APPENDIX A:

TRAFFIC FORECAST METHODOLOGY REPORT

Traffic Forecast Methodology Report
US 27 to I-75 Corridor Scoping Study
Item No. 7-249.00

The purpose of this document is to outline the methodology for traffic forecasts for the US 27 to I-75 scoping study in Fayette, Jessamine and Madison Counties for the Kentucky Transportation Cabinet (KYTC). Roadways included in the traffic forecast are: US 27, I-75, US 25, KY 1980, KY 1974, KY 1975, KY 1981, KY 1984, KY 169, KY 595, KY 1541, KY 39, KY 876, KY 1156, KY 3055, KY 1985, and Man O' War Boulevard. Also included is the build alternatives from US 27 to I-75.

Traffic Volumes

The average daily traffic volumes used for this project were the most recent 24 hour traffic counts provided by the KYTC. The counts provided by the KYTC were conducted from 2004 to 2007. The counts from 2004 to 2006 were forecasted to a base year of 2007. Growth rates for this study are based upon a historical traffic growth analysis along all study area routes. The analysis utilized traffic counts obtained from the KYTC's 'CTS' traffic count program which includes counts from 1963 to 2007.

Growth Rate

The historical counts were entered into a spreadsheet provided by KYTC. The spreadsheet calculates growth rates using both exponential and trend line analyses. In selecting an appropriate traffic growth rate, several factors were considered including the historical growth, recent traffic volumes, and geography.

Truck Percentages

Truck percentages were determined from the vehicle classification database where available. If truck percentages were not available for a specific roadway section, then a truck percentage was assumed based on the 2004 Traffic Forecasting Report developed by the Kentucky Transportation Cabinet. Truck percentages were assumed to grow at a rate of 1.5% per year.

Population

Population data was obtained from the Kentucky State Data Center for Fayette, Jessamine and Madison Counties and Kentucky. **Table 1** displays the historical population growth while **Table 2** displays population projections.

Table 1: Historical Population Growth

Area	1970	1980	1990	2000	% Growth (1990-2000)
Kentucky	3,220,711	3,660,334	3,686,892	4,041,769	9.70%
Fayette County	174,323	204,165	225,366	260,512	15.60%
Jessamine County	17,430	26,146	30,508	39,041	28.00%
Madison County	42,730	53,352	57,508	70,872	23.20%

Source: Kentucky State Data Center

Table 2: Population Forecasts

Area	2000	2010	2020	2030	% Growth (2000-2030)	% Growth per year
Kentucky	4,041,769	4,326,490	4,660,703	4,912,621	21.50%	0.65%
Fayette County	260,512	281,613	310,262	331,212	27.10%	0.80%
Jessamine County	39,041	47,328	54,469	59,489	52.40%	1.45%
Madison County	70,872	83,859	95,965	104,419	47.30%	1.30%

Source: Kentucky State Data Center

As shown in **Table 1**, the populations of Fayette, Jessamine and Madison Counties all increased at a greater rate than the overall rate for the state of Kentucky. All three counties are expected to continue to grow at rates higher than the state average, with Jessamine County experiencing over 50% growth over 30 years, and Madison County is close to this rate. The equivalent growth rates per year are 0.8% per year in Fayette County and 1.01% per year in Jessamine and Madison Counties. The average growth rate per year for the state of Kentucky is 0.65% per year.

Future No-Build Traffic Volumes

Traffic was forecasted to the future year 2040. This year was selected as the future design year by the project team given current budgetary constraints. To forecast traffic to 2040 volumes, historical growth rates were applied to the various roads in the study area. Each road was divided into segments based on appropriate breaks such as the locations of count stations, functional class changes, changes in the number of lanes and other roadway characteristics. A different growth rate based on the historical trends of the count stations was applied to each segment of road. In some cases, there were several roadway segments per count station; therefore, the same growth rate was applied to those segments.

There were some roadway segments that had unusually high growth rates based on historical trends. The historical counts were reviewed for these segments and there were generally three reasons for high historical growth rates.

The first is that there was one year with a count that seemed out of place, either being too high or low. If it seemed apparent that a miscount had occurred, that count was removed and the historical growth rate recalculated.

The second reason for an unusually high growth rate is a major event on the roadway occurred, such as a development or widening of the road. If there was a point where growth drastically spiked and continued from that point forward, it was assumed that a major event happened, and growth was calculated based only on counts taken after the major event.

The third reason for an unusually high growth rate is very low volumes on the roadway. On some roadways volumes were very low; therefore the growth rates were very high. For example, a roadway had an ADT of less than 100, and in ten years it grew to over 600. This would give a very high historical growth rate; however, because the roadway is small and rural, it is not likely to continue to grow at that rate for the next thirty years. Several roadways like this exist in the study area, and their growth rates were manually adjusted to be more in line with the growth rates of other similar roads.

Table 3 shows the various segments of roadway that were forecasted, the most recent KYTC 24 hour counts, the 2007 base year ADT, the 2007 truck percentage, the growth rate, the 2040 forecasted ADT and the 2040 truck percentage.

Build Scenarios

The Kentucky Statewide Traffic Model (KYSTM) was used to predict traffic diversion with the construction of a new route for a select group of alternatives as defined by the Level 3 analysis. It should be noted, the model was not used to forecast to the year 2040.

The methodology used to determine the ADT of a new corridor is different from the methodology used to forecast the 2040 no-build scenario. With many high historical growth rates, it was determined that capacity constraints may limit this growth in the future. Therefore a more realistic growth rate was needed for the refined analysis to determine build volumes as traffic volumes will help determine the need for a new connector. The methodology used to determine the build 2040 ADTs is discussed below.

Forecasting the new connector traffic volumes from the model output to the year 2040 was a difficult task. Because the corridor is a new roadway, there are no historical growth rates. Also, as mentioned above, the KYSTM does not forecast to future years. Therefore, a meeting was held with project team members as well as several representatives from the KYTC Central Office planning division to discuss an appropriate method to determine the 2040 volumes for the new connector. PB was confident with the 2003 volumes obtained from the KYSTM, however the KYSTM is not able to forecast to future years. The Lexington MPO travel demand model is able to forecast to future years, however this model only includes Fayette and Jessamine Counties. As some alternative corridors terminate in Madison County, the corridors could not be coded into the model and forecasted to a future year. The inability to find a growth rate for the corridors resulted in the decision to find an overall growth rate for the study area and apply it to the new connectors. This method posed additional problems, however, because many of the roadways in the study area have very high historical growth rates and cannot realistically continue to grow at those rates due to capacity constraints. The KYTC Central Office has developed a new “hybrid” growth rate that is a middle point between exponential and linear historical growth. This growth rate has not been widely used yet, but it is appropriate for this study because it constrains growth. It was decided that this growth rate would be used for roadways in Madison County, and that an average of the KYTC growth rate and the growth rates calculated based on the Lexington MPO travel model would be used to get a growth rate for roadways in Fayette and Jessamine Counties. A weighted average of the growth rates of major roadways in the study area was calculated to provide an overall study area growth rate. This number was calculated to be 2.24% per year and was applied to each new connector to determine 2040 ADTs.

Truck percentages were output from the KYSTM in addition to traffic volumes along the corridor. The 2003 truck percentages were grown at a rate of 0.5% per year. The low growth rate was chosen because truck percentages were already high along the corridor and it is unlikely that they will increase to the level that a 1.5% growth rate indicated. **Tables 4** and **5** show the 2003 and 2040 corridor volumes, as well as the truck percentages.

Table 3: Forecast Data

Route	Section	County	Begin Milepoint	End Milepoint	Most Recent ADT	Count Station	Year	Growth Rate	2007 ADT	2007 % Trucks	Year of Truck Data	2040 ADT	2040 % Trucks
US 27X (Downtown Nicholasville	1	Jessamine	0.0 (South of Nicholasville)	0.23 (Southbrook Drive)	10,200	A62	2006	0.9%	10,300	10.3%	2004	13800	16.8%
	2	Jessamine	0.23 (Southbrook Drive)	0.835 (John C Watts Drive)									
	3	Jessamine	0.835 (John C Watts Drive)	1.075 (Longview Drive)	11,300	A40	2006	0.7%	11,400			14400	
	4	Jessamine	1.075 (Longview Drive)	1.305 (Edgewood Drive)	16,400	A64	2006	0.2%	16,400			17500	
	5	Jessamine	1.305 (Edgewood Drive)	1.586 (Natchez Trace)	21,500	A24	2006	1.3%	21,800			33400	
	6	Jessamine	1.586 (Natchez Trace)	1.88 (Brown Street)									
	7	Jessamine	1.88 (Brown Street)	2.112 (Chestnut Street)	20,000	A16	2005	0.5%	20,200			23800	
	8	Jessamine	2.112 (Chestnut Street)	2.18 (KY 39/KY 29)									
	9	Jessamine	2.18 (KY 39/KY 29)	2.38 (KY 169)	24,700	A32	2005	0.6%	25,000			30500	
	10	Jessamine	2.38 (KY 169)	2.882 (Duncan Street)	26,000	A07	2004	0.9%	26,700			35900	
	11	Jessamine	2.882 (Duncan Street)	3.89 (US 27 Bypass)	25,800	A81	2004	2.4%	27,700			60600	
US 27 (South and North of Downtown)	1	Jessamine	0.0 (Garrard-Jessamine County Line)	1.115 (South of Old Danville Road)	19,100	P65	2006	0.3%	19,200	8.9%	2004	21200	14.5%
	2	Jessamine	1.115 (South of Old Danville Road)	3.826 (Greystone Drive/KY 1268)									
	3	Jessamine	3.826 (Greystone Drive/KY 1268)	6.011 (US 27 Bypass)	21,000	538	2005	3.7%	22,600			75000	
	4	Jessamine	10.827 (US 27 Bypass)	11.016 (South of Old US 27 ROW)	37,200	006	2005	2.0%	38,700			74400	
	5	Jessamine	11.016 (South of Old US 27 ROW)	13.695 (Industry Parkway)									
	6	Jessamine	13.695 (Industry Parkway)	14.807 (KY 1980)									
	7	Jessamine	14.807 (KY 1980)	15.278 (Jessamine-Fayette County Line)	35,500	009	2004	1.5%	37,100			60600	
	8	Fayette	0.0 (Fayette-Jessamine Co. Line)	0.465 (Cobblestone Road)	53,700	C85	2006	3.0%	55,300	*6.9%*		146700	11.3%
	9	Fayette	0.465 (Cobblestone Road)	0.808 (South of Toronto Road)									
	10	Fayette	0.808 (South of Toronto Road)	0.956 (Man O War)									
I-75	1	Madison	87.185 (KY 876)	89.802 (US 25)	53,700	607	2007	2.4%	53,700	16.0%	2004	117500	26.2%
	2	Madison	89.802 (US 25)	91.1 (North of US 25)	65,900	753	2007	3.3%	65,900			192400	
	3	Madison	91.1 (North of US 25)	92.1 (North of Lexington Access Road)									
	4	Madison	92.1 (North of Lexington Access Road)	94.295 (South of KY 627)									
	5	Madison	94.295 (South of KY 627)	94.73 (KY 627)									
	6	Madison	94.73 (KY 627)	97.038 (US 25)	62,200	757	2007	2.8%	62,200	19.1%	2004	154700	31.2%
	7	Madison	97.038 (US 25)	97.703 (Madison-Fayette County Line)	65,700	353	2007	3.6%	65,700			211100	
	8	Fayette	97.703 (Madison-Fayette County Line)	98.516 (US 25)									
	9	Fayette	98.516 (US 25)	103.89 (KY 418)	64,300	P90	2006	1.7%	65,400			114100	
	10	Fayette	103.89 (KY 418)	108.21 (KY 1425 Man-O-War Underpaass)	53,100	336	2007	3.0%	53,100			140800	
US 25	1	Madison	20.255 (I-75 Bridge)	20.342 (North of I-75 Bridge)	13,400	B01	2006	3.0%	13,800	*6.9%*		36600	11.3%
	2	Madison	20.342 (North of I-75 Bridge)	20.49 (Keeneland Drive)				3.0%					
	3	Madison	20.49 (Keeneland Drive)	20.573 (Brandy Lane)				3.0%					
	4	Madison	20.573 (Brandy Lane)	20.771 (Keystone Drive)				3.0%					
	5	Madison	20.771 (Keystone Drive)	20.964 (KY 1156)				3.0%					
	6	Madison	20.964 (KY 1156)	21.139 (North of KY 1156)	5,790	780	2005	2.5%	6,100			13800	
	7	Madison	21.139 (North of KY 1156)	24.076 (Clay Lane)				2.5%					
	8	Madison	24.076 (Clay Lane)	25.373 (KY 627/KY 3055)	3,470	778	2006	2.4%	3,600	*12.4%*		7900	20.3%
	9	Madison	25.373 (KY 627/KY 3055)	28.161 (KY 2884)	2,620	756	2004	2.4%	2,800			6100	
	10	Fayette	0 (South Limits of I-75 Interchange)	.366 (North of I-75 NB Ramps)	3,120	367	2006	0.7%	3,100	*10.3%*		3900	16.8%
	11	Fayette	.366 (North of I-75 NB Ramps)	1.829 (South of Elk Lick Falls Road)									
	12	Fayette	1.829 (South of Elk Lick Falls Road)	2.876 (North of Turner Station Road)									
	13	Fayette	2.876 (North of Turner Station Road)	4.832 (KY 1975)									
	14	Fayette	4.832 (KY 1975)	8.144 (KY 418)	4,310	404	2006	1.4%	4,400			7000	
	15	Fayette	8.144 (KY 418)	9.734 (Man O War Boulevard)	29,600	G32	2005	1.7%	30,600	*6.9%*		53400	11.3%

***Truck percentages in italics were found based on the 2004 Traffic Forecasting Report**

Table 3: Forecast Data (cont.)

KY 1980	1	Jessamine	3.025 (US 27)	3.68 (West of Leeburton Road)	3,110	008	2004	1.7%	3,300	10.2%	2004	5800	16.7%
	2	Jessamine	3.68 (West of Leeburton Road)	4.06 (East of Noland Drive)									
	3	Jessamine	4.06 (East of Noland Drive)	4.69 (Ashgrove Lane)									
	4	Jessamine	4.69 (Ashgrove Lane)	5.06 (East of Young Drive)	2,320	001	2005	4.0%	2,500			9100	
	5	Jessamine	5.06 (East of Young Drive)	6.02 (West of Spurlock Lane)									
	6	Jessamine	6.02 (West of Spurlock Lane)	6.69 (East of Mackey Pike)									
	7	Jessamine	6.69 (East of Mackey Pike)	7.451 (Fayette County Line)									
KY 1974	1	Fayette	0.00 (KY 169)	.16 (South of KY 1975)	859	359	2006	0.8%	900	*14.0%*		1200	22.9%
	2	Fayette	.16 (South of KY 1975)	1.667 (Crawley Lane)									
	3	Fayette	1.667 (Crawley Lane)	4.228 (Delong Road)	1,430	379	2006	1.5%	1,500			2500	
	4	Fayette	4.228 (Delong Road)	4.711 (South of Hickman Creek Bridge)	6,250	G23	2005	2.1%	6,500	*8.7%*		12900	14.2%
	5	Fayette	4.711 (South of Hickman Creek Bridge)	5.443 (KY 1980)									
	6	Fayette	5.443 (KY 1980)	7.782 (Man O War Boulevard)	8,990	D90	2004	3.5%	10,000			31100	
KY 1975	1	Fayette	0.00 (KY 1974)	4.463 (Whites Lane)	1,190	357	2004	3.2%	1,300	6.1%	2004	3700	10.0%
	2	Fayette	4.463 (Whites Lane)	5.410 (US 25)	2,940	368	2006	2.7%	3,000			7200	
KY 1981	1	Jessamine	0.00 (KY 1541)	2.365 (Marble Creek Lane)	648	262	2006	-0.4%	600	*10.3%*		500	16.8%
	2	Jessamine	2.365 (Marble Creek Lane)	3.30 (South of KY 169)									
	3	Jessamine	3.30 (South of KY 169)	3.668 (KY 169)									
	4	Jessamine	3.668 (KY 169)	3.998 (North of Caveson Way)	1,980	259	2004	3.6%	2,200	*8.6%*		7100	14.1%
	5	Jessamine	3.998 (North of Caveson Way)	6.13 (KY 1974 @ Fayette County Line)									
KY 1984	1	Madison	0.00 (Newby Road)	.751 (West of Kanatzar Lane)	574	796	2004	4.7%	700	*8.6%*		3200	14.1%
	2	Madison	.751 (West of Kanatzar Lane)	1.051 (West of Haden Heights)									
	3	Madison	1.051 (West of Haden Heights)	2.06 (KY 169)									
KY 169	1	Madison	1.349 (I-75 Underpass)	2.240 (Goggins Lane)	5,190	A82	2004	3.0%	5,700	7.8%	2004	15100	12.7%
	2	Madison	2.240 (Goggins Lane)	3.082 (Boone Way)	3,960	799	2005	4.0%	4,300			15700	
	3	Madison	3.082 (Boone Way)	4.877 (Crutcher Pike)									
	4	Madison	4.877 (Crutcher Pike)	6.184 (KY 1984)	1,360	797	2006	1.4%	1,400			2200	
	5	Madison	6.184 (KY 1984)	8.051 (KY 1985)	990	795	2004	1.0%	1,000			1400	
	6	Madison	8.051 (KY 1985)	8.478 (Buffalo Road)	586	794	2005	0.5%	600			700	
	7	Madison	8.478 (Buffalo Road)	11.74 (Ervin Sloan East Road)									
	8	Madison	11.74 (Ervin Sloan East Road)	11.869 (KY 1156 / Carvers Ferry Road)									
	9	Madison	11.869 (KY 1156 / Carvers Ferry Road)	12.511 (Approach to Valley View Ferry)	414	786	2006	0.2%	400			400	
	10	Jessamine	0.00 (Approach to Valley View Ferry)	1.939 (South of Newman Road)	549	265	2006	0.9%	600	5.2%	2004	800	8.5%
	11	Jessamine	1.939 (South of Newman Road)	2.030 (North of KY 1974)									
	12	Jessamine	2.030 (North of KY 1974)	3.598 (South of Burnside Drive)	1,140	264	2004	2.7%	1,200			2900	
	13	Jessamine	3.598 (South of Burnside Drive)	4.218 (KY 1981)									
	14	Jessamine	4.218 (KY 1981)	7.733 (Vince Road / Bethany Road)	3,460	291	2006	3.6%	3,600			11600	
	15	Jessamine	7.733 (Vince Road / Bethany Road)	9.482 (Locust Heights)	4,360	290	2006	3.1%	4,500			12300	
	16	Jessamine	9.482 (Locust Heights)	9.918 (North of Glencove Ave)									
	17	Jessamine	9.918 (North of Glencove Ave)	10.028 (Liberty Street)									
	18	Jessamine	10.028 (Liberty Street)	10.362 (Bell Court)	3,670	A45	2005	1.7%	3,800			6600	
	19	Jessamine	10.362 (Bell Court)	10.458 (US 27)									
KY 595	1	Madison	16.014 (KY 876)	17.03 (Dry Branch Road)	629	587	2004	0.4%	600	*8.6%*		700	14.1%
	2	Madison	17.03 (Dry Branch Road)	20.78 (North of Sledd Branch Road)	645	808	2005	4.0%	700			2600	
	3	Madison	20.78 (North of Sledd Branch Road)	22.212 (New Road)									
	4	Madison	22.212 (New Road)	24.55 (South of Poosey Ridge Rd)	107	800	2006	1.4%	100			200	
	5	Madison	24.55 (South of Poosey Ridge Rd)	24.604 (Poosey Ridge Road)									

***Truck percentages in italics were found based on the 2004 Traffic Forecasting Report**

Table 3: Forecast Data (cont.)

KY 1541	1	Jessamine	0 (KY 39)	3.556 (Kissing Ridge Road)	90	298	2006	-1.2%	100	*10.3%*		100	16.8%
	2	Jessamine	3.556 (Kissing Ridge Road)	4.500 (North of Pollard Pike)	446	277	2006	2.5%	500			1100	
	3	Jessamine	4.500 (North of Pollard Pike)	7.000 (North of KY 1981)	1,240	295	2004	1.9%	1,300			2400	
	4	Jessamine	7.000 (North of KY 1981)	9.668 (KY 39)									
KY 39	1	Jessamine	0.00 (North Bank of Kentucky River)	0.12 (KY 1541)	111	281	2006	-3.4%	100	7.4%	2004	100	12.1%
	2	Jessamine	0.12 (KY 1541)	2.454 (KY 1268)									
	3	Jessamine	2.454 (KY 1268)	3.747 (Big Hickman Creek Bridge)	853	280	2006	1.9%	900			1700	
	4	Jessamine	3.747 (Big Hickman Creek Bridge)	5.56 (North of Old Sulphur Well Road)									
	5	Jessamine	5.56 (North of Old Sulphur Well Road)	5.83 (North of Elmfork Road)									
	6	Jessamine	5.83 (North of Elmfork Road)	7.550 (KY 1541)									
	7	Jessamine	7.550 (KY 1541)	8.38 (South of Ash Drive)	3,210	A27	2004	1.5%	3,400			5600	
	8	Jessamine	8.38 (South of Ash Drive)	8.548 (Ash Drive)									
	9	Jessamine	8.548 (Ash Drive)	8.875 (Miles Road)									
	10	Jessamine	8.875 (Miles Road)	9.29 (Hager Lane)	7,020	A13	2004	2.6%	7,600			17700	
	11	Jessamine	9.29 (Hager Lane)	9.404 (KY 29 / US 27)									
KY 876	1	Madison	0.00 (KY 595)	2.387 (Bogie Mill Road)	643	586	2004	2.8%	700	*10.3%*		1700	16.8%
	2	Madison	2.387 (Bogie Mill Road)	3.99 (West of Redwood Drive)	1,340	578	2006	0.2%	1,300			1400	
	3	Madison	3.99 (West of Redwood Drive)	4.77 (Old Pond Way/Mule Shed Road)									
	4	Madison	4.77 (Old Pond Way/Mule Shed Road)	5.15 (West of Curtis Pike)	2,330	576	2004	2.4%	2,500			5500	
	5	Madison	5.15 (West of Curtis Pike)	6.528 (Willis Branch Road)									
	6	Madison	6.528 (Willis Branch Road)	6.95 (West of Amberly Way)	12,200	A03	2005	2.3%	12,800			27100	
	7	Madison	6.95 (West of Amberly Way)	7.097 (I-75 Ramp)									
KY 1156	1	Madison	0.00 (US 25)	.64 (South of Secretariat Drive)	1,670	781	2004	3.4%	1,800	5.1%	2004	5400	8.3%
	2	Madison	.64 (South of Secretariat Drive)	1.352 (Boone Way)									
	3	Madison	1.352 (Boone Way)	4.5 (South of Clay Lane)	724	782	2005	4.1%	800			3000	
	4	Madison	4.5 (South of Clay Lane)	5.68 (South of Kentucky River Road)									
	5	Madison	5.68 (South of Kentucky River Road)	6.278 (Kentucky River Road)									
	6	Madison	6.278 (Kentucky River Road)	8.7 (South of Tate Creek Bridge)	233	784	2006	0.8%	200			300	
	7	Madison	8.7 (South of Tate Creek Bridge)	9.376 (KY 169)									
KY 3055	1	Madison	0.00 (White Hall Shrine Road)	1.54 (South of KY 627/US 25)	107	829	2006	-0.4%	100	*8.6%*		100	14.1%
	2	Madison	1.54 (South of KY 627/US 25)	1.593 (KY 627/US 25)									
KY 1985	1	Madison	0.00 (Whitlock Road / Baldwin Road)	.85 (East of Whitlock and Baldwin)	365	793	2006	0.6%	400	*8.6%*		500	14.1%
	2	Madison	.85 (East of Whitlock and Baldwin)	1.399 (West of Tate Creek Bridge)									
	3	Madison	1.399 (West of Tate Creek Bridge)	1.499 (KY 169)									
CS 4524 (Man O' War Blvd)	1	Fayette	6.561 (Nicholasville Road)	8.566 (Tates Creek Road)	31,900	G57	2007	2.7%	31,900	*8.7%*		77,600	14.2%
	2	Fayette	8.566 (Tates Creek Road)	10.285 (Armstrong Mill Road)	25,600	G78	2005	2.0%	26,600			51,300	
	3	Fayette	10.285 (Armstrong Mill Road)	11.821 (Alumni Drive)	35,200	F14	2005	3.0%	37,300			98,900	
	4	Fayette	11.821 (Alumni Drive)	12.792 (US 25 / Richmond Road)	44,800	F99	2007	3.4%	44,800			135,900	
	5	Fayette	12.792 (US 25 / Richmond Road)	13.454 (Palumbo Drive)	32,800	D18	2005	2.3%	34,300			73,300	
	6	Fayette	13.454 (Palumbo Drive)	14.254 (KY 1927 / Todds Road)	41,600	G73	2007	1.3%	41,600			63,900	
	7	Fayette	14.254 (KY 1927 / Todds Road)	15.241 (I-75 / KY 1425)	39,100	D79	2007	1.1%	39,100			56,100	

***Truck percentages in italics were found based on the 2004 Traffic Forecasting Report**

Table 4: 2003 Corridor Volumes and Truck Percentages

Alternative	Segment 1		Segment 2		Segment 3	
	Volume	Truck %	Volume	Truck %	Volume	Truck %
4-2	9000	15.90%	11000	14.80%	9000	16.20%
4-4	11000	13.30%	12000	12.10%	10000	10.90%
5-2	9000	14.70%	10000	14.80%	9000	15.80%
5-4	10000	13.90%	11000	13.60%	9000	12.50%
6-2	9000	15.80%	9000	16.20%	8000	16.80%
6-4	9000	15.30%	9000	15.40%	8000	14.10%

Table 5: 2040 Corridor Volumes and Truck Percentages

Alternative	Segment 1		Segment 2		Segment 3	
	Volume	Truck %	Volume	Truck %	Volume	Truck %
4-2	21000	19.10%	24000	17.80%	20000	19.50%
4-4	24000	16.00%	28000	14.60%	23000	13.10%
5-2	21000	17.70%	23000	17.80%	20000	19.00%
5-4	22000	16.70%	25000	16.40%	21000	15.00%
6-2	20000	19.00%	20000	19.50%	18000	20.20%
6-4	20000	18.40%	21000	18.50%	17000	17.00%