

APPENDIX

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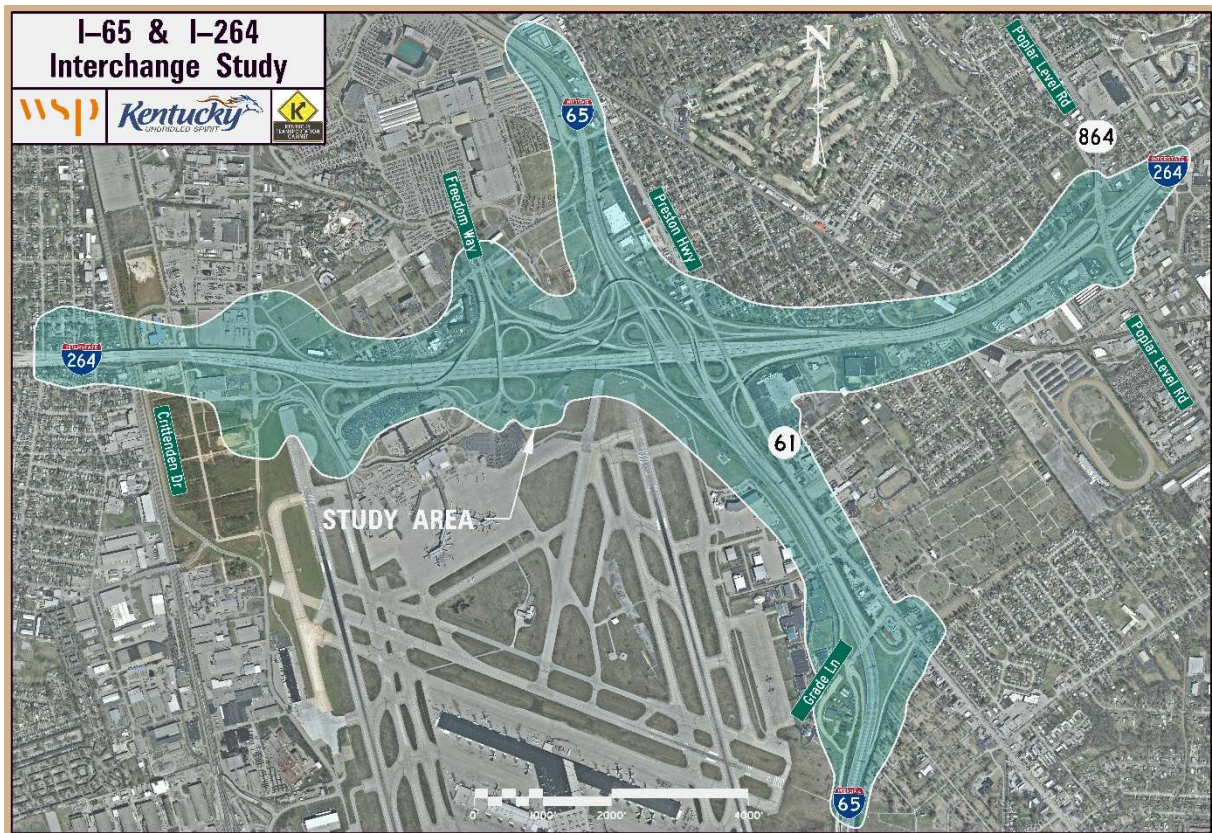
TRAFFIC
FORECAST

KYTC

I-65/I-264 INTERCHANGE PLANNING STUDY

TRAFFIC FORECAST

SEPTEMBER 21, 2020





I-65/I-264 INTERCHANGE PLANNING STUDY TRAFFIC FORECAST

KYTC

DRAFT

PROJECT NO.: 05-559
DATE: SEPTEMBER 2020

WSP

WSP.COM



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1 INTRODUCTION

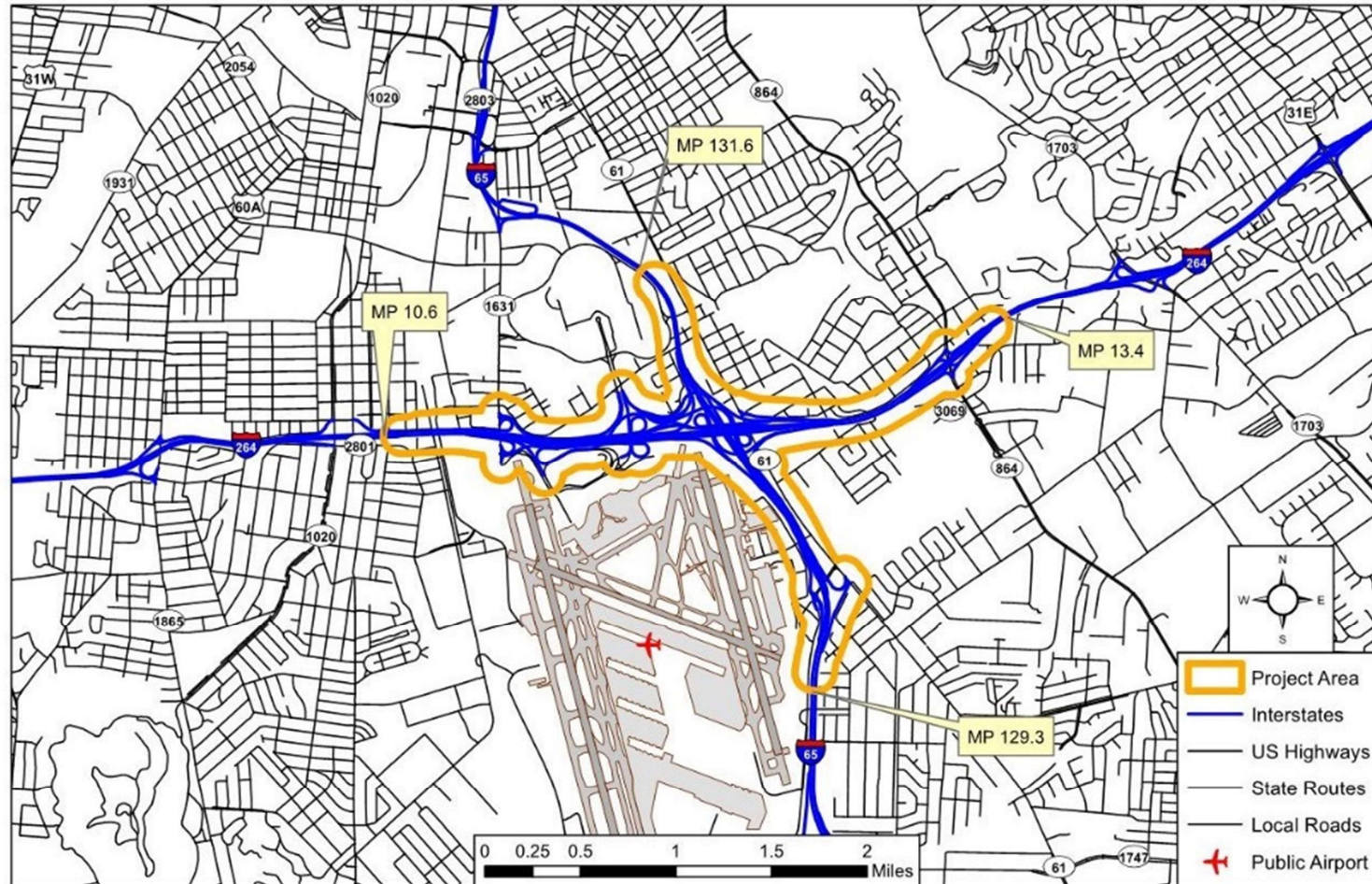
WSP was contracted by the Kentucky Transportation Cabinet (KYTC) to perform a study to identify safety and congestion improvements along the I-65/I-264 Interchange in Louisville, Kentucky. The study area encompasses I-65 from MP 129.3 to MP 131.6 and I-264 from MP 10.6 to MP 13.4. The study includes identifying short-term and long-term improvements that KYTC may use for further project development implementation. As part of this study, a traffic forecast was performed to aid in the evaluation of future no-build conditions and alternative improvement projects. The base year used for traffic volumes was 2020, with a 2045 future design year. The following report explains the methodology of the development of existing study area volume flows and origin-destinations (OD), as well as the growth rate and future OD development.

1.1 STUDY AREA

The study area boundary includes I-65 (MP 129.3 to MP 131.6) and I-264 (MP 10.6 to MP 13.4). **Figure 1** shows the study area. The project study area includes the following areas:

- Crittenden Drive directly adjacent to the exit ramps from I-264
- Entrances and exits from the Louisville International Airport
- Phillips Lane at Freedom Way
- Preston Highway directly adjacent to the exit ramps from I-264 and I-65
- Poplar Level Road directly adjacent to the exit ramps from I-264
- Grade Lane directly adjacent to the exit ramps from I-65

Figure 1: Study Area



Jefferson County

Item No. 5-559.00

I-65/ I-264 Interchange



2 DATA COLLECTION

WSP collected traffic counts from KYTC count stations as well as turning movement and ramp counts performed by Cummins Consulting Services (CCS) using Miovision Datalink. The counts are provided in **Appendix A**. Streetlight data was purchased to complement the traffic count data and ensure accurate travel patterns between study area origins and destinations. Processed Streetlight Data is shown in **Appendix B**.

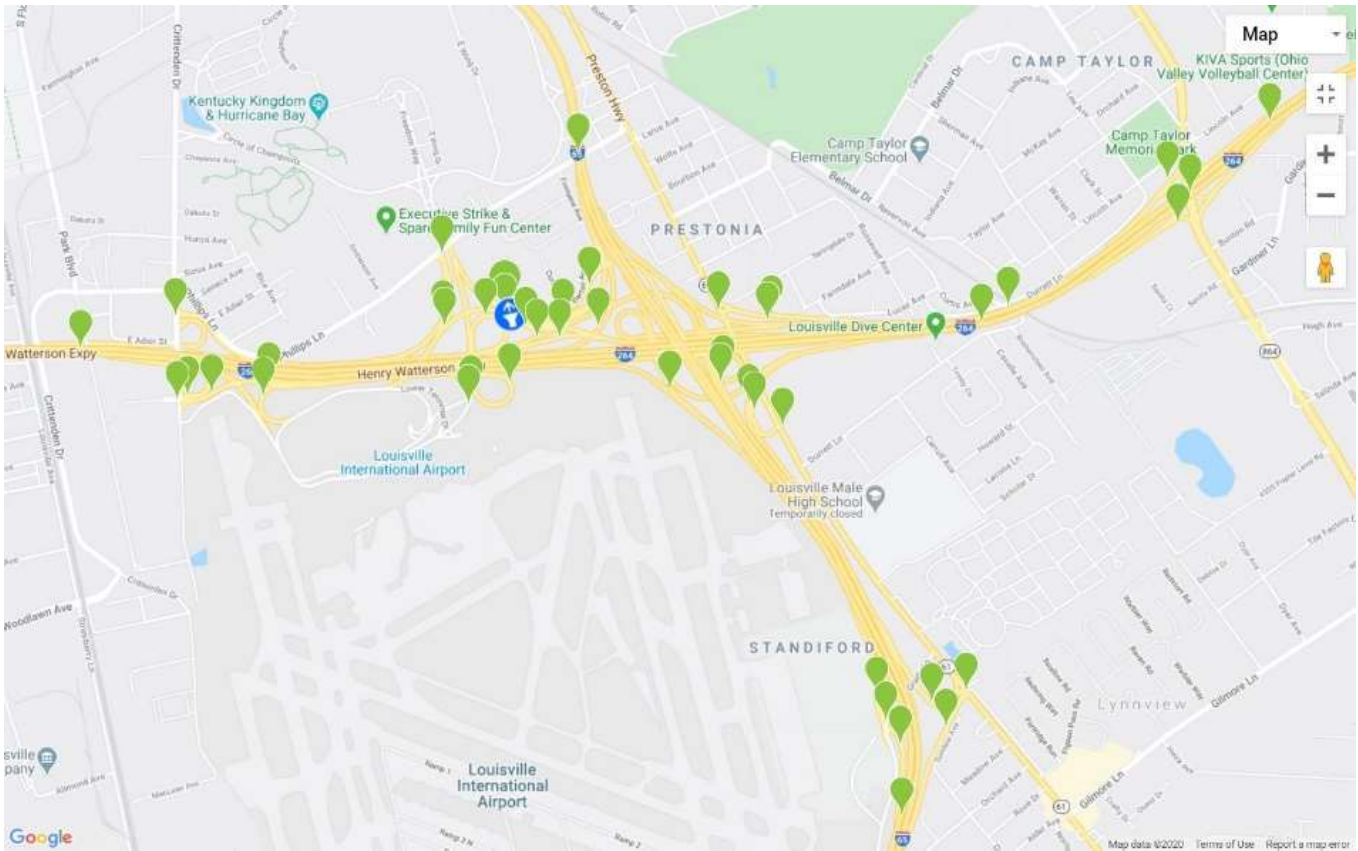
2.1 TRAFFIC COUNTS

Traffic counts were collected between 2:00 PM and 8:00 PM on a Friday. Many crashes occur on Fridays, so Friday was chosen as it represents a typical worst-case scenario for traffic volumes and safety. Vehicle counts were collected by class. Counts were collected before and after the peak hour to evaluate the network through the greatest levels of congestion and back into Free Flow conditions. Traffic counts were organized into 30-minute bins and by class. After raw counts were accounted for at each segment and turning movement, volumes were balanced in each 30-minute bin. Further discussion on this is found in Section 3. The peak hour was determined to be from 4:00 PM to 5:00 PM.

The Miovision count locations are shown in **Figure 2**. These counts were collected from 2:00 PM to 8:00 PM and classified into lights, buses, and trucks. Miovision counts consist of a combination of mainline, ramp, and turning movement counts.

KYTC count stations were used as a reasonableness check to compare to the Miovision counts. Where count stations were available, they were used to determine the percentage of total daily traffic that occurred between 2:00 PM and 8:00 PM. That factor was applied to the Miovision counts to calculate Average Daily Traffic (ADT) on each segment. Diagrams showing the KYTC count locations and percentage of the ADT that occurs between 2:00 and 8:00 PM are shown in **Appendix C**. These percentages were applied to the CCS counts. Final ADTs are shown in **Appendix D**.

Figure 2: Count Station Locations – Crittenden Area



2.2 STREETLIGHT DATA

WSP used Streetlight Data to form OD pairs through the study area. Streetlight Data tracks vehicles from point to point over time to track route usage in an area. The user determines each entry/exit point, defining the desired study area. After processing the data collected by Streetlight, OD pair percentages are formed for each hour observed. **Table 1** shows an example of the OD percentages calculated from the Streetlight Data.

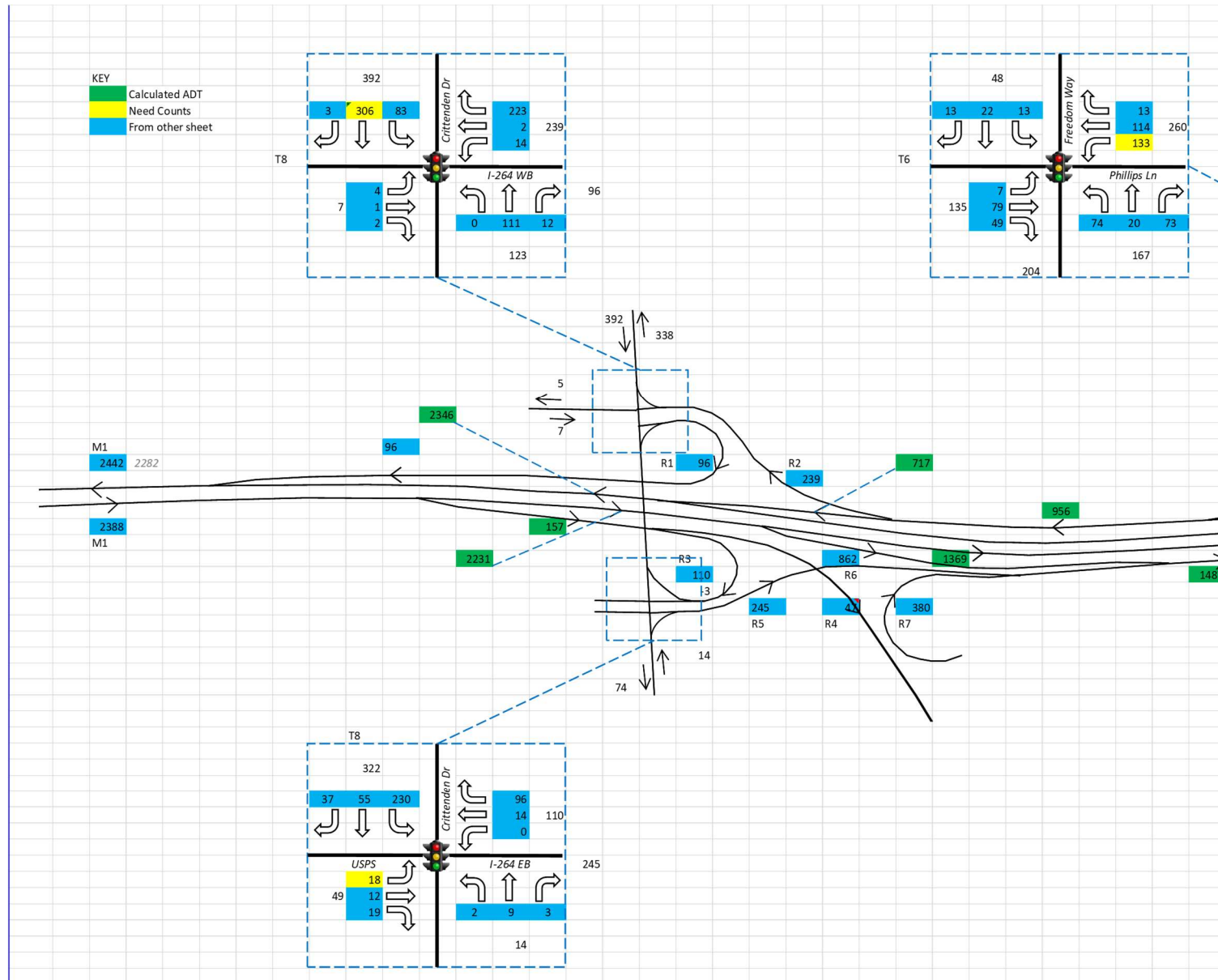
Table 1: OD Percentages (4:00-5:00 PM)

Sum of Average Daily O-D Traffic (StL Volume) (4-5PM)																			Column Labels		
Row Labels	Des_Airport Rd	Des_Crittenden Dr (North)	Des_Crittenden Dr (South)	Des_Freedom Way	Des_Grade Ln (North)	Des_Grade Ln (South)	Des_I-264 (East)	Des_I-264 (West)	Des_I-65 (North)	Des_I-65 (South)	Des_Phillips Ln (East)	Des_Phillips Ln (West)	Des_Poplar Level Rd (North)	Des_Poplar Level Rd (South)	Des_Preston Hwy (North)	Des_Preston Hwy (South)	Des_Preston Hwy s/o Grade Ln (North)	Des_Preston Hwy s/o Grade Ln (South)	Des_Terminal Dr On-Ramp from Freedom Way & I-264	Des_USPS Access	Grand Total
Ori_Crittenden Dr (North)			16.8%	0.2%	1.3%	0.0%	31.4%	28.9%	0.6%	13.7%	1.2%	0.2%	0.8%	3.1%						1.9%	100%
Ori_Crittenden Dr (South)		52.4%		0.0%	4.3%	0.0%	11.5%	25.0%	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%						0.0%	100%
Ori_Freedom Way		5.5%	0.0%					11.1%			16.8%	25.8%							40.4%	0.5%	100%
Ori_I-264 (East)		4.3%	0.1%	1.2%	0.2%	0.4%		43.0%	5.3%	18.7%	0.4%	1.1%	8.8%	5.9%	2.5%	4.9%			3.2%	0.1%	100%
Ori_I-264 (WEST)	2.6%	7.1%	0.1%	0.3%	3.5%	0.3%	48.7%		3.0%	20.8%	3.1%	0.1%	2.1%	8.1%						0.1%	100%
Ori_I-65 (North)		0.0%	0.0%	0.3%	3.7%	0.8%	17.7%	3.9%		68.4%	0.2%	0.2%	0.5%	2.9%					1.5%	0.0%	100%
Ori_I-65 (South)		2.3%	0.1%	0.8%			22.0%	16.7%	45.2%		0.8%	0.6%	0.9%	0.9%			4.9%	2.9%	1.9%	0.0%	100%
Ori_Phillips Ln (East)		6.7%	0.6%	13.4%				48.3%				24.7%							6.4%	0.0%	100%
Ori_Phillips Ln (West)		0.3%	0.3%	18.9%				5.3%			63.6%								11.5%	0.0%	100%
Ori_Poplar Level Rd (North)		0.7%	0.0%	0.0%	0.0%	0.1%	39.9%	7.2%	2.0%	7.1%	0.0%	0.3%		39.0%	1.1%	2.0%			0.4%	0.1%	100%
Ori_Poplar Level Rd (South)		1.3%	0.0%	0.3%	0.0%	0.1%	23.2%	22.9%	14.0%	7.2%	0.1%	0.6%	23.7%		3.4%	2.4%			0.7%	0.1%	100%
Ori_Preston Dr		2.4%	0.0%				11.8%	16.6%	13.3%		0.0%	0.0%	0.0%	0.0%			50.7%	4.0%	1.2%	0.0%	100%
Ori_Preston Hwy (North)							20.6%						0.2%	2.8%		76.4%					100%
Ori_Preston Hwy (South)							28.8%						1.7%	1.5%	68.0%						100%
Ori_Preston Hwy s/o Grade Ln (North)		0.6%	0.0%				0.0%	6.0%	4.9%				0.5%	0.1%				87.4%	0.5%	0.0%	100%
Ori_Preston Hwy s/o Grade Ln (South)		2.4%	0.1%				10.3%	19.4%	9.2%				0.3%	0.6%			56.5%		1.1%	0.0%	100%
Ori_Standiford Field Rd (Lower)		16.6%	0.4%	6.9%				29.7%			27.1%	19.3%								0.0%	100%
Ori_Standiford Field Rd (Upper)		18.8%	0.0%	7.5%				42.1%			25.5%	6.1%								0.0%	100%
Ori_Terminal Dr Off-Ramp to I-264				0.0%	1.8%	0.8%	46.9%		11.9%	34.0%	0.4%	0.7%	1.2%	2.5%							100%
Ori_USPS Access		36.4%	2.0%	0.0%	3.3%	2.6%	24.2%	10.4%	1.3%	6.8%	11.8%	0.0%	1.3%	0.0%							100%
Grand Total																					

3 BALANCING FLOWS

After the previously described data processing was completed, a balancing of flows was needed between all segments and turning movements. Volumes were balanced in 30-minute bins for light vehicles, trucks, and buses. If traffic counts between segments were within reason of the previous and subsequent segments, counts were assumed to be accurate. Whenever segment counts were considered inaccurate, further investigation was performed to determine the cause. The modeling team found a few locations with technical errors occurring, such as cameras counting vehicles in multiple lanes when it shouldn't or incorrectly attributing turning movements. WSP patched volumes and counted vehicles on some videos to obtain more accurate results. Some segments did not have video collecting data on them, as the span of the study area and the number of branching routes is extensive. If traffic counts were not collected on a segment, then natural volume balancing was done from the segments before and after the uncounted segment. **Figure 3** shows an example section of the flow map for the 3:00-3:30 PM time period for the light vehicle class. Counts that are shown in blue denote segments with a Miovision traffic count, green denotes segments without a count that were calculated based on segments before or after, and yellow counts were manually adjusted a small amount to balance turning movement approach totals with the turning movements. **Appendix E** shows the full 30-minute bins of balanced flows for each vehicle type, as well as the total flow. The 2020 peak hour volume line diagram is shown in **Appendix F**.

Figure 3: 3:00 PM Balanced Light Vehicles



4 ORIGIN-DESTINATION MATRIX DEVELOPMENT

The Origin-Destination matrices were developed using the 30-minute balanced flows and the OD distribution from Streetlight Data. For each of the five 30-minute intervals and for each vehicle class analysed (lights, trucks, and buses), the origin volumes from the balanced flow maps were held constant and were multiplied by the Streetlight Data destination percentages for each respective origin. These preliminary matrices were adjusted when needed to match all ramp volumes along the interchange based on the vehicle routes between an origin and a destination. This two-step process ensured that the Streetlight Data would be consistent with the counts performed for this project. **Figure 4** shows the OD matrix for light vehicles during the 4:00-4:30 PM interval. The developed matrices contained the volumes between each origin and each destination and were the VISSIM volume inputs for the dynamic traffic assignment model. **Appendix G** contains each OD matrix organized by 30-minute bin and vehicle type.

Figure 4: 4:00-4:30 PM Light Vehicles OD Matrix

[illegible]

5 GROWTH RATE

5.1 KIPDA MODEL

The Kentuckiana Regional Planning and Development Agency (KIPDA) travel demand model was used to evaluate the study area and calculate a growth rate. Volumes from the KIPDA 2020 and 2040 models were used to establish the growth rates at study area origins and destinations. **Tables 2** and **3** show the volumes and percent growth at each study area origin and destination. After discussions between WSP and KIPDA, it was determined that the best approach is to apply one general growth rate across the study area. Several reasons for this exist, including: the dense level of the existing development, the significant change over the previous 20 years for various reasons suggests the same could happen over the next 20 years, as well as the vast outliers in some locations, such as Crittenden Drive, that are not believed to decrease by 27% over 20 years. Thus, a low, yet positive growth rate of 4.2% over 20 years, or 0.21% growth per year, was determined to be appropriate. **Appendix H** provides 2045 ADT and peak hour volumes in the network.

Table 2: KIPDA Origin Traffic Growth Rates

ORIGINS	2020 VOLUMES	2040 VOLUMES	% CHANGE
Crittenden Dr (North)	5230	3301	-36.9%
Freedom Way	6469	3742	-42.1%
I-264 (East)	86004	87244	1.4%
I-264 (West)	61682	61649	-0.1%
I-65 (North)	72308	76904	6.4%
I-65 (South)	81720	90167	10.3%
Phillips Ln (East)	6613	6610	0.0%
Phillips Ln (West)	793	804	1.5%
Poplar Level Rd (North)	15856	15601	-1.6%
Poplar Level Rd (South)	22668	22209	-2.0%
Preston Hwy (North)	12357	12046	-2.5%
Preston Hwy (South)	14472	15941	10.2%
Preston Hwy s/o Grade Ln (North)	16208	15627	-3.6%
Preston Hwy s/o Grade Ln (South)	19299	19163	-0.7%
Standiford Field Rd (Upper)	4491	5063	12.7%
Terminal Dr Off-Ramp to I-264	3378	4334	28.3%
Grade Ln North	13476	13850	2.8%
Grade Ln South	8803	10637	20.8%
Total	451827	464894	2.9%

Table 3: KIPDA Destination Traffic Growth Rates

DESTINATIONS	2020 VOLUMES	2040 VOLUMES	% CHANGE
Airport Rd	2227	2688	20.7%
Crittenden Dr (North)	8130	7241	-10.9%
Freedom Way	4950	3952	-20.2%
Grade Ln (North)	11118	12756	14.7%
Grade Ln (South)	7489	8888	18.7%
I-264 (East)	86074	88179	2.4%
I-264 (West)	61776	61892	0.2%
I-65 (North)	64627	66738	3.3%
I-65 (South)	79329	88801	11.9%
Phillips Ln (East)	3363	3699	10.0%
Phillips Ln (West)	1312	1051	-19.9%
Poplar Level Rd (North)	15201	15030	-1.1%
Poplar Level Rd (South)	26023	25801	-0.9%
Preston Hwy (North)	13327	13693	2.7%
Preston Hwy (South)	15177	16297	7.4%
Preston Hwy s/o Grade Ln (North)	13146	14176	7.8%
Preston Hwy s/o Grade Ln (South)	17121	16770	-2.0%
Terminal Dr On-Ramp from Freedom Way & I-264	5597	6645	18.7%
Total	435986	454299	4.2%

6 FUTURE OD MATRIX

The KIPDA model only forecasts to the year 2040, however, the future design year for this project is 2045. Therefore, the 0.21% growth rate was applied to the study area OD matrices over 25 years, to produce future 2045 OD matrices. These are included in **Appendix I**. The 2045 OD matrices were used as the inputs for the VISSIM dynamic assignment traffic model for future Build and No-Build scenarios.

APPENDIX

A CUMMINS CONSULTING SERVICES TRAFFIC COUNTS

Study Type	Location	Duration
TMC - Fri Nov 8, 2019 2 PM-8 PM	Crittenden Drive & I264 On/Off Ramp	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	Crittenden Drive at I264 Ramp	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	M1_I264EB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	M1_I264EB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	M5_I65NB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	M5_I65SB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	ML2_I264	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	ML2_I264	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	ML3_I65 SB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	ML3_I65 NB	6
ATR - Fri Nov 8, 2019 2 PM-6:45 PM	ML4_I264EB	4.75
ATR - Fri Nov 8, 2019 2 PM-8 PM	ML4_I264WB	6
ATR - Fri Nov 8, 2019 1 PM-9 PM	R10_I264 to Airport Drive	8.00
ATR - Fri Nov 8, 2019 2 PM-8 PM	R11_I264Nb Off Ramp to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R12_NB Staniford Field to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R13_Standiford Field Road to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R14_I264 On Ramp from Standiford Field Road	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R15_I65Nb to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R16_I65Sb to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R17_I65Sb to Airport Drive	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R18_I65 to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-4:30 PM	R19_I65Nb to I264Wb	2.5
ATR - Fri Nov 8, 2019 2 PM-8 PM	R20_I264WB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R21_Interstate Ramps to Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R22_I65Sb to I264 Wb	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R23_EB I264 Off Ramp to I65 NB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R24_I65NB - Off Ramp	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R25_I264EB - On Ramp	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R26_I264 EB On Ramp - Preston Highway	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R28_I264 EB Off Ramp to I65 SB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R29_I264 EB Off ramp To I65 SB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R3_I264 Off Ramp - Crittenden Drive	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R30_I264 WB Off Ramp to I65 NB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R31_I264 WB Off Ramp to Preston Highway	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R31_I65 Off Ramp Gaden Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R32_I65 On Ramp Grade Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R33_I65 Off Ramp Preston Highway	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R34_I65 On Ramp Preston Highway	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R35_Poplar Level Road Off Ramp To I264 WB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R38_I264EB Off Ramp to KY 864SB	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R5_I264EB - Crittenden Drive	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R6_I264EB - Off Ramp	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R7_I264EB - Terminal drive On Ramp	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R8_I264 WB Phillips Lane	6
ATR - Fri Nov 8, 2019 2 PM-8 PM	R9_Terminal Drive SB	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	T1_Ky864-I264	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	T4_Preston Way at I65 On/Off Ramp	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	T5_Grade Lane at I65 On/Off Ramp	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	T6_Phillips Lane at Expo Center Entrance	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	T6_Phillips Lane at Expo Exit	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	Terminal 2_Preston Highway - I264 EB	6
TMC - Fri Nov 8, 2019 2 PM-8 PM	Terminal 3_Preston Highway - I264 Off Ramps	6



Figure 3 - Traffic Count and O-D Zone Locations

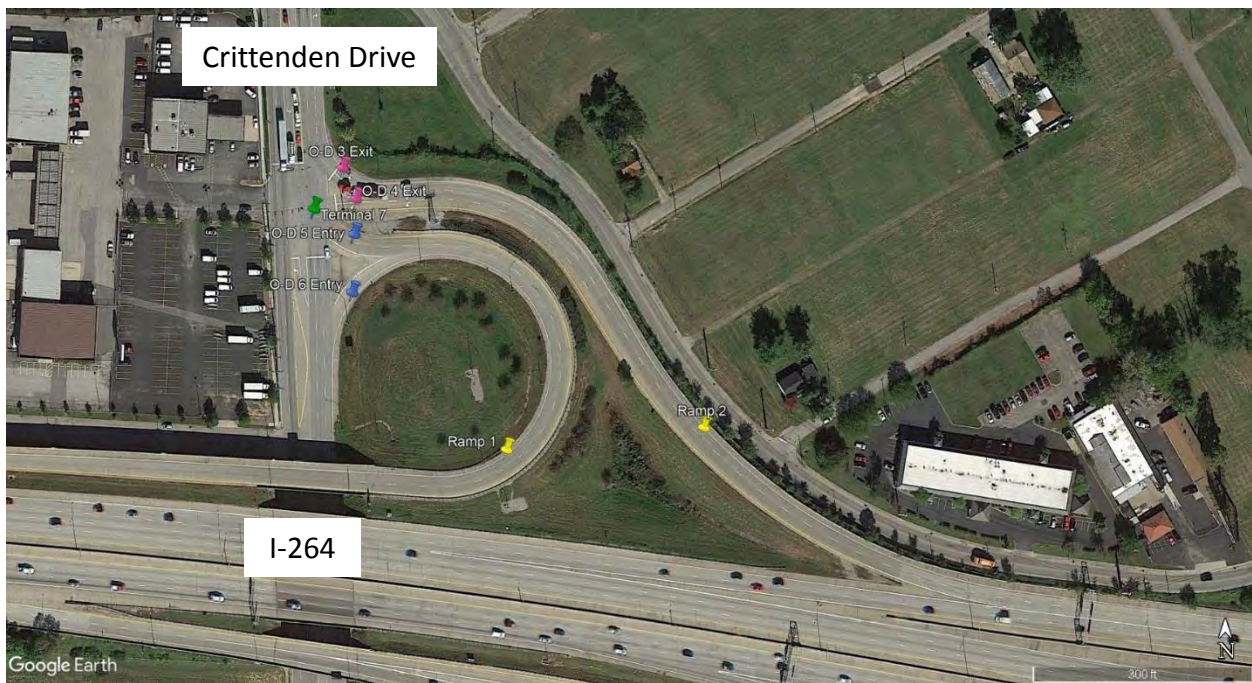


Figure 4 - Traffic Count and O-D Zone Locations



Figure 5 - Traffic Count and O-D Zone Locations



Figure 6 - Traffic Count and O-D Zone Locations



Figure 7 - Traffic Count and O-D Zone Locations

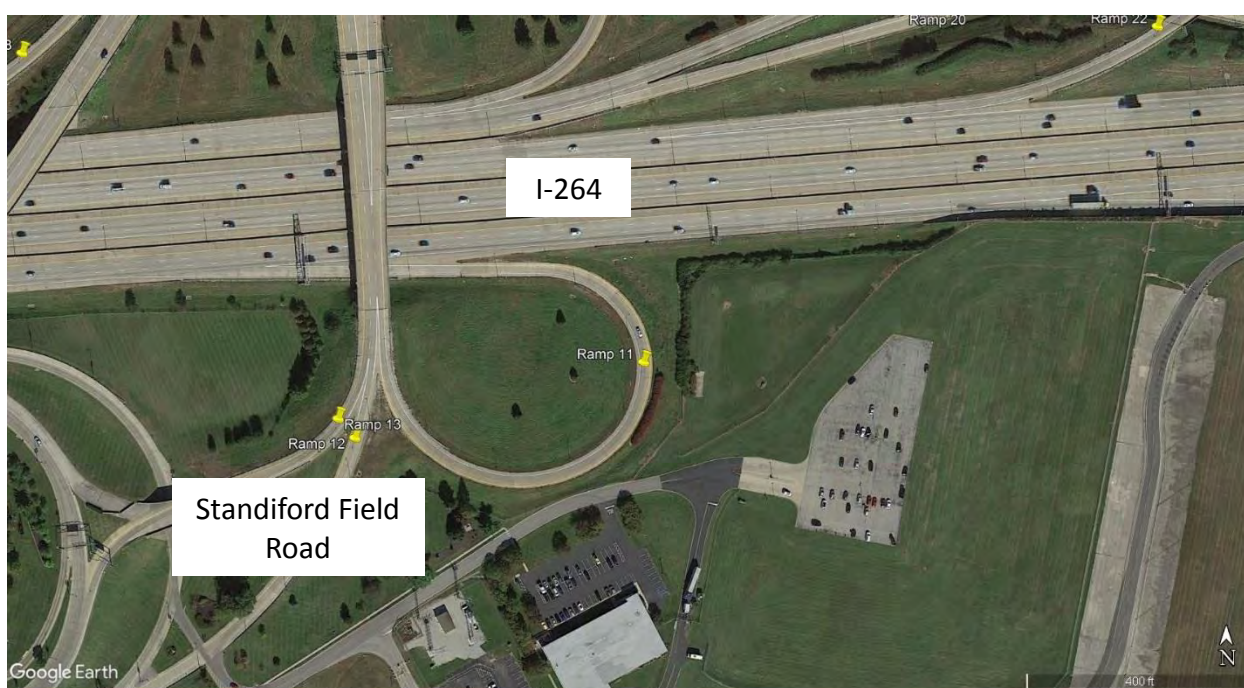


Figure 8 - Traffic Count and O-D Zone Locations



Figure 9 - Traffic Count and O-D Zone Locations



Figure 10 - Traffic Count and O-D Zone Locations



Figure 11 - Traffic Count and O-D Zone Locations

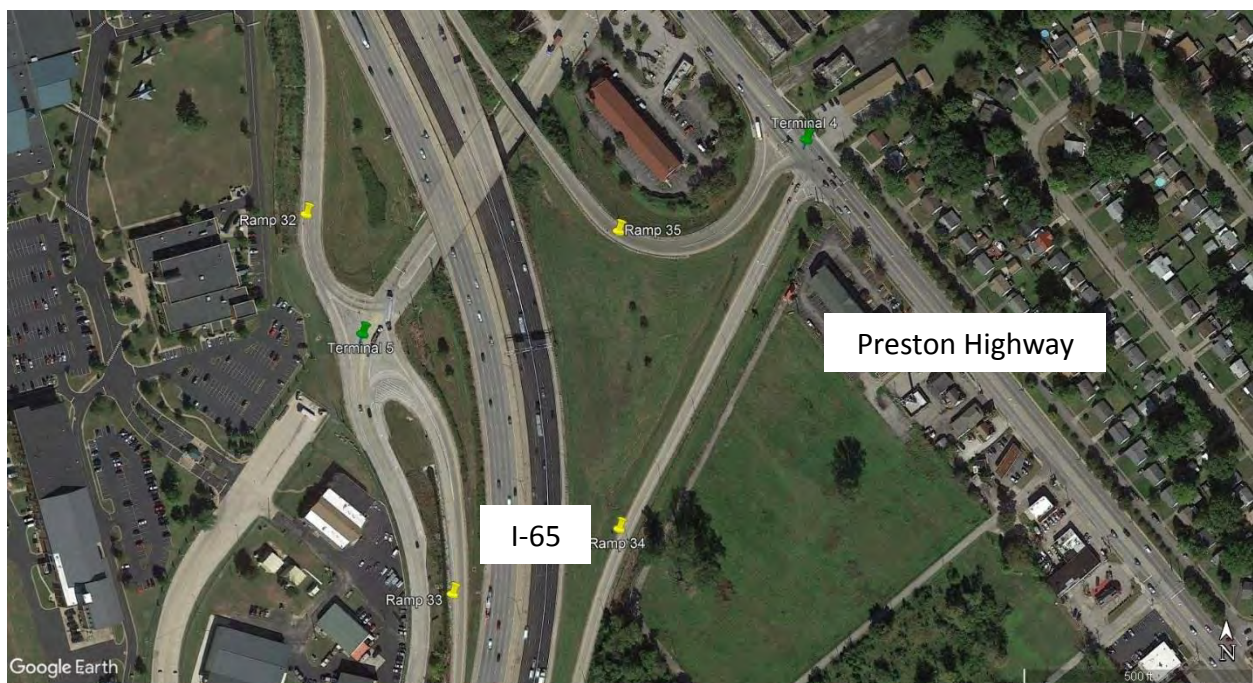


Figure 12 - Traffic Count and O-D Zone Locations



Figure 13 - Traffic Count and O-D Zone Locations

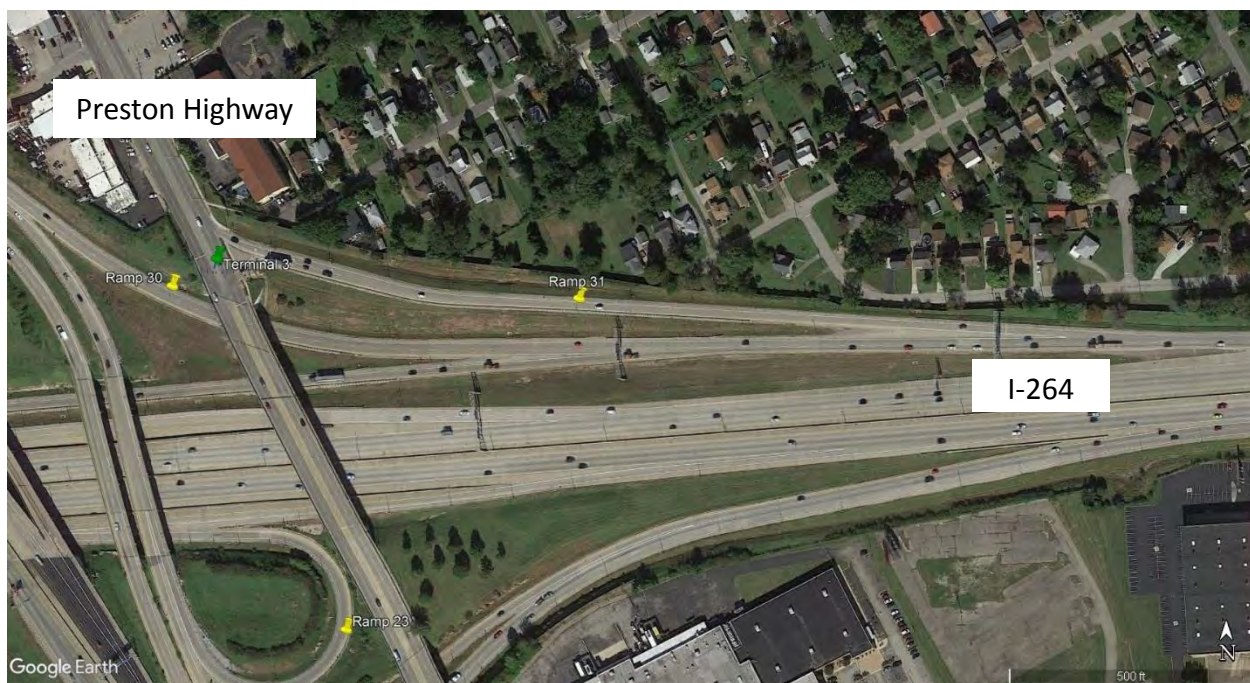


Figure 14 - Traffic Count and O-D Zone Locations



Figure 15 - Traffic Count and O-D Zone Locations

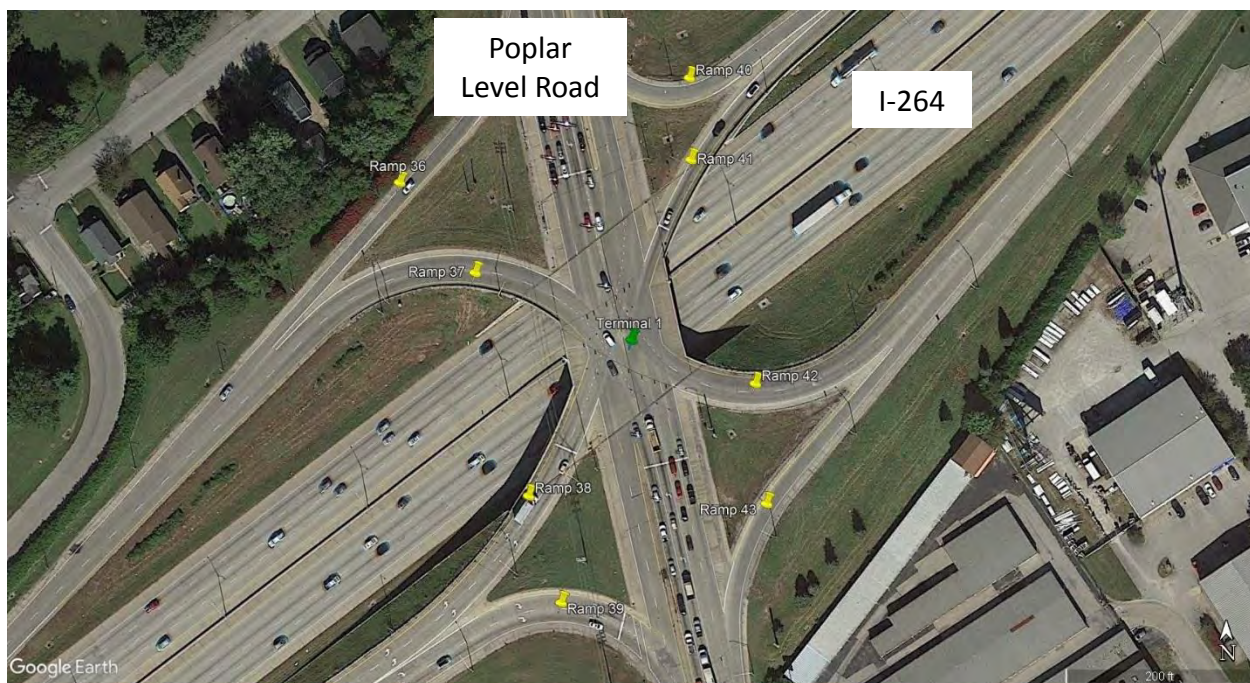


Figure 16 - Traffic Count and O-D Zone Locations



Figure 17 - Traffic Count and O-D Zone Locations

Traffic Counts - All Vehicle Types																											
Intersection	Location	2-2:15	2:15-2:30	2:30-2:45	2:45-3	3-3:15	3:15-3:30	3:30-3:45	3:45-4	4-4:15	4:15-4:30	4:30-4:45	4:45-5	5-5:15	5:15-5:30	5:30-5:45	5:45-6	6-6:15	6:15-6:30	6:30-6:45	6:45-7	7-7:15	7:15-7:30	7:30-7:45	7:45-8	Sum 2-8	
	M1 WB	1024	1125	1169	1225	1219	1279	1180	1189	1183	1248	1263	1307	1236	1301	1235	1189	1216	1166	927	977	867	898	784	728	26841	
	M1 EB	1134	1140	1301	1184	1306	1226	1318	1295	1290	1341	1229	1341	1188	1343	1226	1119	1148	1127	991	931	852	795	701	644	27170	
Crittenden - WB Ramp	Crittenden SB R	5	3	3	2	3	0	0	3	2	2	0	1	1	7	2	3	0	1	0	0	1	1	1	1	41	
	Crittenden SB T	142	139	122	123	157	151	175	151	169	147	184	131	175	124	103	99	106	83	92	63	68	51	51	53	2859	
	Crittenden SB L	35	35	32	29	47	40	46	32	45	38	49	36	35	23	21	25	34	25	12	20	18	21	8	21	727	
	264 WB R	95	119	122	148	97	153	116	95	89	106	83	75	77	74	70	93	71	70	70	67	64	53	35	61	2103	
	264 WB T	1	0	1	1	1	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
	264 WB L	11	20	20	9	11	6	13	14	12	13	9	15	10	9	6	10	7	13	6	10	5	9	7	8	253	
	Crittenden NB R	7	4	5	8	7	5	10	10	8	4	12	11	8	7	5	7	5	1	4	2	3	1	3	3	140	
	Crittenden NB T	66	75	72	56	60	55	76	75	81	78	67	70	73	80	98	86	64	34	44	40	38	36	45	32	1501	
	Crittenden NB L	1	1	0	2	0	0	1	1	0	1	1	0	2	2	0	0	0	0	0	0	0	1	0	0	13	
	At Crittenden EB R	0	1	2	0	0	3	1	2	2	2	5	0	0	2	2	1	2	0	0	0	0	0	1	0	0	26
	At Crittenden EB T	2	3	2	0	1	0	2	0	6	0	2	1	0	1	0	1	0	1	0	0	0	2	0	0	24	
	At Crittenden EB L	2	0	0	2	4	1	1	2	0	1	0	2	0	2	2	1	1	2	0	0	0	0	1	1	25	
Crittenden - EB Ramp	Crittenden SB R	26	32	30	11	23	16	20	21	24	17	18	22	22	17	10	11	15	12	9	9	8	15	16	15	419	
	Crittenden SB T	24	26	22	28	24	32	34	31	20	23	22	19	27	23	15	31	20	12	15	13	12	7	17	8	505	
	Crittenden SB L	106	118	97	95	118	131	141	122	137	122	156	108	136	96	89	74	94	77	77	54	50	41	26	40	2305	
	264 WB R	59	62	61	53	58	44	59	67	74	58	62	62	66	65	89	74	50	28	37	36	38	32	35	24	1293	
	264 WB T	8	2	5	2	7	8	8	4	4	5	7	2	8	4	12	4	2	3	3	2	2	3	2	5	112	
	264 WB L	0	0	2	0	1	1	2	6	5	3	3	0	3	5	1	5	3	0	2	1	0	0	1	0	44	
	Crittenden NB R	2	1	5	5	2	2	8	1	2	3	3	2	9	3	1	3	3	3	0	2	5	2	2	2	71	
	Crittenden NB T	14	4	7	3	2	7	9	6	3	8	8	7	5	10	8	11	8	2	5	5	1	1	11	6	151	
	Crittenden NB L	5	3	1	0	0	2	2	2	0	3	4	2	5	0	2	2	2	1	4	1	0	2	1	0	44	
	At Crittenden EB R	6	7	19	12	9	11	9	7	14	7	3	7	14	7	8	5	3	9	12	13	4	2	4	6	198	
	At Crittenden EB T	9	7	4	11	8	7	11	4	6	8	8	9	11	7	6	4	3	4	6	5	1	1	0	1	141	
	At Crittenden EB L	9	16	10	5	11	10	19	10	13	12	12	14	10	14	14	10	9	4	4	6	2	1	3	5	4	223
	R5	118	128	108	112	126	143	166	130	154	134	172	124	161	109	95	87	99	84	84	62	58	42	31	43	2570	
	R6	407	422	444	444	463	475	430	428	437	411	425	432	348	416	376	377	429	416	416	358	317	319	261	238	9489	
	R7	213	134	174	167	203	180	232	168	200	202	182	183	239	178	196	203	164	94	160	215	124	126	61	59	4057	
	R8	28	34	52	50	51	60	45	52	69	70	52	69	65	55	45	51	44	57	47	30	23	23	28	23	1123	
	R9	53	34	33	28	64	38	40	50	54	47	37	60	58	39	33	44	30	22	30	41	29	33	22	12	931	
	R10	60	66	76	80	95	70	69	56	75	69	77	84	90	79	60	76	66	49	44	34	33	37	24	32	1501	
	R11	25	18	19	16	23	15	17	19	17	12	25	20	13	11	13	24	19	20	14	13	8	10	10	9	390	
	R12	35	21	42	33	27	35	37	33	44	35	31	19	34	28	45	32	29	21	19	38	23	17	20	20	718	
	R13	13	23	30	23	28	30	22	30	24	27	43	29	31	25	22	17	19	9	16	14	14	14	10	13	526	
	R14	30	24	40	31	34	40	29	32	35	34	41	23	32	20	36	30	26	17	27	30	24	21	19	24	699	
	R15	16	14	9	21	16	20	25	16	19	16	17	17	33	31	28	23	18	28	11	11	15	13	4	13	434	
	R16	7	14	6	5	10	4	4	5	5	12	4	5	10	6	7	8	10	6	5	8	10	5	8	7	171	
	R17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	R18	22	18	33	28	29	23	29	26	27	32	23	36	24	31	20	23	26	28	27	17	17	14	16	13	582	
	R19																									0	
	R20	82	88	103	106	72	118	79	63	68	77	64	56	61	43	51	69	53	65	34	52	31	39	28	42	1544	
	R21	113	109	127	132	134	120	110	95	117	116	137	132	146	136	122	136	121	111	75	69	65	67	53	62	2605	
	R22	54	42	39	59	64	52	34	35	49	54	36	48	39	40	41	51	36	37	43	52	51	59	56	50	1121	
	ML 3 NB	964	927	989	1015	900	908	900	947	975	934	968	950	1007	1055	1006	958	894	947	957	843	731	686	573	566	21600	
	ML 3 SB	1024	974	1063	993	1127	1164	880	1040	1357	1361	1302	1364	1236	1220	1107	1009	955	964	777	822	736	728	686	693	24582	
	R23	124	108	125	130	117	93	105	89	109	70	77	78	74	79	71	79	95	99	107	110	86	92	56	57	2230	
	R24	51	62	53	51	70	56	79	58	64	55	65	54	73	70	57	56	50	61	37	39	31	36	30	35	1293	
	R25	392	409	331	386	387	414	382	355	373	407	398	401	413	398	392	393	361	377	372	313	324	311	281	257	8827	
	R26	102	135	188	110	123	133	112	147	144	150	106	121	139	116	110	118	92	100	76	57	70	60	48	36	2593	
	R27	283	282	234	251	321	287	319	333	307	295	247	253	269	221	202	217	193	172	169	164	147	155	120	129	5570	
	R28	396	375	391	395	352	385	337	370	335	384	387	381	366	3												

Highway	NBR	0	1	0	0	1	0	2	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	
	NBT	176	176	210	210	195	203	243	215	248	229	252	218	259	254	225	209	161	181	165	126	124	95	109	101	4584
	NBL	85	122	103	101	100	130	107	104	107	92	101	106	121	116	103	91	103	92	78	81	90	65	85	63	2346
	EBhardR	44	42	50	44	44	61	55	54	46	38	43	68	59	46	39	45	32	44	35	30	31	25	27	24	1026
	EBR	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
	EBL	37	53	29	36	33	28	44	39	42	31	39	50	40	41	37	45	50	60	48	41	41	20	17	22	923
	R34	122	167	164	146	149	177	174	170	176	132	162	159	171	161	150	115	145	118	111	109	113	91	110	74	3366
	R33	87	90	76	81	79	88	98	90	90	73	88	107	99	87	77	93	81	108	83	68	70	43	48	41	1945
	R31*	119	148	122	137	119	114	101	105	109	111	98	121	116	138	128	114	107	117	120	140	119	101	93	103	2800
T5 - Grade Lane	Off Ramp R	16	25	20	34	21	25	19	28	18	27	23	21	29	40	28	21	16	16	18	20	22	18	11	13	529
	Off Ramp L	100	108	97	113	91	84	85	78	91	83	66	102	93	98	91	101	91	96	103	112	84	84	74	80	2205
	WBT	10	15	15	17	20	13	16	16	16	24	16	13	28	27	32	30	13	4	8	8	10	6	6	5	368
	WBL	79	101	162	107	123	106	131	145	127	141	114	146	130	145	99	85	93	65	69	63	61	38	44	29	2403
	EBR	13	8	11	9	7	16	22	19	21	17	17	10	19	8	11	6	1	1	2	9	1	3	0	237	
T2 - Preston Highway	EBT	45	62	40	52	62	75	89	95	104	88	104	76	75	85	74	53	45	33	21	12	11	13	13	3	1330
	SBT	140	155	215	176	157	169	205	175	189	182	205	200	197	184	182	186	132	152	135	88	113	86	84	89	3796
	SBL	41	81	143	69	53	76	65	82	82	82	69	78	81	71	63	59	39	55	35	36	36	25	24	21	1466
	NBR	60	53	48	41	69	55	48	64	63	65	37	46	57	44	47	59	53	45	40	22	33	34	24	15	1122
	NBT	195	220	199	192	227	219	206	230	281	256	273	267	239	243	244	215	207	192	183	167	125	117	123	73	4893
	M5 NB	1301	1250	1240	1360	1293	1357	1445	1393	1366	1407	1422	1488	1590	1529	1578	1527	1349	1384	1218	1109	1051	951	865	801	31274
	M5 SB	1505	1390	1585	1550	1688	1867	1628	1812	1881	1951	1887	2063	1819	1763	1666	1557	1469	1416	1255	1232	1063	1085	1038	966	37136
T3 - Preston Highway	SBT	199	218	186	199	263	237	228	262	313	299	279	283	284	266	270	238	226	191	180	137	136	113	112	73	5192
	SWBR	55	60	55	37	28	28	26	29	26	26	27	18	27	20	41	42	41	45	33	52	39	56	44	38	893
	NWBL	55	54	49	42	31	36	30	25	24	28	29	33	19	17	22	34	41	42	44	49	26	34	35	19	818
	NWBT	142	145	210	178	147	177	194	166	200	183	205	180	209	185	180	180	130	165	132	88	104	79	79	93	3751
	R35	84	100	102	81	84	92	92	92	101	82	148	95	89	89	53	68	83	80	88	64	76	74	68	58	2043
	R38	173	181	169	173	148	174	152	178	170	183	158	172	138	163	149	157	144	134	124	128	122	105	104	96	3595
T1 - KY 864	864 SBT	98	105	123	86	124	125	126	125	133	132	132	151	109	119	118	108	108	92	51	66	64	65	59	48	2467
	864 SBL	117	87	120	125	149	201	195	145	164	157	180	178	133	129	111	111	114	122	81	83	74	90	68	64	2998
	264 WBL	83	98	88	109	119	73	86	77	74	57	67	53	63	61	58	69	94	79	69	65	48	62	38	34	1724
	864 NBT	81	86	92	133	123	110	101	96	128	121	146	126	140	103	102	104	95	80	67	47	61	48	50	56	2296
	864 NBL	158	151	175	169	166	169	192	202	207	196	237	179	248	178	160	132	115	123	108	115	92	83	68	80	3703
	264 EBL	68	76	76	84	71	65	59	71	62	69	68	52	57	54	52	66	68	87	75	88	72	67	49	46	1602
	ML4 EB	1565	1505	1688	1626	1694	1680	1847	1669	1772	1868	1842	1847	1810	1810	1682	1456	1500	1500	1298	1249	1123	1198	998	901	37128
	ML4 WB	1363	1435	1521	1488	1572	1548	1319	1348	1289	1389	1355	1358	1370	1468	1427	1480	1503	1397	1350	1249	1123	1198	998	901	32449
	R3WB	118	128	109	111	126	141	161	129	154	134	172	123	160	109	94	88	104	87	87	64	57	43	31	44	2574
	R3EB	66	67	69	57	64	55	71	79	88	66	75	68	79	74	101	84	55	32	42	39	43	36	38	29	1477
	R32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	R2	113	169	120	114	97	110	96	77	99	78	80	91	94	82	72	76	60	72	47	65	59	51	53	51	2026
	R4	35	19	16	38	26	23	29	26	37	27	27	28	23	20	21	22	21	12	15	16	11	5	15	10	522
T6 - Phillips Lane at Expo Exit	SB Right	6	8	6	5	5	8	4	7	12	4	3	4	14	5	4	14	15	38	14	17	32	31	17	10	283
	SB Thru	11	7	8	10	11	11	6	7	15	18	11	16	21	13	7	10	7	12	12	17	14	21	17	7	289
	SB Left	2	6	4	3	6	7	3	7	6	3	3	8	4	1	4	2	6	4	4	2	2	3	6	1	97
	WB Right	2	5	4	3	6	7	3	7	5	1	3	8	4	1	4	2	6	4	4	2	2	3	6	1	93
	WB Thru	36	42	61	55	53	62	49	75	60	70	50	95	62	38	59	34	14	54	50	19	21	27	14	14	1114
	WBLeft	42	39	61	56	71	63	52	71	75	83	56	85	74	65	54	68	44	54	38	30	23	23	22	22	1271
	NB Right	37	43	42	34	35	39	36	38	33	31	50	45	48	47	45	39	42	29	25	25	20	16	12	12	823
	NB Thru	12	19	12	18	5	16	14	11	11	10	11	5	13	10	14	16	11	8	9	11	12	11	9	13	281
	NB Left	33	33	39	35	40	36	41	34	50	41	48	44	46	52	36	54	51	45	19	29	24	21	31	25	907
	EB Right	25	20	13	10	28	22	21	21	33	10	19	27	26	15	16	17	24	14	25	21	15	15	9	7	453
	EB Thru	37	47	35	36	38	42	53	47	61	46	62	56	54	65	63	48	49	43	37	30	31	33	25	18	1056
	EB Left	5	7	3	4	3	4	3	3	6	11	6	5	13	19	11	19	11	5	3	6	4	6	3	2	162
	R39	171	140	135	119	125	169	120	150	142	137	140	179	132	179	130	156	148	111	109	83	78	82	78	67	3080
	R42	121	104	135	113	119	117	133	144	142	103	125	94	76	80	60	52	53	57	53	36	41	52	34	44	2088

Traffic Counts - Light Vehicles																											
Intersection	Location	2-2:15	2:15-2:30	2:30-2:45	2:45-3	3-3:15	3:15-3:30	3:30-3:45	3:45-4	4-4:15	4:15-4:30	4:30-4:45	4:45-5	5-5:15	5:15-5:30	5:30-5:45	5:45-6	6-6:15	6:15-6:30	6:30-6:45	6:45-7	7-7:15	7:15-7:30	7:30-7:45	7:45-8	Sum 2-8	
	M1 WB	967	1063	1064	1152	1064	1218	1133	1140	1131	1204	1214	1249	1194	1270	1198	1158	1197	1142	899	954	841	876	766	712	25806	
	M1 EB	1025	1061	1207	1119	1241	1147	1251	1231	1206	1277	1183	1283	1151	1305	1180	1074	1112	1098	961	911	822	776	682	621	25924	
Crittenden - WB Ramp	Crittenden SB R	4	3	3	1	3	0	0	3	1	1	0	1	1	7	2	3	0	1	0	0	1	1	1	1	37	
	Crittenden SB T	135	126	111	121	145	144	166	145	161	135	182	130	171	122	99	96	101	79	89	60	64	50	48	49	2729	
	Crittenden SB L	31	34	30	26	44	39	43	31	41	38	49	33	30	23	21	24	33	23	12	20	17	21	8	21	692	
	264 WB R	74	104	104	134	88	135	104	82	84	99	79	66	69	65	64	84	69	64	64	64	60	50	32	57	1895	
	264 WB T	1	0	1	1	1	1	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	
	264 WB L	9	18	17	9	9	5	12	13	12	12	9	15	10	9	5	10	7	13	5	9	4	8	6	8	234	
	Crittenden NB R	6	4	3	6	7	5	9	10	7	3	10	11	8	7	5	7	5	1	3	2	3	1	3	3	129	
	Crittenden NB T	65	71	64	54	58	53	72	68	76	72	64	68	71	78	90	85	63	33	42	40	37	36	43	29	1432	
	Crittenden NB L	0	1	0	2	0	0	1	1	0	1	1	0	2	2	0	0	0	0	0	0	0	1	0	0	12	
	At Crittenden EB R	0	1	2	0	0	2	0	2	2	2	5	0	0	2	2	1	2	0	0	0	0	0	1	0	0	24
	At Crittenden EB T	2	3	2	0	1	0	1	0	5	0	2	1	0	1	0	1	0	1	0	0	0	2	0	0	22	
	At Crittenden EB L	1	0	0	2	3	1	1	2	0	0	0	2	0	2	2	1	1	2	0	0	0	0	1	1	22	
Crittenden - EB Ramp	Crittenden SB R	24	31	27	11	22	15	18	20	23	17	17	22	22	17	9	11	15	12	8	9	7	14	15	15	401	
	Crittenden SB T	24	25	20	28	24	31	33	31	20	22	21	19	27	23	15	31	20	12	14	12	12	7	16	8	495	
	Crittenden SB L	99	106	86	93	106	123	133	115	130	111	155	107	132	94	85	71	89	72	75	51	46	41	23	35	2178	
	264 WB R	58	58	53	49	55	41	54	61	68	53	59	61	64	63	83	73	49	27	35	36	37	32	33	21	1223	
	264 WB T	7	2	5	2	6	8	8	4	4	5	7	2	8	3	12	4	2	3	3	2	1	3	2	5	108	
	264 WB L	0	0	2	0	0	0	2	6	5	3	3	2	3	4	1	5	3	0	2	1	0	0	1	0	43	
	Crittenden NB R	2	1	3	5	2	1	8	1	2	2	3	2	8	1	1	3	3	3	0	2	5	2	2	2	64	
	Crittenden NB T	13	4	5	3	2	7	6	6	3	6	6	7	5	10	8	11	8	2	4	5	1	1	10	6	139	
	Crittenden NB L	5	3	1	0	0	2	2	2	0	3	4	2	5	0	2	2	2	1	4	1	0	2	1	0	44	
	At Crittenden EB R	6	7	19	12	8	11	9	7	14	7	3	7	14	7	8	5	3	9	12	13	4	1	4	6	196	
	At Crittenden EB T	8	6	3	11	7	5	10	4	6	7	8	9	10	7	6	4	2	4	6	4	1	0	0	1	129	
	At Crittenden EB L	8	16	10	4	11	10	19	8	13	11	12	14	10	14	14	10	9	4	6	2	1	3	5	4	218	
	R5	110	115	94	110	113	132	155	122	145	120	171	123	155	104	91	84	93	79	82	57	53	41	28	38	2415	
	R6	357	385	390	411	432	430	399	397	394	375	401	403	324	398	354	354	406	399	403	349	301	310	253	228	8853	
	R7	203	132	169	162	202	178	229	163	200	202	180	173	238	176	196	203	164	94	159	213	123	126	61	58	4004	
	R8	26	34	50	49	48	57	40	49	68	67	50	60	63	55	44	51	43	57	46	30	23	23	28	23	1084	
	R9	-26	-34	-50	-49	-48	-57	-40	-49	-68	-67	-50	-60	-63	-55	-44	-51	-43	-57	-46	-30	-23	-23	-28	-23	-1084	
	R10	60	66	70	75	92	70	69	53	75	69	76	82	89	78	60	76	66	49	44	33	33	36	24	31	1476	
	R11	24	18	17	15	23	13	17	19	17	12	24	18	13	11	13	24	19	20	14	13	8	10	10	9	381	
	R12	33	21	42	32	27	34	37	33	43	35	31	18	34	27	44	31	28	21	18	38	23	17	19	19	705	
	R13	13	22	30	22	27	30	22	30	24	27	42	29	31	24	22	17	19	9	16	14	14	14	10	13	521	
	R14	29	23	40	29	34	40	29	32	35	34	41	22	32	20	35	30	25	17	27	30	24	21	19	24	692	
	R15	16	14	9	19	15	19	25	16	18	16	17	15	33	31	28	23	18	27	11	11	15	11	4	13	424	
	R16	7	14	6	5	10	3	4	5	5	12	4	5	10	6	7	7	10	5	5	8	10	5	7	7	167	
	R17	30	25	45	40	40	30	40	35	35	45	30	50	35	45	30	30	35	40	35	25	25	20	25	20	810	
	R18	21	17	32	27	29	23	28	25	26	32	22	36	24	31	20	23	26	28	26	17	17	13	16	13	572	
	R19																									0	
	R20	66	76	93	99	64	106	74	54	65	74	59	53	57	39	45	63	52	60	29	50	29	37	25	39	1408	
	R21	113	106	122	125	130	117	109	92	116	115	119	129	144	135	121	135	121	110	74	69	65	64	51	61	2543	
	R22	51	41	35	59	61	49	34	34	47	54	35	42	39	39	40	48	36	37	41	50	51	56	54	50	1083	
	ML 3 NB	838	826	887	904	797	804	812	858	906	876	895	879	939	991	939	899	850	903	905	802	684	652	532	527	19905	
	ML 3 SB	930	895	956	924	1044	1090	845	971	1265	1292	1230	1298	1161	1156	1050	944	894	889	728	761	669	672	634	622	22920	
	R23	118	105	124	128	111	90	104	88	105	69	76	78	73	79	69	78	93	97	104	110	83	91	55	55	2183	
	R24	47	57	52	48	65	53	77	57	63	53	63	50	70	67	55	55	47	59	37	38	31	36	30	34	1244	
	R25	345	365	299	340	351	374	351	328	335	379	361	364	379	368	364	364	331	345	341	290	297	267	254	229	8021	
	R26	98	133	177	106	119	128	110	141	143	149	104	118	139	116	109	114	92	99	74	57	68	58	48	36	2536	
	R27	249	252	211	221	291	259	293	308	276	275	224	230	247	204	188	201	177	157	155	152	135	133	108	115	5061	
	R28	349	329	346	361	303	356	304	341	294	348	356	352	331	37												

Highway	NBR	0	1	0	0	1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7		
	NBT	166	166	190	199	185	190	230	208	242	221	240	210	253	243	218	200	154	179	162	122	122	91	107	100	4398
	NBL	81	117	97	98	94	126	104	104	105	92	99	103	118	115	102	91	101	89	78	79	89	64	85	62	2293
	EBhardR	29	34	40	37	34	53	46	47	38	30	40	60	45	41	36	39	27	40	29	25	29	21	26	22	868
	EBR	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
	EBL	29	51	27	36	33	27	42	38	42	31	38	49	40	41	37	44	49	60	48	41	41	20	17	21	902
	R34	115	160	145	138	138	169	165	165	170	130	157	152	165	155	144	113	139	115	110	107	112	89	110	73	3236
	R33	65	81	63	74	67	79	88	82	82	64	83	98	85	83	74	86	74	104	78	64	68	39	46	38	1765
	R31*	109	143	116	127	114	111	98	99	105	107	95	114	110	136	128	112	107	114	118	139	116	99	91	102	2710
T5 - Grade Lane	Off Ramp R	16	22	17	32	17	25	16	23	16	24	22	15	27	39	28	20	16	14	18	19	20	17	9	12	484
	Off Ramp L	88	106	94	111	89	81	85	76	89	82	64	100	89	97	91	101	90	96	100	112	83	83	74	80	2161
	WBT	8	15	14	16	19	12	16	15	16	23	16	13	28	27	32	30	12	3	8	8	10	6	6	4	357
	WBL	72	95	143	99	120	99	120	138	121	131	107	141	124	138	92	79	91	63	69	60	59	38	41	28	2268
	EBR	9	8	11	8	7	13	19	17	20	16	15	10	15	7	9	4	6	1	1	1	8	1	3	0	209
T2 - Preston Highway	EBT	43	59	39	46	58	70	84	91	100	87	102	71	72	80	70	49	43	32	20	12	10	13	13	3	1267
	SBT	132	150	212	172	152	164	201	169	187	177	200	196	197	180	179	183	130	151	133	86	111	85	83	89	3719
	SBL	38	81	133	67	49	73	64	80	81	81	68	75	81	71	62	58	39	55	35	36	36	23	24	21	1431
	NBR	59	51	47	38	69	53	47	60	63	65	36	46	57	44	47	57	53	44	38	22	31	34	24	15	1100
	NBT	179	213	193	185	224	210	199	224	271	248	263	264	236	240	243	209	206	187	181	166	123	115	121	71	4771
	M5 NB	1106	1096	1080	1179	1137	1203	1310	1274	1243	1302	1321	1357	1463	1439	1474	1428	1271	1293	1147	1027	969	861	792	725	28497
	M5 SB	1330	1233	1386	1402	1548	1726	1521	1701	1727	1828	1771	1948	1689	1634	1560	1434	1354	1291	1170	1128	963	992	936	869	34141
T3 - Preston Highway	SBT	189	208	182	192	259	227	220	253	304	293	268	280	281	263	269	231	225	190	176	136	134	111	111	73	5075
	SWBR	53	58	53	36	26	27	25	27	26	26	25	18	27	19	40	41	41	45	33	52	38	56	44	38	874
	NWBL	48	53	47	39	31	35	29	23	23	26	29	32	19	17	22	32	38	40	44	49	26	34	35	18	789
	NWBT	134	140	207	174	143	171	188	161	197	179	200	178	208	184	178	177	129	163	130	86	102	78	78	93	3678
	R35	79	97	97	80	80	91	90	87	98	81	143	91	87	87	53	68	81	75	87	64	76	74	67	58	1991
	R38	144	160	147	158	127	159	137	160	145	171	145	156	133	149	142	147	135	125	111	119	112	98	95	88	3263
T1 - KY 864	864 SBT	97	102	120	82	122	119	120	122	131	129	127	148	105	113	117	107	107	89	47	64	63	65	58	48	2402
	864 SBL	116	85	119	123	147	199	190	139	159	154	180	178	133	129	109	111	113	122	81	83	72	90	68	64	2964
	264 WBL	73	83	78	92	110	63	73	70	67	53	59	49	60	59	57	65	88	75	67	63	46	59	38	34	1581
	864 NBT	76	81	90	126	118	103	100	93	126	118	145	123	140	101	101	102	91	80	67	46	61	48	49	56	2241
	864 NBL	143	128	158	153	156	149	180	193	200	182	226	174	236	170	158	123	110	119	101	112	87	75	64	74	3471
	264 EBL	67	74	73	76	68	64	58	68	60	68	63	50	56	51	51	64	67	87	74	88	72	64	49	45	1557
	ML4 EB	1439	1413	1598	1533	1624	1589	1769	1592	1700	1810	1781	1784	1758	1766	1637	1409	1454	1456	1251	1137	1104	1098	978	877	35557
	ML4 WB	1266	1314	1386	1391	1483	1469	1232	1281	1223	1332	1274	1294	1321	1424	1373	1432	1449	1351	1305	1195	1083	1155	953	868	30854
	R3WB	110	115	95	109	112	130	151	122	146	120	171	122	154	104	90	85	98	82	85	59	52	42	27	39	2420
	R3EB	63	62	60	53	61	52	67	74	82	61	72	66	77	70	94	82	54	31	40	39	41	36	36	26	1399
	R32	82	100	131	104	128	117	143	150	137	153	118	157	134	145	103	79	93	63	69	63	65	35	42	29	2440
	R2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0
	R4	33	18	14	35	25	22	27	24	34	25	26	27	22	19	20	21	21	12	14	16	10	5	14	9	493
T6 - Phillips Lane at Expo Exit	SB Right	6	8	6	5	5	8	4	7	12	4	3	4	14	5	4	14	15	38	14	17	32	31	17	10	283
	SB Thru	11	7	8	10	11	11	5	7	15	18	11	16	21	13	7	10	7	12	12	17	14	21	17	7	288
	SB Left	2	6	4	3	6	7	3	7	6	3	3	8	4	1	4	2	6	4	4	2	2	3	6	1	97
	WB Right	2	5	4	3	6	7	3	7	5	1	3	8	4	1	4	2	6	4	4	2	2	3	6	1	93
	WB Thru	36	41	60	55	53	61	49	75	59	69	49	94	62	38	58	34	14	53	50	19	21	27	14	14	1105
	WBLeft	42	39	61	56	71	63	52	71	75	83	56	85	74	65	54	68	44	54	38	30	23	23	22	22	1271
	NB Right	37	43	42	34	35	38	36	38	33	31	49	45	48	47	45	39	42	29	25	25	20	16	12	12	821
	NB Thru	12	19	12	18	5	15	14	11	11	10	11	5	13	10	13	16	11	8	9	11	12	11	9	13	279
	NB Left	33	31	39	34	40	34	41	34	49	40	40	33	45	51	36	53	51	45	18	29	24	21	29	24	874
	EB Right	15	20	12	10	28	21	21	19	33	10	17	16	26	14	16	16	22	14	25	20	15	15	8	6	419
	EB Thru	36	47	35	36	38	41	53	47	60	46	62	56	54	65	63	48	49	43	37	30	31	33	25	18	1053
	EB Left	5	7	3	4	3	4	3	3	6	11	6	5	13	19	11	19	11	5	3	6	4	6	3	2	162
	R39	142	124	117	109	107	154	108	135	121	128	128	162	127	164	124	146	139	104	98	77	72	77	71	61	2795
	R42	101	92	117	103	102	107	120	129	121	96	115	85	73	73	57	49	50	53	47	33	38	49	31	40	1881

Traffic Counts - Trucks																											
Intersection	Location	2-2:15	2:15-2:30	2:30-2:45	2:45-3	3-3:15	3:15-3:30	3:30-3:45	3:45-4	4-4:15	4:15-4:30	4:30-4:45	4:45-5	5-5:15	5:15-5:30	5:30-5:45	5:45-6	6-6:15	6:15-6:30	6:30-6:45	6:45-7	7-7:15	7:15-7:30	7:30-7:45	7:45-8	Sum 2-8	
	M1 WB	44	53	54	20	53	54	41	46	40	36	41	37	35	25	30	27	15	23	25	23	26	22	18	16	834	
	M1 EB	63	71	75	59	58	66	59	56	54	59	44	53	33	37	43	42	34	29	30	20	29	19	19	22	1074	
Crittenden - WB Ramp	Crittenden SB R	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	Crittenden SB T	7	13	10	2	12	7	9	5	6	12	2	1	4	2	4	3	5	4	2	3	4	1	3	4	125	
	Crittenden SB L	4	1	2	3	3	1	3	1	4	0	0	3	5	0	0	1	1	2	0	0	1	0	0	0	35	
	264 WB R	21	15	12	13	9	13	10	10	5	7	4	8	8	9	6	7	2	6	6	3	4	3	3	4	188	
	264 WB T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	264 WB L	2	2	3	0	2	1	1	1	0	1	0	0	0	0	1	0	0	0	1	1	1	1	1	0	19	
	Crittenden NB R	1	0	2	2	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8	
	Crittenden NB T	1	3	7	2	1	2	3	6	4	6	3	2	1	2	7	1	1	1	2	0	1	0	2	2	60	
	Crittenden NB L	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	At Crittenden EB R	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	At Crittenden EB T	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	At Crittenden EB L	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Crittenden - EB Ramp	Crittenden SB R	2	1	3	0	1	1	2	1	0	0	1	0	0	0	1	0	0	0	1	0	1	1	1	1	0	17
	Crittenden SB T	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	
	Crittenden SB L	2	4	4	2	12	8	8	5	5	11	1	1	4	2	4	3	5	5	2	3	3	0	3	5	102	
	264 WB R	1	3	7	4	2	3	4	5	4	5	3	1	1	2	5	1	1	1	2	0	1	0	2	2	60	
	264 WB T	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	
	264 WB L	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
	Crittenden NB R	0	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	
	Crittenden NB T	0	0	1	0	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	9	
	Crittenden NB L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	At Crittenden EB R	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
	At Crittenden EB T	1	1	1	0	1	2	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	11	
	At Crittenden EB L	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	R5	8	13	13	2	13	11	11	6	7	14	1	1	6	5	4	3	6	5	2	5	5	1	3	5	150	
	R6	34	35	40	30	28	39	31	28	25	33	23	27	23	18	22	22	22	17	13	9	14	9	8	10	560	
	R7	2	2	3	5	1	2	3	4	0	0	2	4	1	2	0	0	0	0	1	2	0	0	0	1	35	
	R8	0	0	1	1	3	2	4	1	1	2	1	1	2	0	0	0	0	0	1	0	0	0	0	0	20	
	R9	0	0	-1	-1	-3	-2	-4	-1	-1	0	-1	-1	-2	0	0	0	0	0	-1	0	0	0	0	0	-18	
	R10	0	0	4	5	3	0	0	3	0	0	1	2	1	1	0	0	0	0	0	1	0	1	0	1	23	
	R11	1	0	2	1	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8	
	R12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	
	R13	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
	R14	1	1	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	7	
	R15	0	0	0	2	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	8	
	R16	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	
	R17	1	1	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	9	
	R18	1	1	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	9	
	R19																									0	
	R20	16	12	9	7	8	9	5	8	3	3	5	3	4	4	6	4	1	5	5	2	2	2	3	3	129	
	R21	0	2	3	7	4	1	1	3	1	0	0	3	1	1	0	1	0	1	1	0	0	2	0	1	33	
	R22	1	0	3	0	2	2	0	1	0	0	1	2	0	1	0	3	0	0	2	2	0	3	2	0	25	
	ML 3 NB	116	98	94	106	96	96	87	89	69	58	69	69	66	59	65	57	42	43	49	35	43	33	38	38	1615	
	ML 3 SB	89	74	75	66	80	70	31	61	82	63	70	62	68	59	54	63	59	74	49	58	65	53	50	69	1544	
	R23	3	2	0	2	3	3	1	1	4	1	1	0	1	0	2	1	2	2	3	0	1	1	1	2	37	
	R24	4	4	1	3	3	3	2	1	1	2	1	4	2	3	2	1	3	2	0	1	0	0	0	1	44	
	R25	41	44	30	46	34	40	30	26	38	27	36	35	34	28	25	28	29	31	30	23	26	44	27	28	780	
	R26	3	2	1	4	1	2	2	6	1	1	2	3	0	0	1	4	0	1	2	0	2	1	0	0	39	
	R27	32	21	33	22	33	21	22	36	22	26	22	21	18	14	14	16	17	14	10	14	20	13	12	0	473	
	R28	46	44	41	33	49	28	32	29	40	36	31	27	35	26	30	30	31	34	19	36	29	32	34	25	797	
	R29	34	42	45	35	34	32	35	30	27	30	26	24	26	25	21	23	22	27	17	12	13	12	8	10	610	
	R30	10	15	19	16	12	12	8	8	6	2	7	8	2	7	0	3	4	3	5	8	0	2	4	3	164	
	R31	4	2	5	5	4	1	2	3	1	1	2	0	0	1	0	3	2	3	0	0	2	0	1	1	43	
	ML2 WB	86	113	93	94	88	78	70	72	67	57	62	57	52	54	54	56	47	47	48	51	40	45	49	34	1514	
	ML2 EB	62	68	60	72	53	71	57	49	59	50	57	54	45	40	38	41	37	40	38	31	35	50	33	42	1182	
T4 - Preston	SBR	3	3	1	5	5	4	6	5	4	1	3	4	4	5	5	3	2	1	1	0	0	0	0	0	65	
	SBT	6	3	4	3	3	4	3	2	1	1	2	4	3	1	0	1	2	5	2	1	1	0	0	1	53	
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Highway	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	NBT	9	6	8	8	3	8	9	6	5	5	10	6	6	9	4	8	2	2	1	3	1	2	2	1	124
	NBL	4	2	1	3	3	4	3	0	1	0	1	3	2	1	1	0	1	3	0	2	1	1	0	1	38
	EBhardR	15	8	10	7	10	8	8	7	8	8	3	7	14	5	3	6	5	3	6	5	2	4	1	2	155
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBL	3	1	2	0	0	1	1	1	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	14
	R34	7	5	4	8	8	8	8	5	5	2	4	7	5	6	6	2	6	3	1	2	1	2	0	1	106
	R33	17	8	13	7	12	9	8	8	8	9	5	9	14	4	3	7	7	3	5	4	2	4	2	3	171
	R31*	2	4	4	9	5	3	3	5	2	3	3	7	5	2	0	1	0	3	2	1	3	1	2	1	71
T5 - Grade Lane	Off Ramp R	0	3	3	1	4	0	3	4	2	2	1	6	2	1	0	1	0	2	0	1	2	1	2	1	42
	Off Ramp L	4	1	1	2	2	2	0	2	1	0	2	2	3	1	0	0	0	0	2	0	1	1	0	0	27
	WBT	2	0	1	1	1	1	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	11
	WBL	7	6	8	7	3	6	11	6	2	4	7	5	6	7	7	6	2	1	0	3	2	0	3	1	110
	EBR	4	0	0	1	0	3	3	2	1	1	2	0	4	1	2	2	0	0	0	1	1	0	0	0	28
T2 - Preston Highway	EBT	2	3	1	6	4	4	5	4	3	1	2	5	3	5	4	3	2	1	1	0	1	0	0	0	60
	SBT	7	3	1	2	1	1	1	2	1	3	2	2	0	2	0	2	0	0	1	0	1	1	0	0	33
	SBL	2	0	0	2	1	0	1	2	1	1	1	3	0	0	1	1	0	0	0	0	0	1	0	0	17
	NBR	1	2	1	3	0	1	0	4	0	0	1	0	0	0	0	2	0	1	2	0	2	0	0	0	20
	NBT	8	6	5	5	1	7	5	1	3	5	6	2	0	2	1	2	1	4	1	1	1	1	0	2	70
	M5 NB	182	152	139	170	139	141	130	115	120	103	98	127	125	88	98	97	76	84	68	76	82	88	73	75	2646
	M5 SB	166	153	155	133	138	134	105	106	127	115	114	103	126	124	104	120	115	123	85	103	98	92	102	97	2838
T3 - Preston Highway	SBT	7	9	3	5	2	7	6	4	1	4	8	2	0	2	1	4	0	1	3	1	1	1	0	0	72
	SWBR	2	1	2	1	2	0	0	2	0	0	2	0	0	1	1	1	0	0	0	0	1	0	0	0	16
	NWBL	2	1	2	3	0	1	1	2	1	1	0	1	0	0	0	0	1	3	2	0	0	0	0	1	22
	NWBT	7	3	1	2	1	1	3	2	1	2	2	1	0	0	0	2	0	0	1	0	1	1	0	0	31
	R35	5	2	5	1	4	1	2	4	3	1	3	2	2	2	0	0	2	5	1	0	0	0	1	0	46
	R38	24	21	19	15	21	15	13	18	24	10	13	14	5	14	7	10	9	9	13	9	10	7	9	8	317
T1 - KY 864	864 SBT	0	2	1	3	1	4	5	2	0	2	4	2	4	6	0	0	0	2	4	2	0	0	1	0	45
	864 SBL	1	1	1	1	1	1	1	2	1	1	0	0	0	0	2	0	1	0	0	0	2	0	0	0	16
	264 WBL	10	15	9	16	9	10	13	7	7	4	8	4	3	1	1	4	6	4	2	2	2	3	0	0	140
	864 NBT	5	4	1	6	4	1	0	2	0	2	1	2	0	1	1	2	3	0	0	0	0	0	1	0	36
	864 NBL	15	23	15	16	9	19	11	9	7	14	8	3	10	8	2	9	5	4	7	3	5	8	4	6	220
	264 EBL	1	1	2	8	2	1	1	3	1	1	5	2	1	2	0	1	1	0	1	0	0	3	0	1	38
	ML4 EB	73	81	66	83	62	81	66	61	60	52	57	54	48	41	41	42	44	42	46	39	42	56	51	47	1335
	ML4 WB	80	105	99	88	82	71	79	66	59	53	55	56	43	38	47	46	50	46	44	51	39	40	45	33	1415
	R3WB	8	13	13	2	14	11	10	5	6	14	1	1	6	5	4	3	6	5	2	5	5	1	4	5	149
	R3EB	3	4	7	4	2	3	3	4	4	5	3	2	1	4	6	2	1	1	2	0	2	0	2	2	67
	R32	9	5	8	8	2	9	14	8	4	7	9	6	9	8	9	10	2	1	0	3	3	0	3	1	138
	R2																									0
	R4	2	1	2	3	1	1	1	1	2	2	1	1	0	1	1	1	0	0	1	0	1	0	1	1	25
T6 - Phillips Lane at Expo Exit	SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SB Thru	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WB Thru	5	3	2	1	3	2	6	1	1	1	1	1	1	1	0	0	1	0	1	2	0	0	1	0	34
	WBLeft	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NB Right	1	2	2	0	1	1	1	0	0	1	0	2	0	0	0	0	0	1	1	1	0	1	0	0	15
	NB Thru	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	6
	NB Left	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	EB Right	10	0	1	0	0	1	0	2	0	0	2	11	0	1	0	1	2	0	0	1	0	0	1	1	34
	EB Thru	2	4	1	0	0	0	3	0	1	0	5	0	0	1	0	0	0	1	0	0	0	0	0	0	18
	EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	R39	171	140	135	119	125	169	120	150	142	137	140	179	132	179	130	156	148	111	109	83	78	82	78	67	3080
	R42	121	104	135	113	119	117	133	144	142	103	125	94	76	80	60	52	53	57	53	36	41	52	34	44	2088

[illegible]

Highway	NBR	1	2	2	2	4	4	3	4	1	2	3	2	0	2	3	1	2	1	1	2	1	0	1	0	44
	NBT	1	0	10	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	18
	NBL	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	EBhardR	8	1	1	2	2	2	2	5	7	3	4	1	3	1	0	4	0	1	1	0	1	1	2	0	52
	EBR	13	2	21	11	17	13	5	4	3	2	3	4	2	2	6	2	2	7	3	6	0	2	0	1	131
	EBL	9	4	44	15	2	7	2	5	27	8	2	12	4	5	2	3	0	2	0	1	2	1	0	0	157
	R34	3	1	1	2	2	3	2	5	8	2	3	1	3	1	0	3	1	0	1	0	1	1	1	0	45
	R33	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	R31*	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
T5 - Grade Lane	Off Ramp R	1	2	2	2	3	5	3	3	2	2	3	1	1	1	2	1	1	2	1	2	1	0	1	0	42
	Off Ramp L	0	1	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	WBT	5	0	3	0	0	0	2	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	WBL	1	1	2	1	1	2	1	1	2	1	1	1	0	0	1	1	1	1	0	0	1	0	0	0	20
	EBR	0	1	0	1	1	1	4	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	EBT	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
T2 - Preston Highway	SBT	0	1	1	1	1	6	1	1	2	1	0	1	0	1	0	0	1	0	0	1	0	0	0	0	19
	SBL	0	0	2	0	1	1	1	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	12
	NBR	0	1	1	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	7
	NBT	53	11	24	10	8	10	12	16	12	6	4	9	4	3	4	5	2	2	1	0	1	2	1	2	202
	M5 NB	17	16	36	9	7	8	8	1	7	4	26	8	6	6	7	2	4	0	1	3	1	3	0	0	180
	M5 SB	0	0	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
T3 - Preston Highway	SBT	0	1	2	0	1	0	1	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	11
	SWBR	0	0	10	1	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	NWBL																									0
	NWBT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	R35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	R38	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
T1 - KY 864	864 SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	864 SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	264 WBL	0	1	1	0	0	1	0	0	1	1	1	1	0	0	1	0	0	1	0	0	0	0	0	0	9
	864 NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	864 NBL	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	264 EBL	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	ML4 EB	0	2	0	1	0	2	0	0	1	1	8	11	1	1	0	1	0	0	1	0	0	0	2	1	33
	ML4 WB	10	0	1	0	0	1	0	2	0	0	2	11	0	1	0	1	2	0	0	1	0	0	1	1	34
	R3WB	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	R3EB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	R32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	R2	113	169	120	114	97	110	96	77	99	78	80	91	94	82	72	76	60	72	47	65	59	51	53	51	2026
	R4	35	19	16	38	26	23	29	26	37	27	27	28	23	20	21	22	21	12	15	16	11	5	15	10	522
T6 - Phillips Lane at Expo Exit	SB Right	6	8	6	5	5	8	4	7	12	4	3	4	14	5	4	14	15	38	14	17	32	31	17	10	283
	SB Thru	11	7	8	10	11	11	6	7	15	18	11	16	21	13	7	10	7	12	12	17	14	21	17	7	289
	SB Left	2	6	4	3	6	7	3	7	6	3	3	8	4	1	4	2	6	4	4	2	2	3	6	1	97
	WB Right	2	5	4	3	6	7	3	7	5	1	3	8	4	1	4	2	6	4	4	2	2	3	6	1	93
	WB Thru	36	42	61	55	53	62	49	75	60	70	50	95	62	38	59	34	14	54	50	19	21	27	14	14	1114
	WBLeft	42	39	61	56	71	63	52	71	75	83	56	85	74	65	54	68	44	54	38	30	23	23	22	22	1271
	NB Right	37	43	42	34	35	39	36	38	33	31	50	45	48	47	45	39	42	29	25	25	20	16	12	12	823
	NB Thru	12	19	12	18	5	16	14	11	11	10	11	5	13	10	14	16	11	8	9	11	12	11	9	13	281
	NB Left	33	33	39	35	40	36	41	34	50	41	48	44	46	52	36	54	51	45	19	29	24	21	31	25	907
	EB Right	25	20	13	10	28	22	21	21	33	10	19	27	26	15	16	17	24	14	25	21	15	15	9	7	453
	EB Thru	37	47	35	36	38	42	53	47	61	46	62	56	54	65	63	48	49	43	37	30	31	33	25	18	1056
	EB Left	5	7	3	4	3	4	3	3	6	11	6	5	13	19	11	19	11	5	3	6	4	6	3	2	162
	R39	171	140	135	119	125	169	120	150	142	137	140	179	132	179	130	156	148	111	109	83	78	82	78	67	3080
	R42	121	104	135	113	119	117	133	144	142	103	125	94	76	80	60	52	53	57	53	36	41	52	34	44	2088

APPENDIX

B

STREETLIGHT
DATA

Sum of Average Daily O-D Traffic (StL Volume) (3-4 PM)

Column Labels

[illegible]

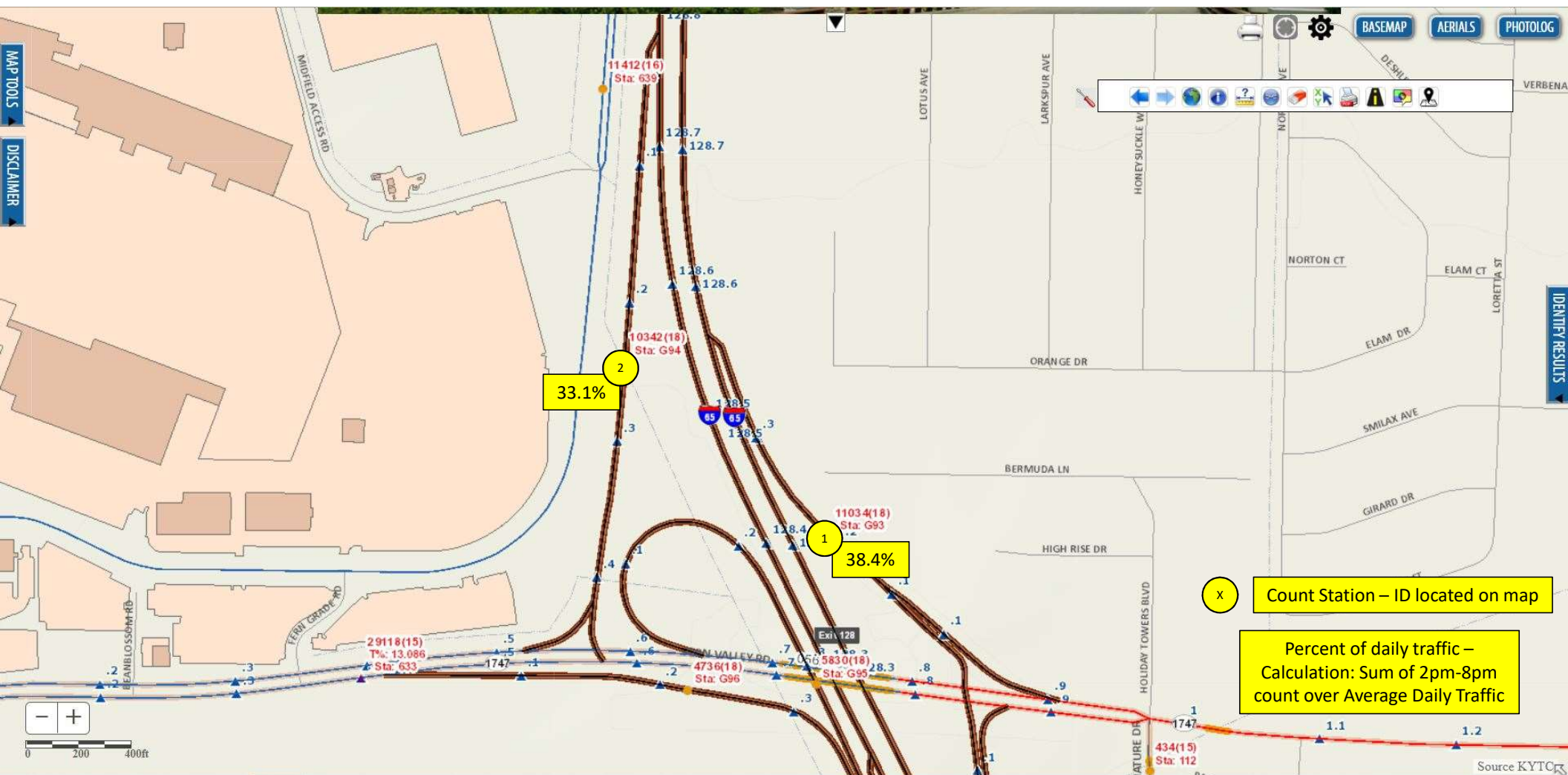
**Sum of Average Daily O-D Traffic (StL Volume) (4- Column
5PM) Labels**

[illegible]

[illegible]

APPENDIX

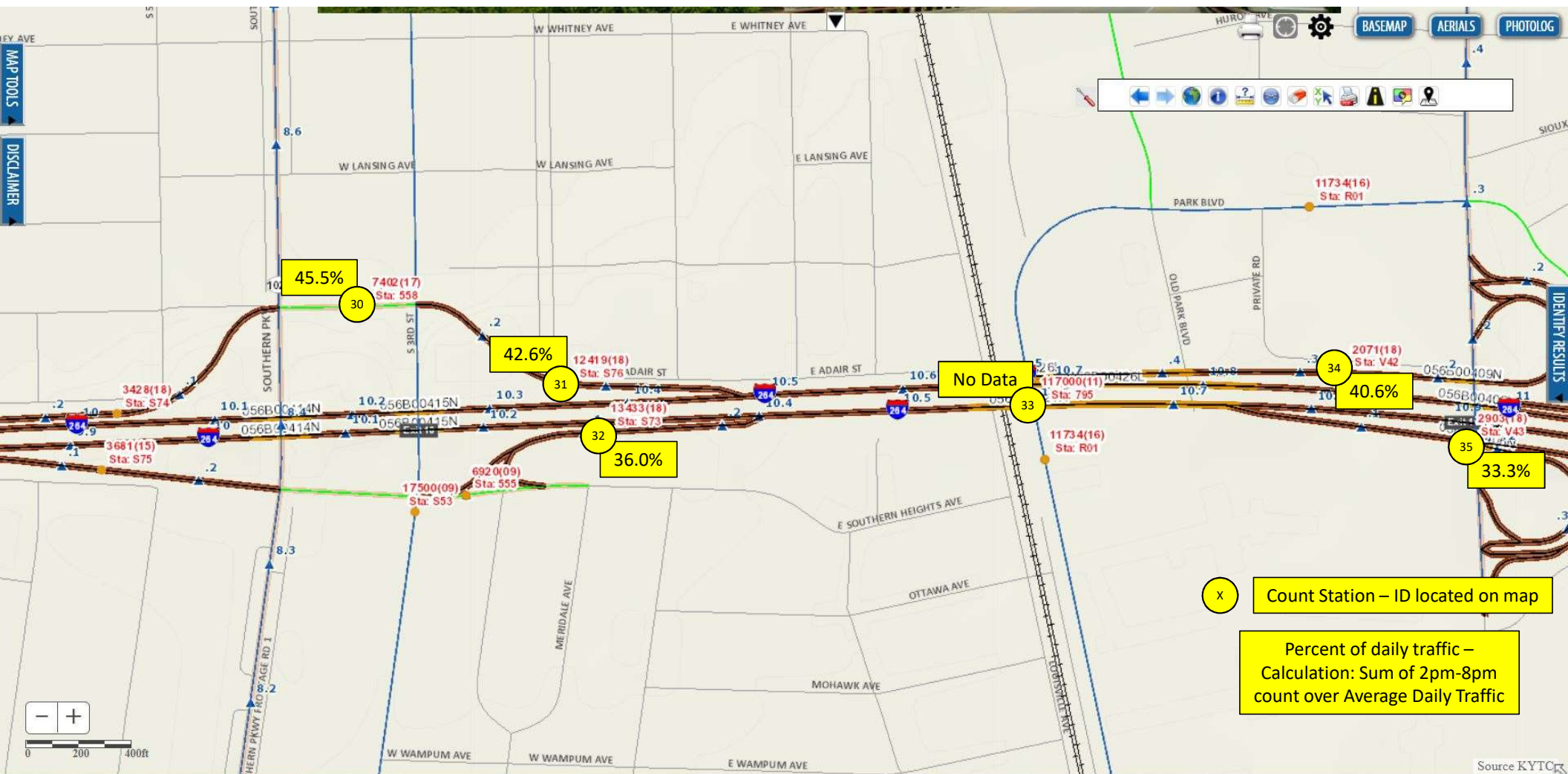
C COUNT STATIONS - PERCENTAGE OF ADT



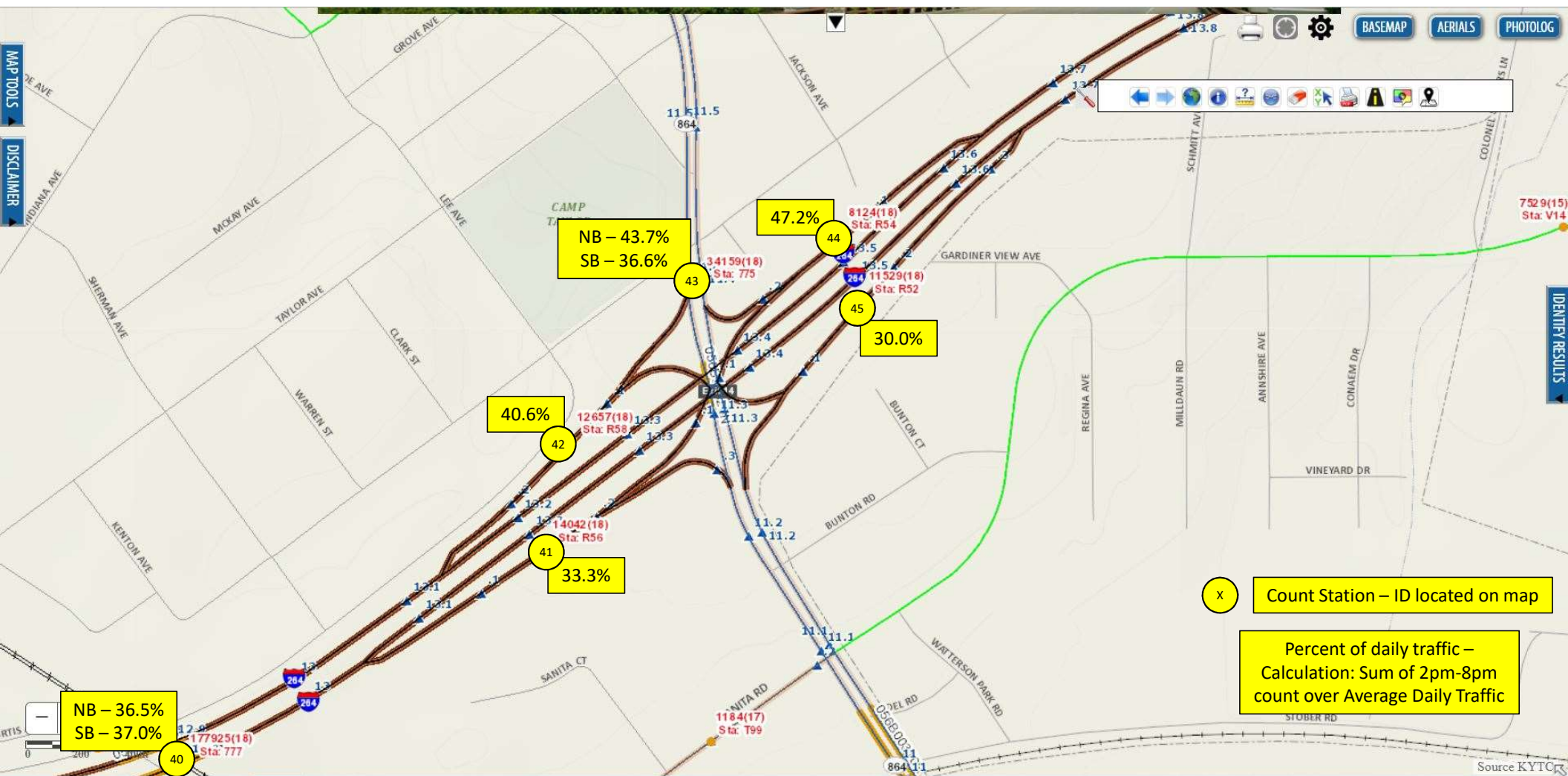


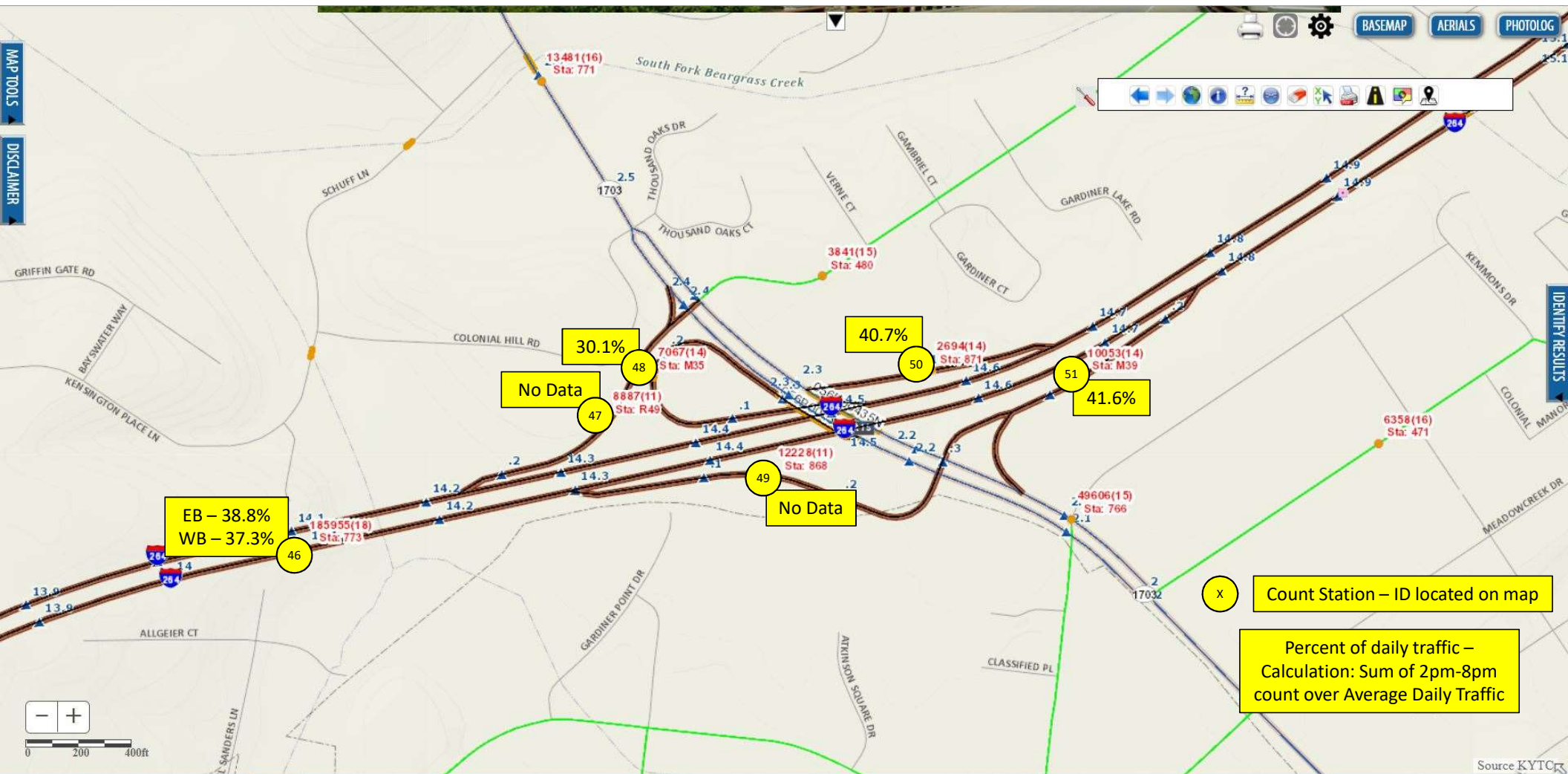


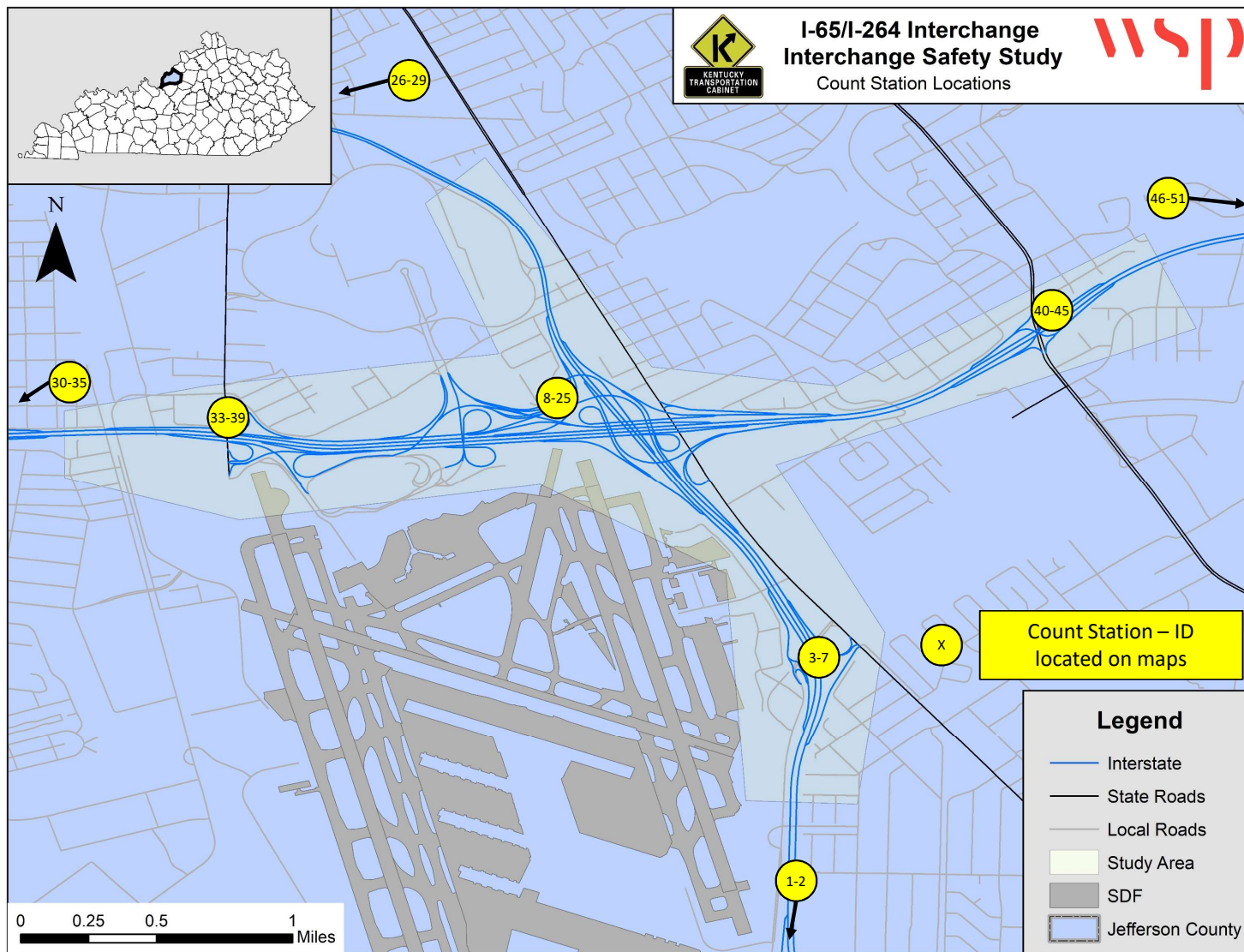








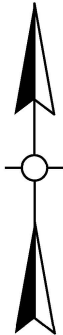




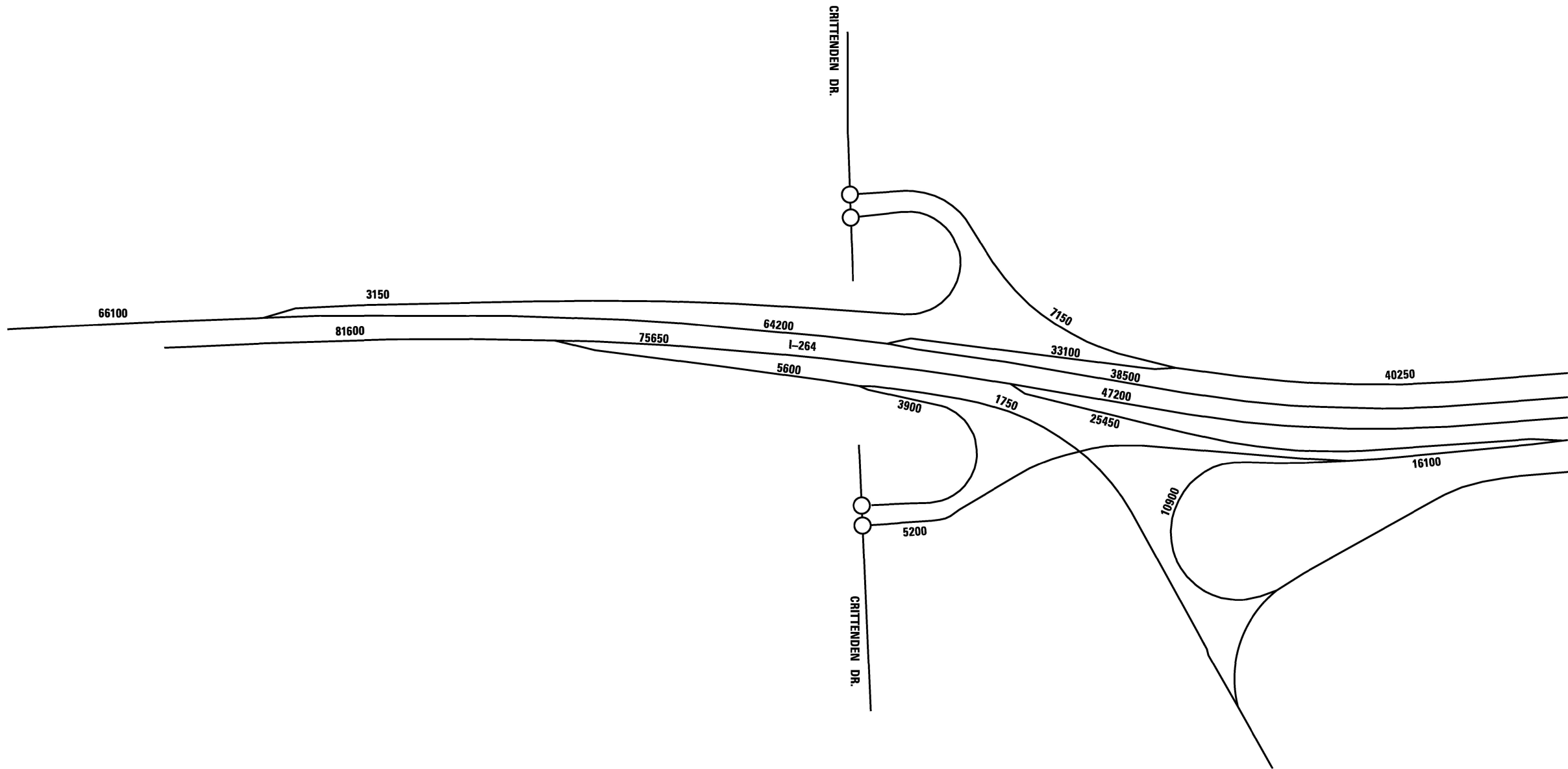
APPENDIX

D

2020 ADT
VOLUMES



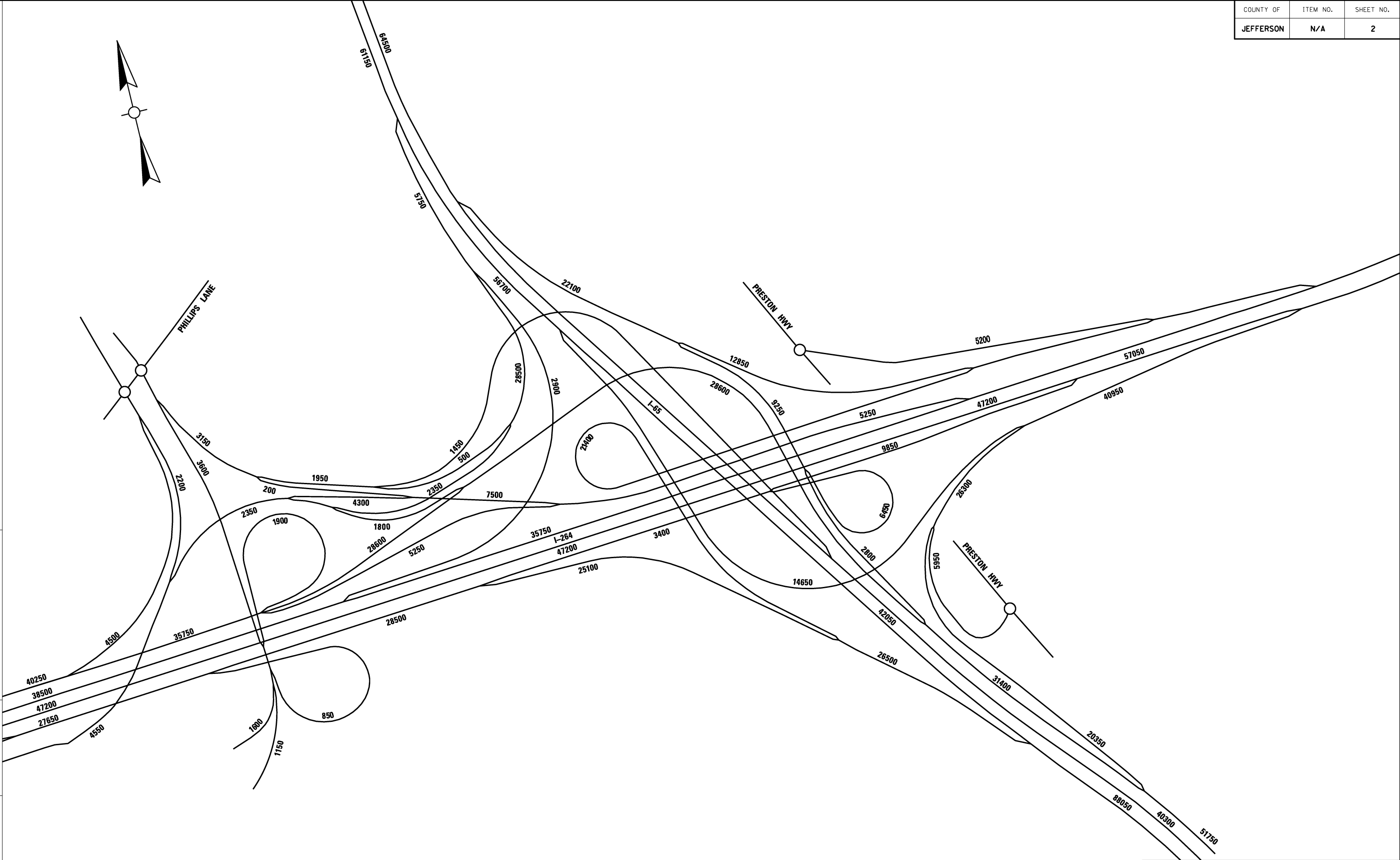
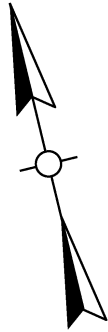
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	1



SCALE: NTS

I-264 TO CRITTENDEN DR INTERCHANGE
2020 ADT VOLUMES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	2



FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\ADT VOLUMES SHEET 2.DGN

USER: mcnlayc
DATE PLOTTED: July 8, 2020

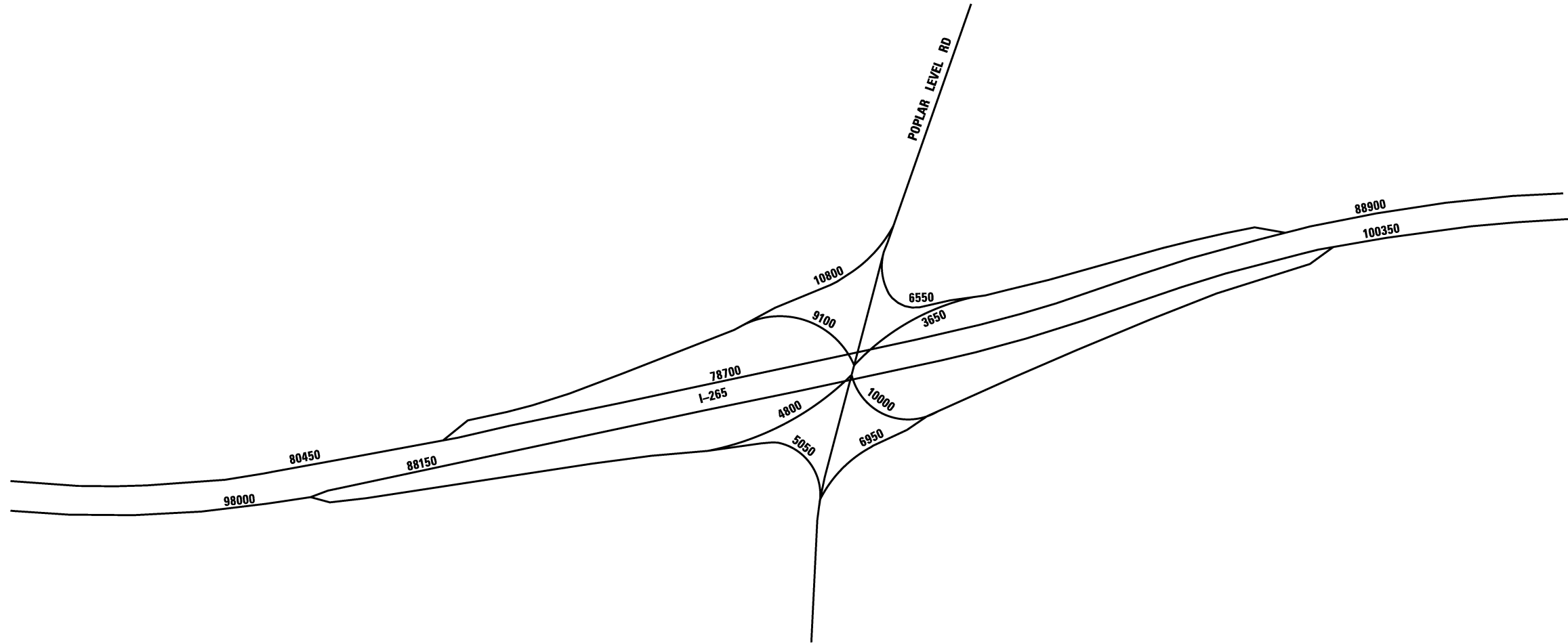
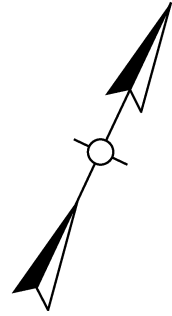
E-SHEET NAME:

MicroStation v8.11.9.714

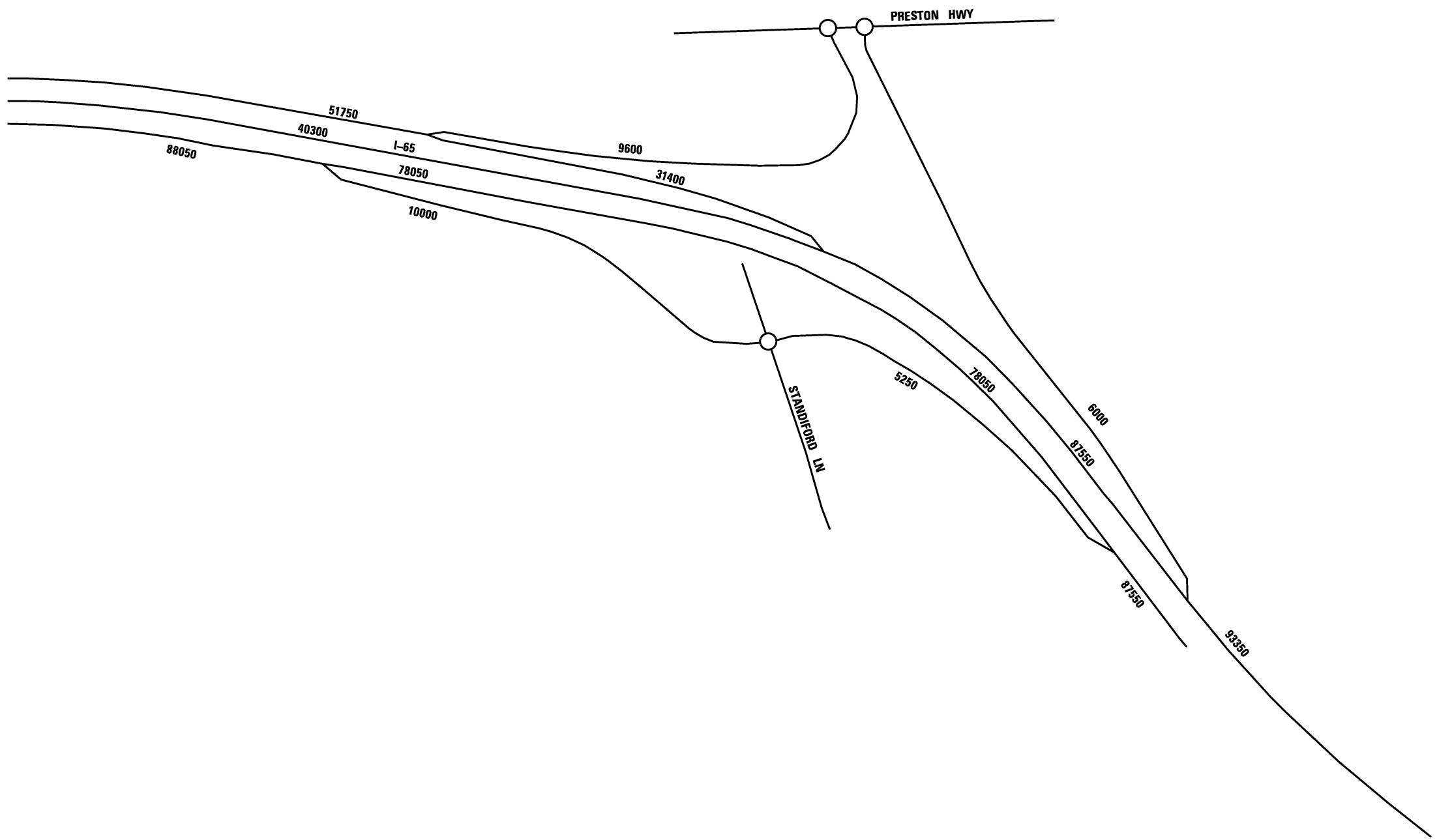
SCALE: NTS

I-264 TO I-655 INTERCHANGE
2020 ADT VOLUMES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	3



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	4



FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\ADT VOLUMES SHEET 4.DGN

USER: mnlavc
DATE PLOTTED: July 8, 2020

E-SHEET NAME:

MicroStation v8.11.9.714

SCALE: NTS

I-65 TO PRESTON HWY/STANDIFORD LN
2020 ADT VOLUMES

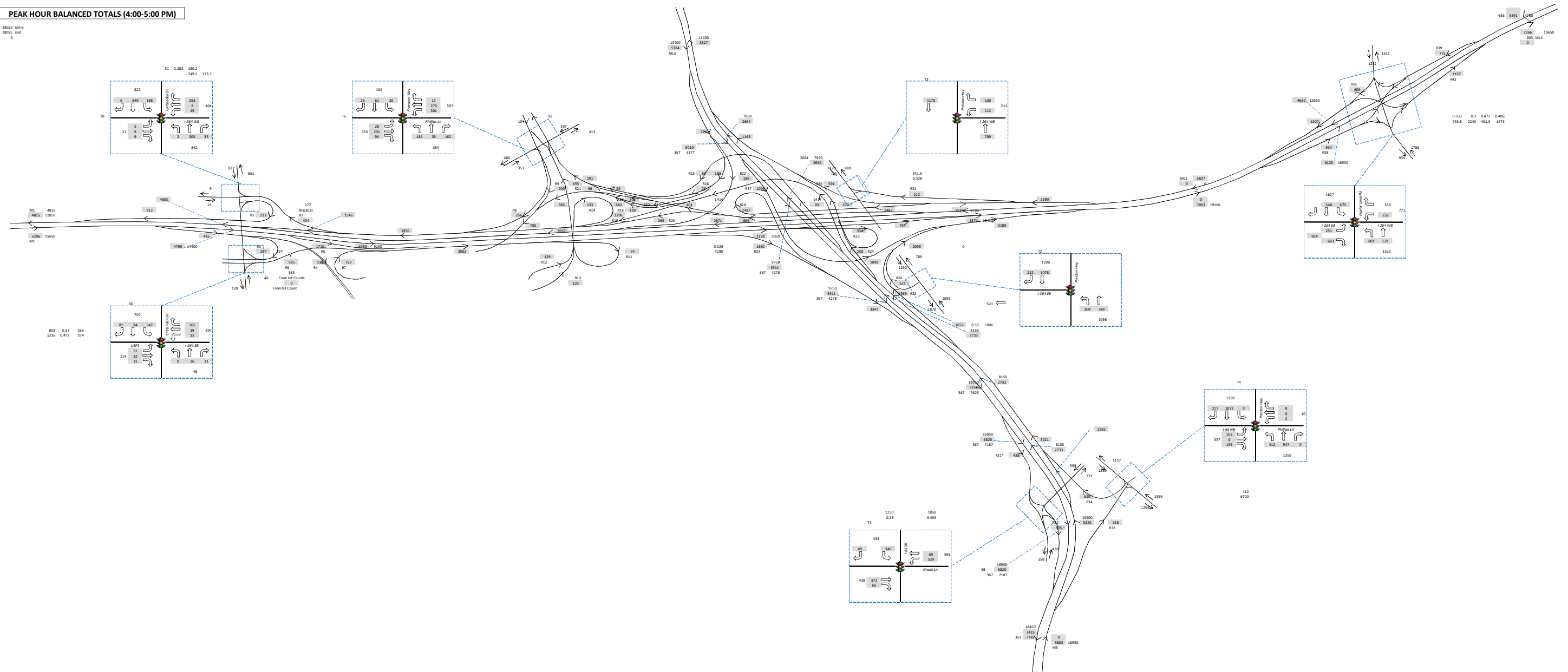
APPENDIX

E

BALANCED
FLOWS

PEAK HOUR BALANCED TOTALS (4:00-5:00 PM)

28025 Entrv
28025 Exit
©



KEY

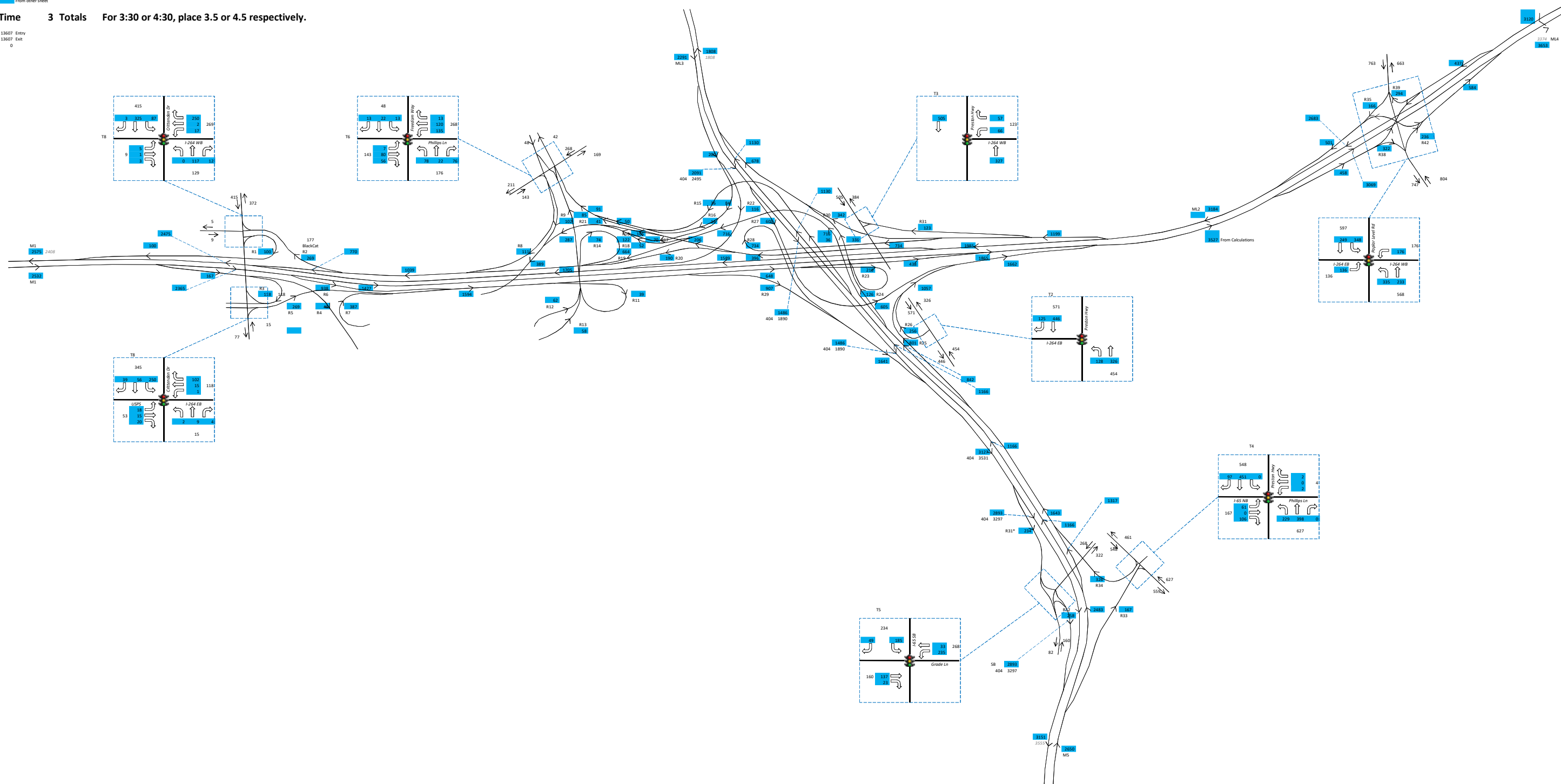
Calculated ADT
Need Counts
From other sheet

Time **3 Totals** For 3:30 or 4:30, place 3.5 or 4.5 respectively.

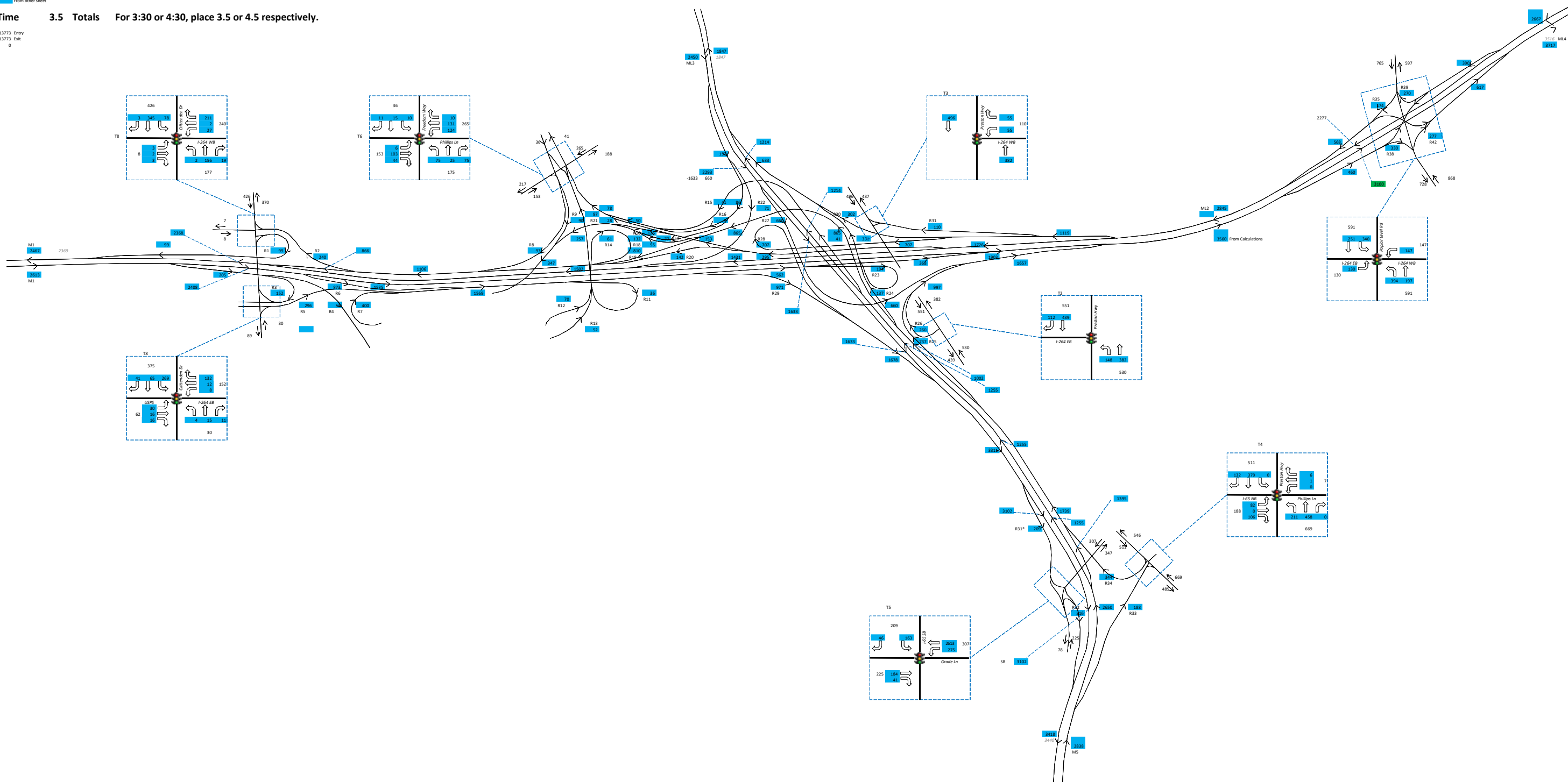
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13607 Entry
13607 Exit
0

```



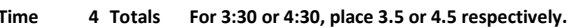
Time **3.5** **Totals** For 3:30 or 4:30, place 3.5 or 4.5 respectively.



```

13991 Entry
13991 Exit
      0

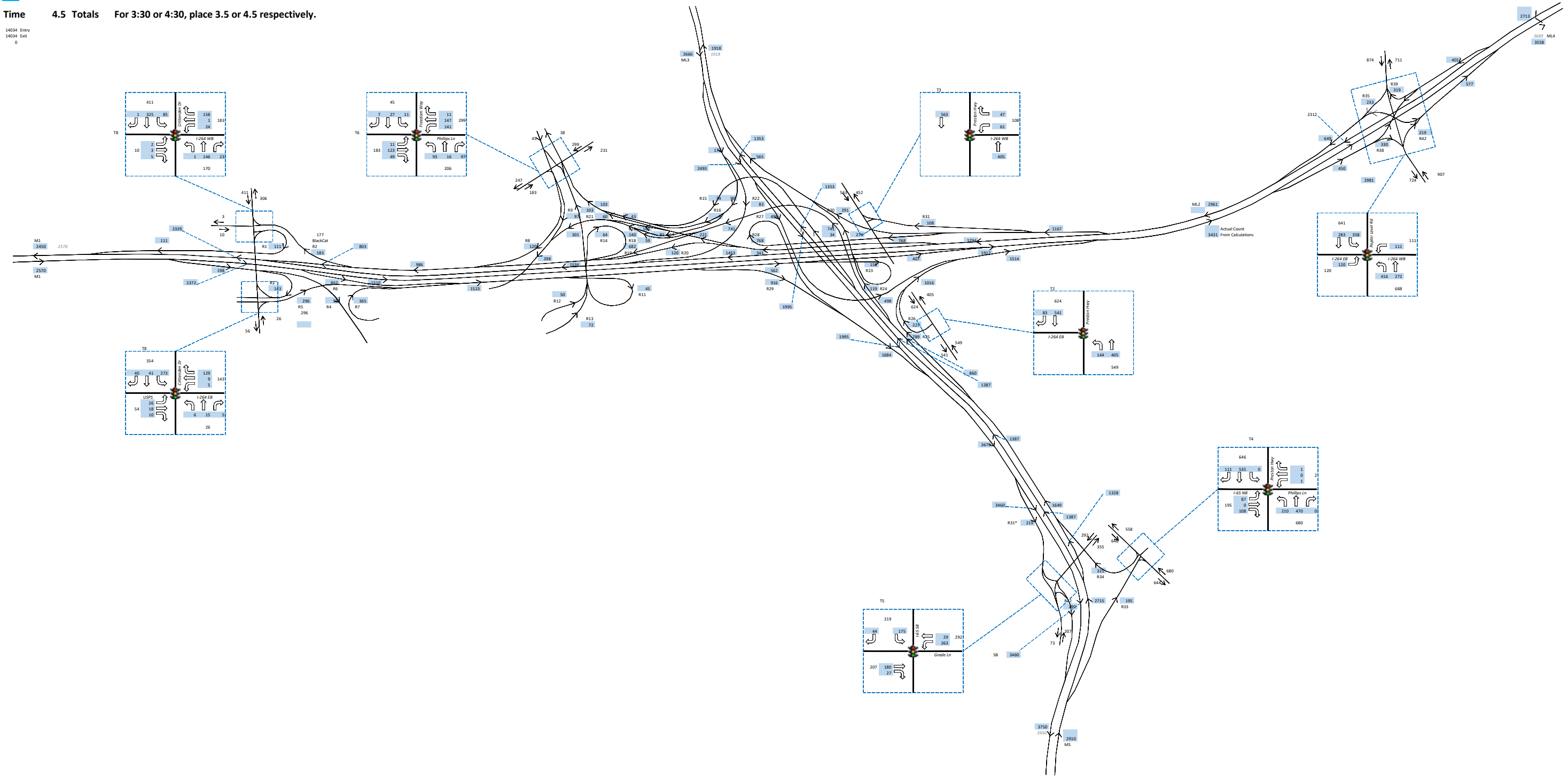
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KEY
Calculated ADIT
Newell Counts
From other sheet

Time 4.5 Totals For 3:30 or 4:30, place 3.5 or 4.5 respectively.

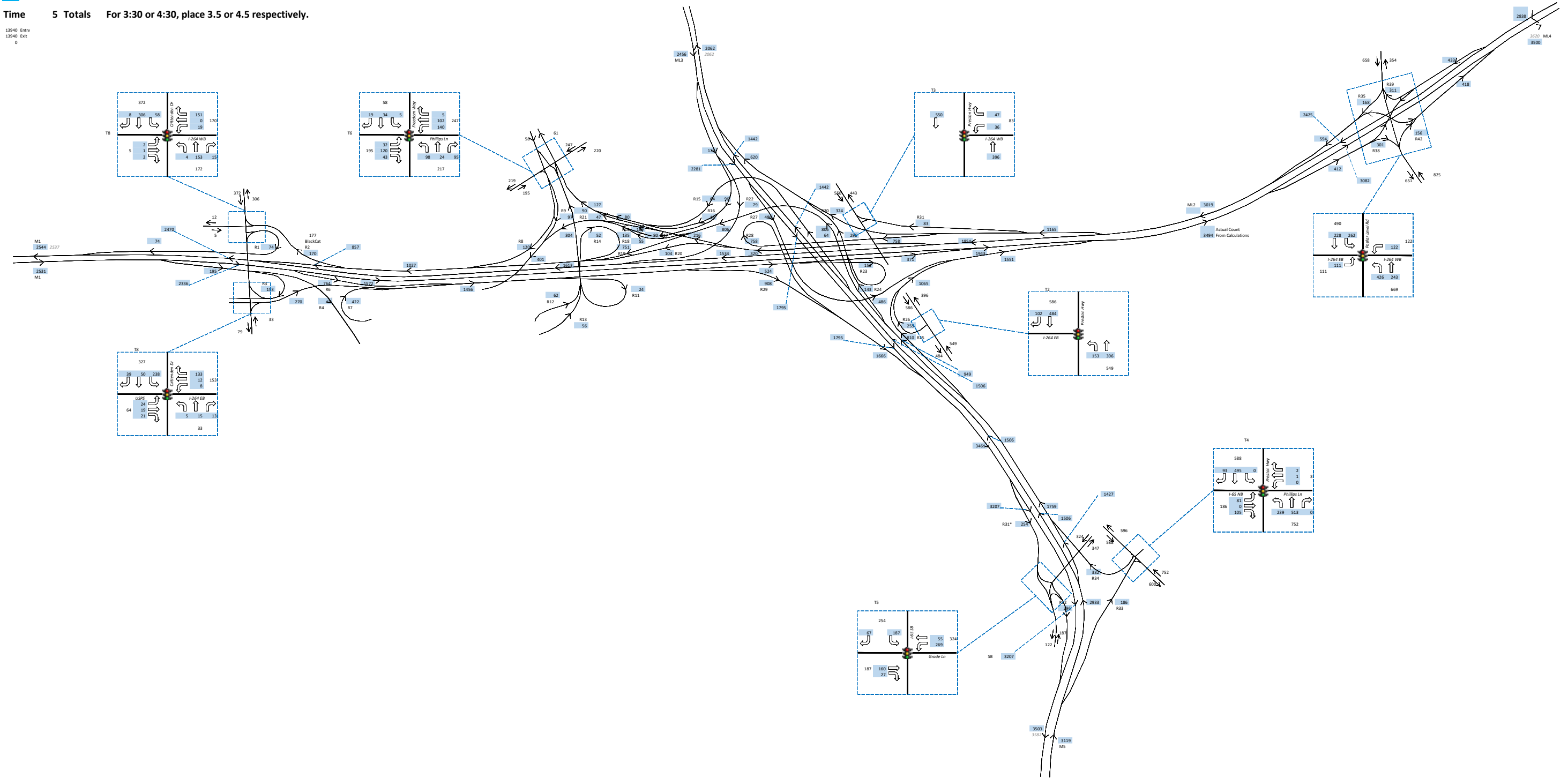
14034 Entry
14034 Exit
0



KEY
Calculated ADIT
New Counts
From other sheet

Time 5 Totals For 3:30 or 4:30, place 3.5 or 4.5 respectively.

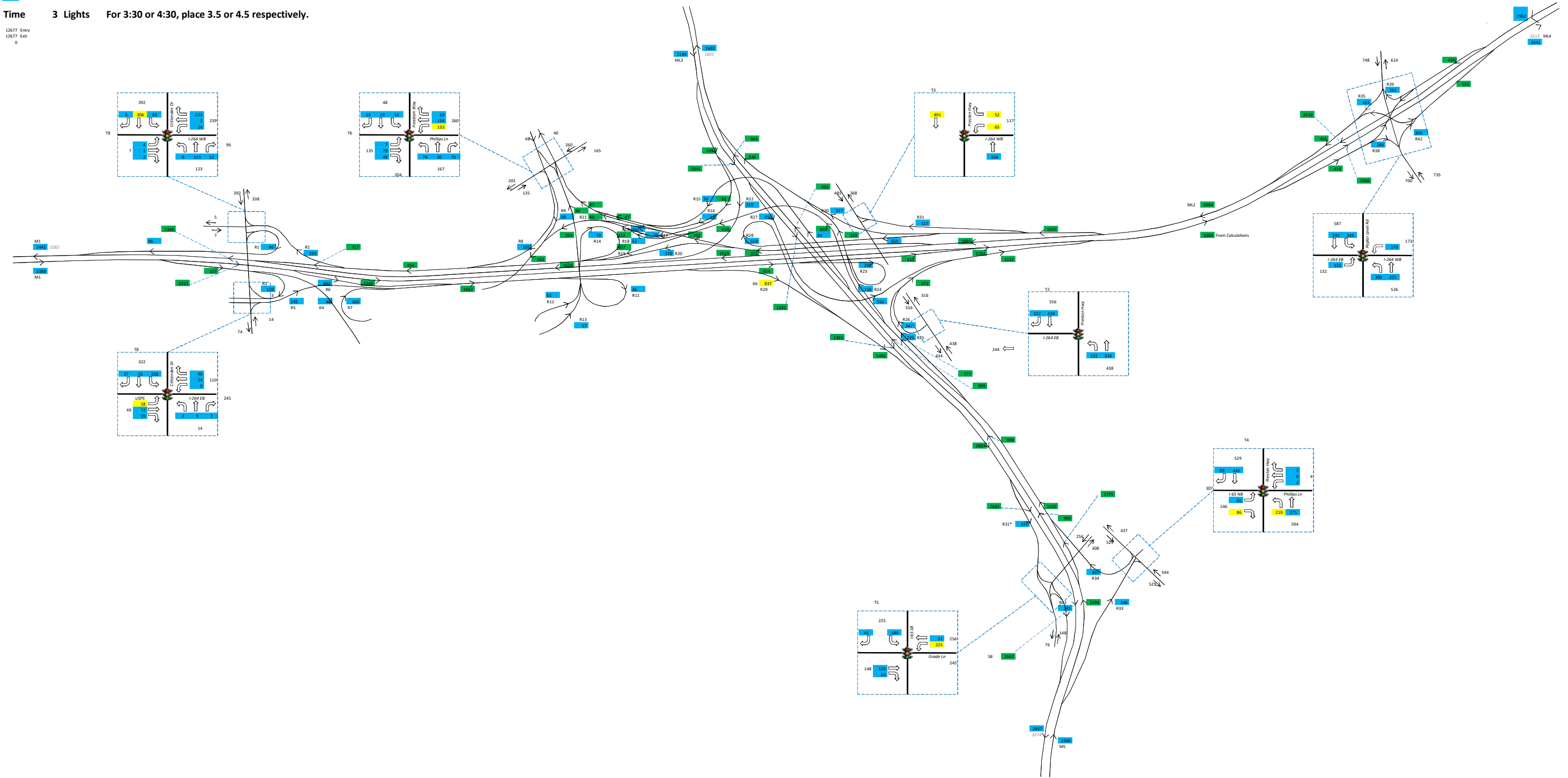
13940 Entry
13940 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 3 Lights For 3:30 or 4:30, place 3.5 or 4.5 respectively.

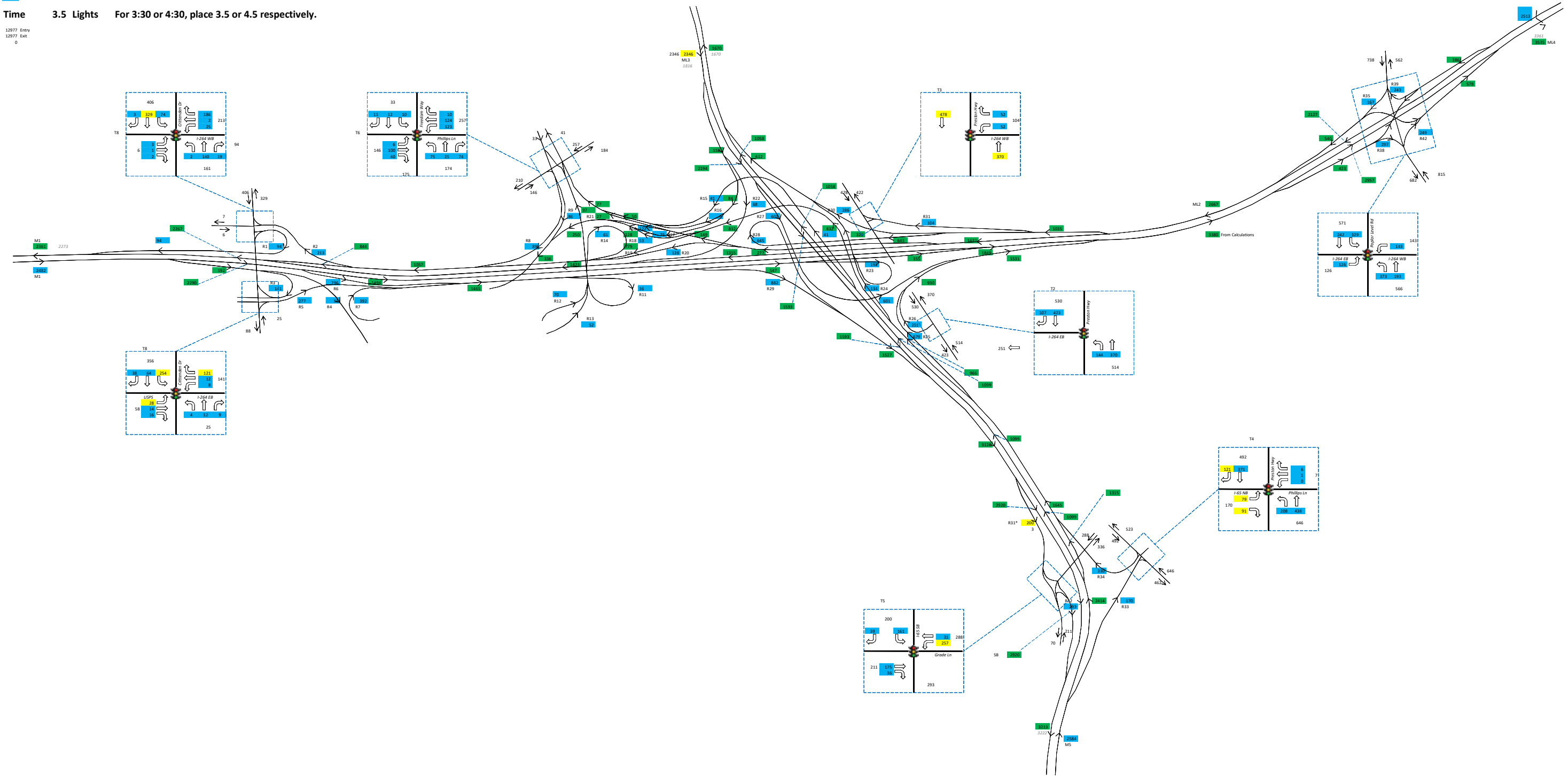
12677 Entry
12677 Exit
0



KEY
Calculated ADT
Need Counts
From other sheet

Time 3.5 Lights For 3:30 or 4:30, place 3.5 or 4.5 respectively.

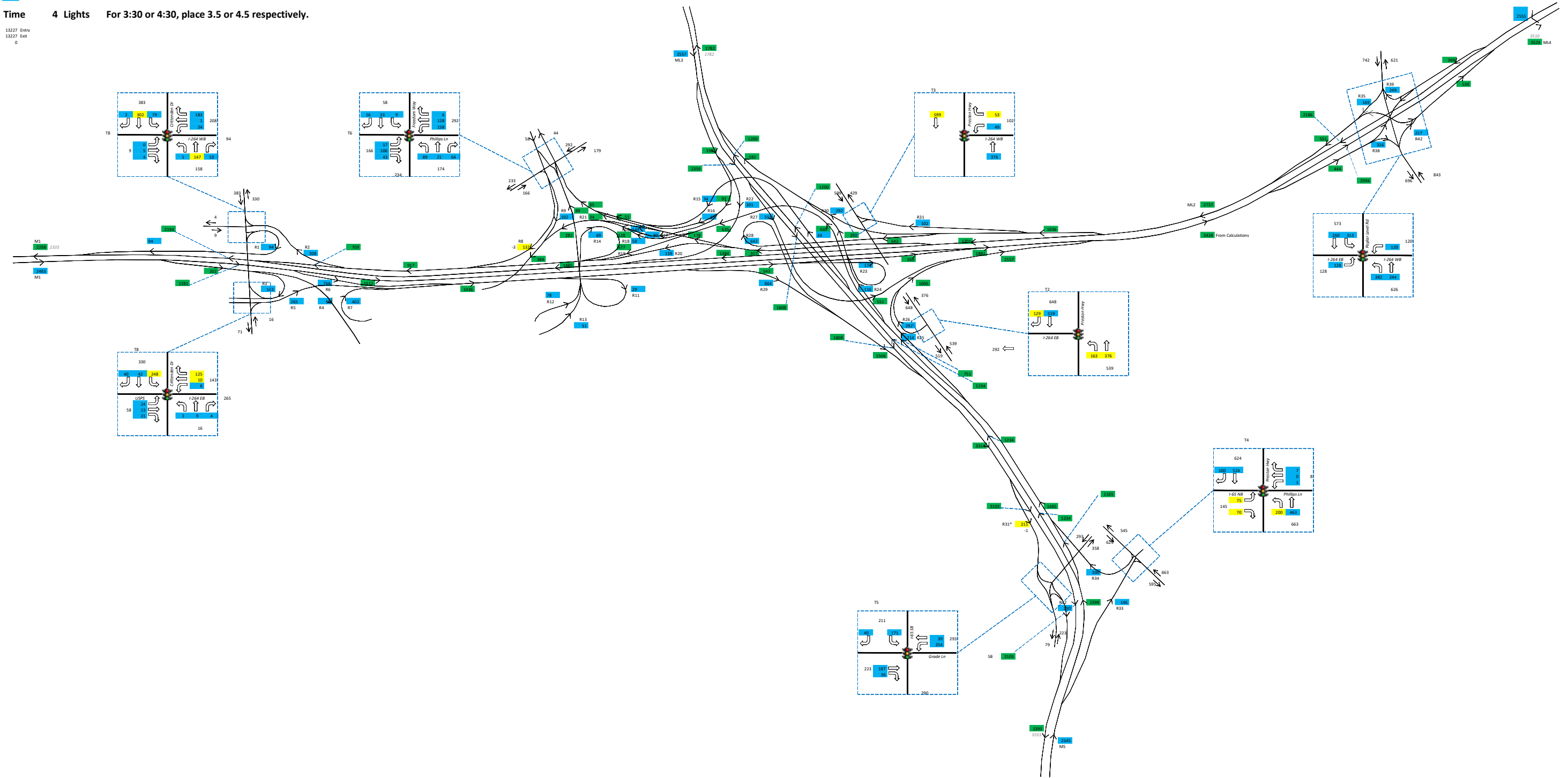
12977 Entry
12977 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 4 Lights For 3:30 or 4:30, place 3.5 or 4.5 respectively.

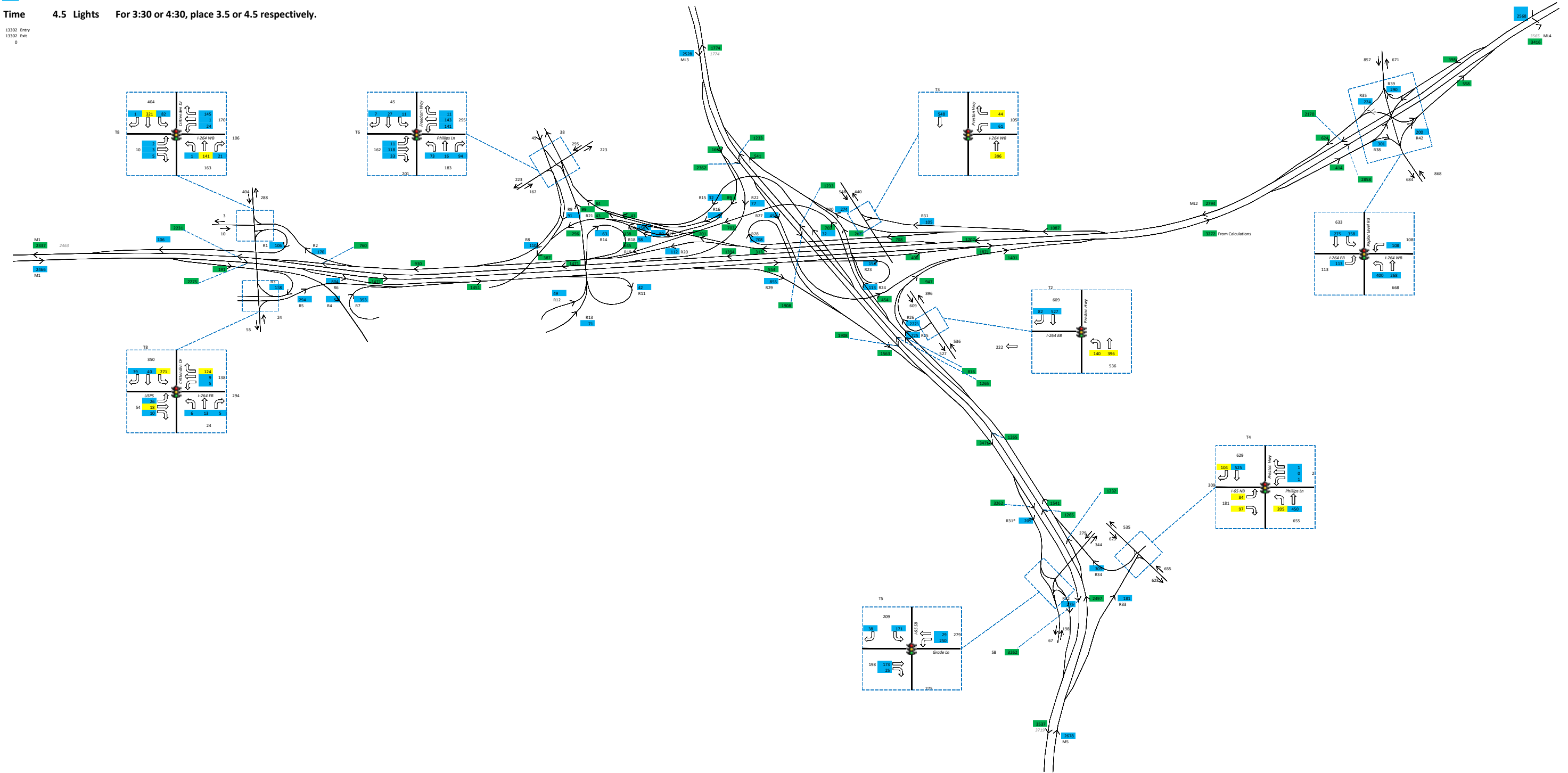
13227 Entry
13227 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 4.5 Lights For 3:30 or 4:30, place 3.5 or 4.5 respectively.

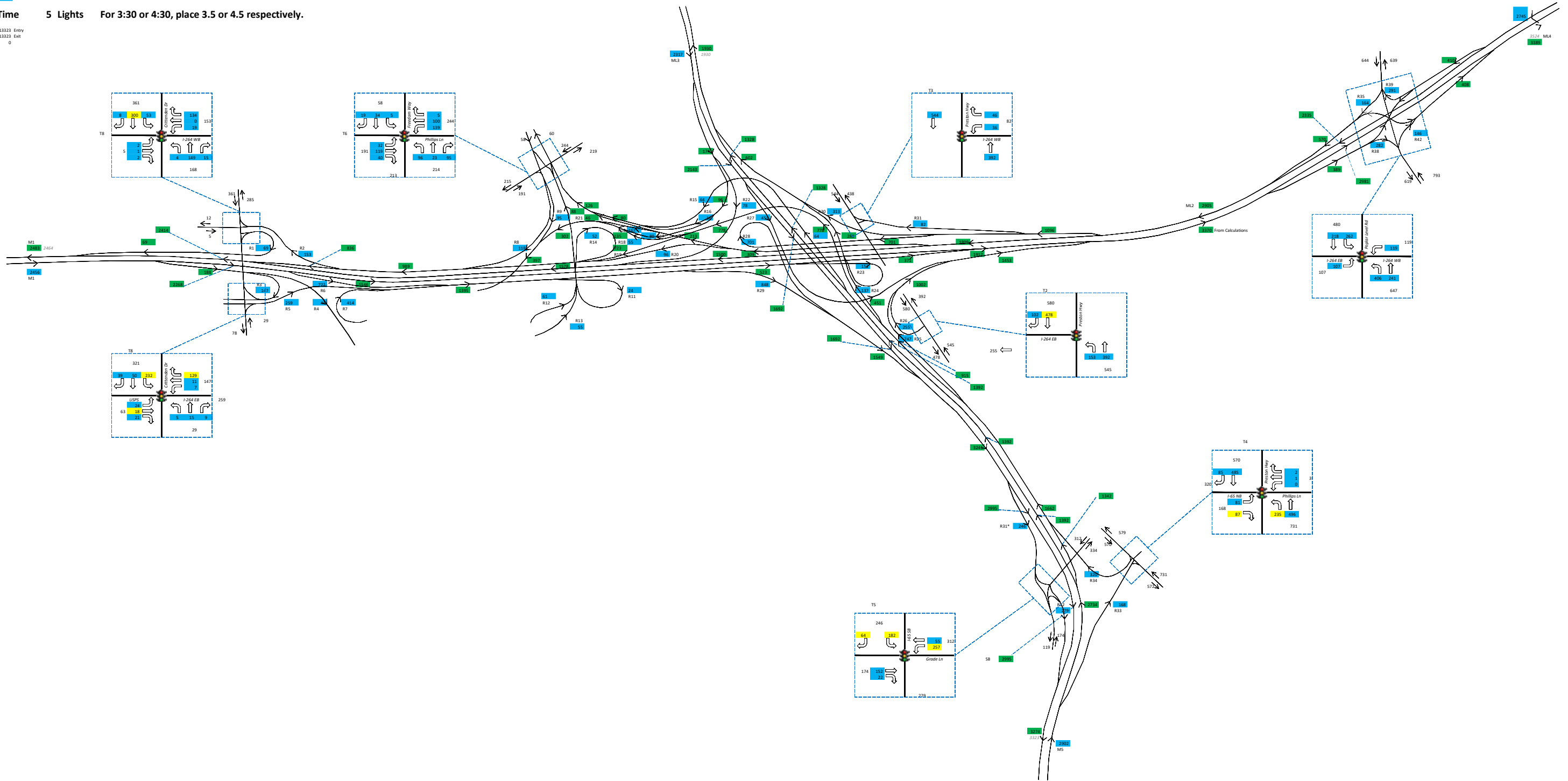
13302 Entry
13302 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 5 Lights For 3:30 or 4:30, place 3.5 or 4.5 respectively.

13323 Entry
13323 Exit
0



KEY

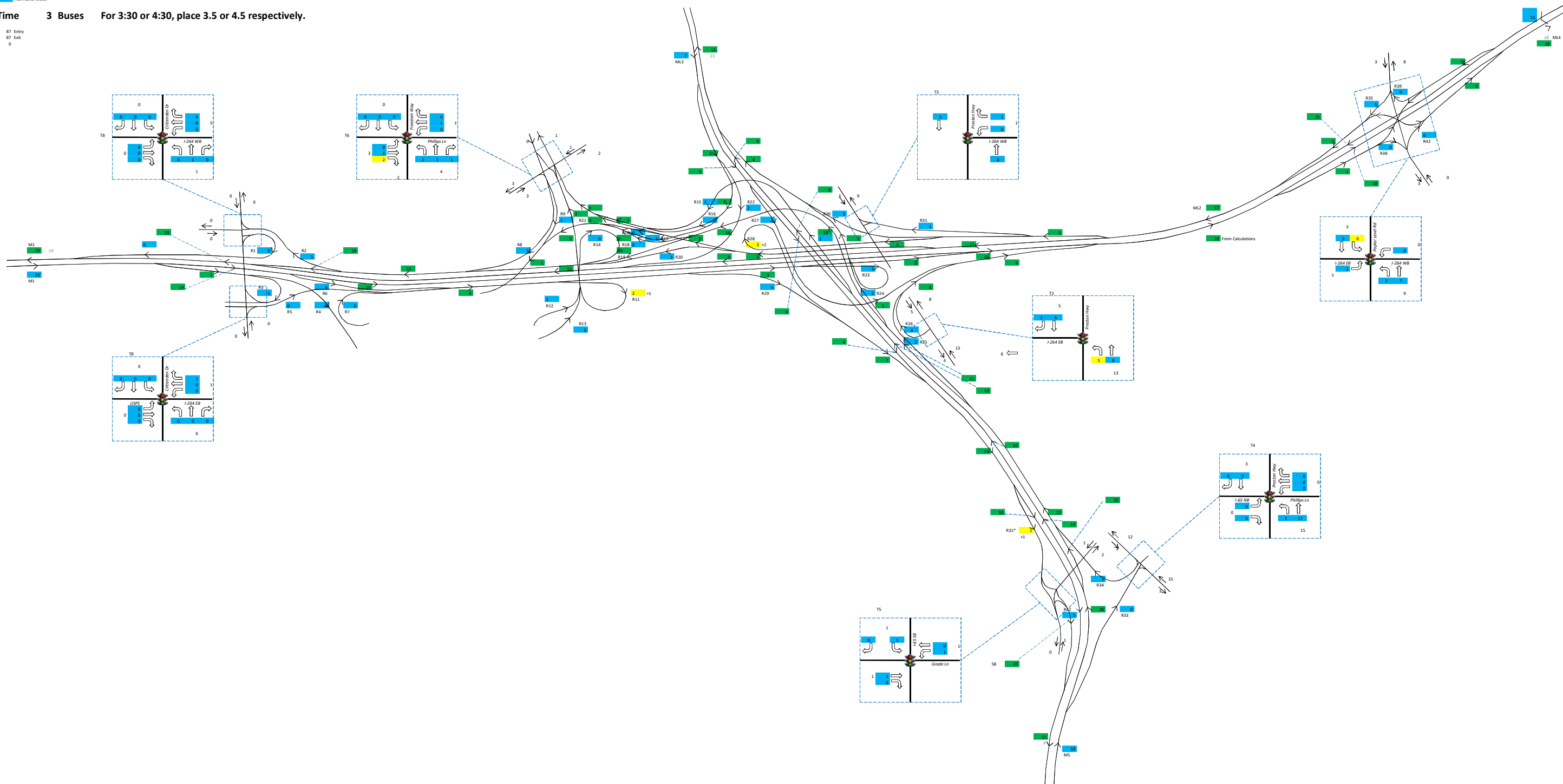
	Calculated ADT
	Need Counts
	From other sheet

Time **3 Buses** **For 3:30 or 4:30, place 3.5 or 4.5 respectively.**

```

87 Entry
87 Exit
0

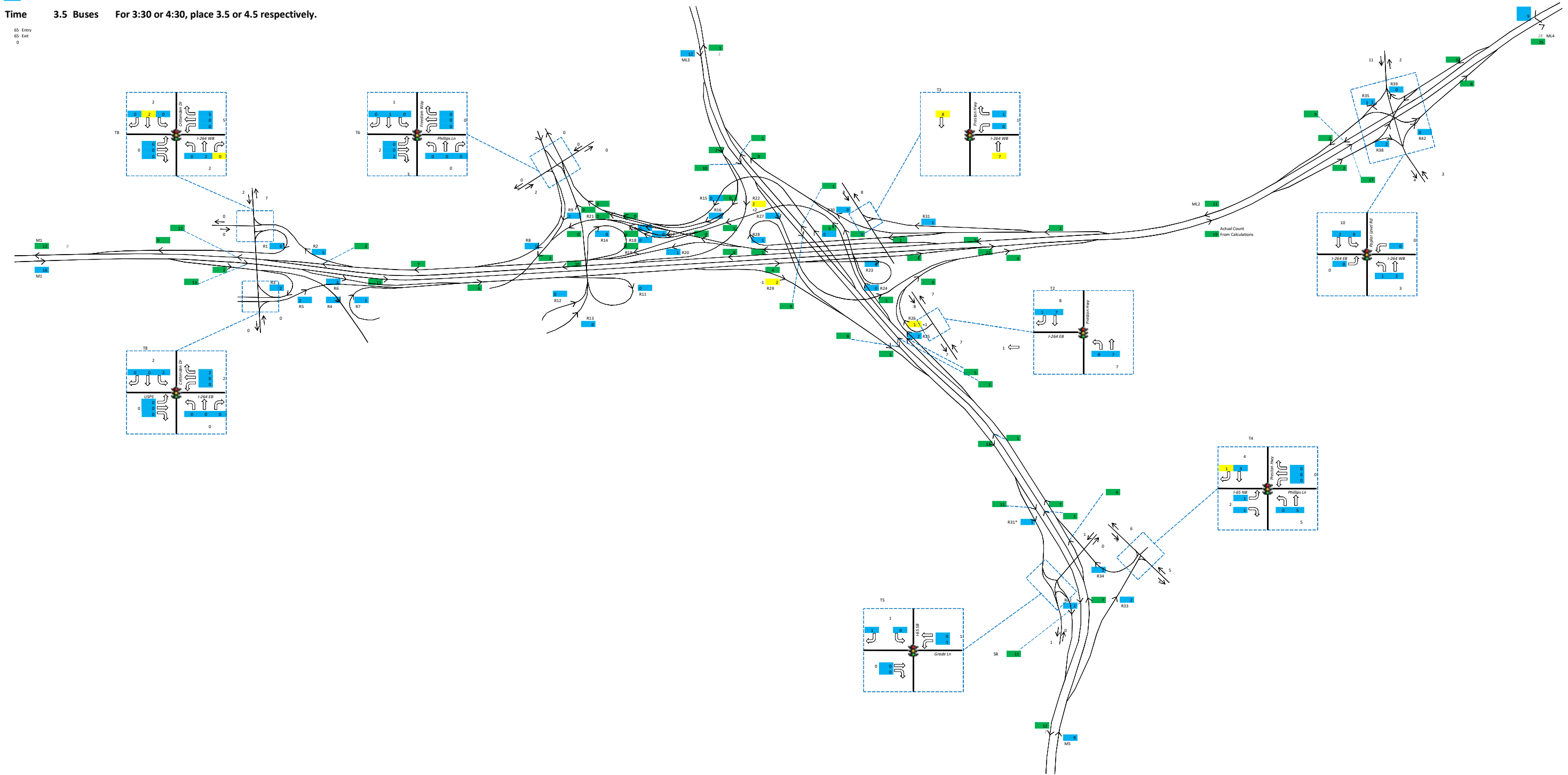
```



KEY
Calculated ADIT
Newell Counts
From other sheet

Time 3.5 Buses For 3:30 or 4:30, place 3.5 or 4.5 respectively.

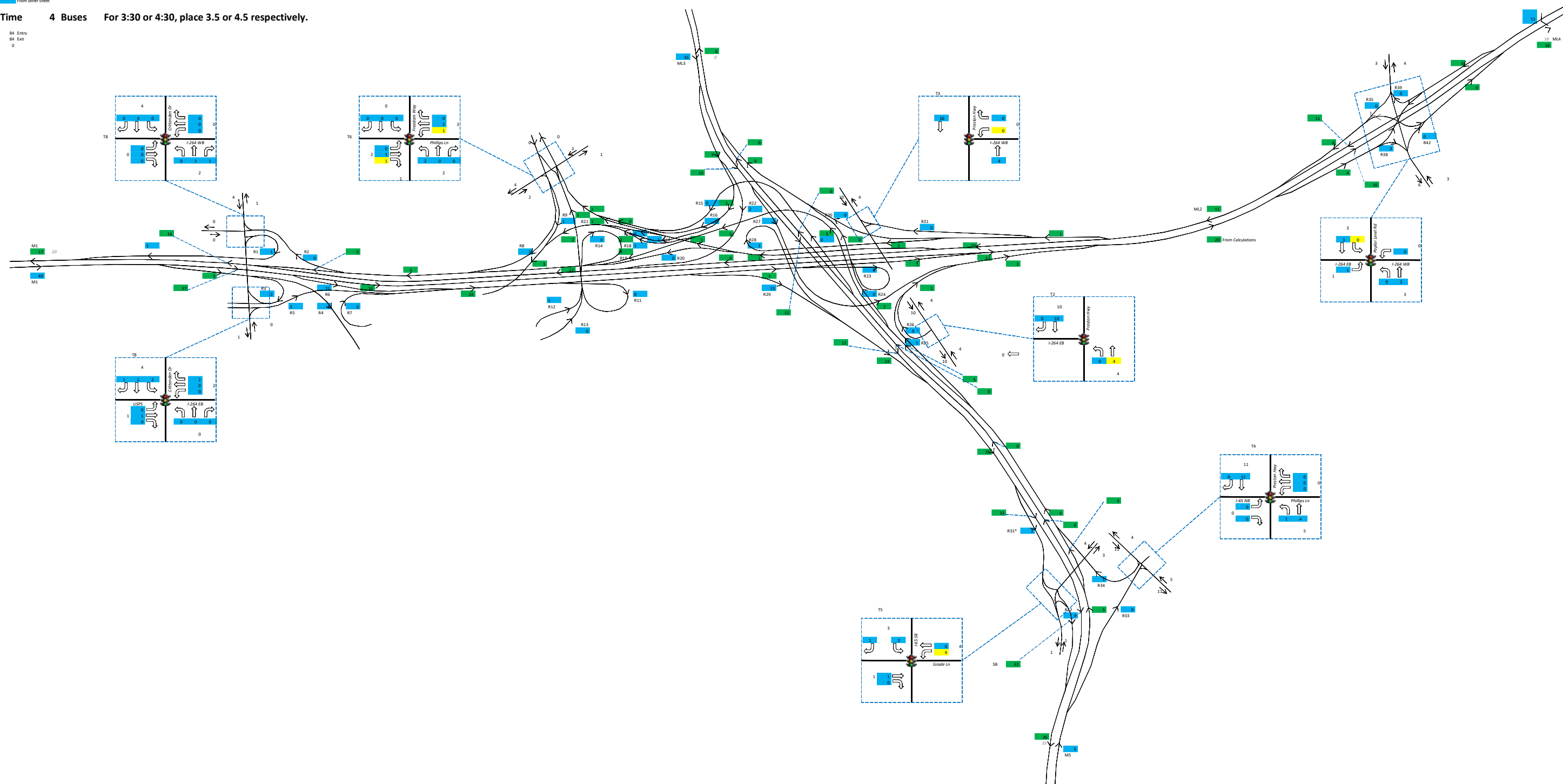
65 Entry
65 Exit
0




```

84 Entry
84 Exit
0

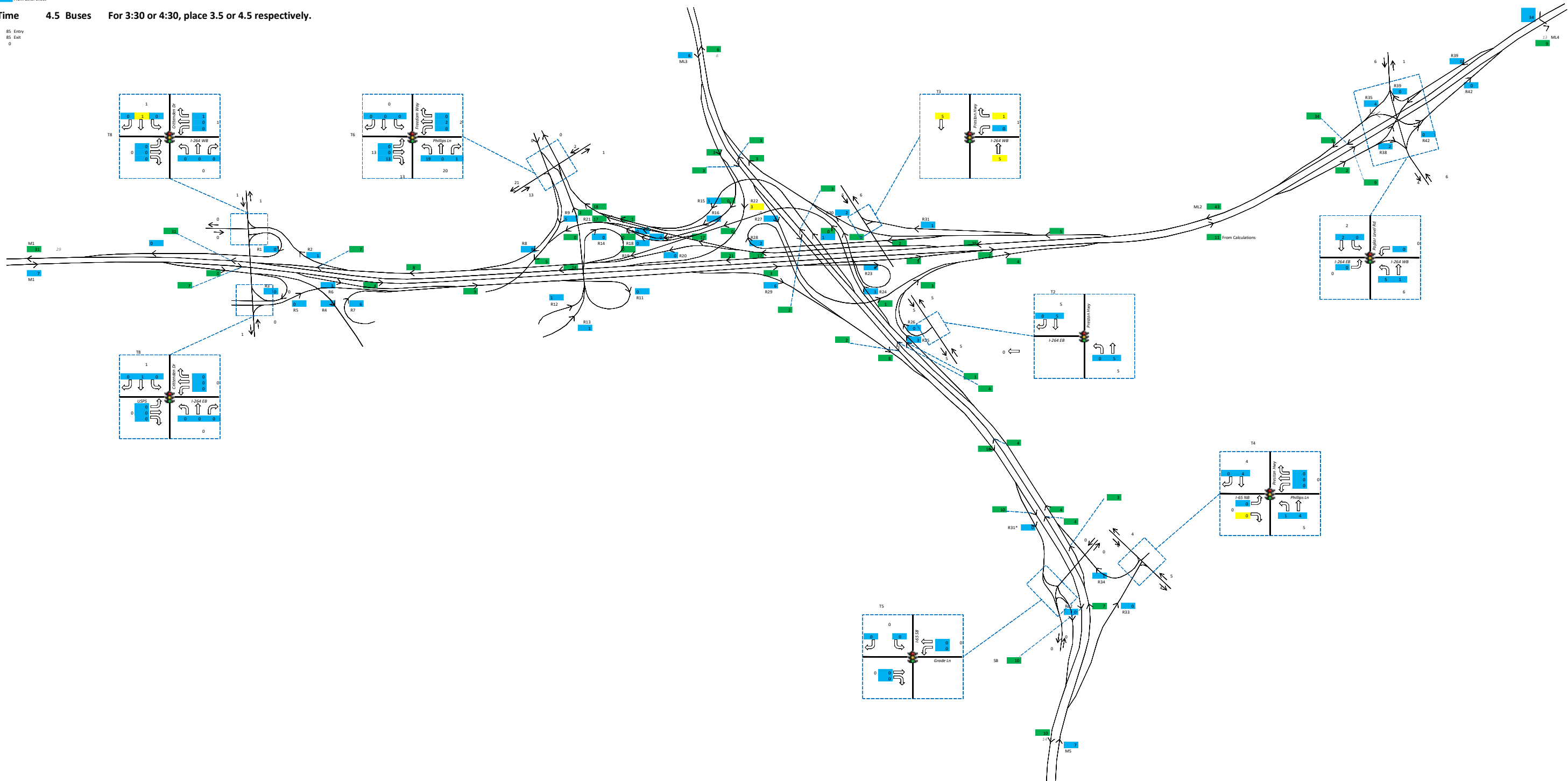
```



```

85 Entry
85 Exit
0

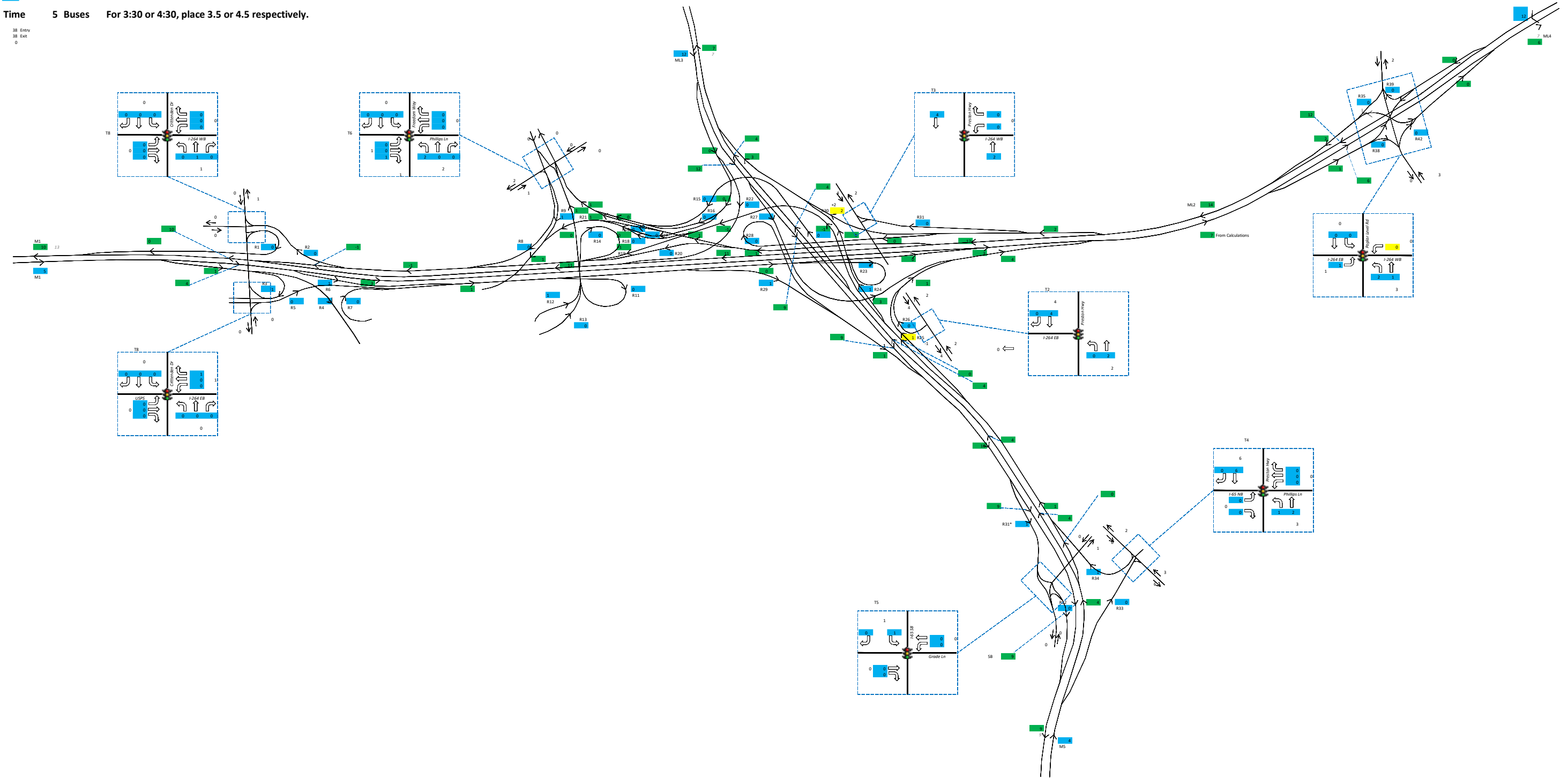
```



KEY
Calculated ADT
New Counts
From other sheet

Time 5 Buses For 3:30 or 4:30, place 3.5 or 4.5 respectively.

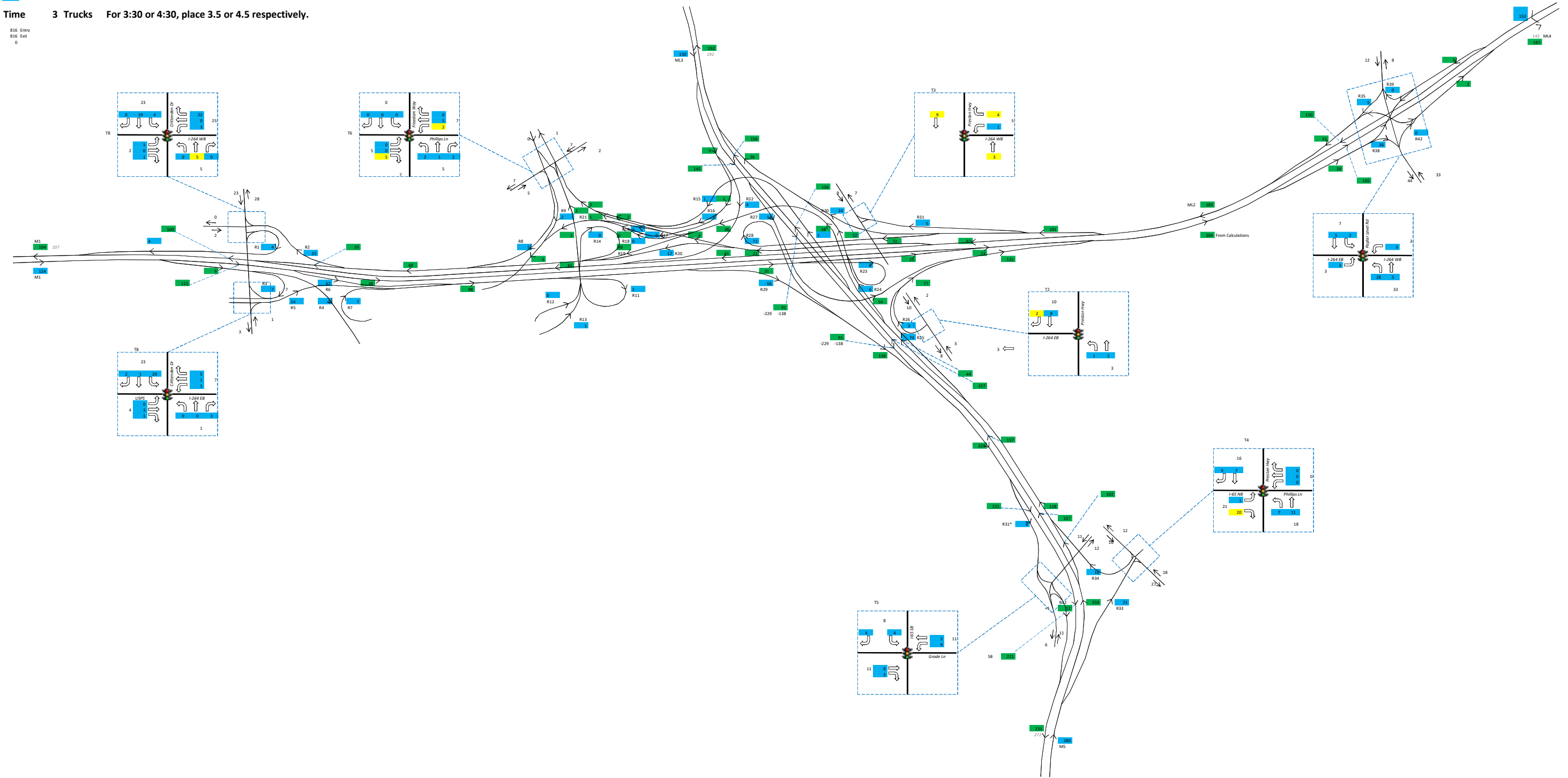
38 Entry
38 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 3 Trucks For 3:30 or 4:30, place 3.5 or 4.5 respectively.

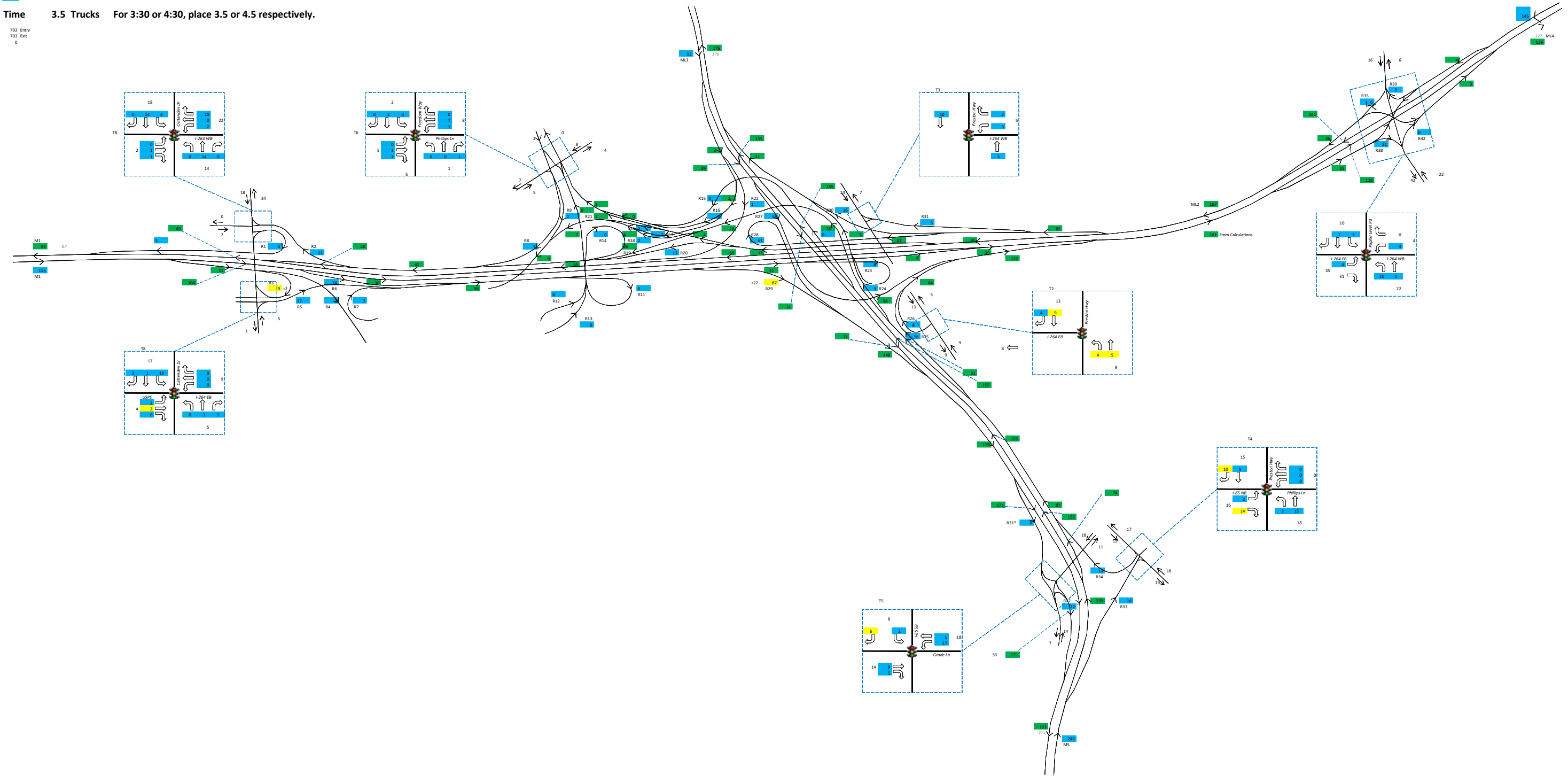
R16 Entry
R16 Exit
0



KEY
Calculated ADT
New Counts
From other sheet

Time 3.5 Trucks For 3:30 or 4:30, place 3.5 or 4.5 respectively.

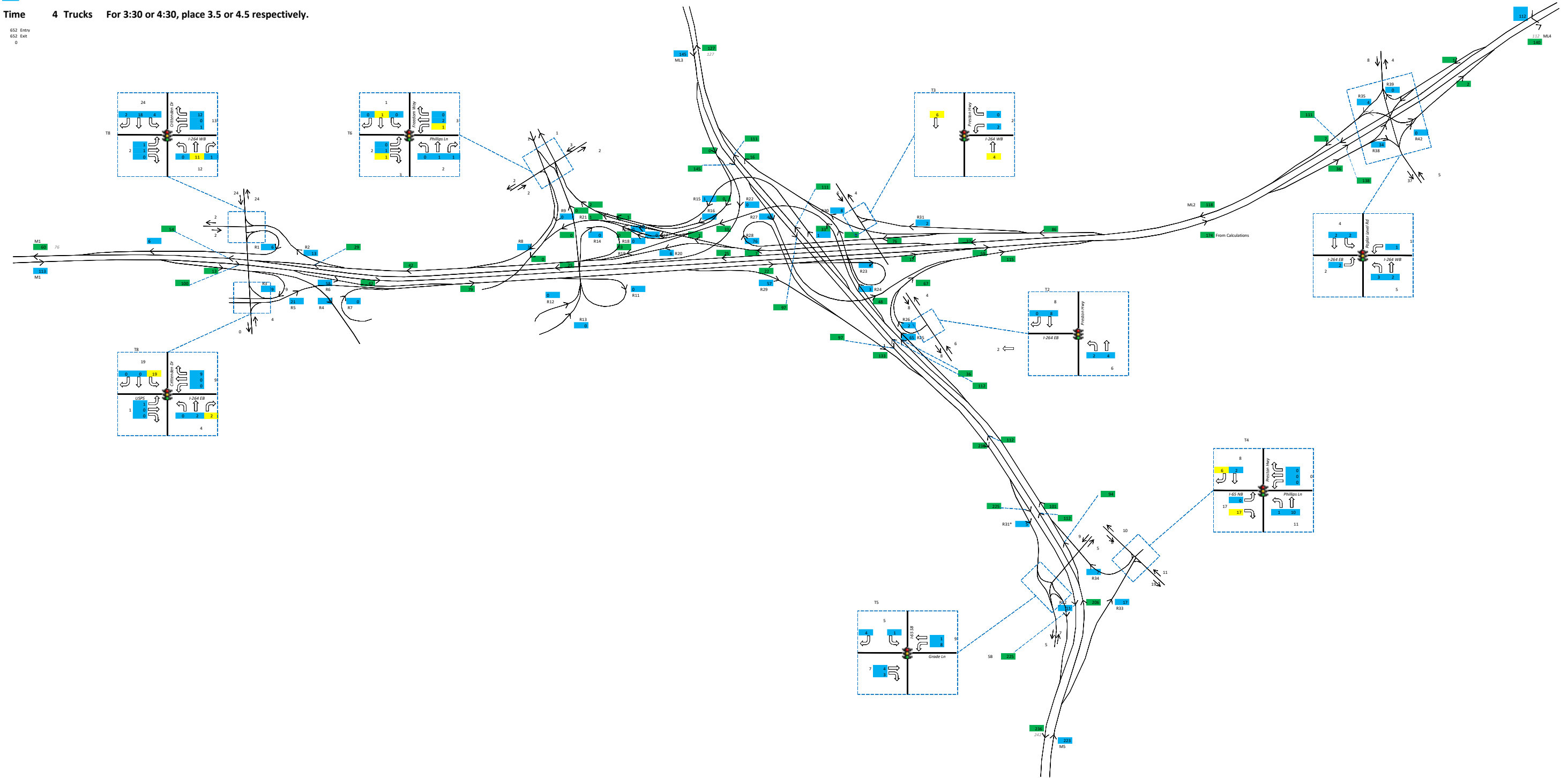
703 Entry
703 Exit
0



KEY
Calculated ADIT
New Counts
From other sheet

Time 4 Trucks For 3:30 or 4:30, place 3.5 or 4.5 respectively.

652 Entry
652 Exit
0



Time **4.5 Trucks** For 3:30 or 4:30, place 3.5 or 4.5 respectively.

Time
628 Entry
628 Exit
0

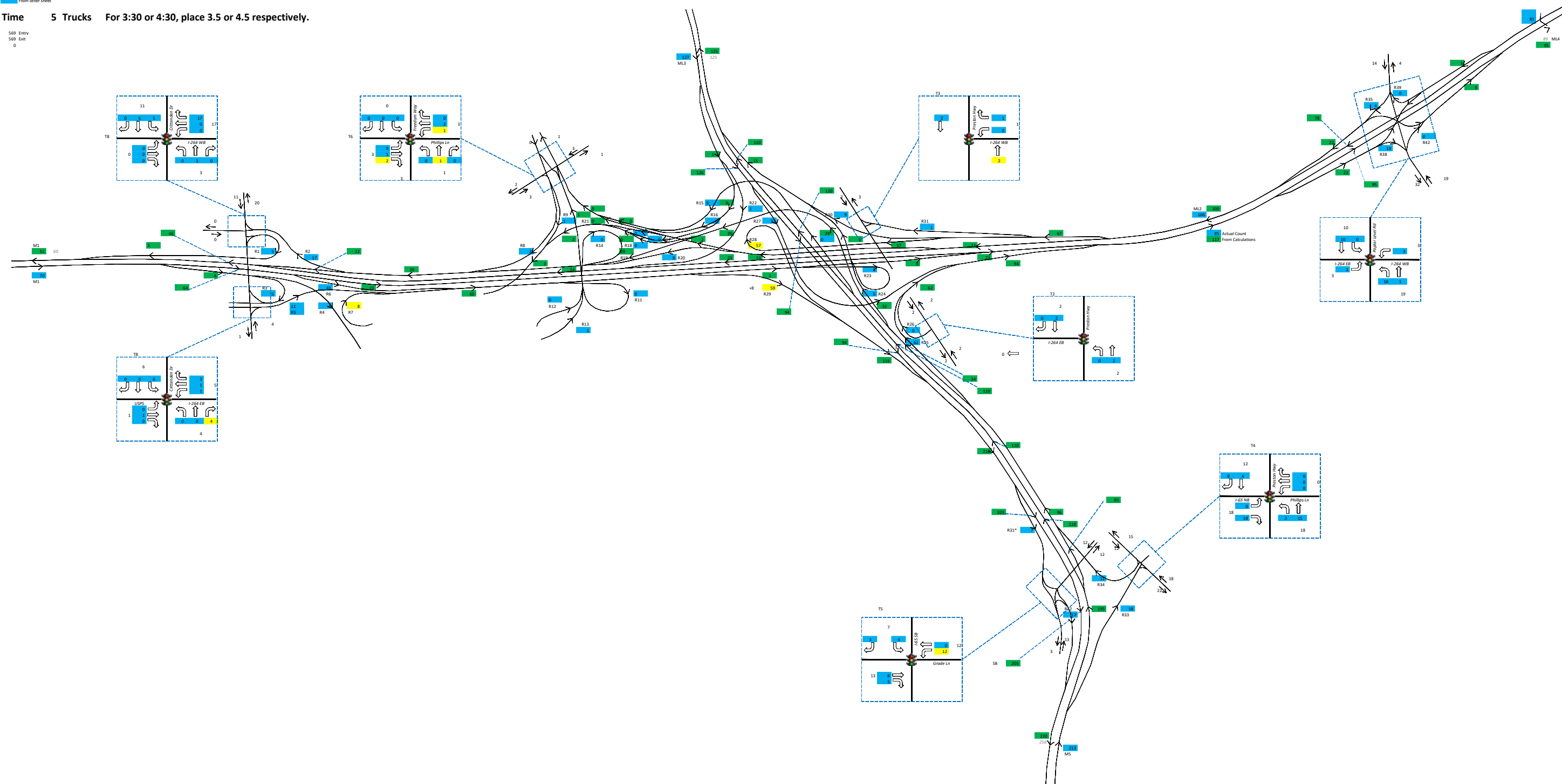
4.5 Trucks For 3:30 or 4:30, place 3.5 or 4.5 respectively.

The diagram illustrates a complex highway interchange with multiple lanes, ramps, and traffic signals. Key features include:

- Interchange Layout:** The diagram shows a multi-level interchange with various ramps and lanes. Key ramps are labeled with numbers like 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- Traffic Signals:** Several traffic signals are shown, with inset diagrams detailing their phases and timing. Key signals are labeled with numbers like 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- Vehicle Counts and Flow Rates:** Numbers and arrows indicate vehicle counts and flow rates at various points in the interchange. Key counts are labeled with numbers like 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- Lane Markings and Road Signs:** The diagram includes lane markings and road signs, such as "AHEAD OF TRUCKS" and "AHEAD OF TRUCKS".
- Legend:** A legend at the top left defines the symbols used in the diagram: "Time" (628 Entry, 628 Exit, 0), "4.5 Trucks" (For 3:30 or 4:30, place 3.5 or 4.5 respectively).

Time **5 Trucks** For 3:30 or 4:30, place 3.5 or 4.5 respectively.

S69 Entry
S69 Exit
0



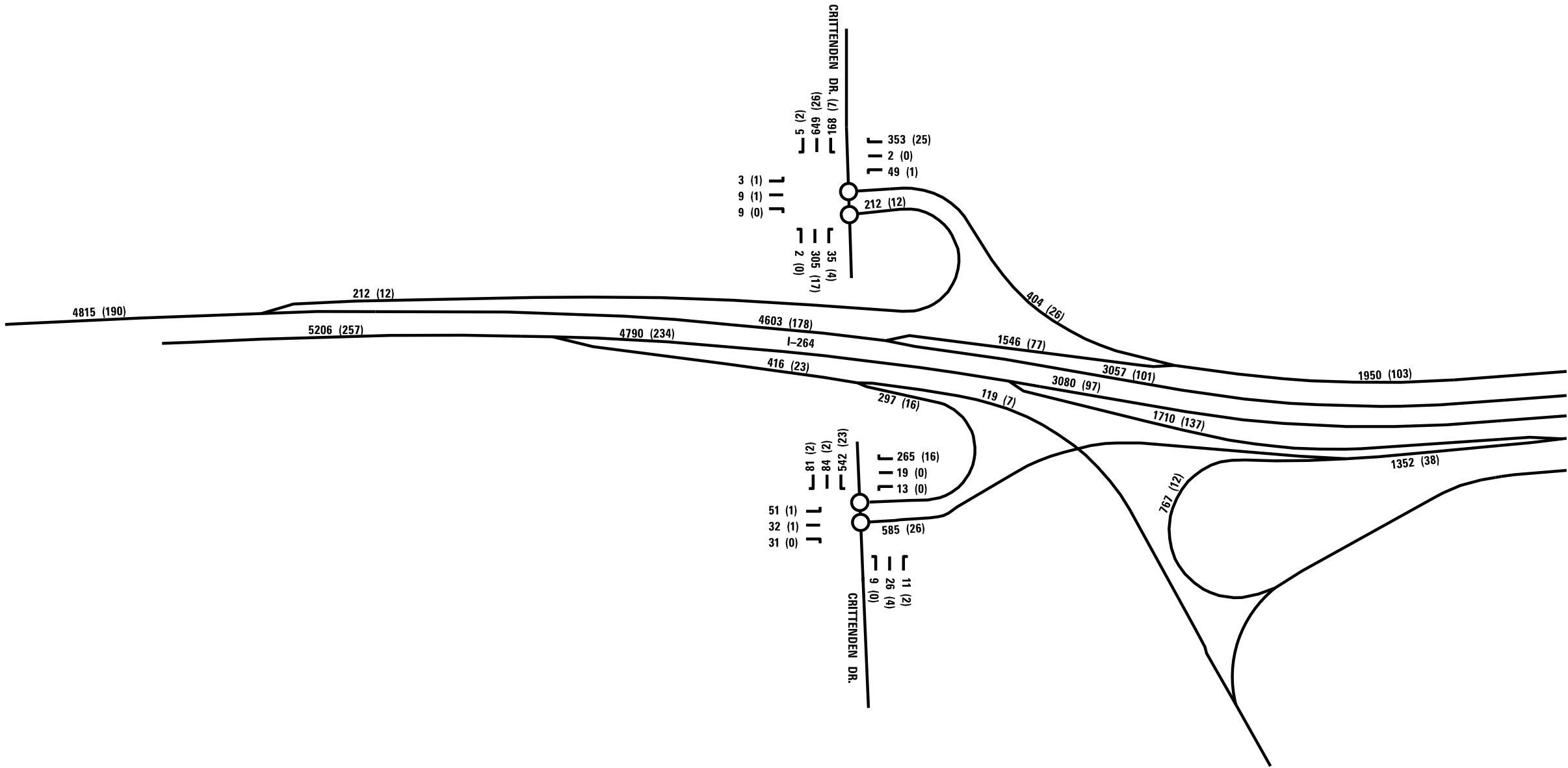
APPENDIX

F

PEAK HOUR
VOLUMES



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	1



SCALE: NTS

I-264 TO CRITTENDEN DR INTERCHANGE
PM PEAK HOUR VOLUMES

LEGEND	
XXX (XX)	TOTAL (TRUCKS)

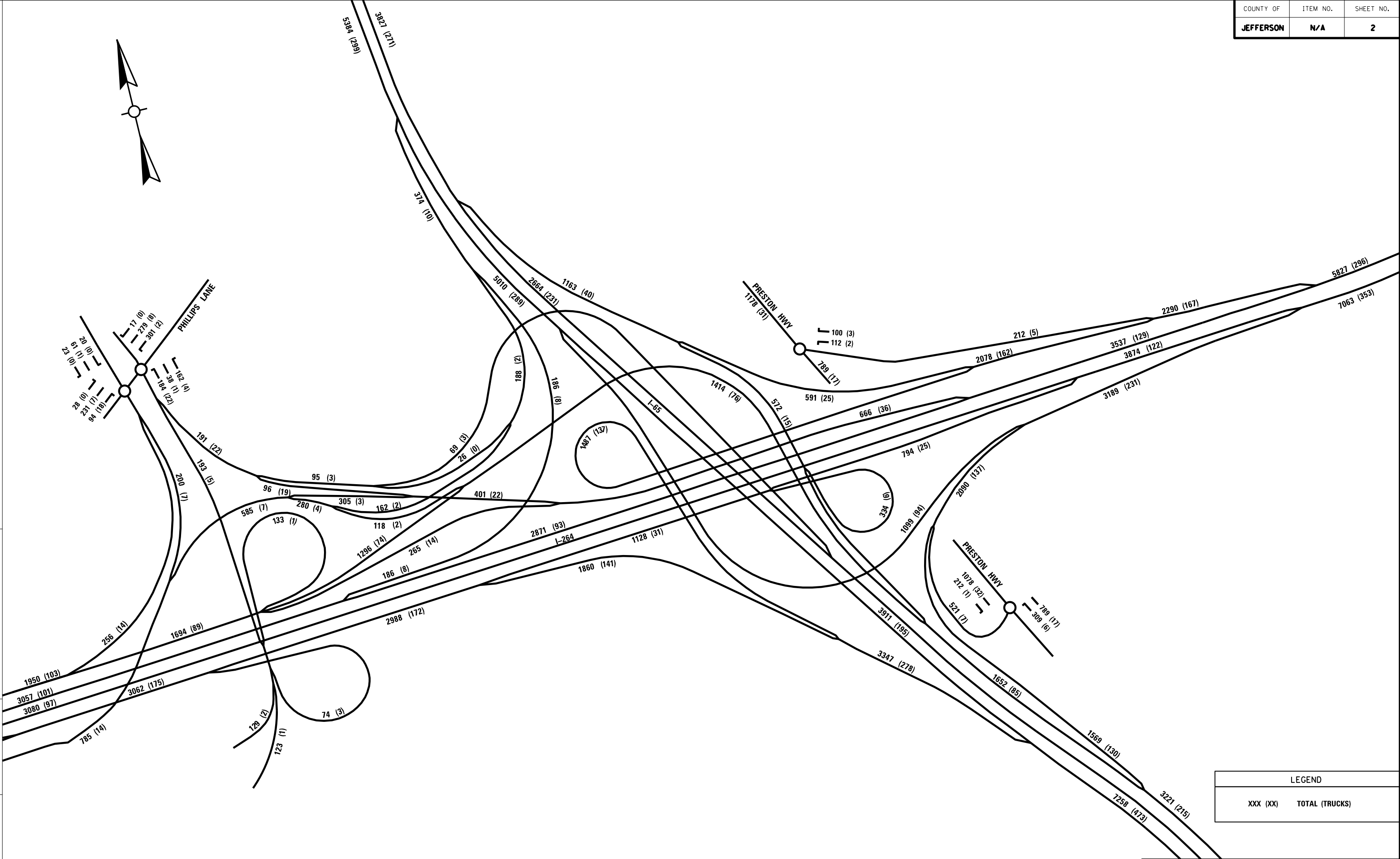
MicroStation v8.11.9.714

E-SHEET NAME:

USER: mcnleyg
DATE PLOTTED: March 27, 2020

FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\PM VOLUMES SHEET 2.DGN

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	2

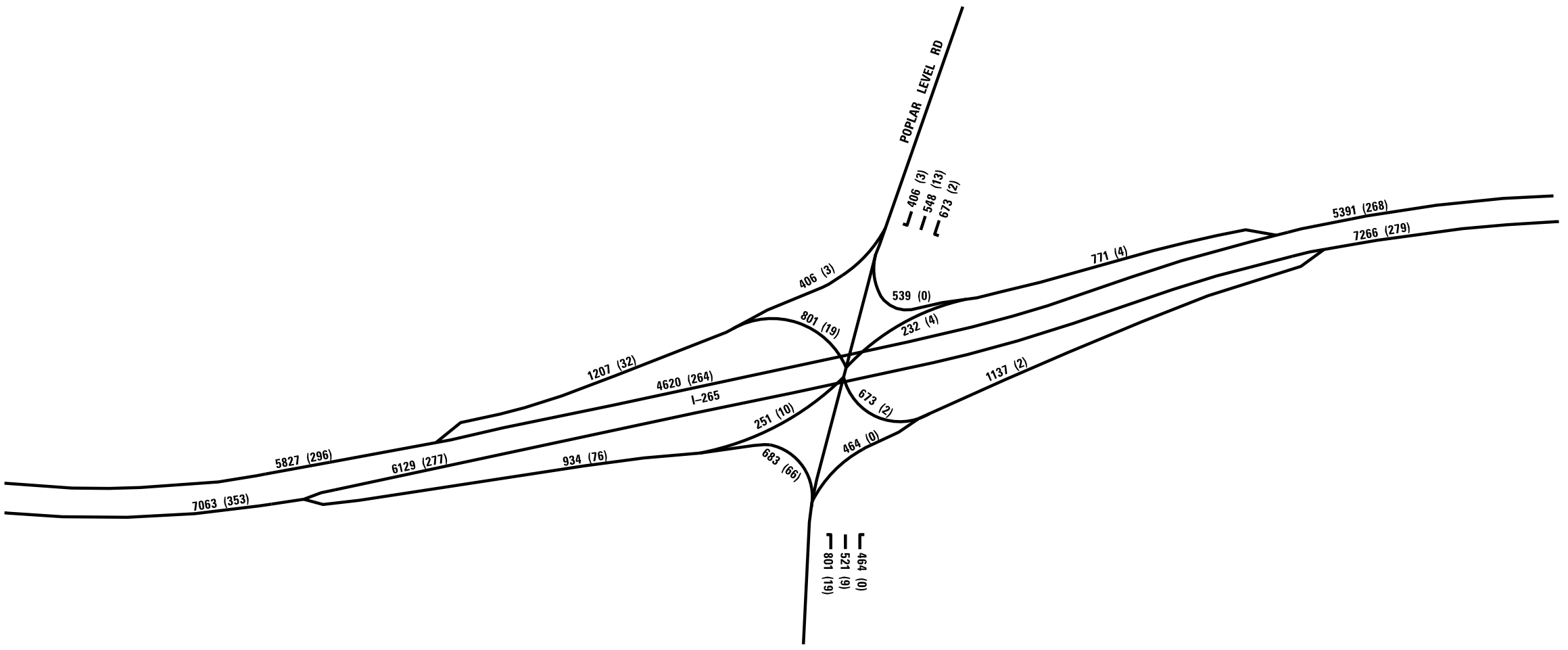
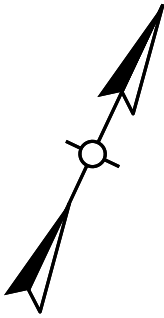


LEGEND	
XXX (XX)	TOTAL (TRUCKS)

I-264 TO I-65 INTERCHANGE
PM PEAK HOUR VOLUMES

SCALE: NTS

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	3



FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\PM VOLUMES SHEET 3.DGN

USER: mnlavc
DATE PLOTTED: March 27, 2020

E-SHEET NAME:

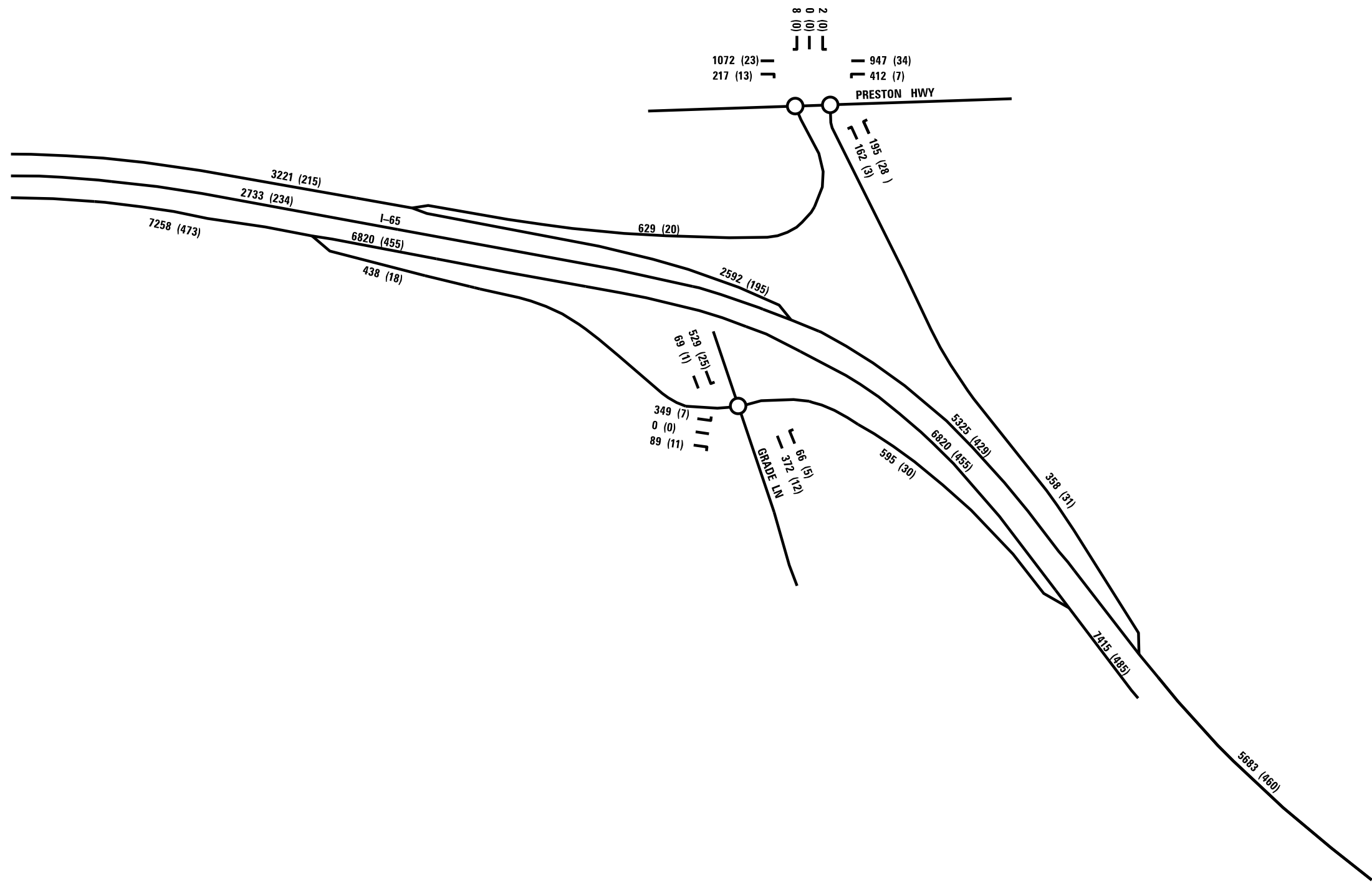
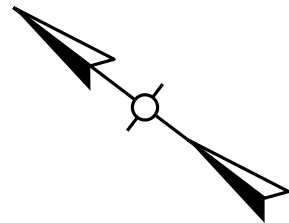
MicroStation v8.11.9.714

SCALE: NTS

LEGEND	
XXX (XX)	TOTAL (TRUCKS)

I-264 TO POPLAR LEVEL RD INTERCHANGE
PM PEAK HOUR VOLUMES

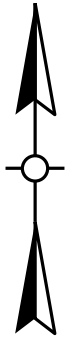
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	4



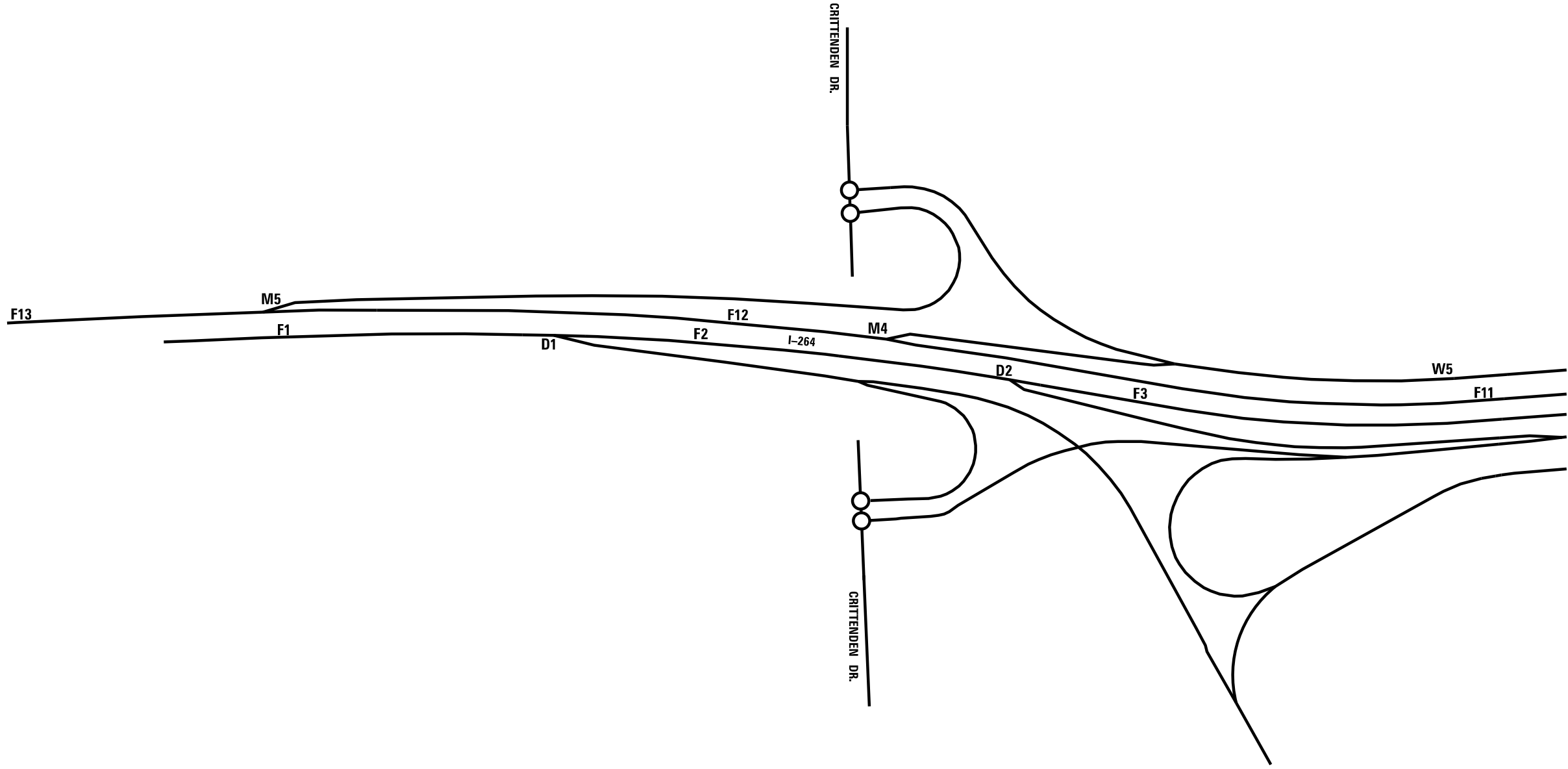
SCALE: NTS

LEGEND	
XXX (XX)	TOTAL (TRUCKS)

I-65 TO PRESTON HWY/STANDIFORD LN
PM PEAK HOUR VOLUMES



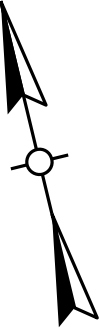
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	1



LEGEND	
FXX	FREEWAY SEGMENT
MXX	MERGE SEGMENT
DXX	DIVERGE SEGMENT
WXX	WEAVE SEGMENT
CDXX	COLLECTOR-DISTRIBUTOR SEGMENT

I-264 TO CRITTENDEN DR INTERCHANGE
SEGMENT LABELS

SCALE: NTS

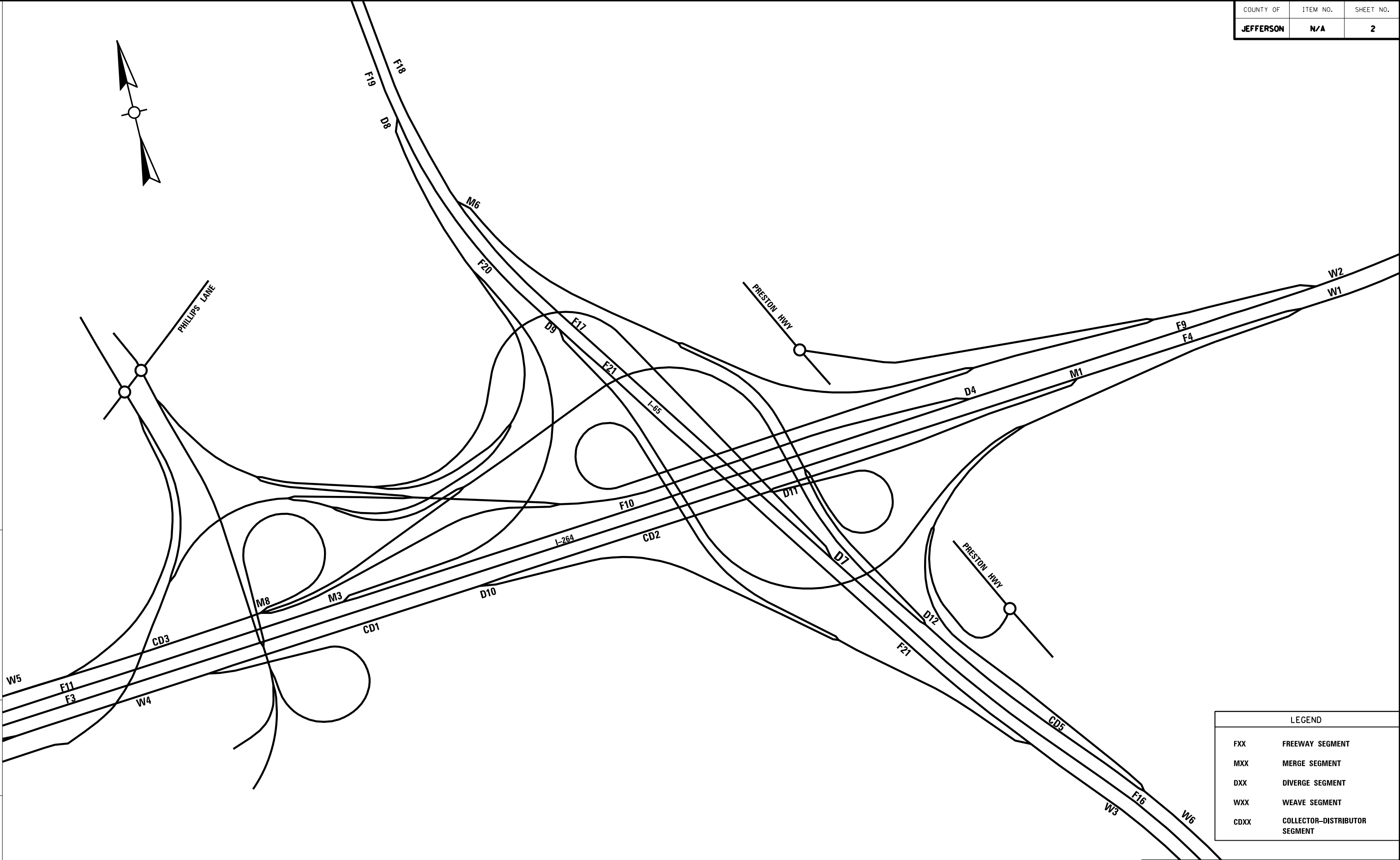


FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\ROAD LABELS SHEET 2.DGN

USER: mcmley
DATE PLOTTED: March 27, 2020

E-SHEET NAME:

MicroStation v8.11.9.714

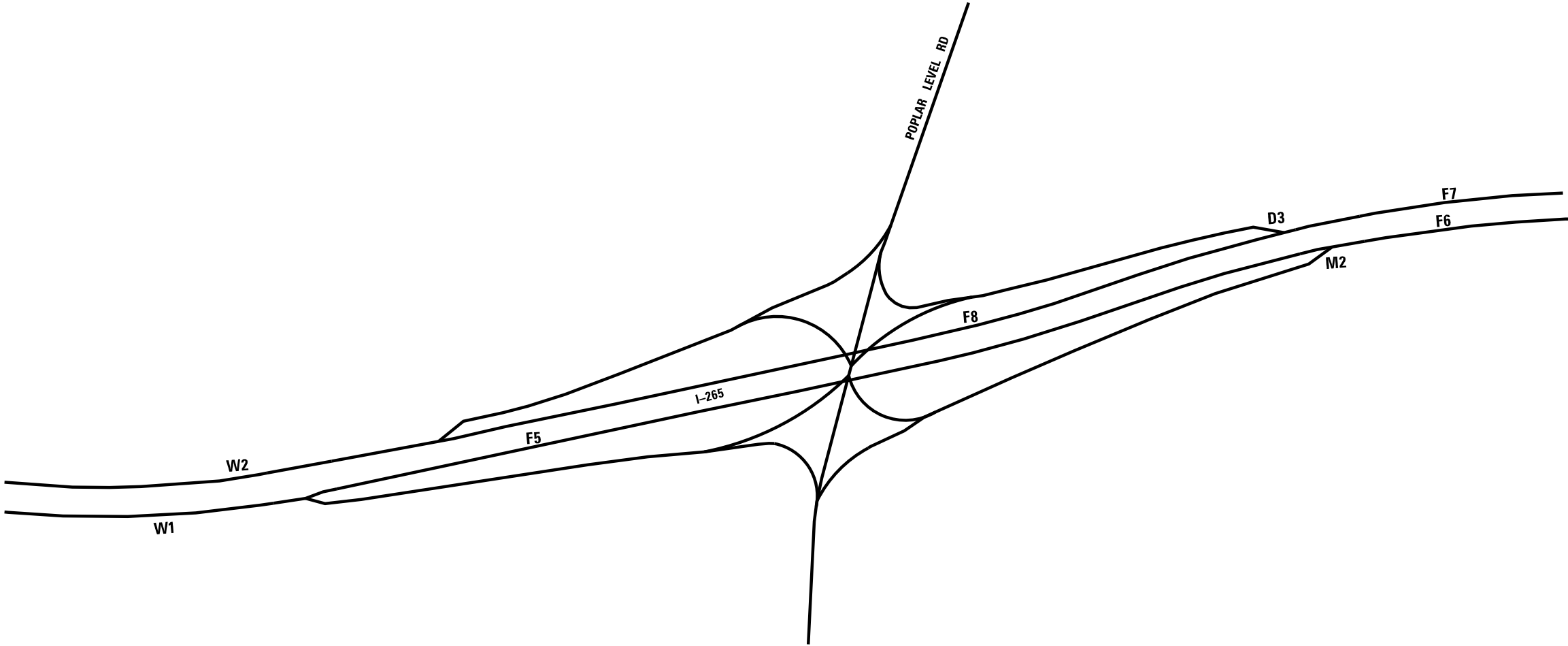
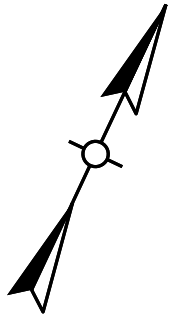


LEGEND	
FXX	FREEWAY SEGMENT
MXX	MERGE SEGMENT
DXX	DIVERGE SEGMENT
WXX	WEAVE SEGMENT
CDXX	COLLECTOR-DISTRIBUTOR SEGMENT

SCALE: NTS

I-264 TO I-655 INTERCHANGE
SEGMENT LABELS

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	3

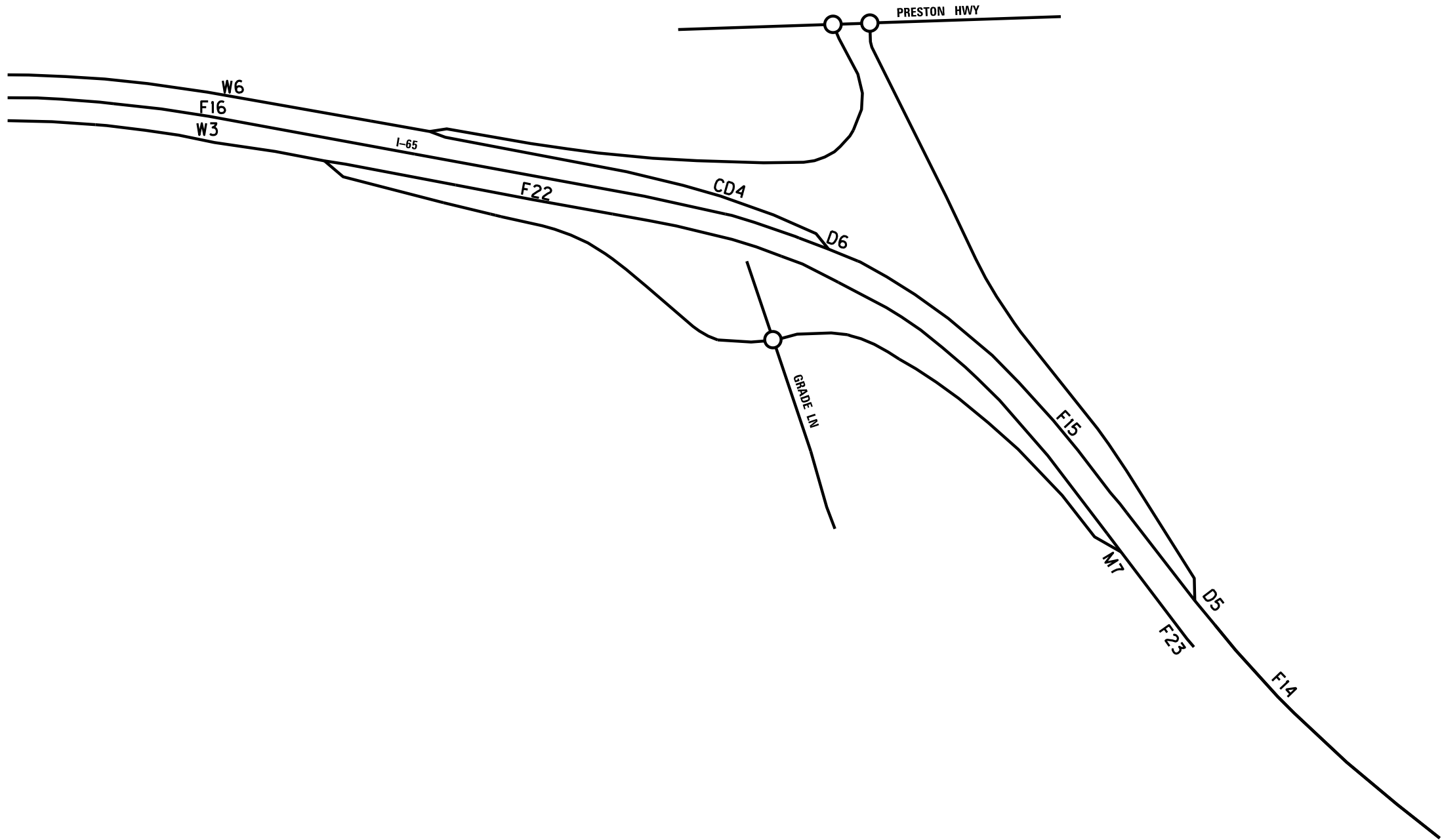
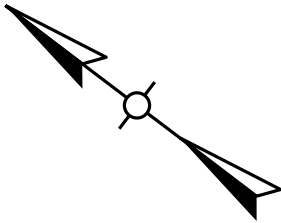


LEGEND	
FXX	FREEWAY SEGMENT
MXX	MERGE SEGMENT
DXX	DIVERGE SEGMENT
WXX	WEAVE SEGMENT
CDXX	COLLECTOR-DISTRIBUTOR SEGMENT

SCALE: NTS

I-264 TO POPLAR LEVEL RD INTERCHANGE
SEGMENT LABELS

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	4



LEGEND	
FXX	FREEWAY SEGMENT
MXX	MERGE SEGMENT
DXX	DIVERGE SEGMENT
WXX	WEAVE SEGMENT
CDXX	COLLECTOR-DISTRIBUTOR SEGMENT

I-65 TO PRESTON HWY/STANDIFORD LN
SEGMENT LABELS

SCALE: NTS

APPENDIX

G BASE OD MATRICES

3-330 Lights Final

[illegible]

3-330 Trucks Final

3-330 Buses Final

Origin/Destination	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standiford Field Rd Lower_In	Standiford Field Rd Upper_In	Terminal Off-Ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out	
Crittenden N_In	0	0	0	46	0	1	0	128	0	74	0	7	0	66	0	10	0	3	0	4	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	8	0	1	0	3	0	0	
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden S_In	0	4	0	0	0	0	2	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0			
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Freedom Fwy_In	0	1	0	0	0	0	0	0	5	0	0	0	0	0	10	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-264 E_In	0	75	0	9	0	3	0	0	1104	0	172	0	525	0	11	10	0	243	0	143	0	42	0	41	0	0	0	0	0	0	0	0	0	0	1	0	5	12	0	2	0	115			
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12	0	0	0	0			
I-264 W_In	0	121	0	8	0	1	0	1288	0	0	0	130	0	552	0	0	0	21	0	51	0	150	0	0	0	0	0	0	0	0	0	0	0	12	0	87	0	11	0	0	51	0			
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-65 N_In	0	1	0	1	0	2	0	517	0	68	0	0	0	1538	0	1	0	3	0	22	0	65	0	0	0	0	0	0	0	0	0	0	1	0	50	0	3	0	0	0	75				
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-65 S_In	0	51	0	2	0	6	0	552	0	554	0	1103	0	0	0	17	0	18	0	33	0	34	0	0	0	0	0	0	79	0	91	0	0	1	0	0	0	0	0	0	0	0	43		
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Phillips Ln E_In	0	11	0	1	0	10	0	0	50	0	0	0	0	0	0	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60		
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Phillips Ln W_In	0	4	0	0	0	6	0	0	16	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20		
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Poplar Level Rd N_In	0	6	0	1	0	1	0	329	0	75	0	17	0	50	0	0	0	0	0	0	242	0	0	3	0	6	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	4			
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Poplar Level Rd S_In	0	8	0	0	0	2	0	249	0	200	0	97	0	48	0	0	0	1	0	193	0	0	0	7	0	5	0	0	0	0	0	0	0	1	0	1	0	0	0	3	0	0	0		
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy N_In	0	0	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy S_In	0	0	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	4	0	9	0	0	370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy N s/o Grade Ln_In	0	5	0	0	0	0	0	0	60	0	45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	371	0	0	0	1	0	0	0	0	0	0	5			
Preston Hwy N s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy S s/o Grade Ln_In	0	11	0	0	0	0	50	0	94	0	44	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	438	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
Preston Hwy S s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Standiford Field Rd Lower_In	0	11	0	1	0	7	0	0	19	0	0	0	0	0	16	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Standiford Field Rd Upper_In	0	8	0	0	0	4	0	0	23	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Terminal Off-Ramp from Airport_In	0	0	0	0	0	0	175	0	0	0	54	0	130	0	3	1	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	7	0	0	0	0
USPS_In	0	10	0	16	0	0	10	0	8	0	1	0	8	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
USPS_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grade Ln N_In	0	0	0	0	0	0	0	0	0	0	0	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0		
Grade Ln N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grade Ln S_In	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	0	0	0	0	0	0	0	0			
Grade Ln S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden Dr Garage_In	0	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden Dr Garage_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Airport Rd_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Terminal Dr_Out	0	0	0	0	0	0	0	0	0	0	0																																		

330-4 Buses Fina

[illegible]

330-4 Trucks Final

[illegible]

4-430 Buses Final

[illegible]

4-430 Trucks Final

[illegible]

430-5 Buses Fina

Origin/Destination	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standford Field Rd Lower_In	Standford Field Rd Upper_In	Terminal Off-Ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out			
Crittenden N_In	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0			
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden S_In	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Freedom Fwy_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-264 E_In	0	8	0	0	0	0	0	0	29	0	12	0	54	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-264 W_In	0	5	0	0	0	0	0	17	0	0	0	0	49	0	1	0	1	0	4	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-65 N_In	0	0	0	0	0	0	0	38	0	3	0	0	80	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	1	
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-65 S_In	0	4	0	0	0	0	0	50	0	28	0	117	0	0	0	1	0	0	0	2	0	8	0	0	0	0	0	0	0	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phillips Ln E_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phillips Ln W_In	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd N_In	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd S_In	0	0	0	0	0	0	0	0	6	0	3	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N_In	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S_In	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N s/o Grade Ln_In	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S s/o Grade Ln_In	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													

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Origin/Destination	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standiford Field Rd Lower_In	Standiford Field Rd Upper_In	Terminal Off-Ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out		
Crittenden N_In	0	0	0	40	0	1	0	123	0	53	0	8	0	67	0	6	0	0	0	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0	0	26	0	6	0	3	0	8	0	0		
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden S_In	0	12	0	0	0	0	2	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	4	0	0	0				
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Freedom Fwy_In	0	3	0	0	0	0	0	0	16	0	0	0	0	0	5	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-264 E_In	0	25	0	1	0	5	0	0	1299	0	180	0	587	0	19	0	19	0	291	0	119	0	0	16	0	8	0	0	0	0	0	0	0	0	7	0	1	0	9	0	0	0	158	0	0	0
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-264 W_In	0	129	0	7	0	1	0	1396	0	0	0	87	0	491	0	9	0	2	0	22	0	144	0	0	0	0	0	0	0	0	0	0	11	0	97	0	20	0	0	41	0	0	0	0		
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-65 N_In	0	2	0	0	0	6	0	371	0	78	0	0	0	1599	0	5	0	6	0	15	0	64	0	0	0	0	0	0	0	0	0	0	1	0	67	0	23	0	0	0	80	0	0	0		
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
I-65 S_In	0	33	0	3	0	7	0	618	0	518	0	1388	0	0	0	28	0	29	0	37	0	27	0	0	0	0	0	0	81	0	87	0	0	0	2	0	0	0	0	0	0	0	44	0	0	0
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Phillips Ln E_In	0	10	0	1	0	5	0	0	65	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0	0	0	
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Phillips Ln W_In	0	3	0	0	0	32	0	0	19	0	0	0	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0		
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Poplar Level Rd N_In	0	3	0	0	0	0	262	0	53	0	21	0	58	0	0	0	1	0	0	0	218	0	0	8	0	15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2	0	0	2	
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Poplar Level Rd S_In	0	13	0	1	0	0	146	0	190	0	113	0	39	0	1	0	1	0	241	0	0	0	21	0	13	0	0	0	0	0	0	3	0	0	0	3	0	0	0	6	0	0	0	6		
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N_In	0	0	0	0	0	0	93	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	442	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy S_In	0	0	0	0	0	0	136	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy N s/o Grade Ln_In	0	8	0	0	0	0	0	38	0	26	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	485	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0		
Preston Hwy N s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Preston Hwy S s/o Grade Ln_In	0	11	0	0	0	0	52	0	109	0	51	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	496	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0		
Preston Hwy S s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Standiford Field Rd Lower_In	0	13	0	0	0	2	0	0	12	0	0	0	0	0	11	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Standiford Field Rd Upper_In	0	8	0	0	0	2	0	0	18	0	0	0	0	0	10	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Terminal Off-Ramp from Airport_In	0	0	0	0	0	0	181	0	0	0	56	0	145	0	2	0	1	0	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0	0	0		
USPS_In	0	10	0	21	0	0	9	0	11	0	0	0	6	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
USPS_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grade Ln N_In	0	0	0	0	0	0	0	0	0	0	0	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0			
Grade Ln N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grade Ln S_In	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	0	0	0	0	0	0	0	0	0	0	0			
Grade Ln S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden Dr Garage_In	0	2	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crittenden Dr Garage_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Airport Rd_Out	0	0	0</																																											

[illegible]

5-530 Trucks Final

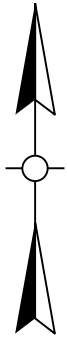
4-5 TOTAL

4-5 TOTAL

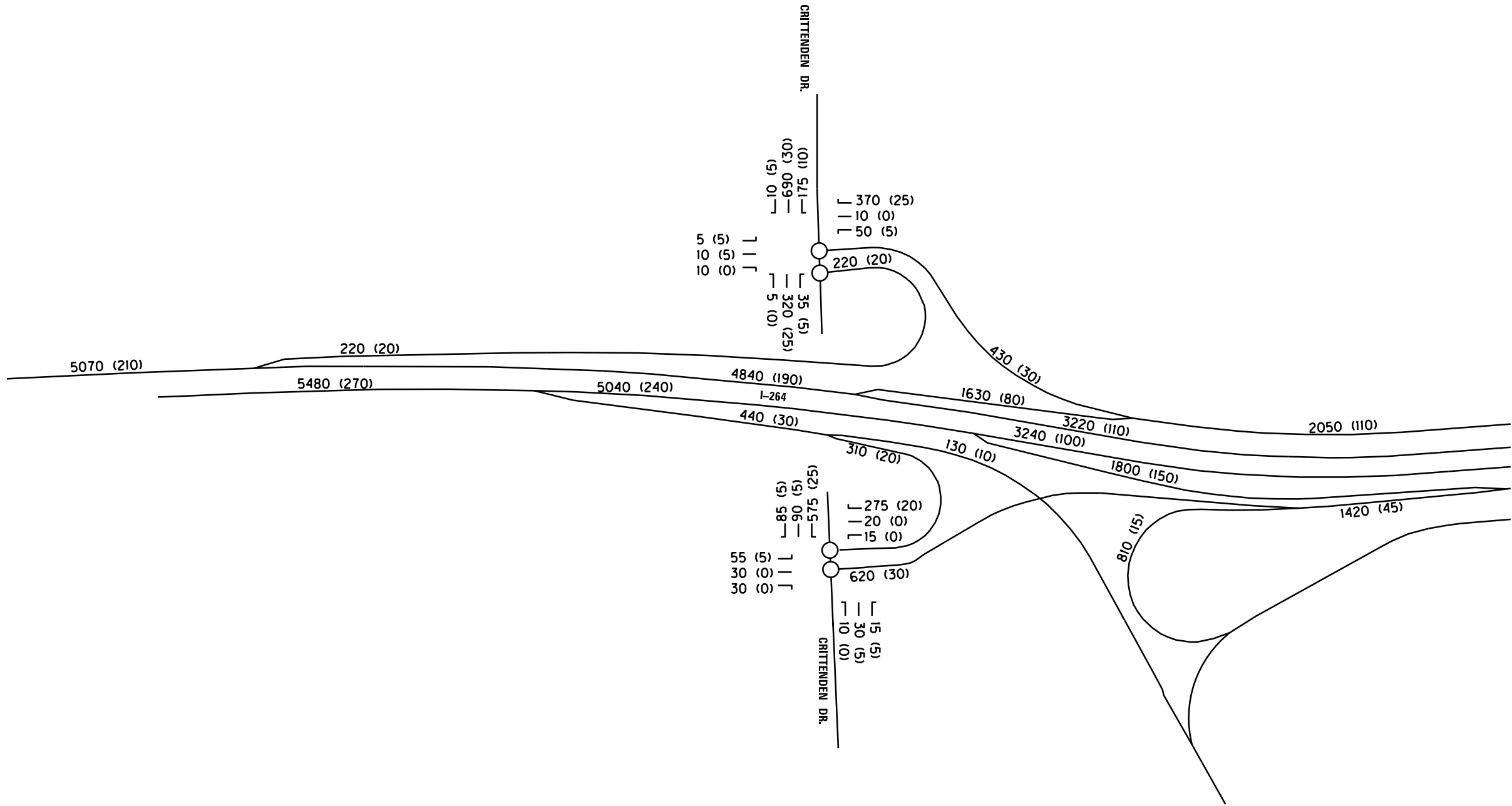
APPENDIX

H 2045 VOLUMES





COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	1

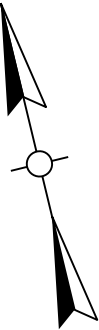


SCALE: NTS

I-264 TO CRITTENDEN DR INTERCHANGE
2045 PM PEAK HOUR VOLUMES

LEGEND	
XXX (XX)	TOTAL (TRUCKS)

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	2

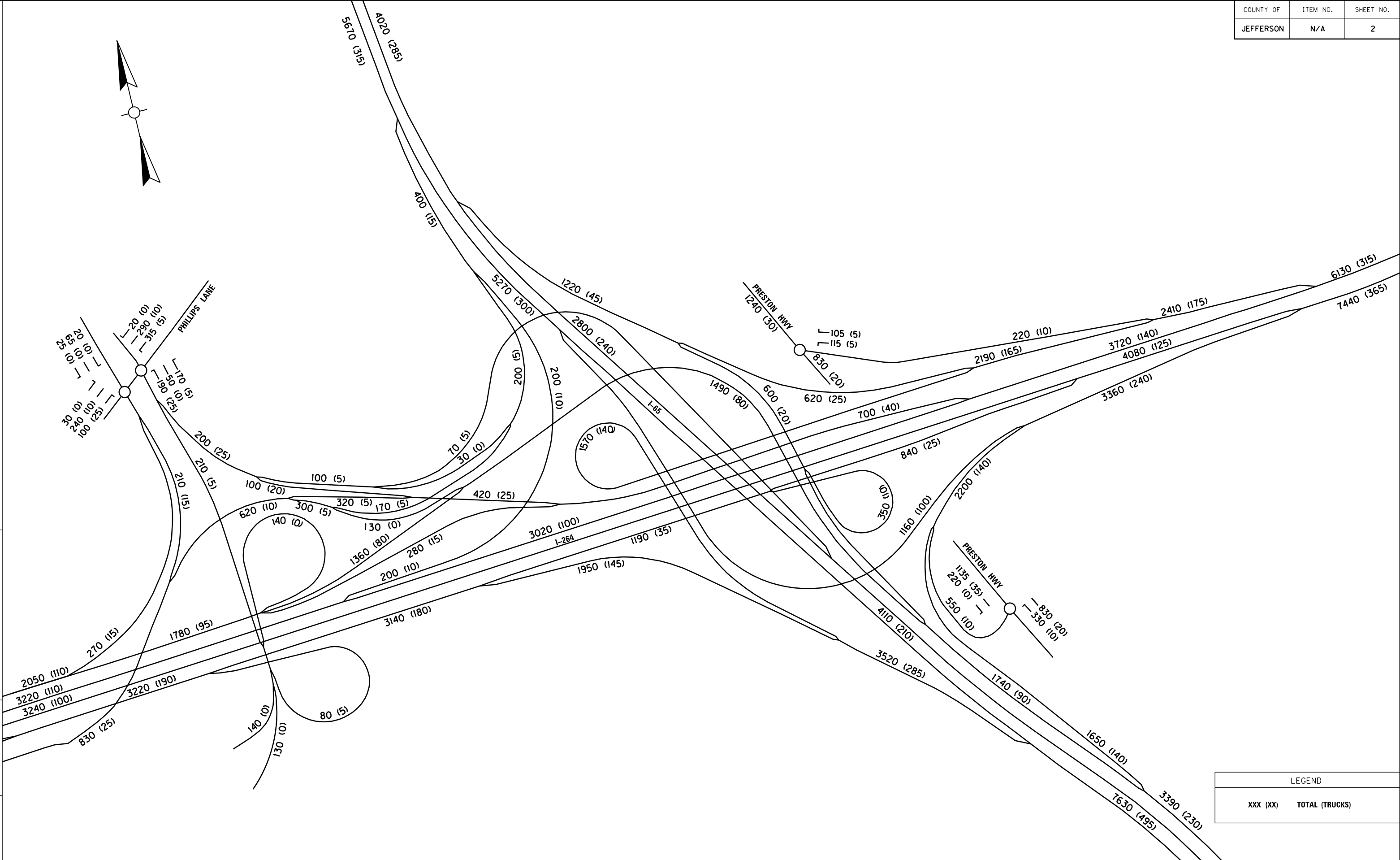


FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\2045 SHEET 2.DGN

USER: USJH673619
DATE PLOTTED: July 17, 2020

E-SHEET NAME:

MicroStation v8.1i.7.443

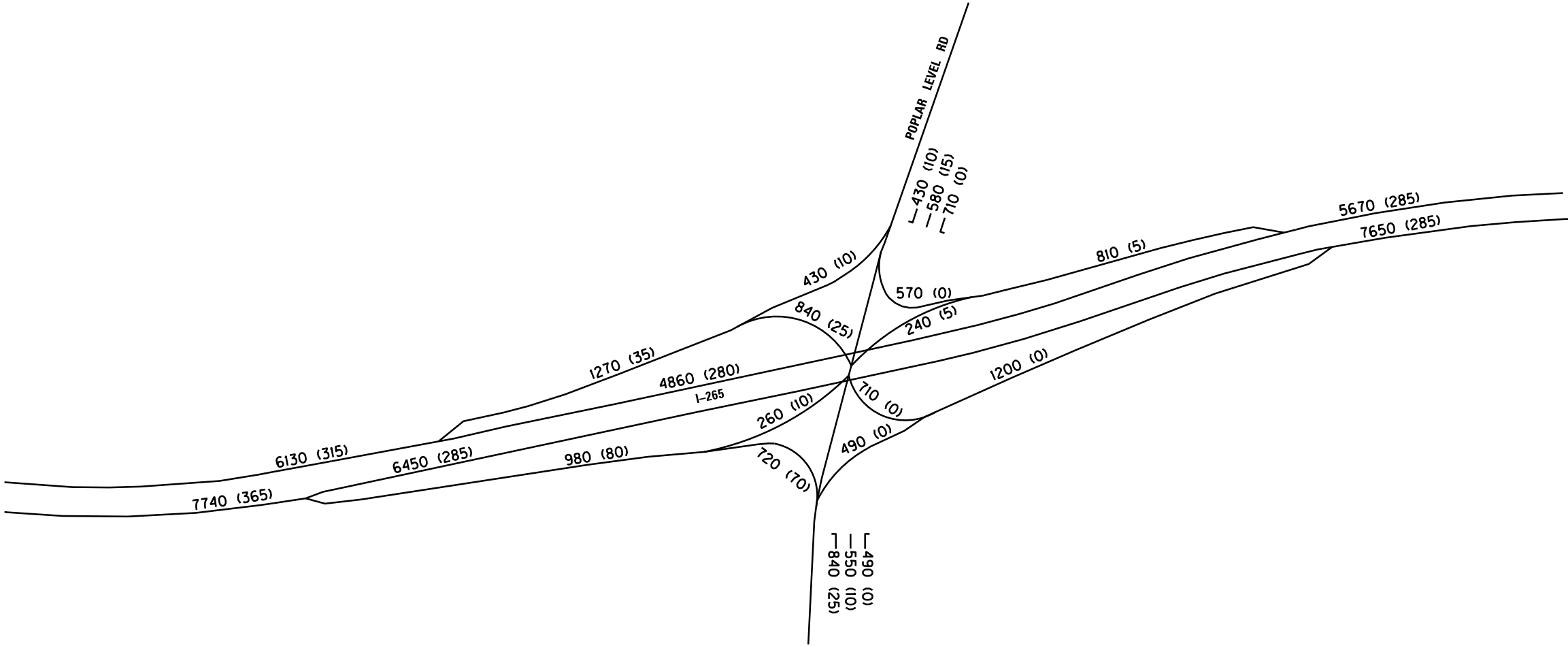
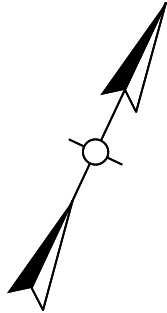


LEGEND	
XXX (XX)	TOTAL (TRUCKS)

SCALE: NTS

I-264 TO I-65 INTERCHANGE
2045 PM PEAK HOUR VOLUMES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	3

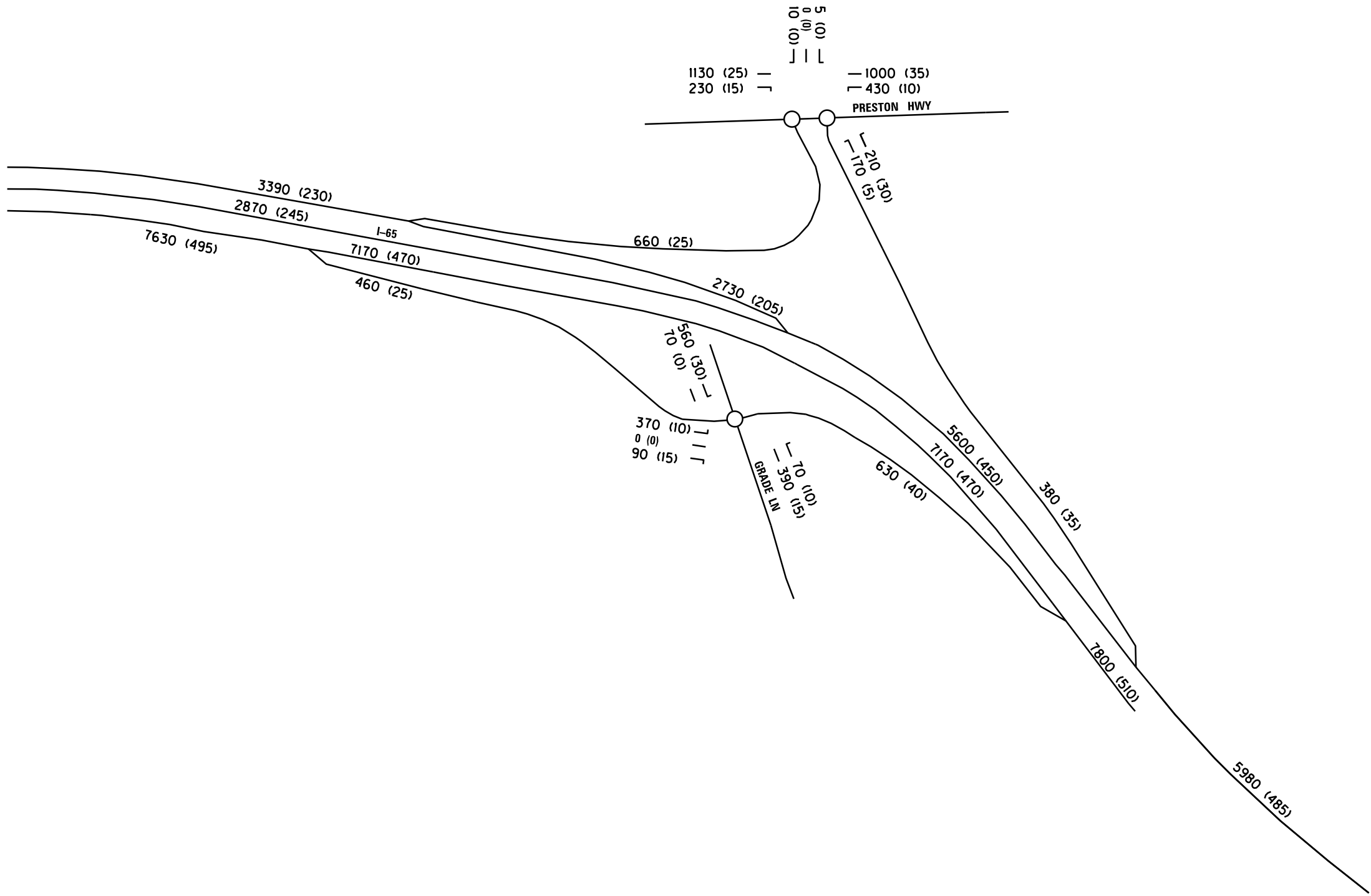
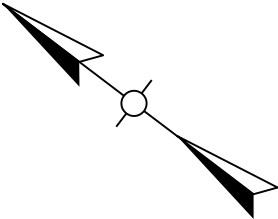


LEGEND	
XXX (XX)	TOTAL (TRUCKS)

I-264 TO POPLAR LEVEL RD INTERCHANGE
2045 PM PEAK HOUR VOLUMES

SCALE: NTS

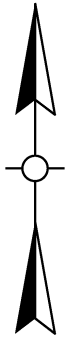
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	4



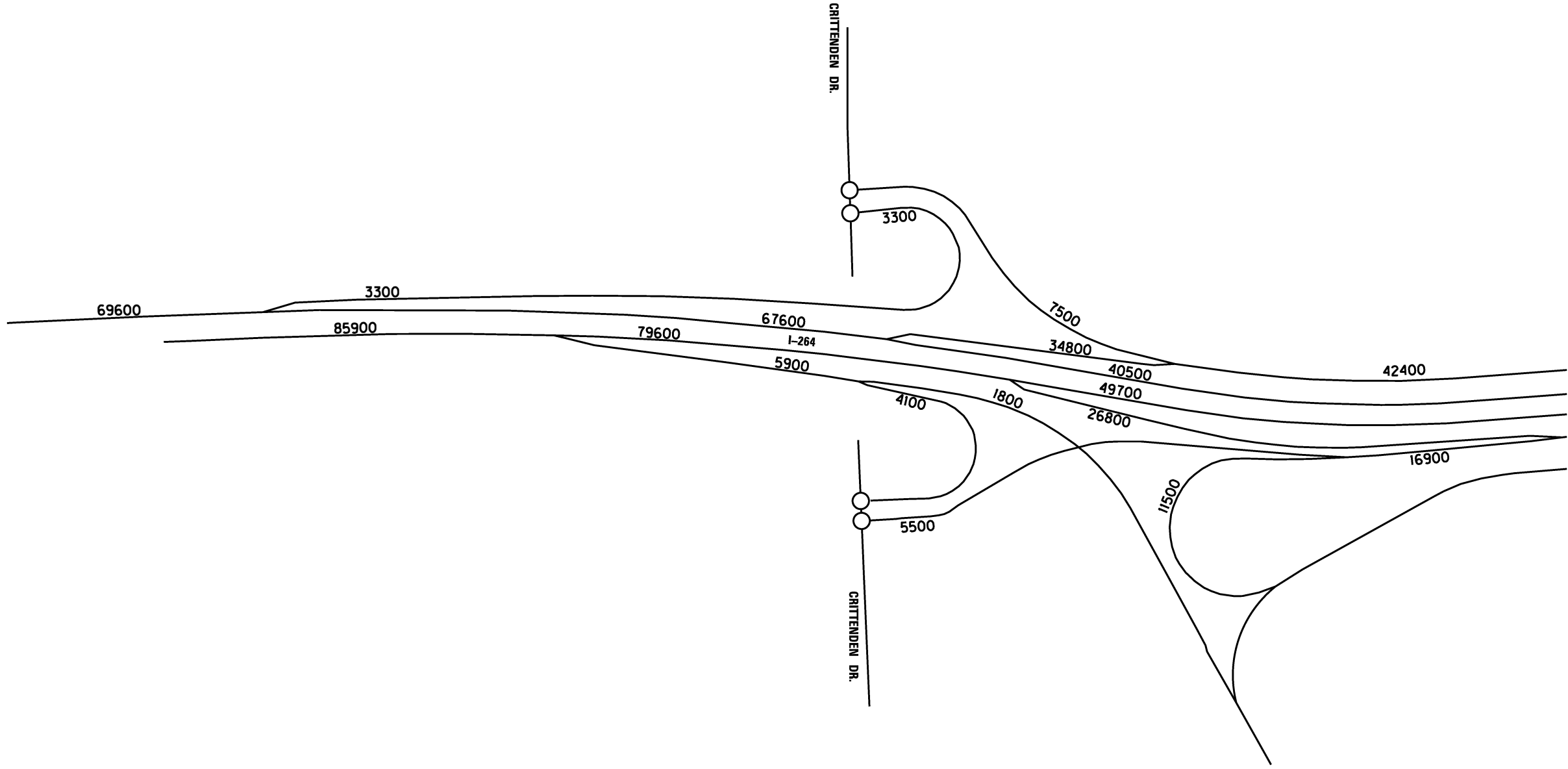
SCALE: NTS

LEGEND	
XXX (XX)	TOTAL (TRUCKS)

I-65 TO PRESTON HWY/STANDIFORD LN
2045 PM PEAK HOUR VOLUMES



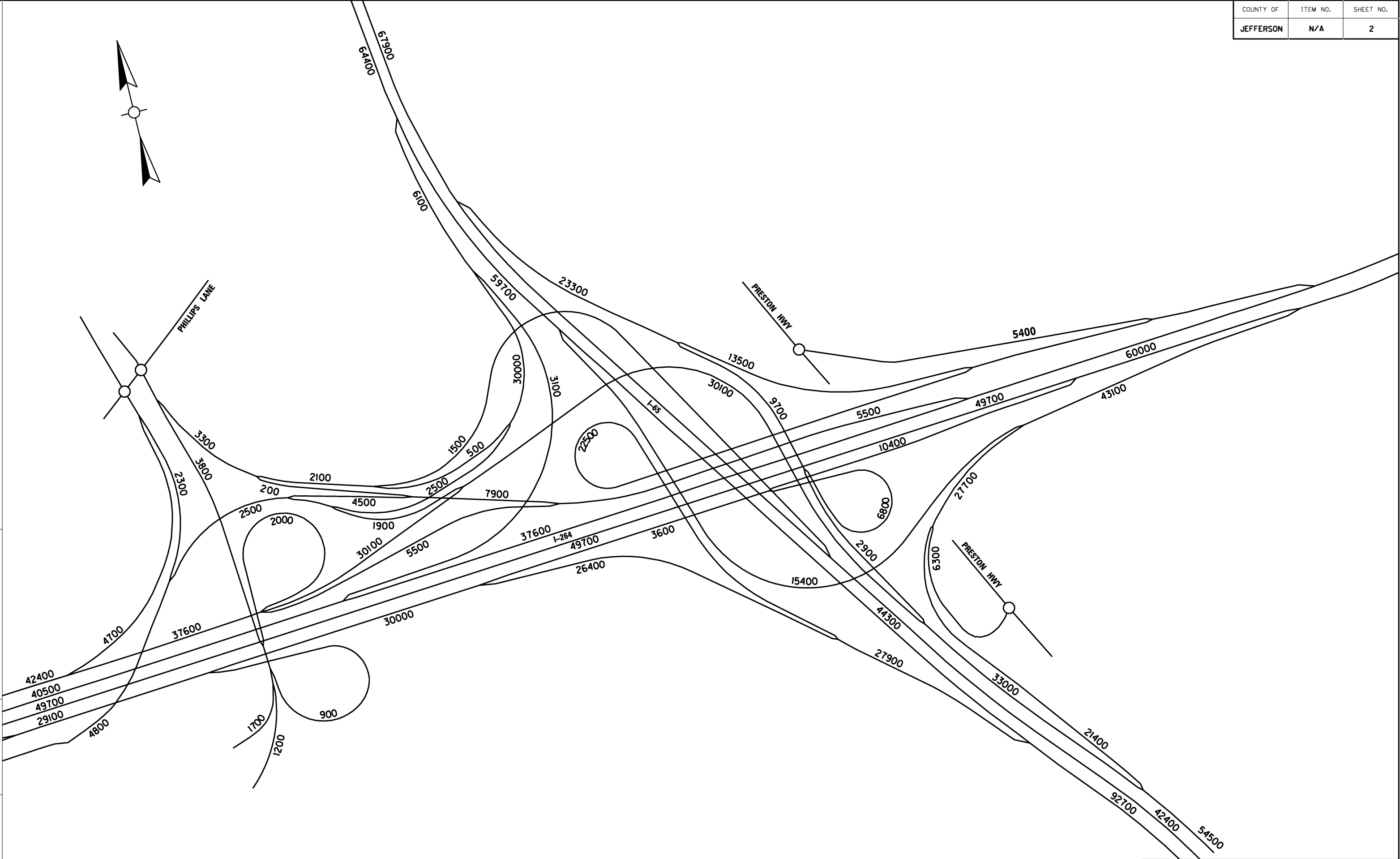
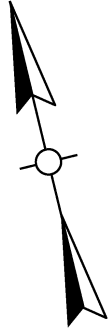
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	1



SCALE: NTS

I-264 TO CRITTENDEN DR INTERCHANGE
2045 ADT VOLUMES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	2



FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\2045 ADT SHEET 2.DGN

USER: mcnlayc
DATE PLOTTED: July 16, 2020

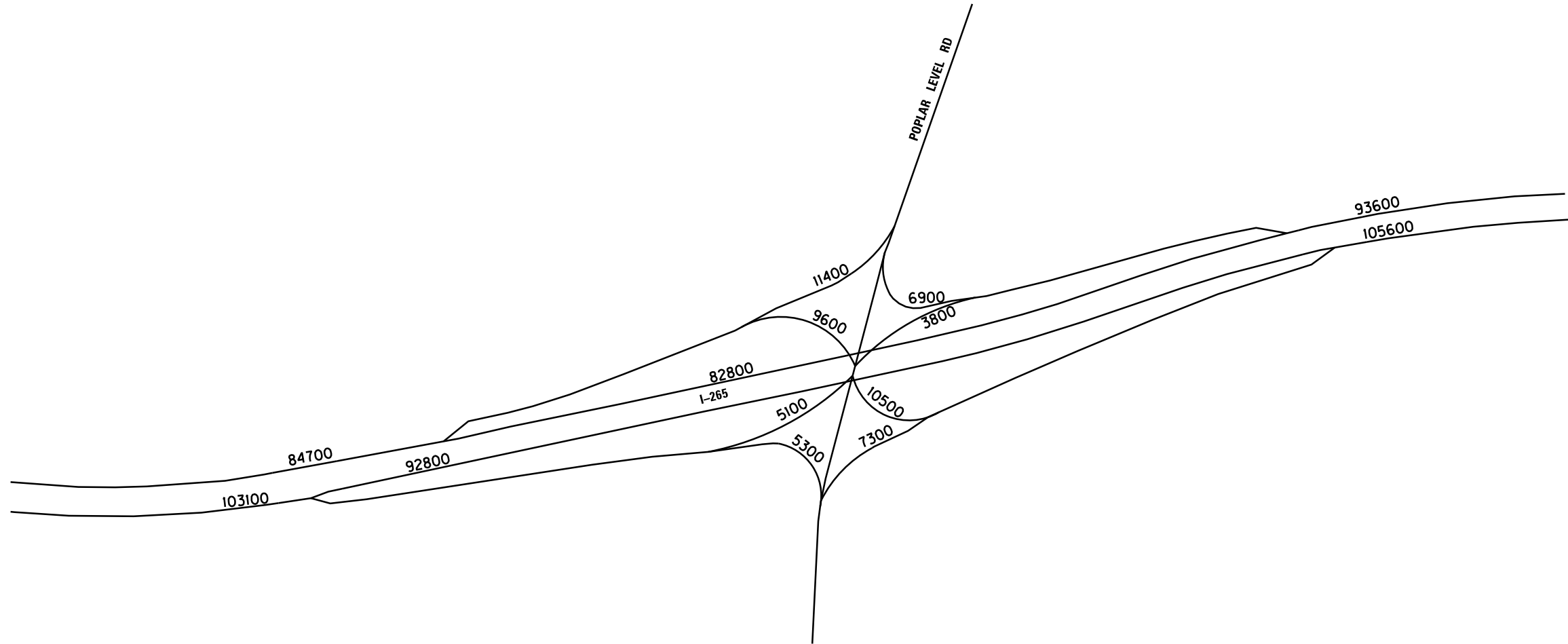
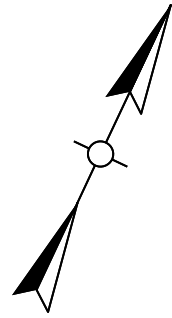
E-SHEET NAME:

MicroStation v8.11.9.832

SCALE: NTS

I-264 TO I-655 INTERCHANGE
2045 ADT VOLUMES

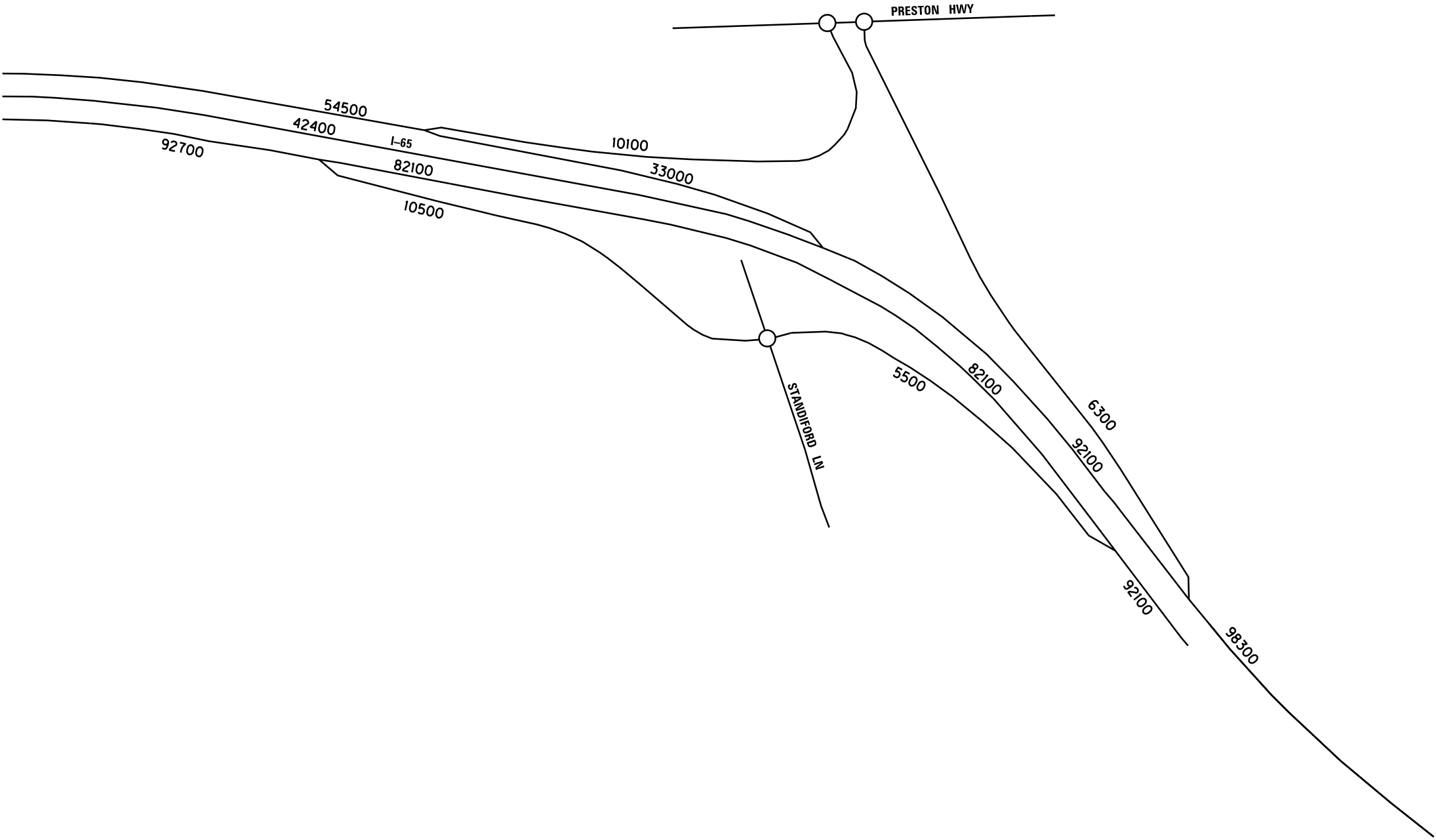
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	3



SCALE: NTS

I-264 TO POPLAR LEVEL RD INTERCHANGE
2045 ADT VOLUMES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	N/A	4



FILE NAME: J:\187432 - I-65-I-264 INTERCHANGE\8.0 CADD\MAPPING\2045 ADT SHEET 4.DGN

USER: garrisonbj
DATE PLOTTED: July 16, 2020

E-SHEET NAME:

Power InRoads v8.11.9.397

SCALE: NTS

I-65 TO PRESTON HWY/STANDIFORD LN
2045 ADT VOLUMES

APPENDIX



FUTURE OD MATRICES

3-330 Lights Future

3-330 Buses Future

[illegible]

3-330 Trucks Future

Origin/Destination	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standiford Field Rd Lower_In	Standiford Field Rd Upper_In	Terminal Off-Ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out
Crittenden N_In	0	0	0	48	0	1	0	135	0	78	0	7	0	69	0	10	0	3	0	5	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	9	0	2	0	3	0	0
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crittenden S_In	0	4	0	0	0	0	0	2	0	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Freedom Fwy_In	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	11	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 E_In	0	79	0	9	0	4	0	0	1162	0	181	0	552	0	12	0	10	0	256	0	151	0	0	45	0	43	0	0	0	0	0	0	0	0	0	1	0	5	0	12	0	2	0	122
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 W_In	0	127	0	8	0	1	0	1356	0	0	0	136	0	581	0	0	0	23	0	53	0	158	0	0	0	0	0	0	0	0	0	0	0	13	0	92	0	11	0	0	54	0		
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-65 N_In	0	1	0	1	0	2	0	544	0	72	0	0	0	1619	0	1	0	3	0	23	0	69	0	0	0	0	0	0	0	0	0	0	1	0	52	0	4	0	0	0	79	0	0	
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-65 S_In	0	54	0	2	0	6	0	581	0	583	0	1161	0	0	0	18	0	19	0	35	0	36	0	0	0	0	0	0	83	0	96	0	0	0	1	0	0	0	0	0	0	0	46	0
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phillips Ln E_In	0	12	0	2	0	11	0	0	0	53	0	0	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Phillips Ln W_In	0	4	0	1	0	6	0	0	17	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd N_In	0	6	0	1	0	1	0	346	0	79	0	18	0	52	0	0	0	0	0	0	255	0	0	3	0	6	0	0	0	0	0	0	1	0	0	0	4	0	0	0	4	0	0	
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Poplar Level Rd S_In	0	9	0	0	0	2	0	262	0	211	0	102	0	50	0	0	1	0	203	0	0	0	7	0	5	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	4	0	
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N_In	0	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	391	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S_In	0	0	0	0	0	0	138	0	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy N s/o Grade Ln_In	0	5	0	0	0	0	0	0	63	0	48	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	391	0	0	0	1	0	0	0	0	0	0	0	5	0	
Preston Hwy N s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Preston Hwy S s/o Grade Ln_In	0	11	0	0	0	0	53	0	99	0	46	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	461	0	0	0	0	0	0	0	0	0	0	0	0	5	0	
Preston Hwy S s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Standiford Field Rd Lower_In	0	11	0	1	0	7	0	0	20	0	0	0	0	0	17	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Standiford Field Rd Upper_In	0	9	0	0	0	4	0	0	24	0	0	0	0	0	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Terminal Off-Ramp from Airport_In	0	0	0	0	0	0	185	0	0	0	56	0	137	0	3	0	1	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	7	0	0	0	0	0	0		
USPS_In	0	11	0	17	0	0	10	0	9	0	1	0	9	0	2	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
USPS_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grade Ln N_In	0	0	0	0	0	0	0	0	0	0	0	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0			
Grade Ln N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grade Ln S_In	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0			
Grade Ln S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crittenden Dr Garage_In	0	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crittenden Dr Garage_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Airport Rd_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Terminal Dr_Out	0	0	0</																																									

330-4 Buses Future

330-4 Trucks Future

[illegible]

4-430 Lights Future

4-430 Buses Future

4-430 Trucks Future

430-5 Lights Future

430-5 Buses Future

430-5 Trucks Future

Origin/Destination	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standford Field Rd Lower_In	Standford Field Rd Upper_In	Terminal Off-Ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out
Crittenden N_In	0	0	0	42	0	1	0	129	0	56	0	8	0	70	0	6	0	0	0	0	5	0	18	0	0	0	0	0	0	0	0	0	0	0	0	27	0	6	0	3	0	8	0	0
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crittenden S_In	0	12	0	0	0	0	2	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	4	0	0		
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Freedom Fwy_In	0	3	0	0	0	0	0	0	17	0	0	0	0	0	5	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 E_In	0	26	0	1	0	5	0	0	1367	0	189	0	618	0	20	0	20	0	306	0	125	0	0	17	0	9	0	0	0	0	0	0	0	0	0	8	0	1	0	10	0	0	0	167
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 W_In	0	136	0	7	0	1	0	1470	0	0	0	91	0	517	0	9	0	2	0	23	0	152	0	0	0	0	0	0	0	0	0	0	0	12	0	102	0	21	0	0	43	0		
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-65 N_In	0	2	0	0	0	6	0	391	0	82	0	0	0	1684	0	5	0	6	0	16	0	68	0	0	0	0	0	0	0	0	0	0	0	1	0	71	0	24	0	0	0	84		
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-65 S_In	0	35	0	3	0	7	0	651	0	545	0	1461	0	0	0	30	0	30	0	39	0	29	0	0	0	0	0	0	85	0	92	0	0	0	2	0	0	0	0	0	0	0	0	46
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phillips Ln E_In	0	11	0	2	0	5	0	0	69	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phillips Ln W_In	0	3	0	0	0	34	0	0	20	0	0	0	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd N_In	0	3	0	0	0	0	276	0	56	0	22	0	61	0	0	0	1	0	0	0	230	0	0	8	0	16	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	2	
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd S_In	0	14	0	1	0	0	154	0	200	0	119	0	41	0	1	0	1	0	254	0	0	0	0	22	0	14	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	7	
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_In	0	0	0	0	0	0	97	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	465	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S_In	0	0	0	0	0	0	143	0	0	0	0	0	0	0	0	0	0	0	7	0	10	0	413	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N s/o Grade Ln_In	0	8	0	0	0	0	0	0	40	0	28	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	511	0	0	0	0	0	0	0	0	0	0	0	6	
Preston Hwy N s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy S s/o Grade Ln_In	0	12	0	0	0	0	55	0	115	0	54	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	522	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Preston Hwy S s/o Grade Ln_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Standiford Field Rd Lower_In	0	13	0	1	0	2	0	0	13	0	0	0	0	0	12	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Standiford Field Rd Upper_In	0	9	0	0	0	2	0	0	19	0	0	0	0	0	10	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Terminal Off-Ramp from Airport_In	0	0	0	0	0	0	191	0	0	0	59	0	153	0	2	0	1	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	0	0
USPS_In	0	10	0	22	0	0	9	0	12	0	0	0	6	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
USPS_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grade Ln N_In	0	0	0	0	0	0	0	0	0	0	0	0	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	0	
Grade Ln N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grade Ln S_In	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0	0	0	0	0	0	0	0	0	
Grade Ln S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden Dr Garage_In	0	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden Dr Garage_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport Rd_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																	

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	Crittenden N_In	Crittenden N_Out	Crittenden S_In	Crittenden S_Out	Freedom Fwy_In	Freedom Fwy_Out	I-264 E_In	I-264 E_Out	I-264 W_In	I-264 W_Out	I-65 N_In	I-65 N_Out	I-65 S_In	I-65 S_Out	Phillips Ln E_In	Phillips Ln E_Out	Phillips Ln W_In	Phillips Ln W_Out	Poplar Level Rd N_In	Poplar Level Rd N_Out	Poplar Level Rd S_In	Poplar Level Rd S_Out	Preston Dr_In	Preston Hwy N_In	Preston Hwy N_Out	Preston Hwy S_In	Preston Hwy S_Out	Preston Hwy N s/o Grade Ln_In	Preston Hwy N s/o Grade Ln_Out	Preston Hwy S s/o Grade Ln_In	Preston Hwy S s/o Grade Ln_Out	Standford Field Rd Lower_In	Standford Field Rd Upper_In	Terminal Off-ramp from Airport_In	USPS_In	USPS_Out	Grade Ln N_In	Grade Ln N_Out	Grade Ln S_In	Grade Ln S_Out	Crittenden Dr Garage_In	Crittenden Dr Garage_Out	Airport Rd_Out	Terminal Dr_Out				
Origin/Destination	0	0	0	0	0	0	0	5	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden N_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden S_In	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crittenden S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Freedom Fwy_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Freedom Fwy_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 E_In	0	9	0	0	0	0	0	0	0	6	0	6	0	57	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
I-264 E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-264 W_In	0	3	0	1	0	0	0	2	0	0	0	0	0	56	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
I-264 W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-65 N_In	0	0	0	0	0	0	0	29	0	1	0	0	0	94	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	
I-65 N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-65 S_In	0	5	0	0	0	0	0	53	0	19	0	118	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I-65 S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phillips Ln E_In	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phillips Ln E_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Phillips Ln W_In	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Phillips Ln W_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd N_In	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd S_In	0	1	0	0	0	0	0	0	0	14	0	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poplar Level Rd S_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Dr_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preston Hwy N_Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

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