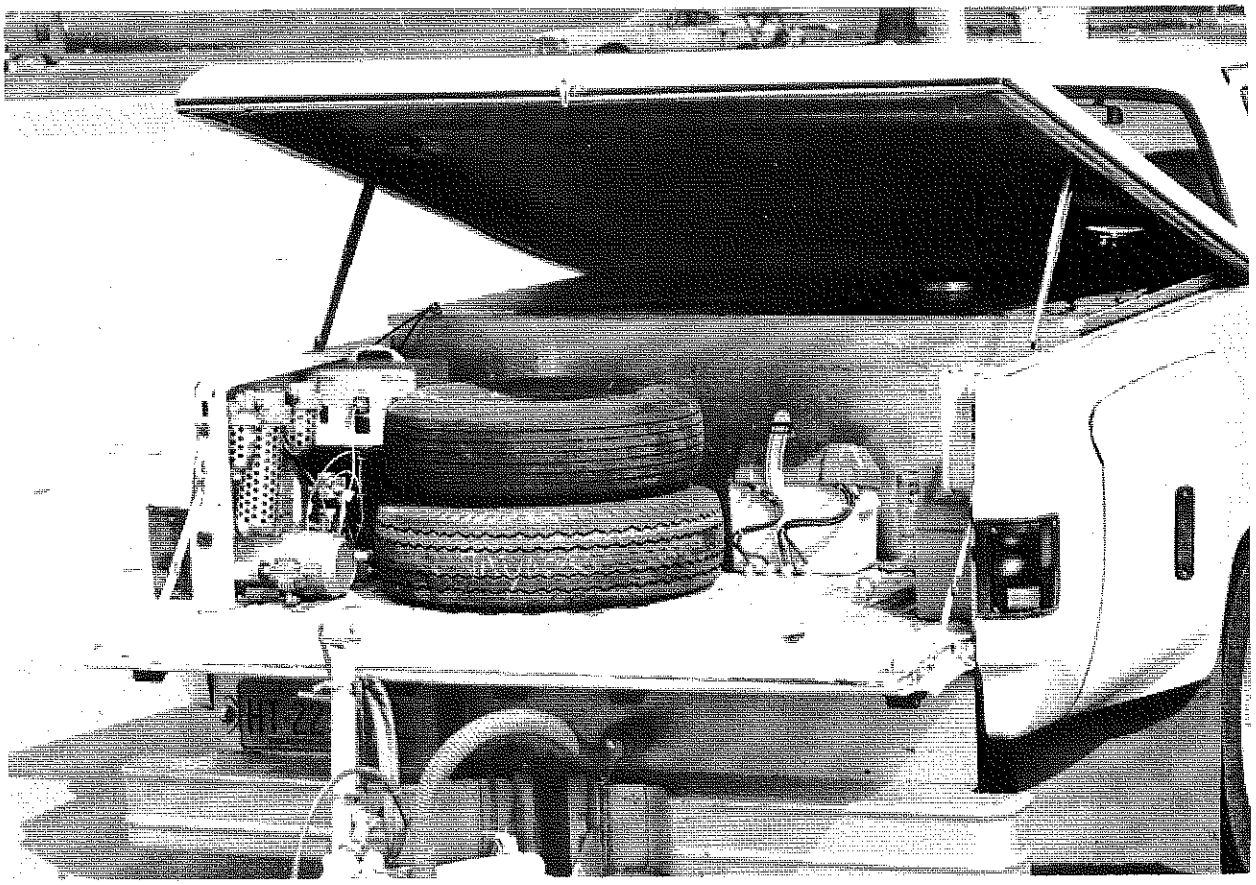

Figure B3. **Water Tank, Electrical Power Supply Components, and Air Pumps in the Tow Truck.**

APPENDIX C

Data from Skid-Test Survey of Interstate and Toll Road Systems in 1974

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
							INTERSTATE 24									
CHRISTIAN	3(19)76	PCC	82.1- 92.1	10/75	10.0	0	OCT 23	EB OUT	18	* 59	* 17	52/69	89	19	80/ 99	0.0
								WB OUT	18	* 66	* 13	59/72	94	17	85/102	0.0
								EB INN	18	* 62	* 21	51/72	89	16	83/ 99	0.0
								WB INN	18	* 66	* 19	57/76	91	23	78/101	0.0
CHRISTIAN	3(17)85	PCC	92.1-100.0	10/75	7.9	0	OCT 23	EB OUT	8	* 47	* 11	40/51	84	10	79/ 89	0.0
								WB OUT	7	* 49	* 16	41/57	85	14	77/ 91	0.0
								EB INN	8	* 49	* 14	40/54	83	13	75/ 88	0.0
								WB INN	7	* 53	* 6	50/56	82	8	79/ 87	0.0
							INTERSTATE 64									
JEFFERSON	BRIDGE	PCC	0.0- 0.9	9/61	0.9	18350	OCT 9	EB OUT	4	* 42	* 9	37/46	62	11	57/ 68	10.4
								WB OUT	4	* 46	* 12	38/50	74	14	69/ 83	10.4
								EB INN	4	* 56	* 20	47/67	80	39	60/ 99	4.3
								WB INN	3	* 63	* 7	60/67	85	20	78/ 98	4.3
								EB MID	4	* 38	* 14	33/47	55	20	47/ 67	13.1
								WB MID	3	* 41	* 10	37/47	67	6	64/ 70	13.1
JEFFERSON	2(56)6	PCC	6.4- 7.8	9/68	1.4	41890	OCT 1	EB OUT	3	* 41	* 5	39/44	72	8	68/ 76	13.8
								WB OUT	3	* 40	* 4	38/42	73	7	70/ 77	13.8
								EB INN	4	* 46	* 8	42/50	74	16	67/ 83	7.5
								WB INN	4	* 43	* 5	41/46	73	6	70/ 76	7.5
JEFFERSON	LOUISVIL	PCC	7.8- 12.1	9/70	4.3	40340	OCT 1	EB OUT	9	* 38	* 8	35/43	64	19	54/ 73	13.1
								WB OUT	8	* 38	* 7	36/43	69	20	61/ 81	13.1
								EB INN	9	* 44	* 8	39/47	71	22	60/ 82	7.8
								WB INN	7	* 43	* 10	36/46	75	19	67/ 86	7.8
JEFFERSON	2(40)12	PCC	12.1- 18.6	11/64	6.5	21300	OCT 1	EB OUT	11	* 40	* 8	35/43	73	13	65/ 78	20.4
								WB OUT	13	* 43	* 13	36/49	76	21	66/ 87	20.4
								EB INN	12	* 49	* 11	42/53	86	23	74/ 97	11.8
								WB INN	13	* 48	* 11	41/52	83	25	71/ 96	11.8
JEFFERSON -SHELBY	2(6)17	PCC	19.3- 25.3	12/61	6.0	15110	OCT 1	EB OUT	15	* 41	* 9	37/46	66	20	55/ 75	21.0
								WB OUT	12	* 43	* 11	39/50	78	21	68/ 89	21.0
								EB INN	15	* 49	* 6	46/52	78	12	73/ 85	9.1
								WB INN	13	* 51	* 11	45/56	86	23	74/ 97	9.1
SHELBY	2(4)24	PCC	25.3- 31.8	12/61	6.5	13420	OCT 1	EB OUT	13	* 39	* 10	35/45	63	13	57/ 70	20.0
								WB OUT	10	* 41	* 10	36/46	70	15	61/ 76	20.0
								EB INN	13	* 48	* 9	44/53	75	16	67/ 83	7.8
								WB INN	10	* 49	* 5	47/52	86	13	81/ 94	7.8
SHELBY	3(4)31	PCC	31.8- 38.1	6/62	6.3	18320	OCT 1	EB OUT	12	* 42	* 11	38/49	64	12	61/ 73	20.7
								WB OUT	13	* 41	* 13	35/48	69	19	62/ 81	20.7
								EB INN	10	* 54	* 9	48/57	76	6	73/ 79	8.0
								WB INN	13	* 54	* 8	49/57	81	16	74/ 90	8.0

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
							INTERSTATE 65									
SIMPSON	1(31)0	PCC	0.0- 2.0	10/69	2.0	17020	AUG 27	NB OUT	2	45	2	44/46	72	4	70/ 74	5.2
								SB OUT	4	45	12	41/53	70	19	61/ 80	5.2
								NB INN	1	53	0	53/53	84	0	84/ 84	1.5
								SB INN	4	49	14	41/55	78	13	70/ 83	1.5
SIMPSON	1(16)2 1(17)6	PCC	2.0- 13.1	12/65	11.1	19550	AUG 27	NB OUT	13	43	12	39/51	66	15	59/ 74	12.8
								SB OUT	19	44	12	38/50	69	11	62/ 73	12.8
								NB INN	13	58	8	53/61	80	19	72/ 91	4.4
								SB INN	18	56	10	50/60	75	24	64/ 88	4.4
SIMPSON -WARREN	1(13)13	PCC	13.1- 22.3	11/65	9.2	19760	AUG 27	NB OUT	16	40	10	36/46	60	18	51/ 69	13.3
								SB OUT	16	42	11	37/48	65	15	58/ 73	13.3
								NB INN	15	56	9	52/61	78	16	69/ 85	4.5
								SB INN	14	54	13	47/60	76	13	68/ 81	4.5
WARREN	1(14)22	PCC	22.3- 28.5	11/66	6.2	19760	AUG 27	NB OUT	10	42	9	38/47	64	6	61/ 67	11.1
								SB OUT	9	45	7	41/48	67	18	61/ 79	11.1
								NB INN	11	53	11	48/59	76	12	69/ 81	3.0
								SB INN	10	54	13	47/60	79	19	68/ 87	3.0
WARREN	1(15)28	PCC	28.5- 35.6	11/66	7.1	21600	AUG 27	NB OUT	14	38	6	36/42	59	14	54/ 68	14.6
								SB OUT	14	42	7	37/44	62	10	55/ 65	14.6
								NB INN	13	44	6	40/46	70	6	67/ 73	6.3
								SB INN	14	52	4	50/54	71	12	66/ 78	6.3
WARREN -BARREN	2(14)35	PCC	35.6- 47.7	5/69	12.1	20570	AUG 27	NB OUT	23	34	11	28/39	53	22	41/ 63	8.9
								SB OUT	22	41	10	36/46	65	18	60/ 78	8.9
								NB INN	21	42	12	36/48	69	10	63/ 73	3.1
								SB INN	20	50	12	44/56	74	20	67/ 87	3.1
BARREN -HART	2(12)48	PCC	47.7- 57.6	10/68	9.9	18010	AUG 27	NB OUT	19	33	12	27/39	53	25	42/ 67	9.4
								SB OUT	14	40	7	37/44	71	25	61/ 86	9.4
								NB INN	19	46	16	38/54	70	12	64/ 76	3.3
								SB INN	13	49	12	41/53	80	12	73/ 85	3.3
HART	2(16)57	PCC	57.6- 61.0	11/67	3.4	18000	AUG 27	NB OUT	7	38	10	34/44	57	8	53/ 61	12.0
								SB OUT	5	41	7	37/44	66	5	63/ 68	12.0
								NB INN	6	49	7	46/53	72	9	68/ 77	4.8
								SB INN	5	50	6	47/53	78	31	59/ 90	4.8
HART	2(17)60 3(21)62	BIT	61.4- 64.1	11/67	2.7	19300	AUG 27	NB OUT	5	32	10	27/37	50	10	46/ 56	11.7
								SB OUT	5	36	4	35/39	64	9	59/ 68	11.7
								NB INN	5	38	9	33/42	60	5	58/ 63	3.9
								SB INN	6	43	3	42/45	73	10	68/ 78	3.9
HART	3(9)63	BIT	64.1- 70.4	10/65	6.3	19300	AUG 27	NB OUT	12	30	9	26/35	51	14	45/ 59	16.0
								SB OUT	4	36	5	34/39	64	24	55/ 79	16.0
								NB INN	12	35	12	30/42	60	11	56/ 67	5.7
								SB INN	2	42	2	41/43	68	1	68/ 69	5.7

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
								INTERSTATE 64 (CONTINUED)								
BATH	6(14)123	PCC	123.0-129.0	9/68	6.0	5620	AUG 12	EB OUT	11	* 37	* 12	33/45	62	8	59/ 67	4.4
								WB OUT	11	* 40	* 8	36/44	74	13	69/ 82	4.4
								EB INN	11	* 48	* 9	43/52	78	9	73/ 82	0.5
								WB INN	11	* 53	* 11	47/58	85	19	74/ 93	0.5
ROWAN	6(15)130	PCC	129.0-137.3	8/68	8.3	5620	AUG 12	EB OUT	13	* 39	* 8	36/44	63	14	58/ 72	3.7
								WB OUT	13	* 42	* 9	37/46	69	15	61/ 76	3.7
								EB INN	14	* 46	* 11	40/51	72	14	65/ 79	0.4
								WB INN	14	* 53	* 8	49/57	80	18	70/ 88	0.4
ROWAN	7(16)138	PCC	137.3-145.9	8/69	8.6	5670	AUG 12	EB OUT	12	* 39	* 9	35/44	63	16	55/ 71	3.8
								WB OUT	13	* 39	* 10	33/43	65	16	58/ 74	3.8
								EB INN	14	* 52	* 11	47/58	80	15	73/ 88	0.4
								WB INN	14	* 54	* 5	51/56	83	13	75/ 88	0.4
ROWAN -CARTER	7(19)146	BIT	145.9-154.2	10/69	8.3	5670	AUG 12	EB OUT	13	* 41	* 11	35/46	63	17	57/ 74	3.7
								WB OUT	14	* 43	* 10	38/48	73	11	67/ 78	3.7
								EB INN	13	* 50	* 10	44/54	78	18	69/ 87	0.4
								WB INN	14	* 56	* 7	52/59	92	17	86/103	0.4
CARTER	7(17)154	BIT	154.2-161.5	10/69	7.3	4880	AUG 12	EB OUT	11	* 46	* 10	41/51	69	17	58/ 75	3.4
								WB OUT	12	* 43	* 7	39/46	70	18	59/ 77	3.4
								EB INN	11	* 56	* 7	52/59	85	9	80/ 89	0.4
								WB INN	12	* 55	* 7	50/57	88	18	82/100	0.4
CARTER	7(7)161	BIT	161.5-168.5	9/68	7.0	6080	AUG 12	EB OUT	10	* 38	* 8	34/42	65	24	58/ 82	4.6
								WB OUT	13	* 36	* 12	30/42	64	15	57/ 72	4.6
								EB INN	7	* 52	* 9	47/56	86	7	82/ 89	0.5
								WB INN	12	* 51	* 5	49/54	86	22	71/ 93	0.5
CARTER	8(19)168	BIT	168.5-171.9	10/69	3.4	6080	AUG 12	EB OUT	4	* 36	* 8	33/41	62	7	58/ 65	3.7
								WB OUT	5	* 41	* 7	38/45	68	5	66/ 71	3.7
								EB INN	5	* 52	* 4	51/55	83	5	80/ 85	0.4
								WB INN	5	* 55	* 8	51/59	87	7	84/ 91	0.4
CARTER	8(20)172	BIT	171.9-181.4	9/73	9.5	6080	AUG 12	EB OUT	16	* 38	* 14	32/46	63	15	57/ 72	0.7
								WB OUT	19	* 38	* 14	32/46	65	17	57/ 74	0.7
								EB INN	16	* 48	* 9	43/52	75	14	69/ 83	0.1
								WB INN	19	* 48	* 11	42/53	76	14	69/ 83	0.1
BOYD	8(10)183	BIT	181.4-185.5	11/64	4.1	6570	AUG 12	EB OUT	9	* 38	* 12	33/45	61	13	53/ 66	7.6
								WB OUT	7	* 37	* 9	34/43	64	11	58/ 69	7.6
								EB INN	8	* 49	* 8	44/52	83	11	79/ 90	0.8
								WB INN	6	* 48	* 11	43/54	81	10	76/ 86	0.8
BOYD	8(11)187	BIT	185.5-191.4	11/64	5.9	7210	AUG 12	EB OUT	9	* 36	* 11	32/43	55	9	51/ 60	7.5
								WB OUT	10	* 37	* 12	32/44	62	39	48/ 87	7.5
								EB INN	10	* 49	* 7	45/52	79	13	71/ 84	0.9
								WB INN	10	* 56	* 10	49/59	88	17	80/ 97	0.9
BOYD	BRIDGE	PCC	191.4-192.0	12/65	0.6	9870	SEP 11	EB OUT	4	* 32	* 1	32/33	48	2	47/ 49	10.7
								WB OUT	4	* 35	* 3	34/37	50	5	48/ 53	10.7
								EB INN	4	* 42	* 5	40/45	60	13	55/ 68	1.7
								WB INN	4	* 45	* 6	41/47	62	6	60/ 66	1.7

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INTERSTATE 64 (CONTINUED)																
SHELBY	3(9)37	PCC	38.1- 43.3	12/61	5.2	13610	OCT 1	EB OUT	10	* 42 *	9	37/46	66	15	59/ 74	19.0
								WB OUT	9	* 41 *	11	36/47	69	24	55/ 79	19.0
								EB INN	10	* 53 *	9	49/58	78	11	75/ 86	6.3
								WB INN	10	* 51 *	9	46/55	82	11	77/ 88	6.3
SHELBY -FRANKLIN	3(10)42	PCC	43.3- 48.0	6/62	4.7	13060	OCT 1	EB OUT	7	* 44 *	8	40/48	67	15	61/ 76	18.2
								WB OUT	7	* 44 *	10	39/49	76	13	69/ 82	18.2
								EB INN	8	* 51 *	5	48/53	78	9	74/ 83	6.0
								WB INN	6	* 54 *	7	49/56	88	9	85/ 94	6.0
FRANKLIN	3(6)47	PCC	48.0- 53.1	5/62	5.1	10010	OCT 1	EB OUT	11	* 39 *	3	38/41	65	17	57/ 74	17.1
								WB OUT	11	* 40 *	6	37/43	66	17	57/ 74	17.1
								EB INN	10	* 52 *	8	47/55	80	14	73/ 87	4.9
								WB INN	11	* 49 *	8	46/54	79	19	69/ 88	4.9
FRANKLIN	4(9)52	PCC	53.1- 57.9	11/62	4.8	11380	OCT 1	EB OUT	9	* 38 *	12	33/45	61	15	55/ 70	16.1
								WB OUT	9	* 34 *	6	31/37	63	17	57/ 74	16.1
								EB INN	10	* 48 *	10	43/53	77	20	66/ 86	4.6
								WB INN	9	* 47 *	10	42/52	77	23	65/ 88	4.6
FRANKLIN -WOODFORD	4(39)57	PCC	57.9- 65.3	9/73	7.4	10630	OCT 1	EB OUT	13	* 42 *	13	36/49	66	32	49/ 81	1.7
								WB OUT	13	* 42 *	14	34/48	72	25	60/ 85	1.7
								EB INN	14	* 54 *	8	51/59	81	16	73/ 89	0.4
								WB INN	14	* 51 *	10	47/57	82	23	73/ 96	0.4
WOODFORD -FAYETTE	4(38)65	PCC	65.3- 75.2	9/73	9.9	9530	OCT 1	EB OUT	18	* 42 *	11	37/48	65	17	57/ 74	1.6
								WB OUT	18	* 44 *	11	37/48	74	31	61/ 92	1.6
								EB INN	18	* 51 *	9	46/55	76	15	68/ 83	0.3
								WB INN	18	* 52 *	9	47/56	82	24	71/ 95	0.3
FAYETTE	5(17)79	PCC	82.3- 89.5	11/63	7.2	19700	AUG 12	EB OUT	12	* 37 *	7	34/41	63	11	56/ 67	18.1
								WB OUT	13	* 40 *	11	34/45	68	19	59/ 78	18.1
								EB INN	12	* 47 *	6	45/51	73	8	69/ 77	7.6
								WB INN	12	* 48 *	12	43/55	78	21	68/ 89	7.6
CLARK	5(29)89	BIT	89.5-101.7	10/73	12.2	14370	AUG 12	EB OUT	20	* 40 *	9	37/46	63	10	59/ 69	1.7
								WB OUT	21	* 39 *	9	36/45	67	19	57/ 76	1.7
								EB INN	22	* 49 *	6	46/52	75	13	70/ 83	0.5
								WB INN	22	* 49 *	13	42/55	80	22	69/ 91	0.5
CLARK -MONTGOMERY	5(30)101	BIT	101.7-112.4	10/73	10.7	7480	AUG 12	EB OUT	19	* 43 *	12	36/48	65	20	56/ 76	1.0
								WB OUT	19	* 46 *	8	42/50	74	13	67/ 80	1.0
								EB INN	17	* 48 *	8	45/53	75	15	67/ 82	0.2
								WB INN	18	* 52 *	7	48/55	82	15	75/ 90	0.2
MONTGOMERY -BATH	6(7)109	PCC	112.4-122.8	4/67	10.4	7730	AUG 12	EB OUT	19	* 40 *	13	35/48	68	22	60/ 82	10.2
								WB OUT	19	* 44 *	9	40/49	72	17	64/ 81	10.2
								EB INN	19	* 52 *	12	47/59	84	18	74/ 92	1.1
								WB INN	19	* 54 *	10	49/59	82	25	71/ 96	1.1

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								INTERSTATE 65 (CONTINUED)								
HART -LARUE	3(10)70	BIT	70.4- 76.0	9/65	5.6	20320	AUG 27	NB OUT	10	* 30	* 7	27/34	49	9	45/ 54	15.2
								SB OUT	4	* 41	* 4	38/42	66	7	63/ 70	15.2
								NB INN	11	* 37	* 10	31/41	60	6	57/ 63	4.9
								SB INN	3	* 49	* 4	47/51	74	10	68/ 78	4.9
LARUE	3(4)76	PCC	76.0- 78.7	10/63	2.7	20320	AUG 27	NB OUT	5	* 36	* 2	35/37	53	11	46/ 57	12.4
								NB INN	5	* 48	* 8	44/52	68	12	63/ 75	4.3
HARDIN	4(6)78	PCC	78.7- 90.7	12/59	12.0	23020	AUG 27	NB OUT	24	* 36	* 13	28/41	58	20	48/ 68	12.8
								SB OUT	20	* 38	* 14	31/45	61	17	53/ 70	12.8
								NB INN	23	* 50	* 16	40/56	72	18	63/ 81	5.6
								SB INN	17	* 48	* 15	40/55	71	13	64/ 77	5.6
HARDIN	KT 7	PCC	91.5-103.3	10/57	11.8	22300	SEP 24	NB OUT	19	* 40	* 15	32/47	65	19	54/ 73	25.3
								SB OUT	19	* 46	* 13	38/51	71	17	60/ 77	25.3
								NB INN	20	* 48	* 13	42/55	76	15	67/ 82	9.2
								SB INN	20	* 52	* 18	42/60	78	23	68/ 91	9.2
BULLITT	KT 8	PCC	103.3-115.2	10/57	11.9	23700	SEP 24	NB OUT	22	* 37	* 12	30/42	62	18	54/ 72	26.5
								SB OUT	22	* 43	* 13	35/48	70	16	63/ 79	26.5
								NB INN	20	* 45	* 16	34/50	72	24	60/ 84	10.5
								SB INN	22	* 51	* 14	42/56	76	14	70/ 84	10.5
BULLITT -JEFFERSON	KT 9	PCC	115.2-128.3	10/57	13.1	38700	SEP 24	NB OUT	22	* 34	* 12	29/41	60	19	48/ 67	36.3
								SB OUT	22	* 44	* 15	34/49	70	18	59/ 77	36.3
								NB INN	22	* 40	* 14	32/46	68	25	52/ 77	18.7
								SB INN	24	* 50	* 16	43/59	75	26	59/ 85	18.7
JEFFERSON	KT 13	PCC	128.3-130.8	10/57	2.5	43920	SEP 24	NB OUT	6	* 32	* 9	28/37	55	15	51/ 66	36.6
								SB OUT	6	* 42	* 7	39/46	67	17	57/ 74	36.6
								NB INN	3	* 37	* 3	35/38	56	9	50/ 59	19.1
								SB INN	7	* 46	* 9	42/51	71	16	62/ 78	19.1
JEFFERSON	LOUISVIL	PCC	130.8-136.7	9/71	5.9	95310	OCT 9	NB OUT	10	* 36	* 13	28/41	59	14	51/ 65	9.7
								SB OUT	11	* 39	* 11	33/44	57	34	34/ 68	9.7
								NB INN	13	* 36	* 13	28/41	64	14	58/ 72	19.7
								SB INN	10	* 41	* 11	35/46	62	21	54/ 75	19.7
								NB MID	13	* 35	* 12	29/41	59	26	46/ 72	19.0
								SB MID	14	* 37	* 16	29/45	60	13	56/ 69	19.0
JEFFERSON	BRIDGE	PCC	136.7-137.7	9/63	1.0	85260	OCT 9	NB OUT	4	* 44	* 6	41/47	66	5	63/ 68	22.8
								SB OUT	5	* 39	* 10	36/46	62	9	57/ 66	22.8
								NB INN	3	* 40	* 3	38/41	69	16	61/ 77	41.4
								SB INN	3	* 45	* 11	38/49	71	12	65/ 77	41.4
								NB MID	3	* 38	* 4	36/40	59	21	46/ 67	38.5
								SB MID	3	* 36	* 5	34/39	65	16	58/ 74	38.5

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							INTERSTATE 71									
JEFFERSON	LOUISVIL	PCC	0.0- 5.0	9/68	5.0	32680	OCT 9	NB OUT	11	* 42 *	9	39/48	65	20	57/ 77	21.7
								SB OUT	10	* 42 *	9	39/48	66	13	59/ 72	21.7
								NB INN	11	* 48 *	8	44/52	73	8	69/ 77	14.5
								SB INN	10	* 49 *	11	44/55	77	17	67/ 84	14.5
JEFFERSON	1(20)6	PCC	6.2- 9.1	9/68	2.9	26790	SEP 23	NB OUT	6	* 42 *	16	33/49	68	7	64/ 71	24.6
								SB OUT	9	* 35 *	15	30/45	64	13	58/ 71	24.6
								NB INN	5	* 51 *	8	47/55	77	14	69/ 83	13.3
								SB INN	8	* 42 *	9	37/46	71	25	57/ 82	13.3
JEFFERSON -OLDHAM	1(28)9 1(29)15	PCC	9.1- 21.5	7/68	12.4	19090	SEP 23	NB OUT	19	* 40 *	17	31/48	71	13	64/ 77	11.1
								SB OUT	23	* 40 *	11	35/46	68	23	57/ 80	11.1
								NB INN	20	* 49 *	17	39/56	82	22	69/ 91	5.9
								SB INN	24	* 52 *	15	45/60	79	24	69/ 93	5.9
OLDHAM -HENRY	1(27)22	PCC	21.5- 27.7	7/69	6.2	12750	SEP 23	NB OUT	11	* 40 *	9	36/45	69	11	63/ 74	8.0
								SB OUT	11	* 45 *	11	39/50	69	14	62/ 76	8.0
								NB INN	11	* 48 *	16	39/55	81	8	78/ 86	2.4
								SB INN	9	* 53 *	6	49/55	79	12	75/ 87	2.4
HENRY	1(26)28 2(13)34	PCC	27.7- 37.2	5/68	9.5	11250	SEP 23	NB OUT	18	* 39 *	10	33/43	65	15	60/ 75	7.6
								SB OUT	18	* 42 *	7	39/46	67	17	57/ 74	7.6
								NB INN	17	* 51 *	11	47/58	80	19	70/ 89	2.1
								SB INN	17	* 55 *	10	50/60	83	10	78/ 88	2.1
HENRY -CARROLL	2(15)37	PCC	37.2- 44.3	12/68	7.1	11500	SEP 23	NB OUT	12	* 36 *	10	32/42	62	19	54/ 73	7.7
								SB OUT	14	* 42 *	7	38/45	66	14	60/ 74	7.7
								NB INN	10	* 50 *	12	43/55	75	10	70/ 80	1.8
								SB INN	13	* 51 *	9	47/56	80	13	74/ 87	1.8
CARROLL -GALLATIN	2(12)48 2(14)54	PCC	44.3- 56.9	1/68	12.6	11850	SEP 23	NB OUT	25	* 40 *	16	32/48	68	22	59/ 81	10.0
								SB OUT	22	* 44 *	13	37/50	66	14	59/ 73	10.0
								NB INN	24	* 53 *	16	44/60	81	25	68/ 93	2.7
								SB INN	22	* 56 *	11	50/61	81	23	67/ 90	2.7
GALLATIN	3(11)61	PCC	56.9- 61.8	1/68	4.9	12600	SEP 23	NB OUT	9	* 41 *	6	38/44	67	11	63/ 74	10.2
								SB OUT	10	* 41 *	9	36/45	65	20	56/ 76	10.2
								NB INN	9	* 44 *	7	41/48	76	12	72/ 84	2.7
								SB INN	9	* 50 *	8	47/55	77	11	71/ 82	2.7
GALLATIN	3(12)66	PCC	61.8- 69.9	1/68	8.1	13100	SEP 23	NB OUT	14	* 39 *	11	34/45	66	21	58/ 79	10.3
								SB OUT	15	* 41 *	13	34/47	64	19	57/ 76	10.3
								NB INN	15	* 47 *	11	41/52	75	21	65/ 86	2.8
								SB INN	16	* 50 *	9	45/54	77	11	70/ 81	2.8
BOONE	3(10)74	PCC	69.9- 77.6	1/68	7.7	14400	SEP 23	NB OUT	11	* 43 *	11	38/49	65	14	58/ 72	10.0
								SB OUT	11	* 41 *	6	38/44	67	10	62/ 72	10.0
								NB INN	10	* 54 *	12	48/60	77	17	70/ 87	2.9
								SB INN	12	* 52 *	10	46/56	80	13	73/ 86	2.9

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							INTERSTATE 75									
WHITLEY	1(40)0	PCC	0.0- 3.6	11/62	3.6	14320	JUL 23	NB OUT	6	* 38 *	8	35/43	65	11	60/ 71	14.5
								SB OUT	7	* 40 *	11	35/46	65	14	58/ 72	14.5
								NB INN	6	* 48 *	12	40/52	71	6	68/ 74	3.6
								SB INN	7	* 53 *	9	48/57	74	6	71/ 77	3.6
WHITLEY	1(8)4	PCC	3.6- 10.2	11/65	6.6	14320	JUL 23	NB OUT	13	* 41 *	11	36/47	70	14	63/ 77	11.6
								SB OUT	13	* 41 *	9	36/45	66	18	55/ 73	11.6
								NB INN	14	* 54 *	6	51/57	73	13	68/ 81	2.9
								SB INN	13	* 54 *	7	50/57	73	9	69/ 78	2.9
WHITLEY	1(17)11	PCC	10.2- 15.4	10/66	5.2	13880	JUL 23	NB OUT	7	* 37 *	11	31/42	61	7	57/ 64	10.9
								SB OUT	8	* 41 *	7	37/44	65	14	58/ 72	10.9
								NB INN	6	* 52 *	9	47/56	73	7	69/ 76	2.8
								SB INN	8	* 54 *	5	52/57	75	11	71/ 82	2.8
WHITLEY	1(23)16	PCC	15.4- 24.7	1/68	9.3	16190	JUL 23	NB OUT	15	* 42 *	6	38/44	66	11	59/ 70	9.4
								SB OUT	17	* 43 *	9	40/49	64	12	59/ 71	9.4
								NB INN	15	* 53 *	9	47/56	76	28	55/ 83	2.8
								SB INN	17	* 53 *	9	49/58	75	13	70/ 83	2.8
WHITLEY -LAUREL	2(20)25	PCC	24.7- 28.9	10/68	4.2	13770	JUL 23	NB OUT	6	* 41 *	10	39/49	66	15	58/ 73	7.7
								SB OUT	7	* 42 *	1	41/42	65	8	61/ 69	7.7
								NB INN	6	* 53 *	11	47/58	79	13	71/ 84	2.1
								SB INN	7	* 55 *	8	52/60	77	6	74/ 80	2.1
LAUREL	2(26)28	PCC	28.9- 34.4	10/69	5.5	17650	JUL 23	NB OUT	9	* 37 *	13	31/44	56	14	48/ 62	8.6
								SB OUT	9	* 38 *	6	35/41	62	16	56/ 72	8.6
								NB INN	10	* 47 *	9	41/50	73	15	64/ 79	3.2
								SB INN	9	* 51 *	7	48/55	75	11	70/ 81	3.2
LAUREL	2(24)35	PCC	34.4- 40.7	10/69	6.3	16150	JUL 23	NB OUT	11	* 34 *	10	30/40	59	22	50/ 72	8.4
								SB OUT	12	* 40 *	4	38/42	64	22	57/ 79	8.4
								NB INN	11	* 48 *	14	42/56	73	13	66/ 79	3.2
								SB INN	12	* 51 *	14	45/59	77	21	67/ 88	3.2
LAUREL	2(25)41	PCC	40.7- 46.9	10/69	6.2	15560	AUG 20	NB OUT	12	* 39 *	6	36/42	61	12	57/ 69	8.5
								SB OUT	12	* 40 *	8	36/44	62	13	56/ 69	8.5
								NB INN	12	* 49 *	12	44/56	70	11	65/ 76	3.2
								SB INN	13	* 50 *	12	46/58	74	14	67/ 81	3.2
LAUREL	2(28)47	PCC	46.9- 50.8	7/69	3.9	15560	AUG 20	NB OUT	8	* 39 *	10	35/45	60	13	55/ 68	8.9
								SB OUT	8	* 42 *	6	39/45	64	13	58/ 71	8.9
								NB INN	8	* 48 *	9	43/52	69	16	63/ 79	3.4
								SB INN	7	* 48 *	7	45/52	68	10	62/ 72	3.4
ROCKCASTLE	2(23)51	BIT	50.8- 59.0	10/69	8.2	15560	AUG 20	NB OUT	15	* 34 *	15	26/41	53	20	43/ 63	9.0
								SB OUT	16	* 34 *	9	29/38	54	18	48/ 66	9.0
								NB INN	16	* 41 *	12	37/49	63	26	50/ 76	3.7
								SB INN	16	* 43 *	12	36/48	66	15	60/ 75	3.7

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
INTERSTATE 75 (CONTINUED)															
ROCKCASTLE	3(24)60	BIT	59.0- 61.8	1/68	2.8	19070	AUG 20	NB OUT	6	* 35 *	7	31/38	55	22	42/ 64	12.3
								SB OUT	6	* 36 *	8	31/39	53	15	44/ 59	12.3
								NB INN	7	* 45 *	9	39/48	67	9	64/ 73	4.9
								SB INN	6	* 46 *	4	44/48	67	4	66/ 70	4.9
ROCKCASTLE	3(28)62	BIT	61.8- 65.2	7/68	3.4	19940	SEP 20	NB OUT	7	* 33 *	7	30/37	57	23	45/ 68	10.0
								SB OUT	7	* 33 *	8	29/37	55	7	52/ 59	10.0
								NB INN	6	* 46 *	8	43/51	74	14	69/ 83	4.4
								SB INN	6	* 43 *	8	38/46	70	12	62/ 74	4.4
ROCKCASTLE	3(27)65	PCC	65.2- 68.4	9/68	3.2	19940	SEP 20	NB OUT	5	* 35 *	6	32/38	60	10	54/ 64	11.5
								SB OUT	6	* 38 *	5	35/40	59	7	56/ 63	11.5
								NB INN	6	* 47 *	10	42/52	76	7	72/ 79	5.6
								SB INN	6	* 44 *	5	41/46	72	8	68/ 76	5.6
ROCKCASTLE -MADISON	3(23)69	PCC	68.4- 75.5	10/67	7.1	19940	SEP 20	NB OUT	14	* 37 *	7	33/40	62	12	57/ 69	12.9
								SB OUT	14	* 37 *	10	32/42	62	13	56/ 69	12.9
								NB INN	13	* 46 *	10	40/50	74	9	69/ 78	6.4
								SB INN	14	* 46 *	10	41/51	73	14	65/ 79	6.4
MADISON	3(12)76 3(13)81	PCC	75.5- 87.2	12/66	11.7	21170	SEP 20	NB OUT	23	* 38 *	9	33/42	65	14	58/ 72	15.2
								SB OUT	21	* 39 *	8	35/43	64	13	58/ 71	15.2
								NB INN	23	* 46 *	10	42/52	75	14	66/ 80	9.3
								SB INN	22	* 45 *	8	42/50	73	17	63/ 80	9.3
MADISON	3(36)87	BIT	87.2- 89.9	7/72	2.7	24300	SEP 20	NB OUT	5	* 32 *	5	29/34	54	4	52/ 56	6.3
								SB OUT	5	* 33 *	7	30/37	58	6	56/ 62	6.3
								NB INN	5	* 42 *	8	40/48	67	8	62/ 70	3.2
								SB INN	6	* 42 *	5	39/44	70	9	67/ 76	3.2
MADISON -FAYETTE	4(32)90	BIT	89.9-100.4	7/72	10.5	26710	SEP 20	NB OUT	20	* 35 *	12	31/43	59	17	52/ 69	6.7
								SB OUT	20	* 37 *	17	31/48	62	22	51/ 73	6.7
								NB INN	19	* 43 *	19	36/55	67	17	61/ 78	3.8
								SB INN	19	* 45 *	16	40/56	72	18	65/ 83	3.8
FAYETTE	4(17)100	PCC	100.4-103.7	11/63	3.3	26700	SEP 20	NB OUT	7	* 35 *	5	33/38	58	10	51/ 61	23.0
								SB OUT	7	* 36 *	4	34/38	62	20	54/ 74	23.0
								NB INN	7	* 43 *	8	37/45	72	5	69/ 74	13.8
								SB INN	6	* 44 *	7	40/47	71	12	65/ 77	13.8
FAYETTE	4(19)104	PCC	103.7-109.9	9/64	6.2	25130	SEP 20	NB OUT	11	* 35 *	7	31/38	60	15	52/ 67	17.6
								SB OUT	11	* 38 *	9	32/41	61	8	57/ 65	17.6
								NB INN	11	* 48 *	9	42/51	75	14	70/ 84	8.3
								SB INN	10	* 48 *	8	44/52	77	11	72/ 83	8.3
FAYETTE	I64A13.1	PCC	109.9-112.0	7/64	2.1	31260	OCT 9	NB OUT	5	* 44 *	8	41/49	67	13	59/ 72	23.3
								SB OUT	5	* 34 *	9	32/41	60	8	56/ 64	23.3
								NB INN	4	* 44 *	7	42/49	66	18	59/ 77	12.1
								SB INN	5	* 42 *	11	38/49	68	18	57/ 75	12.1

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
								INTERSTATE 75 (CONTINUED)								
FAYETTE	5(9)117 4(17)71*	PCC	112.0-118.4	8/64	6.4	21800	OCT 9	NB OUT	11	* 42	* 12	38/50	69	16	63/ 79	22.6
								SB OUT	13	* 40	* 11	33/44	66	19	55/ 74	22.6
								NB INN	13	* 51	* 10	45/55	78	16	68/ 84	12.7
								SB INN	13	* 44	* 13	38/51	72	23	59/ 82	12.7
										*	*					
FAYETTE -SCOTT	5(6)117 6(19)123	PCC	118.7-125.7	11/64	7.0	18400	OCT 9	NB OUT	11	* 42	* 9	38/47	68	17	59/ 76	22.0
								SB OUT	12	* 40	* 13	32/45	67	16	57/ 73	22.0
								NB INN	8	* 52	* 12	44/56	80	9	75/ 84	12.1
								SB INN	9	* 50	* 11	44/55	83	13	76/ 89	12.1
										*	*					
SCOTT	6(6)123 6(13)129	PCC	125.7-136.2	6/63	10.5	19100	OCT 9	NB OUT	21	* 40	* 9	36/45	65	16	56/ 72	19.7
								SB OUT	21	* 36	* 13	30/43	62	40	40/ 80	19.7
								NB INN	20	* 50	* 7	46/53	74	14	67/ 81	10.0
								SB INN	18	* 49	* 11	43/54	75	26	59/ 85	10.0
										*	*					
SCOTT -GRANT	6(9)134 6(14)138	PCC	136.2-144.4	8/63	8.2	18320	OCT 9	NB OUT	12	* 41	* 7	37/44	64	12	56/ 68	19.7
								SB OUT	14	* 37	* 13	31/44	63	19	54/ 73	19.7
								NB INN	13	* 50	* 6	47/53	78	15	70/ 85	9.0
								SB INN	14	* 50	* 12	43/55	72	21	59/ 80	9.0
										*	*					
GRANT	6(16)142 7(17)151	PCC	144.4-154.2	11/63	9.8	19000	OCT 9	NB OUT	20	* 39	* 11	33/44	62	17	55/ 72	21.0
								SB OUT	17	* 39	* 10	34/44	60	30	38/ 68	21.0
								NB INN	19	* 50	* 9	46/55	79	21	73/ 94	11.5
								SB INN	19	* 50	* 13	42/55	78	13	73/ 86	11.5
										*	*					
GRANT	7(12)153	PCC	154.2-158.5	8/62	4.3	21120	OCT 9	NB OUT	7	* 35	* 9	31/40	59	15	52/ 67	23.0
								SB OUT	9	* 37	* 8	34/42	61	13	57/ 70	23.0
								NB INN	8	* 44	* 7	42/49	70	9	66/ 75	12.4
								SB INN	8	* 44	* 9	41/50	74	7	69/ 76	12.4
										*	*					
GRANT	7(4)157	PCC	158.5-166.3	11/61	7.8	20930	OCT 9	NB OUT	15	* 37	* 11	32/43	60	17	53/ 70	25.9
								SB OUT	14	* 35	* 11	31/42	58	17	49/ 66	25.9
								NB INN	14	* 47	* 11	42/53	73	18	64/ 82	14.2
								SB INN	15	* 45	* 9	40/49	73	12	68/ 80	14.2
										*	*					
GRANT -KENTON	7(15)164	PC.	166.3-171.3	4/62	5.0	22500	OCT 9	NB OUT	10	* 42	* 10	37/47	67	9	63/ 72	31.0
								SB OUT	9	* 41	* 8	37/45	66	16	55/ 71	31.0
								NB INN	9	* 51	* 5	47/52	75	18	67/ 85	15.5
								SB INN	9	* 52	* 6	48/54	79	23	66/ 89	15.5
										*	*					
BOONE	7(10)169	PCC	171.3-175.2	4/62	3.9	41600	OCT 9	NB OUT	7	* 42	* 9	37/46	66	21	53/ 74	22.9
								SB OUT	9	* 34	* 9	29/38	54	28	32/ 60	22.9
								NB INN	9	* 45	* 13	38/51	72	10	65/ 75	15.8
								SB INN	7	* 42	* 9	39/48	71	20	63/ 83	15.8
								NB MID	5	* 41	* 1	41/42	63	14	56/ 70	21.2
								SB MID	4	* 38	* 8	34/42	58	5	57/ 62	21.2
										*	*					
BOONE	7(13)173	PCC	175.2-180.1	4/62	4.9	43700	OCT 9	NB OUT	10	* 39	* 10	35/45	60	12	56/ 68	27.1
								SB OUT	9	* 34	* 12	28/40	60	7	56/ 63	27.1
								NB INN	9	* 47	* 10	42/52	73	19	63/ 82	18.0
								SB INN	7	* 43	* 12	38/50	72	15	64/ 79	18.0
								NB MID	9	* 43	* 7	40/47	65	11	60/ 71	24.6
								SB MID	7	* 38	* 7	34/41	64	16	54/ 70	24.6
										*	*					

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INTERSTATE 75 (CONTINUED)																	
BOONE	7(14)178	PCC	180.1-183.3	4/62	3.2	50610	OCT	9	NB OUT	8	* 36 *	5	33/38	57	22	45/ 67	35.1
									SB OUT	6	* 36 *	6	32/38	66	11	62/ 73	35.1
									NB INN	6	* 45 *	5	43/48	73	8	68/ 76	33.4
									SB INN	6	* 43 *	7	40/47	72	16	62/ 78	33.4
									NB MID	6	* 37 *	3	36/39	57	6	55/ 61	34.3
									SB MID	6	* 38 *	9	32/41	64	13	58/ 71	34.3
KENTON	8(13)181	PCC	183.3-187.7	1/63	4.4	77000	OCT	9	NB OUT	8	* 33 *	11	26/37	49	21	37/ 58	40.0
									SB OUT	10	* 33 *	8	30/38	61	31	42/ 73	40.0
									NB INN	8	* 40 *	8	37/45	63	20	56/ 76	42.9
									SB INN	7	* 42 *	10	38/48	75	8	71/ 79	42.9
									NB MID	10	* 34 *	10	30/40	56	20	47/ 67	44.3
									SB MID	8	* 36 *	15	28/43	64	18	55/ 73	44.3
KENTON	8(7)185	PCC	187.7-191.1	7/62	3.4	90610	OCT	9	NB OUT	6	* 33 *	8	30/38	51	22	39/ 61	57.4
									SB OUT	6	* 31 *	4	28/32	50	31	39/ 70	57.4
									NB INN	6	* 35 *	15	27/42	53	17	41/ 58	63.6
									SB INN	7	* 36 *	11	32/43	58	10	52/ 62	63.6
									NB MID	6	* 29 *	5	27/32	48	20	38/ 58	55.7
									SB MID	8	* 33 *	11	28/39	51	23	38/ 61	55.7
KENTON	BRIDGE	PCC	191.5-192.1	6/63	0.6	7850	OCT	9	NB OUT	3	* 27 *	1	27/28	47	6	44/ 50	30.0
									SB OUT	4	* 31 *	1	30/31	52	18	41/ 59	30.0
									NB INN	3	* 31 *	1	31/32	51	13	43/ 56	60.6
									SB INN	4	* 30 *	4	28/32	53	8	49/ 57	60.6
									NB MID	3	* 28 *	4	27/31	53	3	52/ 55	57.5
									SB MID	4	* 28 *	8	24/32	51	23	39/ 62	57.5
INTERSTATE 264																	
JEFFERSON	LOUISVIL	PCC	0.0- 7.5	9/70	7.5	24820	OCT	9	EB OUT	15	* 40 *	14	34/48	66	23	55/ 78	6.5
									WB OUT	12	* 44 *	16	37/53	69	33	57/ 90	6.5
									EB INN	14	* 52 *	6	49/55	74	21	67/ 88	2.7
									WB INN	14	* 53 *	13	46/59	76	22	66/ 88	2.7
									EB MID	11	* 42 *	8	38/46	70	13	65/ 78	0.0
									WB MID	11	* 45 *	13	39/52	67	20	53/ 73	0.0
JEFFERSON	1(38)8	BIT	8.1- 19.7	9/69	11.6	84790	OCT	9	EB OUT	18	* 33 *	14	27/41	57	22	47/ 69	31.7
									WB OUT	25	* 39 *	15	32/47	63	24	50/ 74	31.7
									EB INN	19	* 39 *	12	33/45	64	16	57/ 73	26.2
									WB INN	24	* 42 *	13	35/48	65	29	48/ 77	26.2
JEFFERSON	1(12)20	PCC	20.2- 22.1	9/67	1.9	36090	OCT	9	EB OUT	4	* 45 *	10	40/50	67	18	56/ 74	23.3
									WB OUT	5	* 41 *	9	36/45	66	11	60/ 71	23.3
									EB INN	5	* 46 *	10	41/51	74	20	66/ 86	15.2
									WB INN	4	* 50 *	7	46/53	72	7	68/ 75	15.2

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								MOUNTAIN PARKWAY								
CLARK	EK 1-6	PCC	0.0- 4.3	11/62	4.3	5120	SEP 19	EB OUT	8	40	12	35/47	62	14	53/ 67	7.2
								WB OUT	8	38	10	34/44	65	19	57/ 76	7.2
								EB INN	8	54	8	50/58	74	17	63/ 80	0.8
								WB INN	8	56	5	53/58	87	12	82/ 94	0.8
CLARK	EK 1-7	PCC	4.3- 10.6	11/62	6.3	5120	SEP 19	EB OUT	13	39	4	38/42	62	8	58/ 66	7.2
								WB OUT	13	41	9	37/46	67	13	61/ 74	7.2
								EB INN	13	52	6	49/55	78	10	72/ 82	0.8
								WB INN	13	54	8	51/59	85	15	77/ 92	0.8
CLARK -POWELL	EK 1-8	PCC	10.6- 16.1	11/62	5.5	5120	SEP 19	EB OUT	10	37	5	34/39	62	9	57/ 66	7.2
								WB OUT	11	39	9	35/44	63	17	54/ 71	7.2
								EB INN	9	49	9	44/53	75	11	69/ 80	0.8
								WB INN	11	52	8	47/55	79	21	69/ 90	0.8
POWELL	EK 1-9	PCC	16.1- 18.9	11/62	2.8	5120	SEP 19	EB OUT	5	38	6	35/41	67	7	63/ 70	6.6
								WB OUT	5	39	6	36/42	67	20	57/ 77	6.6
								EB INN	5	50	8	47/55	78	12	72/ 84	0.7
								WB INN	6	52	6	49/55	81	7	77/ 84	0.7
POWELL	EK 1-10	PCC	18.9- 24.3	11/62	5.4	5120	SEP 19	EB OUT	11	35	10	29/39	64	18	57/ 75	6.6
								WB OUT	10	36	9	31/40	60	18	51/ 69	6.6
								EB INN	9	50	11	43/54	78	12	72/ 84	0.7
								WB INN	9	52	10	46/56	81	15	75/ 90	0.7
POWELL	EK 2-5	PCC	24.3- 28.0	11/62	3.7	4260	SEP 19	EB OUT	8	40	10	35/45	69	10	64/ 74	5.2
								WB OUT	8	42	6	40/46	69	22	59/ 81	5.2
								EB INN	7	55	8	51/59	82	9	77/ 86	0.6
								WB INN	7	54	8	50/58	82	10	78/ 88	0.6
POWELL	EK 2-2	PCC	28.0- 32.6	11/62	4.6	4260	SEP 19	EB OUT	10	40	12	34/46	68	18	61/ 79	5.3
								WB OUT	8	40	11	34/45	68	22	57/ 79	5.3
								EB INN	9	55	11	48/59	83	17	73/ 90	0.6
								WB INN	9	54	13	48/61	84	20	71/ 91	0.6
POWELL -WOLFE	EK 2-3	PCC	32.6- 36.9	12/62	4.3	4260	SEP 19	EB OUT	7	34	11	30/41	60	23	47/ 70	5.3
								WB OUT	7	38	9	34/43	64	14	56/ 70	5.3
								EB INN	6	56	5	53/58	78	14	71/ 85	0.6
								WB INN	7	55	9	49/58	85	15	80/ 95	0.6
WOLFE	EK 2-4	PCC	36.9- 42.7	12/62	5.8	4260	SEP 19	EB OUT	12	39	12	34/46	64	17	56/ 73	5.3
								WB OUT	11	36	13	30/43	62	25	50/ 75	5.3
								EB INN	11	50	13	42/55	73	24	58/ 82	0.6
								WB INN	8	52	8	47/55	83	20	74/ 94	0.6

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MOUNTAIN PARKWAY EXTENSION																
WOLFE	EKE 3-2	BIT	42.7- 49.1	11/63	6.4	1750	JUL 22	EB OUT	12	45	13	38/51	73	13	66/ 79	2.9
								WB OUT	10	44	12	37/49	70	10	65/ 75	2.9
								EB INN	2	53	10	48/58	89	12	83/ 95	0.0
								WB INN	3	51	8	46/54	79	17	68/ 85	0.0
WOLFE	EKE 4-1	BIT	49.1- 55.2	10/63	6.1	1750	JUL 22	EB OUT	12	49	11	42/53	77	20	69/ 89	2.8
								WB OUT	11	49	7	47/54	76	19	67/ 86	2.8
								EB INN	3	52	7	49/56	82	26	66/ 92	0.0
								WB INN	2	55	0	55/55	84	12	78/ 90	0.0
WOLFE -MORGAN	EKE 4-2	BIT	55.2- 59.3	11/63	4.1	1750	JUL 22	EB OUT	8	47	7	43/50	78	14	69/ 83	2.9
								WB OUT	8	47	9	41/50	77	20	67/ 87	2.9
								EB INN	1	51	0	51/51	93	0	93/ 93	0.0
								WB INN	1	52	0	52/52	86	0	86/ 86	0.0
MORGAN	EKE 4-3	BIT	59.3- 62.8	10/63	3.5	1730	JUL 22	EB OUT	6	47	6	44/50	73	9	70/ 79	2.7
								WB OUT	8	46	8	42/50	71	9	67/ 76	2.7
								EB INN	1	48	0	48/48	74	0	74/ 74	0.0
								WB INN	2	53	3	52/55	86	12	80/ 92	0.0
MAGOFFIN	EKE 4-4	BIT	62.8- 67.2	10/63	4.4	1730	JUL 22	EB OUT	9	41	16	33/49	69	18	59/ 77	2.9
								WB OUT	9	45	11	39/50	70	12	64/ 76	2.9
MAGOFFIN	EKE 5-1	BIT	67.2- 71.5	11/63	4.3	1730	JUL 22	EB OUT	8	41	14	34/48	65	19	53/ 72	2.9
								WB OUT	9	44	13	38/51	66	12	60/ 72	2.9
								EB INN	3	50	3	48/51	82	1	82/ 83	0.0
								WB INN	1	45	0	45/45	77	0	77/ 77	0.0
MAGOFFIN	EKE 5-2	BIT	71.5- 75.6	11/63	4.1	1000	JUL 22	EB OUT	6	45	11	40/51	65	27	48/ 75	2.4
								WB OUT	7	42	8	39/47	60	25	45/ 70	2.4
								EB INN	2	42	9	38/47	62	1	62/ 63	0.0
								WB INN	3	49	4	47/51	73	10	69/ 79	0.0

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)		LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
BLUE GRASS PARKWAY																	
HARDIN -NELSON	CK 11	BIT	0.0- 16.5	10/65	16.5	3470	OCT	8	EB OUT	31	* 57 *	12	51/63	78	35	59/ 94	5.2
									WB OUT	29	* 58 *	11	51/62	80	32	57/ 89	5.2
									EB INN	31	* 70 *	12	64/76	96	27	78/105	0.6
									WB INN	29	* 70 *	12	63/75	96	19	85/104	0.6
NELSON	CK 12-1	BIT	16.5- 24.3	10/65	7.8	3470	OCT	8	EB OUT	15	* 64 *	7	61/68	84	17	74/ 91	5.2
									WB OUT	14	* 62 *	9	58/67	81	20	70/ 90	5.2
									EB INN	15	* 74 *	9	70/79	95	12	89/101	0.6
									WB INN	14	* 72 *	8	67/75	99	14	93/107	0.6
NELSON	CK 12-2	PCC	24.3- 32.7	10/65	8.4	3650	OCT	8	EB OUT	16	* 49 *	13	41/54	77	15	71/ 86	5.4
									WB OUT	15	* 48 *	12	42/54	72	29	57/ 86	5.4
									EB INN	17	* 61 *	7	58/65	83	24	73/ 97	0.6
									WB INN	15	* 57 *	9	52/61	77	17	70/ 87	0.6
NELSON	CK 13-1	PCC	32.7- 39.3	10/65	6.6	3650	OCT	8	EB OUT	12	* 52 *	11	45/56	73	12	68/ 80	5.5
									WB OUT	11	* 47 *	10	43/53	74	10	69/ 79	5.5
									EB INN	12	* 56 *	8	52/60	79	16	71/ 87	0.7
									WB INN	12	* 59 *	9	55/64	85	20	74/ 94	0.7
WASHINGTON -ANDERSON	CK 13-2	PCC	39.3- 45.5	10/65	6.2	4400	OCT	8	EB OUT	12	* 50 *	8	45/53	74	16	69/ 85	6.0
									WB OUT	12	* 43 *	9	38/47	71	23	54/ 77	6.0
									EB INN	11	* 59 *	6	56/62	80	16	72/ 88	0.7
									WB INN	10	* 61 *	12	53/65	82	21	70/ 91	0.7
ANDERSON -MERCER	CK 14	PCC	45.5- 59.6	10/65	14.1	4450	OCT	8	EB OUT	27	* 47 *	15	39/54	73	19	64/ 83	6.4
									WB OUT	28	* 42 *	15	34/49	72	22	59/ 81	6.4
									EB INN	28	* 59 *	9	55/64	85	26	70/ 96	0.7
									WB INN	27	* 59 *	9	52/61	79	23	69/ 92	0.7
ANDERSON -WOODFORD	CK 15	BIT	59.6- 71.1	10/65	11.5	4900	OCT	8	EB OUT	22	* 49 *	12	44/56	73	13	67/ 80	3.7
									WB OUT	22	* 46 *	14	38/52	74	22	62/ 84	3.7
									EB INN	22	* 63 *	11	56/67	90	15	83/ 98	0.4
									WB INN	22	* 62 *	11	57/68	92	26	76/102	0.4

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WESTERN KENTUCKY PARKWAY																
LYON -CALDWELL	WK 11-1	BIT	3.7- 10.0	11/68	6.3	2290	JUL 30	EB OUT	7	50	9	44/53	76	10	73/ 83	1.7
								WB OUT	7	51	7	47/54	75	11	71/ 82	1.7
								EB INN	7	60	5	57/62	89	9	85/ 94	0.2
								WB INN	7	59	6	57/63	86	10	81/ 91	0.2
CALDWELL	WK 21-1	BIT	10.0- 14.9	9/63	4.9	3100	JUL 30	EB OUT	5	50	8	45/53	74	4	72/ 76	6.1
								WB OUT	7	49	4	47/51	71	12	66/ 78	6.1
								EB INN	5	58	1	57/58	75	13	70/ 83	0.7
								WB INN	8	59	9	54/63	74	13	68/ 81	0.7
CALDWELL	WK 21-2	BIT	14.9- 21.3	11/63	6.4	3100	JUL 30	EB OUT	11	51	9	47/56	74	9	70/ 79	5.2
								WB OUT	9	46	5	43/48	68	11	61/ 72	5.2
								EB INN	11	62	13	56/69	86	34	73/107	0.6
								WB INN	8	62	11	57/68	82	22	72/ 94	0.6
CALDWELL -HOPKINS	WK 21-3	BIT	21.3- 25.7	11/63	4.4	3100	JUL 30	EB OUT	4	51	4	49/53	77	16	66/ 82	4.2
								WB OUT	5	43	6	40/46	73	9	69/ 78	4.2
								EB INN	3	58	3	56/59	81	7	78/ 85	0.6
								WB INN	4	63	12	57/69	86	25	76/101	0.6
HOPKINS	WK 22-1	PCC	25.7- 37.2	11/63	11.5	3100	JUL 30	EB OUT	11	54	17	43/60	71	11	67/ 78	4.1
								WB OUT	23	50	10	46/56	74	17	66/ 83	4.1
								EB INN	11	53	10	48/58	75	10	70/ 80	0.4
								WB INN	23	52	9	48/57	80	12	73/ 85	0.4
HOPKINS -MUHLENBERG	WK 22-2	PCC	37.2- 43.8	11/63	6.6	3100	JUL 31	EB OUT	7	44	6	42/48	72	3	71/ 74	4.1
								WB OUT	6	48	8	44/52	68	14	60/ 74	4.1
								EB INN	9	53	9	49/58	76	10	71/ 81	0.5
								WB INN	7	52	8	47/55	72	8	69/ 77	0.5
MUHLENBERG	WK 23-1	PCC	43.8- 49.8	10/63	6.0	3100	JUL 31	EB OUT	10	47	10	43/53	73	9	69/ 78	3.2
								WB OUT	8	50	5	47/52	69	12	60/ 72	3.2
								EB INN	9	53	4	51/55	76	6	74/ 80	0.5
								WB INN	8	49	6	46/52	72	18	65/ 83	0.5
MUHLENBERG	WK 3-2	PCC	49.8- 55.5	10/63	5.7	3460	JUL 31	EB OUT	8	48	11	42/53	69	12	65/ 77	4.5
								WB OUT	9	47	9	43/52	66	13	58/ 71	4.5
								EB INN	9	53	7	49/56	75	13	68/ 81	0.5
								WB INN	9	52	10	47/57	72	9	68/ 77	0.5
MUHLENBERG	WK 23-2	PCC	55.5- 58.9	10/63	3.4	3460	JUL 31	EB OUT	4	46	3	44/47	68	7	66/ 73	4.8
								WB OUT	4	46	9	41/50	64	16	57/ 73	4.8
								EB INN	4	51	3	50/53	75	13	68/ 81	0.5
								WB INN	4	52	2	51/53	76	8	71/ 79	0.5
MUHLENBERG	WK 4-1	PCC	58.9- 65.6	10/63	6.7	3460	JUL 31	EB OUT	12	47	10	42/52	69	11	64/ 75	5.0
								WB OUT	11	48	9	43/52	68	13	63/ 76	5.0
								EB INN	13	49	9	45/54	70	11	63/ 74	0.6
								WB INN	10	52	5	49/54	71	10	67/ 77	0.6

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WESTERN KENTUCKY PARKWAY (CONTINUED)																
OHIO	WK 25-1	PCC	65.6- 71.8	10/63	6.2	3460	JUL 31	EB OUT	11	* 49 *	9	46/55	69	12	61/ 73	5.0
								WB OUT	8	* 49 *	6	45/51	68	13	63/ 76	5.0
								EB INN	11	* 52 *	6	50/56	72	18	66/ 84	0.6
								WB INN	7	* 49 *	5	47/52	69	9	65/ 74	0.6
OHIO	WK 25-2	PCC	71.8- 82.9	10/63	11.1	3360	SEP 24	EB OUT	16	* 51 *	13	44/57	76	14	70/ 84	5.1
								WB OUT	18	* 51 *	10	45/55	74	20	68/ 88	5.1
								EB INN	17	* 55 *	11	49/60	79	24	70/ 94	0.6
								WB INN	18	* 50 *	13	43/56	73	16	65/ 81	0.6
OHIO -GRAYSON	WK 26-1	PCC	83.1- 90.8	10/63	7.7	3360	SEP 24	EB OUT	13	* 47 *	15	39/54	79	20	70/ 90	5.1
								WB OUT	13	* 51 *	9	46/55	72	12	66/ 78	5.1
								EB INN	12	* 51 *	14	42/56	79	17	71/ 88	0.6
								WB INN	14	* 52 *	12	44/56	75	13	67/ 80	0.6
GRAYSON	WK 26-2	PCC	90.8- 98.5	10/63	7.7	3360	SEP 24	EB OUT	12	* 42 *	10	38/48	73	17	68/ 85	5.2
								WB OUT	12	* 52 *	11	47/58	76	10	72/ 82	5.2
								EB INN	9	* 53 *	9	49/58	81	15	73/ 88	0.6
								WB INN	11	* 51 *	10	45/55	76	25	61/ 86	0.6
GRAYSON	WK 27-1	PCC	98.5-106.5	10/63	8.0	3800	SEP 24	EB OUT	13	* 48 *	13	41/54	77	20	66/ 86	5.6
								WB OUT	14	* 53 *	10	48/58	79	14	74/ 88	5.6
								EB INN	14	* 51 *	11	45/56	79	19	70/ 89	0.6
								WB INN	14	* 52 *	11	46/57	78	16	68/ 84	0.6
GRAYSON	WK 27-2	PCC	106.5-117.3	10/63	10.8	3800	SEP 24	EB OUT	18	* 43 *	15	37/52	74	26	65/ 91	5.8
								WB OUT	19	* 48 *	16	38/54	75	26	59/ 85	5.8
								EB INN	19	* 53 *	10	47/57	81	23	66/ 89	0.6
								WB INN	19	* 56 *	10	51/61	80	21	70/ 91	0.6
GRAYSON -HARDIN	WK 28-1	BIT	117.3-123.6	8/63	6.3	3800	SEP 24	EB OUT	10	* 37 *	12	30/42	63	15	55/ 70	6.3
								WB OUT	11	* 40 *	5	38/43	64	11	56/ 67	6.3
								EB INN	9	* 56 *	10	50/60	80	19	70/ 89	0.7
								WB INN	11	* 57 *	10	51/61	84	14	76/ 90	0.7
HARDIN	WK 28-2	BIT	123.6-131.4	10/63	7.8	3800	SEP 24	EB OUT	14	* 43 *	8	38/46	70	19	63/ 82	6.2
								WB OUT	14	* 42 *	7	39/46	66	8	63/ 71	6.2
								EB INN	14	* 59 *	6	57/63	90	25	81/106	0.7
								WB INN	14	* 58 *	8	55/63	87	9	83/ 92	0.7
HARDIN	WK 28-3	BIT	131.4-136.8	8/63	5.4	3800	SEP 24	EB OUT	11	* 40 *	5	38/43	66	12	61/ 73	6.3
								WB OUT	11	* 41 *	8	37/45	64	19	55/ 74	6.3
								EB INN	10	* 58 *	9	52/61	85	8	82/ 90	0.7
								WB INN	10	* 56 *	4	54/58	82	11	77/ 88	0.7

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								GREEN RIVER PARKWAY								
WARREN	BOP 11-1	BIT	0.0- 7.1	8/73	7.1	5110	AUG 28	NB OUT	14	44	8	41/49	65	7	62/ 69	0.9
								SB OUT	14	43	10	37/47	67	23	62/ 85	0.9
								NB INN	13	52	6	47/55	74	9	70/ 79	0.1
								SB INN	14	47	9	44/53	72	14	65/ 79	0.1
WARREN	BOP 11-2	BIT	7.1- 17.8	8/73	10.7	5110	AUG 28	NB OUT	21	43	12	35/47	67	13	62/ 75	0.9
								SB OUT	19	44	11	36/47	69	15	64/ 79	0.9
								NB INN	21	49	10	45/55	71	14	64/ 78	0.1
								SB INN	20	49	11	44/55	77	14	70/ 84	0.1
BUTLER	BOP 12-1	BIT	17.8- 25.0	8/73	7.2	1910	AUG 28	NB OUT	14	45	6	42/48	69	8	65/ 73	0.3
								SB OUT	15	47	8	42/50	73	8	70/ 78	0.3
								NB INN	13	49	14	39/53	74	12	69/ 81	0.0
								SB INN	14	48	10	44/54	73	14	67/ 81	0.0
BUTLER	BOP 12-2	BIT	25.0- 32.6	8/73	7.6	1910	AUG 28	NB OUT	13	44	5	41/45	65	6	63/ 69	0.3
								SB OUT	14	46	9	42/51	71	11	65/ 76	0.3
								NB INN	14	51	5	48/53	71	5	68/ 73	0.0
								SB INN	14	49	7	46/53	73	9	67/ 76	0.0
BUTLER -OHIO	BOP 13-1	PCC	32.6- 42.3	1/73	9.7	1910	AUG 28	NB OUT	18	50	8	45/53	74	14	65/ 79	0.5
								SB OUT	20	51	12	44/56	80	9	75/ 84	0.5
								NB INN	18	46	10	40/50	73	13	67/ 80	0.0
								SB INN	18	47	9	42/51	78	10	72/ 82	0.0
OHIO	BOP 13-2	PCC	42.3- 52.6	1/73	10.3	1650	AUG 28	NB OUT	19	49	9	44/53	72	20	63/ 83	0.5
								SB OUT	19	51	11	47/58	78	16	71/ 87	0.5
								NB INN	19	46	11	40/51	70	12	62/ 74	0.0
								SB INN	18	48	10	44/54	76	12	69/ 81	0.0
OHIO -DAVIESS	BOP 14	PCC	52.6- 70.2	1/73	17.6	2190	AUG 28	NB OUT	27	51	11	44/55	77	14	71/ 85	0.6
								SB OUT	34	51	12	45/57	77	11	72/ 83	0.6
								NB INN	27	48	11	42/53	75	11	69/ 80	0.0
								SB INN	32	50	8	45/53	76	14	67/ 81	0.0

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CUMBERLAND PARKWAY																
BARREN	BSP 11-1	BIT	0.0- 8.2	2/73	8.2	1280	AUG 27	EB OUT	14	49	13	41/54	77	17	68/ 85	0.3
								WB OUT	15	50	14	42/56	76	15	71/ 86	0.3
								EB INN	13	58	13	50/63	80	14	73/ 87	0.0
								WB INN	13	57	9	52/61	77	9	73/ 82	0.0
BARREN	BSP 11-2	BIT	8.2- 15.0	2/73	6.8	1280	AUG 27	EB OUT	13	49	12	43/55	80	18	73/ 91	0.3
								WB OUT	14	58	8	53/61	84	25	67/ 92	0.3
								EB INN	12	59	8	54/62	86	17	80/ 97	0.0
								WB INN	12	49	9	44/53	75	9	70/ 79	0.0
BARREN -METCALF	BSP 12-1	BIT	15.0- 23.1	2/73	8.1	630	AUG 27	EB OUT	14	55	4	52/56	86	22	76/ 98	0.2
								WB OUT	13	53	5	50/55	76	9	72/ 81	0.2
								EB INN	14	61	10	57/67	91	19	84/103	0.0
								WB INN	13	59	8	55/63	82	14	76/ 90	0.0
METCALF	BSP 12-2	BIT	23.1- 33.0	2/73	9.9	630	AUG 27	EB OUT	17	49	13	42/55	81	15	72/ 87	0.2
								WB OUT	14	50	9	47/56	76	16	68/ 84	0.2
								EB INN	16	61	10	55/65	90	19	82/101	0.0
								WB INN	14	60	8	55/63	86	15	78/ 93	0.0
METCALF -ADAIR	BSP 13-1	BIT	33.0- 43.1	9/73	10.1	630	AUG 20	EB OUT	19	53	7	50/57	79	10	74/ 84	0.1
								WB OUT	18	53	8	49/57	83	16	75/ 91	0.1
								EB INN	18	56	11	49/60	83	10	79/ 89	0.0
								WB INN	18	59	10	54/64	88	16	78/ 94	0.0
ADAIR	BSP 13-2	BIT	43.1- 53.5	9/73	10.4	630	AUG 20	EB OUT	19	50	10	46/56	76	20	67/ 87	0.1
								WB OUT	16	53	9	48/57	78	13	71/ 84	0.1
								EB INN	20	55	9	52/61	83	9	79/ 88	0.0
								WB INN	19	57	9	53/62	81	12	76/ 88	0.0
ADAIR -RUSSELL	BSP 14-1	BIT	53.5- 61.9	9/73	8.4	700	AUG 20	EB OUT	17	46	5	43/48	70	11	63/ 74	0.1
								WB OUT	16	46	6	44/50	70	9	66/ 75	0.1
								EB INN	17	56	7	52/59	82	8	78/ 86	0.0
								WB INN	16	55	9	50/59	80	7	76/ 83	0.0
RUSSELL	BSP 14-2	BIT	61.9- 70.8	1/74	8.9	700	AUG 20	EB OUT	18	45	11	39/50	71	15	64/ 79	0.1
								WB OUT	15	51	14	44/58	75	18	67/ 85	0.1
								EB INN	18	56	9	50/59	82	14	74/ 88	0.0
								WB INN	16	51	13	45/58	75	20	64/ 84	0.0
RUSSELL -PULASKI	BSP 15-1	BIT	70.8- 76.1	1/74	5.3	0	AUG 20	EB OUT	10	47	5	44/49	70	8	67/ 75	0.0
								WB OUT	10	47	6	44/50	69	7	65/ 72	0.0
								EB INN	9	51	8	46/54	75	13	67/ 80	0.0
								WB INN	10	54	7	50/57	76	8	71/ 79	0.0
PULASKI	BSP 15-2	BIT	76.1- 84.3	1/74	8.2	0	AUG 20	EB OUT	14	46	8	42/50	72	13	66/ 79	0.0
								WB OUT	16	47	9	42/51	70	12	64/ 76	0.0
								EB INN	15	52	7	49/56	79	10	72/ 82	0.0
								WB INN	16	52	8	48/56	78	17	68/ 85	0.0
PULASKI	BSP 15-5	BIT	84.3- 87.5	1/74	3.2	0	AUG 20	EB OUT	4	47	8	43/51	71	15	66/ 81	0.0
								WB OUT	5	49	4	46/50	68	6	65/ 71	0.0
								EB INN	7	54	6	51/57	83	12	78/ 90	0.0
								WB INN	6	52	7	48/55	80	14	73/ 87	0.0

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
PENNYRILE PARKWAY AND US41 CONNECTORS																
CHRISTIAN	PEN 12	PCC	6.8- 10.9	11/68	4.1	5160	JUL 31	NB OUT	5	* 48 *	7	44/51	70	20	62/ 82	2.7
								SB OUT	7	* 46 *	7	43/50	68	15	61/ 76	2.7
								NB INN	5	* 52 *	3	51/54	77	4	75/ 79	0.3
								SB INN	7	* 50 *	5	48/53	78	17	70/ 87	0.3
CHRISTIAN	PEN 13	PCC	10.9- 16.3	11/68	5.4	3560	JUL 31	NB OUT	10	* 48 *	10	41/51	71	7	68/ 75	2.5
								SB OUT	8	* 50 *	10	43/53	75	14	69/ 83	2.5
								NB INN	10	* 51 *	6	48/54	76	15	69/ 84	0.3
								SB INN	8	* 51 *	10	45/55	78	10	72/ 82	0.3
CHRISTIAN	PEN 14	PCC	16.3- 22.9	9/68	6.6	3560	JUL 31	NB OUT	9	* 45 *	9	41/50	72	7	70/ 77	2.6
								SB OUT	9	* 48 *	11	41/52	72	9	66/ 75	2.6
								NB INN	9	* 48 *	6	45/51	74	14	67/ 81	0.3
								SB INN	10	* 53 *	3	52/55	80	9	75/ 84	0.3
CHRISTIAN -HOPKINS	PEN 15	PCC	22.9- 30.1	9/68	7.2	3560	JUL 31	NB OUT	10	* 45 *	8	43/51	72	15	66/ 81	2.6
								SB OUT	10	* 47 *	12	40/52	66	12	59/ 71	2.6
								NB INN	10	* 48 *	8	42/50	74	11	66/ 77	0.3
								SB INN	9	* 54 *	4	52/56	74	12	68/ 80	0.3
HOPKINS	54-310-F	PCC	30.1- 44.6	2/64	14.5	8590	OCT 15	NB OUT	26	* 46 *	14	39/53	70	27	53/ 80	12.4
								SB OUT	28	* 47 *	13	39/52	70	25	58/ 83	12.4
								NB INN	26	* 57 *	7	53/60	83	24	69/ 93	2.0
								SB INN	27	* 57 *	10	52/62	83	23	70/ 93	2.0
HOPKINS	PEN 16	PCC	44.6- 53.4	7/68	8.8	5160	OCT 15	NB OUT	14	* 51 *	6	48/54	75	14	69/ 83	2.1
								SB OUT	17	* 48 *	8	45/53	70	13	63/ 76	2.1
								NB INN	16	* 56 *	9	51/60	82	19	76/ 95	0.2
								SB INN	17	* 54 *	10	49/59	74	13	67/ 80	0.2
HOPKINS -WEBSTER	PEN 17	PCC	53.4- 61.8	7/69	8.4	5050	OCT 15	NB OUT	14	* 53 *	9	49/58	74	17	65/ 82	2.1
								SB OUT	16	* 49 *	8	44/52	71	8	67/ 75	2.1
								NB INN	15	* 57 *	9	53/62	80	21	68/ 89	0.2
								SB INN	16	* 57 *	6	54/60	77	11	72/ 83	0.2
WEBSTER -HENDERSON	PEN 18	PCC	61.8- 70.3	7/69	8.5	5050	OCT 15	NB OUT	16	* 49 *	10	44/54	68	19	59/ 78	2.1
								SB OUT	14	* 46 *	12	41/53	72	11	66/ 77	2.1
								NB INN	15	* 55 *	7	52/59	79	20	68/ 88	0.2
								SB INN	15	* 58 *	3	57/60	83	18	79/ 97	0.2
HENDERSON	PEN 19	PCC	70.3- 78.4	11/68	8.1	4150	OCT 15	NB OUT	13	* 52 *	7	49/56	75	11	71/ 82	2.3
								SB OUT	17	* 45 *	11	40/51	71	17	62/ 79	2.3
								NB INN	14	* 55 *	10	48/58	78	21	68/ 89	0.2
								SB INN	16	* 58 *	6	55/61	80	20	72/ 92	0.2
HENDERSON	51-299-I	PCC	13.4- 16.2	2/64	2.8	13500	OCT 15	NB OUT	5	* 40 *	12	32/44	63	14	55/ 69	27.4
								SB OUT	5	* 41 *	7	39/46	62	7	59/ 66	27.4
								NB INN	4	* 50 *	12	44/56	69	11	63/ 74	12.0
								SB INN	5	* 53 *	11	49/60	76	8	73/ 81	12.0

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
JACKSON PURCHASE PARKWAY AND MAYFIELD BYPASS																
FULTON	JPP 1-3	BIT	0.0- 2.0	11/68	2.0	1150	JUL 30	NB OUT	4	51	1	50/51	78	8	74/ 82	0.6
								SB OUT	4	46	8	42/50	71	3	69/ 72	0.6
								NB INN	4	53	4	51/55	79	14	74/ 88	0.1
								SB INN	4	53	9	48/57	77	15	67/ 82	0.1
FULTON -HICKMAN	JPP 11-1	BIT	2.0- 8.4	11/68	6.4	1230	JUL 30	NB OUT	12	50	7	46/53	78	14	72/ 86	2.8
								SB OUT	11	49	10	43/53	77	13	71/ 84	2.8
								NB INN	12	52	4	49/53	82	15	71/ 86	0.3
								SB INN	10	51	9	47/56	77	11	71/ 82	0.3
GRAVES	JPP 11-2	BIT	8.4- 13.6	11/68	5.2	1230	JUL 30	NB OUT	8	49	4	47/51	81	13	75/ 88	2.2
								SB OUT	9	45	8	41/49	74	15	69/ 84	2.2
								NB INN	8	51	4	49/53	80	6	76/ 82	0.2
								SB INN	8	43	11	38/49	74	8	70/ 78	0.2
GRAVES	JPP 12	BIT	13.6- 21.9	11/68	8.3	1230	JUL 30	NB OUT	11	49	5	46/51	76	10	71/ 81	2.2
								SB OUT	10	43	8	40/48	73	24	64/ 88	2.2
								NB INN	10	49	3	47/50	78	15	70/ 85	0.2
								SB INN	10	46	8	42/50	73	13	68/ 81	0.2
GRAVES	MAYF BYP	BIT	21.9- 25.1	11/67	3.2	4130	JUL 30	SB OUT	5	40	9	37/46	63	13	58/ 71	3.4
								SB INN	4	55	8	50/58	86	9	80/ 89	0.4
GRAVES -MARSHALL	JPP 13	BIT	25.1- 39.8	11/68	14.7	4150	JUL 30	NB OUT	23	47	11	42/53	75	19	64/ 83	2.5
								SB OUT	27	45	11	39/50	71	23	58/ 81	2.5
								NB INN	23	61	12	57/69	89	18	81/ 99	0.3
								SB INN	26	61	12	56/68	88	17	77/ 94	0.3
MARSHALL	JPP 14	BIT	39.8- 52.3	11/68	12.5	4150	JUL 30	NB OUT	19	46	13	40/53	79	27	65/ 92	2.5
								SB OUT	22	46	9	42/51	73	18	63/ 81	2.5
								NB INN	19	61	7	58/65	92	15	83/ 98	0.3
								SB INN	22	61	9	56/65	88	11	81/ 92	0.3

COUNTY	PROJECT NUMBER	SURFACE	MILE MARKER	COMPL DATE	LENGTH (MILES)	1973 AADT	DATE TESTED (1974)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	CUMULATIVE TRAFFIC (MILLIONS)
AUDUBON PARKWAY AND OWENSBORO BYPASS																
HENDERSON	RVP 1	PCC	0.0- 8.6	6/70	8.6	2490	OCT 15	EB OUT	17	* 53 *	10	47/57	74	14	69/ 83	0.8
								WB OUT	16	* 55 *	10	49/59	76	16	67/ 83	0.8
								EB INN	17	* 51 *	5	49/54	74	13	68/ 81	0.1
								WB INN	13	* 49 *	11	43/54	74	19	65/ 84	0.1
HENDERSON	RVP 12	PCC	8.6- 15.9	6/70	7.3	2490	OCT 15	EB OUT	15	* 58 *	9	54/63	79	14	72/ 86	0.8
								WB OUT	13	* 55 *	8	50/58	81	17	70/ 87	0.8
								EB INN	13	* 56 *	9	51/60	77	15	71/ 86	0.1
								WB INN	13	* 54 *	9	50/59	77	18	69/ 87	0.1
DAVIESS	RVP 14	PCC	15.9- 23.5	4/71	7.6	2490	OCT 15	EB OUT	15	* 58 *	12	51/63	78	20	71/ 91	0.8
								WB OUT	14	* 56 *	9	52/61	80	12	74/ 86	0.8
								EB INN	15	* 59 *	8	54/62	81	21	70/ 91	0.1
								WB INN	14	* 56 *	5	54/59	78	20	70/ 90	0.1
DAVIESS	30-187-C	PCC	0.0- 10.2	12/71	10.2	6810	OCT 15	EB OUT	21	* 51 *	12	47/59	73	14	67/ 81	3.3
								WB OUT	19	* 52 *	10	47/57	74	16	66/ 82	3.3
								EB INN	21	* 58 *	5	55/61	79	23	67/ 90	0.5
								WB INN	19	* 58 *	10	53/63	80	22	68/ 90	0.5
DANIEL BOONE PARKWAY																
LAUREL	DBP 1-1	PCC	0.0- 1.1	12/70	1.1	2220	JUL 23	EB OUT	5	* 37 *	11	32/43	66	11	61/ 72	1.4
								WB OUT	5	* 37 *	7	34/41	69	5	67/ 72	1.4
								EB INN	2	* 48 *	7	44/51	81	4	79/ 83	0.1
								WB INN	1	* 42 *	0	42/42	60	0	60/ 60	0.1
LAUREL	DBP 11	PCC	1.1- 8.8	10/71	7.7	1950	JUL 23	EB OUT	14	* 38 *	14	30/44	66	27	53/ 80	1.0
								WB OUT	14	* 41 *	14	35/49	72	21	59/ 80	1.0
LAUREL -CLAY	DBP 12-1	BIT	8.8- 15.0	10/71	6.2	1690	JUL 23	EB OUT	12	* 39 *	10	34/44	68	17	60/ 77	0.9
								WB OUT	12	* 46 *	8	42/50	75	17	67/ 84	0.9
								EB INN	2	* 53 *	2	52/54	81	9	76/ 85	0.0
								WB INN	4	* 57 *	5	55/60	87	13	80/ 93	0.0
CLAY	DBP 12-2	BIT	15.0- 20.5	10/71	5.5	1690	JUL 23	EB OUT	11	* 42 *	12	35/47	69	20	61/ 81	0.9
								WB OUT	10	* 43 *	6	40/46	75	12	70/ 82	0.9
								EB INN	3	* 54 *	4	52/56	75	7	72/ 79	0.0
								WB INN	3	* 57 *	4	56/60	89	12	81/ 93	0.0
CLAY	DBP 13	PCC	20.5- 35.3	6/74	14.8	0	JUL 23	EB OUT	28	* 49 *	15	40/55	78	27	59/ 86	0.0
								WB OUT	28	* 53 *	11	46/57	81	23	67/ 90	0.0
								EB INN	2	* 47 *	6	44/50	75	11	69/ 80	0.0
								WB INN	3	* 55 *	7	51/58	86	3	84/ 87	0.0

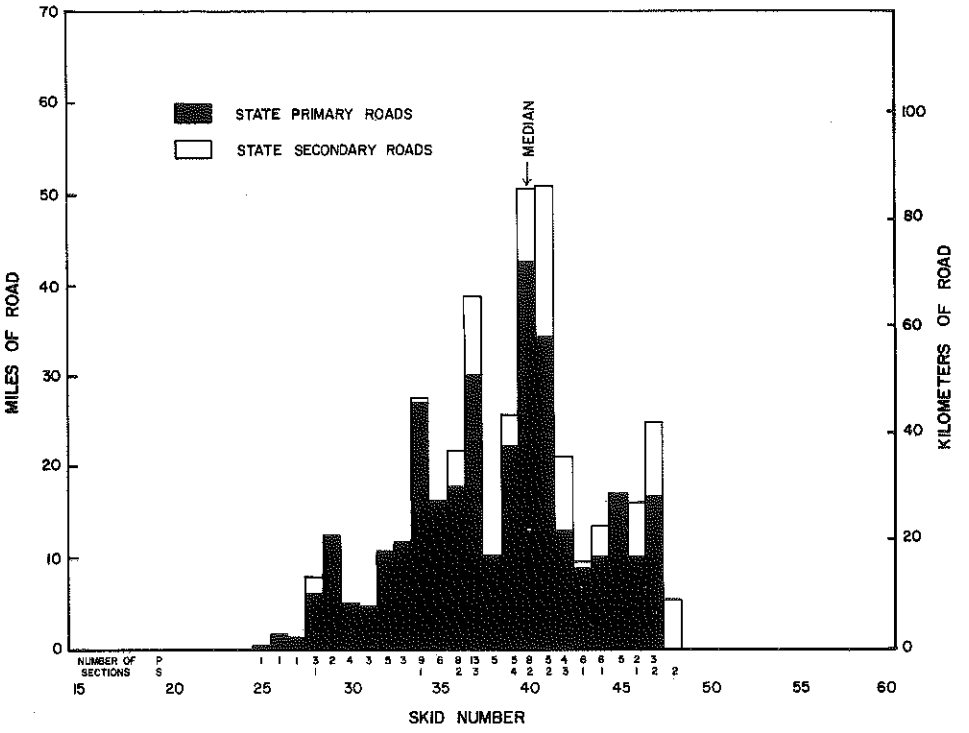
APPENDIX D

Graphs of Distributions of Skid Numbers for Each Highway District (1975 Survey)

and

Data from Skid-Test Survey of Primary and Secondary Roads in 1975 (by Highway District)

Figure D1. Distribution of Skid Numbers on 331 Miles (533 km) of State Primary Roads and 75 Miles (121 km) of State Secondary Roads in District 1.



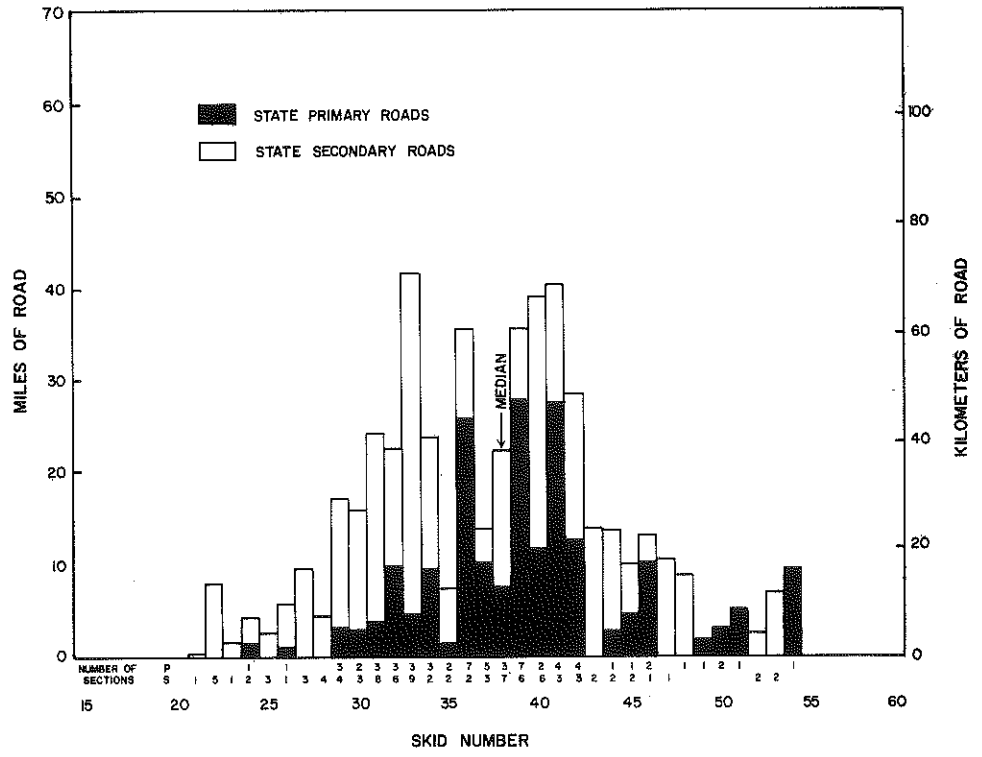
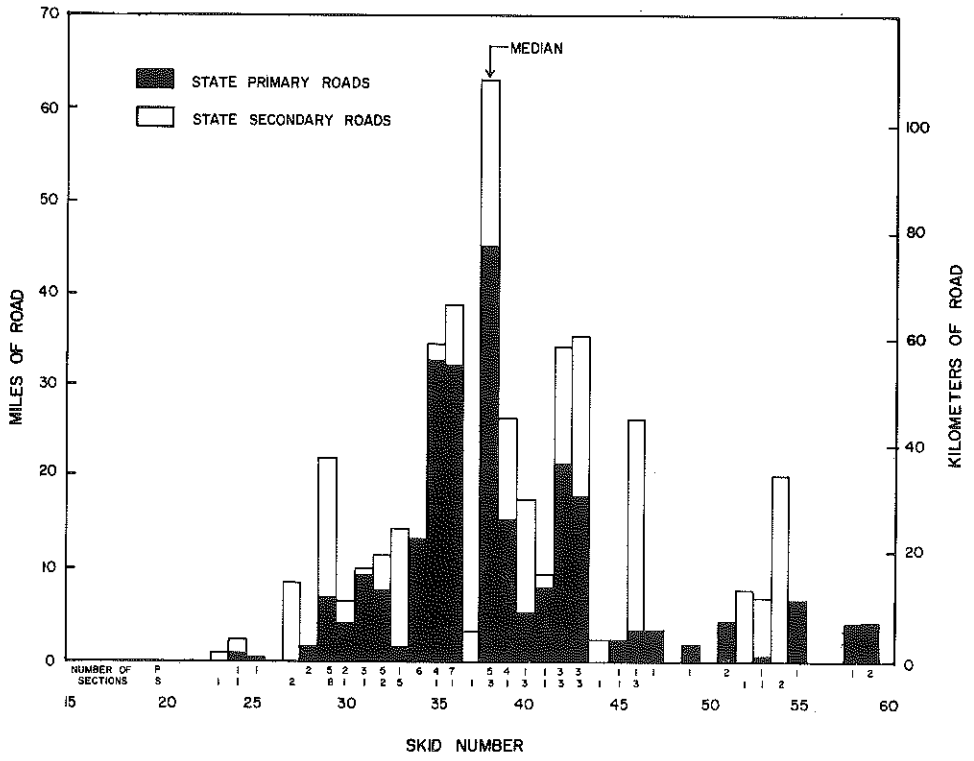


Figure D2. Distribution of Skid Numbers on 206 Miles (332 km) of State Primary Roads and 295 Miles (475 km) of State Secondary Roads in District 2.

Figure D3. Distribution of Skid Numbers on 255 Miles (410 km) of State Primary Roads and 190 Miles (306 km) of State Secondary Roads in District 3.



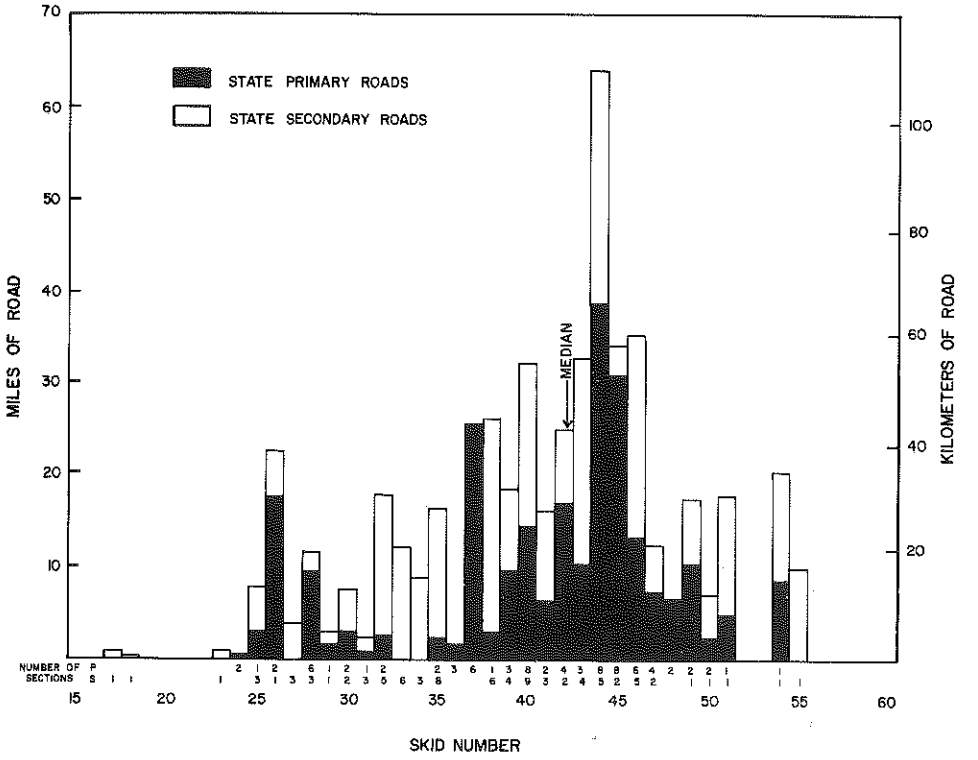
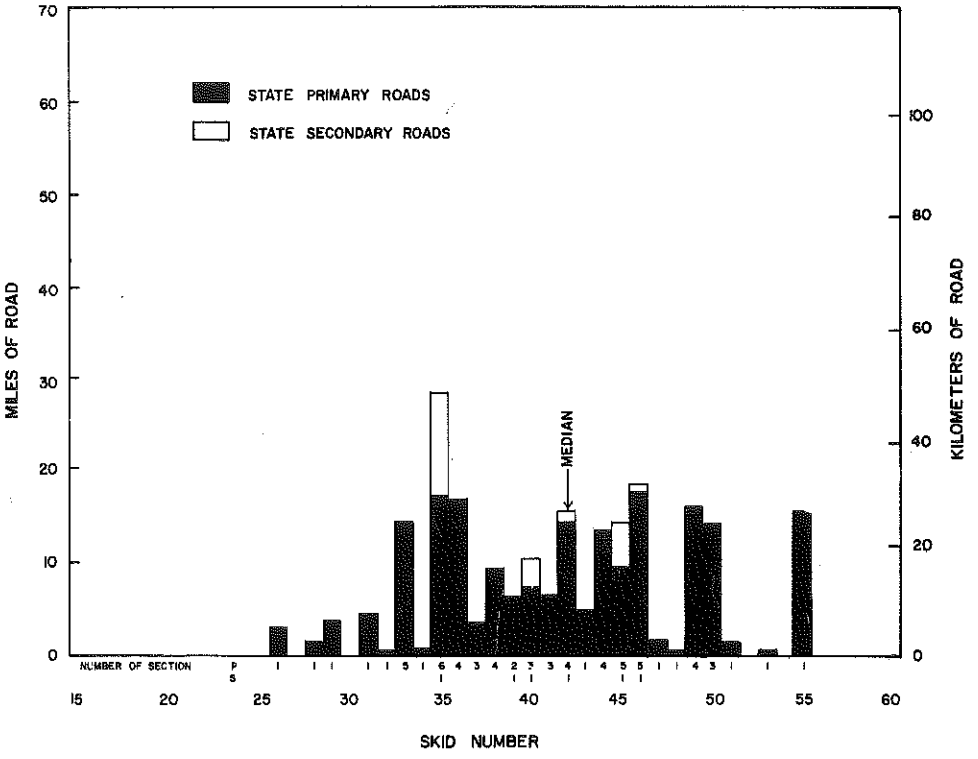


Figure D4. Distribution of Skid Numbers on 253 Miles (407 km) of State Primary Roads and 268 Miles (431 km) of State Secondary Roads in District 4.

Figure D5. Distribution of Skid Numbers on 206 Miles (332 km) of State Primary Roads and 21 Miles (34 km) of State Secondary Roads in District 5.



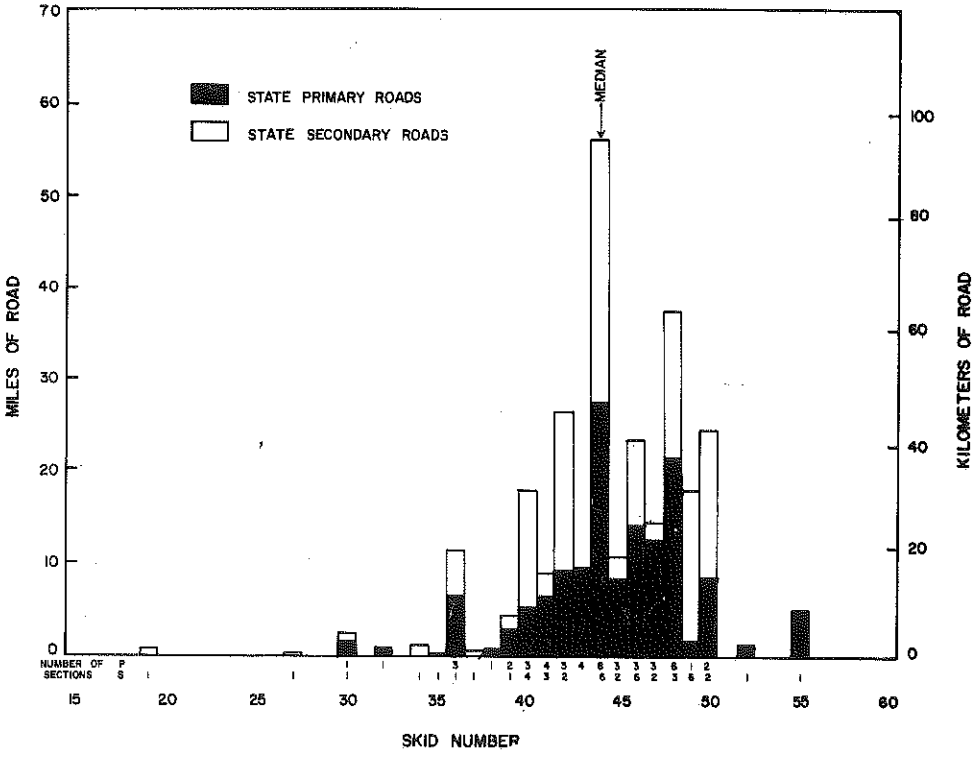
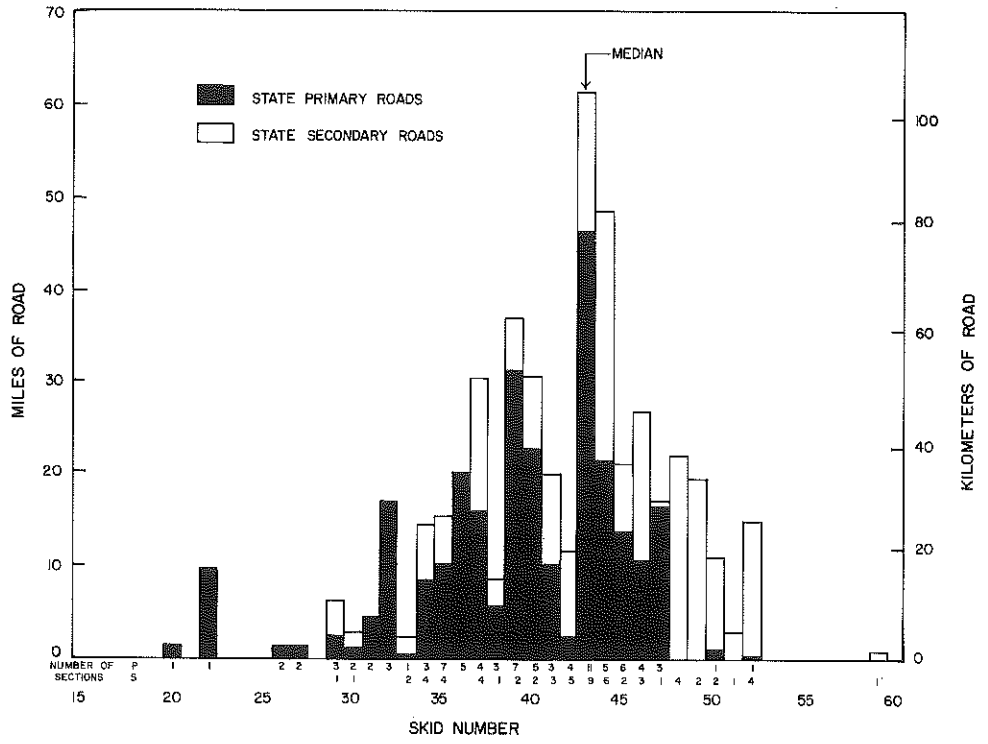


Figure D6. Distribution of Skid Numbers on 145 Miles (233 km) of State Primary Roads and 134 Miles (216 km) of State Secondary Roads in District 6.

Figure D7. Distribution of Skid Numbers on 270 Miles (435 km) of State Primary Roads and 213 Miles (343 km) of State Secondary Roads in District 7.



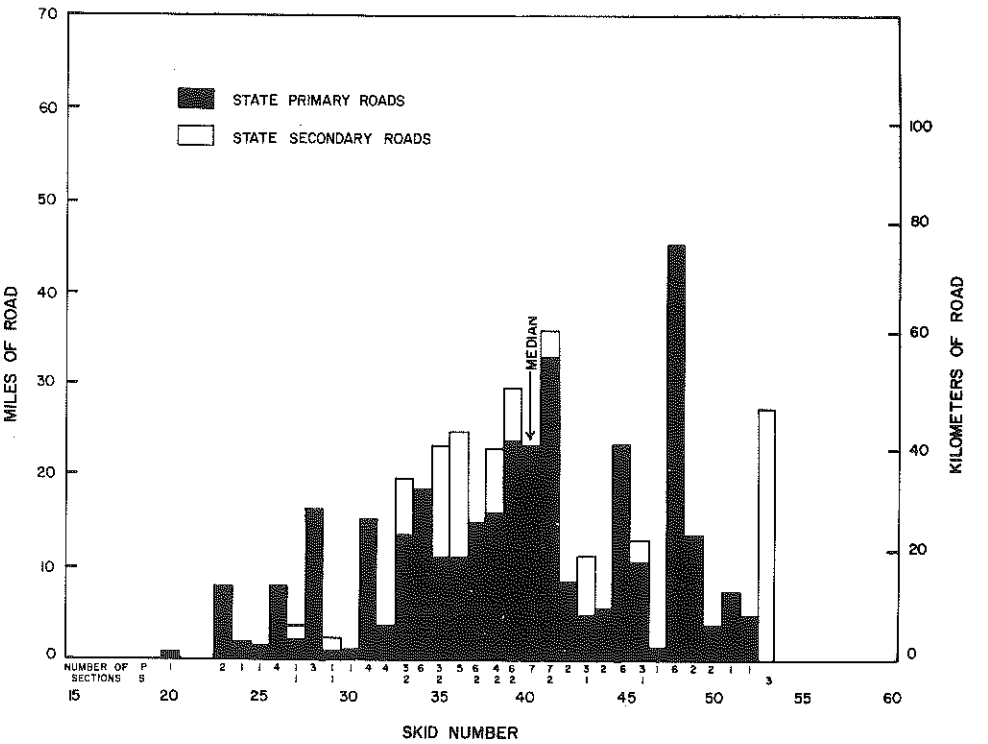
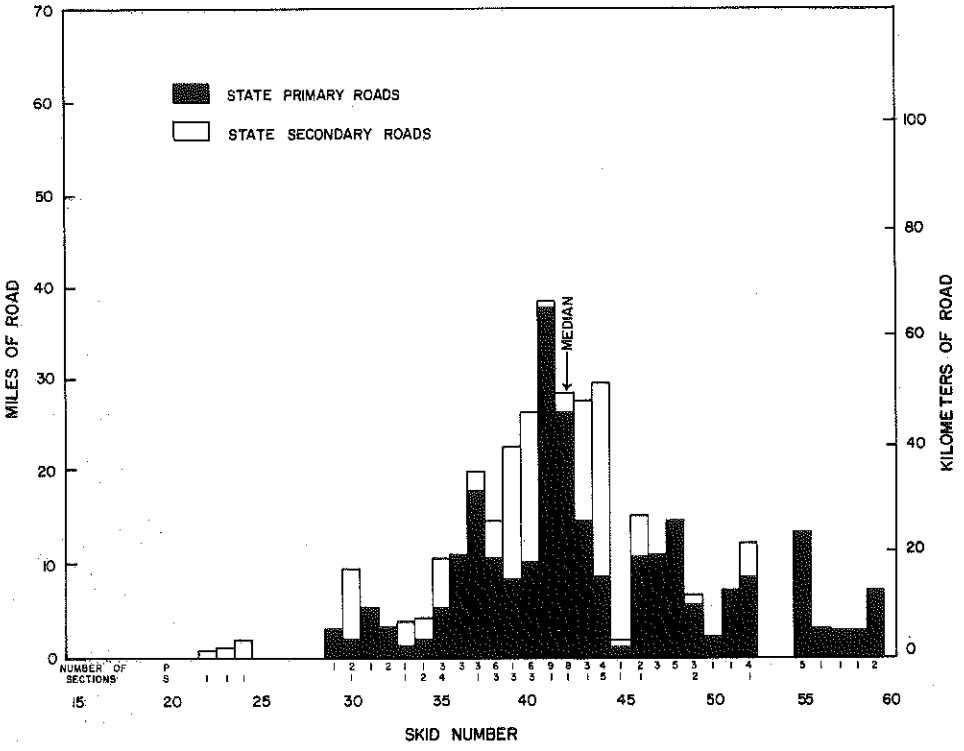


Figure D8. Distribution of Skid Numbers on 356 Miles (573 km) of State Primary Roads and 83 Miles (133 km) of State Secondary Roads in District 8.

Figure D9. Distribution of Skid Numbers on 253 Miles (407 km) of State Primary Roads and 104 Miles (167 km) of State Secondary Roads in District 9.



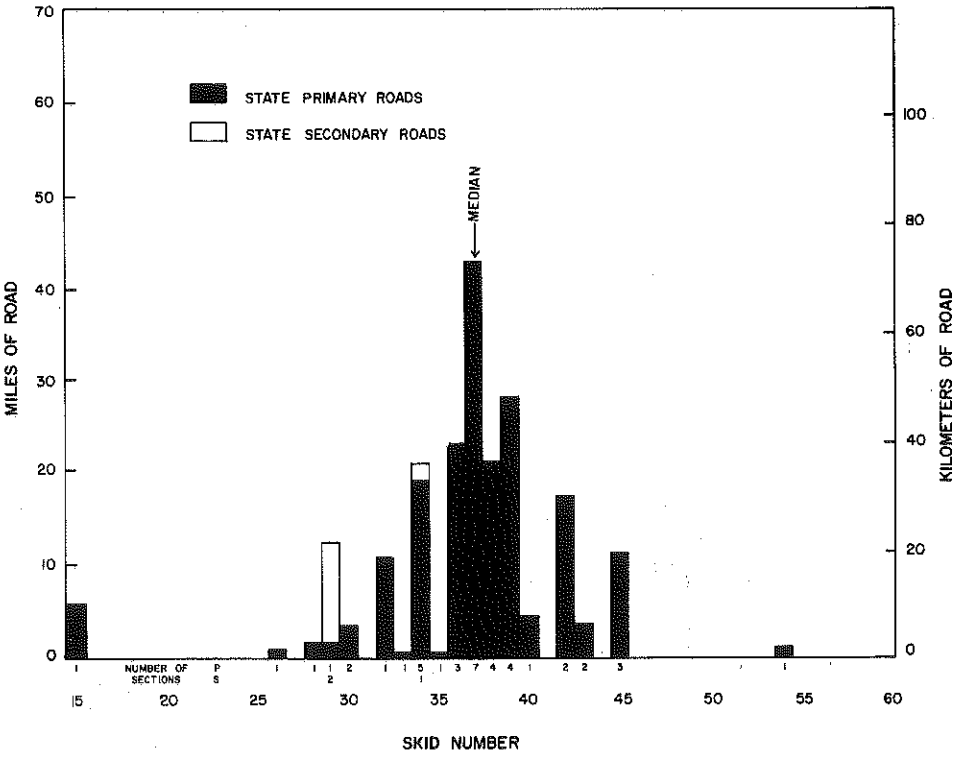
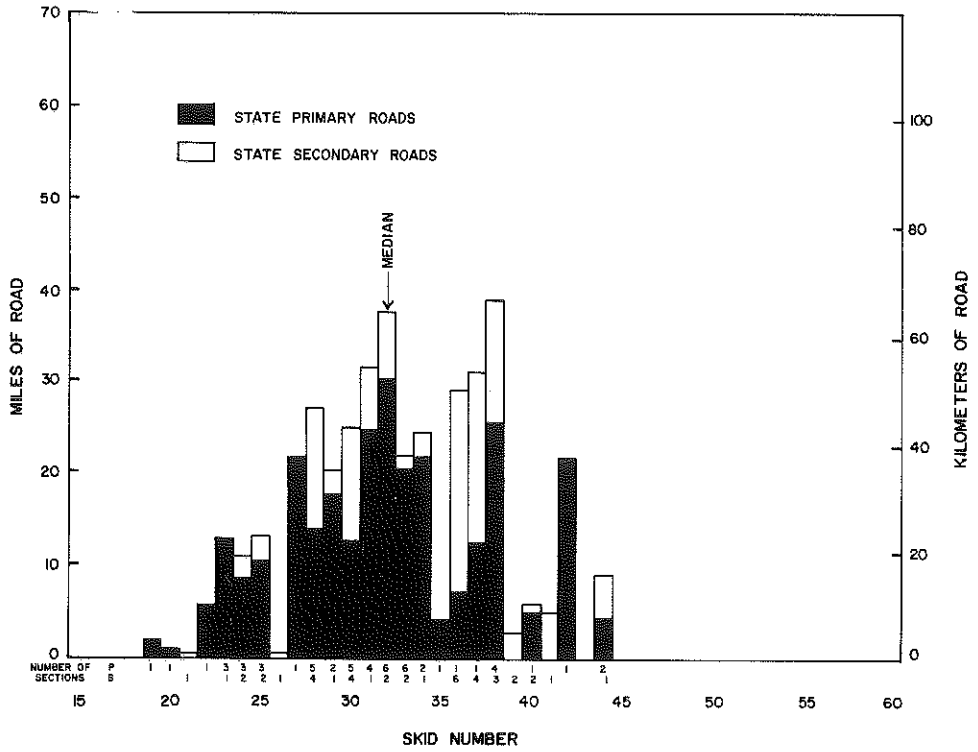


Figure D10. Distribution of Skid Numbers on 198 Miles (319 km) of State Primary Roads and 12 Miles (19 km) of State Secondary Roads in District 10.

Figure D11. Distribution of Skid Numbers on 284 Miles (457 km) of State Primary Roads and 119 miles (192 km) of State Secondary Roads in District 11.



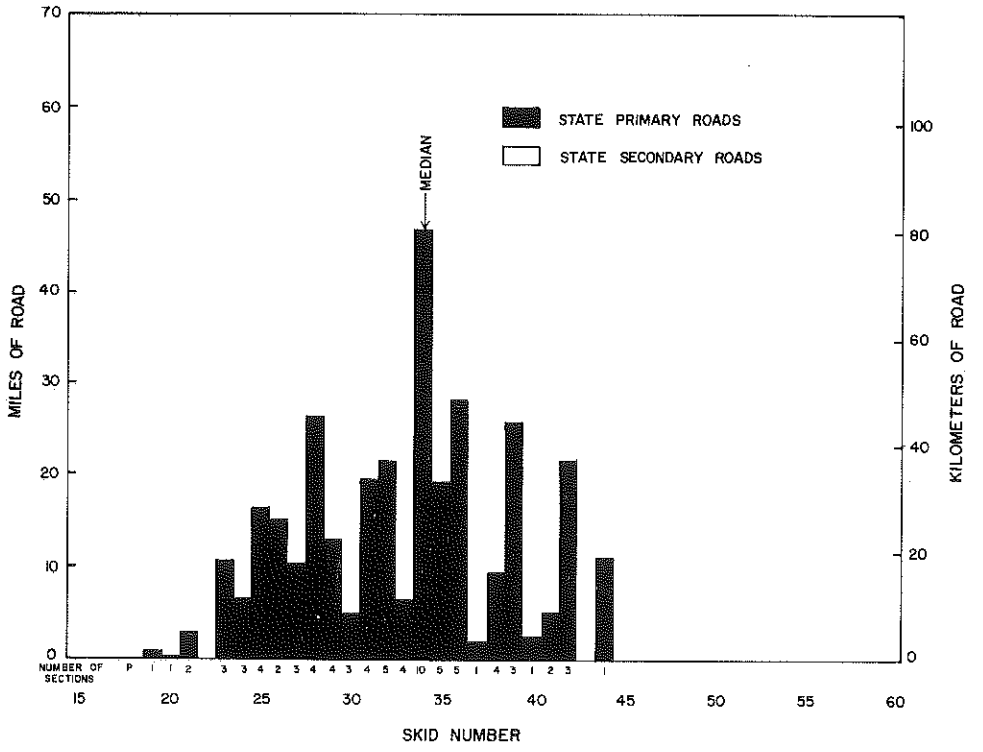


Figure D12. Distribution of Skid Numbers on 325 Miles (523 km) of State Primary Roads in District 12.

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 45	FULTON	SS	FULTON			0.8	0.0- 0.8	8000	JUN 4	SB OUT	1	39	0	39/39	62	0	62/ 62
US 45	FULTON	SS	447 A	BIT		0.8	0.8- 1.6	5820	JUN 4	NB OUT	2	44	4	42/46	65	4	63/ 67
										SB OUT	3	40	5	38/43	61	2	60/ 62
US 45	FULTON	SS	87 L	BIT	09/73	1.3	1.6- 2.9	5140	JUN 4	NB OUT	2	47	3	46/49	73	9	68/ 77
										SB OUT	3	47	2	46/48	70	4	68/ 72
US 45	HICKMAN	SS	89 E	BIT	09/73	3.4	0.0- 3.4	2480	JUN 4	NB OUT	7	49	3	48/51	74	7	71/ 78
										SB OUT	7	46	3	45/48	71	4	69/ 73
US 45	GRAVES	SS	1288AB	BIT	01/63	0.5	0.2- 0.7	1650	JUN 4	NB OUT	2	38	4	36/40	59	12	53/ 65
										SB OUT	1	34	0	34/34	54	0	54/ 54
US 45	GRAVES	SS	288AJ	BIT	06/73	6.5	0.7- 7.2	2010	JUN 4	NB OUT	13	42	6	38/44	69	9	63/ 72
										SB OUT	13	43	10	38/48	66	9	61/ 70
US 45	GRAVES	SS	1288 Z	BIT	01/63	0.4	7.2- 7.6	2010	JUN 4	SB OUT	1	34	0	34/34	60	0	60/ 60
US 45	GRAVES	SS	288AH	BIT	06/73	8.3	7.6-15.9	3670	JUN 4	NB OUT	16	44	8	39/47	71	14	63/ 77
										SB OUT	16	39	8	34/42	64	10	57/ 67
US 45	GRAVES	SP	MAYFIELD			2.0	15.9-17.9	4090	JUN 4	NB OUT	4	37	6	34/40	60	10	56/ 66
										SB OUT	2	35	2	34/36	57	3	56/ 59
US 45	GRAVES	SP	8 Q	BIT	08/59	0.8	17.9-18.7	7620	JUN 4	NB OUT	2	30	5	28/33	54	8	50/ 58
										SB OUT	2	30	1	29/30	58	3	56/ 59
US 45	GRAVES	SP	8 Q	BIT	12/67	0.4	18.7-19.1	8250	JUN 4	SB OUT	1	43	0	43/43	61	0	61/ 61
										SB INN	2	39	1	38/39	56	1	56/ 57
US 45	GRAVES	SP	8 Q	BIT	12/68	1.5	19.1-20.6	8600	JUN 4	NB OUT	4	42	13	37/50	64	15	56/ 71
										SB OUT	3	45	6	41/47	68	8	63/ 71
										NB INN	3	43	9	37/46	66	14	56/ 70
										SB INN	3	46	6	42/48	76	8	72/ 80
US 45	GRAVES	SP	8 Q	BIT	08/59	11.1	20.6-31.7	4730	JUN 4	NB OUT	21	39	17	30/47	66	20	54/ 74
										SB OUT	23	42	19	33/52	65	34	47/ 81
US 45	MC CRACKEN	SP	112 X	BIT	04/61	6.0	0.0- 6.0	4380	JUN 4	NB OUT	12	38	15	32/47	60	14	54/ 68
										SB OUT	15	41	15	34/49	63	18	55/ 73
US 45	MC CRACKEN	SP	112 X	BIT	07/69	0.8	6.0- 6.8	10000	JUN 4	SB OUT	1	38	0	38/38	64	0	64/ 64
										NB INN	3	46	1	45/46	64	15	54/ 69
										SB INN	1	48	0	48/48	59	0	59/ 59
US 45	MC CRACKEN	SP	112 W	BIT	02/64	0.9	6.8- 7.7	14670	JUN 4	NB OUT	3	33	11	30/41	50	23	43/ 66
										SB OUT	1	38	0	38/38	61	0	61/ 61
										SB INN	1	37	0	37/37	51	0	51/ 51
US 45	MC CRACKEN	SP	PADUCAH			2.7	7.7-10.4	18110	JUN 4	SB OUT	3	37	7	34/41	59	12	52/ 64
										SB INN	3	38	4	36/40	58	6	55/ 61

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 1 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 45	MC CRACKEN	SP	6012 N		10/63	1.8	10.4-12.2	14670	JUN 16	NB OUT	5	30	3	29/32	53	9	47/ 56
										SB OUT	4	30	4	27/31	49	4	47/ 51
										NB INN	5	33	6	30/36	52	9	47/ 56
										SB INN	5	32	6	28/34	48	15	41/ 56
US 51	FULTON	SP	FULTON			1.0	0.0- 1.0	8050	JUN 3	SB OUT	2	43	0	43/43	69	2	68/ 70
US 51	FULTON	SP	47 P	BIT	12/68	0.4	1.0- 1.4	4400	JUN 3	NB OUT	2	37	1	37/38	65	3	63/ 66
US 51	FULTON	SP	47 P	BIT	10/72	5.2	1.4- 6.6	2940	JUN 3	NB OUT	9	44	10	38/48	67	13	60/ 73
										SB OUT	11	45	6	42/48	71	13	63/ 76
US 51	HICKMAN	SP	129 I	BIT	09/74	6.3	0.0- 6.3	3220	JUN 3	NB OUT	13	43	9	36/45	66	13	58/ 71
										SB OUT	13	42	13	32/45	65	10	58/ 68
US 51	HICKMAN	SP	2129 G	BIT	02/59	0.6	6.3- 6.9	3220	JUN 3	NB OUT	1	37	0	37/37	59	0	59/ 59
US 51	HICKMAN	SP	9 H	BIT	10/66	5.9	7.4-13.3	3750	JUN 3	NB OUT	12	46	9	40/49	71	12	64/ 76
										SB OUT	11	46	11	37/48	71	18	58/ 76
US 51	HICKMAN	SP	9 H	BIT	09/65	1.5	13.3-14.8	2310	JUN 3	NB OUT	3	46	4	44/48	72	4	71/ 75
										SB OUT	3	44	6	41/47	71	7	66/ 73
US 51	CARLISLE	SP	4 V	BIT	06/74	1.0	0.0- 1.0	3300	JUN 3	NB OUT	4	44	7	40/47	65	11	60/ 71
										SB OUT	4	43	9	37/46	65	9	59/ 68
US 51	CARLISLE	SP	1004 T	BIT	12/66	0.5	1.0- 1.5	3120	JUN 3	NB OUT	1	32	0	32/32	51	0	51/ 51
										SB OUT	1	43	0	43/43	65	0	65/ 65
US 51	CARLISLE	SP	4 S	BIT	12/66	5.3	1.5- 6.8	3170	JUN 3	NB OUT	11	47	7	44/51	71	11	65/ 76
										SB OUT	8	47	6	44/50	70	10	63/ 73
US 51	CARLISLE	SP	2004 Q	BIT	09/65	1.4	6.8- 8.2	3560	JUN 3	SB OUT	1	43	0	43/43	66	0	66/ 66
US 51	CARLISLE	SP	4 W	BIT	06/74	4.3	8.2-12.5	3460	JUN 3	NB OUT	9	46	4	44/48	72	5	70/ 75
										SB OUT	9	47	5	44/49	70	14	62/ 76
US 51	BALLARD	SP	61 G	BIT	12/66	2.7	0.0- 2.7	4680	JUN 3	NB OUT	6	46	12	40/52	73	10	69/ 79
										SB OUT	5	47	10	42/52	69	24	54/ 78
US 51	BALLARD	SP	61 G	BIT	11/63	0.3	2.7- 3.0	4680	JUN 3	NB OUT	1	33	0	33/33	55	0	55/ 55
										SB OUT	1	38	0	38/38	66	0	66/ 66
US 51	BALLARD	SP	WICKLIFE			1.0	3.0- 4.0	7350	JUN 3	NB OUT	1	28	0	28/28	54	0	54/ 54
US 51	BALLARD	SP	101 E	BIT	08/72	2.0	4.0- 6.0	7340	JUN 3	NB OUT	5	46	6	42/48	70	4	68/ 72
										SB OUT	4	45	3	43/46	68	6	64/ 70
US 51	BALLARD	SP	101 E	OGFC 109	06/74	0.3	6.0- 6.3	7300	JUN 3	NB OUT	3	47	4	46/50	69	13	63/ 76
										SB OUT	4	41	6	38/44	63	1	63/ 64
US 51	BALLARD	SP	101 E	BIT	08/72	1.2	6.3- 7.5	7300	JUN 3	NB OUT	2	46	0	46/46	69	1	68/ 69
										SB OUT	2	41	0	41/41	64	2	63/ 65

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 51	BALLARD	SP	101 E	PCC	02/51	0.8	7.5- 8.3	7270	JUN 3	NB OUT	4	40	3	39/42	60	4	58/ 62
										SB OUT	3	32	5	30/35	60	2	59/ 61
US 60	BALLARD	SP	2101 A	PCC	01/40	0.5	0.0- 0.5	3330	JUN 3	WB OUT	1	34	0	34/34	61	0	61/ 61
US 60	BALLARD	SP	1 K	BIT	04/63	5.6	0.5- 6.1	3180	JUN 3	EB OUT	12	43	12	36/48	67	16	58/ 74
										WB OUT	11	46	6	42/48	72	13	65/ 78
US 60	BALLARD	SP	1001 N	BIT	09/73	1.0	6.1- 7.1	3080	JUN 3	EB OUT	2	35	6	32/38	60	5	58/ 63
										WB OUT	2	34	6	31/37	62	3	60/ 63
US 60	BALLARD	SP	1 O	BIT	09/73	9.9	7.1-17.0	3390	JUN 3	EB OUT	18	38	13	30/43	63	15	55/ 70
										WB OUT	20	41	23	25/48	65	24	52/ 76
US 60	MC CRACKEN	SP	172 O	BIT	11/63	11.2	0.0-11.2	4830	JUN 3	EB OUT	21	40	11	34/45	63	14	56/ 70
										WB OUT	21	42	10	37/47	68	12	62/ 74
US 60	MC CRACKEN	SP	PADUCAH			3.2	11.2-14.4	11880	JUN 3	EB OUT	3	29	7	26/33	51	17	40/ 57
										WB OUT	4	27	7	23/30	52	16	44/ 60
US 60	MC CRACKEN	SP	6332	SA 59-D	06/75	2.1	14.4-16.5	16120	JUN 16	EB OUT	5	36	9	32/41	56	9	51/ 60
										WB OUT	5	35	2	34/36	57	4	56/ 60
										EB INN	5	40	6	37/43	58	4	56/ 60
										WB INN	5	38	4	35/39	58	3	54/ 62
US 60	MC CRACKEN	SP	32 L			1.4	17.3-18.7	15750	JUN 16	EB OUT	5	30	6	27/33	55	6	51/ 57
										WB OUT	6	31	4	29/33	51	8	47/ 55
										EB INN	5	34	5	33/38	59	10	56/ 66
										WB INN	4	38	5	36/40	55	8	51/ 59
US 60	MC CRACKEN	SP	32 L	PCC	04/61	0.9	18.7-19.6	17670	JUN 16	EB OUT	4	34	6	31/37	59	5	56/ 61
										WB OUT	4	34	5	31/36	55	19	48/ 67
										EB INN	4	38	3	37/40	62	4	60/ 64
										WB INN	5	43	9	39/48	62	16	57/ 73
US 60	LIVINGSTON	SP	130 G	BIT		4.9	0.0- 4.9	3200	JUN 16	EB OUT	8	35	9	31/40	61	11	56/ 67
										WB OUT	9	35	10	30/40	57	7	53/ 60
US 60	LIVINGSTON	SP	130 G	BIT	09/72	6.1	4.9-11.0	3030	JUN 16	EB OUT	13	40	7	37/44	62	11	56/ 67
										WB OUT	12	40	6	38/44	62	11	55/ 66
US 60	LIVINGSTON	SP	1130 F	BIT	09/72	0.7	11.0-11.7	2990	JUN 16	EB OUT	1	39	0	39/39	60	0	60/ 60
										WB OUT	2	34	3	32/35	58	4	56/ 60
US 60	LIVINGSTON	SP	130 A	PCC	01/40	1.0	11.7-12.7	2720	JUN 16	EB OUT	4	38	12	30/42	60	24	47/ 71
										WB OUT	4	40	8	35/43	64	6	59/ 65
US 60	LIVINGSTON	SP	70 L	BIT	08/68	4.5	12.7-17.2	2490	JUN 16	EB OUT	9	37	6	35/41	57	10	51/ 61
										WB OUT	9	40	4	38/42	62	8	59/ 67
US 60	LIVINGSTON	SP	70 M	BIT	08/68	10.1	17.2-27.3	2350	JUN 16	EB OUT	20	36	15	27/42	56	21	40/ 61
										WB OUT	21	37	18	23/41	63	22	46/ 68

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 1 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	LIVINGSTON	SP	70 M	BIT	01/68	1.8	27.3-29.1	2910	JUN 16	EB OUT	4	27	8	22/30	49	8	47/ 55
										WB OUT	3	30	3	28/31	52	9	46/ 55
US 60	CRITTENDEN	SP	126 H	BIT	01/68	8.8	0.0- 8.8	2480	JUN 16	EB OUT	18	31	9	26/35	55	14	47/ 61
										WB OUT	13	34	11	28/39	57	10	51/ 61
US 60	CRITTENDEN	SP	2126 G	BIT	01/68	0.4	8.8- 9.2	3210	JUN 16	EB OUT	1	26	0	26/26	51	0	51/ 51
										WB OUT	1	24	0	24/24	47	0	47/ 47
US 60	CRITTENDEN	SP	MARION			0.5	9.2- 9.7	3210	JUN 16	EB OUT	1	35	0	35/35	60	0	60/ 60
US 60	CRITTENDEN	SP	3006	SA 59-D	06/75	1.0	9.7-10.7	3430	JUN 16	EB OUT	4	30	10	26/36	55	9	49/ 58
										WB OUT	4	29	13	25/38	50	21	42/ 63
US 60	CRITTENDEN	SP	6 F	BIT	01/75	6.6	10.7-17.3	3330	JUN 24	EB OUT	13	43	7	39/46	63	21	48/ 69
										WB OUT	14	39	12	33/45	61	11	56/ 67
US 60	CRITTENDEN	SP	6 E	BIT	11/74	5.8	17.3-23.1	2050	JUN 24	EB OUT	11	42	11	36/47	65	9	59/ 68
										WB OUT	11	41	10	34/44	62	8	57/ 65
US 62	CARLISLE	SS	2024 D	BIT	07/63	0.3	0.0- 0.3	1500	JUN 3	EB OUT	1	39	0	39/39	65	0	65/ 65
US 62	CARLISLE	SS	24 P	BIT	07/63	5.9	0.3- 6.2	1340	JUN 3	EB OUT	12	45	10	41/51	71	6	69/ 75
										WB OUT	12	46	6	42/48	70	16	62/ 78
US 62	CARLISLE	SS	24 P	BIT	08/72	6.9	6.2-13.1	1550	JUN 3	EB OUT	13	47	12	38/50	72	17	61/ 78
										WB OUT	14	47	13	38/51	69	15	62/ 77
US 62	BALLARD	SS	41 D	BIT	07/63	1.7	0.0- 1.7	1920	JUN 3	EB OUT	4	37	15	28/43	62	12	55/ 67
										WB OUT	5	42	4	39/43	62	14	55/ 69
US 62	MC CRACKEN	SS	132 J	BIT	10/72	3.3	0.0- 3.3	1450	JUN 3	EB OUT	7	43	7	39/46	70	12	64/ 76
										WB OUT	6	46	4	44/48	70	8	66/ 74
US 62	MC CRACKEN	SS	132 J	BIT	10/72	9.2	3.3-12.5	3900	JUN 3	EB OUT	16	41	14	33/47	66	17	56/ 73
										WB OUT	19	41	19	28/47	63	31	43/ 74
US 62	MC CRACKEN	SS	PADUCAH			3.0	12.5-15.5	13050	JUN 2	EB OUT	5	37	10	30/40	61	4	59/ 63
										WB OUT	5	38	3	36/39	61	6	58/ 64
										EB INN	4	46	4	43/47	66	17	54/ 71
										WB INN	5	47	6	43/49	72	10	69/ 79
US 62	MC CRACKEN	SS	432 H	BIT	08/71	0.5	15.5-16.0	7670	JUN 2	EB OUT	2	37	1	36/37	58	0	58/ 58
										WB OUT	1	42	0	42/42	62	0	62/ 62
										EB INN	1	47	0	47/47	62	0	62/ 62
US 62	MC CRACKEN	SS	432 H	BIT	01/57	0.9	16.0-16.9	7210	JUN 2	EB OUT	1	42	0	42/42	62	0	62/ 62
										WB OUT	1	44	0	44/44	63	0	63/ 63
US 62	MARSHALL	SS	393 C	BIT	01/57	7.2	0.0- 7.2	6870	JUN 2	EB OUT	14	39	8	34/42	63	11	58/ 69
										WB OUT	14	41	6	38/44	64	14	58/ 72

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 62	MARSHALL	SS	393 C	BIT	12/67	0.7	7.2- 7.9	6870	JUN 2	EB OUT	2	42	3	40/43	67	1	66/ 67
										WB OUT	1	39	0	39/39	63	0	63/ 63
										WB INN	1	45	0	45/45	69	0	69/ 69
US 62	MARSHALL	SS	393 C	BIT	01/57	3.0	7.9-10.9	6870	JUN 2	EB OUT	6	37	10	32/42	65	16	55/ 71
										WB OUT	6	37	8	34/42	63	9	58/ 67
US 62	MARSHALL	SP	653 D	BIT	01/57	1.1	10.9-12.0	7030	JUN 2	EB OUT	3	37	5	34/39	70	7	66/ 73
										WB OUT	5	36	3	35/38	60	8	57/ 65
US 62	LIVINGSTON	SP	BRIDGE	PCC		0.4	0.0- 0.4	9850	JUN 2	EB OUT	1	29	0	29/29	64	0	64/ 64
										WB OUT	3	33	5	30/35	57	2	56/ 58
										EB INN	1	30	0	30/30	60	0	60/ 60
US 62	LIVINGSTON	SP	190 F	BIT	05/69	0.8	0.4- 1.2	9850	JUN 2	EB OUT	2	35	2	34/36	60	4	58/ 62
										WB OUT	2	27	4	25/29	52	12	46/ 58
										EB INN	1	42	0	42/42	71	0	71/ 71
										WB INN	1	30	0	30/30	42	0	42/ 42
US 62	LIVINGSTON	SP	190 F	BIT		1.6	1.2- 2.8	9850	JUN 2	EB OUT	3	36	3	35/38	63	7	60/ 67
										WB OUT	4	37	2	36/38	57	15	47/ 62
										EB INN	3	45	4	43/47	72	1	71/ 72
										WB INN	4	39	4	37/41	60	7	57/ 64
US 62	LIVINGSTON	SP	BRIDGE	PCC	03/53	0.1	2.8- 2.9	5320	JUN 2	EB OUT	1	37	0	37/37	63	0	63/ 63
US 62	LYON	SP	171 F	BIT	08/67	3.8	0.3- 4.1	8360	JUN 23	EB OUT	7	39	10	32/42	61	15	52/ 67
										WB OUT	8	38	8	33/41	60	16	50/ 66
US 62	LYON	SP	451 A	BIT	04/63	5.4	4.1- 9.5	7830	JUN 23	EB OUT	9	41	8	38/46	64	12	57/ 69
										WB OUT	9	41	10	36/46	64	9	60/ 69
										EB INN	7	51	6	48/54	76	11	70/ 81
										WB INN	8	48	7	44/51	74	15	65/ 80
US 62	LYON	SP	EDDYVILE			1.0	9.5-10.5	5900	JUN 23	EB OUT	2	37	6	34/40	58	3	56/ 59
										WB OUT	2	36	2	35/37	60	7	56/ 63
US 62	LYON	SP	231 C	BIT	02/60	1.1	10.5-11.6	5900	JUN 23	EB OUT	1	41	0	41/41	62	0	62/ 62
										WB OUT	2	40	4	38/42	64	4	62/ 66
US 62	LYON	SS	231 C	BIT	06/68	0.6	11.6-12.2	5900	JUN 23	EB OUT	1	41	0	41/41	61	0	61/ 61
										WB OUT	1	43	0	43/43	60	0	60/ 60
US 62	LYON	SS	231 C	BIT	02/60	2.0	12.2-14.2	5850	JUN 23	EB OUT	4	53	20	40/60	63	7	61/ 68
										WB OUT	3	44	8	41/49	66	5	63/ 68
US 68	MC CRACKEN	SP	72 J	BIT	10/71	1.6	0.0- 1.6	5390	JUN 4	EB OUT	3	42	12	34/46	67	14	58/ 72
										WB OUT	3	44	7	39/46	68	4	66/ 70
										EB INN	2	52	1	51/52	82	4	80/ 84
										WB INN	2	49	2	48/50	75	0	75/ 75
US 68	MC CRACKEN	SP	72 K	SAND ASP	08/66	1.1	1.6- 2.7	4970	JUN 4	EB OUT	2	39	0	39/39	63	1	63/ 64
										WB OUT	3	35	3	33/36	61	7	57/ 64

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 1 PAGE 6

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	MARSHALL	SP	13 P	BIT	02/64	9.3	0.0- 9.3	5120	JUN 4	EB OUT	19	41	16	30/46	64	18	54/ 72
										WB OUT	18	40	16	32/48	62	14	54/ 68
US 68	MARSHALL	SP	13 P	BIT	12/67	0.8	9.3-10.1	6770	JUN 4	EB OUT	1	42	0	42/42	63	0	63/ 63
										WB OUT	1	32	0	32/32	61	0	61/ 61
										EB INN	1	39	0	39/39	64	0	64/ 64
										WB INN	1	35	0	35/35	55	0	55/ 55
US 68	MARSHALL	SP	BRINSBRG			1.6	10.1-11.7	5390	JUN 4	EB OUT	4	38	10	34/44	54	4	61/ 65
										WB OUT	3	36	9	31/40	58	17	48/ 65
US 68	MARSHALL	SP	73 L	BIT	06/61	1.9	11.7-13.6	3600	JUN 4	EB OUT	3	40	4	38/42	60	7	56/ 63
										WB OUT	4	39	8	35/43	54	6	61/ 67
US 68	MARSHALL	SP	333 D	BIT	06/61	0.3	13.6-13.9	3600	JUN 4	EB OUT	1	45	0	45/45	63	0	63/ 63
US 68	MARSHALL	SP	313 C	BIT	06/61	2.8	13.9-16.7	3360	JUN 4	EB OUT	6	42	4	41/45	65	5	63/ 68
										WB OUT	6	44	5	40/45	68	4	67/ 71
US 68	MARSHALL	SP	93AA	BIT	01/64	3.0	16.7-19.7	4050	JUN 4	EB OUT	6	39	9	36/45	61	14	54/ 68
										WB OUT	6	37	14	31/45	61	19	52/ 71
US 68	MARSHALL	SP	93AA	BIT		6.0	19.7-25.7	4210	JUN 4	EB OUT	11	37	9	33/42	61	12	56/ 68
										WB OUT	18	31	16	22/38	58	15	53/ 68
US 68	MARSHALL	SP	93AA	BIT		1.4	25.7-27.1	4210	JUN 4	EB OUT	6	28	10	22/32	53	15	44/ 59
										WB OUT	6	25	10	20/30	50	11	46/ 57
US 68	MARSHALL	SP	BRIDGE	PCC	05/44	1.0	27.1-28.1	4150	JUN 4	EB OUT	8	43	7	40/47	67	6	64/ 70
										WB OUT	12	45	4	43/47	68	6	65/ 71
US 68	TRIGG	SP	BRIDGE	PCC	01/65	0.4	0.0- 0.4	2670	JUN 19	EB OUT	4	30	11	25/36	62	11	56/ 67
										WB OUT	5	37	5	34/39	62	14	58/ 72
US 68	TRIGG	SP	254 J	BIT	01/65	5.9	0.4- 6.3	2680	JUN 19	EB OUT	12	30	15	24/39	59	20	47/ 67
										WB OUT	12	29	8	24/32	61	13	56/ 69
US 68	TRIGG	SP	254 J	BIT	09/57	2.0	6.3- 8.3	2670	JUN 19	EB OUT	5	37	13	31/44	60	25	42/ 67
										WB OUT	4	35	10	31/41	61	7	57/ 64
US 68	TRIGG	SP	BRIDGE	BIT		0.6	8.3- 8.9	2670	JUN 19	EB OUT	5	40	3	38/41	48	8	43/ 51
										WB OUT	5	37	21	25/46	50	18	40/ 58
US 68	TRIGG	SP	254 I	PCC	08/34	2.3	8.9-11.2	2810	JUN 19	EB OUT	5	38	4	37/41	61	22	48/ 70
										WB OUT	5	35	8	31/39	61	14	52/ 66
US 68	TRIGG	SP	254 H	BIT	01/65	6.5	11.2-17.7	4530	JUN 19	EB OUT	13	30	8	25/33	64	16	55/ 71
										WB OUT	13	28	17	23/40	56	19	49/ 68
US 68	TRIGG	SP	CADIZ			1.7	17.7-19.4	6440	DEC 17	EB OUT	3	30	25	18/43	65	13	60/ 73
										WB OUT	3	22	4	21/25	45	11	39/ 50

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	TRIGG	SP	134	SA 59-D	08/75	8.7	19.5-28.2	3640	DEC 17	EB OUT	16	48	16	40/56	75	18	64/ 82
										WB OUT	16	46	10	41/51	75	11	67/ 78
US 641	CALLOWAY	SP	1083 L	BIT	11/72	0.5	0.0- 0.5	4220	JUN 4	NB OUT	1	35	0	35/35	54	0	54/ 54
										SB OUT	1	32	0	32/32	56	0	56/ 56
US 641	CALLOWAY	SP	83 J	BIT	11/72	5.9	0.5- 6.4	4700	JUN 4	NB OUT	11	34	7	29/36	55	10	52/ 62
										SB OUT	12	35	12	30/42	56	14	51/ 65
US 641	CALLOWAY	SP	MURRAY			2.5	6.4- 8.9	5200	JUN 4	NB OUT	4	31	8	27/35	54	19	42/ 61
										SB OUT	2	35	1	35/36	55	1	55/ 56
										NB INN	2	25	6	22/28	47	4	45/ 49
US 641	CALLOWAY	SP	913 C	BIT		0.8	8.9- 9.7	4880	JUN 4	NB OUT	1	33	0	33/33	51	0	51/ 51
										SB OUT	2	31	3	29/32	52	1	52/ 53
US 641	CALLOWAY	SP	3 G	BIT		2.5	9.7-12.2	5650	JUN 4	NB OUT	5	39	10	34/44	59	11	53/ 64
										SB OUT	5	40	8	35/43	60	8	57/ 65
										NB INN	5	41	10	37/47	65	17	56/ 73
										SB INN	5	44	5	41/46	66	21	52/ 73
US 641	CALLOWAY	SP	3 G	BIT	10/59	5.3	12.2-17.5	5220	JUN 4	NB OUT	11	36	8	31/39	57	8	52/ 60
										SB OUT	11	34	7	31/38	56	8	51/ 59
US 641	MARSHALL	SP	153 H	BIT	08/72	3.5	0.0- 3.5	4070	JUN 4	NB OUT	8	28	10	23/33	50	14	41/ 55
										SB OUT	4	34	3	33/36	54	4	52/ 56
US 641	MARSHALL	SP	153 H	BIT	09/59	3.7	3.5- 7.2	4010	JUN 4	NB OUT	6	27	7	24/31	46	14	38/ 52
										SB OUT	7	38	10	33/43	60	13	54/ 67
US 641	MARSHALL	SP	3153 I	SAND ASP	11/72	1.2	7.2- 8.4	4110	JUN 4	NB OUT	2	28	4	26/30	44	6	41/ 47
										SB OUT	4	35	8	32/40	58	13	52/ 65
										NB INN	2	31	2	30/32	52	4	50/ 54
US 641	MARSHALL	SP	3013 J	SAND ASP	11/72	1.0	8.4- 9.4	6030	JUN 4	NB OUT	3	29	8	26/34	48	15	42/ 57
										SB OUT	3	36	9	33/42	57	19	49/ 68
										SB INN	1	43	0	43/43	63	0	63/ 63
US 641	MARSHALL	SP	13 N	BIT	08/67	3.6	9.4-13.0	8560	JUN 4	NB OUT	7	28	6	25/31	51	10	47/ 57
										SB OUT	7	39	4	37/41	62	6	59/ 65
US 641	MARSHALL	SP	373 D	BIT	06/61	6.5	13.0-19.5	7620	JUN 4	NB OUT	13	29	9	25/34	53	13	47/ 60
										SB OUT	12	39	11	32/43	59	14	52/ 66
										NB INN	2	35	3	34/37	53	2	52/ 54
										SB INN	1	38	0	38/38	57	0	57/ 57
US 641	LYON	SP	11 M	BIT	03/57	0.3	0.0- 0.3	1790	JUN 24	NB OUT	1	42	0	42/42	64	0	64/ 64
US 641	LYON	SP	11 M	BIT	10/63	5.4	0.3- 5.7	1670	JUN 24	NB OUT	10	41	17	31/48	66	24	49/ 73
										SB OUT	11	42	10	36/46	65	16	56/ 72
US 641	CRITTENDEN	SP	66 G	BIT	11/74	3.2	0.0- 3.2	2730	JUN 24	NB OUT	4	33	11	25/36	56	13	50/ 63
										SB OUT	6	37	11	30/41	60	12	51/ 63

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 1 PAGE 8

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 641	CRITTENDEN	SP	66 G	BIT	10/63	4.0	3.2- 7.2	2580	JUN 24	NB OUT	8	32	15	23/38	55	11	49/ 60
										SB OUT	7	33	8	27/35	58	9	52/ 61
KY 58	GRAVES	SP	88 G	BIT	09/56	2.0	6.2- 8.2	5390	JUN 4	EB OUT	4	40	8	37/45	64	7	59/ 66
										WB OUT	4	43	8	38/46	65	3	64/ 67
KY 58	GRAVES	SP	88 G	BIT	10/66	6.7	8.2-14.9	2620	JUN 4	EB OUT	13	36	14	29/43	60	11	57/ 68
										WB OUT	14	36	15	30/45	63	13	57/ 70
KY 58	MARSHALL	SP	173 G	BIT	10/66	2.2	0.0- 2.2	1380	JUN 4	EB OUT	5	31	8	28/36	57	10	54/ 64
										WB OUT	4	37	4	35/39	62	10	57/ 67
KY 80	HICKMAN	SS	229 B	BIT		3.4	0.0- 3.4	380	JUN 3	EB OUT	7	35	11	31/42	60	20	49/ 69
										WB OUT	7	36	15	31/46	59	13	51/ 64
KY 80	CARLISLE	SS	84 G	BIT		2.6	0.0- 2.6	500	JUN 3	EB OUT	5	38	11	33/44	61	8	56/ 64
										WB OUT	5	35	30	18/48	55	26	41/ 67
KY 80	CARLISLE	SS	ARLINGTN			1.9	2.6- 4.5	930	JUN 3	EB OUT	5	29	7	26/33	54	30	41/ 71
										WB OUT	4	26	8	22/30	51	18	38/ 56
KY 80	CARLISLE	SP	64 D	BIT		4.5	4.5- 9.0	620	JUN 3	EB OUT	9	44	25	29/54	71	19	61/ 80
										WB OUT	9	41	17	31/48	67	29	51/ 80
KY 80	CARLISLE	SP	64 B	BIT		3.1	9.0-12.1	840	JUN 3	EB OUT	5	35	20	24/44	63	27	52/ 79
										WB OUT	6	37	23	27/50	62	28	49/ 77
KY 80	CARLISLE	SP	64 B	BIT		2.9	12.1-15.0	870	JUN 3	EB OUT	5	38	9	32/41	70	12	63/ 75
										WB OUT	6	42	9	36/45	70	9	66/ 75
KY 80	GRAVES	SP	368 L	BIT	07/67	1.0	0.0- 1.0	1200	JUN 3	EB OUT	3	46	11	38/49	72	21	58/ 79
										WB OUT	2	43	1	43/44	71	2	70/ 72
KY 80	GRAVES	SP	1368 L	BIT	07/67	0.5	1.0- 1.5	2000	JUN 3	EB OUT	1	42	0	42/42	69	0	69/ 69
										WB OUT	1	38	0	38/38	62	0	62/ 62
KY 80	GRAVES	SP	368 L	BIT	07/67	8.1	1.5- 9.6	1740	JUN 3	EB OUT	16	45	21	34/55	71	23	60/ 83
										WB OUT	16	44	17	34/51	73	24	58/ 82
KY 80	GRAVES	SP	5368 K	BIT		1.3	9.6-10.9	6300	JUN 3	EB OUT	2	36	3	35/38	70	4	68/ 72
										WB OUT	3	40	6	37/43	66	4	64/ 68
KY 80	MARSHALL	SP	173 G	BIT	10/66	9.1	0.0- 9.1	1350	JUN 4	EB OUT	18	37	15	29/44	60	16	51/ 67
										WB OUT	18	41	15	33/48	67	26	50/ 76
KY 80	MARSHALL	SP	173 H	BIT	10/66	7.8	9.1-16.9	1360	JUN 4	EB OUT	21	34	16	23/39	59	12	53/ 65
										WB OUT	16	41	9	35/44	67	13	60/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 41	CHRISTIAN	SS	85 W	BIT	12/60	2.5	0.0- 2.5	4580	AUG 18	NB OUT	6	27	8	22/30	50	21	35/ 56
										SB OUT	5	29	11	24/35	53	14	46/ 60
US 41	CHRISTIAN	SS	1085 V	BIT	12/60	0.6	2.5- 3.1	4880	AUG 18	SB OUT	1	33	0	33/33	58	0	58/ 58
US 41	CHRISTIAN	SS	85 Y	PCC	03/42	5.3	3.1- 8.4	4790	AUG 18	NB OUT	11	36	9	32/41	60	9	56/ 65
										SB OUT	12	40	7	37/44	63	20	51/ 71
US 41	CHRISTIAN	SS	85 Y	PCC	11/73	2.8	8.4-11.2	7190	AUG 18	NB OUT	6	39	7	34/41	61	2	60/ 62
										SB OUT	6	40	14	32/46	62	25	51/ 76
										NB INN	6	47	6	45/51	76	11	69/ 80
										SB INN	6	49	8	44/52	78	12	70/ 82
US 41	CHRISTIAN	SS	HOPKNVIL			3.0	11.2-14.2	12090	JUN 25	NB OUT	5	29	15	21/36	51	17	44/ 61
										SB OUT	2	28	2	27/29	43	4	41/ 45
										NB INN	2	33	7	29/36	54	9	49/ 58
										SB INN	2	28	9	24/33	48	2	47/ 49
US 41	CHRISTIAN	SS	5 X	BIT	11/65	0.4	14.2-14.6	12090	JUN 25	SB OUT	1	21	0	21/21	41	0	41/ 41
										NB INN	2	29	4	27/31	49	5	46/ 51
										SB INN	1	27	0	27/27	50	0	50/ 50
US 41	CHRISTIAN	SS	5 X	BIT	05/70	0.7	14.6-15.3	6350	JUN 25	NB OUT	2	30	4	28/32	47	4	45/ 49
										SB OUT	1	32	0	32/32	51	0	51/ 51
										SB INN	1	35	0	35/35	47	0	47/ 47
US 41	CHRISTIAN	SS	5 X	BIT I-A	07/66	10.2	15.3-25.5	3620	JUN 25	NB OUT	20	31	13	24/37	50	14	45/ 59
										SB OUT	21	29	15	21/36	50	17	41/ 58
US 41	CHRISTIAN	SS	1005 U	BIT	07/66	0.4	25.5-25.9	3620	JUN 25	NB OUT	1	28	0	28/28	47	0	47/ 47
US 41	CHRISTIAN	SS	5 V	BIT	07/66	1.1	25.9-27.0	2980	JUN 25	NB OUT	2	34	10	29/39	55	15	47/ 62
										SB OUT	3	32	6	30/36	55	4	53/ 57
US 41	CHRISTIAN	SS	5 R	BIT	12/64	4.6	27.0-31.6	2830	JUN 25	NB OUT	9	31	10	26/36	52	18	40/ 58
					-					SB OUT	9	32	16	24/40	52	25	37/ 62
US 41	HOPKINS	SS	180 U	BIT	12/64	1.4	0.0- 1.4	3620	JUN 25	NB OUT	4	30	10	25/35	49	7	46/ 53
										SB OUT	4	36	18	30/48	59	20	52/ 72
US 41	HOPKINS	SP	310 F	PCC	02/64	7.4	29.6-37.0	8000	JUN 25	NB OUT	14	43	13	37/50	57	27	40/ 67
										SB OUT	14	48	8	45/53	54	21	47/ 68
										NB INN	13	54	3	53/56	62	39	41/ 80
										SB INN	14	56	5	54/59	46	11	40/ 51
US 41	HOPKINS	SP	310 F	PCC	02/64	8.6	37.0-45.6	9560	JUN 25	NB OUT	17	40	17	35/52	58	15	52/ 67
										SB OUT	17	42	14	36/50	61	31	52/ 83
										NB INN	18	53	6	50/56	65	36	40/ 76
										SB INN	17	57	3	55/58	59	45	40/ 35
US 41	HOPKINS	SS	20 Y	SAND ASP	10/66	3.0	3.2- 6.2	4410	JUN 25	NB OUT	6	32	9	27/36	53	15	43/ 58
										SB OUT	5	33	8	28/36	54	6	51/ 57

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 2 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 41	HOPKINS	SS	1020 Z	BIT	10/66	0.6	6.2- 6.8	4410	JUN 25	NB OUT	1	35	0	35/35	56	0	56/ 56
										SB OUT	1	29	0	29/29	55	0	55/ 55
US 41	HOPKINS	SS	20 W	BIT I-A	05/65	5.0	6.8-11.8	3300	JUN 25	NB OUT	10	37	9	33/42	59	7	55/ 62
										SB OUT	10	34	7	31/38	56	10	51/ 61
US 41	WEBSTER	SS	89 L	BIT	12/60	4.7	0.0- 4.7	3210	JUN 25	NB OUT	10	37	10	32/42	59	14	53/ 67
										SB OUT	9	35	11	30/41	56	9	52/ 61
US 41	WEBSTER	SS	89 L	BIT	12/60	4.2	4.7- 8.9	2750	JUN 25	NB OUT	8	35	14	27/41	56	14	48/ 62
										SB OUT	8	32	12	27/39	53	14	46/ 60
US 41	WEBSTER	SS	SEBREE			1.1	8.9-10.0	4580	JUN 25	NB OUT	2	22	3	20/23	40	5	37/ 42
										SB OUT	3	23	6	20/26	43	13	37/ 50
US 41	WEBSTER	SS	489 G	BIT	12/60	2.1	10.0-12.1	4510	JUN 25	NB OUT	4	31	7	28/35	55	8	50/ 58
										SB OUT	4	32	8	29/37	54	5	51/ 56
US 41	HENDERSON	SS	319 F	BIT	12/60	8.4	0.0- 8.4	5210	JUN 25	NB OUT	16	33	12	29/41	54	6	51/ 57
										SB OUT	15	32	11	27/38	55	11	51/ 62
US 41	HENDERSON	SS	99 K	KY ROCK	11/66	3.3	8.4-11.7	7400	JUN 25	NB OUT	6	54	5	51/56	77	4	75/ 79
										SB OUT	7	52	5	49/54	74	5	72/ 77
US 41	HENDERSON	SS	299 J	KY ROCK	11/66	1.7	11.7-13.4	9030	JUN 25	NB OUT	4	53	10	48/58	77	4	75/ 79
										SB OUT	2	50	0	50/50	70	1	69/ 70
US 41	HENDERSON	SS	299 I	PCC	02/64	2.5	13.4-15.9	13750	JUN 25	NB OUT	5	42	15	35/50	61	19	52/ 71
										SB OUT	4	38	12	34/46	55	10	50/ 60
										NB INN	5	49	3	48/51	70	3	68/ 71
										SB INN	5	50	4	49/53	74	9	70/ 79
US 41	HENDERSON	SS	19 T			3.4	15.9-19.3	25300	JUN 25	NB OUT	8	31	17	24/41	47	22	37/ 59
										SB OUT	7	26	16	19/35	42	20	34/ 54
										NB INN	7	32	32	23/55	49	39	36/ 75
										SB INN	7	33	24	23/47	50	33	36/ 69
US 41	HENDERSON	SS	BRIDGE	PCC	03/41	1.0	19.3-20.3	27990	JUN 25	NB OUT	2	36	3	35/38	56	2	55/ 57
										SB OUT	3	32	6	30/36	51	5	48/ 53
										NB INN	3	45	3	44/47	65	3	64/ 67
										SB INN	2	41	2	40/42	63	12	57/ 69
US 41	HENDERSON	SS	19 M	BIT		0.9	20.3-21.2	27770	JUN 25	NB OUT	2	42	2	41/43	57	1	56/ 57
										SB OUT	2	34	2	33/35	49	0	49/ 49
										NB INN	2	46	18	37/55	68	2	67/ 69
										SB INN	2	46	6	43/49	65	1	65/ 66
US 41A	CHRISTIAN	SP	125 M	BIT	09/74	4.1	0.0- 4.1	13700	JUN 16	NB OUT	9	34	9	29/38	56	17	46/ 63
										SB OUT	8	34	13	25/38	54	8	49/ 57
										NB INN	8	38	10	32/42	58	11	51/ 62
										SB INN	8	37	9	32/41	56	16	48/ 64

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 41A	CHRISTIAN	SP	125 M	BIT	03/58	0.6	4.1- 4.7	7500	JUN 16	SB OUT	1	37	0	37/37	58	0	58/ 58
										NB INN	2	44	4	42/46	69	6	66/ 72
										SB INN	1	41	0	41/41	64	0	64/ 64
US 41A	CHRISTIAN	SP	125 M	BIT	10/73	9.5	4.7-14.2	9480	JUN 16	NB OUT	18	40	7	37/44	62	9	58/ 67
										SB OUT	18	37	9	32/41	58	10	54/ 64
										NB INN	17	45	6	42/48	68	11	62/ 73
										SB INN	18	43	9	39/48	65	10	60/ 70
US 41A	HOPKINS	SS	180 U	BIT	02/56	1.1	0.0- 1.1	3550	JUN 26	NB OUT	2	38	7	35/42	55	9	51/ 60
										SB OUT	2	37	1	36/37	52	10	47/ 57
US 41A	HOPKINS	SS	180 U	BIT		1.6	1.1- 2.7	3580	JUN 26	NB OUT	4	33	9	29/38	55	4	53/ 57
										SB OUT	3	28	9	23/32	46	8	41/ 49
US 41A	HOPKINS	SS	180 U	PCC	01/40	0.2	2.7- 2.9	3620	JUN 26	SB OUT	1	28	0	28/28	46	0	46/ 46
US 41A	HOPKINS	SS	1180 D	PCC	01/40	1.0	2.9- 3.9	3620	JUN 26	NB OUT	2	23	2	22/24	44	0	44/ 44
										SB OUT	1	40	0	40/40	49	0	49/ 49
US 41A	HOPKINS	SS	180 H	PCC	08/40	1.7	3.9- 5.6	3620	JUN 26	NB OUT	3	35	10	31/41	54	17	45/ 62
										SB OUT	2	36	5	33/38	49	19	39/ 58
US 41A	HOPKINS	SS	180 H	PCC	01/40	0.8	5.6- 6.4	3620	JUN 26	NB OUT	2	41	7	38/45	47	4	45/ 49
US 41A	HOPKINS	SS	2180 G	PCC	08/40	1.2	6.4- 7.6	3780	JUN 26	NB OUT	2	41	7	38/45	49	2	48/ 50
										SB OUT	3	40	4	38/42	63	3	61/ 64
US 41A	HOPKINS	SS	180 T	PCC	08/40	0.2	7.6- 7.8	3940	JUN 26	NB OUT	1	42	0	42/42	49	0	49/ 49
US 41A	HOPKINS	SS	180 T	BIT	03/57	0.2	7.8- 8.0	3940	JUN 26	SB OUT	1	39	0	39/39	59	0	59/ 59
US 41A	HOPKINS	SS	180 T	BIT		2.1	8.0-10.1	3960	JUN 26	NB OUT	4	40	12	34/46	61	15	55/ 70
										SB OUT	3	35	5	32/37	58	6	55/ 61
US 41A	HOPKINS	SS	3180 V	BIT	01/57	1.1	10.1-11.2	4820	JUN 26	NB OUT	3	30	13	24/37	53	6	49/ 55
										SB OUT	2	31	1	30/31	53	1	52/ 53
US 41A	HOPKINS	SS	180 N	BIT		0.5	11.2-11.7	7390	JUN 26	NB OUT	1	25	0	25/25	41	0	41/ 41
										SB OUT	1	26	0	26/26	45	0	45/ 45
US 41A	HOPKINS	SS	MADSNVIL			4.7	11.7-16.4	13180	JUN 26	NB OUT	4	27	11	24/35	44	19	32/ 51
										SB OUT	5	26	9	23/32	44	28	29/ 57
US 41A	HOPKINS	SS	340 I			1.8	16.4-18.2	6370	JUN 26	NB OUT	4	41	5	38/43	57	3	55/ 58
										SB OUT	4	36	9	33/42	60	11	56/ 67
US 41A	HOPKINS	SS	340 P	BIT	08/73	6.4	18.2-24.6	3850	JUN 26	NB OUT	11	42	11	35/46	62	17	53/ 70
										SB OUT	13	42	11	34/45	64	11	57/ 68
US 41A	HOPKINS	SS	1340 O	BIT	08/73	0.5	24.6-25.1	3220	JUN 26	NB OUT	1	41	0	41/41	61	0	61/ 61
										SB OUT	1	37	0	37/37	51	0	51/ 51

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 2 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 41A	HOPKINS	SS	340 N	BIT	11/72	4.3	25.1-29.4	2920	JUN 26	NB OUT	9	43	9	38/47	65	12	58/ 70
										SB OUT	8	42	18	29/47	62	33	38/ 71
US 41A	WEBSTER	SS	209 E	BIT I-AM	10/70	9.7	0.0- 9.7	2130	JUN 26	NB OUT	20	39	20	27/47	60	21	47/ 68
										SB OUT	19	41	21	30/51	63	25	54/ 79
US 41A	WEBSTER	SS	DIXON	BIT	07/63	0.6	9.7-10.3	2580	JUN 26	NB OUT	1	24	0	24/24	47	0	47/ 47
										SB OUT	1	23	0	23/23	40	0	40/ 40
US 41A	WEBSTER	SS	9 E	BIT	08/73	9.4	10.3-19.7	2350	JUN 26	NB OUT	18	42	15	32/47	68	21	55/ 76
										SB OUT	20	41	16	33/49	65	16	56/ 72
US 41A	HENDERSON	SS	159 C	BIT	09/67	13.2	0.0-13.2	2820	JUN 26	NB OUT	26	33	13	24/37	57	20	44/ 64
										SB OUT	25	36	13	29/42	57	23	42/ 65
US 41A	HENDERSON	SS	HENDRSON			4.0	13.2-17.2	20160	JUN 24	NB OUT	4	26	3	25/28	52	4	50/ 54
										SB OUT	3	35	3	34/37	51	4	50/ 54
										NB INN	4	31	4	29/33	54	3	53/ 56
										SB INN	2	38	0	38/38	57	14	50/ 64
US 60	UNION	SP	167 W	BIT	08/59	1.5	0.0- 1.5	2400	JUN 26	EB OUT	3	34	17	26/43	58	18	47/ 65
										WB OUT	2	28	2	27/29	56	2	55/ 57
US 60	UNION	SP	167 W	BIT	09/74	3.7	1.5- 5.2	3450	JUN 26	EB OUT	8	39	11	33/44	63	10	58/ 68
										WB OUT	7	39	10	34/44	62	8	58/ 66
US 60	UNION	SP	2167 V	BIT	08/72	1.1	5.2- 6.3	4230	JUN 26	WB OUT	1	29	0	29/29	56	0	56/ 56
US 60	UNION	SP	167 U	PCC	12/68	0.4	6.3- 6.7	4230	JUN 26	EB OUT	1	34	0	34/34	57	0	57/ 57
										WB OUT	1	34	0	34/34	58	0	58/ 58
US 60	UNION	SP	167 U	BIT	10/68	5.1	6.7-11.8	4260	JUN 26	EB OUT	10	35	7	31/38	58	8	53/ 61
										WB OUT	9	34	11	26/37	55	15	45/ 60
US 60	UNION	SP	167 U	BIT	08/66	0.4	11.8-12.2	3920	JUN 26	EB OUT	1	33	0	33/33	58	0	58/ 58
										WB OUT	1	33	0	33/33	54	0	54/ 54
US 60	UNION	SP	167 U	BIT	10/67	0.7	12.2-12.9	3920	JUN 26	EB OUT	1	38	0	38/38	60	0	60/ 60
										WB OUT	1	33	0	33/33	61	0	61/ 61
US 60	UNION	SP	167 U	BIT	11/70	1.2	12.9-14.1	4300	JUN 26	EB OUT	2	37	3	36/39	64	1	63/ 64
										WB OUT	3	34	5	32/37	57	9	51/ 60
US 60	UNION	SP	167 U	BIT	10/67	1.7	14.1-15.8	4690	JUN 26	EB OUT	3	32	1	32/33	55	6	53/ 59
										WB OUT	3	30	2	29/31	51	6	47/ 53
US 60	UNION	SP	MORGANFD			1.4	15.8-17.2	4460	JUN 26	EB OUT	2	25	3	23/26	47	6	44/ 50
										WB OUT	2	24	3	22/25	45	5	43/ 48
US 60	UNION	SP	87 P	BIT	06/73	4.7	17.2-21.9	4200	JUN 26	EB OUT	9	36	11	30/41	60	15	53/ 68
										WB OUT	8	29	11	23/34	52	13	43/ 56

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	UNION	SP	1087 Q	BIT	06/73	0.7	21.9-22.6	3800	JUN 26	EB OUT	1	34	0	34/34	53	0	53/ 53
										WB OUT	2	28	2	27/29	55	0	55/ 55
US 60	UNION	SP	87 R	BIT	06/73	3.5	22.6-26.1	3560	JUN 26	EB OUT	7	39	12	32/44	66	12	61/ 73
										WB OUT	7	36	9	30/39	57	8	54/ 62
US 60	HENDERSON	SP	219 P	BIT	09/72	2.7	0.0- 2.7	4640	JUN 24	EB OUT	6	45	8	42/50	67	2	66/ 68
										WB OUT	5	43	5	41/46	65	6	61/ 67
US 60	HENDERSON	SP	1219 O	BIT	09/72	0.9	2.7- 3.6	5010	JUN 24	EB OUT	1	34	0	34/34	58	0	58/ 58
										WB OUT	2	37	9	33/42	59	8	55/ 63
US 60	HENDERSON	SP	219 N	BIT	09/72	6.8	3.6-10.4	7800	JUN 24	EB OUT	14	40	20	28/48	64	27	47/ 74
										WB OUT	12	41	9	37/46	59	17	48/ 65
US 60	HENDERSON	SS	59 G	BIT	02/64	0.6	10.9-11.5	7840	JUL 29	WB OUT	1	25	0	25/25	52	0	52/ 52
US 60	HENDERSON	SS	59 G	BIT	06/67	14.0	11.5-25.5	4240	JUL 29	EB OUT	28	37	41	24/65	55	21	45/ 66
										WB OUT	27	30	16	24/40	51	30	31/ 61
US 60	DAVIESS	SS	257 M	BIT	07/67	9.7	0.0- 9.7	4170	JUL 29	EB OUT	19	44	32	33/65	62	21	50/ 71
										WB OUT	17	42	21	29/50	63	18	55/ 73
US 60	DAVIESS	SS	257 L	BIT	11/70	0.2	10.1-10.3	4570	JUL 29	WB OUT	1	34	0	34/34	53	0	53/ 53
										WB INN	1	45	0	45/45	66	0	66/ 66
US 60	DAVIESS	SS	257 L	PCC	11/70	0.2	10.1-10.3	4570	JUL 29	EB OUT	1	46	0	46/46	62	0	62/ 62
US 60	DAVIESS	SS	257 L	BIT	10/70	0.5	10.3-10.8	4570	JUL 29	WB OUT	2	31	3	30/33	50	4	48/ 52
										WB INN	2	32	6	29/35	53	9	49/ 58
US 60	DAVIESS	SS	257 L	PCC	10/70	0.5	10.3-10.8	4570	JUL 29	EB OUT	2	42	8	38/46	63	9	58/ 67
										EB INN	3	51	4	50/54	69	3	68/ 71
US 60	DAVIESS	SP	OWENSBOR			3.4	10.8-14.2	19920	JUL 29	EB OUT	3	40	5	38/43	61	5	58/ 63
										WB OUT	6	26	9	23/32	47	15	40/ 55
										EB INN	8	37	23	27/50	59	26	43/ 69
										WB INN	5	27	9	24/33	45	16	38/ 54
US 60	DAVIESS	SP	17 Q	BIT	12/65	3.0	14.3-17.3	20430	SEP 16	EB OUT	5	32	9	29/38	45	13	40/ 53
										WB OUT	5	32	4	30/34	55	14	47/ 61
										EB INN	2	41	0	41/41	42	6	39/ 45
										WB INN	4	38	14	29/43	59	25	41/ 66
US 60	DAVIESS	SP	17 Q	BIT	09/66	5.6	17.3-22.9	7090	SEP 16	EB OUT	11	37	10	30/40	42	12	34/ 46
										WB OUT	11	36	8	30/38	58	11	52/ 63
US 60	DAVIESS	SP	82 A	PCC	12/69	5.0	22.9-27.9	5250	SEP 16	EB OUT	10	50	9	43/52	38	21	27/ 48
										WB OUT	11	52	11	46/57	74	8	68/ 76
US 60 B	DAVIESS	SP	187 C	PCC	10/70	4.5	0.0- 4.5	6710	JUL 29	EB OUT	10	41	22	32/54	62	31	45/ 76
										WB OUT	9	50	9	45/54	70	12	63/ 75
										EB INN	9	50	5	46/51	74	4	73/ 77
										WB INN	9	54	5	51/56	78	6	75/ 81

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60 B	DAVIESS	SP	187 C	PCC	12/71	5.7	4.5-10.2	8860	JUL 29	EB OUT	10	41	11	36/47	66	17	57/ 74
										WB OUT	11	42	11	36/47	65	15	58/ 73
										EB INN	10	49	9	44/53	77	13	69/ 82
										WB INN	9	53	15	46/61	82	5	79/ 84
US 60	HANCOCK	SP	737 A	PCC	12/69	2.3	0.0- 2.3	4130	SEP 16	EB OUT	5	48	7	43/50	72	13	65/ 78
										WB OUT	4	52	4	50/54	74	2	73/ 75
US 60	HANCOCK	SP	57 M	BIT	11/72	7.6	2.3- 9.9	4330	SEP 16	EB OUT	15	37	13	30/43	62	10	55/ 65
										WB OUT	15	40	9	35/44	65	22	54/ 76
US 60	HANCOCK	SP	HASESVIL	BIT	11/72	1.6	9.9-11.5	3160	SEP 16	EB OUT	1	27	0	27/27	51	0	51/ 51
										WB OUT	4	33	10	29/39	60	9	57/ 66
US 60	HANCOCK	SP	17 H	BIT	11/72	7.0	11.5-18.5	2150	SEP 16	EB OUT	14	40	11	34/45	64	13	55/ 68
										WB OUT	14	43	15	33/48	67	24	52/ 76
US 62	CALDWELL	SS	182 H	BIT	10/59	3.5	0.0- 3.5	6430	JUN 23	EB OUT	7	59	6	56/62	67	10	64/ 74
										WB OUT	7	46	6	42/48	69	8	64/ 72
US 62	CALDWELL	SS	182 H	BIT	07/69	0.8	3.5- 4.3	6420	JUN 23	EB OUT	2	58	3	57/60	74	21	63/ 84
										WB OUT	1	46	0	46/46	68	0	68/ 68
US 62	CALDWELL	SS	4182 G	BIT	07/69	1.6	4.3- 5.9	6690	JUN 23	EB OUT	3	52	7	48/55	62	5	59/ 64
										WB OUT	3	38	12	31/43	63	12	57/ 69
US 62	CALDWELL	SS	PRINCTON			2.1	5.9- 8.0	9140	JUN 23	WB OUT	1	24	0	24/24	56	0	56/ 56
US 62	CALDWELL	SS	42 B			10.4	8.0-18.4	2690	JUN 23	EB OUT	19	53	25	40/65	62	20	55/ 75
										WB OUT	19	41	12	34/46	68	24	51/ 75
US 62	HOPKINS	SS	3240 R	BIT		0.8	0.0- 0.8	2400	JUN 23	EB OUT	1	43	0	43/43	63	0	63/ 63
										WB OUT	1	34	0	34/34	58	0	58/ 58
US 62	HOPKINS	SS	3240 R	BIT	12/69	0.9	0.8- 1.7	2770	JUN 23	EB OUT	2	46	5	44/49	63	12	57/ 69
										WB OUT	1	33	0	33/33	52	0	52/ 52
US 62	HOPKINS	SS	240 Q	BIT		3.0	1.9- 4.9	2030	JUN 23	EB OUT	4	52	15	47/62	64	19	57/ 76
										WB OUT	4	40	7	38/45	62	11	55/ 66
US 62	HOPKINS	SS	220 C	BIT		3.9	4.9- 8.8	1540	JUN 23	EB OUT	7	50	11	45/56	67	16	59/ 75
										WB OUT	8	39	12	32/44	64	14	56/ 70
US 62	HOPKINS	SS	1220 D	BIT		0.6	8.8- 9.4	1370	JUN 23	EB OUT	1	49	0	49/49	63	0	63/ 63
										WB OUT	1	27	0	27/27	49	0	49/ 49
US 62	HOPKINS	SS	220 C	BIT		5.4	9.4-14.8	1250	JUN 23	EB OUT	11	53	7	50/57	63	16	58/ 74
										WB OUT	12	36	15	27/42	62	14	54/ 68
US 62	HOPKINS	SS	NORTNVIL			0.6	14.8-15.4	1620	JUN 23	EB OUT	1	29	0	29/29	66	0	66/ 66
US 62	HOPKINS	SS	220 E	BIT		6.8	15.4-22.2	2080	JUL 28	EB OUT	14	29	25	18/43	51	20	41/ 61
										WB OUT	13	29	11	22/33	51	16	41/ 57

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 62	MUHLENBERG	SS	163 J	BIT	04/73	4.2	0.0- 4.2	1630	JUL 28	EB OUT	9	29	16	23/39	54	14	48/ 62
										WB OUT	8	41	7	37/44	59	21	45/ 66
US 62	MUHLENBERG	SS	163 J	BIT		4.8	4.2- 9.0	2800	JUL 28	EB OUT	9	19	11	13/24	36	26	21/ 47
										WB OUT	10	24	9	20/29	37	18	27/ 45
US 62	MUHLENBERG	SS	GREENVIL			1.7	9.0-10.7	4920	JUL 29	EB OUT	3	22	9	17/26	39	17	29/ 46
										WB OUT	2	23	7	19/26	47	2	46/ 48
US 62	MUHLENBERG	SS	3 H	PCC	10/40	1.0	10.7-11.7	5800	JUL 29	EB OUT	2	19	1	18/19	32	8	28/ 36
										WB OUT	2	25	3	23/26	33	4	31/ 35
US 62	MUHLENBERG	SS	3AE	BIT	11/66	1.3	11.7-13.0	5110	JUL 29	EB OUT	2	23	7	19/26	39	9	35/ 44
										WB OUT	3	28	7	23/30	41	16	35/ 51
US 62	MUHLENBERG	SS	383 E	BIT	11/66	3.8	13.0-16.8	6970	JUL 28	EB OUT	8	31	9	27/35	49	22	34/ 56
										WB OUT	7	34	11	29/40	56	13	51/ 64
US 62	MUHLENBERG	SS	3003AD			1.4	16.8-18.2	5460	JUL 28	EB OUT	2	26	13	19/32	40	3	39/ 42
										WB OUT	3	29	9	23/32	42	17	35/ 52
US 62	MUHLENBERG	SS	3 Y	BIT		6.0	18.2-24.2	2410	JUL 28	EB OUT	11	27	17	18/35	46	20	35/ 55
										WB OUT	12	27	21	12/33	47	19	36/ 55
US 62	MUHLENBERG	SS	3 [illegible]	BIT		1.7	24.2-25.9	1750	JUL 28	EB OUT	3	33	9	28/37	49	7	45/ 52
										WB OUT	4	28	3	27/30	44	13	36/ 49
US 62	OHIO	SS	1144 J	BIT	11/74	0.5	0.0- 0.5	2230	JUL 28	WB OUT	1	22	0	22/22	32	0	32/ 32
US 62	OHIO	SS	144 R	BIT	11/74	1.7	0.5- 2.2	2270	JUL 28	EB OUT	4	27	13	21/34	53	12	45/ 57
										WB OUT	3	39	17	33/50	57	13	52/ 65
US 62	OHIO	SS	144 S	BIT	11/74	7.0	2.2- 9.2	2370	JUL 29	EB OUT	14	32	15	27/42	58	14	51/ 65
										WB OUT	14	29	16	21/37	43	26	34/ 60
US 62	OHIO	SS	3144 P	BIT	11/74	0.5	9.2- 9.7	2370	JUL 28	EB OUT	1	25	0	25/25	54	0	54/ 54
										WB OUT	1	20	0	20/20	35	0	35/ 35
US 62	OHIO	SS	64 H	BIT	05/73	1.8	10.6-12.4	4010	AUG 18	EB OUT	3	29	1	28/29	46	20	38/ 58
										WB OUT	3	25	5	23/28	47	18	40/ 58
US 62	OHIO	SS	64 O	PCC	07/42	8.0	12.4-20.4	2450	AUG 18	EB OUT	14	42	16	33/49	64	21	54/ 75
										WB OUT	16	38	21	25/46	62	28	47/ 75
US 62	OHIO	SS	64 O	PCC	01/39	5.4	20.4-25.8	1540	AUG 18	EB OUT	11	44	22	27/49	67	35	40/ 75
										WB OUT	12	44	14	34/48	68	14	61/ 75
US 68	CHRISTIAN	SP	245	SA 59-D	07/75	8.7	0.0- 8.7	4140	DEC 17	EB OUT	18	49	7	46/53	76	9	71/ 80
										WB OUT	17	43	10	45/55	75	11	71/ 82
US 68	CHRISTIAN	SP	245	BIT		1.5	8.7-10.2	9970	JUN 19	EB OUT	3	31	11	26/37	55	26	41/ 67
										WB OUT	3	27	7	23/30	41	24	30/ 54

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 2 PAGE 8

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	CHRISTIAN	SP	HOPKNVIL	BIT		1.4	10.2-11.6	7820	AUG 25	EB OUT	2	37	4	35/39	53	4	51/ 55
										WB OUT	2	47	14	40/54	68	14	61/ 75
US 68	CHRISTIAN	SP	65 L	KY ROCK	11/65	9.5	11.6-21.1	2860	AUG 25	EB OUT	19	53	7	49/56	71	13	63/ 76
										WB OUT	20	55	10	51/61	74	9	70/ 79
US 231	OHIO	SS	284 D	BIT		2.2	0.0- 2.2	2370	AUG 18	NB OUT	5	36	18	26/44	58	37	35/ 72
										SB OUT	4	39	15	31/46	58	25	44/ 69
US 231	OHIO	SS	84AD	BIT	07/66	4.3	2.2- 6.5	2910	AUG 18	NB OUT	9	30	11	25/36	54	21	42/ 63
										SB OUT	9	31	12	24/36	55	15	45/ 60
US 231	OHIO	SS	84AD	BIT	03/64	0.3	6.5- 6.8	2910	AUG 18	SB OUT	1	32	0	32/32	60	0	60/ 60
US 231	OHIO	SS	84AD	BIT	08/67	2.1	6.8- 8.9	4060	AUG 18	NB OUT	4	39	6	37/43	61	6	59/ 65
										SB OUT	4	38	9	34/43	61	14	53/ 67
US 231	OHIO	SS	3084AC	BIT	05/57	1.1	8.9-10.0	4130	AUG 18	NB OUT	1	29	0	29/29	53	0	53/ 53
										SB OUT	1	27	0	27/27	55	0	55/ 55
US 231	OHIO	SS	84AB	BIT	06/72	2.2	10.0-12.2	6740	AUG 18	SB OUT	4	33	4	31/35	53	3	52/ 55
US 231	OHIO	SS	HARTFORD			1.2	12.2-13.4	6150	AUG 18	SB OUT	2	30	4	28/32	50	2	49/ 51
US 231	OHIO	SS	4 P	BIT	05/67	10.9	13.4-24.3	3660	AUG 18	NB OUT	21	43	13	37/50	64	24	55/ 79
										SB OUT	21	40	13	32/45	61	12	53/ 65
US 231	DAVIESS	SS	97 Y	BIT I-A	05/67	1.3	0.0- 1.3	3050	AUG 18	NB OUT	3	42	0	42/42	57	5	54/ 59
										SB OUT	3	37	3	36/39	58	9	52/ 61
US 231	DAVIESS	SS	97 K	BIT I-A	10/65	6.4	1.3- 7.7	4070	AUG 18	NB OUT	13	42	13	33/46	64	9	60/ 69
										SB OUT	12	39	11	32/43	61	10	56/ 66
US 231	DAVIESS	SS	97AD	BIT	10/62	3.0	7.7-10.7	8460	AUG 18	NB OUT	6	37	23	22/45	64	11	58/ 69
										SB OUT	6	40	17	29/46	61	20	49/ 69
US 231	DAVIESS	SS	97AD	BIT	09/69	1.0	10.7-11.7	9820	JUL 29	NB OUT	2	32	1	31/32	59	2	58/ 60
										SB OUT	2	30	8	26/34	52	6	49/ 55
US 231	DAVIESS	SS	97AD	BIT	10/62	0.9	11.7-12.6	11840	JUL 29	NB OUT	3	40	4	38/42	57	3	55/ 58
										SB OUT	3	37	3	35/38	58	2	57/ 59
US 231	DAVIESS	SS	7 B	PCC	12/64	0.4	12.6-13.0	11840	JUL 29	NB OUT	2	45	3	43/46	63	9	58/ 67
										SB OUT	2	18	4	16/20	42	3	41/ 44
US 231	DAVIESS	SP	OWNSBORO			2.8	13.0-15.8	18300	JUL 29	NB OUT	6	41	8	37/45	62	12	57/ 69
										SB OUT	9	37	20	24/44	60	15	53/ 68
										NB INN	2	47	4	45/49	68	7	64/ 71
										SB INN	4	32	11	25/36	52	19	39/ 58
US 431	MUHLENBERG	SP	23AD	BIT	10/69	10.9	0.0-10.9	1950	JUL 30	NB OUT	20	39	15	32/47	60	21	49/ 70
										SB OUT	21	43	17	35/52	63	21	52/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 431	MUHLENBERG	SP	2023AA	BIT	04/63	1.0	10.9-11.9	4350	JUL 30	NB OUT	2	24	9	20/29	42	12	36/ 48
										SB OUT	2	29	17	20/37	43	24	31/ 55
US 431	MUHLENBERG	SP	23AC	BIT	07/59	5.6	11.9-17.5	4550	JUL 30	NB OUT	11	34	11	30/41	54	13	49/ 62
										SB OUT	12	37	9	33/42	55	12	50/ 62
US 431	MUHLENBERG	SP	23AB	BIT	03/64	0.7	17.5-18.2	6010	JUL 30	NB OUT	2	35	3	34/37	56	6	53/ 59
										SB OUT	1	35	0	35/35	53	0	53/ 53
US 431	MUHLENBERG	SP	3243 M	BIT	01/57	1.3	18.2-19.5	7300	JUL 30	NB OUT	1	30	0	30/30	42	0	42/ 42
										SB OUT	2	29	1	29/30	51	1	51/ 52
US 431	MUHLENBERG	SP	243 R	BIT	08/73	2.2	19.5-21.7	5150	JUL 30	NB OUT	5	32	17	22/39	56	12	51/ 63
										SB OUT	4	33	10	28/38	54	10	48/ 58
US 431	MUHLENBERG	SP	1243 T	BIT	11/74	0.7	21.7-22.4	4040	JUL 30	NB OUT	1	32	0	32/32	51	0	51/ 51
										SB OUT	1	35	0	35/35	57	0	57/ 57
US 431	MUHLENBERG	SP	263 D	BIT	11/74	5.4	22.4-27.8	2550	JUL 30	NB OUT	9	37	9	32/41	57	11	51/ 62
										SB OUT	12	37	7	34/41	58	6	55/ 61
US 431	MC LEAN	SP	202 K	BIT	08/73	2.1	0.0- 2.1	2230	JUL 30	NB OUT	4	37	3	36/39	59	8	55/ 63
										SB OUT	4	35	7	32/39	55	9	51/ 60
US 431	MC LEAN	SP	1202 J	BIT	08/73	0.5	2.1- 2.6	2230	JUL 30	NB OUT	1	29	0	29/29	46	0	46/ 46
										SB OUT	1	30	0	30/30	50	0	50/ 50
US 431	MC LEAN	SP	202 I	KY ROCK	10/67	2.7	2.6- 5.3	3520	JUL 30	NB OUT	5	47	10	44/54	65	5	63/ 68
										SB OUT	5	44	9	39/48	64	14	57/ 71
US 431	MC LEAN	SP	2122 L	KY ROCK	10/67	0.8	5.3- 6.1	4100	JUL 30	NB OUT	3	36	6	34/40	53	3	52/ 55
										SB OUT	1	41	0	41/41	56	0	56/ 56
US 431	MC LEAN	SP	122 N	BIT	01/67	2.9	6.1- 9.0	4540	JUL 30	NB OUT	5	41	11	36/47	62	9	57/ 66
										SB OUT	6	35	13	27/40	55	12	49/ 61
US 431	MC LEAN	SP	122 N	BIT	01/67	1.4	9.2-10.6	4330	JUL 30	NB OUT	3	40	3	38/41	61	3	60/ 63
										SB OUT	3	38	9	33/42	63	3	61/ 64
US 431	MC LEAN	SP	122 K	BIT	01/67	1.0	10.6-11.6	3930	JUL 30	NB OUT	2	44	1	43/44	68	1	67/ 68
										SB OUT	2	33	2	32/34	56	9	51/ 60
US 431	DAVIESS	SP	117 Y	BIT	01/67	2.5	0.0- 2.5	3330	JUL 30	NB OUT	5	43	5	40/45	65	9	60/ 69
										SB OUT	5	40	10	35/45	64	7	60/ 67
US 431	DAVIESS	SP	117AC	BIT	01/67	4.7	2.5- 7.2	4100	JUL 30	NB OUT	10	41	13	33/46	64	13	57/ 70
										SB OUT	9	40	13	32/45	64	12	55/ 67
US 431	DAVIESS	SP	117AC	BIT	12/68	2.1	7.2- 9.3	5590	JUL 30	NB OUT	4	42	12	34/46	62	11	58/ 69
										SB OUT	3	36	3	34/37	56	10	50/ 60
US 431	DAVIESS	SP	117AB	PCC	05/63	2.9	9.3-12.2	8230	JUL 30	NB OUT	4	42	6	40/46	61	8	58/ 66
										SB OUT	4	41	4	39/43	62	8	58/ 66
										NB INN	1	43	0	43/43	61	0	61/ 61

P A V E M E N T F R I C T I O N S U R V E Y - 1 9 7 5 DISTRICT 2 PAGE 10

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 431	DAVIESS	SP	117AB	PCC	12/57	1.0	12.2-13.2	21950	JUL 29	NB OUT	2	38	0	38/38	57	5	55/ 60
										SB OUT	1	44	0	44/44	73	0	73/ 73
										NB INN	2	49	3	48/51	71	5	69/ 74
US 641	CALDWELL	SP	222 L	BIT	10/63	2.3	0.0- 2.3	1740	JUN 24	NB OUT	10	37	7	33/40	56	19	46/ 65
										SB OUT	8	37	10	33/43	57	25	45/ 70
US 641	CALDWELL	SP	1222 K	PCC	10/63	0.2	2.3- 2.5	1740	JUN 24	SB OUT	2	37	1	36/37	60	4	58/ 62
US 641	CALDWELL	SP	1222 K	PCC		0.5	2.5- 3.0	1740	JUN 24	NB OUT	2	38	2	37/39	51	9	47/ 56
										SB OUT	2	34	1	33/34	49	18	40/ 58
US 641	CALDWELL	SP	202 I	BIT	10/63	1.6	3.0- 4.6	1740	JUN 24	NB OUT	6	35	13	29/42	52	16	42/ 58
										SB OUT	4	38	6	35/41	62	7	59/ 66
KY 56	UNION	SP	BRIDGE	PCC		0.8	0.0- 0.8	1070	JUN 24	EB OUT	5	50	9	44/53	69	14	60/ 74
										WB OUT	5	50	4	49/53	73	12	69/ 81
KY 56	UNION	SP	267 N	PCC	03/58	1.9	0.8- 2.7	910	JUN 24	EB OUT	1	46	0	46/46	73	0	73/ 73
										WB OUT	4	52	8	48/56	76	4	74/ 78
KY 56	UNION	SP	267 M	BIT	03/57	9.9	2.7-12.6	1270	JUN 24	EB OUT	16	36	21	25/46	58	20	47/ 67
										WB OUT	18	36	25	22/47	63	29	43/ 72

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31E	ALLEN	SP	95 K	BIT	12/65	2.2	0.0- 2.2	2130	AUG 27	NB OUT	5	44	9	38/47	73	11	67/ 78
										SB OUT	4	46	6	43/49	71	3	70/ 73
US 31E	ALLEN	SP	95 O	BIT	08/68	5.3	2.2- 7.5	3070	AUG 27	NB OUT	10	39	18	30/48	64	20	52/ 72
										SB OUT	11	41	15	32/47	67	24	52/ 76
US 31E	ALLEN	SP	3095 Q	BIT	01/73	2.0	7.5- 9.5	3020	AUG 27	NB OUT	3	30	2	29/31	49	9	46/ 55
										SB OUT	4	29	12	21/33	47	15	40/ 55
US 31E	ALLEN	SP	3035 J	BIT	01/73	1.6	9.5-11.1	2130	AUG 27	NB OUT	4	30	9	24/33	64	11	60/ 71
										SB OUT	3	27	4	26/30	53	4	51/ 55
US 31E	ALLEN	SP	35 I	BIT	08/66	2.5	11.1-13.6	1840	AUG 27	NB OUT	4	32	2	31/33	68	5	65/ 70
										SB OUT	5	32	12	24/36	59	6	57/ 63
US 31E	ALLEN	SP	35 I	BIT	11/74	4.9	13.6-18.5	1670	AUG 27	NB OUT	10	42	11	34/45	69	8	64/ 72
										SB OUT	9	42	8	37/45	65	9	59/ 68
US 31E	ALLEN	SP	35 I	BIT	10/64	1.4	18.5-19.9	1400	AUG 27	NB OUT	2	46	0	46/46	72	1	71/ 72
										SB OUT	3	41	11	35/46	67	6	63/ 69
US 31E	BARREN	SP	152 R	BIT	10/64	7.6	0.0- 7.6	2520	AUG 27	NB OUT	15	38	16	29/45	65	10	60/ 70
										SB OUT	15	39	23	25/48	64	24	48/ 72
US 31E	BARREN	SP	152 R	BIT	11/58	4.0	7.6-11.6	4230	AUG 27	NB OUT	8	40	10	35/45	61	14	54/ 68
										SB OUT	8	38	13	29/42	59	19	48/ 67
US 31E	BARREN	SP	GLASGOW			4.6	11.6-16.2	4600	NOV 19	NB OUT	10	31	15	25/40	56	19	45/ 64
										SB OUT	11	31	21	21/42	55	24	39/ 63
										NB INN	4	36	14	32/46	59	19	53/ 72
										SB INN	1	39	0	39/39	60	0	60/ 60
US 31E	BARREN	SS	12 Q	BIT	09/69	0.2	16.2-16.4	3450	NOV 19	NB OUT	2	33	2	32/34	56	2	55/ 57
US 31E	BARREN	SS	12 Q	KY ROCK	07/67	9.5	16.4-25.9	2450	NOV 19	NB OUT	18	54	9	49/58	77	11	71/ 82
										SB OUT	16	54	5	52/57	77	6	74/ 80
US 31W	SIMPSON	SS	85 H	PCC	10/49	5.4	0.0- 5.4	4210	AUG 27	NB OUT	11	39	11	30/41	60	11	52/ 63
										SB OUT	10	42	27	32/59	61	11	56/ 67
US 31W	SIMPSON	SS	FRANKLIN			2.2	5.4- 7.6	4960	AUG 27	NB OUT	3	28	3	26/29	50	4	47/ 51
										SB OUT	4	31	9	26/35	54	8	50/ 58
US 31W	SIMPSON	SS	5 N	BIT	07/73	6.4	7.6-14.0	4150	AUG 27	NB OUT	12	38	10	32/42	61	8	56/ 64
										SB OUT	13	38	8	33/41	64	55	55/110
US 31W	WARREN	SS	188 R	BIT	01/58	6.8	0.0- 6.8	4430	AUG 27	NB OUT	14	38	9	33/42	58	18	48/ 66
										SB OUT	12	38	11	31/42	63	16	53/ 69
US 31W	WARREN	SS	188 R	BIT		1.7	6.8- 8.5	5180	AUG 27	NB OUT	3	36	0	36/36	57	1	57/ 58
										SB OUT	4	31	13	23/36	56	21	42/ 63

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 3 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31W	WARREN	SS	188 R	BIT	01/58	2.8	8.5-11.3	5850	AUG 26	NB OUT	7	27	12	20/32	46	26	29/ 55
										SB OUT	6	30	12	21/33	53	16	45/ 61
US 31W	WARREN	SS	18 S			1.4	11.3-12.7	6760	AUG 26	NB OUT	2	34	5	31/36	55	3	54/ 57
										SB OUT	3	30	3	29/32	51	9	48/ 57
										NB INN	3	33	4	31/35	53	7	49/ 56
										SB INN	2	32	1	31/32	56	10	51/ 61
US 31W	WARREN	SS	6338 D	BIT	01/64	1.0	12.7-13.7	7220	AUG 26	NB OUT	1	25	0	25/25	44	0	44/ 44
										SB OUT	2	28	3	27/30	50	7	46/ 53
										NB INN	1	28	0	28/28	43	0	43/ 43
US 31W	WARREN	SS	68 T	KY ROCK	07/67	6.4	14.1-20.5	7760	AUG 26	NB OUT	5	54	10	49/59	73	16	63/ 79
										SB OUT	6	52	9	46/55	68	12	62/ 74
										NB INN	5	58	7	55/62	82	9	78/ 87
										SB INN	6	55	11	49/60	77	15	69/ 84
US 31W	WARREN	SS	68 R	BIT	01/64	7.6	20.5-28.1	3030	SEP 22	NB OUT	14	27	7	23/30	56	11	50/ 61
										SB OUT	15	28	13	23/36	56	18	49/ 67
US 31WB	WARREN	SS	6328 B	BIT	06/68	2.5	0.0- 2.5	27470	AUG 27	NB OUT	5	31	15	23/38	58	17	51/ 68
										SB OUT	6	28	8	23/31	43	11	37/ 48
										NB INN	4	34	4	32/36	61	4	59/ 63
										SB INN	6	33	13	28/41	54	5	52/ 57
US 31W	EDMONSON	SS	118 C	CHIPSEAL		8.0	0.0- 8.0	1250	SEP 22	NB OUT	16	32	12	27/39	53	15	49/ 64
										SB OUT	15	34	14	26/40	54	27	45/ 72
US 31W	BARREN	SS	232 K	CHIPSEAL		0.7	0.0- 0.7	1480	SEP 22	NB OUT	2	27	2	26/28	45	5	43/ 48
										SB OUT	1	32	0	32/32	49	0	49/ 49
US 31W	BARREN	SS	1232 L	BIT	01/63	0.9	0.7- 1.6	1630	SEP 22	NB OUT	1	26	0	26/26	42	0	42/ 42
										SB OUT	2	33	4	31/35	50	3	49/ 52
US 31W	BARREN	SS	232 M	CHIPSEAL		5.4	1.6- 7.0	1990	SEP 22	NB OUT	11	27	5	24/29	44	10	39/ 49
										SB OUT	11	30	4	28/32	49	11	44/ 55
US 31W	BARREN	SS	2232 N	BIT	01/63	1.3	7.0- 8.3	4750	SEP 22	NB OUT	1	37	0	37/37	66	0	66/ 66
										SB OUT	3	30	3	28/31	50	6	48/ 54
US 31W	BARREN	SS	232 J	BIT	03/56	0.6	8.3- 8.9	4030	SEP 22	NB OUT	1	37	0	37/37	68	0	68/ 68
										SB OUT	1	44	0	44/44	65	0	65/ 65
US 41	TODD	SS	2246 J	BIT	01/63	1.5	0.0- 1.5	4100	AUG 19	NB OUT	2	23	2	22/24	46	5	43/ 48
										SB OUT	3	26	11	20/31	45	34	24/ 58
US 41	TODD	SS	246 M	BIT	07/73	6.9	1.5- 8.4	4140	AUG 19	NB OUT	13	36	7	31/38	59	7	55/ 62
										SB OUT	14	37	13	28/41	59	17	47/ 64
US 41	TODD	SS	1246 L	BIT	07/73	0.7	8.4- 9.1	3680	AUG 19	NB OUT	2	31	0	31/31	54	2	53/ 55
										SB OUT	1	31	0	31/31	53	0	53/ 53

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 41	TODD	SS	246 M	BIT	07/73	3.4	9.1-12.5	3430	AUG 19	NB OUT	7	36	5	33/38	57	6	53/ 59
										SB OUT	7	38	9	33/42	59	10	53/ 63
US 68	TODD	SP	266 H	BIT	10/66	8.3	0.0- 8.3	3080	AUG 25	EB OUT	17	34	15	24/39	54	19	42/ 61
										WB OUT	16	37	14	27/41	59	20	46/ 66
US 68	TODD	SP	ELKTON			1.0	8.3- 9.3	2780	AUG 25	EB OUT	1	30	0	30/30	51	0	51/ 51
										WB OUT	2	28	21	17/38	50	22	39/ 61
US 68	TODD	SP	86 G	BIT	12/67	2.8	9.3-12.1	2140	AUG 25	EB OUT	5	39	4	36/40	59	5	56/ 61
										WB OUT	6	39	9	34/43	60	15	52/ 67
US 68	TODD	SP	86	SA 59-D	08/75	2.0	12.1-14.1	1860	AUG 25	EB OUT	4	35	3	33/36	50	2	50/ 52
										WB OUT	4	37	9	33/42	56	15	46/ 61
US 68	LOGAN	SP	281 D	SA 59-D	08/75	9.7	0.0- 9.7	2880	AUG 25	EB OUT	19	34	13	28/41	51	13	45/ 58
										WB OUT	20	37	21	26/47	55	16	48/ 64
US 68	LOGAN	SP	RUSELVIL			1.9	9.7-11.6	4540	AUG 25	EB OUT	2	27	6	24/30	50	8	46/ 54
										WB OUT	2	31	5	29/34	53	1	53/ 54
US 68	LOGAN	SP	101 U	BIT	03/65	4.5	11.6-16.1	4370	AUG 25	EB OUT	9	40	7	37/44	63	9	59/ 68
										WB OUT	9	37	9	33/42	58	7	56/ 63
US 68	LOGAN	SP	101 D	BIT	01/63	4.3	16.1-20.4	4040	AUG 25	EB OUT	9	38	20	30/50	59	20	52/ 72
										WB OUT	8	37	18	29/47	55	23	42/ 65
US 68	LOGAN	SP	AUBURN			1.0	20.4-21.4	4020	AUG 25	EB OUT	1	28	0	28/28	55	0	55/ 55
										WB OUT	2	27	3	26/29	49	4	47/ 51
US 68	LOGAN	SP	101 S	BIT	12/64	1.0	21.4-22.4	4030	AUG 25	EB OUT	2	33	4	31/35	57	6	54/ 60
										WB OUT	2	34	3	33/36	56	7	53/ 60
US 68	LOGAN	SP	101 S	BIT	01/63	4.2	22.4-26.6	3910	AUG 25	EB OUT	8	37	10	32/42	58	17	46/ 63
										WB OUT	9	34	9	31/40	54	6	51/ 57
US 68	WARREN	SP	248 M	BIT	01/63	3.6	0.0- 3.6	4400	AUG 25	EB OUT	7	28	6	25/32	46	35	20/ 55
										WB OUT	7	31	3	29/32	52	5	49/ 54
US 68	WARREN	SP	248 M	BIT	12/57	6.5	3.6-10.1	2050	AUG 25	EB OUT	14	32	25	16/41	45	34	25/ 59
										WB OUT	13	35	12	30/42	55	14	49/ 63
US 68	WARREN	SP	BOLGREN			3.4	10.1-13.5	3600	AUG 26	EB OUT	2	48	2	47/49	57	3	65/ 68
										WB OUT	2	46	4	44/48	67	5	65/ 70
US 68	WARREN	SP	128 B	BIT		11.1	13.5-24.6	2460	AUG 26	EB OUT	22	43	16	31/47	65	18	53/ 71
										WB OUT	22	41	18	31/49	68	20	59/ 79
US 68	BARREN	SP	192 D	BIT	11/66	7.0	0.0- 7.0	2460	AUG 26	EB OUT	15	42	9	38/47	62	15	53/ 68
										WB OUT	13	43	13	35/48	64	11	59/ 70
US 68	BARREN	SP	192 D	BIT	11/66	4.0	7.0-11.0	3600	AUG 26	EB OUT	8	35	9	31/40	57	9	52/ 61
										WB OUT	8	37	12	31/43	58	15	52/ 67

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	BARREN	SP	GLASGOW			3.5	11.0-14.5	4680	AUG 26	EB OUT	4	32	11	27/38	53	15	44/ 59
										WB OUT	6	29	7	26/33	52	9	46/ 55
US 68	BARREN	SS	52 M	BIT	10/66	0.2	14.5-14.7	4680	AUG 26	EB OUT	1	40	0	40/40	64	0	64/ 64
US 68	BARREN	SS	52 M	BIT	08/65	2.3	14.7-17.0	3020	AUG 26	EB OUT	4	29	14	22/36	50	10	45/ 55
										WB OUT	5	35	11	31/42	57	10	53/ 63
US 68	BARREN	SS	52 M	BIT	02/57	3.5	17.0-20.5	2420	AUG 26	EB OUT	8	41	6	39/45	63	6	61/ 67
										WB OUT	7	45	7	42/49	67	11	60/ 71
US 68	BARREN	SS	52 M	BIT	08/65	1.8	20.5-22.3	2270	AUG 26	EB OUT	3	42	10	37/47	68	6	65/ 71
										WB OUT	4	44	10	39/49	66	12	59/ 71
US 68	METCALF	SS	84 H	BIT	08/65	4.4	0.0- 4.4	2260	AUG 26	EB OUT	9	35	16	29/45	60	26	48/ 74
										WB OUT	9	41	13	34/47	64	15	57/ 72
US 68	METCALF	SS	84 H	BIT	02/57	2.8	4.4- 7.2	2160	AUG 26	EB OUT	6	39	10	35/45	65	13	60/ 73
										WB OUT	5	45	8	42/50	67	13	62/ 75
US 68	METCALF	SS	1084 J	BIT	10/73	1.3	7.2- 8.5	3080	AUG 26	EB OUT	3	33	2	32/34	59	7	54/ 61
										WB OUT	4	33	8	28/36	59	12	52/ 64
US 68	METCALF	SS	1024 I	BIT		0.5	8.5- 9.0	3080	NOV 12	EB OUT	1	29	0	29/29	62	0	62/ 62
US 68	METCALF	SS	4 H	BIT	09/66	6.7	9.0-15.7	2640	NOV 12	EB OUT	14	40	14	33/47	72	17	63/ 80
										WB OUT	12	40	9	34/43	70	27	50/ 77
US 68	METCALF	SS	4 H	BIT	09/66	4.4	15.7-20.1	830	NOV 12	EB OUT	8	42	11	36/47	71	12	62/ 74
										WB OUT	9	41	18	30/48	69	23	54/ 77
US 79	TODD	SP	126 B			3.8	0.2- 4.0	1910	AUG 19	NB OUT	8	53	8	49/57	83	14	75/ 89
										SB OUT	8	48	8	45/53	73	15	62/ 77
US 79	TODD	SP	126 D	KY ROCK	08/67	6.7	4.0-10.7	1320	AUG 19	NB OUT	11	54	18	41/59	76	25	59/ 84
										SB OUT	10	56	6	53/59	78	9	74/ 83
US 79	LOGAN	SP	221 H	BIT	02/57	9.0	0.0- 9.0	14390	AUG 19	NB OUT	18	41	8	36/44	63	14	56/ 70
										SB OUT	17	41	16	31/47	63	18	51/ 69
US 79	LOGAN	SP	221 H	BIT	02/57	2.5	9.0-11.5	2240	AUG 19	NB OUT	4	39	8	34/42	60	8	56/ 64
										SB OUT	5	33	6	30/36	58	12	51/ 63
US 79	LOGAN	SP	RUSELVIL			1.4	11.5-12.9	2260	AUG 19	NB OUT	2	34	2	33/35	56	11	51/ 62
										SB OUT	1	33	0	33/33	57	0	57/ 57
US 231	ALLEN	SP	3135 D	BIT	12/60	0.5	0.0- 0.5	2520	AUG 27	NB OUT	1	48	0	48/48	73	0	73/ 73
										SB OUT	1	58	0	58/58	81	0	81/ 81
US 231	ALLEN	SP	135 E	BIT	12/60	0.4	0.5- 0.9	2520	AUG 7	NB OUT	1	51	0	51/51	74	0	74/ 74
US 231	ALLEN	SP	135 E	BIT	09/66	9.5	0.9-10.4	2030	AUG 27	NB OUT	19	41	12	34/46	66	13	59/ 72
										SB OUT	20	45	16	36/52	70	29	51/ 80

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 231	WARREN	SP	168 T	BIT	07/70	3.4	0.0- 3.4	2340	AUG 27	NB OUT	7	* 42 *	12	37/49	65	12	59/ 71
										SB OUT	6	* 49 *	5	46/51	73	6	70/ 76
US 231	WARREN	SP	168 T	BIT	06/68	5.3	3.4- 8.7	3380	AUG 27	NB OUT	11	* 39 *	6	36/42	61	5	59/ 64
										SB OUT	11	* 46 *	5	43/48	69	15	62/ 77
US 231	WARREN	SP	168 T	BIT	10/65	0.9	8.7- 9.6	8920	AUG 27	NB OUT	3	* 26 *	5	24/29	49	9	44/ 53
										SB OUT	2	* 37 *	6	34/40	58	7	55/ 62
										NB INN	1	* 37 *	0	37/37	53	0	53/ 53
										SB INN	1	* 37 *	0	37/37	61	0	61/ 61
US 231	WARREN	SP	168 T	BIT	07/66	2.2	9.6-11.8	9510	AUG 27	NB OUT	3	* 28 *	5	26/31	51	4	49/ 53
										SB OUT	3	* 40 *	4	38/42	60	10	54/ 64
										NB INN	5	* 31 *	9	26/35	53	13	47/ 60
										SB INN	4	* 40 *	8	36/44	63	11	56/ 67
US 231	WARREN	SP	BOWGREEN			1.3	11.8-13.1	14490	AUG 27	NB OUT	2	* 29 *	2	28/30	52	1	51/ 52
										SB OUT	3	* 35 *	2	34/36	54	4	52/ 56
										NB INN	2	* 30 *	2	29/31	46	1	46/ 47
										SB INN	2	* 35 *	1	35/36	58	5	56/ 61
US 231	WARREN	SS	268 D	BIT		1.0	13.1-14.1	12430	AUG 25	NB OUT	2	* 25 *	3	24/27	41	1	40/ 41
										SB OUT	2	* 20 *	1	19/20	36	5	34/ 39
US 231	WARREN	SS	268 D	BIT	02/59	1.5	14.1-15.6	5910	AUG 25	NB OUT	2	* 31 *	12	25/37	50	16	42/ 58
										SB OUT	3	* 26 *	14	21/35	44	22	36/ 58
US 231	WARREN	SS	268 D	BIT	06/66	11.0	15.6-26.6	3190	AUG 25	NB OUT	22	* 41 *	10	36/46	67	24	52/ 76
										SB OUT	22	* 37 *	15	27/42	59	19	47/ 66
US 231	BUTLER	SS	156 M	KY ROCK	07/68	10.7	0.0-10.7	2100	AUG 25	NB OUT	19	* 56 *	14	46/60	79	21	62/ 83
										SB OUT	19	* 52 *	9	47/56	73	15	66/ 81
US 231	BUTLER	SS	MORGANTWN	KY ROCK	07/68	0.6	10.7-11.3	3090	AUG 19	NB OUT	1	* 46 *	0	46/46	65	0	65/ 65
										SB OUT	1	* 47 *	0	47/47	69	0	69/ 69
US 231	BUTLER	SS	36 J	BIT		1.9	11.3-13.2	3850	AUG 19	NB OUT	2	* 36 *	5	34/39	58	6	55/ 61
										SB OUT	4	* 34 *	9	30/39	56	11	49/ 60
US 231	BUTLER	SS	36 J	BIT		5.7	13.2-18.9	2940	AUG 18	NB OUT	11	* 42 *	8	37/45	64	21	52/ 73
										SB OUT	10	* 41 *	8	37/45	66	6	63/ 69
US 431	LOGAN	SP	161 M	BIT	08/74	1.0	0.0- 1.0	1440	JUL 30	NB OUT	5	* 39 *	4	37/41	60	4	58/ 62
										SB OUT	6	* 39 *	10	33/43	60	6	57/ 63
US 431	LOGAN	SP	1161 G	SAND ASP	11/65	0.3	1.0- 1.3	2060	JUL 30	NB OUT	2	* 32 *	1	31/32	52	6	49/ 55
										SB OUT	2	* 27 *	3	26/29	51	6	48/ 54
US 431	LOGAN	SP	1161 G	BIT		0.5	1.3- 1.8	2060	JUL 30	NB OUT	2	* 28 *	1	27/28	52	4	50/ 54
										SB OUT	2	* 32 *	4	30/34	54	4	52/ 56
US 431	LOGAN	SP	161 M	BIT	12/70	5.5	1.8- 7.3	2470	JUL 30	NB OUT	11	* 35 *	9	30/39	58	12	52/ 64
										SB OUT	10	* 37 *	9	32/41	60	9	55/ 64

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 3 PAGE 6

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 431	LOGAN	SP	161 M	BIT	01/70	6.7	7.3-14.0	3480	JUL 30	NB OUT	11	35	12	29/41	60	15	53/ 68
										SB OUT	12	36	19	22/41	60	12	54/ 66
US 431	LOGAN	SP	RUSELVIL			1.3	14.0-15.3	5290	JUL 30	NB OUT	3	34	9	30/39	54	7	50/ 57
										SB OUT	2	29	10	24/34	52	4	50/ 54
US 431	LOGAN	SP	1 J	BIT	06/66	16.6	15.3-31.9	2780	JUL 30	NB OUT	32	39	15	30/45	61	19	54/ 73
										SB OUT	33	37	23	25/48	58	26	46/ 72
KY 70	EDMONSON	SP	18 L	BIT	01/73	1.3	9.9-11.2	4450	SEP 18	EB OUT	2	30	5	28/33	60	3	58/ 61
										WB OUT	3	38	2	37/39	69	8	66/ 74
KY 70	EDMONSON	SP	BROWNVIL			0.6	11.2-11.8	3930	SEP 18	EB OUT	1	32	0	32/32	56	0	56/ 56
KY 70	EDMONSON	SP	98 L	BIT		0.6	11.8-12.4	3550	SEP 18	EB OUT	1	36	0	36/36	66	0	66/ 66
KY 79 K	LOGAN	SS	4041 K	BIT	09/67	1.2	0.0- 1.2	2240	AUG 19	NB OUT	2	27	4	25/29	55	7	51/ 58
										SB OUT	2	31	10	26/36	60	1	59/ 60
KY 79 K	LOGAN	SS	41 M	BIT	10/72	2.4	1.4- 3.8	1530	AUG 19	NB OUT	3	46	3	44/47	67	18	57/ 75
										SB OUT	5	43	9	33/47	68	9	64/ 73
KY 79 K	LOGAN	SS	41 M	BIT		0.3	3.8- 4.1	1260	AUG 19	NB OUT	1	48	0	48/48	81	0	81/ 81
										SB OUT	1	42	0	42/42	60	0	60/ 60
KY 79 K	LOGAN	SS	41 M	BIT	10/74	11.0	4.1-15.1	790	AUG 19	NB OUT	22	47	8	42/50	70	18	59/ 77
										SB OUT	21	44	5	41/46	68	12	65/ 77
KY 79	BUTLER	SS	176 C	BIT	03/61	12.5	0.0-12.5	530	AUG 19	NB OUT	25	45	16	35/51	71	13	65/ 78
										SB OUT	25	40	22	30/52	62	17	52/ 69
KY 79	BUTLER	SS	56 F	BIT	12/69	11.6	12.5-24.1	1110	SEP 17	NB OUT	23	46	13	38/51	75	26	55/ 81
										SB OUT	24	46	14	37/51	71	16	63/ 79
KY 80	METCALF	SS	24 K	KY ROCK	08/67	7.9	0.0- 7.9	1480	AUG 26	EB OUT	9	54	11	47/58	80	6	76/ 82
										WB OUT	10	49	11	45/56	70	7	67/ 74
KY 90	BARREN	SP	212 K	BIT	06/68	0.8	0.0- 0.8	2300	AUG 28	EB OUT	2	34	5	32/37	60	4	58/ 62
										WB OUT	2	33	4	31/35	47	5	45/ 50
KY 90	BARREN	SP	212 K	BIT	09/69	8.5	0.8- 9.3	4720	AUG 28	EB OUT	18	40	20	29/49	62	26	49/ 75
										WB OUT	19	36	13	29/42	57	12	50/ 62
KY 90	BARREN	SP	GLASGOW			1.8	9.3-11.1	5630	AUG 28	EB OUT	5	36	12	31/43	58	13	52/ 65
										WB OUT	3	30	11	25/36	51	8	48/ 56
										EB INN	1	32	0	32/32	50	0	50/ 50
										WB INN	1	40	0	40/40	54	0	54/ 54
KY 90	BARREN	SP	72 H	BIT	03/61	10.9	11.1-22.0	3870	AUG 28	EB OUT	20	36	22	22/44	55	14	47/ 61
										WB OUT	22	35	19	26/45	58	26	45/ 71
KY 90	METCALF	SP	64 C	BIT	11/70	11.7	0.0-11.7	1830	AUG 28	EB OUT	24	38	17	30/47	57	26	42/ 68
										WB OUT	23	38	17	28/45	57	33	40/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 101	WARREN	SP	88 M	CHIPSEAL		0.4	7.3- 7.7	1170	SEP 22	NB OUT	1	30	0	30/30	52	0	52/ 52
										SB OUT	1	25	0	25/25	46	0	46/ 46
KY 101	WARREN	SP	88 M	BIT	06/69	0.4	7.7- 8.1	1840	SEP 22	NB OUT	1	27	0	27/27	53	0	53/ 53
										SB OUT	1	24	0	24/24	45	0	45/ 45
KY 101	WARREN	SP	1088 H	CHIPSEAL		0.8	8.3- 9.1	3770	SEP 22	NB OUT	1	25	0	25/25	40	0	40/ 40
										SB OUT	2	24	8	20/28	47	14	40/ 54
KY 101	WARREN	SP	88 G	CHIPSEAL		2.5	9.1-11.6	2040	SEP 22	NB OUT	6	33	15	25/40	50	21	41/ 62
										SB OUT	5	32	9	27/36	56	6	54/ 60
KY 101	WARREN	SP	48 C	KY ROCK	07/67	1.3	11.6-12.9	1770	SEP 18	NB OUT	3	58	3	56/59	80	5	77/ 82
										SB OUT	1	60	0	60/60	91	0	91/ 91
KY 101	EDMONSON	SP	138 D	KY ROCK	07/67	4.1	0.0- 4.1	1050	SEP 18	NB OUT	8	57	5	54/59	83	6	80/ 86
										SB OUT	7	58	14	49/63	81	13	73/ 86
KY 259	EDMONSON	SP	98 L	KY ROCK	07/67	2.9	9.2-12.1	1560	SEP 18	NB OUT	9	57	4	55/59	79	16	68/ 84
										SB OUT	4	60	5	57/62	75	38	47/ 85
KY 259	EDMONSON	SP	18 L	BIT	01/73	10.6	12.1-22.7	2720	SEP 18	NB OUT	21	33	11	28/39	61	16	52/ 68
										SB OUT	17	37	14	28/42	64	15	56/ 71
KY 446	WARREN	SP		BIT		1.0	0.0- 1.0	10010	AUG 27	EB OUT	3	51	2	50/52	71	3	70/ 73
										WB OUT	3	46	2	45/47	62	18	50/ 68
										EB INN	3	48	3	47/50	62	7	58/ 65
										WB INN	3	47	6	45/51	63	3	62/ 65

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 4 PAGE 1

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31E	HART	SS	40 G	KY ROCK	07/67	11.6	0.0-11.6	1450	NOV 19	NB OUT	12	* 54 *	5	52/57	77	9	73/ 82
										SB OUT	19	* 54 *	6	50/56	77	14	71/ 85
US 31E	HART	SS	40 G	KY ROCK	07/67	10.0	11.6-21.6	1290	NOV 19	NB OUT	20	* 55 *	9	51/60	79	9	75/ 84
										SB OUT	20	* 55 *	9	50/59	78	18	72/ 90
US 31E	LARUE	SS	61 F	BIT		0.8	0.0- 0.8	1150	NOV 19	NB OUT	2	* 47 *	3	46/49	72	0	72/ 72
										SB OUT	1	* 31 *	0	31/31	56	0	56/ 56
US 31E	LARUE	SS	321 C	BIT	10/58	6.1	0.8- 6.9	1590	NOV 19	NB OUT	12	* 46 *	18	35/53	72	10	68/ 78
										SB OUT	12	* 47 *	17	35/52	72	16	61/ 77
US 31E	LARUE	SS	61 S	KY ROCK	09/59	0.5	6.9- 7.4	5150	NOV 19	NB OUT	1	* 49 *	0	49/49	75	0	75/ 75
										SB OUT	1	* 44 *	0	44/44	69	0	69/ 69
US 31E	LARUE	SS	61 S	BIT		1.3	7.4- 8.7	5200	NOV 19	NB OUT	3	* 39 *	6	35/42	66	4	64/ 68
										SB OUT	1	* 27 *	0	27/27	58	0	58/ 58
US 31E	LARUE	SP	HODGNVIL			1.5	8.7-10.2	4820	NOV 19	NB OUT	1	* 40 *	0	40/40	67	0	67/ 67
US 31E	LARUE	SP	1 L	BIT I-A	05/65	10.5	10.2-20.7	1970	NOV 19	NB OUT	20	* 45 *	18	35/53	74	22	61/ 83
										SB OUT	22	* 44 *	19	32/51	70	23	57/ 80
US 31E	NELSON	SP	265 U	BIT	10/62	0.5	0.0- 0.5	1660	NOV 19	NB OUT	1	* 39 *	0	39/39	68	0	68/ 68
										SB OUT	1	* 32 *	0	32/32	60	0	60/ 60
US 31E	NELSON	SP	2265 T	BIT	10/62	0.6	0.5- 1.1	1700	NOV 19	NB OUT	1	* 36 *	0	36/36	64	0	64/ 64
										SB OUT	1	* 35 *	0	35/35	60	0	60/ 60
US 31E	NELSON	SP	265 X	BIT	10/62	4.0	1.1- 5.1	1940	NOV 19	NB OUT	8	* 42 *	9	35/44	67	9	62/ 71
										SB OUT	8	* 42 *	8	38/46	66	10	59/ 69
US 31E	NELSON	SP	265 X	BIT	09/74	4.0	5.1- 9.1	2010	NOV 19	NB OUT	7	* 45 *	3	44/47	72	7	69/ 76
										SB OUT	8	* 45 *	5	43/48	69	10	66/ 76
US 31E	NELSON	SP	265 X	BIT	08/72	3.9	9.1-13.0	2950	NOV 19	NB OUT	8	* 45 *	6	42/48	71	7	66/ 73
										SB OUT	8	* 43 *	7	40/47	70	10	66/ 76
US 31E	NELSON	SP	265 X	BIT	10/60	0.7	13.0-13.7	4400	NOV 19	NB OUT	2	* 39 *	5	37/42	62	2	61/ 63
										SB OUT	1	* 40 *	0	40/40	63	0	63/ 63
US 31E	NELSON	SP	BARDSTWN			2.0	13.7-15.7	4980	NOV 19	SB OUT	1	* 32 *	0	32/32	66	0	66/ 66
US 31E	NELSON	SP	5 J	KY ROCK	08/67	4.8	15.7-20.5	5030	NOV 19	NB OUT	10	* 49 *	7	45/52	73	6	69/ 75
										SB OUT	9	* 46 *	6	43/49	71	19	59/ 78
US 31E	NELSON	SP	5 O	BIT	08/72	5.9	20.5-26.4	3410	NOV 19	NB OUT	12	* 46 *	17	34/51	70	12	63/ 75
										SB OUT	12	* 43 *	11	37/48	68	23	59/ 82
US 31E	NELSON	SP	5 O	BIT	08/72	1.2	26.4-27.6	3810	NOV 19	NB OUT	2	* 38 *	10	33/43	62	11	57/ 68
										SB OUT	3	* 34 *	5	32/37	59	10	55/ 65

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31W	HART	SS	120 S	BIT	07/73	1.2	0.0- 1.2	4160	SEP 22	NB OUT	3	* 39 *	8	34/42	63	10	57/ 67
										SB OUT	2	* 36 *	1	36/37	54	7	50/ 57
US 31W	HART	SS	2120 R	BIT	07/73	0.9	1.2- 2.1	4160	SEP 22	NB OUT	1	* 39 *	0	39/39	62	0	62/ 62
										SB OUT	2	* 31 *	1	30/31	52	2	51/ 53
US 31W	HART	SS	2120 R	BIT	08/72	1.2	2.1- 3.3	4160	SEP 22	NB OUT	3	* 36 *	6	33/39	61	5	58/ 63
										SB OUT	2	* 31 *	4	29/33	55	4	53/ 57
US 31W	HART	SS	120 D	BIT	10/69	6.3	3.3- 9.6	2250	SEP 22	NB OUT	12	* 44 *	9	39/48	70	11	62/ 73
										SB OUT	13	* 42 *	6	39/45	62	10	57/ 67
US 31W	HART	SS	120 D	BIT	10/69	0.7	9.6-10.3	3200	SEP 22	NB OUT	1	* 30 *	0	30/30	54	0	54/ 54
										SB OUT	1	* 31 *	0	31/31	51	0	51/ 51
US 31W	HART	SS	1120 P	BIT	10/69	0.3	10.3-10.6	3200	SEP 22	NB OUT	1	* 25 *	0	25/25	57	0	57/ 57
US 31W	HART	SS	2020 Z	BIT		1.3	10.6-11.9	3200	SEP 22	NB OUT	3	* 41 *	10	36/46	65	6	62/ 68
										SB OUT	2	* 40 *	5	37/42	62	7	58/ 65
US 31W	HART	SS	20AA	BIT	03/65	0.4	11.9-12.3	2050	SEP 22	NB OUT	1	* 31 *	0	31/31	54	0	54/ 54
										SB OUT	1	* 39 *	0	39/39	58	0	58/ 58
US 31W	HART	SS	20AA	CHIPSEAL		0.7	12.3-13.0	1660	SEP 22	NB OUT	1	* 28 *	0	28/28	57	0	57/ 57
										SB OUT	2	* 28 *	4	26/30	47	2	46/ 48
US 31W	HART	SS	20AA	CHIPSEAL		3.0	13.0-16.0	1660	SEP 22	NB OUT	5	* 37 *	12	32/44	56	11	52/ 63
										SB OUT	6	* 31 *	14	24/38	52	8	48/ 56
US 31W	HART	SS	20AA	CHIPSEAL		1.3	16.0-17.3	1660	SEP 22	NB OUT	2	* 34 *	2	33/35	57	5	54/ 59
										SB OUT	2	* 29 *	1	29/30	53	2	52/ 54
US 31W	HART	SS	BONIEVIL	CHIPSEAL		1.4	17.3-18.7	1530	SEP 22	NB OUT	3	* 29 *	10	23/33	50	19	39/ 58
										SB OUT	2	* 25 *	6	22/28	51	1	50/ 51
US 31W	HART	SS	20AC	CHIPSEAL		2.3	18.7-21.0	1400	SEP 22	NB OUT	4	* 36 *	5	33/38	56	9	53/ 62
										SB OUT	5	* 30 *	6	27/33	52	8	49/ 57
US 31W	HART	SS	20AD	CHIPSEAL		1.6	21.0-22.6	1400	SEP 22	NB OUT	3	* 36 *	3	34/37	55	4	53/ 57
										SB OUT	3	* 34 *	4	32/36	59	5	57/ 62
US 31W	LARUE	SS	261 D	CHIPSEAL		1.1	0.0- 1.1	940	SEP 22	NB OUT	2	* 37 *	9	33/42	60	1	60/ 61
										SB OUT	2	* 30 *	3	29/32	53	6	50/ 56
US 31W	LARUE	SS	1261 C	CHIPSEAL		0.4	1.1- 1.5	940	SEP 22	NB OUT	1	* 22 *	0	22/22	50	0	50/ 50
										SB OUT	1	* 14 *	0	14/14	24	0	24/ 24
US 31W	HARDIN	SS	1119 V	BIT		0.5	0.0- 0.5	2690	SEP 22	NB OUT	1	* 27 *	0	27/27	47	0	47/ 47
										SB OUT	1	* 29 *	0	29/29	56	0	56/ 56
US 31W	HARDIN	SS	119 U	CHIPSEAL		1.4	0.5- 1.9	2690	SEP 22	NB OUT	3	* 30 *	4	28/32	56	3	54/ 57
										SB OUT	2	* 28 *	0	28/28	51	1	51/ 52

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31W	HARDIN	SS	119AD	CHIPSEAL		0.4	1.9- 2.3	2690	SEP 22	NB OUT	1	* 31 *	0	31/31	54	0	54/ 54
										SB OUT	1	* 29 *	0	29/29	53	0	53/ 53
US 31W	HARDIN	SS	119AD	CHIPSEAL		4.2	2.3- 6.5	2120	SEP 22	NB OUT	8	* 31 *	14	21/35	55	10	49/ 59
										SB OUT	8	* 30 *	8	26/34	52	14	46/ 60
US 31W	HARDIN	SS	119 X	CHIPSEAL		0.6	6.5- 7.1	1730	SEP 22	NB OUT	1	* 32 *	0	32/32	58	0	58/ 58
										SB OUT	1	* 30 *	0	30/30	59	0	59/ 59
US 31W	HARDIN	SS	119 W	CHIPSEAL		0.4	7.1- 7.5	1730	SEP 22	NB OUT	2	* 36 *	13	30/43	67	9	63/ 72
										SB OUT	1	* 27 *	0	27/27	69	0	69/ 69
US 31W	HARDIN	SS	119AA	CHIPSEAL		1.2	7.5- 8.7	1730	SEP 22	NB OUT	2	* 47 *	1	47/48	76	3	74/ 77
										SB OUT	2	* 43 *	8	39/47	73	3	72/ 75
US 31W	HARDIN	SS	119AF	CHIPSEAL		6.2	8.7-14.9	2460	SEP 22	NB OUT	12	* 41 *	15	30/45	66	26	51/ 77
										SB OUT	12	* 41 *	11	37/48	64	16	57/ 73
US 31W	HARDIN	SS	E TOWN			3.2	14.9-18.1	19000	SEP 16	NB OUT	3	* 43 *	8	39/47	67	6	64/ 70
										SB OUT	4	* 37 *	10	33/43	64	3	62/ 65
										NB INN	2	* 44 *	1	43/44	67	1	67/ 68
										SB INN	1	* 30 *	0	30/30	61	0	61/ 61
US 31W	HARDIN	SP	459 H	BIT	04/62	4.5	18.1-22.6	14350	SEP 16	NB OUT	9	* 49 *	9	45/54	73	8	69/ 77
										NB INN	9	* 51 *	7	47/54	74	12	66/ 78
US 31W*	HARDIN	SP	459 H	OGFC 109	10/73	4.8	18.1-22.9	14350	SEP 16	SB OUT	11	* 51 *	10	46/56	74	19	66/ 85
										SB INN	8	* 50 *	2	49/51	71	6	68/ 74
US 31W	HARDIN	SP	459 H	BIT	09/63	3.6	22.6-26.2	17660	SEP 16	NB OUT	6	* 48 *	9	44/53	75	11	69/ 80
										SB OUT	6	* 40 *	15	33/48	65	6	62/ 68
										NB INN	7	* 55 *	7	52/59	78	7	74/ 81
										SB INN	7	* 51 *	10	46/56	74	5	71/ 76
US 31W	HARDIN	SP	3459 J	BIT	09/63	1.5	26.2-27.7	23280	SEP 16	NB OUT	2	* 43 *	9	39/48	74	3	73/ 76
										SB OUT	2	* 39 *	2	38/40	63	0	63/ 63
										NB INN	2	* 55 *	4	53/57	79	4	77/ 81
										SB INN	3	* 47 *	2	46/48	73	3	71/ 74
US 31W	HARDIN	SP	RADCLIFF	PCC	12/64	2.5	27.7-30.2	21860	SEP 16	NB OUT	5	* 42 *	6	39/45	66	6	63/ 69
										SB OUT	5	* 32 *	5	30/35	57	12	51/ 63
										NB INN	5	* 45 *	11	42/53	69	16	63/ 79
										SB INN	4	* 36 *	9	33/42	61	9	56/ 65
US 31W	HARDIN	SP	19	PCC	10/74	2.8	30.2-33.0	16640	SEP 16	NB OUT	4	* 45 *	9	40/49	71	9	67/ 76
										SB OUT	6	* 47 *	9	44/53	73	10	67/ 77
										NB INN	5	* 48 *	6	47/53	77	3	76/ 79
										SB INN	6	* 47 *	5	45/50	73	9	67/ 76
US 31W	HARDIN	SP	39 M	SA 59-B	08/73	4.1	33.0-37.1	20140	AUG 18	NB OUT	8	* 43 *	13	35/48	67	13	59/ 72
										SB OUT	10	* 41 *	15	32/47	65	17	58/ 75
										NB INN	8	* 48 *	7	46/53	73	7	69/ 76
										SB INN	8	* 48 *	4	46/50	72	7	68/ 75

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31WB	HARDIN	SP	4444 A	PCC	11/74	3.5	0.0- 3.5	6420	SEP 15	NB OUT	7	* 48 *	5	47/52	71	10	65/ 75
										SB OUT	8	* 45 *	6	41/47	70	9	65/ 74
										NB INN	4	* 49 *	4	47/51	71	10	65/ 75
										SB INN	5	* 48 *	4	46/50	72	11	65/ 76
US 31W	MEADE	SP	3 F	PCC	10/74	0.6	0.0- 0.6	19760	SEP 16	NB OUT	1	* 47 *	0	47/47	75	0	75/ 75
										SB OUT	1	* 47 *	0	47/47	70	0	70/ 70
										NB INN	1	* 47 *	0	47/47	76	0	76/ 76
										SB INN	1	* 48 *	0	48/48	72	0	72/ 72
US 31W	MEADE	SP	3 I	SA 59-B	10/72	1.9	0.6- 2.5	19760	AUG 18	NB OUT	6	* 43 *	9	37/46	67	12	64/ 76
										SB OUT	6	* 43 *	10	38/48	70	4	68/ 72
										NB INN	6	* 48 *	8	44/52	73	9	69/ 78
										SB INN	5	* 52 *	9	46/55	75	4	73/ 77
US 31W	MEADE	SP	3 H	SA 59-B	08/73	1.3	2.5- 3.8	19760	AUG 18	NB OUT	4	* 46 *	4	44/48	69	5	67/ 72
										SB OUT	4	* 46 *	3	45/48	68	4	65/ 69
										NB INN	4	* 47 *	1	46/47	72	2	71/ 73
										SB INN	5	* 51 *	4	49/53	73	5	70/ 75
US 60	BRECKINRIDGE	SP	173 M	BIT	12/72	1.7	0.0- 1.7	2110	SEP 16	EB OUT	4	* 37 *	8	32/40	62	2	61/ 63
										WB OUT	3	* 33 *	12	26/38	61	15	53/ 68
US 60	BRECKINRIDGE	SP	2173 L	BIT	12/72	1.5	1.7- 3.2	2150	SEP 16	EB OUT	1	* 27 *	0	27/27	54	0	54/ 54
										WB OUT	2	* 30 *	12	24/36	63	3	62/ 65
US 60	BRECKINRIDGE	SP	173 K	BIT	12/72	10.9	3.2-14.1	2130	SEP 16	EB OUT	21	* 46 *	15	35/50	69	20	58/ 78
										WB OUT	21	* 42 *	25	29/54	69	21	57/ 78
US 60	BRECKINRIDGE	SP	HARDSBUG	PCC	07/35	1.0	14.1-15.1	6170	SEP 16	EB OUT	2	* 28 *	3	26/29	54	5	52/ 57
										WB OUT	1	* 33 *	0	33/33	60	0	60/ 60
US 60	BRECKINRIDGE	SP	13 L	BIT	06/65	2.6	15.1-17.7	5790	SEP 16	EB OUT	5	* 44 *	18	36/54	70	10	65/ 75
										WB OUT	4	* 43 *	13	34/47	66	2	65/ 67
US 60	BRECKINRIDGE	SP	HARNED			0.6	17.7-18.3	4680	SEP 16	EB OUT	1	* 42 *	0	42/42	76	0	76/ 76
										WB OUT	1	* 47 *	0	47/47	68	0	68/ 68
US 60	BRECKINRIDGE	SP	13 L	BIT	06/65	11.3	18.3-29.6	3150	SEP 16	EB OUT	23	* 44 *	15	37/52	67	22	58/ 80
										WB OUT	23	* 43 *	13	37/50	66	19	55/ 74
US 60	BRECKINRIDGE	SP	IRVINGTN	BIT	06/65	1.9	29.6-31.5	3400	SEP 16	EB OUT	4	* 36 *	3	34/37	54	12	47/ 59
										WB OUT	4	* 39 *	18	30/48	62	21	52/ 73
US 60	BRECKINRIDGE	SP	333 C	SAND ASP	10/66	2.0	31.5-33.5	1480	SEP 16	EB OUT	2	* 49 *	0	49/49	69	3	67/ 70
										WB OUT	2	* 52 *	2	51/53	75	3	74/ 77
US 60	MEADE	SP	423 C	SAND ASP	10/66	8.7	0.0- 8.7	3080	SEP 16	EB OUT	17	* 51 *	9	46/55	76	11	70/ 81
										WB OUT	15	* 56 *	7	51/58	80	13	74/ 87
US 60	MEADE	SP	23 Q	BIT	09/58	4.5	8.7-13.2	4300	SEP 16	EB OUT	7	* 40 *	7	36/43	65	5	62/ 67
										WB OUT	9	* 44 *	11	38/49	71	11	65/ 76

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 4 PAGE 5

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	MEADE	SP	23 M	BIT		0.1	13.2-13.3	4300	SEP 16	WB OUT	1	36	0	36/36	56	0	56/ 56
US 60	MEADE	SP	23 M	BIT		2.4	13.3-15.7	4930	SEP 16	EB OUT	4	43	9	38/47	66	16	56/ 72
										WB OUT	4	50	9	46/55	74	5	73/ 78
US 62	GRAYSON	SS	235 R	KY ROCK		4.6	0.0- 4.6	660	AUG 18	EB OUT	9	33	14	26/40	58	8	53/ 61
										WB OUT	9	35	13	27/40	57	7	53/ 60
US 62	GRAYSON	SS	235 S	BIT	09/59	4.0	4.6- 8.6	1130	AUG 18	EB OUT	8	24	13	18/31	46	27	29/ 56
										WB OUT	8	26	27	12/39	47	45	19/ 64
US 62	GRAYSON	SS	1235 P	BIT		0.5	8.6- 9.1	1450	SEP 17	WB OUT	1	35	0	35/35	63	0	63/ 63
US 62	GRAYSON	SS	235 Y	BIT		10.3	9.1-19.4	2410	SEP 17	EB OUT	21	32	16	23/39	60	18	50/ 68
										WB OUT	21	32	11	27/38	57	16	47/ 63
US 62	GRAYSON	SS	235 Y	BIT	12/72	1.4	19.4-20.8	3810	SEP 17	EB OUT	2	34	5	32/37	61	4	59/ 63
										WB OUT	3	36	9	32/41	57	6	54/ 60
US 62	GRAYSON	SS	LEITCHFD			1.4	20.8-22.2	3800	SEP 17	EB OUT	2	28	6	25/31	46	10	41/ 51
										WB OUT	2	27	4	25/29	60	9	55/ 64
US 62	GRAYSON	SS	55 Y	BIT	12/72	2.5	22.2-24.7	2810	SEP 17	EB OUT	4	33	2	32/34	54	20	41/ 61
										WB OUT	6	32	6	29/35	53	16	42/ 58
US 62	GRAYSON	SS	1055 V	SAND ASP	06/72	1.2	24.7-25.9	2550	SEP 17	EB OUT	3	38	4	36/40	61	5	60/ 65
										WB OUT	1	42	0	42/42	62	0	62/ 62
US 62	GRAYSON	SS	55 Z	OGFC 109	07/75	3.1	25.9-29.0	2340	SEP 17	EB OUT	9	43	4	41/45	69	3	67/ 70
										WB OUT	6	45	5	43/48	65	6	62/ 68
US 62	GRAYSON	SS	55 Z	OGFC 109	07/75	2.0	29.0-31.0	2170	SEP 17	EB OUT	3	46	2	45/47	74	3	73/ 76
										WB OUT	4	46	4	44/48	69	7	66/ 73
US 62	GRAYSON	SS	55 Z	OGFC 109	07/75	2.5	31.0-33.5	2060	SEP 17	EB OUT	4	44	3	43/46	71	5	69/ 74
										WB OUT	5	44	4	42/46	66	6	62/ 68
US 62	HARDIN	SS	199AB	OGFC 109	10/74	4.5	0.0- 4.5	3280	SEP 17	EB OUT	10	48	5	45/50	70	9	66/ 75
										WB OUT	9	47	5	44/49	69	6	66/ 72
US 62	HARDIN	SS	199AB	BIT	01/74	3.1	4.5- 7.6	3360	SEP 17	EB OUT	6	44	5	42/47	70	7	67/ 74
										WB OUT	4	39	0	39/39	66	2	65/ 67
US 62	HARDIN	SS	199AB	BIT	01/74	3.8	7.6-11.4	3330	SEP 17	EB OUT	8	45	7	41/48	71	7	68/ 75
										WB OUT	8	41	7	37/44	67	10	61/ 71
US 62	HARDIN	SS	199AB	BIT	11/71	4.4	11.4-15.8	5120	SEP 17	EB OUT	9	49	6	45/51	75	9	71/ 80
										WB OUT	8	52	12	45/57	77	13	70/ 83
US 62	HARDIN	SS	E TOWN			2.8	15.8-18.6	6830	NOV 11	EB OUT	6	43	10	38/48	70	13	62/ 75
										WB OUT	8	45	15	36/51	70	13	63/ 76
										EB INN	2	43	4	41/45	71	1	70/ 71
										WB INN	2	42	7	38/45	71	4	69/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 62	HARDIN	SS	4079 U	SAND ASP	08/70	1.0	18.6-19.6	8580	NOV 11	EB OUT	3	39	1	38/39	63	4	61/ 65
										WB OUT	3	41	12	35/47	66	10	61/ 71
										EB INN	2	48	0	48/48	74	3	73/ 76
										WB INN	4	43	15	37/52	73	19	62/ 81
US 62	HARDIN	SS	4079 U	SAND ASP	06/72	0.6	19.6-20.2	6990	NOV 11	EB OUT	1	42	0	42/42	67	0	67/ 67
										WB OUT	1	43	0	43/43	70	0	70/ 70
										EB INN	1	50	0	50/50	73	0	73/ 73
										WB INN	1	51	0	51/51	76	0	76/ 76
US 62	HARDIN	SS	79 V	BIT	12/58	5.2	20.2-25.4	3890	NOV 11	EB OUT	10	42	8	39/47	68	14	62/ 76
										WB OUT	10	41	16	36/52	66	21	58/ 79
US 62	HARDIN	SS	79 V	BIT		0.7	25.4-26.1	2080	NOV 11	EB OUT	1	38	0	38/38	65	0	65/ 65
										WB OUT	2	42	1	42/43	73	8	69/ 77
US 62	HARDIN	SS	79 N	KY ROCK		2.1	26.1-28.2	1590	NOV 11	EB OUT	4	46	3	44/47	73	8	69/ 77
										WB OUT	4	46	5	44/49	71	8	67/ 75
US 62	NELSON	SS	305 Q	BIT	10/69	13.0	0.0-13.0	1580	NOV 11	EB OUT	26	49	14	39/53	74	16	63/ 79
										WB OUT	18	53	12	45/57	80	16	70/ 86
US 62	NELSON	SS	305 Q	BIT	10/69	0.8	13.0-13.8	3470	NOV 11	EB OUT	2	39	4	37/41	59	1	59/ 60
US 62	NELSON	SS	65 W	BIT		1.0	14.6-15.6	4140	NOV 11	EB OUT	1	42	0	42/42	58	0	58/ 58
										WB OUT	2	39	1	39/40	66	3	64/ 67
US 62	NELSON	SS	65 W	BIT	09/74	0.6	15.6-16.2	3590	NOV 11	EB OUT	2	35	4	33/37	61	5	58/ 63
										WB OUT	1	47	0	47/47	73	0	73/ 73
US 62	NELSON	SS	65 W	BIT		1.9	16.2-18.1	1810	NOV 11	EB OUT	3	45	3	44/47	68	4	67/ 71
										WB OUT	4	44	3	43/46	69	5	67/ 72
US 62	NELSON	SS	105 E	BIT	09/56	6.8	18.1-24.9	1260	NOV 11	EB OUT	15	49	10	43/53	73	10	67/ 77
										WB OUT	14	50	8	45/53	73	16	64/ 80
US 62	NELSON	SS	85 N	BIT		2.0	24.9-26.9	1610	NOV 11	EB OUT	3	45	3	44/47	73	6	70/ 76
										WB OUT	3	46	3	45/48	75	7	72/ 79
US 62	NELSON	SS	BLOOMFLD			0.4	26.9-27.3	2280	NOV 11	WB OUT	1	35	0	35/35	63	0	63/ 63
US 62	NELSON	SS	65 N	BIT	09/63	9.8	27.3-37.1	1070	NOV 11	EB OUT	17	46	27	30/57	71	30	53/ 83
										WB OUT	20	46	17	36/53	71	23	58/ 81
US 68	GREEN	SS	76 D	BIT	09/66	11.9	0.0-11.9	1310	NOV 12	EB OUT	23	43	22	32/54	72	25	56/ 81
										WB OUT	22	43	17	33/50	71	21	60/ 81
US 68	GREEN	SS	56 K	BIT		1.1	11.9-13.0	8280	NOV 12	EB OUT	1	24	0	24/24	48	0	48/ 48
										WB OUT	1	31	0	31/31	63	0	63/ 63
US 68	GREEN	SS	36 G	BIT	01/73	4.6	13.9-18.5	3050	NOV 12	EB OUT	9	39	16	28/44	67	16	56/ 72
										WB OUT	10	37	10	32/42	66	9	63/ 72

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 4 PAGE 7

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	TAYLOR	SS	148 H	BIT	09/74	4.5	0.0- 4.5	2790	NOV 12	EB OUT	9	41	7	38/45	70	10	64/ 74
										WB OUT	8	38	5	36/41	68	5	66/ 71
US 68	TAYLOR	SS	CAMBLVIL			2.0	4.5- 6.5	3740	NOV 12	EB OUT	4	41	33	22/55	62	35	40/ 75
										WB OUT	3	40	6	36/42	65	5	63/ 68
										EB INN	3	49	4	48/52	78	6	75/ 81
										WB INN	2	43	5	40/45	72	7	69/ 76
US 68	TAYLOR	SS	8 N			0.9	6.5- 7.4	3480	NOV 12	EB OUT	1	14	0	14/14	22	0	22/ 22
										WB OUT	2	19	13	13/26	35	34	18/ 52
US 68	TAYLOR	SS	8 N	BIT	01/59	5.4	7.4-12.8	1850	NOV 12	EB OUT	11	37	28	23/51	71	23	58/ 81
										WB OUT	10	39	18	28/46	67	41	38/ 79
US 68	TAYLOR	SS	8 N	BIT		2.6	12.8-15.4	1190	NOV 12	EB OUT	5	39	15	29/44	74	9	69/ 78
										WB OUT	5	39	5	36/41	70	12	63/ 75
US 68	MARION	SS	102 N	BIT	02/61	5.7	0.0- 5.7	1490	NOV 12	EB OUT	10	44	1	40/50	71	12	67/ 79
										WB OUT	10	45	10	40/50	73	9	69/ 78
US 68	MARION	SS	102 P	BIT	02/61	2.9	5.7- 8.6	2580	NOV 12	EB OUT	6	40	9	35/44	68	5	65/ 70
										WB OUT	6	43	7	39/46	70	9	65/ 74
US 68	MARION	SS	102 P	BIT	08/72	0.3	8.6- 8.9	2580	NOV 12	EB OUT	1	36	0	36/36	69	0	69/ 69
										WB OUT	1	27	0	27/27	46	0	46/ 46
US 68	MARION	SS	LEBANON			1.8	8.9-10.7	4440	NOV 12	EB OUT	1	40	0	40/40	69	0	69/ 69
US 68	MARION	SS	22AA	BIT		0.4	10.7-11.1	3580	NOV 12	WB OUT	1	33	0	33/33	65	0	65/ 65
US 68	MARION	SS	22AA	BIT	11/65	0.7	11.1-11.8	3580	NOV 12	EB OUT	1	24	0	24/24	58	0	58/ 58
										WB OUT	1	27	0	27/27	57	0	57/ 57
US 68	MARION	SS	22AA	BIT		11.0	11.8-22.8	1190	NOV 12	EB OUT	22	42	22	29/51	71	19	60/ 79
										WB OUT	22	46	22	32/54	70	22	56/ 78
US 150	NELSON	SP	125 O	BIT	10/70	1.3	0.4- 1.7	3930	NOV 18	EB OUT	3	39	10	35/45	63	14	56/ 70
										WB OUT	3	42	10	36/46	69	8	64/ 72
US 150	NELSON	SP	125 O	BIT	07/65	0.6	1.7- 2.3	3190	NOV 18	EB OUT	1	52	0	52/52	80	0	80/ 80
										WB OUT	1	47	0	47/47	73	0	73/ 73
US 150	NELSON	SP	125 O	BIT	10/70	5.3	2.3- 7.6	2600	NOV 18	EB OUT	10	46	13	37/50	74	16	64/ 80
										WB OUT	11	44	10	38/48	71	8	66/ 74
US 150	WASHINGTON	SP	129 R	BIT	07/73	8.2	0.0- 8.2	2900	NOV 18	EB OUT	17	38	11	32/43	67	13	60/ 73
										WB OUT	16	37	13	28/41	65	23	49/ 72
US 150	WASHINGTON	SP	SPRNGFLD			1.7	8.2- 9.9	6990	NOV 18	EB OUT	1	28	0	28/28	55	0	55/ 55
										WB OUT	2	28	9	23/32	56	18	47/ 65
US 150	WASHINGTON	SP	49 H	BIT	05/66	11.5	9.9-21.4	1390	NOV 18	EB OUT	23	28	14	21/35	51	21	42/ 63
										WB OUT	24	24	25	9/34	45	48	16/ 64

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 55	TAYLOR	SP	128 I	BIT	11/74	0.4	0.0- 0.4	1500	NOV 12	SB OUT	1	* 47 *	0	47/47	76	0	76/ 76
KY 55	TAYLOR	SP	128 I	BIT	03/61	4.9	0.4- 5.3	2080	NOV 12	NB OUT	10	* 47 *	5	44/49	73	9	69/ 78
										SB OUT	9	* 44 *	25	29/54	71	42	39/ 81
KY 55	TAYLOR	SS	128 E	BIT		5.0	5.3-10.3	3930	NOV 12	NB OUT	10	* 24 *	16	15/31	47	35	26/ 61
										SB OUT	9	* 28 *	18	21/39	56	22	45/ 67
KY 55	MARION	SP	LEBANON			1.8	0.0- 1.8	4820	NOV 18	NB OUT	4	* 36 *	18	25/43	68	10	63/ 73
										SB OUT	3	* 42 *	7	39/46	70	8	66/ 74
KY 55	MARION	SP	2 J	BIT	11/71	2.9	1.8- 4.7	2900	NOV 18	NB OUT	5	* 47 *	5	44/49	75	7	71/ 78
										SB OUT	6	* 48 *	5	45/50	74	7	71/ 78
KY 55	WASHINGTON	SP	69 N	BIT	11/71	2.7	0.0- 2.7	3030	NOV 18	NB OUT	6	* 35 *	5	33/38	63	6	60/ 66
										SB OUT	5	* 38 *	6	35/41	61	28	40/ 68
KY 55	WASHINGTON	SS	3069 K	BIT	09/56	0.6	2.7- 3.3	4040	NOV 18	NB OUT	1	* 36 *	0	36/36	62	0	62/ 62
										SB OUT	1	* 28 *	0	28/28	53	0	53/ 53
KY 55	WASHINGTON	SS	69 M	BIT	11/71	1.0	3.3- 4.3	5050	NOV 18	NB OUT	1	* 23 *	0	23/23	47	0	47/ 47
KY 61	GREEN	SP	56 M	BIT	09/69	4.7	0.0- 4.7	1290	NOV 11	NB OUT	7	* 43 *	13	35/48	69	10	65/ 75
										SB OUT	9	* 40 *	11	33/44	69	16	59/ 75
KY 61	GREEN	SP	56 M	BIT		3.5	4.7- 8.2	2620	NOV 11	NB OUT	6	* 41 *	14	32/46	69	15	59/ 74
										SB OUT	7	* 38 *	10	33/43	70	8	66/ 74
KY 61	GREEN	SP	16 P	SAND ASP	09/69	1.9	8.2-10.1	3890	NOV 11	NB OUT	3	* 29 *	3	27/30	51	19	44/ 63
										SB OUT	4	* 28 *	8	24/32	52	12	46/ 58
KY 61	GREEN	SP	16 P	BIT	08/75	5.0	10.1-15.1	2950	NOV 11	NB OUT	10	* 38 *	11	31/42	64	10	57/ 67
										SB OUT	10	* 37 *	8	33/41	64	9	59/ 68
KY 61	GREEN	SP	16 P	BIT	10/62	2.9	15.1-18.0	2290	NOV 11	NB OUT	6	* 38 *	11	34/45	66	9	61/ 70
										SB OUT	6	* 38 *	19	24/43	66	14	58/ 72
KY 61	GREEN	SP	16 P	BIT	11/67	1.1	18.0-19.1	1740	NOV 11	NB OUT	2	* 47 *	5	44/49	75	2	74/ 76
										SB OUT	2	* 46 *	2	45/47	73	2	72/ 74
KY 61	GREEN	SP	16 P	BIT	10/62	5.4	19.1-24.5	1700	NOV 11	NB OUT	11	* 38 *	19	27/46	66	13	59/ 72
										SB OUT	11	* 36 *	13	29/42	66	10	62/ 72
KY 61	LARUE	SP	41 D	BIT	01/60	5.2	0.0- 5.2	1900	NOV 11	NB OUT	10	* 43 *	16	36/52	72	11	66/ 77
										SB OUT	10	* 42 *	17	36/53	68	13	63/ 76
KY 61	LARUE	SP	61 P	BIT	01/60	0.5	5.2- 5.7	1900	NOV 11	SB OUT	1	* 40 *	0	40/40	66	0	66/ 66
KY 61	LARUE	SP	61 O	KY ROCK		0.3	5.7- 6.0	1900	NOV 11	SB OUT	1	* 44 *	0	44/44	72	0	72/ 72
KY 61	LARUE	SP	61 M	BIT	08/66	2.0	6.0- 8.0	2450	NOV 11	NB OUT	4	* 46 *	6	43/49	73	9	69/ 78
										SB OUT	3	* 44 *	3	43/46	73	3	71/ 74

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 61	LARUE	SP	3141 G	BIT		0.9	8.0- 8.9	7230	NOV 11	NB OUT	1	46	0	46/46	67	0	67/ 67
KY 61	LARUE	SP	141	SA 59-D	07/75	4.3	8.9-13.2	7210	NOV 11	NB OUT	8	43	11	36/47	66	16	55/ 71
										SB OUT	9	40	11	32/43	63	8	59/ 67
KY 61	HARDIN	SP	99	SA 59-D	07/75	4.3	0.0- 4.3	6980	NOV 11	NB OUT	8	43	9	37/46	65	13	58/ 71
										SB OUT	8	35	11	31/42	59	10	54/ 64
KY 79	GRAYSON	SS	215 J	BIT	09/58	3.5	0.0- 3.5	660	SEP 17	NB OUT	7	33	27	19/46	62	27	55/ 82
										SB OUT	8	33	15	27/42	59	27	45/ 72
KY 79	GRAYSON	SS	215 J	BIT	08/68	0.8	3.8- 4.6	890	SEP 17	NB OUT	1	40	0	40/40	68	0	68/ 68
										SB OUT	1	36	0	36/36	64	0	64/ 64
KY 79	GRAYSON	SS	CANEYVIL			0.8	4.6- 5.4	1320	SEP 17	NB OUT	1	30	0	30/30	58	0	58/ 58
										SB OUT	2	26	5	23/28	56	2	55/ 57
KY 79	GRAYSON	SS	315 K	BIT	06/66	7.0	5.4-12.4	740	SEP 17	NB OUT	15	36	15	30/45	62	24	50/ 74
										SB OUT	14	34	19	26/45	62	17	55/ 72
KY 79	GRAYSON	SS	315 M	BIT	07/73	5.9	12.4-18.3	820	SEP 17	NB OUT	12	41	8	36/44	67	11	60/ 71
										SB OUT	12	38	8	33/41	63	8	58/ 66
KY 79	GRAYSON	SS	ROUGHPRK			1.6	18.3-19.9	720	SEP 17	NB OUT	3	40	4	37/41	66	4	65/ 69
										SB OUT	3	37	11	31/42	62	10	57/ 67
KY 79	BRECKINRIDGE	SS	953 C	BIT	02/63	1.9	0.0- 1.9	1000	SEP 17	NB OUT	4	41	12	35/47	70	17	62/ 79
										SB OUT	4	30	24	18/42	64	15	58/ 73
KY 79	BRECKINRIDGE	SS				3.4	1.9- 5.3	1240	SEP 17	NB OUT	7	32	24	19/43	58	29	43/ 72
										SB OUT	7	33	19	23/42	67	12	61/ 73
KY 79	BRECKINRIDGE	SS	93 J	BIT	06/68	9.7	5.3-15.0	1870	SEP 17	NB OUT	19	40	10	36/46	70	14	64/ 78
										SB OUT	19	36	12	31/43	65	14	57/ 71
KY 218	HART	SP	900 B	BIT	12/67	0.3	5.1- 5.4	1390	SEP 22	EB OUT	1	40	0	40/40	67	0	67/ 67
KY 218	HART	SP		BIT		1.8	5.4- 7.2	1390	SEP 22	EB OUT	3	48	6	44/50	66	5	63/ 68
										WB OUT	5	47	11	43/54	67	10	61/ 71
KY 218	HART	SP		PCC		0.4	7.2- 7.6	1390	SEP 22	EB OUT	1	44	0	44/44	66	0	66/ 66
KY 218	HART	SP	2100 C	PCC	06/43	0.5	7.6- 8.1	1990	SEP 22	EB OUT	1	40	0	40/40	66	0	66/ 66
KY 218	HART	SP	100 B	PCC	06/32	3.4	8.1-11.5	2870	SEP 22	EB OUT	6	44	12	37/49	66	10	61/ 71
										WB OUT	7	43	13	36/49	68	14	62/ 76
KY 259	GRAYSON	SP	135 K	BIT	09/58	6.1	0.0- 6.1	1450	SEP 18	NB OUT	12	25	21	14/35	51	18	42/ 60
										SB OUT	12	28	17	18/35	52	27	34/ 61
KY 259	GRAYSON	SP	135 K	BIT	08/68	6.0	6.1-12.1	1940	SEP 18	NB OUT	12	40	22	31/53	66	30	50/ 80
										SB OUT	12	40	11	36/47	57	41	36/ 77

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 259	GRAYSON	SP	135 K	BIT	12/63	0.2	12.1-12.3	1940	SEP 18	NB OUT	1	28	0	28/28	52	0	52/ 52
KY 259	GRAYSON	SP	LEITCHFD			2.0	12.3-14.3	4780	SEP 18	NB OUT	3	27	1	26/27	46	17	35/ 52
										SB OUT	4	34	9	28/37	51	26	40/ 66
KY 259	GRAYSON	SP	15 G	BIT	07/73	3.6	14.3-17.9	1130	SEP 18	NB OUT	7	38	6	34/40	61	10	57/ 67
										SB OUT	7	40	7	37/44	58	31	38/ 69
KY 259	GRAYSON	SP	15 H	BIT		2.9	17.9-20.8	740	SEP 18	NB OUT	6	29	32	16/48	52	40	30/ 70
										SB OUT	6	21	22	12/34	34	20	25/ 45
KY 259	GRAYSON	SP	15 H	BIT	07/60	0.6	20.8-21.4	610	SEP 18	NB OUT	1	26	0	26/26	34	0	34/ 34
										SB OUT	1	39	0	39/39	62	0	62/ 62
KY 259	BRECKINRIDGE	SP	93 M	BIT	07/60	0.1	0.0- 0.1	610	SEP 18	NB OUT	1	24	0	24/24	64	0	64/ 64
KY 259	BRECKINRIDGE	SP	93 M	BIT		1.5	0.1- 1.6	610	SEP 18	NB OUT	2	37	8	33/41	37	1	37/ 38
										SB OUT	3	21	21	13/34	41	23	31/ 54
KY 259	BRECKINRIDGE	SP	93 M	BIT		0.9	1.6- 2.5	630	SEP 18	NB OUT	3	28	12	21/33	44	20	33/ 53
										SB OUT	1	33	0	33/33	56	0	56/ 56
KY 259	BRECKINRIDGE	SP	93 L	BIT	10/73	5.0	2.5- 7.5	1000	SEP 18	NB OUT	10	45	8	40/48	44	35	33/ 68
										SB OUT	11	45	10	39/49	52	35	35/ 70
KY 555	WASHINGTON	SP	3009 M		12/60	0.5	0.4- 0.9	1440	NOV 18	NB OUT	1	30	0	30/30	47	0	47/ 47
										SB OUT	1	27	0	27/27	51	0	51/ 51
KY 555	WASHINGTON	SP	9 P	BIT	12/60	0.5	0.9- 1.4	1440	NOV 18	NB OUT	1	34	0	34/34	48	0	48/ 48
										SB OUT	1	14	0	14/14	36	0	36/ 36
KY 555	WASHINGTON	SP	9 S	BIT	12/60	3.7	1.4- 5.1	1090	NOV 18	NB OUT	6	28	18	17/35	54	23	43/ 66
										SB OUT	7	28	21	14/35	52	21	41/ 62
KY 555	WASHINGTON	SP	9 S	BIT	09/71	3.2	5.1- 8.3	920	NOV 18	NB OUT	7	46	8	42/50	75	11	69/ 80
										SB OUT	7	44	6	41/47	74	8	69/ 77
KY 555	WASHINGTON	SP	9 S	BIT	11/69	0.5	8.3- 8.8	920	NOV 18	NB OUT	1	47	0	47/47	79	0	79/ 79
										SB OUT	1	44	0	44/44	72	0	72/ 72
KY 555	WASHINGTON	SP	39 B	BIT	11/69	6.0	8.8-14.8	710	NOV 18	NB OUT	12	50	8	47/55	79	9	75/ 84
										SB OUT	12	48	9	45/54	76	8	72/ 80

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 5 PAGE 1

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 31E	SPENCER	SP	107 E	BIT	10/60	2.4	0.0- 2.4	3750	NOV 19	NB OUT	5	41	12	34/46	61	21	51/ 72
										SB OUT	5	42	3	41/44	67	5	64/ 69
US 31E	BULLITT	SP	54 I	BIT	11/71	5.5	0.0- 5.5	5210	NOV 19	NB OUT	9	37	18	27/45	61	18	51/ 69
										SB OUT	9	41	8	36/44	67	13	61/ 74
US 31E	JEFFERSON	SP	118AB	BIT		1.0	0.0- 1.0	8770	NOV 19	NB OUT	2	35	4	33/37	59	6	56/ 62
										SB OUT	2	37	5	34/39	62	10	57/ 67
US 31E	JEFFERSON	SP	118AA	BIT		5.2	1.0- 6.2	11200	NOV 19	NB OUT	10	35	8	29/37	57	16	49/ 65
										SB OUT	10	36	13	29/42	61	20	49/ 69
US 31E	JEFFERSON	SP	118AM	BIT	04/60	3.6	6.2- 9.8	21090	NOV 19	NB OUT	4	26	12	22/34	47	19	38/ 57
										SB OUT	5	33	6	30/36	56	18	46/ 64
										NB INN	4	31	13	25/38	54	13	47/ 60
										SB INN	6	36	9	33/42	60	19	50/ 69
US 31E	JEFFERSON	SP	118AM	BIT	03/57	0.3	9.8-10.1	22900	NOV 19	SB INN	1	28	0	28/28	57	0	57/ 57
US 31E	JEFFERSON	SP	118 L	BIT	10/71	1.2	10.1-11.3	27460	NOV 19	SB OUT	2	37	6	34/40	61	5	59/ 64
										SB INN	1	43	0	43/43	71	0	71/ 71
US 31W	JEFFERSON	SP	178AR	BIT	05/73	4.3	0.0- 4.3	16880	NOV 20	NB OUT	10	40	13	35/48	64	12	60/ 72
										SB OUT	9	39	9	35/44	62	21	48/ 69
										NB INN	9	43	10	37/47	68	9	62/ 71
										SB INN	9	45	8	42/50	69	6	66/ 72
US 31W	JEFFERSON	SP	178AR	BIT	05/73	7.0	4.3-11.3	23370	NOV 20	NB OUT	6	34	12	26/38	59	9	53/ 62
										SB OUT	10	37	7	34/41	62	11	58/ 69
										NB INN	10	36	15	28/43	60	25	45/ 70
										SB INN	10	37	14	30/44	61	17	55/ 72
US 31W	JEFFERSON	SP	178AQ	BIT		3.2	11.3-14.5	37350	NOV 20	NB OUT	1	26	0	26/26	49	0	49/ 49
										SB INN	5	36	6	32/38	57	8	53/ 61
										NB MID	2	25	2	24/26	52	5	49/ 54
										SB MID	2	35	4	33/37	63	6	60/ 66
US 42	JEFFERSON	SP	8018 T	BIT	09/66	2.5	1.3- 3.8	10970	NOV 20	EB OUT	2	40	4	38/42	64	4	62/ 66
										EB INN	1	39	0	39/39	65	0	65/ 65
US 42	JEFFERSON	SP	18 V	BIT	12/72	1.9	3.8- 5.7	31580	NOV 20	EB OUT	1	36	0	36/36	80	0	80/ 80
										WB OUT	4	35	4	34/38	62	10	57/ 67
										EB INN	4	39	5	36/41	68	14	58/ 72
										WB INN	3	39	9	35/44	65	11	58/ 69
US 42	JEFFERSON	SP	18 W	BIT		2.9	5.9- 8.8	11430	NOV 20	EB OUT	6	41	6	39/45	67	6	65/ 71
										WB OUT	5	41	2	40/42	65	9	61/ 70
										EB INN	6	47	10	41/51	76	6	73/ 79
										WB INN	5	48	4	46/50	71	9	65/ 74
US 42	JEFFERSON	SP	18 W	BIT	08/67	0.3	8.8- 9.1	6160	NOV 20	EB OUT	1	46	0	46/46	74	0	74/ 74
										WB OUT	1	43	0	43/43	68	0	68/ 68

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 42	JEFFERSON	SP	18 W	BIT		2.7	9.1-11.8	6160	NOV 20	EB OUT	5	44	6	40/46	70	4	68/ 72
										WB OUT	6	40	8	36/44	64	10	59/ 69
										EB INN	6	47	7	44/51	75	7	70/ 77
										WB INN	6	46	6	43/49	72	5	70/ 75
US 42	OLDHAM	SP	196 H	BIT	12/67	3.5	0.1- 3.6	2580	NOV 4	EB OUT	5	53	5	50/55	71	4	69/ 73
										WB OUT	6	45	10	40/50	68	13	63/ 76
US 42	OLDHAM	SP	196 H	BIT	12/67	15.8	3.6-19.4	980	NOV 4	EB OUT	32	56	15	46/61	77	19	66/ 85
										WB OUT	32	54	12	47/59	78	22	61/ 83
US 42	HENRY	SP	287 C	BIT	07/63	1.1	0.0- 1.1	1520	NOV 4	EB OUT	3	57	5	55/60	90	16	73/ 89
										WB OUT	3	43	5	40/45	66	12	60/ 72
US 42	TRIMBLE	SP	58 H	BIT	12/60	7.6	0.0- 7.6	1140	NOV 4	EB OUT	16	50	20	41/61	72	27	59/ 86
										WB OUT	15	48	17	39/56	72	22	58/ 80
US 42	TRIMBLE	SP	1058 I	BIT	12/60	0.9	7.6- 8.5	1500	NOV 4	EB OUT	2	43	7	39/46	64	9	59/ 68
										WB OUT	2	34	10	29/39	56	12	50/ 62
US 42	TRIMBLE	SP	58 K	BIT	12/60	1.7	8.5-10.2	1010	NOV 4	EB OUT	3	47	3	46/49	71	4	69/ 73
										WB OUT	3	45	2	44/46	67	4	66/ 70
US 42	TRIMBLE	SP	58 K	BIT	11/63	1.4	10.2-11.6	810	NOV 4	EB OUT	3	43	7	40/47	63	6	60/ 66
										WB OUT	3	45	3	44/47	68	4	67/ 71
US 42	TRIMBLE	SP	58 K	BIT	12/60	2.9	11.6-14.5	770	NOV 4	EB OUT	6	53	9	47/56	75	11	70/ 81
										WB OUT	6	46	14	39/53	73	16	63/ 79
US 60	JEFFERSON	SP	58AG	BIT	05/73	4.1	0.0- 4.1	26570	NOV 20	EB OUT	6	34	7	32/39	56	11	51/ 62
										WB OUT	5	33	13	24/37	59	6	55/ 61
										EB INN	8	39	6	36/42	64	21	55/ 76
										WB INN	6	41	13	35/48	67	21	55/ 76
US 60	JEFFERSON	SP	58AH	BIT	11/70	1.5	4.1- 5.6	13380	NOV 20	EB OUT	4	33	8	31/39	60	14	55/ 69
										WB OUT	3	33	12	27/39	57	14	51/ 65
										EB INN	4	39	11	33/44	63	24	50/ 74
										WB INN	1	49	0	49/49	71	0	71/ 71
US 60	JEFFERSON	SP	58AH	BIT	07/69	3.8	5.6- 9.4	4370	NOV 20	EB OUT	7	43	10	39/49	70	11	64/ 75
										WB OUT	8	40	10	35/45	65	11	59/ 70
										EB INN	6	51	8	46/54	80	13	72/ 85
										WB INN	7	51	10	46/56	75	7	71/ 78
US 60	JEFFERSON	SP	58AI	BIT	06/74	2.4	9.4-11.8	3360	NOV 20	EB OUT	5	46	6	43/49	73	7	69/ 76
										WB OUT	5	47	4	44/48	72	8	68/ 76
US 60	SHELBY	SP	206 D	BIT	06/74	2.8	0.0- 2.8	3450	NOV 6	EB OUT	5	46	5	43/48	70	12	64/ 76
										WB OUT	5	47	4	44/48	73	5	70/ 75
US 60	SHELBY	SP	1206 M	BIT	06/74	0.4	2.8- 3.2	3450	NOV 6	EB OUT	1	35	0	35/35	60	0	60/ 60
										WB OUT	1	35	0	35/35	61	0	61/ 61

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 5 PAGE 3

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	SHELBY	SP	206 N	BIT	06/74	5.8	3.2- 9.0	3660	NOV 6	EB OUT	11	42	12	35/47	67	12	61/ 73
										WB OUT	12	42	15	33/48	69	18	57/ 75
US 60	SHELBY	SP	SHELBVIL	BIT		2.2	9.0-11.2	7970	NOV 6	EB OUT	3	37	6	35/41	60	13	53/ 66
										WB OUT	4	34	11	29/40	57	16	50/ 66
										EB INN	3	39	2	38/40	57	6	54/ 60
										WB INN	1	33	0	33/33	59	0	59/ 59
US 60	SHELBY	SP	106 M	BIT	09/72	11.8	11.2-23.0	7970	NOV 6	EB OUT	24	38	16	29/45	65	20	54/ 74
										WB OUT	24	35	16	26/42	60	23	44/ 67
US 60	FRANKLIN	SP	145 S	BIT		5.9	0.0- 5.9	4030	NOV 6	EB OUT	12	40	22	29/51	68	24	55/ 79
										WB OUT	11	36	15	28/43	62	18	52/ 70
US 60	FRANKLIN	SP	145 S	PCC	01/68	1.3	5.9- 7.2	18680	NOV 6	EB OUT	3	35	8	31/39	61	11	57/ 68
										WB OUT	4	35	10	31/41	56	12	52/ 64
										EB INN	2	45	2	44/46	68	5	66/ 71
										WB INN	2	29	0	29/29	51	13	44/ 57
US 60	FRANKLIN	SP	5145 T	SA 59-D	10/74	1.2	7.2- 8.4	15060	NOV 6	WB OUT	1	33	0	33/33	54	0	54/ 54
										WB INN	2	32	7	29/36	46	6	43/ 49
US 60	FRANKLIN	SP	5065 W	SAND ASP	10/66	2.7	8.5-11.2	20590	NOV 6	EB OUT	2	39	9	34/43	63	8	59/ 67
										WB OUT	2	31	1	31/32	49	2	48/ 50
										EB INN	1	40	0	40/40	67	0	67/ 67
										WB INN	1	19	0	19/19	25	0	25/ 25
US 60	FRANKLIN	SP	5065 W	SA 22-D	07/74	0.9	11.2-12.1	21200	OCT 31	WB OUT	2	46	2	45/47	68	2	67/ 69
										EB INN	2	47	2	46/48	68	3	66/ 69
										WB INN	2	47	0	47/47	68	0	68/ 68
US 60	FRANKLIN	SP	45 D	PCC	12/60	2.0	12.1-14.1	11490	OCT 31	EB OUT	5	43	11	38/49	67	16	60/ 76
										WB OUT	4	42	4	40/44	66	15	62/ 77
										EB INN	3	49	6	46/52	72	8	67/ 75
										WB INN	4	46	13	40/53	68	21	55/ 76
US 127	FRANKLIN	SP	85 V	BIT	11/71	3.7	0.0- 3.7	3310	NOV 6	NB OUT	8	33	15	26/41	57	20	46/ 66
										SB OUT	7	33	6	31/37	59	10	55/ 65
US 127	FRANKLIN	SP	665 D	BIT	01/60	0.8	3.7- 4.5	7570	NOV 6	NB OUT	1	33	0	33/33	56	0	56/ 56
										SB OUT	1	36	0	36/36	58	0	58/ 58
US 127	FRANKLIN	SP	665 D	BIT	01/68	1.6	4.5- 6.1	9780	NOV 6	SB OUT	3	28	6	25/31	51	11	46/ 57
										SB INN	3	30	1	30/31	50	1	50/ 51
US 127	FRANKLIN	SS	5 N	BIT	08/74	0.5	8.0- 8.5	6520	NOV 4	NB OUT	1	46	0	46/46	72	0	72/ 72
US 127	FRANKLIN	SS	5 N	BIT	07/65	11.0	8.5-19.5	3680	NOV 4	NB OUT	21	36	17	30/47	54	14	56/ 70
										SB OUT	21	34	17	25/42	57	24	45/ 69
US 421	FRANKLIN	SS	65 T	BIT	10/62	3.0	0.0- 3.0	4060	NOV 4	NB OUT	6	40	11	33/44	66	14	58/ 72
										SB OUT	6	41	8	36/44	62	12	56/ 68

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 421	FRANKLIN	SP	FRANKFRT			4.2	3.0- 7.2	9210	NOV 5	NB OUT	8	* 29 *	9	26/35	46	16	40/ 56
										SB OUT	10	* 34 *	10	28/38	56	19	44/ 63
										NB INN	6	* 38 *	20	28/48	60	30	40/ 70
										SB INN	6	* 42 *	13	35/48	64	19	54/ 73
US 421	FRANKLIN	SP	185 P	BIT	08/58	0.4	7.2- 7.6	2280	NOV 5	NB OUT	1	* 28 *	0	28/28	52	0	52/ 52
										SB OUT	1	* 35 *	0	35/35	61	0	61/ 61
US 421	FRANKLIN	SP	185 P	BIT	01/70	3.9	7.6-11.5	9210	NOV 5	NB OUT	8	* 30 *	12	24/36	56	38	35/ 73
										SB OUT	6	* 36 *	19	26/45	66	19	57/ 76
US 421	FRANKLIN	SP	185 P	BIT	01/70	8.9	11.5-20.4	830	NOV 5	NB OUT	17	* 41 *	15	34/49	65	24	52/ 76
										SB OUT	17	* 46 *	16	37/53	71	31	51/ 82
US 421	HENRY	SP	107 D	BIT	08/74	6.4	0.0- 6.4	530	NOV 5	NB OUT	13	* 41 *	9	36/45	65	12	59/ 71
										SB OUT	12	* 48 *	11	42/53	74	19	62/ 81
US 421	SHELBY	SP	46 D	BIT	08/74	0.7	0.0- 0.7	280	NOV 5	NB OUT	2	* 41 *	4	39/43	64	1	63/ 64
										SB OUT	2	* 49 *	1	49/50	77	1	77/ 78
US 421	HENRY	SP	127 D	BIT	08/74	1.2	6.4- 7.6	1350	NOV 5	NB OUT	3	* 40 *	6	36/42	65	4	63/ 67
										SB OUT	2	* 49 *	1	49/50	78	1	77/ 78
US 421	HENRY	SP	1127 N	BIT	08/74	0.7	7.6- 8.3	1670	NOV 5	NB OUT	1	* 33 *	0	33/33	57	0	57/ 57
										SB OUT	2	* 45 *	2	44/46	75	0	75/ 75
US 421	HENRY	SP	127 M	BIT	08/74	5.1	8.3-13.4	1330	NOV 5	NB OUT	10	* 40 *	11	33/44	65	11	58/ 69
										SB OUT	9	* 46 *	11	40/51	77	9	72/ 81
US 421	HENRY	SP	187 V	BIT	06/67	1.1	13.4-14.5	2450	NOV 5	NB OUT	2	* 38 *	3	36/39	63	3	61/ 64
										SB OUT	2	* 38 *	0	38/38	69	1	69/ 70
US 421	HENRY	SP	NEWCASLE	BIT	06/67	0.7	14.5-15.2	3810	NOV 5	NB OUT	1	* 35 *	0	35/35	62	0	62/ 62
US 421	HENRY	SP	7 N	BIT	09/66	6.6	15.2-21.8	2080	NOV 5	NB OUT	13	* 45 *	14	38/52	68	8	64/ 72
										SB OUT	13	* 55 *	11	49/60	83	17	73/ 90
US 421	HENRY	SP	1327 J	BIT	08/68	0.6	21.8-22.4	1870	NOV 5	NB OUT	1	* 48 *	0	48/48	68	0	68/ 68
US 421	HENRY	SP	327 I	BIT	08/68	1.0	22.4-23.4	2010	NOV 5	NB OUT	2	* 45 *	0	45/45	67	3	66/ 69
US 421	HENRY	SP	327 K	BIT	08/68	1.7	23.4-25.1	1960	NOV 5	NB OUT	4	* 46 *	10	42/52	67	10	63/ 73
										SB OUT	1	* 48 *	0	48/48	67	0	67/ 67
US 421	TRIMBLE	SP	118 J	BIT	08/68	6.5	0.0- 6.5	1060	NOV 5	NB OUT	14	* 48 *	21	35/56	68	21	55/ 76
										SB OUT	12	* 52 *	17	42/59	75	26	59/ 85
US 421	TRIMBLE	SP	1018 D	PCC	08/33	0.6	6.7- 7.3	2570	NOV 5	NB OUT	1	* 39 *	0	39/39	56	0	56/ 56
										SB OUT	2	* 40 *	3	39/42	68	2	67/ 69
US 421	TRIMBLE	SP	18 F	PCC	08/33	10.0	7.3-17.3	2360	NOV 5	NB OUT	20	* 45 *	13	38/51	69	17	59/ 76
										SB OUT	18	* 47 *	12	40/52	70	29	54/ 83

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 5 PAGE 5

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 421	TRIMBLE	SP	18 F	PCC	10/58	1.5	17.3-18.8	3210	NOV 5	NB OUT	3	38	6	36/42	66	6	63/ 69
US 460	FRANKLIN	SS	5025 G	SAND ASP	10/66	1.3	0.0- 1.3	4520	OCT 30	EB OUT	4	46	10	40/50	72	5	69/ 74
										WB OUT	3	39	9	35/44	67	15	61/ 76
										EB INN	3	53	6	50/56	78	23	66/ 89
										WB INN	3	50	9	44/53	77	7	73/ 80
US 460	FRANKLIN	SS	25 I	BIT	07/73	4.8	1.3- 6.1	2500	OCT 30	EB OUT	9	49	14	42/56	77	27	61/ 88
										WB OUT	10	42	11	35/46	71	18	61/ 79
KY 151	FRANKLIN	SP	125 I	BIT		1.2	0.0- 1.2	2730	NOV 6	NB OUT	3	42	6	38/44	67	4	65/ 69
										SB OUT	2	39	5	37/42	64	2	63/ 65
KY 151	FRANKLIN	SP	125 I	BIT	05/61	0.5	1.2- 1.7	2730	NOV 6	NB OUT	1	34	0	34/34	57	0	57/ 57
										SB OUT	1	40	0	40/40	63	0	63/ 63
KY 151	FRANKLIN	SP	125 I	BIT	02/68	2.0	1.7- 3.7	2260	NOV 6	NB OUT	1	32	0	32/32	55	0	55/ 55
										SB OUT	1	41	0	41/41	68	0	68/ 68
KY 841	JEFFERSON	SP	468 K	PCC	11/69	2.1	0.0- 2.1	3050	NOV 21	NB OUT	5	50	5	48/53	77	10	74/ 84
										SB OUT	4	48	6	45/51	74	8	69/ 77
										NB INN	4	49	2	48/50	78	1	77/ 78
										SB INN	4	50	5	48/53	77	2	76/ 78
KY 841	JEFFERSON	SP	468 K	PCC	04/62	1.3	2.1- 3.4	3530	NOV 21	NB OUT	2	42	8	38/46	67	10	62/ 72
										SB OUT	2	45	3	43/46	72	5	69/ 74
										NB INN	3	53	10	47/57	80	6	77/ 83
										SB INN	3	54	4	52/56	82	3	80/ 83
KY 841	JEFFERSON	SP	468 P	PCC	05/70	2.0	3.4- 5.4	8510	NOV 21	NB OUT	4	44	8	40/48	66	8	64/ 72
										SB OUT	5	44	7	41/48	70	12	65/ 77
										NB INN	4	54	7	51/58	78	6	75/ 81
										SB INN	3	54	2	53/55	76	3	74/ 77
KY 841	JEFFERSON	SP	468 P	PCC	09/68	0.7	5.4- 6.1	6660	NOV 20	NB OUT	2	52	5	50/55	78	5	75/ 80
										SB OUT	1	53	0	53/53	76	0	76/ 76
										NB INN	1	55	0	55/55	79	0	79/ 79
										SB INN	1	55	0	55/55	81	0	81/ 81
KY 841	JEFFERSON	SP	468 P	PCC	09/68	1.4	6.1- 7.5	1550	NOV 20	NB OUT	2	52	1	52/53	80	0	80/ 80
										SB OUT	3	49	1	49/50	80	5	78/ 83

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP AVG	PEAK SLIP RANGE	PEAK SLIP NUMBER MIN/MAX
US 25	GRANT	SS	1074 R	BIT		0.5	0.0- 0.5	550	OCT 23	NB OUT	2	51	1	51/52	66	13	60/ 73
										SB OUT	1	41	0	41/41	64	0	64/ 64
US 25	GRANT	SS	74 V	BIT	01/74	10.2	0.5-10.7	850	OCT 23	NB OUT	19	52	13	46/59	73	14	65/ 79
										SB OUT	21	44	20	31/51	67	22	54/ 76
US 25	GRANT	SS	2074 W	BIT	05/74	0.7	10.7-11.4	3760	OCT 20	NB OUT	1	49	0	49/49	79	0	79/ 79
US 25	GRANT	SS	2014AE	BIT	05/74	1.4	11.4-12.8	4900	OCT 23	NB OUT	3	52	2	51/53	79	6	77/ 83
										SB OUT	2	46	5	43/48	68	2	67/ 69
US 25	GRANT	SS	14AG	BIT	05/74	1.6	12.8-14.4	4950	OCT 23	NB OUT	3	48	2	47/49	73	2	72/ 74
										SB OUT	3	42	2	41/43	62	2	61/ 63
US 25	GRANT	SS	2014AH	BIT	05/74	1.3	14.4-15.7	5380	OCT 23	NB OUT	3	51	3	50/53	77	3	75/ 78
										SB OUT	1	44	0	44/44	70	0	70/ 70
US 25	GRANT	SS	14AI	BIT	05/74	6.2	15.7-21.9	1900	OCT 23	NB OUT	12	52	7	49/56	76	8	72/ 80
										SB OUT	13	47	12	40/52	68	21	55/ 76
US 25	GRANT	SS	1014AJ	BIT	05/74	0.8	21.9-22.7	2410	OCT 23	NB OUT	2	54	1	54/55	80	5	77/ 82
										SB OUT	1	39	0	39/39	64	0	64/ 64
US 25	GRANT	SS	14AK	BIT	05/74	0.6	22.7-23.3	2420	OCT 23	NB OUT	1	58	0	58/58	76	0	76/ 76
										SB OUT	1	40	0	40/40	61	0	61/ 61
US 25	BOONE	SS	2010AR	BIT	05/74	0.2	0.0- 0.2	2090	OCT 20	NB OUT	1	46	0	46/46	62	0	62/ 62
US 25	BOONE	SS	2010AR	BIT		0.2	0.2- 0.4	2090	OCT 23	SB OUT	1	35	0	35/35	60	0	60/ 60
US 25	BOONE	SS	2010AR	BIT		1.1	0.4- 1.5	2090	OCT 23	NB OUT	1	45	0	45/45	74	0	74/ 74
										SB OUT	1	35	0	35/35	57	0	57/ 57
US 25	BOONE	SS	10AN	BIT	10/72	8.5	1.5-10.0	4070	OCT 23	NB OUT	15	47	12	41/53	73	29	67/ 96
										SB OUT	17	42	16	34/50	62	13	55/ 68
US 25	BOONE	SS	5010AD	BIT	10/72	0.6	10.0-10.6	6990	OCT 23	NB OUT	1	47	0	47/47	60	0	60/ 60
										SB OUT	1	32	0	32/32	53	0	53/ 53
US 25	BOONE	SS	FLORENCE		08/59	0.8	10.6-11.4	6990	OCT 22	NB OUT	1	32	0	32/32	56	0	56/ 56
										SB OUT	2	49	0	49/49	0	0	0/ 0
										SB INN	1	44	0	44/44	0	0	0/ 0
US 25	KENTON	SS	115 J	BIT	05/74	4.8	0.0- 4.8	2260	OCT 22	NB OUT	10	51	10	47/57	77	7	75/ 82
										SB OUT	11	45	10	42/52	59	71	0/ 71
US 25	KENTON	SS	5015AH	SAND ASP	11/71	1.7	4.8- 6.5	4040	OCT 22	NB OUT	1	40	0	40/40	70	0	70/ 70
										SB OUT	1	42	0	42/42	0	0	0/ 0
										NB INN	1	48	0	48/48	71	0	71/ 71
										SB INN	1	47	0	47/47	0	0	0/ 0
US 25	KENTON	SS	15AG	SAND ASP	11/71	1.4	6.5- 7.9	4040	OCT 22	NB OUT	2	43	2	42/44	64	8	60/ 68
										SB OUT	2	36	2	35/37	0	0	0/ 0
										NB INN	2	47	8	43/51	63	8	59/ 67
										SB INN	1	45	0	45/45	0	0	0/ 0

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US 25	KENTON	SS	7015AF	SAND ASP	10/71	5.0	7.9-12.9	4040	OCT 22	NB OUT	4	45	14	38/52	68	12	61/ 73
										SB OUT	5	44	11	40/51	0	0	0/ 0
										NB INN	4	50	6	48/54	73	10	68/ 78
										SB INN	6	47	17	36/53	0	0	0/ 0
US 25	KENTON	SS	BRIDGE	PCC GROV	10/74	0.9	12.9-13.8	2960	OCT 21	NB OUT	6	46	6	43/49	71	7	67/ 74
										SB OUT	4	45	2	44/46	73	11	69/ 80
										SB INN	4	49	3	47/50	72	12	66/ 78
US 27	HARRISON	SP	92 M	BIT	08/66	0.4	0.0- 0.4	2210	OCT 30	NB OUT	1	43	0	43/43	65	0	65/ 65
US 27	HARRISON	SP	92 L	BIT	08/66	1.5	0.4- 1.9	2210	OCT 30	NB OUT	3	47	7	43/50	71	2	69/ 71
										SB OUT	3	48	2	47/49	75	6	72/ 78
US 27	HARRISON	SP	192 E	BIT	08/66	2.2	1.9- 4.1	1840	OCT 30	NB OUT	5	45	9	42/51	70	5	66/ 71
										SB OUT	4	46	3	43/46	71	4	69/ 73
US 27	HARRISON	SP	112 K	BIT	08/66	1.8	4.1- 5.9	4330	OCT 27	NB OUT	2	30	9	25/34	62	17	54/ 71
										SB OUT	3	31	5	28/33	57	13	50/ 63
US 27	HARRISON	SP	CYNTHANA			1.5	5.9- 7.4	4770	OCT 21	NB OUT	3	37	7	32/39	65	10	59/ 69
										SB OUT	3	44	3	42/45	72	8	68/ 76
US 27	HARRISON	SP	12 M	BIT	01/63	2.6	7.4-10.0	2240	OCT 21	NB OUT	5	41	15	32/47	69	12	61/ 73
										SB OUT	5	42	14	33/47	68	16	57/ 73
US 27	HARRISON	SP	12 M	BIT	08/66	5.5	10.0-15.5	1840	OCT 21	NB OUT	11	45	12	41/53	71	10	65/ 75
										SB OUT	11	48	21	34/55	73	14	64/ 78
US 27	HARRISON	SP	12 M	BIT	06/66	4.0	15.5-19.5	1100	OCT 21	NB OUT	8	49	8	45/53	73	12	68/ 80
										SB OUT	8	51	13	43/56	77	15	69/ 84
US 27	PENDLETON	SP	157 S	BIT	06/66	7.3	0.0- 7.3	1810	OCT 21	NB OUT	15	45	15	39/54	71	18	59/ 77
										SB OUT	14	44	13	38/51	72	8	68/ 76
US 27	PENDLETON	SP	3157 R	BIT	08/65	0.9	7.3- 8.2	4170	OCT 21	NB OUT	1	37	0	37/37	62	0	62/ 62
										SB OUT	2	38	3	37/40	65	1	65/ 66
US 27	PENDLETON	SP	17 T	BIT	02/61	0.9	8.4- 9.3	4750	OCT 21	NB OUT	2	40	8	36/44	65	1	65/ 66
										SB OUT	2	41	5	39/44	66	2	65/ 67
US 27	PENDLETON	SP	17 T	BIT I-A	05/65	2.5	9.3-11.8	3510	OCT 21	NB OUT	5	43	11	35/46	68	14	59/ 73
										SB OUT	5	44	3	42/45	70	5	68/ 73
US 27	PENDLETON	SP	237 M	BIT I-A	05/65	5.1	11.8-16.9	2720	OCT 21	NB OUT	10	45	9	39/48	70	6	67/ 73
										SB OUT	10	43	11	35/46	72	15	60/ 75
US 27	PENDLETON	SP	237 L	BIT	08/63	2.5	16.9-19.4	2680	OCT 21	NB OUT	5	42	17	29/46	69	18	56/ 74
										SB OUT	5	43	7	39/46	70	19	58/ 77
US 27	CAMPBELL	SP	111 N	BIT	08/63	2.6	0.0- 2.6	2900	OCT 21	NB OUT	5	45	3	43/46	68	6	64/ 70
										SB OUT	5	44	3	42/45	70	5	67/ 72

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US 27	CAMPBELL	SP	111 D	BIT	06/65	2.6	2.6- 5.2	3700	OCT 21	NB OUT	6	44	4	42/46	70	8	65/ 73
										SB OUT	5	44	4	42/46	68	3	65/ 68
US 27	CAMPBELL	SP	211 F	BIT I-A	05/65	4.6	5.2- 9.8	4910	OCT 21	NB OUT	9	43	8	38/46	66	13	58/ 71
										SB OUT	8	42	8	38/46	67	8	62/ 70
US 27	CAMPBELL	SP	3211 E	BIT	06/65	0.8	9.8-10.6	12000	OCT 21	SB OUT	2	36	1	35/36	63	6	60/ 66
US 27	CAMPBELL	SP	11AH	BIT	09/59	4.6	10.6-15.2	12000	OCT 21	NB OUT	7	37	6	35/41	64	12	56/ 68
										SB OUT	7	35	5	32/37	57	10	50/ 60
US 27	CAMPBELL	SP	2011AJ	SA 22-D	10/74	1.2	15.2-16.4	12000	OCT 21	NB OUT	3	42	7	40/47	66	7	63/ 70
										SB OUT	2	40	3	39/42	61	2	60/ 62
										NB INN	2	41	1	41/42	66	1	65/ 66
										SB INN	1	44	0	44/44	65	0	65/ 65
US 27	CAMPBELL	SP	3011AC	BIT	09/59	2.1	16.4-18.5	0	OCT 21	NB OUT	3	39	7	35/42	60	7	57/ 64
										SB OUT	1	38	0	38/38	59	0	59/ 59
										NB INN	4	47	7	43/50	70	9	66/ 75
										SB INN	2	44	4	42/46	59	2	58/ 60
US 27	CAMPBELL	SP	6011AK	SA 22-D	10/74	2.5	18.6-21.1	0	OCT 21	SB OUT	4	40	2	39/41	61	5	58/ 63
										NB INN	2	45	1	44/45	66	5	63/ 68
										SB INN	3	43	5	40/45	64	8	60/ 68
US 42	CARROLL	SP	152 J	BIT	07/67	4.5	0.0- 4.5	540	NOV 4	EB OUT	9	53	7	49/56	74	9	70/ 79
										WB OUT	9	48	7	44/51	74	7	70/ 77
US 42	CARROLL	SP	152 J	BIT	07/67	1.0	4.5- 5.5	2500	NOV 4	EB OUT	3	36	6	33/39	58	7	54/ 61
										WB OUT	2	35	1	35/36	59	2	58/ 60
US 42	CARROLL	SP	3152 K	BIT	10/69	1.0	5.9- 6.9	6030	NOV 4	EB OUT	2	32	6	29/35	56	2	55/ 57
										WB OUT	2	33	0	33/33	57	1	57/ 58
US 42	CARROLL	SP	12 I	BIT	09/67	3.1	6.9-10.0	3690	NOV 4	EB OUT	7	45	11	39/50	67	18	55/ 73
										WB OUT	6	43	10	37/47	68	6	64/ 70
US 42	CARROLL	SP	12 I	BIT	09/67	3.7	10.0-13.7	2000	NOV 4	EB OUT	7	50	7	47/54	71	5	68/ 73
										WB OUT	7	46	7	43/50	69	7	65/ 72
US 42	CARROLL	SP	1012 G	BIT	09/66	0.5	13.7-14.2	1520	NOV 4	EB OUT	1	42	0	42/42	63	0	63/ 63
										WB OUT	1	39	0	39/39	64	0	64/ 64
US 42	CARROLL	SP	12 H	BIT	09/66	2.3	14.2-16.5	1300	NOV 4	EB OUT	5	47	6	45/51	68	5	66/ 71
										WB OUT	5	44	9	39/48	68	11	61/ 72
US 42	GALLATIN	SP	93 E&F			5.3	0.0- 5.3	1420	NOV 4	EB OUT	10	49	14	41/55	70	14	63/ 77
										WB OUT	11	45	8	41/49	70	11	65/ 76
US 42	GALLATIN	SP	93 E&F			1.3	5.3- 6.6	1920	NOV 4	EB OUT	3	40	11	35/46	63	7	59/ 66
										WB OUT	2	40	8	36/44	65	5	63/ 68

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 6 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 42	GALLATIN	SP	135 A	BIT	09/66	1.0	7.3- 8.3	1870	NOV 4	EB OUT	2	34	9	30/39	58	8	54/ 62
										WB OUT	2	43	5	41/46	66	2	65/ 67
US 42	GALLATIN	SP	13 J	BIT	10/69	3.6	8.3-11.9	1760	NOV 4	EB OUT	7	42	7	39/46	63	8	58/ 66
										WB OUT	7	43	11	39/50	65	12	58/ 70
US 42	GALLATIN	SP	13 J	BIT	10/69	5.1	11.9-17.0	1280	NOV 4	EB OUT	10	47	18	35/53	68	18	57/ 75
										WB OUT	10	48	14	38/52	71	22	56/ 78
US 42	BOONE	SP	90 U	BIT	10/70	2.2	0.0- 2.2	1300	NOV 4	EB OUT	5	49	9	45/54	72	12	66/ 78
										WB OUT	4	46	11	38/49	69	15	60/ 75
US 42	BOONE	SS	90 T	BIT I-AM	10/70	11.8	2.2-14.0	4450	NOV 4	EB OUT	23	41	16	31/47	64	20	52/ 72
										WB OUT	24	42	22	30/52	66	25	52/ 77
US 62	HARRISON	SS	112 L	BIT	07/71	5.8	0.0- 5.8	810	OCT 27	EB OUT	12	42	8	39/47	69	11	65/ 76
										WB OUT	11	45	15	40/55	70	12	64/ 76
US 62	HARRISON	SS	112 L	BIT	07/71	3.5	5.8- 9.3	1860	OCT 27	EB OUT	6	45	13	39/52	70	7	66/ 73
										WB OUT	7	53	4	51/55	72	9	68/ 77
US 62	HARRISON	SS	CYNTHINA			0.4	9.3- 9.7	1860	OCT 27	EB OUT	1	27	0	27/27	53	0	53/ 53
US 62	HARRISON	SS	52 H	BIT	08/75	5.5	9.7-15.2	1430	OCT 27	EB OUT	10	43	10	38/48	70	12	64/ 76
										WB OUT	11	45	12	37/49	72	8	68/ 76
US 62	HARRISON	SS	52 I			5.0	15.2-20.2	850	OCT 27	EB OUT	10	39	15	30/45	64	16	57/ 73
										WB OUT	10	34	29	17/46	58	35	37/ 72
US 62	HARRISON	SS	52 I			1.3	20.2-21.5	820	OCT 27	EB OUT	2	35	21	24/45	64	18	55/ 73
										WB OUT	3	32	15	27/42	50	27	38/ 65
US 62	HARRISON	SS	52 I		04/59	0.7	21.5-22.2	820	OCT 27	EB OUT	2	11	4	9/13	47	21	37/ 58
										WB OUT	1	27	0	27/27	38	0	38/ 38
US 62	ROBERTSON	SS	41 H	BIT	10/73	10.0	0.0-10.0	410	OCT 27	EB OUT	19	50	13	44/57	77	20	68/ 88
										WB OUT	19	49	12	44/56	75	20	62/ 82
US 62	ROBERTSON	SS	1041 I	BIT	10/74	0.4	10.0-10.4	1170	OCT 27	EB OUT	1	41	0	41/41	73	0	73/ 73
										WB OUT	1	40	0	40/40	68	0	68/ 68
US 62	ROBERTSON	SS	1001 E	BIT	10/74	0.6	10.4-11.0	1170	OCT 27	EB OUT	1	37	0	37/37	69	0	69/ 69
US 62	ROBERTSON	SS	1 F	BIT	10/74	4.4	11.0-15.4	780	OCT 27	EB OUT	9	49	9	46/55	75	11	68/ 79
										WB OUT	7	50	10	45/55	70	13	61/ 74
US 68	ROBERTSON	SP	301 A	BIT	08/71	1.4	0.0- 1.4	1360	OCT 27	EB OUT	3	48	2	47/49	75	10	69/ 79
										WB OUT	3	48	4	46/50	76	9	70/ 79
US 127	OWEN	SS	113 E	BIT	06/65	5.4	0.0- 5.4	5600	NOV 4	NB OUT	11	43	7	39/46	69	10	64/ 74
										SB OUT	11	41	15	33/48	64	29	47/ 76

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 127	OWEN	SS	113 E	BIT	04/65	10.1	5.4-15.5	790	NOV 4	NB OUT	20	* 41 *	25	25/50	66	31	44/ 75
										SB OUT	19	* 39 *	15	31/46	64	25	48/ 73
US 127	OWEN	SS	2013 L	BIT	10/65	0.6	15.5-16.1	1020	NOV 4	NB OUT	1	* 44 *	0	44/44	70	0	70/ 70
US 127	OWEN	SS	OWENTON			0.7	16.1-16.8	1020	NOV 4	NB OUT	1	* 31 *	0	31/31	55	0	55/ 55
										SB OUT	2	* 30 *	6	27/33	50	15	42/ 57
US 127	OWEN	SS	13 N	PCC	05/73	3.3	16.8-20.1	3460	NOV 4	NB OUT	7	* 43 *	9	37/46	69	15	61/ 76
										SB OUT	5	* 45 *	6	43/49	68	3	66/ 69
US 127	OWEN	SS	13 N	PCC	05/73	4.6	20.1-24.7	2390	NOV 4	NB OUT	9	* 48 *	9	43/52	75	11	70/ 81
										SB OUT	10	* 44 *	12	37/49	70	8	65/ 73
US 127	OWEN	SS	293 E	BIT	09/66	5.4	24.7-30.1	610	NOV 4	NB OUT	10	* 52 *	10	45/55	76	14	67/ 81
										SB OUT	9	* 47 *	9	41/50	72	18	60/ 78
US 127	GALLATIN	SS	GLENCOE			0.5	0.0- 0.5	510	NOV 4	NB OUT	2	* 45 *	4	43/47	68	8	64/ 72
										SB OUT	1	* 47 *	0	47/47	60	0	60/ 60
US 127	GALLATIN	SS	33 N	BIT	08/68	0.6	0.5- 1.1	610	NOV 4	NB OUT	1	* 41 *	0	41/41	63	0	63/ 63
										SB OUT	1	* 42 *	0	42/42	59	0	59/ 59
US 127	GALLATIN	SS	53 G	BIT	08/68	1.0	1.1- 2.1	1120	NOV 4	NB OUT	2	* 48 *	2	47/49	66	5	64/ 69
										SB OUT	2	* 44 *	3	43/46	66	2	65/ 67
US 127	GALLATIN	SS	53 F	BIT	06/67	1.2	2.1- 3.3	1110	NOV 4	NB OUT	2	* 46 *	1	45/46	70	7	67/ 74
										SB OUT	3	* 49 *	3	47/50	69	1	69/ 70
US 127	GALLATIN	SS	53 G	BIT	08/68	2.7	3.3- 6.0	980	NOV 4	NB OUT	5	* 47 *	6	44/50	70	5	68/ 73
										SB OUT	5	* 45 *	4	42/46	67	10	60/ 70
KY 8	CAMPBELL	SP	NEWPORT			3.2	0.0- 3.2	12740	OCT 20	EB OUT	4	* 43 *	12	37/49	66	17	56/ 73
										WB OUT	3	* 45 *	3	44/47	71	6	69/ 75
KY 8	CAMPBELL	SP	31AJ	BIT		1.1	3.2- 4.3	1680	OCT 20	EB OUT	2	* 38 *	1	38/39	64	6	61/ 67
										WB OUT	3	* 47 *	4	44/48	67	9	62/ 71
KY 8	CAMPBELL	SP	5031AD	BIT		3.8	4.3- 8.1	810	OCT 20	EB OUT	8	* 41 *	14	33/47	64	17	54/ 71
										WB OUT	7	* 42 *	10	36/46	63	22	46/ 68
KY 8	CAMPBELL	SP	31AV	BIT	04/62	1.1	8.1- 9.2	2440	OCT 20	EB OUT	2	* 45 *	3	44/47	66	3	65/ 68
										WB OUT	2	* 43 *	6	40/46	63	8	59/ 67
KY 8	CAMPBELL	SP	31AW	BIT	11/67	3.9	9.2-13.1	2440	OCT 20	EB OUT	8	* 46 *	5	44/49	68	11	61/ 72
										WB OUT	7	* 43 *	11	38/49	63	13	58/ 71
KY 8	CAMPBELL	SP	31AX	BIT	11/67	0.9	13.1-14.0	1940	OCT 20	EB OUT	2	* 49 *	3	47/50	72	8	68/ 76
										WB OUT	2	* 43 *	7	40/47	65	9	61/ 70
KY 8	CAMPBELL	SP	31AX	BIT	07/68	1.9	14.0-15.9	1940	OCT 20	EB OUT	3	* 50 *	2	49/51	73	9	69/ 78
										WB OUT	4	* 48 *	3	47/50	71	3	69/ 72

P A V E M E N T F R I C T I O N S U R V E Y - 1 9 7 5 DISTRICT 6 PAGE 6

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 8	CAMPBELL	SP	31AX	BIT	11/67	2.5	15.9-18.4	1940	OCT 20	EB OUT	6	51	6	47/53	75	11	67/ 78
										WB OUT	5	44	14	37/51	69	15	61/ 76
KY 8	CAMPBELL	SP	31AX	BIT	11/67	7.5	18.4-25.9	1940	OCT 20	EB OUT	14	49	9	44/53	75	19	64/ 83
										WB OUT	13	47	12	41/53	72	10	68/ 78
KY 8	PENDLETON	SP	337 D	BIT	12/70	4.3	0.0- 4.3	1330	OCT 20	EB OUT	9	45	11	40/51	69	8	65/ 73
										WB OUT	8	39	12	32/44	68	14	60/ 74
KY 8	BRACKEN	SP	126 J	BIT	08/72	7.7	0.0- 7.7	1110	OCT 20	EB OUT	16	48	19	35/54	74	16	64/ 80
										WB OUT	15	44	12	37/49	69	16	59/ 75
KY 8	BRACKEN	SP	126 J	BIT	06/73	4.9	7.7-12.6	1130	OCT 20	EB OUT	10	50	7	45/52	75	11	70/ 81
										WB OUT	9	46	4	44/48	69	14	63/ 77
KY 8	BRACKEN	SP	2126 K	BIT	10/61	1.3	12.6-13.9	1270	OCT 20	EB OUT	1	52	0	52/52	76	0	76/ 76
KY 8	BRACKEN	SP	126 L	BIT	01/63	5.1	13.9-19.0	1090	OCT 20	EB OUT	10	55	17	48/65	79	13	71/ 84
										WB OUT	7	55	2	54/56	82	6	79/ 85

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 7 PAGE 1

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 25	MADISON	SS	51AN	BIT	05/56	2.3	0.0- 2.3	2670	SEP 11	NB OUT	5	46	6	42/48	67	5	65/ 70
										SB OUT	5	37	8	32/40	55	11	51/ 62
US 25	MADISON	SS	BEREA			3.5	2.3- 5.8	6360	SEP 11	NB OUT	6	31	6	28/34	55	9	51/ 60
										SB OUT	6	27	9	23/32	47	17	37/ 54
US 25	MADISON	SS	171 J	BIT	05/64	5.2	5.8-12.0	6660	SEP 11	NB OUT	12	41	10	35/45	54	12	59/ 71
										SB OUT	12	34	8	30/38	56	12	50/ 62
US 25	MADISON	SS	51AH	BIT	06/65	0.4	15.3-15.7	10790	SEP 12	NB OUT	1	39	0	39/39	63	0	63/ 63
US 25	MADISON	SS	RICHMOND			2.9	15.7-19.6	15370	SEP 12	NB OUT	3	40	4	39/43	61	2	60/ 62
										SB OUT	3	29	12	23/35	53	13	45/ 58
										NB INN	1	40	0	40/40	53	0	53/ 53
										SB INN	1	31	0	31/31	49	0	49/ 49
US 25	MADISON	SS	151 N	BIT	03/58	0.6	18.6-19.2	6550	SEP 12	NB OUT	1	44	0	44/44	63	0	63/ 63
										SB OUT	1	37	0	37/37	57	0	57/ 57
										NB INN	2	43	4	41/45	58	7	55/ 62
										SB INN	1	47	0	47/47	61	0	61/ 61
US 25	MADISON	SS	151 N	BIT	08/63	0.4	19.2-19.6	6550	SEP 12	NB OUT	1	43	0	43/43	71	0	71/ 71
										SB OUT	1	31	0	31/31	52	0	52/ 52
US 25	MADISON	SS	151 N	BIT	03/53	7.6	19.6-27.2	1640	SEP 12	NB OUT	14	43	8	39/47	65	17	55/ 72
										SB OUT	15	36	17	28/45	57	24	41/ 65
US 25	FAYETTE	SS	104 Z	BIT	02/61	1.9	0.0- 1.9	1570	SEP 11	NB OUT	4	45	11	41/52	66	9	62/ 71
										SB OUT	3	44	7	41/48	65	9	60/ 69
US 25	FAYETTE	SS	104 Z	BIT	09/63	1.0	1.9- 2.9	1710	SEP 11	NB OUT	2	41	4	39/43	66	7	62/ 69
										SB OUT	2	42	4	40/44	65	8	61/ 69
US 25	FAYETTE	SS	104 Z	BIT	02/61	5.2	2.9- 8.1	2370	SEP 11	NB OUT	10	46	8	41/49	65	8	61/ 69
										SB OUT	11	42	13	35/48	65	14	58/ 72
US 25	FAYETTE	SS	104 Y	BIT	02/64	0.4	8.1- 8.5	2780	SEP 11	NB OUT	1	35	0	35/35	57	0	57/ 57
										SB INN	1	52	0	52/52	66	0	66/ 66
US 25	FAYETTE	SS	104 Y	BIT	03/63	2.2	8.5-10.7	7550	SEP 11	NB OUT	4	43	4	41/45	64	3	62/ 65
										SB OUT	4	42	3	41/44	65	8	62/ 70
										NB INN	5	47	10	41/51	65	9	59/ 68
										SB INN	3	47	6	44/50	65	6	61/ 67
US 25	FAYETTE	SS	LEXINGTN			2.9	13.9-16.8	11520	OCT 23	NB OUT	2	43	4	41/45	74	5	71/ 76
										SB OUT	4	34	11	30/41	55	10	52/ 62
US 25	FAYETTE	SS	4 P	BIT	02/61	5.5	16.8-22.3	7220	OCT 23	NB OUT	12	51	11	44/55	81	17	70/ 87
										SB OUT	11	44	7	41/48	64	14	56/ 70
US 25	SCOTT	SS	74 K	BIT	02/61	2.7	0.0- 2.7	15250	OCT 23	NB OUT	6	50	10	44/54	79	7	75/ 82
										SB OUT	5	42	11	36/47	63	10	56/ 66

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 7 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 25	SCOTT	SS	GEORGTN			2.0	2.7- 4.7	10270	OCT 23	NB OUT	3	46	12	42/54	78	14	71/ 85
										SB OUT	2	40	1	39/40	61	2	60/ 62
US 25	SCOTT	SS	14 T	BIT	11/72	4.2	4.7- 8.9	2590	OCT 23	NB OUT	8	56	12	49/61	87	9	84/ 93
										SB OUT	9	48	18	37/55	70	18	58/ 76
US 25	SCOTT	SS	14 T	BIT	11/58	0.9	8.9- 9.8	1160	OCT 23	NB OUT	2	61	2	60/62	84	5	81/ 86
										SB OUT	1	42	0	42/42	67	0	67/ 67
US 25	SCOTT	SS	14 T	BIT	11/57	9.3	9.8-19.1	780	OCT 23	NB OUT	19	55	22	46/68	79	31	65/ 96
										SB OUT	18	49	22	36/58	69	19	58/ 77
US 25	SCOTT	SS	14 T	BIT		6.3	19.1-25.4	290	OCT 23	NB OUT	12	49	11	44/55	71	13	65/ 78
										SB OUT	13	51	16	44/60	70	18	61/ 79
US 27	GARRARD	SP	66 L	BIT	08/66	1.3	0.0- 1.3	3780	SEP 10	NB OUT	3	36	16	26/42	60	9	55/ 64
										SB OUT	2	34	4	32/36	58	0	58/ 58
US 27	GARRARD	SP	66 L	BIT	10/65	1.2	1.3- 2.5	4550	SEP 10	NB OUT	2	38	5	35/40	58	6	55/ 61
										SB OUT	2	31	3	30/33	44	14	37/ 51
US 27	GARRARD	SP	3066 J	BIT	10/65	0.5	2.5- 3.0	4550	SEP 10	NB OUT	1	27	0	27/27	56	0	56/ 56
										SB OUT	1	27	0	27/27	50	0	50/ 50
										SB INN	1	27	0	27/27	49	0	49/ 49
US 27	GARRARD	SP	3146 Y	BIT	05/65	0.5	3.0- 3.5	3740	SEP 10	SB OUT	1	30	0	30/30	51	0	51/ 51
										SB INN	1	28	0	28/28	41	0	41/ 41
US 27	GARRARD	SP	146AS	BIT	05/65	0.3	3.5- 3.8	3740	SEP 10	NB OUT	1	27	0	27/27	45	0	45/ 45
										SB OUT	1	26	0	26/26	58	0	58/ 58
US 27	GARRARD	SP	146AB	BIT	08/63	11.3	3.8-15.1	4110	SEP 10	NB OUT	22	35	14	26/40	55	12	48/ 60
										SB OUT	23	36	13	27/40	58	25	40/ 65
US 27	GARRARD	SP	146AB	BIT	09/74	1.4	15.1-16.5	4730	SEP 10	NB OUT	4	42	5	39/44	61	10	57/ 67
										SB OUT	2	45	0	45/45	64	0	64/ 64
										NB INN	4	48	0	48/48	70	3	69/ 72
										SB INN	2	54	1	53/54	73	0	73/ 73
US 27 *	JESSAMINE	SP	BRIDGE	PCC GROV	10/74	0.3	0.0- 0.3	5120	SEP 10	NB OUT	4	46	2	45/47	71	3	69/ 72
										SB OUT	4	45	2	44/46	66	4	64/ 68
										NB INN	3	52	2	51/53	73	4	71/ 75
										SB INN	4	48	2	47/49	69	10	63/ 73
US 27	JESSAMINE	SP	48 H	BIT	09/74	1.3	0.0- 1.3	5120	SEP 10	NB OUT	4	45	3	43/46	63	3	62/ 65
										SB OUT	4	46	3	45/48	64	5	63/ 68
										NB INN	4	51	1	51/52	71	1	70/ 71
										SB INN	4	51	5	48/53	69	4	67/ 71
US 27	JESSAMINE	SP	48 H	BIT	08/63	0.4	1.3- 1.7	5120	SEP 10	NB OUT	2	36	5	34/39	54	9	49/ 58
										SB OUT	1	42	0	42/42	65	0	65/ 65

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 27	JESSAMINE	SP	48 H	BIT		6.0	1.7- 7.7	5960	SEP 10	NB OUT	12	34	18	23/41	51	20	38/ 58
										SB OUT	12	40	19	30/49	62	15	55/ 70
US 27	JESSAMINE	SP	NICHLSVL			1.1	7.7- 8.8	12670	SEP 10	NB OUT	1	29	0	29/29	52	0	52/ 52
										SB OUT	1	23	0	23/23	41	0	41/ 41
US 27	JESSAMINE	SP	8 I	BIT	11/64	4.3	8.8-13.1	11650	SEP 10	NB OUT	3	28	11	22/33	45	23	32/ 55
										SB OUT	10	35	9	31/40	56	10	51/ 61
US 27	JESSAMINE	SP	8 I	BIT	03/63	1.0	13.1-14.1	10930	SEP 10	NB OUT	2	27	4	25/29	48	5	45/ 50
US 27	FAYETTE	SP	LEXINTON			4.3	2.3- 6.6	24630	OCT 27	SB INN	1	35	0	35/35	65	0	65/ 65
US 27	FAYETTE	SP	LEXINTON			3.6	6.6-10.2	17500	OCT 27	NB OUT	6	35	7	32/39	61	13	53/ 66
										SB OUT	4	35	8	31/39	59	9	54/ 63
										NB INN	3	38	15	28/43	63	9	58/ 67
										SB INN	3	38	4	36/40	64	4	61/ 65
US 27	FAYETTE	SP	44 U	BIT	01/63	5.6	10.2-15.8	8930	OCT 27	NB OUT	11	45	7	41/48	72	10	67/ 77
										SB OUT	12	40	14	35/49	69	14	61/ 75
US 27	BOURBON	SP	119 M	BIT	03/63	6.3	0.0- 6.3	8530	OCT 27	NB OUT	13	46	13	37/50	73	10	68/ 78
										SB OUT	12	43	11	37/48	71	13	63/ 76
US 27	BOURBON	SP	119 M	SA 22-D	10/74	0.1	6.3- 6.4	8530	OCT 27	NB OUT	1	43	0	43/43	71	0	71/ 71
US 27	BOURBON	SP	19 K	PCC	09/56	7.1	8.3-15.4	2730	OCT 30	NB OUT	14	43	13	37/50	70	31	47/ 78
										SB OUT	12	45	8	41/49	74	11	69/ 80
US 60	WOODFORD	SP	15 N	PCC	12/60	7.3	0.0- 7.3	12290	OCT 31	EB OUT	15	47	15	40/55	72	10	66/ 76
										WB OUT	14	46	5	43/48	71	12	66/ 78
										EB INN	14	59	7	55/62	83	8	80/ 88
										WB INN	14	58	6	55/61	80	11	75/ 86
US 60	WOODFORD	SP	3015 M	PCC	12/60	0.4	7.3- 7.7	12290	OCT 31	WB OUT	1	43	0	43/43	69	0	69/ 69
										WB INN	1	54	0	54/54	74	0	74/ 74
US 60	WOODFORD	SP	4515	PCC	10/60	1.7	7.7- 9.4	13160	OCT 31	EB OUT	2	47	7	44/51	72	6	69/ 75
										WB OUT	4	43	4	40/44	67	3	66/ 69
										EB INN	2	59	9	54/63	69	4	67/ 71
										WB INN	3	49	7	47/54	75	6	71/ 77
US 60	WOODFORD	SP	95 I	BIT I-A	10/65	3.6	9.4-13.0	20490	OCT 31	EB OUT	7	41	8	38/46	64	6	60/ 66
										WB OUT	7	39	7	36/43	62	10	58/ 68
										EB INN	6	52	10	46/56	75	13	69/ 82
										WB INN	7	50	14	45/59	71	8	66/ 74
US 60	FAYETTE	SP	164 D	BIT	10/65	4.7	0.0- 4.7	25010	OCT 31	EB OUT	8	39	12	34/46	60	14	53/ 67
										WB OUT	9	35	7	33/40	57	7	53/ 60
										EB INN	8	49	11	43/54	70	15	65/ 80
										WB INN	8	45	7	42/49	69	14	63/ 77

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 7 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	FAYETTE	SP	LEXINGTN			2.1	8.2-10.3	24670	OCT 28	EB OUT	2	43	6	40/46	72	8	68/ 76
										WB OUT	2	28	1	28/29	52	2	51/ 53
										EB INN	2	40	3	39/42	73	3	72/ 75
										WB INN	3	35	13	29/42	56	7	52/ 59
US 60	FAYETTE	SP	84 S	BIT	12/65	1.7	10.3-12.0	22250	OCT 28	EB OUT	4	50	2	49/51	77	5	75/ 80
										WB OUT	5	41	8	38/46	62	8	57/ 65
										EB INN	2	53	5	51/56	84	11	78/ 89
										WB INN	4	49	8	45/53	71	11	65/ 76
US 60	FAYETTE	SP	84 S	BIT	12/64	0.6	12.0-12.6	7700	OCT 28	EB OUT	1	62	0	62/62	87	0	87/ 87
										WB OUT	1	43	0	43/43	73	0	73/ 73
										WB INN	1	49	0	49/49	63	0	63/ 63
US 60	FAYETTE	SP	84 S	BIT	10/73	6.7	12.6-19.3	5630	OCT 28	EB OUT	14	54	15	47/62	84	20	76/ 96
										WB OUT	13	40	6	37/43	67	8	63/ 71
US 60	CLARK	SP	102 D	BIT	10/73	4.7	0.0- 4.7	5330	OCT 28	EB OUT	9	45	8	41/49	74	7	71/ 78
										WB OUT	9	34	14	26/40	60	10	55/ 65
US 60	CLARK	SP	WINCSTER			3.1	4.7- 7.8	9990	OCT 28	EB OUT	4	36	9	31/40	64	11	61/ 72
										WB OUT	2	33	11	27/38	59	6	56/ 62
US 60	CLARK	SS	22 R	BIT		9.4	7.8-17.2	1100	OCT 28	EB OUT	19	50	13	45/58	77	13	72/ 85
										WB OUT	18	42	11	37/48	65	12	58/ 70
US 60	MONTGOMERY	SS	117 K	BIT	10/73	4.4	0.0- 4.4	2420	OCT 28	EB OUT	9	54	12	48/60	84	10	78/ 88
										WB OUT	8	45	12	40/52	74	6	72/ 78
US 60	MONTGOMERY	SS		BIT		1.3	4.4- 5.7	5710	OCT 28	EB OUT	1	35	0	35/35	64	0	64/ 64
US 60	MONTGOMERY	SS	37 P	BIT	10/66	2.9	5.7- 8.6	5290	OCT 28	EB OUT	6	42	11	35/46	72	13	65/ 78
US 60	MONTGOMERY	SS	37 P	BIT	08/65	3.2	8.9-12.1	2150	OCT 29	EB OUT	7	45	23	29/52	71	23	61/ 84
										WB OUT	7	38	11	32/43	63	8	58/ 66
US 62	ANDERSON	SS	111 N	BIT	10/69	3.1	0.0- 3.1	450	NOV 11	EB OUT	4	50	5	47/52	76	4	74/ 78
										WB OUT	6	52	9	47/56	78	8	75/ 83
US 62	ANDERSON	SS	111 N	BIT	11/72	15.2	3.1-18.3	1100	NOV 11	EB OUT	31	49	12	43/55	74	15	64/ 79
										WB OUT	30	50	13	41/54	78	13	72/ 85
US 62	ANDERSON	SS	3111 L	BIT	08/66	1.0	18.3-19.3	4140	NOV 11	EB OUT	1	34	0	34/34	60	0	60/ 60
										WB OUT	3	32	4	30/34	56	27	40/ 67
US 62	ANDERSON	SS	LARNCEBG			1.0	19.3-20.3	6090	NOV 6	WB OUT	2	33	3	32/35	63	0	63/ 63
US 62	ANDERSON	SS	71 P	SAND ASP	08/66	2.5	20.3-22.8	2920	NOV 11	EB OUT	5	43	8	38/46	68	9	64/ 73
										WB OUT	4	44	3	43/46	73	5	70/ 75
US 62	WOODFORD	SS	135 O	BIT	08/73	5.4	0.2- 5.6	2390	NOV 11	EB OUT	11	45	8	40/48	71	12	64/ 76
										WB OUT	11	46	9	41/50	75	9	70/ 79

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 62	WOODFORD	SS	3135 H	BIT	06/65	1.5	5.6- 7.1	2790	NOV 11	EB OUT	3	32	2	31/33	54	10	49/ 59
										WB OUT	2	35	7	31/38	62	1	61/ 62
US 62	WOODFORD	SS	55 L	BIT	12/74	5.9	7.1-13.0	1700	OCT 31	EB OUT	13	48	5	46/51	72	11	67/ 78
										WB OUT	12	48	10	42/52	73	7	69/ 76
US 62	WOODFORD	SS	2025 M	BIT	02/74	0.7	13.0-13.7	1880	OCT 31	WB OUT	1	44	0	44/44	70	0	70/ 70
US 62	WOODFORD	SS	55 K	BIT		0.3	13.7-14.0	1880	OCT 31	EB OUT	1	49	0	49/49	75	0	75/ 75
										WB OUT	2	45	6	42/48	71	2	70/ 72
US 62	WOODFORD	SS	35 I	BIT	08/62	1.8	14.2-16.0	4210	NOV 4	EB OUT	4	41	8	38/46	70	8	66/ 74
										WB OUT	4	43	8	41/49	67	6	65/ 71
US 62	WOODFORD	SS	35 J	BIT	07/74	0.6	16.0-16.6	3770	NOV 4	EB OUT	2	41	1	40/41	67	1	67/ 68
										WB OUT	1	39	0	39/39	66	0	66/ 66
US 62	SCOTT	SS	114 C	BIT	07/74	0.8	0.0- 0.8	1200	NOV 4	EB OUT	1	44	0	44/44	72	0	72/ 72
										WB OUT	1	43	0	43/43	71	0	71/ 71
US 62	SCOTT	SS	94 E	BIT	10/63	1.6	0.8- 2.4	1200	NOV 4	EB OUT	3	51	8	47/55	74	6	70/ 76
										WB OUT	4	34	19	23/42	70	14	62/ 76
US 62	SCOTT	SS	94 F	BIT	08/73	0.7	2.4- 3.1	1200	OCT 30	EB OUT	1	59	0	59/59	70	0	70/ 70
										WB OUT	2	58	14	51/65	80	10	75/ 85
US 62	SCOTT	SS	94 F	BIT	10/63	3.8	3.1- 6.9	1160	OCT 30	EB OUT	8	51	26	41/67	76	15	69/ 83
										WB OUT	7	41	20	27/47	65	15	57/ 72
US 62	SCOTT	SS	134 J	BIT I-AM	01/70	0.6	6.9- 7.5	7870	OCT 30	EB OUT	1	40	0	40/40	63	0	63/ 63
										WB OUT	2	34	4	32/36	60	5	58/ 63
US 62	SCOTT	SS	GEORGTWN			1.6	7.5- 9.1	9310	OCT 30	EB OUT	3	28	6	25/31	60	3	58/ 61
										WB OUT	1	31	0	31/31	56	0	56/ 56
US 62	SCOTT	SS	34 E	PCC	05/62	1.2	9.1-10.3	7470	OCT 27	EB OUT	3	43	13	38/51	74	10	70/ 80
										WB OUT	2	42	17	33/50	72	24	60/ 84
US 62	SCOTT	SS	34 F	BIT		3.3	10.3-13.6	2490	OCT 27	EB OUT	6	49	9	44/53	77	6	75/ 81
										WB OUT	6	50	3	48/51	77	7	74/ 81
US 62	SCOTT	SS	34 F	BIT		3.7	13.6-17.3	850	OCT 27	EB OUT	8	44	15	35/50	71	8	66/ 74
										WB OUT	8	42	9	37/46	68	17	57/ 74
US 68	BOYLE	SS	200 I	BIT	09/67	6.9	0.0- 6.9	810	NOV 12	EB OUT	11	45	24	34/58	72	18	63/ 81
										WB OUT	12	43	18	34/52	67	13	58/ 71
US 68	BOYLE	SS	1200 H	BIT	08/66	0.6	6.9- 7.5	1160	NOV 12	WB OUT	1	34	0	34/34	63	0	63/ 63
US 68	BOYLE	SS	1240 G	BIT	09/65	0.4	7.5- 7.9	1160	NOV 12	EB OUT	1	35	0	35/35	71	0	71/ 71
US 68	BOYLE	SS	240 H	BIT	09/67	2.9	7.9-10.8	980	NOV 12	EB OUT	4	43	5	41/46	69	6	65/ 71
										WB OUT	6	43	16	34/50	68	11	63/ 74

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 68	MERCER	SS	132 I	BIT	09/67	5.9	0.0- 5.9	1380	NOV 12	EB OUT	12	42	14	33/47	70	16	61/ 77
										WB OUT	11	45	10	39/49	68	15	59/ 74
US 68	MERCER	SP	HRODSBRG			2.3	5.9- 8.2	6480	NOV 12	EB OUT	4	37	5	34/39	61	6	58/ 64
										WB OUT	4	37	11	31/42	60	18	52/ 70
US 68	MERCER	SP	32 Y	BIT	02/63	12.0	8.2-20.2	1830	NOV 10	EB OUT	22	40	26	25/51	62	32	47/ 79
										WB OUT	24	41	28	21/49	69	35	43/ 78
US 68	JESSAMINE	SP	103 I	BIT	11/67	12.0	0.0-12.0	3670	NOV 10	EB OUT	24	42	14	36/50	65	11	61/ 72
										WB OUT	22	44	8	40/48	75	11	67/ 78
US 68	FAYETTE	SP	144 T	PCC	07/48	0.1	0.0- 0.1	10200	NOV 10	WB OUT	1	35	0	35/35	71	0	71/ 71
US 68	FAYETTE	SP	144 T	BIT	09/75	0.6	0.1- 0.7	10200	NOV 10	EB OUT	2	44	2	43/45	61	3	59/ 62
										WB OUT	1	47	0	47/47	67	0	67/ 67
US 68	FAYETTE	SP	144 T	PCC	07/48	1.5	0.7- 2.2	10200	NOV 10	EB OUT	3	41	12	35/47	63	11	56/ 67
										WB OUT	3	36	9	33/42	71	12	63/ 75
US 68	FAYETTE	SP	144 T	PCC	01/68	1.6	2.2- 3.8	13280	NOV 10	EB OUT	2	43	7	40/47	64	12	58/ 70
										EB INN	2	44	6	41/47	67	8	63/ 71
US 68	FAYETTE	SP	144 T	PCC	02/61	1.7	3.8- 5.5	20930	OCT 27	EB OUT	1	31	0	31/31	57	0	57/ 57
										WB OUT	1	31	0	31/31	52	0	52/ 52
US 68	FAYETTE	SP	LEXINGTN			0.7	5.5- 6.2	27810	OCT 27	EB INN	2	30	3	29/32	55	3	54/ 57
										WB INN	2	33	0	33/33	60	8	56/ 64
US 68	BOURBON	SP	4119 L	SA 22-D	10/74	1.2	0.0- 1.2	7460	OCT 27	EB OUT	3	44	2	43/45	71	4	69/ 73
										WB OUT	4	43	8	38/46	70	13	63/ 76
										EB INN	1	55	0	55/55	85	0	85/ 85
US 68	BOURBON	SP	4059AA	SA 22-D	07/67	1.1	1.6- 2.7	4880	OCT 27	EB OUT	1	40	0	40/40	68	0	68/ 68
US 68	BOURBON	SP	59 W	BIT	11/64	7.2	2.7- 9.9	3440	OCT 27	EB OUT	14	45	8	39/47	75	16	66/ 82
										WB OUT	15	42	11	34/45	70	15	59/ 74
US 68	BOURBON	SP	1059 X	BIT	07/59	0.8	10.0-10.8	3440	OCT 27	EB OUT	1	31	0	31/31	56	0	56/ 56
										WB OUT	2	29	2	28/30	58	8	54/ 62
US 68	BOURBON	SP	59 Y	BIT	11/64	0.4	10.8-11.2	3440	OCT 27	EB OUT	1	38	0	38/38	64	0	64/ 64
US 127	BOYLE	SP	140 M	BIT	10/62	2.7	0.0- 2.7	7710	NOV 10	NB OUT	6	36	8	32/40	56	10	52/ 62
										SB OUT	5	34	7	30/37	66	7	63/ 70
US 127	BOYLE	SP	DANVILLE			3.3	3.2- 6.5	8860	NOV 10	NB OUT	3	32	9	26/35	52	12	44/ 56
										SB OUT	2	39	1	39/40	62	1	61/ 62
US 127	BOYLE	SP	20 K	BIT	02/63	1.2	6.5- 7.7	5950	NOV 10	NB OUT	3	38	1	38/39	60	4	58/ 62
										SB OUT	2	39	1	39/40	64	7	60/ 67

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 127	BOYLE	SP	20 K	BIT	05/60	2.0	7.7- 9.7	5300	NOV 10	NB OUT	5	* 46	* 7	42/49	68	14	62/ 76
										NB INN	3	* 49	* 16	39/55	78	2	77/ 79
US 127 *	BOYLE	SP	20 K	BIT		2.0	7.7- 9.7	7390	NOV 10	SB OUT	4	* 40	* 4	38/42	67	5	65/ 70
										SB INN	3	* 47	* 2	46/48	77	2	76/ 78
US 127 B	BOYLE	SP	760 B	BIT	09/70	3.1	0.0- 3.1	4750	NOV 10	NB OUT	5	* 37	* 5	34/39	63	14	55/ 69
										SB OUT	6	* 37	* 6	33/39	66	13	57/ 70
US 127 B	BOYLE	SP	760 B	BIT	12/68	2.0	3.1- 5.1	5520	NOV 10	NB OUT	4	* 42	* 11	35/46	67	9	61/ 70
										SB OUT	4	* 43	* 1	43/44	73	2	72/ 74
US 127 *	MERCER	SP	112 N	BIT	07/68	1.2	0.0- 1.2	6860	NOV 10	SB OUT	2	* 45	* 3	44/47	71	3	69/ 72
										SB INN	3	* 51	* 3	49/52	79	2	78/ 80
US 127	MERCER	SP	112 N	BIT	11/71	1.2	0.0- 1.2	3510	NOV 10	NB OUT	3	* 50	* 10	46/56	66	3	64/ 67
										NB INN	2	* 53	* 5	51/56	77	4	75/ 79
US 127	MERCER	SP	112 N	BIT	06/69	1.7	1.2- 2.9	4480	NOV 10	NB OUT	3	* 45	* 7	41/48	66	3	65/ 68
										SB OUT	3	* 44	* 5	41/46	72	1	71/ 72
										NB INN	4	* 52	* 13	42/55	75	9	70/ 79
										SB INN	3	* 53	* 4	52/56	80	9	75/ 84
US 127	MERCER	SP	372 H	BIT	06/69	0.3	2.9- 3.2	5340	NOV 10	NB OUT	1	* 46	* 0	46/46	70	0	70/ 70
										SB OUT	1	* 38	* 0	38/38	66	0	66/ 66
US 127	MERCER	SP	HRDSBURG			2.1	3.2- 5.3	7020	NOV 10	NB OUT	1	* 43	* 0	43/43	65	0	65/ 65
										SB OUT	2	* 39	* 1	38/39	67	7	63/ 70
										NB INN	2	* 46	* 0	46/46	64	6	61/ 67
										SB INN	3	* 44	* 7	40/47	71	11	64/ 75
US 127	MERCER	SP	12 Q	BIT	06/60 *	3.9	5.3- 9.2	7560	NOV 10	NB OUT	8	* 45	* 10	39/49	70	7	67/ 74
										SB OUT	8	* 43	* 7	40/47	65	7	62/ 69
										NB INN	8	* 53	* 23	40/63	78	14	70/ 84
										SB INN	8	* 50	* 8	46/54	72	6	70/ 76
US 127	MERCER	SP	12 Q	BIT	04/62 *	3.9	9.2-13.1	5440	NOV 10	NB OUT	8	* 38	* 30	17/47	63	20	54/ 74
										SB OUT	8	* 37	* 13	30/43	57	16	47/ 63
										NB INN	8	* 55	* 14	46/60	78	12	71/ 83
										SB INN	7	* 51	* 11	48/59	71	15	62/ 77
US 127	MERCER	SP	12 Q	BIT	05/63 *	4.1	13.1-17.2	3020	NOV 10	NB OUT	8	* 40	* 12	36/48	62	19	55/ 74
										SB OUT	8	* 38	* 5	35/40	60	5	57/ 62
										NB INN	8	* 57	* 15	49/64	79	11	74/ 85
										SB INN	8	* 51	* 9	47/56	75	13	66/ 79
US 127	ANDERSON	SP	91 J	BIT	12/65	2.6	0.0- 2.6	6110	NOV 6	NB OUT	6	* 48	* 5	45/50	69	9	64/ 73
										SB OUT	7	* 47	* 6	44/50	70	11	65/ 76
										NB INN	6	* 53	* 10	51/61	79	24	63/ 87
										SB INN	5	* 59	* 9	54/63	79	10	74/ 84
US 127	ANDERSON	RS	91 L	BIT	08/99	3.0	2.6- 5.6	2760	NOV 6	NB OUT	5	* 36	* 17	26/43	60	27	42/ 69
										SB OUT	5	* 41	* 9	35/44	66	10	62/ 72

* INTERMITTENT SECTIONS OF NORTHBOUND LANES COMPLETED 12/55

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 7 PAGE 8

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 127	ANDERSON	RS	3091 N	BIT	06/63	0.6	5.6- 6.2	2600	NOV 6	NB OUT	1	* 37 *	0	37/37	66	0	66/ 66
										SB OUT	1	* 31 *	0	31/31	56	0	56/ 56
US 127	ANDERSON	RS	3011 J	BIT	06/63	1.5	6.2- 7.7	2120	NOV 6	NB OUT	3	* 47 *	2	46/48	74	2	73/ 75
										SB OUT	3	* 41 *	5	38/43	67	9	61/ 70
US 127	ANDERSON	RS	11 D	BIT	10/74	1.5	7.7- 9.2	2380	NOV 6	NB OUT	2	* 42 *	11	37/48	64	15	57/ 72
										SB OUT	1	* 37 *	0	37/37	63	0	63/ 63
US 127	ANDERSON	SP	11 M	BIT		1.3	9.2-10.5	7160	NOV 6	NB OUT	3	* 29 *	8	26/34	45	3	44/ 47
										SB OUT	3	* 28 *	2	27/29	53	4	51/ 55
US 127	ANDERSON	SP	31 D	BIT	10/69	1.3	10.5-11.8	4710	NOV 6	NB OUT	2	* 42 *	1	41/42	71	4	69/ 73
US 127 B	ANDERSON	SP	101 J	BIT I-A	12/65	6.8	0.0- 6.8	4910	NOV 6	NB OUT	13	* 44 *	13	35/48	68	16	57/ 73
										SB OUT	14	* 44 *	10	38/48	69	10	64/ 74
US 150	BOYLE	SP	220AF	BIT	08/66	4.0	0.0- 4.0	1230	NOV 18	EB OUT	8	* 42 *	18	34/52	67	35	41/ 76
										WB OUT	8	* 39 *	11	32/43	68	9	64/ 73
US 150	BOYLE	SP	1220AG	BIT	05/65	0.5	4.0- 4.5	2100	NOV 18	EB OUT	1	* 42 *	0	42/42	60	0	60/ 60
US 150	BOYLE	SP	1220AG	BIT	08/66	0.6	4.5- 5.1	2540	NOV 18	EB OUT	2	* 29 *	6	26/32	57	23	46/ 69
										WB OUT	1	* 34 *	0	34/34	65	0	65/ 65
US 150	BOYLE	SP	220AC	BIT I-A	05/65	8.1	5.1-13.2	3020	NOV 18	EB OUT	14	* 41 *	7	38/45	70	7	66/ 73
										WB OUT	16	* 37 *	13	30/43	66	18	56/ 74
US 150	BOYLE	SP	DANVILLE			1.6	13.2-14.8	5160	NOV 18	EB OUT	1	* 18 *	0	18/18	28	0	28/ 28
										WB OUT	2	* 23 *	6	20/26	51	5	48/ 53
US 150	BOYLE	SP	120 J	BIT	02/63	1.0	14.8-15.8	2970	NOV 18	EB OUT	2	* 28 *	0	28/28	56	6	53/ 59
										WB OUT	2	* 31 *	3	29/32	59	8	55/ 63
US 150	BOYLE	SP	120 J	BIT		0.5	15.8-16.3	4530	NOV 18	EB OUT	1	* 33 *	0	33/33	67	0	67/ 67
US 150	BOYLE	SP	120 D	BIT	02/63	0.7	16.3-17.0	4530	NOV 18	EB OUT	2	* 36 *	4	34/38	58	21	47/ 68
										WB OUT	2	* 35 *	6	32/38	59	8	55/ 63
US 150	BOYLE	SP	120 D	BIT		0.2	17.0-17.2	5570	NOV 18	EB INN	1	* 52 *	0	52/52	81	0	81/ 81
										WB INN	1	* 55 *	0	55/55	86	0	86/ 86
US 150	BOYLE	SP	120 D	BIT	05/60	1.7	17.2-18.9	5410	NOV 18	EB OUT	3	* 41 *	6	37/43	67	4	64/ 68
										WB OUT	3	* 37 *	2	36/38	59	11	53/ 64
										EB INN	3	* 51 *	4	50/54	79	3	77/ 80
										WB INN	2	* 53 *	5	50/55	82	4	80/ 84
US 150 B	BOYLE	SP	760 B	BIT	09/71	2.6	0.0- 2.6	4550	NOV 18	EB OUT	6	* 43 *	3	42/45	73	6	71/ 77
										WB OUT	5	* 45 *	9	40/49	74	8	69/ 77
US 421	MADISON	SP	71 F	BIT	09/68	2.9	0.0- 2.9	2200	NOV 3	NB OUT	6	* 29 *	10	23/33	59	7	56/ 63
										SB OUT	4	* 32 *	15	22/37	58	12	49/ 61

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP AVG	PEAK SLIP RANGE	PEAK SLIP NUMBER MIN/MAX
US 421	MADISON	SS	71 G	BIT	11/70	7.3	2.9-10.2	1780	NOV 3	NB OUT	14	* 35 *	11	29/40	60	14	52/ 66
										SB OUT	15	* 39 *	17	30/47	66	17	59/ 76
US 421	MADISON	SS	51AM	BIT	11/70	2.9	10.2-13.0	2570	NOV 3	NB OUT	3	* 32 *	1	32/33	61	1	61/ 62
										SB OUT	6	* 37 *	8	33/41	62	15	54/ 69
US 421	FAYETTE	SS	184 K	BIT	03/63	1.0	1.2- 2.2	10550	NOV 4	NB OUT	2	* 37 *	13	30/43	64	12	58/ 70
										SB OUT	2	* 31 *	12	25/37	53	16	45/ 61
US 421	FAYETTE	SS	184 K	BIT	07/74	6.0	2.2- 8.2	5930	NOV 4	NB OUT	12	* 41 *	13	32/45	67	15	57/ 72
										SB OUT	13	* 40 *	12	33/45	65	11	60/ 71
US 421	SCOTT	SS	114 C	BIT	07/74	0.8	0.0- 0.8	4540	NOV 4	NB OUT	2	* 43 *	2	42/44	70	0	70/ 70
										SB OUT	1	* 44 *	0	44/44	67	0	67/ 67
US 421	WOODFORD	SS	35 I	BIT	08/62	4.5	0.0- 4.5	3470	NOV 4	NB OUT	10	* 47 *	10	41/51	77	5	74/ 79
										SB OUT	9	* 48 *	5	46/51	70	8	67/ 75
US 421	WOODFORD	SS	35 I	BIT	09/73	0.4	4.5- 4.9	3470	NOV 4	SB OUT	1	* 43 *	0	43/43	62	0	62/ 62
US 460	SCOTT	SS	134 J	BIT I-AM	01/70	8.6	0.0- 8.6	2040	OCT 30	EB OUT	17	* 44 *	16	35/51	69	18	61/ 79
										WB OUT	17	* 43 *	16	34/50	68	15	59/ 74
US 460	SCOTT	SS	54 D	PCC	07/67	6.1	9.3-15.4	1630	OCT 30	EB OUT	12	* 50 *	10	45/55	77	9	72/ 81
										WB OUT	12	* 45 *	15	38/53	73	19	64/ 83
US 460	BOURBON	SS	139 C	BIT	07/67	7.7	0.0- 7.7	1310	OCT 30	EB OUT	15	* 43 *	15	33/48	69	13	61/ 74
										WB OUT	14	* 44 *	11	37/48	69	20	57/ 77
US 460	BOURBON	SP	79 G	BIT	02/59	9.6	9.2-18.8	1080	OCT 30	EB OUT	19	* 23 *	19	17/35	48	36	29/ 65
										WB OUT	19	* 20 *	21	11/32	41	34	24/ 58
US 460	BOURBON	SP	1079 J	BIT	02/59	0.6	18.8-19.4	720	OCT 30	EB OUT	1	* 35 *	0	35/35	53	0	53/ 53
US 460	BOURBON	SP	79 L	BIT	09/68	2.5	19.4-21.9	310	OCT 30	EB OUT	5	* 44 *	10	37/47	70	19	58/ 77
										WB OUT	6	* 43 *	11	36/47	73	10	68/ 78
US 460	MONTGOMERY	SP	137 F	BIT	07/67	7.3	0.0- 7.3	800	OCT 30	EB OUT	15	* 41 *	15	34/49	69	23	57/ 80
										WB OUT	14	* 41 *	11	35/46	69	23	58/ 81
US 460	MONTGOMERY	SP	17 K	PCC	08/33	0.5	7.3- 7.8	800	OCT 30	EB OUT	1	* 38 *	0	38/38	62	0	62/ 62
										WB OUT	1	* 46 *	0	46/46	70	0	70/ 70
US 460	MONTGOMERY	SP	17 K	PCC	03/61	0.4	7.8- 8.2	6530	OCT 30	EB OUT	1	* 32 *	0	32/32	54	0	54/ 54
										WB OUT	1	* 25 *	0	25/25	57	0	57/ 57
US 460	MONTGOMERY	SP	57 Q	BIT	10/70	12.1	10.1-22.2	3650	OCT 29	EB OUT	25	* 33 *	13	27/40	61	19	50/ 69
										WB OUT	24	* 31 *	10	26/36	56	15	49/ 64
KY 11	MONTGOMERY	SS	17 L	BIT		5.4	10.0-15.4	3080	OCT 28	NB OUT	11	* 40 *	8	35/43	66	14	58/ 72
										SB OUT	11	* 38 *	17	28/45	65	19	53/ 72

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 7 PAGE 10

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 21	MADISON	SP	311 J	BIT	03/73	7.9	0.0- 7.9	540	NOV 7	NB OUT	15	45	19	35/54	68	17	59/ 76
										SB OUT	17	47	23	33/56	70	28	52/ 80
KY 21	MADISON	SP	4311 G	BIT	07/66	1.2	7.9- 9.1	5080	NOV 7	NB OUT	2	36	2	35/37	58	1	57/ 58
										SB OUT	5	35	11	29/40	57	17	49/ 66
										NB INN	2	34	5	32/37	57	5	54/ 59
										SB INN	2	34	0	34/34	57	8	53/ 61
KY 34	BOYLE	SP	60 K	BIT	02/61	4.3	13.0-17.3	3100	NOV 18	EB OUT	8	33	6	31/37	59	19	49/ 68
										WB OUT	9	34	9	29/38	57	32	38/ 70
										EB INN	1	33	0	33/33	63	0	63/ 63
										WB INN	1	28	0	28/28	47	0	47/ 47
KY 34	GARRARD	SP	106 D	BIT	08/66	2.7	0.0- 2.7	2240	NOV 18	EB OUT	6	35	11	28/39	62	20	47/ 67
										WB OUT	5	37	8	33/41	62	17	54/ 71
KY 52	GARRARD	SP	26 E	BIT	02/61	11.2	5.6-16.8	860	NOV 7	EB OUT	20	39	15	33/48	67	7	63/ 70
										WB OUT	20	40	10	34/44	64	11	59/ 70
KY 151	ANDERSON	SP	11 M	BIT	01/63	2.8	0.0- 2.8	2090	NOV 6	NB OUT	6	45	10	39/49	68	4	66/ 70
										SB OUT	6	40	15	31/46	66	6	62/ 68
KY 876	MADISON	SP	211 H	BIT	02/65	0.9	7.2- 8.1	5260	SEP 12	EB OUT	3	38	7	34/41	59	7	55/ 62
										WB OUT	1	31	0	31/31	62	0	62/ 62
										EB INN	3	40	6	37/43	59	9	56/ 65
										WB INN	2	38	5	36/41	64	3	63/ 66
KY 876	MADISON	SP		BIT		0.8	8.1- 8.9	5260	SEP 12	WB OUT	2	41	2	40/42	62	2	61/ 63
										EB INN	2	39	0	39/39	61	2	60/ 62
										WB INN	1	44	0	44/44	64	0	64/ 64
KY 876	MADISON	SP		BIT		1.1	8.9-10.0	9610	SEP 12	EB OUT	5	42	4	40/44	64	6	60/ 66
										WB OUT	4	44	2	43/45	64	5	61/ 66

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 25	ROCKCASTLE	SS	177 G	BIT	11/58	4.4	0.0- 4.4	2170	SEP 11	NB OUT	9	42	18	29/47	67	16	56/ 72
										SB OUT	8	34	16	25/41	52	24	38/ 62
US 25	ROCKCASTLE	SS	LIVNGSTN			0.7	4.4- 5.1	2170	SEP 11	NB OUT	1	37	0	37/37	59	0	59/ 59
										SB OUT	2	29	8	25/33	52	9	48/ 57
US 25	ROCKCASTLE	SS	57AC	BIT	06/68	2.6	5.1- 7.7	2170	SEP 11	NB OUT	6	42	7	38/45	66	11	60/ 71
										SB OUT	5	34	4	32/36	54	7	51/ 58
US 25	ROCKCASTLE	SS	57AB	BIT	06/68	3.8	7.7-11.5	2170	SEP 11	NB OUT	7	39	13	31/44	64	8	60/ 68
										SB OUT	8	35	5	33/38	56	10	49/ 59
US 25	ROCKCASTLE	SS	57AA	BIT	02/68	0.7	11.5-12.2	2180	SEP 11	NB OUT	2	39	4	37/41	60	4	58/ 62
										SB OUT	1	38	0	38/38	52	0	52/ 52
US 25	ROCKCASTLE	SS	57 Z	BIT	06/67	1.1	12.2-13.3	2200	SEP 11	NB OUT	2	36	4	34/38	62	7	59/ 66
										SB OUT	3	35	5	33/38	55	3	54/ 57
US 25	ROCKCASTLE	SS	MT VERN			1.2	13.3-14.5	2180	SEP 11	NB OUT	2	28	11	23/34	55	8	51/ 59
										SB OUT	2	30	3	29/32	52	2	51/ 53
US 25	ROCKCASTLE	SS	17 K	BIT	01/75	6.3	14.5-20.8	1660	SEP 11	NB OUT	13	45	19	32/51	66	18	55/ 73
										SB OUT	11	42	13	34/47	62	22	45/ 67
US 25	ROCKCASTLE	SS	17 H	BIT		6.3	20.8-27.1	1290	SEP 11	NB OUT	12	41	7	38/45	64	8	60/ 68
										SB OUT	13	34	5	31/36	54	7	51/ 58
US 27	MC CREARY	SP	73 F	BIT		8.8	0.0- 8.8	3890	AUG 4	NB OUT	18	38	27	23/50	53	18	43/ 61
										SB OUT	17	39	21	29/50	59	27	48/ 75
US 27	MC CREARY	SP	593 A	BIT	12/60	3.8	8.8-12.6	3090	AUG 4	NB OUT	7	36	10	33/43	49	12	47/ 59
										SB OUT	8	38	13	31/44	52	14	45/ 59
US 27	MC CREARY	SP	13 Q	BIT	12/60	1.2	12.6-13.8	2840	AUG 4	NB OUT	3	38	3	36/39	48	7	44/ 51
										SB OUT	2	41	0	41/41	48	1	48/ 49
US 27	MC CREARY	SP	13 Q	BIT	10/63	0.5	13.8-14.3	2840	AUG 4	NB OUT	1	38	0	38/38	48	0	48/ 48
										SB OUT	1	42	0	42/42	47	0	47/ 47
US 27	MC CREARY	SP	13 Q	BIT	08/66	6.1	14.3-20.4	2760	AUG 4	NB OUT	12	31	25	26/51	52	18	46/ 64
										SB OUT	12	35	8	30/38	52	16	46/ 62
US 27	MC CREARY	SP	13 Q	BIT	10/66	0.8	20.4-21.2	2500	AUG 4	NB OUT	2	35	3	33/36	60	6	57/ 63
										SB OUT	2	39	2	38/40	48	2	47/ 49
US 27	MC CREARY	SP	13 Q	BIT	10/64	1.7	21.2-22.9	2500	AUG 4	NB OUT	3	36	4	34/38	59	8	55/ 63
										SB OUT	3	42	2	41/43	48	5	46/ 51
US 27	PULASKI	SP	135 R	PCC	04/63	6.9	0.0- 6.9	2240	AUG 4	NB OUT	14	40	15	35/50	62	20	53/ 73
										SB OUT	13	45	13	35/49	51	9	48/ 57
US 27	PULASKI	SP	335 F	PCC	11/51	1.3	6.9- 8.2	2480	AUG 4	NB OUT	3	30	1	29/30	54	11	48/ 59
										SB OUT	3	34	5	32/37	55	7	52/ 59

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 8 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 27	PULASKI	SP	1335 I	PCC	11/51	1.3	8.2- 9.5	2900	AUG 4	NB OUT	1	28	0	28/28	51	0	51/ 51
										SB OUT	3	32	5	29/34	52	7	49/ 56
US 27	PULASKI	SP	1335 I	BIT	10/68	0.6	9.5-10.1	2900	AUG 4	NB OUT	1	32	0	32/32	52	0	52/ 52
										SB OUT	1	31	0	31/31	54	0	54/ 54
US 27	PULASKI	SP	335 H	PCC	11/51	0.5	10.1-10.6	2900	AUG 4	NB OUT	2	29	3	27/30	48	7	45/ 52
										SB OUT	1	33	0	33/33	53	0	53/ 53
US 27	PULASKI	SP	135 Q	PCC	04/61	2.8	10.9-13.7	2920	AUG 4	NB OUT	6	35	6	32/38	57	8	54/ 62
										SB OUT	6	33	6	30/36	54	15	49/ 64
										NB INN	7	44	13	38/51	65	13	59/ 72
										SB INN	5	45	9	41/50	58	15	52/ 67
US 27	PULASKI	SP	535 G	PCC	04/61	2.4	13.7-16.1	3450	AUG 4	NB OUT	3	34	9	30/39	54	12	49/ 61
										SB OUT	5	28	8	23/31	51	3	49/ 52
										NB INN	3	38	6	34/40	63	13	56/ 69
										SB INN	5	38	14	30/44	52	10	48/ 58
US 27	PULASKI	SP	SOMERSET			1.1	16.1-17.2	4800	SEP 10	NB OUT	1	26	0	26/26	33	0	33/ 33
US 27	PULASKI	SP	535 I 1	SAND ASP	10/68	1.1	17.2-18.3	4800	SEP 10	NB OUT	4	28	8	25/33	44	13	39/ 52
										SB OUT	5	36	9	31/40	55	20	42/ 62
US 27	PULASKI	SP	535 I 2	SAND ASP	10/68	1.4	18.4-19.8	4800	SEP 10	NB OUT	5	43	4	40/44	55	8	60/ 68
										SB OUT	5	44	4	42/46	60	9	56/ 65
US 27	PULASKI	SP	535 I 3	SAND ASP	10/68	1.5	19.8-21.3	4800	SEP 10	NB OUT	6	37	20	32/52	59	21	54/ 75
										SB OUT	5	35	5	32/37	57	6	54/ 60
US 27	PULASKI	SP	205 C	KY ROCK	10/68	1.5	21.3-22.8	4800	SEP 10	NB OUT	4	50	7	47/54	71	10	68/ 78
										SB OUT	5	50	4	48/52	70	4	68/ 72
US 27	PULASKI	SP	205 C	SAND ASP	10/68	1.5	22.8-24.3	4800	SEP 10	NB OUT	5	43	5	39/44	64	10	59/ 69
										SB OUT	5	43	8	39/47	61	9	57/ 66
US 27	PULASKI	SP	205 C	BIT	07/68	6.4	24.3-30.7	4740	SEP 10	NB OUT	12	33	11	28/39	53	5	50/ 55
										SB OUT	13	35	6	32/38	59	9	55/ 64
US 27	LINCOLN	SP	550 I	BIT	04/60	8.1	0.0- 8.1	4080	SEP 10	NB OUT	9	35	15	25/40	52	21	34/ 55
										SB OUT	16	35	9	31/40	59	11	52/ 63
US 27	LINCOLN	SP	550 I	BIT	04/59	8.1	8.1-16.2	5090	SEP 10	NB OUT	17	39	17	28/45	58	20	51/ 71
										SB OUT	16	39	14	31/45	62	12	55/ 67
										SB INN	4	43	10	37/47	63	14	53/ 67
US 27	LINCOLN	SP	2550 H	BIT	06/60	1.8	16.2-18.0	5810	SEP 10	NB OUT	1	39	0	39/39	58	0	58/ 58
										SB OUT	2	31	2	30/32	58	2	57/ 59
										NB INN	1	44	0	44/44	66	0	66/ 66
										SB INN	1	45	0	45/45	68	0	68/ 68
US 27	LINCOLN	SP	550 G	BIT	09/72	4.0	18.0-22.0	4480	SEP 10	NB OUT	8	48	11	44/55	69	14	62/ 76
										SB OUT	8	47	4	45/49	71	7	68/ 75

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 127	CLINTON	SP	86 H	KY ROCK		4.8	0.0- 4.8	1910	NOV 10	NB OUT	10	* 36	* 11	31/42	59	14	53/ 67
										SB OUT	10	* 37	* 14	28/42	58	17	47/ 64
US 127	CLINTON	SP	ALBANY			2.4	4.8- 7.2	1950	NOV 10	SB OUT	1	* 37	* 0	37/37	59	0	59/ 59
US 127	CLINTON	SP	26 H	BIT	08/66	3.1	7.2-10.3	2000	NOV 10	NB OUT	6	* 39	* 7	36/43	62	10	59/ 69
										SB OUT	6	* 35	* 6	32/38	60	9	56/ 65
US 127	CLINTON	SP	166 C	BIT		2.1	10.3-12.4	1650	NOV 10	NB OUT	3	* 45	* 4	43/47	70	6	66/ 72
										SB OUT	4	* 36	* 10	31/41	58	17	47/ 64
US 127	CLINTON	SP	126 F	BIT	08/69	9.3	12.4-21.7	930	NOV 10	NB OUT	17	* 49	* 7	46/53	73	10	68/ 78
										SB OUT	17	* 47	* 5	45/50	62	30	46/ 76
US 127	RUSSELL	SP	538 B	BIT		1.6	0.0- 1.6	900	NOV 10	NB OUT	3	* 49	* 17	40/57	67	11	61/ 72
										SB OUT	10	* 45	* 17	40/57	60	22	47/ 69
US 127	RUSSELL	SP	538 A	BIT		4.0	1.9- 5.9	800	NOV 10	NB OUT	8	* 47	* 15	39/54	69	19	59/ 78
										SB OUT	9	* 42	* 29	22/51	55	39	39/ 78
US 127	RUSSELL	SP	78 J	BIT		2.2	5.9- 8.1	900	NOV 10	NB OUT	4	* 41	* 4	39/43	64	6	61/ 67
										SB OUT	5	* 40	* 6	37/43	66	9	63/ 72
US 127	RUSSELL	SP		KY ROCK	06/67	4.9	8.1-13.0	1470	NOV 10	NB OUT	9	* 52	* 8	43/56	69	14	59/ 73
										SB OUT	9	* 53	* 5	50/55	73	5	70/ 75
US 127	RUSSELL	SP	JAMESTWN	BIT		1.5	13.0-14.5	1670	NOV 10	NB OUT	2	* 34	* 9	30/39	60	11	55/ 66
US 127	RUSSELL	SP				3.3	14.5-17.8	1970	NOV 10	NB OUT	6	* 46	* 3	45/48	67	9	62/ 71
										SB OUT	7	* 47	* 6	43/49	70	8	65/ 73
US 127	RUSSELL	SP	2018 D	BIT	01/56	2.4	17.8-20.2	2100	NOV 10	NB OUT	3	* 52	* 3	51/54	73	5	70/ 75
										SB OUT	5	* 48	* 8	44/52	74	7	69/ 76
US 127	RUSSELL	SP	18 M	KY ROCK		6.9	20.2-27.1	2200	NOV 10	NB OUT	12	* 51	* 7	48/55	72	35	44/ 79
										SB OUT	14	* 46	* 14	39/53	67	29	48/ 77
US 127	CASEY	SP	81 U	BIT	01/59	3.3	0.0- 3.3	1060	NOV 10	NB OUT	7	* 42	* 19	36/55	63	13	57/ 70
										SB OUT	6	* 40	* 18	27/45	56	54	17/ 71
US 127	CASEY	SP	81 U	BIT	03/58	9.2	3.3-12.5	1480	NOV 10	NB OUT	17	* 45	* 15	40/55	68	15	59/ 74
										SB OUT	19	* 44	* 8	40/48	70	10	64/ 74
US 127	CASEY	SP	2541 D	BIT	04/58	2.3	12.5-14.8	2130	NOV 10	NB OUT	5	* 41	* 14	33/47	64	11	58/ 69
										SB OUT	4	* 39	* 10	34/44	65	10	60/ 70
US 127	CASEY	SP	2001 K	BIT	05/59	0.9	14.8-15.7	2200	NOV 10	NB OUT	2	* 40	* 2	39/41	66	2	65/ 67
										SB OUT	2	* 41	* 7	37/44	63	9	59/ 68
US 127	CASEY	SP	1 L	BIT	05/59	3.6	15.7-19.3	1970	NOV 10	NB OUT	7	* 44	* 14	35/49	68	8	63/ 71
										SB OUT	7	* 45	* 7	40/47	69	4	67/ 71

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 8 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 127	CASEY	SP	1 L	BIT	07/63	3.7	19.3-23.0	1610	NOV 10	NB OUT	7	46	11	39/50	68	16	59/ 75
										SB OUT	8	45	8	41/49	68	8	64/ 72
US 127	CASEY	SP	1 L	BIT	07/63	0.9	23.0-23.9	1500	NOV 10	NB OUT	2	49	1	49/50	72	1	71/ 72
										SB OUT	1	50	0	50/50	73	0	73/ 73
US 127	LINCOLN	SP	170 M	BIT	11/70	3.1	0.0- 3.1	1880	NOV 10	NB OUT	6	46	8	41/49	70	15	63/ 78
										SB OUT	6	44	9	39/48	70	5	67/ 72
US 127	LINCOLN	SP	1170 L	BIT	11/70	0.1	3.1- 3.2	1880	NOV 10	NB OUT	1	45	0	45/45	69	0	69/ 69
US 127	LINCOLN	SP	1170 L	BIT	03/56	0.7	3.6- 4.3	2600	NOV 10	NB OUT	1	38	0	38/38	64	0	64/ 64
										SB OUT	1	38	0	38/38	67	0	67/ 67
US 127	LINCOLN	SP	170 K	BIT	08/69	7.3	4.3-11.6	3220	NOV 10	NB OUT	14	41	14	33/47	64	13	56/ 69
										SB OUT	15	40	8	36/44	68	7	65/ 72
US 150	LINCOLN	SP	10 L	BIT	09/72	4.3	0.0- 4.3	5240	NOV 18	EB OUT	9	46	8	42/50	73	9	68/ 77
										WB OUT	8	37	10	33/43	63	6	60/ 66
										EB INN	9	56	5	53/58	86	10	79/ 89
										WB INN	8	52	3	50/53	80	8	75/ 83
US 150	LINCOLN	SP	STANFORD			2.1	4.3- 6.4	3830	NOV 18	EB OUT	2	36	1	35/36	65	4	63/ 67
										WB OUT	2	36	7	33/40	65	10	60/ 70
US 150	LINCOLN	SP	70 P	BIT	02/61	9.4	6.4-15.8	2420	NOV 18	EB OUT	19	43	18	33/51	72	19	61/ 80
										WB OUT	19	39	20	30/50	66	25	49/ 74
US 150	LINCOLN	SP	1070 J	BIT	02/61	1.3	15.8-17.1	2290	NOV 18	EB OUT	3	40	4	38/42	69	6	66/ 72
										WB OUT	2	31	3	29/32	58	5	55/ 60
US 150	LINCOLN	SP	70 R	BIT	02/61	2.6	17.1-19.7	2170	NOV 18	EB OUT	5	44	5	42/47	73	5	71/ 76
										WB OUT	4	45	7	41/48	74	8	69/ 77
US 150 B	LINCOLN	SP	570 C	BIT	09/72	1.1	0.0- 1.1	4200	NOV 18	EB OUT	3	37	5	34/39	66	5	63/ 68
										WB OUT	3	37	5	35/40	65	3	64/ 67
US 150	ROCKCASTLE	SP	117 X	BIT	12/73	3.0	0.0- 3.0	2650	NOV 18	EB OUT	7	39	6	37/43	71	10	67/ 77
										WB OUT	6	41	3	39/42	70	11	64/ 75
US 150	ROCKCASTLE	SP	1117 R	BIT	06/63	1.4	3.0- 4.4	3300	NOV 18	EB OUT	2	26	4	24/28	50	6	47/ 53
										WB OUT	2	31	2	30/32	62	1	62/ 63
US 150	ROCKCASTLE	SP	117 W	BIT	12/73	2.2	4.4- 6.6	4930	NOV 18	EB OUT	5	34	8	29/37	66	4	64/ 68
										WB OUT	4	38	3	36/39	67	3	66/ 69
US 150	ROCKCASTLE	SP	117 V	BIT	12/73	3.4	6.6-10.0	4930	NOV 18	EB OUT	7	35	12	28/40	66	18	55/ 73
										WB OUT	7	33	10	29/39	63	24	48/ 72
US 421	ROCKCASTLE	SP	37 D	BIT	10/72	0.6	0.0- 0.6	2050	NOV 3	NB OUT	3	28	4	26/30	55	2	53/ 55
										SB OUT	1	34	0	34/34	64	0	64/ 64

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 55	ADAIR	SP	COLUMBIA			0.8	11.7-12.5	1700	NOV 12	NB OUT	1	38	0	38/38	70	0	70/ 70
										SB OUT	2	41	10	36/46	67	8	63/ 71
KY 55	ADAIR	SP	10 L	BIT	11/74	7.2	12.5-19.7	1270	NOV 12	NB OUT	12	48	9	42/51	74	9	68/ 77
										SB OUT	11	48	5	46/51	75	8	71/ 79
KY 61	CUMBERLAND	SP	287 A	BIT	11/75	3.7	0.0- 3.7	400	NOV 11	NB OUT	8	46	7	43/50	68	8	62/ 70
										SB OUT	5	45	4	43/47	69	7	64/ 71
KY 61	CUMBERLAND	SP	287 A	BIT		5.6	3.7- 9.3	1410	NOV 11	NB OUT	5	20	21	9/30	35	14	30/ 44
										SB OUT	11	26	33	9/42	51	42	28/ 70
KY 61	CUMBERLAND	SP	87 L	BIT		3.5	9.3-12.8	1410	NOV 11	NB OUT	3	32	5	29/34	57	22	42/ 64
										SB OUT	6	42	9	37/46	70	6	66/ 72
KY 61	CUMBERLAND	SP	87 K	BIT	02/62	1.5	12.8-14.3	1570	NOV 11	NB OUT	3	38	9	32/41	63	11	58/ 69
										SB OUT	1	38	0	38/38	70	0	70/ 70
KY 61	CUMBERLAND	SP	87 J	BIT		0.5	14.3-14.8	1300	NOV 11	NB OUT	1	40	0	40/40	70	0	70/ 70
										SB OUT	1	32	0	32/32	64	0	64/ 64
KY 61	CUMBERLAND	SP	27 G	BIT	10/70	12.4	14.8-27.2	500	NOV 11	NB OUT	26	50	17	38/55	77	17	66/ 83
										SB OUT	23	46	13	42/55	73	19	60/ 79
KY 61	ADAIR	SP	110 C	BIT	10/70	12.9	0.0-12.9	690	NOV 11	NB OUT	26	50	15	40/55	77	14	69/ 83
										SB OUT	25	49	14	40/54	78	21	64/ 85
KY 61	ADAIR	SP	190 D	BIT	10/69	3.5	12.9-16.4	1910	NOV 11	NB OUT	4	46	10	44/54	67	31	49/ 80
										SB OUT	4	43	13	36/49	66	12	60/ 72
KY 61	ADAIR	SP	150 L	BIT	08/68	7.6	16.4-24.0	1770	NOV 11	NB OUT	14	52	11	44/55	80	14	71/ 85
										SB OUT	16	51	11	43/54	78	19	67/ 86
KY 80	ADAIR	SS	130 L		08/67	11.8	0.0-11.8	990	AUG 26	EB OUT	16	56	5	53/58	77	11	71/ 82
										WB OUT	15	51	12	42/54	74	11	66/ 77
KY 80	ADAIR	SS	COLUMBIA			1.0	11.8-12.8	2550	AUG 26	EB OUT	1	47	0	47/47	76	0	76/ 76
										WB OUT	2	35	28	21/49	59	30	44/ 74
KY 80	ADAIR	SS	70 I	BIT	10/66	9.3	12.8-22.1	2290	AUG 26	EB OUT	19	53	16	41/57	83	12	76/ 88
										WB OUT	18	53	24	41/65	75	12	67/ 79
KY 80	RUSSELL	SS	58 N	BIT	10/66	2.4	0.0- 2.4	3000	AUG 26	EB OUT	6	48	13	39/52	72	10	65/ 75
										WB OUT	5	44	7	40/47	67	13	59/ 72
KY 80	RUSSELL	SS	RUSL SPR			1.8	2.4- 4.2	3830	AUG 26	EB OUT	3	43	15	35/50	64	20	51/ 71
										WB OUT	4	40	17	30/47	64	20	52/ 72
KY 80	RUSSELL	SS	58 D	BIT	10/66	6.4	4.2-10.6	3220	AUG 26	EB OUT	13	54	12	47/59	76	19	68/ 87
										WB OUT	12	53	22	43/65	74	22	60/ 82
KY 80	CASEY	SS	61 C	BIT	11/66	5.1	0.0- 5.1	1600	AUG 26	EB OUT	11	39	12	33/45	62	13	56/ 69
										WB OUT	10	40	4	38/42	63	15	58/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 80	PULASKI	SS	235 S	BIT	11/66	10.9	0.0-10.9	3280	AUG 26	EB OUT	22	33	9	29/38	57	16	48/ 64
										WB OUT	22	36	15	28/43	61	20	45/ 65
KY 80	PULASKI	SS	235 S	BIT	10/66	5.3	10.9-16.2	4980	AUG 26	EB OUT	11	30	12	25/37	54	8	51/ 59
										WB OUT	10	35	8	31/39	58	11	53/ 64
KY 80	PULASKI	SS	235 V	BIT	12/56	1.7	16.3-18.0	7070	AUG 26	EB OUT	4	24	3	22/25	45	9	39/ 48
										WB OUT	3	30	10	25/35	49	13	45/ 58
KY 80	PULASKI	SP	SOMERSET			3.8	18.0-21.8	8740	AUG 6	EB OUT	5	29	13	19/32	51	10	45/ 55
										WB OUT	6	27	19	17/36	51	35	28/ 63
										WB INN	1	33	0	33/33	68	0	68/ 68
KY 80	PULASKI	SP	95 K	BIT		6.5	21.8-28.3	4520	AUG 6	EB OUT	11	43	27	26/53	65	35	39/ 74
										WB OUT	13	36	27	20/47	57	43	28/ 71
										EB INN	1	35	0	35/35	54	0	54/ 54
KY 80	PULASKI	SP	95 K	BIT		11.7	28.3-40.0	4070	AUG 6	EB OUT	24	33	16	24/40	58	28	41/ 69
										WB OUT	23	28	17	18/35	51	33	28/ 61
KY 80 B	PULASKI	SP	5780 A	BIT	01/72	2.0	1.3- 3.3	4410	AUG 26	EB OUT	4	25	8	21/29	44	8	40/ 48
										WB OUT	3	22	2	21/23	40	14	34/ 48
										EB INN	3	38	12	32/44	62	10	57/ 67
										WB INN	3	39	9	34/43	64	5	61/ 66
KY 80 B	PULASKI	SP	780 B	BIT	01/72	0.3	3.3- 3.6	4410	AUG 26	EB INN	1	46	0	46/46	71	0	71/ 71
KY 80	ROCKCASTLE	SP	77 C	BIT		0.8	0.0- 0.8	1430	AUG 5	EB OUT	2	23	2	27/29	48	5	45/ 50
										WB OUT	1	23	0	23/23	45	0	45/ 45
KY 90	CUMBERLAND	SP	127 J	BIT		2.0	0.0- 2.0	1250	AUG 28	EB OUT	5	33	5	31/36	53	7	49/ 56
										WB OUT	4	35	13	29/42	57	17	49/ 66
KY 90	CUMBERLAND	SP	127 L	BIT		3.2	2.0- 5.2	1580	AUG 28	EB OUT	6	40	12	32/44	61	16	53/ 69
										WB OUT	6	37	17	31/48	59	16	52/ 68
KY 90	CUMBERLAND	SP	127 N	BIT		6.0	5.2-11.2	1950	AUG 28	EB OUT	12	41	14	34/48	62	25	48/ 73
										WB OUT	12	41	15	34/49	60	25	49/ 74
KY 90	CUMBERLAND	SP	127 T	BIT	03/56	2.4	11.2-13.6	3330	AUG 28	EB OUT	5	33	12	32/44	57	18	47/ 65
										WB OUT	5	30	17	22/39	52	20	38/ 58
KY 90	CUMBERLAND	SP	2127 S	BIT	03/56	0.6	13.6-14.2	2330	AUG 28	EB OUT	1	25	0	25/25	35	0	35/ 35
										WB OUT	1	28	0	28/28	42	0	42/ 42
KY 90	CUMBERLAND	SP	187 D	BIT		1.2	14.2-15.4	3000	AUG 28	EB OUT	3	36	9	33/42	52	6	50/ 56
										WB OUT	2	30	10	25/35	49	20	39/ 59
KY 90	CUMBERLAND	SP	67 L	BIT	00/75	5.9	15.4-21.3	1480	AUG 28	EB OUT	11	40	8	37/45	58	14	50/ 64
										WB OUT	12	41	5	39/44	55	21	43/ 64
KY 90	CUMBERLAND	SP	67 L	KY ROCK		1.4	21.3-22.7	1480	AUG 28	EB OUT	3	41	5	39/44	63	3	61/ 64
										WB OUT	2	44	1	43/44	35	2	34/ 36
										EB INN	1	55	0	55/55	71	0	71/ 71

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KY 90	CLINTON	SP	106 I	BIT	00/75	2.2	0.0- 2.2	1480	AUG 28	EB OUT	5	45	5	43/48	64	17	53/ 70
										WB OUT	4	41	2	40/42	43	21	33/ 54
KY 90	CLINTON	SP	106 I	BIT BASE	00/75	5.5	2.2- 7.7	1480	AUG 28	EB OUT	11	27	30	12/42	48	44	20/ 64
										WB OUT	11	24	32	7/39	34	33	15/ 48
KY 90	CLINTON	SP	ALBANY	BIT BASE	00/75	1.1	7.7- 8.8	1290	AUG 28	EB OUT	3	30	13	23/36	57	8	53/ 61
										WB OUT	2	28	9	23/32	49	6	46/ 52
KY 90	CLINTON	SP	46 H	BIT BASE	00/75	0.7	8.8- 9.5	2050	AUG 28	EB OUT	1	20	0	20/20	51	0	51/ 51
										WB OUT	2	21	3	20/23	33	9	29/ 38
KY 90	CLINTON	SP	46 C	BIT		2.4	9.5-11.9	2050	AUG 28	EB OUT	5	22	21	14/35	42	37	23/ 60
										WB OUT	4	24	12	19/31	42	16	36/ 52
KY 90	CLINTON	SP	66 F	BIT		1.7	11.9-13.6	2050	AUG 28	EB OUT	3	26	16	18/34	51	10	47/ 57
										WB OUT	4	25	9	21/30	42	9	36/ 45
KY 90	CLINTON	SP	66 F	BIT	00/75	2.7	13.6-16.3	1650	AUG 28	EB OUT	6	39	8	36/44	59	10	53/ 63
										WB OUT	5	41	9	36/45	62	22	53/ 75
KY 90	WAYNE	SP	99 L	BIT		11.0	0.0-11.0	2460	AUG 29	EB OUT	17	28	25	14/39	43	44	12/ 56
										WB OUT	21	28	27	13/40	45	39	19/ 58
KY 90	WAYNE	SP	MONTICELLO			2.0	11.0-13.0	4750	AUG 29	EB OUT	2	27	6	24/30	39	3	38/ 41
										WB OUT	3	26	11	21/32	42	9	38/ 47
KY 90	WAYNE	SP	19 J	BIT		6.2	13.0-19.2	3630	AUG 29	EB OUT	11	33	15	26/41	52	16	46/ 62
										WB OUT	10	33	10	28/38	52	10	47/ 57
KY 90	WAYNE	SP	19 K	BIT	05/64	1.8	19.2-21.0	3000	AUG 29	EB OUT	4	37	6	35/41	54	10	49/ 59
										WB OUT	4	38	3	36/39	59	5	58/ 63
KY 90	WAYNE	SP	19 K	BIT	03/70	5.7	21.0-26.7	2930	AUG 28	EB OUT	11	48	8	45/53	69	13	60/ 73
										WB OUT	11	49	6	45/51	70	7	66/ 73
KY 90	PULASKI	SP	155 K	BIT	03/70	3.2	0.0- 3.2	3020	AUG 29	EB OUT	7	44	17	31/48	64	17	52/ 69
										WB OUT	6	44	14	36/50	63	17	53/ 70
KY 90	PULASKI	SP	1155 J	BIT	03/70	0.8	3.4- 4.2	3170	AUG 28	EB OUT	1	33	0	33/33	55	0	55/ 55
										WB OUT	1	31	0	31/31	52	0	52/ 52
KY 90	MC CREARY	SP	33 G	BIT	12/69	12.0	0.0-12.0	920	AUG 4	EB OUT	24	37	16	30/46	52	20	44/ 64
										WB OUT	21	39	19	32/51	55	24	44/ 68

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 9 PAGE 1

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 23	BOYD	SP	85 R	BIT	02/59	0.7	0.0- 0.7	4830	OCT 1	NB OUT	2	32	2	31/33	55	2	54/ 56
										SB OUT	1	33	0	33/33	45	0	45/ 45
US 23	BOYD	SP	85 R	BIT	03/60	6.3	0.7- 7.0	5290	OCT 1	NB OUT	12	33	17	24/41	59	11	54/ 65
										SB OUT	12	43	8	39/47	68	10	63/ 73
US 23	BOYD	SP	85 R	BIT	09/65	0.3	7.0- 7.3	5950	OCT 1	NB OUT	1	38	0	38/38	62	0	62/ 62
US 23	BOYD	SP	85 R	BIT	09/65	2.3	7.3- 9.6	6520	OCT 1	NB OUT	4	28	11	23/34	54	13	46/ 59
										SB OUT	6	36	18	28/46	57	28	43/ 71
US 23	BOYD	SP	85 R	BIT	10/64	0.8	9.6-10.4	7340	OCT 1	NB OUT	2	23	8	19/27	42	24	30/ 54
										SB OUT	2	37	2	36/38	58	13	52/ 65
										NB INN	2	31	4	29/33	56	1	56/ 57
										SB INN	1	42	0	42/42	72	0	72/ 72
US 23	BOYD	SP	85 R	BIT	10/64	0.4	10.4-10.8	7560	SEP 30	NB OUT	1	36	0	36/36	56	0	56/ 56
US 23	BOYD	SP	85 R	BIT	10/64	1.1	10.8-11.9	8030	SEP 30	NB OUT	2	33	3	32/35	49	7	45/ 52
										SB OUT	2	43	5	41/46	62	6	59/ 65
										NB INN	2	44	0	44/44	67	16	59/ 75
										SB INN	3	48	2	47/49	67	6	63/ 69
US 23	BOYD	SP	3085 Q	BIT	03/60	0.5	11.9-12.4	8510	SEP 30	NB OUT	2	32	12	26/38	49	19	40/ 59
										SB OUT	1	43	0	43/43	56	0	56/ 56
										NB INN	1	47	0	47/47	67	0	67/ 67
US 23	BOYD	SP	3065 G	BIT	06/68	1.7	12.4-14.1	8960	SEP 30	NB OUT	3	38	4	37/41	56	17	48/ 65
										SB OUT	4	42	10	38/48	61	16	52/ 68
										NB INN	3	49	3	48/51	73	4	71/ 75
										SB INN	2	53	2	52/54	76	6	73/ 79
US 23	BOYD	SP	3045 D	BIT	11/63	0.8	14.1-14.9	8960	SEP 30	NB OUT	1	34	0	34/34	49	0	49/ 49
										SB OUT	2	36	6	33/39	62	9	58/ 67
										NB INN	2	47	1	47/48	70	2	69/ 71
										SB INN	1	48	0	48/48	71	0	71/ 71
US 23	BOYD	SP	6045 N	BIT	11/63	2.0	14.9-16.9	12070	SEP 30	NB OUT	4	40	17	33/50	57	20	50/ 70
										SB OUT	4	43	7	40/47	64	7	60/ 67
										NB INN	4	45	11	40/51	68	20	55/ 75
										SB INN	4	50	4	48/52	73	9	68/ 77
US 23	BOYD	SP	ASHLAND			4.4	16.9-21.3	16370	SEP 30	NB OUT	6	43	12	36/48	66	21	57/ 78
										SB OUT	7	39	10	33/43	62	17	53/ 70
										NB INN	7	47	13	39/52	68	10	60/ 70
										SB INN	5	40	22	28/50	61	13	58/ 71
US 23	GREENUP	SP	31AU	BIT	05/68	0.5	0.0- 0.5	6120	SEP 30	SB OUT	1	40	0	40/40	71	0	71/ 71
										NB INN	1	47	0	47/47	82	0	82/ 82
										SB INN	1	37	0	37/37	63	0	63/ 63
US 23	GREENUP	SP	31AU	BIT	06/63	0.4	0.5- 0.9	6120	SEP 30	NB OUT	1	38	0	38/38	69	0	69/ 69
										SB INN	1	45	0	45/45	76	0	76/ 76

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 23	GREENUP	SP	31AU	BIT		1.1	0.9- 2.0	6120	SEP 30	NB OUT	2	44	1	43/44	75	6	72/ 78
										SB OUT	3	37	7	32/39	59	12	53/ 65
										NB INN	1	56	0	56/56	83	0	83/ 83
										SB INN	2	47	5	44/49	72	8	68/ 76
US 23	GREENUP	SP	31AU	PCC		1.2	2.0- 3.2	6120	SEP 30	NB OUT	2	44	2	43/45	70	2	69/ 71
										SB OUT	2	40	1	40/41	65	10	60/ 70
										NB INN	3	49	5	47/52	73	6	70/ 76
										SB INN	2	35	7	32/39	62	3	60/ 63
US 23	GREENUP	SP	NEWCONST	BIT		1.4	3.2- 4.6	0	SEP 30	NB OUT	3	47	5	45/50	70	7	67/ 74
										SB OUT	3	45	3	43/46	64	4	62/ 66
										NB INN	3	51	7	47/54	68	5	65/ 70
										SB INN	3	45	2	44/46	62	6	59/ 65
US 23	GREENUP	SP	NEWCONST	BIT		3.7	4.6- 8.3	0	SEP 30	NB OUT	8	50	7	47/54	71	6	69/ 75
										SB OUT	7	48	6	45/51	68	16	63/ 79
										NB INN	7	54	5	52/57	74	3	73/ 76
										SB INN	7	49	7	45/52	67	17	63/ 80
US 23	GREENUP	SP	NEWCONST	BIT		4.4	8.3-12.7	0	SEP 29	NB OUT	9	51	7	47/54	78	15	68/ 83
										SB OUT	8	53	10	49/59	82	17	72/ 89
										NB INN	9	55	5	52/57	80	13	72/ 85
										SB INN	11	48	15	38/53	81	11	74/ 85
US 23	GREENUP	SP	NEWCONST	BIT		5.4	12.7-18.1	0	SEP 29	NB OUT	10	55	8	52/60	81	5	79/ 84
										SB OUT	11	62	11	57/68	95	9	90/ 99
										NB INN	11	64	9	59/68	89	7	85/ 92
										SB INN	10	51	9	46/55	84	15	75/ 90
US 23	GREENUP	SP	NEWCONST	BIT		2.8	18.1-20.9	0	SEP 29	NB OUT	6	54	5	52/57	81	7	78/ 85
										SB OUT	5	55	5	53/58	89	11	82/ 93
										NB INN	5	62	10	58/68	89	6	86/ 92
										SB INN	5	53	6	50/56	90	5	88/ 93
US 23	GREENUP	SP	NEWCONST	BIT		2.1	20.9-23.0	0	SEP 29	NB OUT	4	51	6	48/54	78	3	77/ 80
										SB OUT	3	60	7	57/64	92	13	86/ 99
										NB INN	5	58	7	53/60	81	5	79/ 84
										SB INN	5	55	10	50/60	85	11	77/ 88
US 23	GREENUP	SP	NEWCONST	BIT		2.7	23.0-25.7	0	SEP 29	NB OUT	6	52	7	48/55	74	9	70/ 79
										SB OUT	6	61	6	57/63	86	36	62/ 98
										NB INN	5	55	4	53/57	76	6	73/ 79
										SB INN	5	55	8	50/58	87	9	83/ 92
US 23	GREENUP	SP	NEWCONST	BIT		2.0	25.7-27.7	0	SEP 29	SB OUT	3	50	19	39/58	71	19	60/ 79
										NB INN	5	53	4	51/55	71	7	67/ 74
										SB INN	3	54	5	51/56	76	13	68/ 81
US 23	GREENUP	SP	211 M	BIT		2.1	27.7-29.8	5180	SEP 29	SB OUT	4	40	16	30/46	71	13	63/ 76
US 60	BATH	SS	124 G	BIT	11/64	6.4	0.0- 6.4	560	OCT 29	EB OUT	12	49	21	36/57	74	30	52/ 82
										WB OUT	13	39	19	27/46	67	21	56/ 77

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 9 PAGE 3

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	BATH	SS	2124 F	BIT	11/64	0.5	6.4- 6.9	560	OCT 29	EB OUT	1	37	0	37/37	58	0	58/ 58
										WB OUT	1	33	0	33/33	55	0	55/ 55
US 60	BATH	SS	64 Y	BIT	08/65	1.7	7.5- 9.2	1400	OCT 29	EB OUT	4	23	13	17/30	44	16	38/ 54
										WB OUT	3	25	3	23/26	51	13	43/ 56
US 60	BATH	SS	64 Y	BIT	10/62	6.1	9.2-15.3	1390	OCT 29	EB OUT	13	41	26	22/48	66	28	47/ 75
										WB OUT	11	38	23	23/46	64	37	40/ 77
US 60	BATH	SS	64 Y	BIT	04/67	0.4	15.3-15.7	1390	OCT 28	EB OUT	1	22	0	22/22	53	0	53/ 53
US 60	BATH	SS	1064 V	BIT	08/65	0.8	15.7-16.5	1650	OCT 29	EB OUT	2	21	0	21/21	49	11	44/ 55
										WB OUT	2	25	11	19/30	48	18	39/ 57
US 60	BATH	SS	64 X	BIT	09/66	3.3	16.5-19.8	1100	OCT 29	EB OUT	6	34	4	32/36	61	8	57/ 65
										WB OUT	7	37	11	30/41	65	18	54/ 72
US 60	ROWAN	SS	82 P	BIT	09/66	7.2	0.0- 7.2	2870	OCT 29	EB OUT	15	38	12	32/44	66	17	56/ 73
										WB OUT	15	42	10	37/47	72	14	65/ 79
US 60	ROWAN	SS	4082 P	SAND ASP	10/73	0.7	7.2- 7.9	2870	OCT 29	EB OUT	5	43	10	38/48	68	12	61/ 73
										WB OUT	5	48	11	43/54	77	8	74/ 82
US 60	ROWAN	SS	4002 N	BIT	10/73	1.0	7.9- 8.9	6470	OCT 28	WB OUT	1	44	0	44/44	76	0	76/ 76
US 60	ROWAN	SS	2 V	BIT	10/73	1.2	8.9-10.1	7540	OCT 28	EB OUT	3	34	6	32/38	60	10	56/ 66
										WB OUT	2	33	4	31/35	68	3	66/ 69
US 60	ROWAN	SS	2 V	BIT I-A	07/65	7.4	10.1-17.5	2370	OCT 28	EB OUT	14	31	25	19/44	60	37	35/ 72
										WB OUT	15	29	29	18/47	52	37	28/ 65
US 60	CARTER	SS	148AG	BIT	08/69	6.2	0.0- 6.2	1620	OCT 28	EB OUT	13	39	12	31/43	69	10	64/ 74
										WB OUT	12	38	9	35/44	67	11	61/ 72
US 60	CARTER	SS	149AG	BIT	08/58	2.0	6.2- 8.2	1970	OCT 28	EB OUT	4	40	11	36/47	69	8	65/ 73
										WB OUT	4	49	14	41/55	76	14	70/ 84
US 60	CARTER	SS	148AG	BIT	06/61	0.2	8.2- 8.4	1970	OCT 29	WB OUT	1	35	0	35/35	63	0	63/ 63
US 60	CARTER	SS	2148 S	BIT	06/61	1.4	8.4- 9.8	2990	OCT 28	EB OUT	2	35	4	33/37	60	8	56/ 64
										WB OUT	2	35	6	32/38	64	7	60/ 67
US 60	CARTER	SS	148AD	BIT	06/61	1.2	9.8-11.0	3690	OCT 28	EB OUT	2	41	0	41/41	63	1	63/ 64
										WB OUT	2	39	10	34/44	62	10	57/ 67
US 60	CARTER	SS	148AD	BIT	01/60	2.2	11.0-13.2	2840	OCT 28	EB OUT	3	36	1	36/37	60	11	54/ 65
										WB OUT	4	38	16	33/49	62	10	59/ 69
US 60	CARTER	SS	148AD	BIT	07/67	0.4	13.2-13.6	2840	OCT 28	EB OUT	1	46	0	46/46	73	0	73/ 73
										WB OUT	1	51	0	51/51	64	0	64/ 64
US 60	CARTER	SS	148AD	BIT	01/60	4.4	13.6-18.0	1910	OCT 28	EB OUT	10	46	22	37/59	74	17	66/ 93
										WB OUT	9	45	18	37/55	74	13	68/ 81

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 60	CARTER	SS	148AD	BIT	07/67	0.8	18.0-18.8	1810	OCT 28	EB OUT	1	36	0	36/36	73	0	73/ 73
										WB OUT	2	39	5	37/42	71	1	71/ 72
US 60	CARTER	SS	148AD	BIT	01/60	2.0	18.8-20.8	1820	OCT 28	EB OUT	4	38	14	30/44	65	18	55/ 73
										WB OUT	4	41	11	34/45	68	19	54/ 73
US 60	CARTER	SS	148AD	BIT	07/69	0.6	20.8-21.4	1810	OCT 28	EB OUT	1	41	0	41/41	67	0	67/ 67
										WB OUT	1	48	0	48/48	70	0	70/ 70
US 60	CARTER	SS	448 H	BIT	10/73	2.1	21.4-23.5	1870	OCT 28	EB OUT	4	43	6	39/45	74	5	71/ 76
										WB OUT	4	40	9	34/43	69	18	57/ 75
US 60	CARTER	SS	148 D	BIT	08/62	0.4	23.5-23.9	1870	OCT 28	EB OUT	2	50	4	48/52	76	6	73/ 79
										WB OUT	3	49	4	47/51	76	2	75/ 77
US 60	CARTER	SS	248 F	BIT	09/63	2.6	24.3-26.9	7990	OCT 2	EB OUT	6	33	10	29/39	65	13	56/ 69
										WB OUT	4	32	8	29/37	69	20	62/ 82
US 60	CARTER	SS	28 N	BIT	09/63	8.0	26.9-34.9	7430	OCT 2	EB OUT	16	41	26	27/53	68	21	56/ 77
										WB OUT	16	38	14	31/45	66	21	53/ 74
US 60	BOYD	SS	165AL	BIT	01/74	0.4	0.0- 0.4	4870	OCT 2	EB OUT	3	37	6	35/41	61	9	58/ 67
										WB OUT	3	39	3	38/41	57	16	48/ 64
US 60	BOYD	SS	165AL	OGFC 109	10/74	3.7	0.4- 4.1	4950	SEP 30	EB OUT	8	52	3	50/53	72	8	68/ 76
										WB OUT	8	51	3	50/53	71	8	67/ 75
US 60	BOYD	SS	165AL	BIT	10/70	0.2	4.1- 4.3	6880	SEP 30	WB INN	1	57	0	57/57	79	0	79/ 79
US 60	BOYD	SP	165AL	BIT	03/72	5.6	4.3- 9.9	8830	SEP 30	EB OUT	12	47	20	33/53	71	12	64/ 76
										WB OUT	12	47	13	40/53	70	14	64/ 78
										EB INN	12	55	8	50/58	79	17	69/ 86
										WB INN	11	54	5	52/57	79	8	75/ 83
US 60	BOYD	SP	ASHLAND			2.6	9.9-12.5	11000	SEP 30	EB OUT	3	44	13	40/53	67	10	63/ 73
										WB OUT	3	35	5	33/38	57	3	55/ 58
										EB INN	4	47	6	45/51	71	9	68/ 77
										WB INN	3	41	3	40/43	67	7	63/ 70
US 60	BOYD	SP	3045	SA 22-D	00/75	0.8	12.5-13.3	7140	SEP 30	EB OUT	4	46	5	43/48	61	10	57/ 67
										WB OUT	6	45	4	43/47	62	9	56/ 65
US 60	BOYD	SP	CATLSBRGSA 22-D		00/75	1.3	13.3-14.6	7090	SEP 30	EB OUT	4	43	2	42/44	70	4	68/ 72
										WB OUT	3	44	3	42/45	68	4	66/ 70
US 62	MASON	SS	195 K	BIT	10/74	0.6	0.0- 0.6	820	OCT 27	EB OUT	1	38	0	38/38	68	0	68/ 68
										WB OUT	1	45	0	45/45	70	0	70/ 70
US 62	MASON	SS	195 K	BIT	08/58	2.9	0.6- 3.5	720	OCT 27	EB OUT	6	36	17	27/44	61	21	47/ 68
										WB OUT	6	41	16	31/47	64	17	53/ 70
US 62	MASON	RS	195 J	BIT	11/70	6.5	3.5-10.0	530	OCT 27	EB OUT	13	45	26	32/58	73	33	57/ 90
										WB OUT	13	44	22	30/52	69	23	54/ 77

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 9 PAGE 5

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 62	MASON	RS	195 J	BIT	08/71	2.7	10.0-12.7	1260	OCT 27	EB OUT	5	44	11	36/47	73	13	64/ 77
										WB OUT	5	50	7	46/53	74	10	69/ 79
US 62	MASON	SP	175 Y	PCC	02/66	0.9	12.7-13.6	5300	OCT 27	EB OUT	2	50	9	46/55	73	7	69/ 76
										WB OUT	2	45	0	45/45	69	1	68/ 69
US 62	MASON	RS	175 Y	PCC	04/64	1.5	13.6-15.1	6340	OCT 27	EB OUT	3	45	9	41/50	71	10	66/ 76
										WB OUT	3	44	2	43/45	67	4	65/ 69
US 62	MASON	SP	MAYSVILL			2.9	15.1-18.0	9260	OCT 27	EB OUT	4	43	5	41/46	66	5	63/ 68
										WB OUT	4	40	9	34/43	63	5	61/ 66
										WB INN	2	45	2	44/46	69	5	66/ 71
US 68	NICHOLAS	SP	139 X	BIT	12/64	2.7	0.0- 2.7	1080	OCT 27	EB OUT	6	45	6	41/47	74	7	70/ 77
										WB OUT	5	39	10	34/44	66	22	52/ 74
US 68	NICHOLAS	SP	139 X	BIT	06/67	4.9	2.7- 7.6	2060	OCT 27	EB OUT	10	43	15	31/46	75	10	70/ 80
										WB OUT	10	38	8	34/42	67	19	57/ 76
US 68	NICHOLAS	SP	139 X	BIT	10/63	3.3	7.6-10.9	1740	OCT 27	EB OUT	4	43	4	41/45	70	16	63/ 79
										WB OUT	6	40	13	35/48	67	15	59/ 74
US 68	NICHOLAS	SP	139 X	BIT	07/71	1.4	10.9-12.3	1050	OCT 27	EB OUT	3	52	1	52/53	82	5	79/ 84
										WB OUT	3	44	15	34/49	74	11	67/ 78
US 68	FLEMING	SP	250 G	BIT	07/69	0.7	0.0- 0.7	1860	OCT 27	EB OUT	2	52	2	51/53	81	3	79/ 82
										WB OUT	1	53	0	53/53	81	0	81/ 81
US 68	FLEMING	SP	250 G	BIT	09/71	3.1	0.7- 3.8	1790	OCT 27	EB OUT	6	51	8	47/55	80	8	75/ 83
										WB OUT	7	53	9	50/59	77	12	69/ 81
										EB INN	2	56	11	51/62	88	1	87/ 88
US 68	FLEMING	SP	250 G	BIT	08/72	1.6	3.8- 5.4	1650	OCT 27	EB OUT	3	60	4	58/62	90	4	88/ 92
										WB OUT	3	57	3	56/59	84	5	81/ 86
US 68	MASON	SP	175 Y	BIT	08/72	2.6	0.0- 2.6	1480	OCT 27	EB OUT	6	61	1	60/61	88	5	86/ 91
										WB OUT	5	55	6	52/58	83	10	78/ 88
US 68	MASON	SP	175 Y	BIT	09/74	3.4	2.6- 6.0	1840	OCT 27	EB OUT	7	58	5	55/60	85	6	82/ 88
										WB OUT	7	52	6	49/55	80	12	73/ 85
US 68	MASON	SP	175 Y	BIT	01/67	2.5	6.0- 8.5	1740	OCT 27	EB OUT	5	60	4	58/62	87	8	83/ 91
										WB OUT	5	54	7	50/57	82	9	79/ 88
US 68	MASON	SP	175 Y	BIT	02/66	3.4	8.5-11.9	2310	OCT 27	EB OUT	6	59	6	56/62	86	5	83/ 88
										WB OUT	6	50	13	43/56	78	8	73/ 81
KY 1	CARTER	SP	GRAYSON	BIT		1.0	10.6-11.6	9340	SEP 30	NB OUT	2	32	8	28/36	59	15	52/ 67
										SB OUT	2	35	2	34/36	64	8	60/ 68
										NB INN	2	40	3	38/41	69	9	64/ 73
										SB INN	2	39	1	39/40	61	19	52/ 71

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 1	CARTER	SP	768 F	BIT	11/68	1.2	11.6-12.8	9370	SEP 30	NB OUT	1	43	0	43/43	72	0	72/ 72
										SB OUT	2	41	9	37/46	73	5	71/ 76
KY 1	CARTER	SP	8 I	BIT		1.9	12.8-14.7	3240	SEP 30	NB OUT	5	39	19	29/48	66	14	61/ 75
										SB OUT	4	37	8	33/41	66	9	62/ 71
KY 1	CARTER	SP	8 J	BIT	11/65	1.8	14.7-16.5	800	SEP 30	NB OUT	3	34	8	29/37	63	4	61/ 65
										SB OUT	4	33	15	25/40	62	9	57/ 66
KY 1	GREENUP	SP	71 J	BIT	07/72	9.3	0.0- 9.3	910	SEP 30	NB OUT	19	47	7	42/49	73	14	66/ 80
										SB OUT	18	46	9	41/50	72	16	61/ 77
KY 1	GREENUP	SP	71 J	BIT	01/65	8.0	9.3-17.3	1660	SEP 30	NB OUT	15	48	30	25/55	73	35	49/ 84
										SB OUT	16	48	18	37/55	73	22	60/ 82
KY 7	ELLIOTT	SP	49 L	BIT	06/65	7.2	0.0- 7.2	1170	OCT 2	NB OUT	14	40	15	33/48	68	11	63/ 74
										SB OUT	14	43	10	37/47	71	16	62/ 78
KY 7	ELLIOTT	SP	89 D	BIT	10/71	1.1	7.2- 8.3	1530	OCT 2	NB OUT	2	35	3	34/37	64	6	61/ 67
										SB OUT	1	34	0	34/34	73	0	73/ 73
KY 7	ELLIOTT	SP	89 D	BIT	09/69	3.1	8.3-11.4	1400	OCT 2	NB OUT	5	38	13	33/46	67	15	57/ 72
										SB OUT	3	31	4	29/33	66	12	59/ 71
KY 7	ELLIOTT	SP	9 F	BIT	09/69	2.1	11.4-13.5	1220	OCT 2	NB OUT	4	37	14	30/44	65	5	62/ 67
										SB OUT	5	42	13	33/46	71	9	67/ 76
KY 7	ELLIOTT	SP	9 F	BIT	10/71	0.2	13.5-13.7	1220	OCT 2	NB OUT	1	48	0	48/48	74	0	74/ 74
										SB OUT	1	47	0	47/47	75	0	75/ 75
KY 7	ELLIOTT	SP	9 F	BIT	09/69	3.3	13.7-17.0	1270	OCT 2	NB OUT	3	45	2	44/46	75	9	71/ 80
										SB OUT	6	40	22	26/48	72	10	67/ 77
KY 7	ELLIOTT	SP	9 F	BIT	10/71	0.4	17.0-17.4	1320	OCT 2	NB OUT	1	49	0	49/49	65	0	65/ 65
KY 7	ELLIOTT	SP	9 F	BIT	09/69	1.7	17.4-19.1	1240	OCT 2	NB OUT	3	57	13	49/62	76	4	74/ 78
										SB OUT	4	53	7	49/56	76	9	73/ 82
KY 7	ELLIOTT	SP	9 F	BIT	10/71	0.2	19.1-19.3	1240	OCT 2	NB OUT	1	52	0	52/52	69	0	69/ 69
KY 7	CARTER	SP	68 D	BIT	10/71	5.2	0.0- 5.2	1370	OCT 2	NB OUT	10	27	27	14/41	61	22	50/ 72
										SB OUT	10	34	25	22/47	56	39	33/ 72
KY 7	CARTER	SP	68 D	BIT	06/71	4.9	5.2-10.1	1900	OCT 2	NB OUT	8	36	9	32/41	60	36	38/ 74
										SB OUT	10	36	18	25/43	62	22	45/ 67
KY 7	CARTER	SP	68 D	BIT	09/73	0.8	10.1-10.9	1900	OCT 2	SB OUT	1	44	0	44/44	71	0	71/ 71
KY 7	CARTER	SP	2068 N	BIT	09/73	0.6	10.9-11.5	2320	OCT 2	NB OUT	1	45	0	45/45	72	0	72/ 72
										SB OUT	1	44	0	44/44	71	0	71/ 71
										SB INN	1	47	0	47/47	76	0	76/ 76

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 9 PAGE 7

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 8	MASON	SP	555 J	BIT		7.1	0.0- 7.1	1200	OCT 20	EB OUT	15	52	8	48/56	73	7	69/ 76
										WB OUT	14	50	9	47/56	70	8	64/ 72
KY 8	MASON	SP	555 J	BIT		3.9	7.1-11.0	1530	OCT 20	EB OUT	7	48	4	46/50	73	20	58/ 78
										WB OUT	8	48	16	39/55	75	10	71/ 81
KY 10	MASON	SP	35 N	BIT	09/72	8.0	14.4-22.4	2800	SEP 29	EB OUT	14	39	12	34/46	66	17	58/ 75
										WB OUT	16	34	14	27/41	61	29	45/ 74
KY 10	LEWIS	SP	114 R	BIT	08/70	8.2	0.0- 8.2	1690	SEP 29	EB OUT	17	40	24	23/47	69	41	39/ 80
										WB OUT	16	37	18	26/44	68	28	53/ 81
KY 10	LEWIS	SP	114 R	BIT	07/72	1.7	8.2- 9.9	1250	SEP 29	EB OUT	3	48	11	41/52	81	14	72/ 86
										WB OUT	3	47	0	47/47	77	5	75/ 80
KY 10	LEWIS	SP	114 R	BIT	12/71	4.0	9.9-13.9	1240	SEP 29	EB OUT	8	45	3	43/46	73	14	65/ 79
										WB OUT	8	44	3	42/45	72	7	68/ 75
KY 10	LEWIS	SP	114 R	BIT	11/71	2.8	13.9-16.7	1520	SEP 29	EB OUT	6	45	9	39/48	74	8	71/ 79
										WB OUT	6	42	8	37/45	70	10	65/ 75
KY 10	LEWIS	SP	114 R	BIT	10/69	2.8	16.7-19.5	2340	SEP 29	EB OUT	5	29	2	28/30	55	7	50/ 57
										WB OUT	6	29	16	20/36	61	41	42/ 83
KY 10	LEWIS	SP	VANCBURG	BIT		1.1	19.5-20.6	4420	SEP 29	EB OUT	2	27	1	27/28	55	4	53/ 57
										WB OUT	2	33	14	26/40	55	15	47/ 62
KY 10	LEWIS	SP	34 Z	BIT	11/67	9.0	20.6-29.6	2420	SEP 29	EB OUT	11	39	18	30/48	65	26	53/ 79
										WB OUT	15	35	15	28/43	61	12	57/ 69
KY 10	LEWIS	SP	34 Z	BIT	09/66	5.8	29.6-35.4	2040	SEP 29	EB OUT	12	45	19	34/53	75	23	63/ 86
										WB OUT	11	39	12	35/47	69	34	54/ 88
KY 10	LEWIS	SP	34 Y	BIT	09/66	3.8	35.4-39.2	2220	SEP 29	EB OUT	8	49	10	45/55	81	15	71/ 86
										WB OUT	8	44	10	39/49	68	8	66/ 74
KY 10	GREENUP	SP	191 F	BIT	09/66	3.0	0.0- 3.0	3970	SEP 29	EB OUT	6	48	7	45/52	74	15	64/ 79
										WB OUT	6	40	7	38/45	62	17	52/ 69
KY 11	BATH	SS	4 D	BIT	12/73	12.8	0.0-12.8	1290	OCT 28	NB OUT	24	44	18	34/52	70	18	60/ 78
										SB OUT	26	42	22	29/51	69	17	57/ 74
KY 11	FLEMING	SS	150 D	BIT	07/68	11.0	0.0-11.0	1410	OCT 28	NB OUT	22	44	13	36/49	69	21	53/ 74
										SB OUT	21	44	20	29/49	72	20	60/ 80
KY 11	FLEMING	SS	FLEMNSBG			1.0	11.0-12.0	5370	OCT 28	NB OUT	2	37	5	34/39	69	1	68/ 69
										SB OUT	1	30	0	30/30	57	0	57/ 57
KY 11	FLEMING	SP	10 J	BIT	08/70	4.8	12.0-16.8	3740	OCT 28	NB OUT	10	42	18	30/48	71	19	60/ 79
										SB OUT	9	41	9	36/45	68	14	59/ 73
KY 11	MASON	SP	75 K	BIT	12/60	10.6	0.0-10.6	2940	OCT 28	NB OUT	22	42	26	30/56	67	20	56/ 76
										SB OUT	20	43	13	37/50	69	17	61/ 78

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 11	MASON	SP	75 K	BIT	04/61	0.6	10.6-11.2	3300	OCT 28	SB OUT	3	* 41 *	12	34/46	67	5	65/ 70
KY 32	FLEMING	SP	2090 I	BIT	09/72	0.9	11.8-12.7	3180	OCT 28	EB OUT	2	* 42 *	1	42/43	72	3	70/ 73
										WB OUT	2	* 39 *	4	37/41	71	6	68/ 74
KY 32	FLEMING	SP	90 H	BIT	07/65	12.4	12.7-25.1	1910	OCT 28	EB OUT	24	* 39 *	23	24/47	68	25	53/ 78
										WB OUT	25	* 43 *	26	24/50	69	40	40/ 80
KY 32	FLEMING	SP	90 H	BIT	10/67	4.4	25.1-29.5	1540	OCT 28	EB OUT	9	* 41 *	15	31/46	71	16	62/ 78
										WB OUT	9	* 44 *	13	36/49	70	27	52/ 79
KY 32	ROWAN	SP	122 I	BIT	08/69	5.4	0.0- 5.4	2190	OCT 29	EB OUT	11	* 34 *	13	28/41	63	12	58/ 70
										WB OUT	10	* 38 *	15	28/43	63	33	42/ 75
KY 32	ROWAN	SP	122 H	BIT	11/68	0.4	5.4- 5.8	4150	OCT 29	EB OUT	1	* 42 *	0	42/42	68	0	68/ 68
										WB OUT	2	* 33 *	1	32/33	60	3	59/ 62
KY 32	ROWAN	SP	122 H	BIT	08/72	2.2	5.8- 8.0	5780	OCT 29	EB OUT	5	* 41 *	5	38/43	70	9	65/ 74
										WB OUT	4	* 40 *	6	37/43	67	6	63/ 69
										EB INN	4	* 51 *	10	44/54	77	11	70/ 81
										WB INN	4	* 48 *	12	41/53	75	4	73/ 77
KY 32	ROWAN	SP	4122 G	BIT	08/72	0.4	8.0- 8.4	2790	OCT 29	EB INN	1	* 34 *	0	34/34	60	0	60/ 60
KY 180	BOYD	SP		BIT		1.6	0.9- 2.5	1870	SEP 30	EB OUT	3	* 49 *	15	41/56	78	6	74/ 80
										WB OUT	4	* 48 *	11	41/52	68	16	59/ 75
										EB INN	3	* 59 *	3	56/59	83	3	82/ 85
										WB INN	3	* 58 *	7	54/61	83	6	79/ 85

P A V E M E N T F R I C T I O N S U R V E Y - 1 9 7 5 DISTRICT 10 PAGE 1

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 460	MENIFEE	SP	56 J	BIT	01/73	8.4	0.0- 8.4	1290	OCT 29	EB OUT	17	41	15	34/49	70	19	62/ 81
										WB OUT	17	37	20	26/46	67	21	54/ 75
US 460	MENIFEE	SP	FRENCHBG			0.6	8.4- 9.0	1290	OCT 29	EB OUT	2	38	14	31/45	63	10	58/ 68
										WB OUT	1	29	0	29/29	55	0	55/ 55
US 460	MENIFEE	SP	36 I	BIT	01/64	10.8	9.0-19.8	1200	OCT 29	EB OUT	21	41	21	33/54	69	22	59/ 81
										WB OUT	21	34	18	25/43	64	23	50/ 73
US 460	MORGAN	SP	138 UC	BIT	12/74	14.0	0.0-14.0	1150	OCT 29	EB OUT	29	38	19	29/48	70	21	58/ 79
										WB OUT	28	33	22	25/47	64	26	47/ 73
US 460	MORGAN	SP	138 UB	BIT	03/63	1.5	14.0-15.5	2310	OCT 29	EB OUT	2	26	18	17/35	54	16	46/ 62
										WB OUT	2	29	6	26/32	56	1	55/ 56
US 460	MORGAN	SP	138 UA	BIT	01/73	1.8	15.5-17.3	3640	OCT 29	EB OUT	3	28	7	24/31	55	5	52/ 57
										WB OUT	3	31	3	30/33	55	9	51/ 60
US 460	MORGAN	SP	WT LIBTY			1.1	17.3-18.4	3970	OCT 8	EB OUT	1	24	0	24/24	50	0	50/ 50
										WB OUT	2	35	2	34/36	61	4	59/ 63
US 460	MORGAN	SP	78 I	BIT	03/67	4.7	18.4-23.1	1260	OCT 8	EB OUT	8	41	15	30/45	66	8	62/ 70
										WB OUT	8	37	6	34/40	62	6	59/ 65
US 460	MORGAN	SP	78 I	BIT	03/67	5.5	23.2-28.7	970	OCT 8	EB OUT	12	42	12	37/49	68	12	61/ 73
										WB OUT	11	35	14	28/42	60	17	51/ 68
US 460	MAGOFFIN	SP	140 I	BIT	03/67	10.9	0.0-10.9	1200	OCT 8	EB OUT	21	40	20	33/53	67	22	57/ 79
										WB OUT	21	34	16	24/40	56	20	44/ 64
US 460	MAGOFFIN	SP	SALYERVL			0.7	10.9-11.6	2450	OCT 8	EB OUT	1	38	0	38/38	67	0	67/ 67
										WB OUT	1	39	0	39/39	66	0	66/ 66
US 460	MAGOFFIN	SP	20 H	BIT	10/66	6.6	11.6-18.2	2010	OCT 8	EB OUT	9	45	8	41/49	74	18	63/ 81
										WB OUT	14	40	9	35/44	67	11	62/ 73
KY 7	MORGAN	SP	2018 P	BIT	02/57	0.5	0.0- 0.5	1930	OCT 2	NB OUT	2	36	3	35/38	54	6	51/ 57
										SB OUT	1	33	0	33/33	52	0	52/ 52
KY 7	MORGAN	SP	18 Q	BIT	11/69	11.2	0.5-11.7	1260	OCT 2	NB OUT	18	39	20	25/45	62	24	47/ 71
										SB OUT	21	38	18	29/47	65	25	52/ 77
KY 11	OWSLEY	SP	16 G	BIT	03/63	5.7	12.2-17.9	1630	NOV 17	NB OUT	10	38	8	35/43	65	10	61/ 71
										SB OUT	11	33	14	26/40	62	12	55/ 67
KY 11	LEE	SP	49 G	BIT	04/63	4.2	0.0- 4.2	1940	NOV 17	NB OUT	6	39	7	36/43	66	9	61/ 70
										SB OUT	7	35	5	33/38	63	12	55/ 67
KY 11	LEE	SP	BEATYVIL			0.9	4.2- 5.1	3130	NOV 17	NB OUT	1	28	0	28/28	55	0	55/ 55
										SB OUT	1	24	0	24/24	54	0	54/ 54
KY 11	LEE	SP	9 K	BIT	02/70	10.8	5.1-15.9	1580	NOV 17	NB OUT	21	33	9	29/38	60	26	42/ 68
										SB OUT	20	31	15	23/38	56	22	44/ 66

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 15	PERRY	SP	42 Y	BIT	07/72	6.0	0.0- 6.0	2880	OCT 14	NB OUT	12	34	13	30/43	57	18	47/ 65
										SB OUT	12	34	8	30/38	60	14	55/ 69
										NB INN	1	58	0	58/58	84	0	84/ 84
										SB INN	2	47	4	45/49	74	3	73/ 76
KY 15	PERRY	SP	42 Y	BIT	11/71	3.1	6.0- 9.1	4070	OCT 14	NB OUT	6	33	7	29/36	56	6	53/ 59
										SB OUT	6	35	6	33/39	60	10	56/ 66
										NB INN	5	48	9	42/51	71	15	62/ 77
										SB INN	6	45	5	42/47	71	9	67/ 76
KY 15	PERRY	SP	42 Y	BIT	11/71	1.4	9.1-10.5	3920	OCT 14	NB OUT	3	34	1	33/34	58	6	56/ 62
										SB OUT	2	34	3	33/36	59	2	58/ 60
										NB INN	2	47	12	41/53	72	14	65/ 79
										SB INN	3	43	12	39/51	65	12	61/ 73
KY 15	PERRY	SP	HAZARD			2.2	10.5-12.7	9750	OCT 14	NB OUT	1	30	0	30/30	55	0	55/ 55
										SB OUT	2	30	1	30/31	55	1	55/ 56
										NB INN	1	46	0	46/46	67	0	67/ 67
										SB INN	1	38	0	38/38	64	0	64/ 64
KY 15	PERRY	SP	372 C	BIT	08/65	1.1	12.7-13.8	5360	OCT 16	NB OUT	2	54	1	54/55	75	2	74/ 76
										SB OUT	2	54	1	54/55	74	7	71/ 78
										NB INN	2	56	1	55/56	77	1	77/ 78
										SB INN	2	51	1	50/51	74	3	73/ 76
KY 15	PERRY	SP	372 C	BIT	03/68	3.2	13.8-17.0	3570	OCT 13	NB OUT	5	46	20	37/57	72	13	67/ 80
										SB OUT	6	40	13	34/47	68	13	63/ 76
										NB INN	1	53	0	53/53	78	0	78/ 78
KY 15	PERRY	SP	372 B	BIT	04/68	3.6	17.0-20.6	3450	OCT 13	NB OUT	7	39	14	31/45	67	11	60/ 71
										SB OUT	7	32	8	29/37	63	11	58/ 69
										SB INN	2	39	3	38/41	65	3	64/ 67
KY 15	PERRY	SP	372 B	BIT	05/68	4.7	20.6-25.3	2250	OCT 13	NB OUT	10	38	15	30/45	66	12	59/ 71
										SB OUT	10	36	12	29/41	63	7	58/ 65
										NB INN	1	44	0	44/44	77	0	77/ 77
										SB INN	3	41	3	39/42	67	4	65/ 69
KY 15	BREATHITT	SP	257 E	BIT	02/68	4.1	0.0- 4.1	2860	OCT 16	NB OUT	8	38	6	35/41	67	8	62/ 70
										SB OUT	8	35	8	31/39	65	9	59/ 68
KY 15	BREATHITT	SP	257 E	BIT	02/68	3.9	4.1- 8.0	3170	OCT 16	NB OUT	8	40	15	35/50	66	7	63/ 70
										SB OUT	8	38	12	33/45	68	16	57/ 73
										SB INN	1	36	0	36/36	63	0	63/ 63
KY 15	BREATHITT	SP	257 E	BIT	02/68	6.7	8.0-14.7	4950	OCT 16	NB OUT	13	46	14	40/54	68	10	64/ 74
										SB OUT	14	45	10	40/50	73	9	69/ 78
KY 15	BREATHITT	SP	257 E	BIT	10/65	2.1	14.7-16.8	4810	OCT 16	NB OUT	4	47	16	40/56	67	7	64/ 71
										SB OUT	2	43	0	43/43	68	2	67/ 69
										SB INN	2	47	0	47/47	69	6	66/ 72

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 10 PAGE 3

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 15	BREATHITT	SP	257 E	BIT	09/64	1.6	16.8-18.4	5290	OCT 16	NB OUT	3	35	4	33/37	55	9	51/ 60
										SB OUT	3	38	3	37/40	64	5	62/ 67
KY 15	BREATHITT	SP	367 D	BIT	08/63	6.6	18.4-25.0	3230	OCT 16	NB OUT	13	33	13	26/39	59	15	49/ 65
										SB OUT	14	36	12	28/40	62	20	52/ 72
KY 15	BREATHITT	SP	237 A	BIT	12/64	2.5	25.0-27.5	2100	OCT 16	NB OUT	5	47	4	44/48	72	9	67/ 76
										SB OUT	5	43	4	41/45	68	7	63/ 70
KY 15	WOLFE	SP	503 B	BIT	12/64	9.6	0.0- 9.6	2420	OCT 13	NB OUT	19	38	13	30/43	67	13	59/ 72
										SB OUT	18	38	12	31/43	66	22	51/ 73
										SB INN	3	52	5	49/54	77	4	76/ 80
KY 30	OWSLEY	SP	96 E	BIT	01/73	10.8	0.0-10.8	540	NOV 17	EB OUT	21	41	23	28/51	67	29	49/ 78
										WB OUT	20	42	24	33/57	67	23	55/ 78
KY 80	PERRY	SS	142 E	BIT	06/61	7.9	0.0- 7.9	2820	OCT 15	EB OUT	11	22	11	18/29	42	17	33/ 50
										WB OUT	16	36	16	27/43	56	26	40/ 66
KY 80	PERRY	SS	142 E	BIT	/61	2.5	7.9-10.4	4290	OCT 16	EB OUT	5	27	22	19/41	53	28	40/ 68
										WB OUT	5	31	21	18/39	55	27	39/ 66
KY 80	PERRY	SP	2AF	BIT	06/61	1.7	10.4-12.1	5020	OCT 16	EB OUT	2	31	6	28/34	54	8	50/ 58
										WB OUT	1	38	0	38/38	60	0	60/ 60
KY 114	MAGOFFIN	SP	40 I	BIT	11/65	7.1	1.0- 8.1	2190	OCT 6	EB OUT	13	35	12	27/39	64	13	57/ 70
										WB OUT	15	39	15	35/50	65	24	54/ 78
										EB INN	1	45	0	45/45	74	0	74/ 74
KY 191	WOLFE	SP	1063 G	BIT	12/66	0.6	0.0- 0.6	2400	OCT 16	NB OUT	1	42	0	42/42	72	0	72/ 72
										SB OUT	1	44	0	44/44	70	0	70/ 70
KY 191	WOLFE	SP	63 H	BIT	12/65	4.3	0.6- 4.9	1810	OCT 16	NB OUT	8	41	7	36/43	67	12	60/ 72
										SB OUT	8	40	17	31/48	64	14	57/ 71
KY 191	WOLFE	SP	23 J	BIT	09/63	5.4	4.9-10.3	1150	OCT 16	NB OUT	10	39	18	30/48	63	15	55/ 70
										SB OUT	9	37	17	30/47	58	41	33/ 74
KY 476	PERRY	SS		BIT		2.0	0.0- 2.0	5990	OCT 16	EB OUT	2	31	7	27/34	62	23	50/ 73
										WB OUT	4	38	17	26/43	57	21	43/ 64
KY 715	WOLFE	SP	83 F	BIT		5.8	0.0- 5.8	870	NOV 17	NB OUT	16	14	32	2/34	26	64	3/ 67
										SB OUT	11	16	26	5/31	35	51	9/ 60

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US 25	LAUREL	SS	111 Y	BIT	03/61	0.6	0.0- 0.6	4930	AUG 5	NB OUT	1	34	0	34/34	56	0	56/ 56
										SB OUT	1	39	0	39/39	65	0	65/ 65
US 25	LAUREL	SS	111	BIT	12/68	0.3	0.6- 0.9	4930	AUG 5	NB OUT	1	36	0	36/36	55	0	55/ 55
US 25	LAUREL	SS	111AB	BIT	03/61	2.0	0.9- 2.9	4170	AUG 5	NB OUT	4	40	2	39/41	60	1	60/ 61
										SB OUT	4	39	3	37/40	63	2	62/ 64
US 25	LAUREL	SS	111AB	BIT		0.7	2.9- 3.6	3280	AUG 5	NB OUT	1	37	0	37/37	58	0	58/ 58
										SB OUT	2	38	2	37/39	61	3	60/ 63
US 25	LAUREL	SS	111AB	BIT	03/61	5.5	3.6- 9.1	3530	AUG 5	NB OUT	9	37	12	29/41	57	11	52/ 63
										SB OUT	11	36	11	29/40	60	10	54/ 64
US 25	LAUREL	SS	111AB	BIT	11/74	2.5	9.1-11.6	7860	AUG 5	NB OUT	4	32	4	30/34	51	8	47/ 55
										SB OUT	5	27	6	25/31	50	6	47/ 53
US 25	LAUREL	SS	LONDON			2.8	11.6-14.4	12650	AUG 5	NB OUT	4	32	18	22/40	51	18	41/ 59
										SB OUT	4	25	7	22/29	42	15	36/ 51
										NB INN	2	29	3	28/31	50	2	49/ 51
										SB INN	2	26	1	26/27	46	7	43/ 50
US 25	LAUREL	SS	PITTSBRG			1.9	14.4-16.3	5900	SEP 11	NB OUT	4	33	6	35/41	58	7	53/ 60
										SB OUT	4	33	7	29/36	56	3	54/ 57
US 25	LAUREL	SS	331 G	BIT	05/60	1.1	16.3-17.4	1910	SEP 11	NB OUT	2	32	4	30/34	58	2	57/ 59
										SB OUT	2	35	6	32/38	55	1	54/ 55
US 25	LAUREL	SS	331 G	BIT	07/69	0.4	17.4-17.8	1910	SEP 11	NB OUT	1	43	0	43/43	64	0	64/ 64
										SB OUT	1	37	0	37/37	57	0	57/ 57
US 25	LAUREL	SS	331 G	BIT	05/60	1.3	17.8-19.1	1190	SEP 11	NB OUT	2	39	3	38/41	59	7	56/ 63
										SB OUT	3	34	3	33/36	54	3	52/ 55
US 25	LAUREL	SS	331 G	BIT	05/60	0.4	19.1-19.5	1190	SEP 11	NB OUT	1	43	0	43/43	63	0	63/ 63
										SB OUT	1	37	0	37/37	58	0	58/ 58
US 25	LAUREL	SS	331 G	BIT	05/60	4.4	19.5-23.9	1040	SEP 11	NB OUT	9	42	15	32/47	67	22	53/ 75
										SB OUT	8	33	21	21/42	52	29	35/ 64
US 25E	BELL	SP	124AH	BIT	10/74	1.3	0.0- 1.3	10250	AUG 5	NB OUT	3	27	7	25/32	50	12	45/ 57
										SB OUT	1	32	0	32/32	47	0	47/ 47
US 25E	BELL	SP	5124AG	BIT	10/74	0.9	1.3- 2.2	10510	AUG 5	NB OUT	1	32	0	32/32	53	0	53/ 53
										SB OUT	2	33	6	30/36	49	1	49/ 50
US 25E	BELL	SP	5124AG	BIT	10/70	2.0	2.3- 4.3	11500	AUG 5	NB OUT	5	23	9	19/28	40	15	34/ 49
										SB OUT	4	27	7	24/31	43	18	35/ 53
										NB INN	5	28	12	21/33	42	16	32/ 48
										SB INN	5	33	9	28/37	51	14	45/ 59
US 25E	BELL	SP	124AD	BIT	10/70	0.5	4.3- 4.8	11510	AUG 5	NB OUT	1	22	0	22/22	31	0	31/ 31
										SB OUT	1	25	0	25/25	40	0	40/ 40
										NB INN	1	31	0	31/31	55	0	55/ 55
										SB INN	1	36	0	36/36	59	0	59/ 59

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 11 PAGE 2

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 25E	BELL	SP	124AD	BIT	10/73	4.7	4.8- 9.5	10980	AUG 5	NB OUT	8	32	7	28/35	49	10	45/ 55
										SB OUT	10	32	8	29/37	49	11	45/ 56
										NB INN	8	40	12	36/48	56	23	44/ 67
										SB INN	8	39	8	36/44	58	21	44/ 65
US 25E	BELL	SP	124AD	BIT	02/70	3.1	9.5-12.6	10120	AUG 5	NB OUT	5	34	9	29/38	52	14	44/ 58
										SB OUT	4	27	5	26/31	43	5	41/ 46
										NB INN	5	40	6	35/42	62	9	56/ 65
										SB INN	4	36	4	33/37	54	10	47/ 57
US 25E	BELL	SP	PINEVIL			1.9	12.6-14.5	12050	AUG 5	SB OUT	2	19	5	17/22	32	2	31/ 33
US 25E	BELL	SP	4 U	BIT	10/67	3.5	14.5-18.0	6740	AUG 5	NB OUT	7	36	7	31/38	56	15	46/ 61
										SB OUT	7	27	7	22/29	45	18	35/ 53
US 25E	BELL	SP	4 S	BIT	06/66	1.5	18.0-19.5	5900	AUG 5	NB OUT	3	33	11	28/39	59	8	54/ 62
										SB OUT	3	27	7	22/29	45	10	40/ 50
US 25E	KNOX	SP	90 M	BIT	07/68	5.4	0.0- 5.4	7050	AUG 5	NB OUT	11	34	6	30/36	55	21	41/ 62
										SB OUT	10	28	21	20/41	46	17	36/ 53
US 25E	KNOX	SP	90 M	BIT	09/64	4.8	5.4-10.2	7610	AUG 5	NB OUT	8	37	13	27/40	61	17	47/ 64
										SB OUT	10	29	12	23/35	48	13	43/ 56
US 25E	KNOX	SP	90 M	BIT	08/65	0.6	10.2-10.8	10240	AUG 5	SB OUT	1	24	0	24/24	40	0	40/ 40
US 25E	KNOX	SP	3010 R	BIT	08/65	1.0	10.8-11.8	10360	AUG 5	SB OUT	2	28	2	27/29	44	7	40/ 47
US 25E	KNOX	SP	10 S	BIT	12/61	5.2	11.8-17.0	7100	AUG 5	NB OUT	8	42	8	39/47	69	32	46/ 78
										SB OUT	10	33	14	27/41	47	20	38/ 58
US 25E	KNOX	SP	10 Q	BIT	08/63	0.6	17.0-17.6	5250	AUG 5	NB OUT	1	47	0	47/47	69	0	69/ 69
										SB OUT	1	40	0	40/40	47	0	47/ 47
										NB INN	1	44	0	44/44	76	0	76/ 76
										SB INN	1	49	0	49/49	46	0	46/ 46
US 25E	KNOX	SP	10 Q	BIT	00/74	3.9	17.6-21.5	5250	AUG 5	NB OUT	9	47	7	45/52	76	6	73/ 79
										SB OUT	7	41	8	36/44	45	11	40/ 51
										NB INN	7	53	4	50/54	80	7	77/ 84
										SB INN	7	42	8	37/45	46	12	39/ 51
US 25E	KNOX	SP	10 Q	BIT	00/72	5.1	21.5-26.6	5250	AUG 5	NB OUT	10	44	15	37/52	65	35	44/ 79
										SB OUT	10	36	7	31/38	46	17	39/ 56
										NB INN	11	49	10	45/55	65	37	44/ 81
										SB INN	10	46	7	41/48	46	10	39/ 49
US 25E	LAUREL	SP		BIT	00/72	0.4	0.0- 0.4	6000	AUG 5	NB OUT	2	39	1	38/39	67	0	67/ 67
										SB OUT	1	28	0	28/28	50	0	50/ 50
										SB INN	1	42	0	42/42	63	0	63/ 63
US 25W	WHITLEY	SS	100AD	BIT	08/72	0.5	0.0- 0.5	1350	AUG 5	NB OUT	1	28	0	28/28	53	0	53/ 53

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 25W	WHITLEY	SS	260 H	BIT	08/72	2.7	0.5- 3.2	2550	AUG 5	NB OUT	6	32	4	29/33	57	7	54/ 61
										SB OUT	6	33	3	32/35	57	9	53/ 62
US 25W	WHITLEY	SS	260 H	PCC	02/63	0.5	3.2- 3.7	2350	AUG 5	NB OUT	1	36	0	36/36	62	0	62/ 62
										SB OUT	1	37	0	37/37	61	0	61/ 61
US 25W	WHITLEY	SS	260 J	BIT	08/72	2.7	3.7- 6.4	2170	AUG 5	NB OUT	5	33	2	32/34	56	4	54/ 58
										SB OUT	5	35	4	33/37	58	5	56/ 61
US 25W	WHITLEY	SS	100AC	BIT	08/72	4.3	6.4-10.7	2610	AUG 5	NB OUT	9	28	18	20/38	49	17	42/ 59
										SB OUT	9	28	10	22/32	51	14	43/ 57
US 25W	WHITLEY	SS	280 D	BIT	08/72	0.3	10.7-11.0	3310	AUG 5	SB OUT	1	23	0	23/23	47	0	47/ 47
US 25W	WHITLEY	SS	WMSBURG			2.2	11.0-13.2	4000	AUG 5	NB OUT	4	23	6	21/27	45	11	38/ 49
										SB OUT	4	26	7	22/29	50	12	41/ 53
US 25W	WHITLEY	SS	20 U	BIT	07/66	0.9	13.2-14.1	4550	AUG 5	NB OUT	1	23	0	23/23	44	0	44/ 44
										SB OUT	2	27	1	27/28	52	4	50/ 54
US 25W	WHITLEY	SS	180 D	BIT	07/66	1.2	14.1-15.3	2860	AUG 5	NB OUT	1	28	0	28/28	47	0	47/ 47
										SB OUT	2	31	5	29/34	55	12	49/ 61
US 25W	WHITLEY	SS	180 D	PCC		0.9	15.3-16.2	2510	AUG 5	NB OUT	3	40	12	35/47	69	15	64/ 79
										SB OUT	2	38	9	34/43	64	16	56/ 72
US 25W	WHITLEY	SS	180 D	BIT	08/66	0.6	16.2-16.8	2170	AUG 5	NB OUT	1	32	0	32/32	52	0	52/ 52
										SB OUT	2	33	8	29/37	59	6	56/ 62
US 25W	WHITLEY	SS	180 D	BIT	09/65	5.2	16.8-22.0	1420	AUG 5	NB OUT	10	38	16	30/46	59	22	50/ 72
										SB OUT	10	36	10	32/42	58	13	52/ 65
US 25W	WHITLEY	SS	180 D			0.2	22.0-22.2	1290	AUG 5	NB OUT	1	37	0	37/37	67	0	67/ 67
US 25W	WHITLEY	SP	220 J	BIT	10/63	7.2	22.2-29.4	2150	AUG 5	NB OUT	14	36	7	32/39	61	12	55/ 67
										SB OUT	14	36	6	33/39	60	9	55/ 64
US 25W	WHITLEY	SP	220 J	PCC	01/68	0.5	29.4-29.9	4370	AUG 5	NB OUT	1	33	0	33/33	54	0	54/ 54
										SB OUT	1	29	0	29/29	52	0	52/ 52
US 25W	WHITLEY	SP	220 J	BIT	10/63	0.6	29.9-30.5	5890	AUG 5	NB OUT	1	32	0	32/32	58	0	58/ 58
										SB OUT	2	32	4	30/34	55	0	55/ 55
US 25W	WHITLEY	SP	CORBIN			3.3	30.5-33.8	7890	AUG 5	NB OUT	3	30	1	30/31	51	5	48/ 53
										SB OUT	3	28	2	27/29	51	6	48/ 54
US 119	BELL	SP	64 R	BIT	01/56	5.5	0.0- 5.5	5280	AUG 5	NB OUT	12	22	11	18/29	45	9	40/ 49
										SB OUT	10	26	10	20/30	46	10	41/ 51
US 119	BELL	SP	64 R	BIT	09/63	2.5	5.5- 8.0	3800	AUG 5	NB OUT	5	32	5	30/35	53	5	51/ 56
										SB OUT	4	31	10	25/35	51	8	45/ 53

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 11 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 119	BELL	SP	64 R	BIT	02/64	4.2	8.0-12.2	3820	AUG 5	NB OUT	8	34	5	31/36	54	9	50/ 59
										SB OUT	8	36	9	32/40	57	7	53/ 60
US 119	BELL	SP	64 R	BIT	04/67	2.0	12.2-14.2	3840	AUG 5	NB OUT	4	29	4	27/31	51	9	46/ 55
										SB OUT	4	36	3	35/38	56	1	56/ 57
US 119	BELL	SP	64 R	BIT	11/70	1.6	14.2-15.8	3740	AUG 5	NB OUT	3	31	6	28/34	50	3	48/ 51
										SB OUT	4	34	3	33/36	53	4	51/ 55
US 119	HARLAN	SP	168 K	BIT	05/73	10.1	0.0-10.1	1860	OCT 14	NB OUT	20	37	14	28/42	62	12	54/ 66
										SB OUT	20	39	15	30/45	63	26	45/ 71
										SB INN	2	48	5	45/50	71	3	70/ 73
US 119	HARLAN	SP	508 C	BIT	11/66	3.0	10.1-13.1	2340	OCT 14	NB OUT	5	36	6	32/38	59	3	57/ 60
										SB OUT	6	30	15	23/38	52	20	43/ 63
										NB INN	2	44	1	44/45	65	4	63/ 67
										SB INN	2	42	4	40/44	52	13	46/ 59
US 119	HARLAN	SP	8 H	BIT	04/63	20.8	13.1-33.9	1920	OCT 14	NB OUT	40	34	21	24/45	55	22	42/ 64
										SB OUT	42	30	17	21/38	53	30	36/ 66
US 119	HARLAN	SP	3008 J	BIT	11/71	1.6	33.9-35.5	2830	OCT 14	NB OUT	1	27	0	27/27	53	0	53/ 53
										SB OUT	3	29	4	27/31	53	7	49/ 56
US 119	HARLAN	SP	8 F	BIT		4.5	35.5-40.0	1500	OCT 14	NB OUT	9	32	9	27/36	53	14	46/ 60
										SB OUT	9	27	11	21/32	50	28	30/ 58
US 421	HARLAN	SP	88 S	BIT	01/59	5.7	0.0- 5.7	1290	OCT 14	NB OUT	8	23	7	21/28	44	10	40/ 50
										SB OUT	6	21	6	19/25	43	14	37/ 51
US 421	HARLAN	SP	88 S	BIT	07/70	8.1	5.7-13.8	2570	OCT 14	NB OUT	12	34	9	30/39	58	15	53/ 68
										SB OUT	12	34	7	31/38	56	16	49/ 65
US 421	HARLAN	SP	88 S	BIT		0.3	13.8-14.1	5320	OCT 14	SB OUT	1	23	0	23/23	49	0	49/ 49
US 421	HARLAN	SP	88 S	BIT	10/59	2.3	14.1-16.4	7400	OCT 14	NB OUT	4	26	10	22/32	42	10	38/ 48
										SB OUT	4	21	5	18/23	39	11	33/ 44
US 421	HARLAN	SP	HARLAN			0.8	18.4-19.2	4710	OCT 15	SB OUT	1	20	0	20/20	46	0	46/ 46
US 421	HARLAN	SP	188 J	BIT	11/73	6.2	19.2-25.4	1610	OCT 15	NB OUT	3	27	8	23/31	53	11	47/ 58
										SB OUT	5	30	10	25/35	53	14	47/ 61
US 421	HARLAN	SP	188 J	BIT	06/70	3.6	25.4-29.0	1310	OCT 15	NB OUT	7	27	5	25/30	52	11	46/ 57
										SB OUT	8	29	6	25/31	52	10	47/ 57
US 421	LESLIE	SP	32 L	BIT	06/70	21.7	0.0-21.7	1660	OCT 15	NB OUT	43	27	15	20/35	47	20	36/ 56
										SB OUT	43	23	15	20/35	50	16	43/ 59
US 421	LESLIE	SP	HYDEN			0.7	21.7-22.4	4250	OCT 15	NB OUT	2	36	4	34/38	58	4	56/ 60
										SB OUT	2	28	0	28/28	54	2	53/ 55

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 421	LESLIE	SS	52 F	BIT	03/57	5.5	22.4-27.9	3100	OCT 15	NB OUT	11	31	11	26/37	53	16	46/ 62
										SB OUT	9	25	17	16/33	45	27	33/ 60
US 421	LESLIE	SS	52 F	BIT		7.5	27.9-35.4	1780	OCT 15	NB OUT	15	40	8	36/44	64	13	57/ 70
										SB OUT	14	35	13	28/41	61	28	52/ 80
US 421	CLAY	SS	45 F	BIT	03/57	4.8	0.0- 4.8	2710	OCT 15	NB OUT	10	35	18	29/47	58	19	48/ 67
										SB OUT	10	30	12	23/35	55	16	46/ 62
US 421	CLAY	SS	45 F	BIT	09/74	11.8	4.8-16.6	3630	OCT 15	NB OUT	23	39	13	30/43	62	17	53/ 70
										SB OUT	20	34	17	25/42	56	23	41/ 64
US 421	CLAY	SS	45 F	BIT	08/71	0.3	16.6-16.9	3630	OCT 15	SB OUT	1	24	0	24/24	48	0	48/ 48
US 421	CLAY	SS	5 W	PCC	08/74	0.5	16.9-17.4	5610	NOV 3	NB OUT	1	28	0	28/28	54	0	54/ 54
										SB OUT	1	25	0	25/25	51	0	51/ 51
										NB INN	1	35	0	35/35	53	0	53/ 53
										SB INN	1	28	0	28/28	52	0	52/ 52
US 421	CLAY	SS	2005 V	PCC	08/74	0.7	17.4-18.1	5500	NOV 3	NB OUT	1	27	0	27/27	52	0	52/ 52
										SB OUT	1	23	0	23/23	45	0	45/ 45
										NB INN	1	33	0	33/33	52	0	52/ 52
										SB INN	1	29	0	29/29	53	0	53/ 53
US 421	CLAY	SS	MANCHSTR		01/74	0.5	18.1-18.6	5500	NOV 3	SB OUT	1	21	0	21/21	46	0	46/ 46
US 421	CLAY	SP	5 P	BIT		14.2	18.6-32.8	2390	NOV 3	NB OUT	28	29	18	19/37	56	36	36/ 72
										SB OUT	27	28	15	21/36	55	16	48/ 64
US 421	JACKSON	SP	29 I	BIT	10/69	13.6	0.0-13.6	1860	NOV 3	NB OUT	26	34	18	27/45	61	24	48/ 72
										SB OUT	27	34	15	28/43	59	18	49/ 67
US 421	JACKSON	SP	MCKEE			0.7	13.6-14.3	3510	NOV 3	NB OUT	2	24	8	20/28	52	9	47/ 56
										SB OUT	1	25	0	25/25	54	0	54/ 54
US 421	JACKSON	SP	9 I	BIT	10/72	15.3	14.3-29.6	2090	NOV 3	NB OUT	30	29	16	22/38	55	26	39/ 65
										SB OUT	30	34	17	25/42	59	20	50/ 70
KY 30	LAUREL	SP	31 D	BIT		8.6	1.2- 9.8	1750	NOV 3	SB OUT	16	25	17	18/35	49	32	28/ 60
										WB OUT	17	25	18	16/34	49	39	22/ 61
KY 30	JACKSON	SP	49 D	BIT		12.5	0.0-12.5	1200	NOV 3	EB OUT	24	38	16	29/45	64	25	49/ 74
										WB OUT	24	36	17	27/44	62	22	52/ 74
KY 30	JACKSON	SP	89 D	BIT	10/72	8.4	12.5-20.9	320	NOV 17	EB OUT	16	32	15	23/38	50	20	40/ 60
										WB OUT	17	34	13	29/42	53	15	44/ 59
KY 80	LAUREL	SP	251 S	BIT		11.5	0.0-11.5	2880	AUG 5	EB OUT	24	25	16	15/31	48	22	35/ 57
										WB OUT	20	21	19	11/30	45	19	35/ 54
KY 80	LAUREL	SS	LONDON			1.5	11.5-13.0	7270	AUG 5	EB OUT	4	30	10	25/35	53	16	44/ 60
										WB OUT	3	30	14	24/38	55	20	45/ 65
										EB INN	2	32	0	32/32	54	3	52/ 55
										WB INN	1	30	0	30/30	51	0	51/ 51

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 11 PAGE 6

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 80	LAUREL	SS	51 L	BIT	09/63	13.0	13.0-26.0	2030	OCT 15	EB OUT	25	37	15	29/44	62	24	47/ 71
										WB OUT	25	35	28	17/45	61	15	52/ 67
KY 80	CLAY	SS	65 D	BIT	09/65	7.0	0.0- 7.0	1660	OCT 15	EB OUT	15	31	23	20/43	53	31	36/ 67
										WB OUT	11	31	20	19/39	52	24	40/ 64
KY 80	LESLIE	SS	12 K	BIT	11/66	5.1	0.0- 5.1	2800	OCT 15	WB OUT	7	41	3	40/43	62	7	59/ 66
KY 80	LESLIE	SS	12 I	BIT		4.6	5.1- 9.7	2640	OCT 15	WB OUT	8	44	13	37/50	68	14	60/ 74
US 421	LESLIE	SP	32 L	BIT	06/70	21.7	0.0-21.7	1660	OCT 15	NB OUT	1	42	0	42/42	64	0	64/ 64
KY 80	LESLIE	SS	12 K	BIT	11/66	5.1	0.0- 5.1	2800	OCT 15	EB OUT	7	30	14	22/36	53	9	49/ 58
KY 80	LESLIE	SS	12 I	BIT		4.6	5.1- 9.7	2640	OCT 15	EB OUT	5	30	11	25/36	54	14	46/ 60
KY 90	WHITLEY	SP	220 K	BIT	10/73	8.3	0.0- 8.3	670	AUG 4	EB OUT	15	38	10	33/43	52	18	44/ 62
										WB OUT	14	38	13	33/46	52	19	45/ 64
KY 118	LESLIE	SP		BIT		2.1	0.0- 2.1	200	OCT 15	EB OUT	5	43	21	34/55	63	22	53/ 75
										WB OUT	4	33	8	29/37	62	5	59/ 64
										EB INN	4	50	6	46/52	70	11	64/ 75
KY 118	LESLIE	SP		BIT		1.5	2.1- 3.6	350	OCT 15	EB OUT	3	32	20	20/40	55	19	42/ 61
										WB OUT	3	23	5	20/25	45	5	42/ 47
										WB INN	3	47	5	44/49	70	6	67/ 73
KY 709	LAUREL	SP		PCC		2.1	0.0- 2.1	4200	AUG 5	NB OUT	4	30	4	28/32	49	12	42/ 54
										SB OUT	3	30	7	28/35	52	8	48/ 56
										NB INN	4	41	11	34/45	63	13	54/ 67
										SB INN	2	45	12	39/51	65	16	57/ 73

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 23	LETCHER	SP	139 F	BIT	01/58	1.7	0.0- 1.7	3790	OCT 7	NB OUT	3	* 21 *	2	20/22	41	6	38/ 44
US 23	LETCHER	SP	4699 A	BIT	01/58	0.8	1.7- 2.5	1990	OCT 7	NB OUT	2	* 26 *	0	26/26	47	14	40/ 54
										SB OUT	2	* 25 *	4	23/27	47	2	46/ 48
US 23	LETCHER	SP	4119 T		01/73	3.0	2.5- 5.5	3950	OCT 7	NB OUT	6	* 30 *	7	26/33	52	13	44/ 57
										SB OUT	5	* 30 *	7	26/33	55	6	53/ 59
US 23	LETCHER	SP	119 U	BIT	01/73	1.6	5.5- 7.1	3100	OCT 7	NB OUT	4	* 32 *	3	30/33	53	7	50/ 57
										SB OUT	3	* 26 *	11	21/32	51	15	46/ 61
US 23	PIKE	SP	283 M	BIT		7.6	0.0- 7.6	2380	OCT 7	NB OUT	15	* 29 *	22	17/39	50	22	36/ 58
										SB OUT	14	* 26 *	22	16/38	47	29	35/ 64
US 23	PIKE	SP	283 M	BIT		7.0	7.6-14.6	2470	OCT 7	NB OUT	13	* 24 *	15	19/34	44	22	32/ 54
										SB OUT	14	* 27 *	19	18/37	52	31	31/ 62
US 23	PIKE	SP	283 U	BIT	05/63	0.8	14.6-15.4	3220	OCT 7	NB OUT	2	* 21 *	0	21/21	41	3	40/ 43
										SB OUT	1	* 16 *	0	16/16	36	0	36/ 36
US 23	PIKE	SP	283 M	BIT		5.2	15.4-20.6	3740	OCT 7	NB OUT	10	* 43 *	11	37/48	61	7	57/ 64
										SB OUT	11	* 41 *	14	35/50	61	8	58/ 66
US 23	PIKE	SP	283 U	BIT	05/63	0.7	20.6-21.3	4040	OCT 7	NB OUT	2	* 22 *	4	20/24	40	14	33/ 47
										SB OUT	1	* 27 *	0	27/27	46	0	46/ 46
US 23	PIKE	SP	283 U	BIT	07/74	5.0	21.3-26.3	3810	OCT 7	NB OUT	9	* 25 *	3	23/26	46	7	42/ 49
										SB OUT	11	* 27 *	13	17/30	48	21	33/ 54
US 23	PIKE	SP	283 P	BIT		1.4	26.3-27.7	5580	OCT 7	NB OUT	4	* 25 *	9	21/30	45	7	42/ 49
										SB OUT	2	* 22 *	9	17/26	36	7	33/ 40
US 23	PIKE	SP	CONST	BIT		3.9	27.7-31.6	7180	OCT 7	NB OUT	2	* 43 *	5	41/46	47	1	47/ 48
										SB OUT	3	* 38 *	4	36/40	49	8	46/ 54
US 23	PIKE	SP	283 P	BIT		1.7	31.6-33.3	7850	OCT 7	NB OUT	4	* 24 *	7	20/27	44	9	39/ 48
										SB OUT	3	* 21 *	6	19/25	43	10	39/ 49
US 23	PIKE	SP	PIKEVIL			3.0	33.3-36.3	7130	OCT 7	NB OUT	6	* 29 *	11	26/37	49	9	44/ 53
										SB OUT	6	* 27 *	13	21/34	48	15	41/ 56
US 23	PIKE	SP	3 K	BIT	02/73	7.4	36.3-43.7	5540	OCT 7	NB OUT	14	* 37 *	17	32/49	60	18	54/ 72
										SB OUT	14	* 31 *	6	28/34	54	8	50/ 58
										NB INN	15	* 49 *	21	36/57	72	28	56/ 84
										SB INN	14	* 45 *	8	41/49	72	9	68/ 77
US 23	FLOYD	SP	56 R	BIT	07/74	3.6	0.0- 3.6	5640	OCT 7	NB OUT	8	* 35 *	12	29/41	59	12	52/ 64
										SB OUT	7	* 28 *	12	20/32	48	9	42/ 51
										NB INN	7	* 48 *	19	36/55	74	23	63/ 86
										SB INN	7	* 44 *	12	38/50	60	23	46/ 69
US 23	FLOYD	SP	56 R	BIT	12/73	1.3	3.6- 4.9	6350	OCT 7	NB OUT	2	* 28 *	6	25/31	48	10	43/ 53
										SB OUT	2	* 25 *	14	18/32	48	26	35/ 61
										NB INN	3	* 51 *	4	49/53	73	4	71/ 75
										SB INN	3	* 45 *	19	33/52	69	23	55/ 78

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 23	FLOYD	SP	56 R	BIT	03/73	2.2	4.9- 7.1	6400	OCT 7	NB OUT	5	33	4	30/34	56	12	49/ 61
										SB OUT	5	34	5	32/37	58	7	56/ 63
										NB INN	4	52	9	47/56	60	34	45/ 79
										SB INN	4	45	9	40/49	69	15	60/ 75
US 23	FLOYD	SP	56 R	BIT	04/74	3.0	7.1-10.1	6350	OCT 7	NB OUT	6	33	4	31/35	59	12	53/ 65
										SB OUT	6	31	7	28/35	53	14	46/ 60
										NB INN	6	52	9	46/55	69	40	45/ 85
										SB INN	6	48	9	44/53	72	10	65/ 75
US 23	FLOYD	SP	206 A	BIT	12/73	5.6	10.1-15.7	7140	OCT 8	NB OUT	11	36	12	31/43	63	18	55/ 73
										SB OUT	11	34	12	29/41	59	13	54/ 67
										NB INN	10	50	18	42/60	74	25	61/ 86
										SB INN	10	49	8	46/54	71	35	46/ 81
US 23	FLOYD	SP	PRESBURG			1.9	15.7-17.6	9030	OCT 8	NB OUT	2	40	1	40/41	65	4	63/ 67
										SB OUT	3	32	5	30/35	60	12	54/ 66
										NB INN	2	40	7	37/44	64	9	59/ 68
										SB INN	2	45	6	42/48	68	7	65/ 72
US 23	FLOYD	SP	396 J	BIT	09/73	4.9	17.6-22.5	8990	OCT 8	NB OUT	10	37	12	31/43	64	17	55/ 72
										SB OUT	10	33	10	27/37	59	18	50/ 68
US 23	FLOYD	SP	656 B	PCC	02/64	1.6	22.5-24.1	7740	OCT 8	NB OUT	4	30	5	28/33	57	12	51/ 63
										SB OUT	3	30	17	19/36	55	10	49/ 59
US 23	JOHNSON	SP	697 G	PCC	02/64	4.1	0.0- 4.1	6020	OCT 8	NB OUT	7	30	6	27/33	53	10	48/ 58
										SB OUT	7	32	8	29/37	58	9	56/ 65
US 23	JOHNSON	SP	697 G	PCC	01/63	2.5	4.1- 6.6	7880	OCT 8	NB OUT	4	33	3	31/34	55	10	52/ 62
										SB OUT	4	34	2	33/35	59	4	57/ 61
US 23	JOHNSON	SP	3697 E	BIT	10/59	0.5	7.0- 7.5	10180	OCT 8	NB OUT	1	38	0	38/38	63	0	63/ 63
US 23	JOHNSON	SP	697 H	BIT	07/73	1.4	7.5- 8.9	7490	OCT 8	NB OUT	2	37	1	36/37	64	2	63/ 65
										SB OUT	3	39	3	37/40	66	3	64/ 67
US 23	JOHNSON	SP	17 V	BIT	07/71	9.5	8.9-18.4	3510	OCT 1	NB OUT	19	28	11	22/33	51	16	40/ 56
										SB OUT	20	28	13	20/33	50	28	29/ 57
US 23	LAWRENCE	SP	53 R	BIT	07/71	5.5	0.0- 5.5	2200	OCT 1	NB OUT	11	32	9	27/36	57	7	53/ 60
										SB OUT	11	32	11	29/40	61	26	52/ 78
US 23	LAWRENCE	SP	53 R	BIT	07/71	2.1	5.5- 7.6	2390	OCT 1	NB OUT	4	32	4	31/35	57	14	51/ 65
										SB OUT	4	32	9	28/37	55	14	46/ 60
										NB INN	4	51	13	44/57	77	11	71/ 82
										SB INN	4	51	6	48/54	78	5	75/ 80
US 23	LAWRENCE	SP	53 R	BIT	07/71	9.2	7.6-16.8	3100	OCT 1	NB OUT	19	38	19	25/44	62	29	48/ 77
										SB OUT	18	39	15	31/46	63	20	53/ 73
US 23	LAWRENCE	SP	53 R	BIT	11/66	0.7	16.8-17.5	5280	OCT 1	NB OUT	1	28	0	28/28	54	0	54/ 54
										SB OUT	2	43	2	42/44	63	7	60/ 67

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 23	LAWRENCE	SP	53 R	BIT	11/66	0.3	17.5-17.8	5280	OCT 1	NB OUT	1	27	0	27/27	56	0	56/ 56
US 23	LAWRENCE	SP	2673 B	BIT	11/66	0.7	17.9-18.6	5490	OCT 1	NB OUT	1	27	0	27/27	54	0	54/ 54
										SB OUT	2	40	7	36/43	62	9	57/ 66
US 23	LAWRENCE	SP	673 C	BIT	11/66	1.0	18.6-19.6	5150	OCT 1	NB OUT	2	26	1	26/27	44	16	36/ 52
										SB OUT	2	41	1	41/42	68	8	64/ 72
US 23	LAWRENCE	SP	673 C	BIT	02/59	0.1	19.6-19.7	5150	OCT 1	NB OUT	1	20	0	20/20	42	0	42/ 42
US 23	LAWRENCE	SP		BIT		10.5	19.7-30.2	4640	OCT 1	NB OUT	20	33	13	27/40	58	15	50/ 65
										SB OUT	20	46	18	35/53	70	19	57/ 76
US 119	LETCHER	SP	159 G	BIT		9.3	0.0- 9.3	880	OCT 14	NB OUT	19	28	25	14/39	47	25	34/ 59
										SB OUT	19	30	29	16/45	47	41	24/ 65
US 119	LETCHER	SP		BIT		1.1	9.3-10.4	810	OCT 14	NB OUT	2	39	2	38/40	61	10	56/ 66
										SB OUT	1	43	0	43/43	63	0	63/ 63
US 119	LETCHER	SP	159 F	BIT		7.2	10.4-17.6	1140	OCT 14	NB OUT	1	33	0	33/33	59	0	59/ 59
										SB OUT	2	36	2	35/37	57	8	53/ 61
US 119	LETCHER	SP		BIT		4.1	17.6-21.7	3620	OCT 14	NB OUT	8	36	8	32/40	59	19	48/ 67
										SB OUT	9	34	14	28/42	57	26	43/ 69
										NB INN	2	54	1	54/55	80	0	80/ 80
										SB INN	1	55	0	55/55	82	0	82/ 82
US 119	LETCHER	SP		BIT		6.1	21.7-27.8	3600	OCT 14	NB OUT	12	38	13	31/44	65	15	57/ 72
										SB OUT	12	40	9	36/45	65	16	58/ 74
										NB INN	9	55	11	50/61	77	46	43/ 89
										SB INN	2	62	1	61/62	98	3	87/ 90
US 119	PIKE	SP	83 M			4.3	0.2- 4.5	5870	OCT 7	NB OUT	10	25	10	20/30	44	12	38/ 50
										SB OUT	8	25	12	20/32	44	16	36/ 52
US 119	PIKE	SP	83 M			6.1	4.5-10.6	5200	OCT 7	NB OUT	12	30	25	22/47	47	26	41/ 67
										SB OUT	12	26	20	18/38	43	21	33/ 54
US 119	PIKE	SP	83 M			2.5	10.6-13.1	4250	OCT 7	NB OUT	4	25	6	22/28	46	14	40/ 54
										SB OUT	4	24	5	21/26	46	13	41/ 54
US 119	PIKE	SP	83 N	BIT	10/60	10.2	13.1-23.3	3320	OCT 7	NB OUT	9	25	6	22/28	45	17	39/ 56
										SB OUT	9	26	7	24/31	43	11	37/ 48
US 119	PIKE	SP	83 K	BIT		7.5	23.3-30.8	5170	OCT 7	NB OUT	9	23	13	19/32	43	22	34/ 56
										SB OUT	6	22	14	18/32	37	11	32/ 43
US 460	JOHNSON	SP	97 H	BIT	10/65	7.2	0.0- 7.2	2160	OCT 8	EB OUT	14	44	12	37/49	74	26	56/ 82
										WB OUT	14	39	8	34/42	68	9	65/ 74
US 460	JOHNSON	SP	97 G	BIT	10/66	2.0	7.2- 9.2	4450	OCT 8	EB OUT	4	37	20	25/45	65	19	53/ 72
										WB OUT	4	36	3	35/38	63	9	59/ 68

PAVEMENT FRICTION SURVEY - 1975 DISTRICT 12 PAGE 4

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
US 460	PIKE	SP	183 L	BIT	03/60	4.2	0.0- 4.2	6080	OCT 7	EB OUT	9	24	18	15/33	43	24	31/ 55
										WB OUT	7	26	9	21/30	48	20	36/ 56
US 460	PIKE	SP	223 S	BIT		8.7	4.2-12.9	4300	OCT 7	EB OUT	17	26	15	19/34	48	22	35/ 57
										WB OUT	17	27	21	16/37	48	25	34/ 59
US 460	PIKE	SP	603 R	BIT	09/64	8.1	12.9-21.0	3070	OCT 7	EB OUT	17	30	13	23/36	56	13	50/ 63
										WB OUT	16	31	13	25/38	55	21	42/ 63
										EB INN	8	40	10	34/44	60	24	46/ 70
										WB INN	5	36	9	32/41	55	17	47/ 64
US 460	PIKE	SP	183 P	BIT	01/70	3.1	21.0-24.1	2690	OCT 7	EB OUT	6	25	14	16/30	47	24	33/ 57
										WB OUT	6	23	13	16/29	44	21	33/ 54
KY 7	FLOYD	SP	136AE	BIT		0.9	5.4- 6.3	3470	OCT 6	NB OUT	2	29	9	25/34	42	5	40/ 45
										SB OUT	1	38	0	38/38	56	0	56/ 56
KY 7	FLOYD	SP	136AE	BIT	04/58	1.7	6.3- 8.0	3330	OCT 6	NB OUT	3	31	2	30/32	54	4	52/ 56
										SB OUT	4	39	9	34/43	68	12	62/ 74
KY 15	LETCHER	SP	WHITSBRG			3.1	0.0- 3.1	6230	OCT 14	SB OUT	2	34	6	31/37	58	7	55/ 62
KY 15	LETCHER	SP	69 E	BIT	12/66	6.3	3.1- 9.4	4580	OCT 14	NB OUT	12	36	12	29/41	59	8	55/ 63
										SB OUT	12	32	5	30/35	57	12	50/ 62
										NB INN	2	47	5	45/50	65	2	64/ 66
										SB INN	5	46	5	43/48	70	5	67/ 72
KY 15	LETCHER	SP	69 E	BIT	10/71	2.6	9.4-12.0	2740	OCT 14	NB OUT	5	39	5	37/42	62	5	59/ 64
										SB OUT	6	38	6	34/40	65	6	62/ 68
										NB INN	3	49	19	38/57	74	17	64/ 81
										SB INN	2	48	3	47/50	69	1	69/ 70
KY 15	KNOTT	SP	78 E	BIT	07/71	2.4	0.0- 2.4	2350	OCT 14	NB OUT	5	41	5	38/43	65	6	61/ 67
										SB OUT	4	40	5	38/43	67	8	63/ 71
										NB INN	1	52	0	52/52	77	0	77/ 77
										SB INN	4	51	5	49/54	77	8	75/ 83
KY 15	KNOTT	SP	78 E	BIT		7.0	2.4- 9.4	2320	OCT 14	NB OUT	14	34	10	28/38	61	14	53/ 67
										SB OUT	15	34	10	30/40	60	11	55/ 66
										SB INN	1	44	0	44/44	70	0	70/ 70
KY 40	JOHNSON	SP	PAINTSVL			1.4	0.0- 1.4	4230	OCT 9	EB OUT	1	30	0	30/30	56	0	56/ 56
										WB OUT	2	28	13	22/35	48	11	42/ 53
KY 40	JOHNSON	SP	37 D	BIT	01/64	11.4	1.4-12.8	1910	OCT 9	EB OUT	18	35	22	24/46	56	27	44/ 71
										WB OUT	17	33	21	21/42	54	36	27/ 63
KY 40	MARTIN	SP	61 L	BIT	10/66	4.9	0.0- 4.9	1010	OCT 9	EB OUT	9	36	17	28/45	61	20	55/ 75
										WB OUT	10	40	12	35/47	64	20	52/ 72
KY 40	MARTIN	SP	61 L	BIT	01/64	5.4	4.9-10.3	2830	OCT 9	EB OUT	9	38	13	30/43	61	11	55/ 66
										WB OUT	10	34	19	25/44	58	10	54/ 64

ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX
KY 40	MARTIN	SP	21 C	BIT	10/70	9.6	10.7-20.3	2520	OCT 9	EB OUT	18	* 33	* 21	23/44	58	25	42/ 67
										WB OUT	21	* 31	* 20	24/44	54	13	47/ 60
KY 80	KNOTT	SP	98 H	BIT	06/73	11.2	0.0-11.2	1520	OCT 6	EB OUT	20	* 35	* 14	29/43	59	23	49/ 72
										WB OUT	22	* 36	* 14	29/43	59	16	50/ 66
KY 80	KNOTT	SP	1098 A	PCC	07/36	0.5	11.2-11.7	1520	OCT 6	EB OUT	1	* 30	* 0	30/30	60	0	60/ 60
										WB OUT	1	* 30	* 0	30/30	56	0	56/ 56
KY 80	KNOTT	SP	1018 I	BIT	09/64	1.2	11.7-12.9	2970	OCT 6	EB OUT	2	* 18	* 7	15/22	34	12	28/ 40
										WB OUT	2	* 23	* 0	23/23	52	12	46/ 58
KY 80	KNOTT	SP	18 H	BIT	10/63	11.0	12.9-23.9	1930	OCT 6	EB OUT	22	* 41	* 12	33/45	64	14	55/ 69
										WB OUT	22	* 47	* 18	33/51	73	23	57/ 80
KY 80	KNOTT	SP	18 H	BIT		2.8	23.9-26.7	1680	OCT 6	EB OUT	5	* 34	* 4	31/35	47	7	44/ 51
										WB OUT	6	* 36	* 14	30/44	62	19	47/ 66
KY 80	FLOYD	SP	136AE	BIT	12/73	8.9	0.4- 9.3	2760	OCT 6	EB OUT	19	* 32	* 17	26/43	52	18	41/ 59
										WB OUT	18	* 40	* 12	34/46	67	18	59/ 77
KY 80	FLOYD	SP	136AD	BIT	09/65	0.6	9.3- 9.9	2760	OCT 6	EB OUT	1	* 28	* 0	28/28	51	0	51/ 51
										WB OUT	1	* 30	* 0	30/30	55	0	55/ 55
KY 80	FLOYD	SP	136AD	BIT	08/70	0.4	9.9-10.3	4980	OCT 6	EB OUT	1	* 29	* 0	29/29	50	0	50/ 50
										WB OUT	1	* 37	* 0	37/37	60	0	60/ 60
KY 80	FLOYD	SP	1136AC	BIT	08/70	1.2	10.3-11.5	5590	OCT 7	EB OUT	2	* 31	* 2	30/32	59	1	58/ 59
										WB OUT	1	* 33	* 0	33/33	53	0	53/ 53
KY 80	FLOYD	SP	136AB	BIT	08/70	3.5	11.5-15.0	4970	OCT 7	EB OUT	8	* 30	* 6	27/33	53	12	45/ 57
										WB OUT	7	* 32	* 7	28/35	55	9	50/ 59
KY 80	FLOYD	SP		BIT		1.1	15.0-16.1	4810	OCT 7	WB OUT	2	* 33	* 6	30/36	57	1	56/ 57
KY 114	FLOYD	SP	156 L	BIT	11/65	9.3	0.0- 9.3	2260	OCT 6	EB OUT	19	* 39	* 11	34/45	67	19	58/ 77
										WB OUT	18	* 45	* 7	42/49	68	8	64/ 72
KY 114	FLOYD	SP	156 L	BIT	07/64	2.1	9.3-11.4	3870	OCT 6	EB OUT	3	* 33	* 11	29/40	61	9	56/ 65
										WB OUT	4	* 35	* 1	34/35	58	10	53/ 63

APPENDIX E

Reports on Skid Tests of High-Accident Locations (Special Requests)

March 19, 1976

H.3.60

MEMO TO: R. C. Aldrich
District Engineer
District 5

FROM: J. H. Havens
Director of Research

SUBJECT: Skid Test Results; Accident Sites:
1100 Block of Eastern Parkway in
Louisville and US 31E & US 150 near
Floyd's Fork

Our crew tested the 1100-block of Eastern Parkway on February 25, 1976 as requested by your memo of February 6, 1976. Our skid test trailer was not available, so tests were made using the Drag Tester. Measurements were obtained in the left wheel path of each lane. The Drag Tester Numbers ranged from 26 to 31. For this surface and under normal traffic and geometric conditions, the skid resistance would be classified a marginal. However, conditions at this site include a steep downgrade in the eastbound direction, curves, numerous driveway entrances, a relatively narrow bridge, and a signalized intersection without turn lanes. There also appears to be considerable traffic-related contamination between the wheel paths. During the beginning periods of rain, maneuvering vehicles may encounter less skid resistance between the wheel paths than in the wheel paths. The geometrics of the section west of the bridge suggests the possibility of sheet-flow water on the pavement from upgrades and downgrades.

"Slippery when wet" signs have been installed, if accidents continue and other corrective alternatives are not possible, deslicking may be necessary. Repeat tests will be made as soon as our test equipment is available -- probably the second week of April.

Tests on US 31E & US 150, north of Floyd's Fork, were requested by Fred Brooks, by phone. This area had been tested in 1973. A copy of the applicable memorandum is attached. Because of the unavailability of our test equipment we were unable to test the specific accident site. Our

crew tested the road again on November 19, 1975, as part of our survey program. A copy of the test results from the Bullitt-Jefferson county line to 3 miles north is attached. Skid Numbers ranged from 33 to 40 which is classified as marginally skid resistant. A review of accident records is now necessary to determine a hazardous location which would become eligible for signing or other corrective action. More accidents than normal indicates a problem. If more than one-fourth to one-third of the accidents occurred during wet-pavement conditions, the problem could be related to inadequate skid resistance. We will try to be ready for any additional testing or assistance you may desire.

JLB:tm
Attachments
cc's: W. B. Drake
B. R. Flener

ROUTE: US 31E COUNTY: JEFFERSON DIST: 5 TEST DATE: NOV 19, 1975
PROJECT: 118 LOCATION: MILE POINT 0.0 TO 3.0 LENGTH: 3.0 MI

SURFACE: BITUMINOUS AADT(1973): 8640 COMPLETION YEAR: 19

MILE POINT	SKID NUMBERS AT: 40 MPH NB1	SB1	NB2	SB2	NB3	SB3
0.0						
0.04						
0.08						
0.12						
0.16						
0.20	33					
0.24						
0.28						
0.32						
0.36						
0.40						
0.44						
0.48						
0.52		39				
0.56						
0.60						
0.64						
0.68						
0.72	37					
0.76						
0.80						
0.84						
0.88						
0.92						
0.96						
1.00		34				
1.04						
1.08						
1.12						
1.16						
1.20	33					
1.24						
1.28						
1.32						
1.36						
1.40						
1.44						
1.48						
1.52		38				

MILE POINT	SKID NUMBERS CONTINUED NB1	SB1	NB2	SB2	NB3	SB3
* 1.56						
* 1.60						
* 1.64						
* 1.68						
* 1.72	37					
* 1.76						
* 1.80						
* 1.84						
* 1.88						
* 1.92						
* 1.96						
* 2.00		35				
* 2.04						
* 2.08						
* 2.12						
* 2.16						
* 2.20	36					
* 2.24						
* 2.28						
* 2.32						
* 2.36						
* 2.40						
* 2.44						
* 2.48						
* 2.52		40				
* 2.56						
* 2.60						
* 2.64						
* 2.68						
* 2.72	37					
* 2.76						
* 2.80						
* 2.84						
* 2.88						
* 2.92						
* 2.96						
* 3.00		36				
* 3.04						
* 3.08						

	NB1	SB1
AVERAGE:	36	37
RANGE:	33-37	34-40
NO TESTS:	6	6
STD DEV:	2.3	2.4

July 22, 1976

H.3.60

MEMO TO: R. C. Aldrich
District Engineer
District 5

FROM: Jas. H. Havens
Director of Research

SUBJECT: Skid-Test Results; Accident Sites: 1100-Block of Eastern Parkway (US 60A) in Louisville and US 31E & US 150 near Floyd's Fork

Our memo of March 19, 1976, related results from tests at the Eastern Parkway location using our Drag Tester. Additional tests using our skid-test trailers were made April 21, 1976, and June 18, 1976. The April tests were made at 25 mph, and skid numbers averaged about 40 in the outer lanes and 42 in the inner lanes. The equivalent skid numbers at 40 mph are 32 and 34, respectively. The June tests were made at 40 mph, and skid numbers averaged 39 in the outer lanes and about 40 in the inner lanes. Skid numbers are itemized on the attached summary sheets.

Based on the June tests, which were made at the standard test speed and during the proper season, the Eastern Parkway location, on the average, has marginal skid resistance. However, for the traffic and geometric conditions at this location, the skid resistance may not be adequate. In addition, skid numbers indicative of a slippery surface were obtained at milepoint 5.52 (near Poplar Level Road) and at the approaches to the Castlevale Drive intersection (milepoint 5.66 to about 5.75). As indicated in the March memorandum, if other corrective alternatives are not possible, overlaying with a skid resistance surface course may be necessary.

The attached summary sheets include June 18, 1976 tests at the Floyd's Fork location. Previous skid test results at this location were reported in the March memorandum. The June tests were made on two test sections, from milepoint 0.0 to 1.0 and milepoint 1.0 to 3.0. None of the skid numbers indicated critically slick sections. However, the segment from milepoint 1.0 to 1.4 which includes a curve, on grade, must be considered slippery when wet. Also, attention is invited to the marginal value in the southbound lane at

milepoint 1.8 which is in the approach to a curve in which there is an intersection.

JLB/ds
Attachments

cc: W. B. Drake
B. R. Flener

ROUTE: US 60A COUNTY: JEFFERSON DIST: 5 TEST DATE: APR 21, 1976
PROJECT: 8158 Z C LOCATION: MILE POINT 5.5 TO 6.1 LENGTH: 0.6 MI
SURFACE: BITUMINOUS AADT: COMPLETION YEAR: 1961
CUMULATIVE TRAFFIC (MIL): -OUT -IN

	SKID NUMBERS AT: 25 MPH						PEAK SLIP NUMBERS					
	EB1	WB1	EB2	WB2	EB3	WB3	EB1	WB1	EB2	WB2	EB3	WB3
AVERAGE:	39	40	42	42								
RANGE:	32-46	35-44	38-47	38-48								
STD DEV:	4.2	2.8	2.9	4.5								
MILE POINT												
5.50												
5.52												
5.54	35	38	38									
5.56	41											
5.58		44	41	47								
5.60	44											
5.62	46		45									
5.64		42										
5.66			41	39								
5.68	41											
5.70	32	38		38								
5.72			39									
5.74	37			38								
5.76			45									
5.78												
5.80	36	39										
5.82			42									
5.84	40											
5.86												
5.88			40	43								
5.90		43										
5.92	40											
5.94			41	48								
5.96	40											
5.98		42		48								
6.00			47									
5.02		41										
6.04				39								
6.06												
6.08		35										
6.10												
AVERAGE SPEED :	25	25	25	25			AVERAGE % SLIP:					
NO TESTS:	11	9	10	8								

ROUTE: US 60A COUNTY: JEFFERSON DIST: 5 TEST DATE: JUN 18, 1976
PROJECT: 8158 Z C LOCATION: MILE POINT 5.5 TO 6.1 LENGTH: 0.6 MI
SURFACE: BITUMINOUS AADT: COMPLETION YEAR: 1961
CUMULATIVE TRAFFIC (MIL): -OUT -IN

	SKID NUMBERS AT: 40 MPH						PEAK SLIP NUMBERS					
	EB1	WB1	EB2	WB2	EB3	WB3	EB1	WB1	EB2	WB2	EB3	WB3
AVERAGE:	36	38	40	39			59	63	67	64		
RANGE:	29-	31-	32-	33-			44-	59-	63-	55-		
	41	44	45	46			70	68	70	71		
STD DEV:	4.7	3.6	4.4	4.2			8.9	3.2	2.3	5.1		
MILE POINT												
5.50												
5.52	30		32				44		65			
5.54												
5.56		39		38				65		64		
5.58	35						64					
5.60		38		35				67		55		
5.62	41		42				64		68			
5.64												
5.66		31		34				61		63		
5.68	35		45				60		68			
5.70		37						66				
5.72	29		38				51		63			
5.74												
5.76				37						61		
5.78												
5.80				40						62		
5.82												
5.84												
5.86		36		42				59		68		
5.88												
5.90		41		41				68		69		
5.92	38		41				70		69			
5.94												
5.96		44		46				62		68		
5.98	41		44				66		69			
6.00		39		44				67		70		
6.02			44						68			
6.04												
6.06		40		33				61		59		
6.08			38						70			
6.10		34		36				62		71		
AVERAGE SPEED :	40	39	40	40			AVERAGE % SLIP:					
NO TESTS:	7	10	8	11								

ROUTE: US 31E COUNTY: JEFFERSON DIST: 5 TEST DATE: JUN 18, 1976
PROJECT: 118AB LOCATION: MILE POINT 0.0 TO 1.0 LENGTH: 1.0 MI
SURFACE: BITUMINOUS AADT: 3640. COMPLETION YEAR: 19
CUMULATIVE TRAFFIC (MIL): -OUT

	SKID NUMBERS AT: 40 MPH						PEAK SLIP NUMBERS					
	NB1	SB1	NB2	SB2	NB3	SB3	NB1	SB1	NB2	SB2	NB3	SB3
AVERAGE:	38	39					68	66				
RANGE:	36-	34-					62-	64-				
	41	44					75	70				
STD DEV:	2.4	4.6					4.4	2.7				
MILE POINT												
0.0												
0.05												
0.10	36						75					
0.15												
0.20		36						69				
0.25												
0.30	36						62					
0.35												
0.40		44						68				
0.45												
0.50	41						68					
0.55												
0.60		43						70				
0.65												
0.70	38						69					
0.75												
0.80		34						64				
0.85												
0.90	40						69					
0.95												
1.00		35						64				
AVERAGE SPEED :	40	40					AVERAGE % SLIP:					
NO TESTS:	5	5										

ROUTE: US 31E COUNTY: JEFFERSON DIST: 5 TEST DATE: JUN 18, 1976
PROJECT: 118AA LOCATION: MILE POINT 1.0 TO 3.0 LENGTH: 2.0 MI
SURFACE: BITUMINOUS AADT: 8640. COMPLETION YEAR: 1953
CUMULATIVE TRAFFIC (MIL): -OUT

	SKID NUMBERS AT: 40 MPH						PEAK SLIP NUMBERS					
	NB1	SB1	NB2	SB2	NB3	SB3	NB1	SB1	NB2	SB2	NB3	SB3
AVERAGE:	38	36					67	65				
RANGE:	33-	32-					60-	55-				
	41	42					70	71				
STD DEV:	2.9	3.0					2.8	4.6				
MILE POINT												
1.00		35						64				
1.05												
1.10	33						60					
1.15												
1.20		32						63				
1.25												
1.30	34						69					
1.35												
1.40		33						66				
1.45												
1.50	40						68					
1.55												
1.60		42						70				
1.65												
1.70	39						68					
1.75												
1.80		33						62				
1.85												
1.90	39						69					
1.95												
2.00		36						65				
2.05												
2.10	37						68					
2.15												
2.20		40						70				
2.25												
2.30	40						70					
2.35												
2.40		38						71				
2.45												
2.50	41						69					
2.55												
2.60		35						64				
2.65												
2.70	41						69					
2.75												
2.80		35						70				
2.85												
2.90	40						69					
2.95												
3.00		37						55				
AVERAGE SPEED :	40	40					AVERAGE % SLIP:					
NO TESTS:	10	11										

September 14, 1976

S.2.7
H.3.60

MEMO TO: W. B. Drake
Assistant State Highway Engineer
for Research

FROM: Jas. H. Havens
Director of Research

SUBJECT: I 75, Covington; Kyles Lane to
Fifth Street; Skid Tests

You requested up-to-date skid-test results on I 75 in Northern Kentucky on September 10. Tests were made on Monday, September 13. The machine listing, attached, registers the centerline of the overpass structure at Kyles lane as M.P. 188.6 and terminates at the overhead sign at the 5th street exit, at M.P. 190.9.

The three, northbound lanes and two, outer, southbound lanes were tested. Full-width bituminous patches were isolated, and the test values from them are tabulated separately.

ds
Attachments

ROUTE: I 75 COUNTY: KENTON TEST DATE: SEP 13, 1976
PROJECT: 8(7)185 LOCATION: MILE POINT188.6 TO190.9 LENGTH: 2.3 MI

SURFACE: P C C AADT: 90610 COMPLETION YEAR: 1962
CUMULATIVE TRAFFIC (MIL): 63.78 -OUT 68.43 -MID 76.35 -IN

SKID NUMBERS AT: 40 MPH

MILE POINT	NB1	SB1	NB2	SB2	NB3	SB3
188.60						
188.63	30		32		36	
188.66			31	35		
188.69	30				34	
188.72	28		30	33		
188.75						
188.78	29	33	30		35	
188.81	30	31		35		
188.84			28		34	
188.87	32					
188.90		32	22	35		
188.93	27				36	
188.96		32	30			
188.99	31					
189.02		31		35	35	
189.05	30		30			
189.08		32			37	
189.11	32		32	33		
189.14		30				
189.17	31				34	
189.20		30	30	34		
189.23	29				34	
189.26	30	34	30	38		
189.29					34	
189.32	28		30		31	
189.35				33		
189.38	34 *		31			
189.41	34		30		37	
189.44				35		
189.47	28	28	27		34	
189.50		32	30		35	
189.53	30			33	42	
189.56		31	30			
189.59	34					
189.62		32	27	33	32	
189.65	28	30	25			
189.68				33		
189.71	26		24		31	
189.74						

MILE POINT	NB1	SB1	NB2	SB2	NB3	SB3
189.77						
189.80	27					
189.83			25		31	
189.86	27			34		
189.89		32			32	
189.92						
189.95	28	31	25			
189.98				32	27	
190.01	29	31				
190.04			22	33		
190.07	28	31	25		27	
190.10				32	31	
190.13	29	30				
190.16			22			
190.19		29		29	29	
190.22			24			
190.25	29	29				
190.28			25	28	30	
190.31	30	31				
190.34		33	26	32	32	
190.37						
190.40	34	32	28	33	33	
190.43						
190.46	34	39		39		
190.49		41	34	40	37	
190.52	38				35	
190.55		42	34	40		
190.58		41		39		
190.61	40		35		37	
190.64		34		32		
190.67	35		30		33	
190.70		39		37		
190.73		37	35	35	35	
190.76	38		34			
190.79		31		30	31	
190.82	35		29	31		
190.85			29		35	
190.88	35	34		32		
190.91						

Euclid Ave.

(CONTINUED RIGHTWARD)

* BRACKETS DENOTE FULL-WIDTH, BITUMINOUS PATCHES

APPENDIX F

Report on Resurfacing of Low Skid-Resistance Pavements (February 14, 1975)

February 14, 1975

H.3.60

MEMO TO: Bob Flener, Director
Division of Traffic

FROM: J. H. Havens, Director
Division of Research

SUBJECT: Resurfacing of Low Skid
Resistance Pavements

In response to a request from John Crossfield of your office, we searched our files to locate pavements which may be in greatest need to improve skid resistance. Twelve projects, totaling 66.1 miles of two-lane roads and 8.6 miles of four-lane roads, were selected and priority ranked as shown on the attached table. It may be useful and perhaps necessary, to briefly outline the procedures used in selecting and ranking the projects.

In 1970, we survey tested 296 sections (2,150 miles) of two-lane U.S. routes with posted speed of 60 mph. The Skid Number distributions of the sections are shown in Figure 1 (attached). A number of sections have been retested since then. Several sections, of course, have been resurfaced, including those below SN of 20, since 1970.

We extracted sections with SN below 31 and AADT's above 2,000, and also sections with SN between 31 and 34 and AADT's above 3,000. Accident data for 1972 through October 1974 was obtained. The ratio of wet/dry accidents and wet-surface accident rate was calculated for each project. We also calculated the potential reduction of wet-surface accidents if the pavement was resurfaced and, therefore, the skid resistance improved beyond the critical SN value of 40 derived from Figure 2. The potential reduction of wet-surface accident value, shown in terms of accident reduction per mile of road per year, should be regarded strictly as an estimate.

The list of projects was further reduced by eliminating those sections with ratios of wet/dry accidents of less than 0.25, accident rates less than 30 accidents/100 MVM (see Figure 2), and potential for accident reduction of less than 0.15 accidents/mi./yr.

The selected projects were then ranked by considering the skid resistance of sections, accident experience, and potential for reducing wet-surface accidents.

A number of originally extracted projects were dropped because they have been resurfaced. The possibility remains that we may have selected a project that has been recently resurfaced. It is imperative, therefore, that your office consult with the Division of Maintenance and others to determine this possibility and to check if any of the road sections are scheduled for reconstruction or other corrective actions which may have a bearing on advancing the selected projects for de-slicking. I would also like to suggest that the Division of Maintenance provide an input in ranking the sections. They may have additional information on surface conditions (other than skid resistance).

Our skid resistance testing of roads are continuing, but we are a long way from completing the survey of even the state maintained roads in rural areas. The projects selected for resurfacing, therefore, represent only the major two-lane roads tested to date.

RLR:tm
cc: W. B. Drake
A. R. Romine

RECOMMENDED PROJECTS FOR RESURFACING
(February 1975)

RESURFACING PRIORITY RANKING	COUNTY	ROAD NAME	PROJECT NO.	LOCATION DESCRIPTION	ROUTE NO.	LENGTH (Miles)	AADT	TEST YEAR	SKID NUMBER (SN) LOW	AVG	HIGH	NO. OF ACCIDENTS (1972-1974 (Oct)) WET	DRY	RATIO OF ACCIDENTS WET/DRY	WET-SURFACE ACCIDENT RATE*	ACCIDENT REDUCTION PER MILE OF ROAD PER YEAR
1	Fayette & Woodford	Lexington-Versailles	MP 120-95 I & MP 34-164 O (3)	From: Viley Road in Lexington To: Versailles Bypass	US 60	8.6	17,000	1973	*Traffic Lanes* 20 *Passing Lanes* 18	24 34	35 52	182	236	0.77	120	5.71
2	Pike	Pikeville-Jenkins	MP-98-283-R (1)	From: Jct KY 611 To: Bridge over Long Fork Cr.	US 23	5.8	4,350	1974	17	24	28	31	64	0.48	119	1.14
3	Muhlenberg	Greenville-Nortonville	MP-89-163-G (1)	From: W. C. L. Greenville To: Approx. 0.56 mi E of RR to Graham	US 62	4.8	2,950	1970	22	25	34	14	33	0.42	95	0.56
4	Madison	Richmond-Mt. Vernon	MP-76-51-AH (4)	From: 0.71 mi S of SECL Richmond To: 0.17 mi N of Jct US 421	US 25	3.1	8,390	1973	30	32	35	23	38	0.61	85	1.01
5	Pike	Pikeville-Jenkins	MP-98-283-R (2)	From: Bridge over Levisa Fork To: Jct KY 611	US 23	5.4	4,350	1972	25	28	31	25	62	0.40	103	0.85
6	Bell	Pineville-Harlan	MP-7-64-R (1)	From: Jct US 25E To: 5.48 mi N of US 25E	US 119	5.5	5,500	1972	24	31	36	23	33	0.70	74	1.08
7	Pike	Pikeville-Williamson	MP-98-83-M (5, 6)	From: 1.45 mi N of Levisa Fork To: 13.18 mi N of Levisa Fork	US 119	11.7	4,100	1972	25	27	32	49	141	0.35	99	0.65
8	McCreary	Whitley City-Chattanooga	MP-74-73-P	From: Whitley City To: Tenn. St Ln	US 27	10.7	3,990	1970	19	21	22	20	73	0.27	45	0.18
9	Warren	Bowling Green-Russellville	MP-114-248-M (3)	From: Green River Parkway To: 3.6 mi E of Logan Co Ln	US 68	4.4	6,020	1970	30	33	35	28	49	0.57	102	1.50
10	Union	Morganfield-Marion	MP-113-167-T (2)	From: 0.1 mi SE of Cypress Cr. To: Crittenden Co Ln	US 60	4.9	2,950	1970	24	26	29	9	21	0.43	60	0.36
11	Knox	Barbourville-Pineville	MP-61-90-M (3, 4)	From: 5.36 mi S of Barbourville To: Bell Co Ln	US 25E	5.4	5,350	1972	28	30	32	26	52	0.50	87	1.05
12	Pike	Pikeville-Grundy	MP-98-183-L	From: US 23 at Shelbiana To: KY 1789 at Millard	US 460	4.4	4,800	1972	25	30	35	20	77	0.26	96	0.38

*Wet-Surface Accidents per 100 MVM

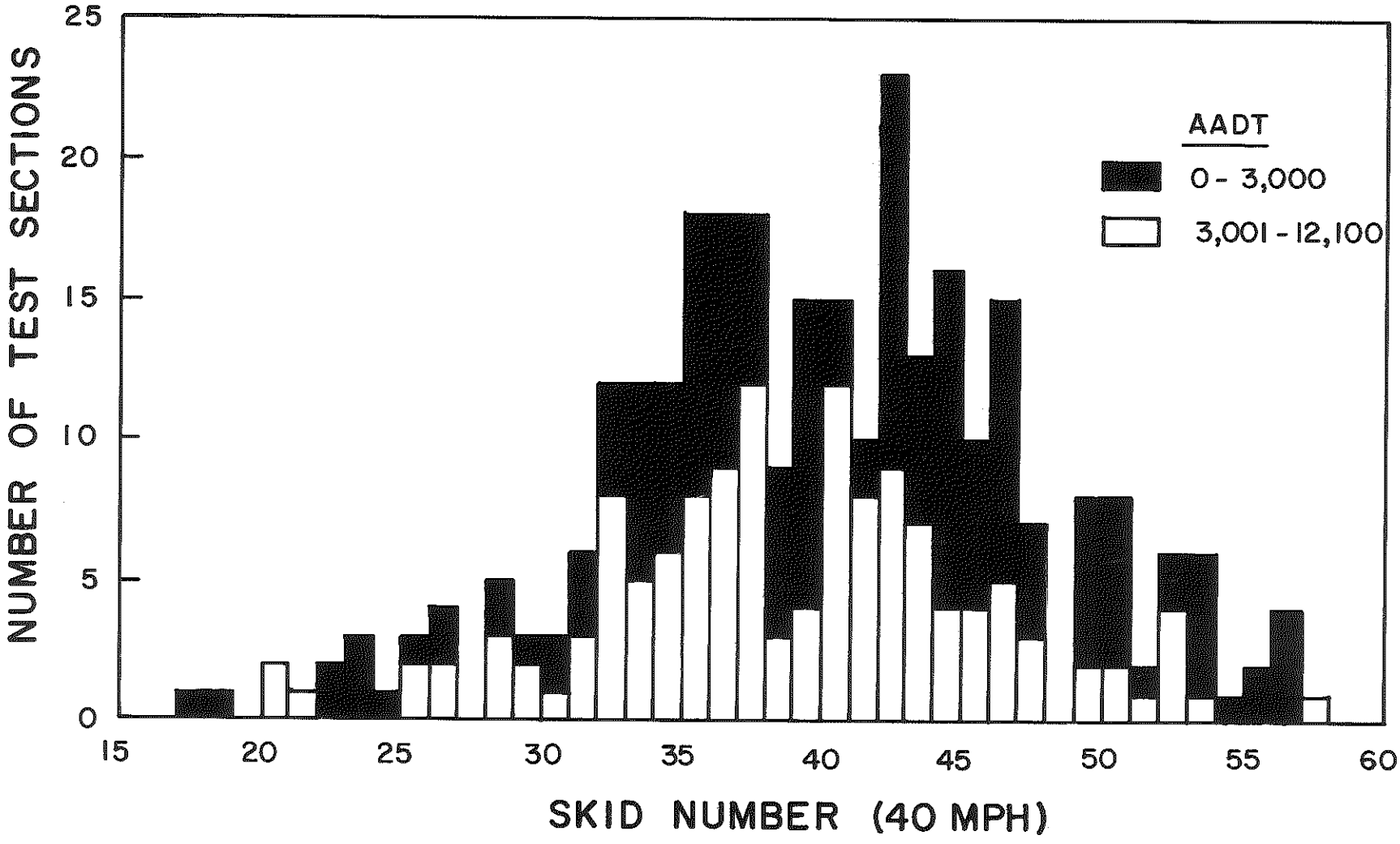

Figure 1. Distribution of Skid Numbers on 296 Rural Sections of US Routes (1970).

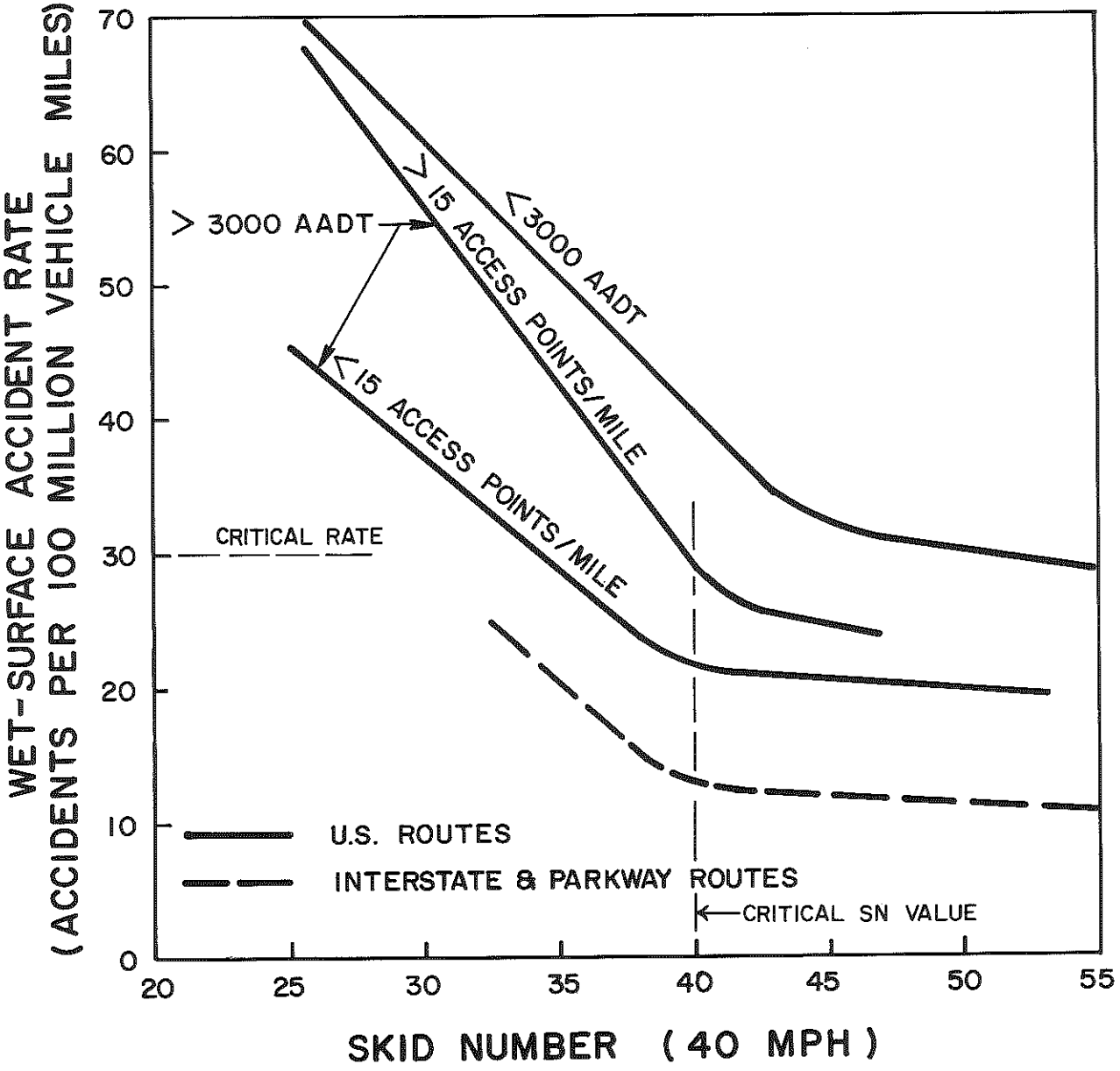

Figure 2. Relationship between Wet-Surface Accident Rate and Skid Numbers.

APPENDIX G

Central Office Evaluation of Resurfacing or Repair
Form HD 71-103 (revised September 1970)

Revisions to Form HD 71-103 Proposed by the Division
of Research in June 1976

Revised Central Office Evaluation of Resurfacing
or Repair Form TD 71-103 (revised July 1976).

HD 71-103
9/70

KENTUCKY DEPARTMENT OF HIGHWAYS
CENTRAL OFFICE EVALUATION FOR SURFACING OR REPAIR

District	County	Route Number	Road Name

Project Description:
From:
To:

Length	Width	Sq. Yds.	Type Code	Project Number	Last Treatment Date:

Points

I. SERVICE:

ADT _____ % Trucks _____ Traffic Speed _____ _____

Equivalent Service ADT _____ _____

II. CONDITION:

	Percent of Area										
	0	10	20	30	40	50	60	70	80	90	100	Points
Surface Raveling	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Cracked Surface	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Patching	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Edge Failures	.4	.8	1.2	1.6	2.0	2.4	2.8	3.2	3.6	4.0		
Base Failures	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Out of Section	.3	.6	.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0		

Average Rutting Depth _____ in. _____

Roughness Index _____ _____

Subtotal _____

Remarks:

III. SAFETY:

Skid Number _____ _____

Accidents Per Mile Per Year _____

Fatal Accidents Per Year _____ Total _____

Remarks:

IV. COST:

Maintenance Cost Per Mile Per Year _____

Recommended Treatment (District) _____

Estimated Cost _____

Remarks:

Prepared By: _____ Title: _____ Date: _____

Reviewed By: _____ Title: _____ Date: _____

District Priority Rank _____

Final Disposition: Priority Rank _____

Recommended Treatment _____

Is a Pavement Structural Redesign Needed? _____Yes ____No

Remarks:

Referred to _____ Division

I. SERVICE: For traffic speeds of 50 mph or higher, add 5 points.

Equivalent Service ADT	Points
0- 500	0
500- 1,500	8
1,500- 3,500	16
3,500- 6,500	24
6,500-10,500	32
10,500-16,000	40
16,000-over	48

NOTE: ADT counts to be used as shown on the last traffic flow map.

II. CONDITION: Roughness

Roughness Index	Points For Traffic Speeds (mph)	
	50	60
400	2	2
450	4	5
500	6	7
550	8	9
600	10	11
650	13	15
700	16	18
750	20	23
800	24	27
850	28	32
900-over	32	37

NOTE: For traffic speeds below 45 mph rate ride quality by driving the project at prevailing traffic speed:

Medium Rough to Severely Rough (2 to 30 points)

III. SAFETY: Slipperiness

Skid Number	Points for Traffic Speeds (mph)			
	30 or less	40	50	60
45-50	-	-	2.5	3.5
39-44	-	2.5	3.5	5
34-38	2.5	3	5	7
29-33	5	5.5	7	11
25-28	7	8	11	16
21-24	11	12	16	24*
20 or less	16	18	24*	36*

NOTE: Asterisk denotes very hazardous conditions (unacceptable).

REVISIONS TO FORM HD 71-103

I. SERVICE: For traffic speeds of 50 mph or higher, add 5 points.

Equivalent Service ADT	Points
0- 500	0
500- 1,500	2
1,500- 3,500	4
3,500- 6,500	6
6,500-10,500	8
10,500-over	10

NOTE: ADT counts to be used as shown on the last traffic flow map.

II. CONDITION:ROUGHNESS

Roughness Index	Points for Posted Speed (mph) 50 or 55
400	2
450	4
500	6
550	8
600	11
650	14
700	17
750	21
800	25
850	29
900-over	34

NOTE: For traffic speeds below 45 mph, rate ride quality by driving the project at prevailing traffic speed and rate from Medium Rough to Severely Rough (2 to 30 points)

III. SAFETY: SKID RESISTANCE

Skid Number	Points For Posted Speed (mph) 35 or less	40-45	50-55
37-39	-	1	3
35-36	3	5	7
33-34	6	8	11
31-32	9	12	15
29-30	12	15	18
27-28	15	18	22
25-26	17	21	25
23-24	20	24	29*
21-22	23	27*	33*
20-less	26*	30*	36*

NOTE: Asterisk denotes very hazardous condition

TD 71-103
Rev. 9-76

KENTUCKY DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE EVALUATION FOR SURFACING OR REPAIR

District	County	Route Number	Road Name

Project Description:
From:
To:

Length	Width	Sq. Yds.	Type Code	Project Number	Last Treatment Date:

Points

I. SERVICE:

ADT _____ Traffic Speed _____

II. CONDITION:

	Percent of Area											Points
	0	10	20	30	40	50	60	70	80	90	100	
Surface Raveling	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Cracked Surface	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Patching	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Edge Failures	.4	.8	1.2	1.6	2.0	2.4	2.8	3.2	3.6	4.0		
Base Failures	.7	1.4	2.1	2.8	3.5	4.2	4.9	5.6	6.3	7.0		
Out of Section	.3	.6	.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0		

Rutting	Points
1/4"-1/2"	3
1/2"-3/4"	6
3/4"-1"	9
1"-1 1/2"	12
1 1/2"-Over	15

Average Rutting Depth _____ in. _____
Roughness Index _____ _____
Subtotal _____

III. SAFETY:

Skid Number _____
Accidents Per Mile Per Year _____
Fatal Accidents Per Year _____ Total _____

Remarks:

IV. COST:

Maintenance Cost Per Mile Per Year _____
Recommended Treatment (District) _____
Estimated Cost _____

Remarks:

Prepared By: _____ Title: _____ Date: _____
Reviewed By: _____ Title: _____ Date: _____
District Priority Rank _____

Final Disposition: Priority Rank _____
Recommended Treatment _____
Is a Pavement Structural Redesign Needed? _____Yes ____No

Remarks:

Referred to _____ Division

I. SERVICE: For traffic speeds of 50 mph or higher, add 5 points.

ADT	Points
0- 500	0
500- 1,500	2
1,500- 3,500	4
3,500- 6,500	6
6,500-10,500	8
10,500-16,000	10
16,000-over	

NOTE: ADT counts to be used as shown on the last traffic flow map.

II. CONDITION: Roughness

Roughness Index	Points For Posted Speed (mph) 50 or 55
400	2
450	4
500	6
550	8
600	11
650	14
700	17
750	21
800	25
850	29
900-over	34

Ride Quality	Points
Smooth	0
Median Rough	6
Medium Rough to Rough	11
Rough	16
Severely Rough	21

NOTE: For traffic speeds below 45 mph rate ride quality by driving the project at prevailing traffic speed and rate from

Medium Rough to Severely Rough (2 to 30 points)

III. SAFETY: Skid Resistance

Skid Number	Points for Posted Speed (mph) 35 or Less	40-45	50-55
37-39	-	1	3
35-36	3	5	7
33-34	6	8	11
31-32	9	12	15
29-30	12	15	18
27-28	15	18	22
25-26	17	21	25
23-24	20	24	29*
21-22	23	27*	33*
20 or less	26*	30*	36*

NOTE: Asterisk denotes very hazardous conditions

APPENDIX H

Maintenance Sections Skid-Tested in 1974 and 1975

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG * RANGE * MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
1	US 45	GRAVES	SP	8 Q	BIT	8/59	10.8	20.9-31.7	5130	OCT 17	NB OUT	8	* 48 * 17 38/55	80	18	69/ 87	385	NO
											SB OUT	8	* 49 * 19 39/58	80	31	63/ 94		
1	US 45 B	GRAVES	SP	598 I	BIT	3/63	3.1	21.6-24.7	4630	OCT 17	NB OUT	5	* 54 * 14 48/62	83	24	69/ 93	440	NO
											SB OUT	7	* 45 * 14 41/55	74	24	65/ 89		
											NB INN	5	* 57 * 6 54/60	84	9	80/ 89	425	NO
											SB INN	7	* 59 * 8 54/62	88	12	81/ 93		
1	US 51	HICKMAN	SP	9 H	BIT	12/66	6.8	8.0-14.8	3400	OCT 17	SB OUT	5	* 47 * 7 43/50	78	10	73/ 83	525	YES
1	US 51	CARLISLE	SP	1004 F	BIT	12/66	0.6	1.0- 1.6	3260	OCT 17	SB OUT	4	* 44 * 11 37/48	65	14	58/ 72	ROUGH	YES
1	US 51	CARLISLE	SP	4 S	BIT	12/66	5.3	1.6- 6.9	3730	OCT 17	NB OUT	5	* 48 * 9 42/51	78	7	73/ 80	520	YES
											SB OUT	5	* 46 * 5 44/49	77	7	73/ 80		
1	US 68	TRIGG	SP	254 J	BIT	01/65	2.6	15.3-17.9	3790	OCT 17	EB OUT	4	* 39 * 17 30/47	66	18	57/ 75	620	NO
1	US 641	LYON	SP	11 M	BIT	10/63	5.7	0.0- 5.7	1630	OCT 16	NB OUT	6	* 49 * 7 45/52	79	20	66/ 86	390	NO
1	KY 94	FULTON	SS	7 C	BIT	08/58	4.6	13.6-18.2	1200	OCT 17	EB OUT	5	* 19 * 9 16/25	44	25	28/ 53	660	YES
											WB OUT	5	* 25 * 11 20/31	44	28	33/ 61		
1	KY 94	GRAVES	SS	148 P	BIT	08/67	10.5	0.0-10.5	1210	OCT 17	EB OUT	11	* 53 * 7 49/56	84	20	68/ 88	530	NO
1	KY 94	CALLOWAY	SS	23 H	BIT	01/63	13.2	11.0-24.2	5660	OCT 17	EB OUT	12	* 41 * 14 32/46	69	20	58/ 78	640	NO
1	KY 139	TRIGG	SS	194	BIT		4.3	12.3-16.6	1440	OCT 17	NB OUT	5	* 36 * 22 22/44	63	15	54/ 69	810	YES
											SB OUT	5	* 42 * 8 39/47	71	21	60/ 81		
2	US 41	WEBSTER	SS	89 L	BIT	12/60	8.9	0.0- 8.9	2720	OCT 16	SB OUT	9	* 35 * 6 32/38	68	13	63/ 76	410	NO
2	US 41	WEBSTER	SS	2089 K	BIT	12/60	0.6	8.9- 9.5	3220	OCT 16	SB OUT	4	* 33 * 18 26/44	59	16	54/ 70	SMOOTH	NO
2	US 41	WEBSTER	SS	2049 R	BIT	12/60	0.2	9.5- 9.7	3220	OCT 16	SB OUT	3	* 25 * 4 23/27	47	3	46/ 49	ROUGH	NO
2	US 41	WEBSTER	SS	2489 E	BIT	12/60	0.3	9.7-10.0	3220	OCT 16	NB OUT	4	* 32 * 6 29/35	51	9	46/ 55	ROUGH	NO
											SB OUT	4	* 31 * 12 26/38	57	10	52/ 62		
2	US 41	WEBSTER	SS	489 G	BIT	12/60	2.1	10.0-12.1	6120	OCT 16	NB OUT	5	* 37 * 2 36/38	64	16	57/ 73	385	NO
											SB OUT	5	* 37 * 5 35/40	71	12	67/ 79		
2	US 41	HENDERSON	SS	319 F	BIT	12/60	8.4	0.0- 8.4	4550	OCT 16	NB OUT	9	* 39 * 13 35/48	70	25	53/ 78	360	NO
											SB OUT	8	* 38 * 7 34/41	68	18	58/ 76		
2	US 62	HOPKINS	SS	220 C	PCC	08/34	9.1	5.1-14.2	1390	OCT 23	EB OUT	11	* 36 * 10 32/42	66	17	58/ 75	630	NO
											WB OUT	8	* 39 * 17 29/46	71	24	63/ 87		
2	US 62	HOPKINS	SS	1220 B	PCC	08/34	0.7	14.6-15.3	2670	OCT 23	EB OUT	3	* 29 * 17 22/39	50	15	44/ 59	ROUGH	YES
											WB OUT	5	* 27 * 15 23/38	57	30	48/ 78		
2	US 62	HOPKINS	SS	220 E	PCC	10/38	6.8	15.4-22.2	1650	OCT 8*	EB OUT	5	* 38 * 8 33/41	72	19	61/ 80	620	YES
											WB OUT	5	* 41 * 10 35/45	68	9	65/ 74		

* DENOTES 1973 TEST DATA

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	PROJECT SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
2	US 431	MUHLENBERG	SP	23AB	KY ROCK		6.4	11.9-18.3	4170	OCT 23	SB OUT	8	* 31	* 16	22/38	52	24	37/ 61	640	NO
2	KY 136	MC LEAN	SS	62 E	BIT	01/57	9.2	12.9-22.1	1490	OCT 16	WB OUT	11	* 52	* 22	39/61	80	28	67/ 95	720	NO
2	KY 136	MC LEAN	SS	142 G	BIT	01/57	3.3	22.5-25.8	640	OCT 16	WB OUT	4	* 52	* 10	46/56	86	14	76/ 90	705	NO
2	KY 136	OHIO	SS	244 E	PCC BROM		9.7	0.0- 9.7	2650	OCT 16	WB OUT	10	* 45	* 16	36/52	74	21	64/ 85	680	NO
2	KY 144	DAVIESS	SS	37 N	BIT		3.9	4.9- 8.8	1900	OCT 15	EB OUT	5	* 52	* 8	48/56	73	12	66/ 78	540	NO
											WB OUT	5	* 45	* 19	32/51	70	28	58/ 86		
2	KY 144	DAVIESS	SS	37 Q	BIT	01/57	5.0	9.7-14.7	990	OCT 15	EB OUT	5	* 55	* 20	43/63	82	24	66/ 90	780	NO
											WB OUT	5	* 54	* 12	50/62	77	26	66/ 92		
2	KY 144	HANCOCK	SS	157 E	BIT BASE	1/57	3.0	0.0- 3.0	480	OCT 15	EB OUT	5	* 49	* 16	38/54	86	11	80/ 91	570	NO
											WB OUT	5	* 53	* 19	46/65	85	9	82/ 91		
2	KY 176	MUHLENBERG	SS	43 P	PCC BROM	4/63	6.7	0.6- 7.3	3100	OCT 23	WB OUT	6	* 37	* 10	31/41	64	17	54/ 71	740	NO
3	KY 79	LOGAN	SS	4041 I	BIT	09/67	1.2	0.0- 1.2	1170	OCT 10*	NB OUT	2	* 29	* 8	25/33	58	7	54/ 61	MODERATE	NO
											SB OUT	2	* 23	* 1	23/24	50	9	45/ 54		
3	KY 90	BARREN	SP	72 H	BIT	03/61	10.9	11.1-22.0	3700	OCT 10*	EB OUT	4	* 37	* 13	31/44	62	20	49/ 69	570	NO
											WB OUT	3	* 39	* 9	35/44	64	9	60/ 69		
3	KY 100	MONROE	SS	2034 E	BIT I-B		0.4	14.4-14.8	2400	OCT 24	EB OUT	1	* 47	* 0	47/47	80	0	80/ 80	MODERATE	NO
											WB OUT	1	* 45	* 0	45/45	80	0	80/ 80		
3	KY 100	MONROE	SS	34 I	BIT		13.9	14.8-28.7	450	OCT 24	EB OUT	13	* 36	* 59	6/65	66	51	34/ 85	725	NO
											WB OUT	14	* 38	* 38	19/57	63	51	29/ 80		
3	KY 101	ALLEN	SS	15 L	BIT	01/60	12.9	0.0-12.9	1140	OCT 10*	NB OUT	4	* 41	* 18	34/52	67	16	59/ 75	690	YES
											SB OUT	4	* 37	* 10	32/42	66	14	60/ 74		
3	KY1402	WARREN	SS	928 A	BIT		2.3	6.1- 8.4	830	OCT 24	EB OUT	5	* 41	* 17	32/49	75	17	65/ 82	870	YES
3	KY1402	WARREN	SS	928 C	BIT I-B	1/57	3.9	8.4-12.3	320	OCT 24	EB OUT	6	* 43	* 10	38/48	77	18	67/ 85	870	YES
4	US 31E	NELSON	SP	265 W	BIT	10/62	4.0	1.4- 5.4	1940	NOV 14	NB OUT	5	* 50	* 15	42/57	75	10	68/ 78	640	YES
4	US 60	MEADE	SP	23 Q	BIT	09/58	4.5	8.6-13.1	4890	NOV 14	EB OUT	6	* 37	* 3	36/39	67	2	66/ 68	505	YES
											WB OUT	5	* 38	* 5	36/41	69	5	66/ 71		
4	US 62	GRAYSON	SS	55 W	OGFC	10/50	7.6	25.9-33.5	2250	OCT 8*	EB OUT	6	* 34	* 18	26/45	65	34	43/ 77	550	YES
											WB OUT	4	* 38	* 5	37/42	67	13	61/ 74		
4	US 62	HARDIN	SS	79 V	BIT	01/74	3.5	20.0-23.5	2740	NOV 14	EB OUT	5	* 41	* 16	36/52	69	18	63/ 81	540	NO
											WB OUT	5	* 41	* 21	34/55	72	15	68/ 83		
4	KY 61	GREEN	SP	16 O	BIT	08/75	5.0	10.0-15.0	2980	NOV 14	NB OUT	5	* 24	* 3	23/26	61	8	59/ 67	530	YES
4	KY 61	LARUE	SP	141 H	BIT	01/60	4.3	8.9-13.2	6780	NOV 14	SB OUT	5	* 33	* 11	25/36	67	8	63/ 71	440	NO

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	PROJECT SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
4	KY 61	HARDIN	SP	99CF	BIT	01/60	4.3	0.0- 4.3	7700	NOV 14	SB OUT	5	* 37	* 7	33/40	68	5	65/ 70	500	YES
4	KY 144	MEADE	SS	430E	BIT		7.3	28.6-35.9	1400	NOV 14	EB OUT	7	* 46	* 19	34/53	73	29	65/ 94	670	YES
4	KY 144	HARDIN	SS	3299 L	BIT	01/74	1.1	3.7- 4.8	4420	NOV 14	EB OUT	5	* 42	* 16	37/53	68	14	59/ 73	ROUGH	YES
5	US 421	TRIMBLE	SP	18 F	PCC	08/33	11.3	7.7-19.0	2800	OCT 22	NB OUT	11	* 44	* 12	38/50	75	16	67/ 83	545	NO
											SB OUT	10	* 45	* 6	41/47	73	10	66/ 76		
5	KY 44	BULLITT	SS	114 L	BIT	12/66	12.4	0.0-12.4	3200	OCT 22	EB OUT	9	* 53	* 12	46/58	81	17	72/ 89	700	YES
											WB OUT	12	* 46	* 26	30/56	74	18	69/ 87		
5	KY 55	SPENCER	SS	147 A	BIT		6.0	6.5-12.5	1290	OCT 22	SB OUT	6	* 34	* 14	30/44	60	9	55/ 64	710	NO
5	KY 55	HENRY	SP	7 Q	BIT	12/57	2.9	4.4- 7.3	730	OCT 22	SB OUT	6	* 43	* 24	28/52	77	34	59/ 93	645	YES
5	KY 55	TRIMBLE	SS	78 D	BIT BASE	12/57	1.2	0.0- 1.2	450	OCT 22	SB OUT	6	* 45	* 15	37/52	67	27	55/ 82	705	YES
5	KY 146	OLDHAM	SS	2096 O	BIT	09/63	1.0	10.0-11.0	4050	OCT 11*	EB OUT	3	* 41	* 12	34/46	72	6	69/ 75	ROUGH	YES
											WB OUT	3	* 38	* 2	37/39	65	4	64/ 68		
5	KY 146	OLDHAM	SS	36 I	BIT	02/63	3.2	11.6-14.8	1570	OCT 11*	EB OUT	4	* 56	* 6	52/58	85	16	77/ 93	640	YES
											WB OUT	5	* 58	* 19	45/64	84	13	77/ 90		
5	KY 146	HENRY	SS	247 K	BIT	06/63	9.5	0.0- 9.5	790	OCT 11*	EB OUT	5	* 43	* 21	30/51	74	31	56/ 87	740	YES
											WB OUT	5	* 50	* 13	44/57	70	4	68/ 72		
6	US 27	HARRISON	SP	12 M	PCC BROM	1/63	13.1	6.4-19.5	2150	OCT 21	NB OUT	12	* 48	* 26	31/57	80	17	71/ 88	565	NO
6	US 62	HARRISON	SS	52 G	KY ROCK		7.1	15.2-22.3	960	OCT 21	EB OUT	6	* 37	* 25	23/48	66	26	53/ 79	670	NO
6	KY 10	CAMPBELL	SS	111 Q	BIT		1.5	0.0- 1.5	2290	OCT 21	EB OUT	5	* 35	* 13	29/42	64	17	52/ 69	ROUGH	YES
											WB OUT	4	* 30	* 11	25/36	53	25	38/ 63		
6	KY 16	KENTON	SS	7055 C	SAND ASP		1.4	15.3-16.7	7670	OCT 12*	EB OUT	2	* 44	* 0	44/44	78	9	73/ 82	MODERATE	YES
											WB OUT	3	* 38	* 1	37/38	65	6	63/ 69		
6	KY 22	GRANT	SS	114 E	PCC BROM	12/61	11.1	0.0-11.1	1380	OCT 22	WB OUT	9	* 50	* 19	41/60	77	21	66/ 87	590	NO
6	KY 165	ROBERTSON	SS	61 I	BIT	08/58	4.7	12.1-16.8	350	OCT 21	NB OUT	5	* 33	* 31	19/50	70	18	62/ 80	1300	NO
											SB OUT	5	* 39	* 21	28/49	69	16	59/ 75		
6	KY 371	KENTON	SS	7135 E			1.2	0.7- 1.9	4120	OCT 21	NB OUT	5	* 38	* 4	36/40	63	15	53/ 68	ROUGH	YES
											SB OUT	5	* 43	* 27	35/62	68	31	59/ 90		
6	KY1303	KENTON	SS	335 C	BIT	11/63	4.6	10.9-15.5	1810	OCT 21	NB OUT	6	* 37	* 12	29/41	61	15	55/ 70	ROUGH	YES
											SB OUT	8	* 38	* 4	36/40	64	12	60/ 72		
7	US 25	SCOTT	SS	14 T	BIT	11/57	7.7	8.8-16.5	860	OCT 11	NB OUT	7	* 51	* 12	45/57	72	11	67/ 78	660	NO
											SB OUT	7	* 48	* 7	44/51	70	17	62/ 79		
7	US 25	SCOTT	SS	14 T	BIT		8.9	16.5-25.4	370	OCT 11	NB OUT	9	* 55	* 18	43/61	72	18	63/ 81	805	NO
											SB OUT	9	* 53	* 19	45/64	75	16	67/ 83		

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
7	US 60	CLARK	SS	22 R	BIT		9.4	7.8-17.2	490	NOV 6	EB OUT	9	* 43	* 13	36/49	74	19	65/ 84	795	YES
											WB OUT	9	* 38	* 17	28/45	74	28	58/ 86		
7	US 62	SCOTT	SS	94 E	BIT	8/73	1.6	0.8- 2.4	710	OCT 10	EB OUT	6	* 48	* 16	38/54	69	23	54/ 77	710	NO
											WB OUT	5	* 34	* 31	16/47	53	57	23/ 80		
7	US 62	SCOTT	SS	94 E	BIT	10/63	3.9	3.1- 7.0	1380	OCT 10	EB OUT	6	* 49	* 14	43/57	66	37	44/ 81	545	NO
											WB OUT	6	* 37	* 18	28/46	58	25	48/ 73		
7	US 62	SCOTT	SS	34 F	BIT		3.1	14.3-17.4	1350	NOV 6	WB OUT	6	* 38	* 21	29/50	67	23	56/ 79	890	YES
7	US 460	SCOTT	SS	3134 I	BIT	07/67	0.4	9.3- 9.7	5480	NOV 6	EB OUT	4	* 33	* 8	28/36	59	8	56/ 64	ROUGH	NO
											WB OUT	5	* 33	* 12	27/39	59	19	47/ 66		
7	US 460	SCOTT	SS	4054 N	BIT	07/67	0.6	9.7-10.3	5480	NOV 6	EB OUT	5	* 29	* 6	25/31	55	22	45/ 67	ROUGH	NO
											WB OUT	2	* 28	* 1	27/28	63	13	56/ 69		
7	KY 33	MERCER	SS	52 O	PCC EROM	2/63	2.3	0.0- 2.3	1880	NOV 12	SB OUT	5	* 44	* 4	42/46	71	9	67/ 76	750	NO
7	KY 33	MERCER	SS	1052 P			1.4	2.3- 3.7	1150	NOV 12	SB OUT	5	* 36	* 13	28/41	61	37	42/ 79	ROUGH	NO
7	KY 33	MERCER	SS	52 O	PCC BROM	2/63	4.3	3.7- 8.0	1150	NOV 12	SB OUT	5	* 39	* 9	34/43	65	13	58/ 71	795	NO
7	KY 39	GARRARD	SS	46 L	BIT	04/60	5.2	0.0- 5.2	1120	OCT 11	NB OUT	5	* 38	* 19	28/47	64	27	50/ 77	705	NO
											SB OUT	6	* 37	* 31	23/54	64	30	45/ 75		
7	KY 52	GARRARD	SP	26 E	BIT	02/61	11.2	5.7-16.9	890	OCT 11	EB OUT	9	* 37	* 14	29/43	62	36	36/ 72	1050	YES
											WB OUT	8	* 35	* 15	27/42	57	37	32/ 69		
7	KY 52	MADISON	SS	111 O	BIT	02/61	10.9	0.0-10.9	2560	OCT 11	EB OUT	10	* 40	* 10	35/45	61	13	55/ 68	715	YES
											WB OUT	9	* 40	* 13	34/47	64	19	55/ 74		
8	US 25	ROCKCASTLE	SS	17 H	BIT		6.3	20.7-27.0	1000	OCT 31	NB OUT	5	* 44	* 14	36/50	76	9	72/ 81	730	NO
8	KY 39	PULASKI	SS	75 L	BIT		5.8	1.3- 7.1	1400	JUL 25*	NB OUT	5	* 27	* 16	20/36	43	31	32/ 63	725	YES
											SB OUT	6	* 30	* 23	17/40	51	26	38/ 64		
8	KY 39	LINCOLN	SS	50 G	BIT	04/60	4.9	10.1-15.0	1150	NOV 7	NB OUT	5	* 40	* 29	28/57	67	23	58/ 81	595	NO
8	KY 70	CASEY	SS	121 N	BIT	10/74	2.8	0.0- 2.8	1020	NOV 7	EB OUT	4	* 60	* 9	55/64	88	21	76/ 97	770	NO
											WB OUT	5	* 57	* 9	53/62	83	17	78/ 95		
8	KY 70	CASEY	SS	21 O	BIT	11/58	5.6	17.6-23.2	1060	NOV 7	EB OUT	5	* 41	* 16	32/48	72	18	65/ 83	625	NO
											WB OUT	5	* 42	* 18	36/54	70	25	64/ 89		
8	KY 92	RUSSELL	SS	158 G	BIT	11/58	3.4	3.5- 6.9	2500	NOV 7	EB OUT	5	* 54	* 29	39/68	83	14	78/ 92	825	YES
8	KY 92	WAYNE	SS	39 N	BIT	03/59	5.3	14.0-19.3	1400	NOV 7	EB OUT	6	* 32	* 9	27/36	69	19	60/ 79	780	YES
											WB OUT	3	* 34	* 3	33/36	51	9	47/ 56		

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
9	US 60	CARTER	SS	148AG	BIT	08/69	2.2	3.3- 5.5	2050	SEP 11*	EB OUT	2	* 44	* 4	42/46	75	2	74/76	570	NO
											WB OUT	2	* 44	* 3	43/46	75	8	71/79		
9	US 60	CARTER	SS	148AD	BIT	01/60	11.6	9.8-21.4	2100	SEP 24*	EB OUT	5	* 36	* 15	29/44	66	38	49/ 87	620	NO
											WB OUT	5	* 31	* 17	21/38	51	24	36/ 60		
9	KY 7	GREENUP	SS	171 R	BIT	09/74	7.0	13.0-20.0	2890	NOV 21	SB OUT	8	* 40	* 17	34/51	80	51	61/112	840	YES
9	KY 8	MASON	SP	555 I	BIT	03/64	7.1	0.0- 7.1	1200	NOV 18	EB OUT	7	* 38	* 19	28/47	65	17	57/ 74	545	YES
											WB OUT	7	* 41	* 21	29/50	64	14	57/ 71		
9	KY 10	LEWIS	SP	2034AB	BIT	11/67	0.3	20.2-20.5	2760	NOV 18	WB OUT	4	* 54	* 7	50/57	82	2	81/ 83	MODERATE	NO
9	KY 10	LEWIS	SP	34 Z	BIT	11/67	9.1	20.5-29.6	1290	SEP 24*	EB OUT	6	* 30	* 20	24/44	66	38	50/88	625	YES
											WB OUT	7	* 37	* 13	31/44	68	18	58/76		
9	KY 10	GREENUP	SP	191 F	BIT	09/66	3.2	0.0- 3.2	2570	NOV 21	EB INN	5	* 45	* 19	36/55	77	30	62/ 92	540	NO
											WB INN	5	* 45	* 10	42/52	78	14	73/ 87		
9	KY 57	FLEMING	SS	50 N	BIT	01/63	8.5	10.2-18.7	1230	NOV 18	NB OUT	8	* 34	* 15	23/38	61	20	50/ 70	750	NO
9	KY 57	LEWIS	SS	94 E			5.2	0.0- 5.2	880	NOV 18	NB OUT	5	* 31	* 6	30/36	64	27	52/ 79	680	YES
10	US 460	MENIFEE	SP	36 I	BIT	01/64	10.8	9.0-19.8	1840	OCT 28	EB OUT	9	* 41	* 20	32/52	72	27	56/ 83	530	NO
											WB OUT	8	* 43	* 11	39/50	79	10	73/ 83		
10	KY 15	PERRY	SP	372 B	BIT	05/68	12.6	12.8-25.4	3010	OCT 31	NB OUT	13	* 27	* 8	23/31	61	24	46/ 70	505	NO
											SB OUT	11	* 25	* 12	16/28	53	26	38/ 64		
											NB INN	4	* 36	* 4	34/38	66	13	57/ 70		
											SB INN	3	* 37	* 5	34/39	70	10	64/ 74		
10	KY 15	WOLFE	SP	103 C	BIT		9.2	9.5-18.7	1275	OCT 28	SB OUT	10	* 43	* 34	20/54	71	42	48/ 90	845	YES
10	KY 28	OWSLEY	SS	116 F	BIT	12/60	4.8	6.0-10.8	470	OCT 30	EB OUT	5	* 46	* 16	39/55	74	21	66/ 87	575	NO
10	KY 30	BREATHITT	SS	257 D	BIT	01/59	15.8	0.0-15.8	1130	OCT 30	WB OUT	14	* 38	* 24	28/52	66	30	54/ 84	790	YES
10	KY 213	ESTILL	SS	703 C	BIT	07/65	6.2	0.0- 6.2	330	OCT 28	SB OUT	5	* 35	* 7	31/38	49	32	27/ 59	ROUGH	NO
11	US 25E	BELL	SP	4 U	BIT	10/67	4.0	14.6-18.6	5390	OCT 31	NB OUT	5	* 31	* 4	29/33	65	9	60/ 69	570	NO
11	US 119	BELL	SP	64 R	BIT	01/56	5.5	0.0- 5.5	5020	OCT 31	SB OUT	6	* 33	* 14	26/40	64	6	62/ 68	640	NO
11	US 421	HARLAN	SP	88 S	BIT	01/59	7.7	0.0- 7.7	1400	OCT 4*	NB OUT	5	* 31	* 12	25/37	57	23	44/ 67	1030	YES
											SB OUT	4	* 29	* 14	20/34	48	19	35/ 54		
11	US 421	HARLAN	SP	188 J	BIT	07/70	3.7	25.3-29.0	1010	OCT 31	SB OUT	5	* 32	* 7	28/35	67	7	64/ 71	655	YES
11	US 421	LESLIE	SP	32 L	BIT	06/70	21.7	0.0-21.7	1960	OCT 31	SB OUT	22	* 32	* 23	17/40	68	35	46/ 81	920	NO
11	KY 80	LAUREL	SS	51 L	PCC BROM	9/63	13.1	12.9-26.0	1910	OCT 31	EB OUT	13	* 41	* 19	29/48	74	23	58/ 81	780	NO
											WB OUT	10	* 39	* 12	31/43	72	19	59/ 78		

MAINTENANCE SECTIONS TESTED IN 1974 FOR 1975 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	PROJECT SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1974)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP AVG	PEAK SLIP RANGE	NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
12	US 23	PIKE	SP	283 M	BIT		6.5	0.0- 6.5	3080	OCT 29	SB OUT	6	* 29	* 5	28/33	59	27	44/ 71	825	YES
12	US 23	PIKE	SP	283 R	BIT	07/74	5.3	15.4-20.7	4000	OCT 29	SB OUT	6	* 24	* 11	17/28	54	10	50/ 60	880	YES
12	KY 7	LETCHER	SS	359 F			1.8	14.2-16.0	1240	OCT 29	NB OUT	5	* 38	* 14	28/42	62	21	50/ 71	790	YES
											SB OUT	4	* 36	* 13	30/43	61	12	55/ 67		
12	KY 7	FLOYD	SS	116 L	BIT	04/58	2.5	0.0- 2.5	2710	OCT 29	SB OUT	5	* 33	* 12	27/39	63	14	53/ 67	740	NO
12	KY 7	FLOYD	SS	296 H	BIT	01/63	2.1	10.7-12.8	600	OCT 29	SB OUT	5	* 41	* 5	38/43	71	6	68/ 74	900	YES
12	KY 40	JOHNSON	SP	37 0	BIT	01/64	6.6	1.1- 7.7	3750	OCT 28	EB OUT	6	* 23	* 8	20/28	48	23	35/ 58	680	YES
											WB OUT	7	* 27	* 10	20/30	50	9	45/ 54		
12	KY 850	FLOYD	SS	316 F	BIT	06/58	7.6	0.0- 7.6	1480	OCT 29	EB OUT	5	* 39	* 18	31/49	71	34	57/ 91	795	YES
											WB OUT	5	* 49	* 40	33/73	80	36	60/ 96		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG * RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
1	US 45	GRAVES	SP	5008 P			1.1	16.6-17.7	4090	JUN 4	NB OUT	2 * 37	* 6	34/40	61	10	56/ 66	ROUGH	NO
											SB OUT	1 * 36	* 0	36/36	56	0	56/ 56		
1	US 60	BALLARD	SP	1 K	BIT	04/63	6.2	0.0- 6.2	3180	JUN 3	EB OUT	13 * 42	* 16	32/48	66	16	58/ 74	465	YES
											WB OUT	13 * 44	* 17	31/48	71	17	61/ 78		
1	US 60	LIVINGSTON	SP	70 L	BIT	08/68	4.2	12.7-16.9	2490	JUN 16	EB OUT	8 * 37	* 6	35/41	57	10	51/ 61	400	NO
											WB OUT	9 * 40	* 4	38/42	62	8	59/ 67		
1	US 60	LIVINGSTON	SP	70 M	BIT	01/68	1.8	27.3-29.1	2910	JUN 16	EB OUT	4 * 27	* 8	22/30	49	8	47/ 55	350	YES
											WB OUT	3 * 30	* 3	28/31	52	9	46/ 55		
1	US 68	MARSHALL	SP	13 P B	BIT	02/64	9.4	0.0- 9.4	5120	JUN 4	EB OUT	19 * 41	* 16	30/46	64	18	54/ 72	410	YES
											WB OUT	18 * 40	* 16	32/48	62	14	54/ 68		
1	US 68	MARSHALL	SP	93A A	BIT	05/53	3.4	22.5-25.9	4210	JUN 4	EB OUT	6 * 35	* 8	33/41	60	8	56/ 64	470	NO
											WB OUT	12 * 29	* 13	22/35	56	7	53/ 60		
1	US 68	TRIGG	SP	254 J	BIT	01/65	2.6	0.4- 3.0	2680	JUN 19	EB OUT	5 * 31	* 5	29/34	61	20	47/ 67	520	NO
											WB OUT	5 * 30	* 3	29/32	63	7	60/ 67		
1	US 68	TRIGG	SP	254 J	BIT	01/65	2.5	3.8- 6.3	2690	JUN 19	EB OUT	6 * 27	* 8	24/32	56	9	51/ 60	490	NO
											WB OUT	5 * 28	* 7	24/31	61	13	56/ 69		
1	US 68	TRIGG	SP	254 H	BIT	01/65	2.6	15.3-17.9	4530	JUN 19	EB OUT	5 * 28	* 4	25/29	68	4	67/ 71	500	NO
											WB OUT	6 * 25	* 7	22/29	51	23	39/ 62		
1	US 641	LYON	SP	11 M	BIT		5.7	0.0- 5.7	1670	JUN 24	NB OUT	11 * 41	* 17	31/48	66	24	49/ 73	390	NO
											SB OUT	11 * 42	* 10	36/46	65	16	56/ 72		
1	KY 58	GRAVES	SP	88 G	BIT		8.6	6.3-14.9	3240	JUN 4	EB OUT	17 * 37	* 16	29/45	61	11	57/ 68	490	NO
											WB OUT	17 * 37	* 15	30/45	63	13	57/ 70		
1	KY 94	GRAVES	SS	148 P	BIT	08/67	6.7	10.5-17.2	1050	OCT 17*	EB OUT	11 * 53	* 7	49/56	84	20	68/ 88		NO
1	KY 94	CALLOWAY	SS	23 H	BIT	01/63	13.4	10.8-24.2	4660	OCT 17*	EB OUT	12 * 41	* 14	32/46	69	20	58/ 78	640*	YES
2	US 41	WEBSTER	SS	89 L	BIT	12/60	8.9	0.0- 8.9	3000	JUN 25	NB OUT	18 * 36	* 15	27/42	57	19	48/ 67	410*	NO
											SB OUT	17 * 34	* 14	27/41	55	15	46/ 61		
2	US 41	WEBSTER	SS	2089 K			0.7	8.9- 9.6	4580	JUN 25	NB OUT	1 * 23	* 0	23/23	42	0	42/ 42	SMOOTH	YES
											SB OUT	2 * 21	* 2	20/22	39	5	37/ 42		
2	US 41	WEBSTER	SS	2049 R			0.2	9.6- 9.8	4580	JUN 24	NB OUT	1 * 20	* 0	20/20	37	0	37/ 37	ROUGH	YES
2	US 41	WEBSTER	SS	2489 F			0.2	9.8-10.0	4570	JUN 25	SB OUT	1 * 26	* 0	26/26	50	0	50/ 50	ROUGH	YES
2	US 41	WEBSTER	SS	489 G	BIT	12/60	2.1	10.0-12.1	4510	JUN 25	NB OUT	4 * 31	* 7	28/35	55	8	50/ 58	385*	YES
											SB OUT	4 * 32	* 8	29/37	54	5	51/ 56		

* DENOTES 1974 TEST DATA

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	PROJECT SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP AVG	PEAK SLIP RANGE	NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
2	US 41	HENDERSON	SS	319 F	BIT	12/60	8.3	0.0- 8.3	5210	JUN 25	NB OUT	16	* 33	* 12	29/41	54	6	51/ 57	355*	YES
											SB OUT	15	* 32	* 11	27/38	55	11	51/ 62		
2	US 62	HOPKINS	SS	240 Q	BIT		0.6	4.3- 4.9	2030	JUN 23	EB OUT	1	* 53	* 0	53/53	57	0	57/ 57	ROUGH	NO
											WB OUT	1	* 45	* 0	45/45	66	0	66/ 66		
2	US 62	HOPKINS	SS	220 C	BIT		9.3	4.9-14.2	1370	JUN 23	EB OUT	18	* 51	* 12	45/57	65	17	58/ 75	630*	NO
											WB OUT	19	* 37	* 17	27/44	63	21	49/ 70		
2	US 431	MUHLENBERG	SP	23AD	BIT	10/69	1.0	9.9-10.9	1950	JUL 30	NB OUT	2	* 34	* 1	33/34	51	4	49/ 53	ROUGH	NO
											SB OUT	2	* 37	* 4	35/39	53	2	52/ 54		
2	US 431	MUHLENBERG	SP	2023AA	BIT	04/63	1.0	10.9-11.9	4350	JUL 30	NB OUT	2	* 24	* 9	20/29	42	12	36/ 48	ROUGH	NO
											SB OUT	2	* 29	* 17	20/37	43	24	31/ 55		
2	US 431	MUHLENBERG	SP	23AB	BIT		6.2	11.9-18.1	5100	JUL 30	NB OUT	12	* 34	* 11	30/41	55	13	49/ 62	640	NO
											SB OUT	13	* 37	* 9	33/42	55	12	50/ 62		
2	US 431	MUHLENBERG	SP	3243 M	BIT	01/57	0.2	18.1-18.3	7300	JUL 30	NB OUT	1	* 37	* 0	37/37	53	0	53/ 53	SMOOTH	NO
2	KY 70	MUHLENBERG	SS	63 D	BIT	02/52	8.4	15.4-23.8	1350	SEP 17	EB OUT	16	* 26	* 13	20/33	53	20	41/ 61	815	NO
											WB OUT	16	* 26	* 15	18/33	53	29	34/ 63		
2	KY 136	OHIO	SS	244 E	BIT	01/57	9.6	0.0- 9.6	870	SEP 17	EB OUT	19	* 35	* 20	26/46	60	17	51/ 68	680*	NO
											WB OUT	19	* 36	* 17	28/45	61	17	51/ 68		
2	KY 136	MC LEAN	SS	62 E	BIT		9.0	12.9-21.9	1020	OCT 16*	WB OUT	13	* 52	* 22	39/61	81	28	67/ 95	720*	NO
2	KY 136	MC LEAN	SS	142 G	BIT	01/57	3.3	22.5-25.8	860	OCT 16*	WB OUT	7	* 52	* 12	44/56	85	22	73/ 95	705*	NO
2	KY 144	DAVIESS	SS	37 K	BIT	01/42	2.3	1.9- 4.2	1900	OCT 15*	WB OUT	5	* 51	* 27	38/65				460	NO
2	KY 144	DAVIESS	SS	37 N	BIT	02/50	4.0	4.7- 8.7	1250	OCT 15*	EB OUT	5	* 52	* 8	48/56	73	12	66/ 78	540*	NO
											WB OUT	5	* 45	* 19	32/51	70	28	58/ 86		
2	KY 144	DAVIESS	SS	37 Q	BIT	01/57	5.0	9.7-14.7	820	OCT 15*	EB OUT	5	* 55	* 20	43/63	83	24	66/ 90	780*	YES
											WB OUT	4	* 55	* 12	50/62	77	26	66/ 92		
2	KY 144	HANCOCK	SS	157 E	BIT	01/57	3.0	0.0- 3.0	540	OCT 15*	EB OUT	5	* 49	* 16	38/54	86	11	80/ 91	570*	NO
											WB OUT	5	* 53	* 19	46/65	85	8	83/ 91		
3	US 79	LOGAN	SP	221 H	BIT		12.9	0.0-12.9	1530	AUG 19	NB OUT	24	* 40	* 11	33/44	62	19	51/ 70	470	NO
											SB OUT	23	* 39	* 17	30/47	61	18	51/ 69		
3	KY 90	BARREN	SP	72 H	BIT		11.8	10.2-22.0	3870	AUG 28	EB OUT	22	* 36	* 22	22/44	56	18	47/ 65	535*	YES
											WB OUT	24	* 35	* 19	26/45	57	26	45/ 71		
3	KY 100	MONROE	SS	34 I	BIT		14.3	14.4-28.7	890	OCT 24*	EB OUT	13	* 36	* 59	6/65	66	51	34/ 85	725*	NO
											WB OUT	14	* 38	* 38	19/57	63	51	29/ 80		
3	KY 101	WARREN	SP	88 K	BIT	01/60	7.3	0.0- 7.3	850	OCT 24*	SB OUT	14	* 58	* 14	49/63				710	YES

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

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3	KY 163	METCALF	SS	44 K	BIT	08/61	8.3	3.2-11.5	690	NOV 12	NB OUT	15	* 44	* 24	29/53	73	15	66/ 81	810	YES
											SB OUT	16	* 44	* 18	32/50	72	13	66/ 79		
3	KY 185	EDMONSON	SS	218 C	BIT	01/57	4.7	0.0- 4.7	400	SEP 17	NB OUT	8	* 20	* 20	12/32	53	21	40/ 61	410	YES
											SB OUT	8	* 23	* 14	17/31	46	32	25/ 57		
3	KY 383	SIMPSON	SS	105 D	BIT	08/59	9.5	0.0- 9.5	790	SEP 18	NB OUT	19	* 37	* 26	19/45	64	50	38/ 88	640	NO
											SB OUT	16	* 39	* 34	22/56	65	37	36/ 73		
4	US 31E	LARUE	SS	61 F	BIT	11/47	0.8	0.0- 0.8	1150	NOV 19	NB OUT	2	* 47	* 3	46/49	72	0	72/ 72	515	NO
											SB OUT	1	* 31	* 0	31/31	56	0	56/ 56		
4	US 31E	LARUE	SS	321 C	BIT	10/58	6.1	0.8- 6.9	1590	NOV 19	NB OUT	12	* 46	* 18	35/53	72	10	68/ 78	320	NO
											SB OUT	12	* 47	* 17	35/52	72	16	61/ 77		
4	US 62	GRAYSON	SS	235 Y	BIT	12/72	5.0	19.0-24.0	3800	SEP 17	EB OUT	7	* 32	* 12	25/37	56	23	41/ 64	540	YES
											WB OUT	10	* 32	* 16	25/41	55	22	42/ 64		
4	US 62	HARDIN	SS	79 V	BIT	12/58	3.5	20.1-23.6	3890	NOV 11	EB OUT	6	* 43	* 7	40/47	69	14	62/ 76	540*	YES
											WB OUT	7	* 42	* 16	36/52	67	21	58/ 79		
4	US 62	NELSON	SS	65 W	BIT	12/52	3.4	14.7-18.1	3590	NOV 11	EB OUT	6	* 41	* 14	33/47	64	13	58/ 71	510	YES
											WB OUT	7	* 43	* 8	39/47	69	9	64/ 73		
4	US 62	NELSON	SS	1085 I			1.1	26.1-27.2	2280	NOV 11	EB OUT	1	* 45	* 0	45/45	70	0	70/ 70	ROUGH	NO
											WB OUT	2	* 40	* 10	35/45	68	9	63/ 72		
4	KY 55	TAYLOR	SS	128 I	BIT	03/61	5.3	0.0- 5.3	2080	NOV 12	NB OUT	10	* 47	* 5	44/49	73	9	69/ 78	395	NO
											SB OUT	10	* 45	* 25	29/54	71	42	39/ 81		
4	KY 61	GREEN	SP	16 D	BIT		5.0	15.3-20.3	2040	NOV 11	NB OUT	10	* 39	* 22	27/49	69	12	64/ 76	440	NO
											SB OUT	10	* 39	* 23	24/47	68	16	58/ 74		
4	KY 79	GRAYSON	SS	215 J	BIT	09/58	3.7	0.0- 3.7	660	SEP 17	NB OUT	7	* 33	* 27	19/46	62	27	55/ 82	755	YES
											SB OUT	8	* 33	* 15	27/42	59	27	45/ 72		
4	KY 259	GRAYSON	SP	15 H	BIT	07/60	3.5	17.9-21.4	720	SEP 18	NB OUT	7	* 28	* 32	16/48	49	40	30/ 70		NO
											SB OUT	7	* 23	* 27	12/39	38	37	25/ 62		
4	KY 259	BRECKINRIDGE	SP	93 M	BIT	07/60	2.6	0.0- 2.6	620	SEP 18	NB OUT	6	* 31	* 20	21/41	45	31	33/ 64		YES
											SB OUT	4	* 24	* 21	13/34	44	25	31/ 56		
4	KY 86	HARDIN	SS	239 G	BIT	01/54	6.1	0.0- 6.1	570	SEP 15	EB OUT	11	* 55	* 10	49/59	74	14	66/ 80	550	YES
											WB OUT	12	* 52	* 15	45/60	73	16	63/ 79		
4	KY 144	MEADE	SS	143 A	BIT	08/37	5.5	12.8-18.3	730	SEP 16	EB OUT	11	* 52	* 14	45/59	77	18	65/ 83	520	NO
											WB OUT	11	* 50	* 20	35/55	75	18	66/ 84		
4	KY 224	GRAYSON	SS	75 I	BIT	01/57	4.7	0.0- 4.7	400	SEP 17	EB OUT	10	* 33	* 12	27/39	58	17	44/ 61	490	NO
											WB OUT	10	* 32	* 10	28/38	59	16	53/ 69		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

DISTRICT	ROAD	COUNTY	PROJECT SYSTEM	PROJECT NUMBER	SURFACE	COMPL DATE	LENGTH (MILES)	MILE MARKER	1973 AADT	DATE TESTED (1975)*	LANE	NUMBER OF TESTS	SKID NUMBER AVG	SKID NUMBER RANGE	SKID NUMBER MIN/MAX	PEAK SLIP NUMBER AVG	PEAK SLIP NUMBER RANGE	PEAK SLIP NUMBER MIN/MAX	ROUGHNESS INDEX	RESURFACED
4	KY 434	HARDIN	SS	439 L	BIT	01/50	3.6	7.7-11.3	1370	SEP 15	EB OUT	5	* 36	* 15	31/46	58	38	36/ 74	510	NO
											WB OUT	6	* 35	* 21	25/46	61	27	45/ 72		
5	US 60	FRANKLIN	SP	5065 W	SAND ASP	10/66	2.1	8.6-10.7	20590	NOV 6	EB OUT	1	* 34	* 0	34/34	59	0	59/ 59	MODERATE	NO
											WB OUT	1	* 31	* 0	31/31	50	0	50/ 50		
											EB INN	1	* 40	* 0	40/40	67	0	67/ 67		
											WB INN	1	* 19	* 0	19/19	25	0	25/ 25		
5	US 421	HENRY	SP	7	BIT	08/68	2.3	22.8-25.1	2000	NOV 5	NB OUT	5	* 46	* 10	42/52	68	10	63/ 73		YES
											SB OUT	1	* 48	* 0	48/48	67	0	67/ 67		
5	US 421	TRIMBLE	SP	18			18.7	0.0-18.7	2360	NOV 5	NB OUT	38	* 45	* 21	35/56	68	21	55/ 76	545*	YES
											SB OUT	32	* 48	* 20	39/59	72	31	54/ 85		
5	US 460	FRANKLIN	SS	5065 G	SAND ASP	10/66	1.4	0.0- 1.4	4520	OCT 30	EB OUT	4	* 46	* 10	40/50	72	5	69/ 74		NO
											WB OUT	3	* 39	* 9	35/44	67	15	61/ 76		
											EB INN	3	* 53	* 6	50/56	78	23	66/ 89		
											WB INN	3	* 50	* 9	44/53	77	7	73/ 80		
5	KY 44	BULLITT	SS	34 S	BIT	06/66	10.6	12.4-23.0	3260	NOV 19	EB OUT	18	* 48	* 12	41/53	72	11	65/ 76	470	YES
											WB OUT	18	* 47	* 12	39/51	72	13	65/ 78		
5	KY 53	SHELBY	SS	246 E	BIT	09/52	6.3	13.9-20.2	760	NOV 5	NB OUT	10	* 52	* 16	45/61	74	18	63/ 81	525	NO
											SB OUT	12	* 50	* 10	45/55	72	20	61/ 81		
5	KY 53	OLDHAM	SS	56	BIT	10/69	2.6	0.0- 2.6	540	NOV 5	NB OUT	5	* 53	* 8	49/57	78	10	73/ 83	770	NO
											SB OUT	4	* 52	* 6	49/55	70	15	63/ 78		
5	KY 55	SPENCER	SS	147 A	BIT	00/30	8.4	6.5-14.9	1290	NOV 4	NB OUT	5	* 46	* 18	36/54	64	22	52/ 74	710*	NO
											SB OUT	6	* 42	* 15	32/47	61	20	47/ 67		
5	KY 155	JEFFERSON	SS	98 A	BIT		6.5	3.5-10.0	2650	NOV 21	NB OUT	12	* 43	* 12	37/49	69	13	61/ 74	520	NO
											SB OUT	12	* 41	* 18	30/48	65	24	49/ 73		
6	US 25	BOONE	SS	2010 A	BIT		1.7	0.0- 1.7	2090	OCT 23	NB OUT	2	* 45	* 1	45/46	68	12	62/ 74	ROUGH	YES
											SB OUT	2	* 35	* 0	35/35	59	3	57/ 60		
6	US 62	HARRISON	SS	52 I			7.0	15.2-22.2	820	OCT 27	EB OUT	14	* 34	* 36	9/45	62	36	37/ 73	590*	NO
											WB OUT	14	* 33	* 29	17/46	55	35	37/ 72		
6	US 127	OWEN	SS	113 E	BIT	06/65	6.2	0.0- 6.2	5600	NOV 4	NB OUT	13	* 42	* 15	31/46	68	15	59/ 74	595	NO
											SB OUT	12	* 40	* 16	32/48	63	29	47/ 76		
6	US 127	OWEN	SS	113 E	BIT	04/65	9.3	6.2-15.5	790	NOV 4	NB OUT	18	* 41	* 25	25/50	66	31	44/ 75	705	YES
											SB OUT	18	* 40	* 15	31/46	65	19	54/ 73		
6	KY 17	KENTON	SS	35AA	BIT		5.4	4.1- 9.5	910	OCT 21	SB OUT	10	* 47	* 12	41/53	64	20	56/ 76	625	NO
6	KY 17	KENTON	SS	35 U	BIT		6.6	9.5-16.1	4640	OCT 21	NB OUT	12	* 42	* 11	35/46	63	19	53/ 72	645	NO
											SB OUT	11	* 41	* 12	35/47	60	18	51/ 69		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

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6	KY 18	BOONE	SS	130 T	BIT	02/56	6.9	3.5-10.4	1320	OCT 22	EB OUT	12	* 39	* 9	33/42	59	18	49/ 67	650	YES
											WB OUT	12	* 39	* 16	30/46	58	19	45/ 64		
6	KY 22	GRANT	SS	114 E	BIT	01/63	11.8	0.0-11.8	1070	OCT 20	EB OUT	22	* 46	* 14	37/51	70	19	59/ 78	590*	YES
											WB OUT	22	* 48	* 13	40/53	72	25	55/ 80		
6	KY 35	GALLATIN	SS	73 I	BIT	07/68	8.2	0.0- 8.2	680	NOV 4	NB OUT	16	* 45	* 11	39/50	65	28	44/ 72	680	NO
											SB OUT	16	* 46	* 11	40/51	65	22	55/ 77		
6	KY 36	CARROLL	SS	172 C	BIT	09/67	8.1	0.0- 8.1	2900	NOV 5	EB OUT	16	* 45	* 10	40/50	73	11	67/ 78	420	NO
6	KY1824	HARRISON	UN	712 A	BIT	10/60	1.9	0.0- 1.9	150	OCT 21	EB OUT	4	* 55	* 5	52/57	78	18	67/ 85	980	YES
											WB OUT	5	* 49	* 36	27/63	69	32	51/ 83		
7	US 25	SCOTT	SS	14 T	BIT	11/57	6.6	9.8-16.4	780	OCT 23	NB OUT	13	* 57	* 22	46/68	82	29	67/ 96	660*	YES
											SB OUT	13	* 49	* 22	36/58	69	19	58/ 77		
7	US 25	SCOTT	SS	14 T	BIT		9.0	16.4-25.4	290	OCT 23	NB OUT	18	* 49	* 11	44/55	72	16	65/ 81	805*	YES
											SB OUT	18	* 51	* 16	44/60	69	18	61/ 79		
7	US 62	SCOTT	SS	94 E			3.8	6.9-10.7	7870	OCT 30	EB OUT	8	* 38	* 26	25/51	68	23	58/ 81	543*	YES
											WB OUT	6	* 38	* 19	31/50	66	28	56/ 84		
7	US 62	SCOTT	SS	94 E	BIT	11/55	1.6	10.7-12.3	2490	OCT 27	EB OUT	3	* 49	* 9	44/53	77	3	76/ 79	710*	NO
											WB OUT	3	* 50	* 2	49/51	77	2	76/ 78		
7	KY 11	MONTGOMERY	SS	97 I	BIT	12/64	3.9	0.0- 3.9	1030	OCT 30	NB OUT	8	* 38	* 10	32/42	66	13	62/ 75	745	NO
											SB OUT	8	* 40	* 8	36/44	64	18	55/ 73		
7	KY 11	MONTGOMERY	SS	17 J	BIT		7.6	7.8-15.4	3080	OCT 28	NB OUT	11	* 40	* 8	35/43	66	14	58/ 72	570	NO
											SB OUT	11	* 38	* 17	28/45	65	19	53/ 72		
7	KY 33	BOYLE	SS	40 M	BIT	02/63	4.1	0.9- 5.0	2430	NOV 18	NB OUT	8	* 34	* 19	24/43	59	25	46/ 71	735	YES
											SB OUT	7	* 36	* 17	24/41	61	28	44/ 72		
7	KY 33	MERCER	SS	52 Q	BIT	02/63	2.3	0.0- 2.3	2100	NOV 12*	SB OUT	5	* 44	* 4	42/46	71	9	67/ 76	750*	YES
7	KY 33	MERCER	SS	1052 P	BIT	02/63	1.4	2.3- 3.7	2100	NOV 12*	SB OUT	5	* 36	* 13	28/41	61	37	42/ 79	ROUGH*	NO
7	KY 33	MERCER	SS	52 O	BIT	02/63	2.7	3.7- 6.4	1300	NOV 12*	SB OUT	5	* 39	* 9	34/43	65	13	58/ 71	795*	NO
7	KY 53	ANDERSON	SS	131 F	BIT	07/59	6.0	0.0- 6.0	360	NOV 12	NB OUT	12	* 41	* 30	27/57	65	43	39/ 82	1050	NO
7	KY 57	FAYETTE	SS	404 B	BIT	04/60	5.0	3.1- 8.1	1350	NOV 21	SB OUT	11	* 41	* 23	26/49			/	1000	NO
7	KY 418	FAYETTE	SS	454 B	BIT	11/66	3.6	2.5- 6.1	1740	NOV 7	EB OUT	6	* 43	* 12	36/48	67	13	60/ 73	ROUGH	NO
											WB OUT	6	* 46	* 7	42/49	69	9	65/ 74		
7	KY 418	CLARK	SS	262 C	BIT	11/66	5.5	0.0- 5.5	660	NOV 7	EB OUT	6	* 28	* 9	23/32	49	28	30/ 58	ROUGH	NO
											WB OUT	6	* 24	* 21	11/32	45	27	28/ 55		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

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7	KY 713	MONTGOMERY	SS	217 G	BIT	11/66	7.4	4.7-12.1	730	OCT 31	NB OUT	15	* 31	* 30	16/46	54	43	30/ 73	950	YES
											SB OUT	13	* 26	* 26	13/39	51	47	21/ 68		
7	KY 954	GARRARD	SS	226 E	BIT	08/60	7.6	0.0- 7.6	490	NOV 7	WB OUT	10	* 27	* 22	19/41	46	38	28/ 66	895	NO
8	US 25	ROCKCASTLE	SS	17 H	BIT	10/55	6.5	20.5-27.0	1290	SEP 11	NB OUT	13	* 41	* 8	38/46	64	8	60/ 68	730*	YES
											SB OUT	13	* 34	* 5	31/36	54	7	51/ 58		
8	US 127	CLINTON	SP	86 H	KY ROCK	09/45	2.7	0.0- 2.7	0	NOV 10	NB OUT	6	* 34	* 8	31/39	57	7	53/ 60	535	NO
											SB OUT	5	* 33	* 11	28/39	56	17	47/ 64		
8	US 127	RUSSELL	SP	78 M	BIT	10/51	7.6	6.2-13.8	800	NOV 10	NB OUT	14	* 47	* 26	30/56	67	18	55/ 73		NO
											SB OUT	13	* 49	* 18	37/55	71	22	63/ 75		
8	KY 39	LINCOLN	SS	50 G	BIT	01/63	4.9	10.0-14.9	860	NOV 7*	NB OUT	5	* 41	* 29	28/57	67	23	58/ 81	590*	NO
8	KY 39	PULASKI	SS	75 M	BIT	12/57	11.3	7.1-18.4	920	NOV 18	NB OUT	23	* 31	* 30	18/48	58	42	34/ 76	500	NO
											SB OUT	22	* 30	* 24	22/46	55	27	42/ 69		
8	KY 55	ADAIR	SS	90 K	BIT	02/54	3.9	6.2-10.1	800	NOV 12	NB OUT	8	* 47	* 24	30/54	77	17	65/ 82	575	NO
											SB OUT	9	* 47	* 24	33/57	75	19	64/ 83		
8	KY 70	CASEY	SS	121 N	BIT		2.7	0.0- 2.7	500	NOV 7*	EB OUT	4	* 60	* 9	55/64	88	21	76/ 97	770*	YES
											WB OUT	5	* 57	* 9	53/62	83	17	78/ 95		
8	KY 70	CASEY	SP	21 O	BIT	11/58	5.6	18.4-24.0	850	NOV 7*	EB OUT	5	* 41	* 16	32/48	72	18	65/ 83	630*	YES
											WB OUT	5	* 42	* 18	36/54	70	25	64/ 89		
8	KY 92	MC CREARY	SS	93 J	BIT	03/59	9.6	0.0- 9.6	450	SEP 10	EB OUT	19	* 31	* 23	23/46	52	31	41/ 72	715	NO
											WB OUT	17	* 31	* 25	23/48	51	22	40/ 62		
8	KY 789	WAYNE	SS	379 B	BIT	10/54	7.9	0.0- 7.9	290	SEP 10	NB OUT	16	* 23	* 32	13/45	40	33	23/ 56	940	YES
											SB OUT	15	* 24	* 22	14/36	40	32	21/ 53		
9	US 60	CARTER	SS	148 AD	BIT		8.5	6.5-15.0	2840	OCT 28	EB OUT	15	* 39	* 14	33/47	65	19	54/ 73	620*	NO
											WB OUT	16	* 43	* 23	32/55	67	27	57/ 84		
9	US 68	MASON	SP	175 Y	BIT		3.6	7.0-10.6	2310	OCT 27	EB OUT	7	* 60	* 5	57/62	86	6	83/ 89		NO
											WB OUT	7	* 53	* 8	49/57	81	12	76/ 88		
9	KY 1	GREENUP	SP	71 J	BIT	01/65	8.0	9.3-17.3	1650	SEP 30	NB OUT	15	* 48	* 30	25/55	73	35	49/ 84	780	YES
											SB OUT	16	* 48	* 18	37/55	73	22	60/ 82		
9	KY 8	MASON	SP	555 J	BIT	06/67	3.8	7.2-11.0	1450	OCT 20	EB OUT	7	* 48	* 4	46/50	73	20	58/ 78	490	YES
											WB OUT	8	* 48	* 16	39/55	75	10	71/ 81		
9	KY 10	LEWIS	SP	34AC	BIT	09/66	9.7	29.5-39.2	2100	SEP 29	EB OUT	20	* 47	* 21	34/55	77	23	63/ 86	590	YES
											WB OUT	19	* 41	* 14	35/49	69	34	54/ 88		
9	KY 10	GREENUP	SP	191 F	BIT	09/66	3.0	0.0- 3.0	3970	SEP 29	EB OUT	6	* 48	* 7	45/52	74	15	64/ 79	540*	NO
											WB OUT	6	* 40	* 7	38/45	62	17	52/ 69		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

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9	KY 32	FLEMING	SP	90 H	BIT	07/65	10.9	14.1-25.0	1910	OCT 28	EB OUT	22	* 39	* 23	24/47	68	25	53/ 78	520	NO
											WB OUT	22	* 43	* 26	24/50	69	40	40/ 80		
9	KY 57	FLEMING	SS	50 N	BIT	01/63	8.5	10.2-18.7	840	OCT 28	NB OUT	17	* 39	* 26	29/55	66	18	57/ 75	750*	YES
											SB OUT	18	* 36	* 21	25/46	67	17	59/ 76		
10	US 460	MENIFEE	SP	36 I	BIT	01/64	10.9	8.9-19.8	1200	OCT 29	EB OUT	22	* 41	* 21	33/54	69	22	59/ 81	530*	YES
											WB OUT	21	* 34	* 18	25/43	64	23	50/ 73		
10	KY 15	BREATHITT	SP	257 E	BIT	02/68	7.7	0.0- 7.7	3000	OCT 16	NB OUT	15	* 38	* 7	35/42	66	8	62/ 70	445	NO
											SB OUT	15	* 36	* 13	31/44	66	16	57/ 73		
											SB INN	1	* 36	* 0	36/36	63	0	63/ 63		
10	KY 15	BREATHITT	SP	367 D	BIT	08/63	7.2	17.8-25.0	3230	OCT 16	NB OUT	14	* 33	* 13	26/39	59	16	49/ 65	420	NO
											SB OUT	15	* 36	* 12	28/40	62	20	52/ 72		
10	KY 15	WOLFE	SP	503 B	BIT	12/64	9.5	0.0- 9.5	2420	OCT 13	NB OUT	19	* 38	* 13	30/43	67	13	59/ 72	510	NO
											SB OUT	18	* 38	* 12	31/43	66	22	51/ 73		
											SB INN	3	* 52	* 5	49/54	77	4	76/ 80		
10	KY 80	PERRY	SS	142 E	BIT	06/61	10.4	0.0-10.4	3500	OCT 16	EB OUT	16	* 24	* 23	18/41	46	35	33/ 68	560	NO
											WB OUT	21	* 35	* 25	18/43	56	27	39/ 66		
10	KY 80	PERRY	SP	2 K	BIT	06/61	6.8	10.4-17.2	5020	OCT 16	EB OUT	2	* 31	* 6	28/34	54	8	50/ 58	ROUGH	NO
											WB OUT	1	* 38	* 0	38/38	60	0	60/ 60		
10	KY 191	WOLFE	SP	23 J	BIT		10.3	0.0-10.3	1810	OCT 16	NB OUT	19	* 40	* 18	30/48	65	17	55/ 72	680	NO
											SB OUT	18	* 39	* 18	30/48	61	41	33/ 74		
10	KY 11	POWELL	SS		BIT		8.4	0.0- 8.4	1160	OCT 16	NB OUT	16	* 39	* 17	31/48	63	27	45/ 72	735	YES
											SB OUT	9	* 36	* 37	9/46	61	49	25/ 74		
10	KY 30	OWSLEY	SS	36 F	BIT	01/59	8.4	10.8-19.2	1240	NOV 17	EB OUT	16	* 33	* 17	24/41	59	23	49/ 72	640	YES
											WB OUT	17	* 33	* 23	21/44	60	25	45/ 70		
11	US 25E	BELL	SP	4 U	BIT	10/67	5.0	14.5-19.5	6300	AUG 5	NB OUT	10	* 35	* 11	28/39	57	16	46/ 62	570*	YES
											SB OUT	10	* 27	* 7	22/29	45	18	35/ 53		
11	US 25E	KNOX	SP	3010 R	BIT		6.3	5.6-11.9	9200	AUG 5	NB OUT	8	* 37	* 13	27/40	61	17	47/ 64	600	NO
											SB OUT	12	* 29	* 12	23/35	47	16	40/ 56		
11	US 421	LESLIE	SS	52 F	BIT		10.5	24.9-35.4	1780	OCT 15	NB OUT	20	* 38	* 18	26/44	62	23	47/ 70	830	YES
											SB OUT	20	* 33	* 18	23/41	57	42	38/ 80		
11	US 421	CLAY	SS	45 G	BIT	03/57	4.8	0.0- 4.8	2710	OCT 15	NB OUT	10	* 35	* 18	29/47	58	19	48/ 67	760	YES
											SB OUT	10	* 30	* 12	23/35	55	16	46/ 62		
11	US 421	CLAY	SP	5 P	BIT	12/55	1.9	18.6-20.5	2390	NOV 3	NB OUT	4	* 23	* 5	19/24	44	13	36/ 49	ROUGH	YES
											SB OUT	4	* 25	* 9	21/30	50	2	49/ 51		

MAINTENANCE SECTIONS TESTED IN 1975 FOR 1976 RESURFACING PROGRAM

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11	KY 80	LAUREL	SS	51 L	BIT	09/63	13.2	12.8-26.0	2030	OCT 15	EB OUT	26	* 37	* 15	29/44	62	24	47/ 71	780*	YES
											WB OUT	26	* 36	* 28	17/45	61	15	52/ 67		
11	KY 80	CLAY	SS	65 F	BIT	09/65	6.9	0.0- 6.9	1660	OCT 15	EB OUT	14	* 31	* 23	20/43	53	31	36/ 67	605	NO
											WB OUT	11	* 31	* 20	19/39	52	24	40/ 64		
11	KY 26	WHITLEY	SS	20 X	BIT	10/67	13.3	0.0-13.3	1720	SEP 11	EB OUT	26	* 27	* 16	18/34	49	32	27/ 59	750	YES
											WB OUT	26	* 30	* 10	27/37	55	11	48/ 59		
12	US 23	PIKE	SP	283 M	BIT		8.9	6.6-15.5	2750	OCT 7	NB OUT	17	* 23	* 17	17/34	43	22	32/ 54	825*	YES
											SB OUT	18	* 27	* 29	16/45	50	35	31/ 66		
12	KY 3	LAWRENCE	SS	13 G	BIT	12/52	5.9	15.5-21.4	590	OCT 1	NB OUT	12	* 50	* 34	27/61	76	38	48/ 86	865	YES
											SB OUT	10	* 46	* 40	21/61	74	30	56/ 86		
12	KY 15	LETCHER	SP	19 H			1.0	0.0- 1.0	6230	OCT 14	SB OUT	2	* 34	* 6	31/37	58	7	55/ 62	ROUGH	YES
12	KY 32	LAWRENCE	SS	73 G	BIT	08/69	17.9	11.0-28.9	800	OCT 1	EB OUT	27	* 38	* 40	10/50	59	56	20/ 76	760	YES
											WB OUT	31	* 42	* 32	18/50	65	31	45/ 76		
12	KY 40	JOHNSON	SP	37 D	BIT	01/64	3.9	8.9-12.8	1810	OCT 9	EB OUT	5	* 37	* 6	35/41	61	10	56/ 66	ROUGH	NO
											WB OUT	5	* 38	* 9	33/42	61	7	56/ 63		
12	KY 80	KNOTT	SP	18 H	BIT		2.8	23.9-26.7	1680	OCT 6	EB OUT	5	* 34	* 4	31/35	47	7	44/ 51	540	YES
											WB OUT	6	* 36	* 14	30/44	62	19	47/ 66		
12	KY 160	KNOTT	SS	58 P	BIT	07/67	7.6	3.3-10.9	820	OCT 6	EB OUT	8	* 29	* 10	23/33	50	10	44/ 54	610	NO
											WB OUT	9	* 29	* 9	25/34	51	12	45/ 57		
12	KY 197	PIKE	SS	263 S	BIT	09/66	16.6	0.0-16.6	1360	OCT 7	NB OUT	34	* 30	* 25	20/45	51	28	35/ 63	770	NO
											SB OUT	32	* 29	* 21	20/41	48	30	32/ 62		
12	KY 302	JOHNSON	SS	57 B	BIT	12/48	1.1	0.0- 1.1	1680	OCT 8	EB OUT	3	* 27	* 5	24/29	51	7	47/ 54		YES
											WB OUT	4	* 27	* 12	22/34	52	27	36/ 63		
12	KY 463	LETCHER	SS	419 C	BIT		3.4	0.0- 3.4	570	OCT 14	NB OUT	3	* 39	* 18	29/47	57	16	49/ 65		YES
											SB OUT	4	* 37	* 14	29/43	54	23	42/ 65		
12	KY 469	JOHNSON	SS	177 E	BIT	11/65	6.2	6.2-12.4	250	OCT 1	NB OUT	11	* 32	* 21	22/43	53	18	46/ 64	710	YES
											SB OUT	12	* 41	* 37	17/53	64	5	67/ 72		
12	KY 931	LETCHER	SS	19 D	BIT	01/59	3.2	15.2-18.4	1080	OCT 14	NB OUT	3	* 35	* 8	31/39	53	1	53/ 54	790	NO
											SB OUT	3	* 32	* 2	31/33	58	6	54/ 60		
12	KY1714	MARTIN	SS	41 B	BIT	12/70	5.7	3.6- 9.3	340	OCT 9	EB OUT	9	* 30	* 14	22/36	49	21	43/ 64	ROUGH	YES
											WB OUT	9	* 33	* 19	24/43	53	14	47/ 61		