

Appendix A:

Traffic Forecast Report

FRANKFORT SMALL URBAN AREA STUDY

TRAFFIC FORECAST REPORT

Franklin County

Prepared for



By:



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FRANKFORT SMALL URBAN AREA TRAFFIC FORECAST METHODOLOGY

Study Area

The area for this small urban area study includes most of Franklin County and all of the City of Frankfort as seen below. As shown in Figure 1, all state roads in the study area were considered as well as two city streets (Kings Daughter Drive and Leonardwood Drive). Along with these routes the following intersections were considered with this study:

- Evergreen Road & Cardwell Lane
- KY 676 & Sower Boulevard
- KY 676 / US 421 & US 60
- US 60 & Interstate 64 Eastbound Ramps
- US 60 & Interstate 64 Westbound Ramps
- US 127 & Interstate 64 Eastbound Ramps
- US 127 & Interstate 64 Westbound Ramps
- US 127 & Leonardwood Drive
- US 127 & Kings Daughter Drive
- US 60 & East Main Street

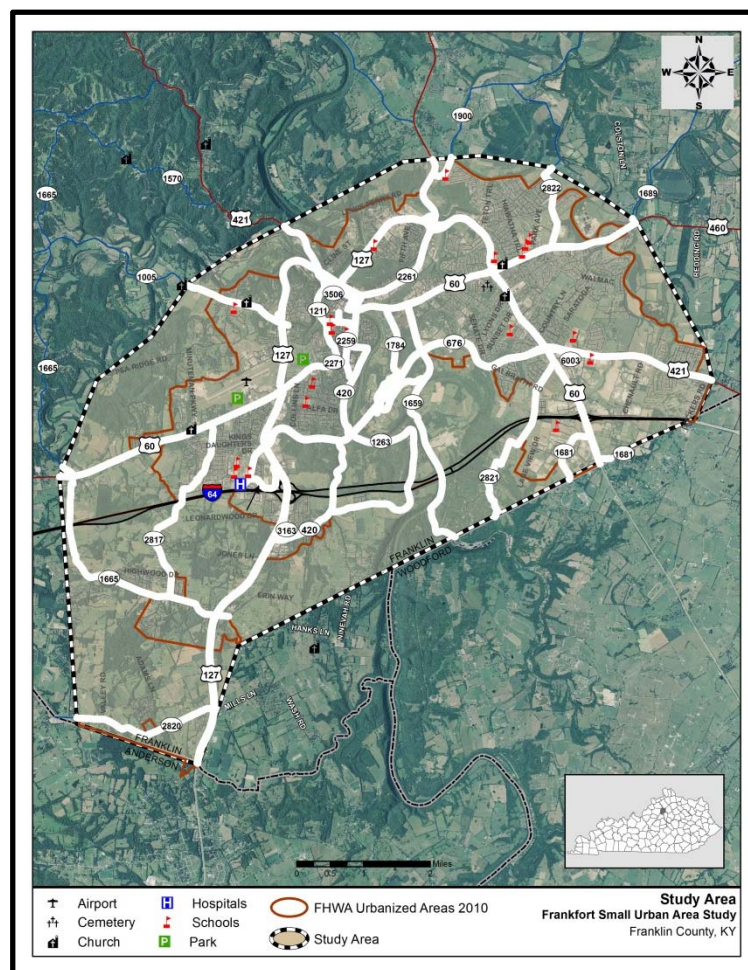


Figure 1: Frankfort SUA: Project Study Area

Table 1: Analysis Roadways within Study Area

HIGHWAY	ROAD NAME	BMP	EMP
US 60	Louisville Rd W Second St Capital Ave E Main St Versailles Rd	2.727	14.038
US 60X	Bridge St or "Singing Bridge"	0.000	0.077
US 127	Lawrenceburg Rd West Plaza Connector Rd Wilkinson Blvd Holmes St Owenton Rd	0.000	11.910
US 421	Leestown Rd Wilkinson Blvd Bald Knob Rd	0.478	5.445
US 460	Georgetown Rd	0.000	2.310
KY 420	Old Lawrenceburg Rd E Todd St Capital Ave W Main St High St Mero St	0.000	4.732
KY 420 -1	W Main St Ann St W Clinton St	4.202	4.564
KY 420 -3	Old Lawrenceburg Rd	0.000	0.012
KY 676	East West Connector Rd	0.000	5.287
KY 1005	Devils Hollow Rd	5.829	7.45
KY 1211	Taylor Ave	0.000	0.889
KY 1263	Big Eddy Rd	0.000	3.567
KY 1659	Glenns Creek Rd Martin Luther King Jr Blvd	0.000	4.086
KY 1665	Evergreen Rd	0.000	4.102
KY 1681	Duncan Rd Old Frankfort Pike	0.000	1.147
KY 1689	Switzer Rd	0.000	0.084
KY 1784	Coffee Tree Rd Old Glenns Creek Rd	0.000	2.632
KY 1900	Peaks Mill Rd	0.000	0.456
KY 2259	Shelby St	0.000	0.785
KY 2261	Ann St W Clinton St Holmes St	0.000	1.832
KY 2271	Lafayette Dr	0.000	0.309
KY 2817	Cardwell Ln	0.000	3.074
KY 2820	Green Wilson Rd	0.320	2.530
KY 2821	Hanly Ln	0.000	2.905
KY 2822	Steadmantown Ln	0.000	1.336
KY 3163	Lawrenceburg Rd	0.000	0.464
KY 3166	Burlington Ln	0.000	0.036
KY 3300	KY 3300	0.000	0.099
KY 3505	Devils Hollow Rd	0.000	0.176
KY 3506	KY 3506	0.000	0.185
KY 6003	Access Rd No 1	0.000	0.290
CS-1569	Leonardwood Dr	0.000	0.801
CS-1419	Kings Daughters Dr	0.000	0.562

Traffic Data Collection

Segment level traffic data was collected and summarized from the Kentucky Transportation Cabinet (KYTC) count database. The majority of these traffic volumes were collected within the last three years. To grow this data to 2018 levels, historic traffic counts for each segment were used to determine a growth rate for that roadway section. These growth rates were then used to project the latest KYTC counts to 2018. Using this methodology, many of these counts showed negative growth. For all segments showing negative growth, a growth rate of zero was used for both cars and trucks. The results of this analysis showed historic growth rates ranging from negative to over two percent on a couple of routes. Most segments showed little to no growth, which corresponds to the overall population growth in Franklin County (Figure 2). As seen below, population projections in Franklin County are nearly flat through 2040¹.

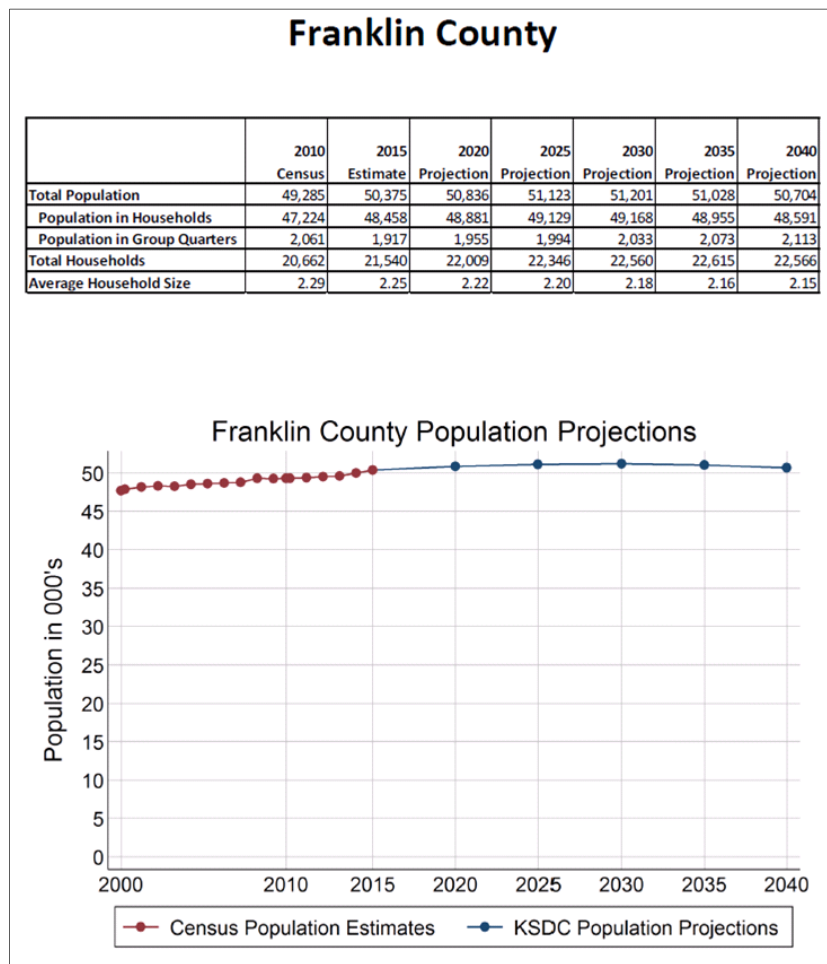


Figure 2: Franklin County Population Forecasts

In addition to this data, 12-hour turning movement counts were conducted on the study area intersections shown in Figure 3. These counts were made in February and March of 2018. Truck data was collected

¹ Kentucky State Data Center University of Louisville

independently of passenger car data. Classification counts using pneumatic tubes were used to supplement ramp data where needed. Spot counts will be included with the final report.

Future Year Projections

Future year growth for all study area roadway segments was determined using the KYTC Statewide Travel Demand Model v18. To start, data in five Traffic Analysis Zones (TAZ's) was updated to account for expected changes in the study area (Figure 4). These zones and changes included:

- TAZ 3037421 – 1,500 jobs added, 750 jobs removed (net gain of 750 jobs) due to the new downtown state office building, redistribution of government jobs, and downtown redevelopment.
- TAZ 3037471 – 1,700 jobs were added based on parking lot count along Sower Boulevard

According to local officials, several subdivisions planned before the recession are starting to move forward again. Therefore the following households were added:

- TAZ 3037301 – 100 households added

Three sanitary sewer systems will be combined (Farmdale Sanitation District expansion) providing utilities to a large area along US 127. This will have an impact on future residential development along the US 127 corridor south of town. Therefore, households were added to the below zones.

- TAZ 3037121 – 100 households added
- TAZ 3037381 – 50 households added

For all segments with a lower future year assignment compared to existing year assignment, existing volumes were held steady for the 2040 forecast. On segments where the model assignment showed positive growth, existing volumes were compared to existing year model assignments to determine a difference between existing volumes and model assignments and also a ratio between existing volumes and model assignments. Once future year model assignments were determined, the assignments were adjusted based on adding/subtracting the difference found between existing/modeled volumes and also the ratio between existing/modeled volumes. These adjusted future year volumes were then averaged to determine future year traffic volumes for each roadway segment.

Existing and future year turning movement forecasts were developed for all intersections where data was collected for this study. The existing and future year volumes described above, along with the turning movement data collected, were used in conjunction with the KYTC's turning movement forecast spreadsheet to develop these forecasts.

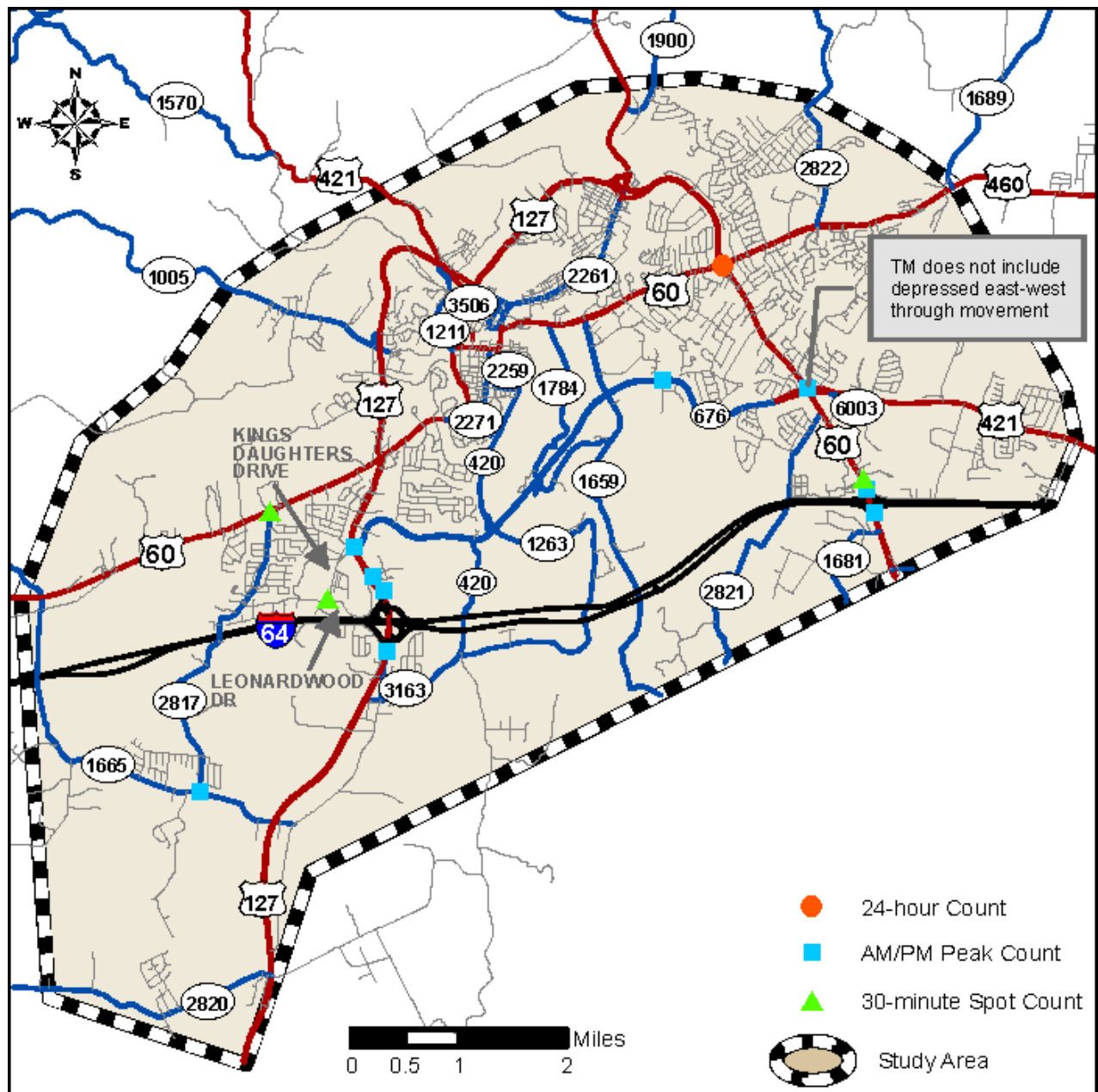


Figure 3: Turning Movement Count Locations

24-hour Count at US 60/US 460/US 421.

AM/PM Peak Counts at KY 1665/KY 2817; US 127/I-64 eastbound ramps; US 127/I-64 westbound ramps; US 127/Leonardwood Dr; US 127/Kings Daughters Dr; KY 676/Sower Blvd; US 60/KY 676; US 60/I-64 eastbound ramps; US 60/I-64 westbound ramps

30-minute Spot Counts at US 60/KY 2817; Leonardwood Dr/Kings Daughters Dr; US 60/Jett Blvd

Build Traffic

Shown in **Figure 5**, the following initial improvement concepts were developed.

Long-Term

- Site A: Planning study with detailed traffic analysis for US 60 East Main Street road diet
- Sites B–F: Access management and pedestrian safety improvements along segments of US 60 Versailles Road
- Site G: Reconfiguration of I-64 interchange with US 60 Versailles Road
- Site H: KY 2261 Holmes Street corridor improvements
- Site I: Spot improvements along KY 2817 Cardwell Lane
- Site J: KY 1005 Devils Hollow Road reconstruction from Pea Ridge Road to US 127 Wilkinson Boulevard

Short-Term

- Site K: Extending southbound turn lane along US 127 Lawrenceburg Road over I-64
- Site L: Intersection improvements at US 127 Lawrenceburg Road/US 60 Louisville Road
- Site M: Signal improvements at US 60 Louisville Road intersections with KY 2817 Cardwell Lane (M1) and Meadowview Lane (M2)
- Site N: Extending eastbound off-ramp from KY 676 East-West Connector to US 60 Versailles Road
- Site O: Intersection improvements at KY 676 East-West Connector/KY 1659 Martin Luther King Jr Boulevard
- Site P: Improving signage along KY 420 Old Lawrenceburg Road approaching KY 676 East-West Connector intersection
- Site Q: Intersection improvements at KY 3166 Burlington Lane/KY 3163 Anderson Road
- Site R: Intersection improvements at US 421 Wilkinson Boulevard/Schenkel Lane

Local

- Site S: New connection from Sower Boulevard to KY 1659 Glenss Creek Road
- Site T: Spot improvements along CS-1569 Leonardwood Drive
- Site U: New connection from Forest Hill Drive to Eastwood Shopping Center
- Site V: Extending Sunset Drive for secondary connection to Brighton Park Shopping Center
- Site W: Realigning US 60 Versailles Road/KY 2821 Hanly Lane intersection with extension to Locust Drive

Many recommended improvement concepts were smaller in scale or focused on improving safety, leading to minor impacts on routine traffic operations.

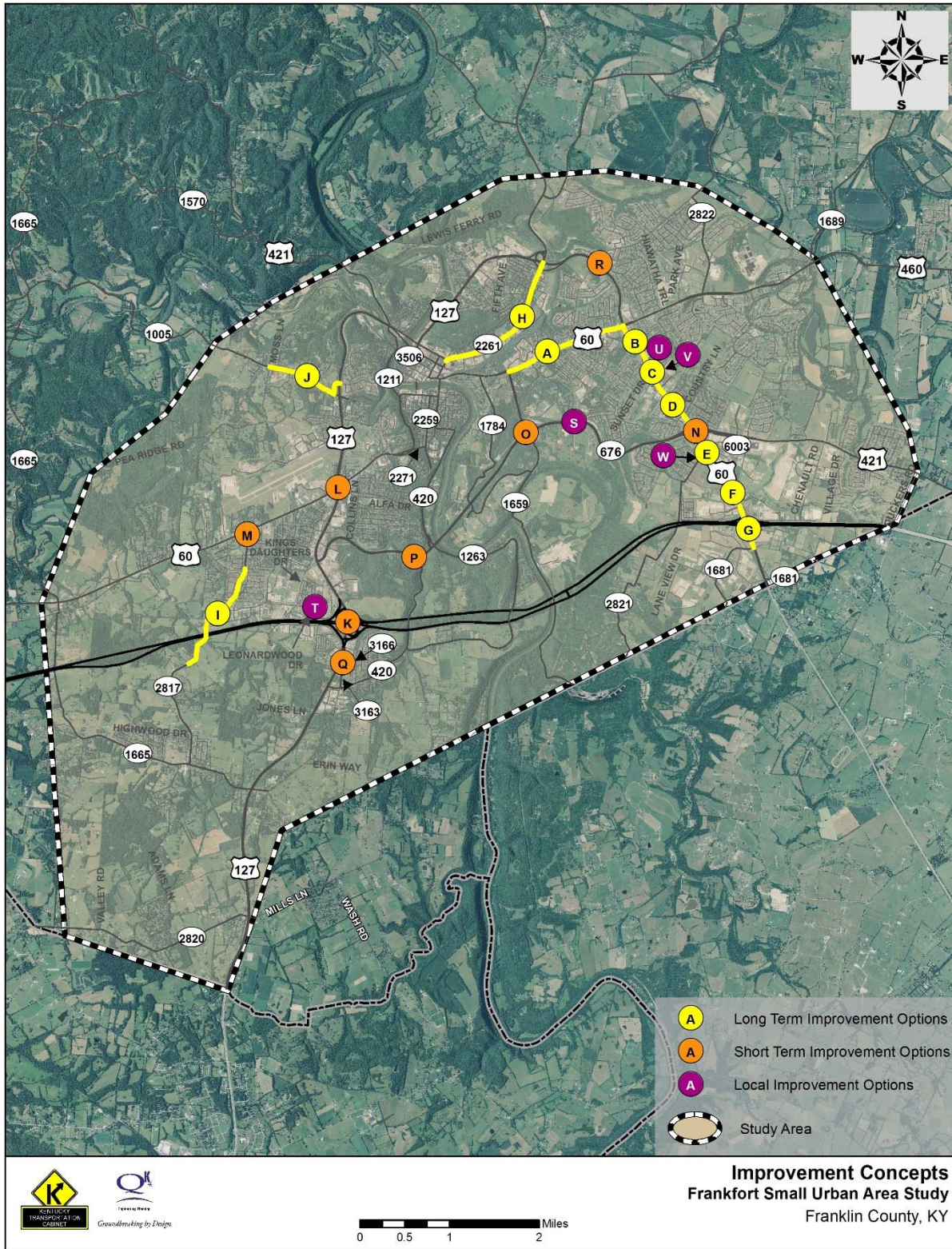


Figure 5: Overview of Initial Improvement Concepts

Statewide Model Runs

The majority of improvements concepts were too small-scale to adjust traffic flows within the statewide model. Sites J and S were input into the model and run as build scenarios to approximate future build conditions.

Reconstructing KY 1005 Devils Hollow Road (Site J) as a three-lane cross-section with improved horizontal and vertical alignments shows daily traffic volumes would increase by 7% versus 2040 No Build, still within the operational capacity of the route.

Creating a new highway connection from Sower Boulevard to KY 1659 Glenns Creek (Site S) would redistribute around half the traffic currently using the Sower Boulevard/KY 676 East-West Connector intersection, which currently operates at LOS E. Removing this traffic improves operations at the existing intersection to LOS D overall during the PM peak, with northbound left and right turning movements at LOS D and F, respectively.

Appendix A

Segment Level Traffic Forecast

Routes for Model and Capacity Analysis	Station ID	Count Year	Count Year AADT	Historical Growth Rate %	Years to 2018	2018 AADT	2040 AADT
US 60	037564	2015	6,191	0.51	3	6,290	6,290
	037510	2017	6,471	0.00	1	6,480	6,480
	037B52	2016	11,470	0.09	2	11,500	11,500
	037B21	2016	12,723	0.00	2	12,730	12,730
	037A15	2012	12,603	0.00	6	12,610	12,670
	037A85	2014	12,516	0.00	4	12,520	12,520
	037A24	2016	5,910	0.00	2	5,910	5,910
	037A54	2015	8,216	0.00	3	8,220	8,300
	037A02	2017	11,180	0.00	1	11,180	11,180
	037A49	2016	12,014	0.00	2	12,020	13,400
	037B00	2008	21,300	0.00	10	21,300	21,600
	037A58	2009	11,900	0.00	9	15,710	15,710
	037A64	2010	32,500	0.15	8	31,210	31,210
	037C54	2008	28,800	0.00	10	28,800	29,600
	037B47	2015	24,739	0.35	3	30,680	31,400
	037268	2016	24,141	0.58	2	28,090	28,090
	037256	2014	16,437	0.00	4	16,440	16,440
US 60X	037A01	2017	5201	0.00	1	5210	5300
US 127	037520	2013	16358	0.55	5	16810	16810
	037505	2017	17448	0.00	1	17450	17450
	037565	2015	19018	0.00	3	19020	19050
	037554	2014	17584	0.00	4	27130	27130
	037B68	2009	21100	0.00	9	31350	31800
	037A84	2010	29700	0.00	8	28010	28700
	037B60	2013	16055	0.00	5	16060	16200
	037A37	2015	16809	0.00	3	16810	16900
	037C26	2017	20095	0.00	1	20100	20100
	037B10	2013	16298	0.00	5	16300	16500
	037500	2015	8120	0.00	3	8120	8200
	037769	2014	7092	0.00	4	7100	7100
US 421	037271	2015	6335	1.34	3	6590	6590
	037B46	2016	13965	1.28	2	14330	14330
	037A60	2011	21100	0.00	7	20010	20010
	037A81	2017	19335	0.00	1	19340	22400
	037B51	2017	3363	0.00	1	3370	3370
US 460	037A62	2016	18172	0.00	2	19310	19400
	037A70	2015	14177	0.15	3	14250	14700
	037A72	2017	6524	0.00	1	6530	6530
KY 420	037574	2013	3420	0.00	5	3,420	3,500
	037553	2014	5,351	0.63	4	5,490	5,700
	037A20	2017	4,696	0.00	1	4,700	5,000
	037A52	2016	4,889	0.00	2	4,890	5,200
	037A46	2011	1,890	0.00	7	1,890	1,890
	037A13	2015	3,959	0.00	3	3,960	3,960
	037A11	2017	7,496	0.00	1	7,500	7,500
	037A33	2016	3,469	0.00	2	3,470	3,470

Routes for Model and Capacity Analysis	Station ID	Count Year	Count Year AADT	Historical Growth Rate %	Years to 2018	2018 AADT	2040 AADT
KY 420-001	037A45	2017	6,558	0.00	1	6,560	6,900
	037A39	2016	3,481	0.00	2	3,490	3,700
	037A35	2015	3,643	0.00	3	3,650	4,100
KY 676	037B23	2016	17,903	1.03	2	15,000	15,000
	037B03	2014	17,457	0.00	4	17,460	17,460
	037B01	2015	18,422	0.00	3	18,430	18,430
	New-1	2016	17,177	0.00	2	20,990	20,990
	037A73	2016	17,177	0.00	2	20,190	20,190
KY 1005	037536	2016	954	0.00	2	960	960
	037C19	2015	3,519	0.00	3	3,520	3,600
KY 1211	037A27	2015	2,036	0.00	3	2,040	2,040
	037A28	2017	1,669	0.00	1	1,670	1,670
KY1263	037550	2015	366	0.00	3	370	370
KY 1659	120780	2017	377	0.18	1	380	1,800
	037551	2011	1,610	0.00	7	1,610	1,610
	037A87	2016	15,617	0.00	2	15,620	15,620
KY 1665	037526	2017	4,128	0.00	1	4,250	4,300
	037558	2017	777	0.00	1	780	780
	037529	2015	507	0.00	3	510	510
KY 1681	037270	2016	4,537	2.33	2	4,750	4,750
	120789	2015	686	0.00	3	690	800
KY 1689	037259	2015	1,675	0.56	3	1,710	1,710
KY 1784	037B94	2015	739	0.00	3	740	740
	037A51	2015	876	0.00	3	880	880
KY 1900	037546	2014	615	0.00	4	620	620
KY 2259	037A21	2015	1,418	0.00	3	1,420	1,420
KY 2261	037A12	2016	2,424	0.00	2	2,430	2,800
	037A10	2017	6,178	0.00	1	6,180	6,180
KY 2271	037A19	2012	3,830	0.00	6	3,830	3,830
KY 2817	New-2	2014	2,484	0.54	4	3,000	3,000
	037527	2014	2,484	0.54	4	2,540	2,540
	037A31	2015	3,753	0.80	3	3,850	3,850
KY 2820	003022	2016	424	0.03	2	430	430
	037519	2016	2,134	3.04	2	2,270	2,300
KY 2821	037517	2015	589	0.00	3	590	590
	037B49	2017	2,535	0.00	1	2,540	2,540
KY 2822	037B48	2013	4,168	0.00	5	4,170	4,400
	037B87	2017	1,950	0.00	1	1,950	2,300
	037266	2015	500	0.00	3	500	500
KY 3163	037583	2016	1,200	1.05	2	1,230	1,230
KY 3166	037582	2017	3,499	0.61	1	3,530	3,540
KY 3300	037B44	2016	108	0.30	2	110	110
KY 3505	037B30	2017	1,054	0.55	1	1,060	1,060
KY 3506	037A03	2015	10	3.23	3	20	20
KY 6003	037C61	2016	857	0.00	2	860	860
CS-1569 Leonardwood Dr	037C60	2017	7822	3.46	1	8100	8100
CS-1419 Kings Daughters Dr	037C57	2015	8777	0.03	3	8790	8790

Appendix B

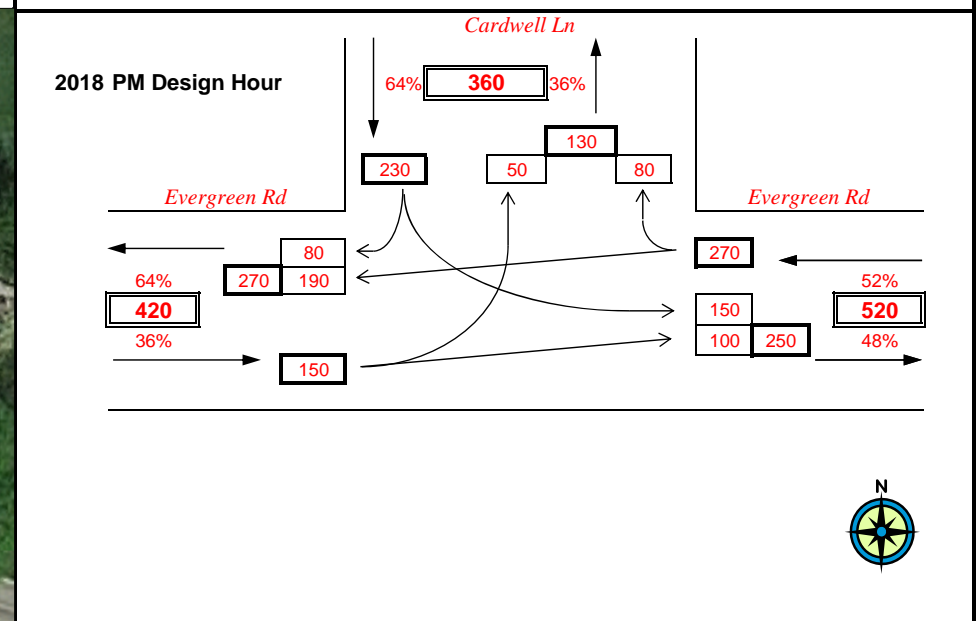
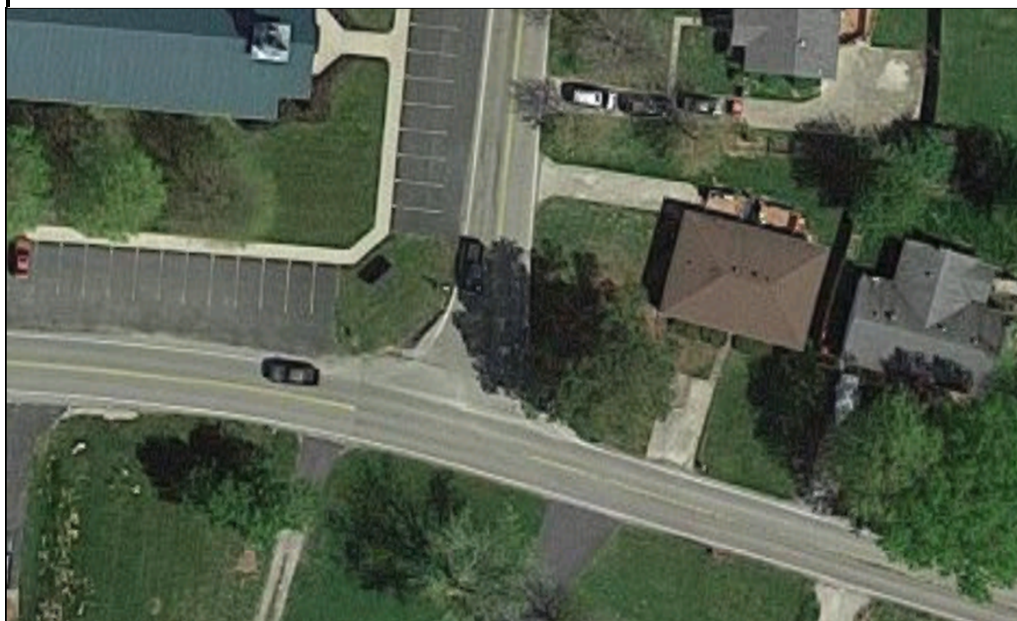
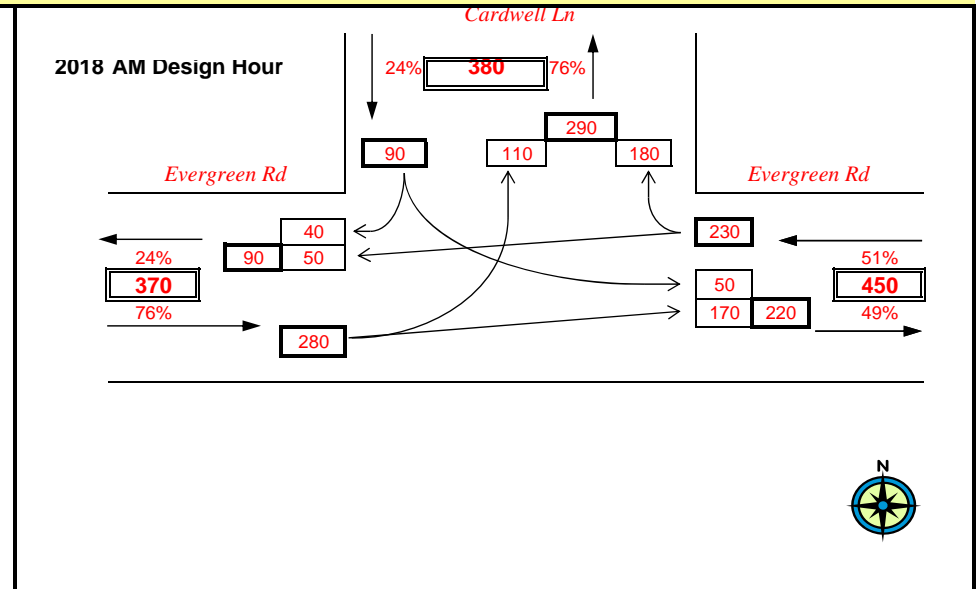
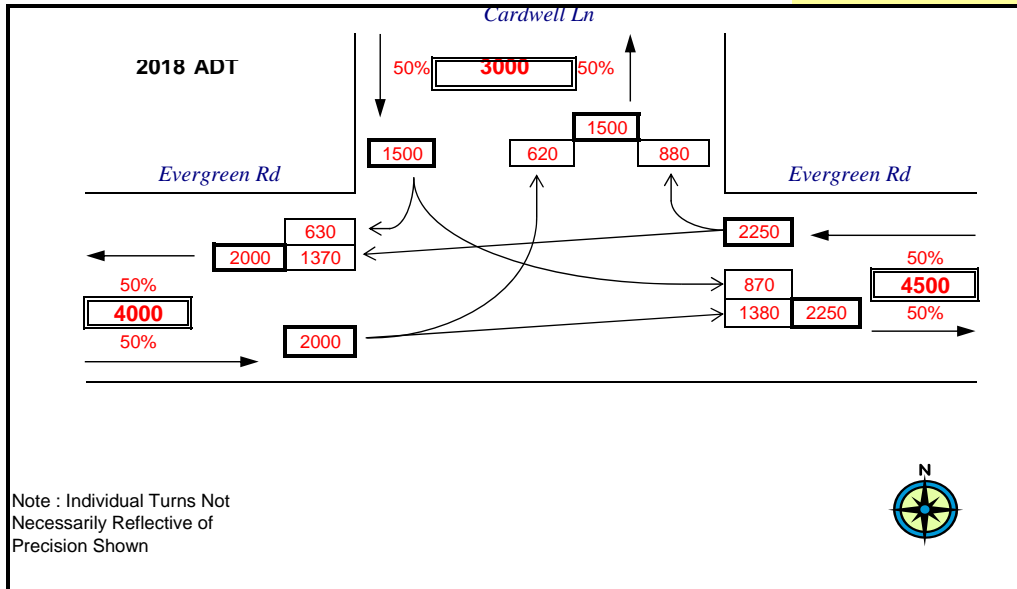
2018 Turning Movement Forecasts

PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE:
 ANALYST: Qk4
 YEAR: 2018 ADT and Design Hour Volumes
 INTERSECTION: Evergreen Rd & Cardwell Ln

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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



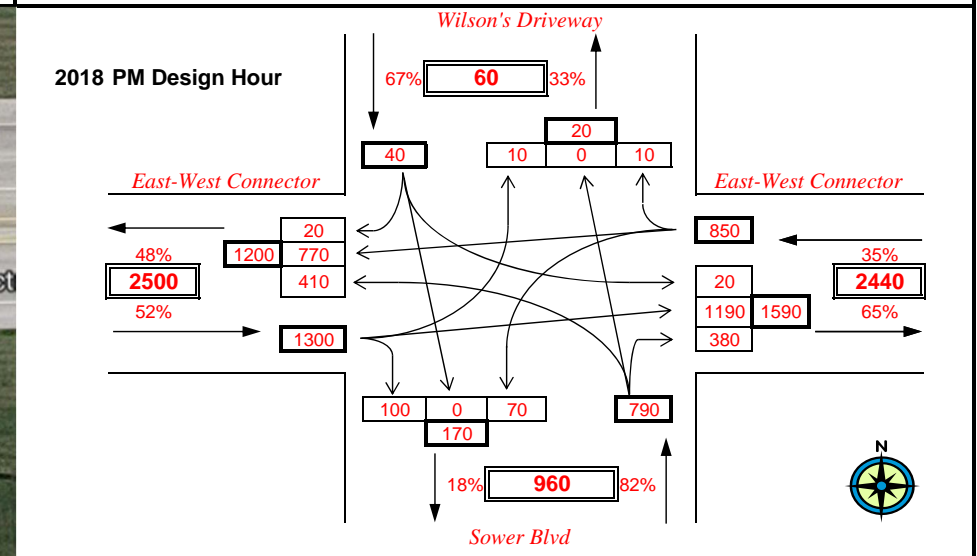
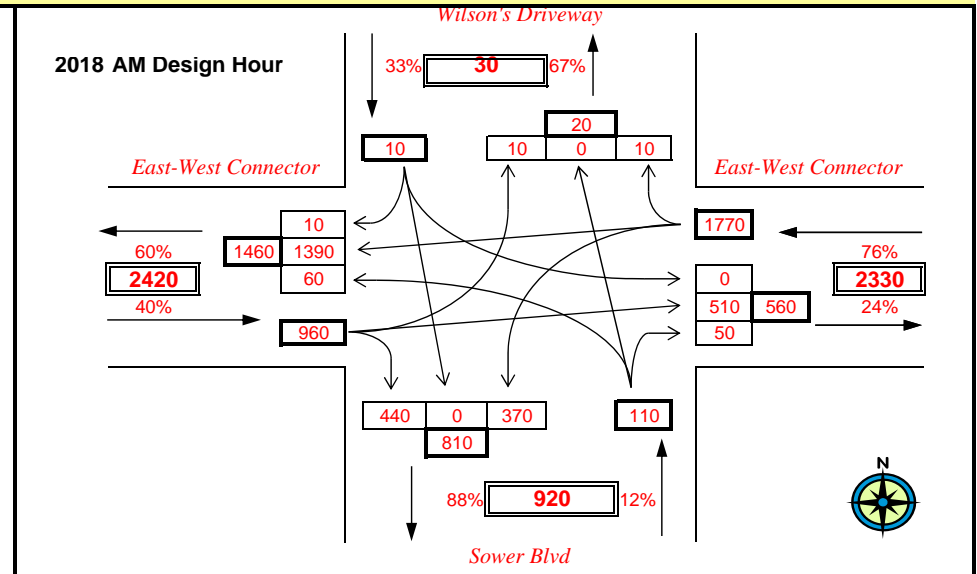
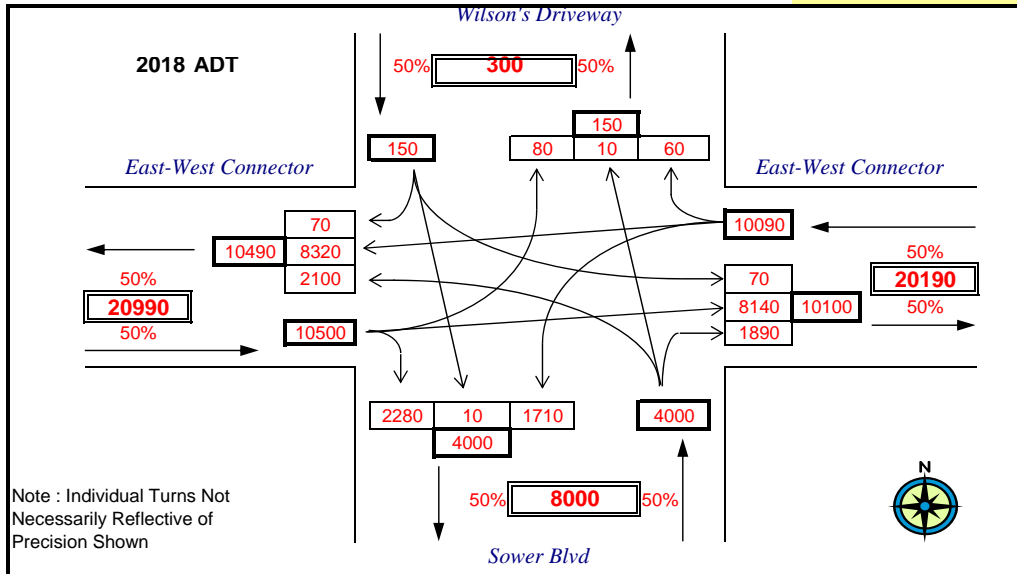
PROJECT: Frankfort SUA
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE: Qk4

ANALYST:
YEAR: 2018 ADT and Design Hour Volumes
INTERSECTION: KY 676 East-West Connector & Sower Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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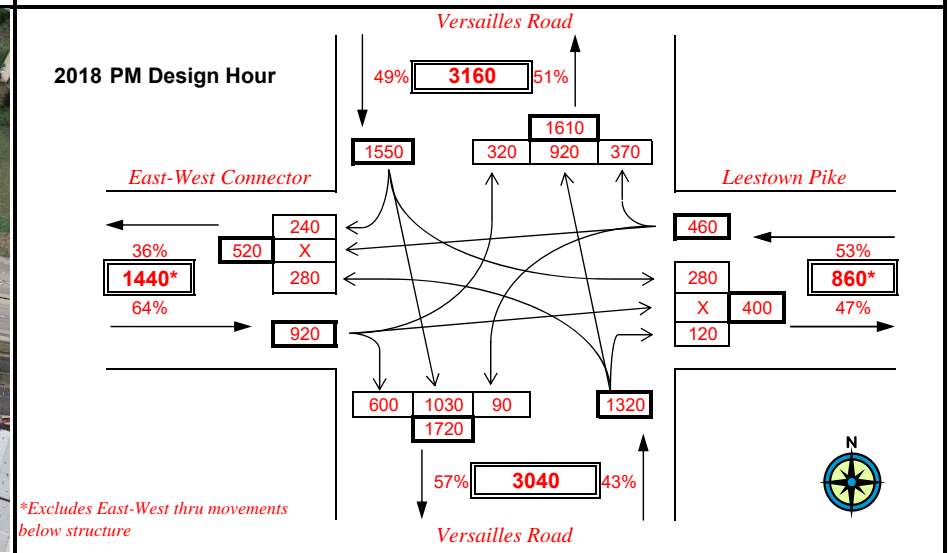
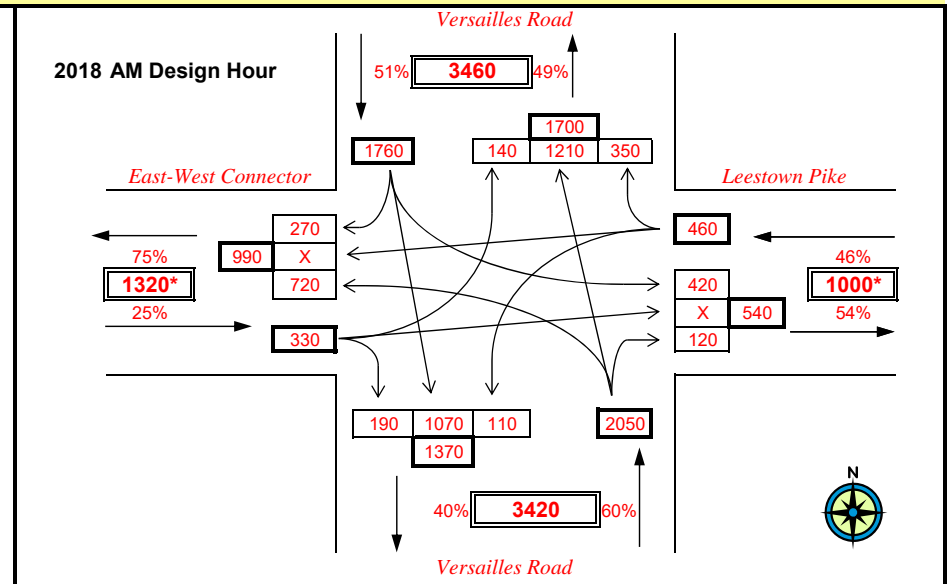
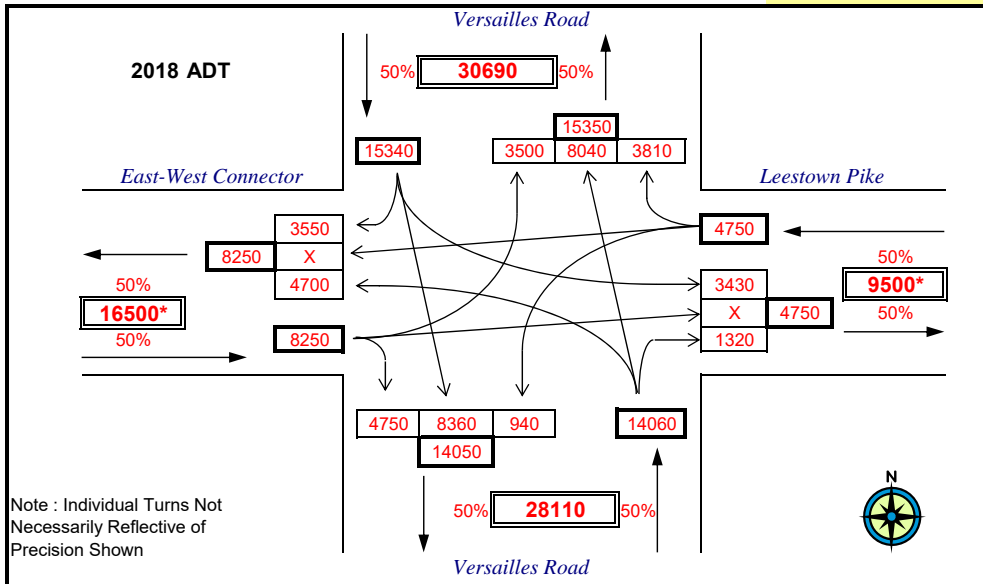


PROJECT: Frankfort SUA
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE: Saturday, January 0, 1900
ANALYST: Qk4
YEAR: 2018
INTERSECTION: US 60 Versailles Road & US 421 Leestown Pike/KY 676
E-W Connector

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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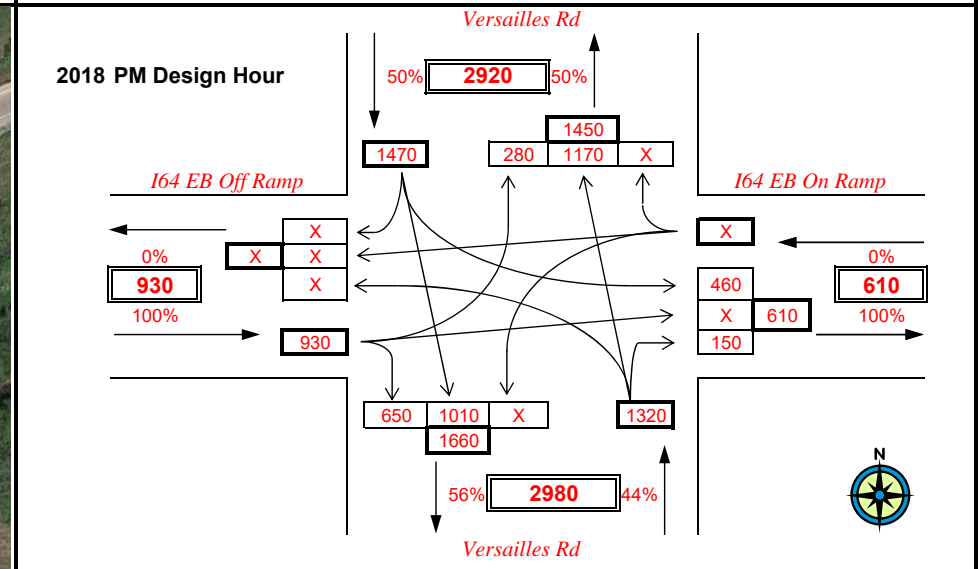
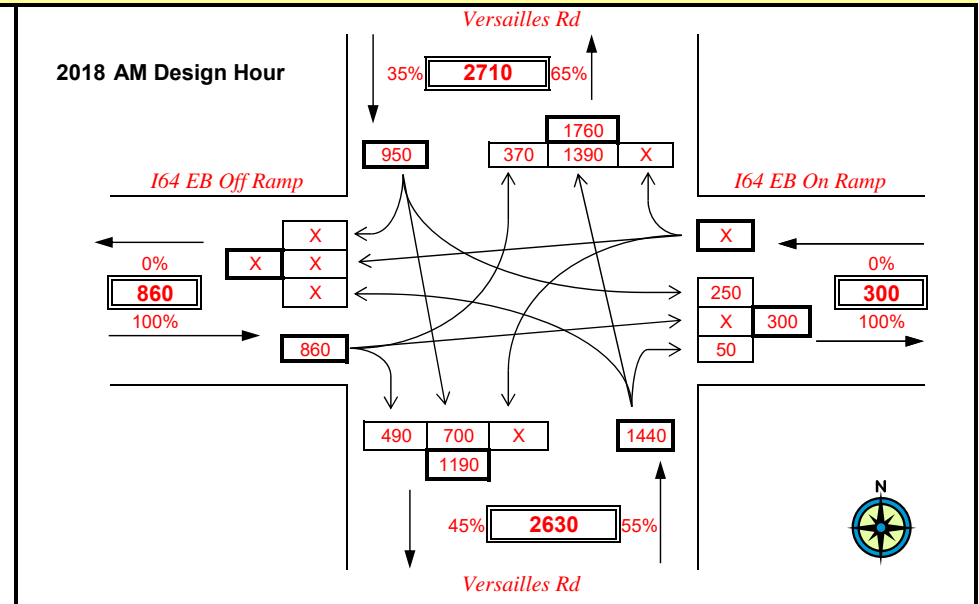
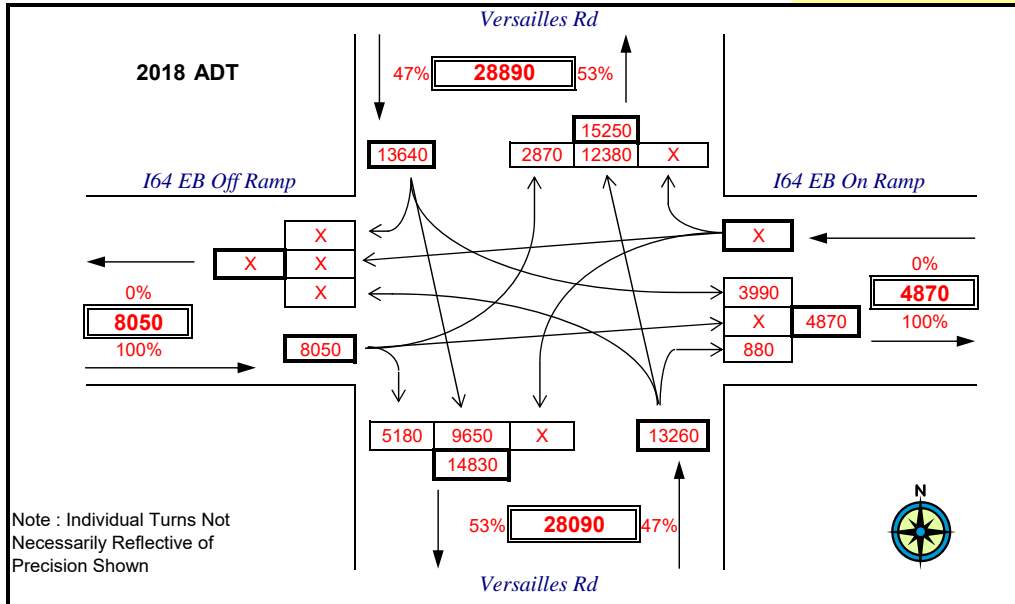


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2018
 INTERSECTION: US 60 & I64 EB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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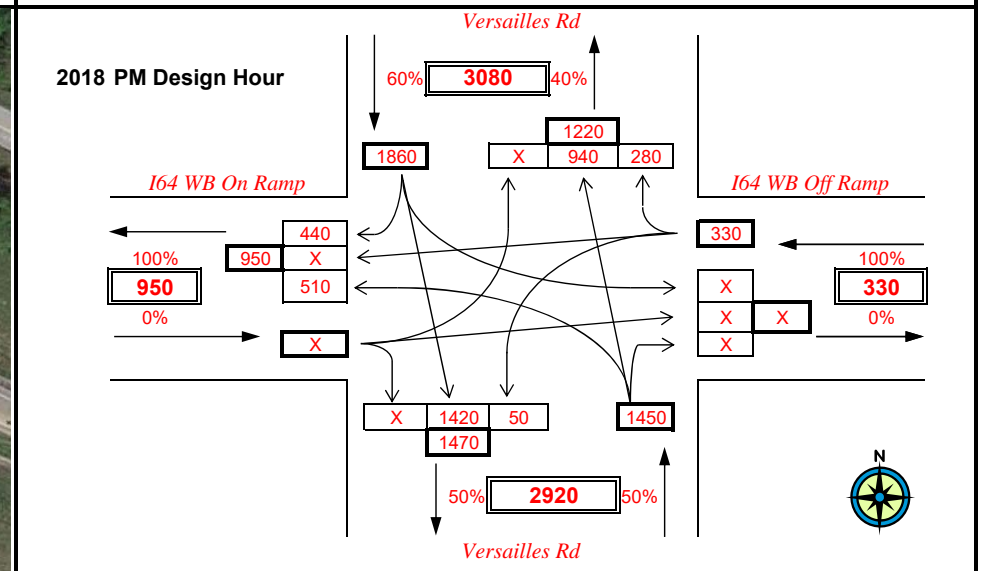
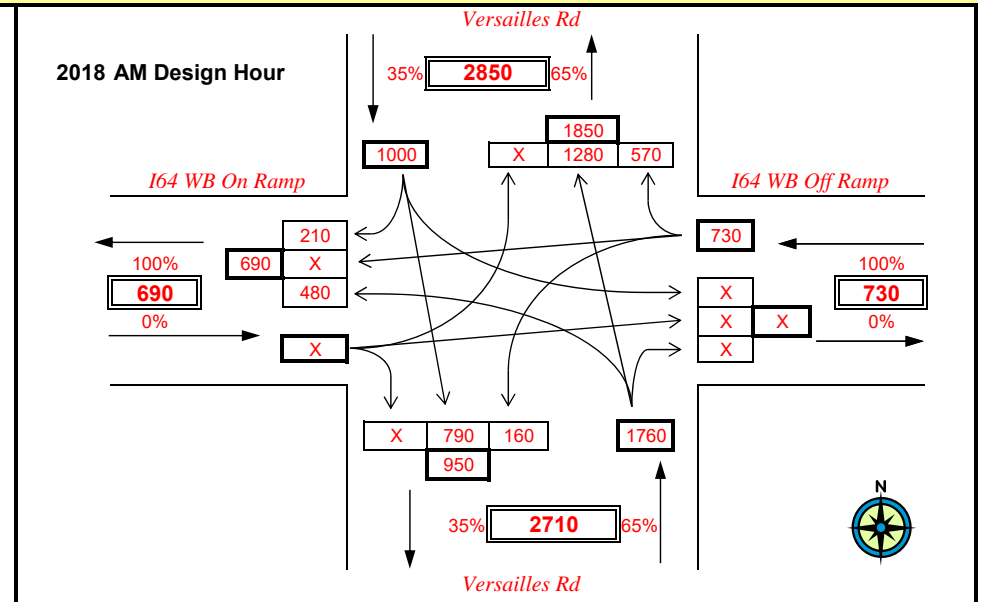
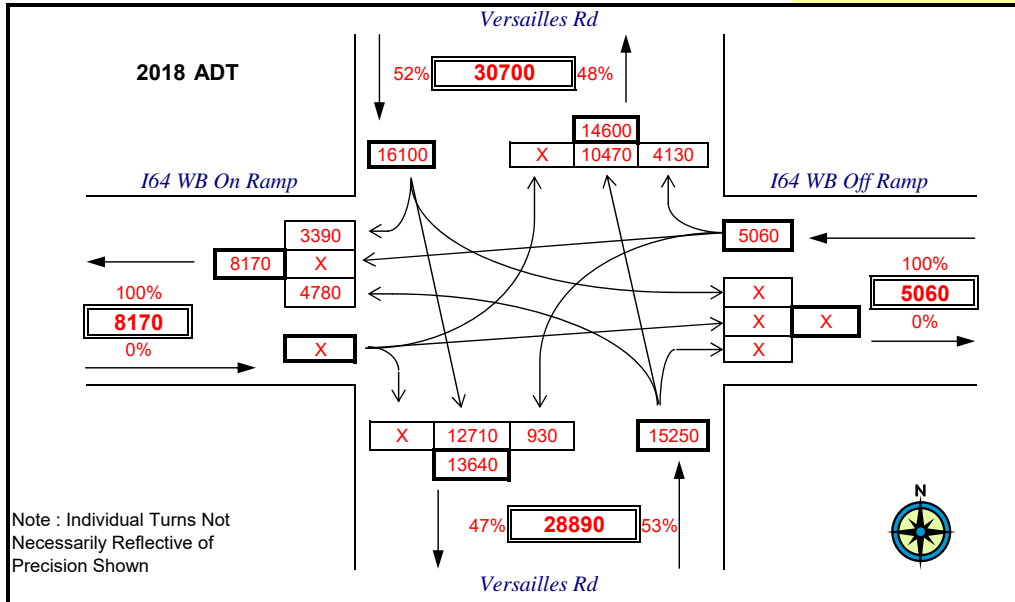


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 ANALYST: Qk4
 YEAR: 2018 ADT and Design Hour Volumes
 INTERSECTION: US 60 & I64 WB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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

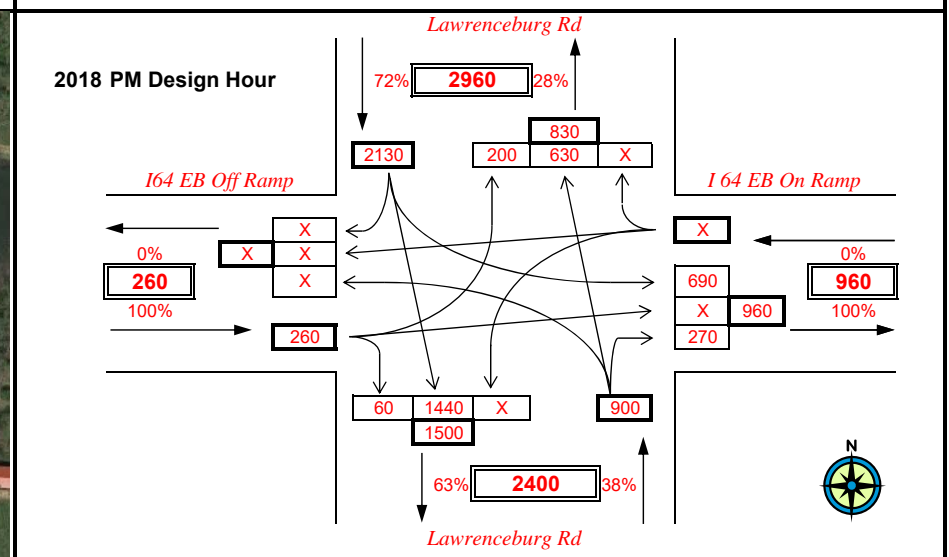
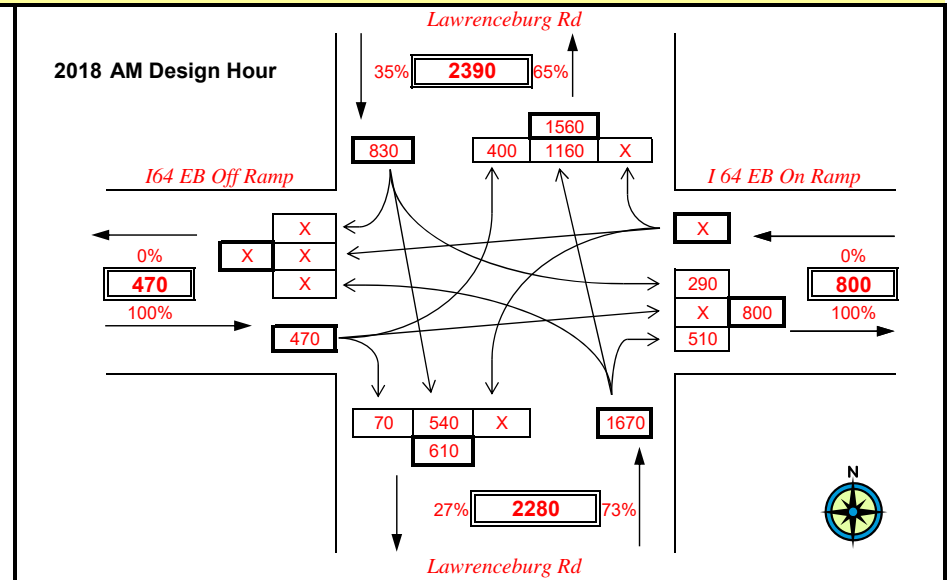
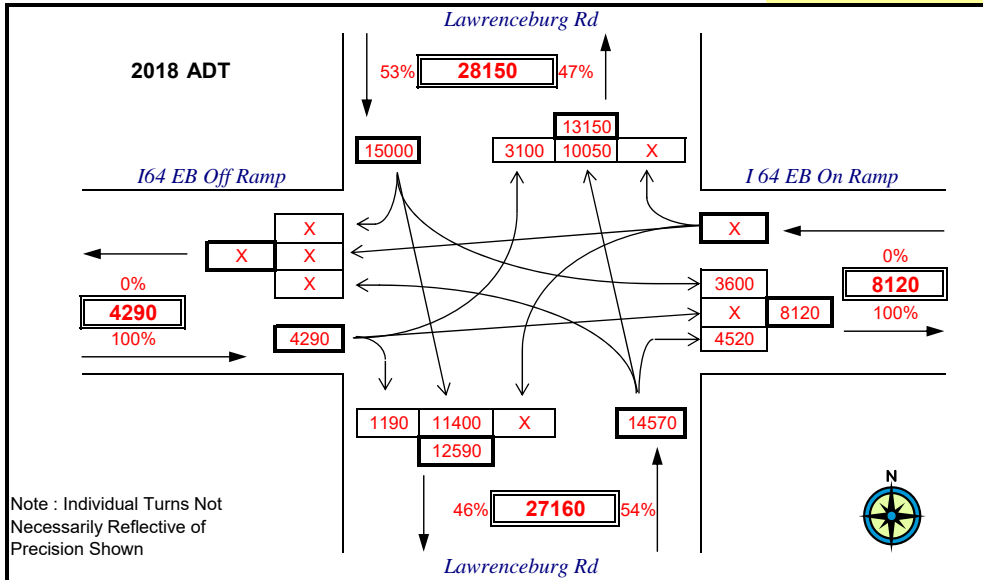


PROJECT: Frankfort Small Urban Area Study
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 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2018 ADT and Design Hour Volumes
 INTERSECTION: US 127 & I64 EB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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

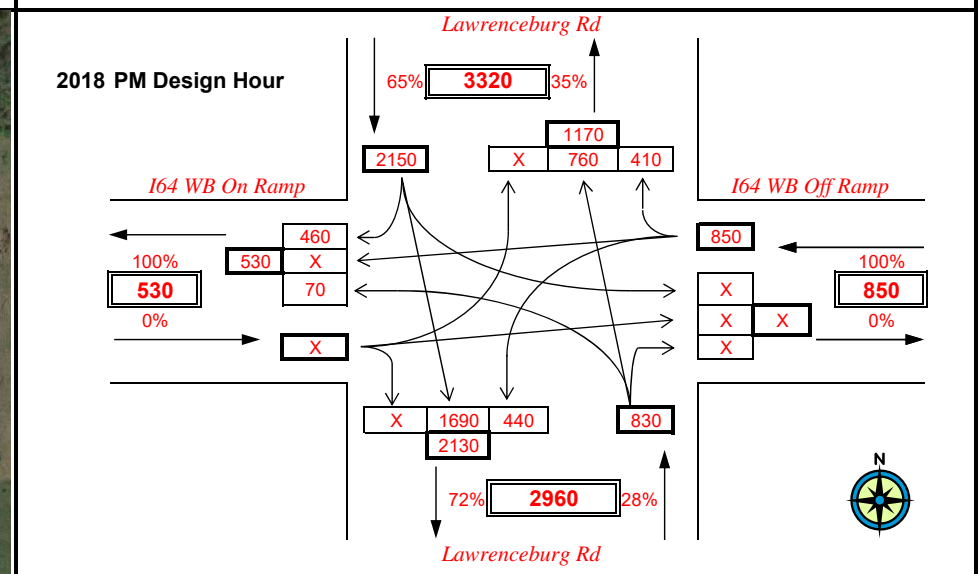
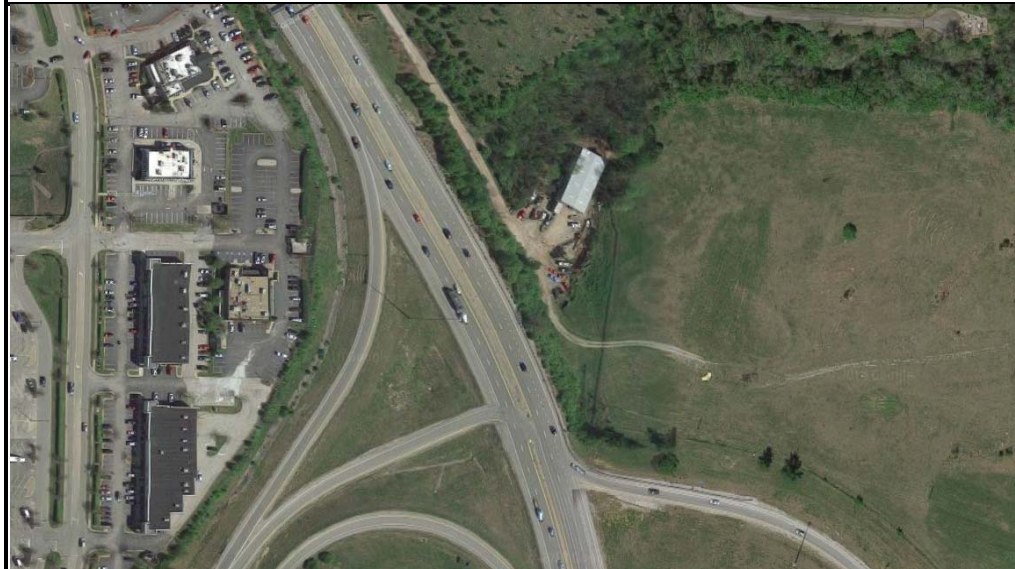
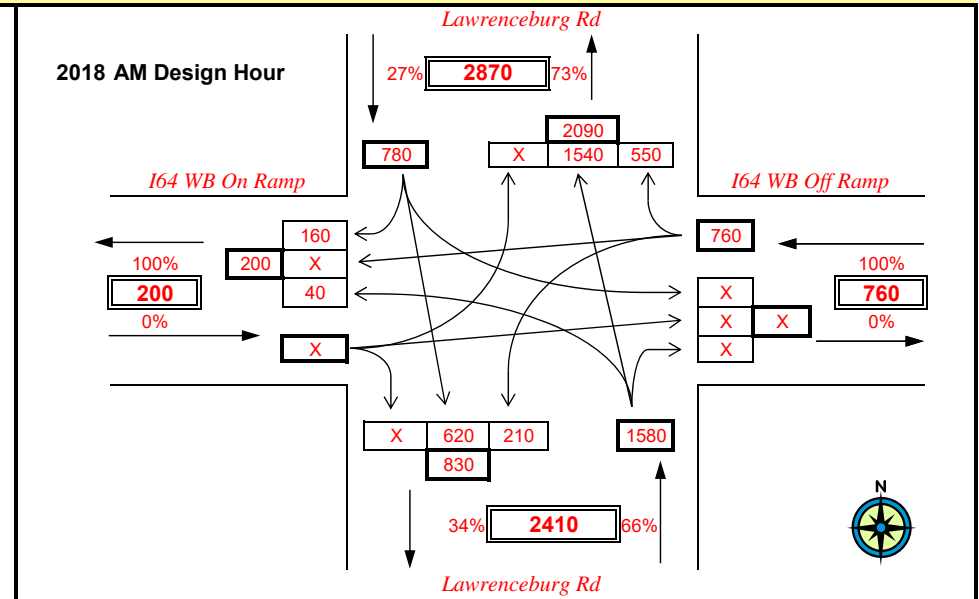
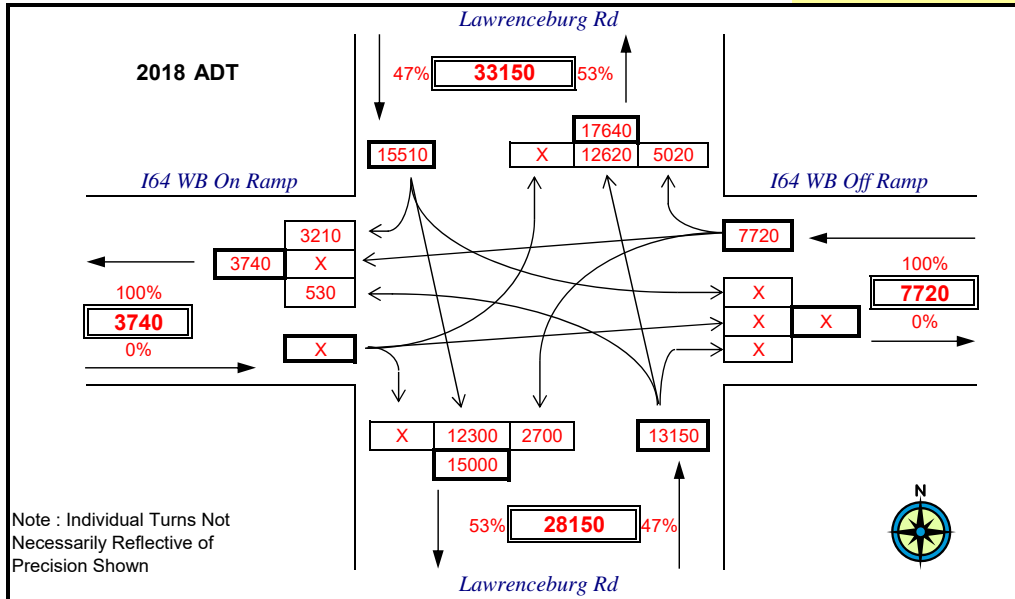


PROJECT: Frankfort Small Urban Area Study
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE: Saturday, January 0, 1900
ANALYST: Qk4
YEAR: **2018** **ADT and Design Hour Volumes**
INTERSECTION: US 127 & I64 WB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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



ANALYST: Qk4
YEAR: 2018 ADT and Design Hour Volumes
INTERSECTION: US 127 & Leonardwood Dr

TURN MOVEMENT (2018)

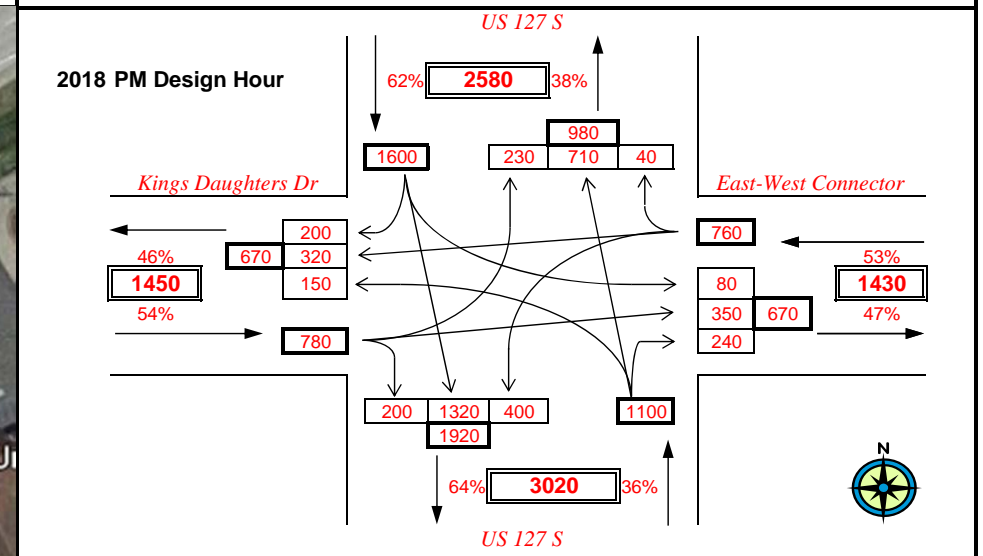
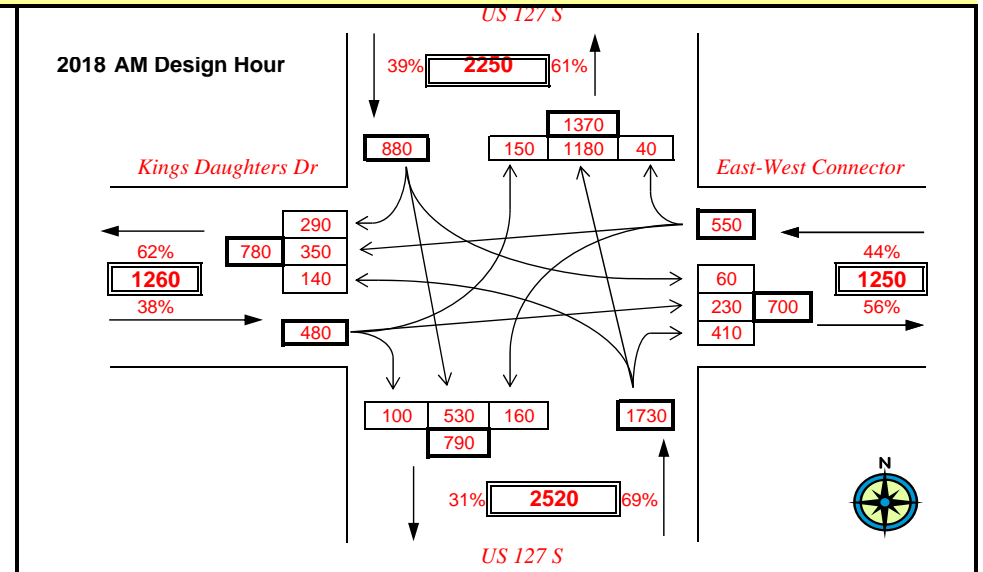
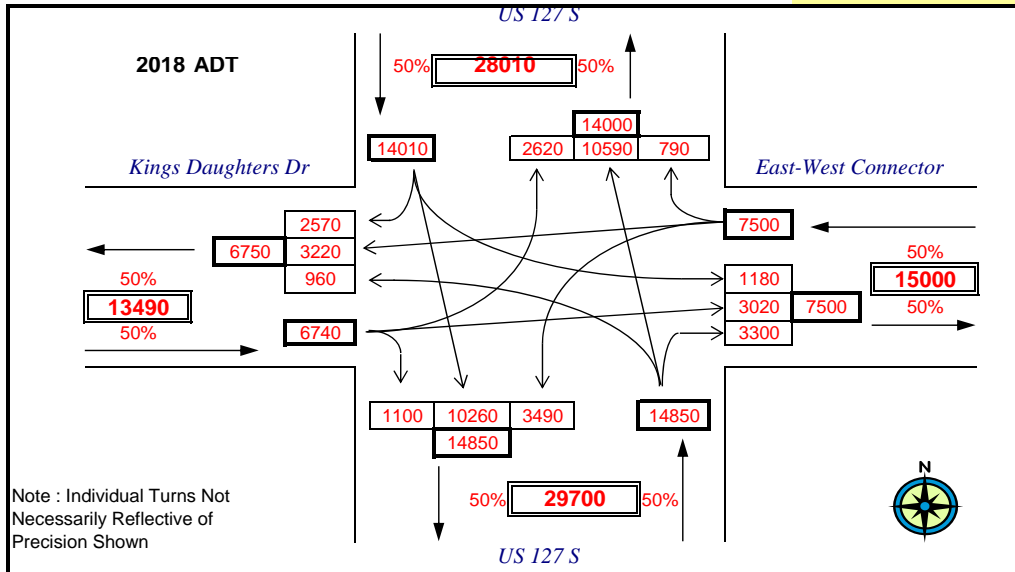
PROJECT: Frankfort SUA
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE:

ANALYST: Qk4
YEAR: 2018 ADT and Design Hour Volumes
INTERSECTION: US 127 & KY 676/Kings Daughters Dr

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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

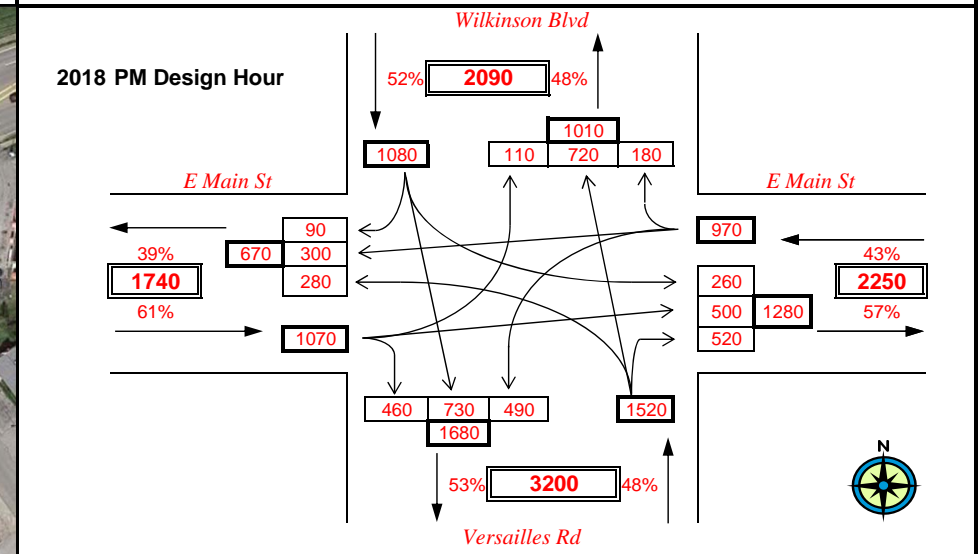
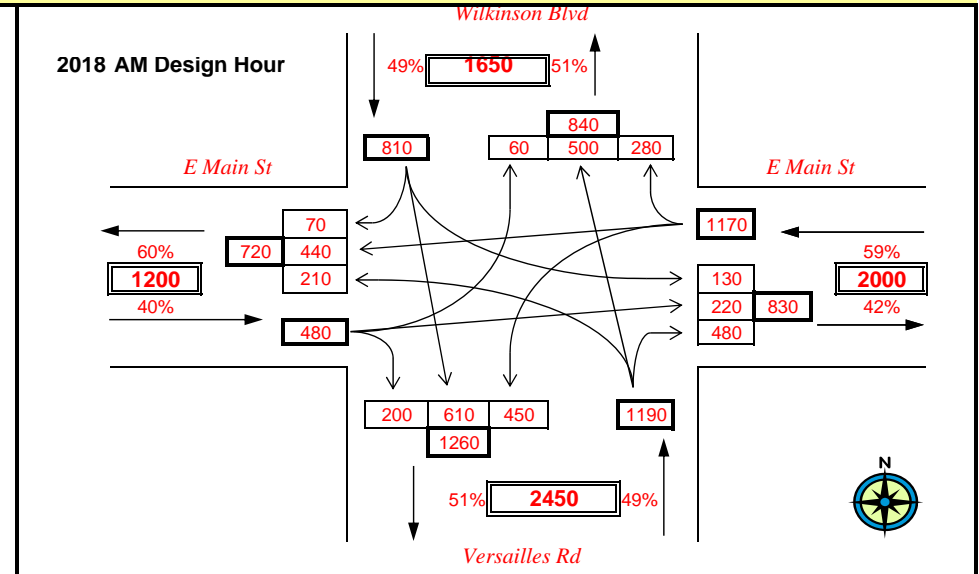
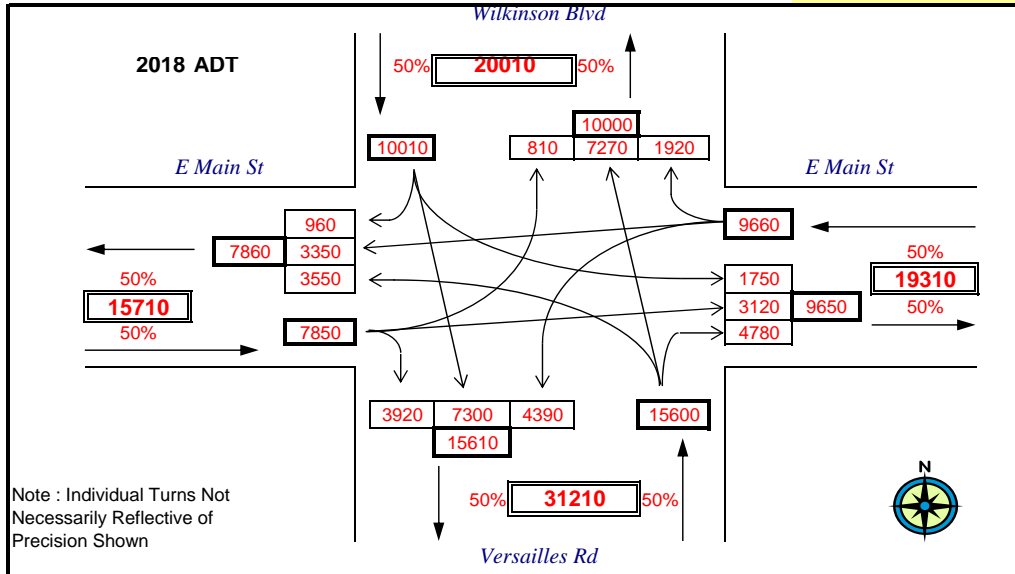


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE:
 ANALYST: Qk4
 YEAR: 2018 ADT and Design Hour Volumes
 INTERSECTION: Versailles Rd & E Main St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2018 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2018)

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



Appendix C

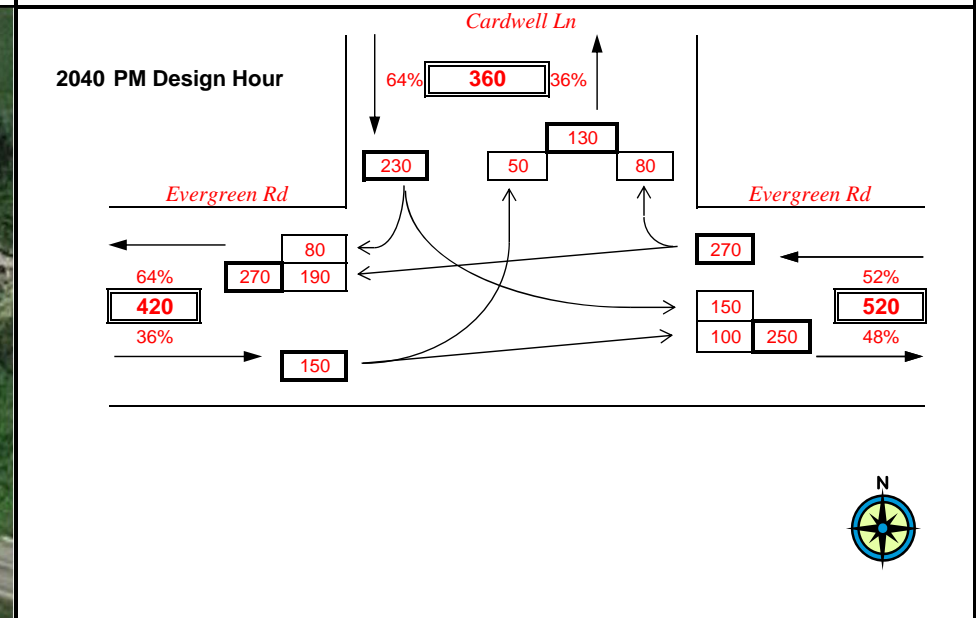
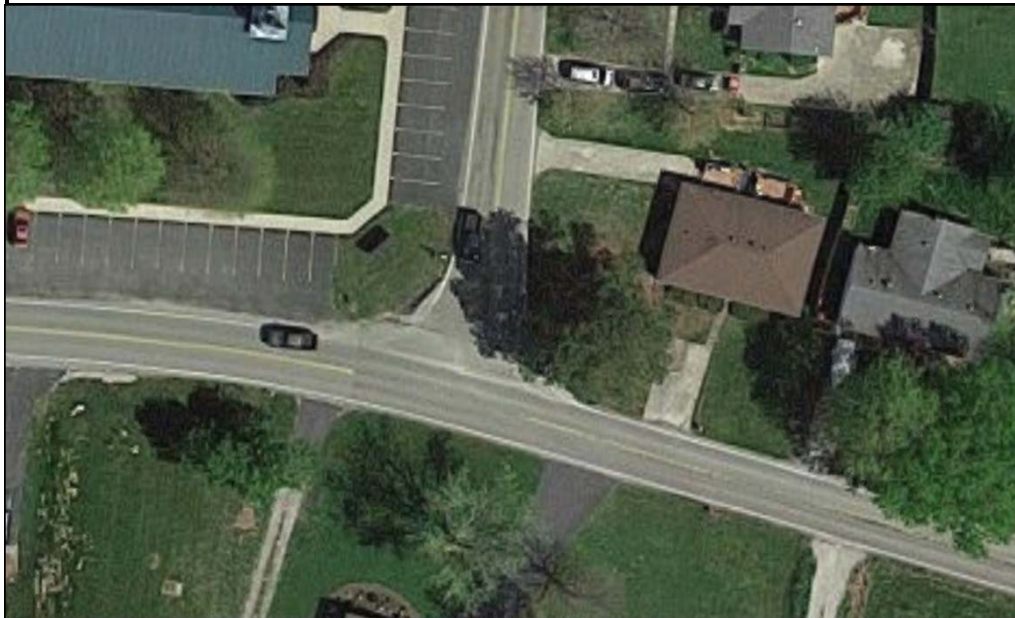
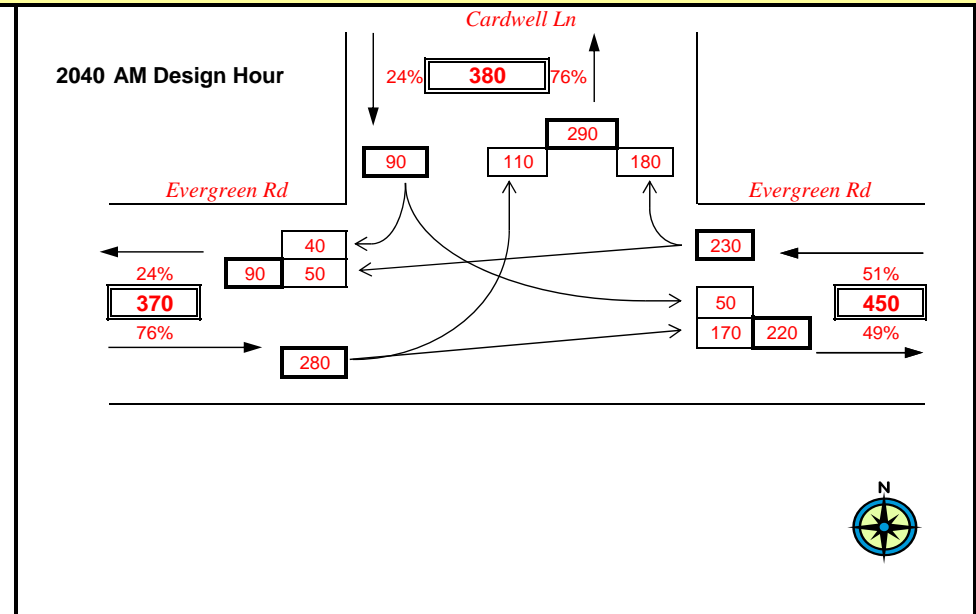
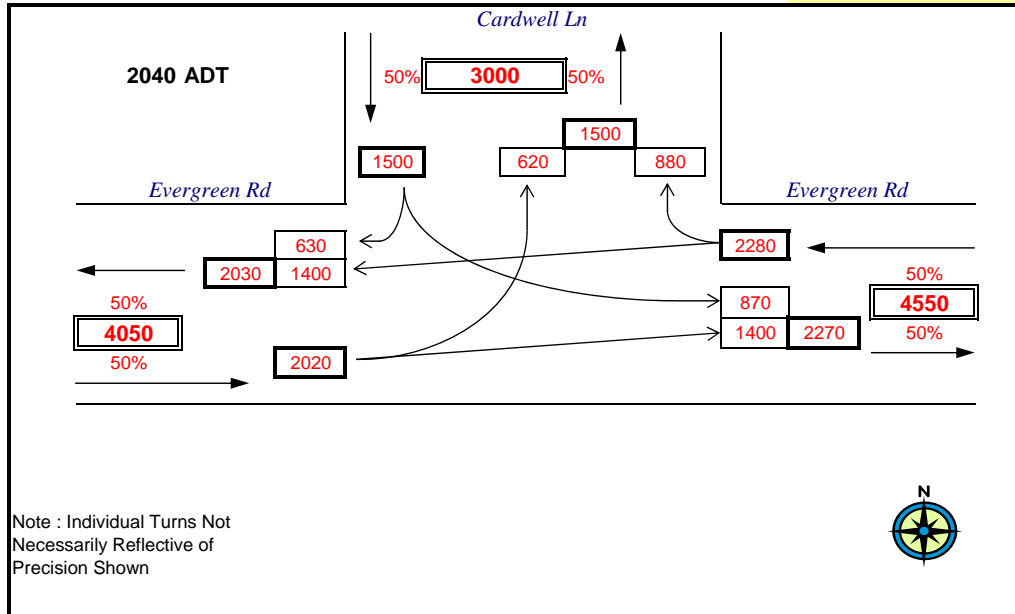
2040 Turning Movement Forecasts

PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE:
 ANALYST: Qk4
 YEAR: 2040 ADT and Design Hour Volumes
 INTERSECTION: Evergreen Rd & Cardwell Ln

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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



PROJECT: Frankfort SUA
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE:

ANALYST: Qk4

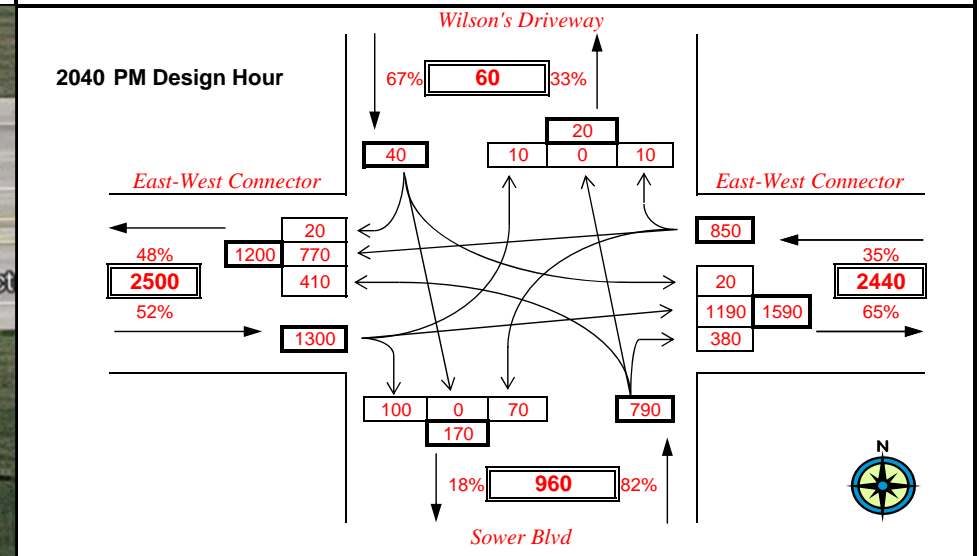
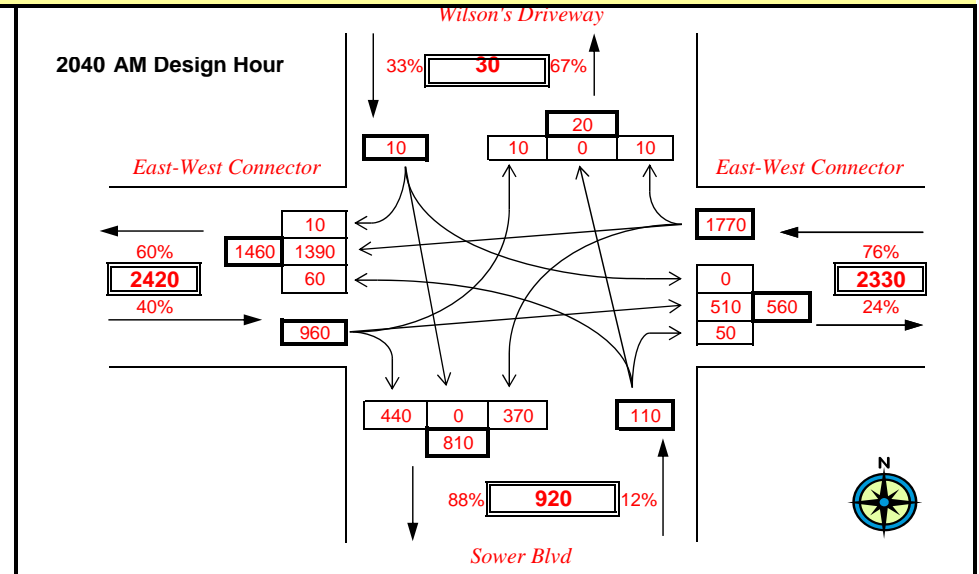
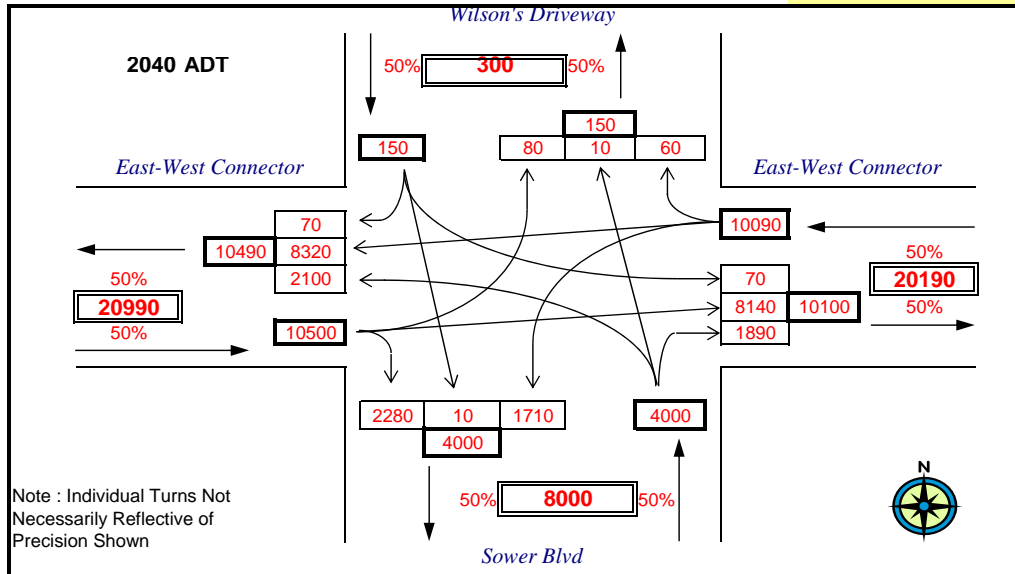
YEAR: 2040 ADT and Design Hour Volumes

INTERSECTION: KY 676 East-West Connector & Sower Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

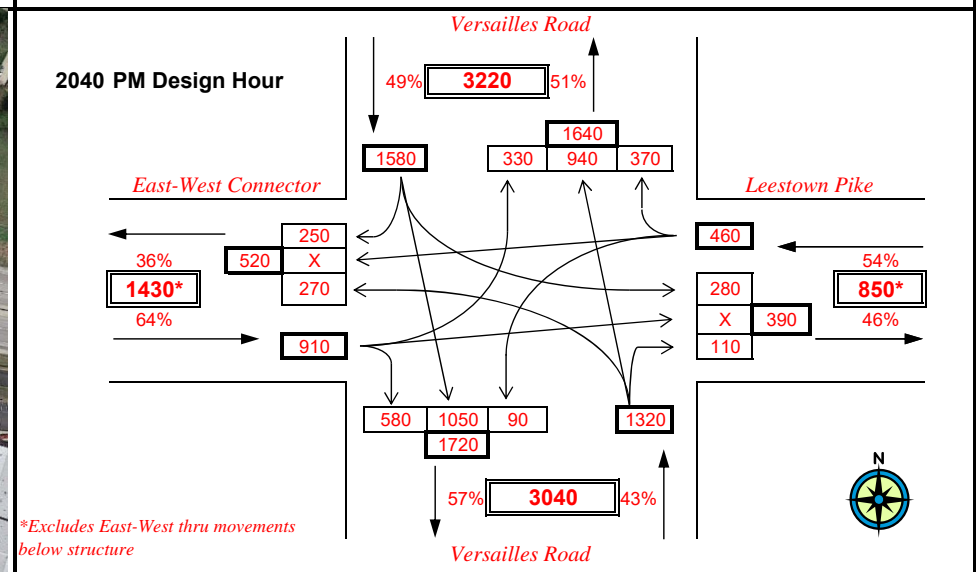
TURN MOVEMENT (2040)

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



NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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

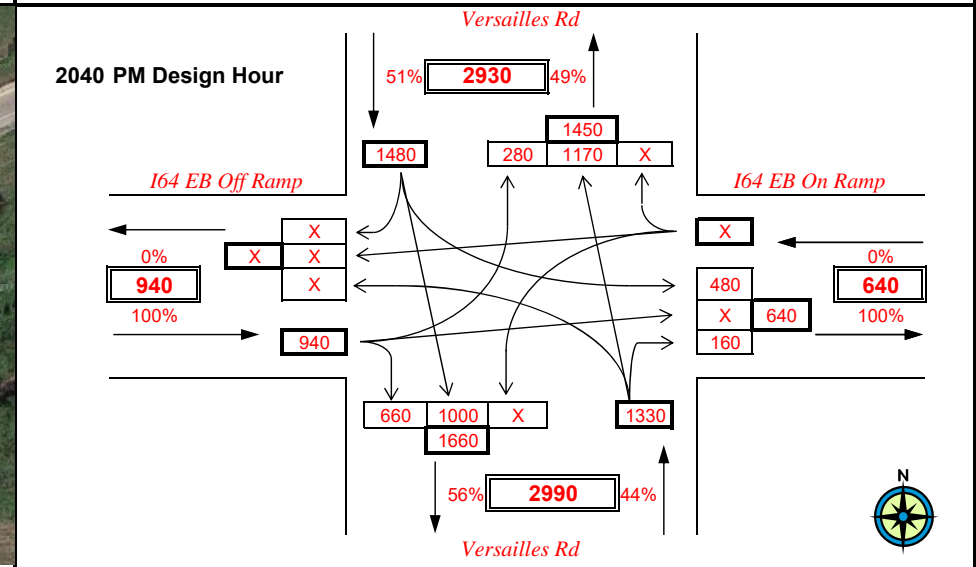
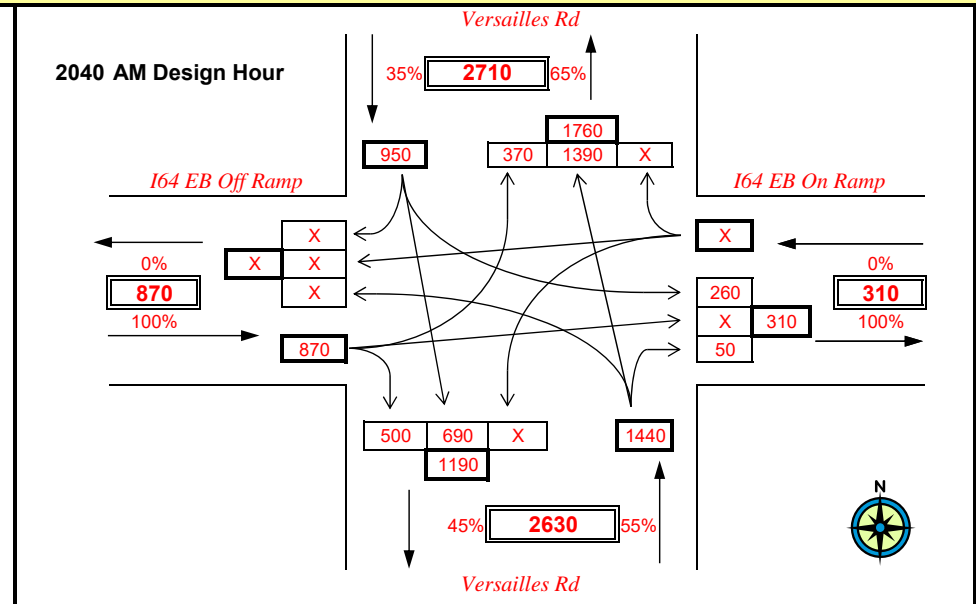
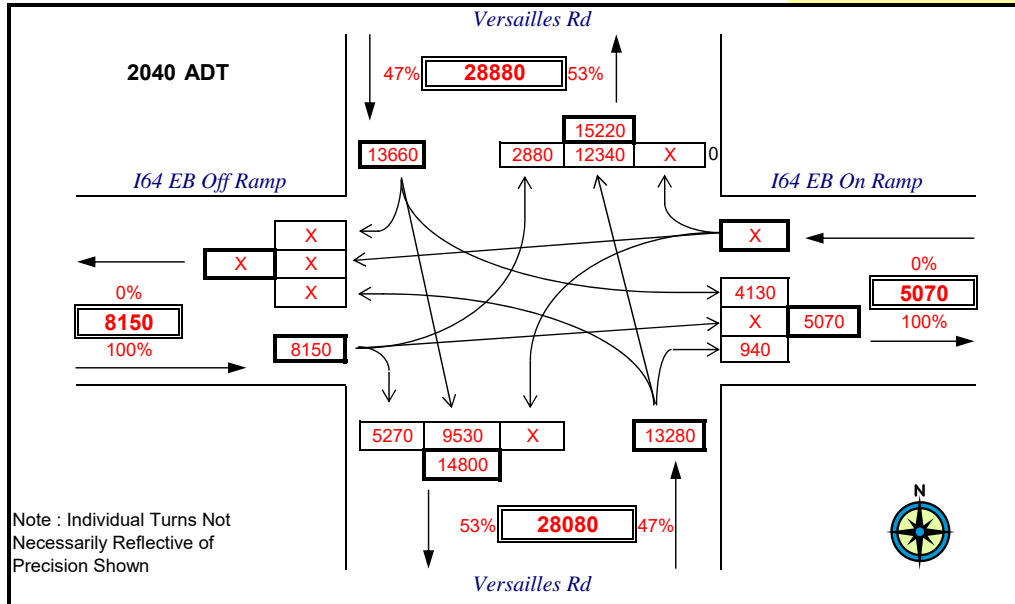


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2040 ADT and Design Hour Volumes
 INTERSECTION: US 60 & I64 EB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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

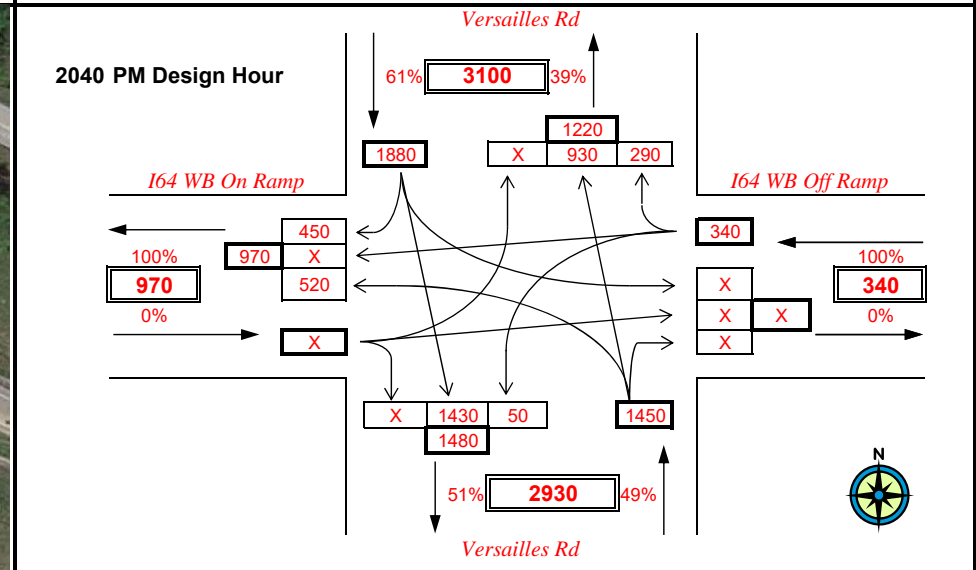
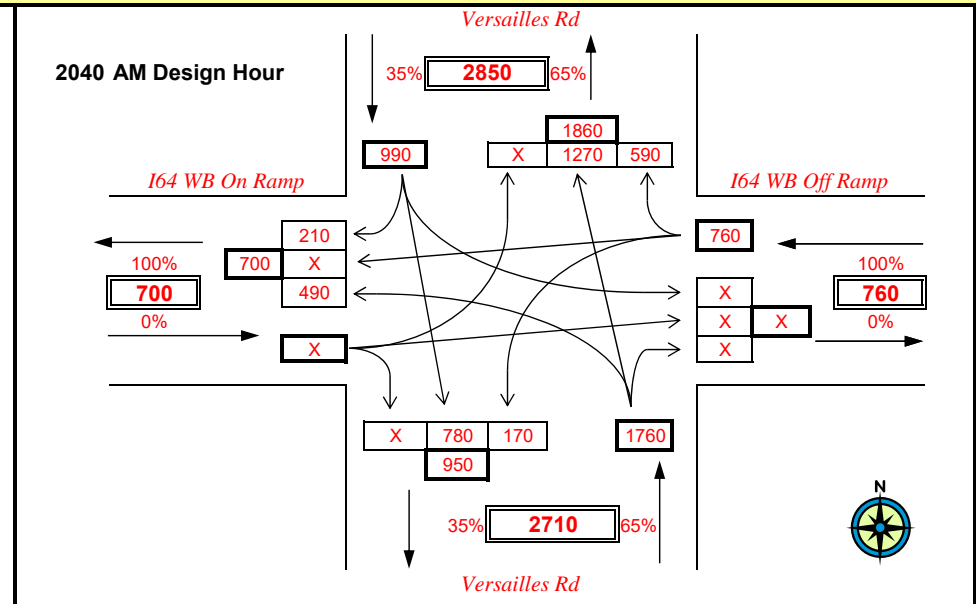
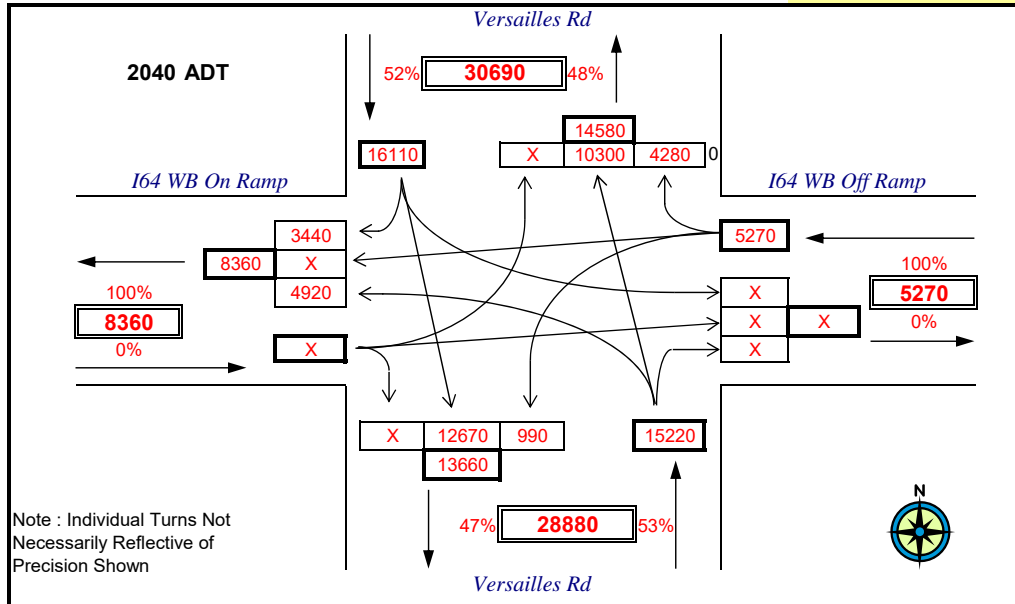


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2040 ADT and Design Hour Volumes
 INTERSECTION: US 60 & I64 WB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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

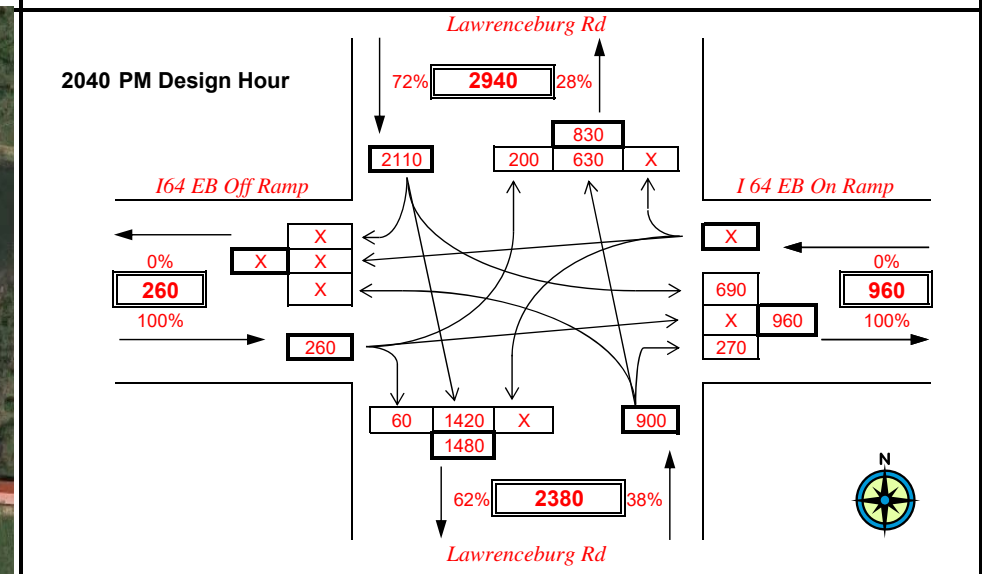
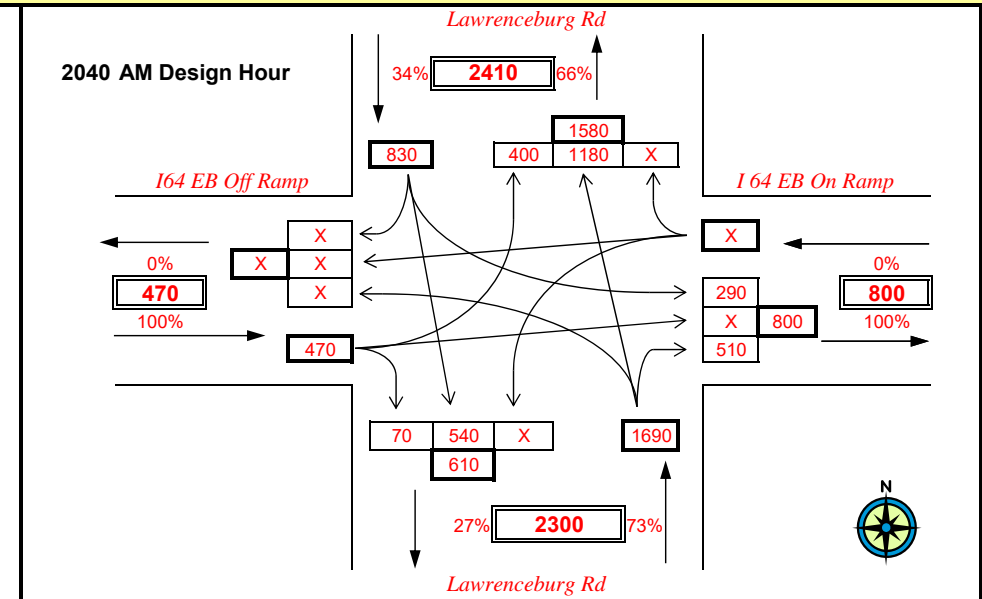
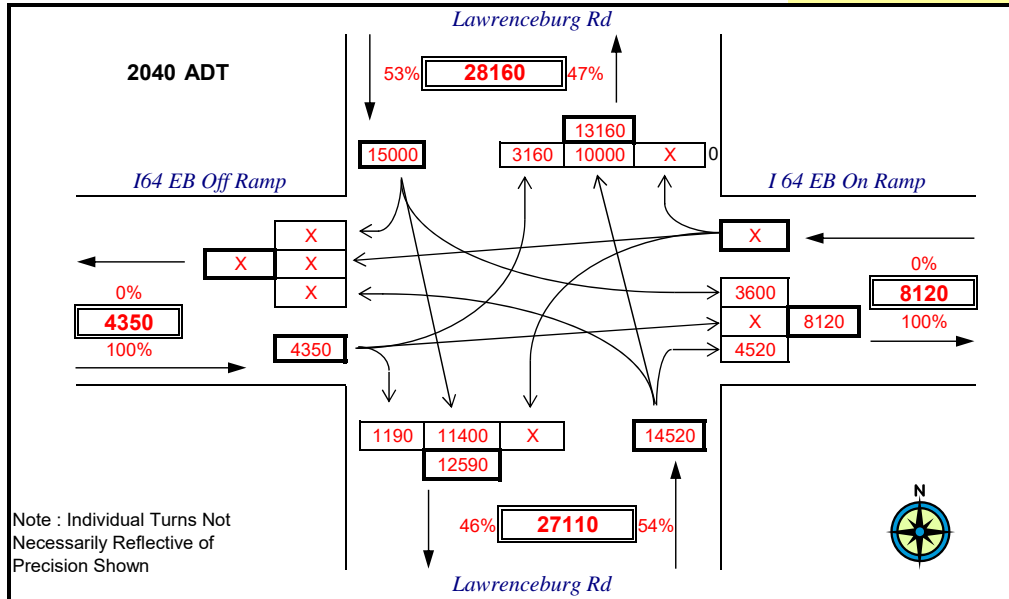


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2040 ADT and Design Hour Volumes
 INTERSECTION: US 127 & I64 EB Ramps

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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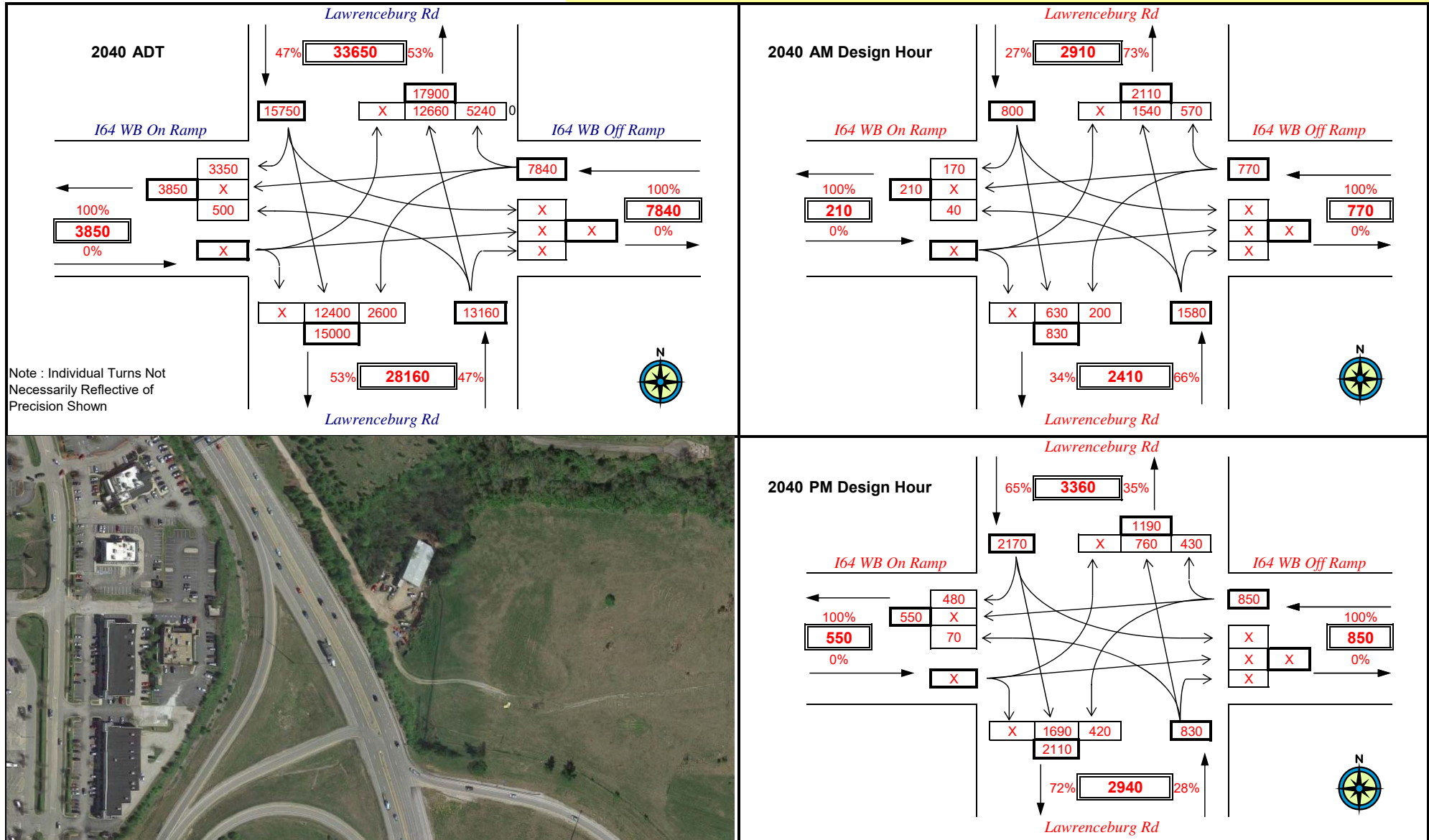


PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE: Saturday, January 0, 1900
 ANALYST: Qk4
 YEAR: 2040 ADT and Design Hour Volumes
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TURN MOVEMENT (2040)

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PROJECT: Frankfort Small Urban Area Study
 ITEM NUMBER: N/A
 MARS NUMBER: 0
 REQUEST DATE:

ANALYST: Qk4

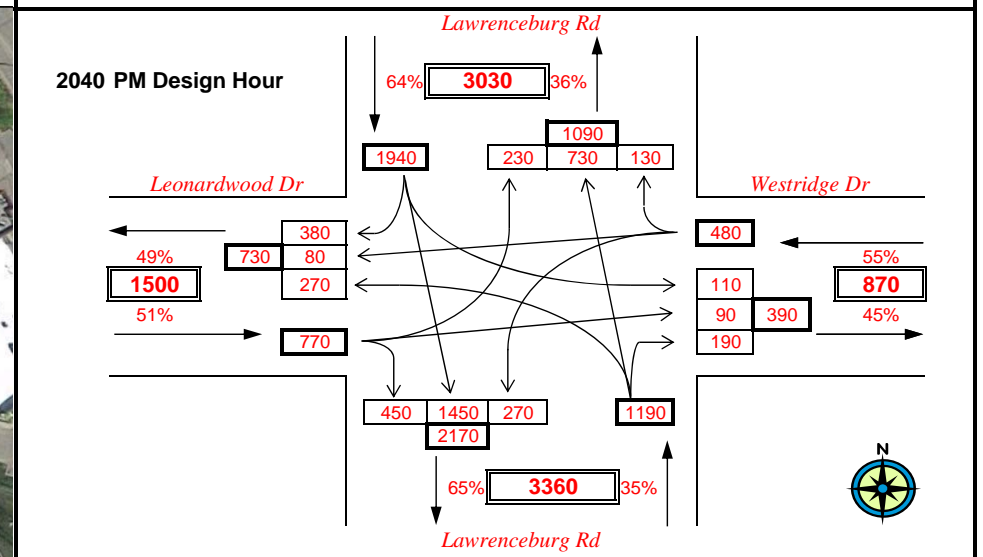
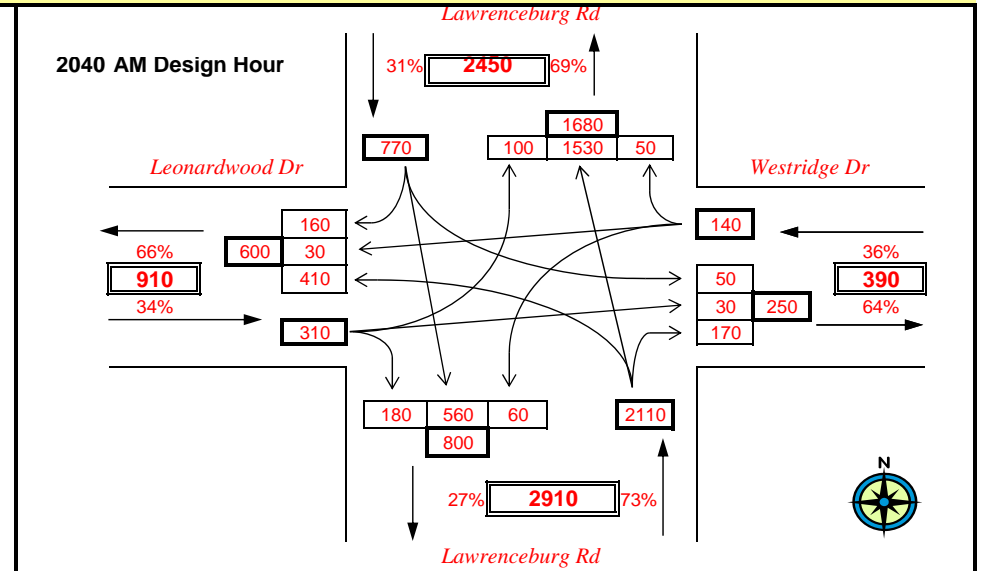
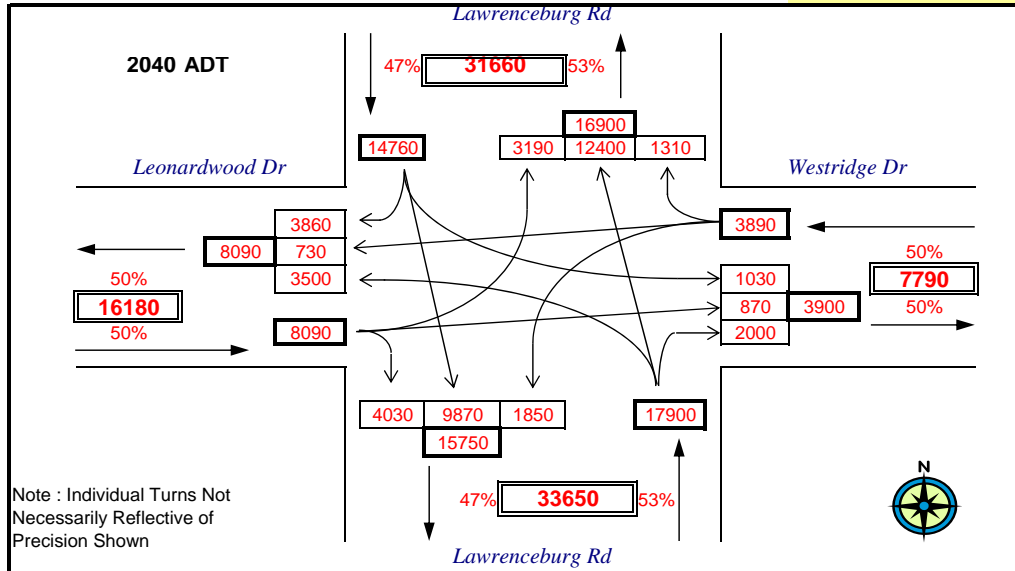
YEAR: 2040 ADT and Design Hour Volumes

INTERSECTION: US 127 & Leonardwood Dr

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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



PROJECT: Frankfort SUA
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE:

ANALYST: Qk4

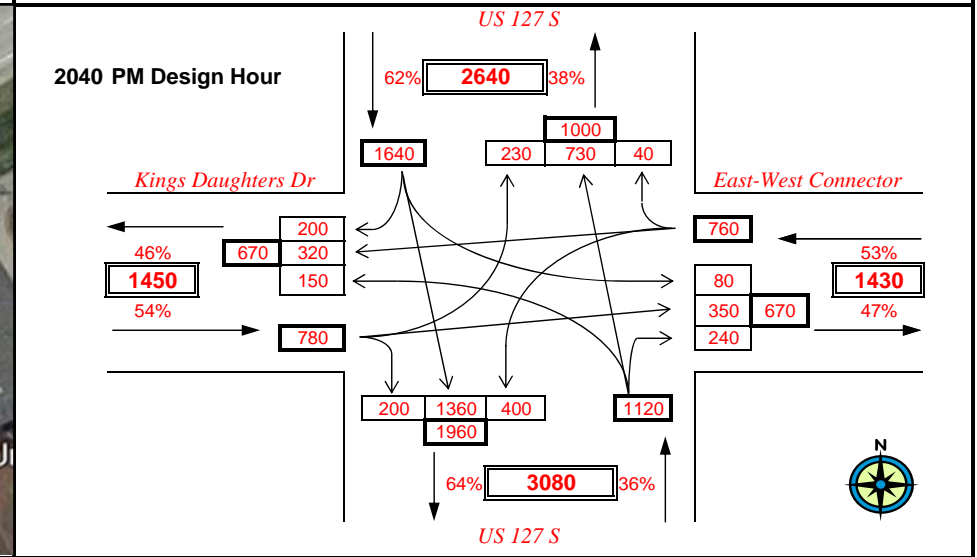
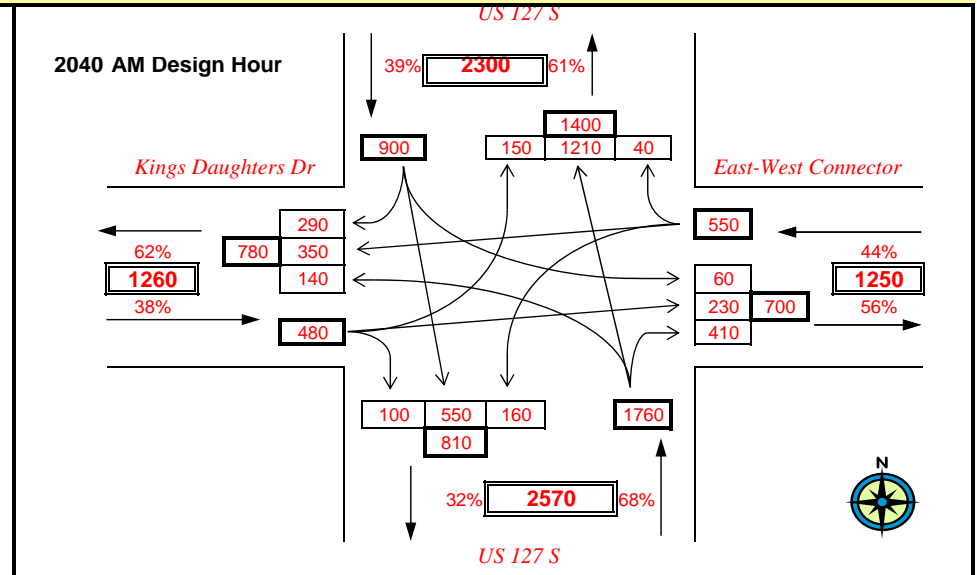
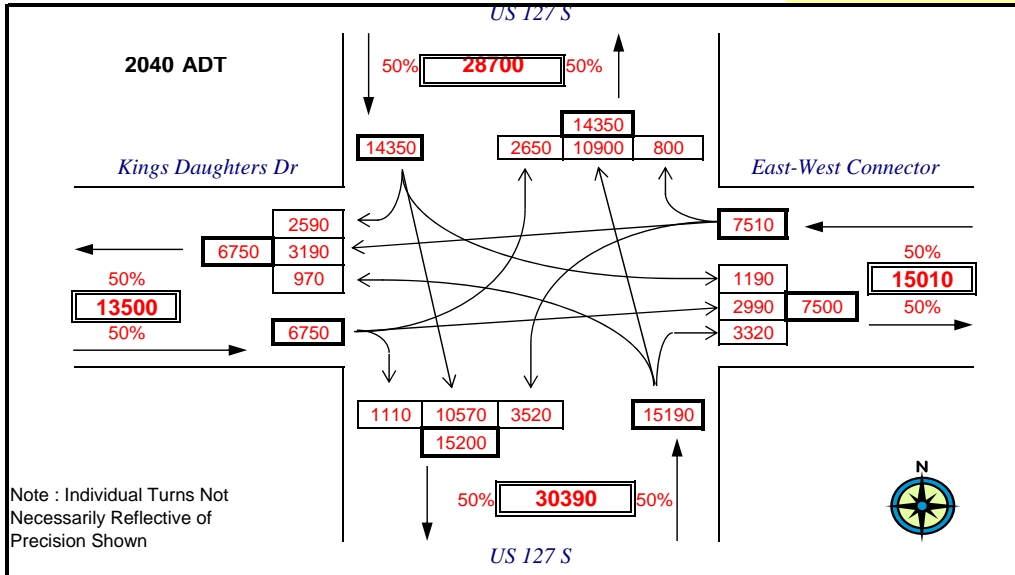
YEAR: **2040** **ADT and Design Hour Volumes**

INTERSECTION: US 127 & KY 676/Kings Daughters Dr

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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



PROJECT: Frankfort Small Urban Area Study
ITEM NUMBER: N/A
MARS NUMBER: 0
REQUEST DATE:

ANALYST: Qk4

YEAR: 2040 ADT and Design Hour Volumes

INTERSECTION: Versailles Rd & E Main St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2040 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2040)

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

