

5-80000 I-64 Interchange & Connector Study
Jefferson and Shelby counties

Traffic Forecast Report



April 2024

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Turning Movement count files provided as separate electronic deliverable

1.0 PROJECT DESCRIPTION

The Kentucky Transportation Cabinet (KYTC) initiated an *I-64 Interchange and Connector Study* (Item No. 5-80000) in May 2023 to evaluate the need for and feasibility of providing increased access to I-64 in eastern Jefferson or western Shelby County. The current system provides no access to the interstate between I-265 (Gene Snyder Freeway) and KY 1848 (Buck Creek Road) at Simpsonville, a distance of about nine miles. The study area covers 26 square miles, shown in **Figure 1**.

The study area and its surroundings have experienced considerable development and population growth in recent years, with these trends expected to continue. While I-64, US 60 (Shelbyville Road), and KY 155/KY 148 (Taylorsville Road) provide relatively high mobility corridors running east-west through the study area, existing north-south connections beyond I-265 are lower mobility rural highways that meander with the terrain, intended to provide access to less densely developed surrounding land uses. Limited access to I-64 has contributed to ever-increasing traffic volumes, increased travel times, and delayed responses by emergency services on I-64 as well as on US 60, KY 155, KY 148, and other area roads unable to handle heavy traffic.

This traffic forecast report has been prepared by Qk4 to document traffic forecasting procedures supporting the larger planning study.

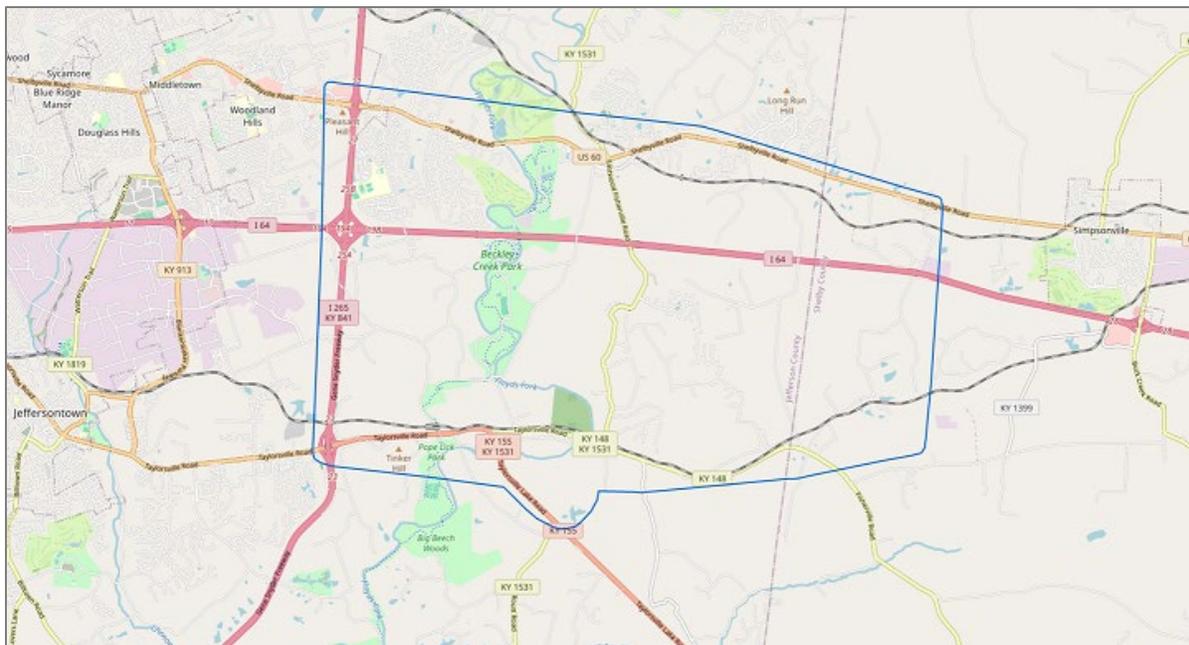


Figure 1: Study Area

2.0 FORECASTING DATA

Before projecting future year traffic trends, a host of available data were reviewed to understand study area development patterns and future year outlooks.

2.1 Traffic Counts

Historic traffic count data between 2002 and 2022 were retrieved from the KYTC traffic counts database for locations across the study area, notably across the I-64, I-265, US 60, and KY 155/KY 148 corridors. Additionally, turning movement counts between 2018-2023 were acquired throughout the study area, assembling data from previous KYTC projects, new data collection, and third-party Streetlight turning movement estimates. KYTC count stations in the study area are mapped in **Figure 2**, with analyzed turning movement locations in **Figure 3**.

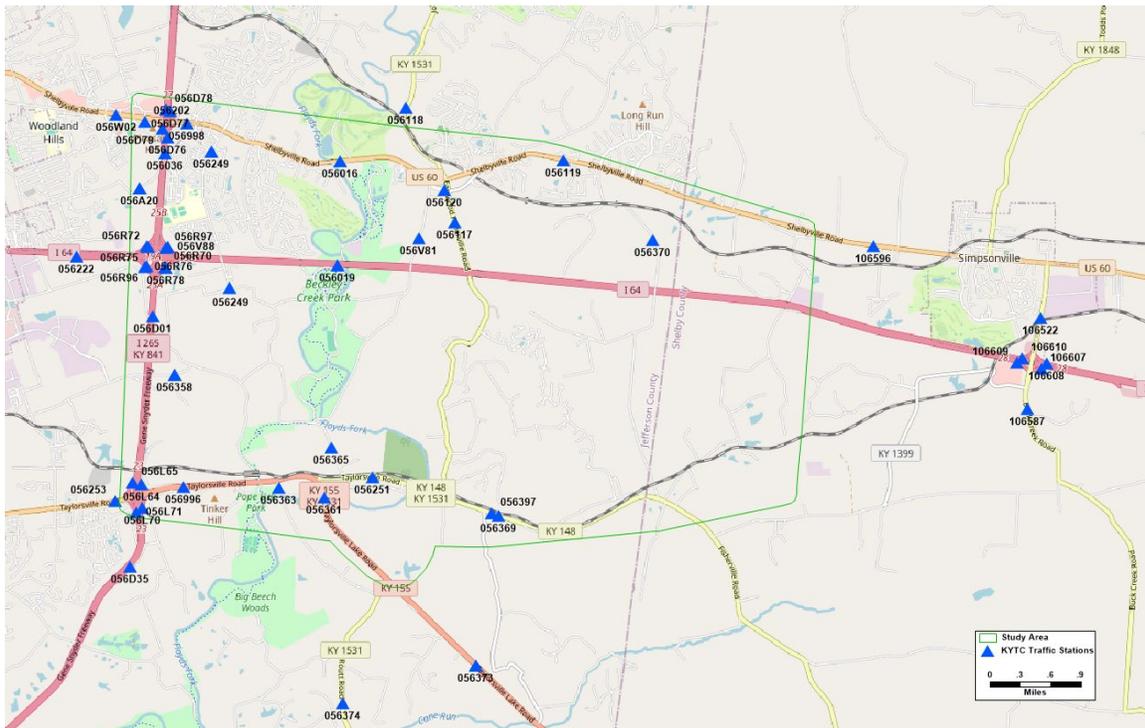


Figure 2: Study Area Traffic Count Station Locations

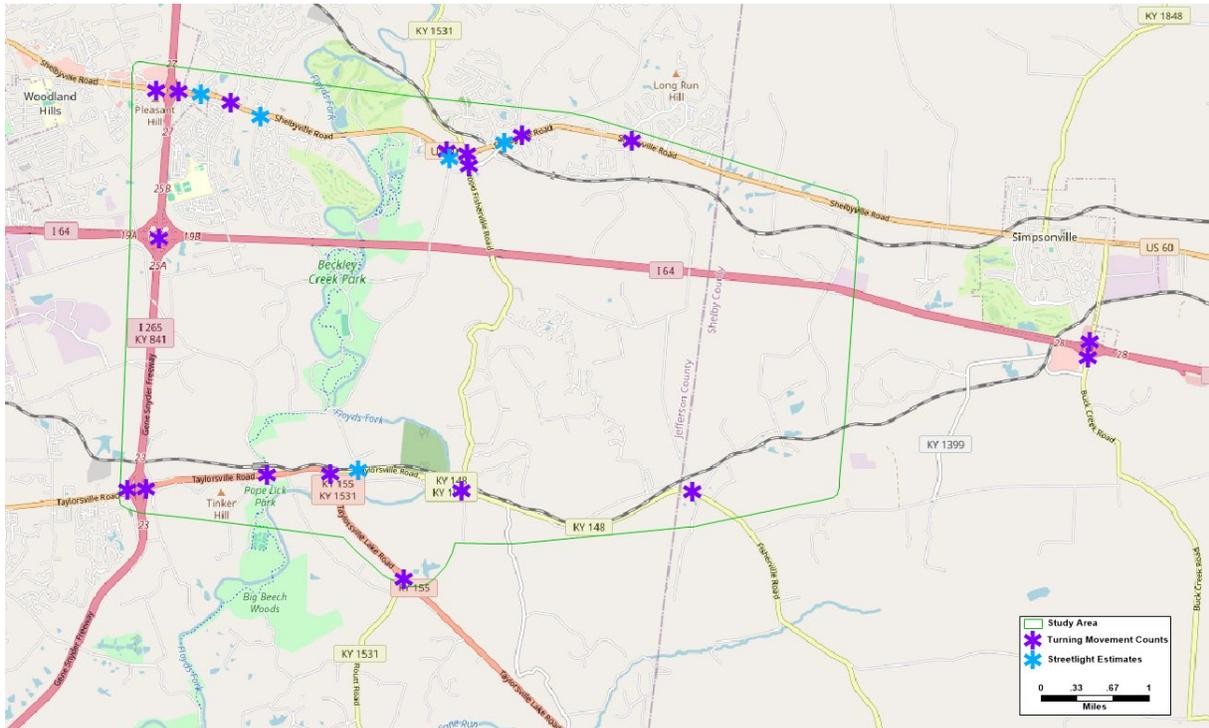


Figure 3: Study Area Turning Movement Locations

Table 1 notes when/where source data for turning movement counts were obtained at 22 study intersections.

Table 1: Source for Study Intersection Count Data

North/South Street	East/West Street	Data Source	Date
I-265 SB Ramps	US 60	Item 5-80001	May 2021
I-265 NB Ramps	US 60	Item 5-80001	May 2021
English Stn Way/Beckley Woods	US 60	StreetLight Data	2021
English Stn Rd/Lake Forest Pkwy	US 60	Item 5-80001	May 2021
Beckley Stn Rd	US 60	StreetLight Data	2021
KY 2841 (Eastwood Cutoff) WEST	US 60	Lou Metro	Feb 2019
Gilliland Rd	KY 2841	StreetLight Data	2021
KY 1531 (Eastwood Fisherville Rd)	KY 2841	Lou Metro	Feb 2019
KY 2841 (Eastwood Cutoff) EAST	US 60	StreetLight Data	2021
Flat Rock Rd	US 60	New Count	Mar 2023
Clark Stn Rd/Locust Creek Blvd	US 60	New Count	Mar 2023
KY 1531	US 60	StreetLight	2021
I-265	I-64	Item 5-549	Feb 2018
I-265 SB Ramps	KY 155	New Count	Mar 2023
I-265 NB Ramps	KY 155	New Count	Mar 2023
S Pope Lick Rd	KY 155	Lou Metro	Jan 2018
KY 155	KY 155/KY 148	Lou Metro	Feb 2016
S English Stn Rd	KY 148	StreetLight Data	2021
KY 1531	KY 148	New Count	Mar 2023
Clark Stn Rd	KY 148	New Count	Mar 2023
KY 155	KY 1531 (Routt Rd)	Item 5-8954	Nov 2021
KY 1848	I-64 WB Ramps	New Count	Mar 2023
KY 1848	I-64 EB Ramps	New Count	Mar 2023

Volumes were compared and normalized to represent a consistent “Existing” year scenario (2023), balancing peak hour movements between adjacent intersections where minimal interim access points interrupt thru flows. Diagrams in **Appendix A** summarize daily and peak hour turning movements at study intersections for the Existing scenario.

2.1.1 Trends from KYTC Count Stations

Count stations across the study area show steady growth along all corridors. Many count stations demonstrate a decrease in 2020 volumes, likely related to reduced pandemic travel. With these atypical volumes removed, the study area exhibits an overall average annual growth rate of 1.1% over the last two decades.

Table 2 summarizes the most recent Average Daily Traffic (ADT) volume, hourly and directional factors, and truck percentages at KYTC count stations. ADT volumes and trendlines for I-64 and I-265 are plotted in **Figure 4** with US 60 and KY 155 corridor counts plotted in **Figure 5**.

Table 2: Selected Count Stations for Historical Trends

Station	Route	County	Milepoint	Year	AADT	K	D	T%
056222	I-64	Jefferson	17.96	2022	89081	8.9	57	9.5
056019	I-64	Jefferson	21.42	2021	62024	9.0	54	17.8
056036	I-265	Jefferson	26.12	2021	81877	9.6	55	8.1
056B14	I-265	Jefferson	27.77	2021	65147	9.8	54	11.8
056D01	I-265	Jefferson	24.28	2019	71346	8.9	58	8.6
056D35	I-265	Jefferson	21.25	2022	59505	10.1	53	13.4
056253	KY 155	Jefferson	6.47	2018 ¹	17554	9.0	61	6.8
056361	KY 155	Jefferson	3.65	2019	16914	10.1	58	7.4
056373	KY 155	Jefferson	1.52	2017 ¹	14168	10.1	71	7.4
056996	KY 155	Jefferson	5.17	2018	20144	8.4	67	7.4
056016	US 60	Jefferson	13.81	2020	20219	9.9	62	4.6
056119	US 60	Jefferson	16.05	2017 ¹	13323	11.2	56	4.6
056998	US 60	Jefferson	12.46	2017	34230	7.9	60	4.6
056W02	US 60	Jefferson	11.56	2018	33408	10.4	66	1.9
106596	US 60	Shelby	1.81	2019	6888	11.8	58	4.6
106579	KY 148	Shelby	1.21	2019	1320	11.0	58	
056251	KY 148	Jefferson	0.62	2017 ¹	3858	10.0	56	3.5
056369	KY 148	Jefferson	2.32	2018	2364	10.5	58	3.5
056117	KY 1531	Jefferson	7.37	2019	1753	9.9	56	
056118	KY 1531	Jefferson	10.45	2018	914	13.0	55	
056374	KY 1531 (ROUTT RD)	Jefferson	3.80	2017 ¹	2350	13.9	56	
056121	FLAT ROCK RD	Jefferson	1.92	2019	4377	11.6	56	
056249	S ENGLISH STATION RD	Jefferson	2.39	2018	2096	23.8	60	
056365	S ENGLISH STATION RD	Jefferson	0.43	2019	3688	10.6	62	
056039	N BECKLEY STATION RD	Jefferson	1.33	2019	2425	19.7	56	
056040	N ENGLISH STATION RD	Jefferson	0.62	2016 ¹	16858	10.5	56	
056366	ECHO TRL	Jefferson	0.83	2019	987	20.7	56	
056V81	GILLILAND RD	Jefferson	0.55	2019	1130	18.6		
056A20	URTON LN	Jefferson	0.89	2017	2393	16.8	56	
056120	EASTWOOD CUT OFF RD	Jefferson	0.32	2020	2372	11.8	56	

¹ Indicates available 2020 count that was omitted from historical analysis

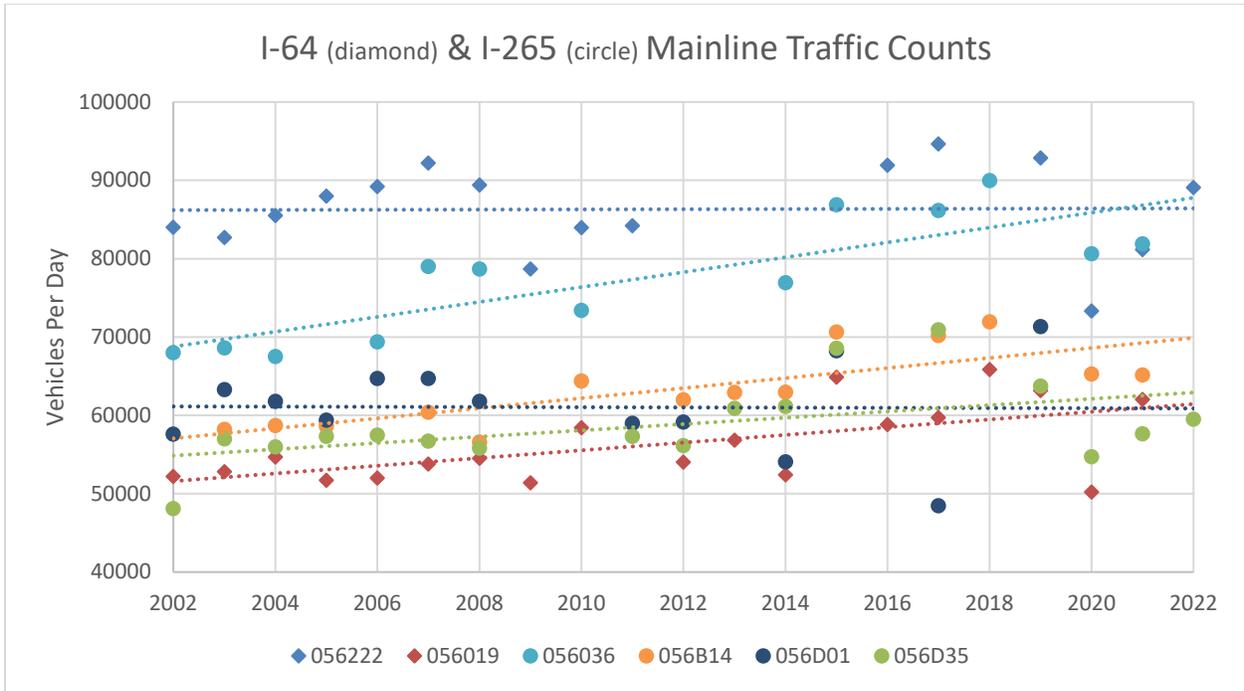


Figure 4: I-64 and I-265 ADTs and Trendlines

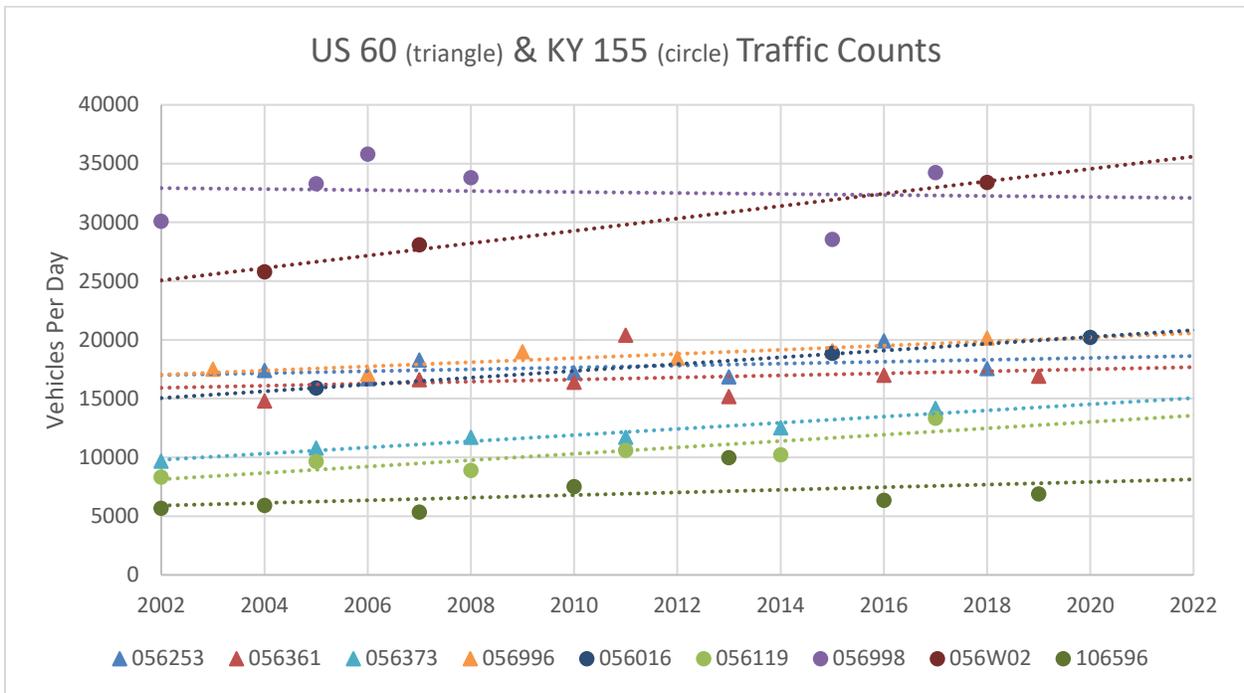


Figure 5: US 60 & KY 155 ADTs and Trendlines

2.2 Socioeconomic Data

Population data for Jefferson, Shelby, and Spencer counties were obtained from the decennial census² and the latest release (August 2022) of the Kentucky State Data Center (KSDC) projections³ and are reflected in **Table 3** through **Table 5**. Socioeconomic projections estimate a steady increase in population for all three counties through the year 2045. Taken as an average annual rate, Jefferson County observes a population growth of 0.25%, Shelby County at 1.42%, and Spencer County at 1.06%.

Table 3: Population Projections - Jefferson County

Jefferson County Population	2010	2020	2025	2030	2035	2040	2045
Census	741,096	782,969					
KSDC Projections (Aug 2022)			798,459	811,897	821,253	827,531	832,306

Table 4: Population Projections - Shelby County

Shelby County Population	2010	2020	2025	2030	2035	2040	2045
Census	42,074	48,065					
KSDC Projections (Aug 2022)			51,710	55,259	58,697	61,965	65,090

Table 5: Population Projections - Spencer County

Spencer County Population	2010	2020	2025	2030	2035	2040	2045
Census	17,061	19,490					
KSDC Projections (Aug 2022)			20,749	21,875	22,905	23,821	24,654

2.3 Travel Demand Model

A project-specific hybrid travel demand model was developed by 1) refining traffic analysis zone (TAZ) boundaries and model network, 2) adjusting socioeconomic projections, and 3) incorporating assumed “E+C” capacity projects within the latest Kentucky Statewide Travel Model (KYSTMv19, 6053 zones) to incorporate details from KIPDA’s travel demand model. Count stations within a 10-mile buffer of the study area were reviewed and updated with recent counts from 2017-2022.

2.3.1 TAZ Boundaries

Figure 6 compares KIPDA model zones (red) and KYSTM zones (green). To provide a more detailed level of analysis in the vicinity, the KYSTM zone structure was expanded from 6008 zones to 6053 zones in the hybrid model, mimicking KIPDA’s smaller geographies.

² Online at <https://data.census.gov/>

³ Online at <http://ksdc.louisville.edu/data-downloads/projections/>

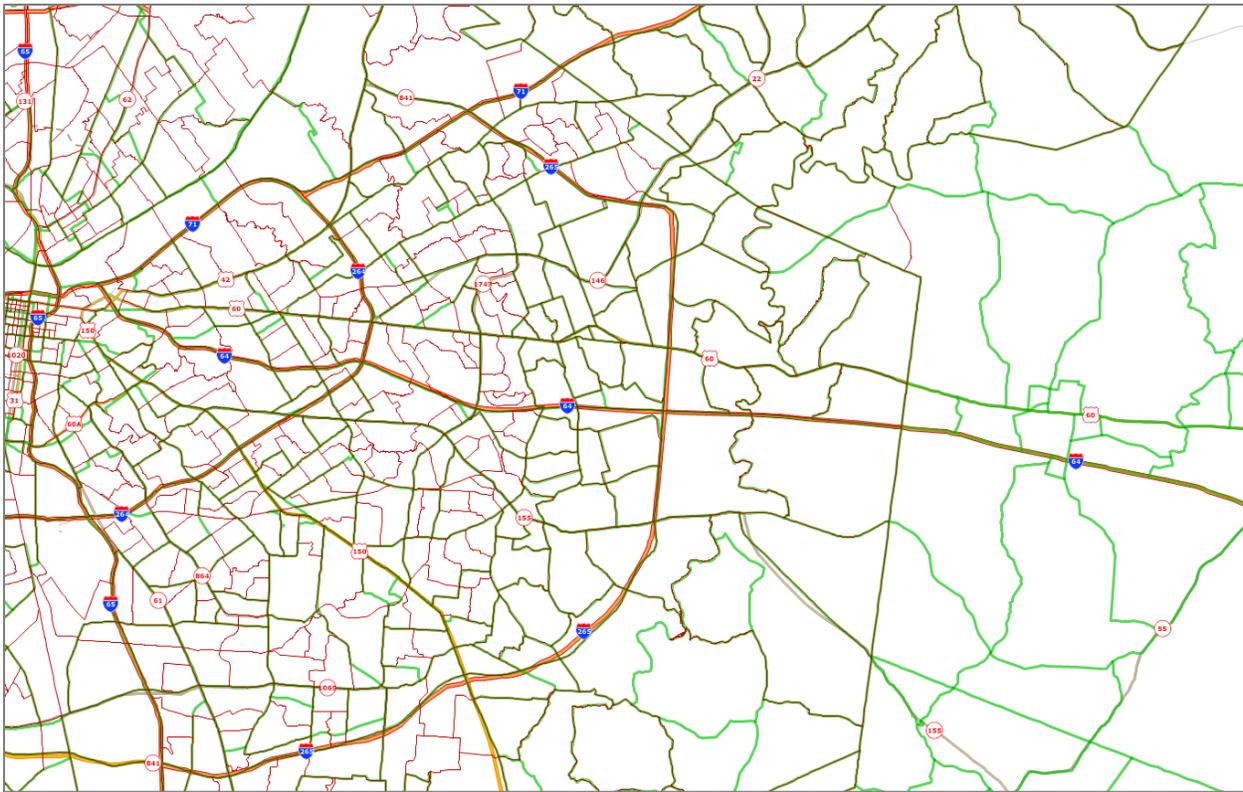


Figure 6: Overlay of KIPDA TAZ (red, 984 zones) and KYSTM TAZ (green, 6008 zones)

Given the significant changes to the KYSTM model zones and network, a comparison of model performance metrics were analyzed. Percent root mean square error (%RMSE) is the primary validation statistic used in travel models, which measures the variance between the observed traffic counts and modeled volumes. Percent RMSE has the following formulation:

$$\%RMSE = \frac{\sqrt{\sum(\text{Count} - \text{Model})^2/n}}{\text{Mean Count}} \times 100$$

Table 6 provides the Percent RMSE by volume group of the updated “hybrid” KYSTM with 6053 zones (2020 base year) model, compared to the previous 6008 zone model (2018 base year). The RMSE metrics are very similar between models, with a slight increase seen most volume groups. **Table 7** defines the %RMSE at the county level, which exhibits improvement in Shelby County and similar performance in Jefferson County. Overall, the hybrid model does perform slightly worse (57.58% to 60.23% RMSE) from the 6008 KYSTM, which may be attributed to the shift in base year and the mix of count station years in the model. While further model calibration can be helpful, it was determined that performance of the updated project-specific hybrid model aligned with prior KYSTM versions and was sufficient for the scale of forecasting appropriate for the 5-80000 study.

Table 6: Percent Root Mean Square Error by Volume Group

Count Range	% RMSE 6008 (2018)	% RMSE Hybrid (2020)	# Links 6008	# Links Hybrid
0-5,000	108.01	110.91	10364	10380
5,000-10,000	46.41	48.57	2598	2622
10,000-20,000	32.74	33.64	1353	1331
20,000-30,000	24.14	25.59	312	323
30,000-40,000	22.67	24.23	125	111
40,000-50,000	21.56	19.90	32	42
50,000-60,000	21.94	24.11	22	24
60,000-70,000	10.22	15.34	13	15
70,000-80,000	15.58	15.98	18	24
80,000-90,000	7.30	14.80	17	12
90,000-100,000	26.61	24.86	2	2

Table 7: Percent Root Mean Square Error by Study Area County

Model Version	% RMSE Jefferson County	% RMSE Shelby County	% RMSE Total
6008 TAZ KYSTDM	37.05	42.85	57.58
Hybrid (6053 TAZ)	38.65	36.30	60.23

2.3.2 2045 Projection Adjustments

Employment and household estimates were obtained from the latest KYSTM, which was updated for this study to reflect projections from the KIPDA travel demand model and expected development in the study area.

Analysts also engaged with local community leaders to ensure model growth patterns reflect current expectations. Growth as it pertains to the travel demand model was specifically discussed during the first Project Team Meeting (July 18, 2023) and second Community Advisory Group (CAG) meeting (September 25, 2023). Conversation provided information on future employment, approved developments, and anticipated housing unit increases. One-on-one outreach to engage with Planning and Zoning personnel from Jefferson, Shelby, and Spencer counties also occurred to help ground-truth growth assumptions. Development applications on file with Louisville Metro were also reviewed and compared to study area assumptions.

As a result of this collaborative input, the following socioeconomic estimates were reviewed or adjusted:

- 450 jobs were added to impacted TAZs in Shelby County to reflect the Enervenue manufacturing facility⁴
- Shelby County housing forecasts were reallocated to align with zoning
- Employment forecasts were reviewed to reflect a new Publix (Flat Rock Road) and expected development around Oxmoor Mall
- 4,561 households were added to TAZs within Shelby and Spencer County forecasts to reflect expected future development
- Reviewed TAZ data reflected Echo Trail Middle School, which opened in Fall 2023

Figure 7 and **Figure 8** summarize the final distribution and 2045 forecast of households and employment for the study vicinity TAZs.

⁴ https://ced.ky.gov/Newsroom/NewsPage/20230328_EnerVenue

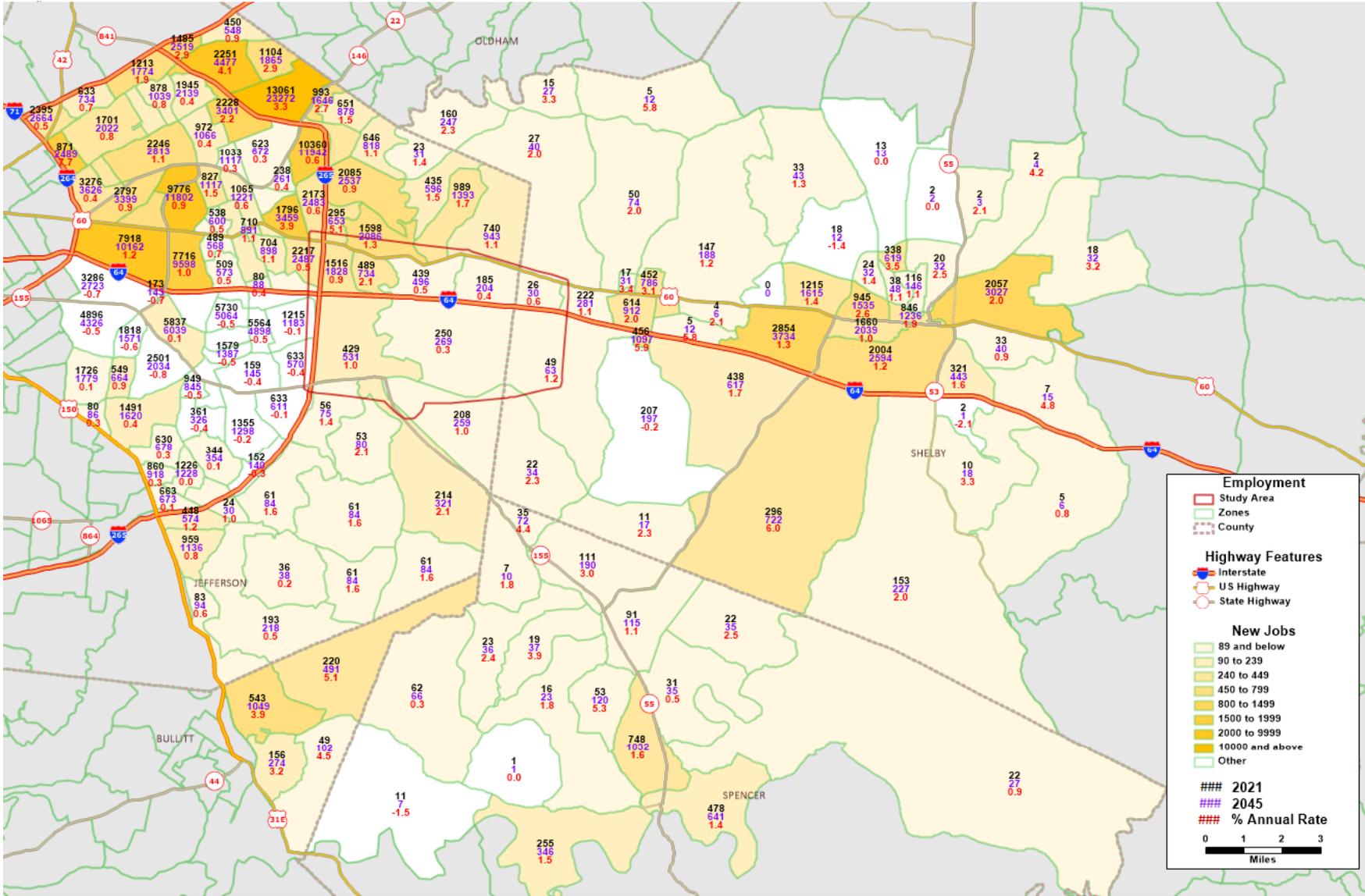


Figure 8: Hybrid Model Employment Projections, 2021 to 2045

Table 8 and **Table 9** summarize final adjusted household and employment totals for the study area and surrounding counties.

Table 8: Comparison of Base and Future Year Households in Hybrid Model

Area	2021 Total	2045 Total	Annual Growth
Study Area Limits	10,100	16,100	2.48%
Study Area + 10 Mi Buffer	176,400	222,200	1.08%
Jefferson County	320,900	370,200	0.64%
Shelby County	18,700	24,800	1.36%
Spencer County	7,600	9,700	1.15%
Three Counties Combined	347,200	404,700	0.69%

Table 9: Comparison of Base and Future Year Employment in Hybrid Model

Area	2021 Total	2045 Total	Annual Growth
Study Area Limits	17,900	22,400	1.05%
Study Area + 10 Mi Buffer	280,500	333,900	0.79%
Jefferson County	569,100	659,400	0.66%
Shelby County	16,900	24,500	1.87%
Spencer County	2,100	2,900	1.59%
Three Counties Combined	588,100	686,800	0.70%

2.3.3 Model Network Modifications

To improve the travel demand model operation, adjustments to the model network were performed. Centroid connectors were adjusted throughout the study area to support the added TAZ. The model roadway network was updated to add sections of Rehl Rd, Urton Ln, S Pope Lick Rd, S English Station Rd, and Echo Trail. No changes to roadway speed were coded beyond verifying existing posted speed attributes.

For the future year model network, the project team reviewed KYTC’s current Highway Plan⁵ and KIPDA’s Metropolitan Transportation Plan (MTP)⁶ to identify major capacity projects likely to impact regional traffic flows that could reasonably be expected to be open to traffic by 2045. These represent the Existing plus Committed “E+C” network, which were coded into the 2045 hybrid model, including the No-Build scenario. It should be noted that thru lanes are captured as roadway attributes, but the coding of two-way left-turn lanes is not currently supported.

⁵ Online at <https://transportation.ky.gov/Program-Management/Pages/2022-Enacted-Highway-Plan.aspx>

⁶ Online at <https://kipdatransportation.org/ck2050/>

Table 10: E+C Projects in 2045 Model Scenarios

KIPDA ID	KYTC Item	Description
958	5-537.00, .01 & .02	Major Widening – from 4 lanes to 6 from KY 155 to I-71 (note: in the 2040 LRTP this included a new interchange at Rehl Road, that is not included in the proposed 2050 plan.)
2742	n/a	Reconstruct I-265/US 60 interchange – Rebuild as a SPUI
1362	n/a	US 60 Operations – transit efficiency; access management; safety for bicycles, pedestrian, etc.
1856	n/a	Louisville Loop: 18-mile shared-use path connecting Miles Park on US 60 to River Road
277	n/a	Reconstruct English Station Road as a 2 lane road from Wibble Hill Road to Christian Academy (700 South English Station Road) with pedestrian accommodations on both sides of English Station Road for the length of the project.
411	n/a	Reconstruct KY 1531 (Johnson Road) as a 2 lane road with improved geometry and a 4 to 6 foot shoulder from US 60 (Shelbyville Road) to Aiken Road.
2598	5-8952.00	Widen US 60 to three lanes from Eastwood Cutoff Road (MP 14.7) to Rockcrest Way (MP 15.1)
3165	-	Improve safety and reduce congestion on US 60 from Long Run Road to Locust Park Place. Project design will evaluate 3-lane widening with a continuous two-way center turn lane and other lower impact alternatives. Design will also consider accommodations for bicyclists, pedestrians, and future transit users.
3139	n/a	New east-west route with complete street facilities from South English Station Road to South Pope Lick Road.
474	n/a	Extend and widen Urton Lane from 2 to 3 lanes (center turn lane) from north of I-64 to Seatonville Road.
2608	5-80003.00	New roadway - Extend Plantside Drive from Rehl Road to Taylorsville Road. NOTE: Plantside Drive to Rehl Road connection opened to traffic in 2022.
1372	n/a	Improve safety and reduce congestion on KY 155 from Watterson Trail to I-265. Project design will evaluate 3-lane widening with two-way center turn lane and consider bicycle and pedestrian facilities.
2786	n/a	Construct a 10-foot-wide multi-use bicycle/pedestrian trail along Taylorsville Road from Chenoweth Run Road to South Pope Lick Road/Parklands.
956	5-8908.00	Improve safety and mobility for all modes, and provide better access along KY 155 from KY 148 to I-265 near Pope Lick Park. Project may consider widening up to 4 travel lanes with a two-way center turn lane and consider bicycle and pedestrian facilities.
2371	5-808.00	Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek
3140	n/a	Rebuild Old Routt Road from Taylorsville Road south to Routt Road, including new bridge over Floyd's Fork
2919	5-8954.00	Construct a 2+1 road on KY 155 (Taylorsville Lake Road) in Jefferson County (MP 0.0 to MP 4.0) by adding a continuous third lane that serves as an alternating passing lane.
959	5-558	Improve safety and reduce congestion on I-265 from US 31E (Bardstown Road) to KY 155 (Taylorsville Road). Project will evaluate widening to the inside from 4 to 6 lanes.
179	5-549	I-64/I-265 Interchange Reconfiguration
2152	5-483	I-71 widening to six lanes, I-265 to KY 329 in Oldham County
-	-	NOTE: Two new connectors northeast of I-265/Old Henry interchange opened in 2021.

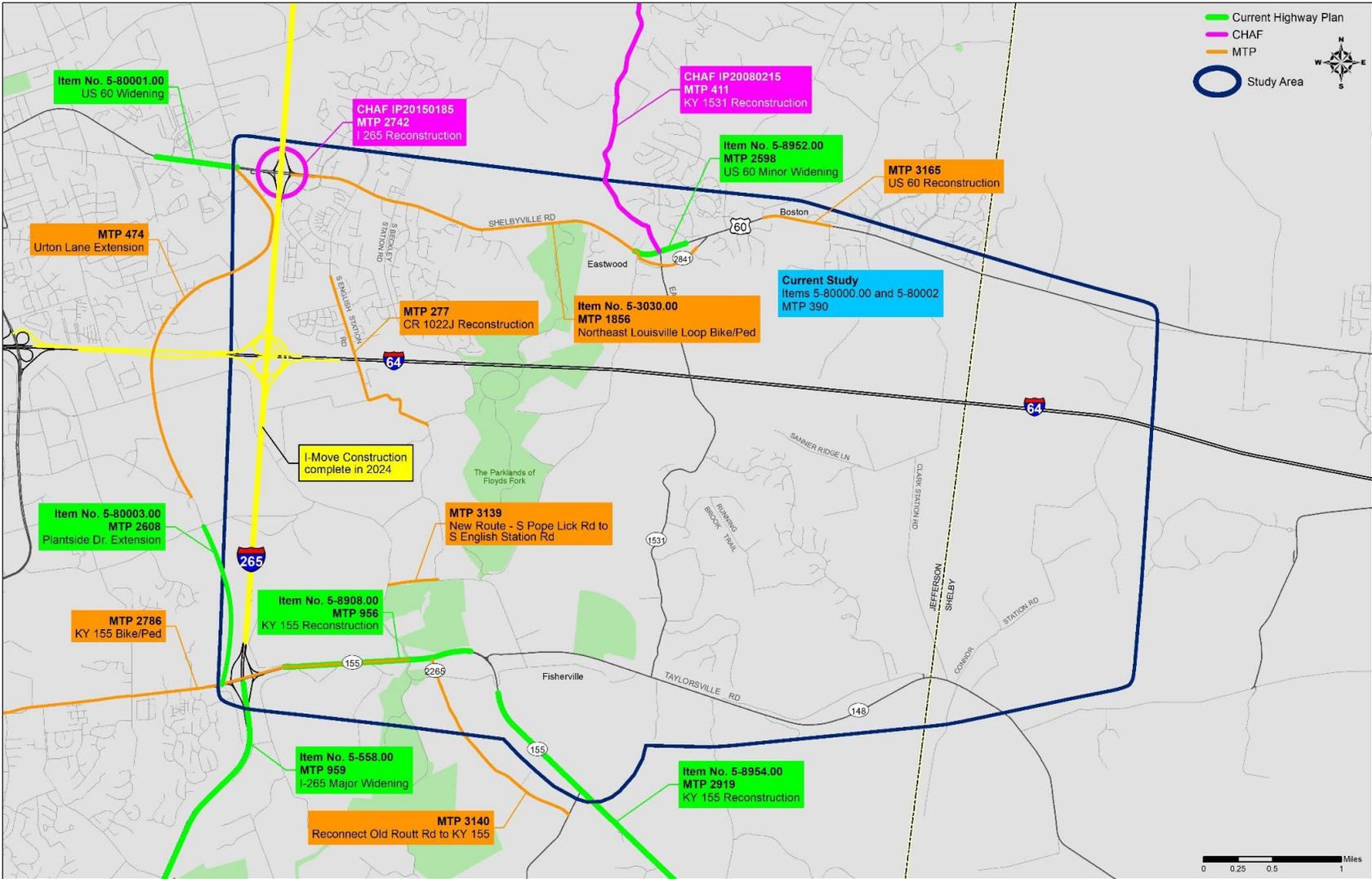


Figure 9: Map of Projects Considered for Existing + Committed 2045 Network

3.0 TRAFFIC FORECAST

3.1 Model Growth Projections

To project future year traffic forecasts, the project-specific hybrid model was applied, including the adjustments described in the previous chapter. While growth rates vary segment by segment, across the study area the model demonstrates a linear annual growth of 1.14% in vehicle trips between 2020 and 2045. This aligns with the forecasting data of historical daily volumes and the assumed socioeconomic growth, outlined in **Chapter 2.0**.

3.2 2045 No-Build Traffic Projections

The hybrid model was used to forecast year 2045 traffic volumes for both No-Build and Build scenarios. Using guidance from *NCHRP Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*,⁷ travel model outputs were refined using factoring procedures to help address model error, to analyze corridor volumes more granularly, and to better reflect localized changes. Generally, a Ratio Factoring method was used for segments with AADT above 7,000 with a Difference method employed otherwise.

Figure 10 presents a map of Existing and 2045 No-Build ADTs by segment, with segments colored to represent the change in volume-to-capacity ratio (v/c) between scenarios. All operational calculations were completed using Highway Capacity Software version 8.2.

Appendix B contains diagrams and forecast sheets for each of the 22 study intersections.

⁷ National Academies of Sciences, Engineering, and Medicine. 2014. *Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. Washington, DC: The National Academies Press.
<https://doi.org/10.17226/22366>.

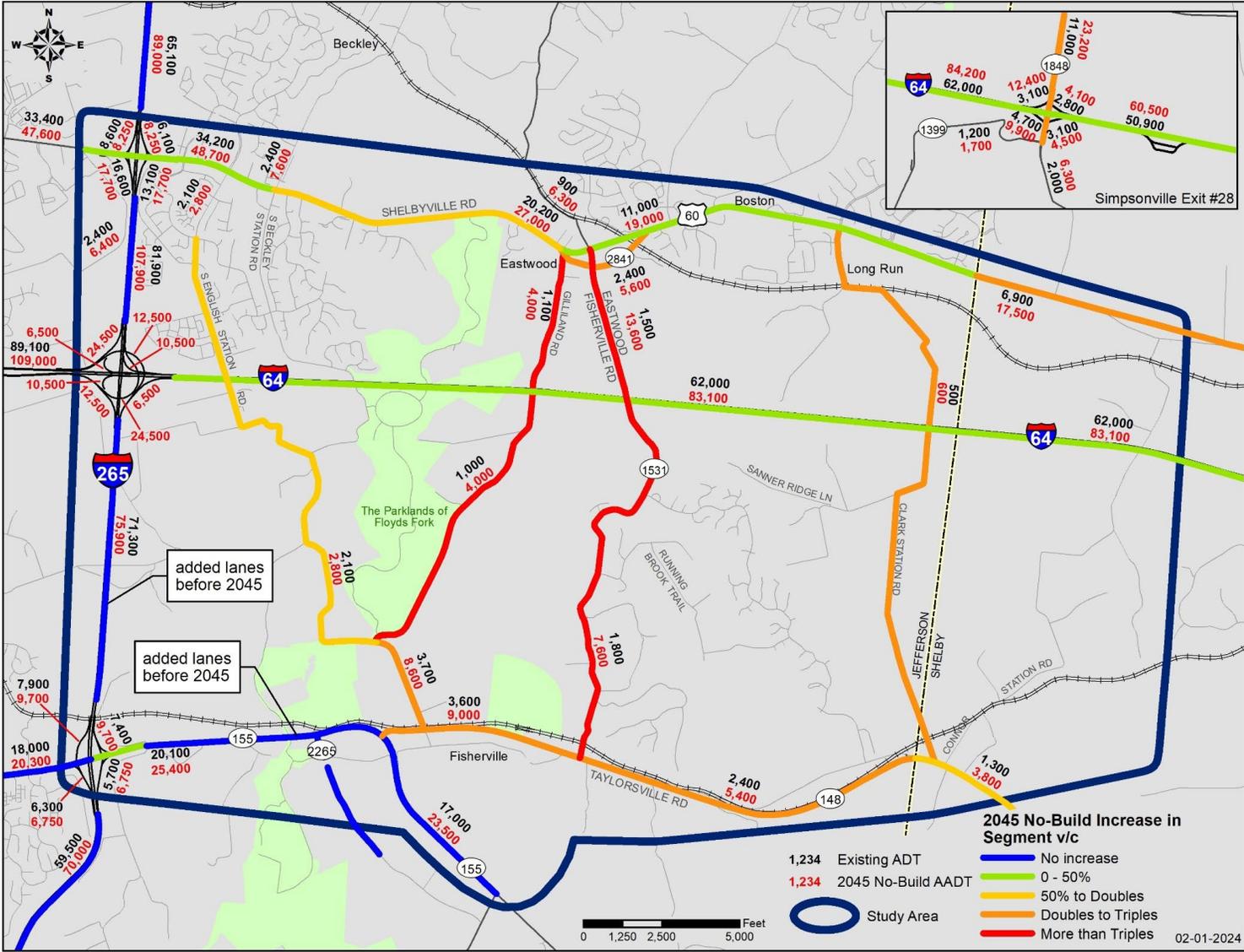


Figure 10: Daily Model Volumes and Segment V/C Increases

3.3 Build Concepts

Build concepts were developed following a two-tier approach.

- In Tier 1, ten corridors were defined (**Figure 11**), grouped to correspond to three model runs.
- In Tier 2, the three most competitive Tier 1 concepts were further refined, with individual model runs supporting daily and peak hour forecasts for each.

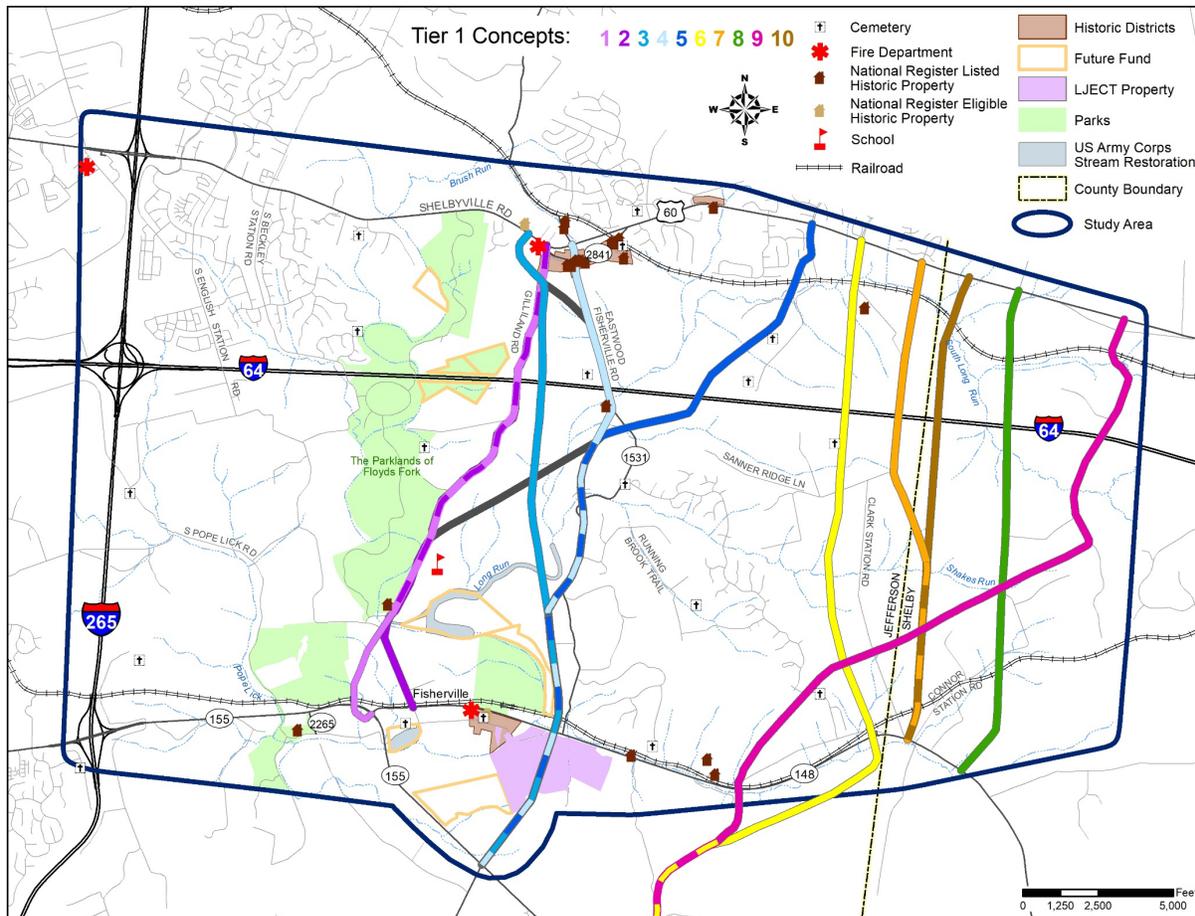


Figure 11: Tier 1 Build Corridors

3.3.1 Tier 1 Model Runs

At the Tier 1 screening level, three model scenarios were evaluated, representing grouped corridors. Build West approximates Concepts 1-4. Build East approximates Concepts 6, 7, and 10. Build Shelby approximates Concept 8. Variations were tested to determine the impact of a north-south connector with and without an interchange, the impact of building only the segment north or segment south of I-64, and traffic impacts associated with a southern extension to KY 155.

Figure 12 summarizes anticipated ADTs using one of three new connectors. Results suggest a two-lane facility is adequate for most areas, but four lanes may be needed for concepts north of I-64 and west of Eastwood. Without an interchange, traffic on a new connector is substantially lower. The northern link to US 60 consistently carries higher volumes than the southern link to KY 155 or KY 148. Model runs also suggest increased capacity may be warranted on I-64 between I-265 and a new interchange, based on projected volume increases. While the westernmost options serve more traffic volumes, any Build option reduces ADTs on busy sections of US 60 and KY 155.

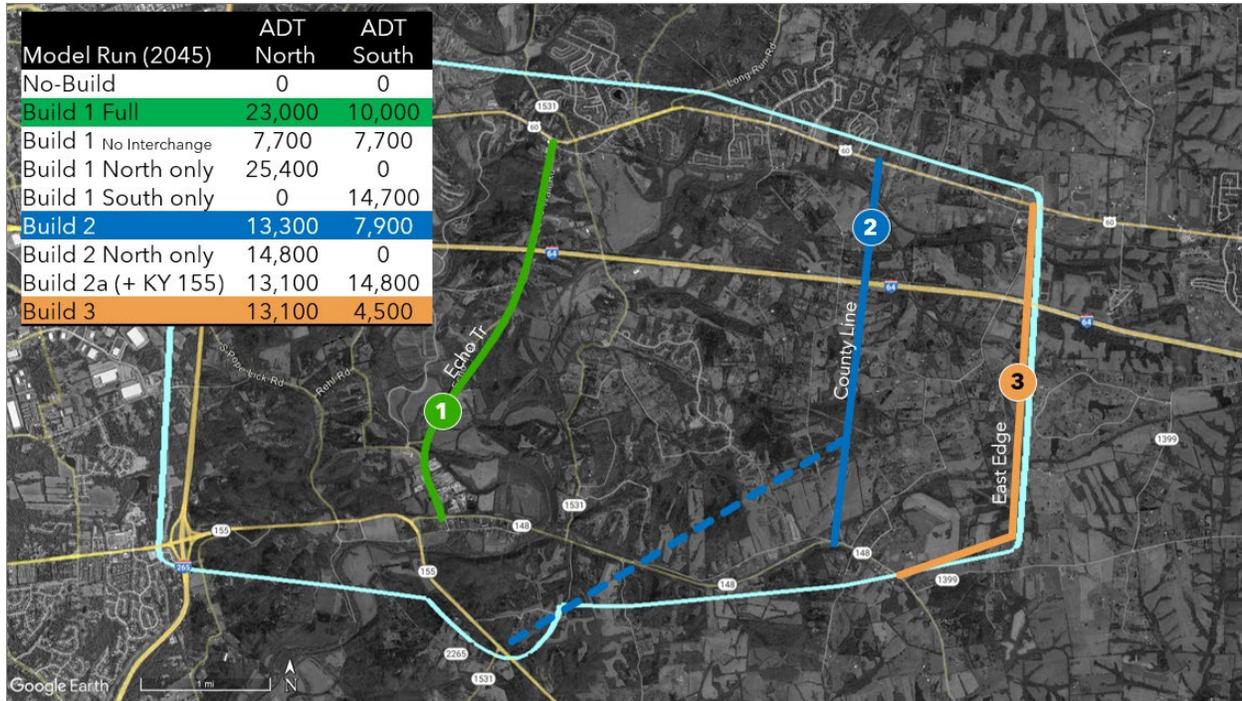


Figure 12: Projected ADTs on new Tier 1 Connector

Beyond projected volumes on individual highways, another output from the travel demand model compared cumulative mileage (vehicle-miles traveled or “VMT”) and travel time (vehicle-hours traveled of “VHT”) for a five-mile buffer around the study area. Model VMT and VHT outputs for the Existing, No-Build, Build West, Build East, and Build Shelby scenarios are summarized in **Table 11**.

Table 11: Regional Performance Metrics, Tier 1

Model Scenario	VMT	VHT
Existing (2021)	5.10 million	162,000
No-Build (2045)	6.60 million	252,000
Build West (2045)	6.63 million	249,000
Build East (2045)	6.63 million	250,000
Build Shelby (2045)	6.62 million	251,000

As shown, the number of trips, trip lengths, and durations increase between the Existing and 2045 scenarios, driven by expected growth patterns. Comparing just the 2045 scenarios, any Build concept

increases VMT: adding mileage to the highway network increases cumulative trip lengths. But each Build concept also reduces VHT: despite longer trip lengths, trips are completed in less time, suggesting faster travel speeds and less time spent in congested areas. Build West results in slightly greater daily VHT savings than Build East or Build Shelby, which are compounded as savings accrue day after day and year after year.

3.3.2 Tier 2 Build Concepts

Combinations of the three best Tier 1 corridors advanced for Tier 2 detailed study. Three Tier 2 concepts, shown in **Figure 13**, generally follow existing highways:

- Concept A follows Gilliland Road/Echo Trail, with a partial interchange near the KY 155/KY 148 intersection at the south end.
- Concept B follows KY 1531 (Eastwood Fisherville Road), crossing over KY 148 and NS Railroad, to end at KY 155 near KY 1531 (Routt Road).
- Concept C follows Clark Station Road near the county line.

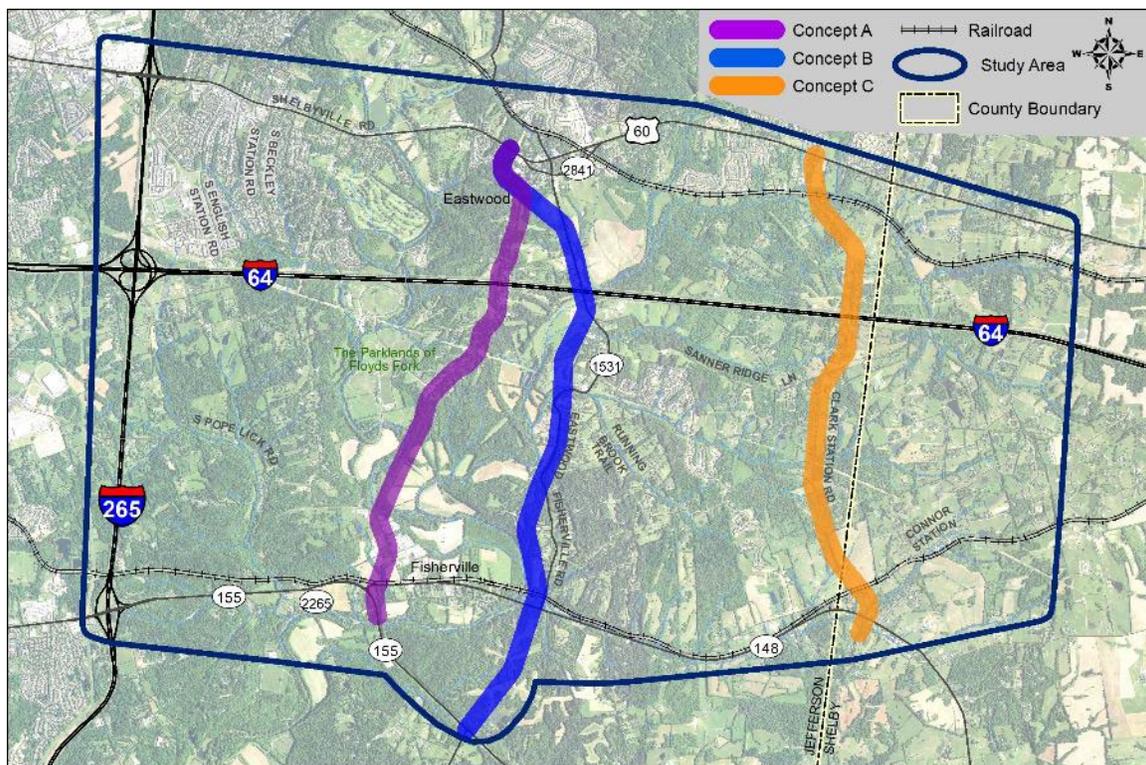


Figure 13: Tier 2 Concept General Locations

Table 12 summarizes ADTs on key highways in the study area for the No-Build and each Build scenario. Further, turning movement forecasts at 22 study area intersections are included as **Appendices C, D, and E** for Build concepts A, B, and C respectively.

Table 12: Estimated Daily Model Volumes of 2045 Concepts

Segment	No-Build	Concept A	Concept B	Concept C
New Connector, north of I-64	X	26,700	28,600	16,000
New Connector, south of I-64	X	13,500 18,100 ¹	30,200 11,400 ²	9,100
US 60, east of I-265	48,700	41,400	40,400	45,300
US 60, west of Parklands	27,000	19,700	16,700	23,600
US 60, east of Eastwood	19,000	21,600	21,000	20,000
I-64, east of I-265	84,400	114,000	114,000	95,000
I-64, at Shelby County Line	84,400	81,000	82,000	74,000
KY 155, east of I-265	25,400	21,400	22,800	24,400
KY 155, north of Routt Road	23,500	25,800	19,200	19,700
KY 148, east of Fisherville	5,400	5,600	8,300	6,500
I-265, north of I-64	107,900	99,500	100,400	108,300
I-265, south of I-64	75,900	72,000	71,700	75,300

¹South of South Pope Lick Road; ²South of KY 148

Consistent with Tier 1 results, western Build options carry higher traffic volumes than eastern. However, Concept B is forecasted to carry higher traffic volumes than Concept A. This is influenced by the availability of developable lands, and the fact that Concept A would leave KY 1531 in place to carry traffic as another north-south road, while Concept B would essentially replace KY 1531. Areas west of Concept A are parks, limiting development potential whereas both sides of Concept B—minus select conservation easements—are viable to develop, further increasing demands. Based on these results, Concept B is assumed to require four thru lanes north of KY 148 to provide adequate capacity.

Beyond projected volumes on individual highways, VMT and VHT comparisons for a five-mile buffer around the study area are summarized in **Table 13**.

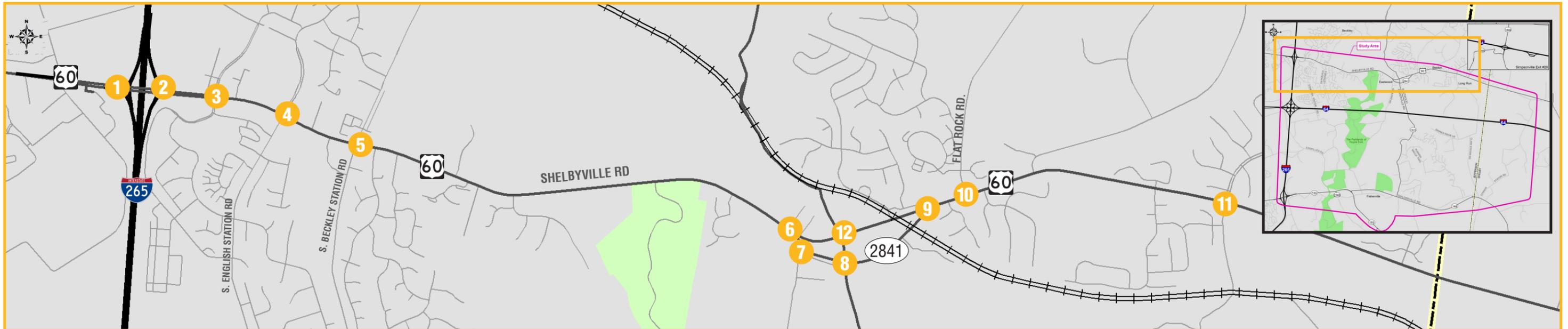
Table 13: Regional Performance Metrics, Tier 2 ⁸

Model Scenario	VMT	VHT
Existing (2021)	5.74 million	180,000
No-Build (2045)	7.39 million	279,000
Concept A (2045)	7.42 million	275,000
Concept B (2045)	7.42 million	275,000
Concept C (2045)	7.41 million	277,000

⁸ Tier 2 performance metrics include an estimate for VMT and VHT along local roads, not included in Tier 1

Appendix A

Existing Year Turning Movement Sheets

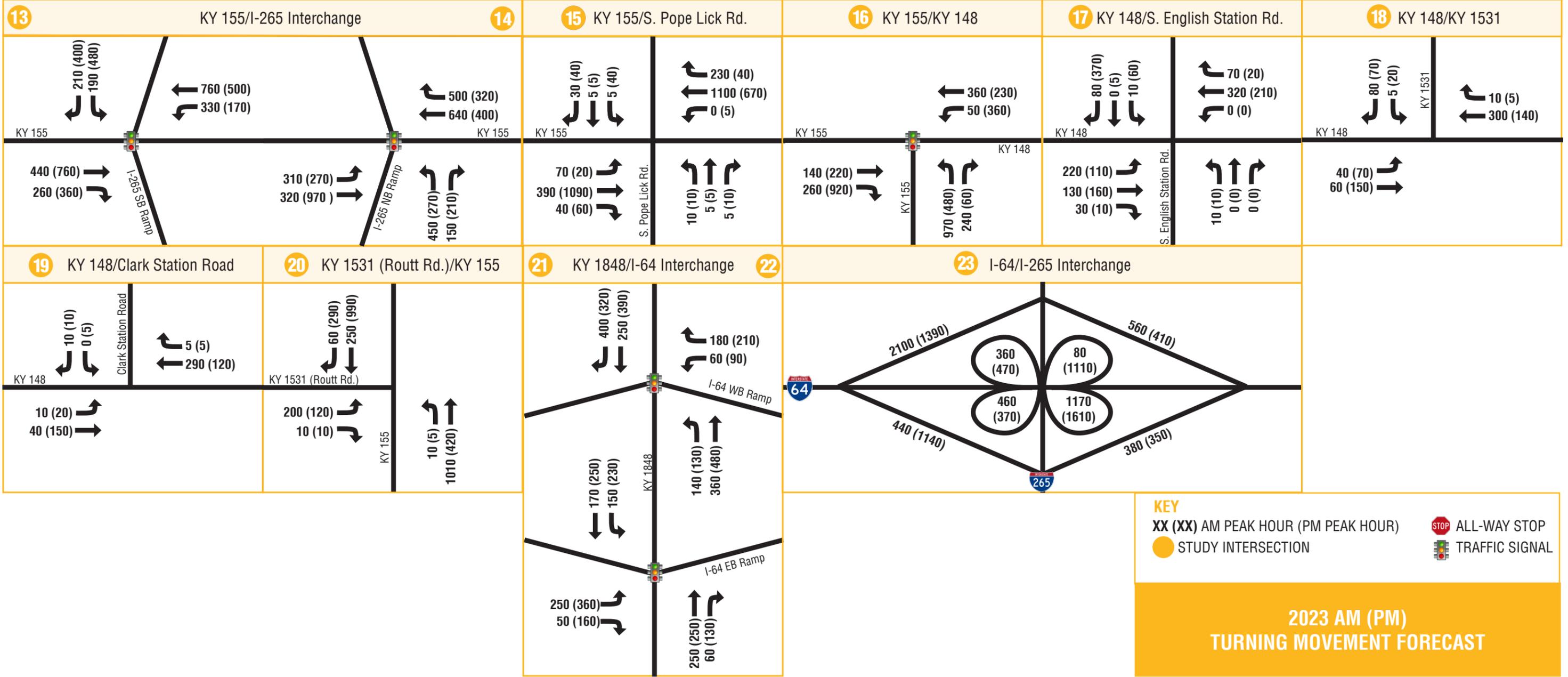
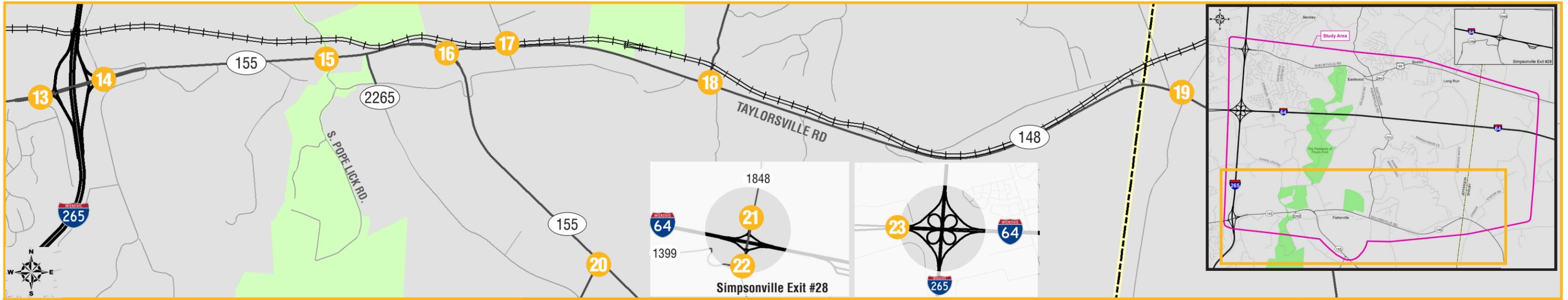


1	2	3	4	5	6
US 60/I-265 Interchange		US 60/Beckley Woods/ English Str. Way		US 60/Lake Forest Pkwy./ English Station Road	
US 60/Beckley Station Road		US 60/KY 2841 (Eastwood Cutoff)		US 60/KY 2841 (Eastwood Cutoff)	
KY 2841 (Eastwood Cutoff)/ Gilliland Road		KY 2841/KY 1531 (Eastwood-Fisherville Road)		US 60/KY 2841 (Eastwood Cutoff)	
US 60/Flat Rock Road		US 60/Clark Station Road/ Locust Creek Boulevard		US 60/Johnson Rd./KY 1531	

KEY
 XX (XX) AM PEAK HOUR (PM PEAK HOUR)
 ● STUDY INTERSECTION

ALL-WAY STOP
 TRAFFIC SIGNAL

**2023 AM (PM)
TURNING MOVEMENT FORECAST**



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

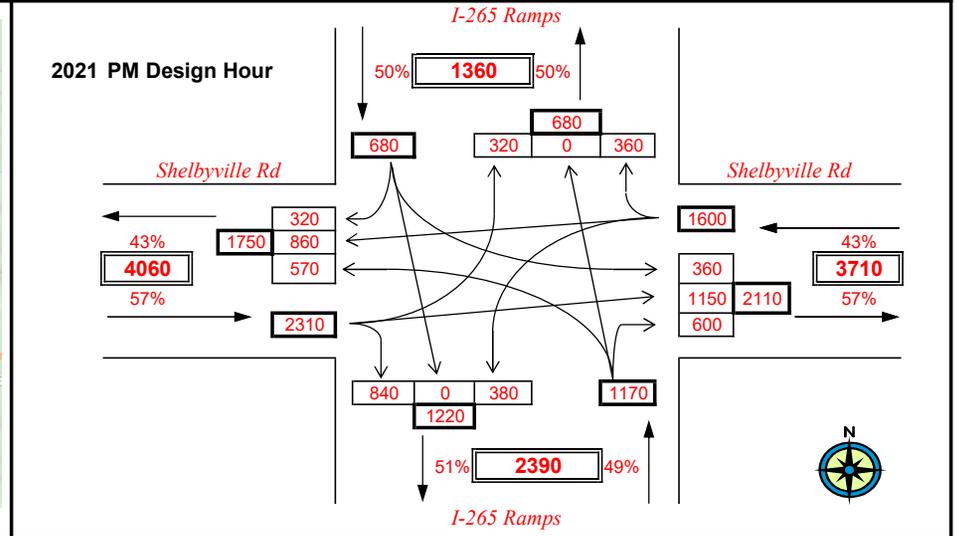
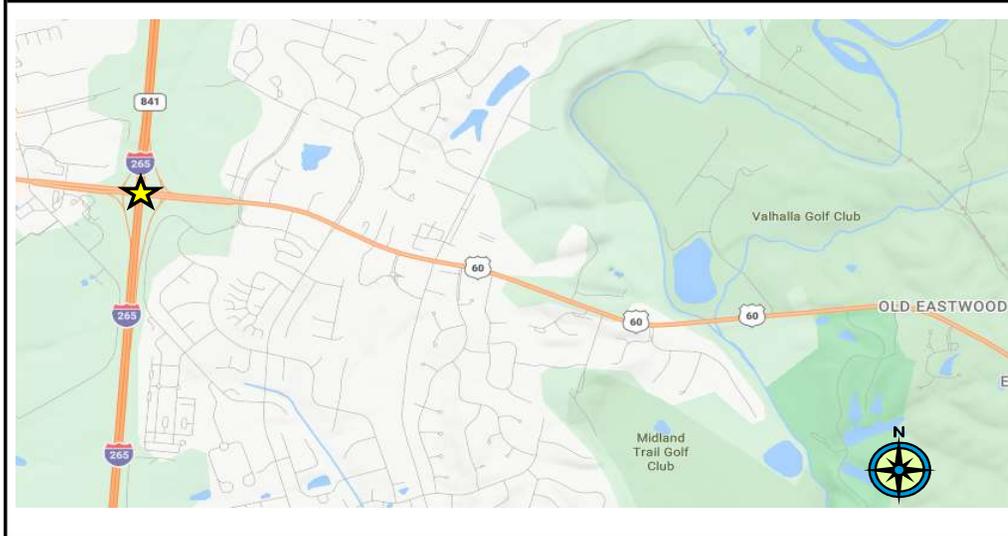
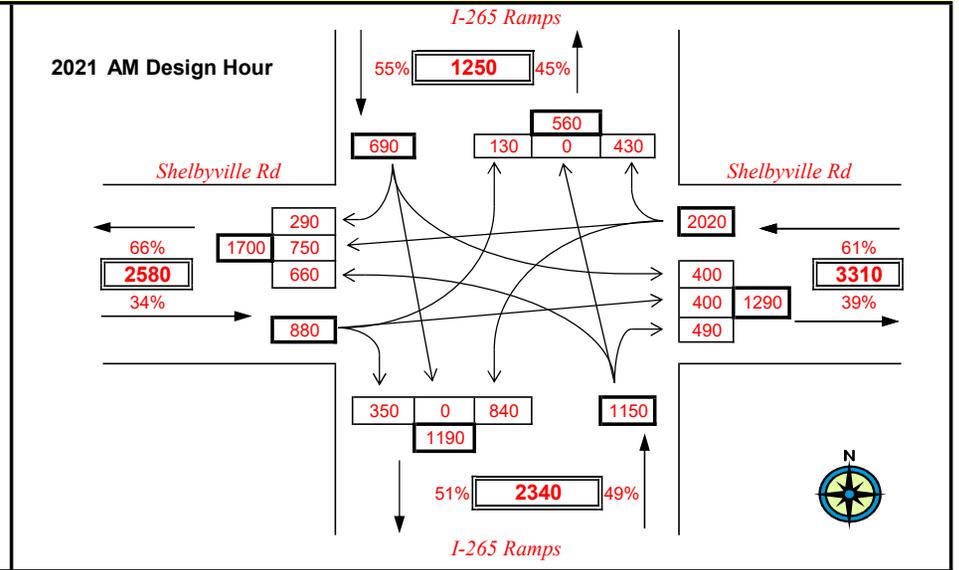
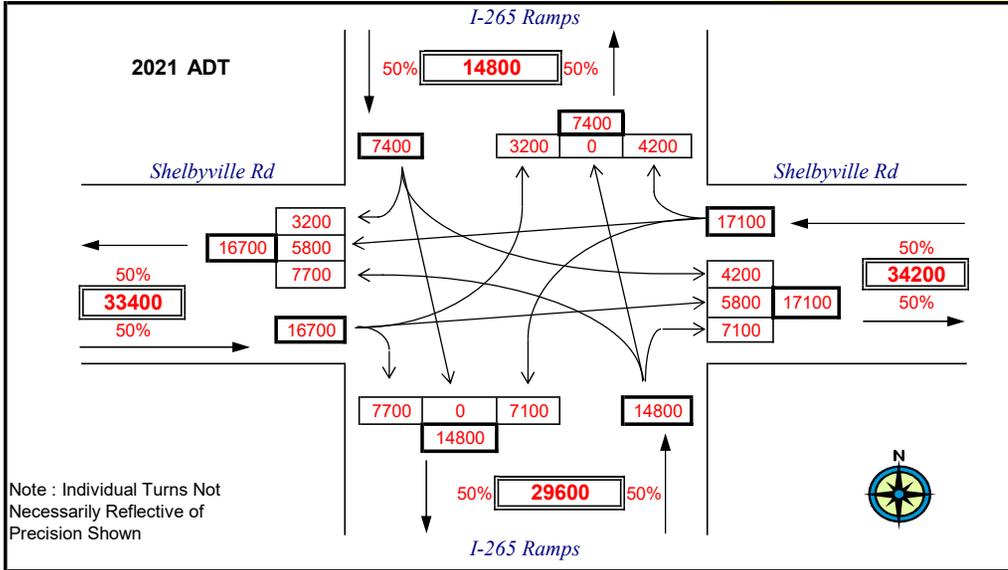
**2023 AM (PM)
TURNING MOVEMENT FORECAST**

PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 2 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

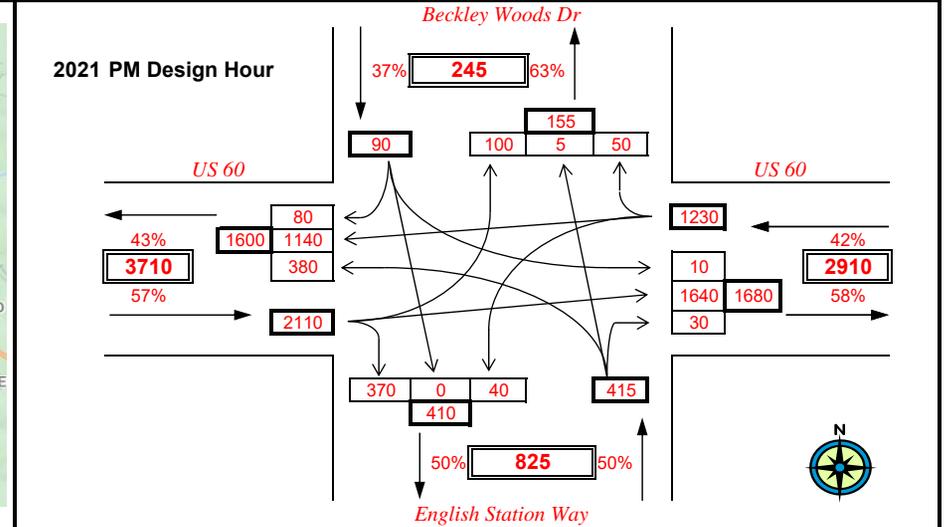
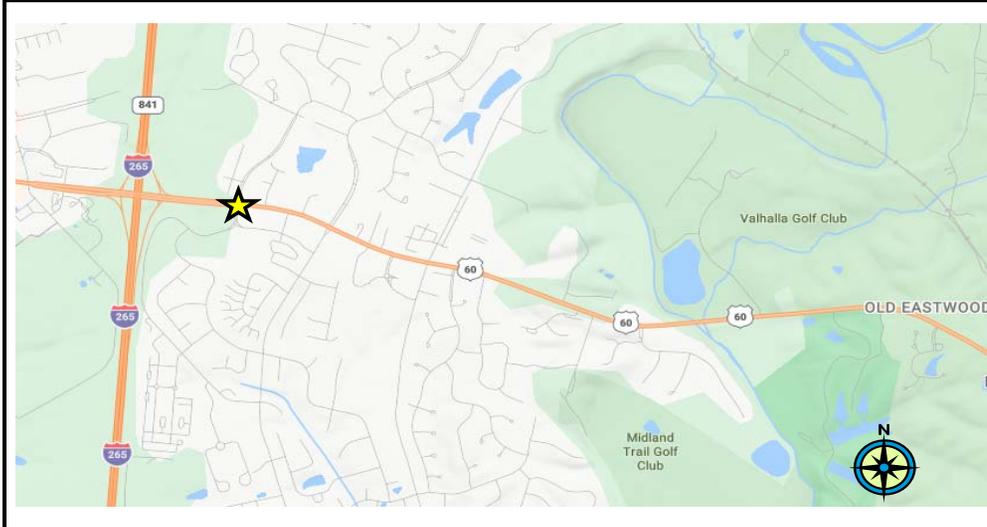
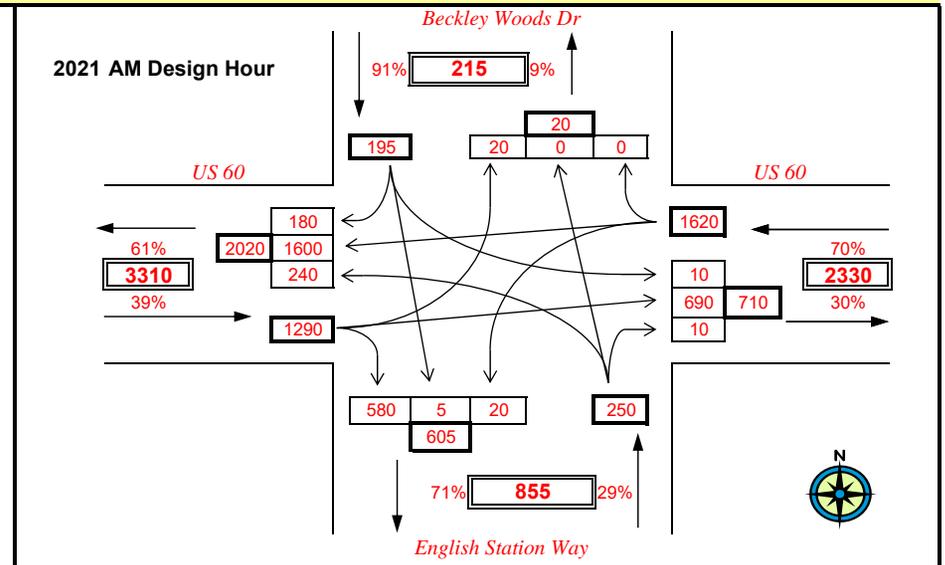
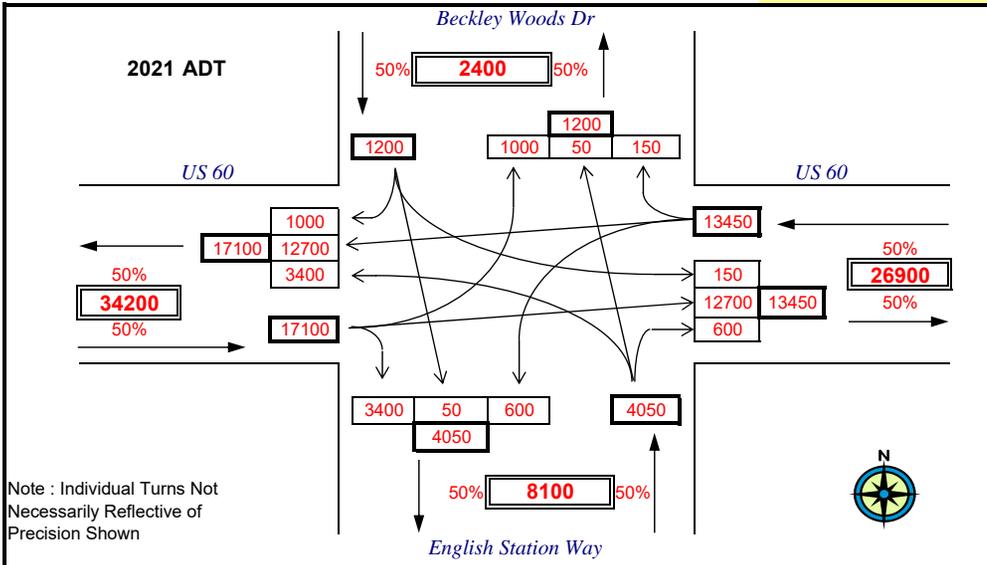


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Beckley Woods Dr

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 3 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

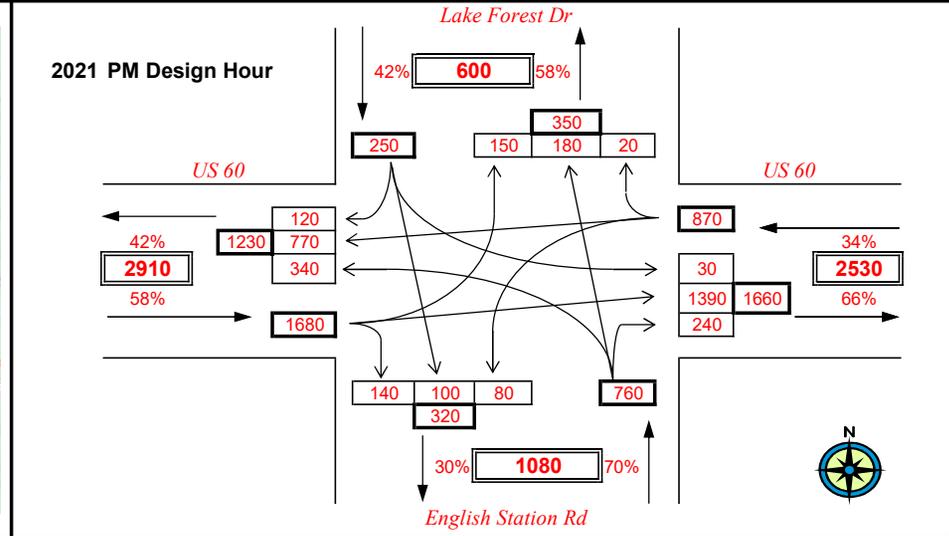
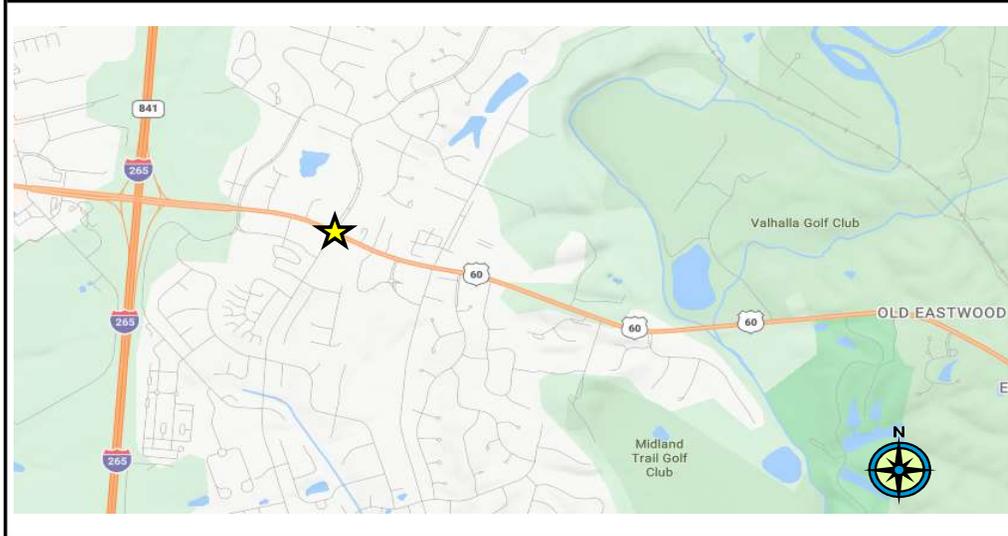
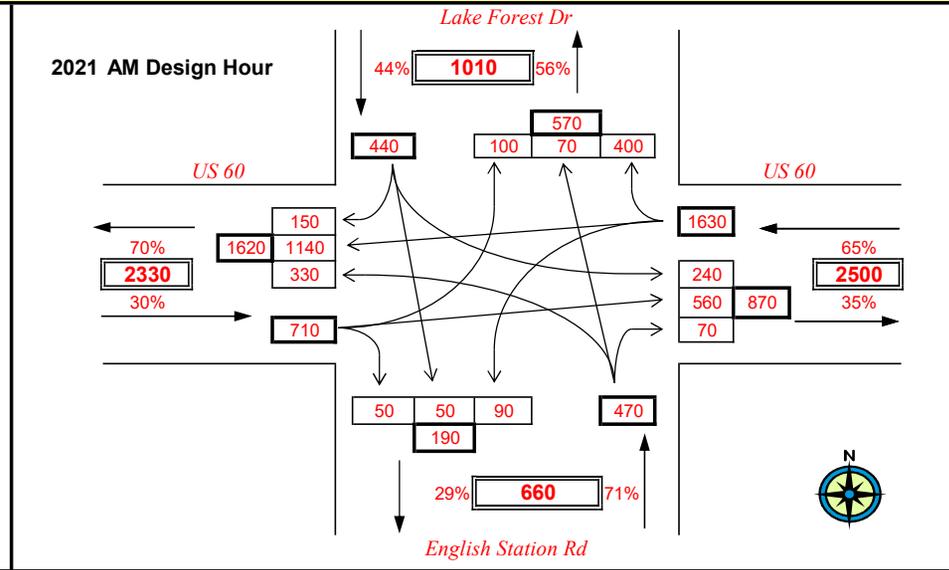
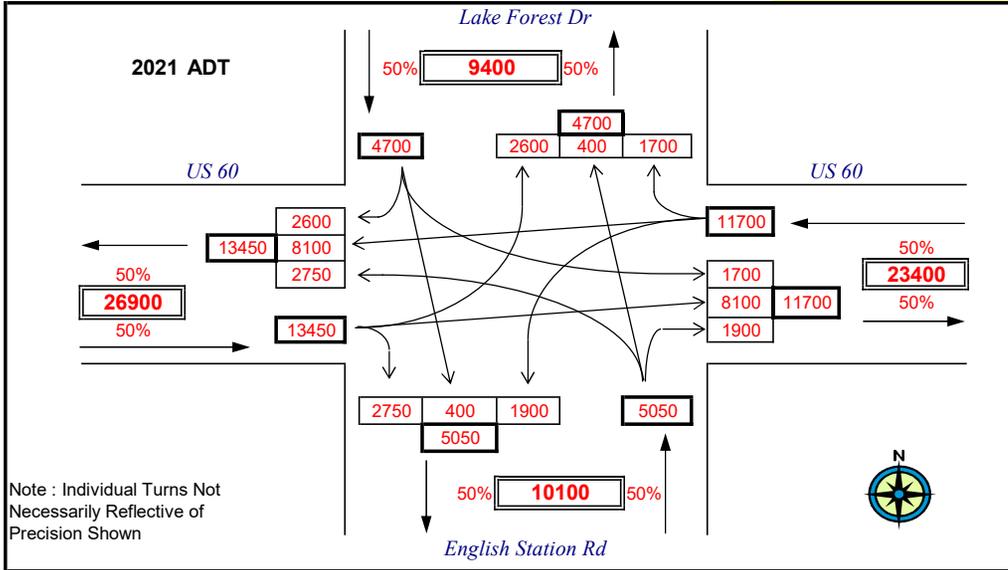


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 YEAR: 2021
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NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 4 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

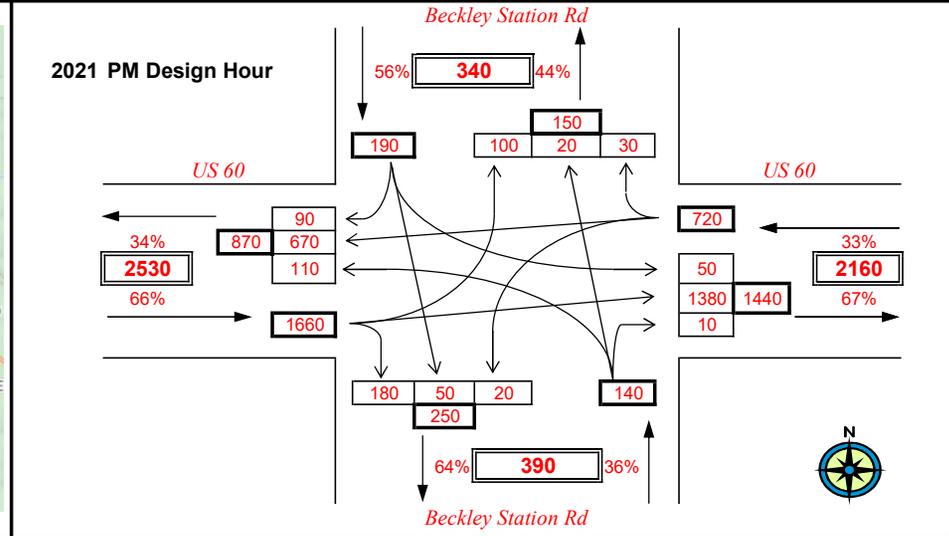
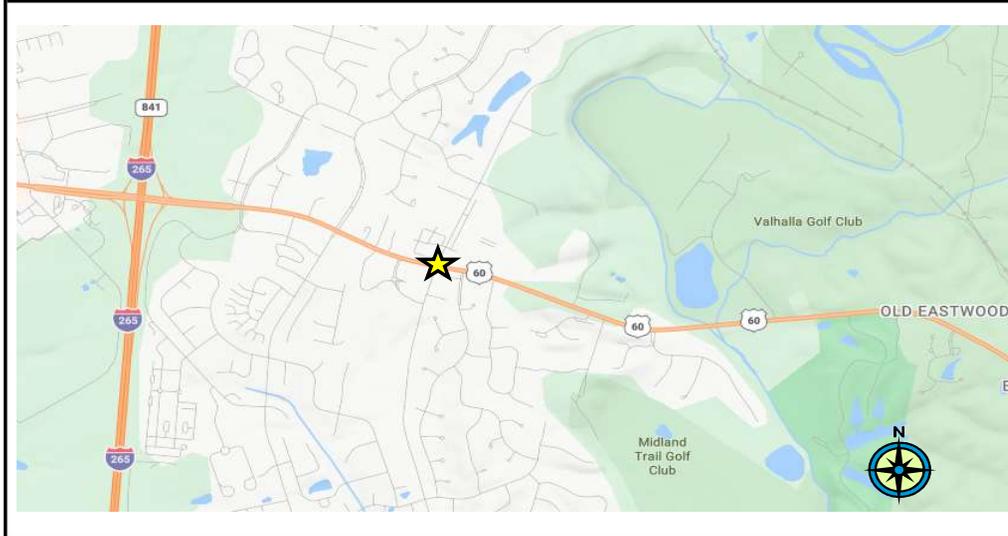
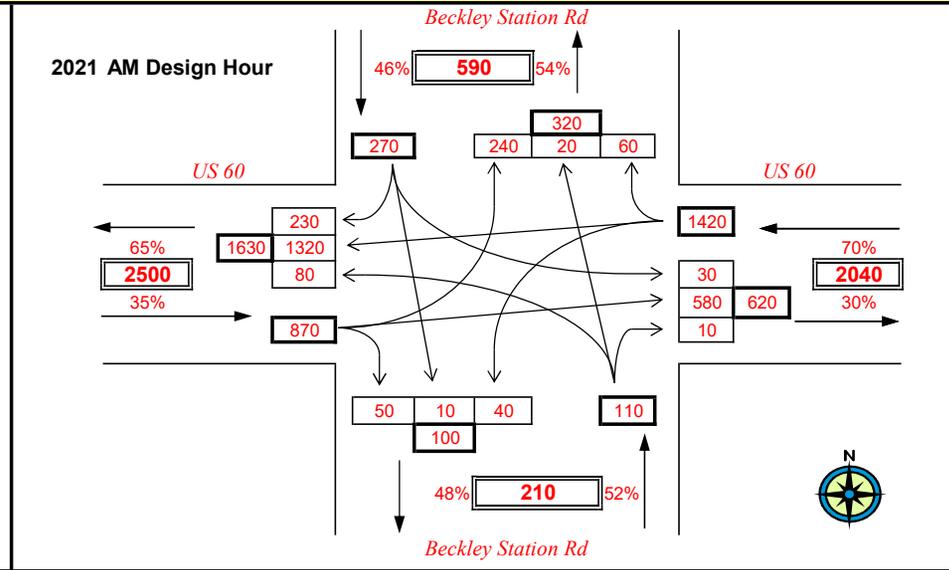
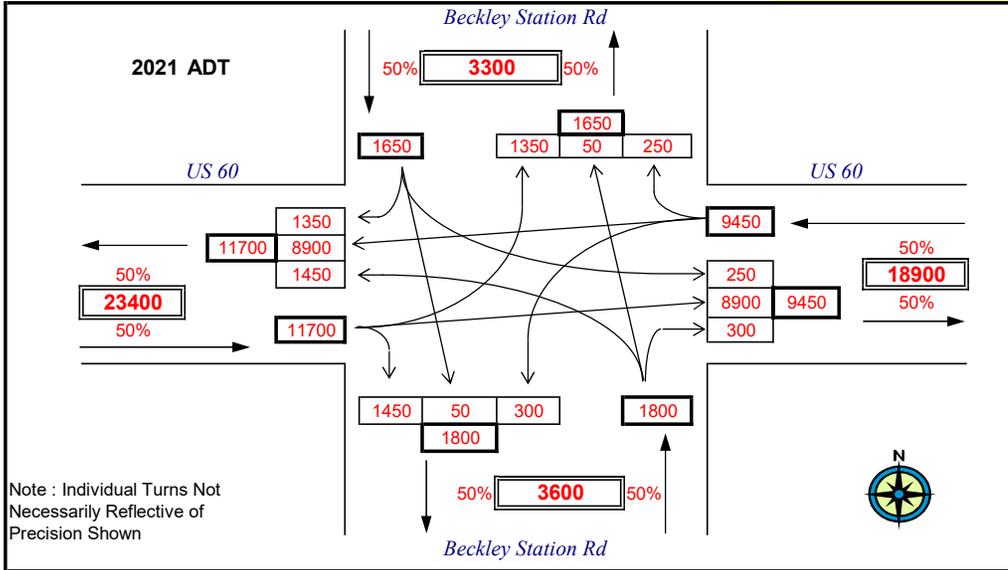


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 5 (2021)

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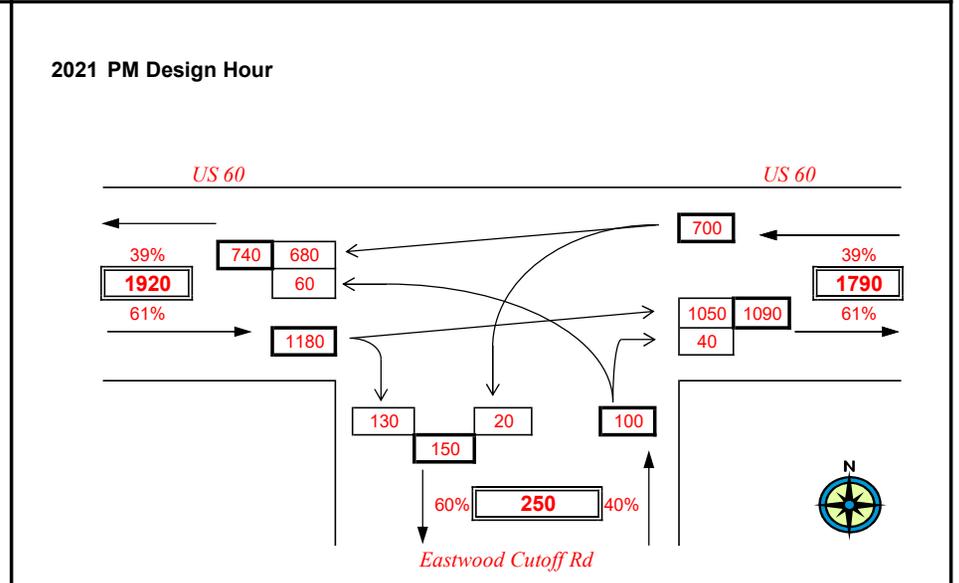
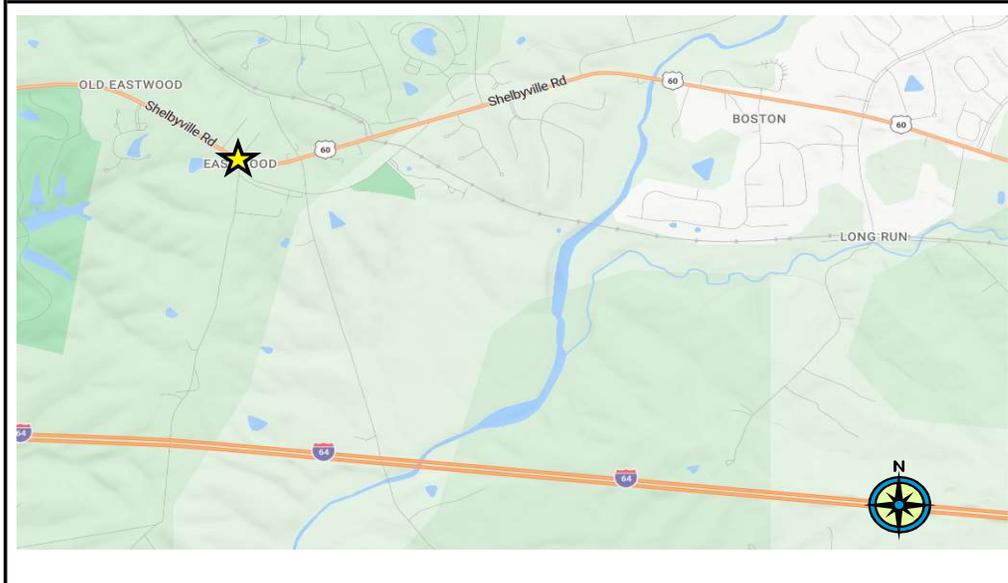
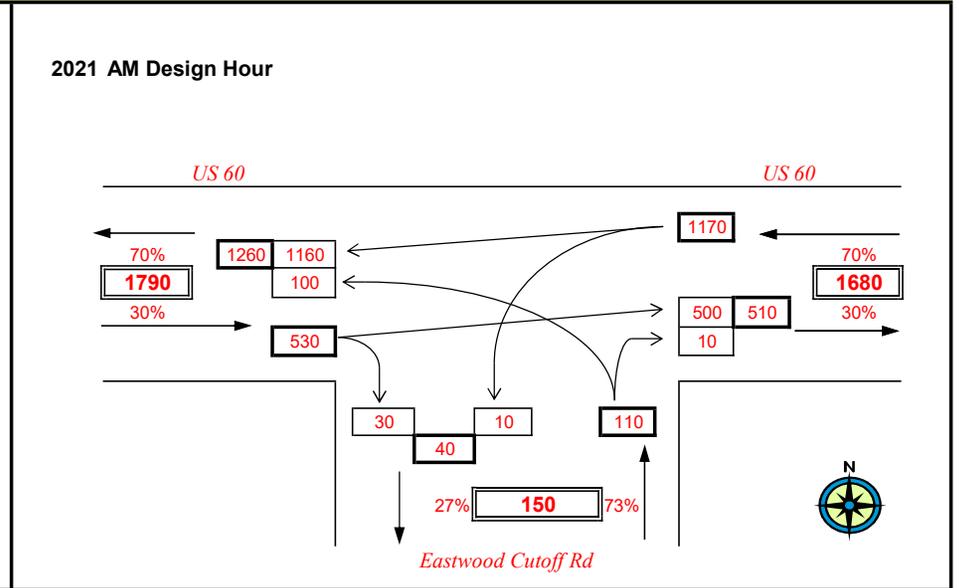
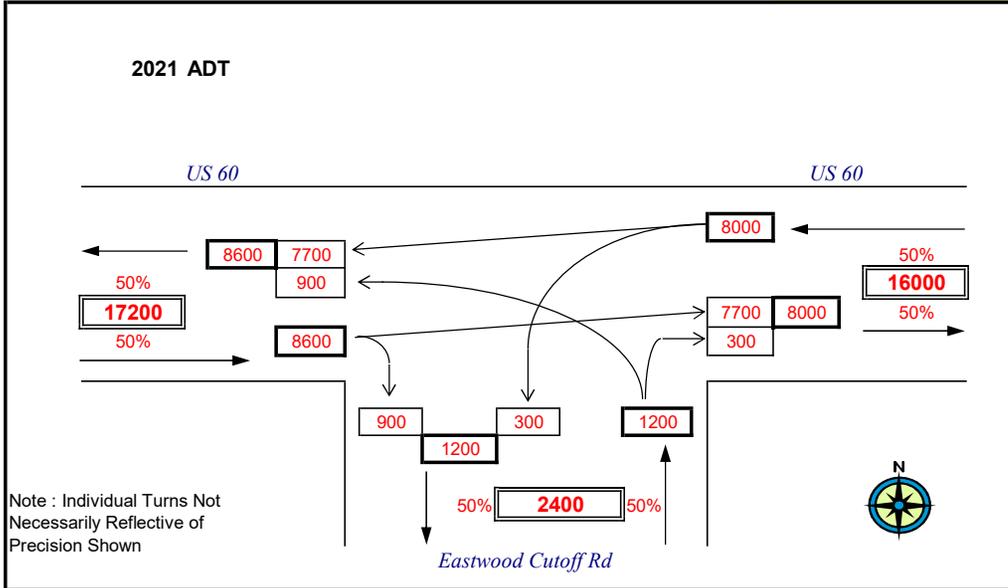


PROJECT: I-64 Interchange & Connector Study
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 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 6 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

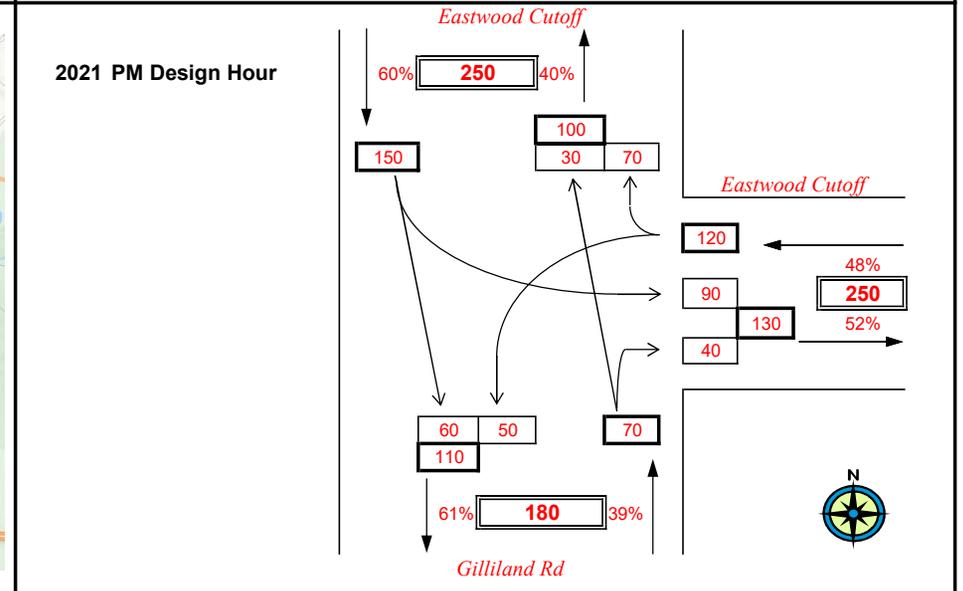
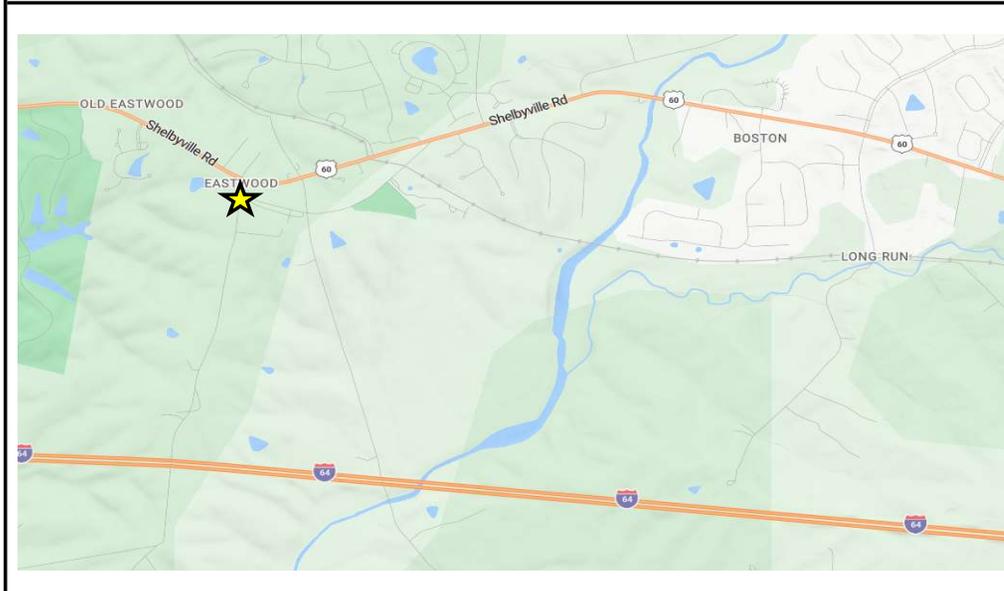
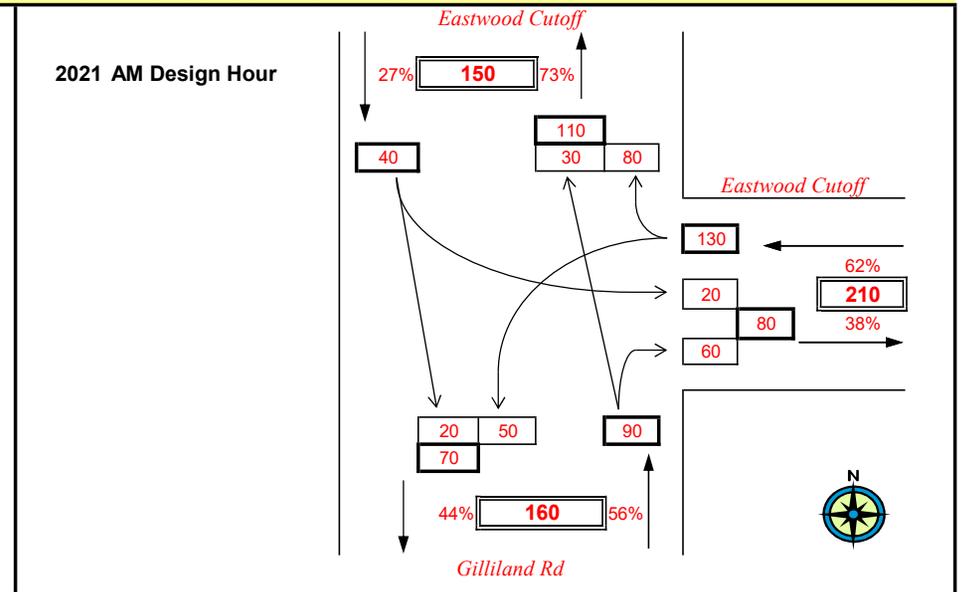
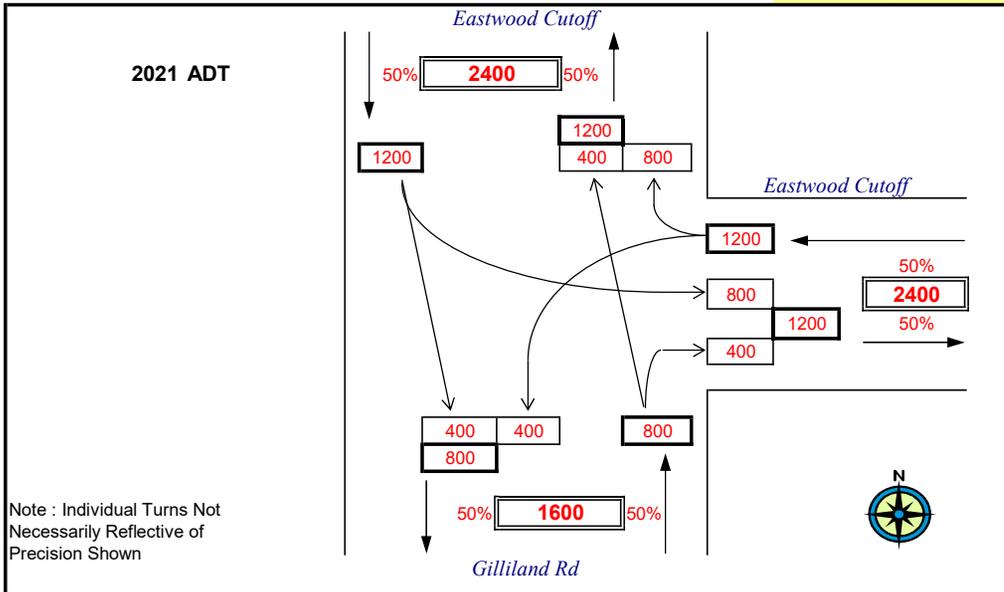


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 7 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

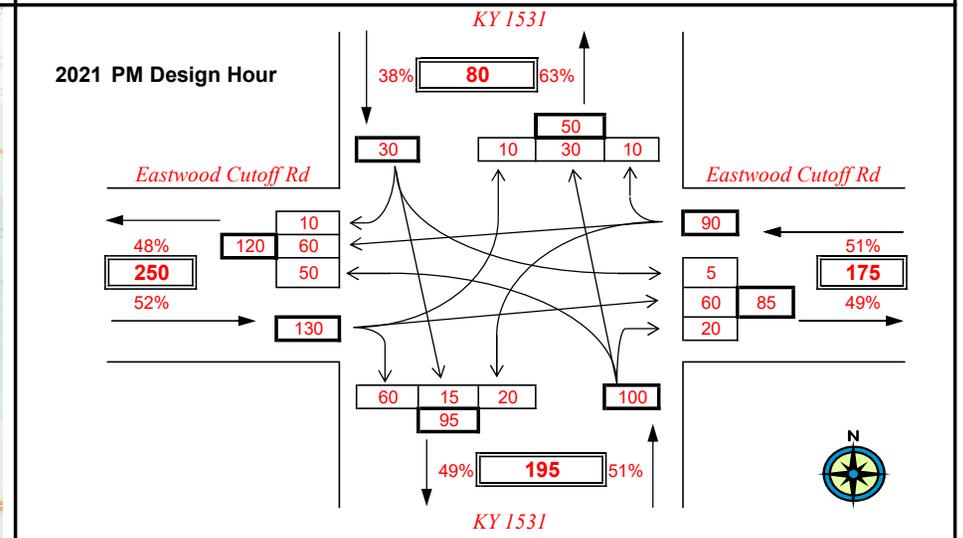
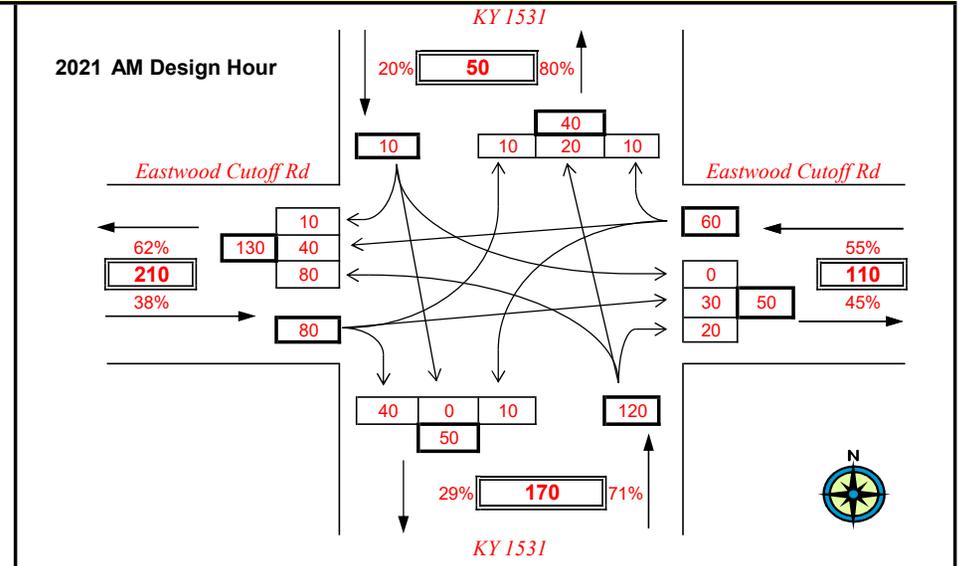
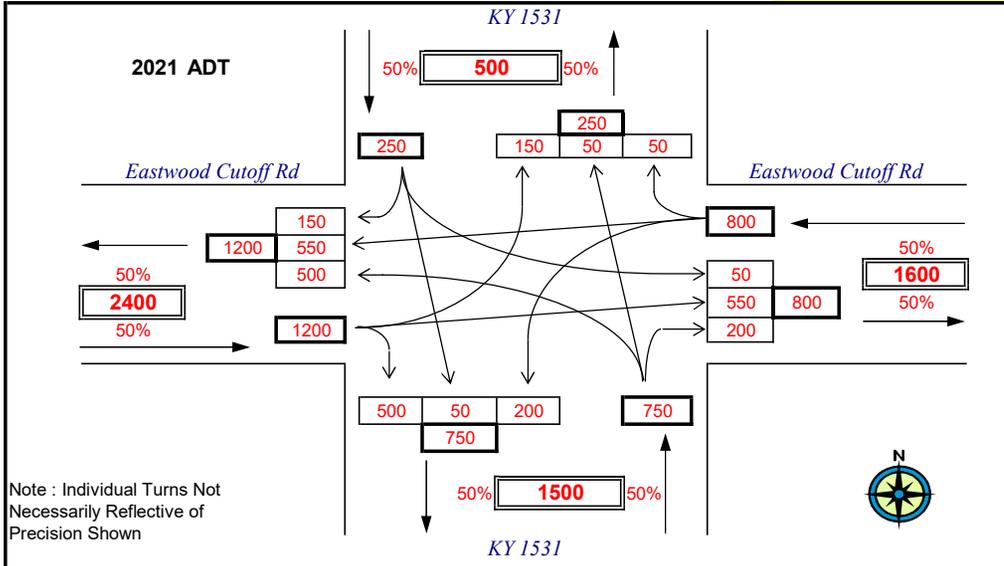


PROJECT: I-64 Interchange & Connector Study
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 REQUEST DATE: Tuesday, January 2, 2024
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 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 8 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

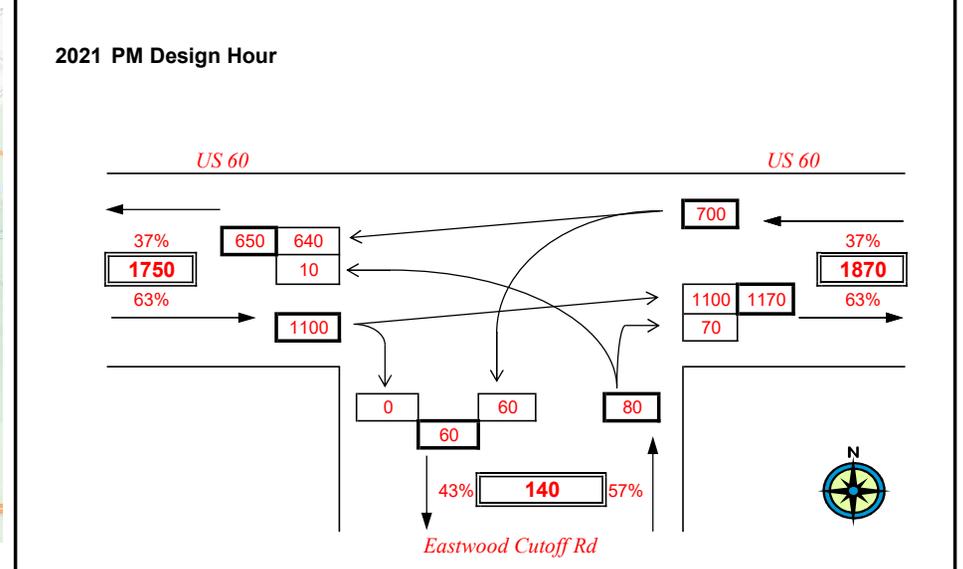
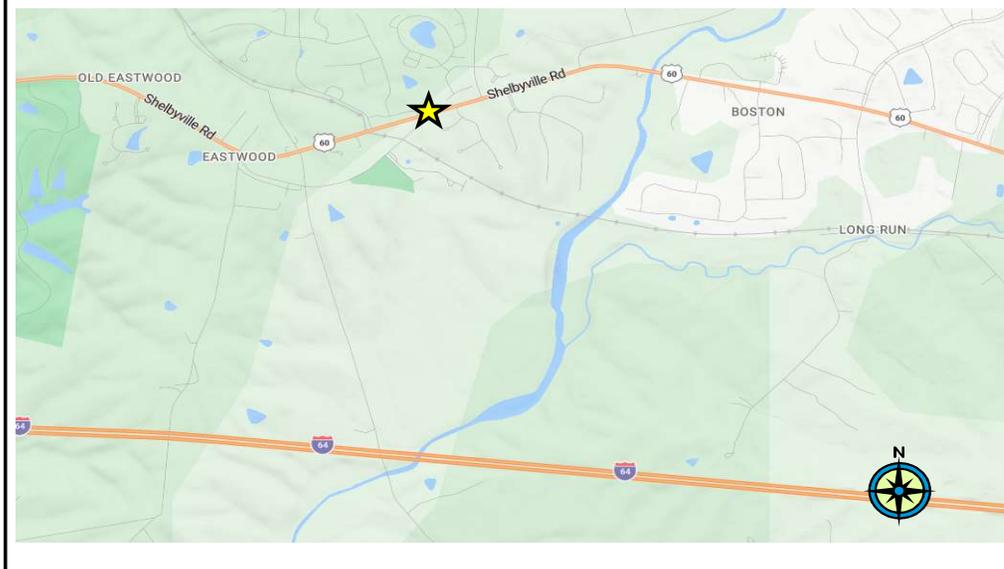
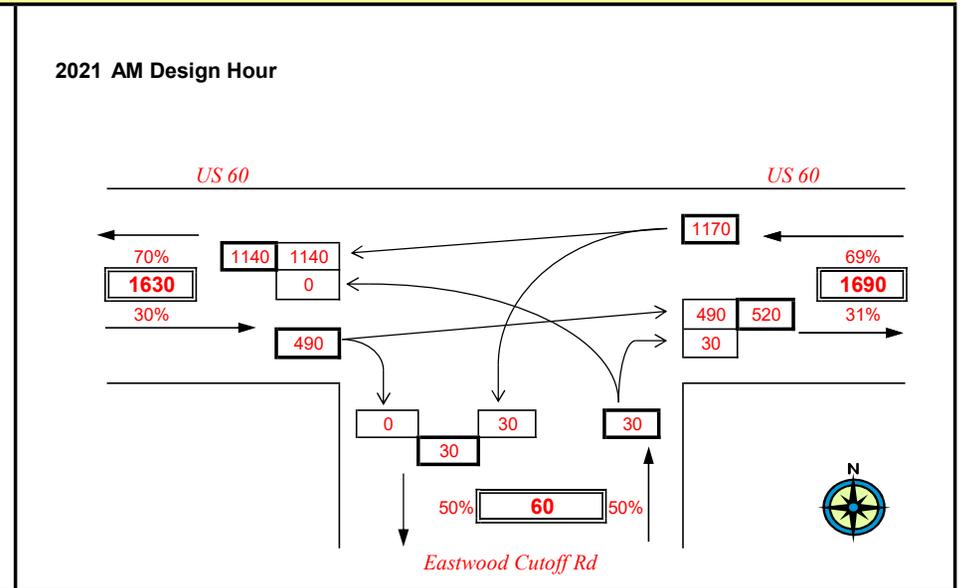
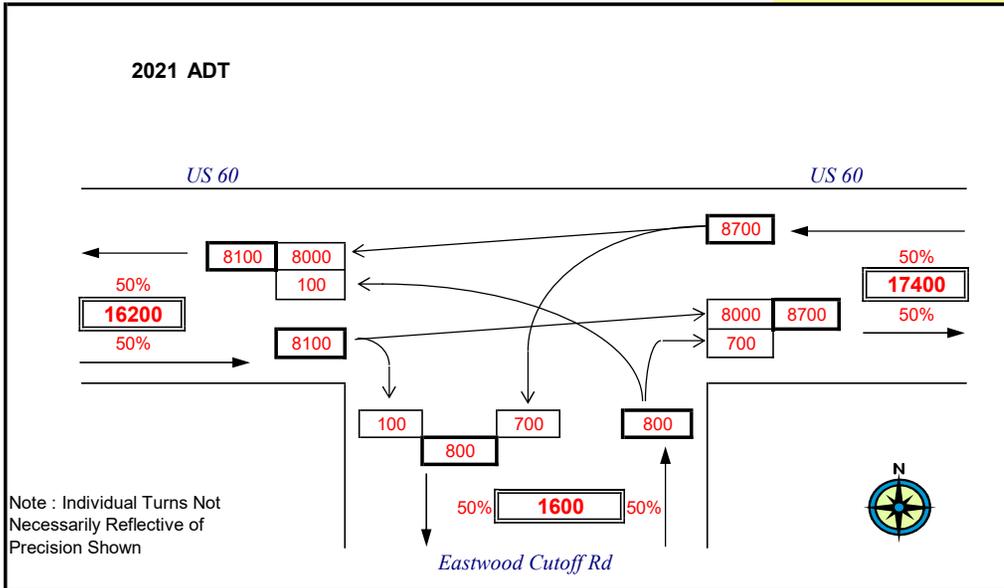


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 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 9 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

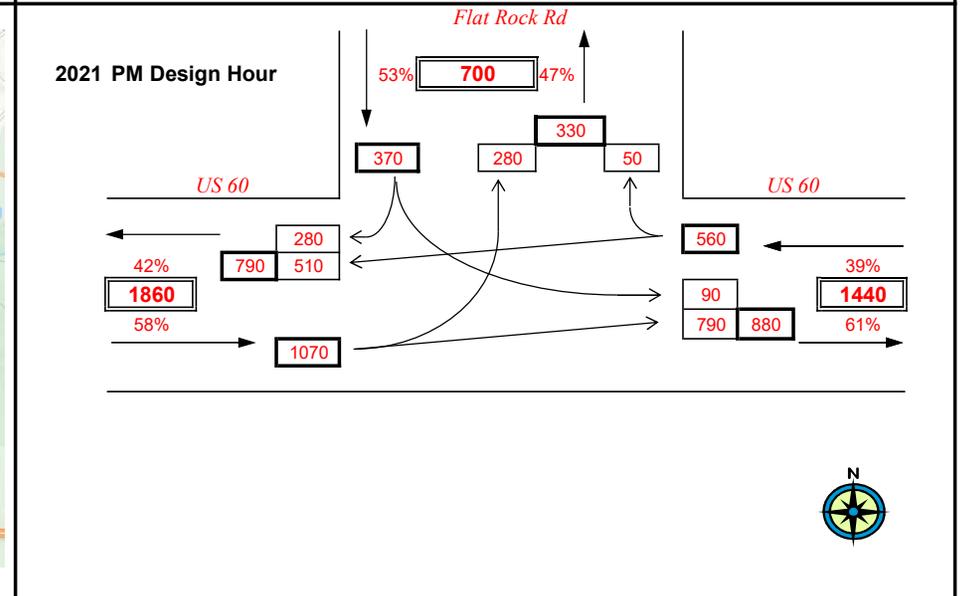
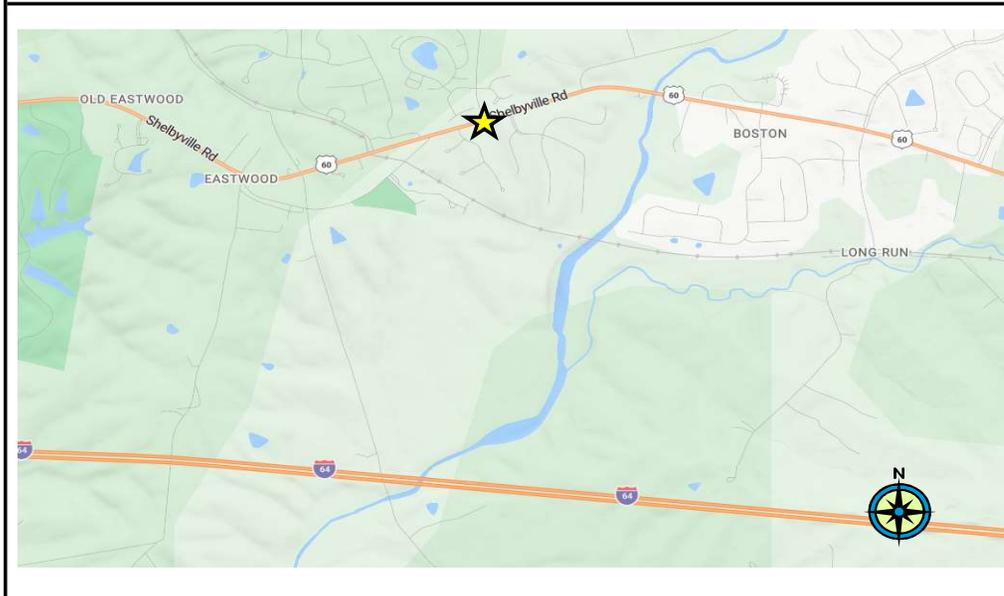
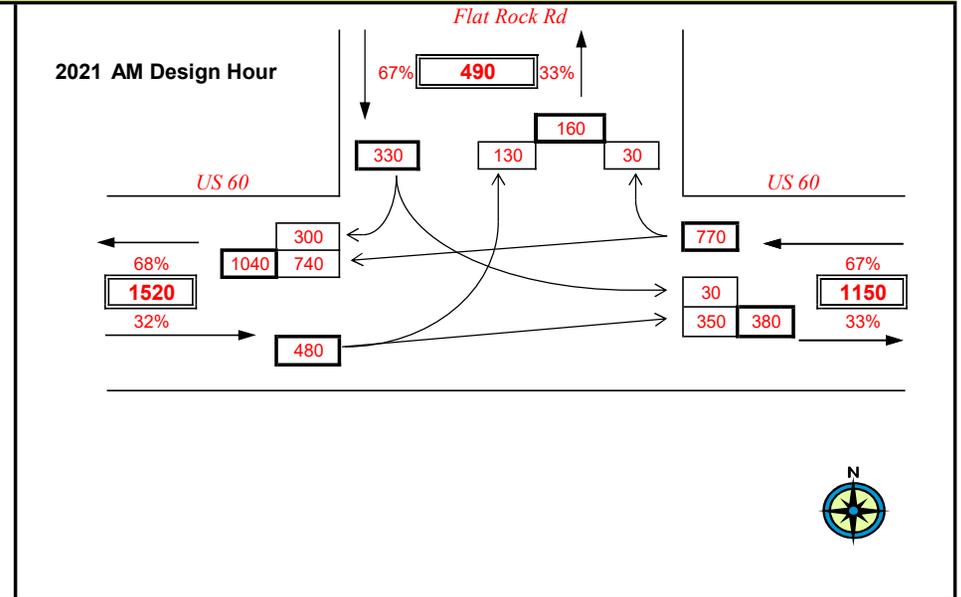
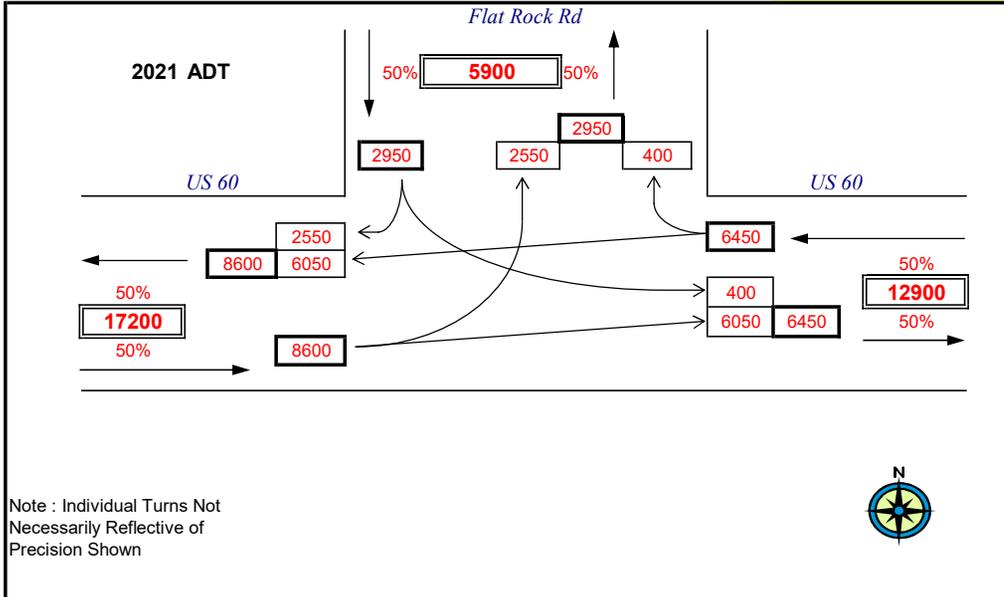


PROJECT: I-64 Interchange & Connector Study
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 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 10 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

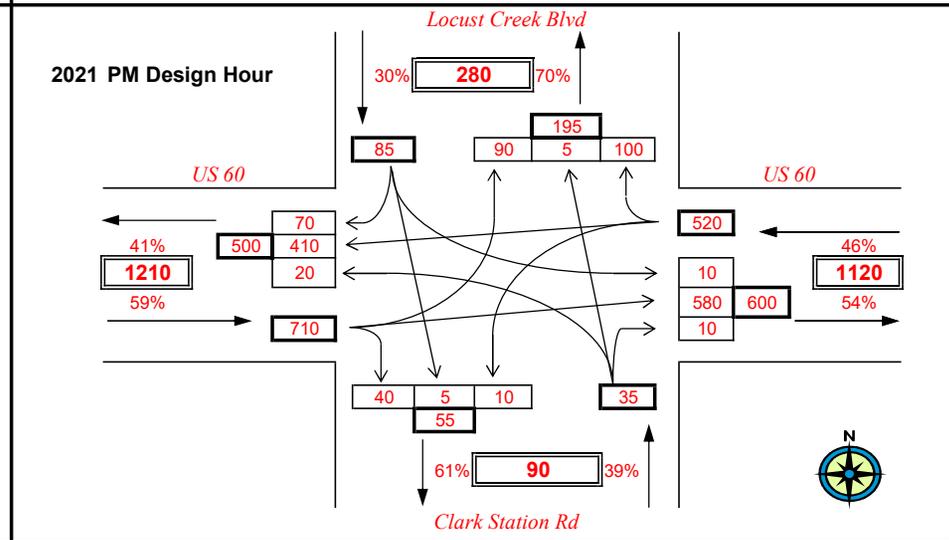
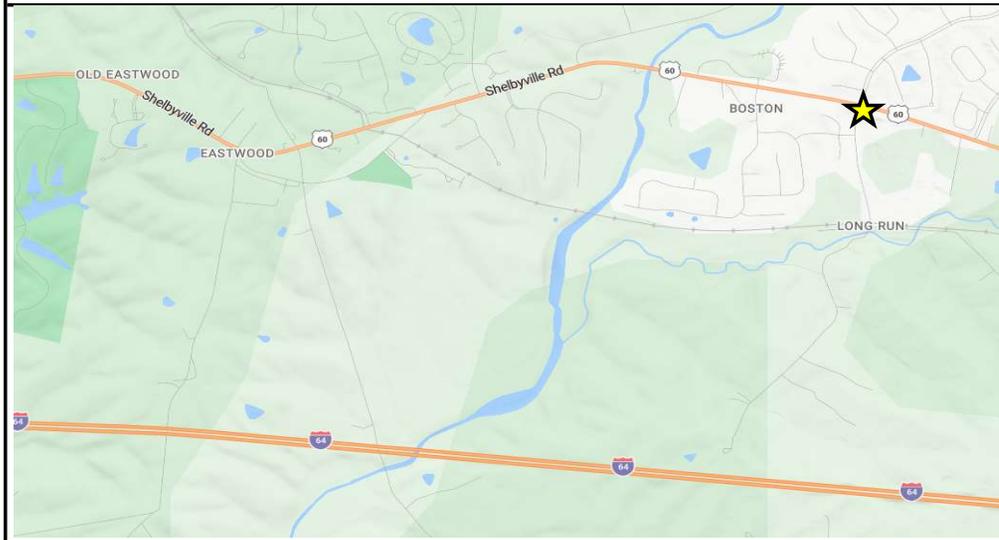
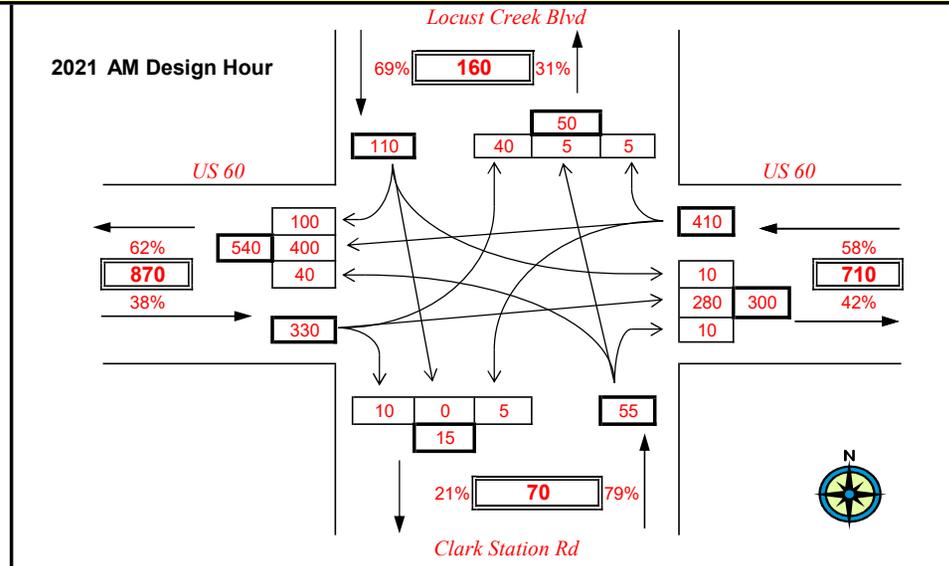
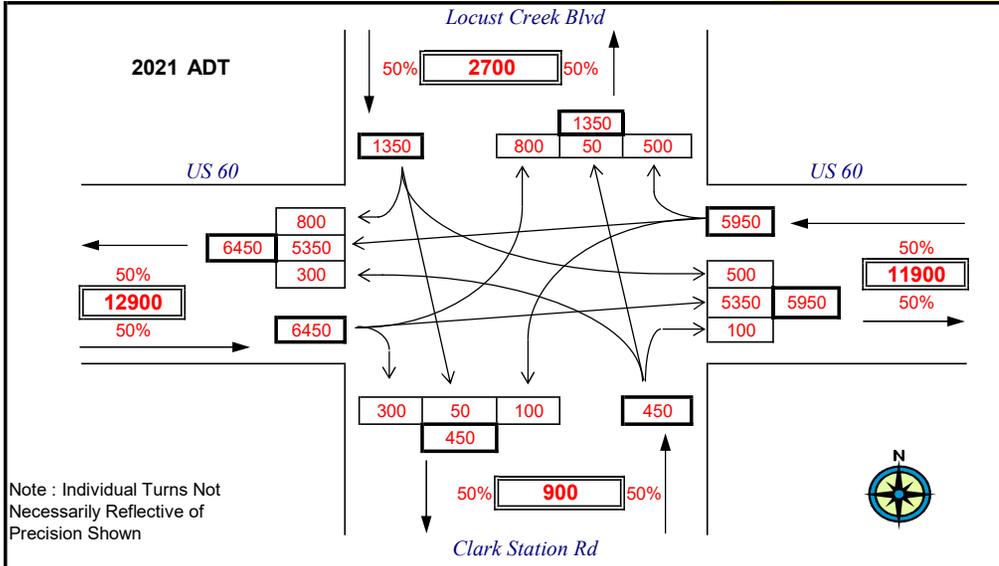


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 11 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

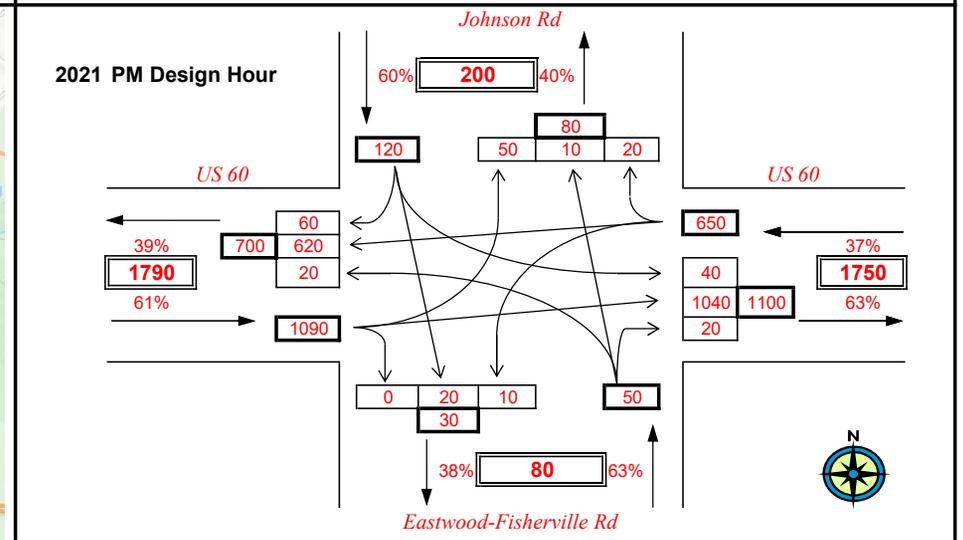
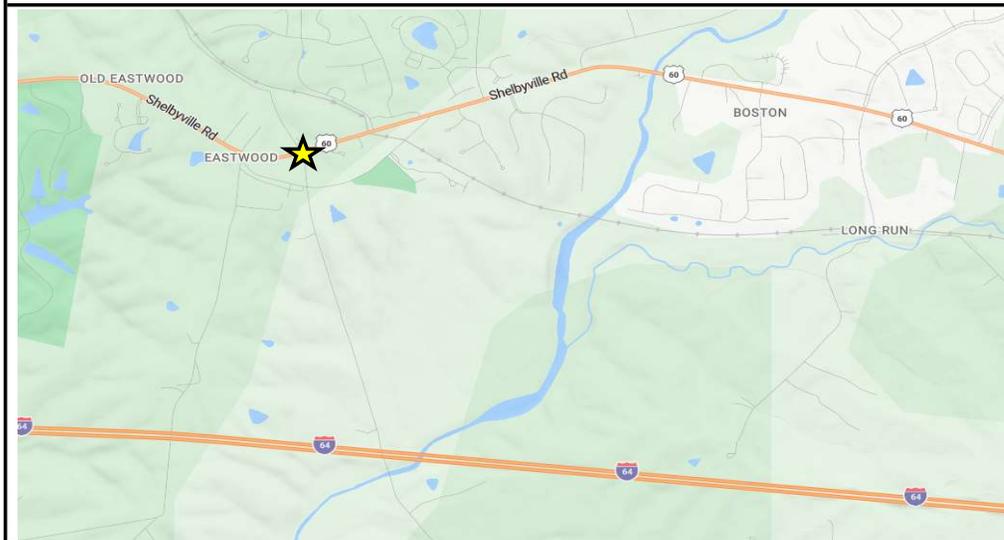
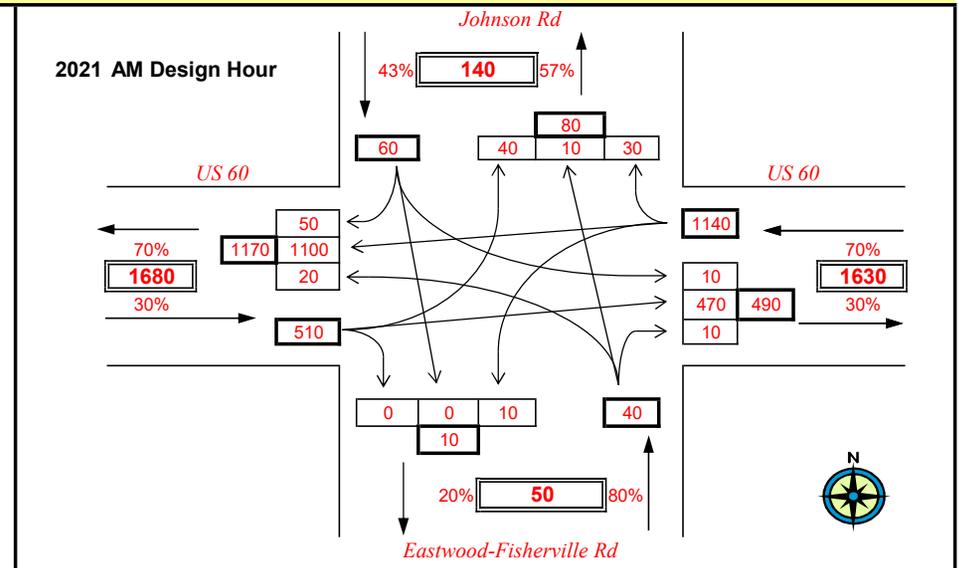
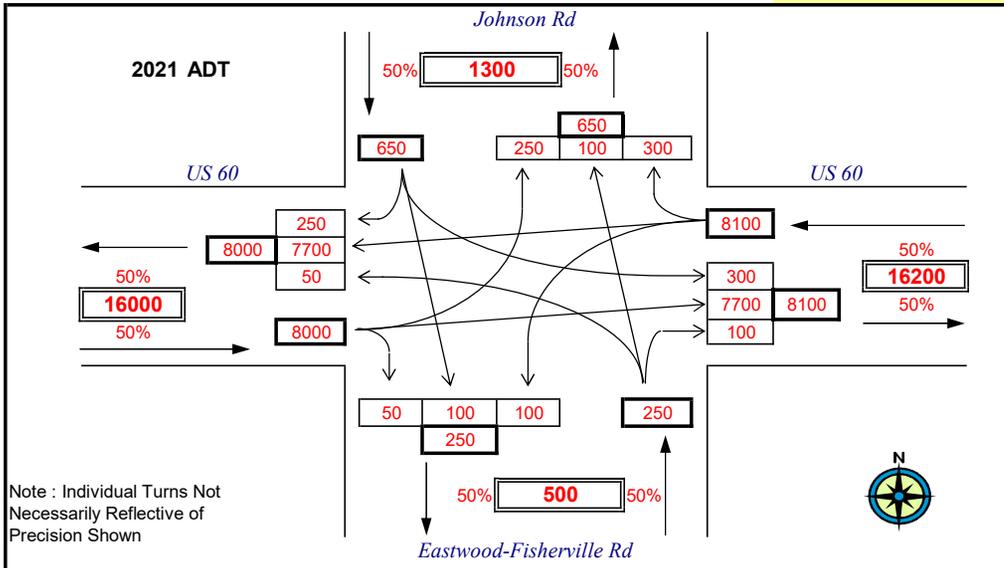


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 12 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

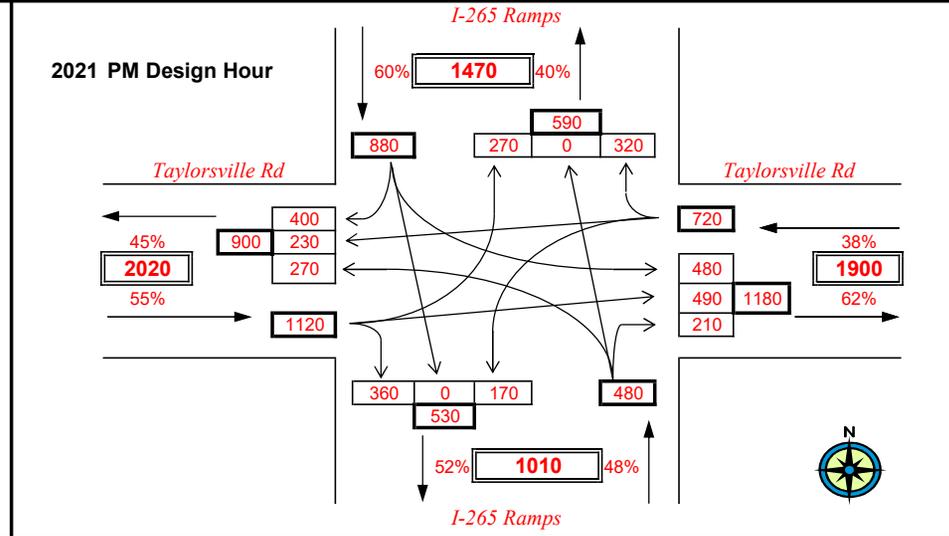
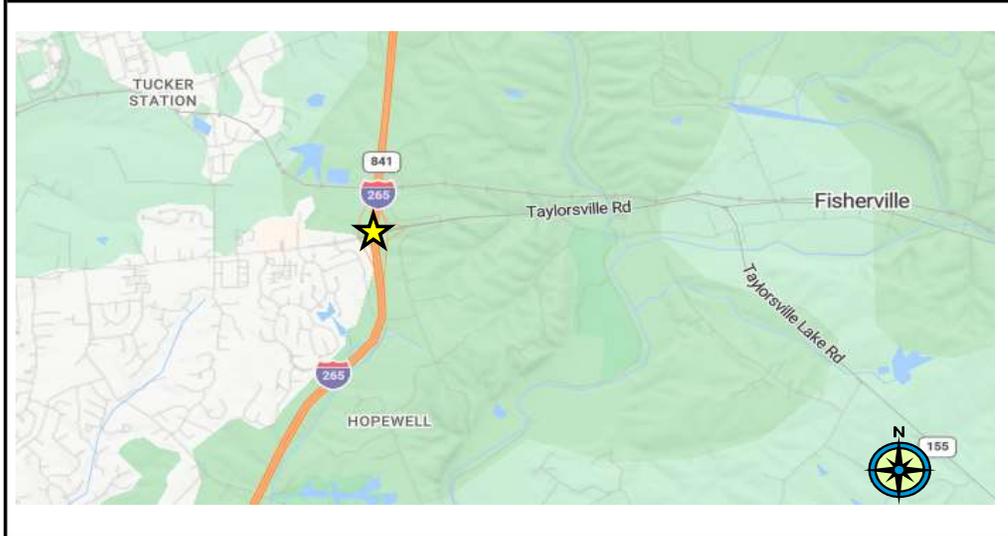
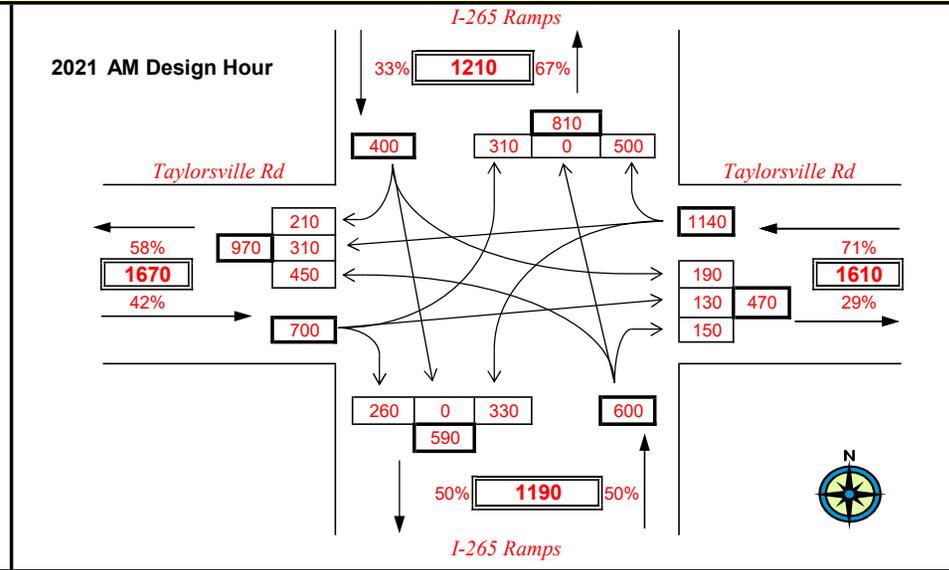
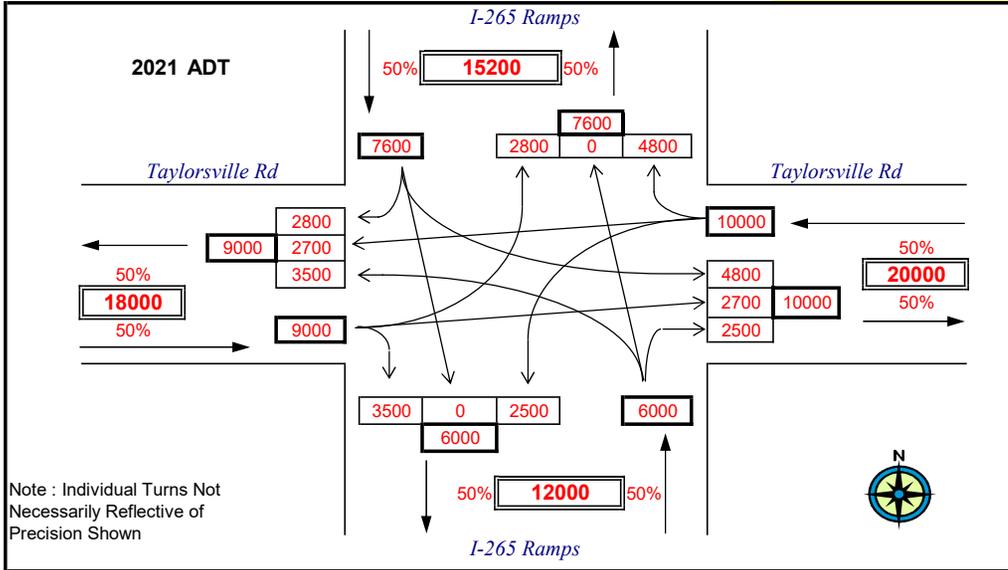


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 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 14 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

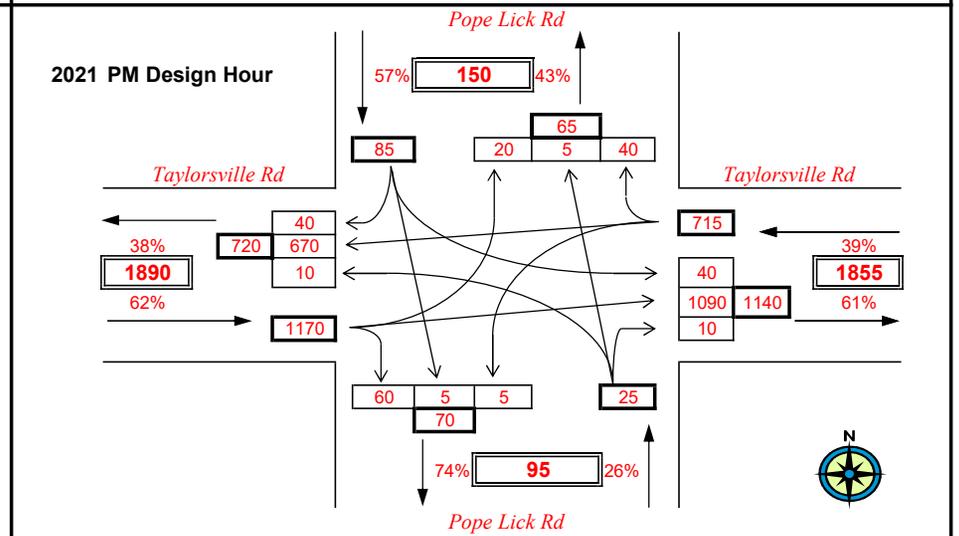
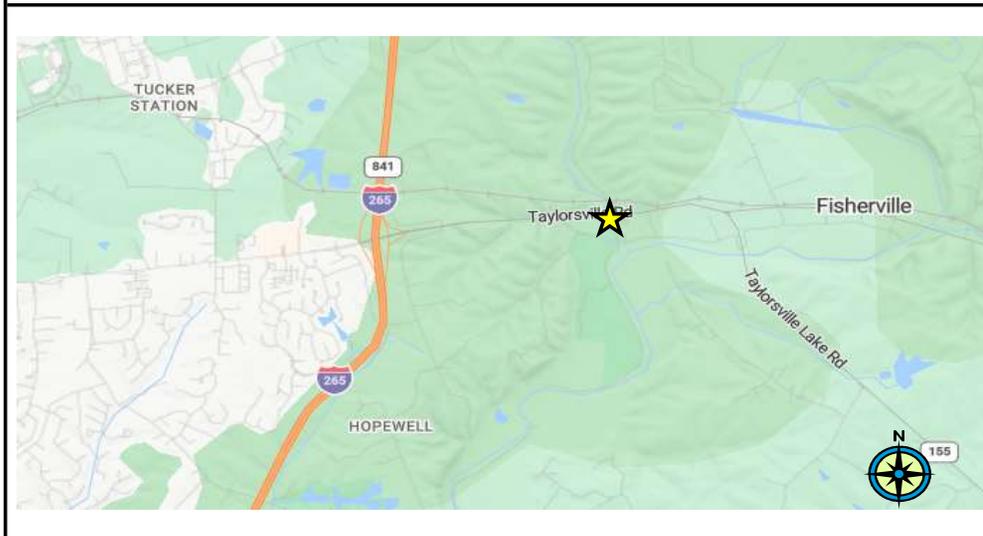
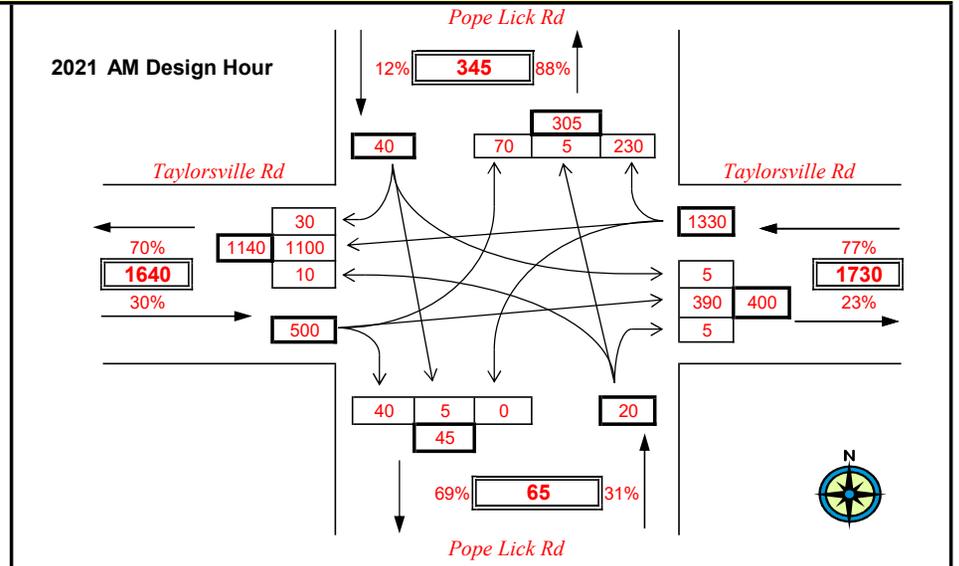
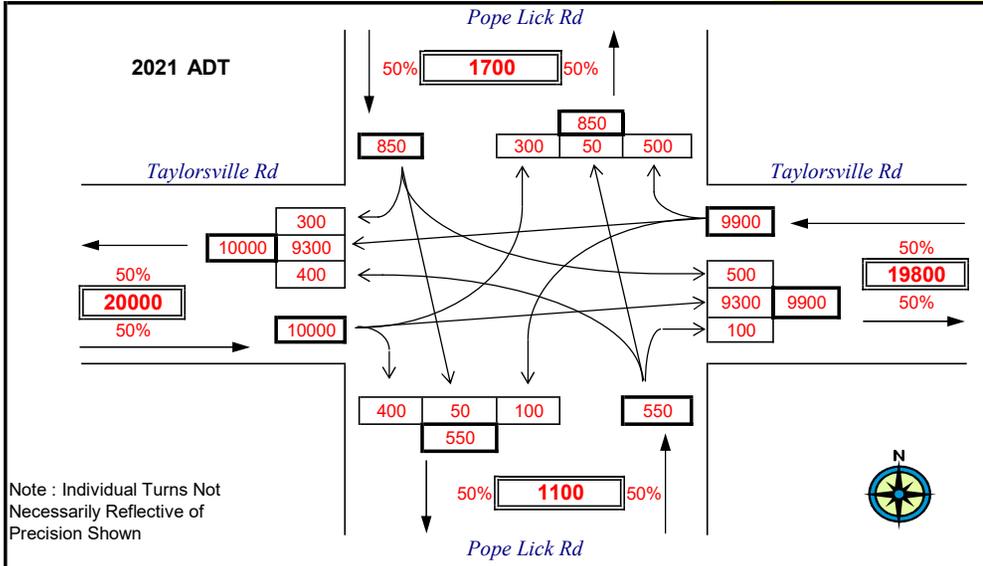


PROJECT: I-64 Interchange & Connector Study
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 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 15 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

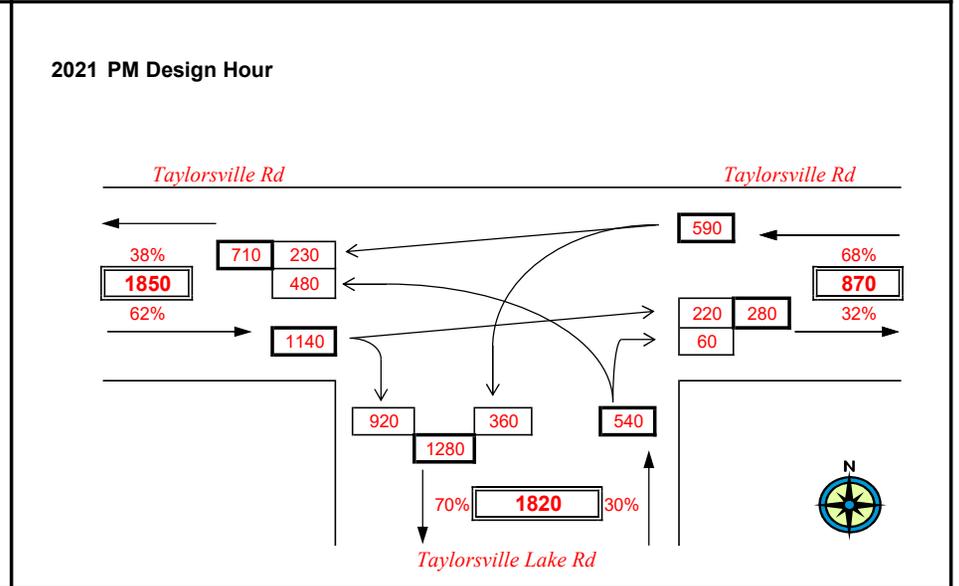
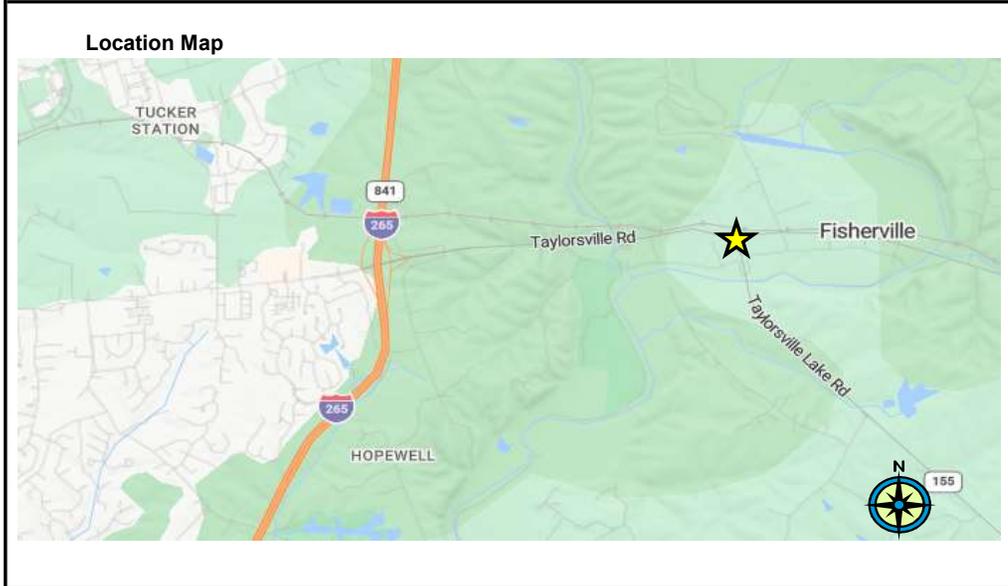
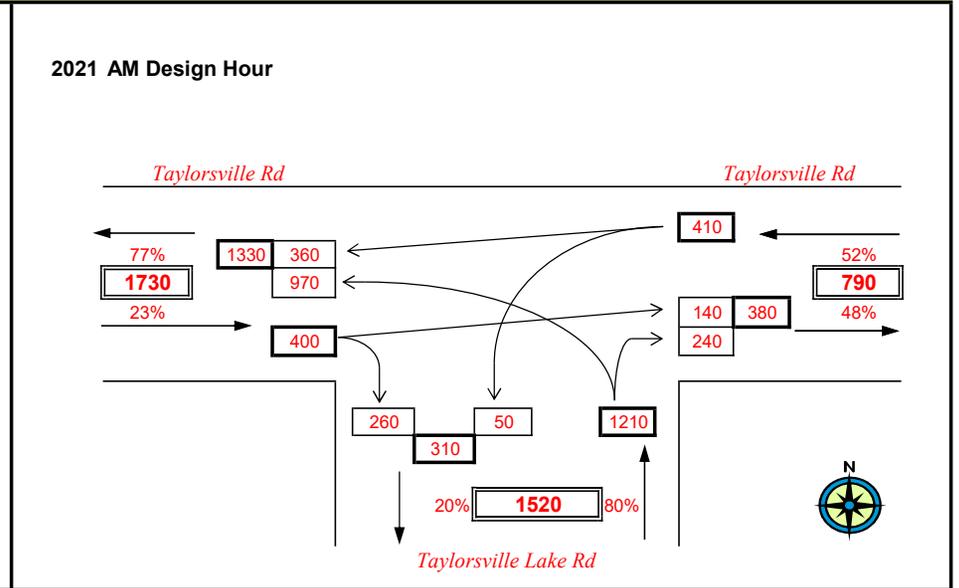
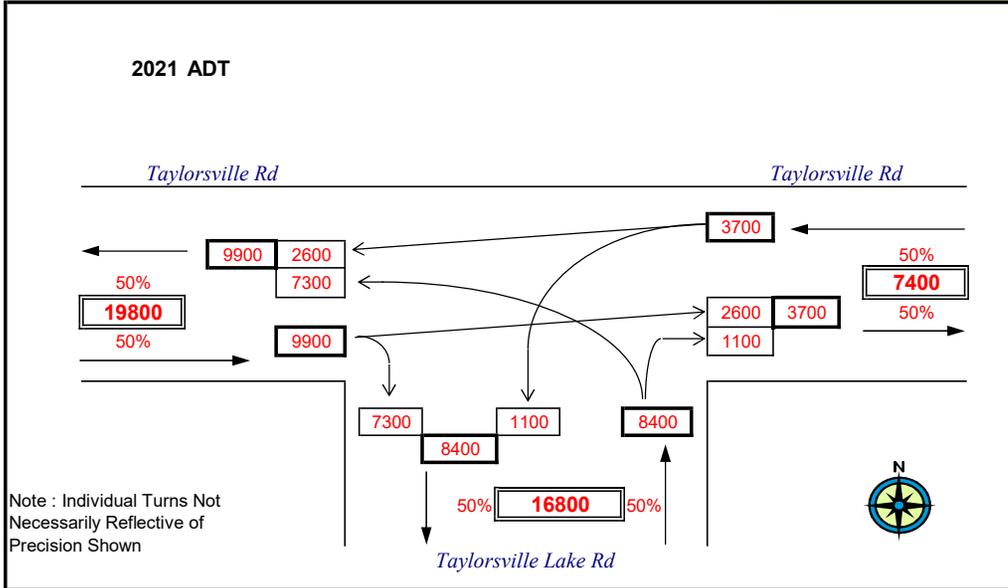


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 16 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

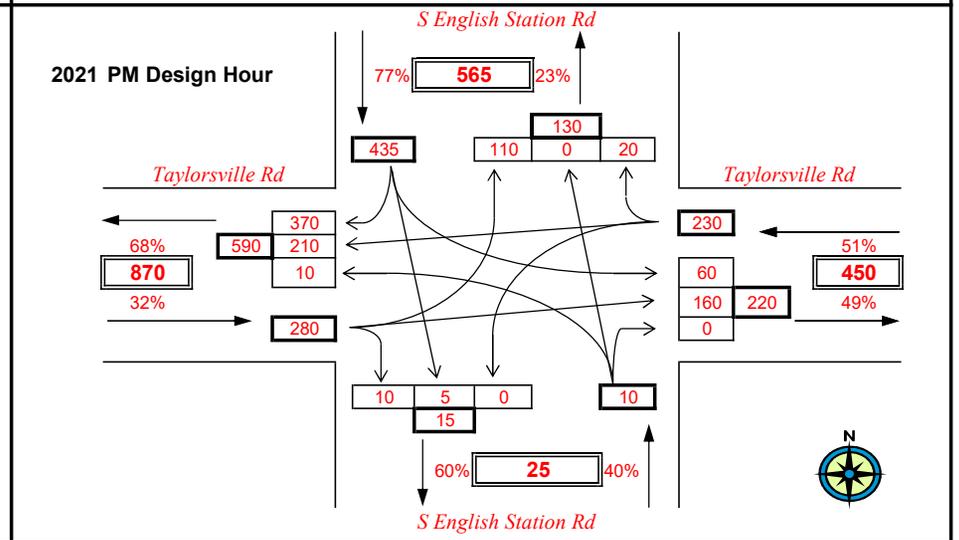
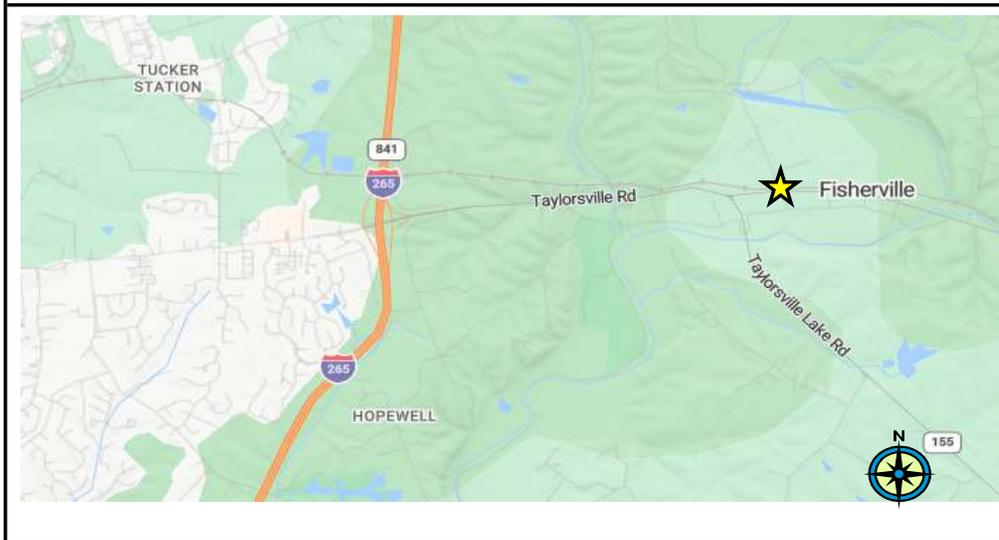
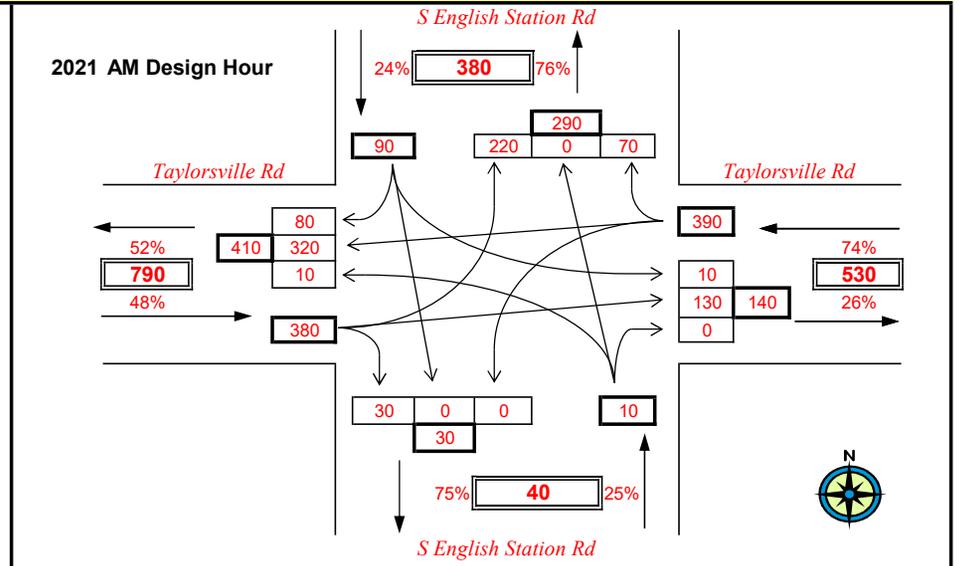
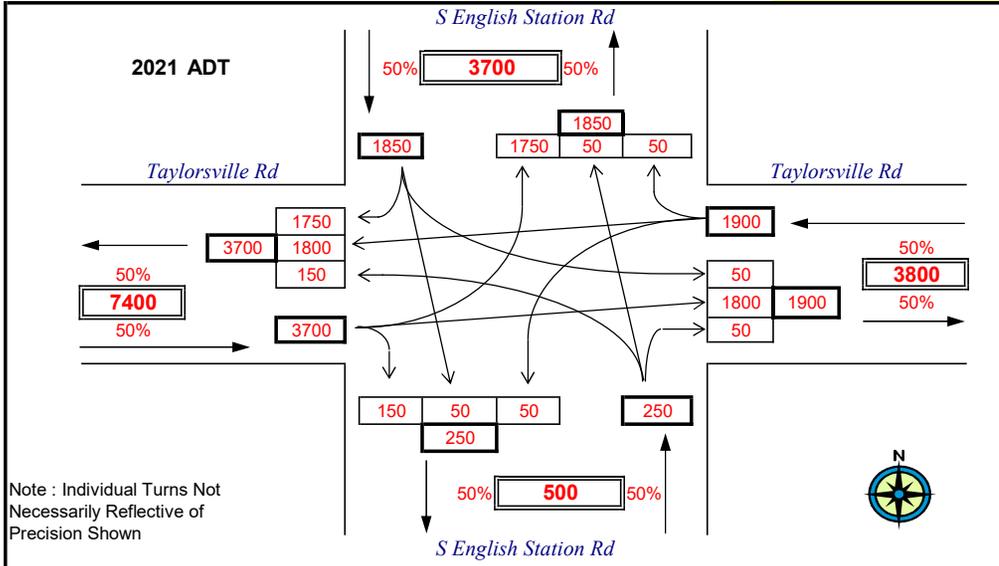


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 17 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



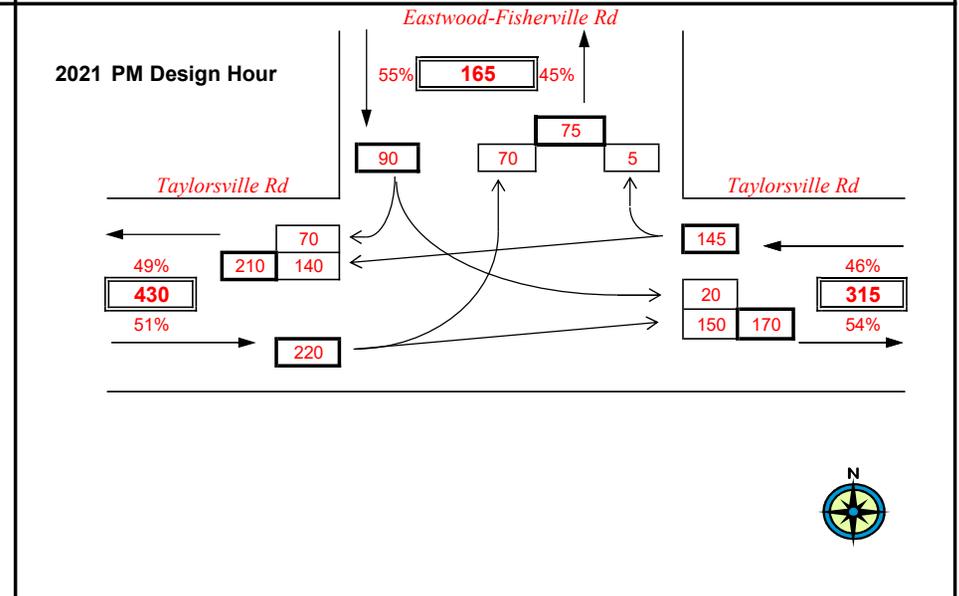
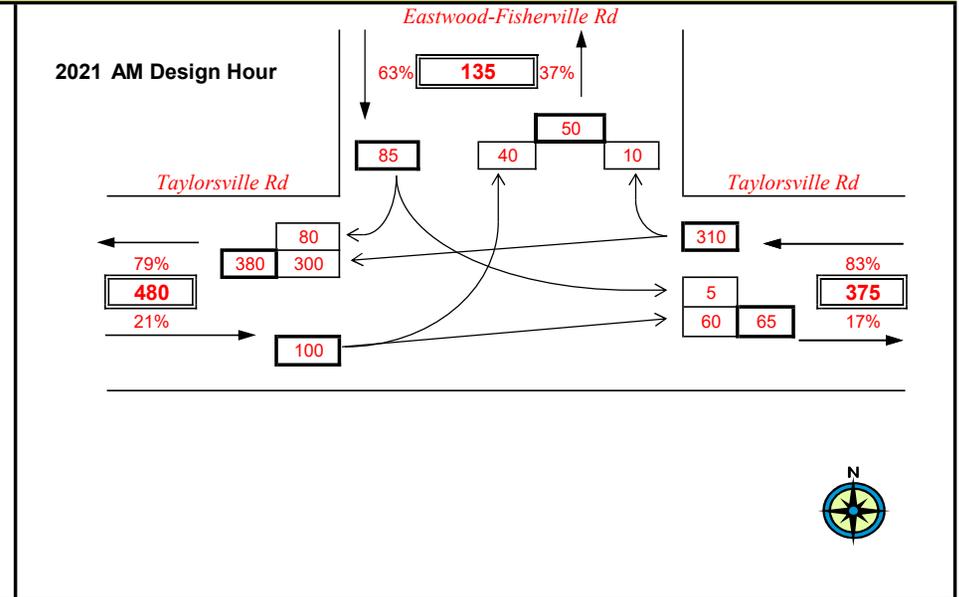
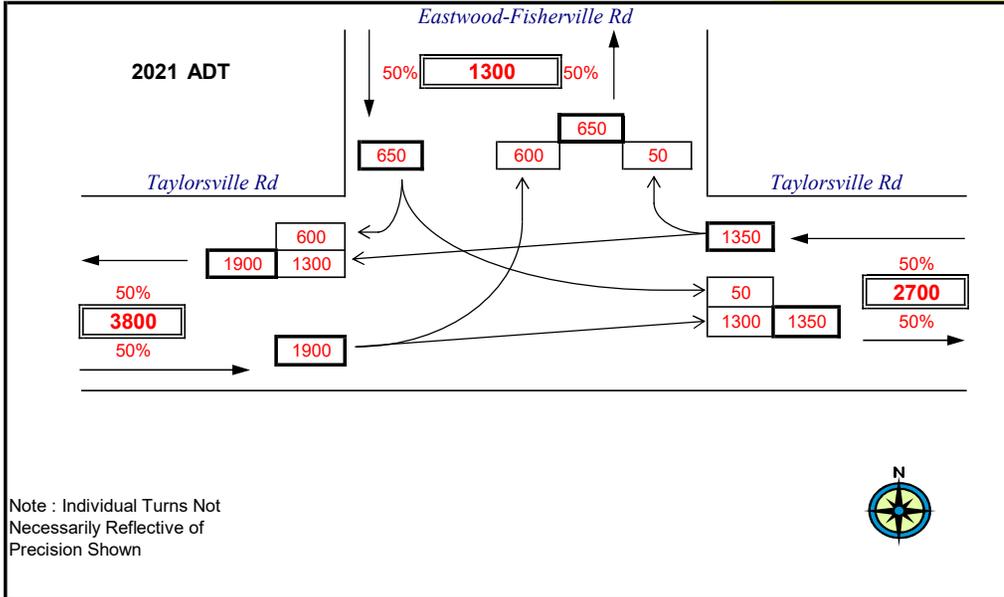
PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: 0

ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 18 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

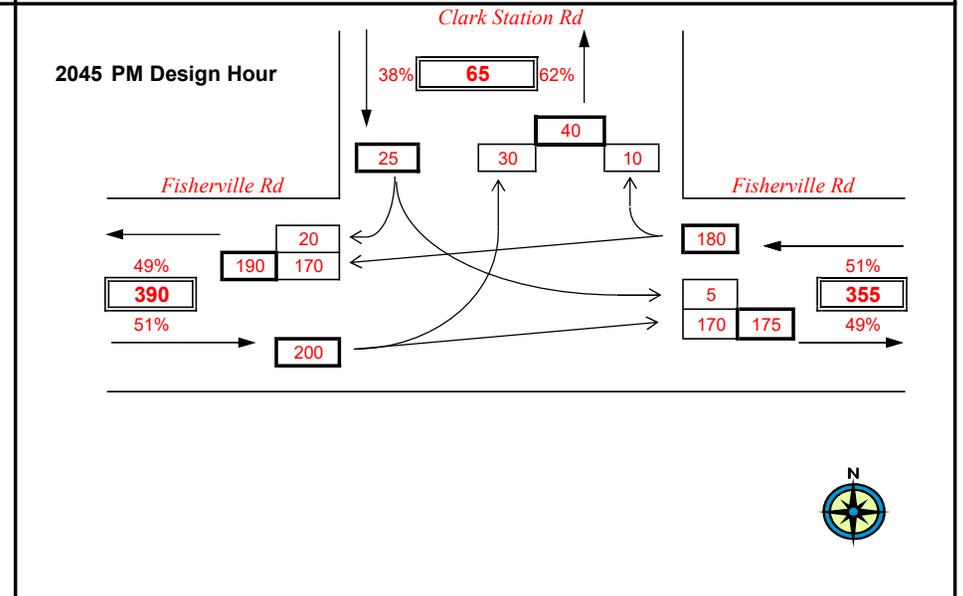
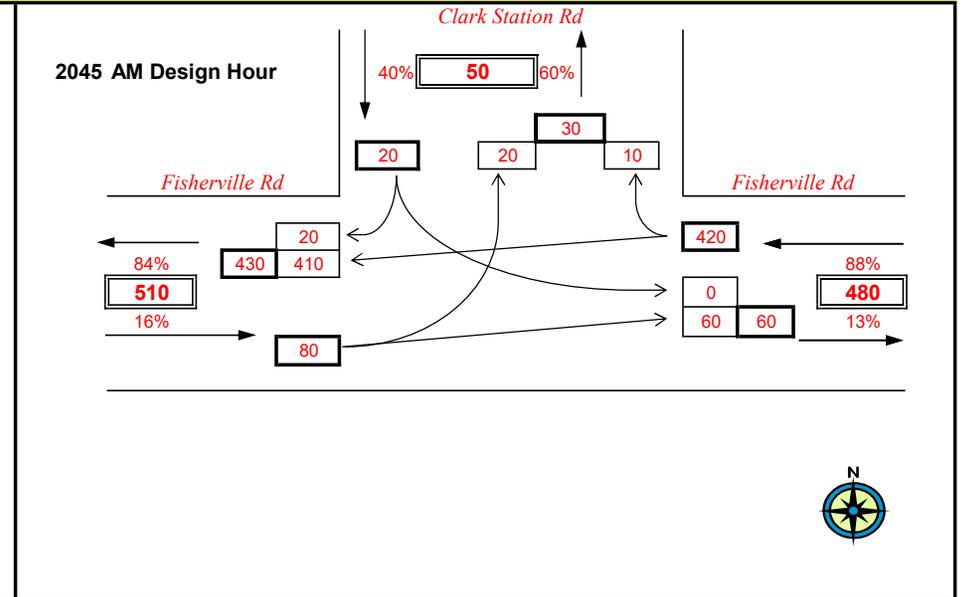
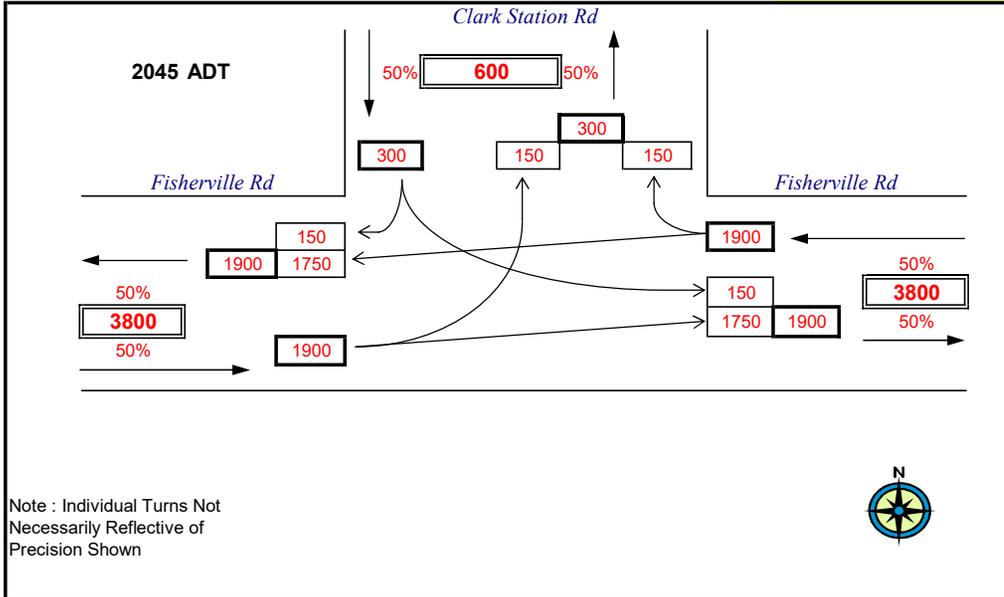


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 19 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

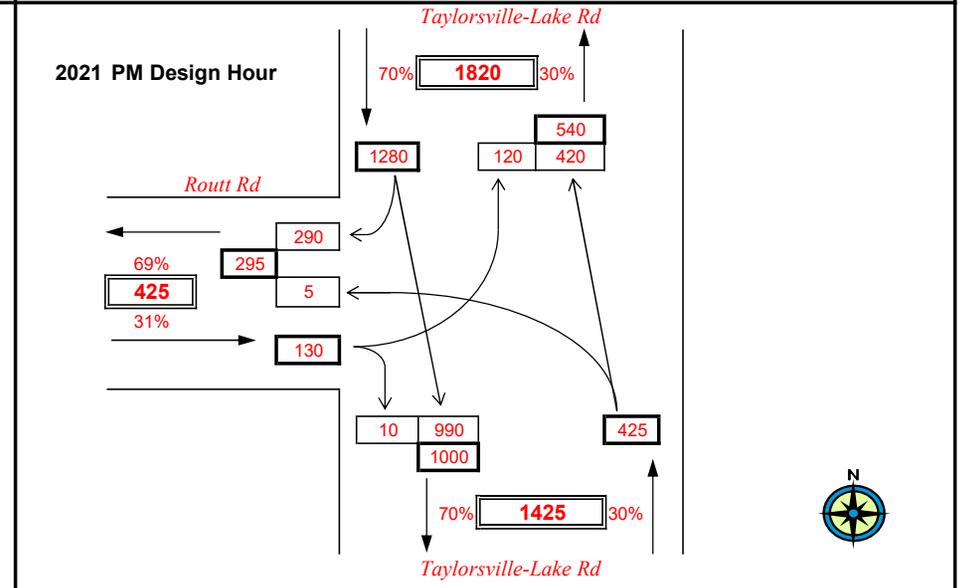
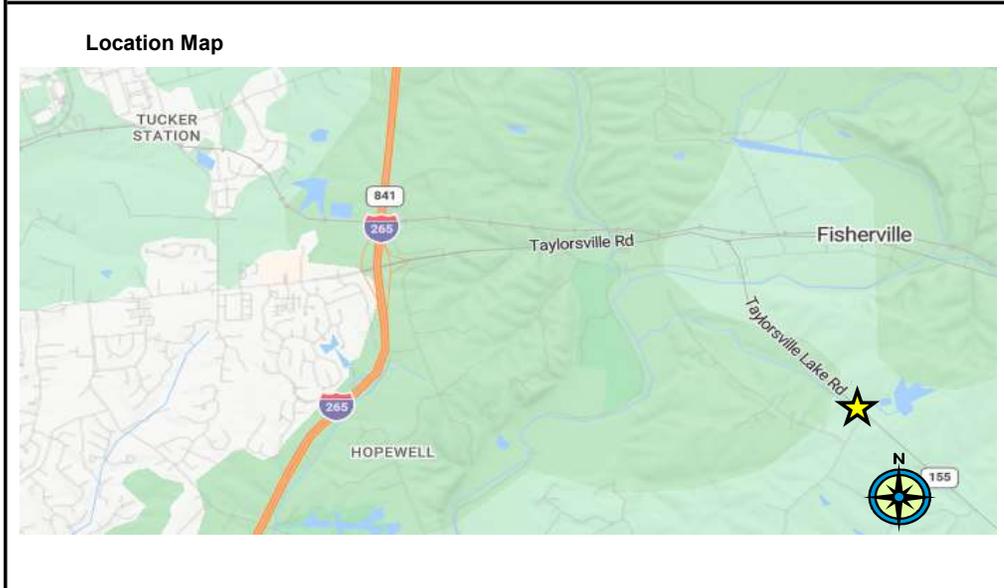
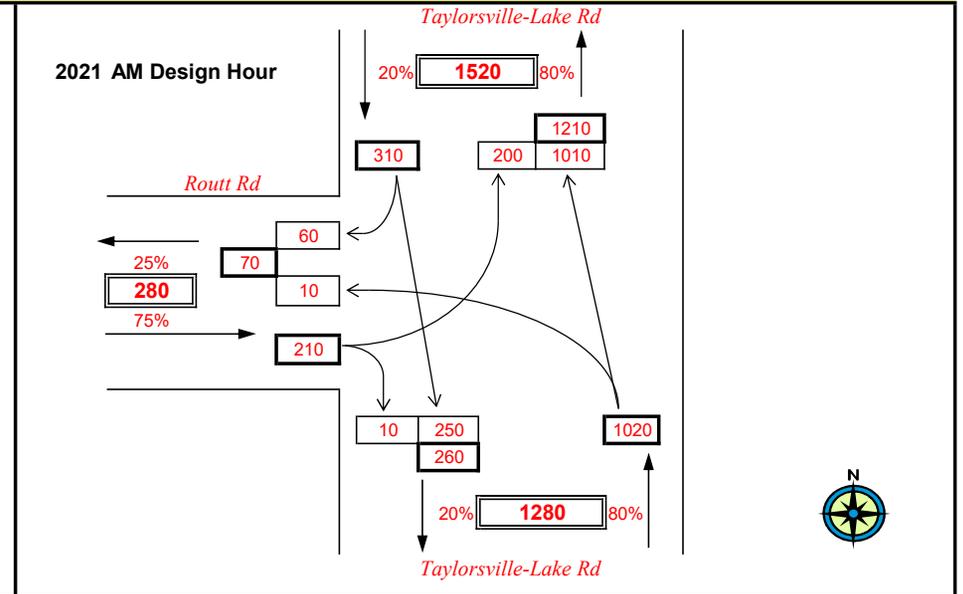
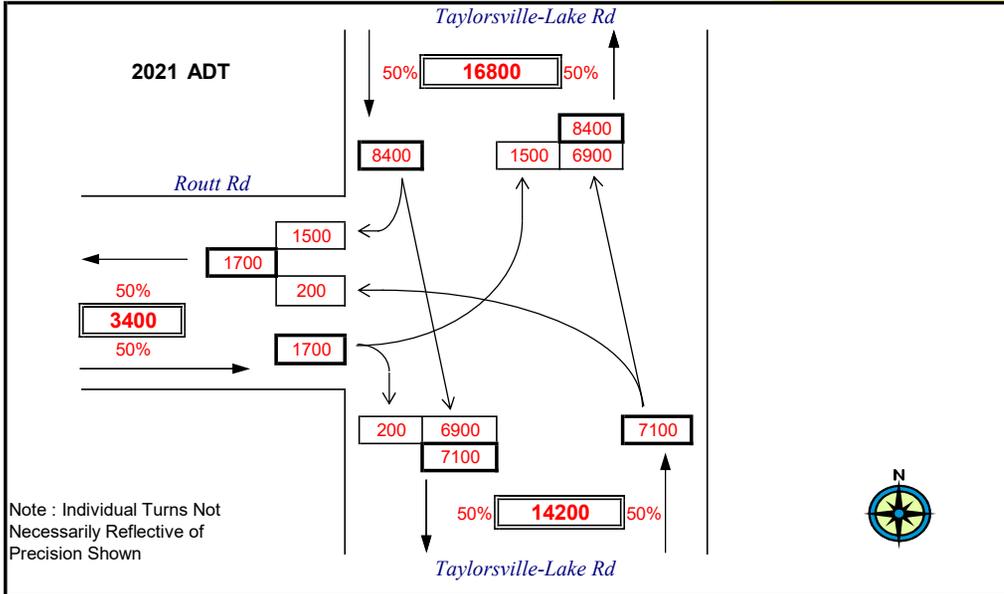


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a 2021 turning movement count.

TURN MOVEMENT 20 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

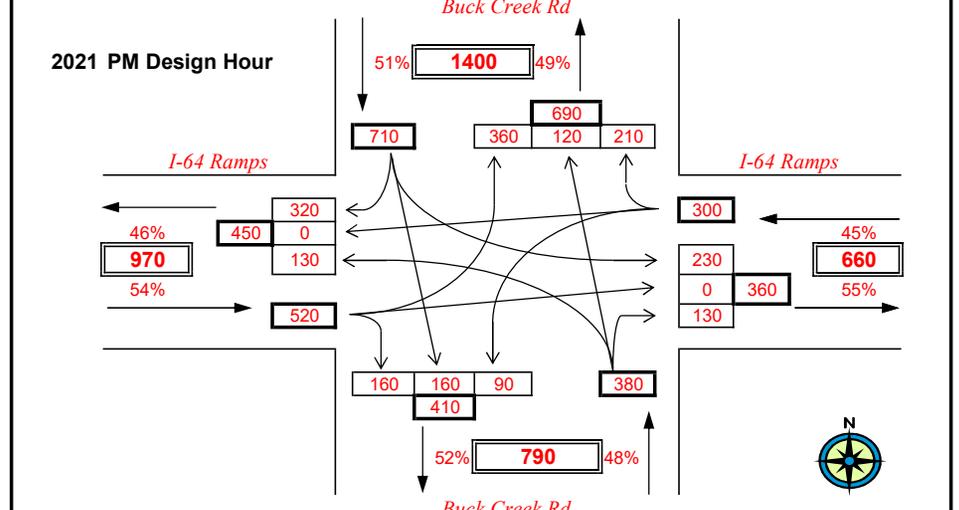
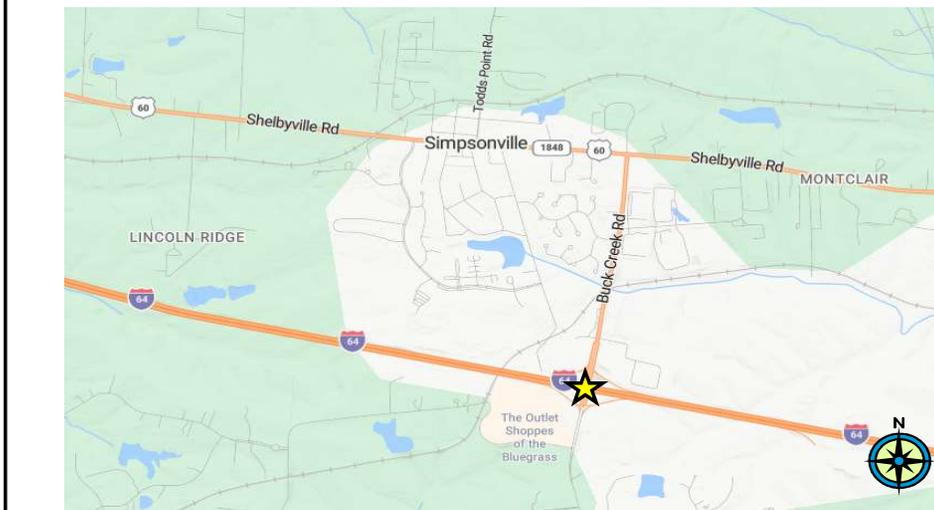
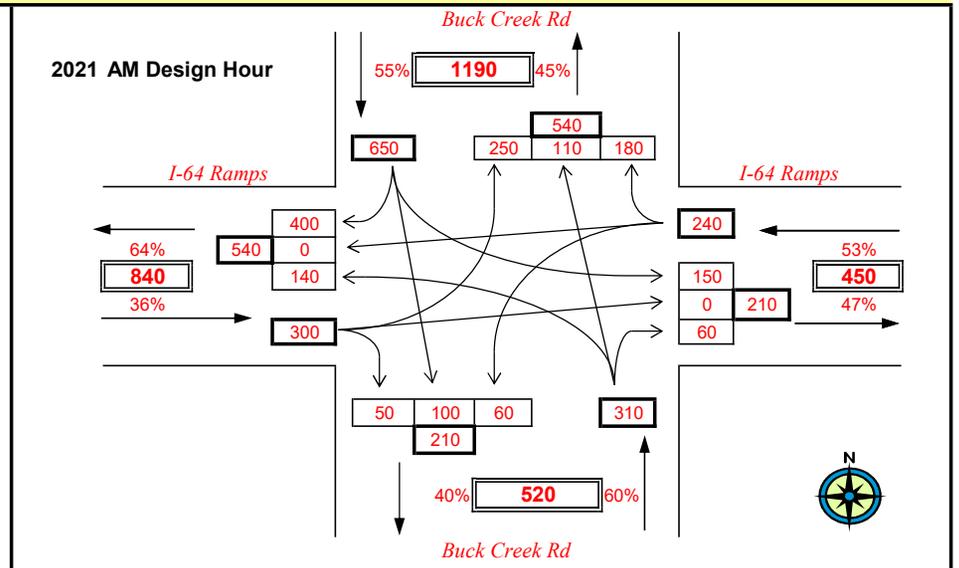
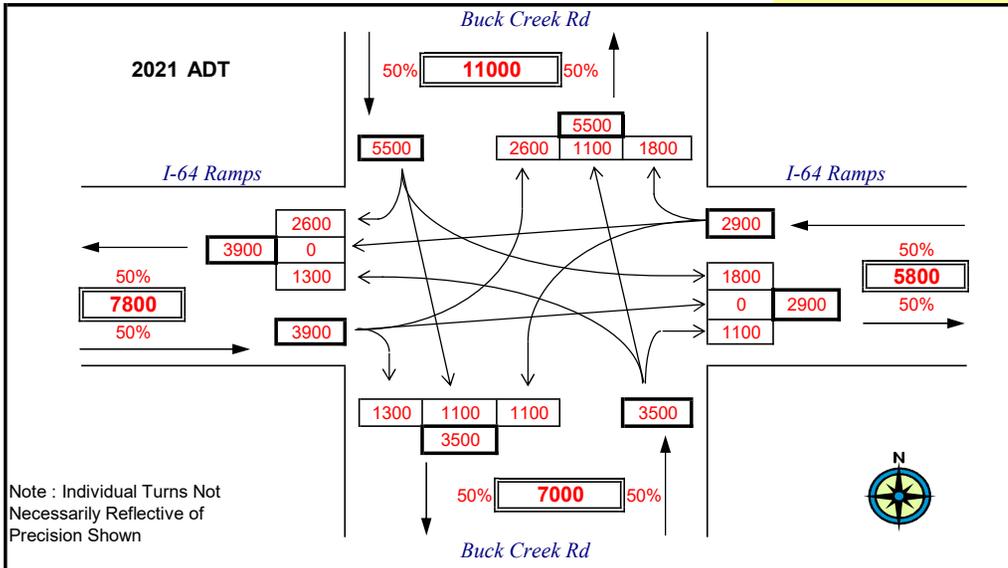


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2021
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a 2021 turning movement count.

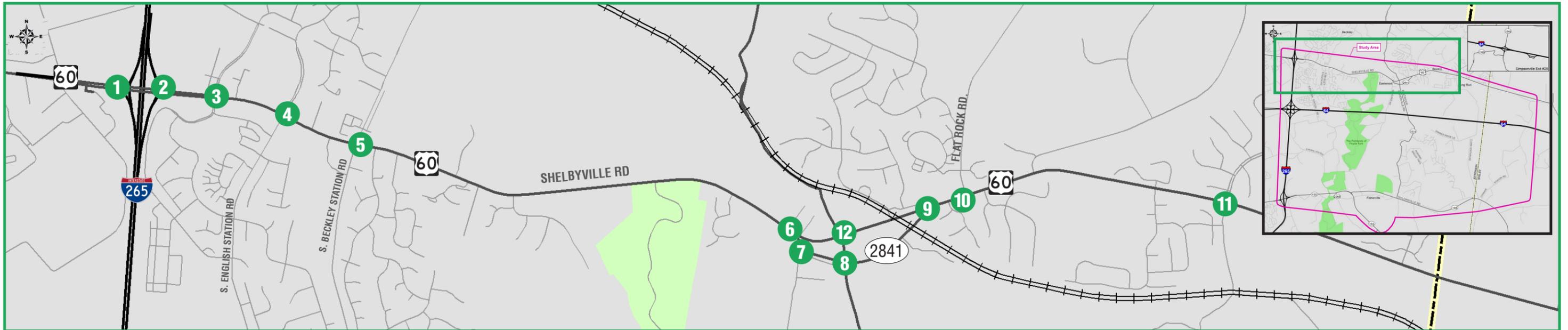
TURN MOVEMENT 21 (2021)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****



Appendix B

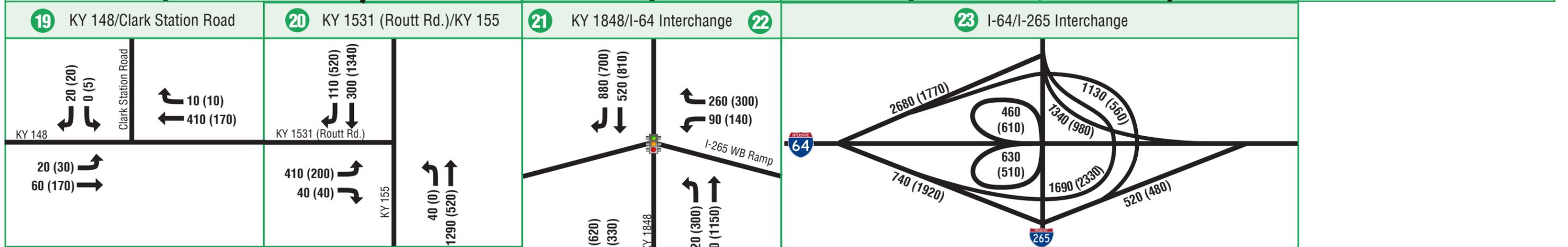
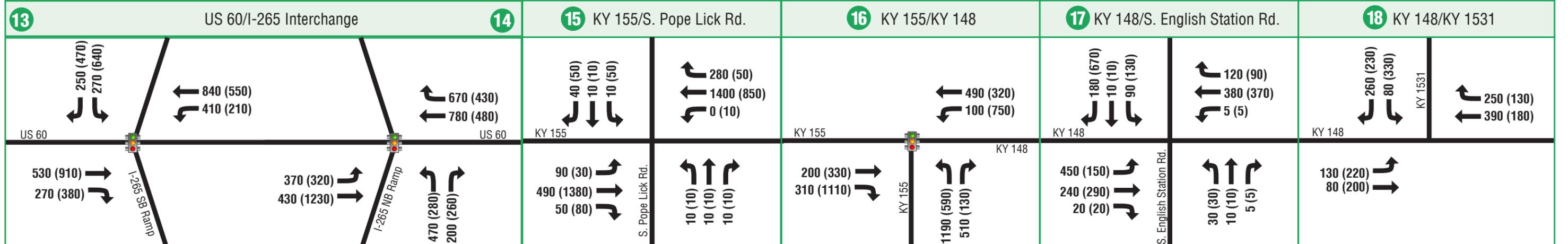
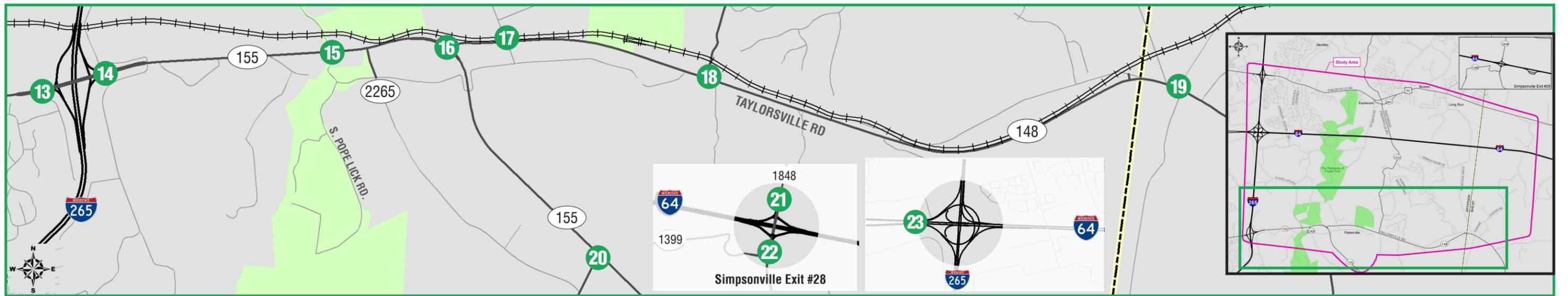
2045 No-Build Turning Movement Forecasts



1	2	3	4	5	6
US 60/I-265 Interchange		US 60/Beckley Woods/ English Str. Way		US 60/Lake Forest Pkwy./ English Station Road	
KY 2841 (Eastwood Cutoff)/ Gilliland Road		KY 2841/KY 1531 (Eastwood-Fisherville Road)		US 60/KY 2841 (Eastwood Cutoff)	

KEY
 XX (XX) AM PEAK HOUR (PM PEAK HOUR)
 ● STUDY INTERSECTION
 STOP ALL-WAY STOP
 TRAFFIC SIGNAL

**2045 AM (PM) NO-BUILD
TURNING MOVEMENT FORECAST**



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- ALL-WAY STOP
- TRAFFIC SIGNAL

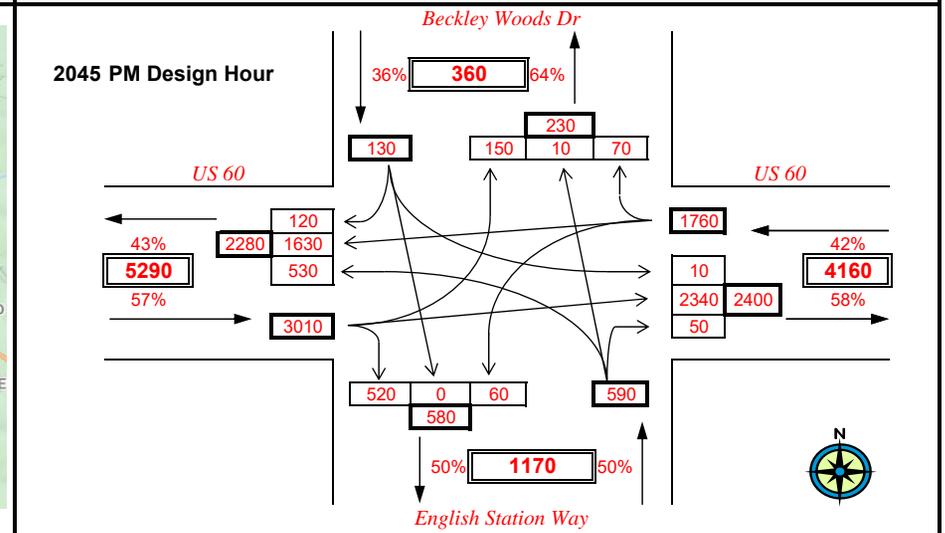
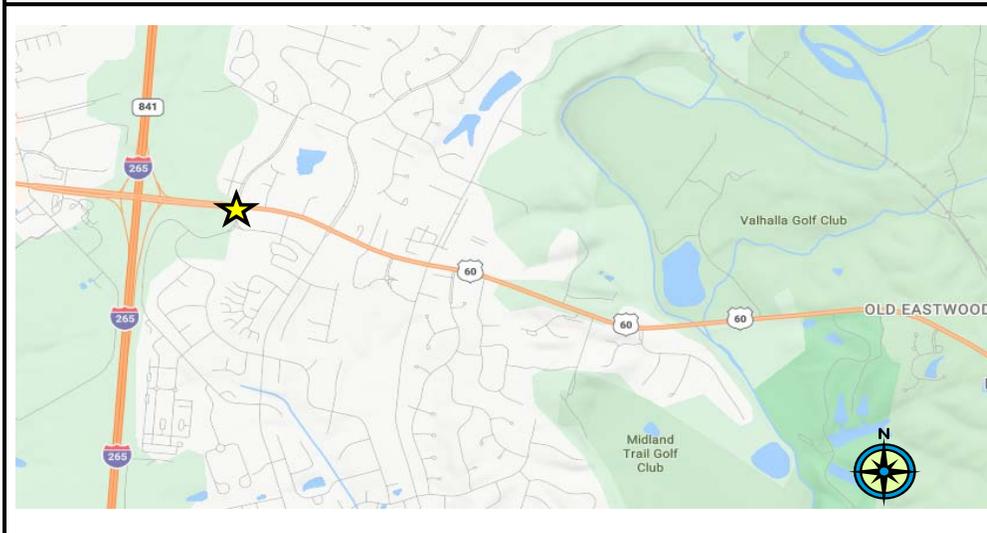
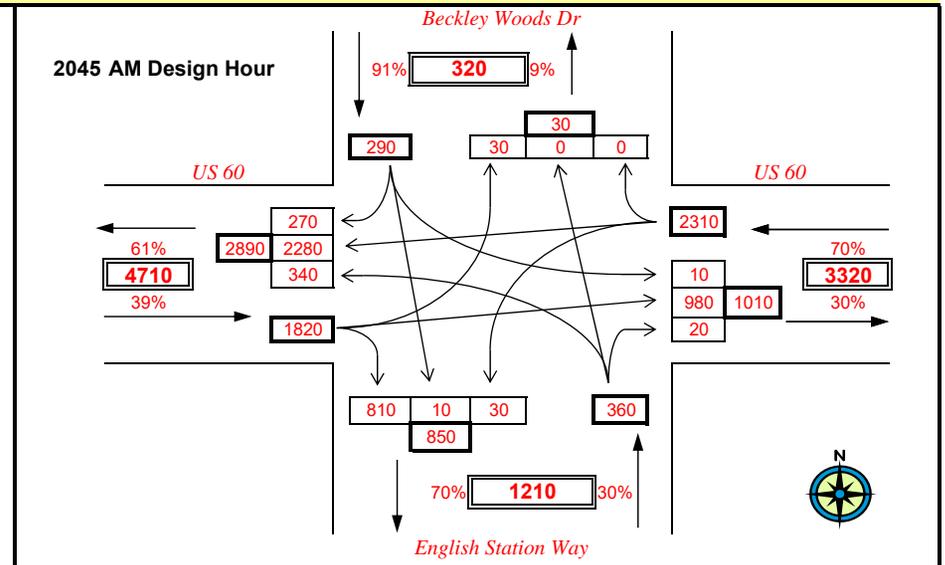
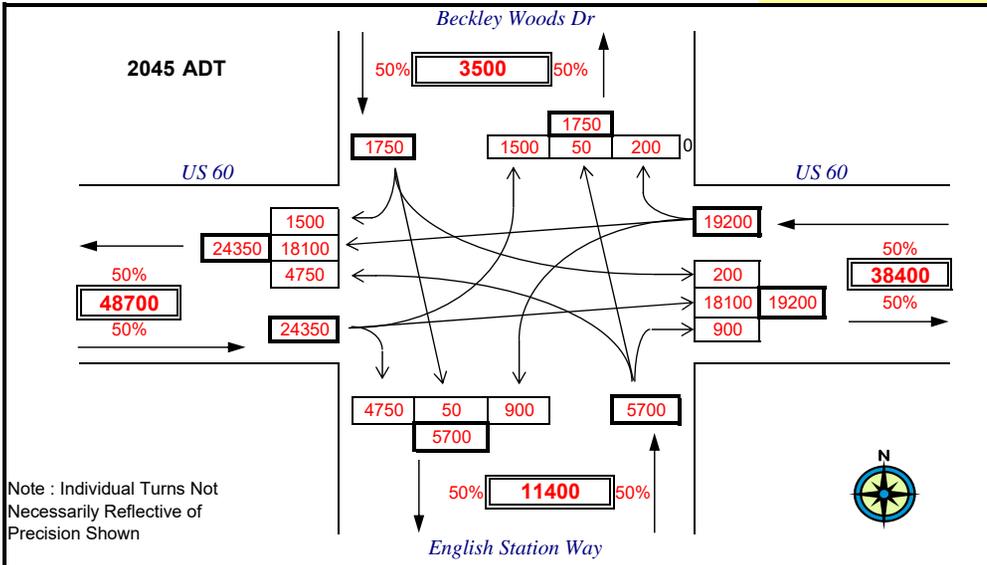
**2045 AM (PM) NO-BUILD
TURNING MOVEMENT FORECAST**

PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Beckley Woods Dr

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 3 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

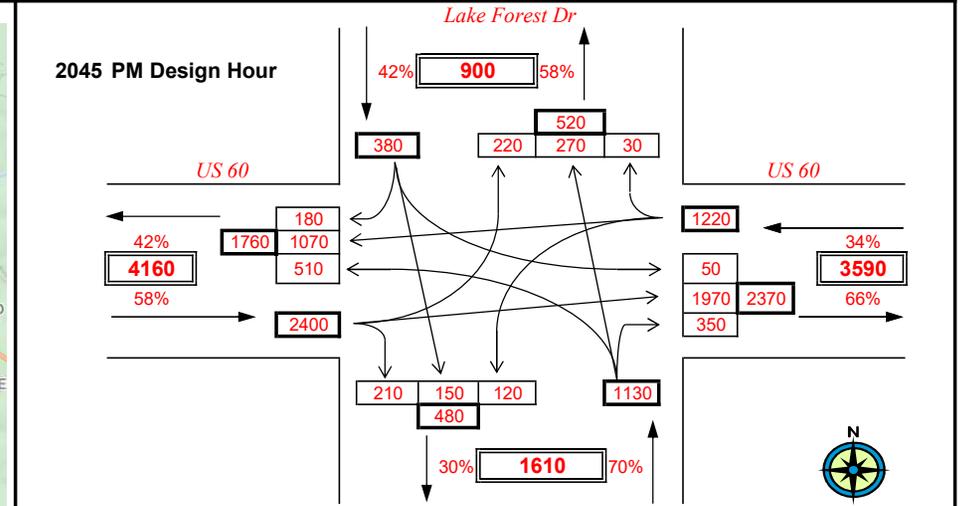
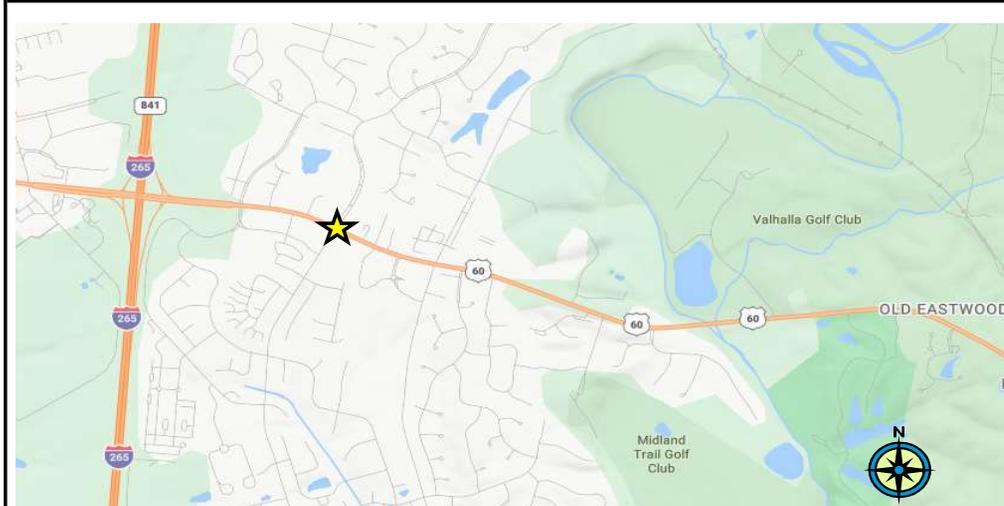
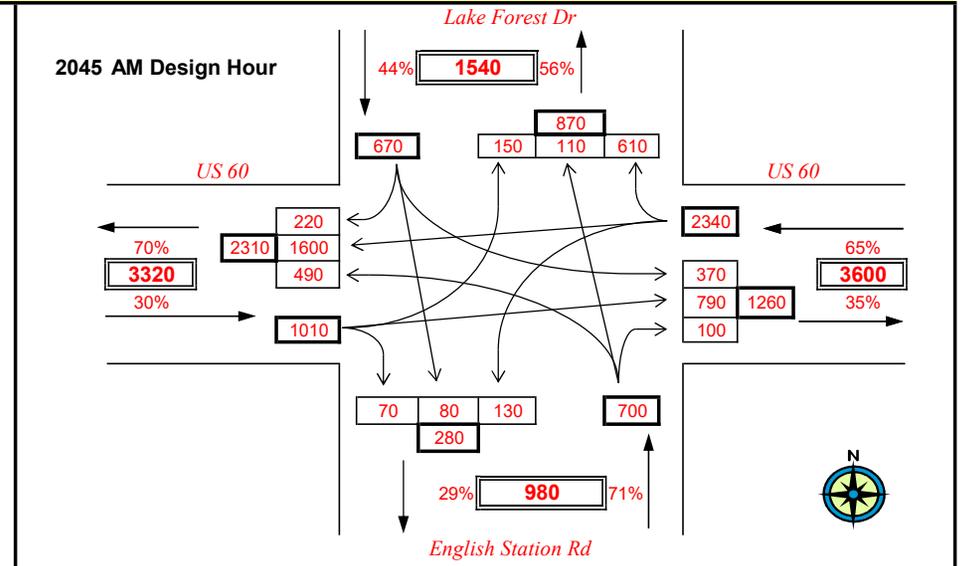
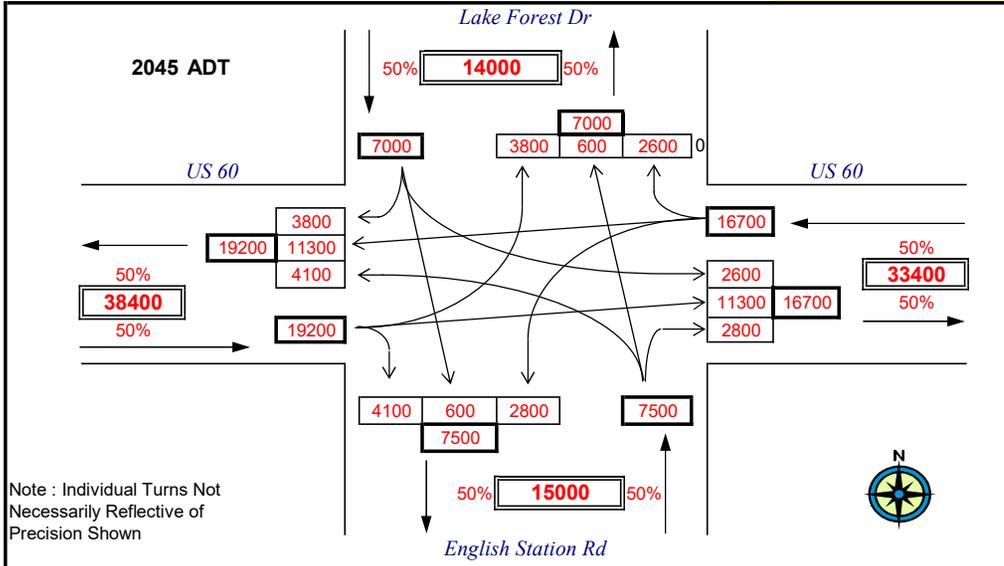


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 4 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

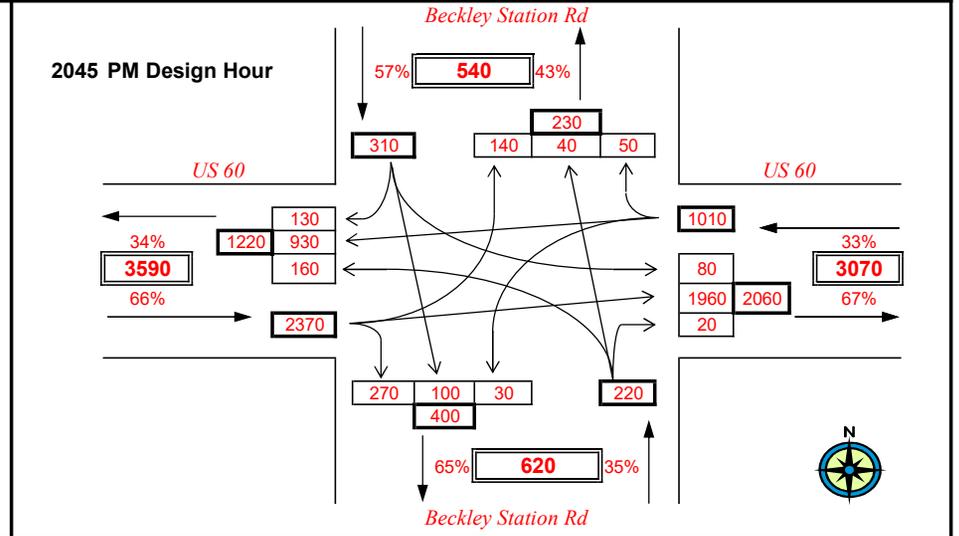
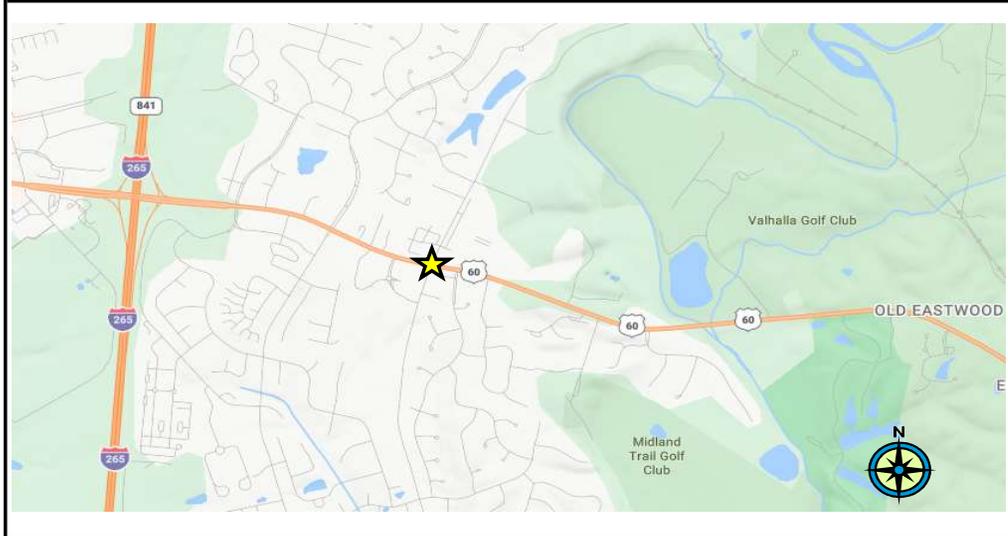
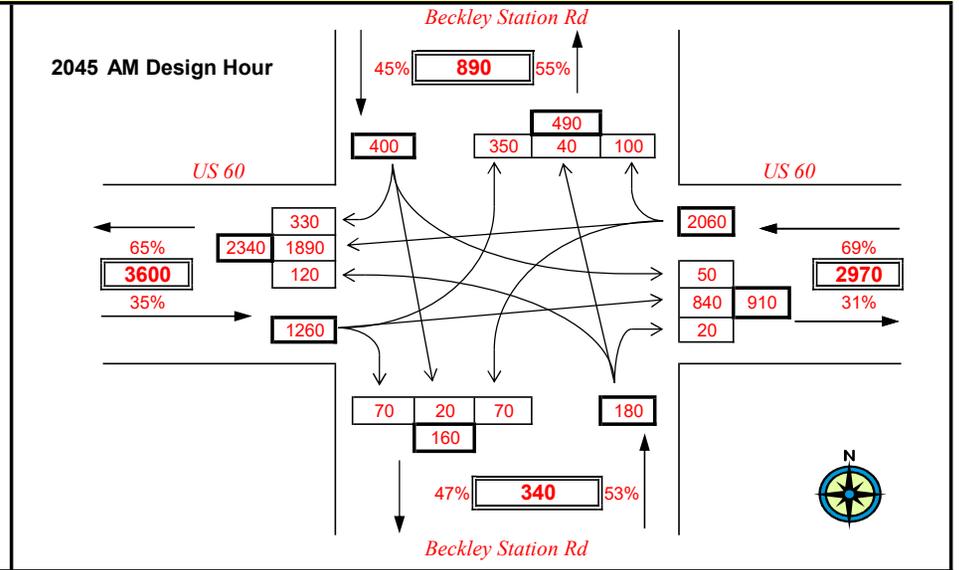
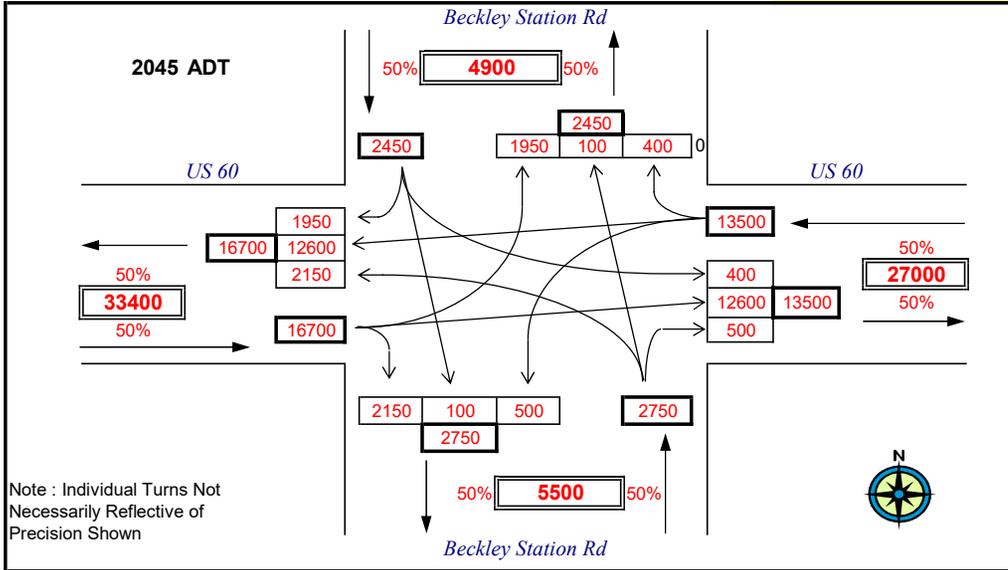


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

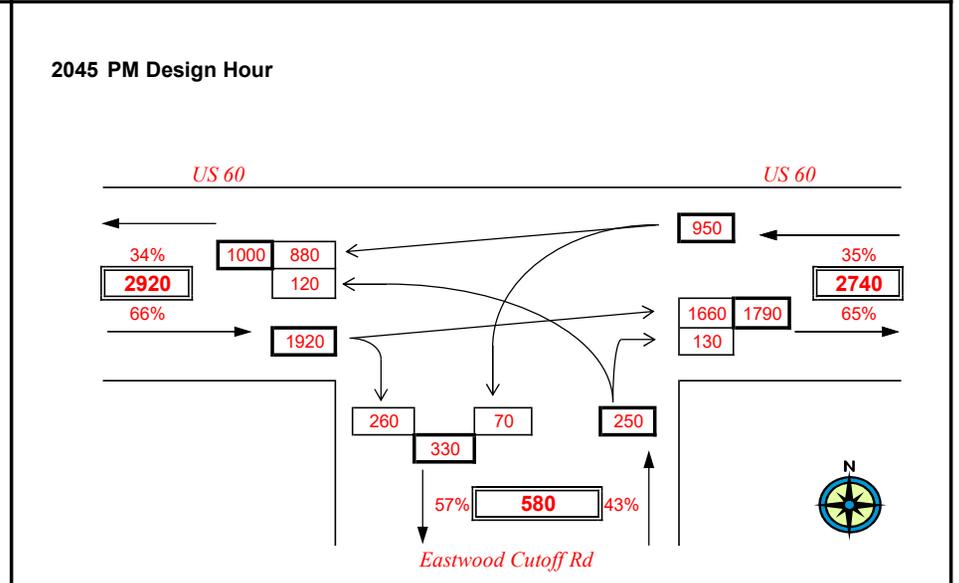
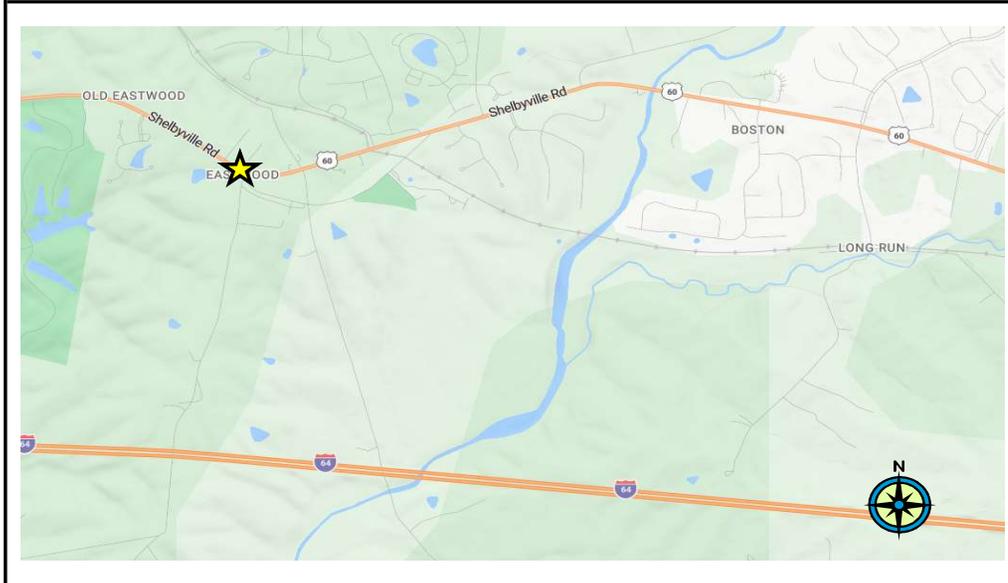
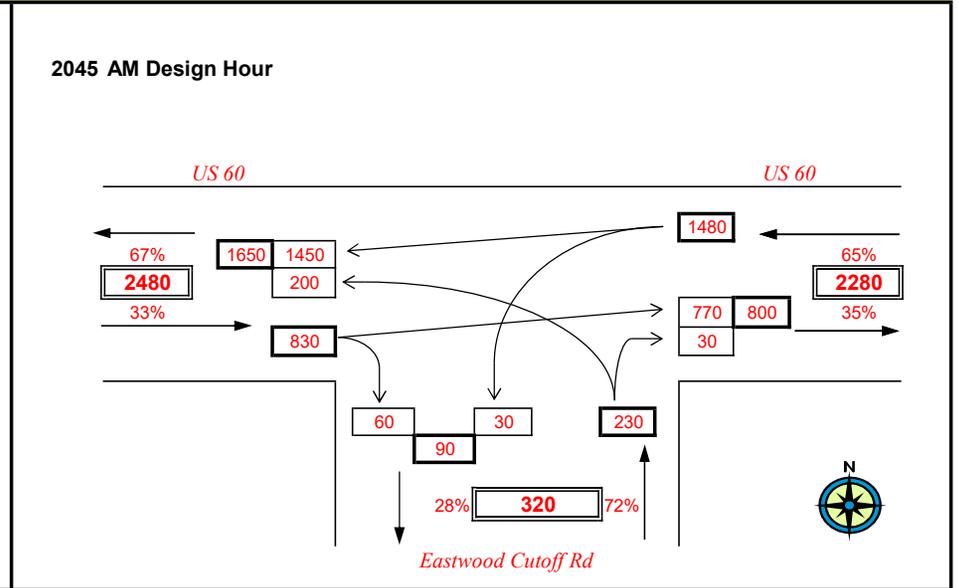
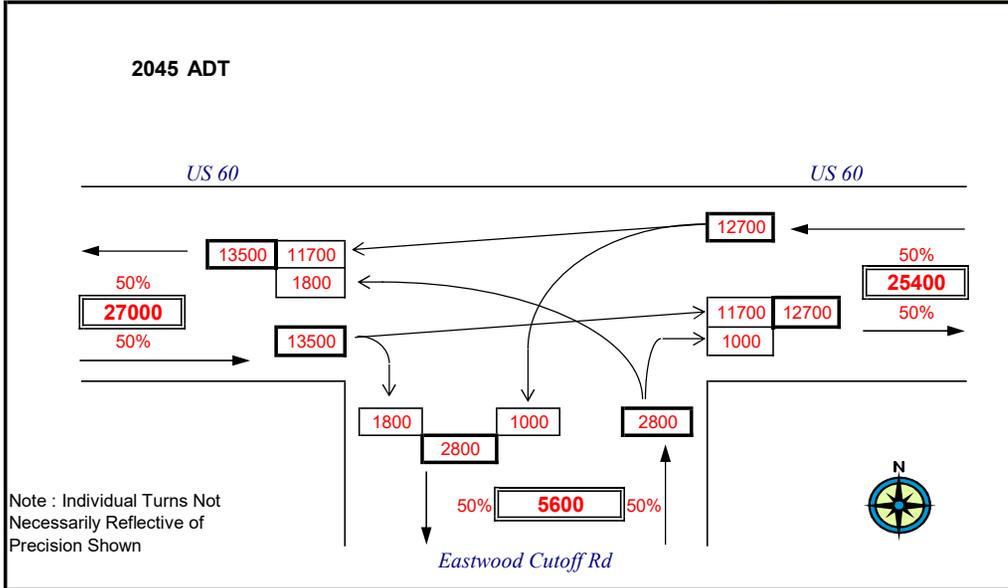


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 6 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

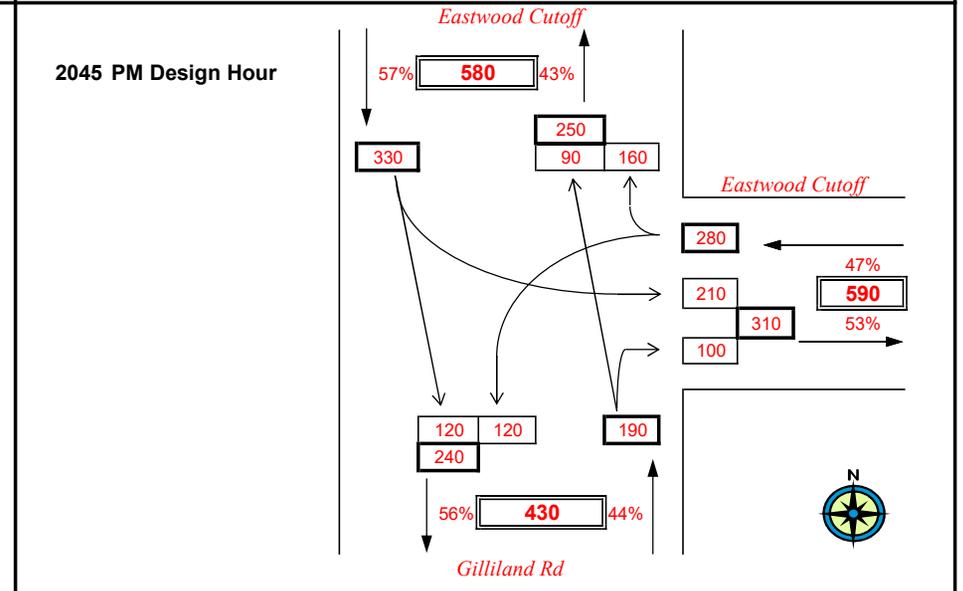
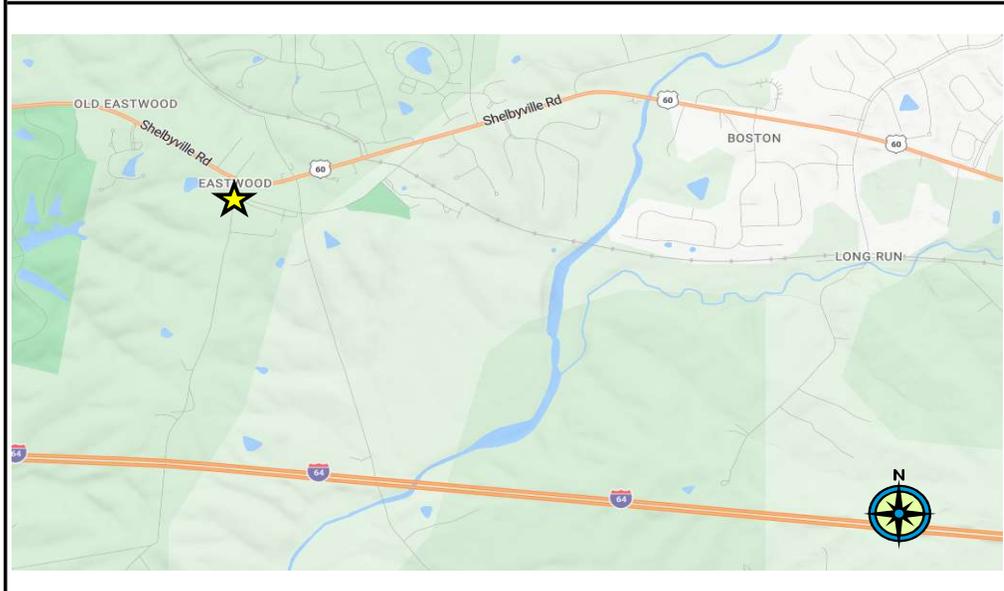
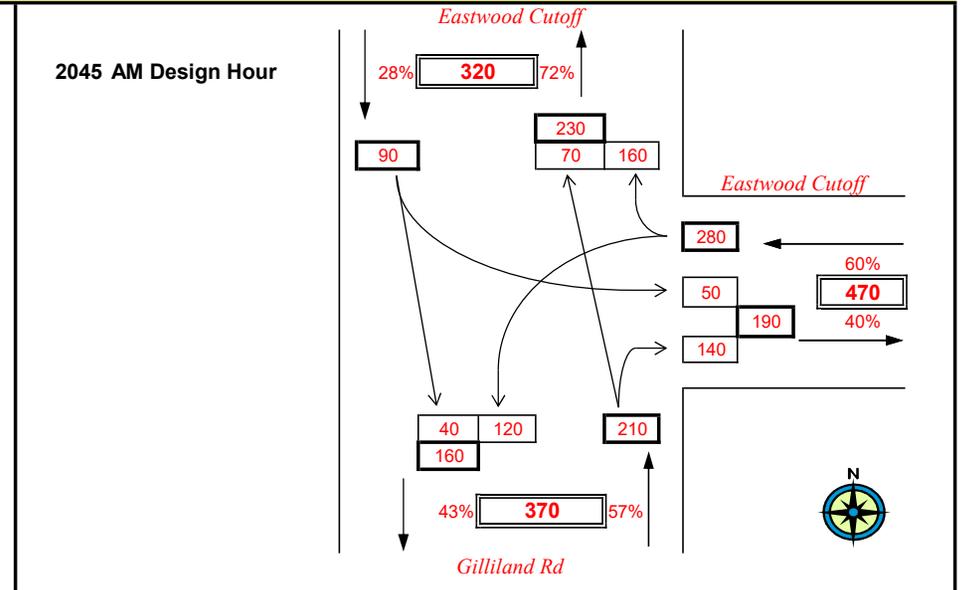
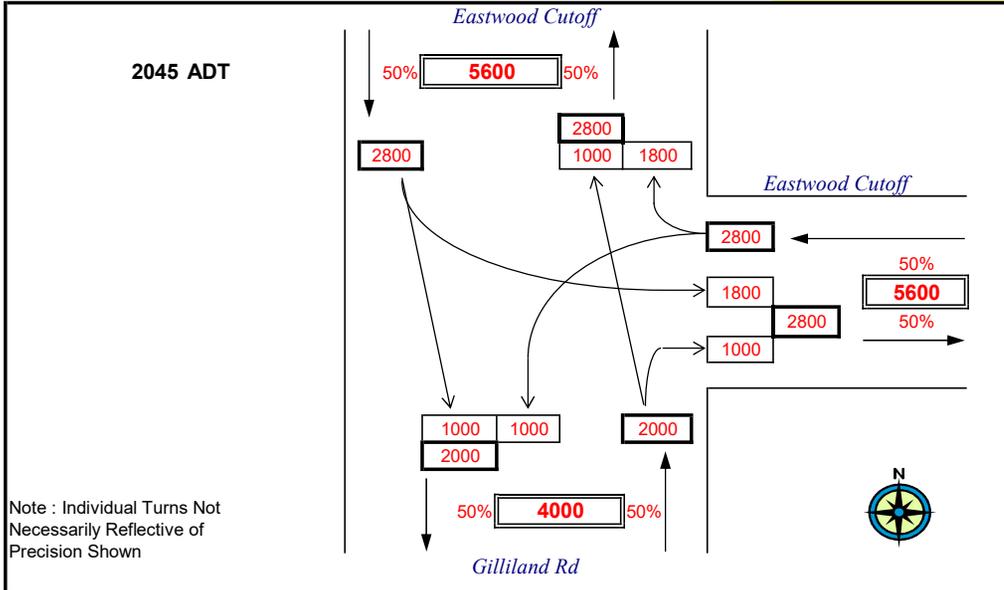


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 7 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

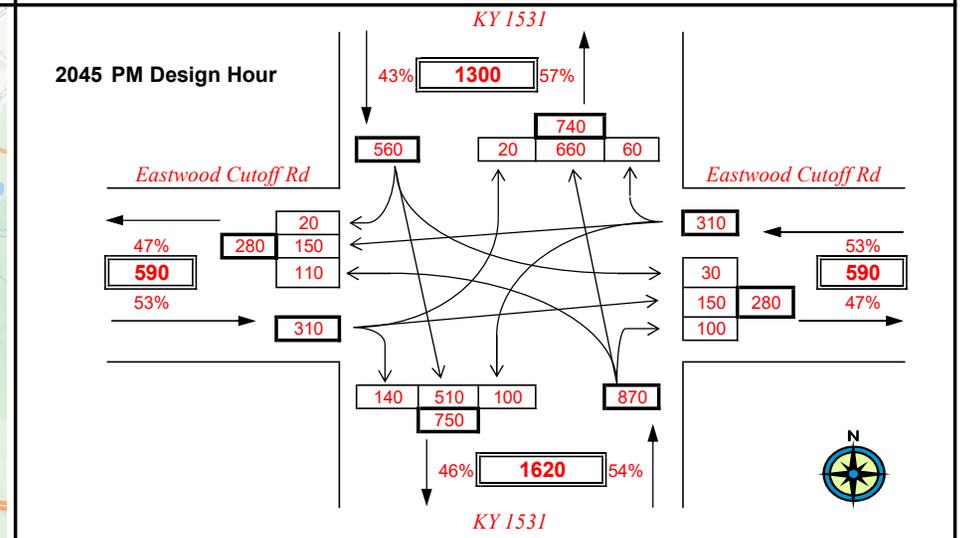
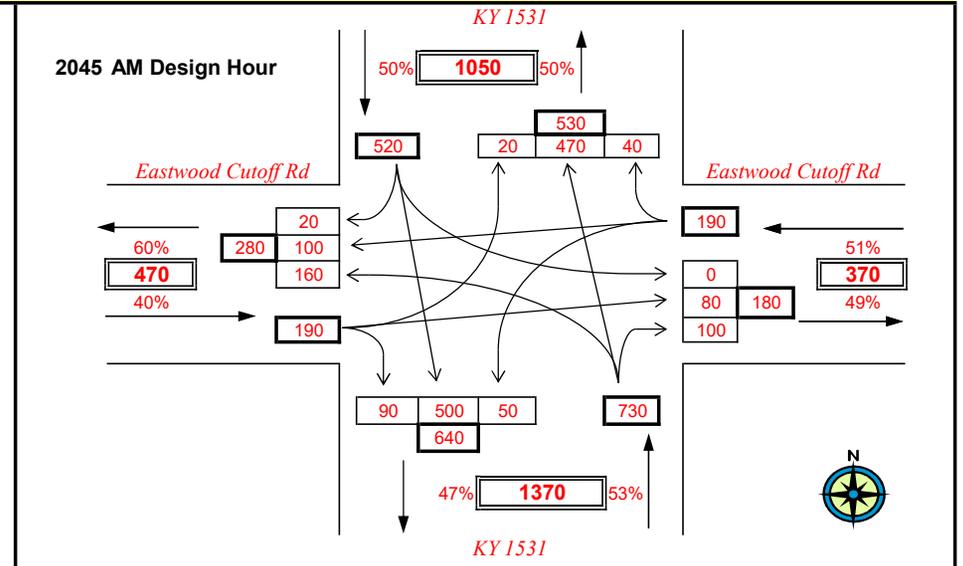
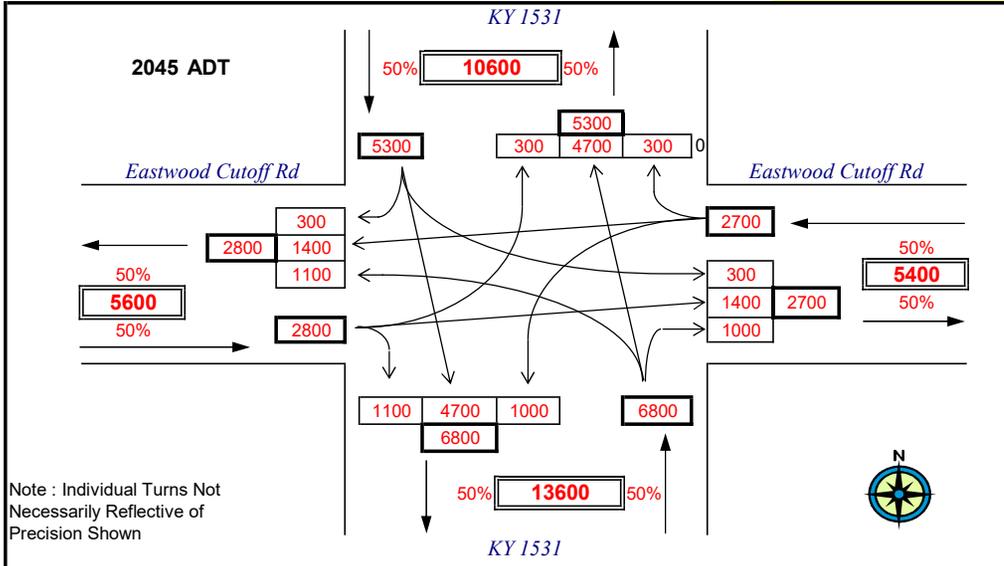


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 8 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

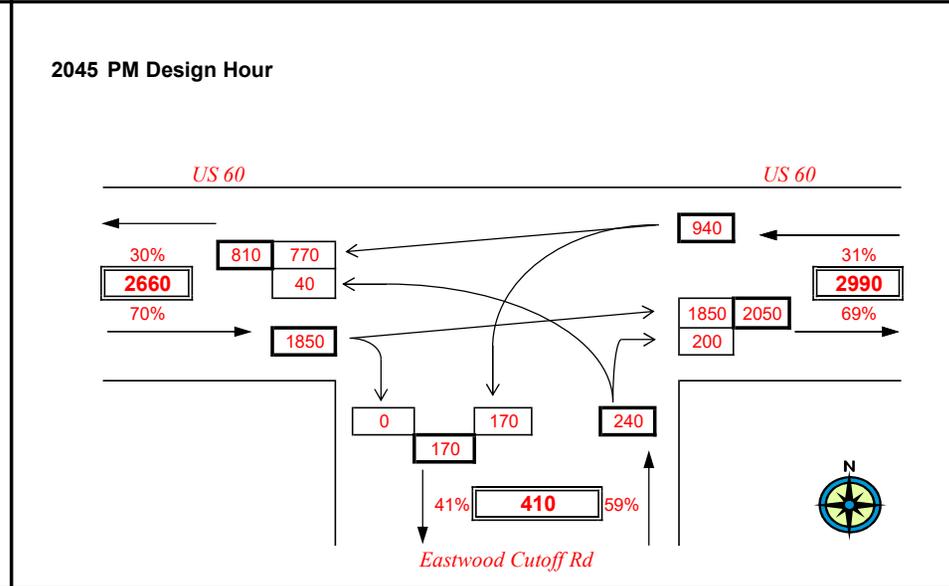
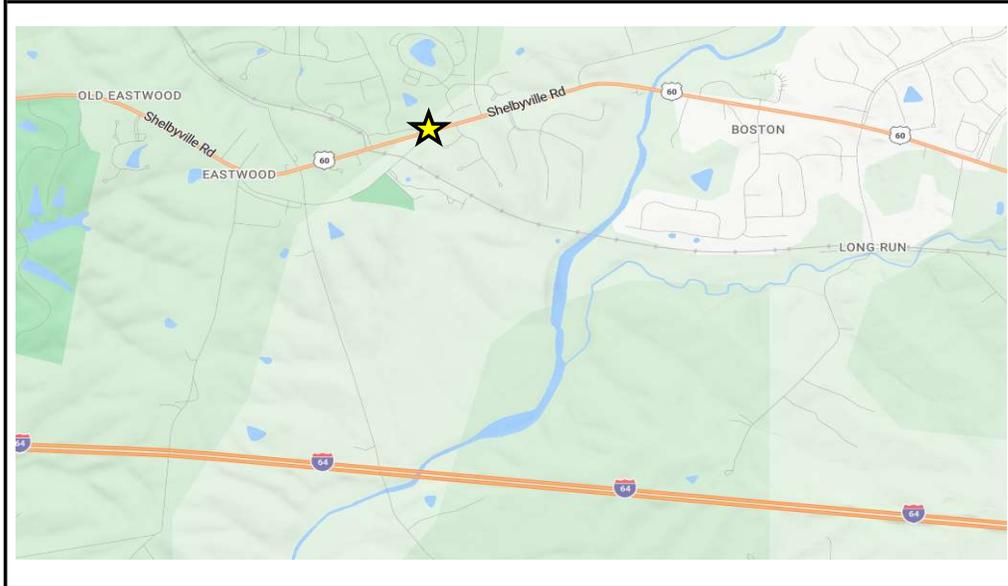
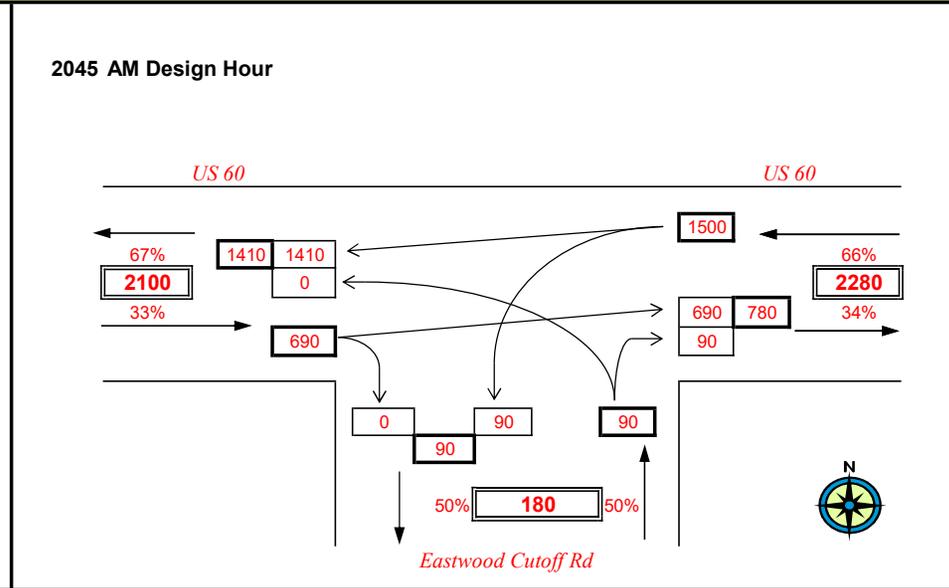
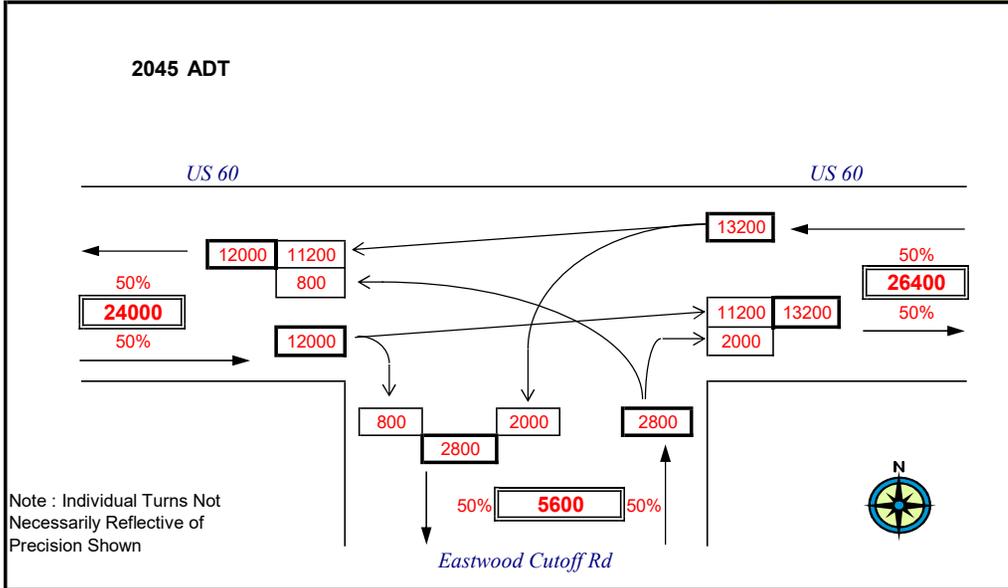


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 9 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

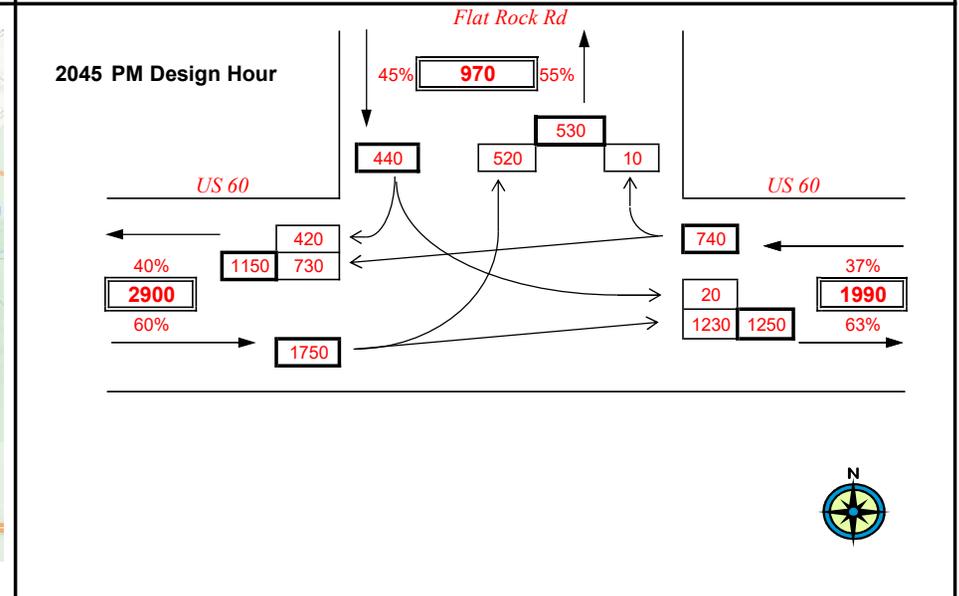
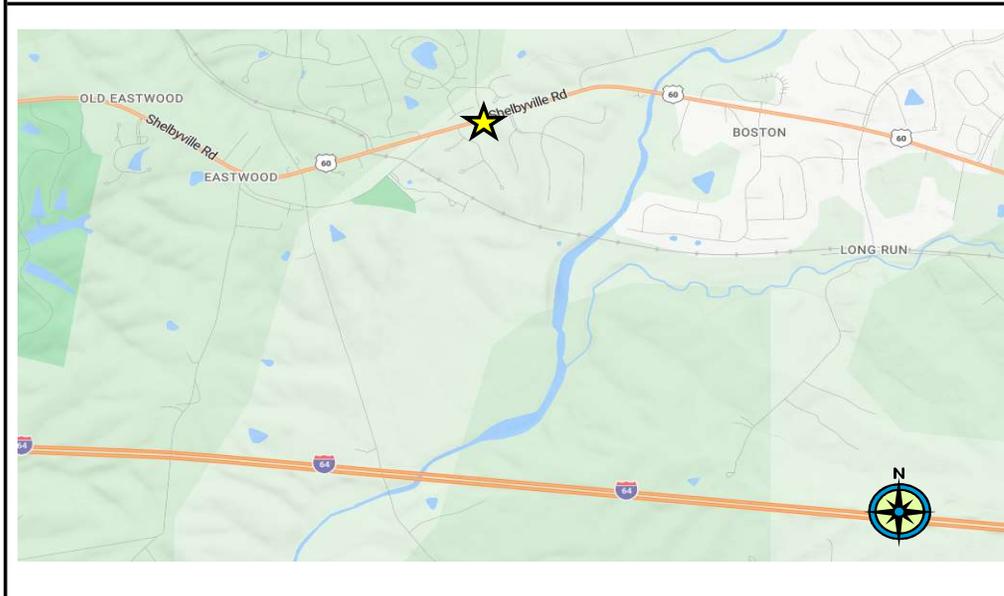
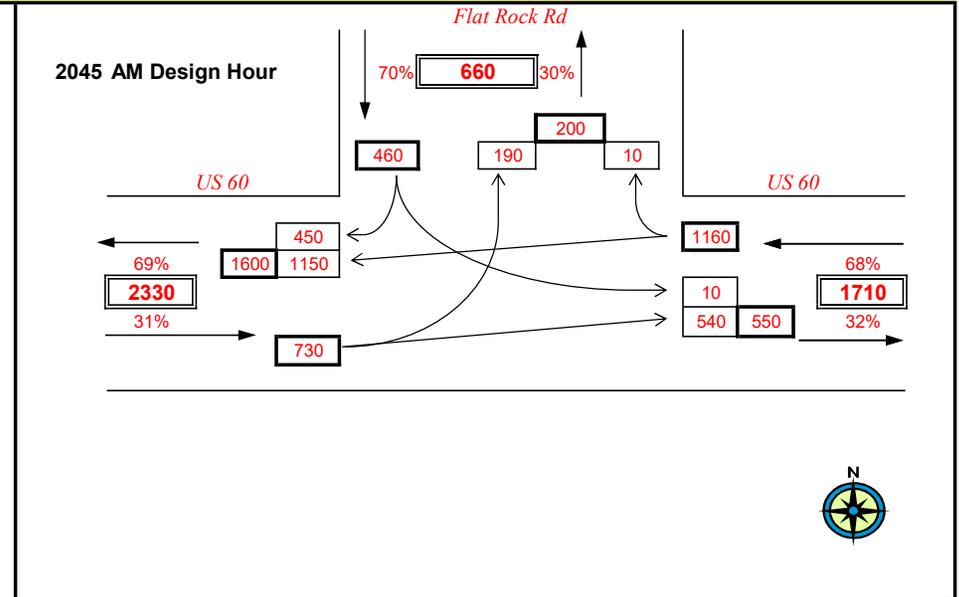
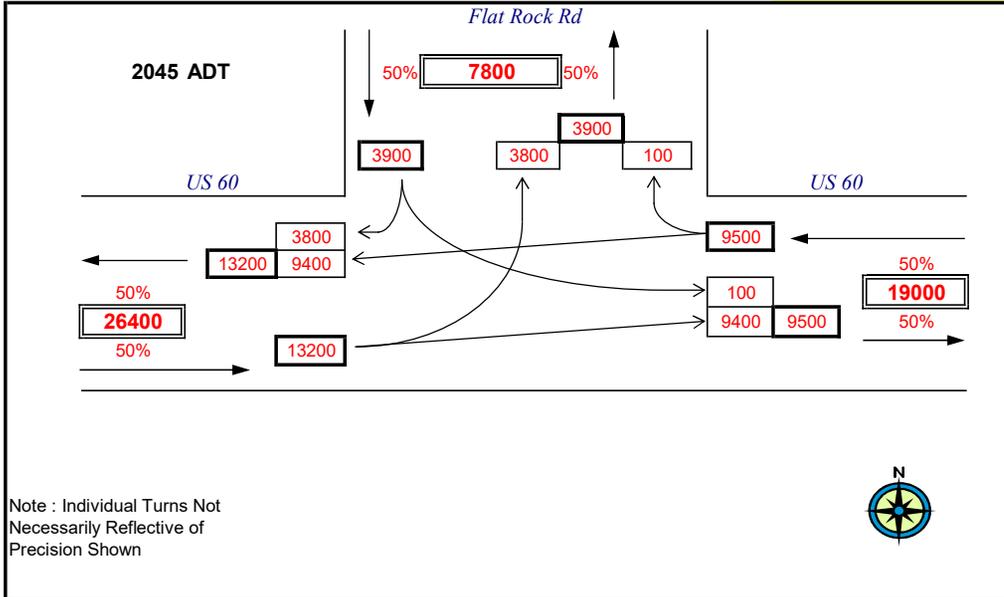


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 10 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

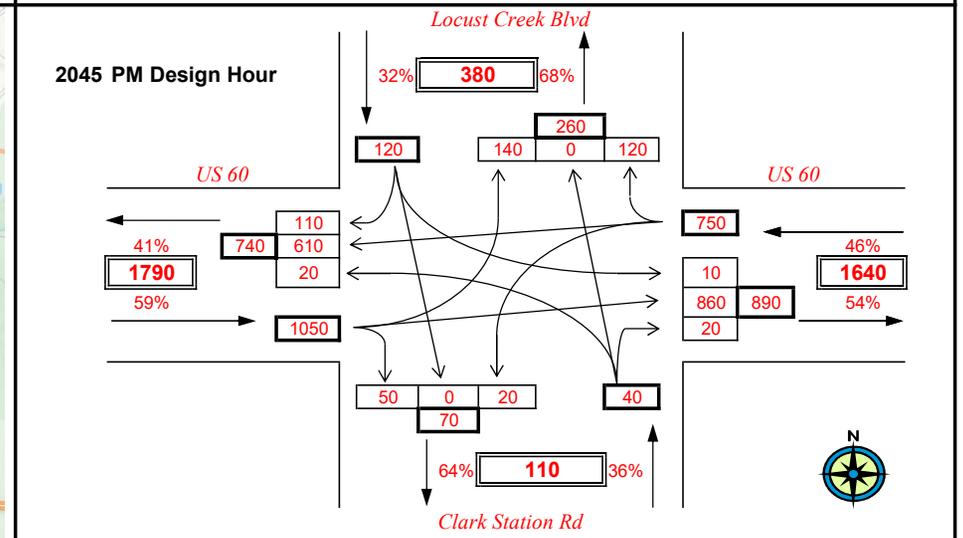
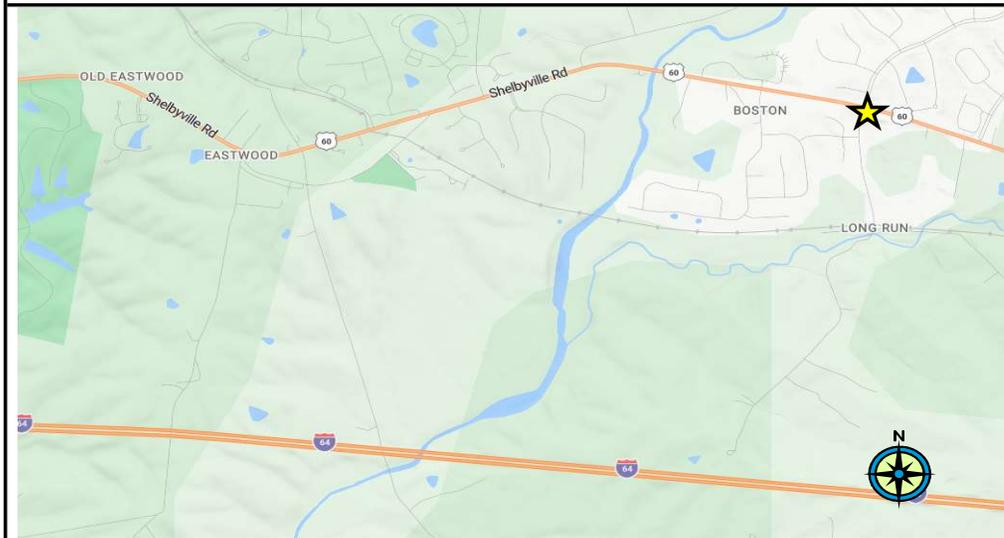
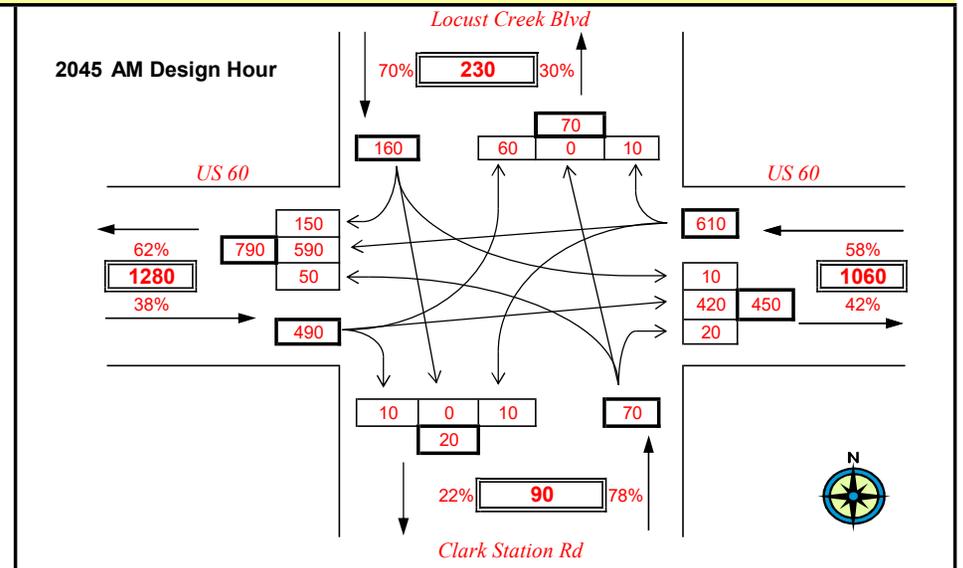
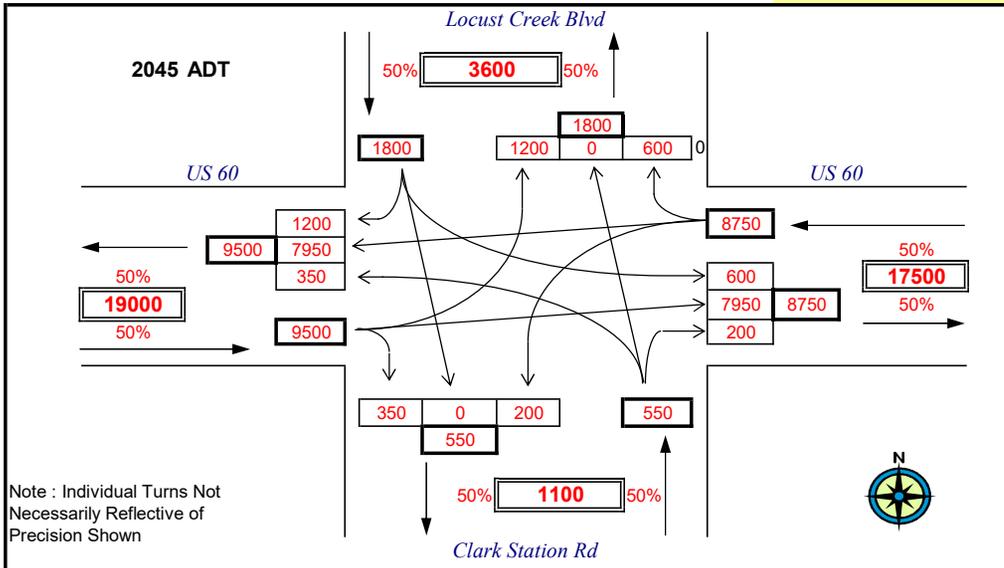


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 11 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

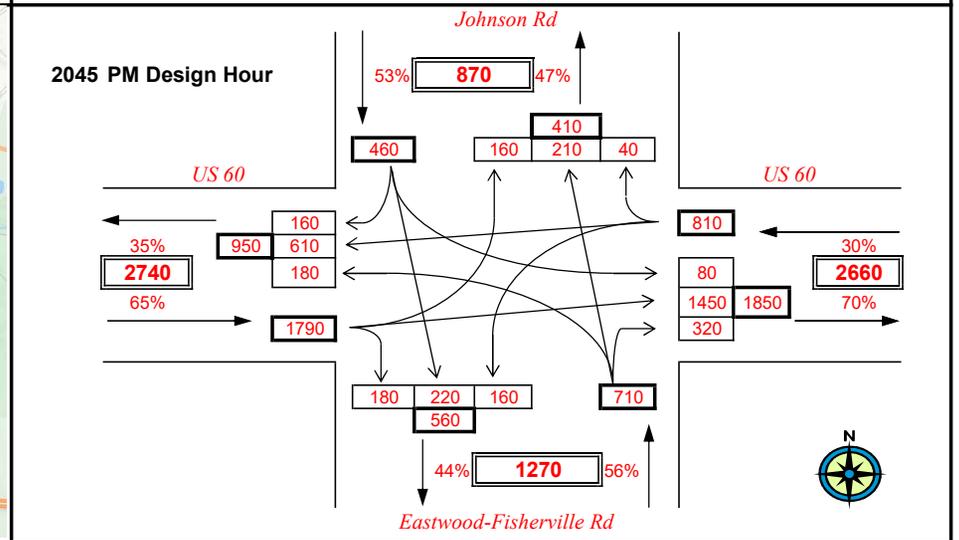
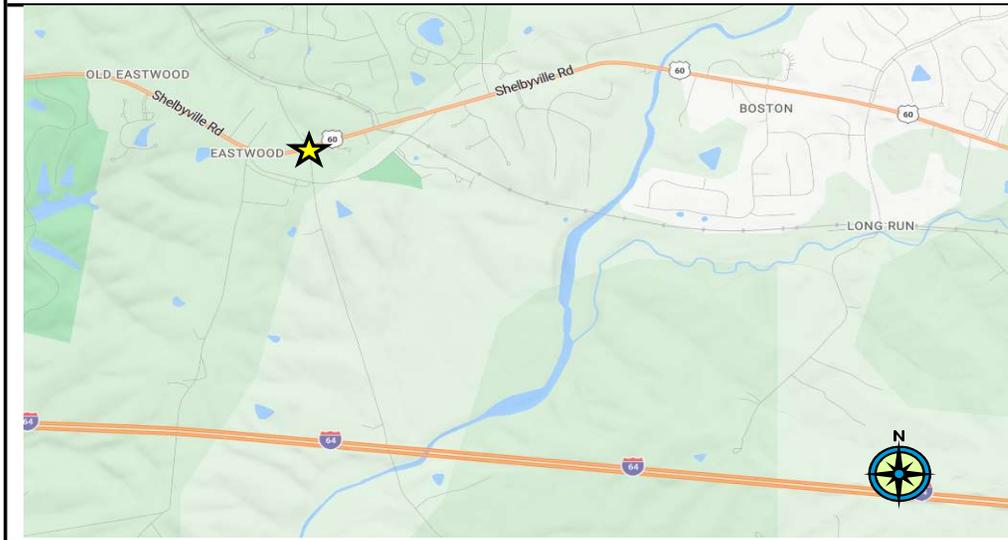
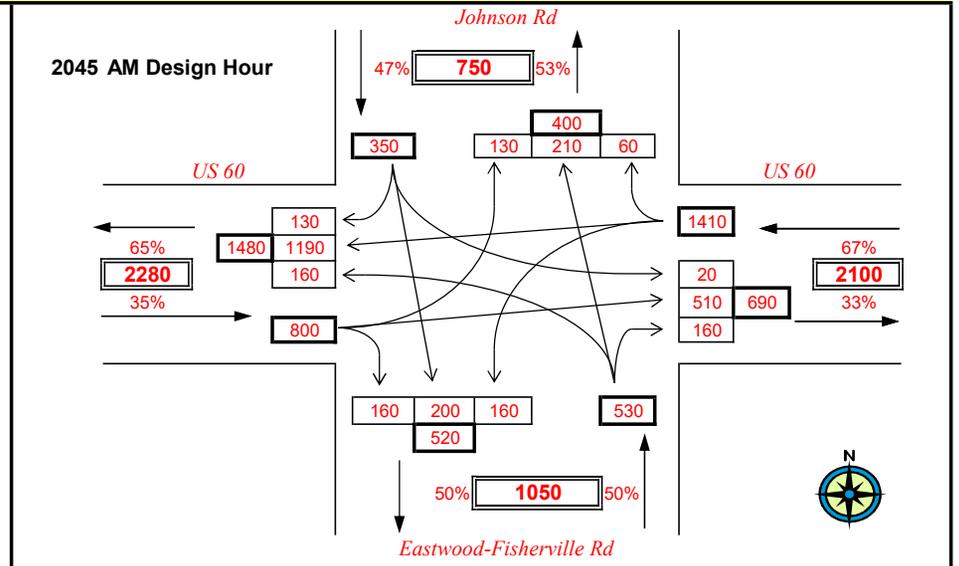
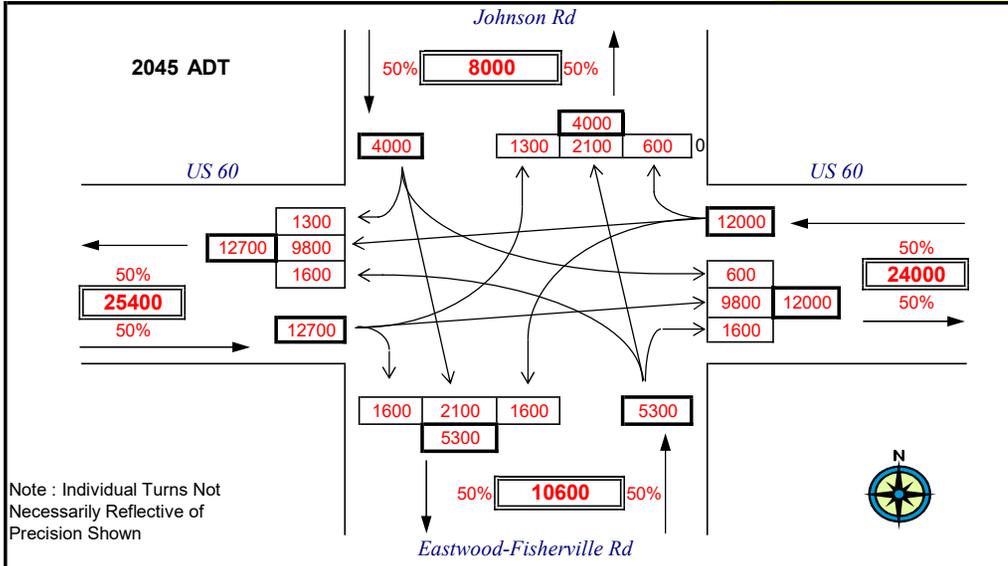


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 12 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

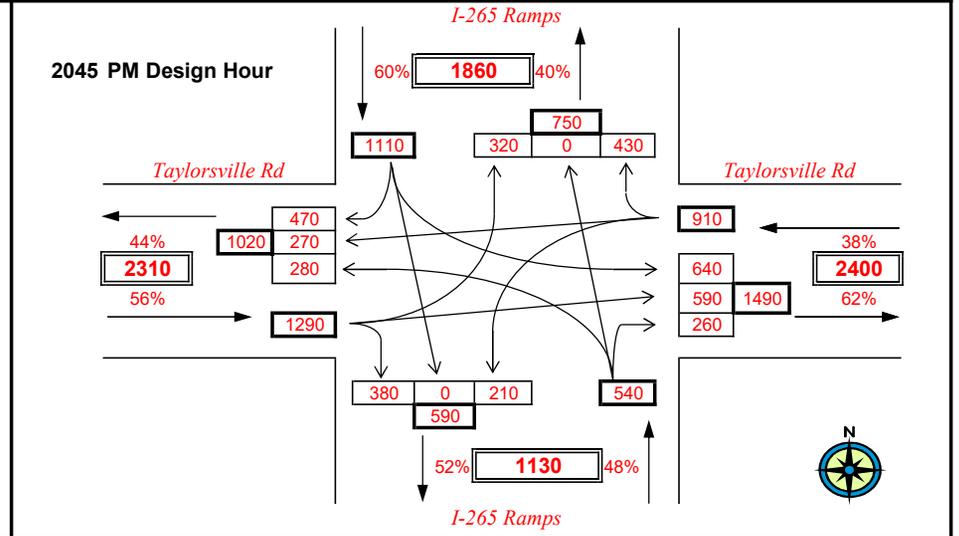
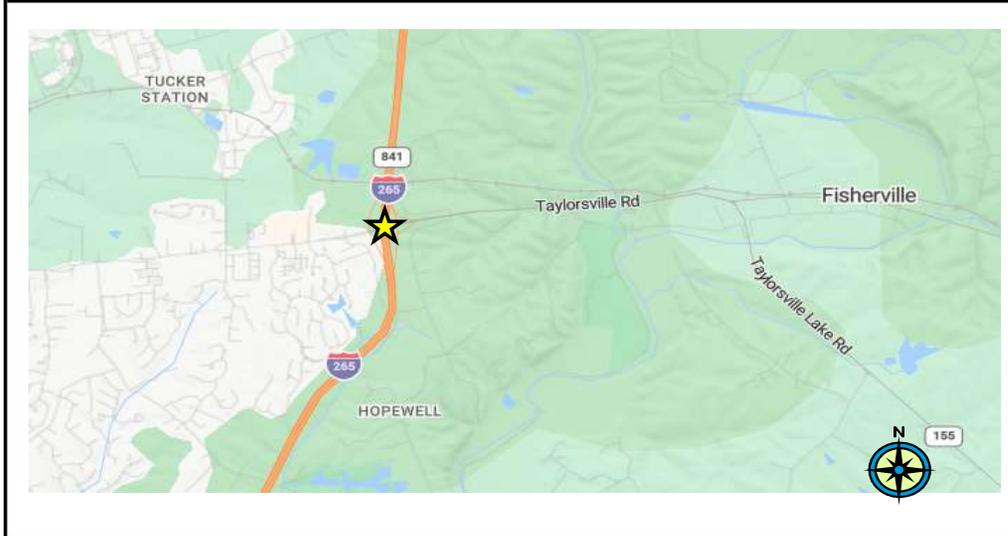
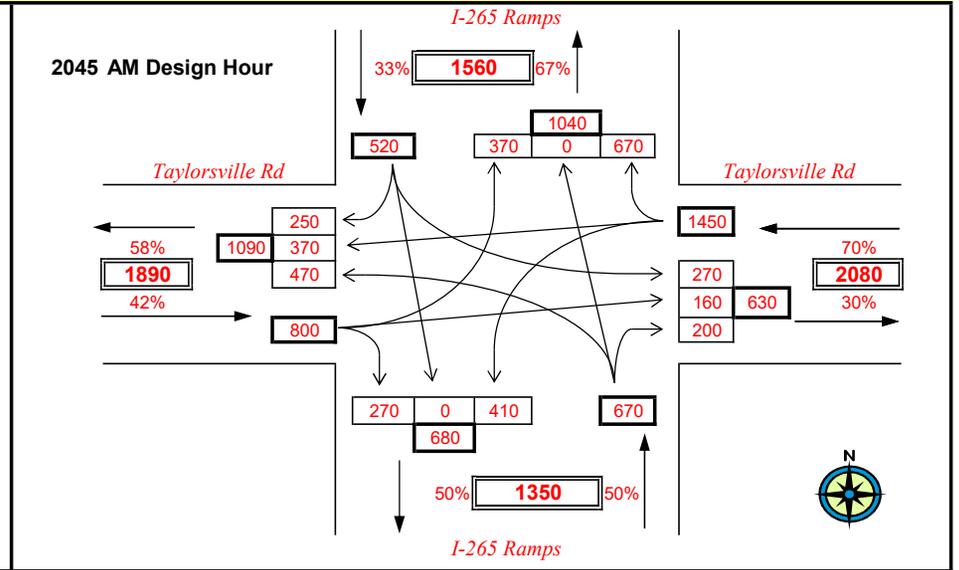
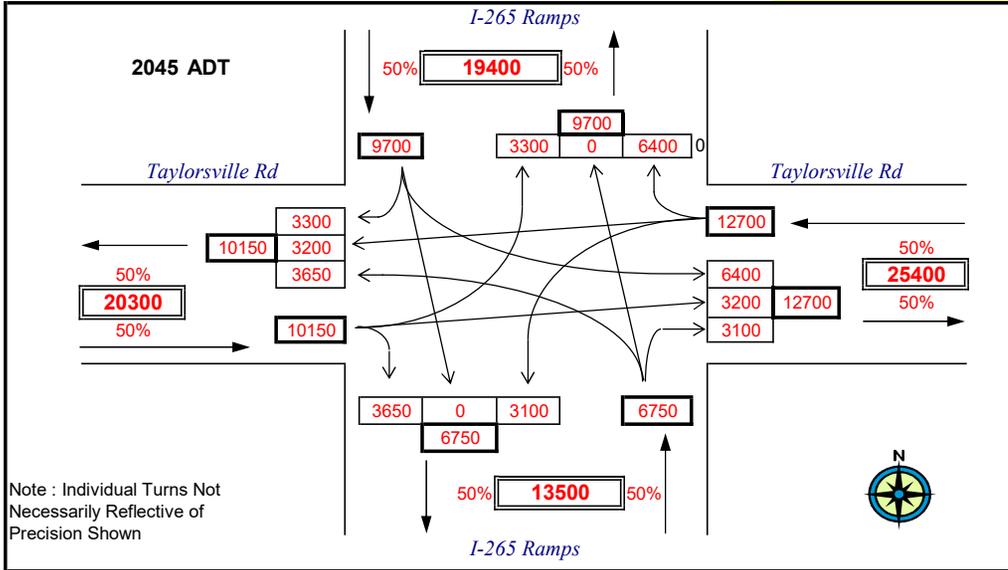


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 14 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

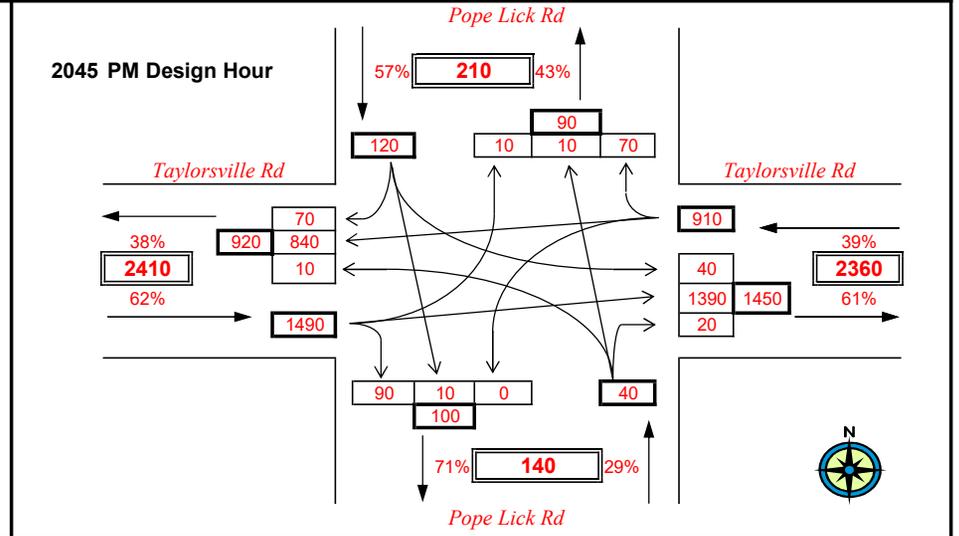
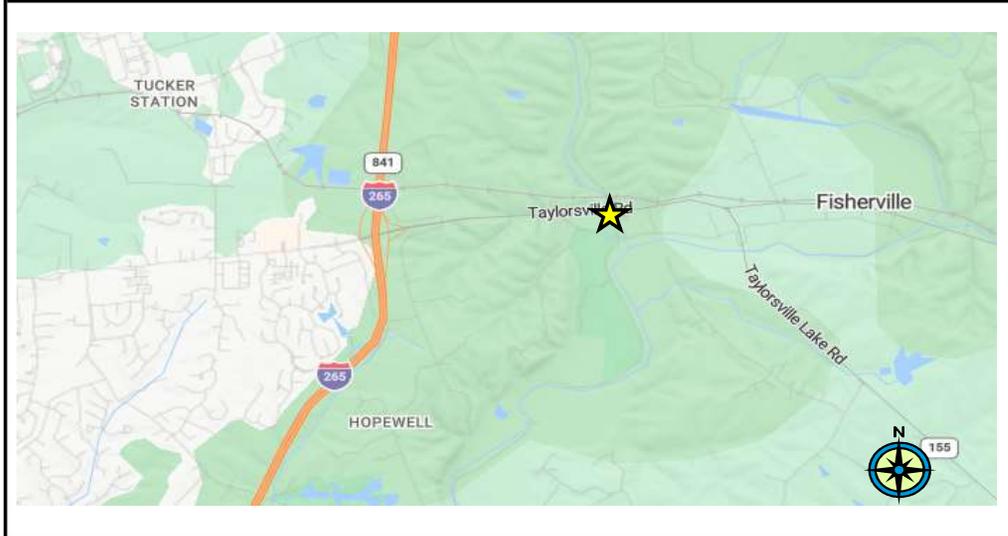
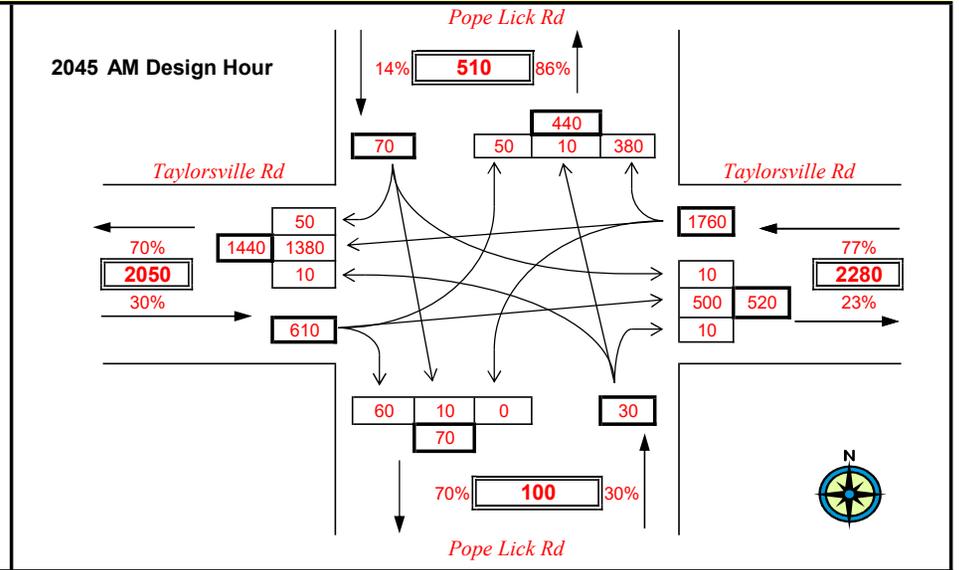
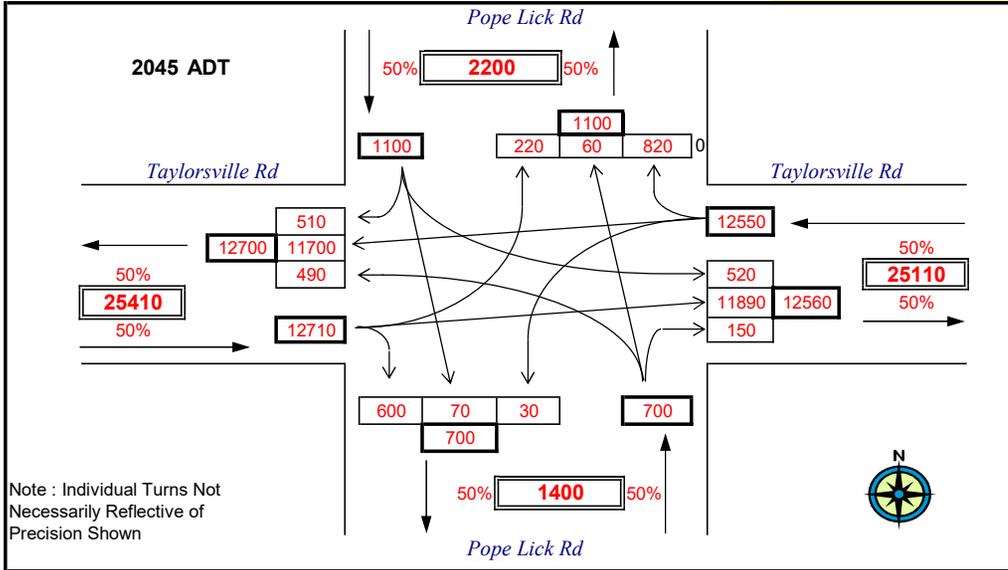


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 15 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

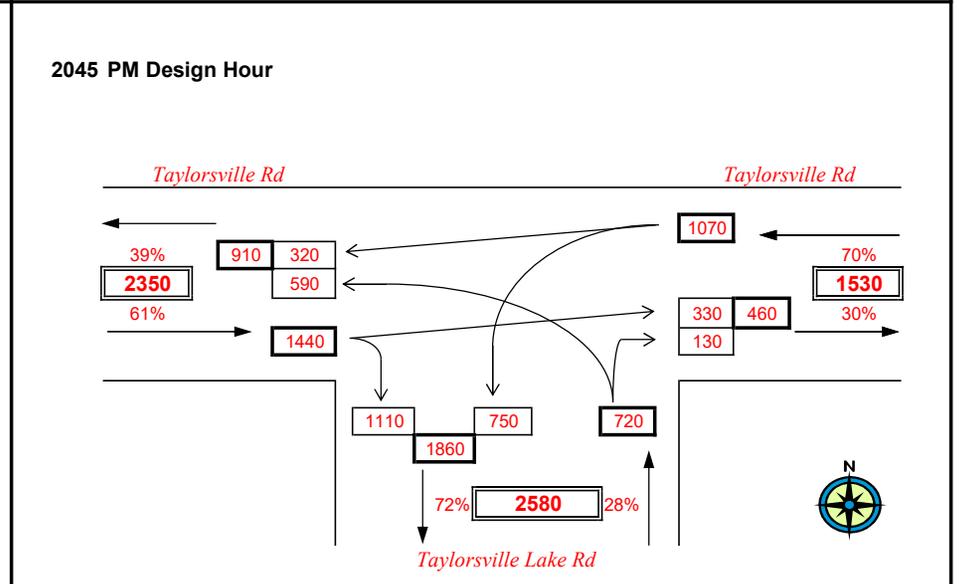
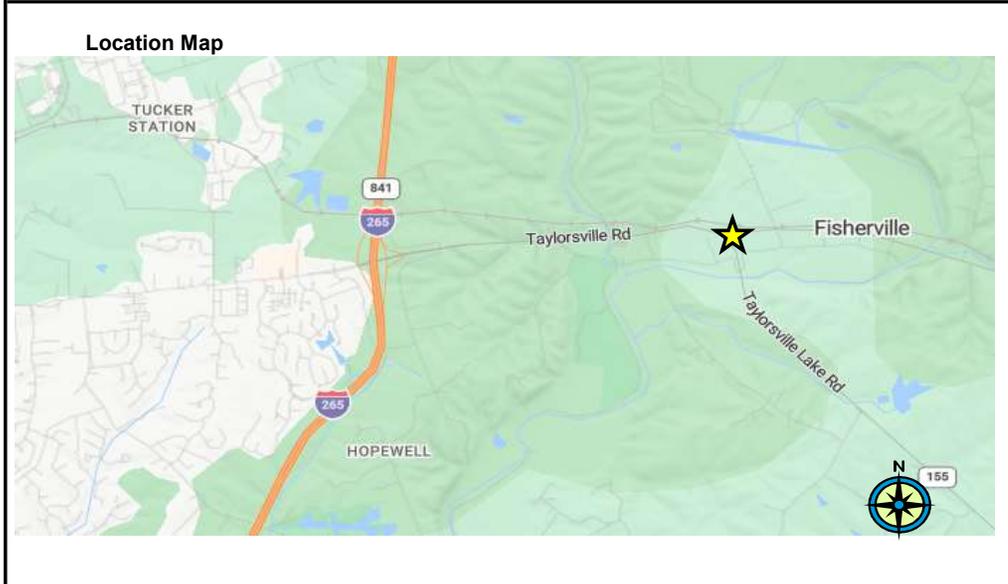
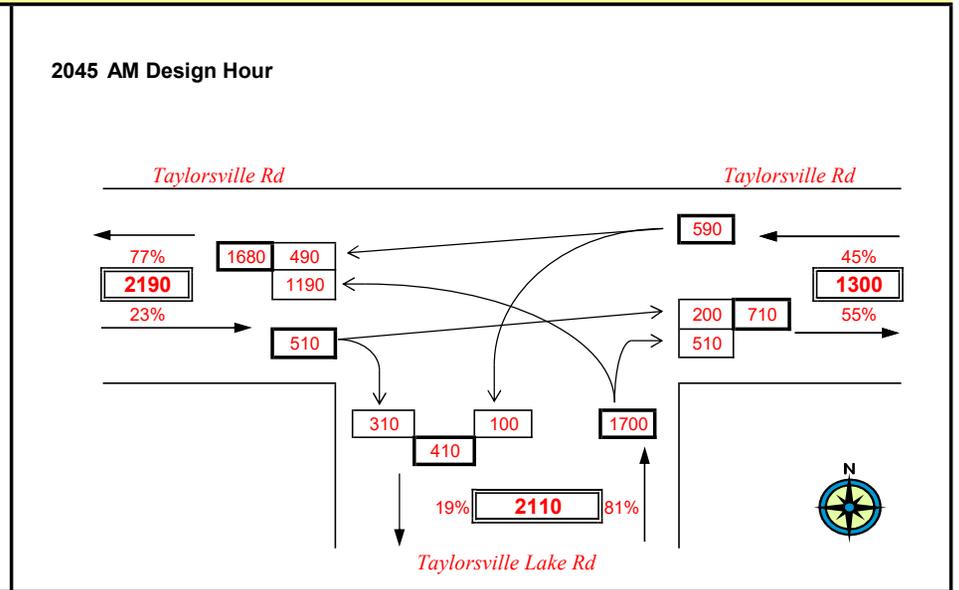
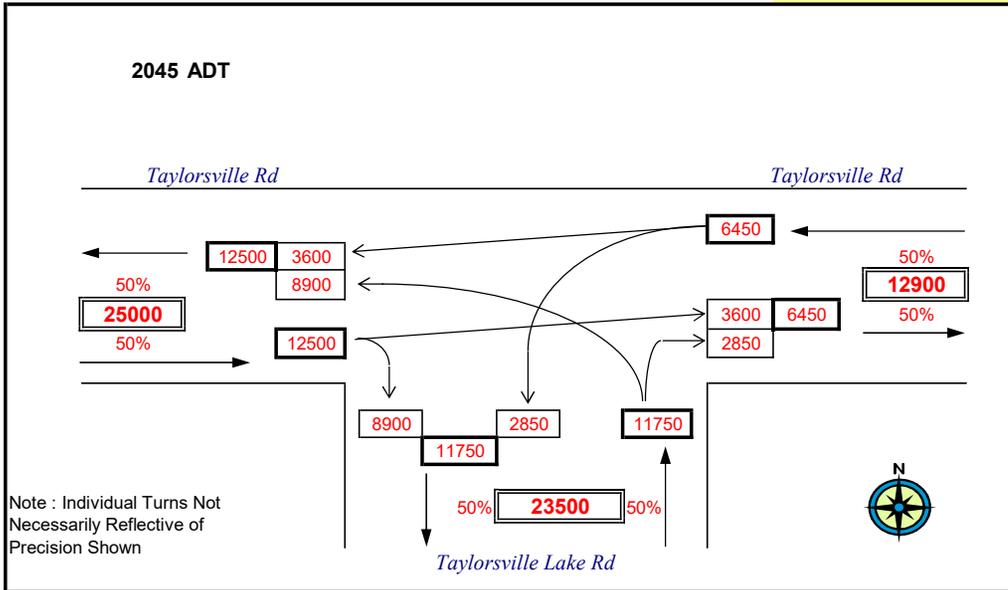


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 16 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

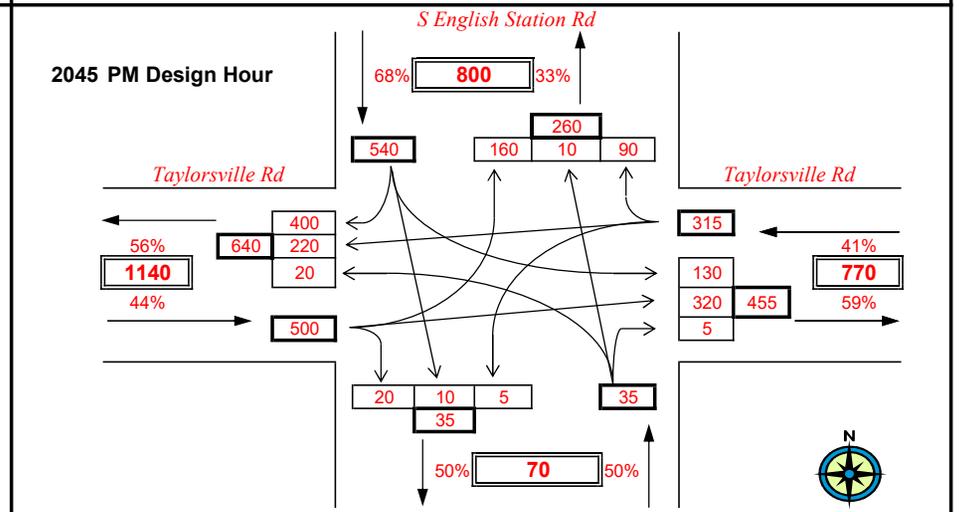
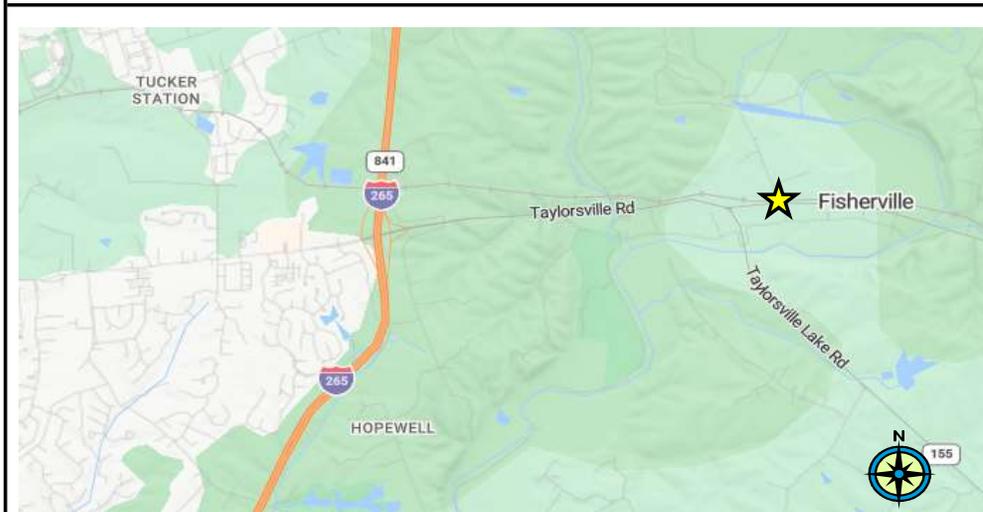
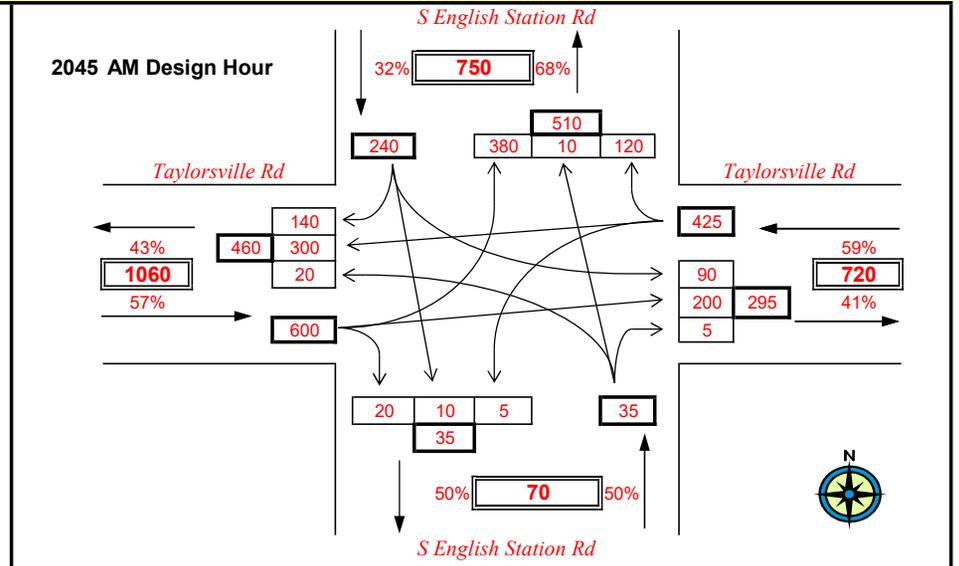
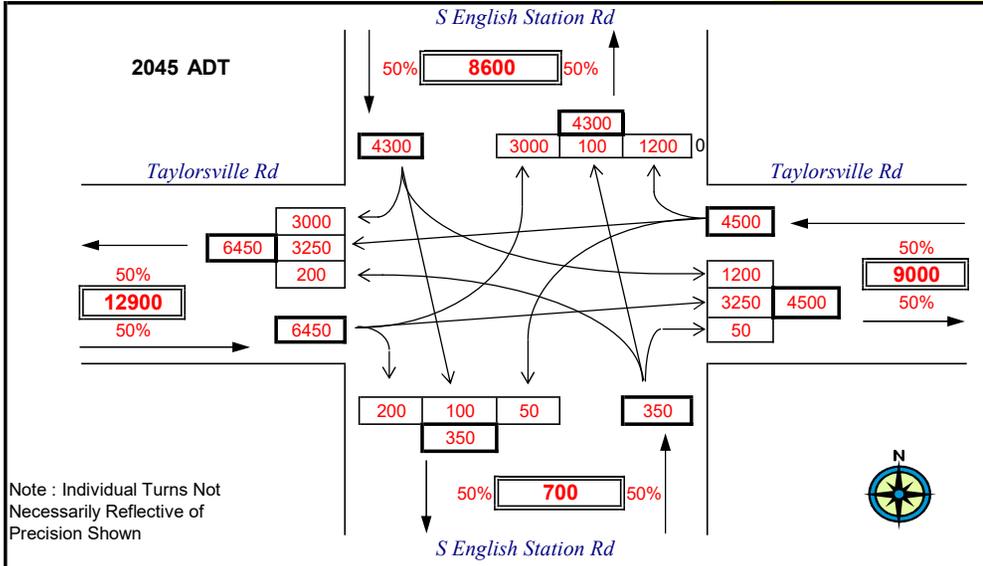


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 17 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

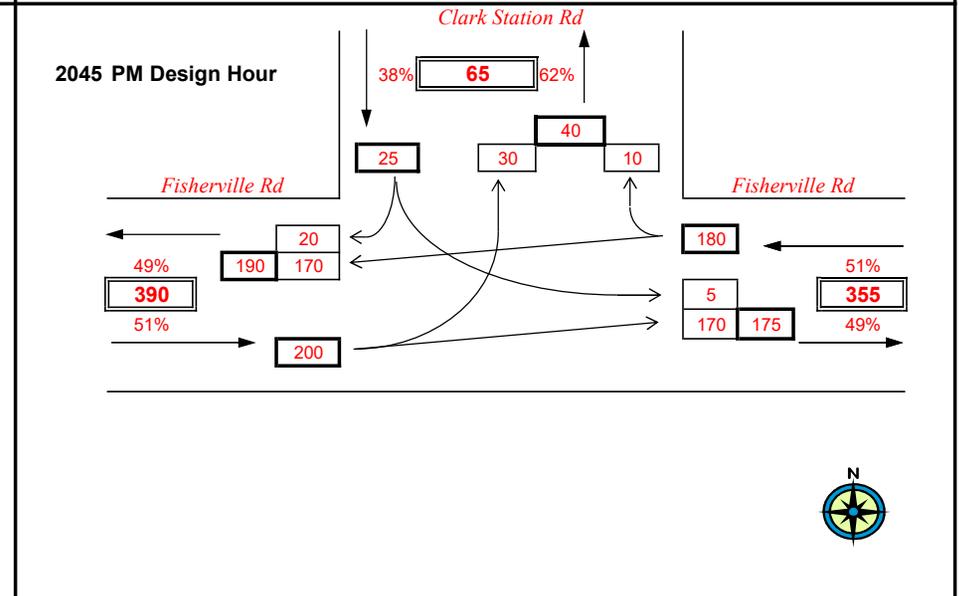
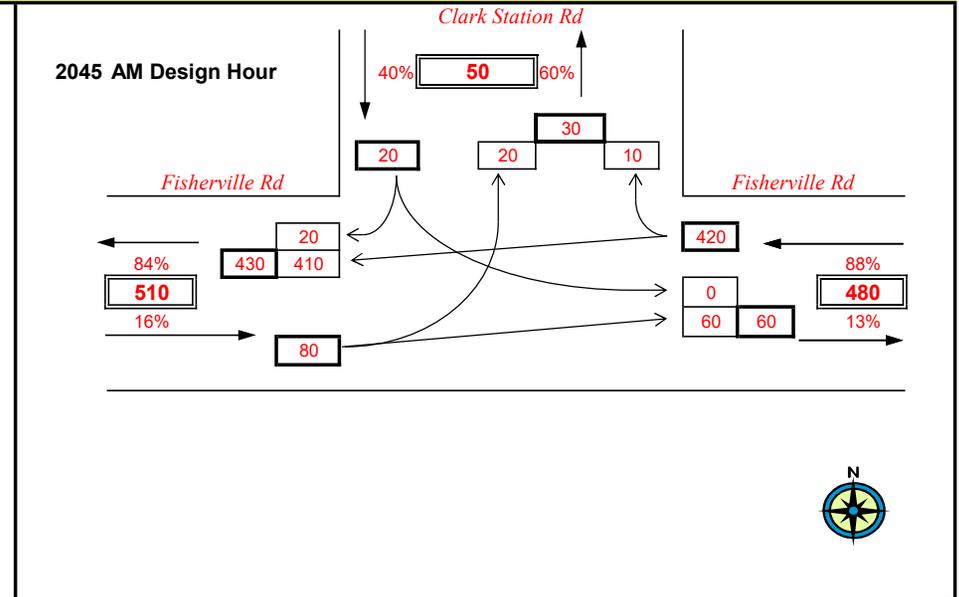
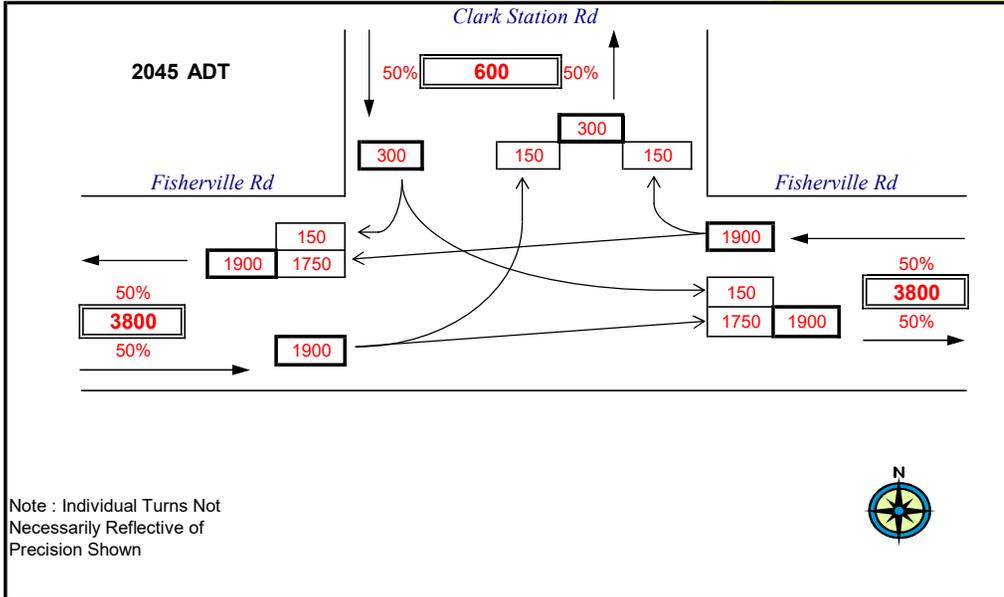


PROJECT: I-64 Interchange & Connector Study
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 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 19 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

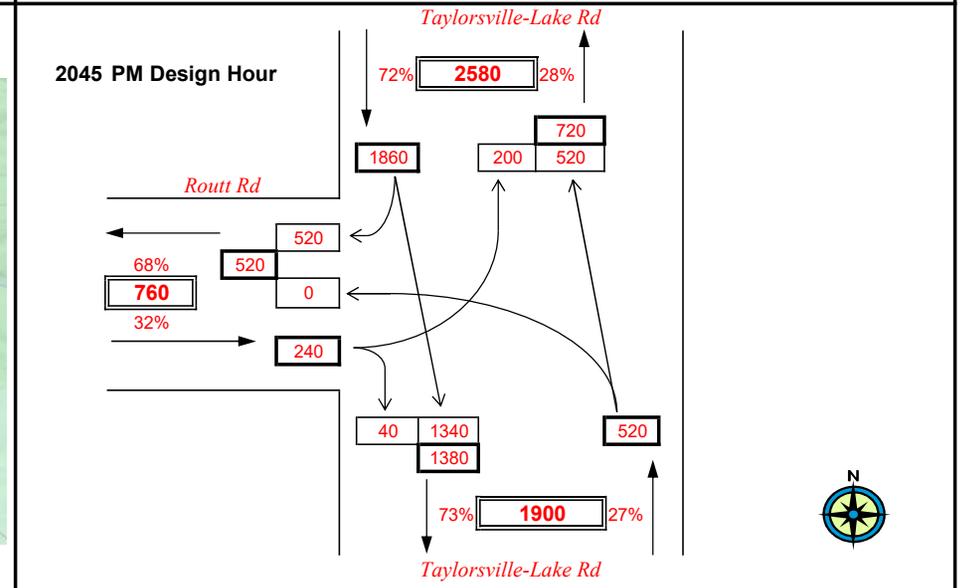
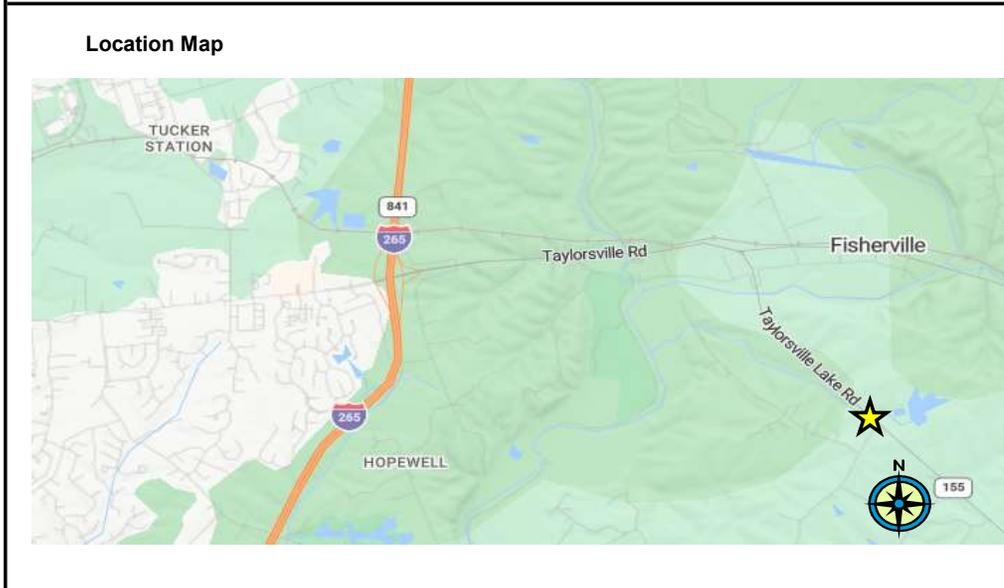
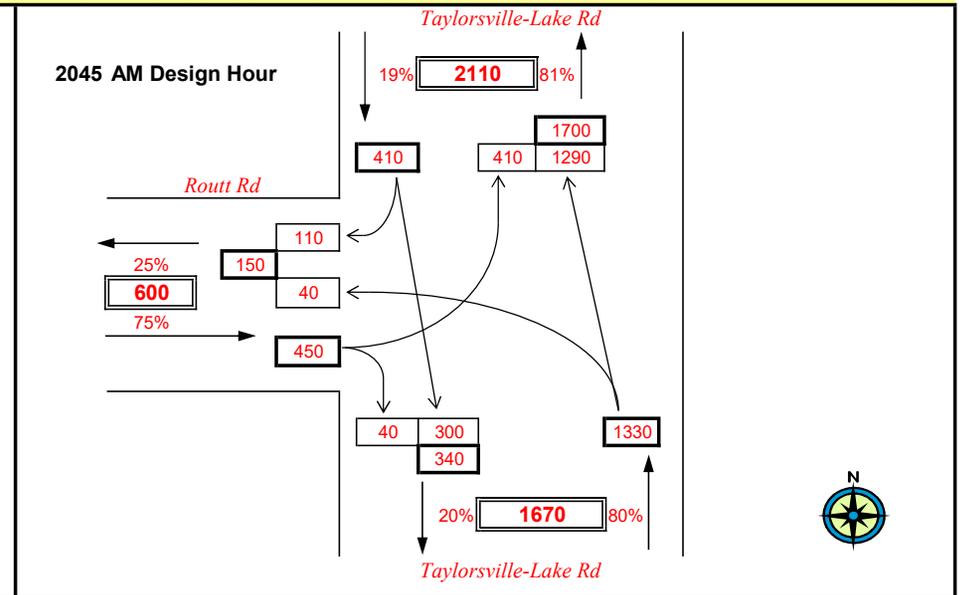
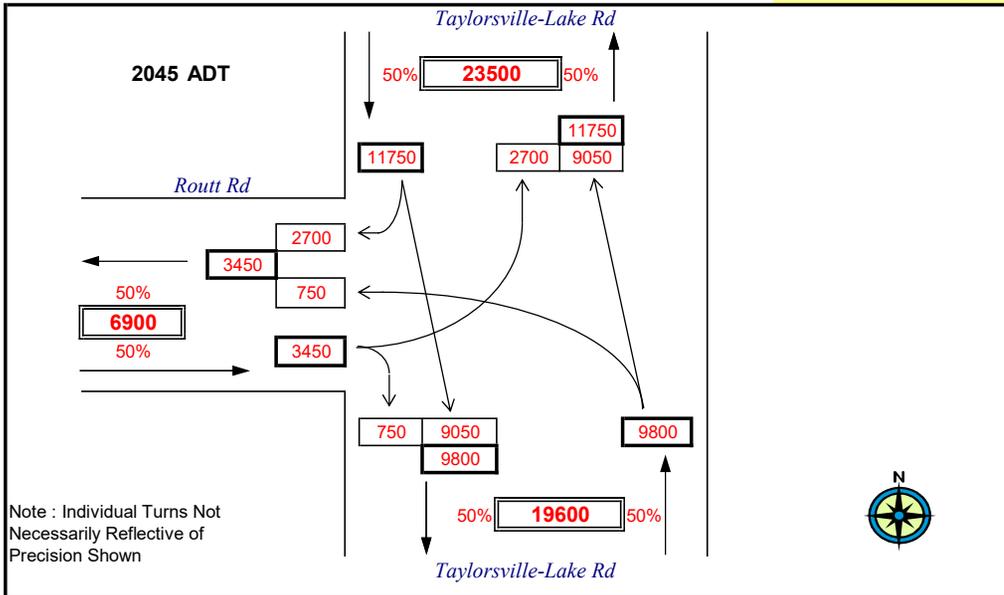


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 20 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

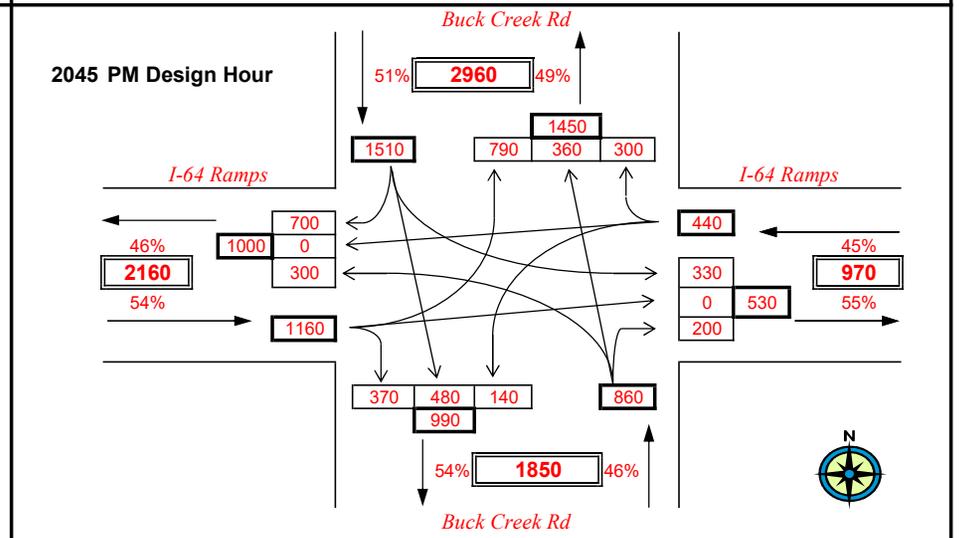
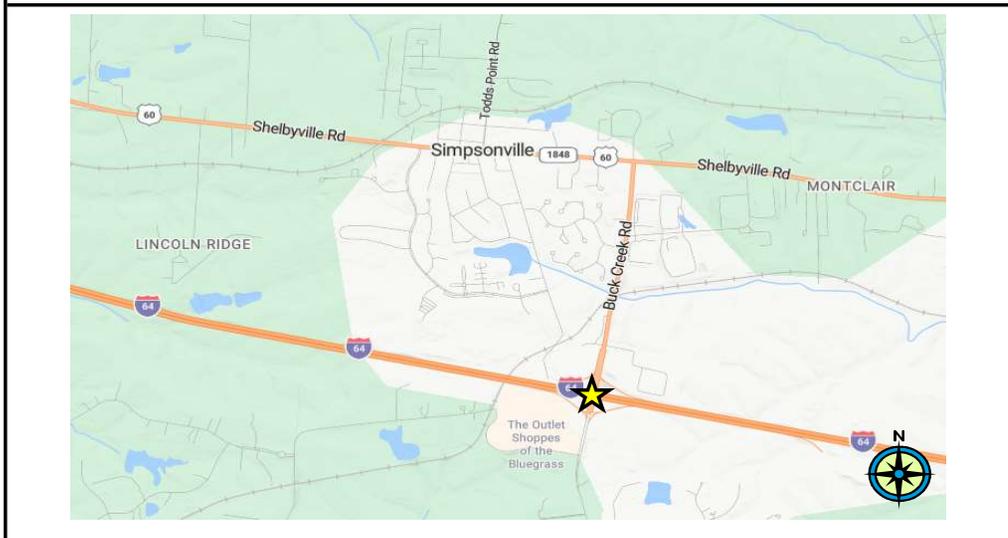
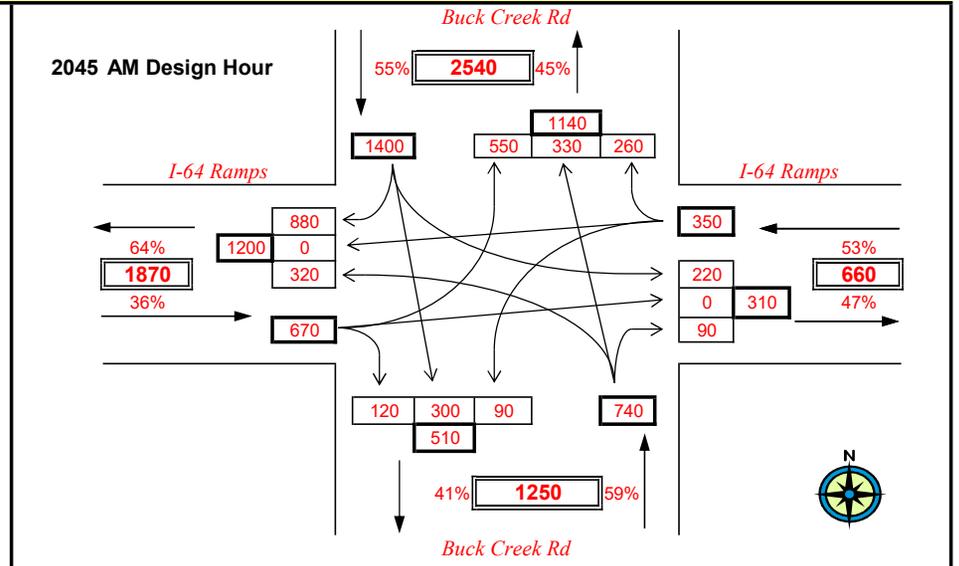
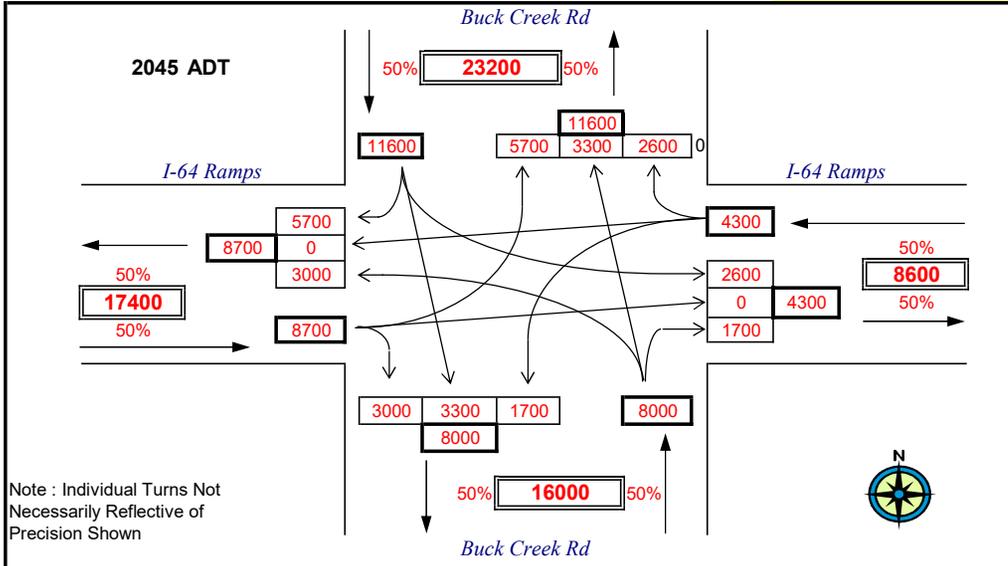


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 21 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



Ramp Forecast at I-64/I-265 Interchange

2045 No-Build Scenario

Average Daily Traffic:

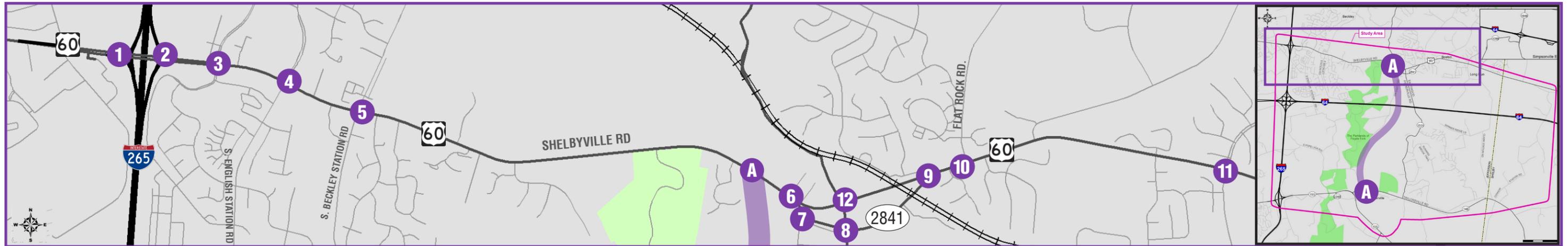


AM (PM) Design Hour:

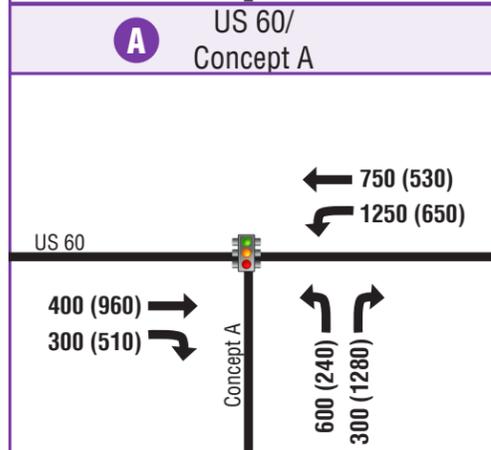


Appendix C

Build Concept A Turning Movement Forecasts



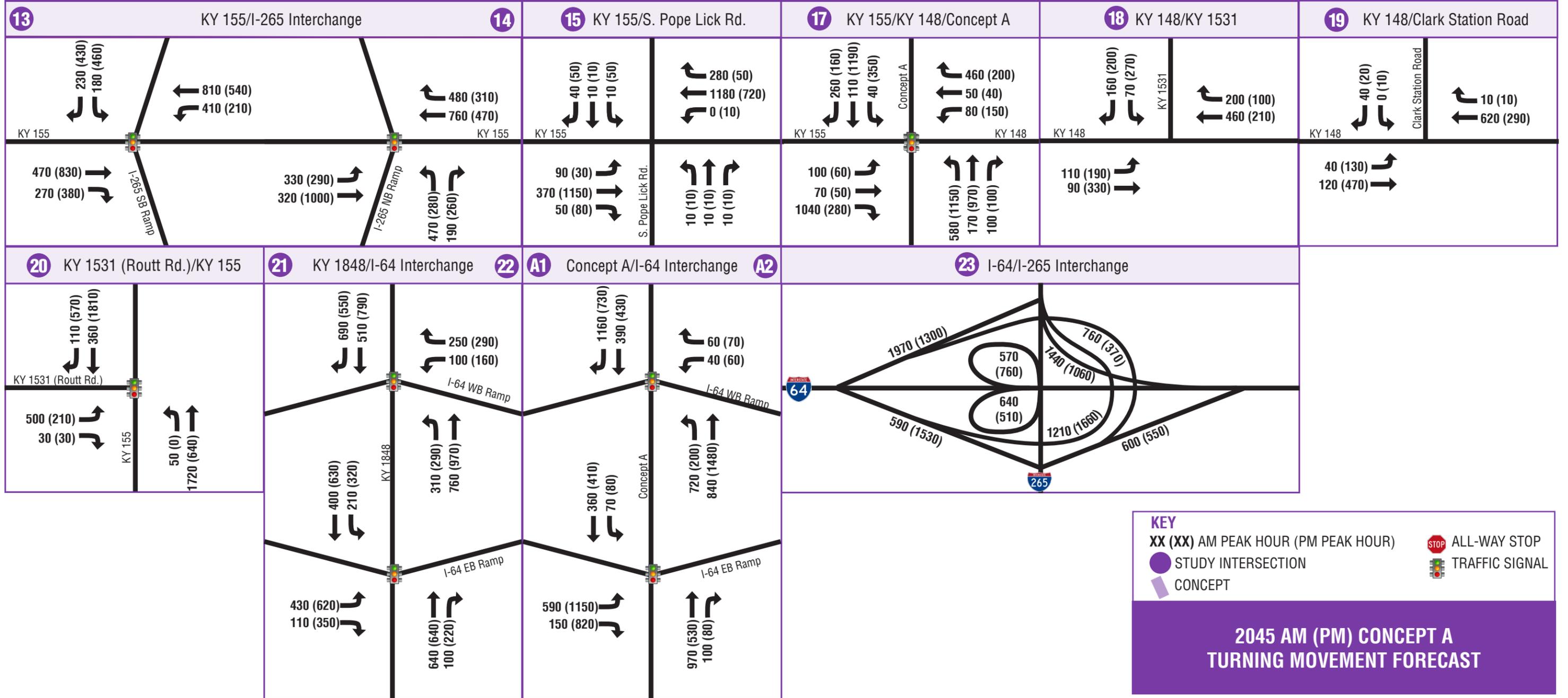
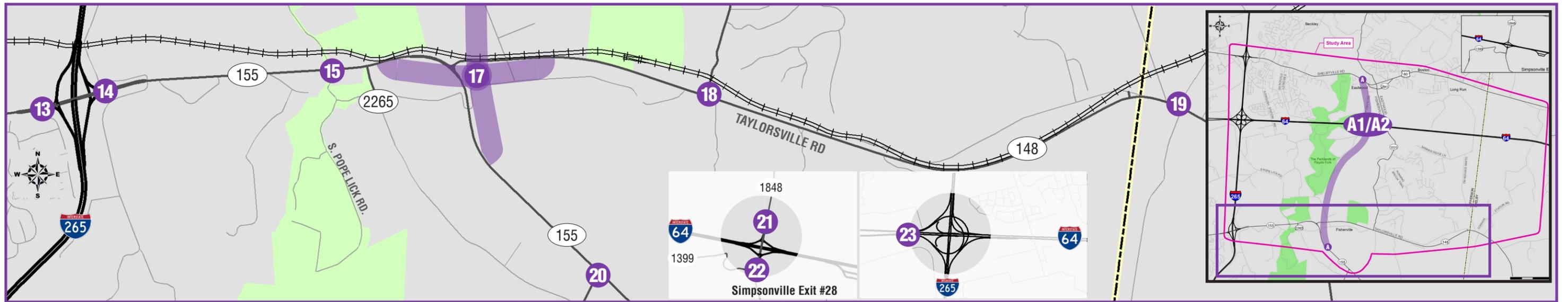
1 US 60/I-265 Interchange	2	3 US 60/Beckley Woods/ English Stn. Way	4 US 60/Lake Forest Pkwy./ English Station Road	5 US 60/Beckley Station Road	6 US 60/KY 2841 (Eastwood Cutoff)
7 KY 2841 (Eastwood Cutoff)/ Gilliland Road	8 KY 2841/KY 1531 (Eastwood-Fisherville Road)	9 US 60/KY 2841 (Eastwood Cutoff)	10 US 60/Flat Rock Road	11 US 60/Clark Station Road/ Locust Creek Boulevard	12 US 60/Johnson Rd./KY 1531



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

**2045 AM (PM) CONCEPT A
TURNING MOVEMENT FORECAST**



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

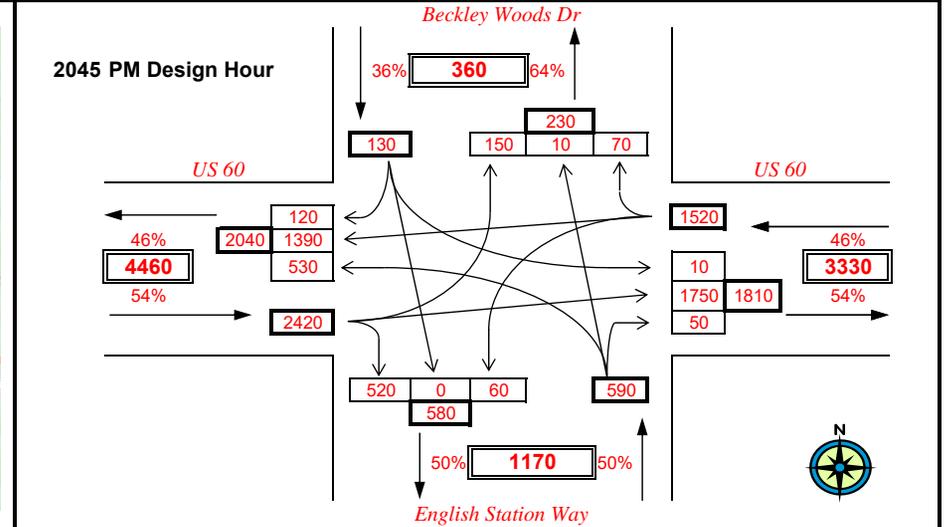
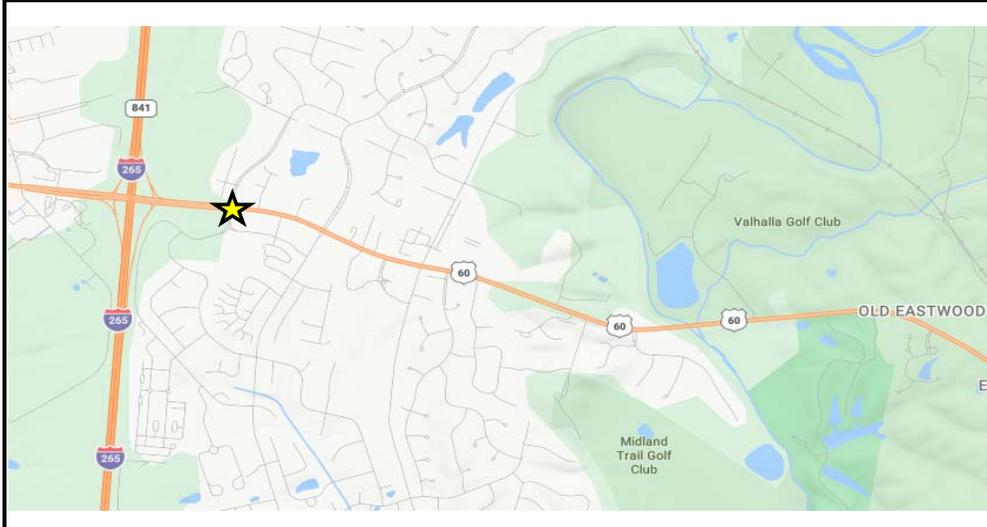
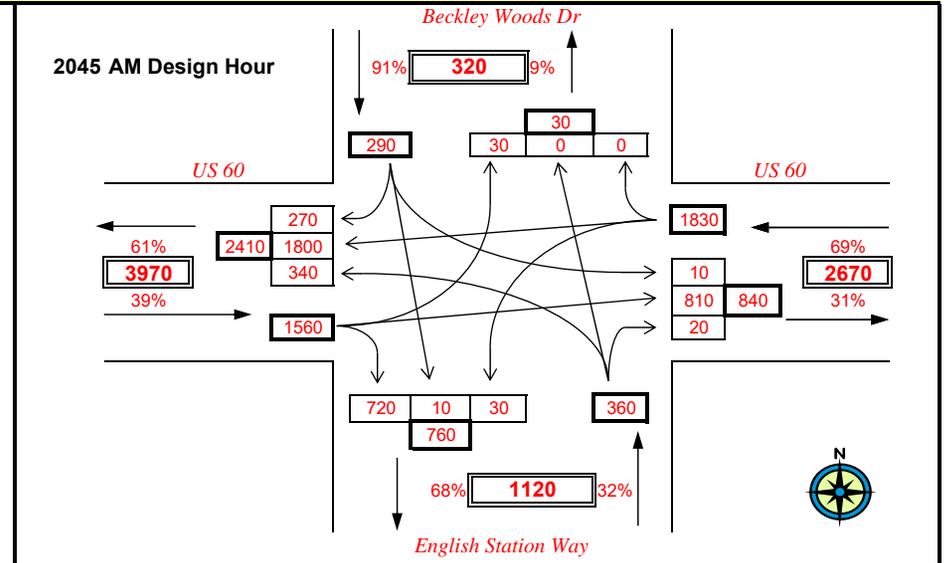
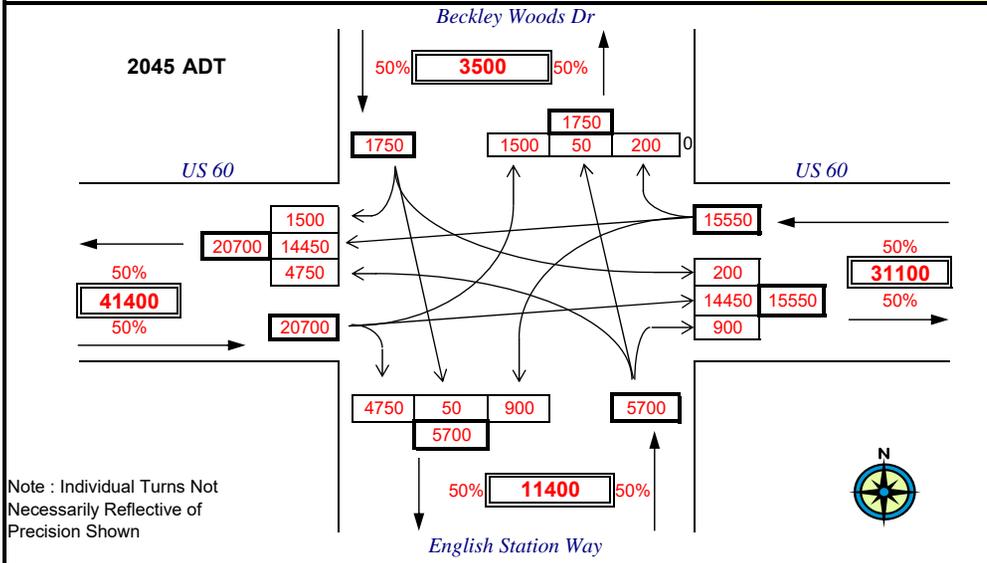
**2045 AM (PM) CONCEPT A
TURNING MOVEMENT FORECAST**

PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Beckley Woods Dr

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 3 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

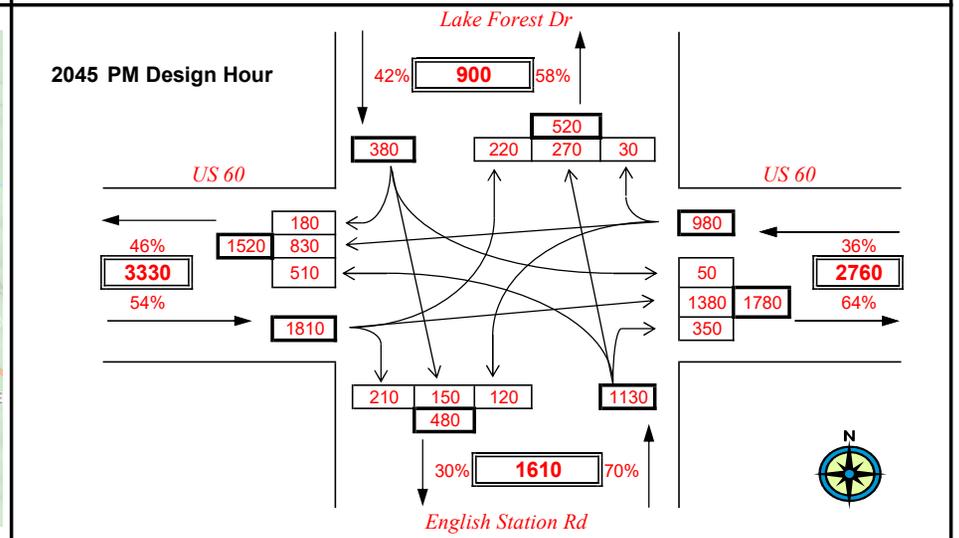
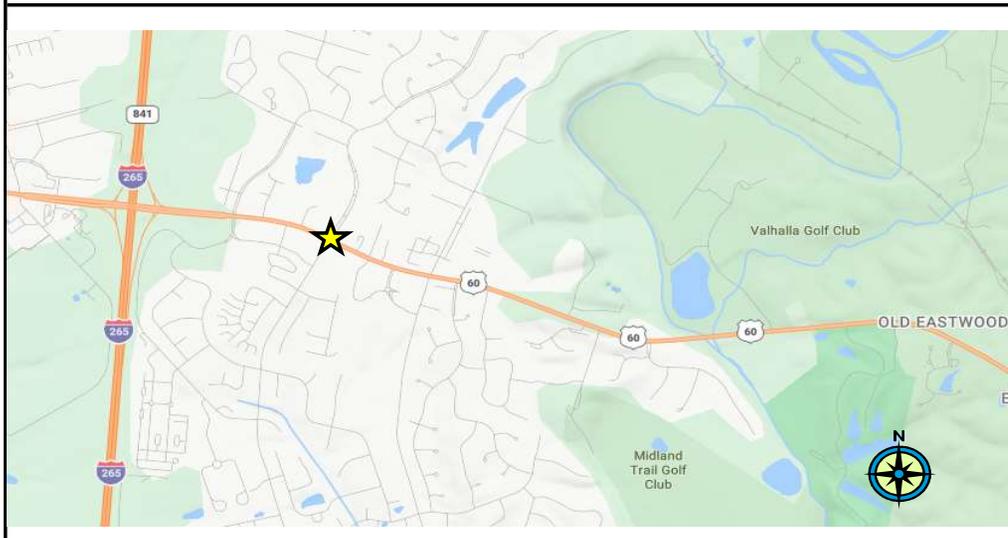
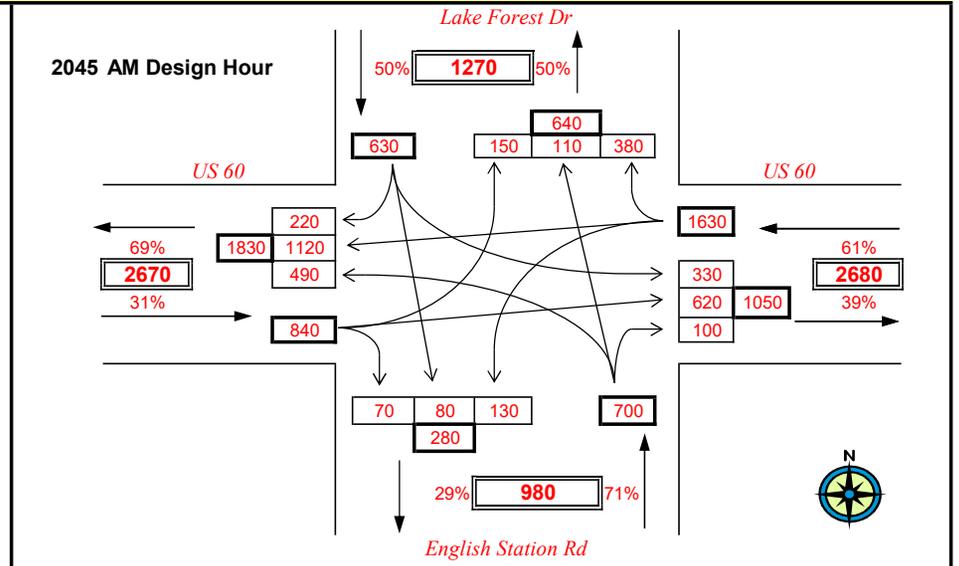
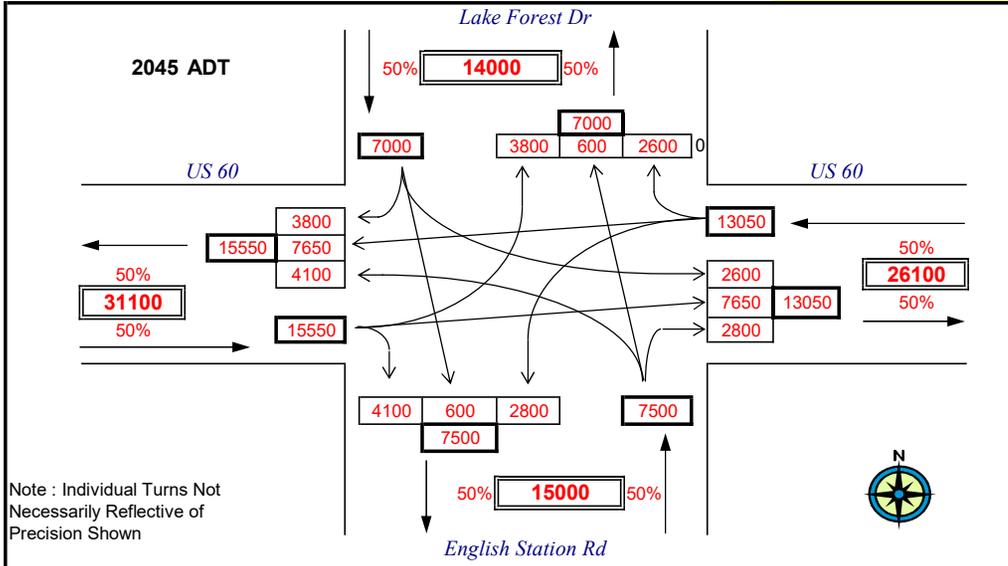


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 4 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

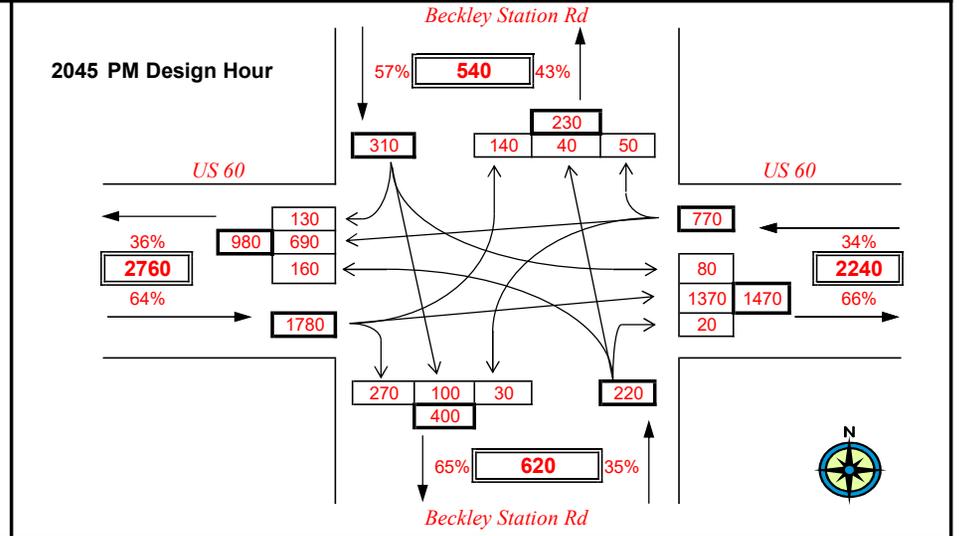
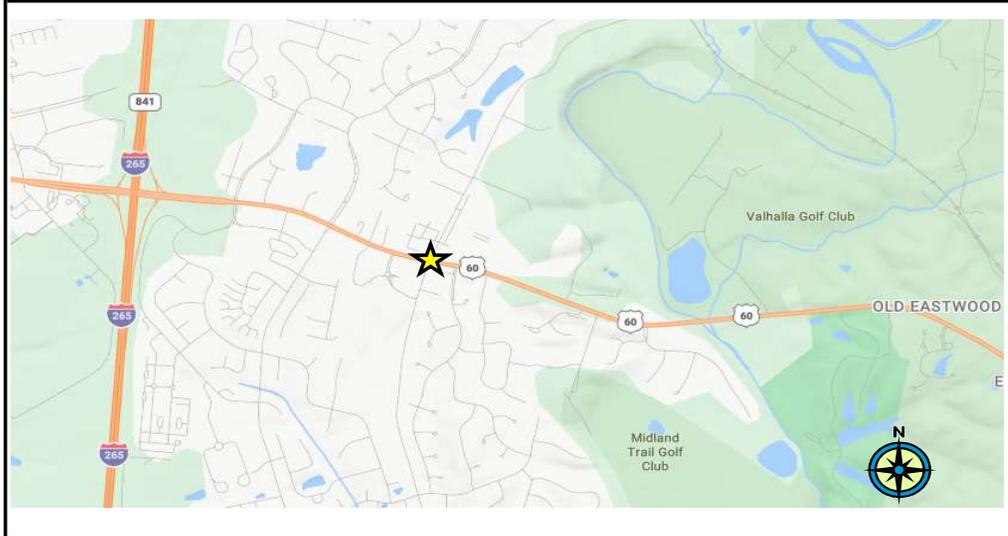
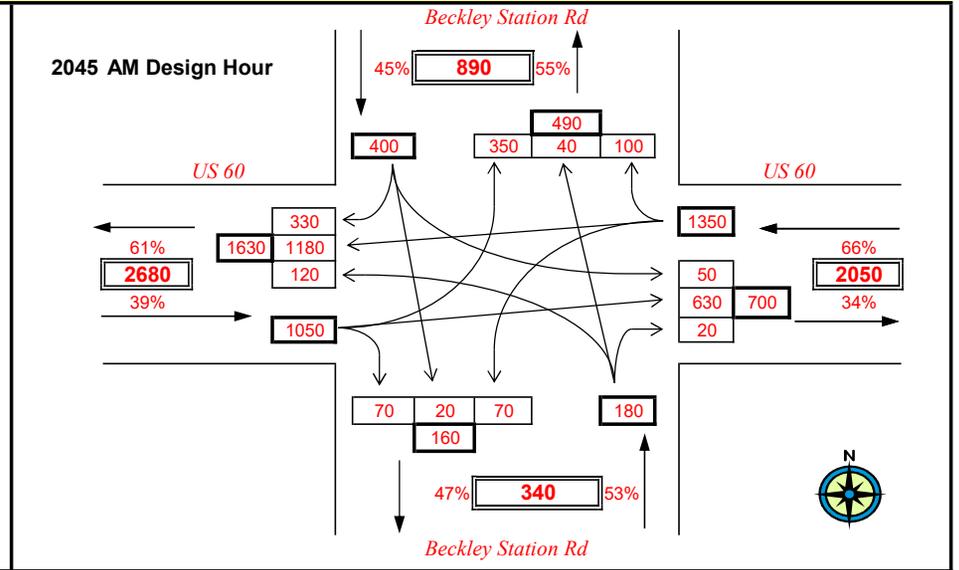
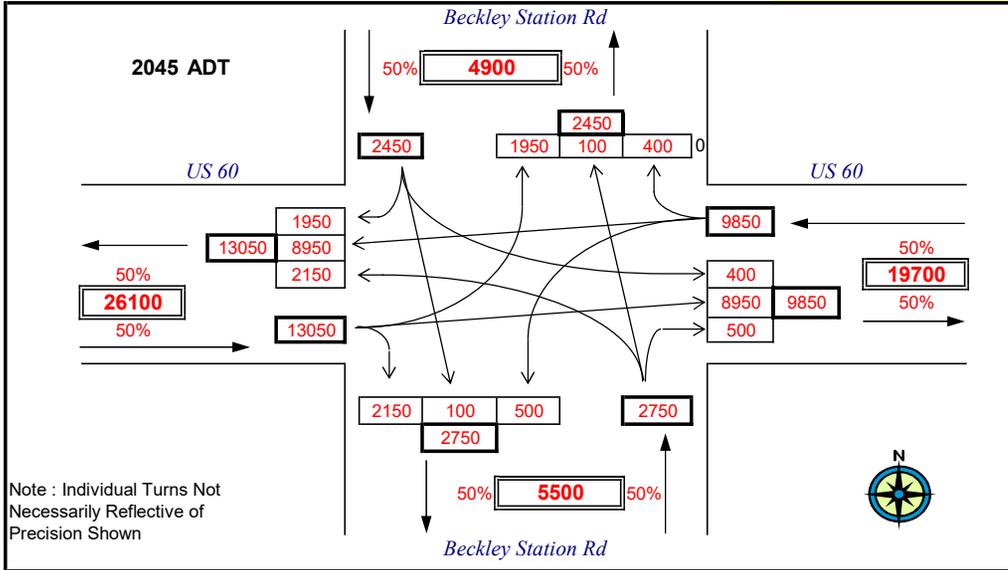


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

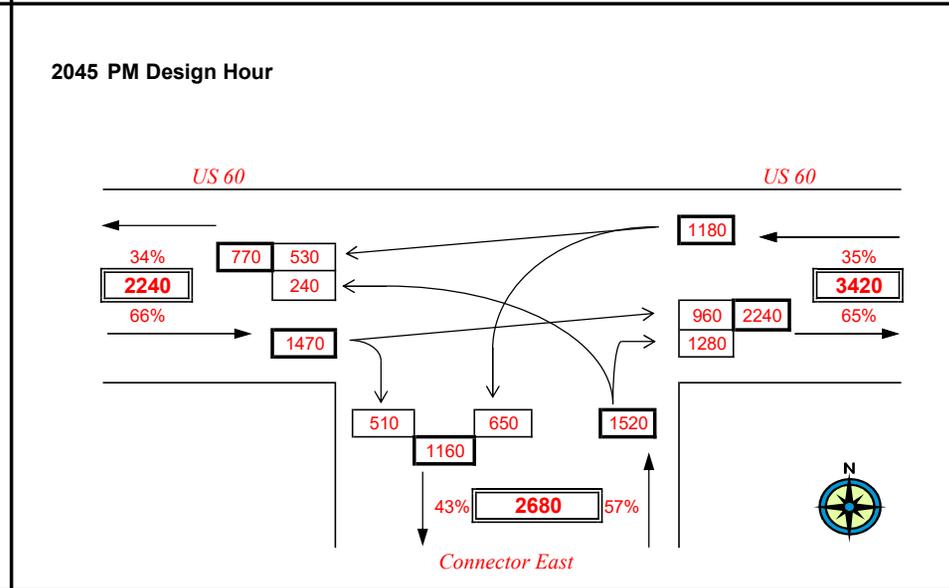
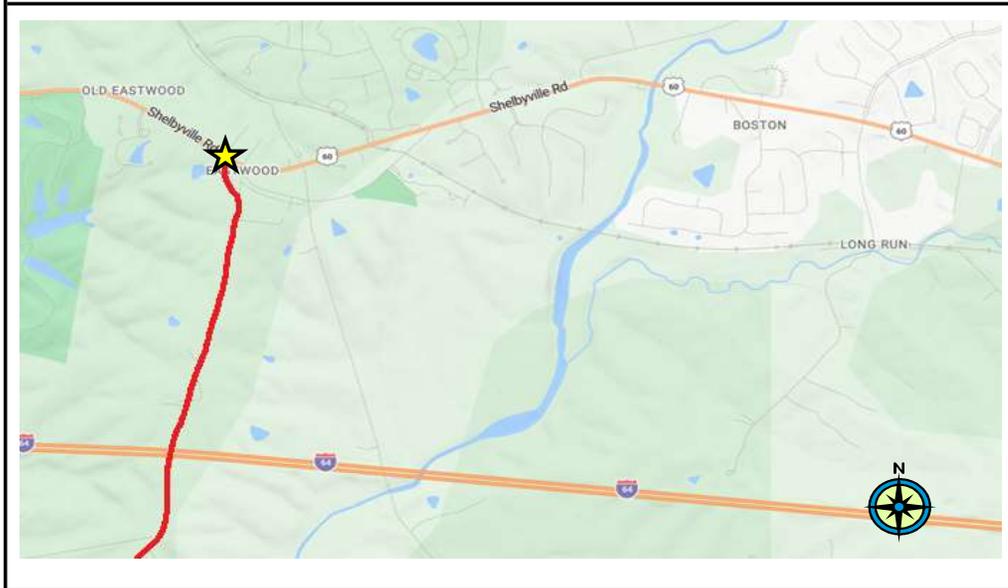
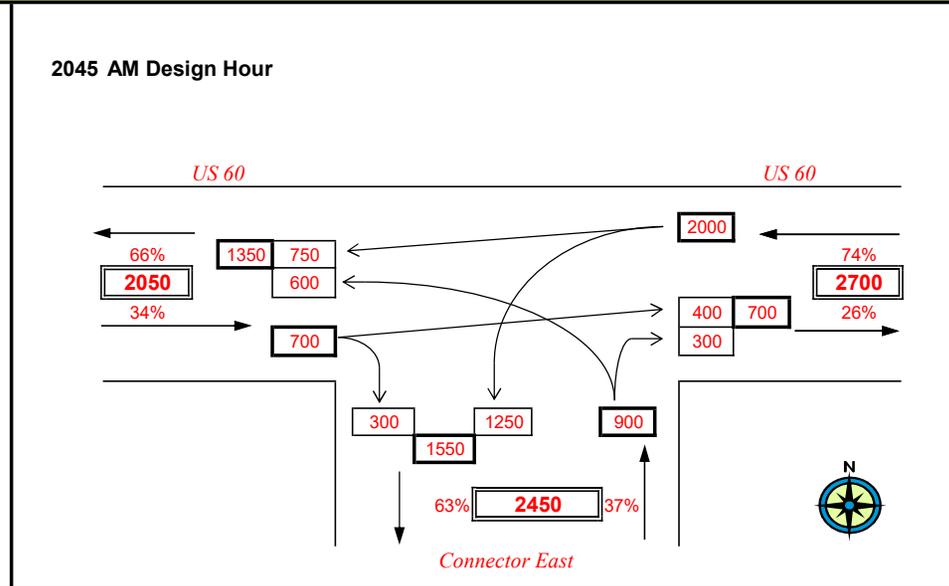
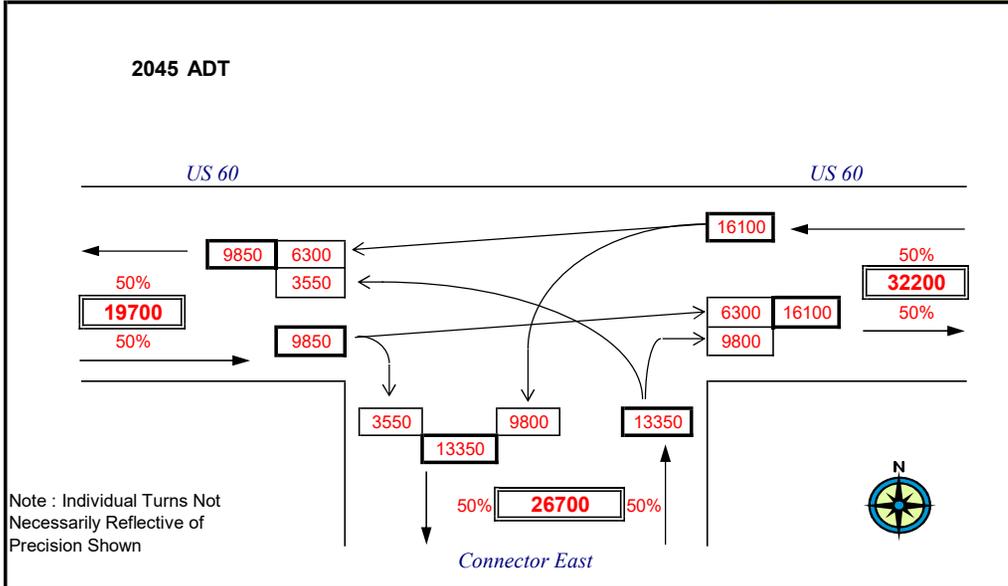


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5X (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

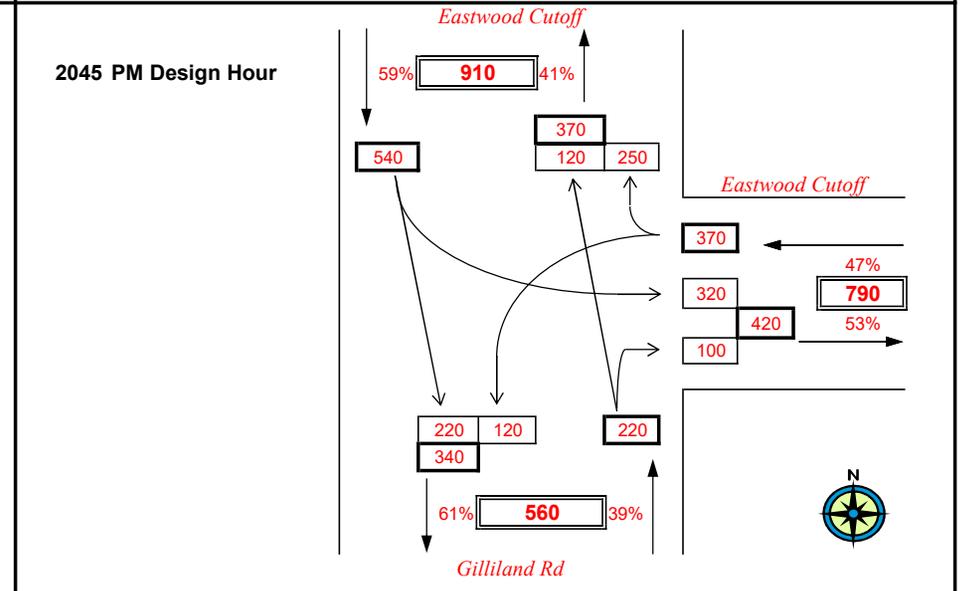
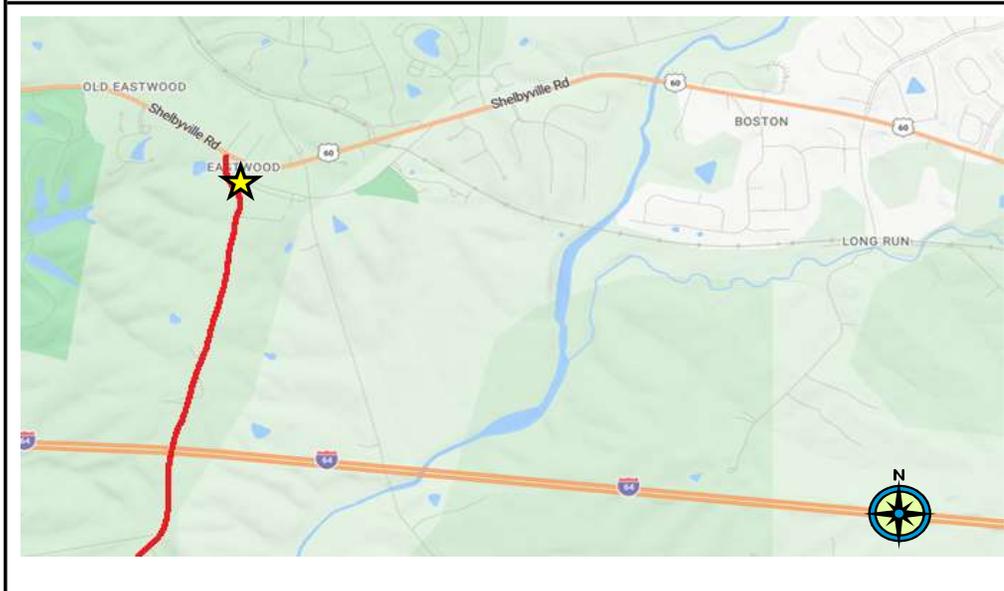
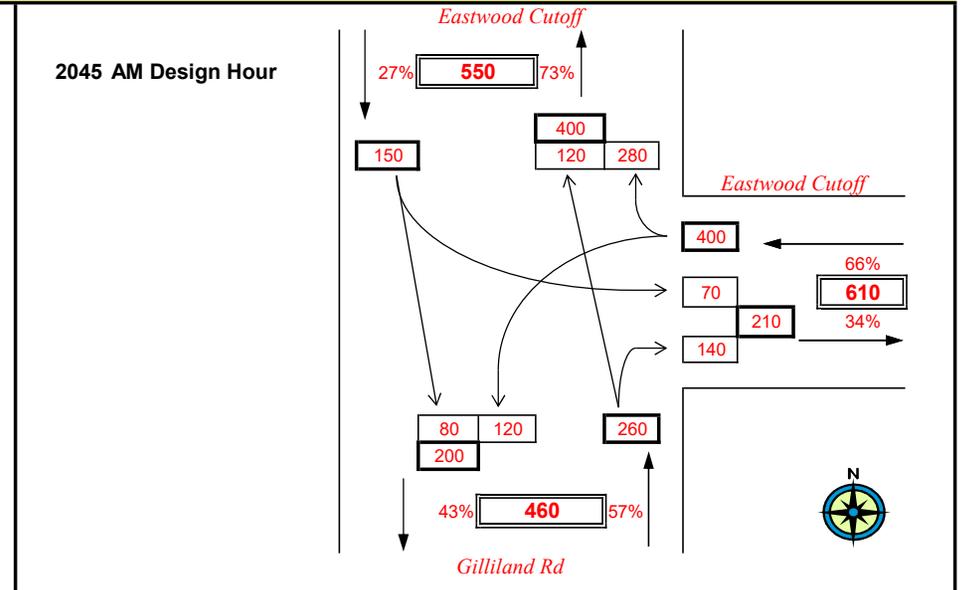
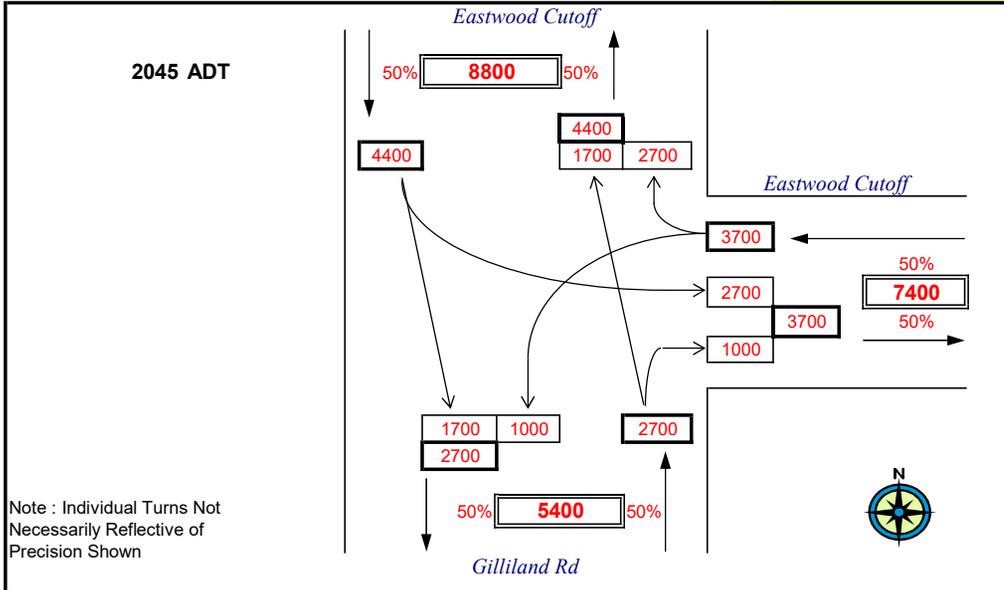


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 7 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

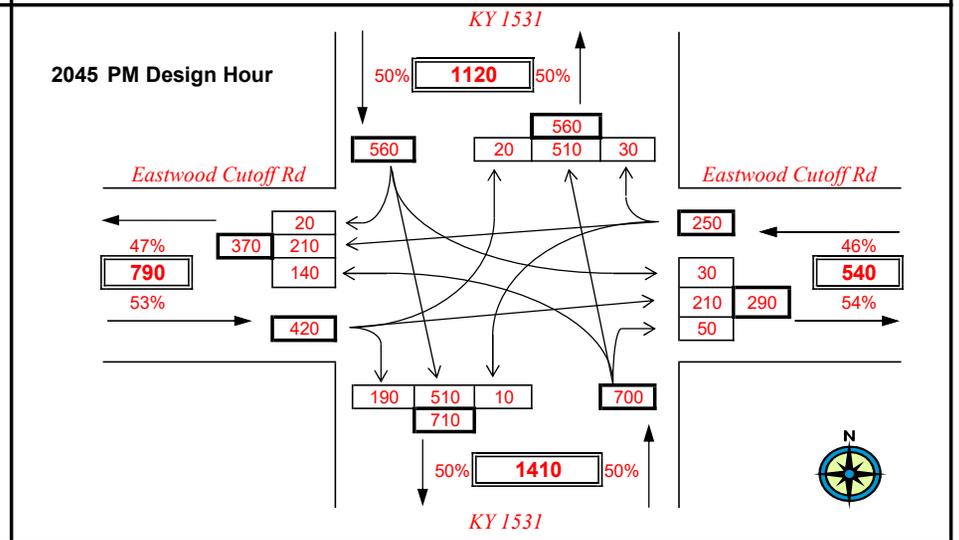
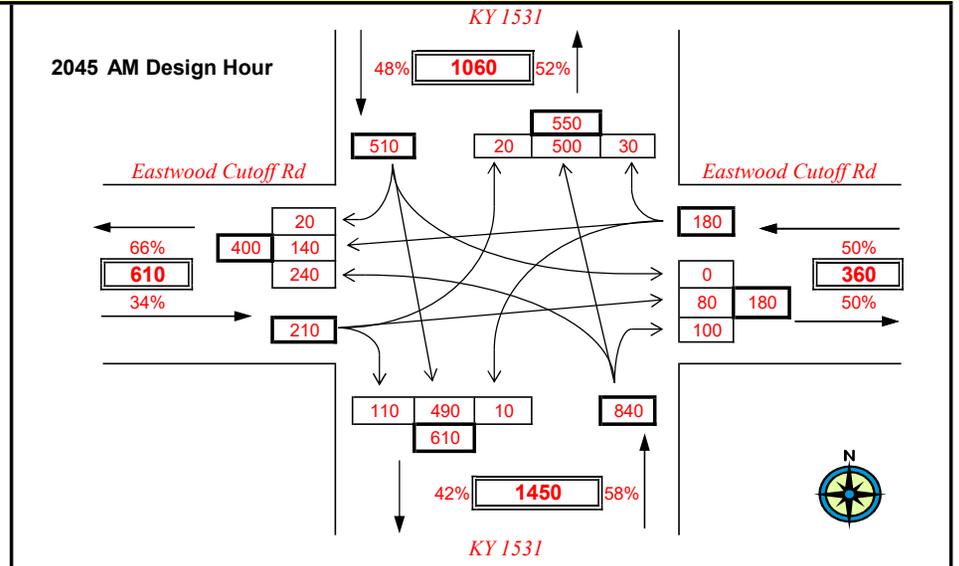
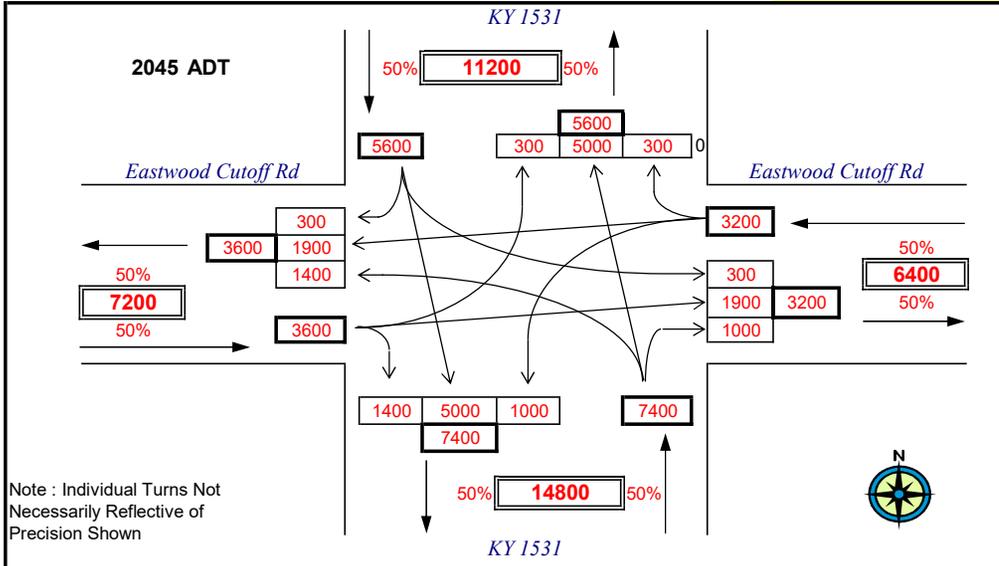


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 8 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

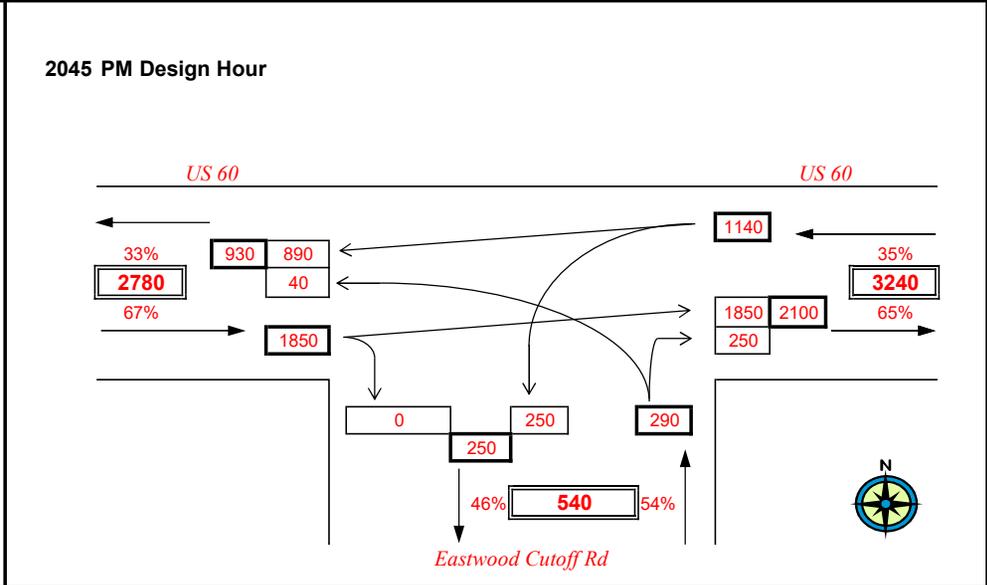
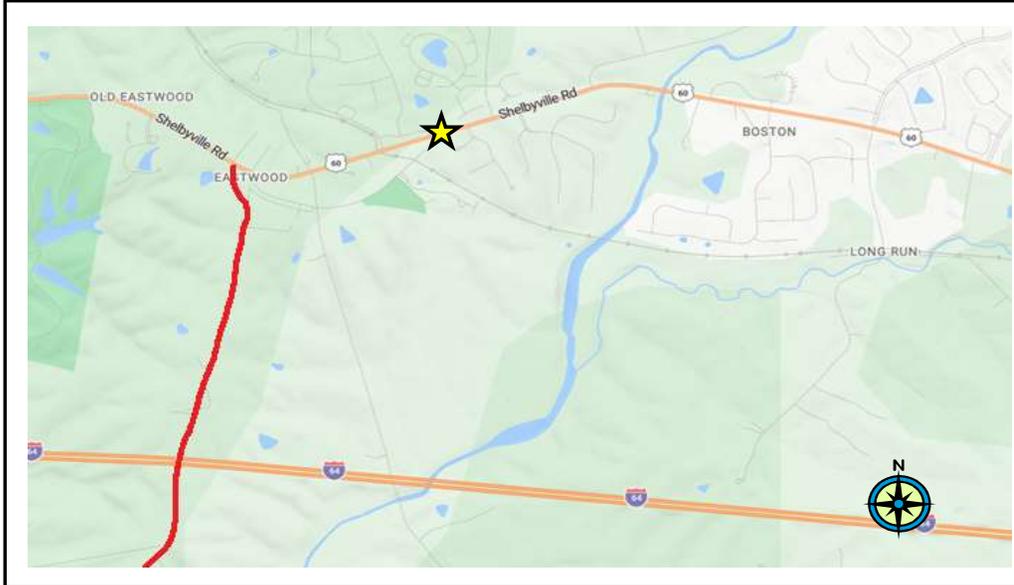
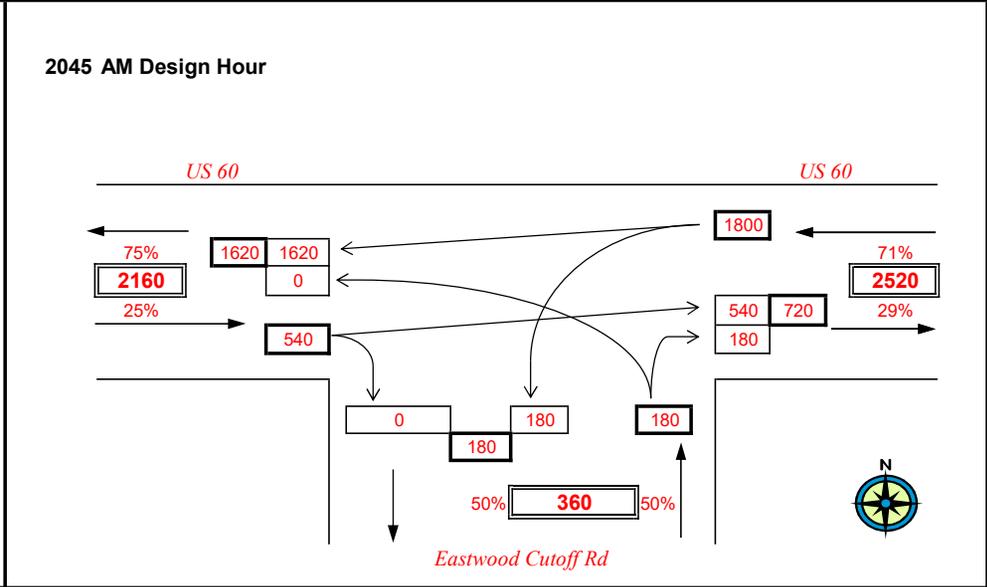
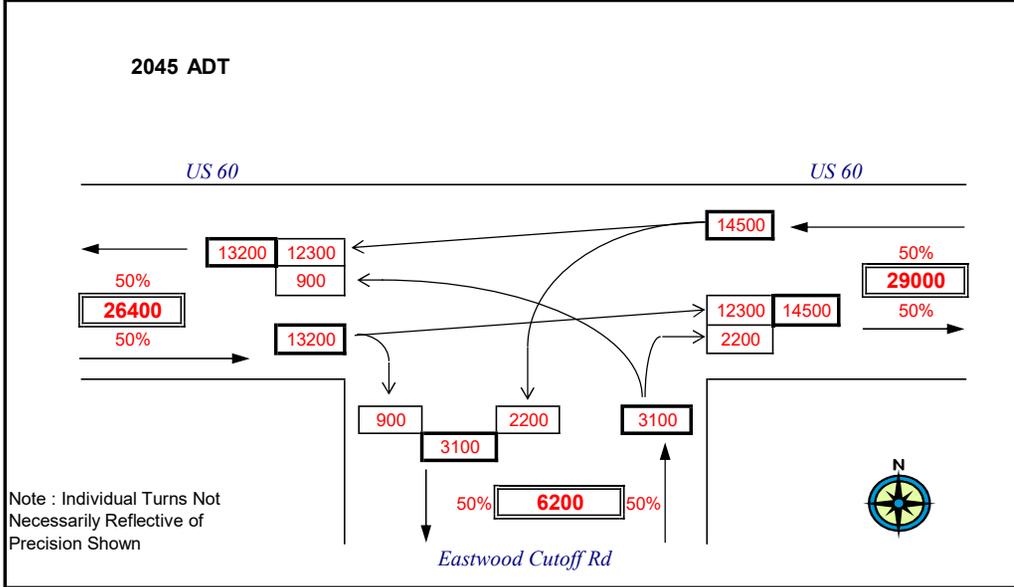


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 9 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

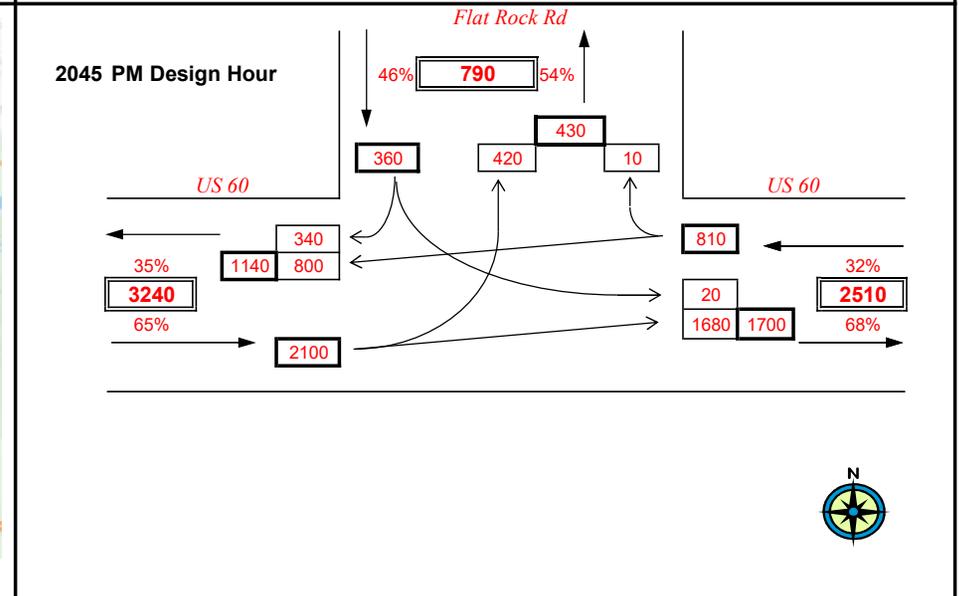
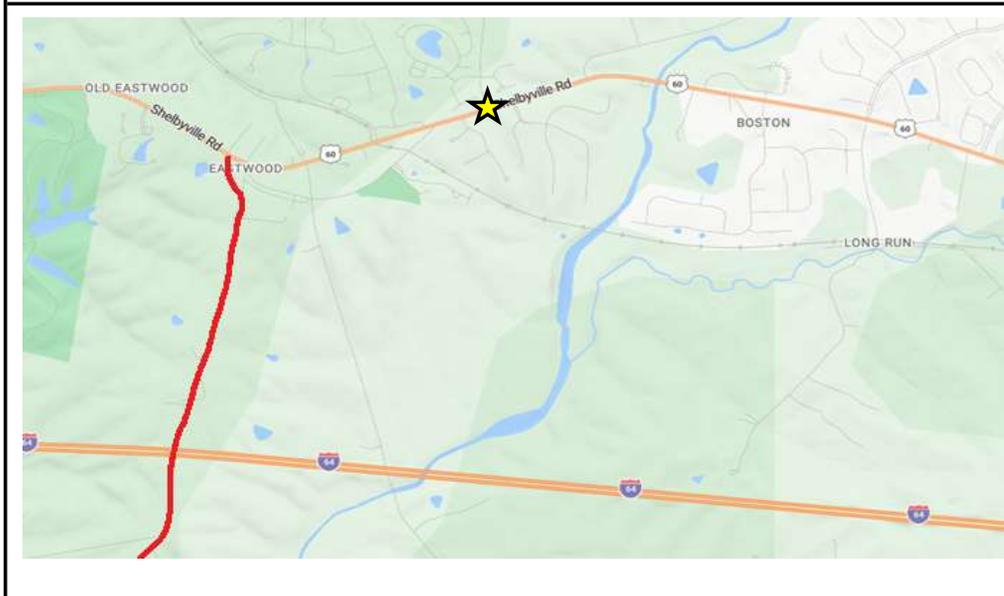
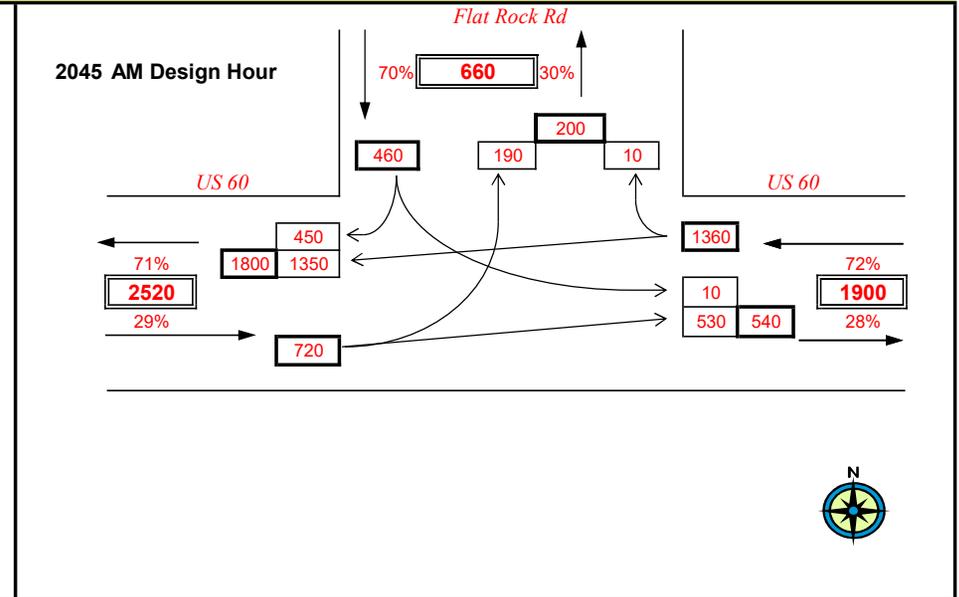
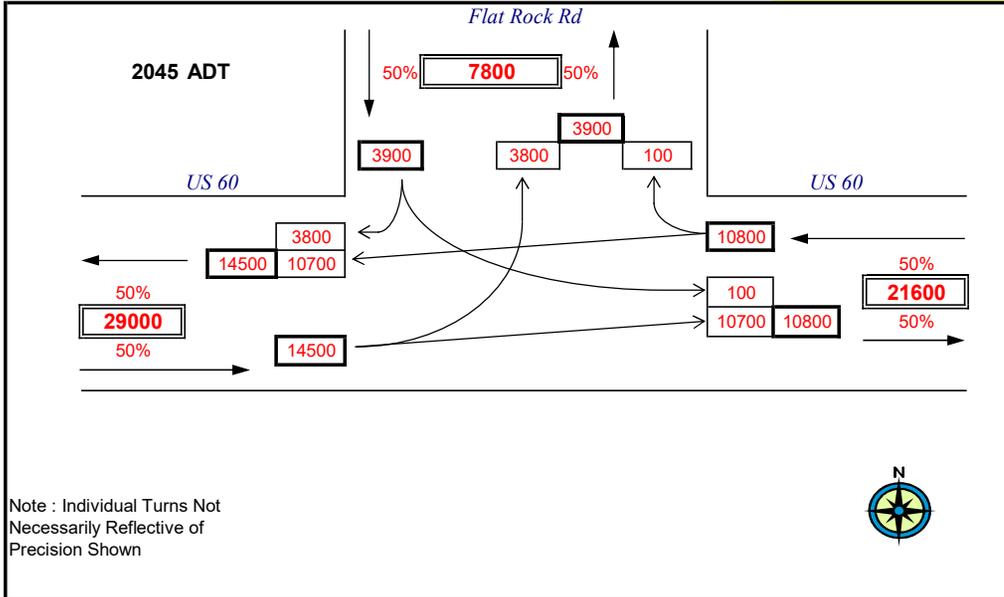


PROJECT: I-64 Interchange & Connector Study
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 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 10 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

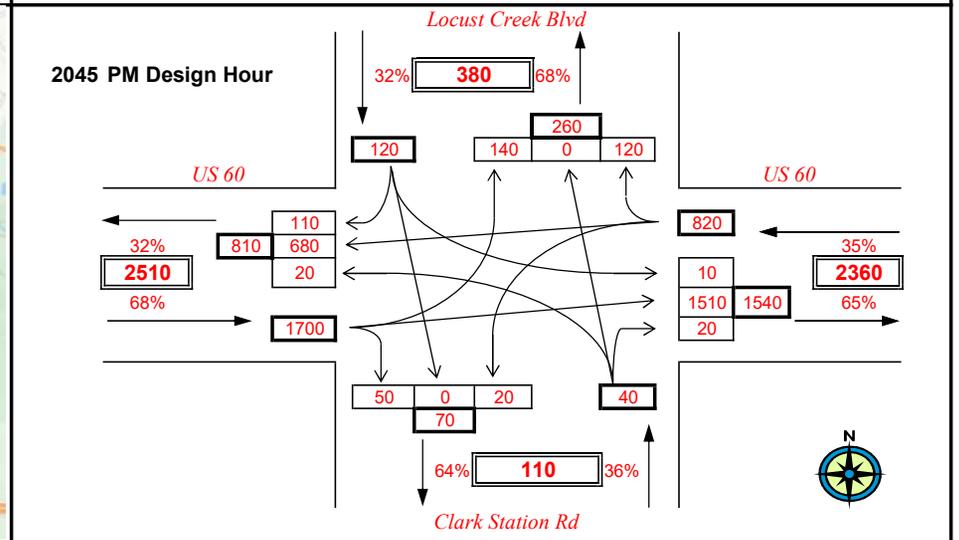
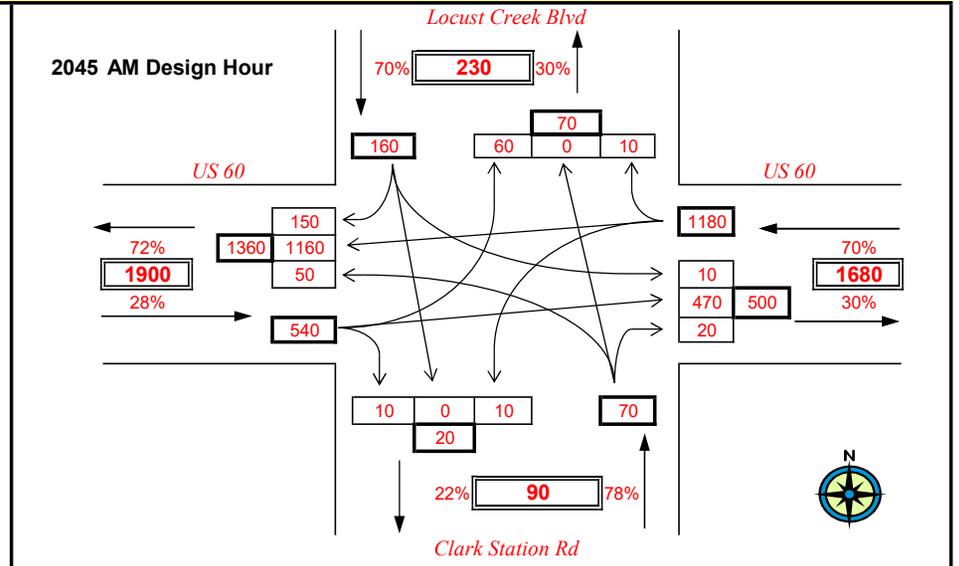
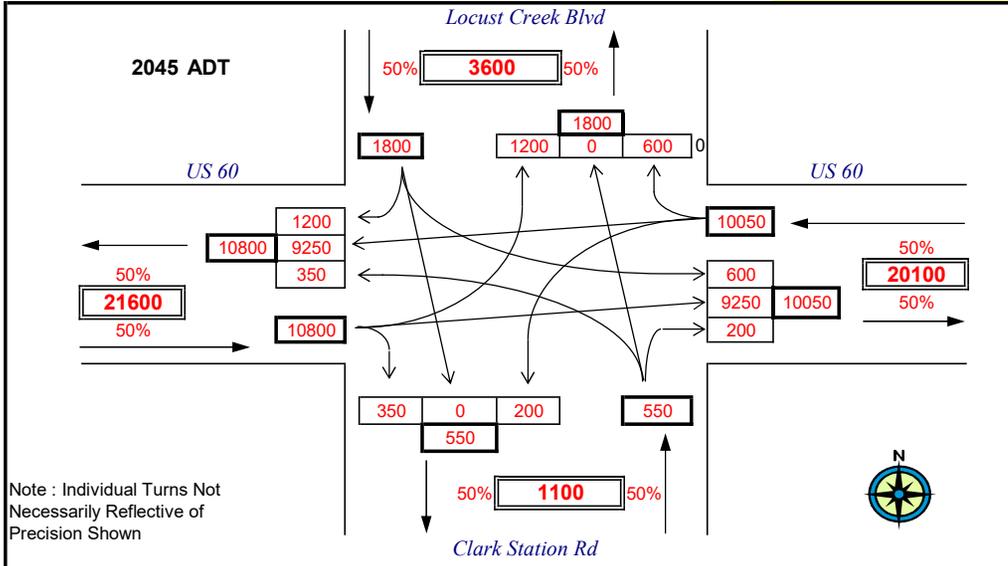


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 11 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

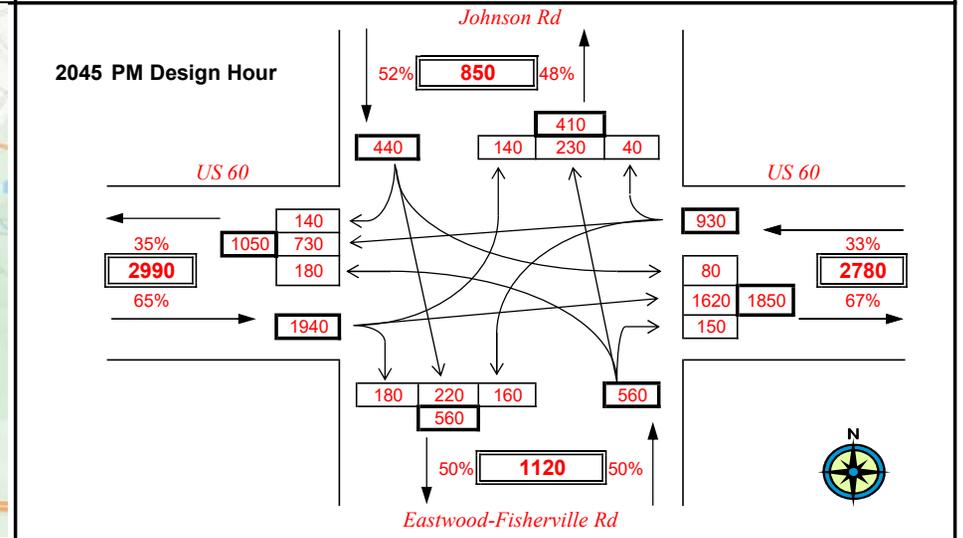
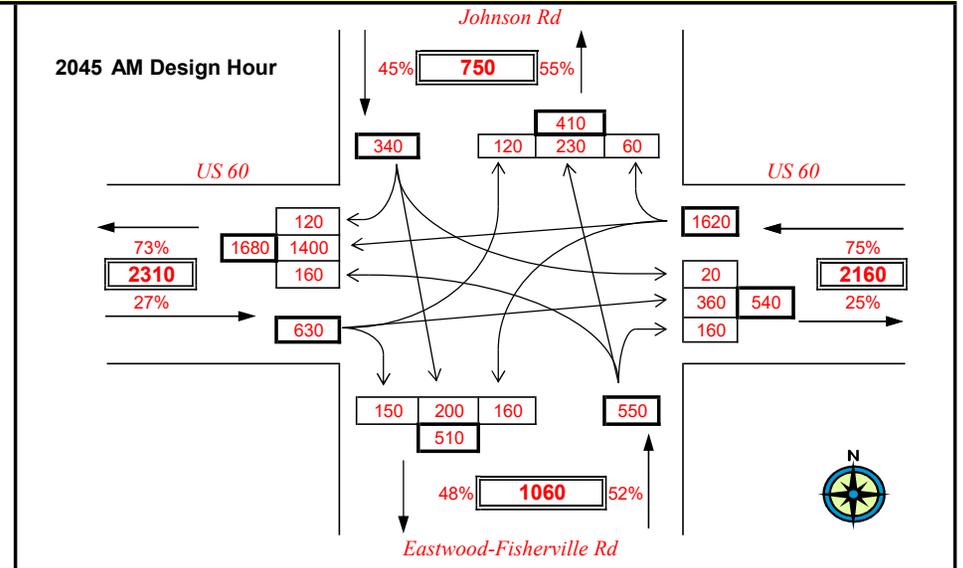
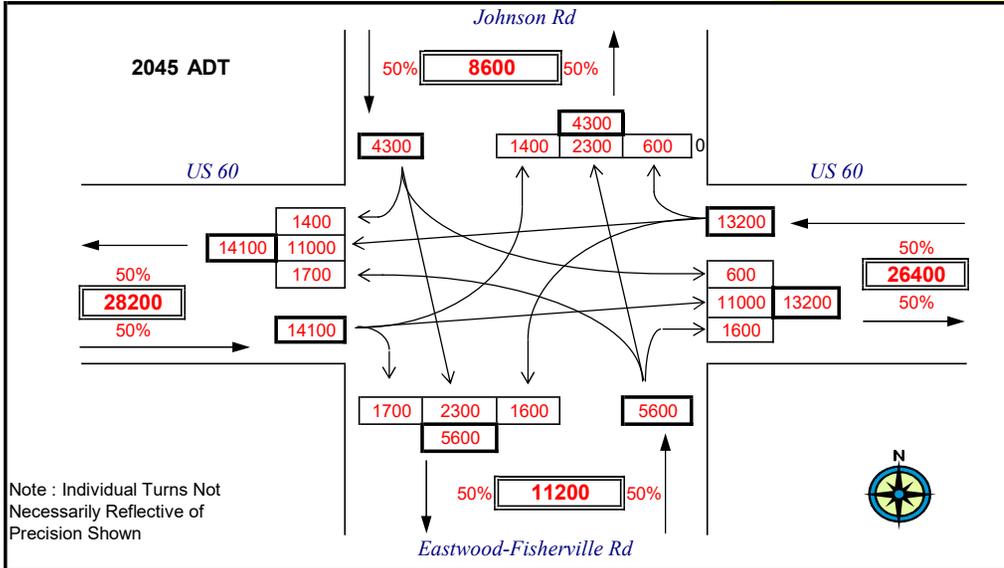


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 12 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

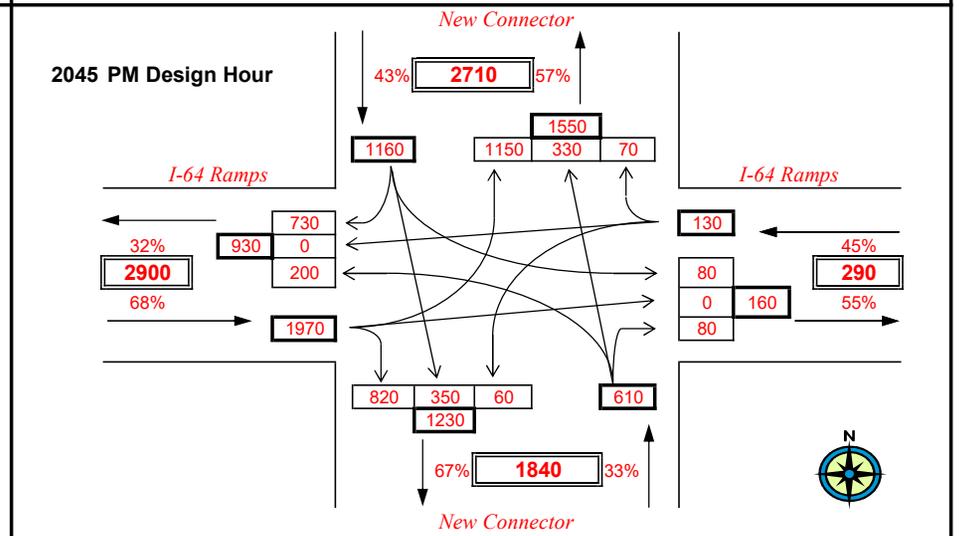
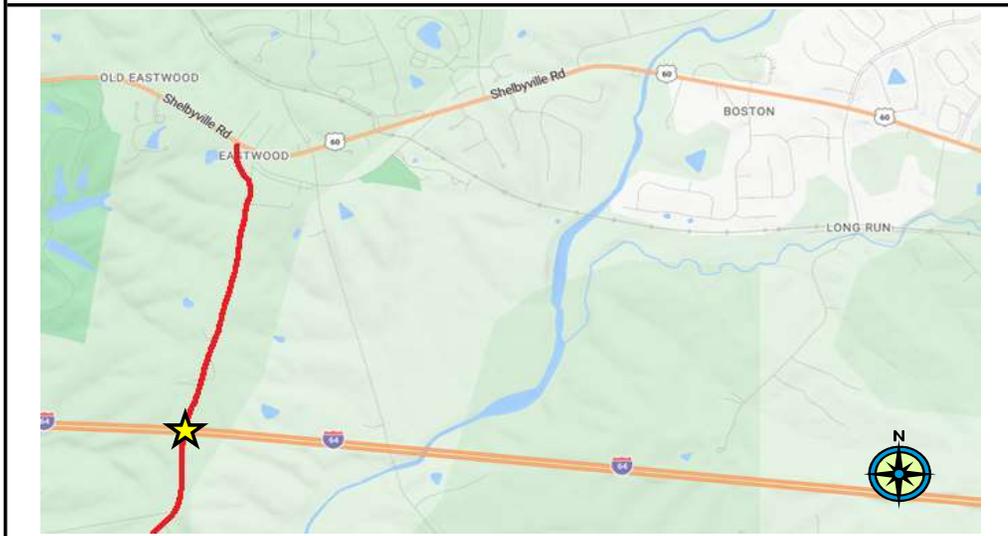
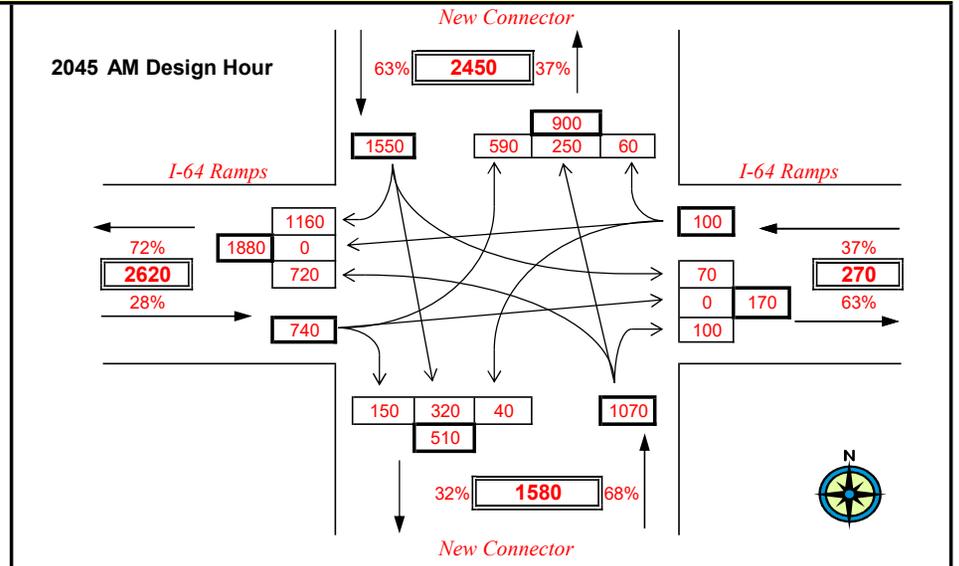
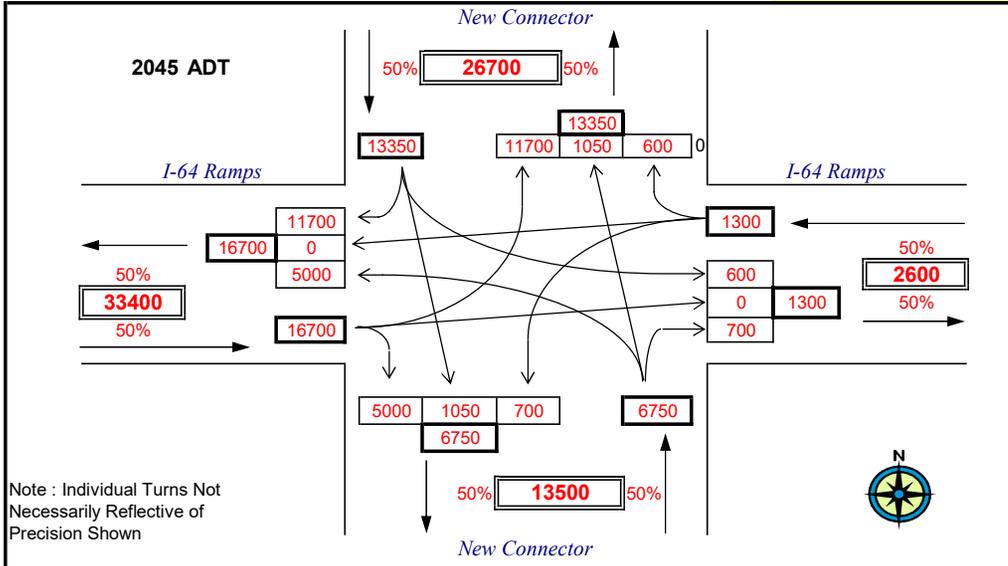


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 13 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

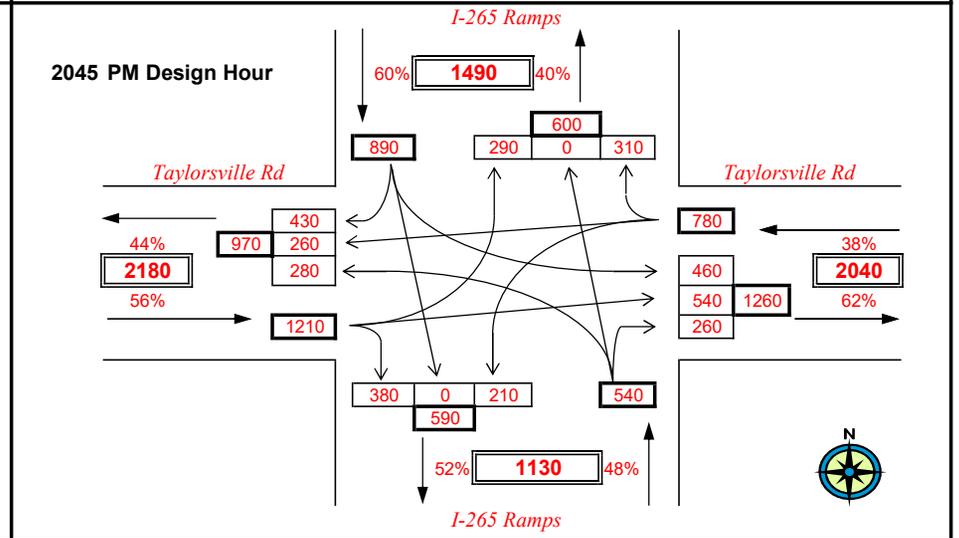
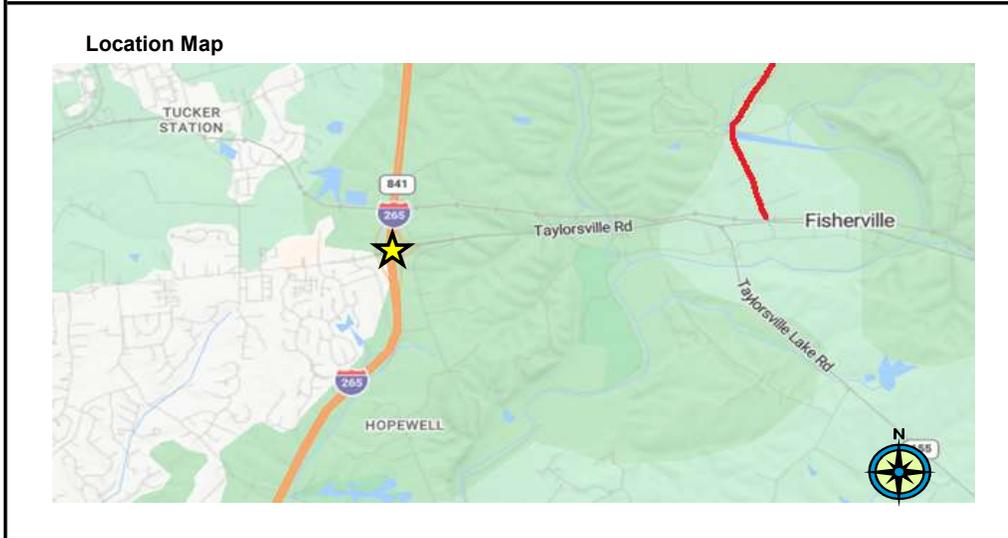
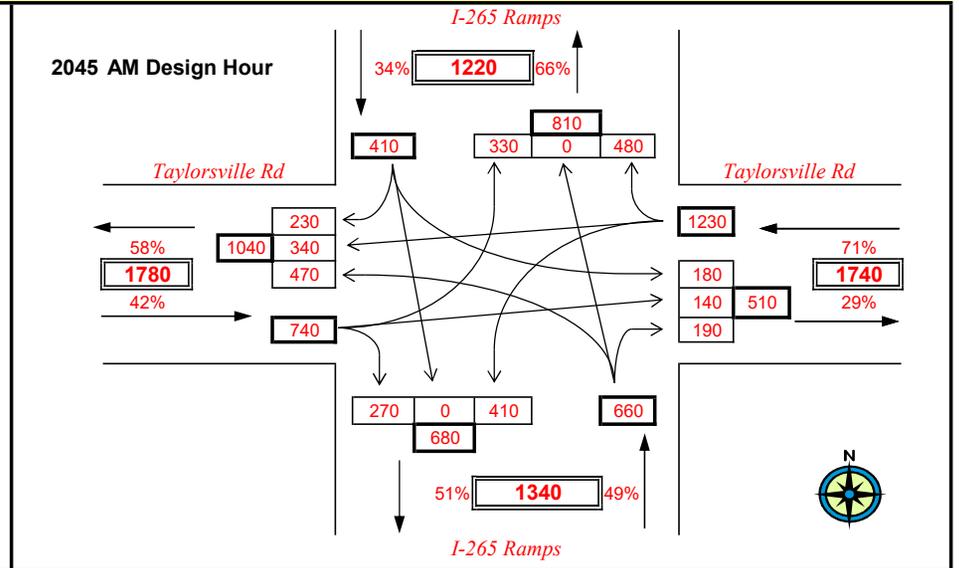
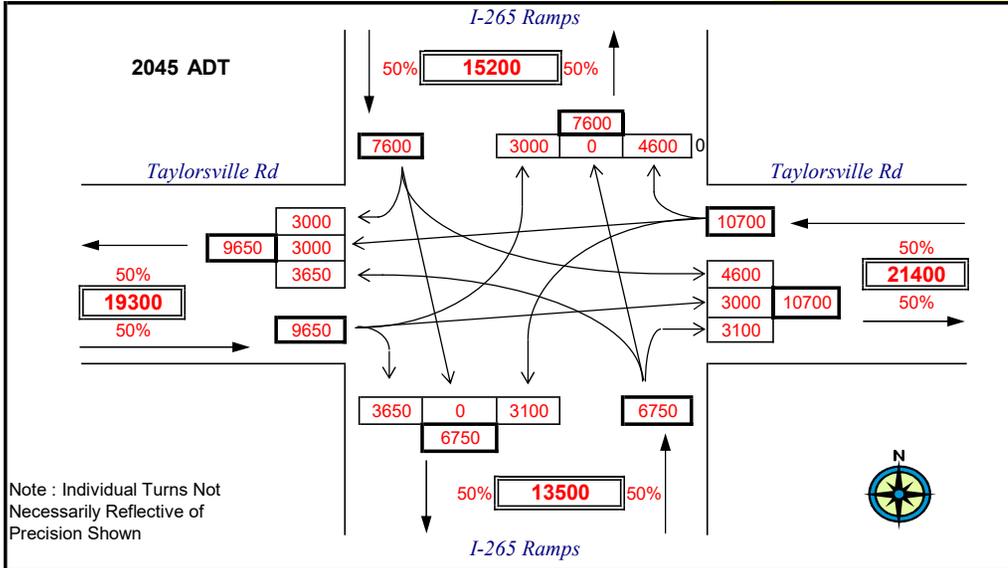


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 14 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

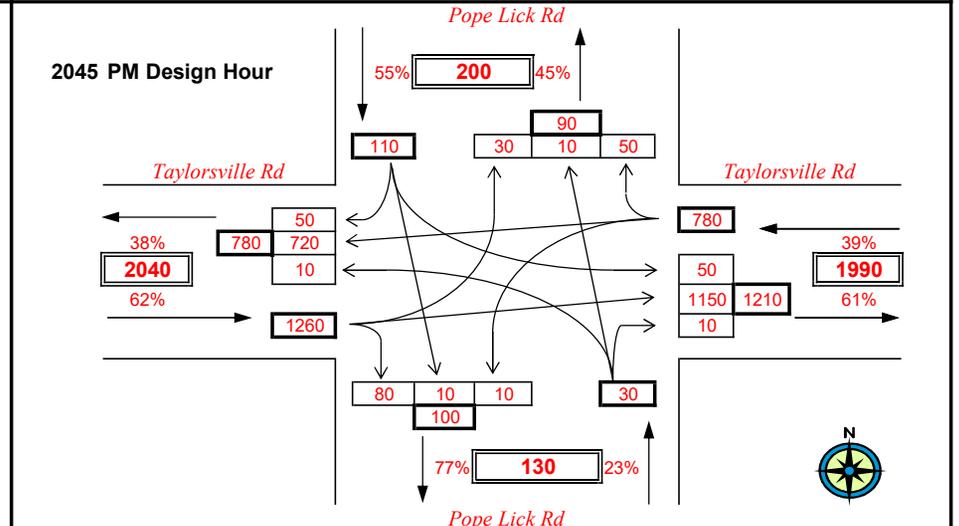
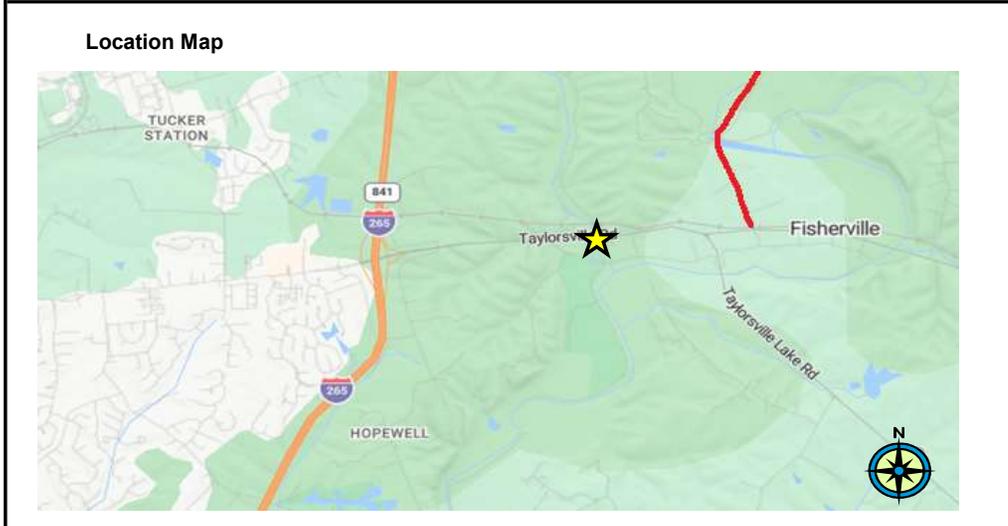
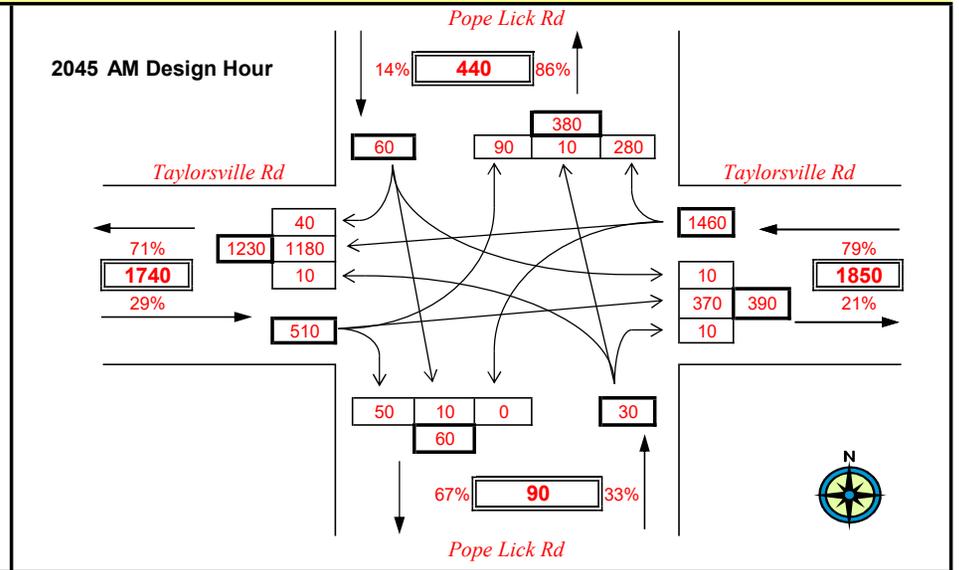
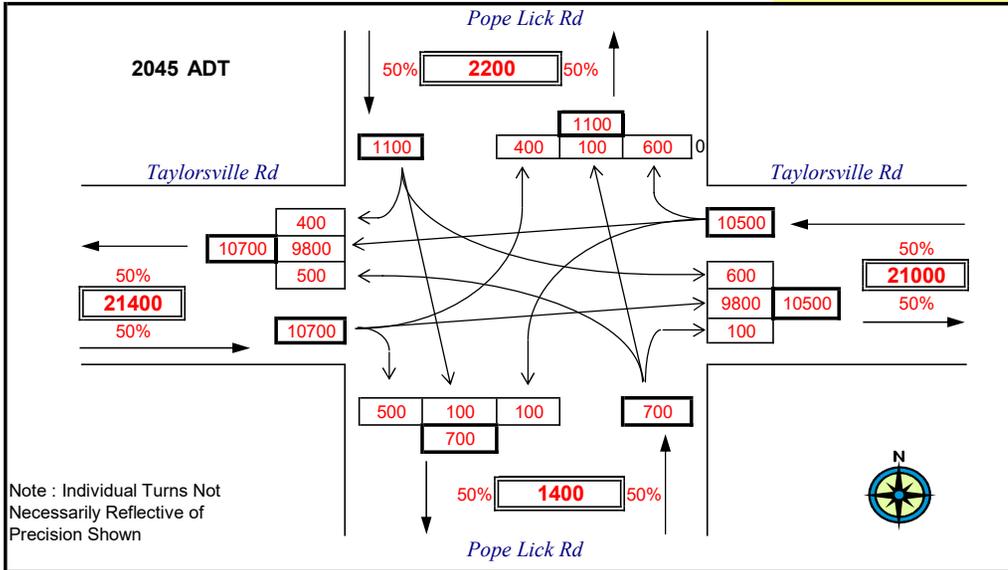


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 15 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

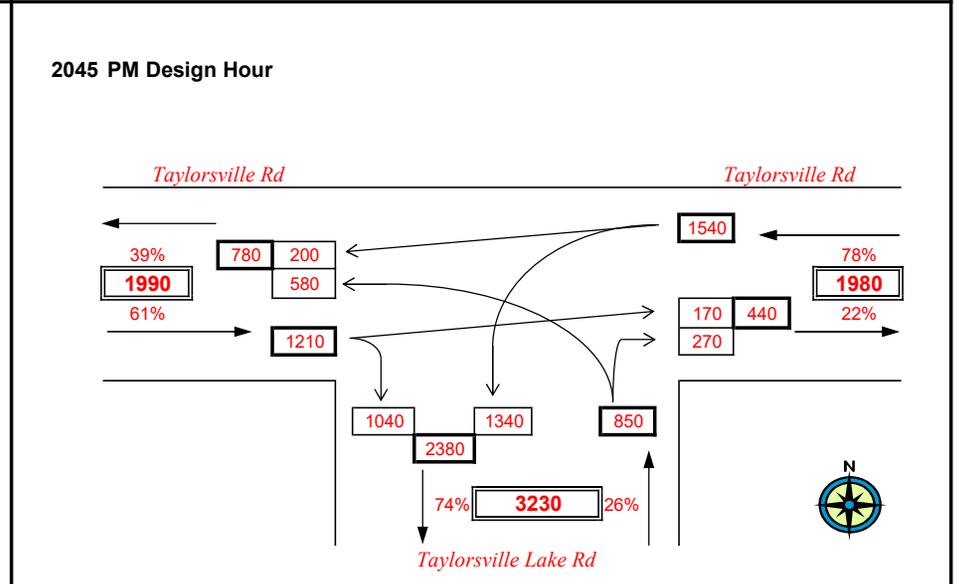
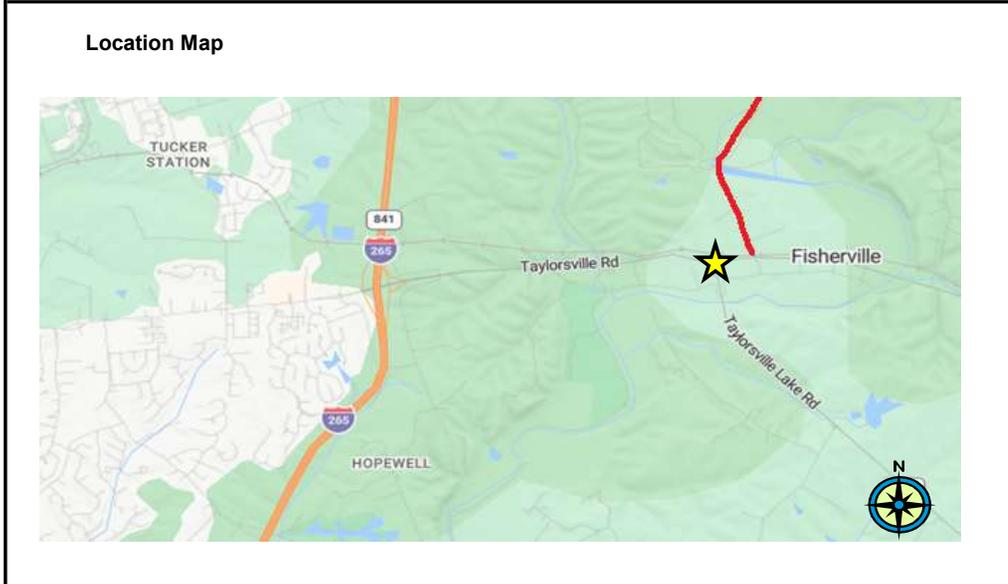
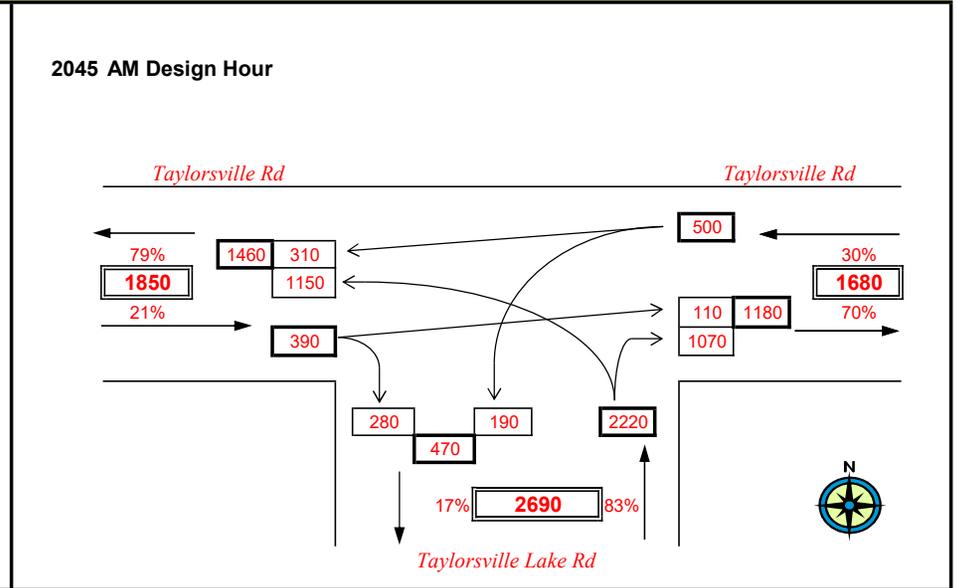
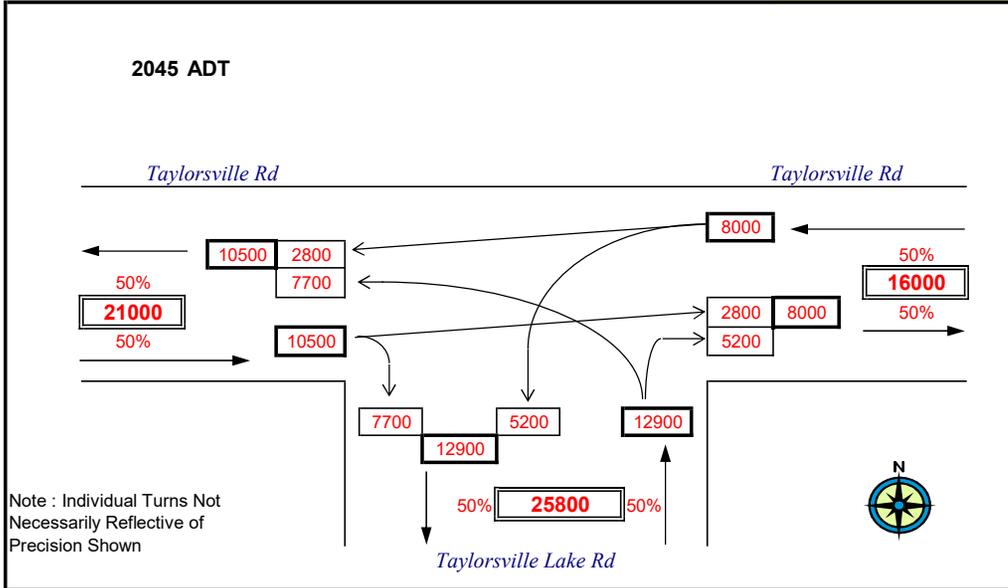


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 16 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

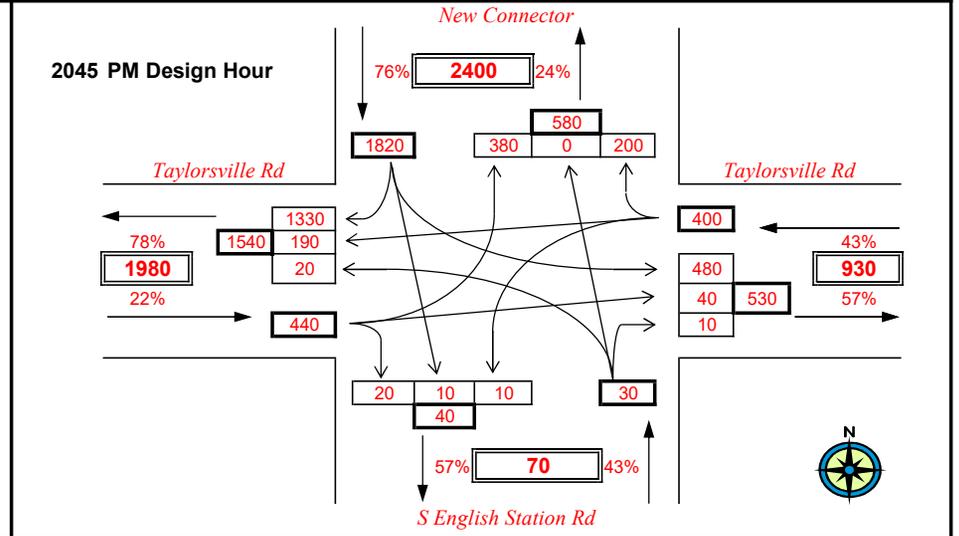
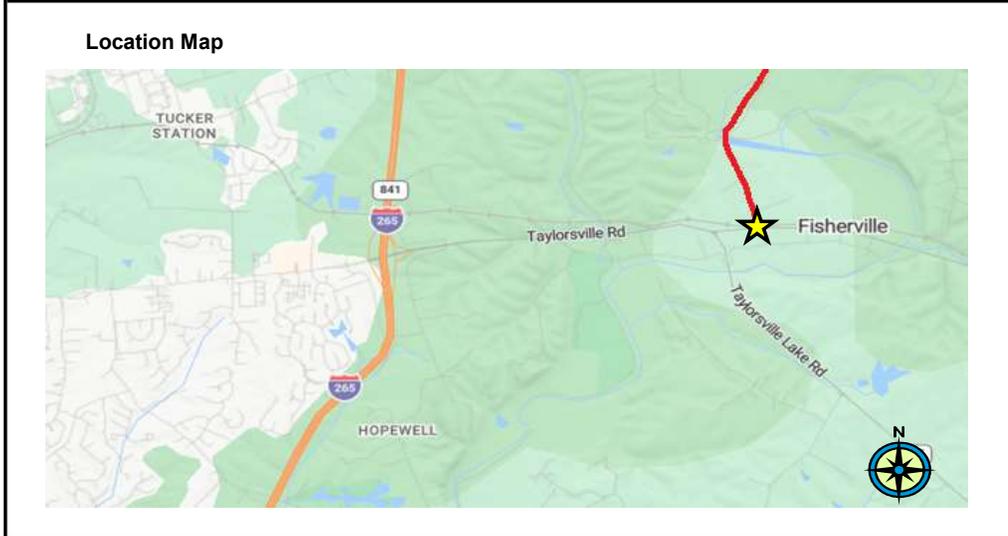
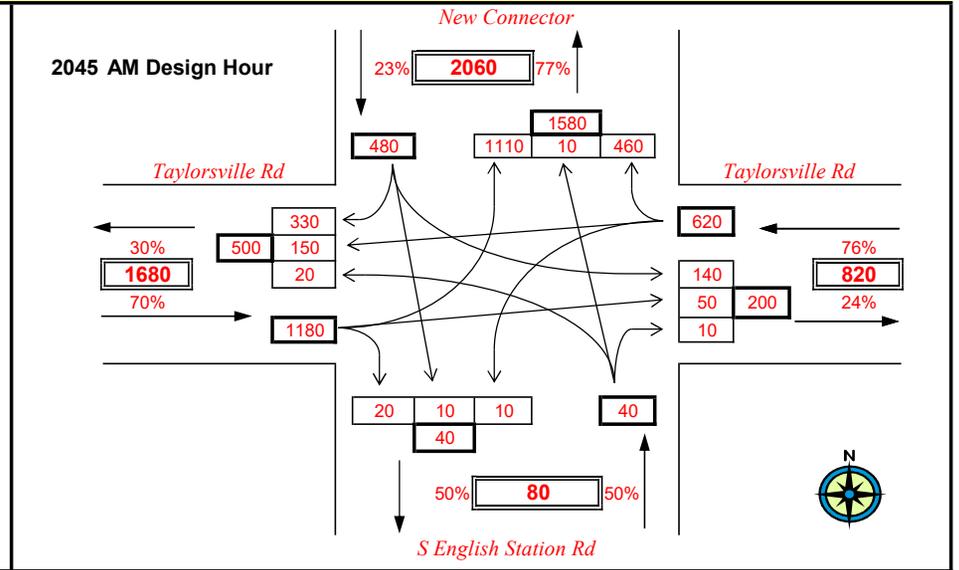
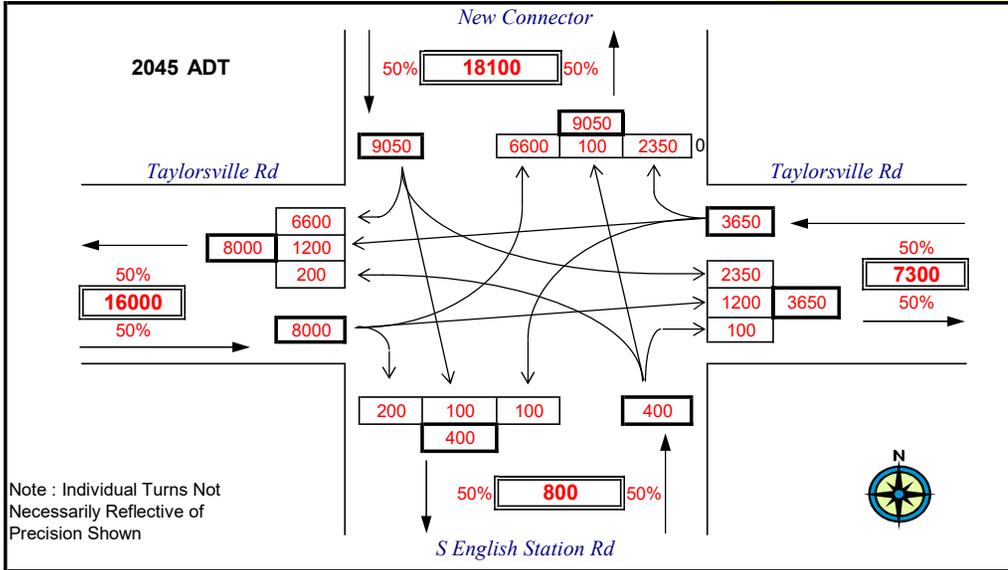


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 17 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

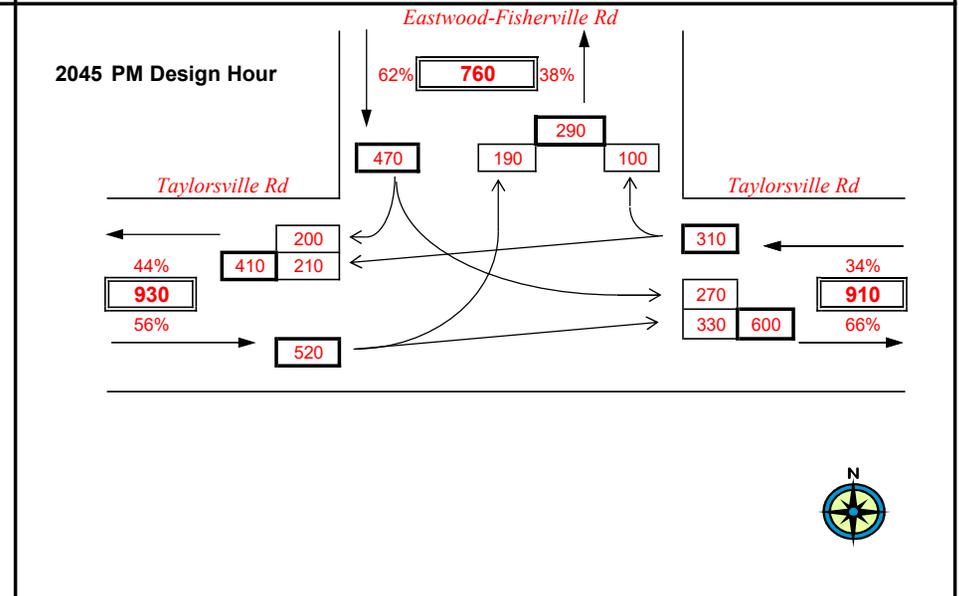
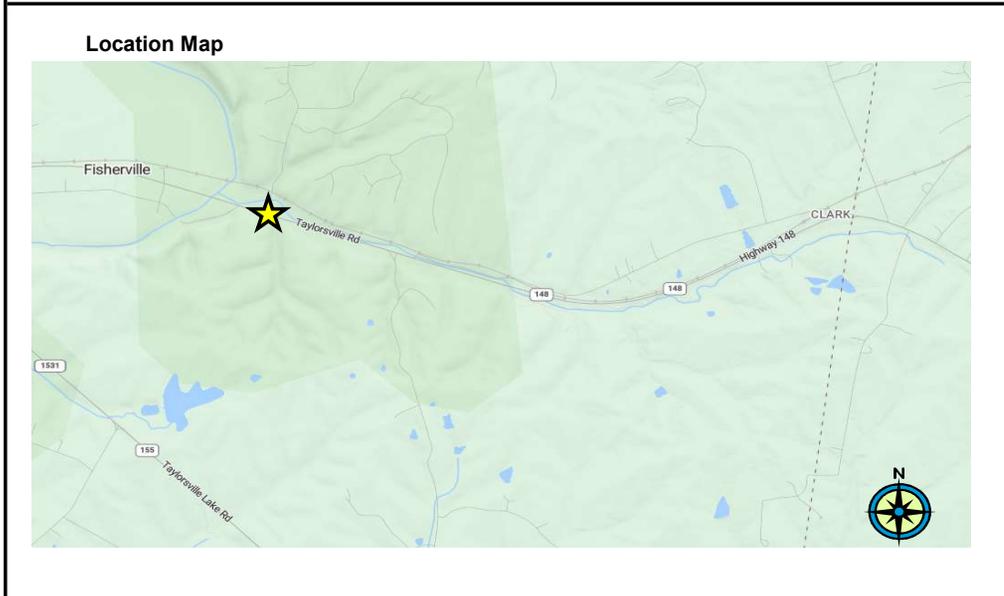
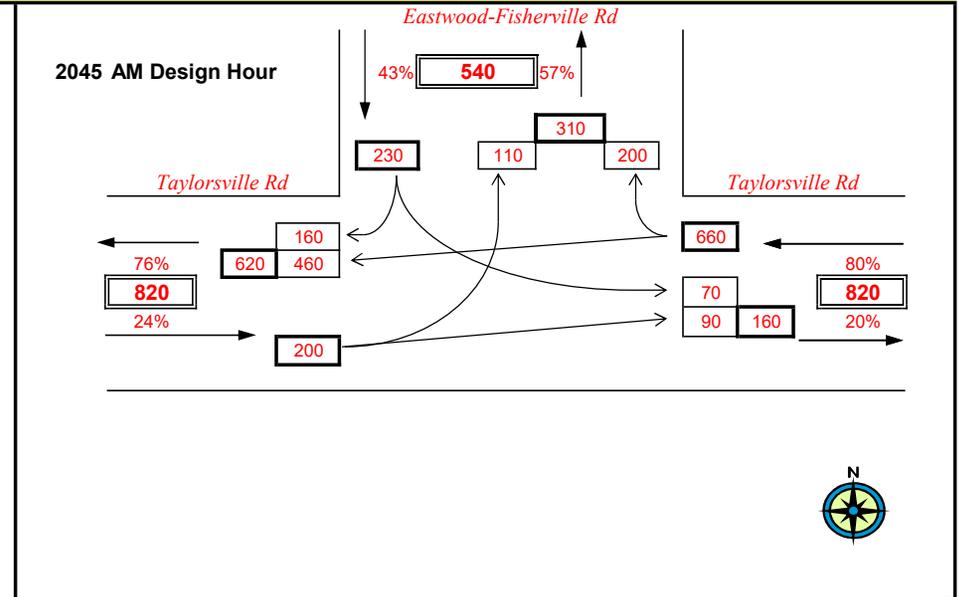
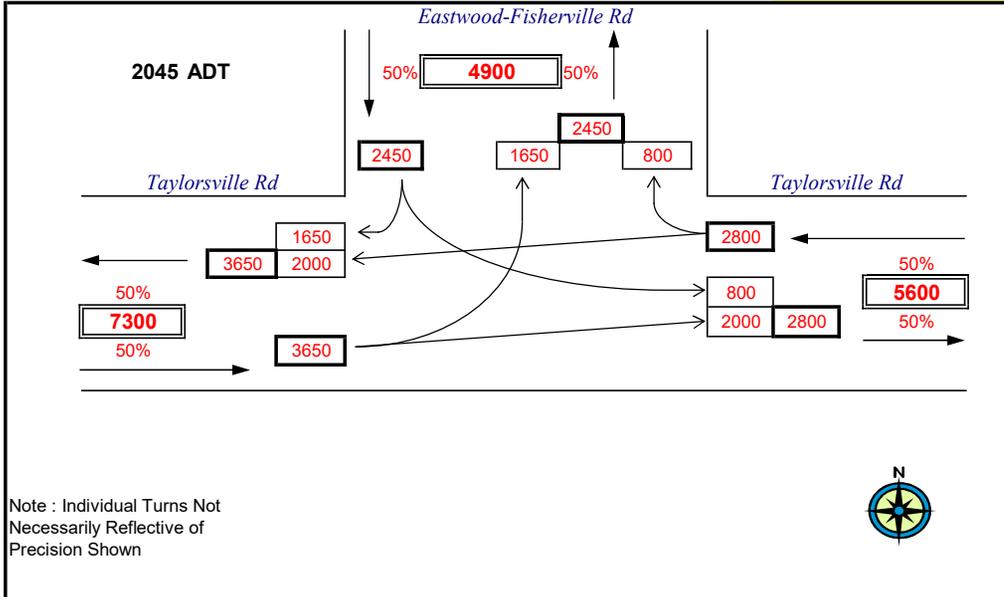


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 18 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

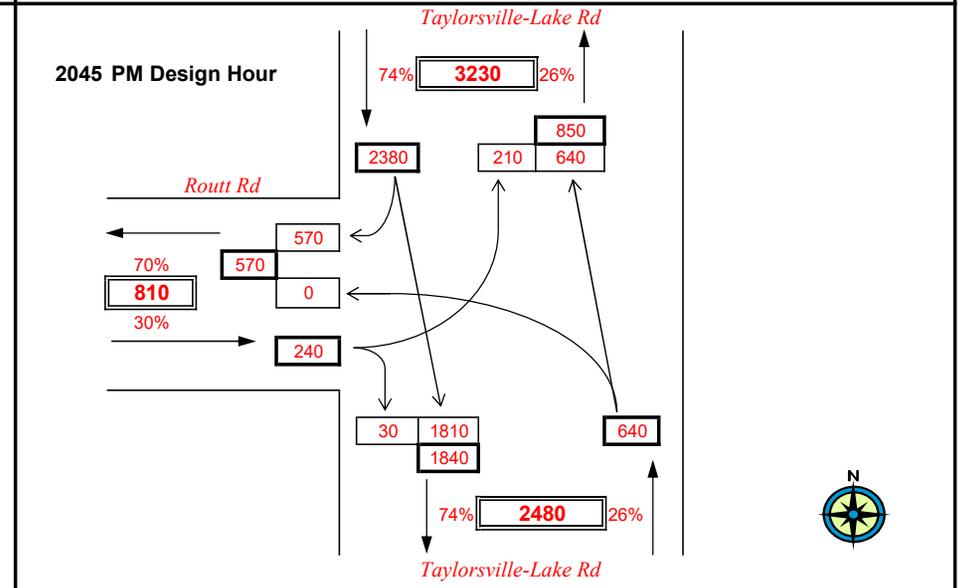
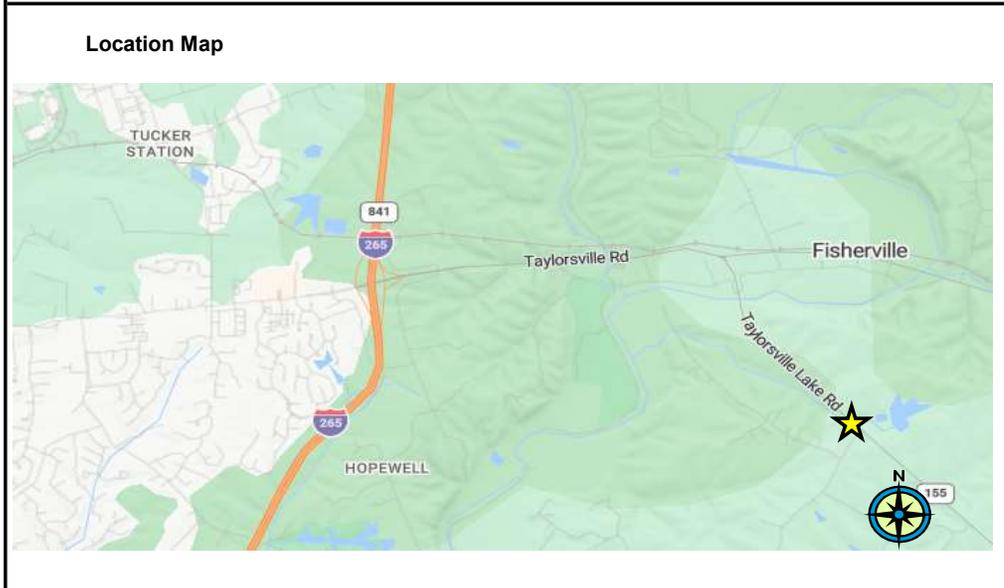
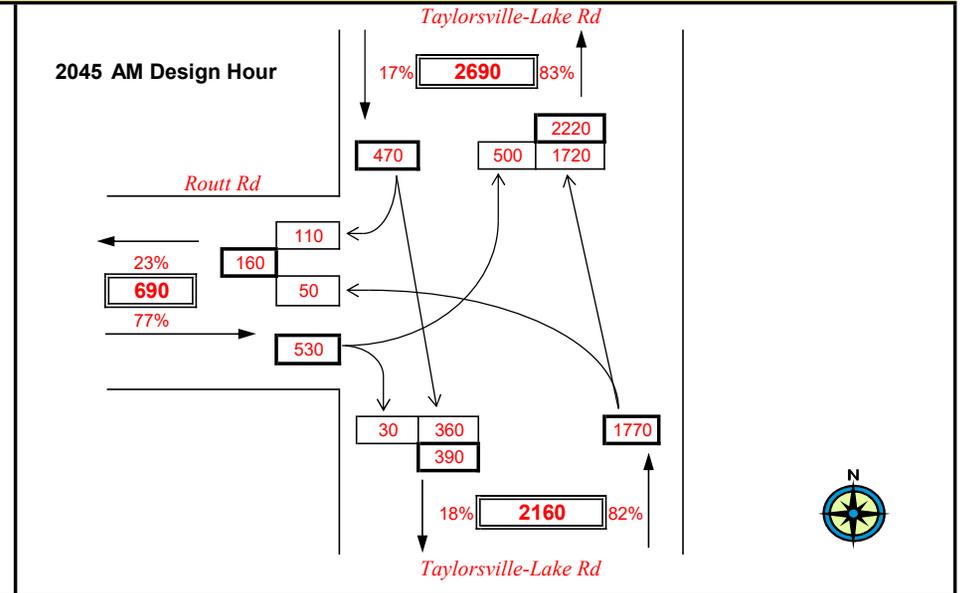
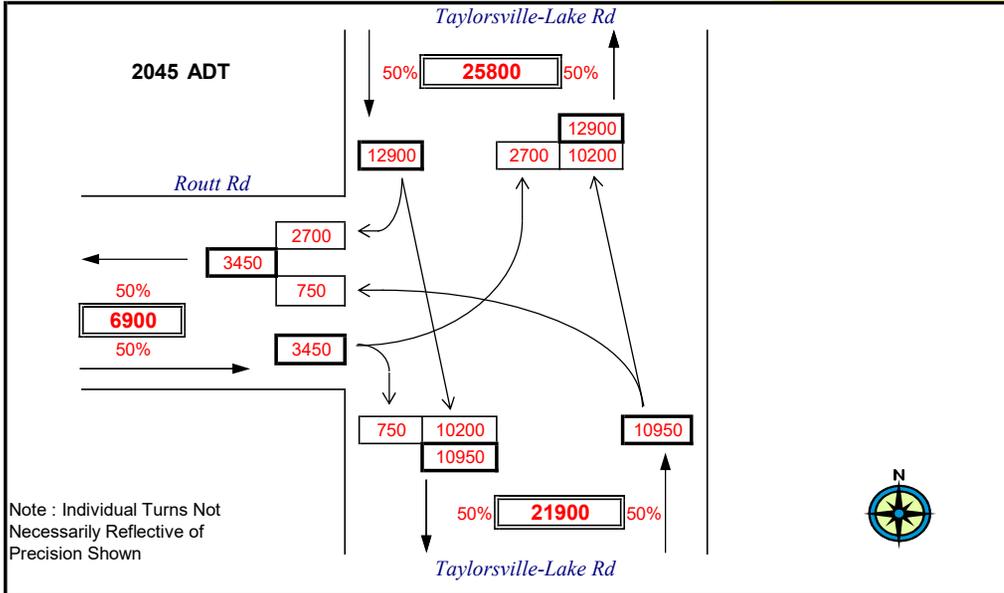


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 155 & KY 1531

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 20 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

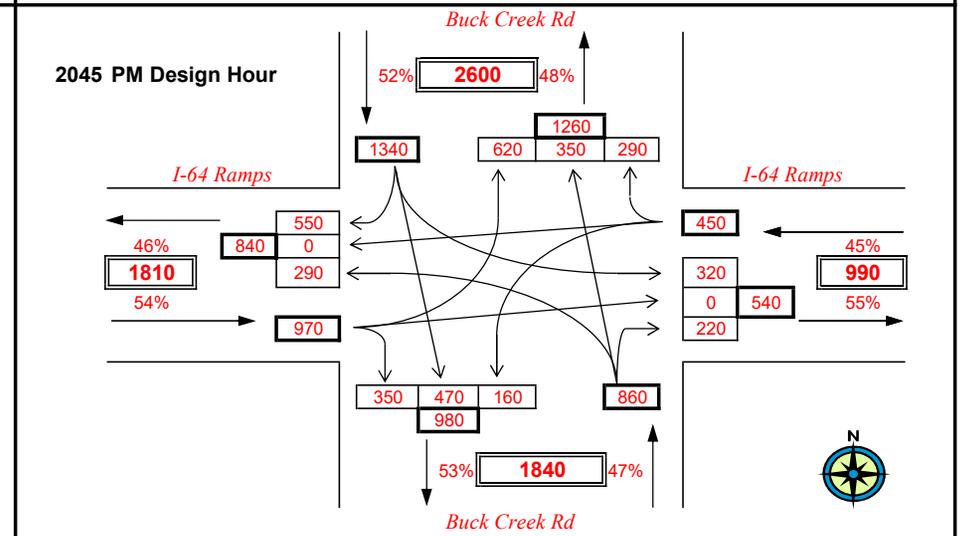
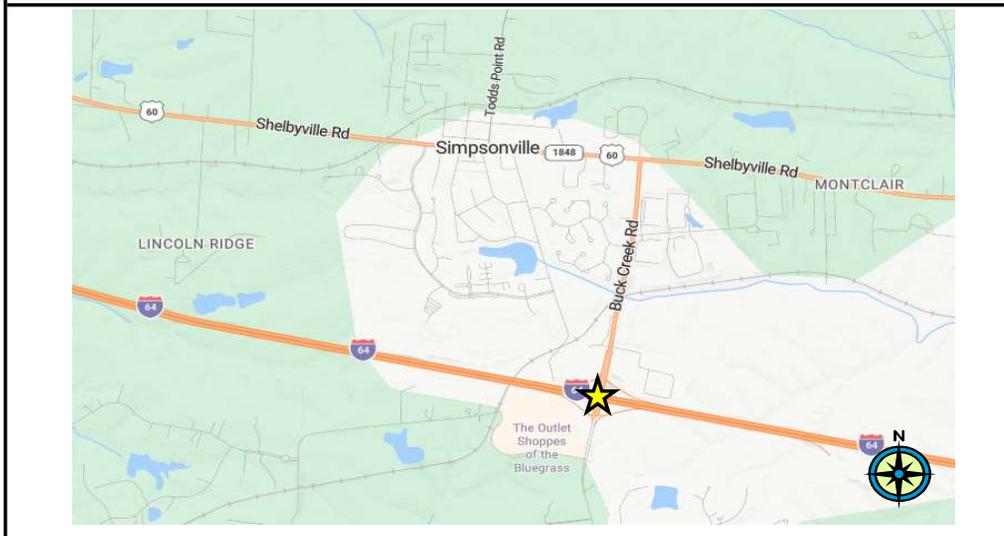
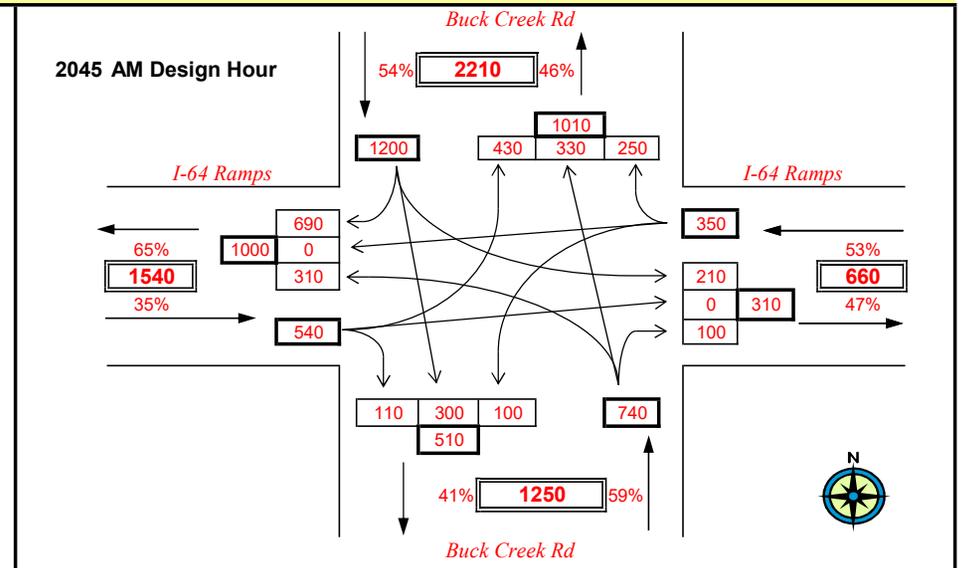
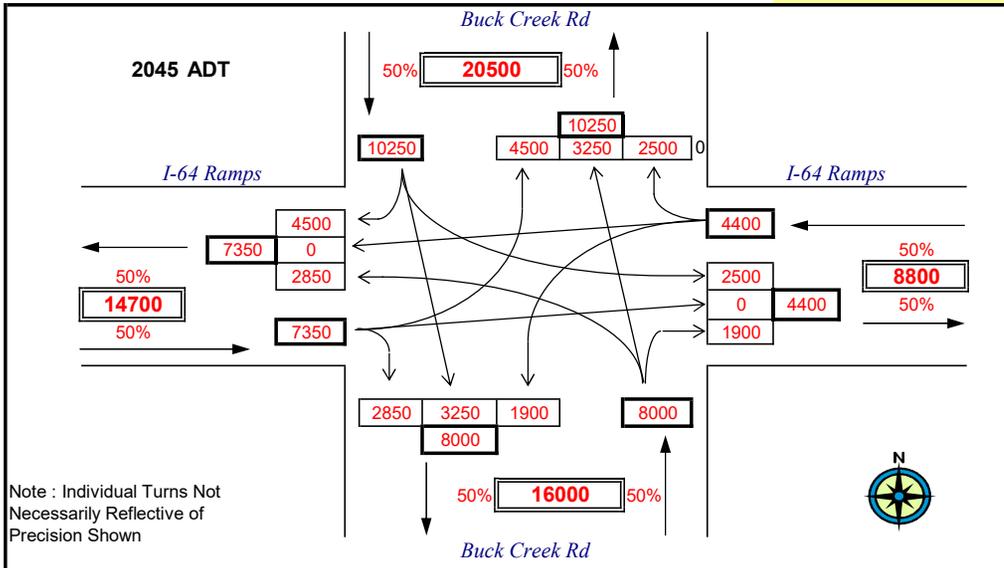


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 1848 & I-64 Ramps

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 21 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



Ramp Forecast at I-64/I-265 Interchange

2045 Build Concept A Scenario

Average Daily Traffic:

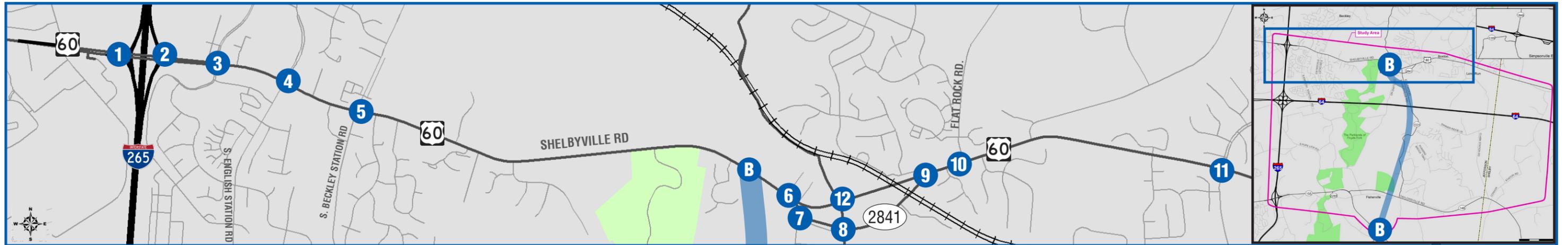


AM (PM) Design Hour:



Appendix D

Build Concept B Turning Movement Forecasts

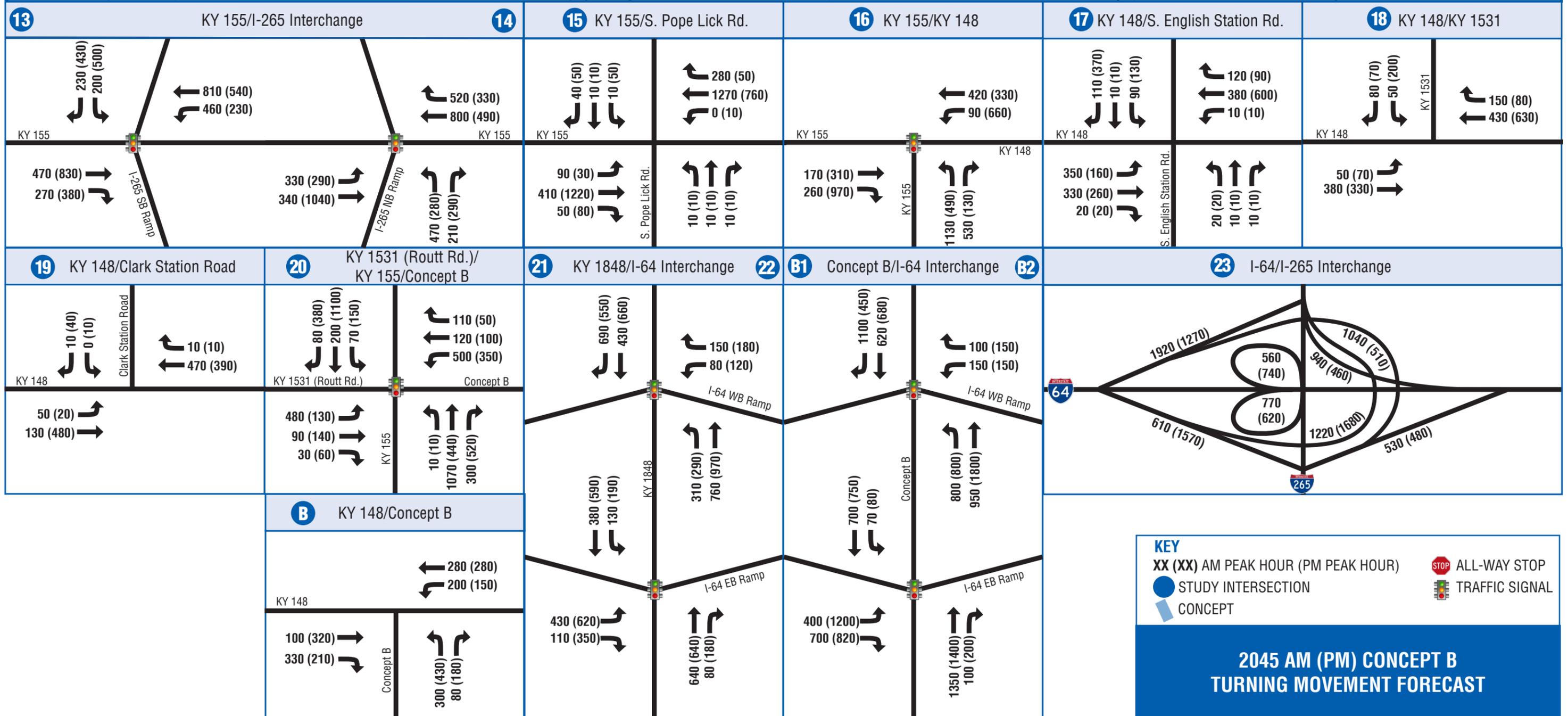
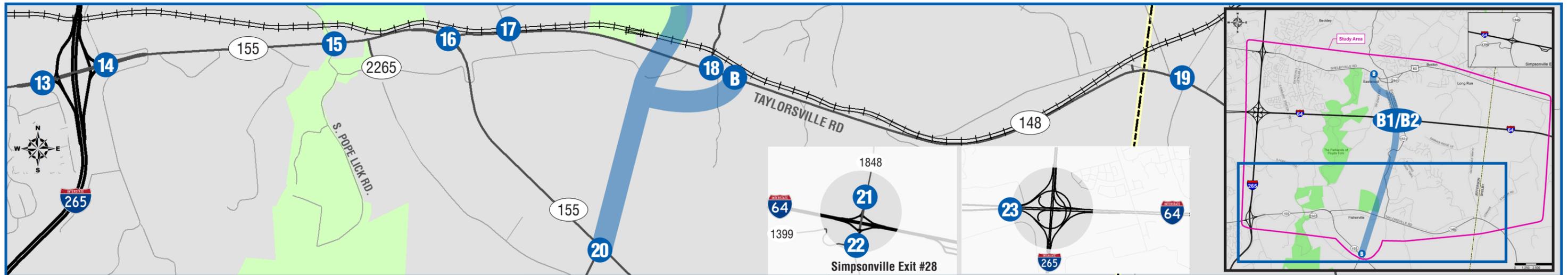


1 US 60/I-265 Interchange		2 US 60/Beckley Woods/English Str. Way		3 US 60/Lake Forest Pkwy./English Station Road		4 US 60/Beckley Station Road		5 US 60/KY 2841 (Eastwood Cutoff)	
6 US 60/Beckley Station Road		7 KY 2841 (Eastwood Cutoff)/Gilliland Road		8 KY 2841/KY 1531 (Eastwood-Fisherville Road)		9 US 60/KY 2841 (Eastwood Cutoff)		10 US 60/Flat Rock Road	
11 US 60/Clark Station Road/Locust Creek Boulevard		12 US 60/Johnson Rd./KY 1531		B US 60/Concept B					

KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

**2045 AM (PM) CONCEPT B
TURNING MOVEMENT FORECAST**



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

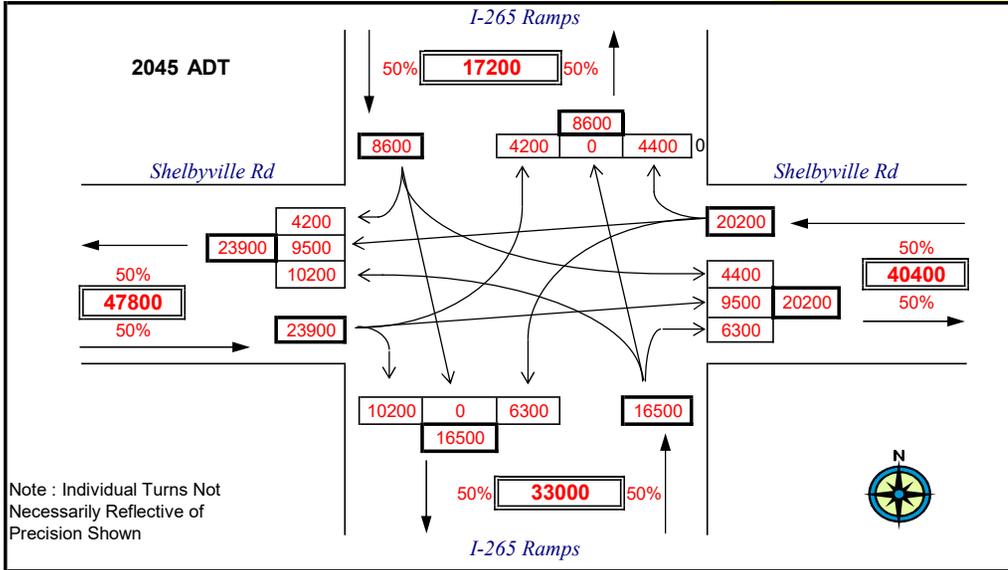
**2045 AM (PM) CONCEPT B
TURNING MOVEMENT FORECAST**

PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

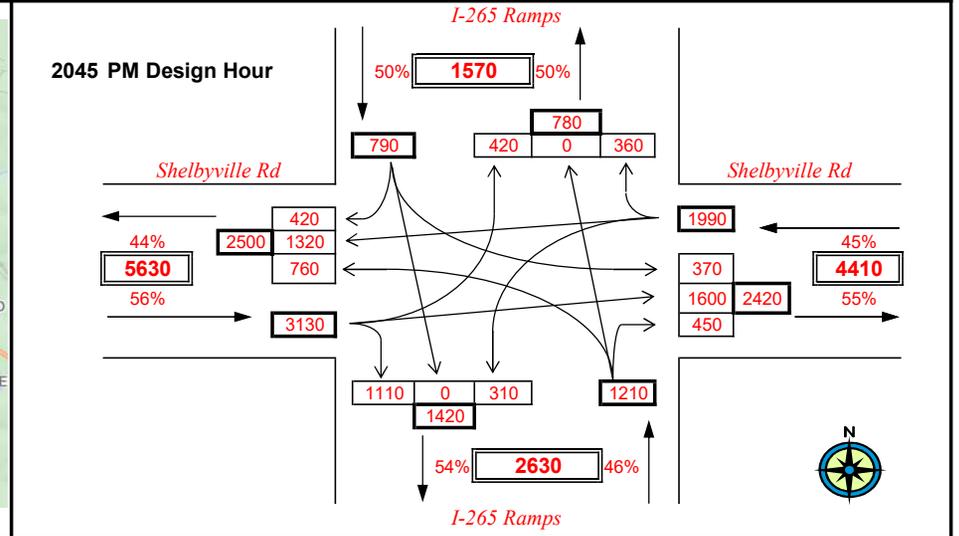
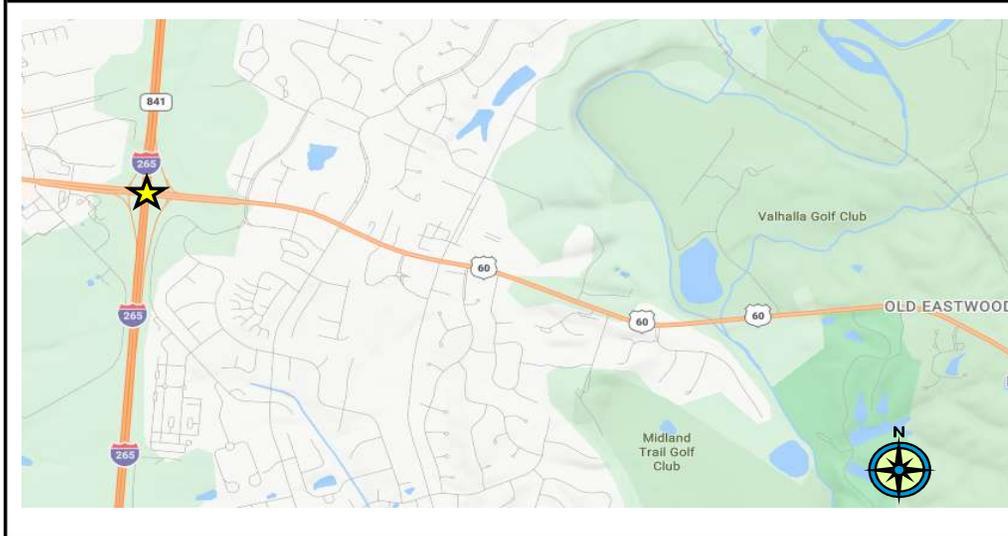
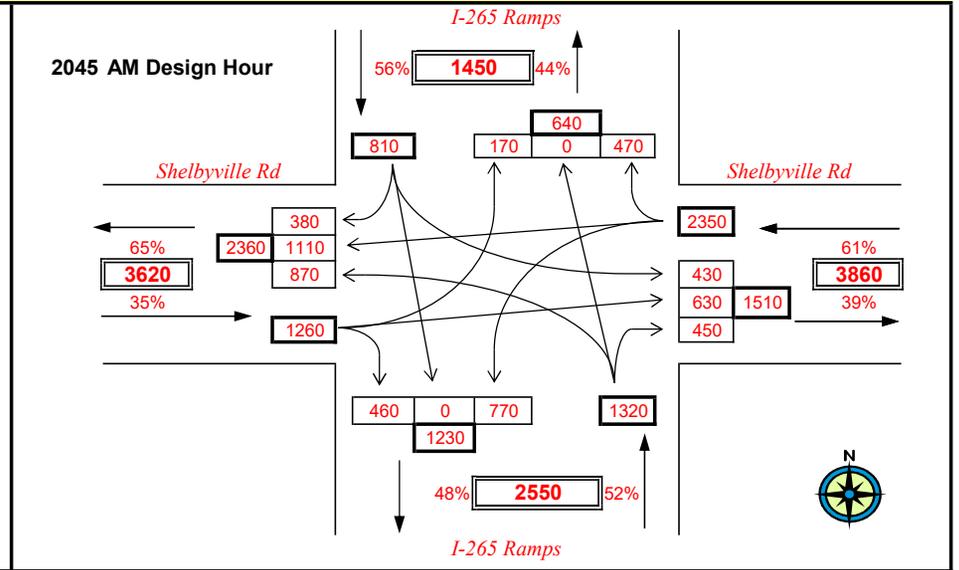
NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 2 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****



Note : Individual Turns Not Necessarily Reflective of Precision Shown

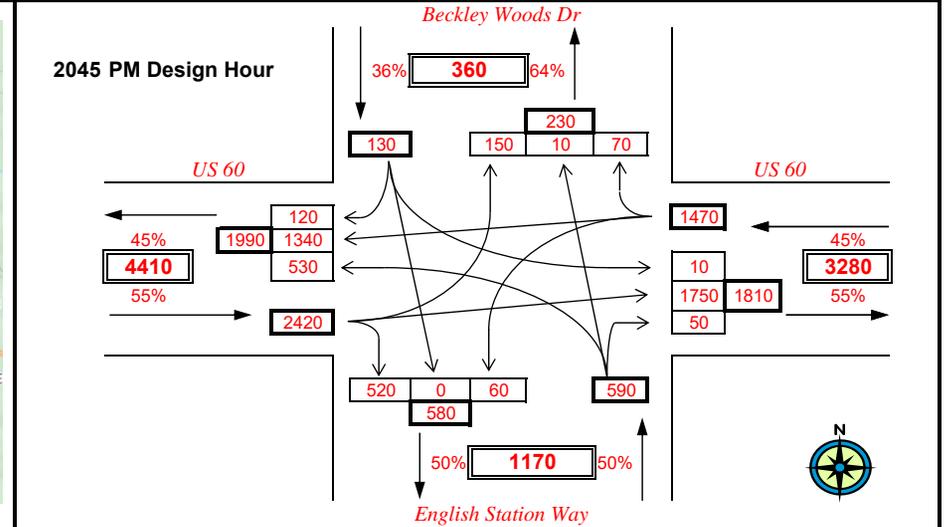
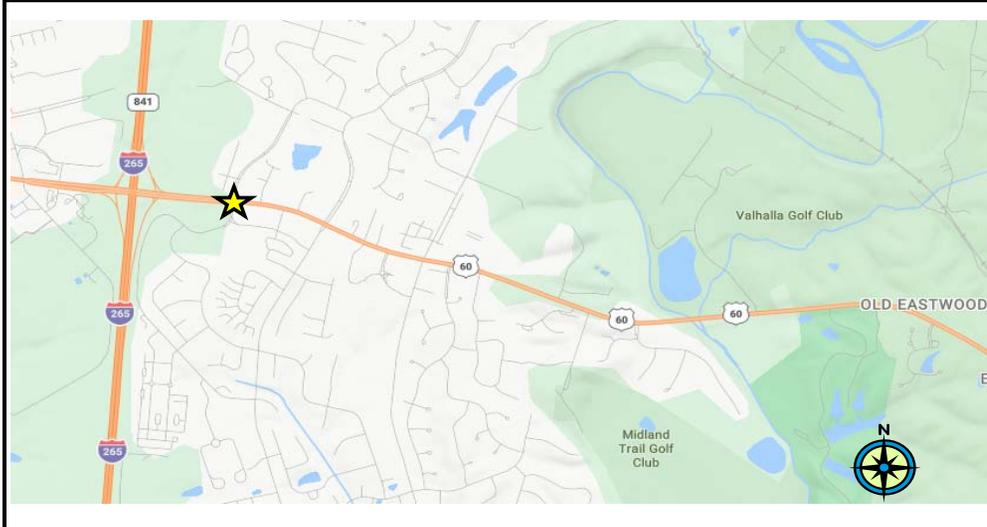
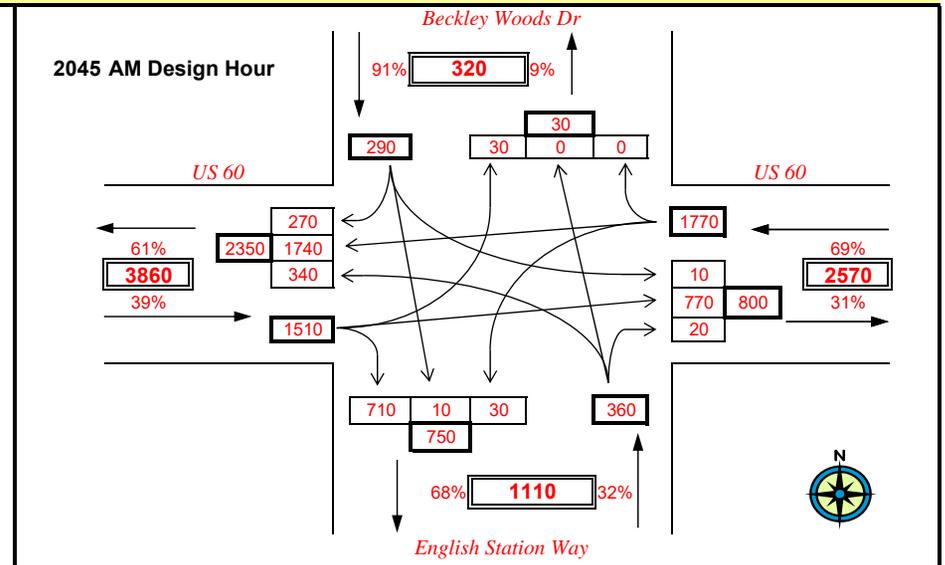
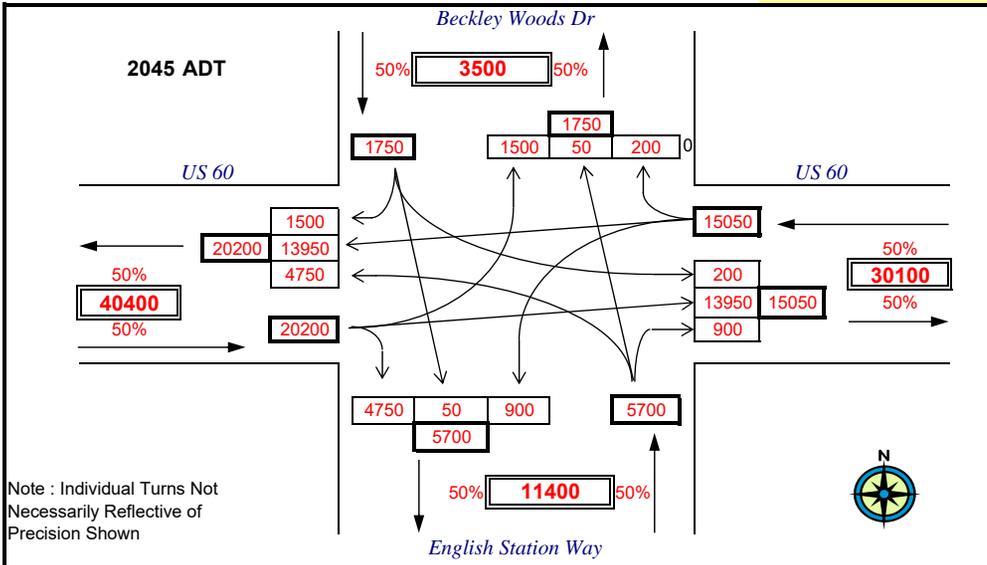


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Beckley Woods Dr

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 3 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

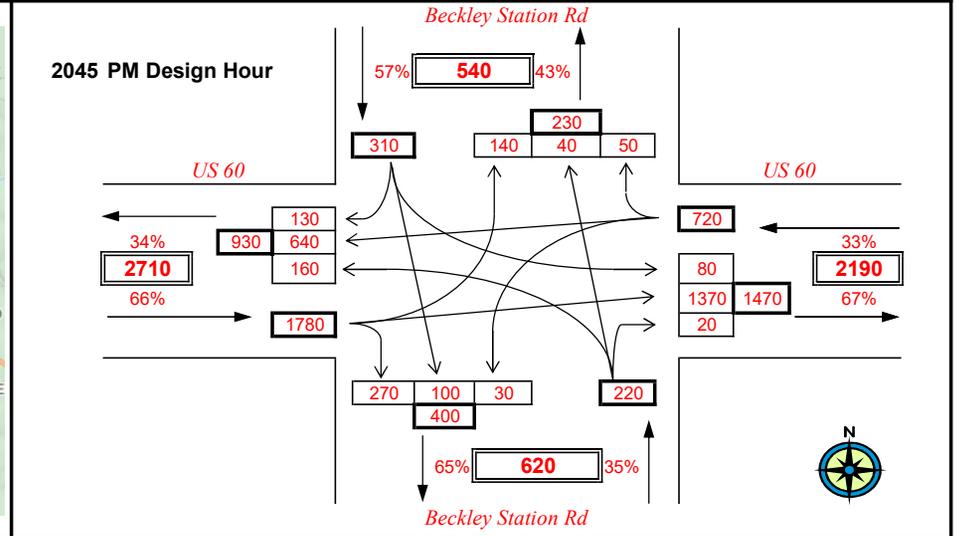
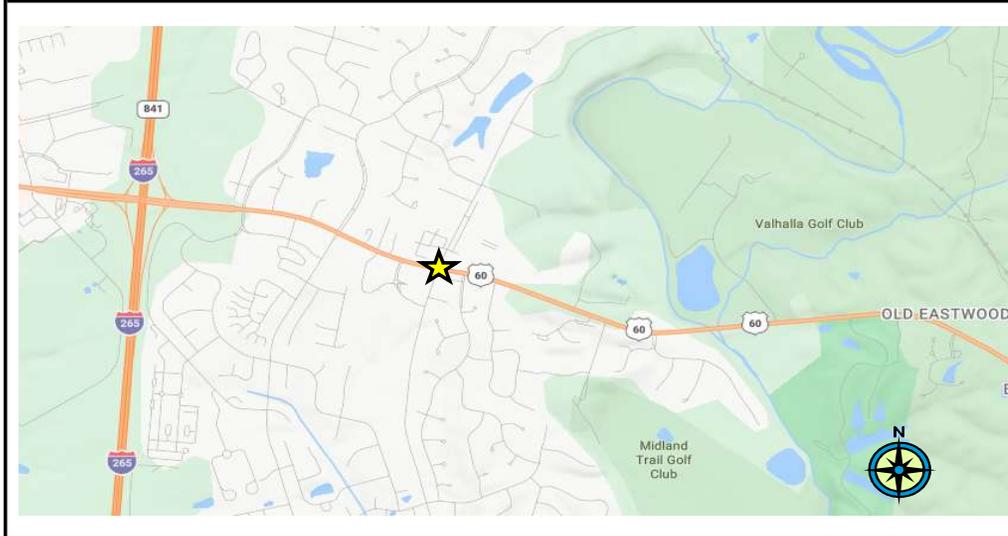
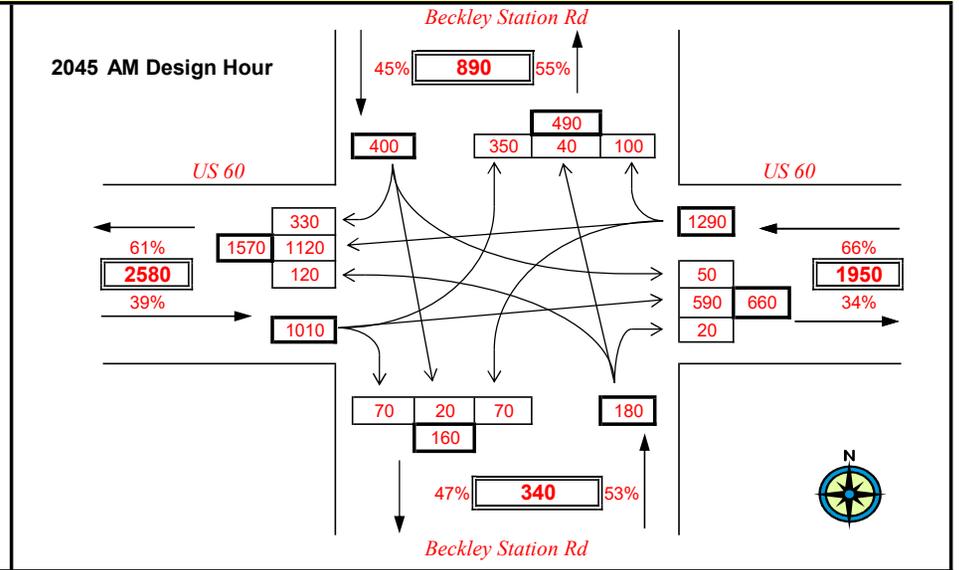
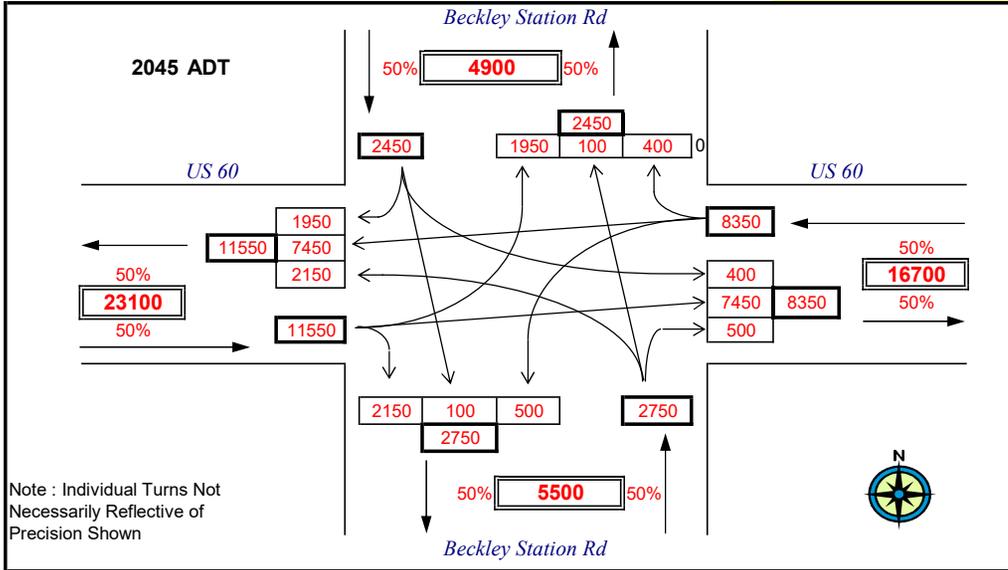


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

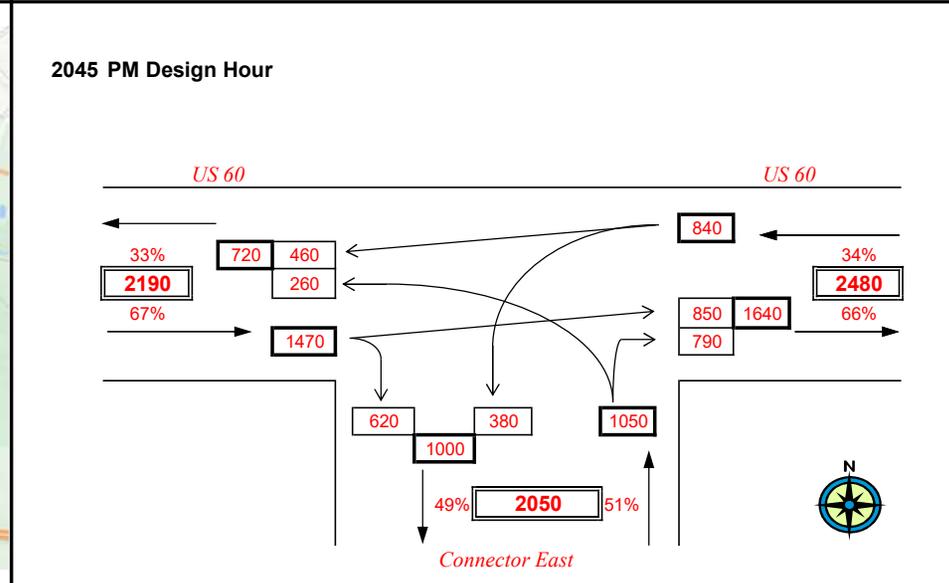
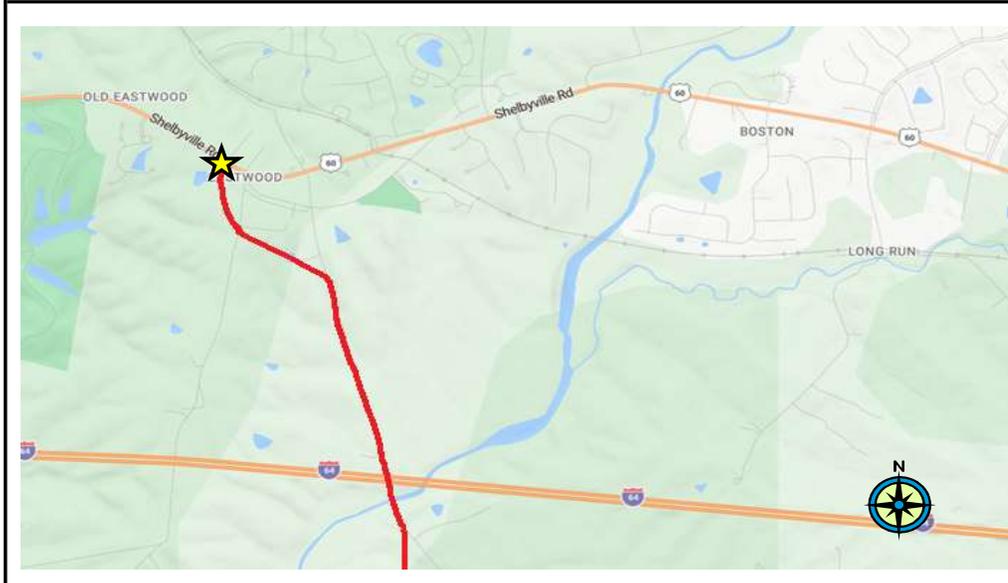
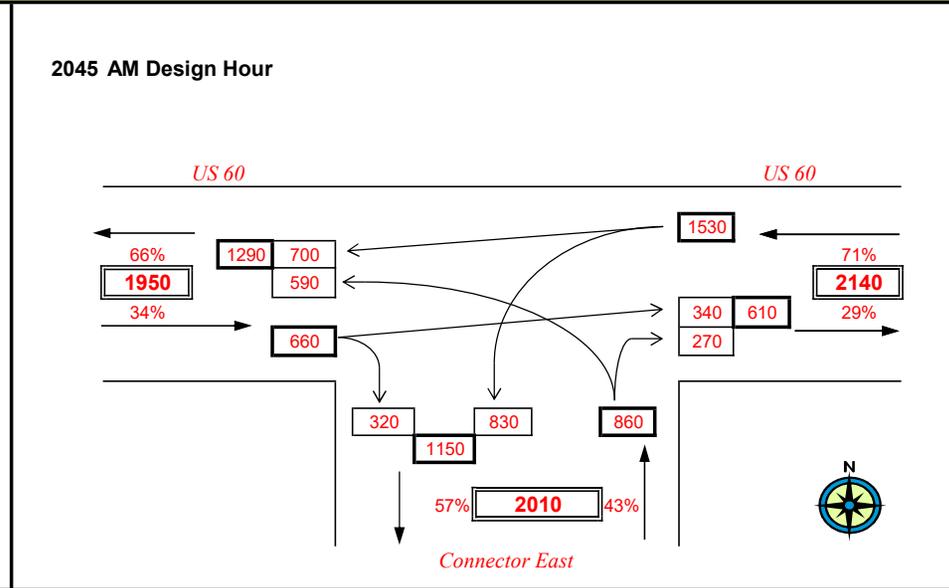
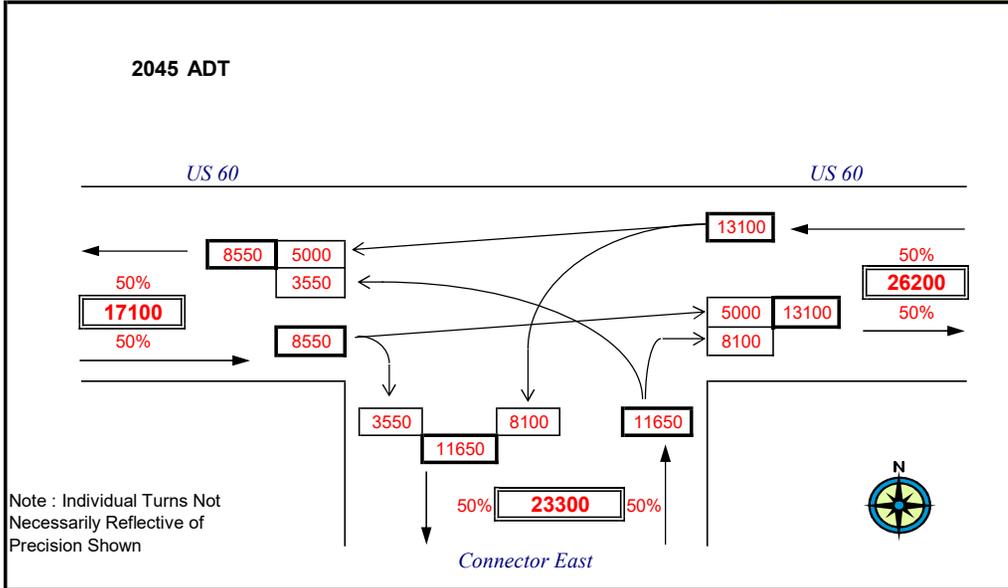


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5X (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

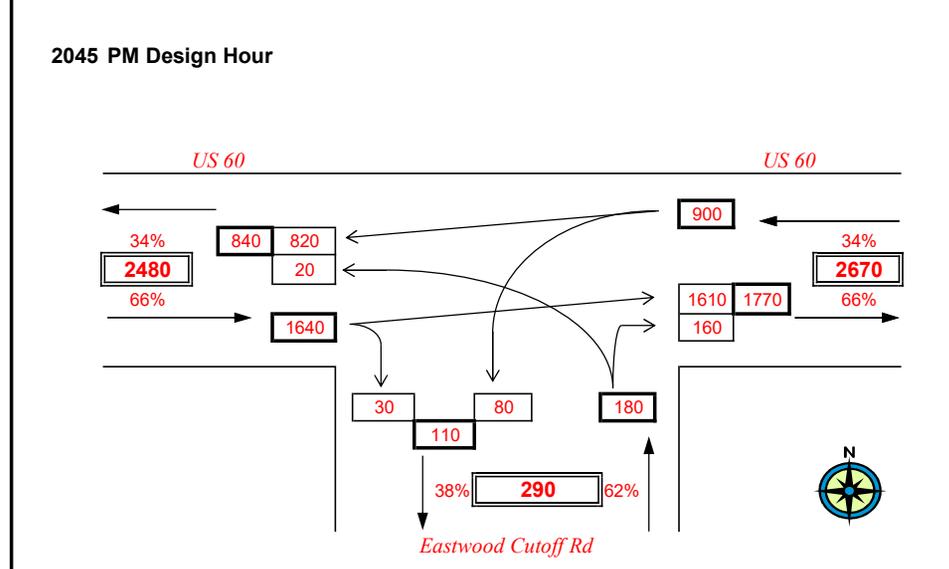
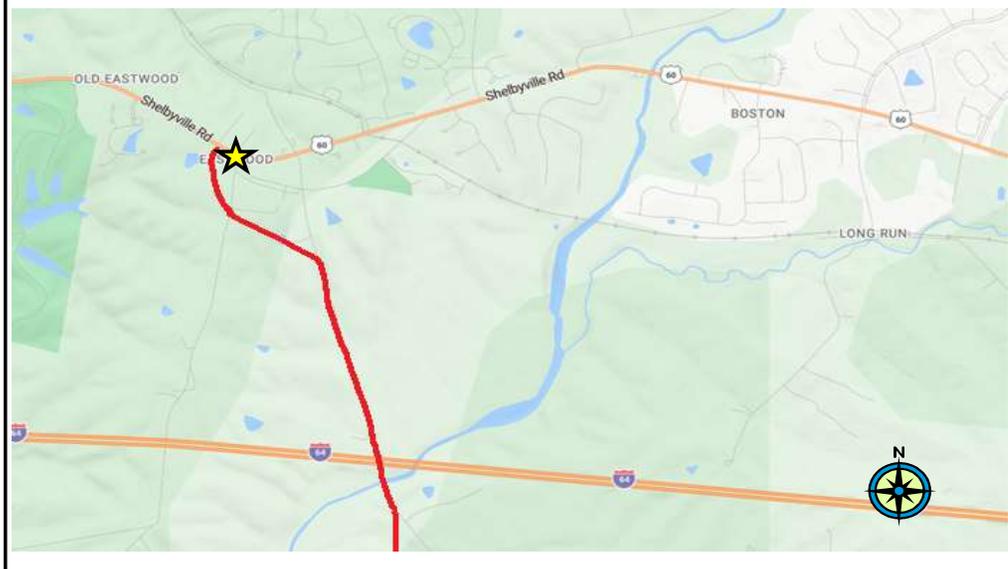
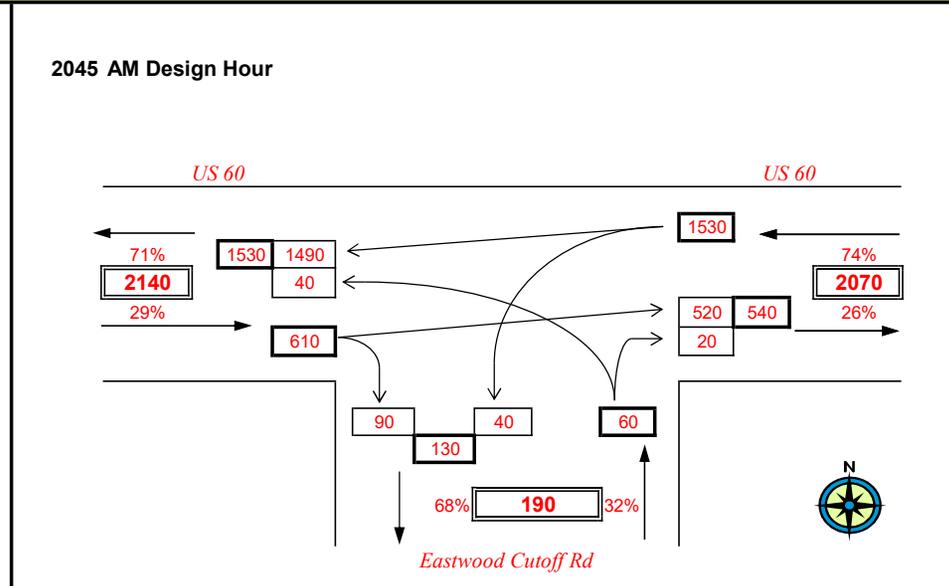
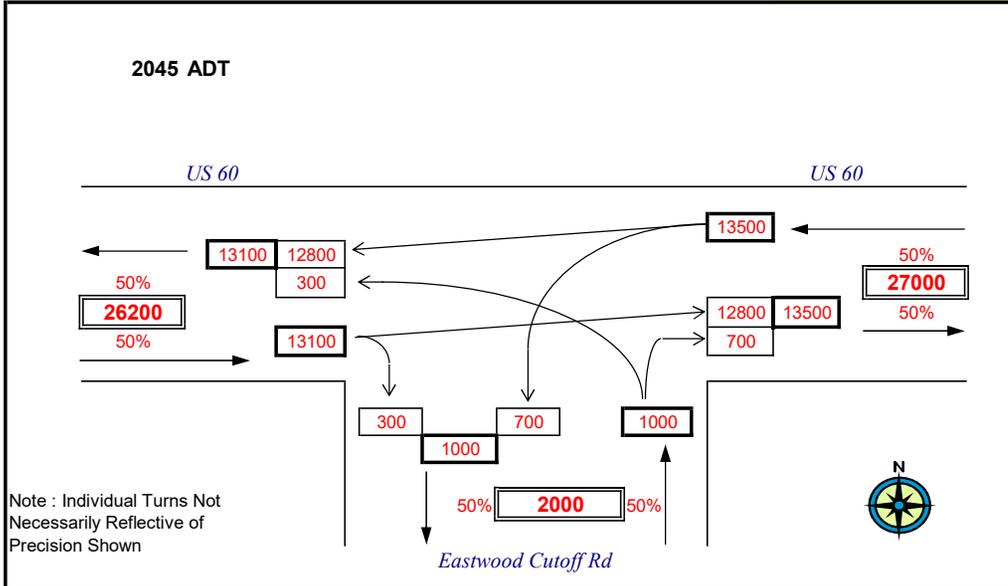


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 6 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

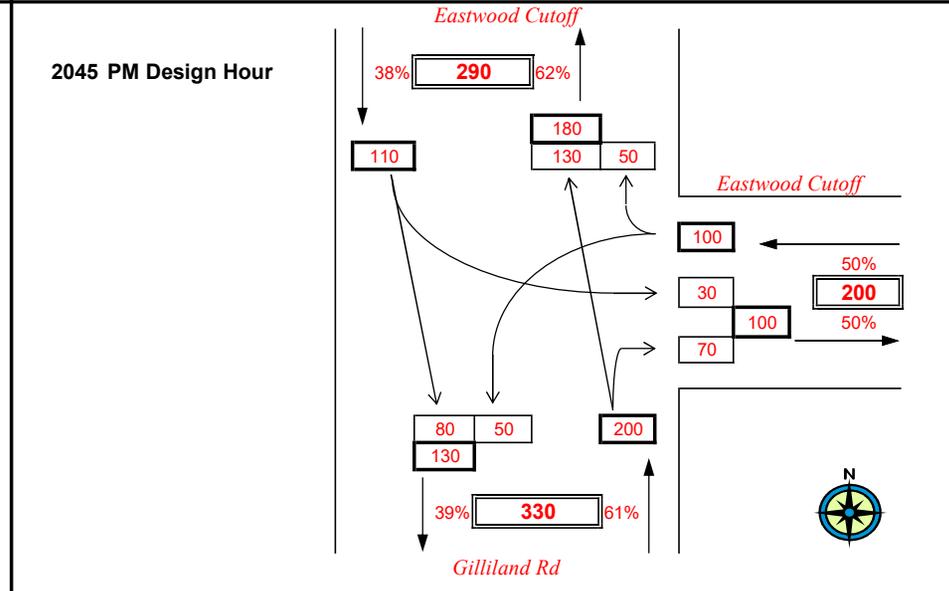
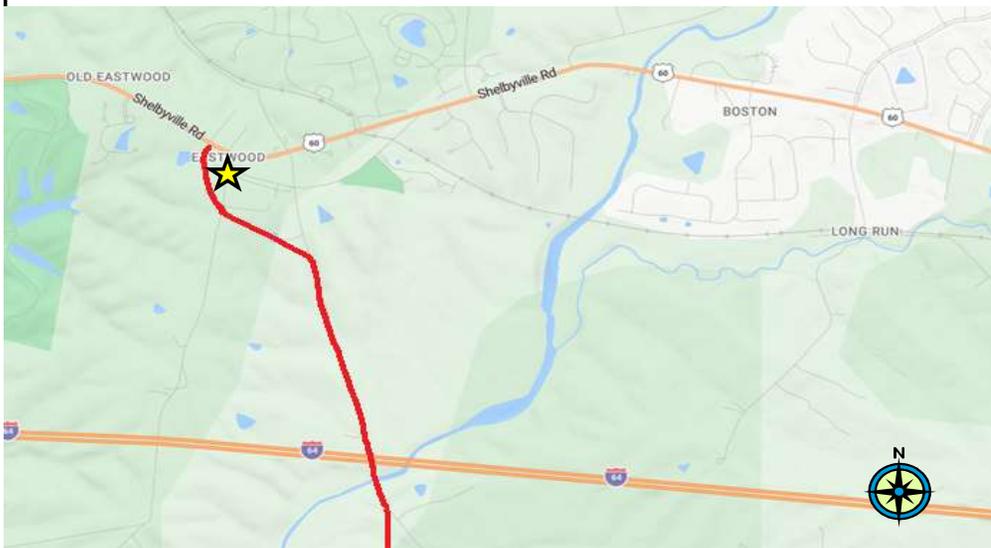
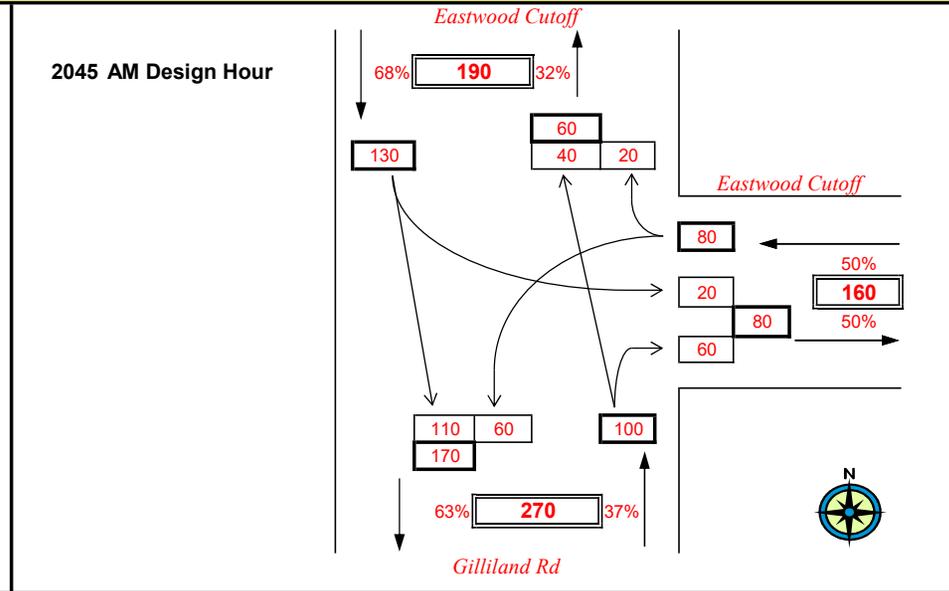
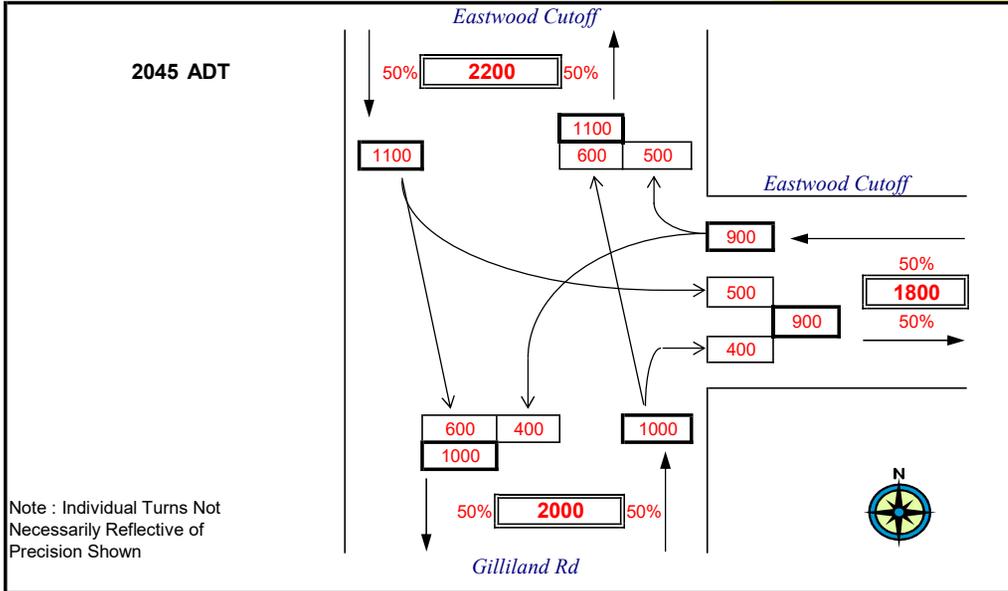


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 7 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

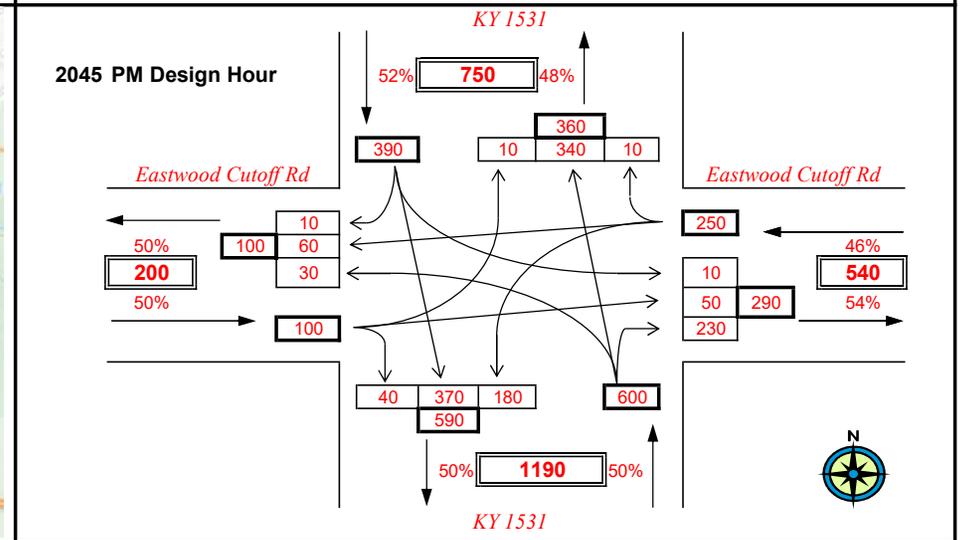
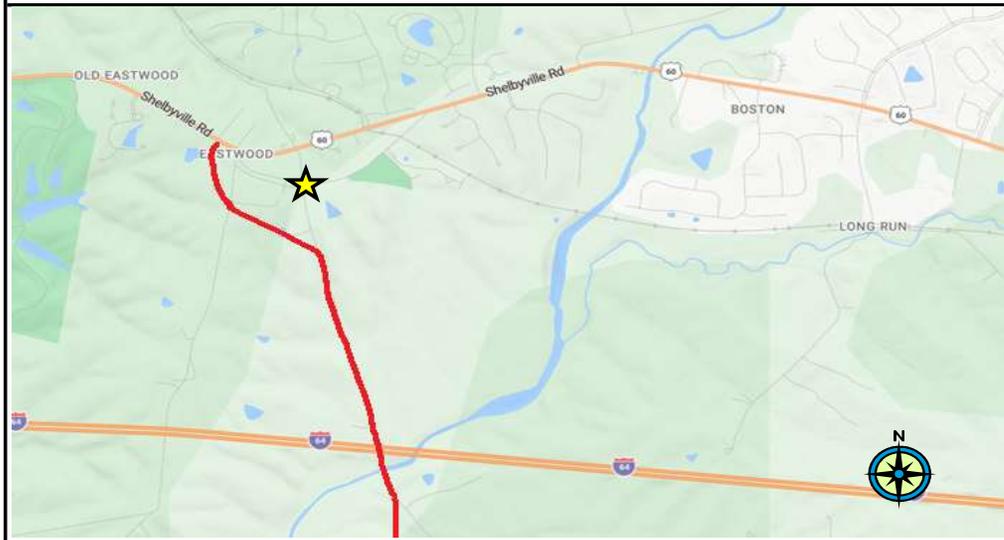
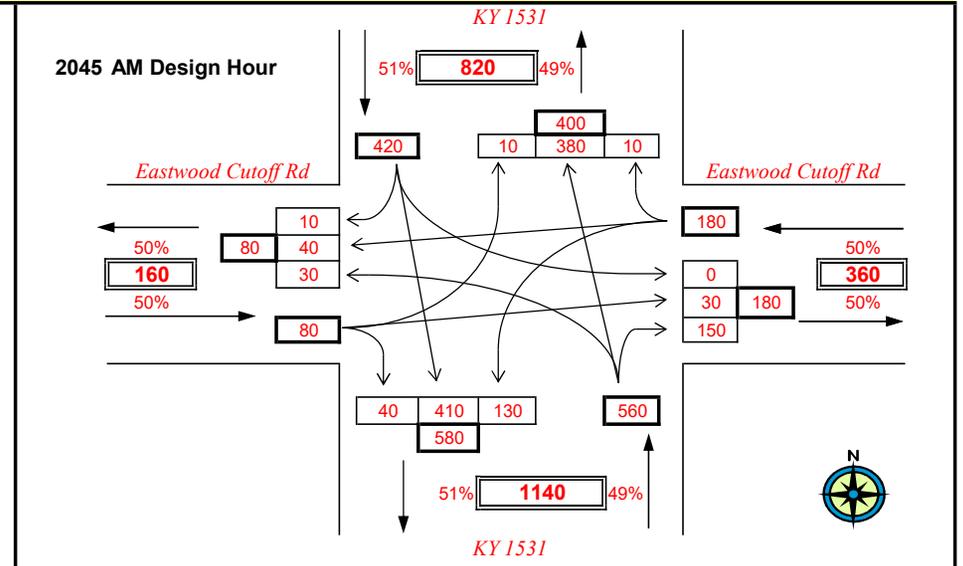
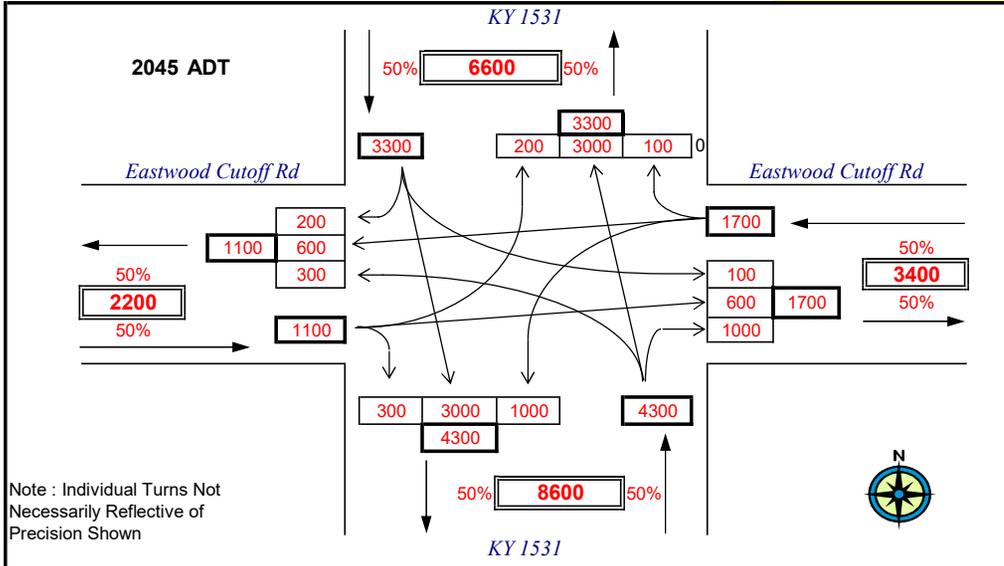


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 8 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

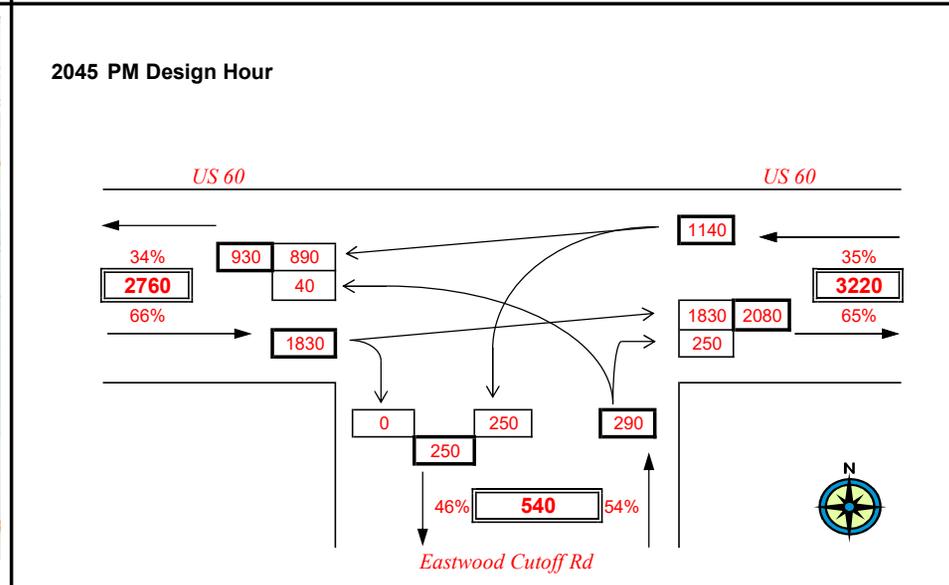
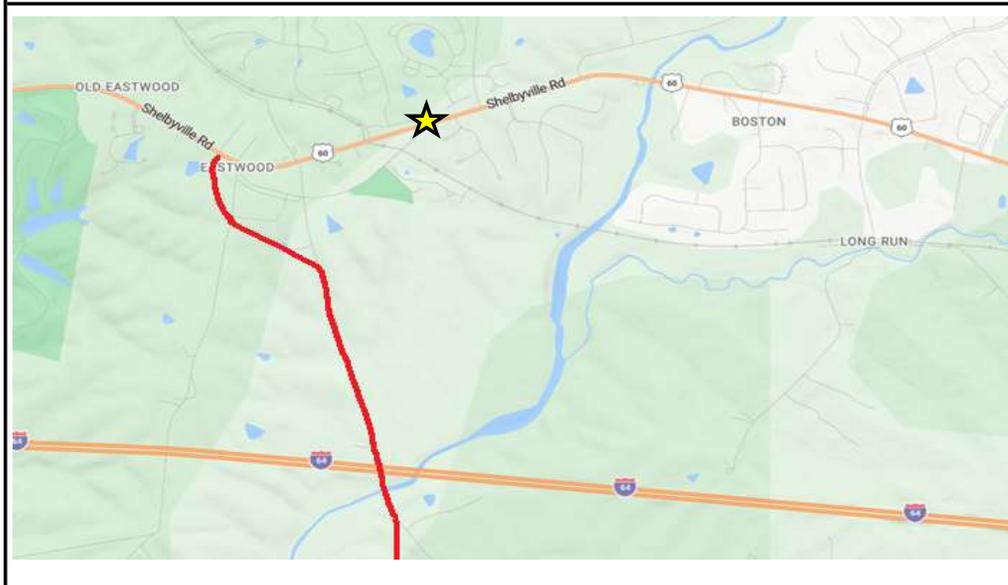
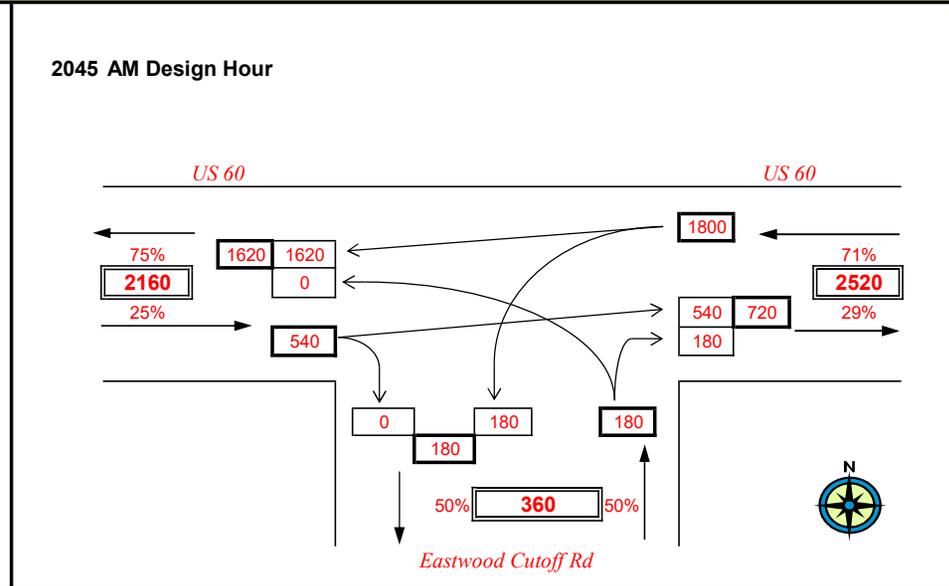
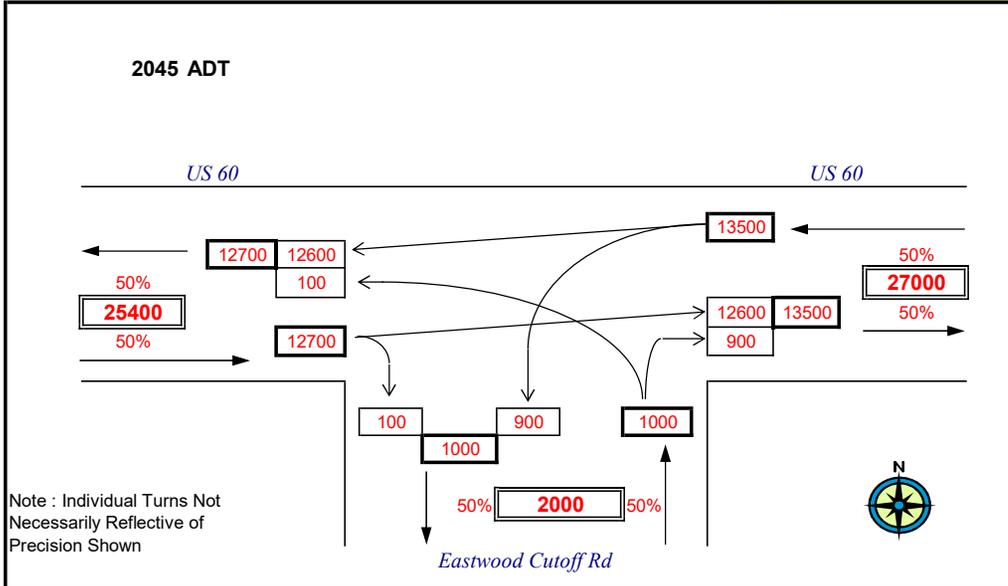


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 9 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

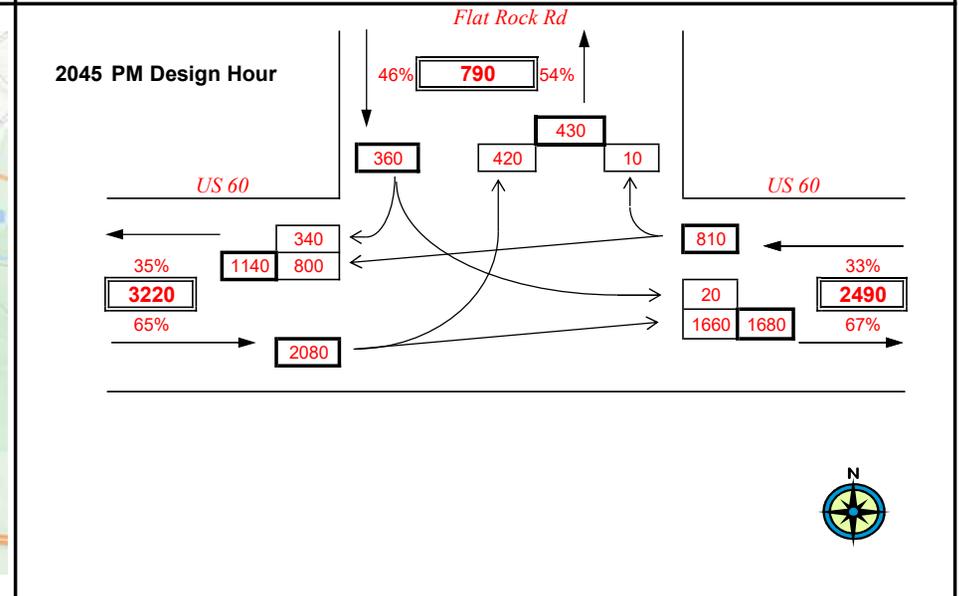
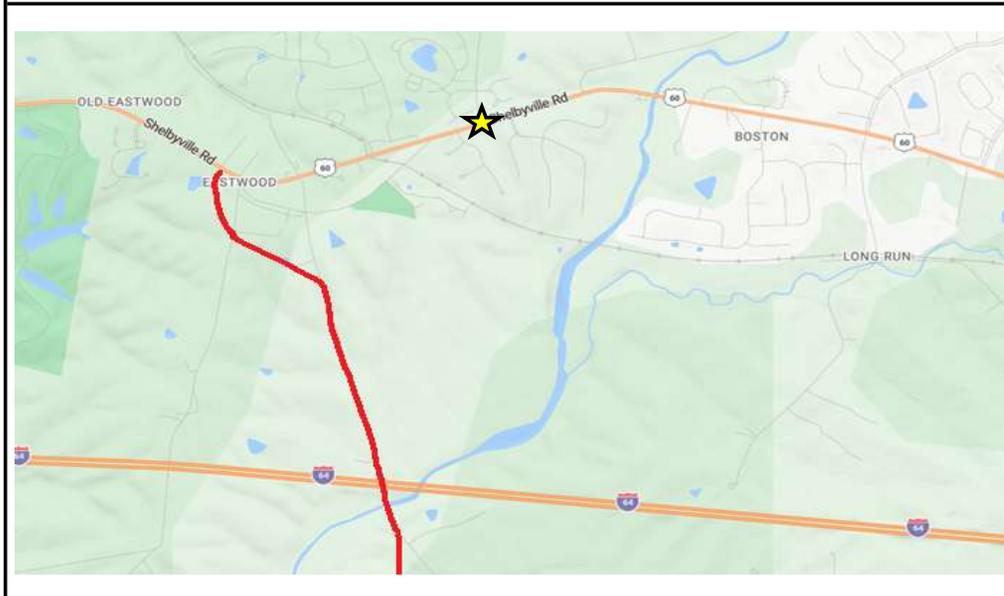
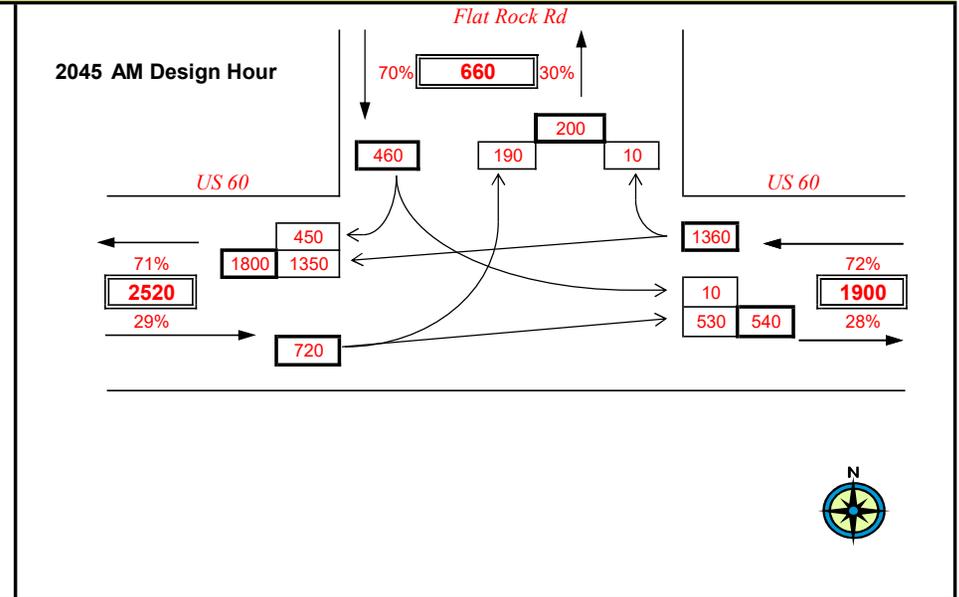
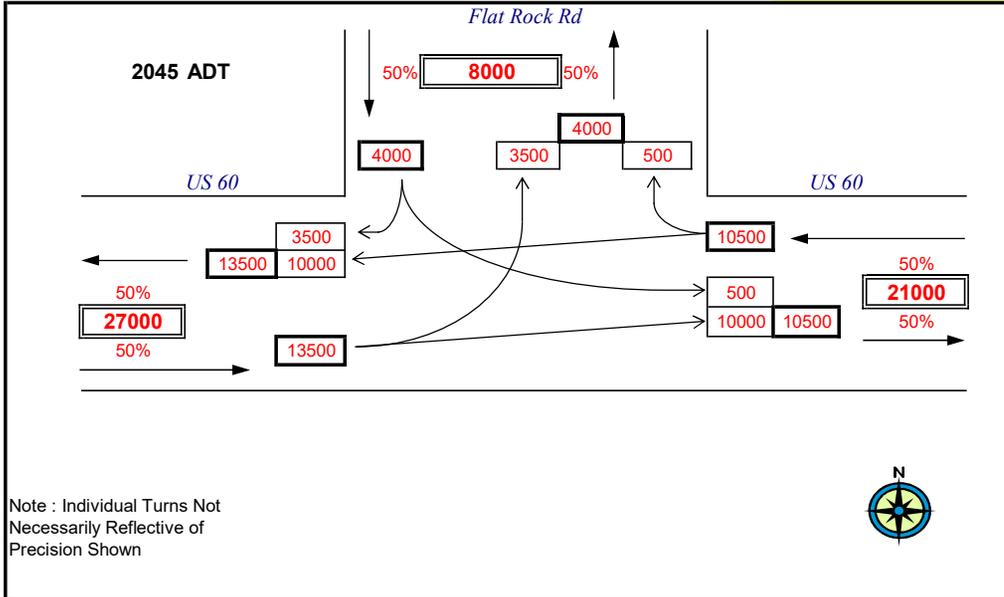


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 10 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

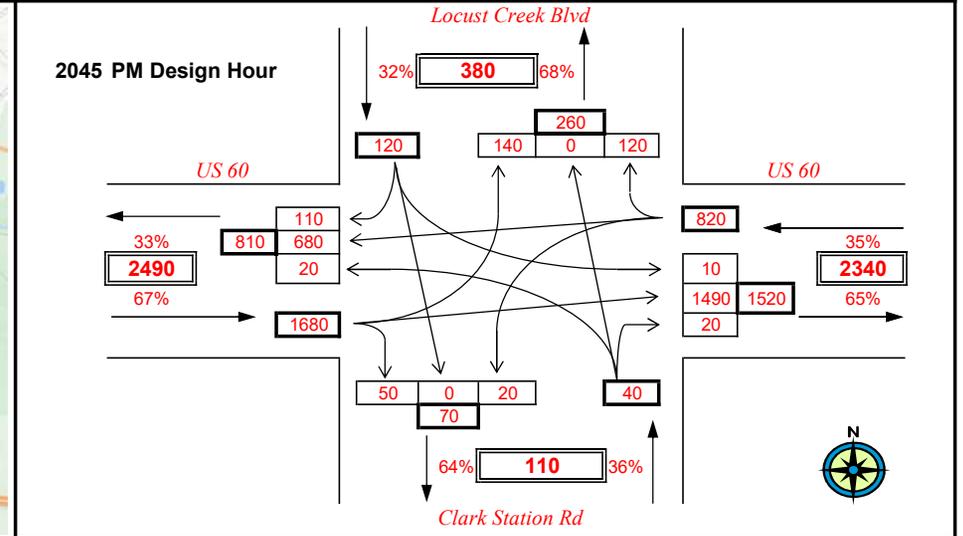
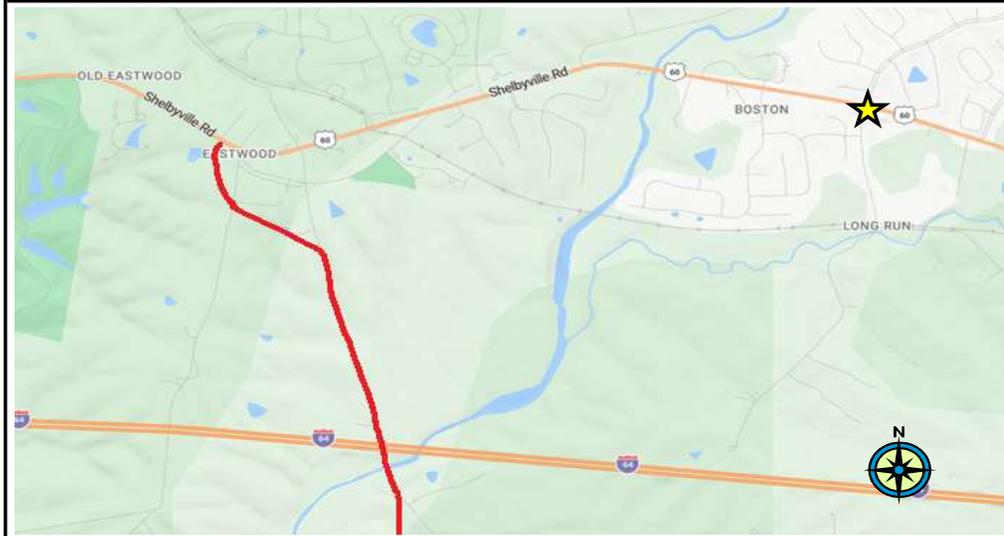
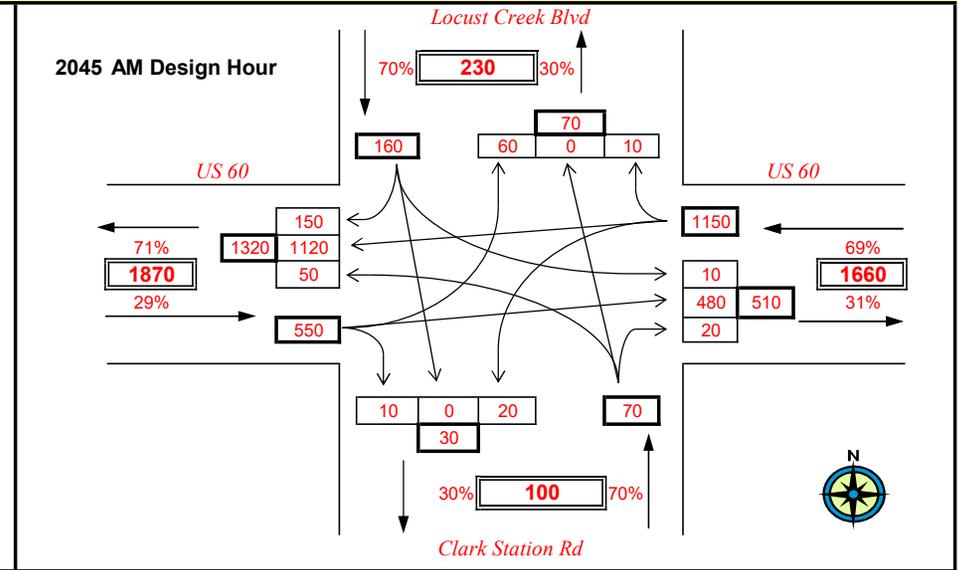
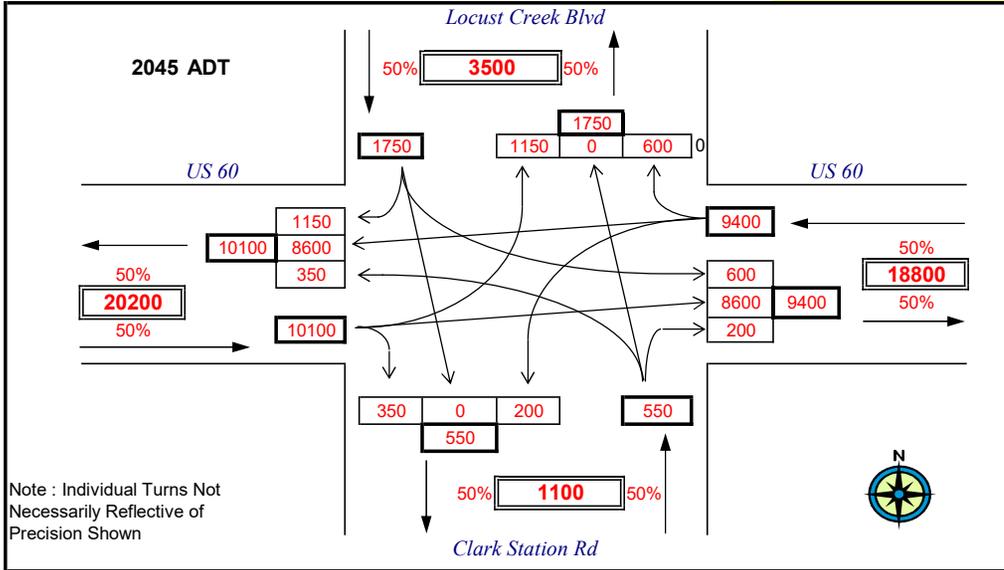


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 11 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

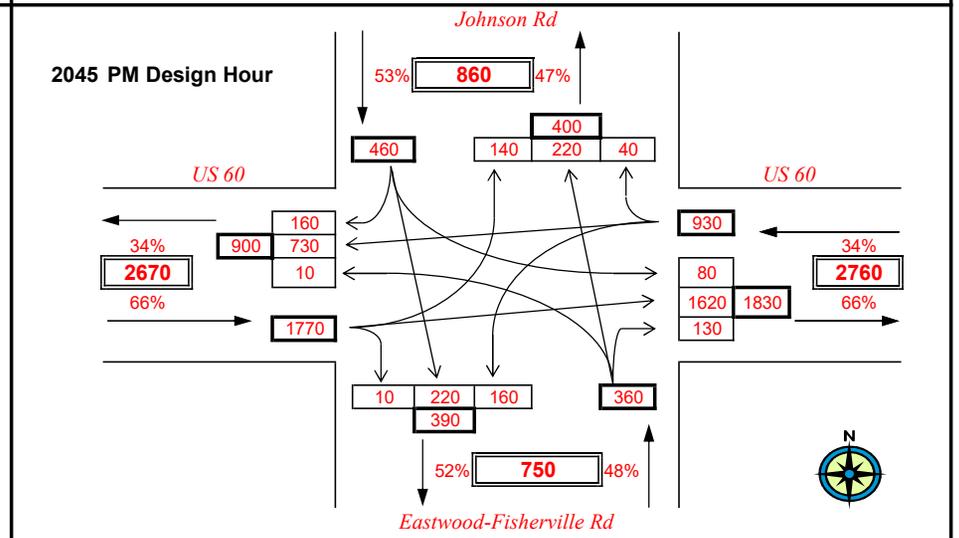
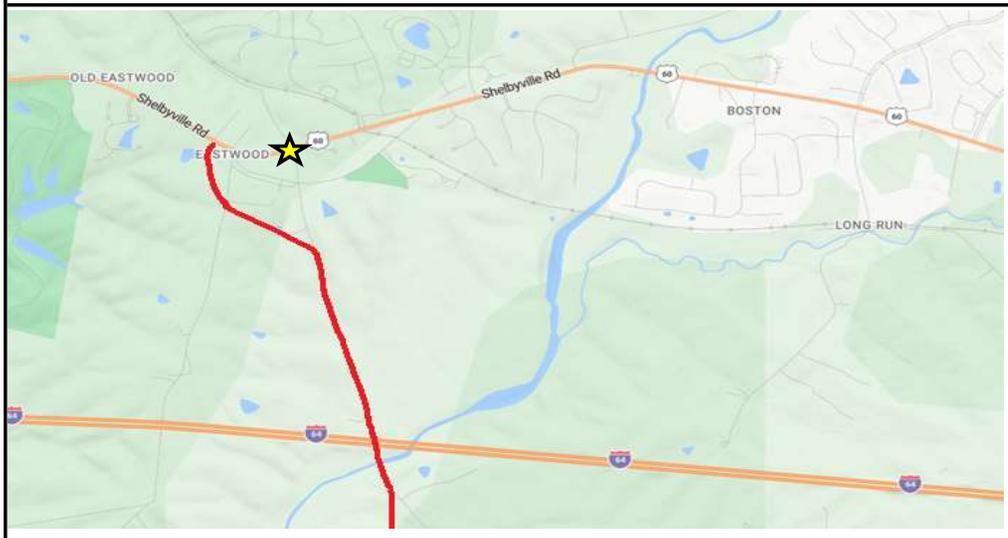
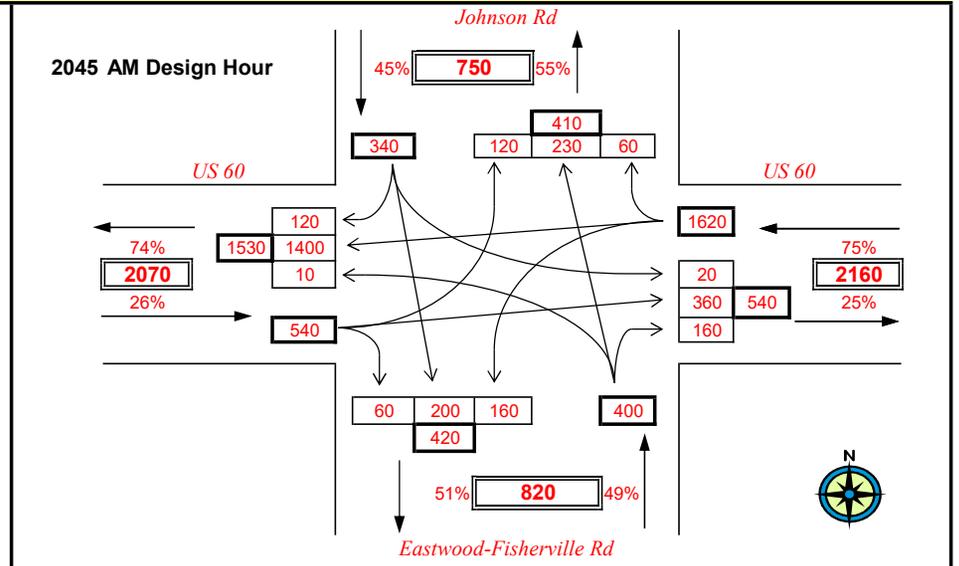
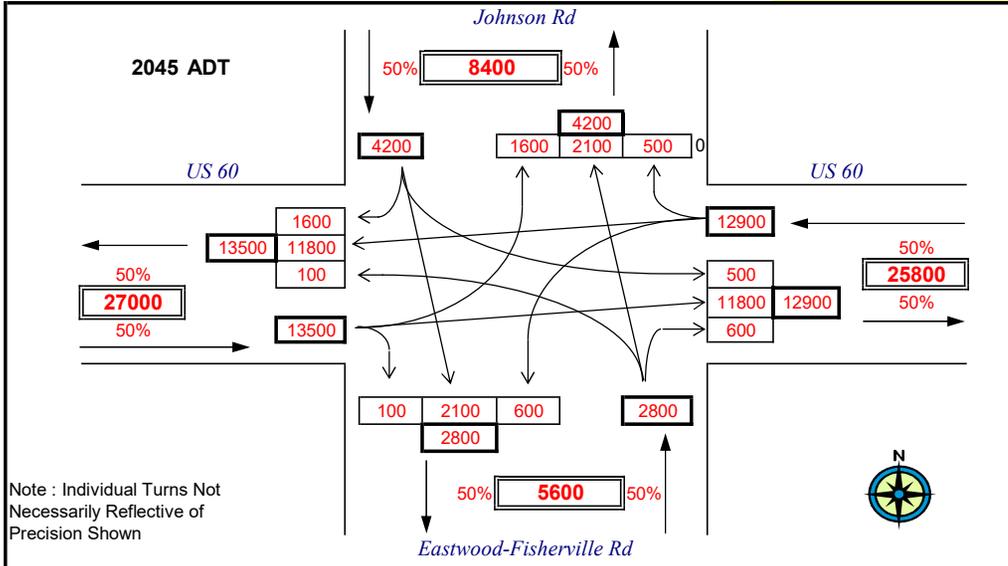


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 12 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

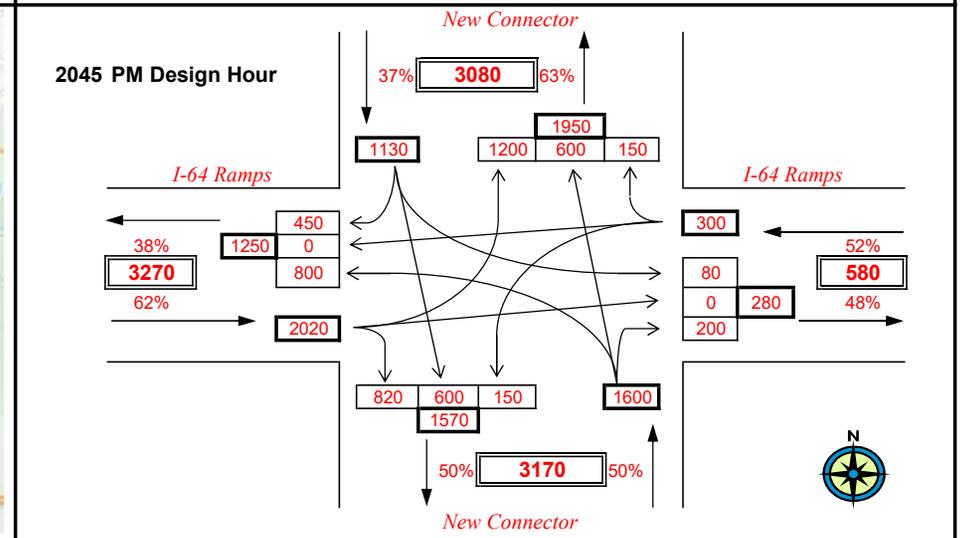
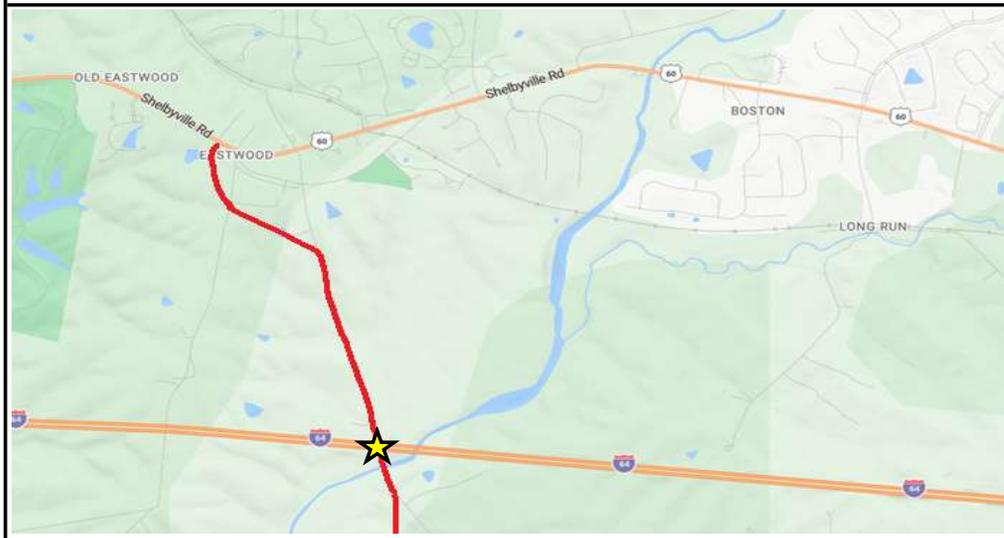
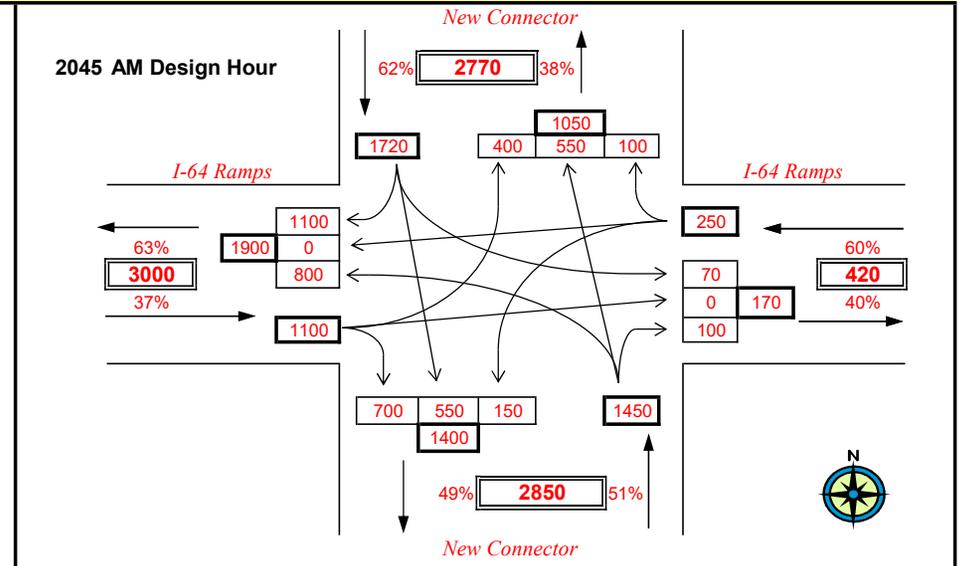
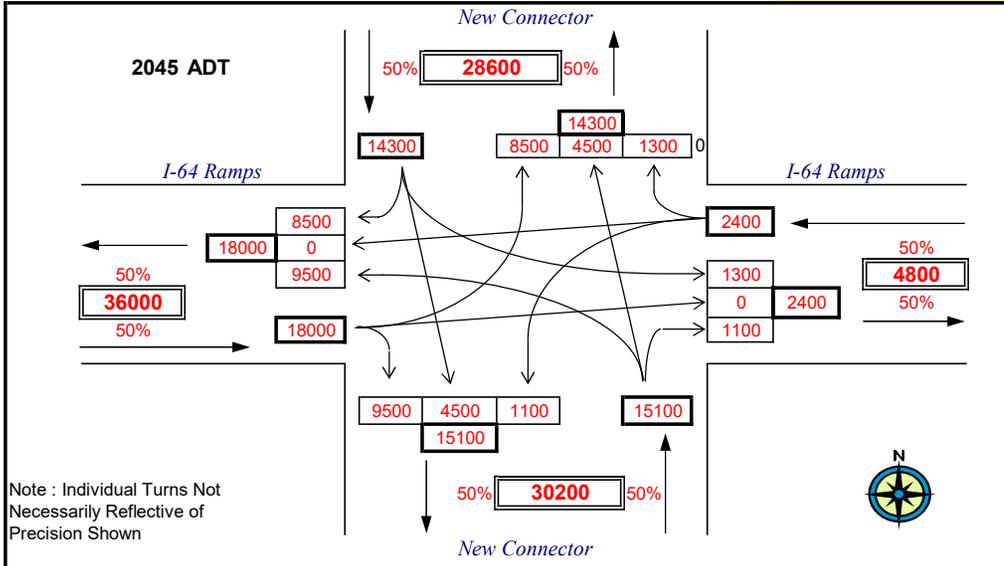


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 **ADT and Design Hour Volumes**
 INTERSECTION: Connector B & I-64 Ramps

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 13 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

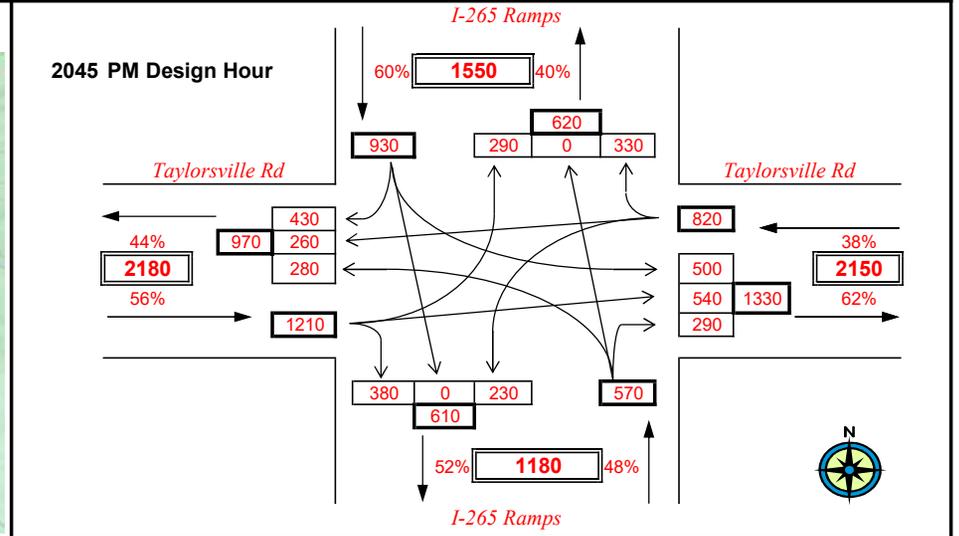
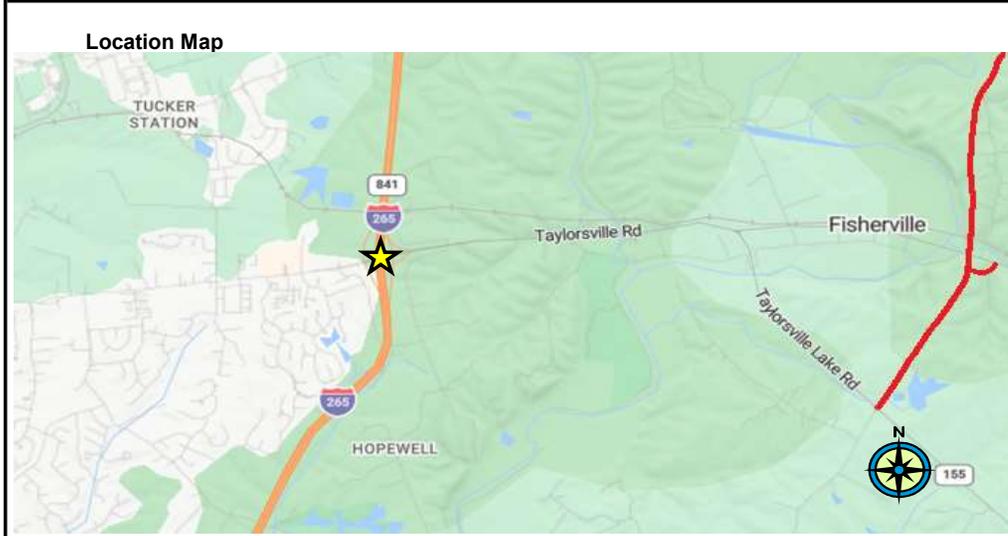
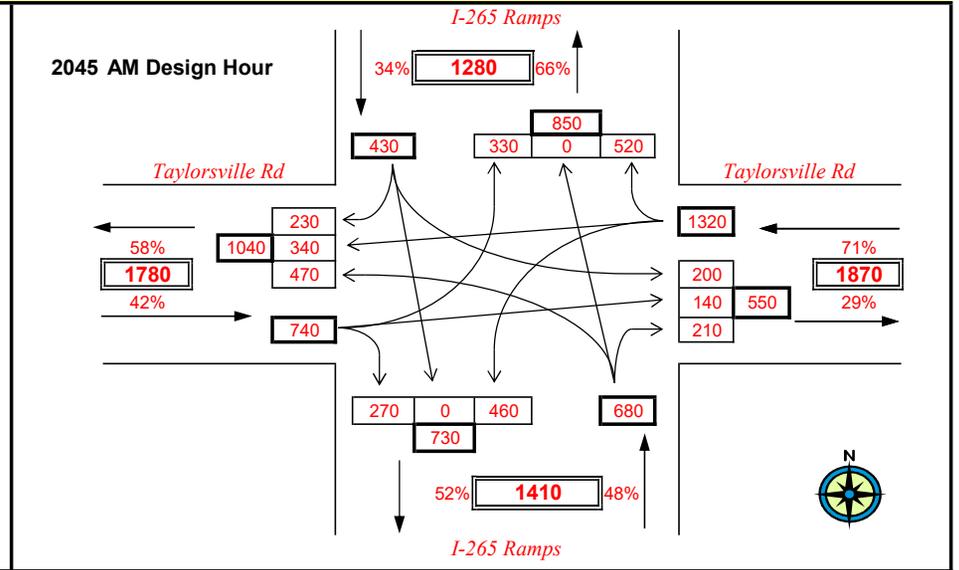
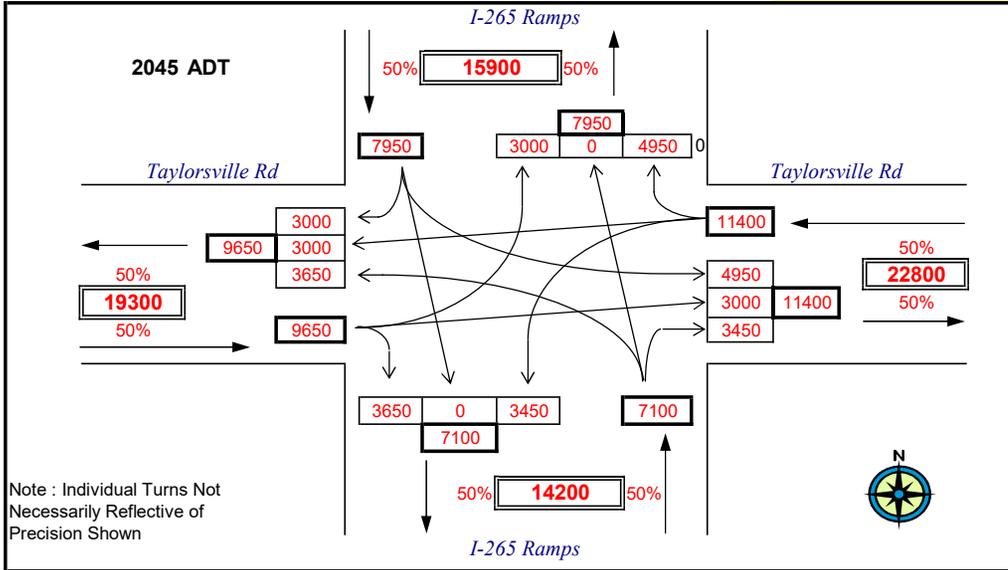


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 14 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

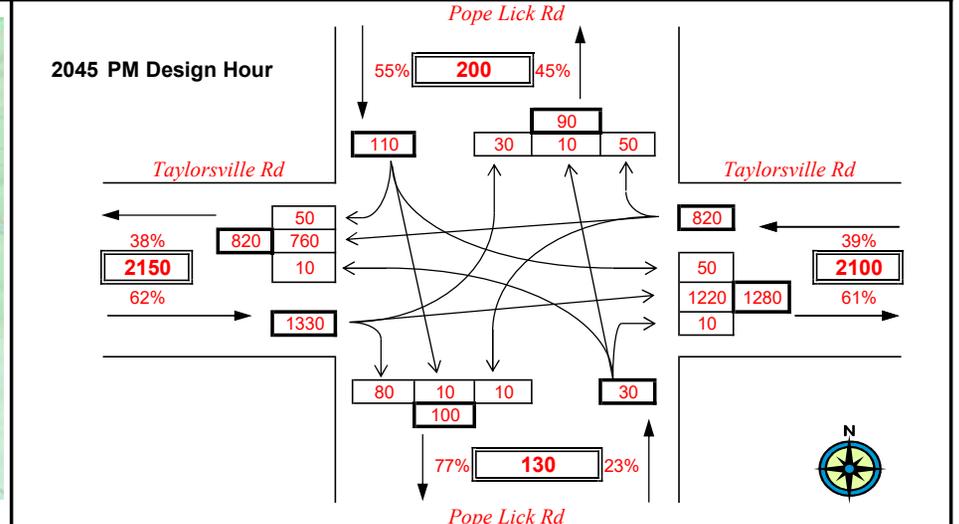
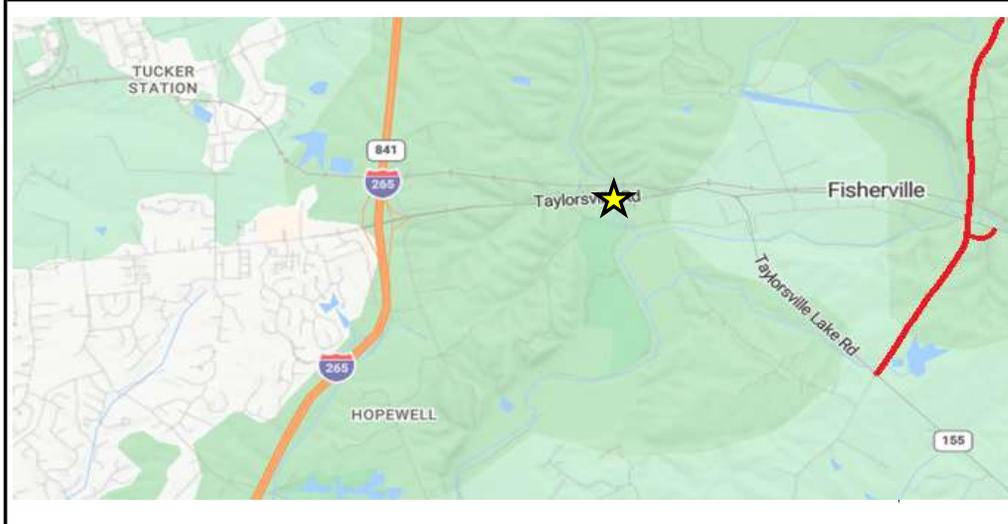
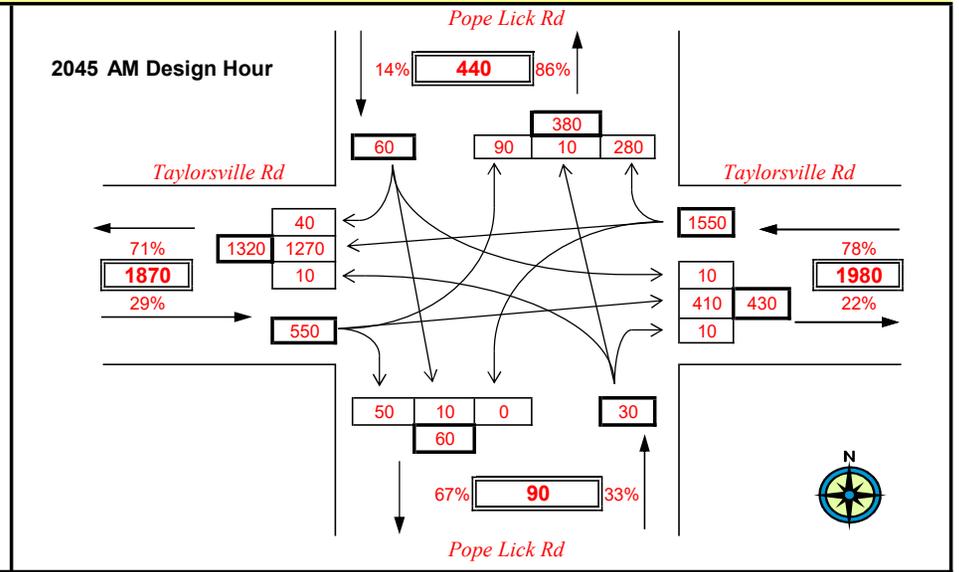
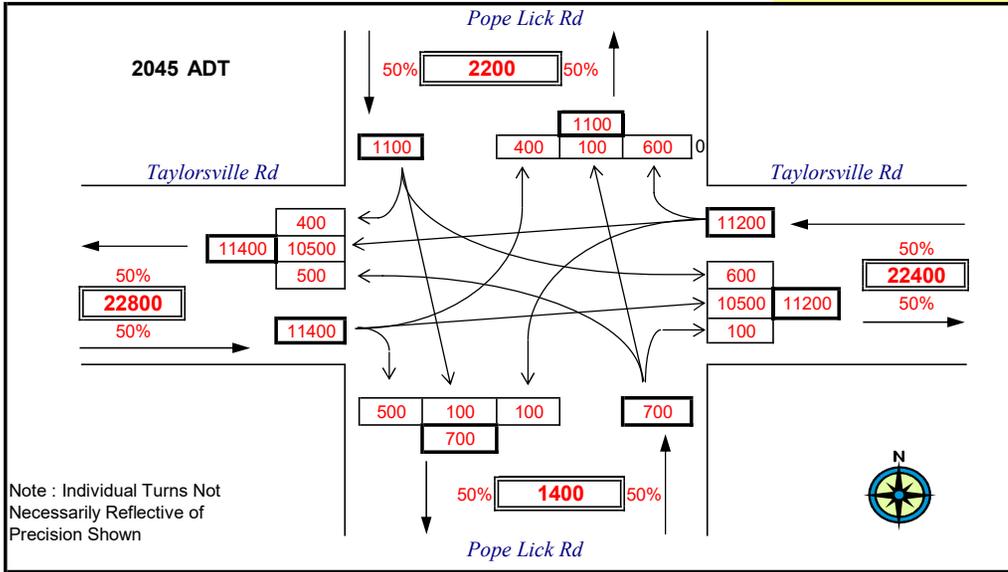


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 15 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

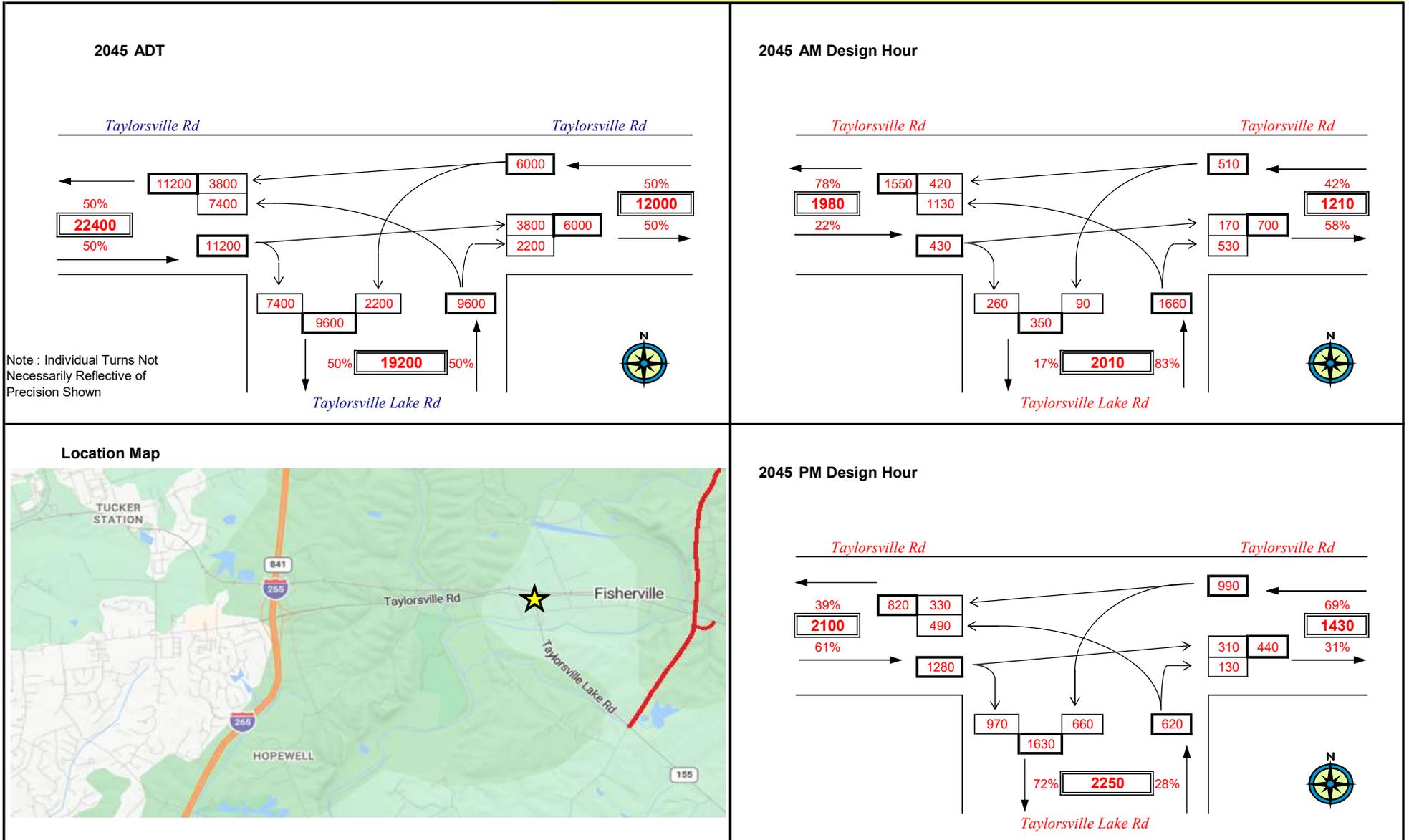


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 155 & KY 148

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 16 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

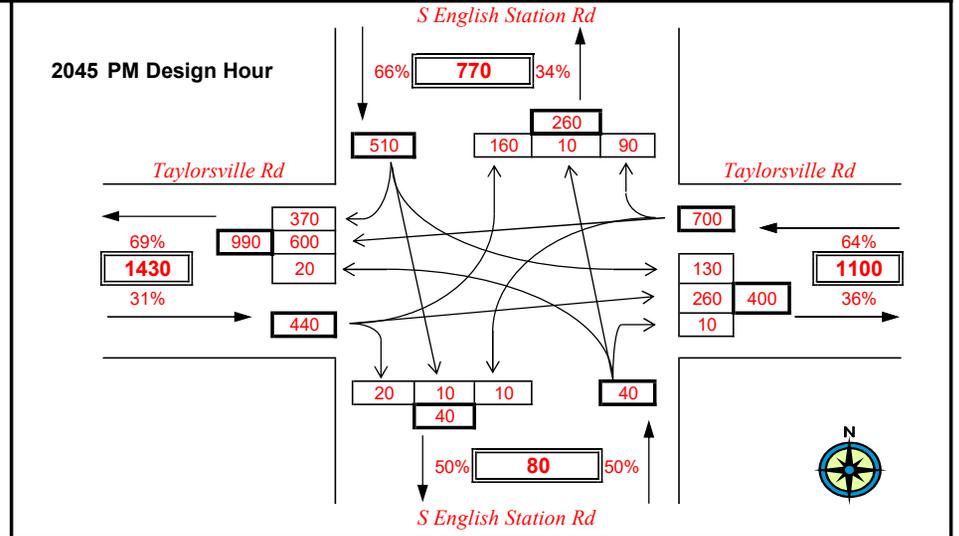
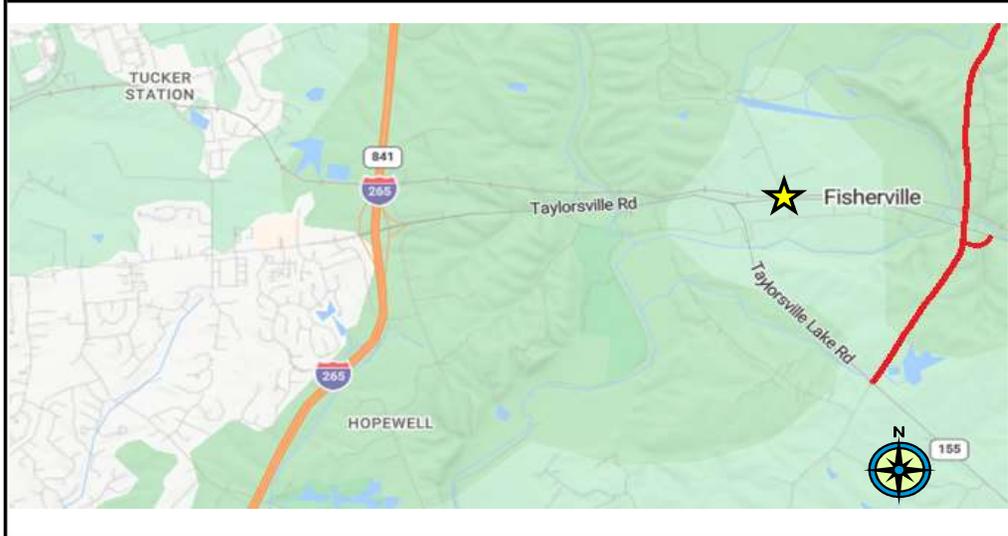
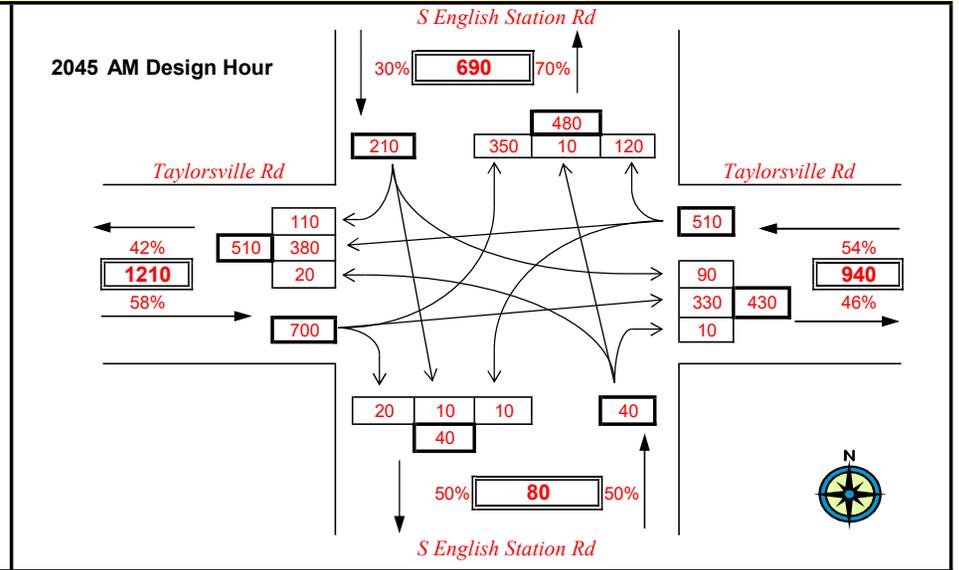
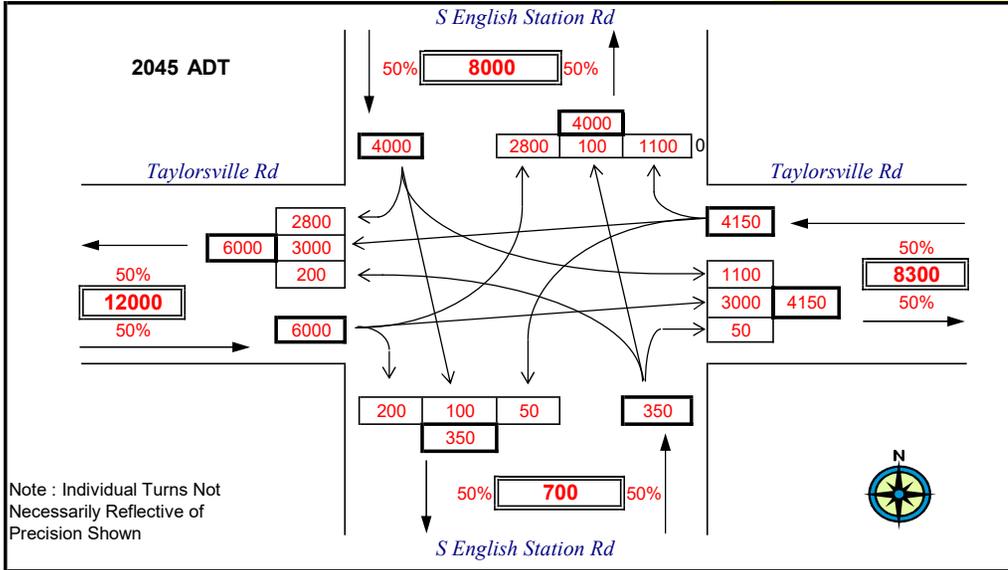


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 **ADT and Design Hour Volumes**
 INTERSECTION: KY 148 & S English Station Rd

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 17 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

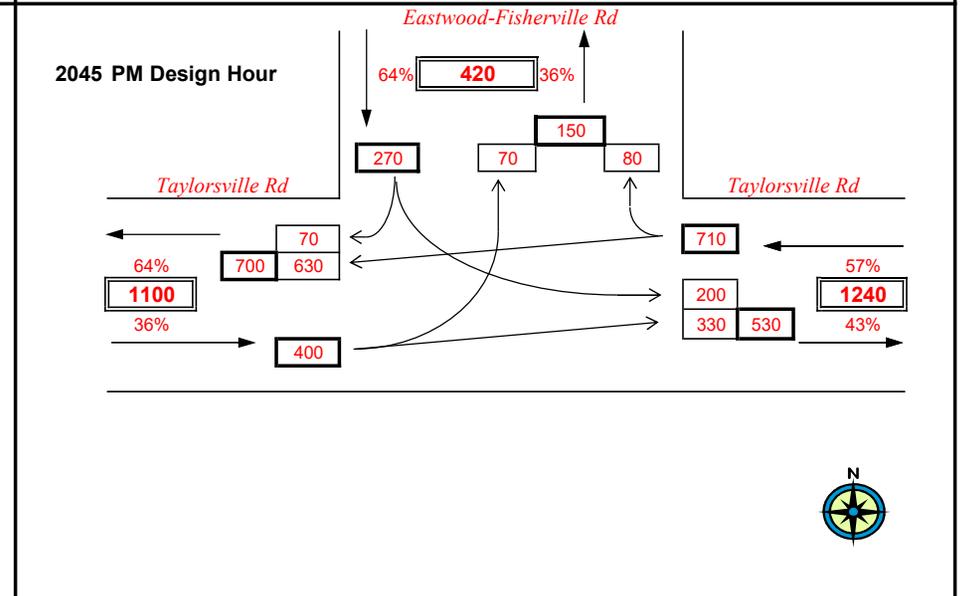
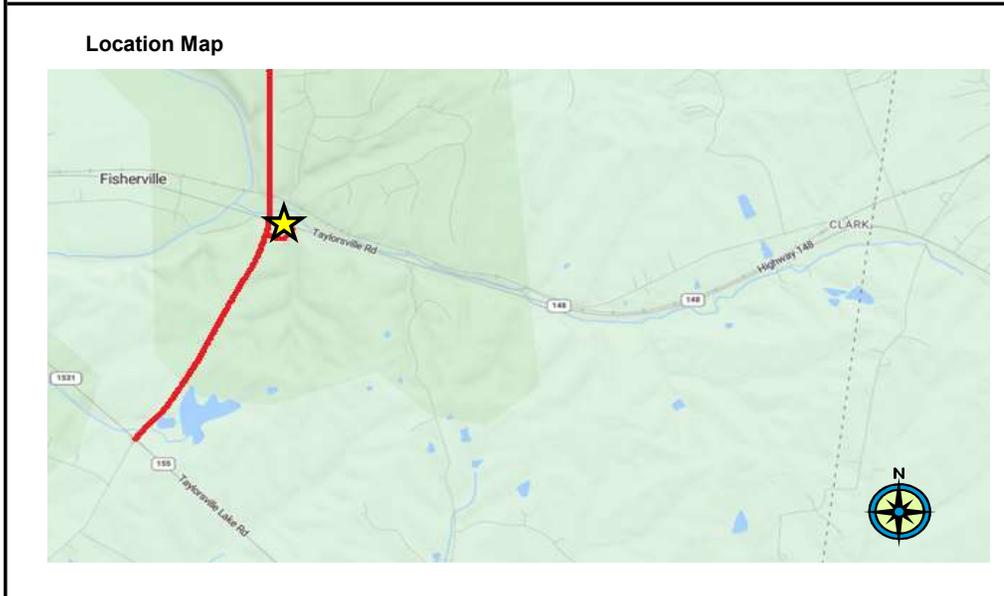
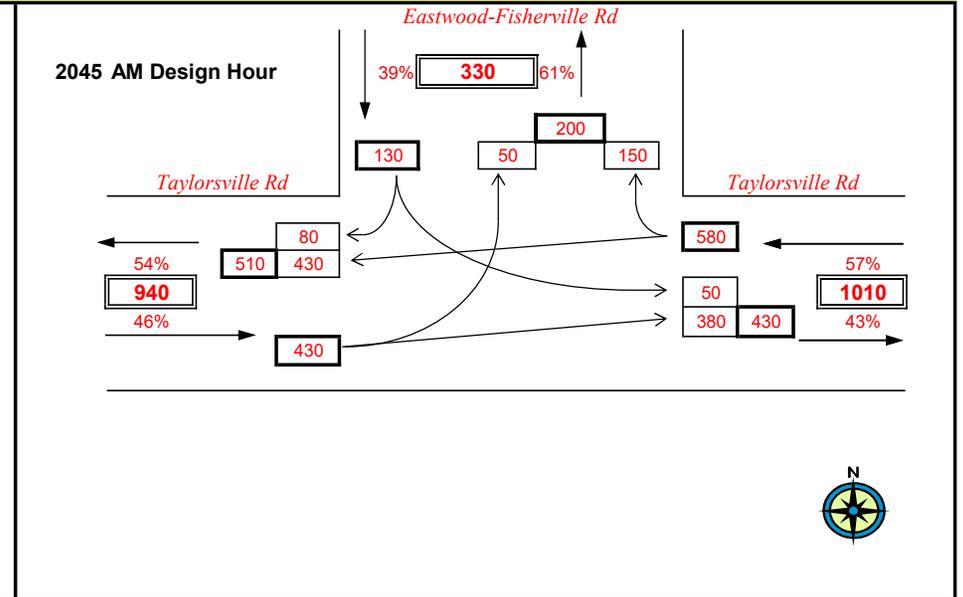
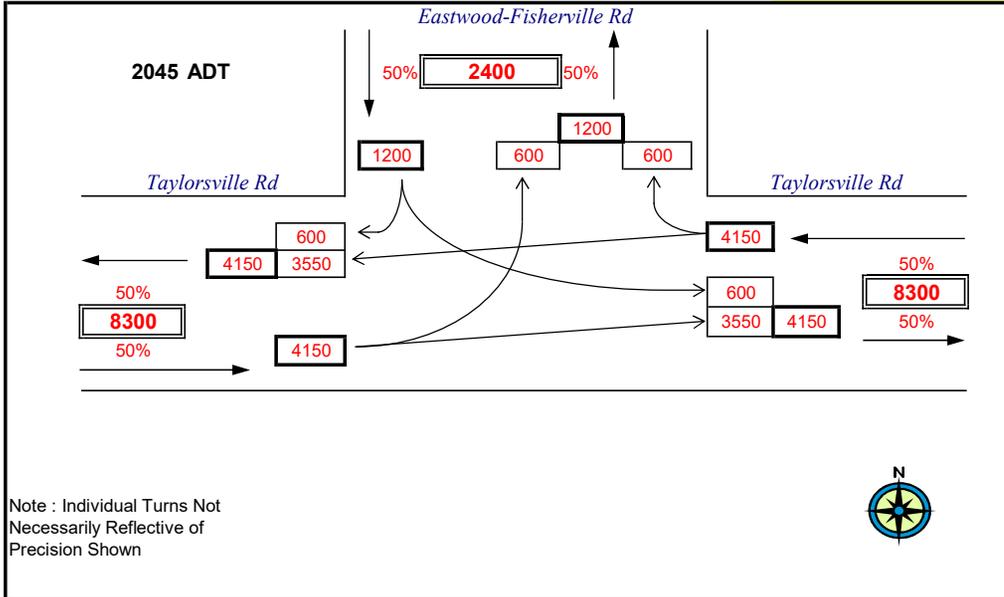


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 148 & KY 1531

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 18 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

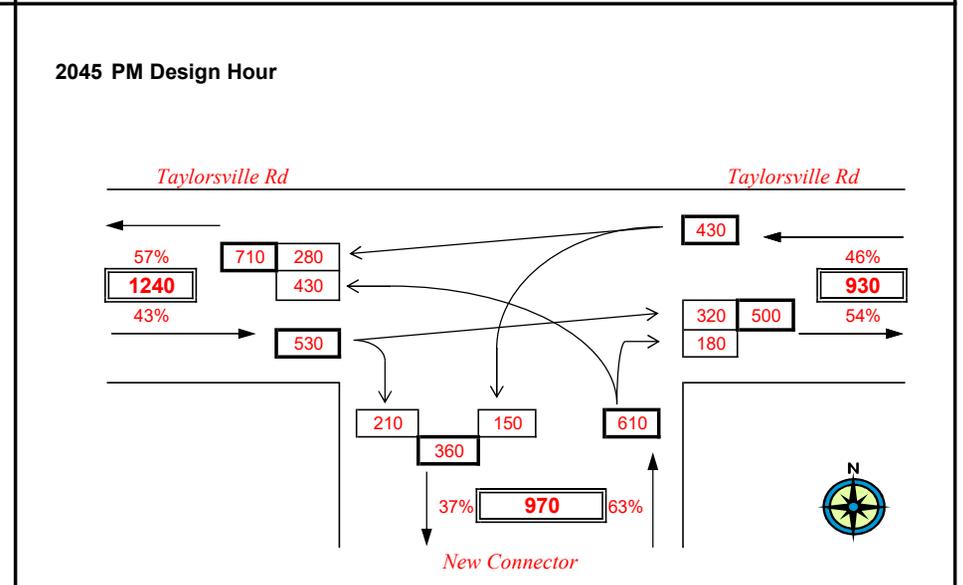
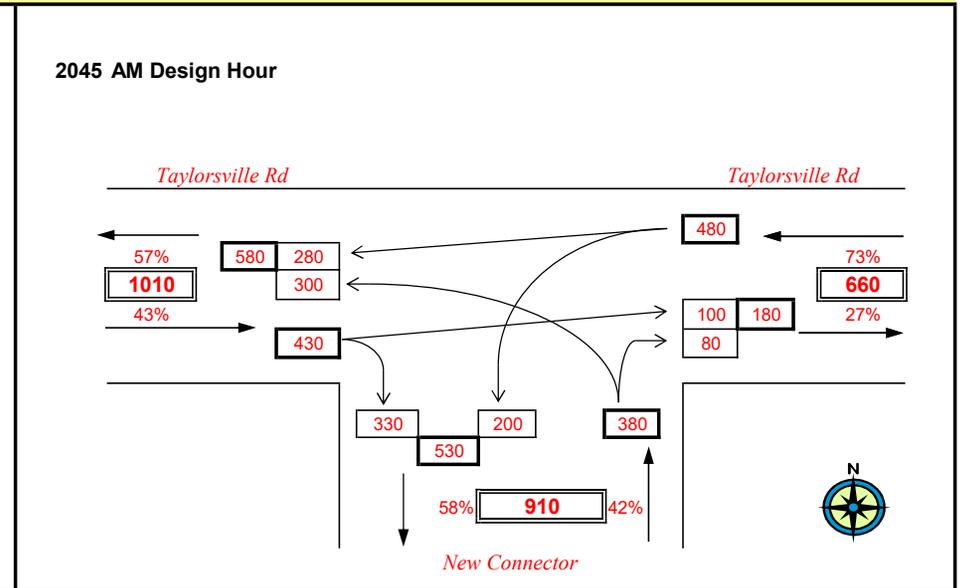
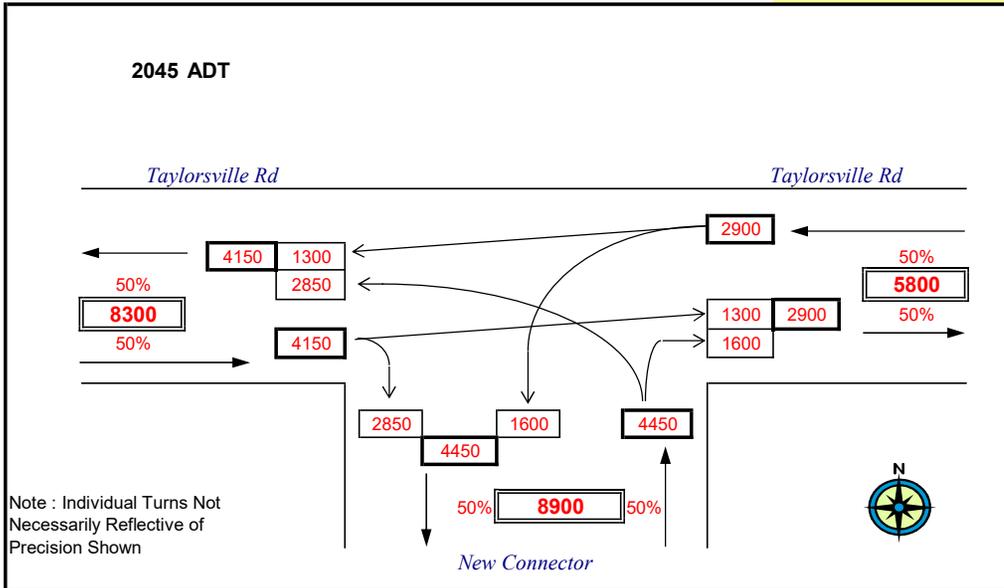


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 148 & Connector B

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 18X (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

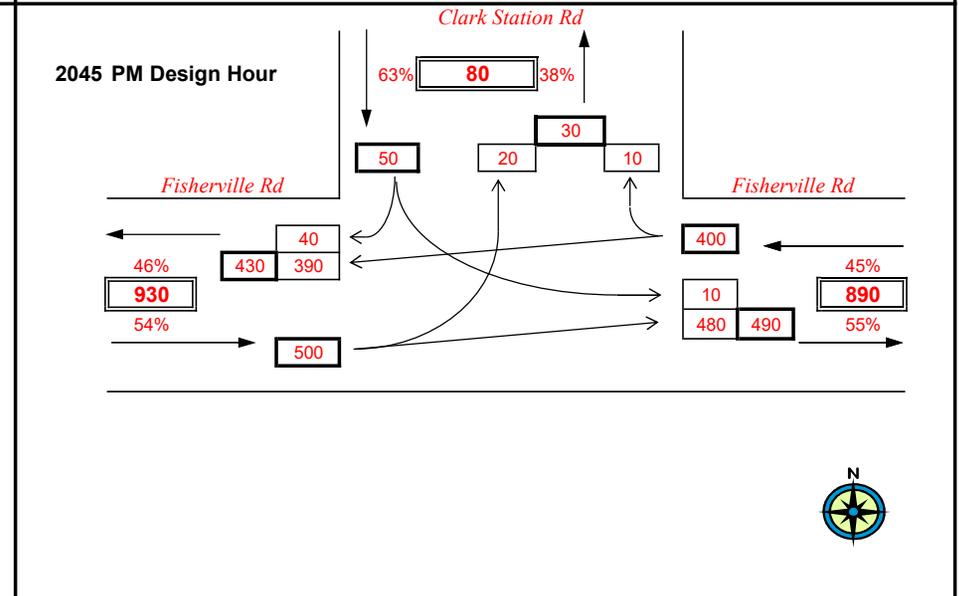
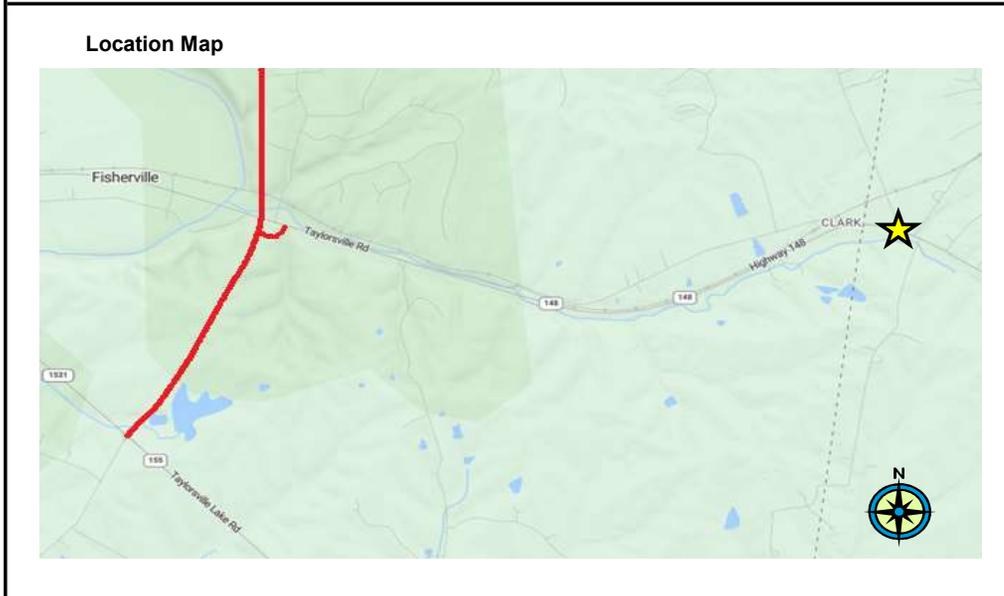
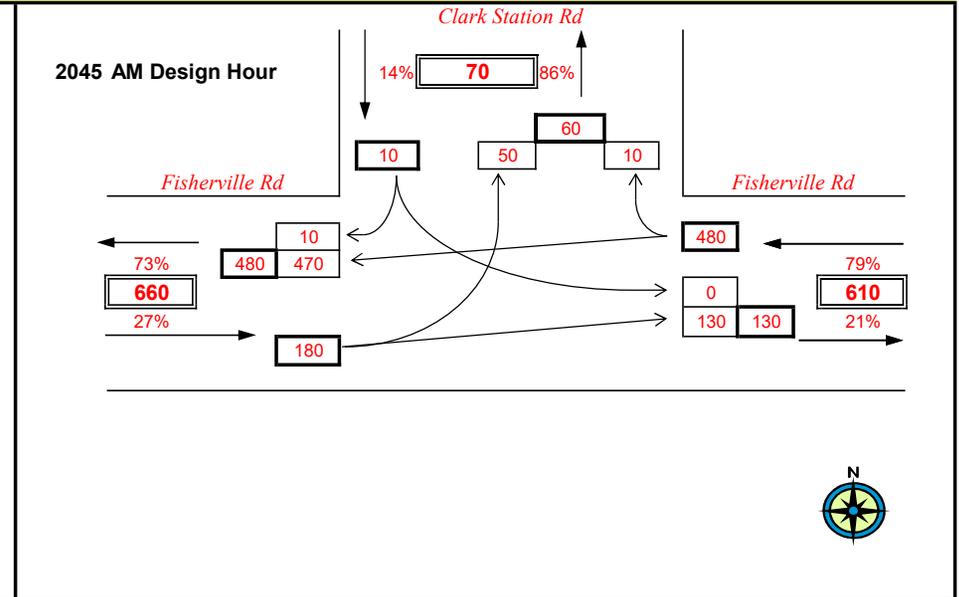
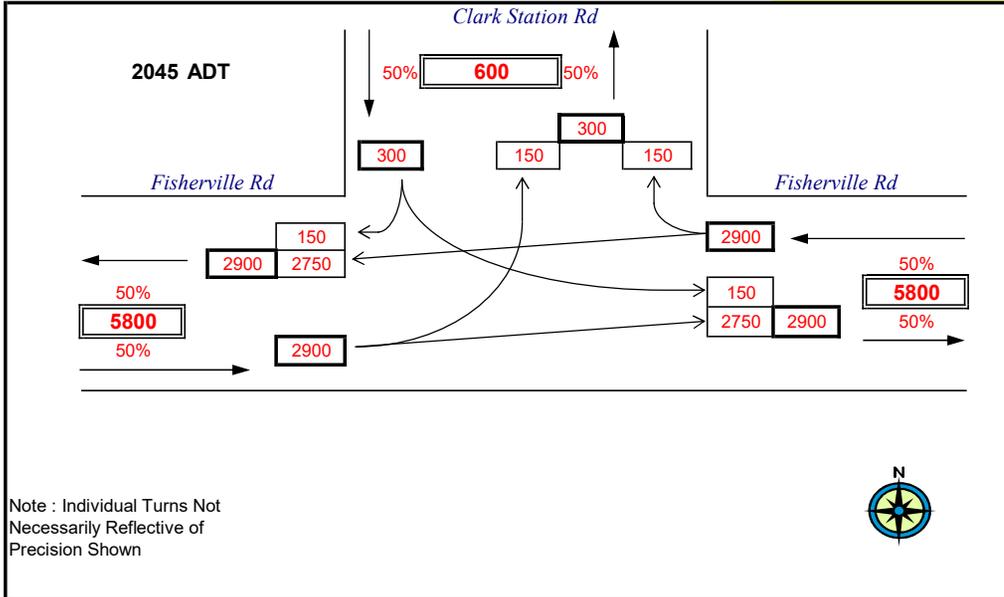


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 148 & Clark Station Rd

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 19 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

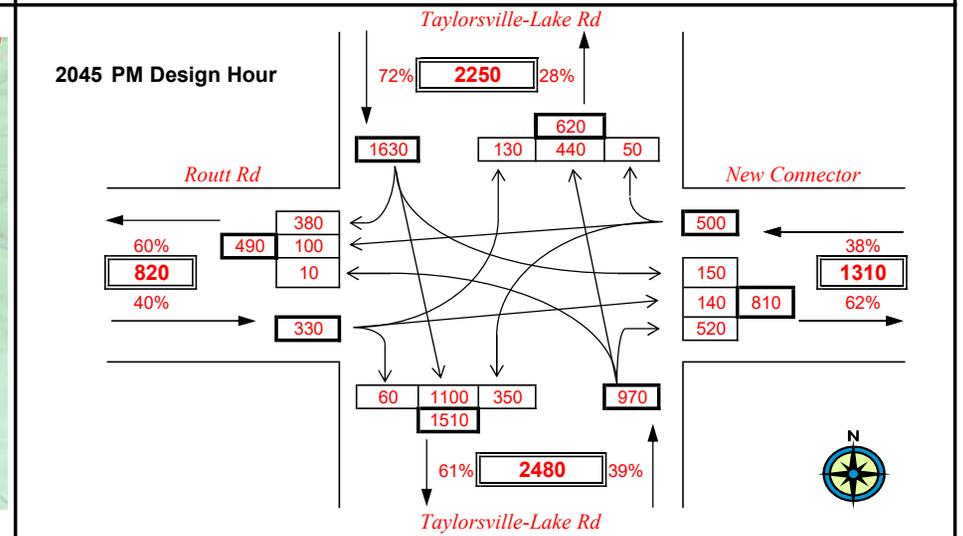
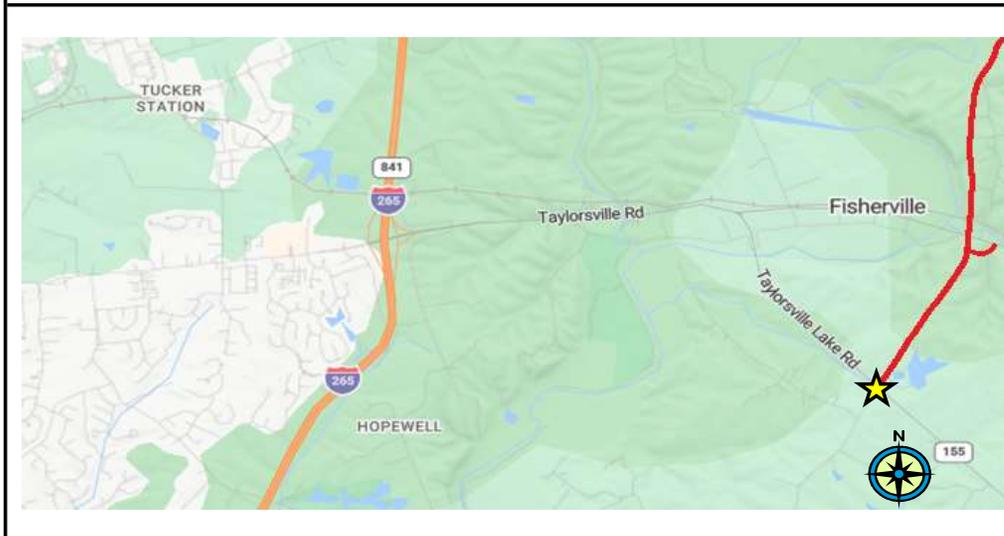
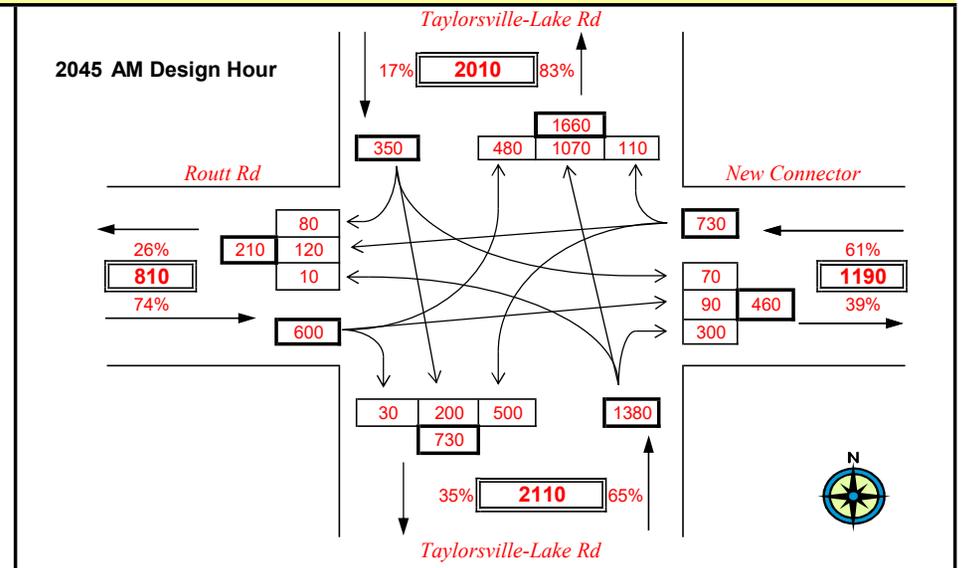
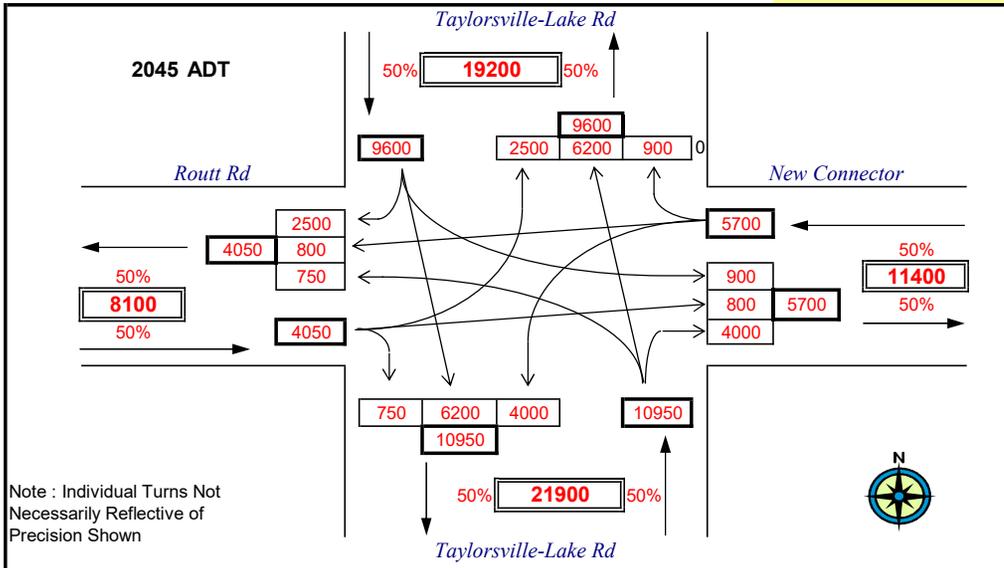


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 155 & Connector B @ KY 1531

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 20 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

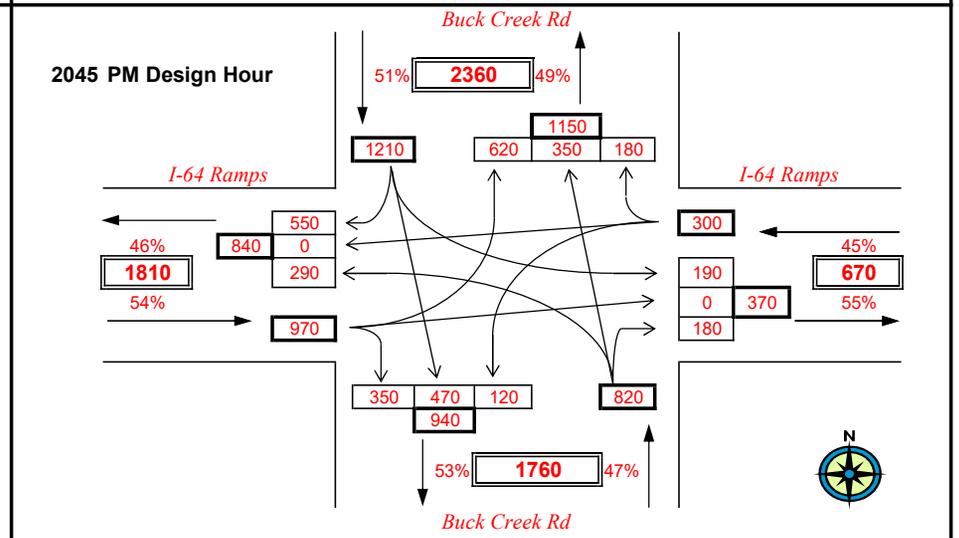
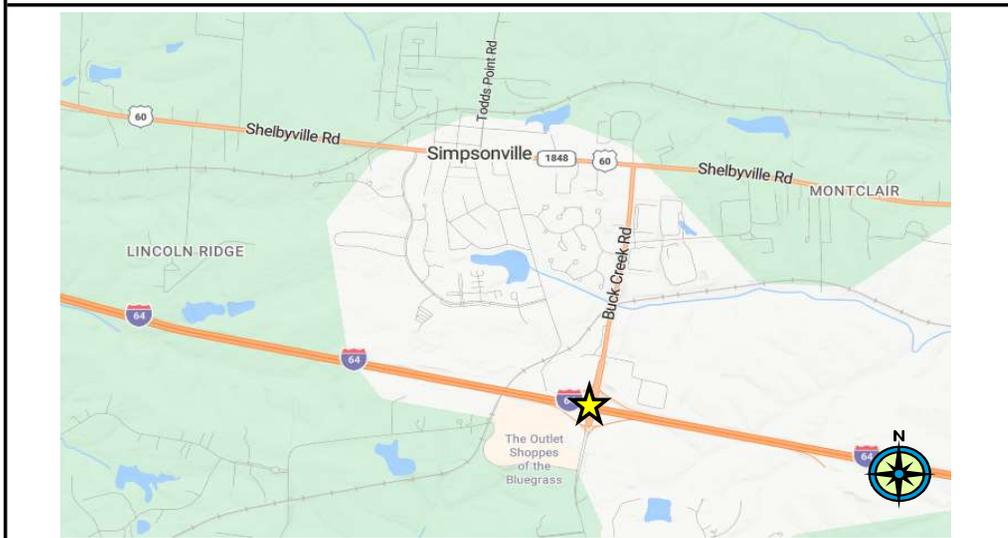
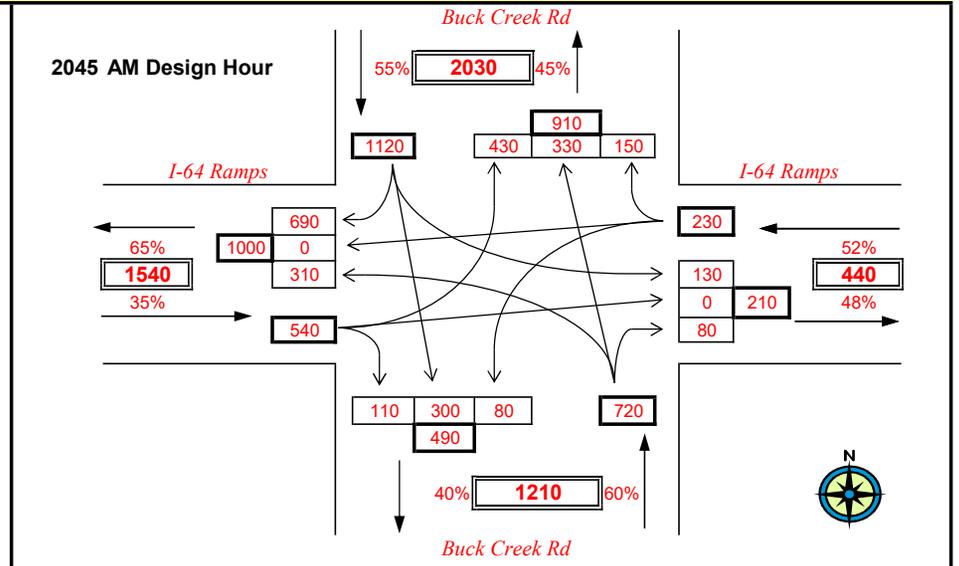
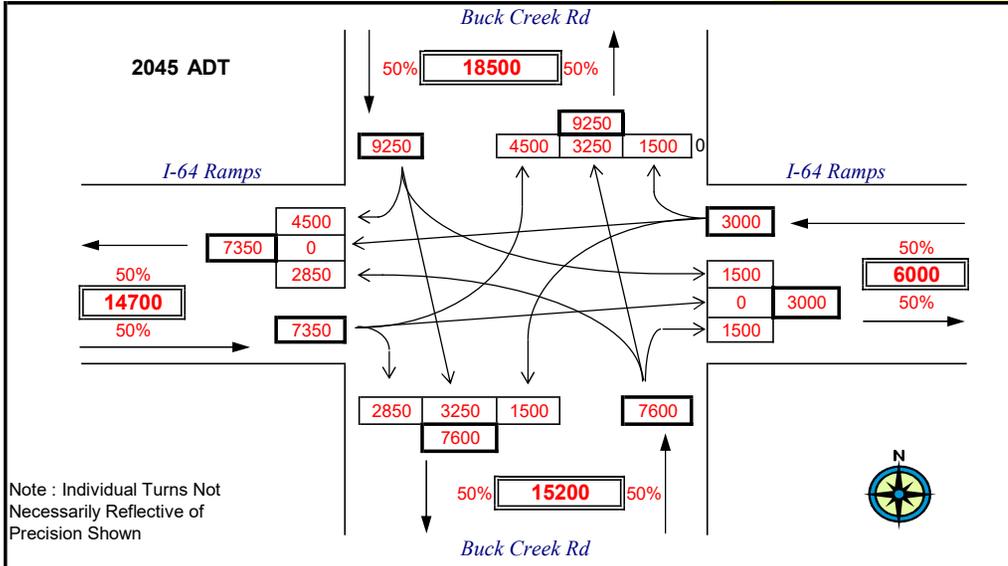


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 21 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****



Ramp Forecast at I-64/I-265 Interchange

2045 Build Concept B Scenario

Average Daily Traffic:

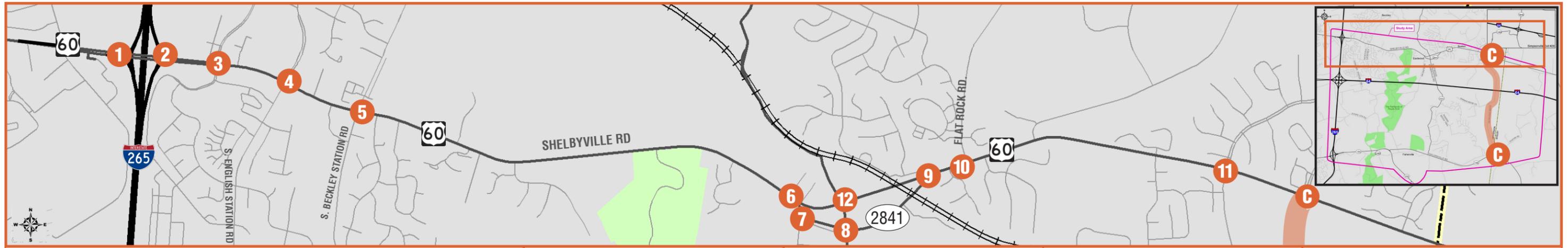


AM (PM) Design Hour:



Appendix E

Build Concept C Turning Movement Forecasts



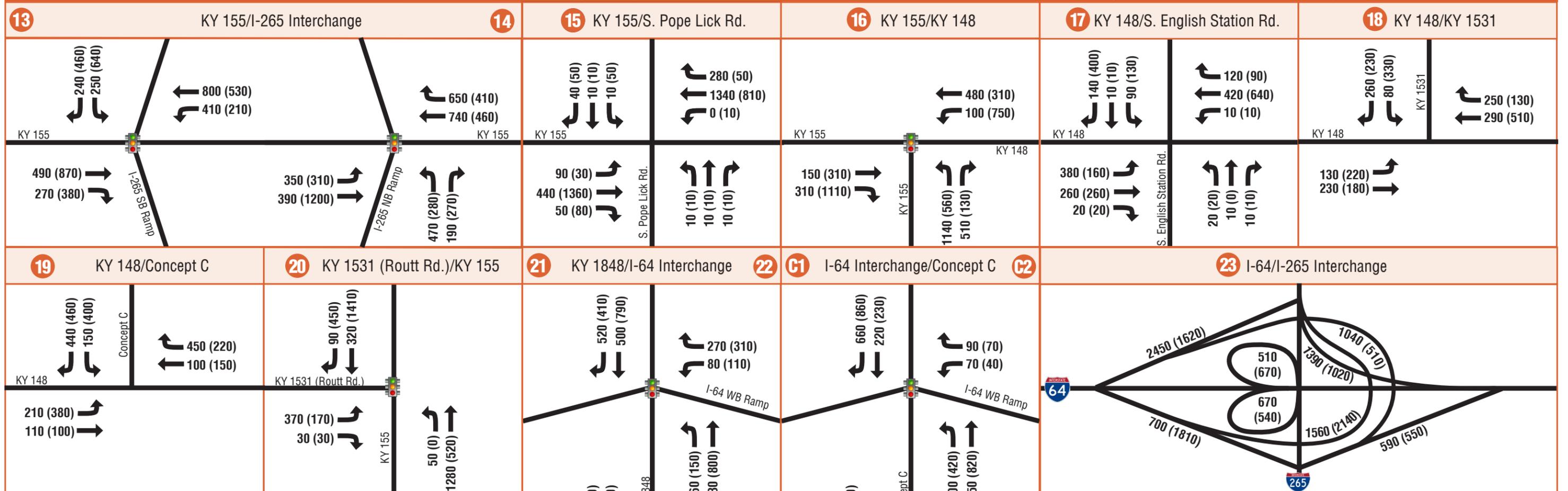
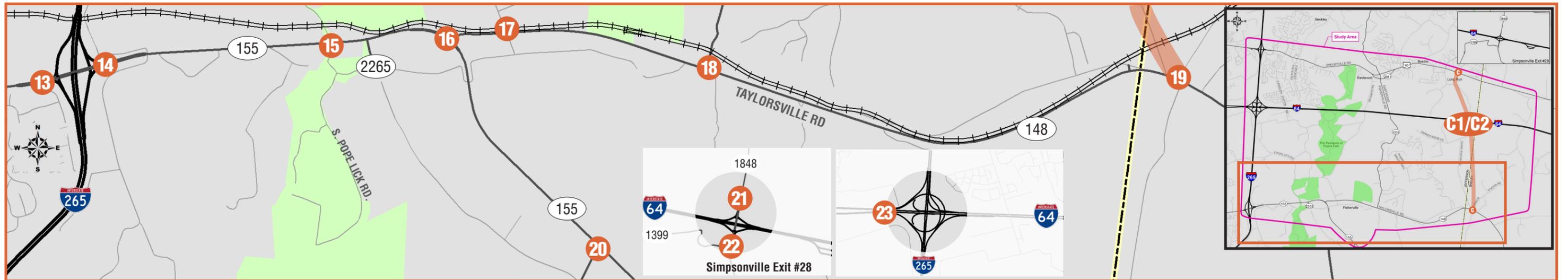
<p>1 US 60/I-265 Interchange</p>	<p>2 US 60/Beckley Woods/English Str. Way</p>	<p>3 US 60/Lake Forest Pkwy./English Station Road</p>	<p>4 US 60/Beckley Station Road</p>	<p>5 US 60/KY 2841 (Eastwood Cutoff)</p>	
<p>6 KY 2841 (Eastwood Cutoff)/Gilliland Road</p>	<p>7 KY 2841/KY 1531 (Eastwood-Fisherville Road)</p>	<p>8 US 60/KY 2841 (Eastwood Cutoff)</p>	<p>9 US 60/Flat Rock Road</p>	<p>10 US 60/Clark Station Road/Locust Creek Boulevard</p>	<p>11 US 60/Johnson Rd./KY 1531</p>

<p>C US 60/Concept C</p>	
<p>US 60</p>	<p>Concept C</p>

KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- TRAFFIC SIGNAL

**2045 AM (PM) CONCEPT C
TURNING MOVEMENT FORECAST**



KEY

- XX (XX) AM PEAK HOUR (PM PEAK HOUR)
- STUDY INTERSECTION
- CONCEPT
- STOP ALL-WAY STOP
- Traffic Signal Icon TRAFFIC SIGNAL

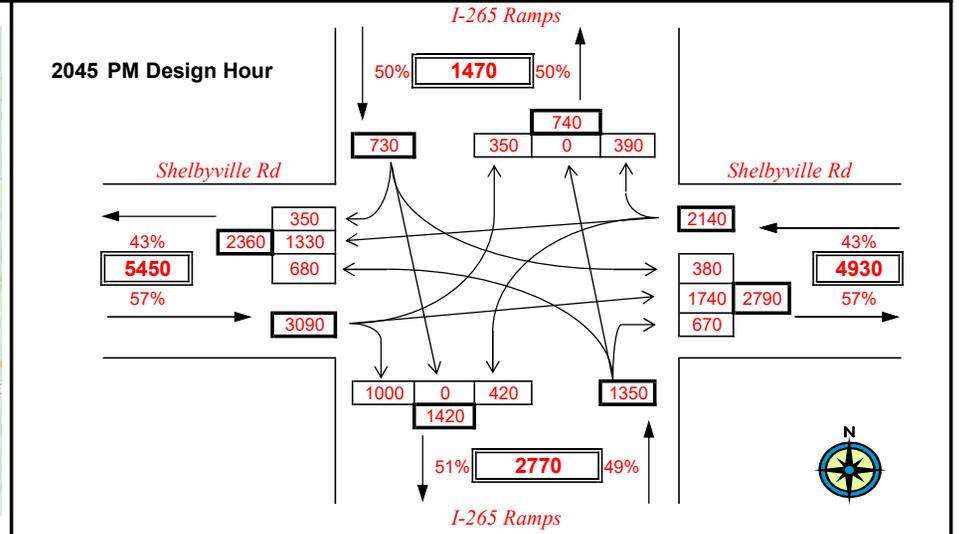
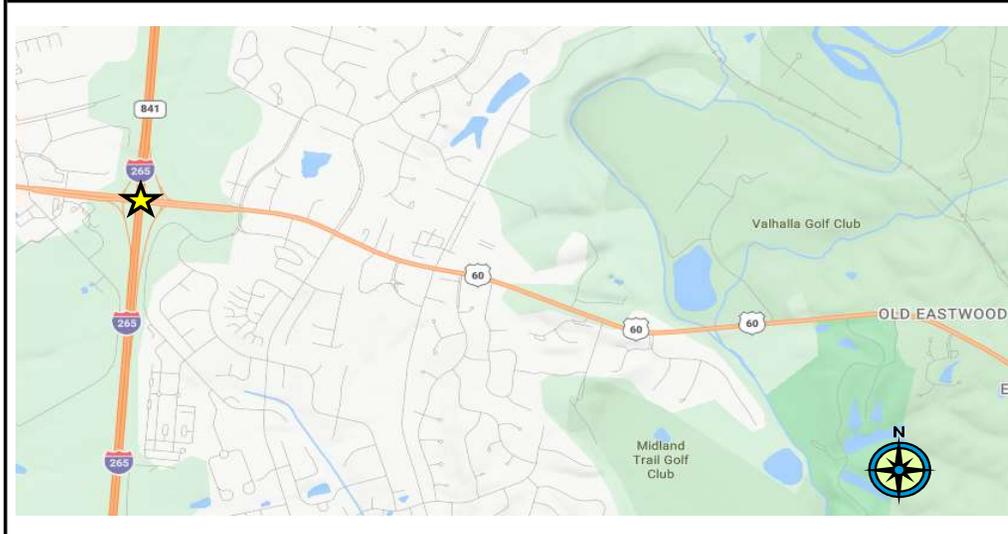
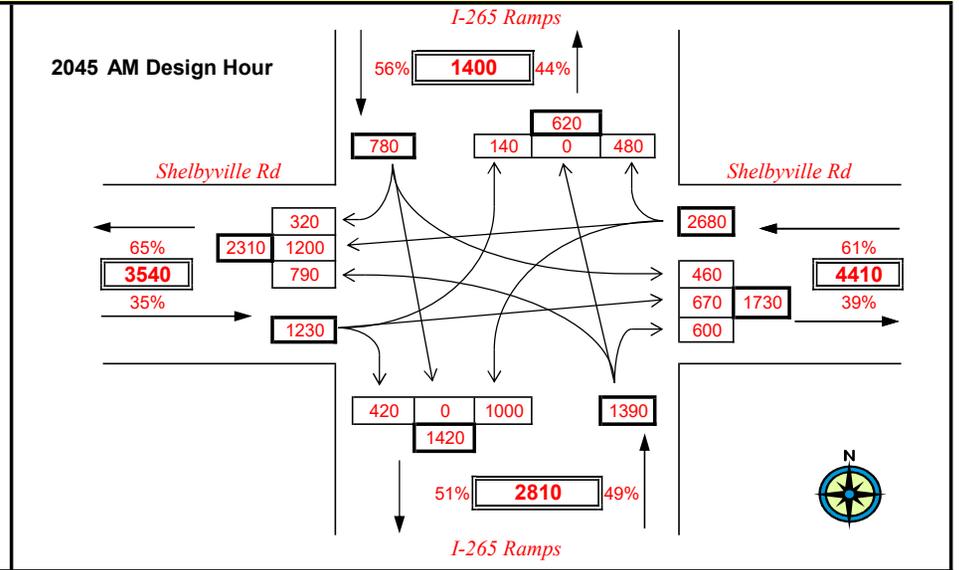
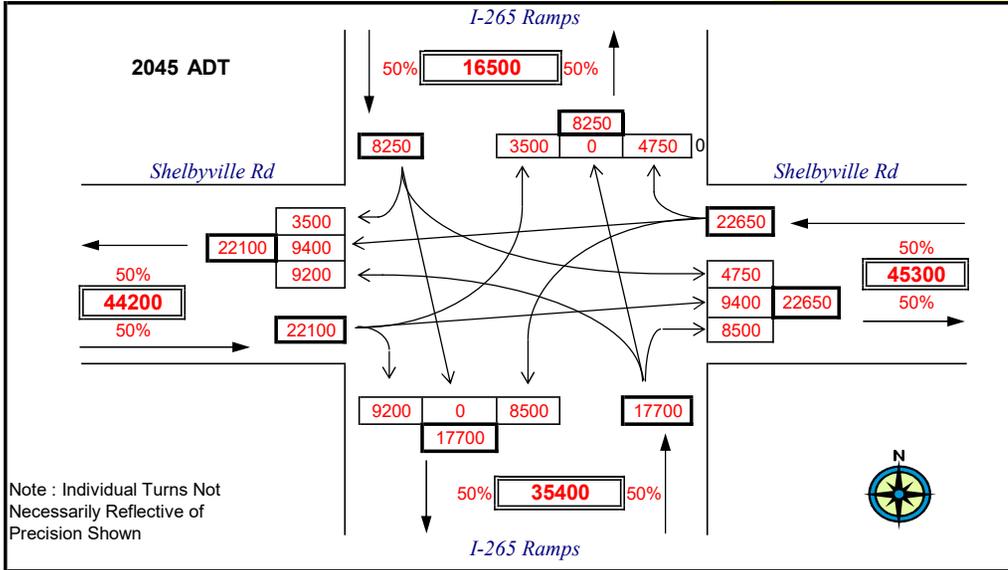
**2045 AM (PM) CONCEPT C
TURNING MOVEMENT FORECAST**

PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 2 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

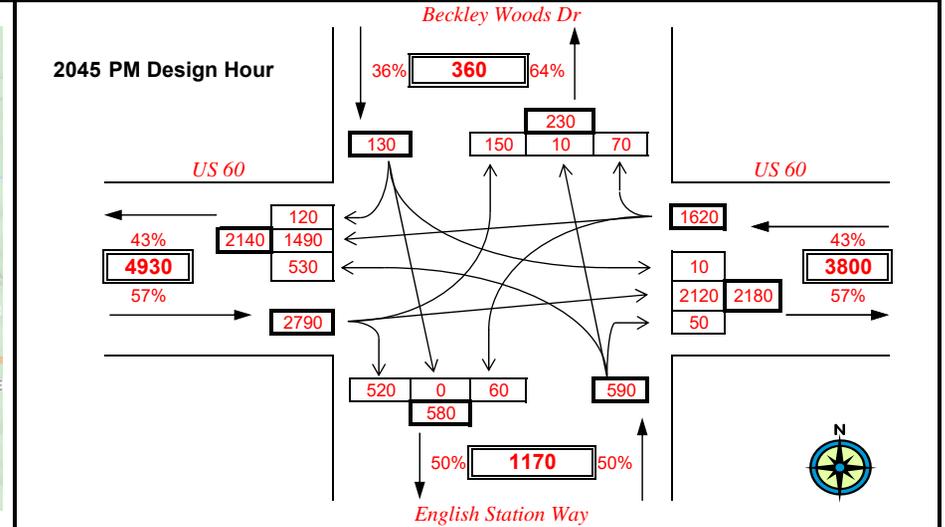
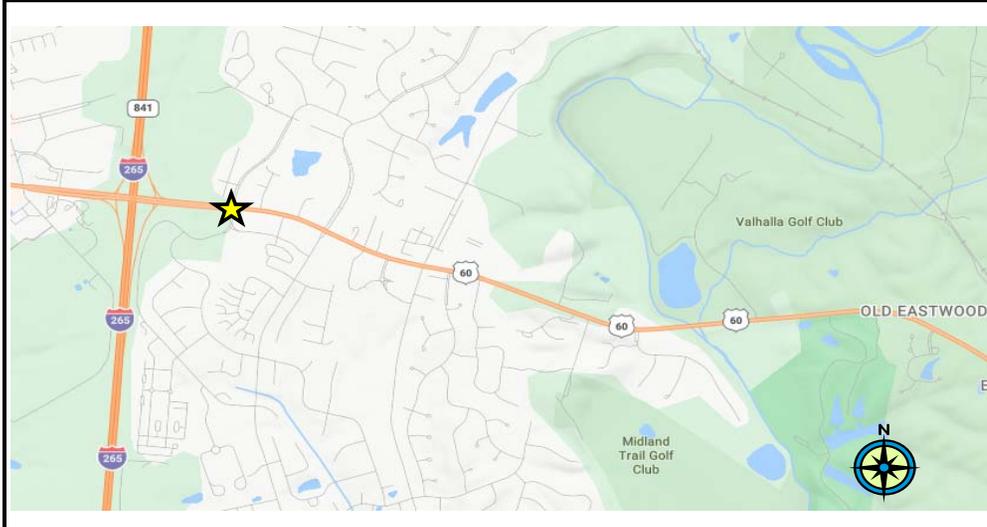
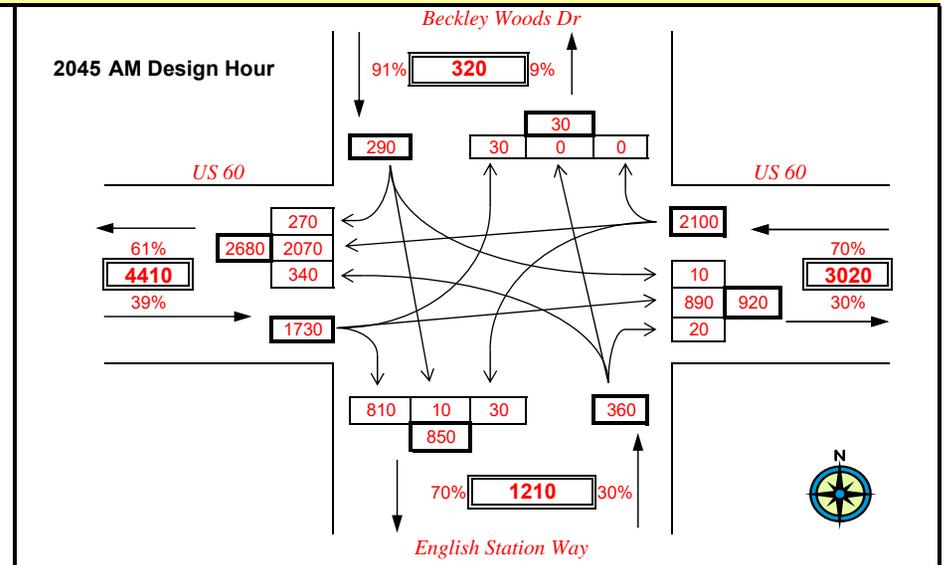
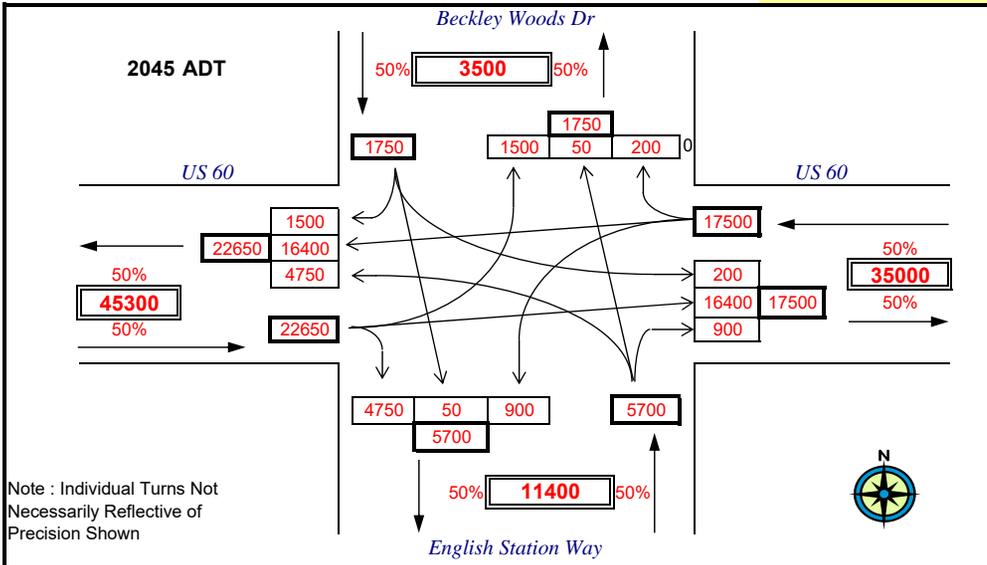


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Beckley Woods Dr

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 3 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

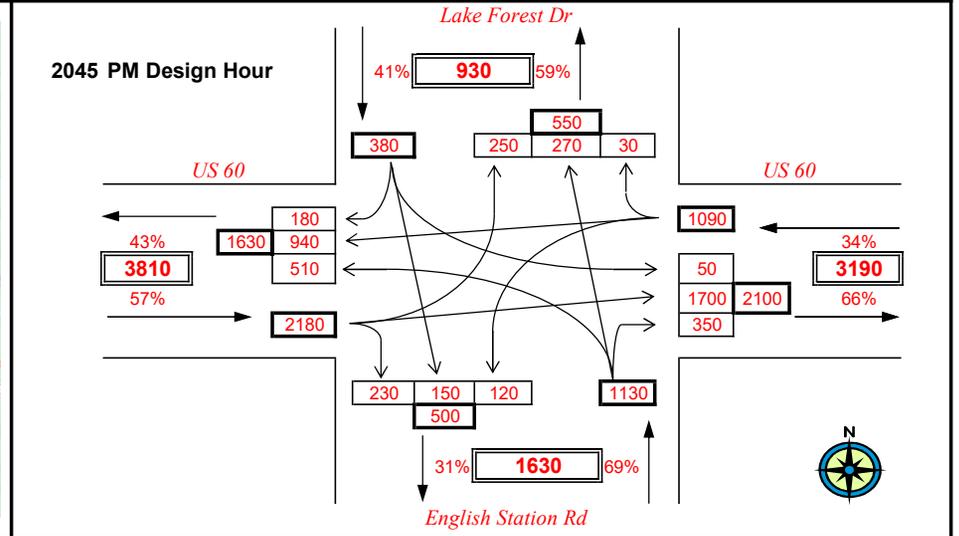
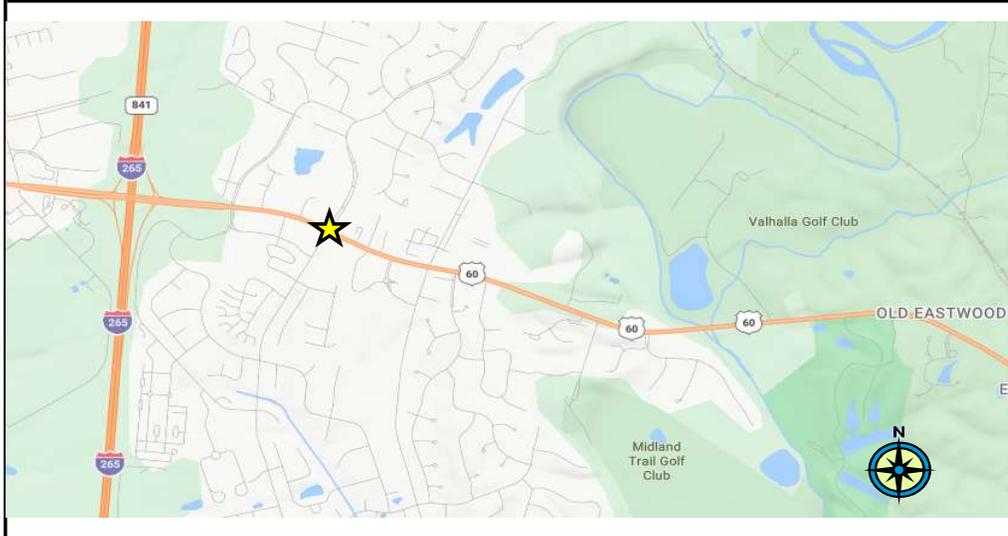
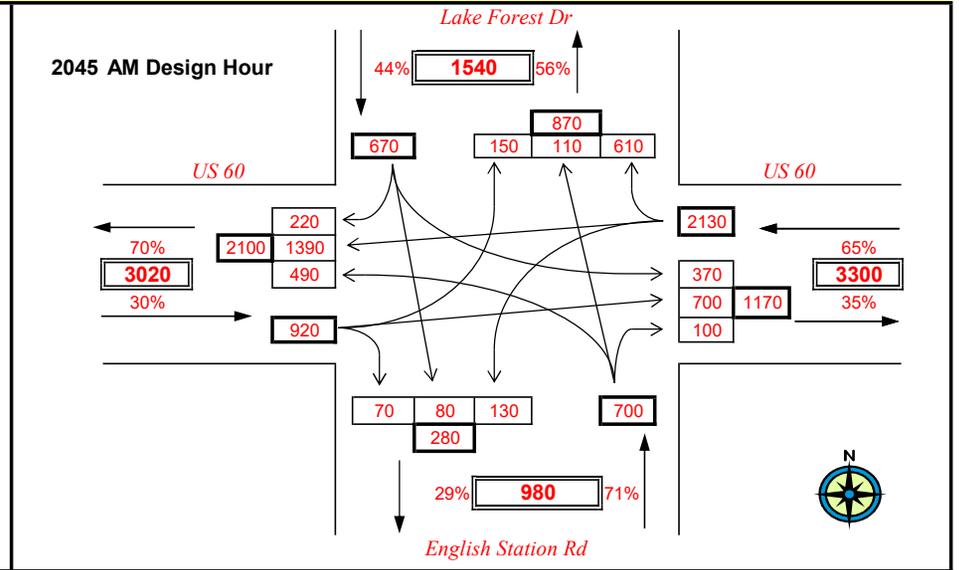
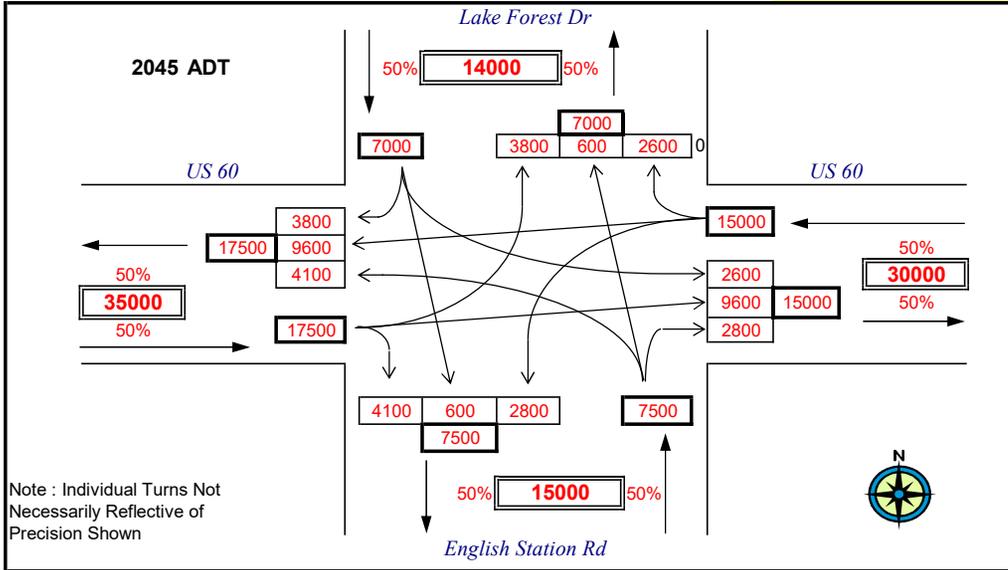


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 4 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

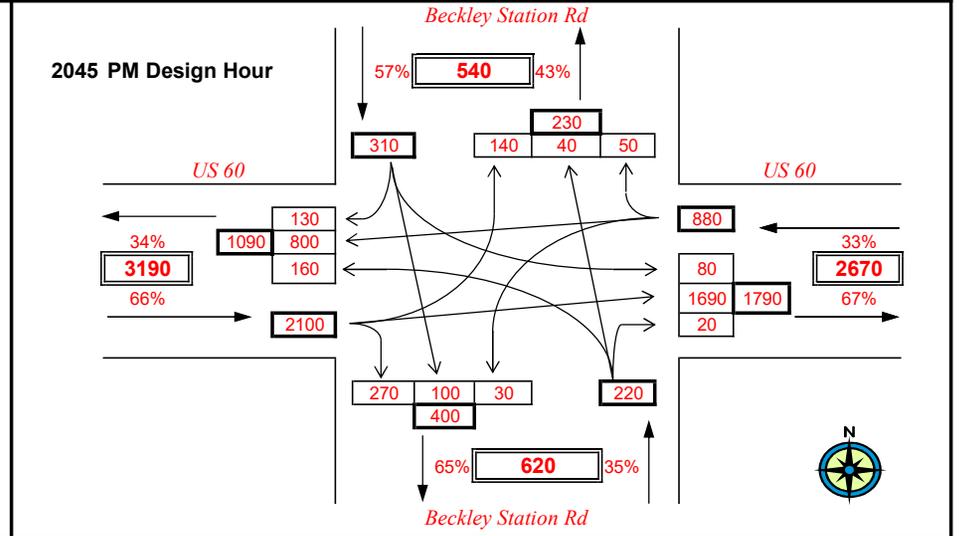
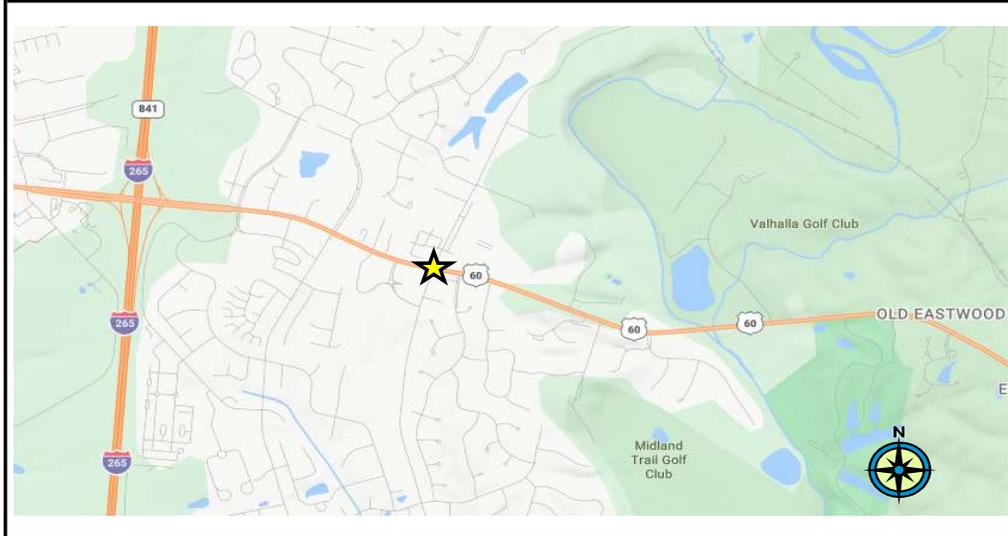
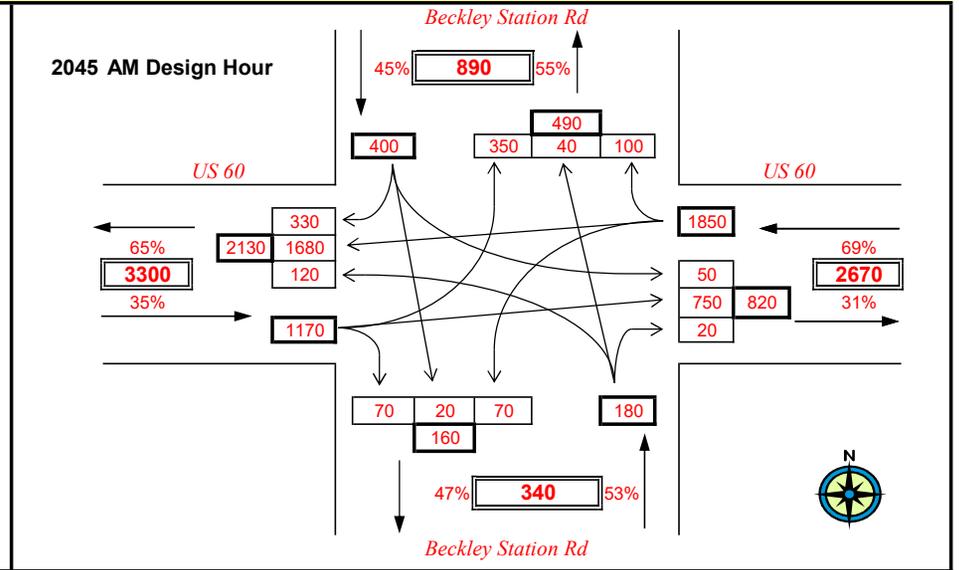
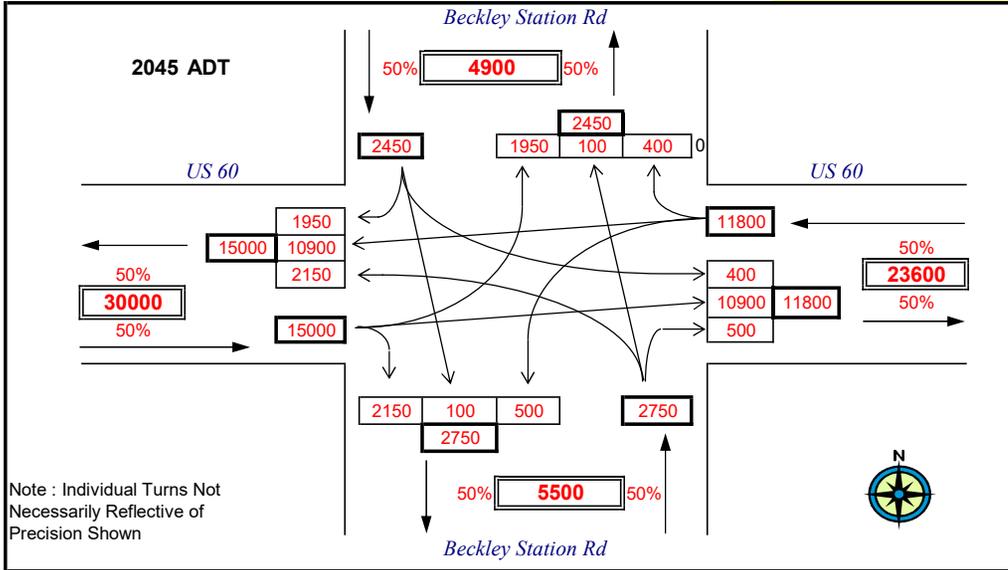


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 5 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

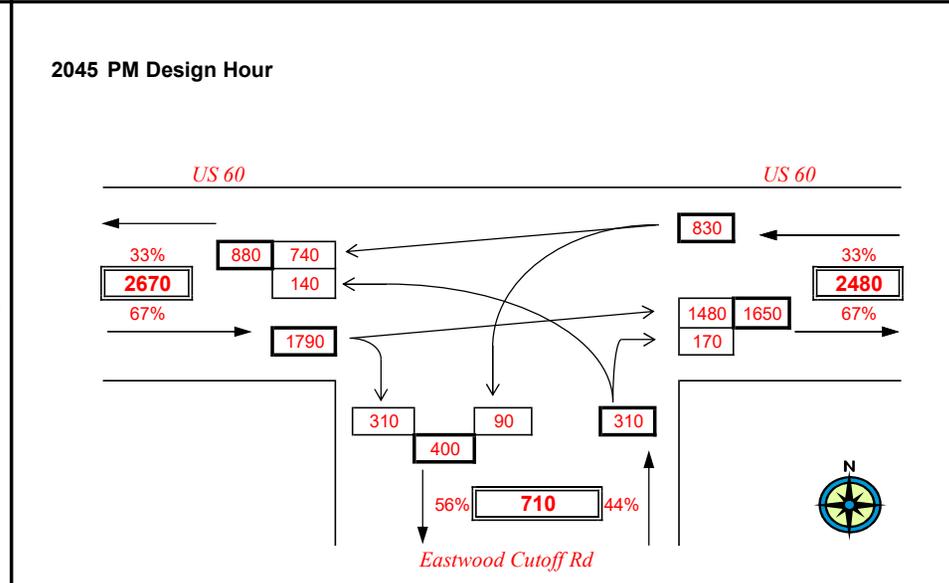
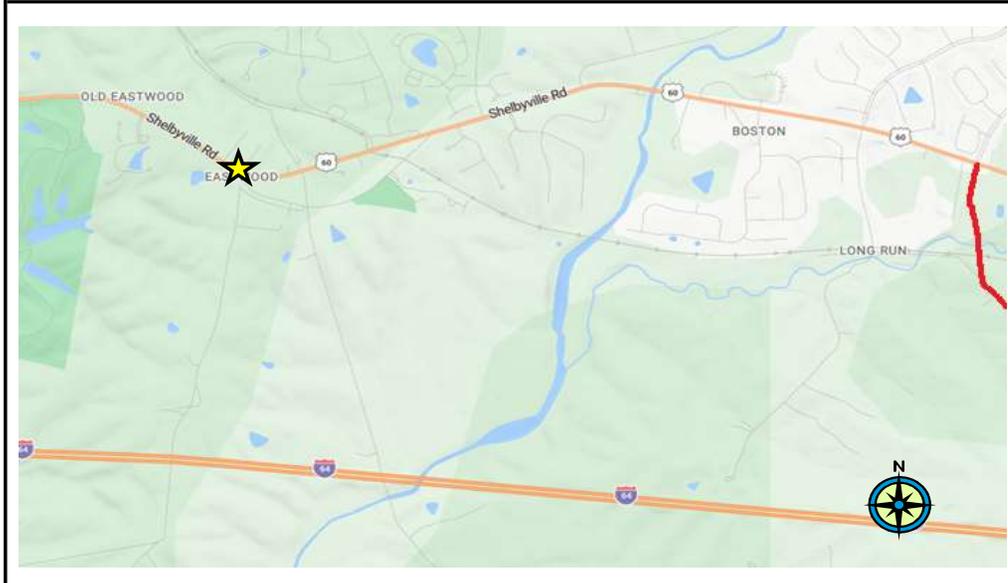
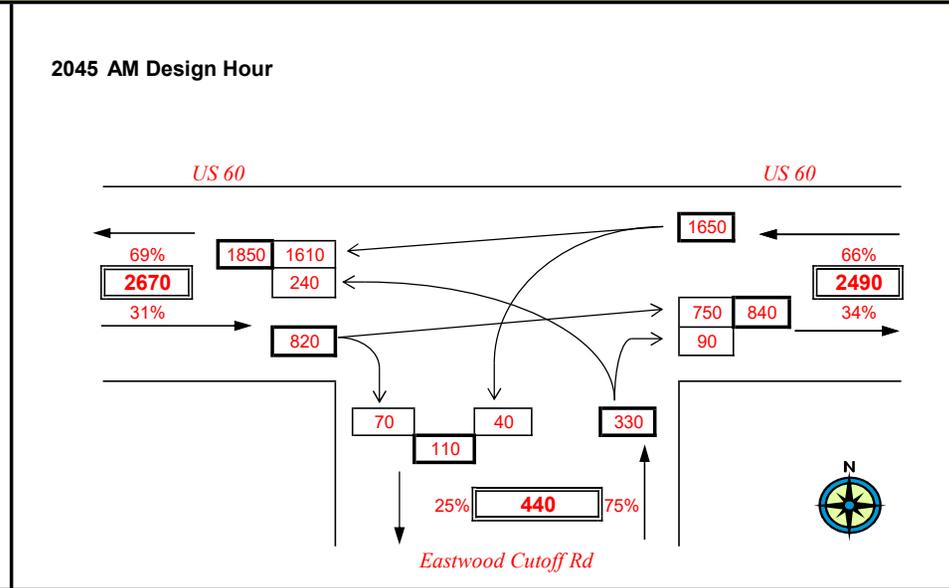
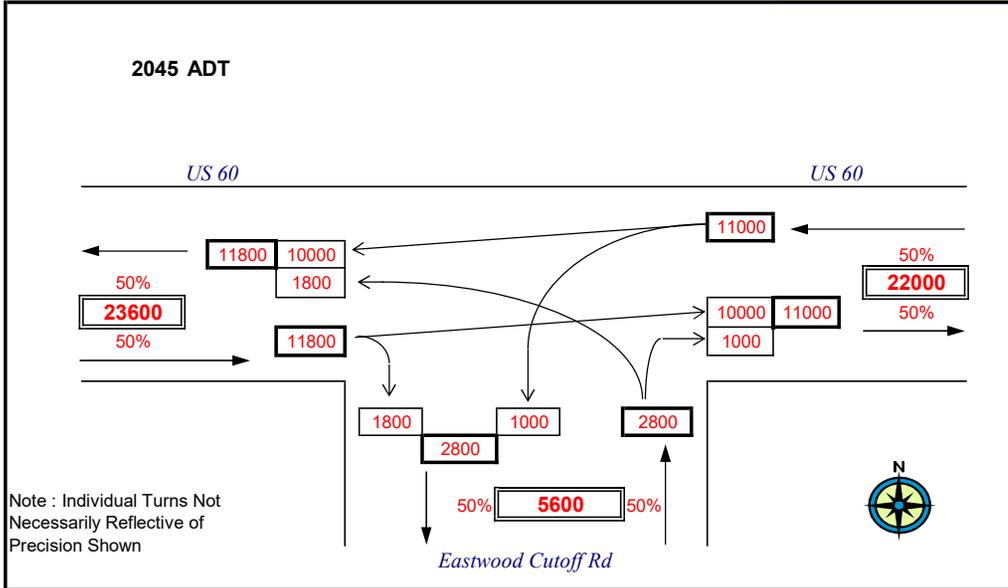


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 6 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

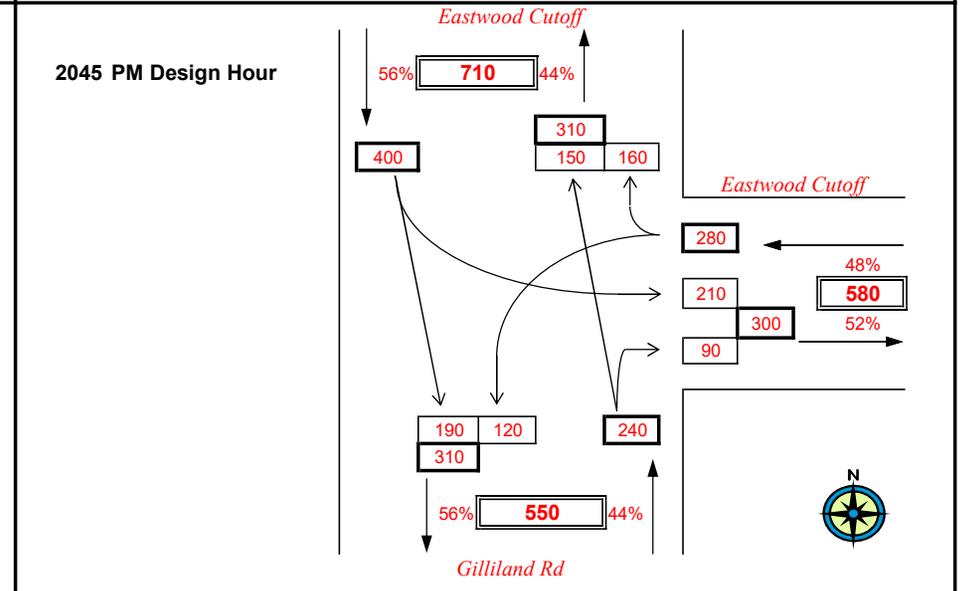
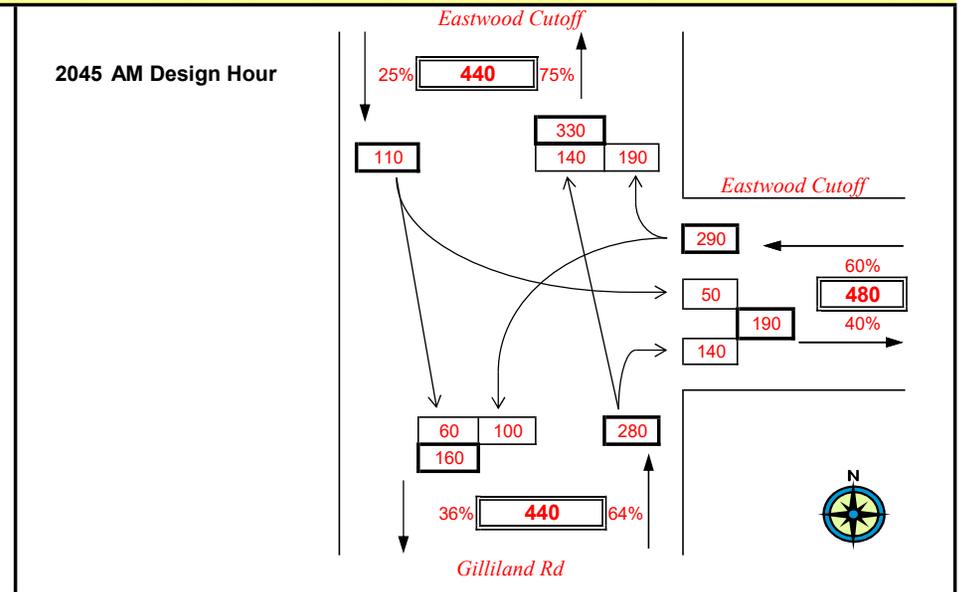
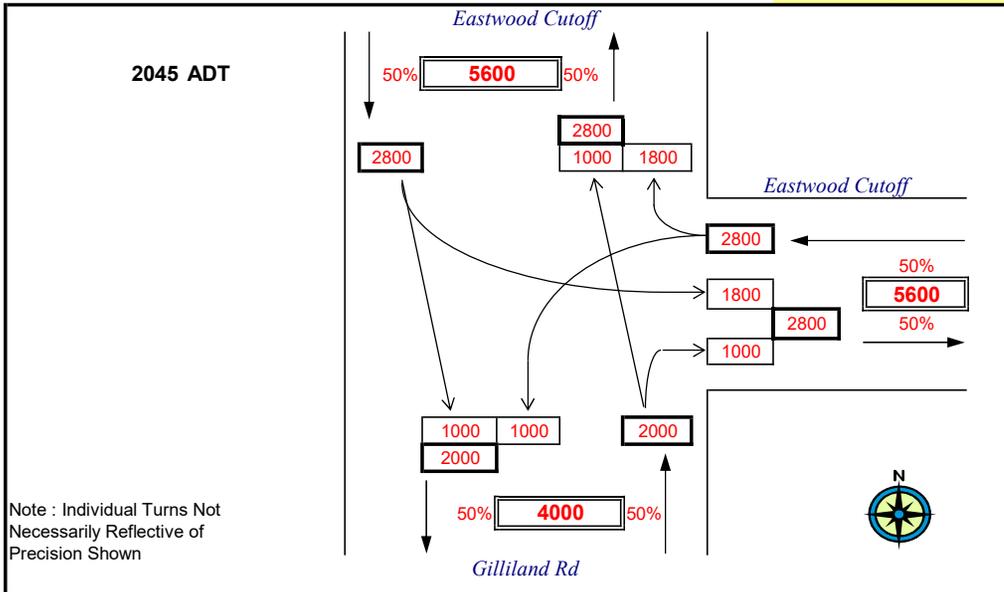


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 7 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

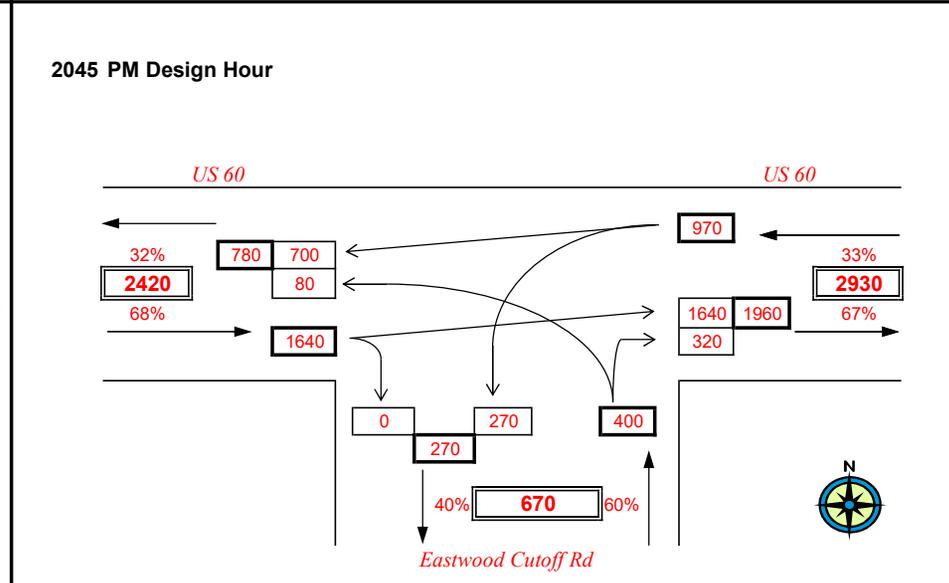
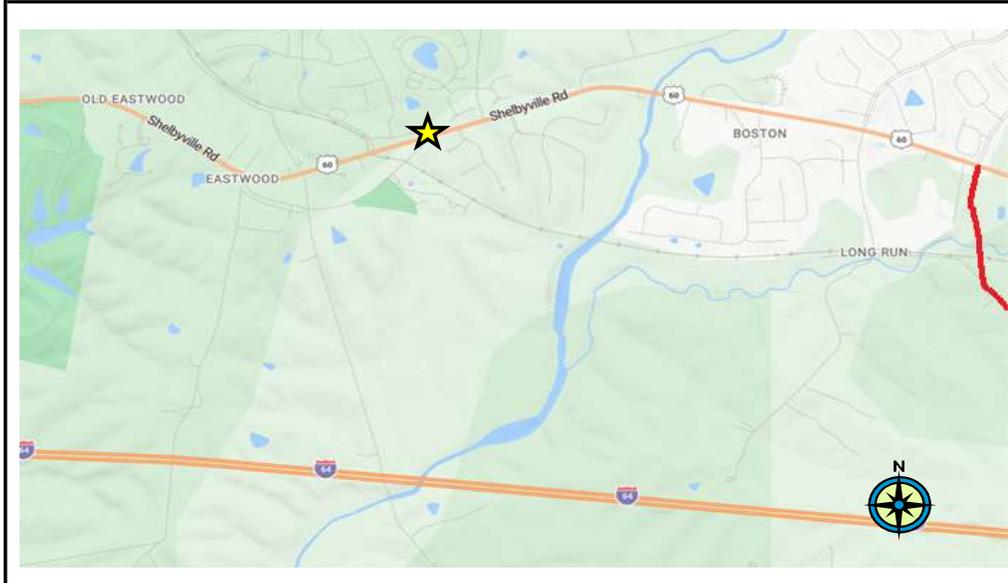
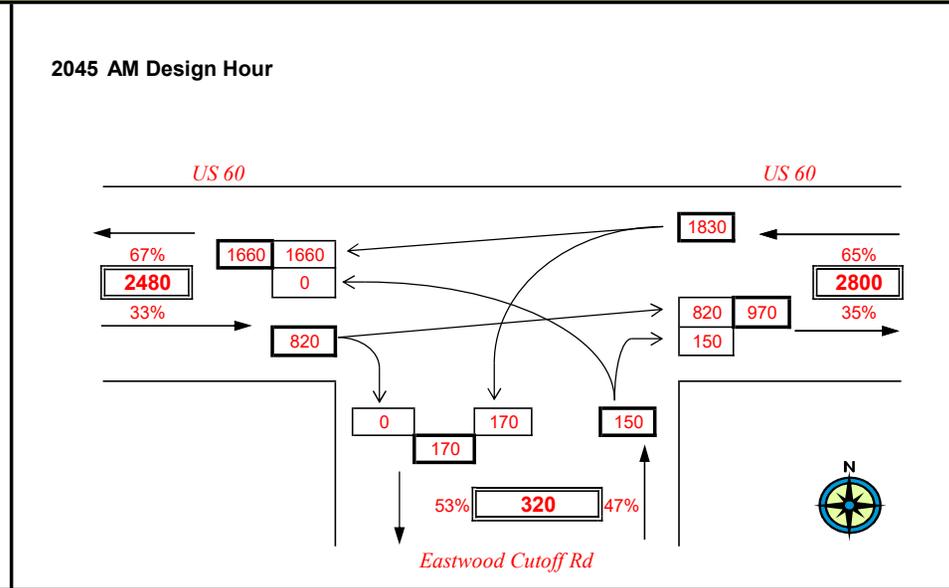
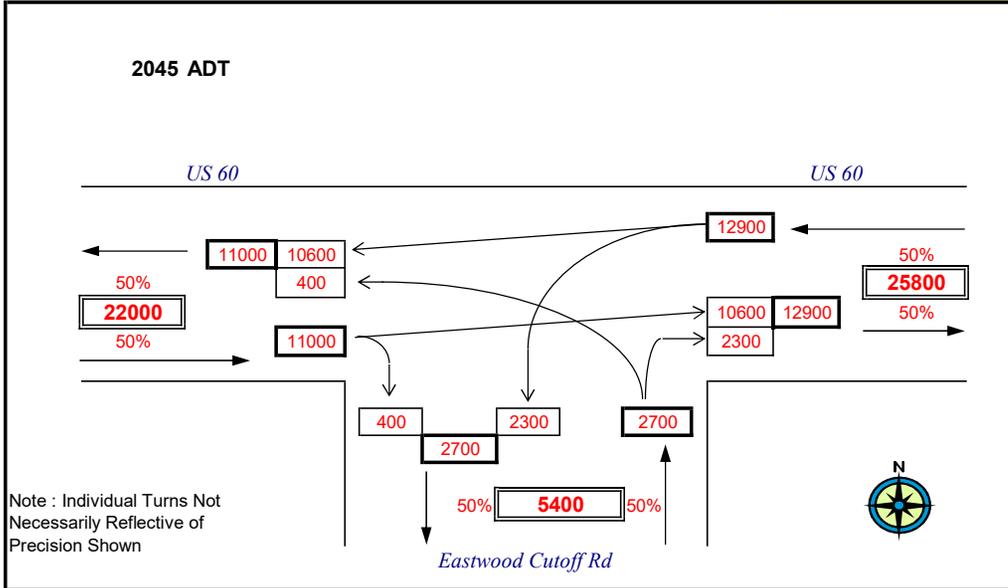


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 9 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

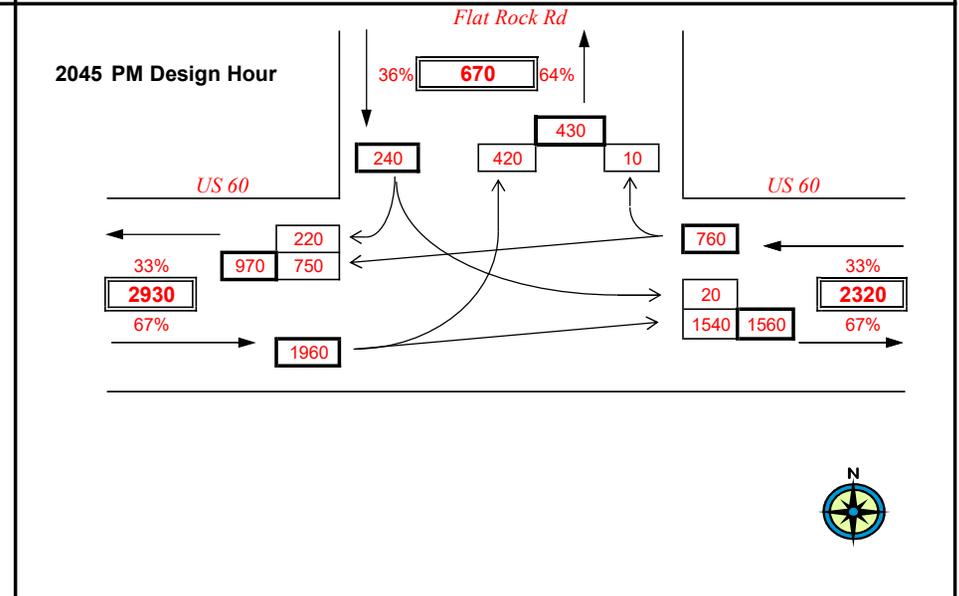
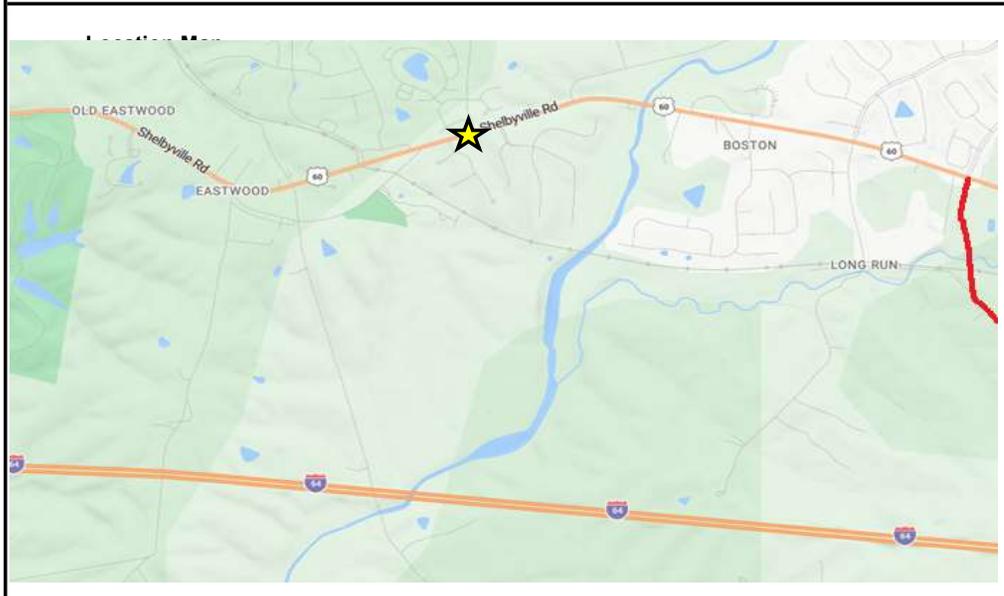
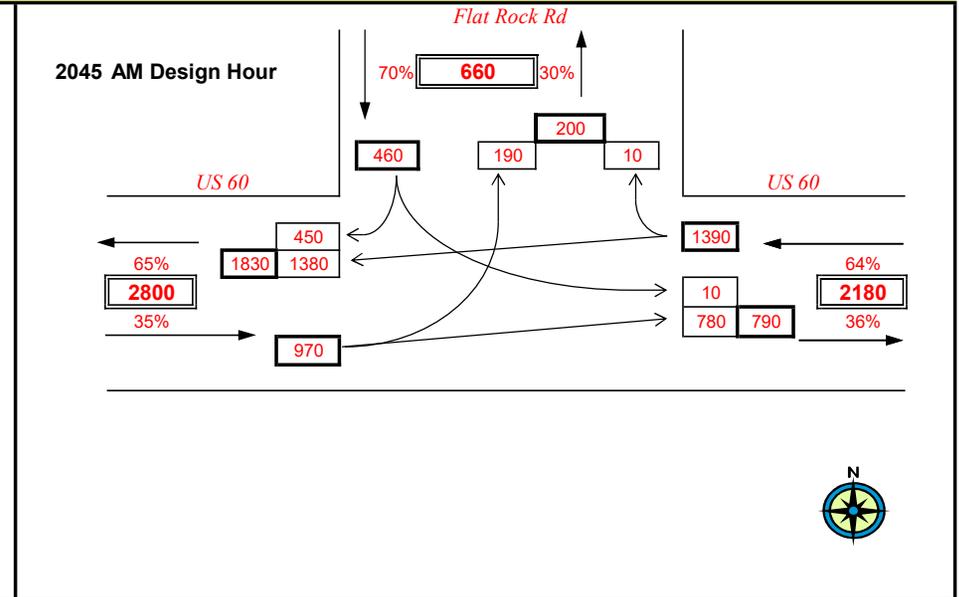
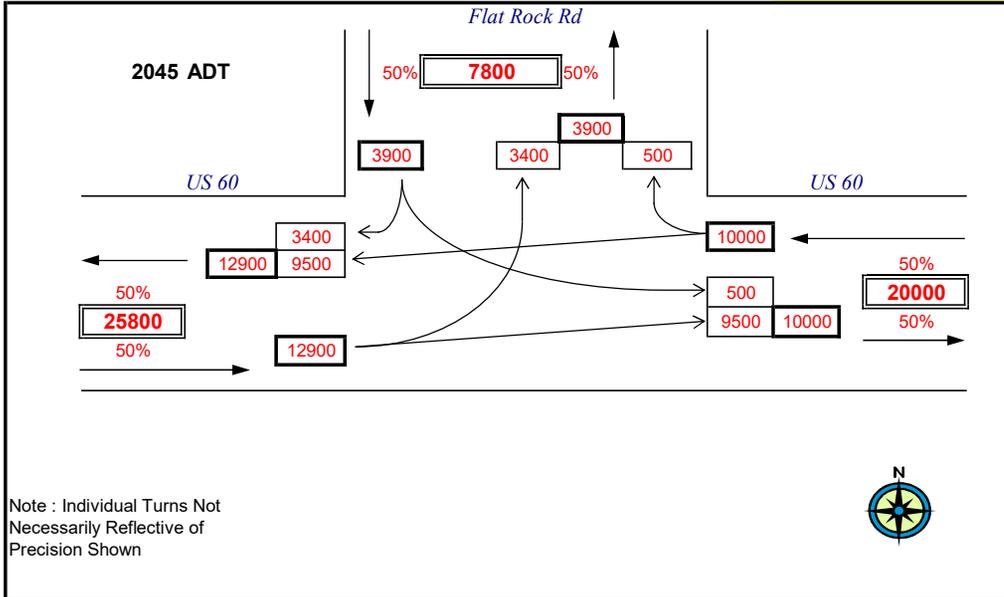


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 10 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

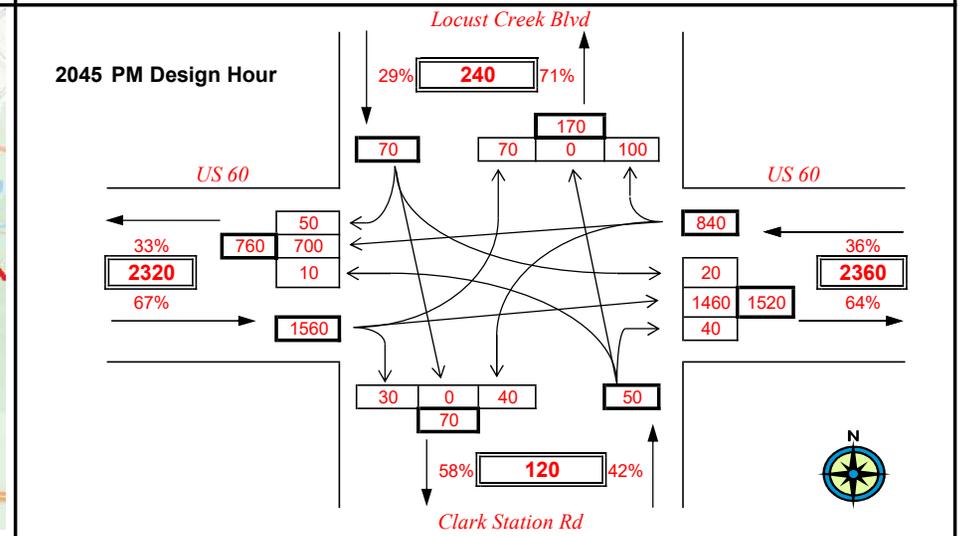
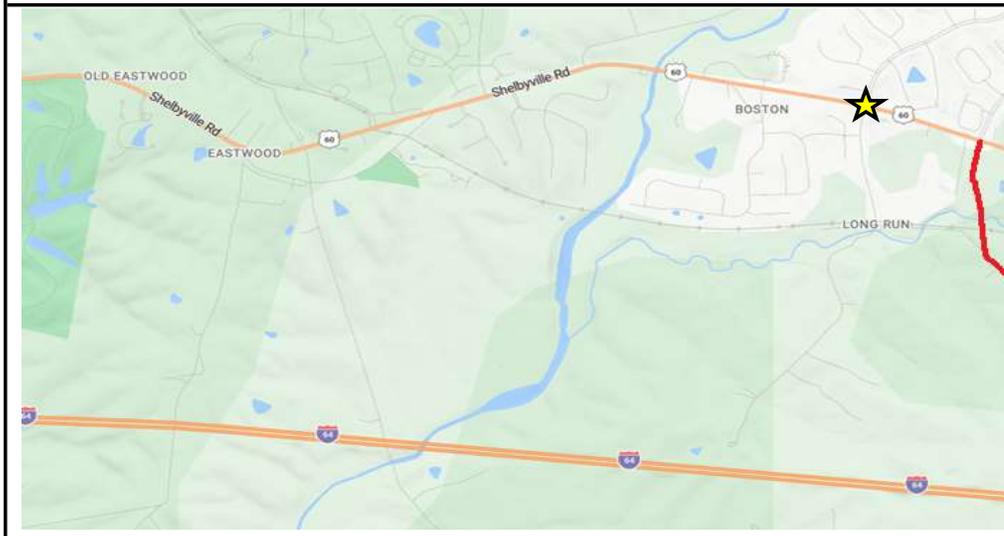
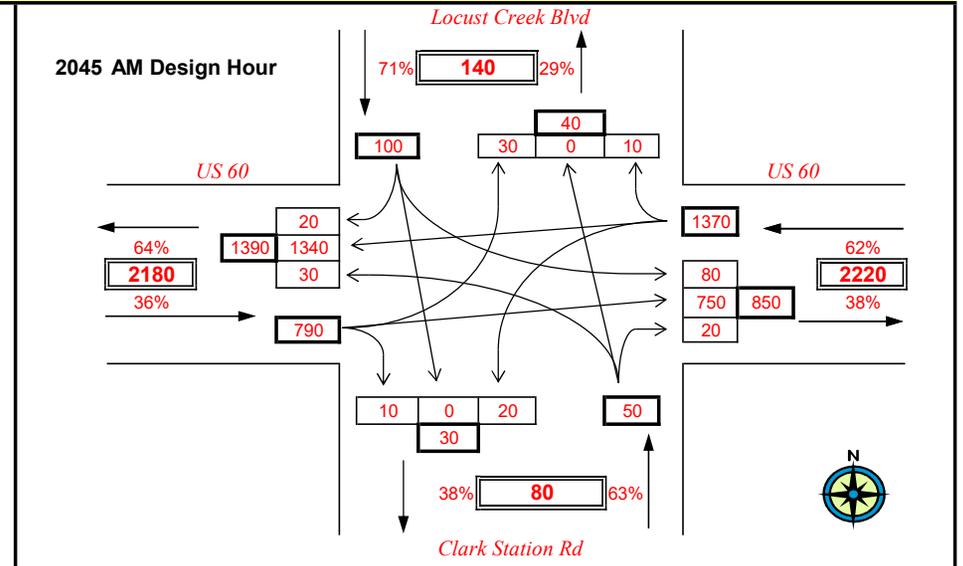
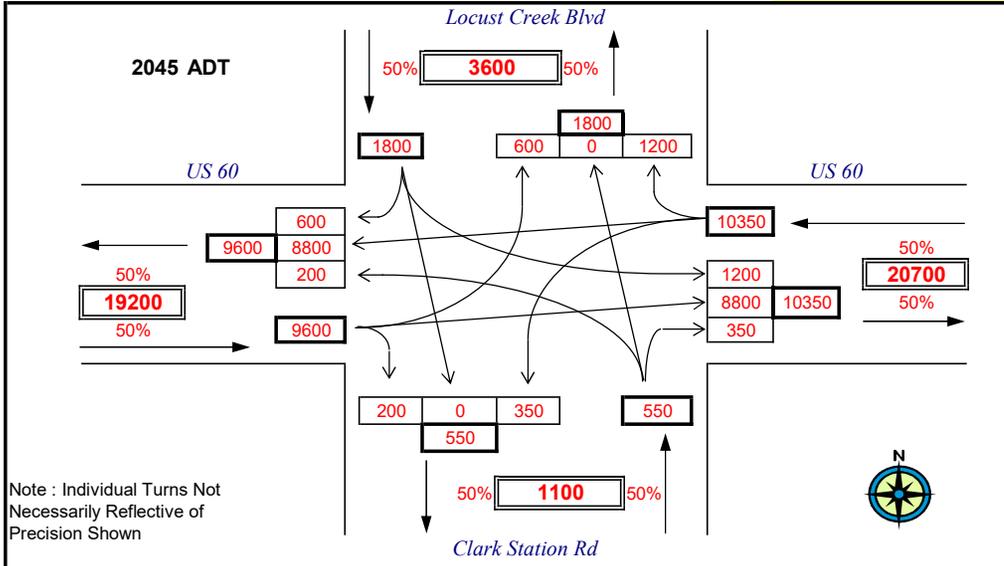


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: US 60 & Clark Station Rd

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 11 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



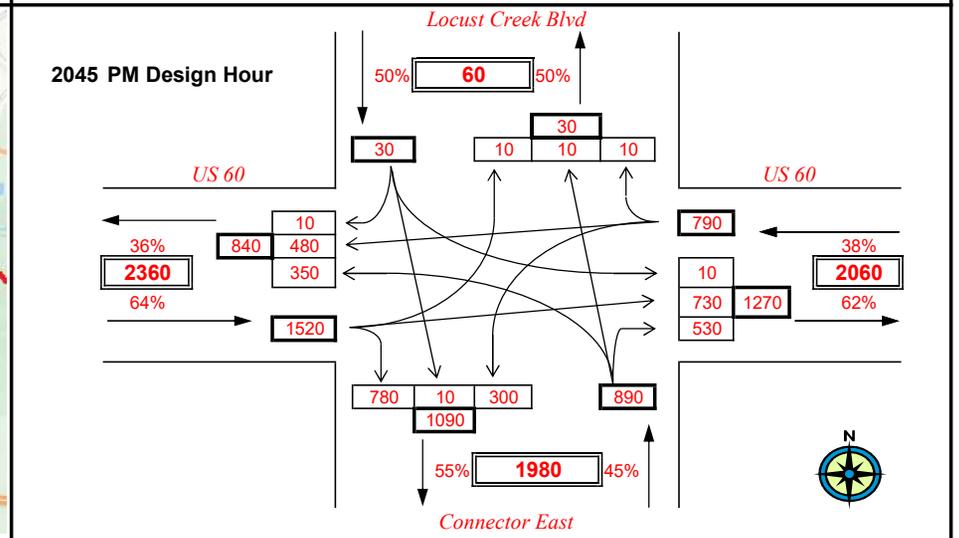
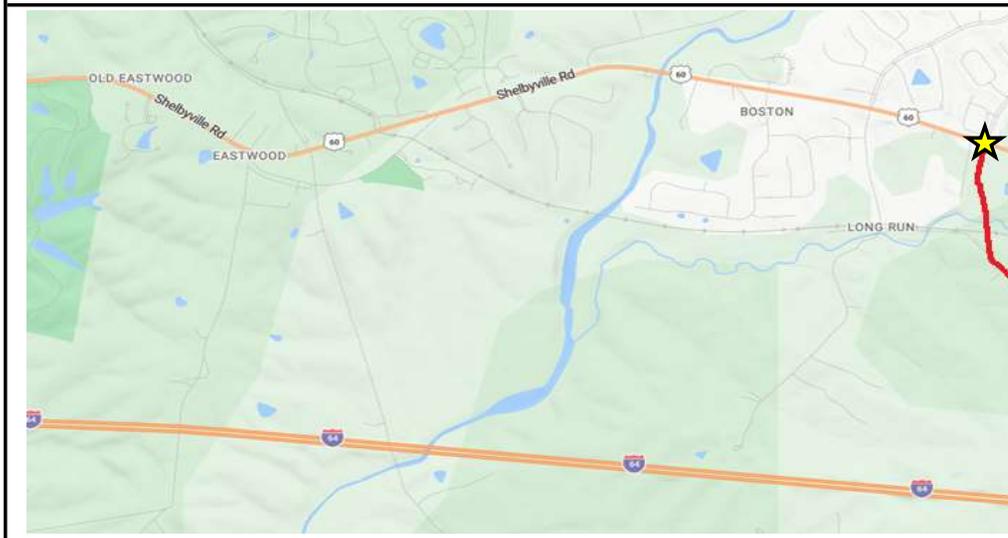
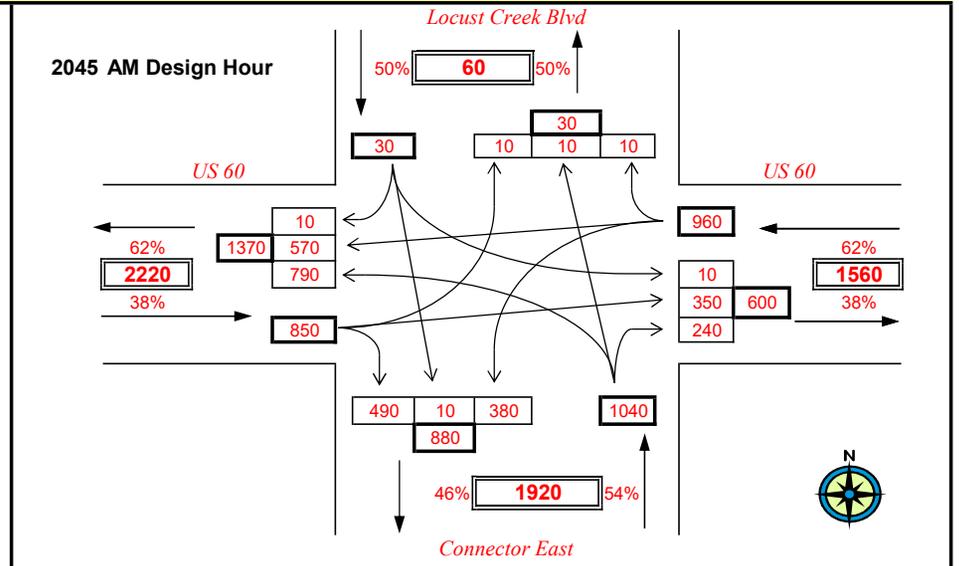
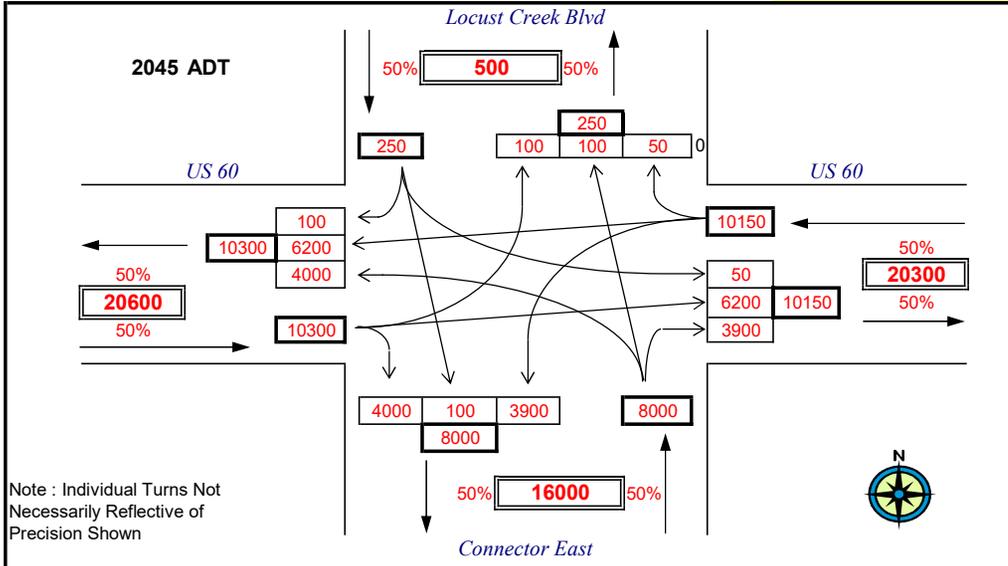
PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 11X (2045)

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****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

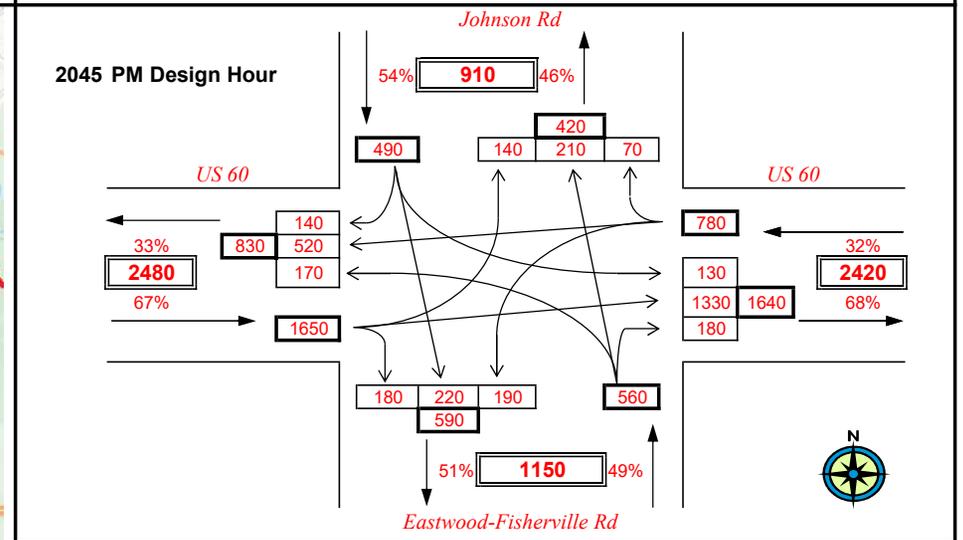
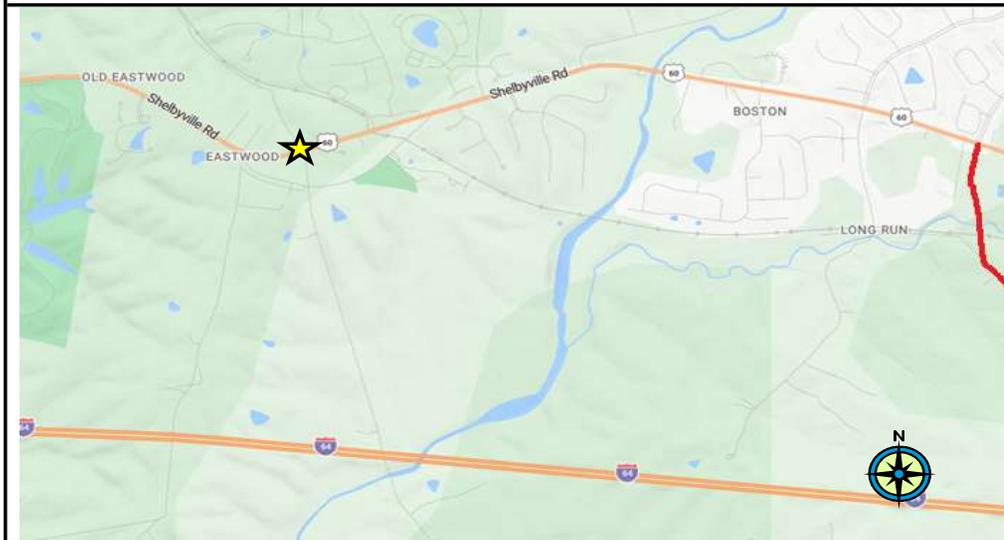
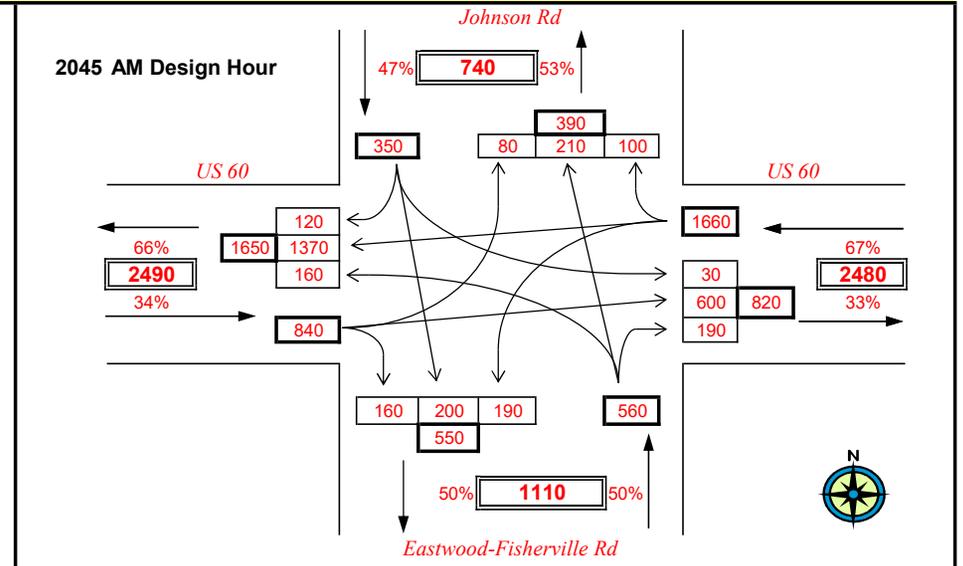
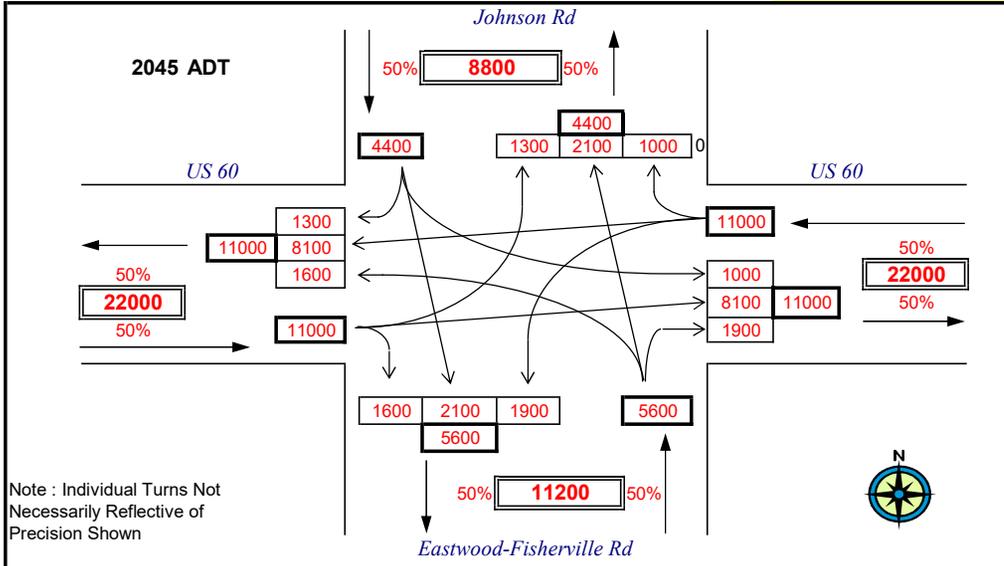


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 12 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

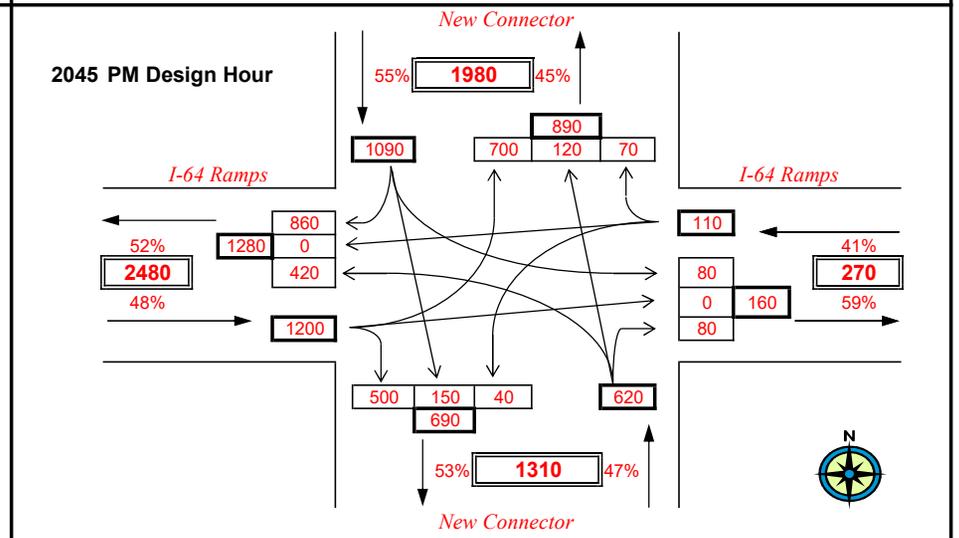
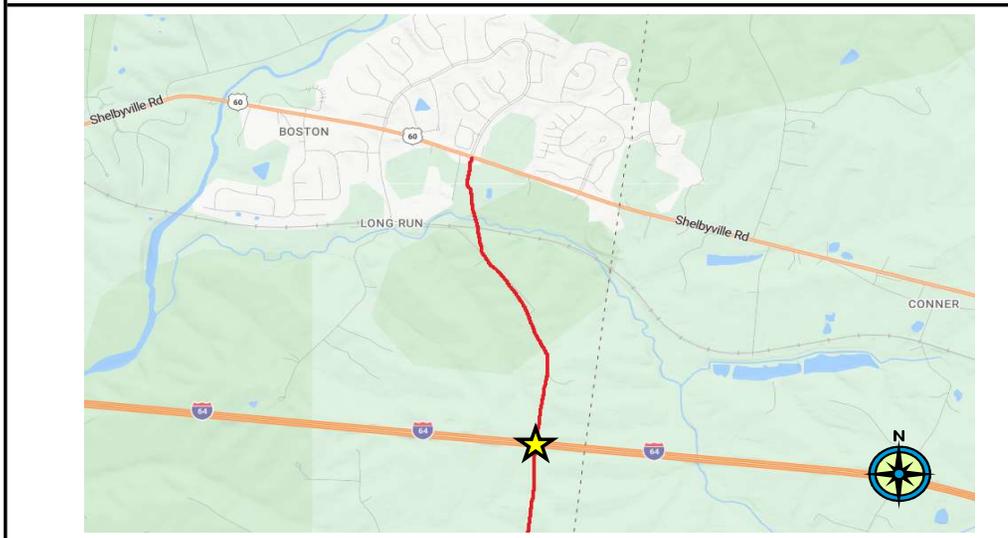
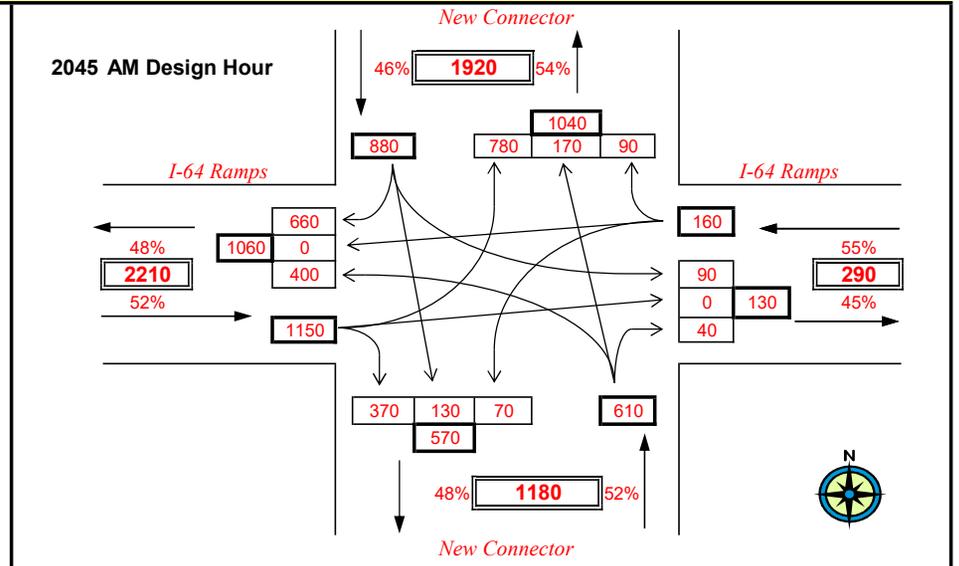
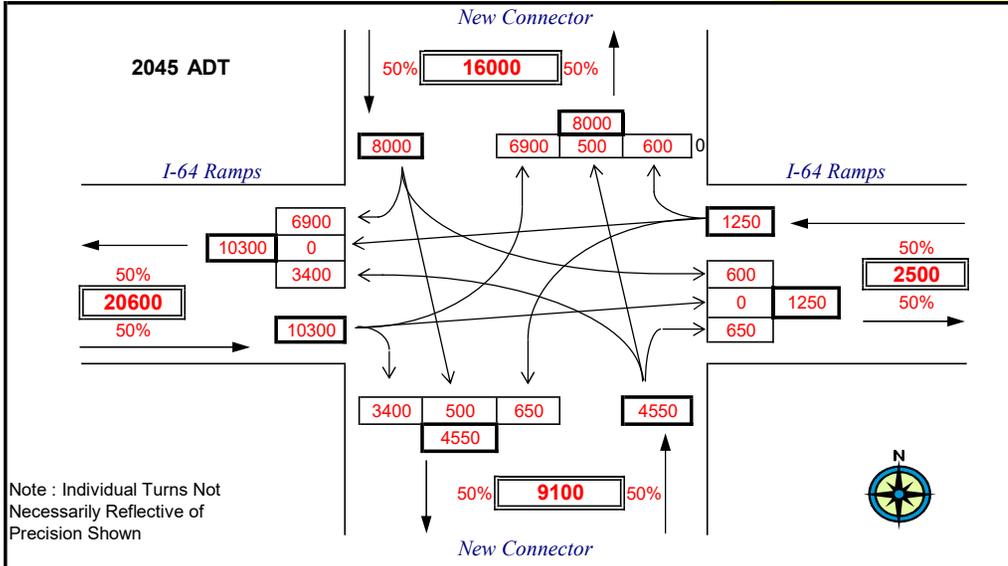


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: Connector C & I-64 Ramps

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 13 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

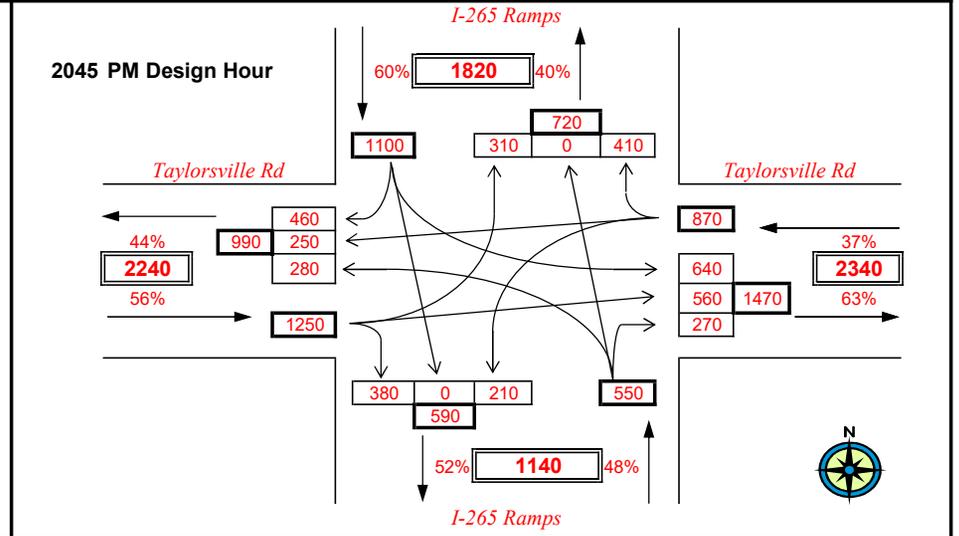
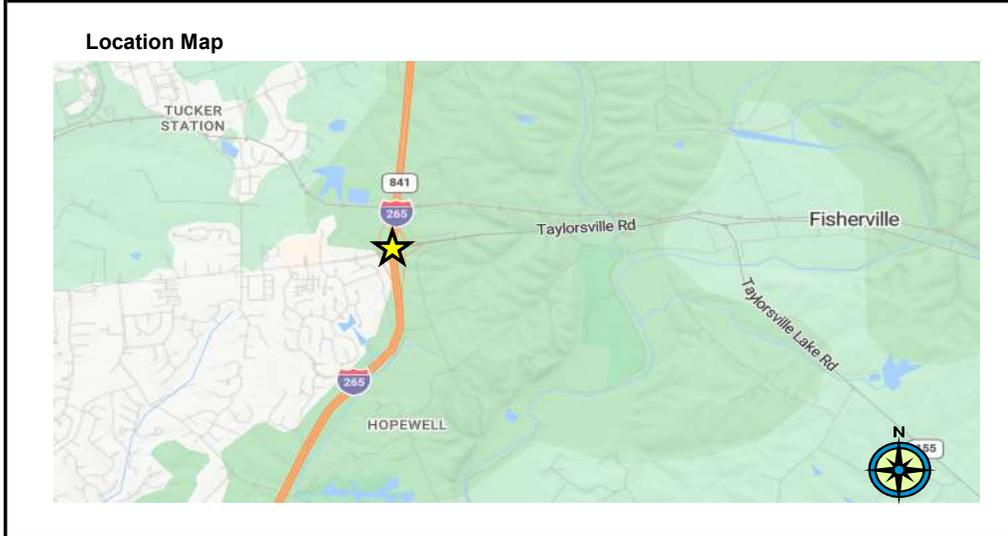
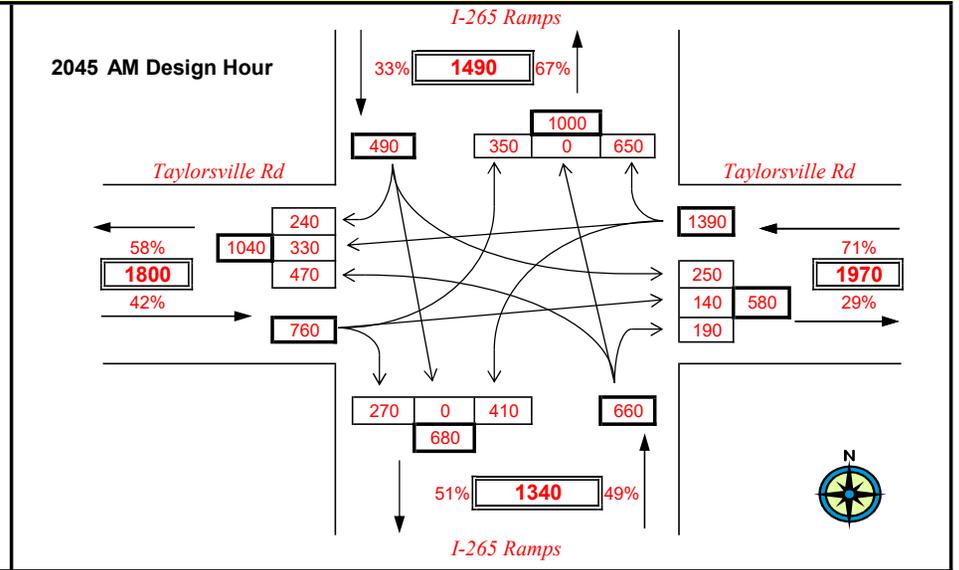
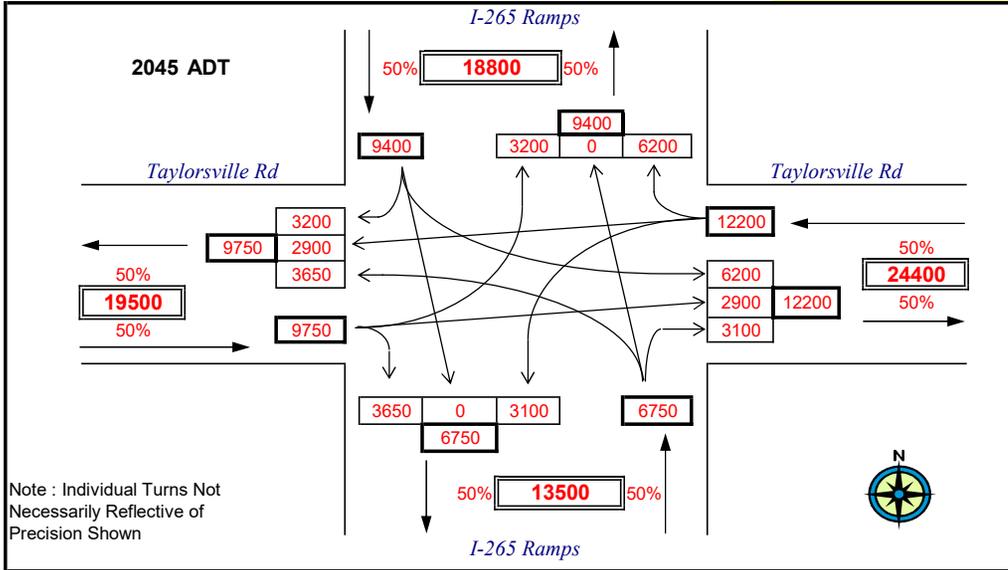


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 14 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****

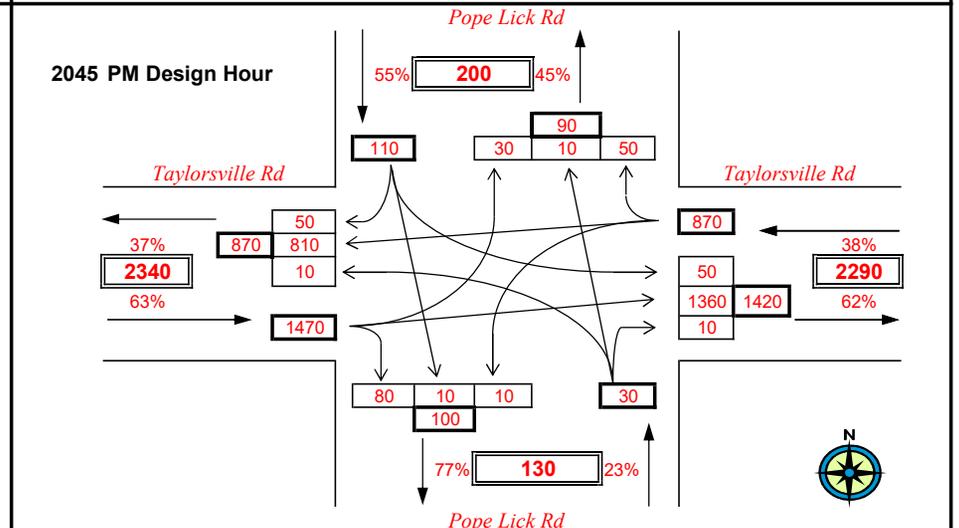
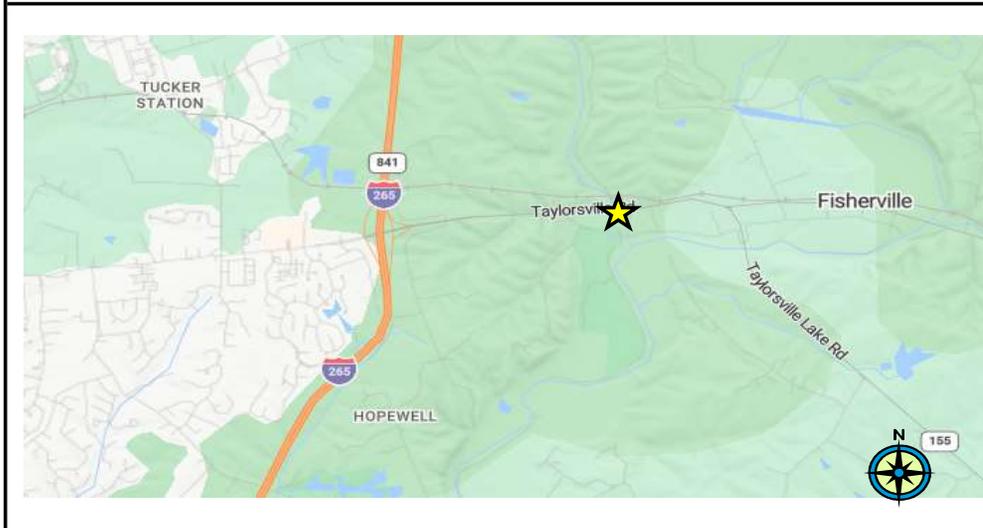
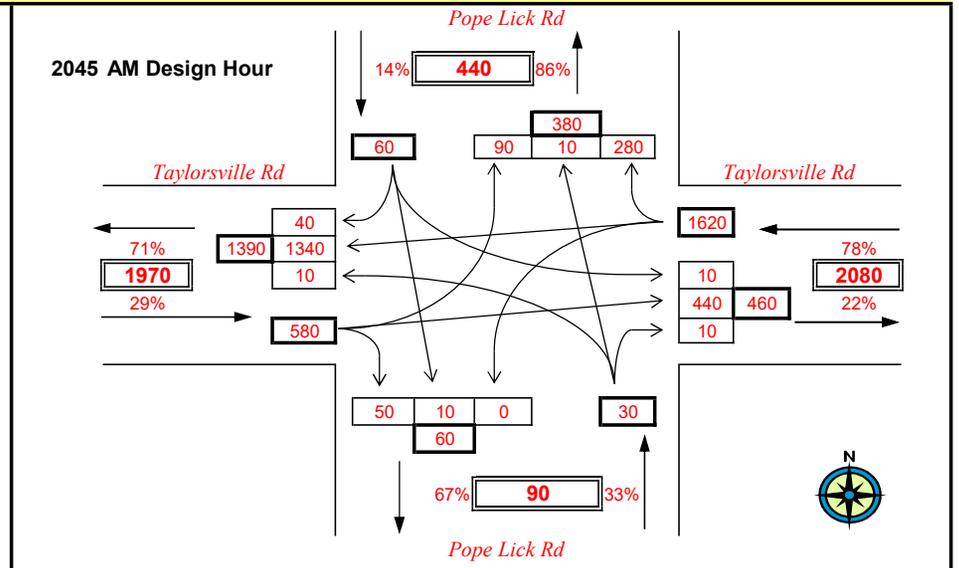
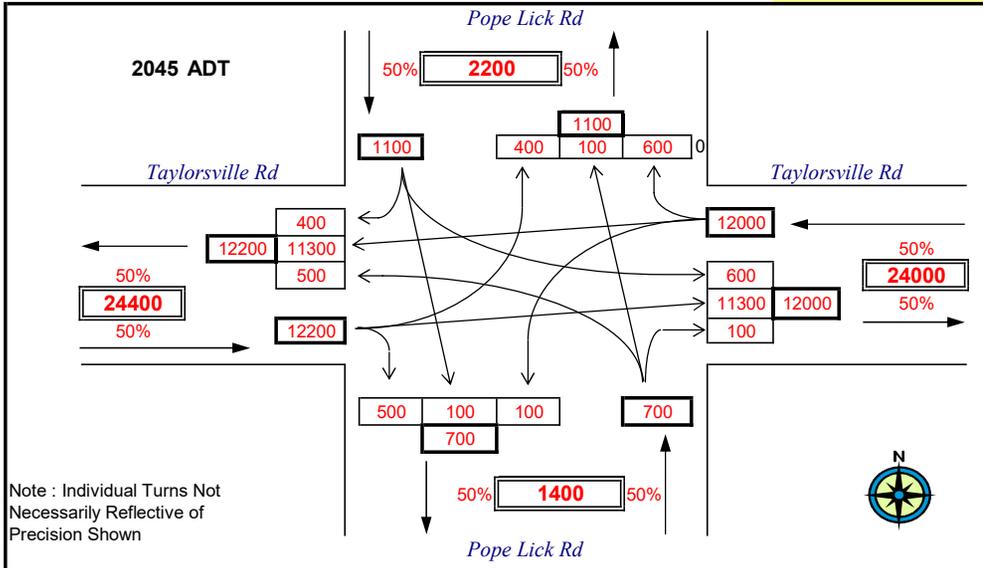


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 15 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

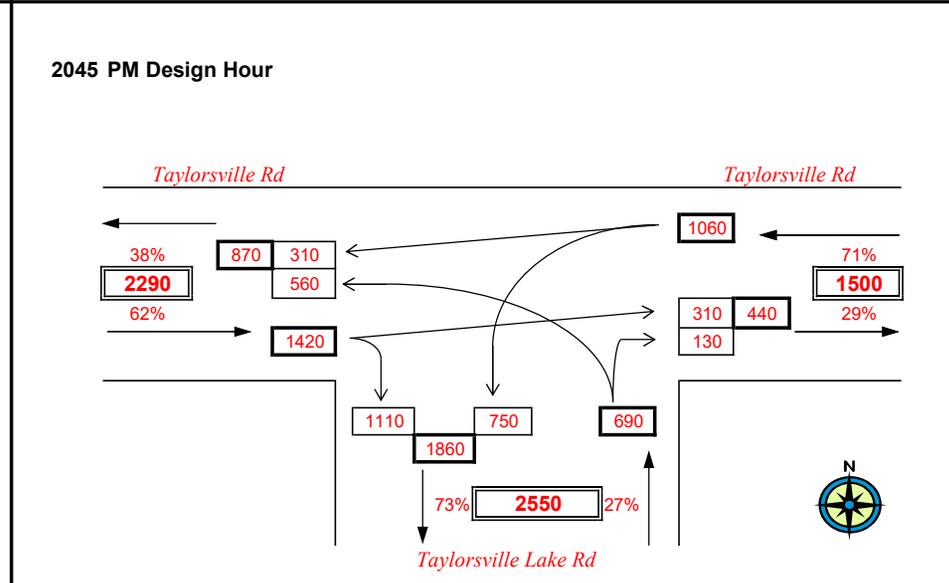
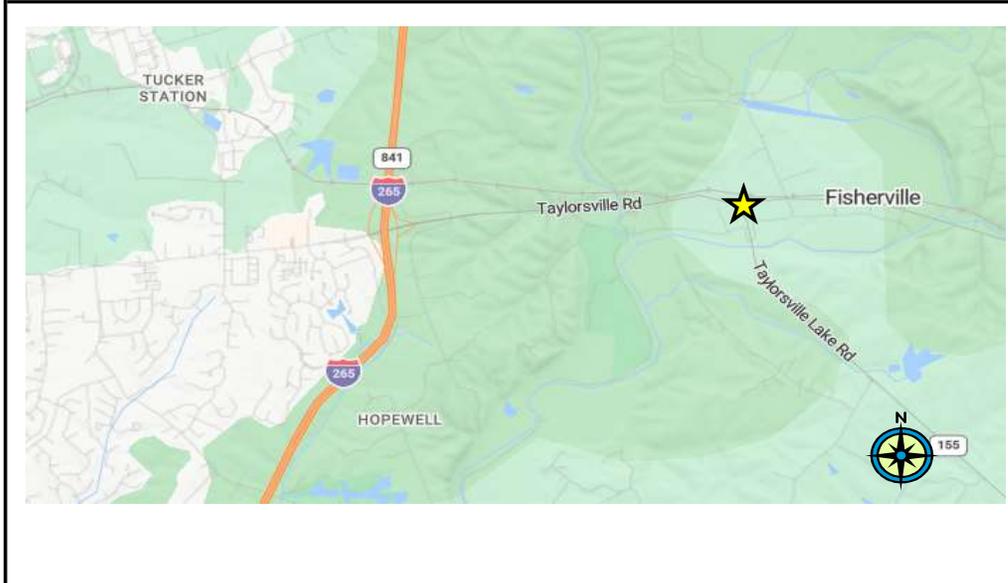
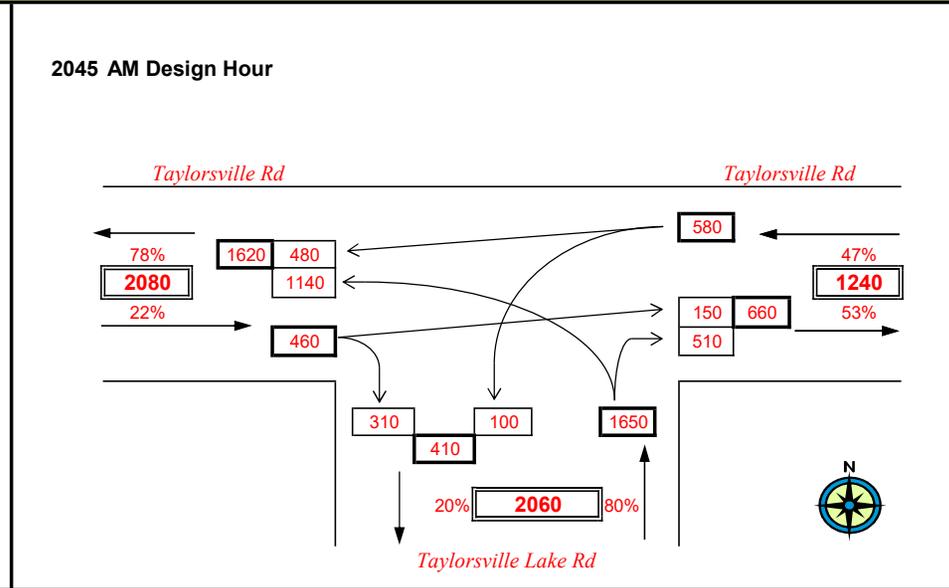
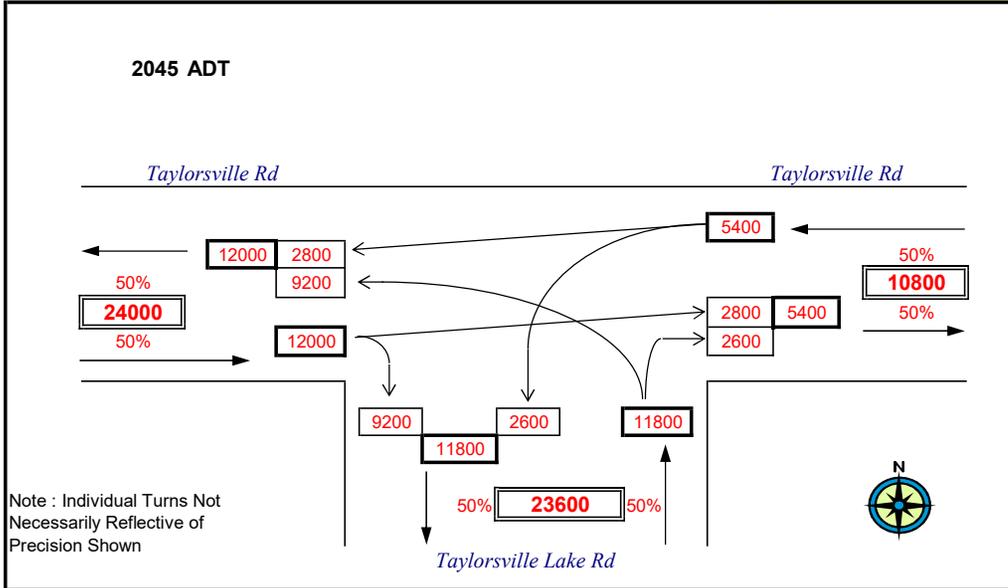


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 16 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

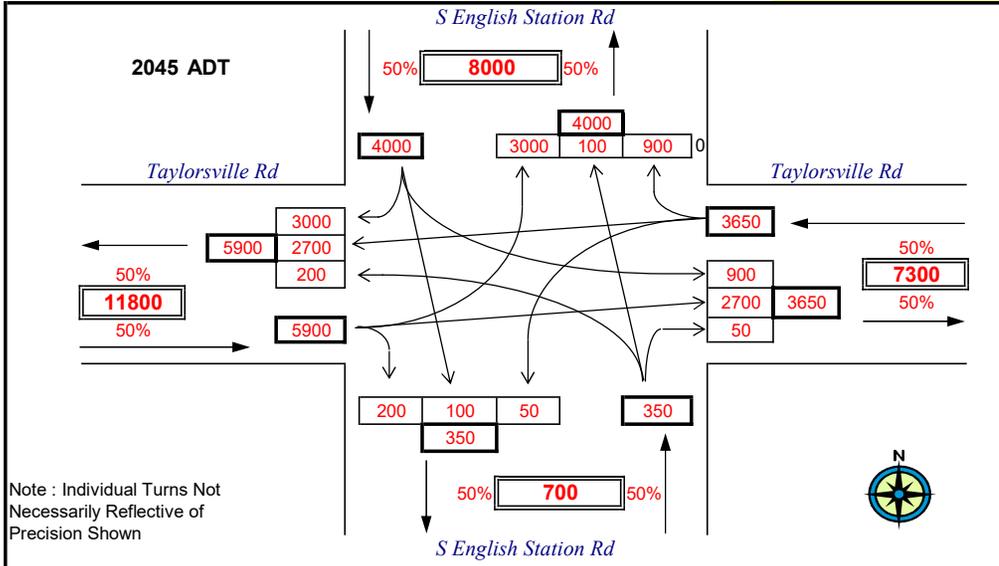


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

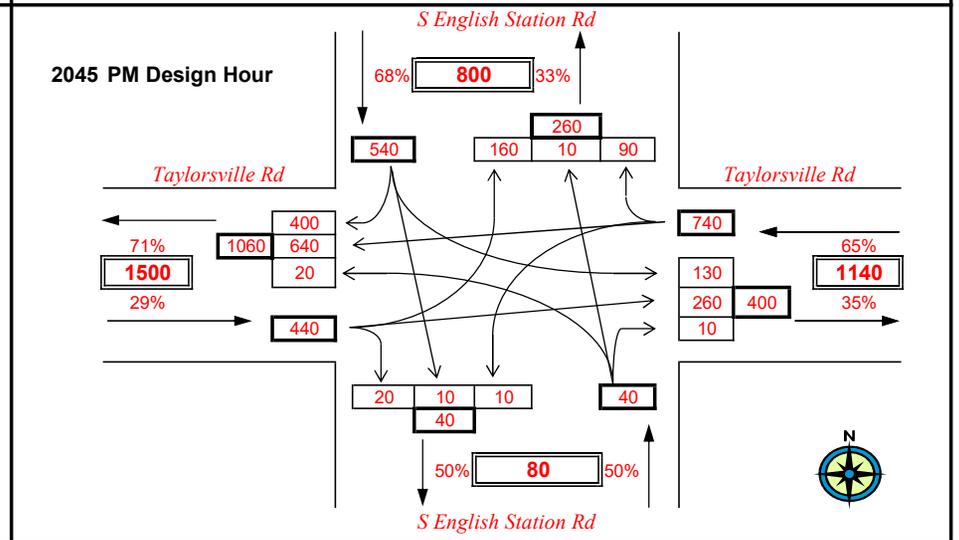
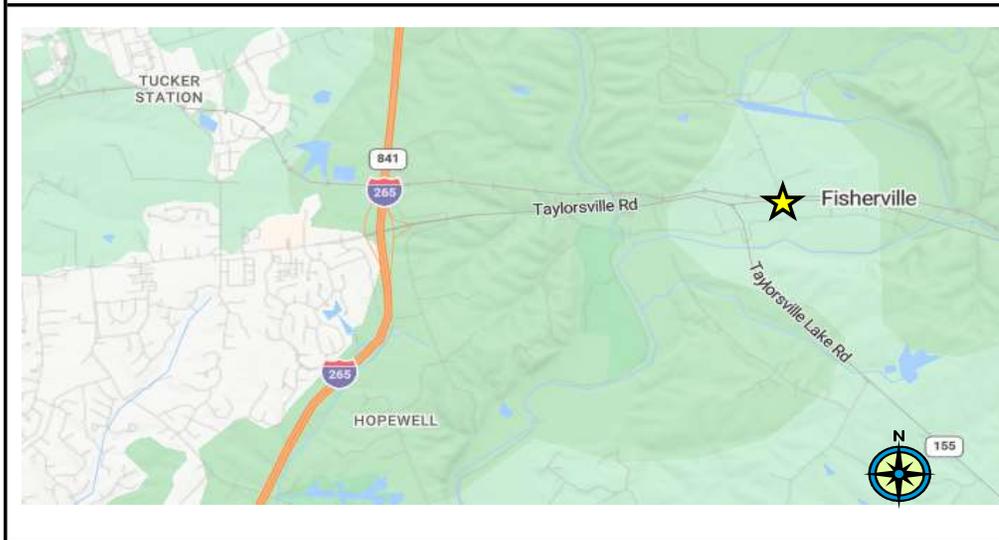
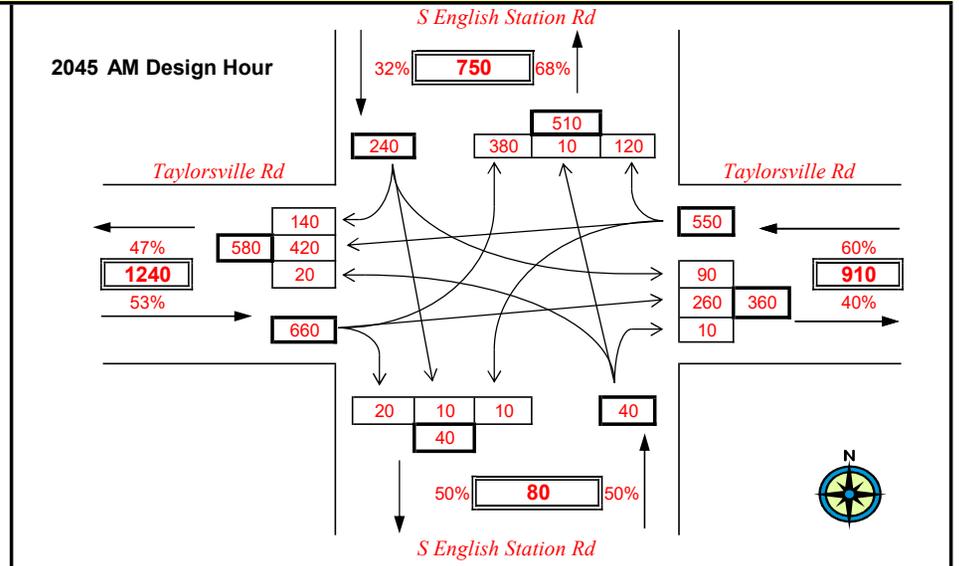
NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 17 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



Note : Individual Turns Not Necessarily Reflective of Precision Shown



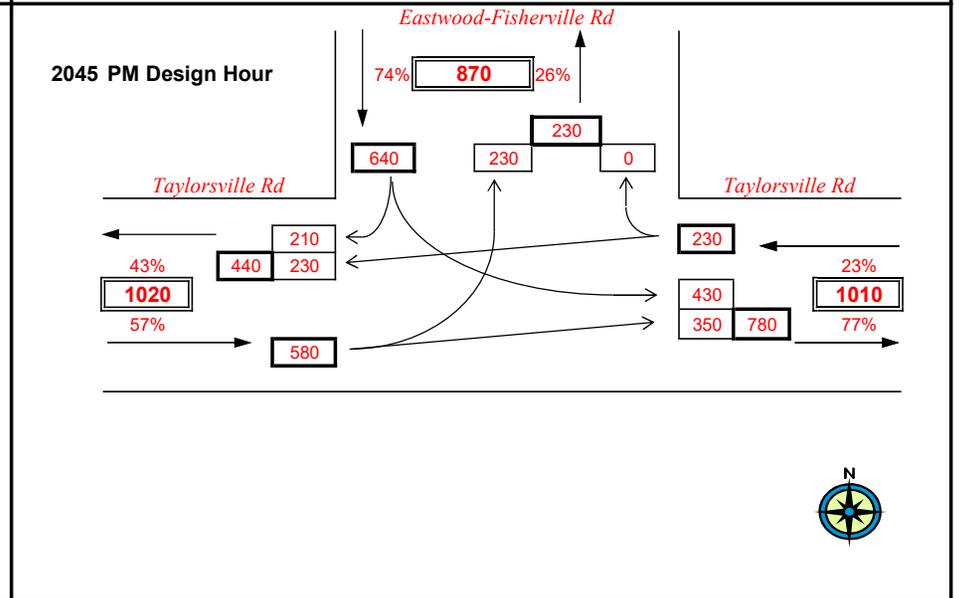
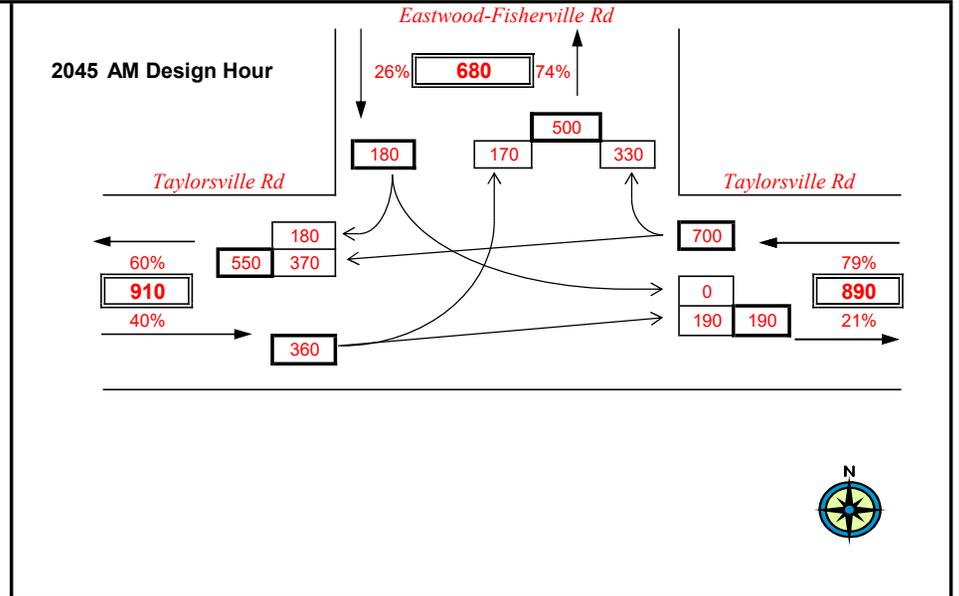
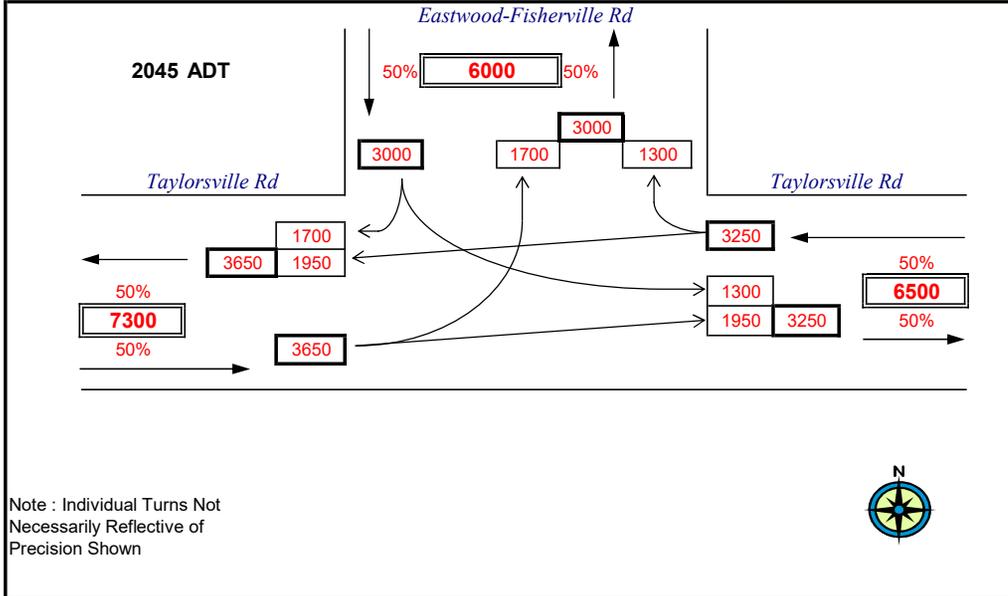
PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 0

NOTE: Directional distributions were determined from a calculated turning movement count.

2045 ADT and Design Hour Volumes

TURN MOVEMENT 18 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

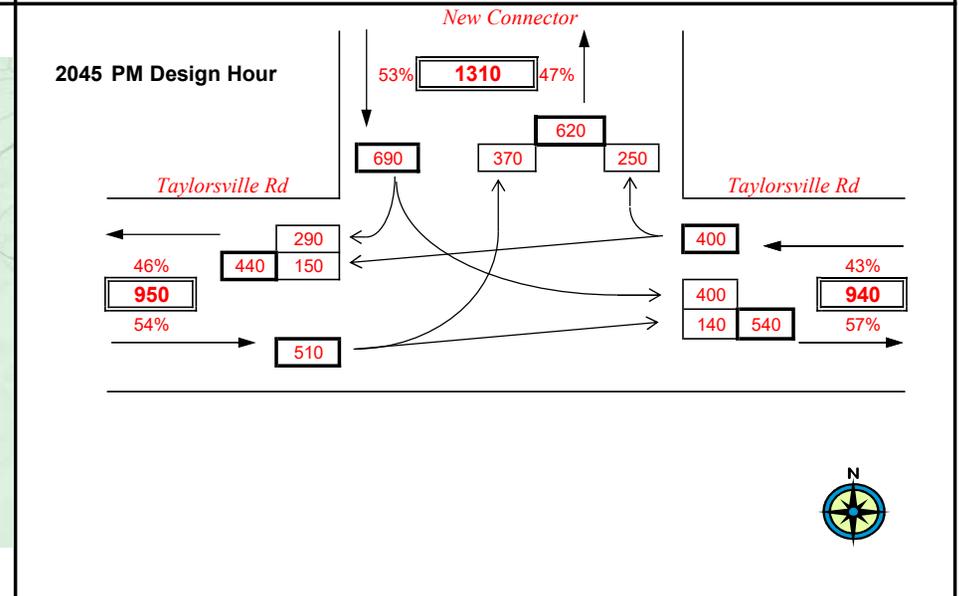
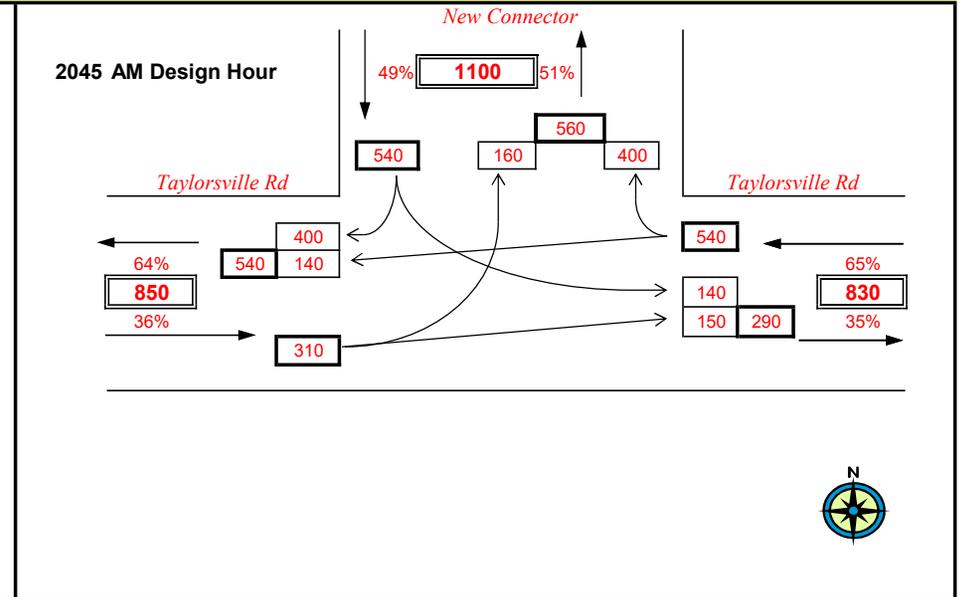
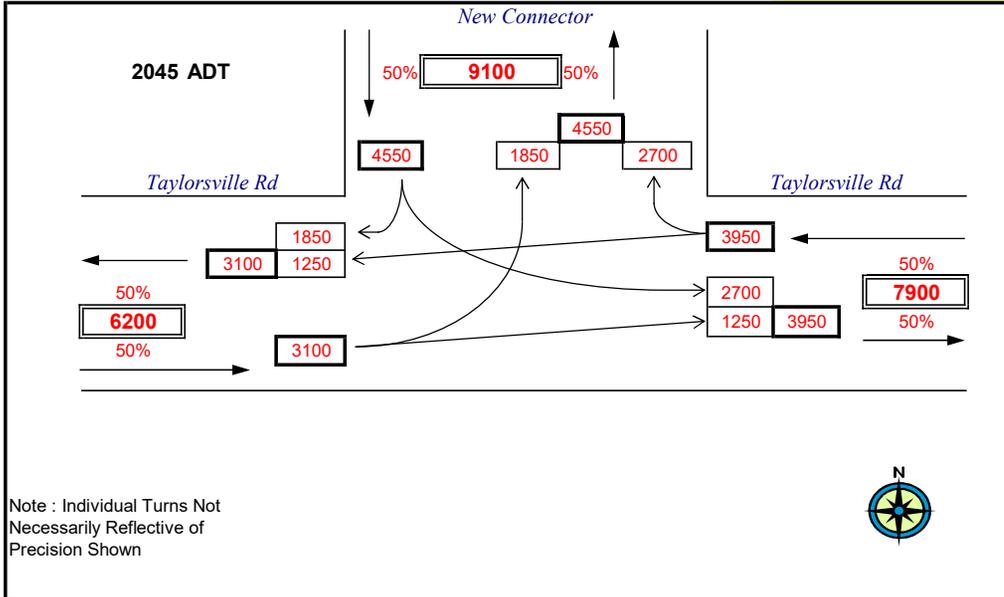


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 148 & Connector C

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 19 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

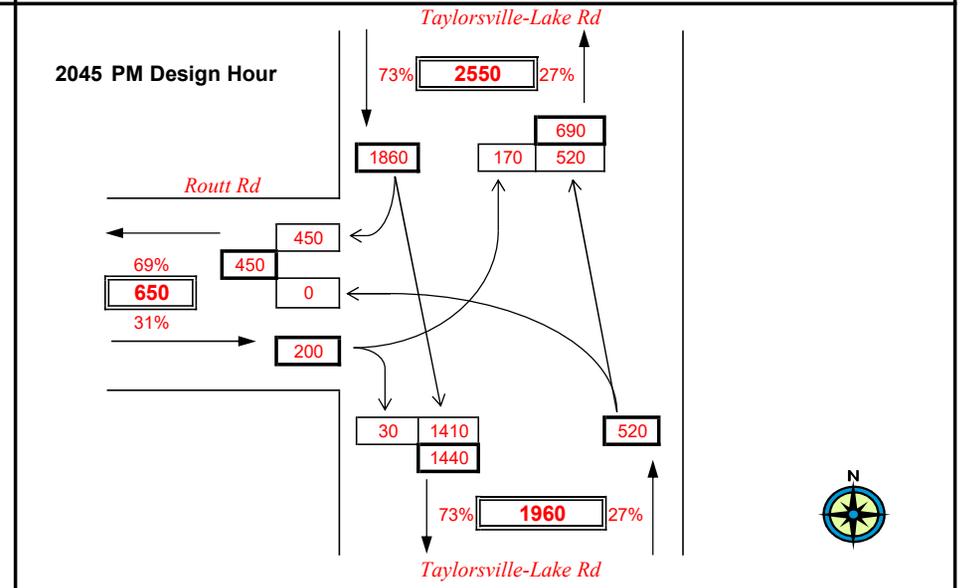
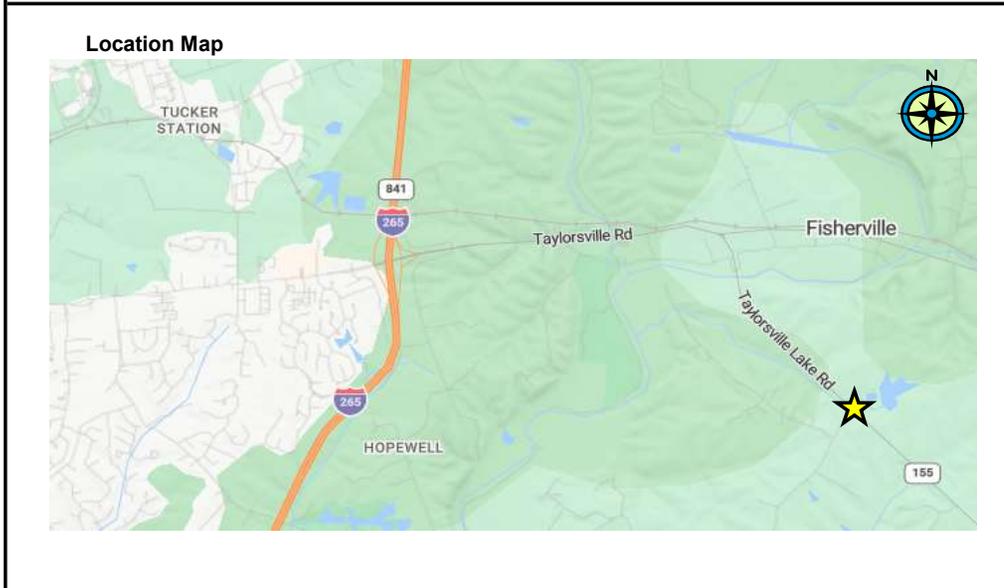
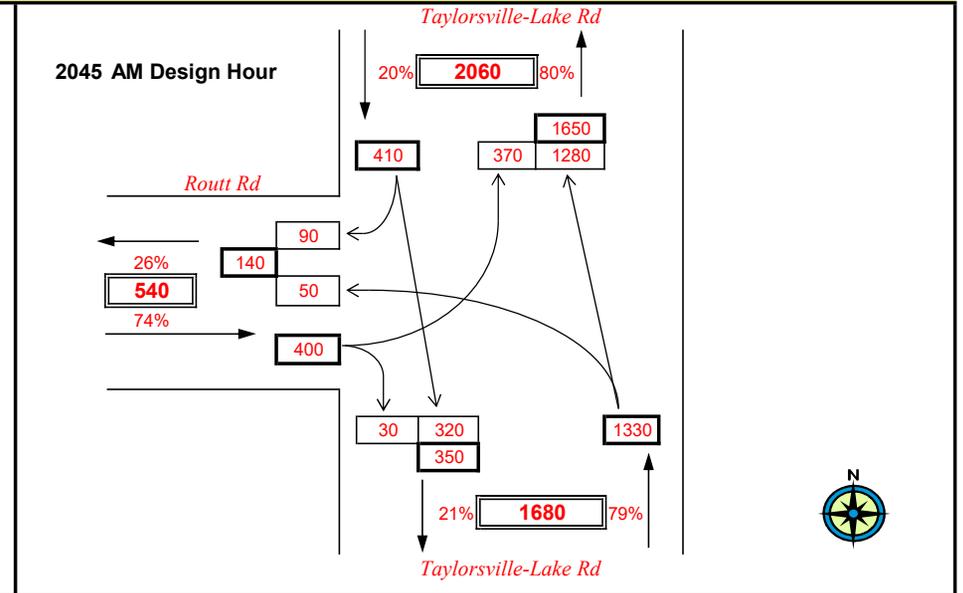
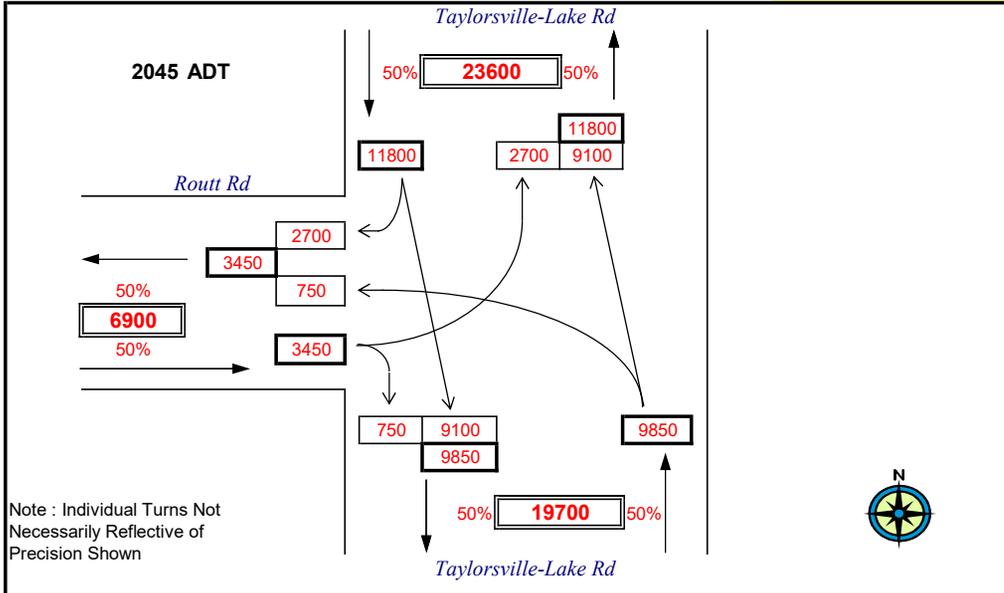


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045 ADT and Design Hour Volumes
 INTERSECTION: KY 155 & KY 1531

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 20 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

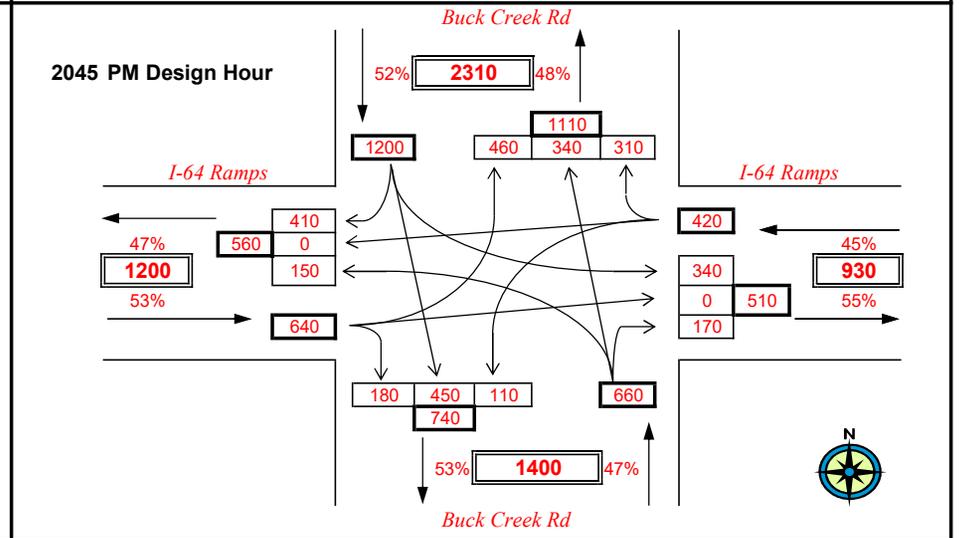
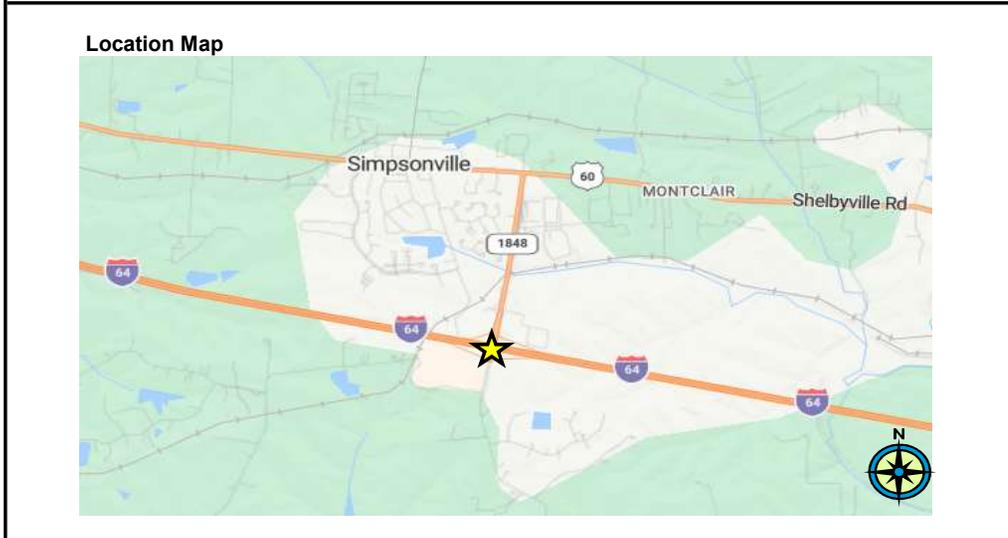
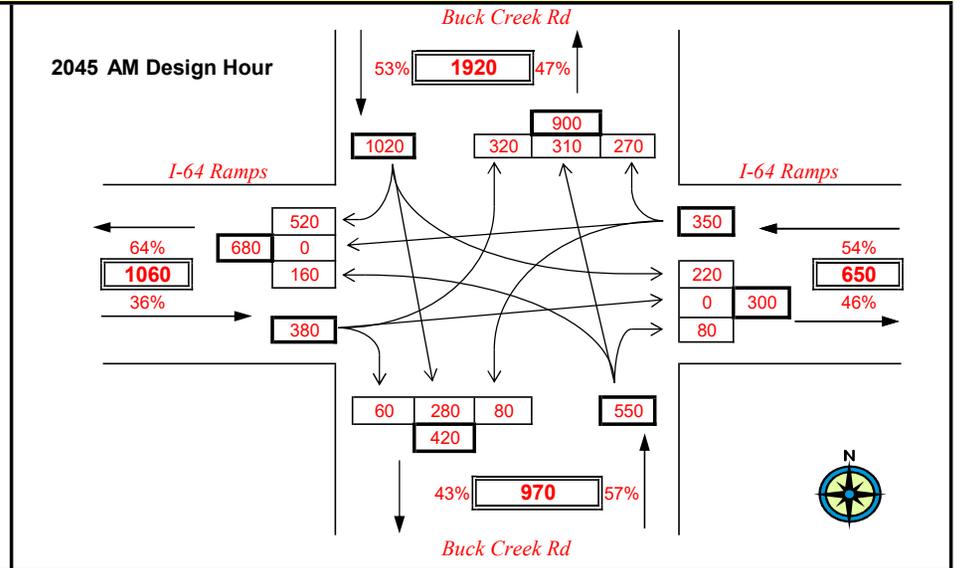
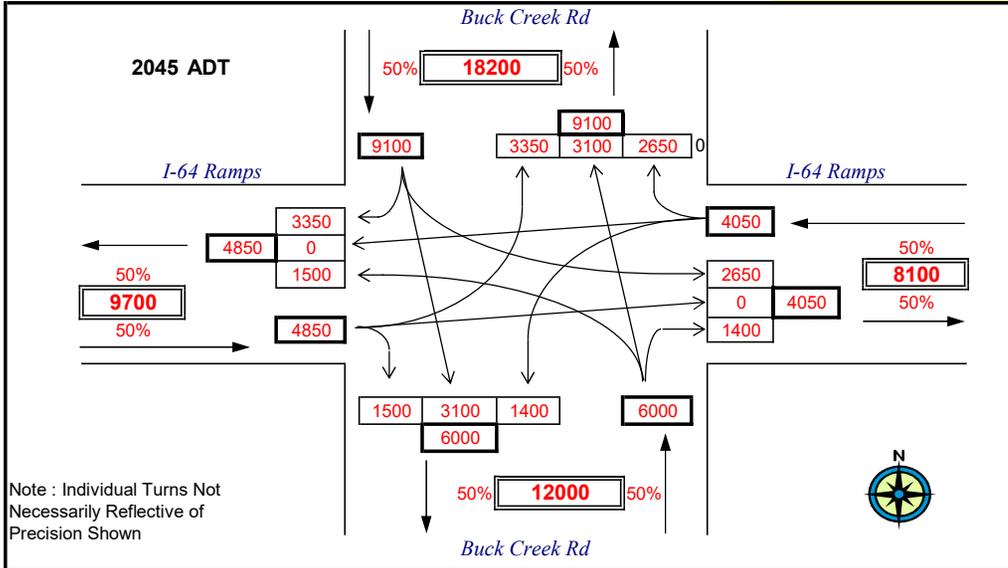


PROJECT: I-64 Interchange & Connector Study
 ITEM NUMBER: 5-80000
 MARS NUMBER: 0
 REQUEST DATE: Tuesday, January 2, 2024
 ANALYST: 0
 YEAR: 2045
 INTERSECTION: 2045 ADT and Design Hour Volumes

NOTE: Directional distributions were determined from a calculated turning movement count.

TURN MOVEMENT 21 (2045)

****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS****



Ramp Forecast at I-64/I-265 Interchange

2045 Build Concept C Scenario

Average Daily Traffic:



AM (PM) Design Hour:

