

Appendix A

Abbreviated Traffic Report

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ABBREVIATED TRAFFIC FORECAST REPORT

Volume or classification counts for roadway segments were not part of the scope of work for this SUA. To assess intersections in the study area, Qk4 collected AM and PM peak hour turning movement counts along KY 1 and US 60 at 17 intersections, 10 of which are signalized.

Table 1: Intersection AM and PM Peak Hour Traffic Count Locations

INTERSECTION	MP	TURNING MOVEMENT #*
KY 9/KY 11 (signalized)	7.560	1
KY 9/Tucker Drive*	9.274	2
US 62/KY 9 (signalized)	14.387	3
US 68/KY 9E Ramps	12.555	4
US 68/KY 9 SB Ramps (signalized)	12.620	5
US 68B/US 68/US 68X	10.409	6
US 62/Kenton Station Road	14.588	7
US 62/Jersey Ridge Road (signalized)	15.522	8
US 62/KY 11	16.927	9
US 62/KY 10 (signalized)	17.234	10
US 62/Bridge Street (KY 2513) (signalized)	17.383	11
US 62/Simon Kenton Bridge (signalized)	17.491	12
US 68/KY 9 N (Downing Drive NE Quadrant)	14.503	13
KY 8/US 68 Ramps/ SE (NB ramps)	9.257	14
US 68/KY 8 (SB ramps)	9.077	15
KY 10/ KY 2513 (2nd Street)	5.195	16
KY 11/KY 2519 (Lexington Avenue)	10.994	17

Maysville SUA (provided by KYTC)

TRAFFIC FORECAST AND FUTURE YEAR ANALYSES

To determine the need for and purpose of potential transportation improvement projects, it is necessary to estimate future conditions within the study area. This chapter summarizes the anticipated future conditions within the study area portion of Mason County.

DISTRICT 9 TRAVEL DEMAND MODEL

Traffic forecasts for the Maysville SUA were developed from the District 9 Area Travel Demand Model, which covers eight D-9 Counties, including Mason County and three southern Ohio Counties. The model was first developed in 2015 based on KYTC’s preferred model structure and contains household and employment information and an updated roadway network for the 2015 base year. As a part of the development of the Maysville SUA Study, the Maysville area was further updated to reflect 2015 socioeconomic conditions and roadway updates. Household and employment data for the 2040 forecast year were also revised to more accurately reflect the local development patterns expected to occur. Traffic Analysis Zones (TAZs) form the geographical basis for delineating and organizing the socioeconomic data used by the model to generate the

vehicular trips that are assigned to the roadway network. Household and population data, as well as employment and school enrollment, are stored in each zone, with forecast values for households and population used to determine the levels of travel demand throughout the model area. The D-9 model network results were delivered with separate map files for each model scenario, including the 2015 base year and the 2040 future year no build scenarios.

The TAZ boundaries from the Kentucky Statewide model and the Rowan County Model initially served as the basis for the development of the model's TAZ boundaries for the D-9 area, including Mason County. In order to add more zonal details those TAZs from both models were further refined, with a focus on urbanized areas in Kentucky. These zones for urbanized areas in the D-9 model depict the interaction of local trips within a small city the size of Maysville to the level of detail needed for the SUA. These smaller, more defined zones made it possible to represent the distribution of trips between zones more accurately, which meant a better fit of traffic assignments and observed counts on the study area roadway network. Initially, household growth forecast in Mason County for the 2040 future year model was developed from county-wide level growth factors calculated from population forecasts produced by the Kentucky State Data Center. Employment growth was based on a third party forecast using trends from the Bureau of Labor Statistics. The KYTC consulted with local Planning staff to update the socioeconomic data for the 2040 future year model within Mason County. The locations of proposed developments were identified and the physical and infrastructure-related constraints influencing the placement of future growth were taken into account in the placement of future households and employment centers. While the population projections were reasonable, the amount of job growth was tempered and was redirected to grow in areas based on the local officials input. The changes in population and employment between base year 2015 and design year 2040 within each of the TAZs in the study area are shown in Figure 1 and Figure 2, respectively.

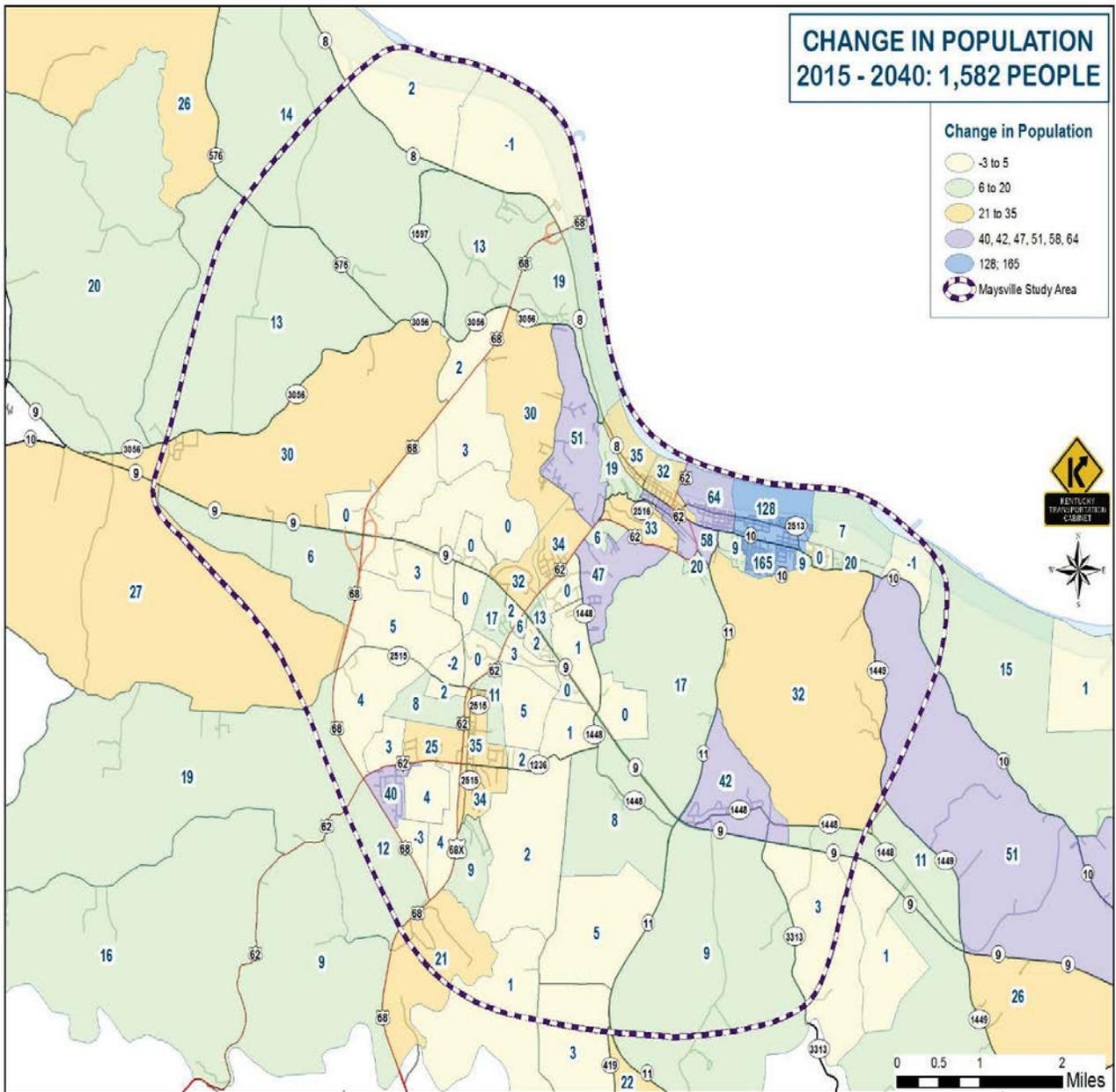


Figure 1: Traffic Analysis Zones – Change in Population

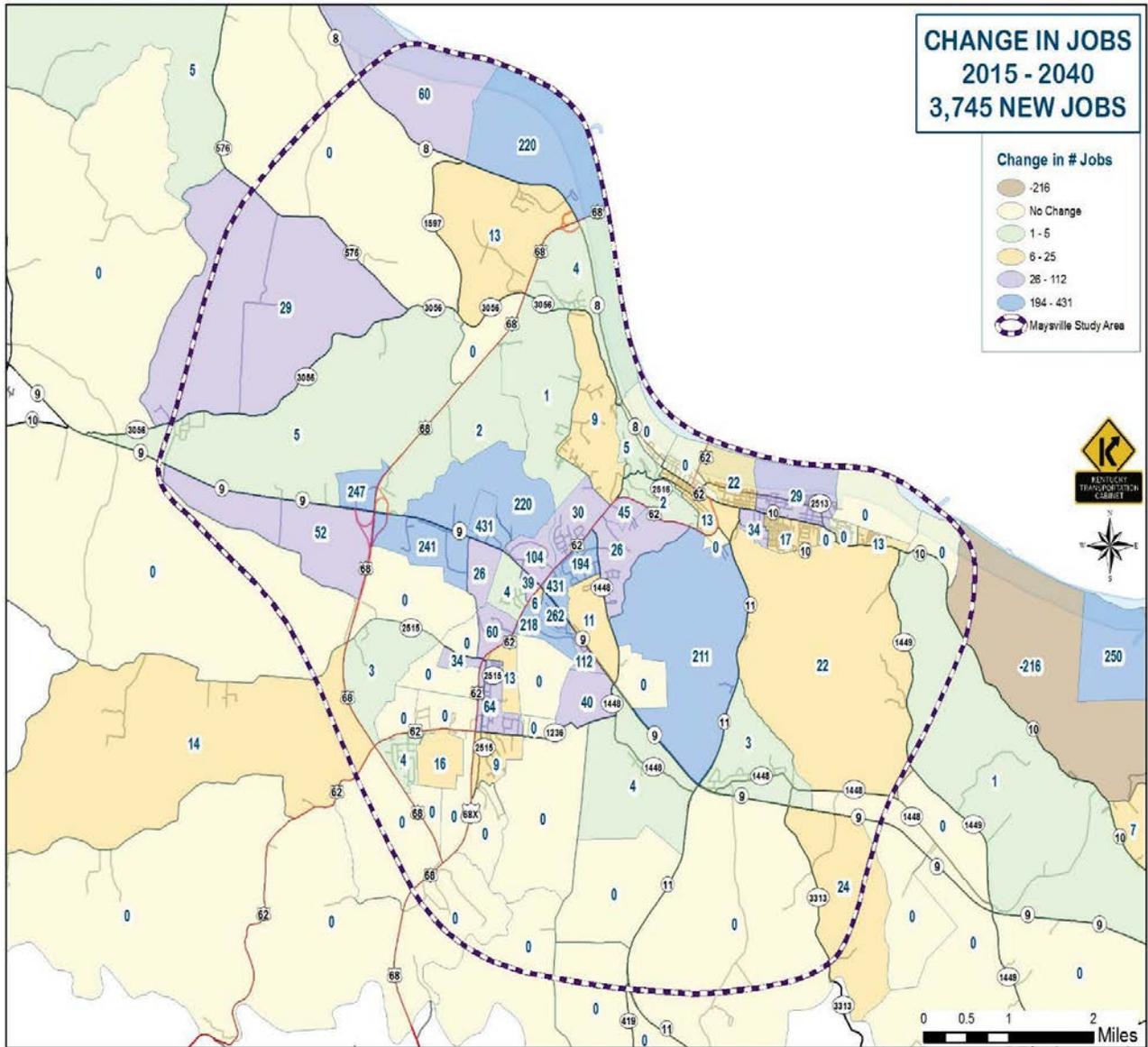


Figure 2: Traffic Analysis Zones – Change in Employment

The 2040 model includes projects listed in the 2016 KYTC Highway Plan. To evaluate the adequacy of roadway segments, 2040 ADT volumes were compared to the road's theoretical capacity. A V/C analysis using Highway Capacity Manual (HCM) procedures shows that portions of KY 2516 have a V/C greater than 1.0. A V/C greater than 1.0 indicates that mitigation measures (including adding additional lanes) may be warranted. All other roadway segments are expected to operate at less than capacity with a V/C less than 1.0, as shown in Figure 3.

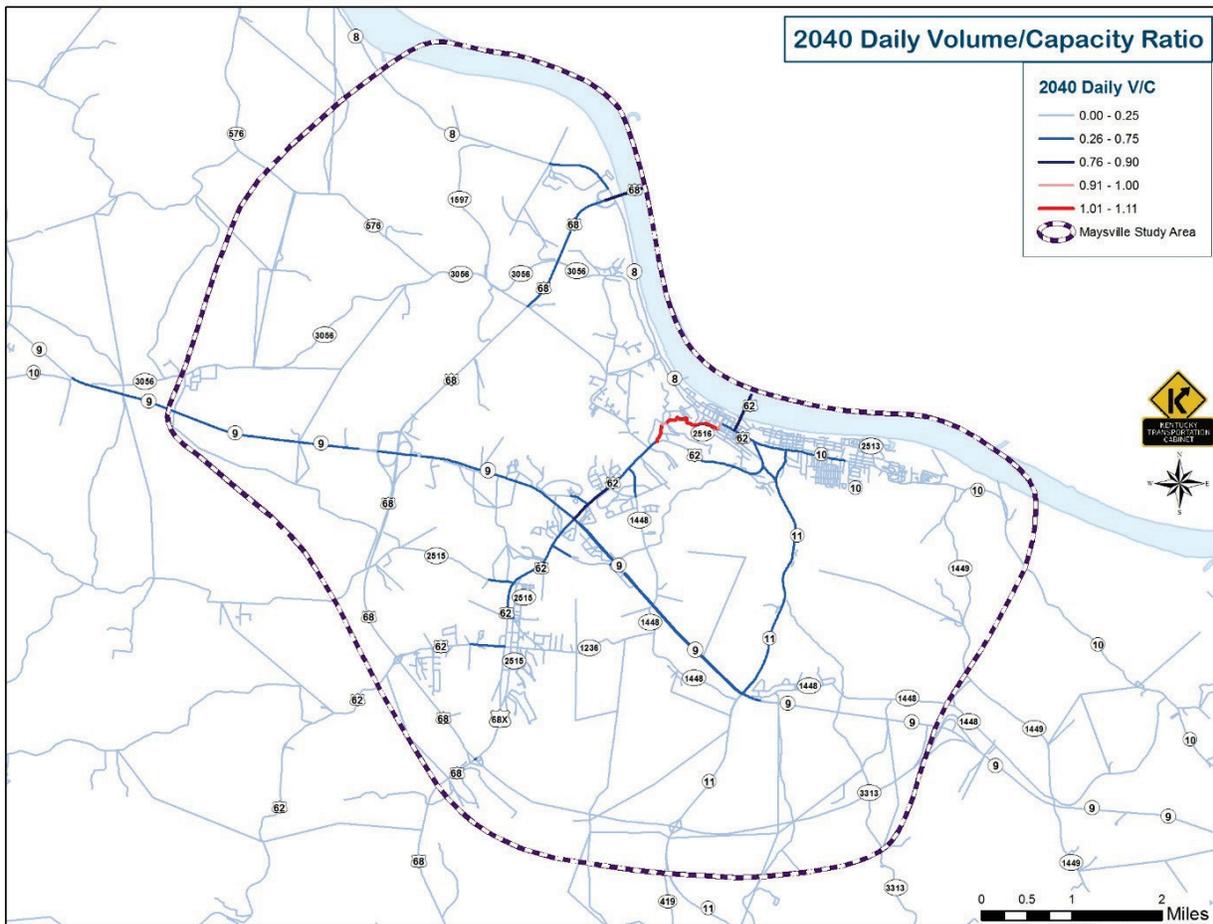


Figure 3: 2040 Volume-To-Capacity Ratios from the D-9 Model

**Maysville Small Urban Area Study
KYTC Traffic Counts Forecast to 2016**

Routes for Model and Capacity Analysis	Station ID	Count Year	Count Year AADT	Historical Growth Rate %	Years to 2016	2016 AADT	2016 AADT (rounded up to nearest 20)	Truck %
KY 8	081016	2015	2,580	0.00	1	2,580	2,580	18.1
	081A98	2015	1,336	0.00	1	1,336	1,340	9.8
	081A18	2014	1,894	0.00	2	1,894	1,900	9.8
	081A53	2014	1,933	0.00	2	1,933	1,940	9.8
	081A90	2012	2,583	0.00	4	2,583	2,600	9.8
	081A31	2013	2,382	0.00	3	2,382	2,400	11.3
	081A32	2013	3,554	0.00	3	3,554	3,560	11.3
KY 9	081797	2015	8,961	0.00	1	8,961	8,980	10.6
	081038	2009	12,600	0.80	7	13,306	13,320	25.0
	081A85	2014	13,581	0.00	2	13,581	13,600	25.0
	081A96	2016	12,930		0	12,930	12,940	14.2
	081004	2014	11,610	0.00	2	11,610	11,620	14.2
KY 10	081A09	2014	6,478	0.00	2	6,478	6,480	6.7
	081A43	2014	6,625	0.00	2	6,625	6,640	6.7
	081A42	2015	2,695	0.00	1	2,695	2,700	6.7
	081010	2013	1,106	0.00	3	1,106	1,120	9.7
KY 11	081301	2013	5,529	0.00	3	5,529	5,540	10.3
	081A45	2015	4,387	0.90	1	4,426	4,440	6.6
	081A10	2014	4,201	0.00	2	4,201	4,220	6.6
KY 419	081286	2013	183	1.90	3	193	200	10.2*
KY 1236	081C09	2015	2,426	0.00	1	2,426	2,440	4.5
	081022	2016	1,635		0	1,635	1,640	4.1
KY 1448	081028	2015	191	0.00	1	191	200	20.0
	081025	2013	352	0.00	3	352	360	7.4*
	081P89	2016	1,504		0	1,504	1,520	4.5
	081A86	2015	3,831	1.60	1	3,892	3,900	3.2
	081A88	2014	4,659	2.30	2	4,873	4,880	3.2
KY 1449	081257	2015	1,061	0.40	1	1,065	1,080	9.2*
	081045	2014	364	0.00	2	364	380	9.2*
	081029	2013	589	0.00	3	589	600	9.2*
KY 2513	081A34	2015	2,344	0.00	1	2,344	2,360	11.3
	081A52	2015	2,483	0.00	1	2,483	2,500	8.2*
	081A57	2013	1,951	0.00	3	1,951	1,960	8.2*
	081A41	2014	1,016	0.00	2	1,016	1,020	8.2*
KY 2515	081C14	2014	922	2.10	2	961	980	7.4*
	081C02	2015	899	0.00	1	899	900	7.4*
	081C04	2016	2,174		0	2,174	2,180	7.4*
KY 2516	081A50	2012	3,064	0.00	4	3,064	3,080	8.2*
	081A75	2014	2,937	0.00	2	2,937	2,940	8.2*
	081A06	2013	1,997	2.70	3	2,159	2,160	8.2*
KY 3056	81002	2015	282	0.00	1	282	300	9.2*
	81005	2014	696	0.30	2	700	720	9.2*
	81008	2016	734		0	734	740	9.2*
	081A03	2015	509	0.00	1	509	520	10.2*
US 62	081A82	2015	15,592	0.00	1	15,592	15,600	5.9
	081A83	2014	16,650	0.00	2	16,650	16,660	5.9
	081A79	2013	17,529	0.00	3	17,529	17,540	5.9
	081A67	2012	11,312	0.00	4	11,312	11,320	5.9
	081A35	2014	10,245	0.00	2	10,245	10,260	9.8
	081A08	2013	12,442	1.20	3	12,890	12,900	9.8
	081A44	2014	6,844	0.00	2	6,844	6,860	8.1
US 68	081C16	2013	4,312	0.00	3	4,312	4,320	14.4
	081A99	2015	1,417	6.10	1	1,503	1,520	12.1
	081A95	2016	4,807		0	4,807	4,820	16.0
	081A97	2015	4,470	0.00	1	4,470	4,480	12.7
US 68X	081C13	2015	4,185	0.00	1	4,185	4,200	6.9
CS 1054	081B00	2014	4,111	2.10	2	4,284	4,300	7.4*
CS 1076	081B02	2013	1,874	3.50	3	2,071	2,080	7.4*
CS 1077	081B02	2013	1,874	3.50	3	2,071	2,080	7.4*

* Truck % based on statewide functional class averages from 2005-2007

TURNING MOVEMENT #	Intersection	2016 No Build											
		AM						PM					
		Intersection, Approach, or Control Delay	Intersection or Approach LOS	Problems D, E, OR F	V/C Ratio	Queue	Control Delay	Intersection Delay or Approach Delay	Intersection or Approach LOS	Problems D, E, OR F	V/C Ratio	Queue	Control Delay
1	KY 9/KY 11	29.3	C	SBT - D SBR - D	0.379 0.415	3 1	40.2 40.8	29.3	C	SBR - D SBT - D NBT - D	0.621 0.576 0.729	3 3 4	41.9 40.6 44.1
2	KY 9/TUCKER DRIVE	9.8/14.0	A/B	EBL - D	0.08	1	31.9	9.7/16.4	A/C	EBL - E	0.24	1	41.2
11	US 62/BRIDGE STREET (KY 2513)	1.0	A					1.2	A				
7	US 62/KENTON STATION ROAD	30.3/107.9	D/F	WB LTR - D EB LTR - F	0.21 0.83	1 5	30.3 107.9	19.7/14.5	C/B				
13	US 68/KY 9 N (Downing Drive NE Quadrant)	9.3/9.1	A					9.9/9.2	A				
5	US 68/KY 9 (File did say US 62 but it's US 68) SB Ramps	10.5	B					11.2	B				
10	US 62/KY 10	36.5	D	EBT - E	0.962	14	71.6	68.8	E	EBT - F EBR - D	1.286 0.470	25 4	197.2 43.2
9	US 62/KY 11	16.9	C	WBL - D	0.33	1	25.4	37.2	E	WBL - F	0.63	4	76.4
12	US 62/SIMON KENTON BRIDGE	23.4	C	SBT - D	0.845	8	45.6	29.5	C	SBT - D	0.909	16	54.3
14	US 68/KY 8 SE (NB ramps)	9.6	A					10.3	B				
15	US 68/KY 8 (SB ramps)	10.8	B					12	B				
4	US 68/KY 9E Ramps	10.2/9.2	B/A					10.0/9.9	B/A				
6	US 68/US 68B/US 68X	10.0	A					13.2	B				
8	US 62/Jersey Ridge Road signalized	20.2	C					16.8	B				
16	KY 10/KY 2513 - unsignalized (2nd street)	7.4/9.2	A/A					7.5/10.2	A/B				
17	KY 11/KY 2519 (Lexington Ave.) - stop	11.8/10.8	B/B					15.5/13.0	C/B				
3	US 62/KY 9	14.5	B					14.5	B				

xxxxxx Exceeds Desirable LOS.

Maysville Small Urban Area Study

Industry Questionnaire

This information will be shared with the Kentucky Transportation Cabinet's Division of Planning only. Any reports generated from this information will be grouped in such a way that individual business information cannot be identified.

1. Name: Steve Braun - International Paper
Address: 1241 West Second Street
City/Town: Maysville
State: KY
ZIP: 41056
Email Address: Steven.braun@ipaper.com
Phone Number: 606-564-2601

2. Number of Employees per shift? Please include contract employees for cleaning and industrial sanitation if applicable. 25-100

3. Size (in square feet) of existing building space: 365,000

4. Type of Business (please include NAICS classification number)
322130 – Paper Mill

5. Does your business distribute and/or receive materials via trucks?
 Yes *If you answered YES please continue to Question Number 6.*
 No *If you answered NO please skip to Question Number 10.*

6. How many trucks per day access and leave your facility?
75-100

7. What types of trucks?
 Single Unit
 Trailered

8. How many trucks access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?
7AM – 9PM = 20-25

4PM – 6PM = 30-35

9. Please identify on the attached map the primary routes used by these trucks to access your business.
10. In the next 25 years, do you propose any expansion at your current location?
 Yes *If you answered YES please continue to Question Number 11.*
 No *If you answered NO please skip to Question Number 17.*

11. Please provide a brief description of the expansion:

12. Number of Employees (after expansion): _____

13. Size (in square feet) of future additional building space: _____

14. How many additional trucks per day will access and leave your facility?

15. What types of trucks?

- Single Unit
 Trailered

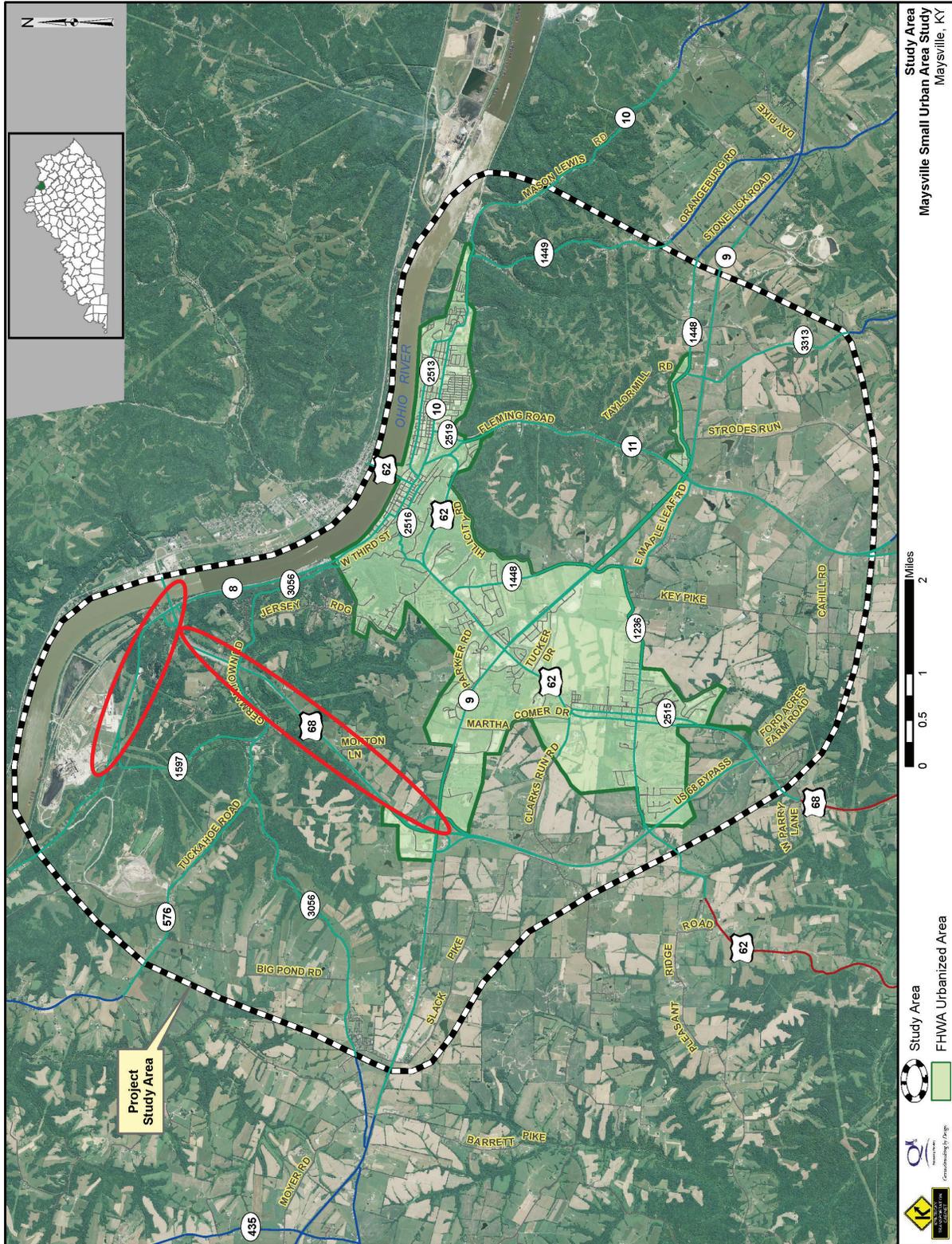
16. How many trucks will access your facility during the peak hours at 7AM to 9AM; 4PM to 6PM?

17. Additional Comments (Use additional pages if necessary)

N/A

Red circles indicate routes used

red ovals represent routes taken
by International Paper



Please submit this questionnaire by **July 30, 2016**.

If you would like to complete and submit the Industry Questionnaire electronically please visit:
<https://www.surveymonkey.com/r/MAYSVILLESUA>

For further information or to submit your Industry Questionnaire by mail:

**Qk4, Inc.
ATT: Annette Coffey
2225 Lawrenceburg Road
Frankfort, KY 40601
(502) 352-2197
acoffey@qk4.com**

Thank you for your comments!

Maysville Small Urban Area Industry Survey

#1



COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 10, 2016 2:38:06 PM
Last Modified: Wednesday, August 10, 2016 2:51:23 PM
Time Spent: 00:13:16
IP Address: 166.102.229.50

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Q1: Contact Information

Name: Kenny Pitakis
Address: 1705 Downing Drive
City/Town: Maysville
State: KY
ZIP: 41056
Email Address: kpitakis@meaa.meaa.com
Phone Number: 606 759-4513

Q2: Number of Employees per shift? Please include contract employees for cleaning and industrial sanitation if applicable.

Approximately: 1st - 300, 2nd - 90, 3rd - 40

Q3: Size (in square feet) of existing building space:

454,760

Q4: Type of Business (please include NAICS classification number):

336322 (Motor Vehicle Electrical and Electronic Equipment Manufacturing)

Q5: Does your business distribute and/or receive materials via trucks?

Yes (If you Answer YES please continue to Question Number 6.)

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Q6: How many trucks per day access and leave your facility?

10-15

Q7: What types of trucks?

Trailer

Q8: How many trucks access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?

3-4

Q9: Please identify the primary routes used by these trucks to access your business.

9 and Downing Drive

Q10: In the next 25 years, do you propose any expansion at your current location?

Yes (If you Answer YES please continue to Question Number 11.)

Maysville Small Urban Area Industry Survey

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Q11: Please provide a brief description of the expansion:

Shift growth

Q12: Number of Employees (after expansion): 550-600

Q13: Size (in square feet) of additional building space: No plan

Q14: How many additional trucks per day will access and leave your facility? 5-10

Q15: What type of trucks? Trailered

Q16: How many trucks will access your facility during the peak hours of 7AM to 9AM; 4PM to 6PM?

3-5

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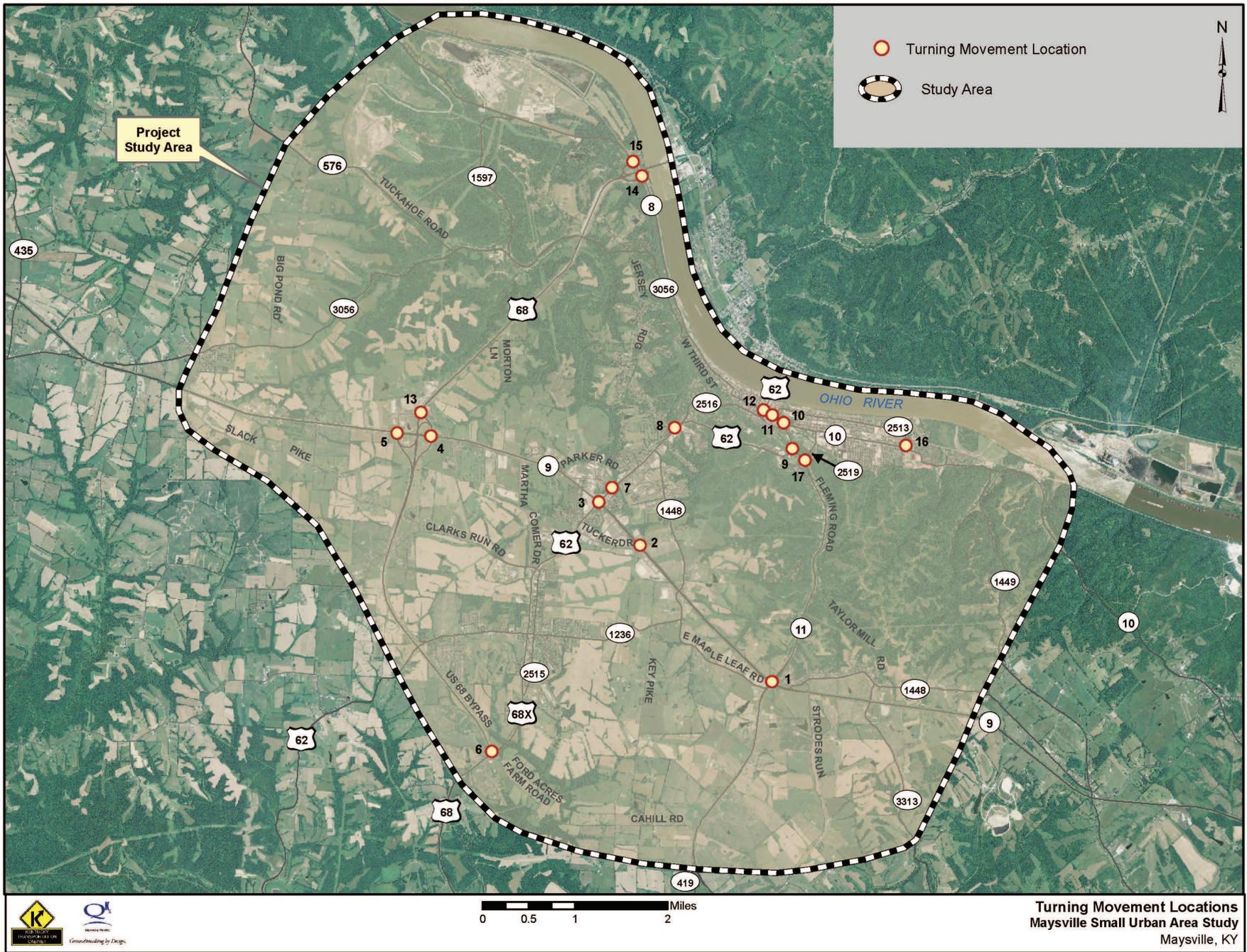
Q17: ADDITIONAL COMMENTS:

Respondent skipped this question

Maysville Small Urban Area Study
KYTC Traffic Counts Forecast

Routes for Model and Capacity Analysis	2016 EXISTING								2040 NO BUILD		
	Station ID	Count Year	Count Year AADT	Historical Growth Rate %	Years to 2016	2016 AADT	2016 AADT (rounded up to nearest 20)	Truck %	2016 to 2040 Growth Factor	2040 AADT	2040 AADT (rounded up to nearest 20)
KY 8	81754	2014	1197	0	2	1,197	1,200	18.13	1.17	1,400	1,400
	081016	2015	2,580	0.00	1	2,580	2,580	18.1	1.17	3,019	3,020
	081A98	2015	1,336	0.00	1	1,336	1,340	9.8	1.17	1,563	1,580
	081A18	2014	1,894	0.00	2	1,894	1,900	9.8	1.17	2,216	2,220
	081A53	2014	1,933	0.00	2	1,933	1,940	9.8	1.17	2,262	2,280
	081A90	2012	2,583	0.00	4	2,583	2,600	9.8	1.17	3,022	3,040
	081A31	2013	2,382	0.00	3	2,382	2,400	11.3	1.17	2,787	2,800
081A32	2013	3,554	0.00	3	3,554	3,560	11.3	1.17	4,158	4,160	
KY 9	081797	2015	8,961	0.00	1	8,961	8,980	10.6	1.17	10,484	10,500
	081038	2009	12,600	0.80	7	13,306	13,320	25.0	1.17	15,568	15,580
	081A85	2014	13,581	0.00	2	13,581	13,600	25.0	1.17	15,890	15,900
	081A96	2016	12,930		0	12,930	12,940	14.2	1.17	15,128	15,140
	081004	2014	11,610	0.00	2	11,610	11,620	14.2	1.17	13,584	13,600
081007	2014	7,872	0.00	2	7,872	7,890	22.6	1.17	9,210	9,220	
KY 10	081A09	2014	6,478	0.00	2	6,478	6,480	6.7	1.17	7,579	7,580
	081A43	2014	6,625	0.00	2	6,625	6,640	6.7	1.17	7,751	7,760
	081A42	2015	2,695	0.00	1	2,695	2,700	6.7	1.17	3,153	3,160
	081010	2013	1,106	0.00	3	1,106	1,120	9.7	1.17	1,294	1,300
KY 11	081301	2013	5,529	0.00	3	5,529	5,540	10.3	1.17	6,469	6,480
	081A45	2015	4,387	0.90	1	4,426	4,440	6.6	1.17	5,179	5,180
	081A10	2014	4,201	0.00	2	4,201	4,220	6.6	1.17	4,915	4,920
KY 419	081286	2013	183	1.90	3	193	200	10.2*	1.17	226	240
KY 1236	081C09	2015	2,426	0.00	1	2,426	2,440	4.5	1.17	2,838	2,840
	081022	2016	1,635		0	1,635	1,640	4.1	1.17	1,913	1,920
KY 1448	081028	2015	191	0.00	1	191	200	20.0	1.17	223	240
	081046	2014	438	0.00	2	438	440		1.17	512	520
	081025	2013	352	0.00	3	352	360	7.4*	1.17	412	420
	081P89	2016	1,504		0	1,504	1,520	4.5	1.17	1,760	1,760
	081A86	2015	3,831	1.60	1	3,892	3,900	3.2	1.17	4,554	4,560
	081A88	2014	4,659	2.30	2	4,873	4,880	3.2	1.17	5,702	5,720
KY 1449	081257	2015	1,061	0.40	1	1,065	1,080	9.2*	1.17	1,246	1,260
	081045	2014	364	0.00	2	364	380	9.2*	1.17	426	440
	081029	2013	589	0.00	3	589	600	9.2*	1.17	689	700
KY 2513	081A34	2015	2,344	0.00	1	2,344	2,360	11.3	1.17	2,742	2,760
	081A52	2015	2,483	0.00	1	2,483	2,500	8.2*	1.17	2,905	2,920
	081A57	2013	1,951	0.00	3	1,951	1,960	8.2*	1.17	2,283	2,300
	081A41	2014	1,016	0.00	2	1,016	1,020	8.2*	1.17	1,189	1,200
KY 2515	081C14	2014	922	2.10	2	961	980	7.4*	1.17	1,124	1,140
	081C02	2015	899	0.00	1	899	900	7.4*	1.17	1,052	1,060
	081C04	2016	2,174		0	2,174	2,180	7.4*	1.17	2,544	2,560
KY 2516	081A50	2012	3,064	0.00	4	3,064	3,080	8.2*	1.17	3,585	3,600
	081A75	2014	2,937	0.00	2	2,937	2,940	8.2*	1.17	3,436	3,440
	081A06	2013	1,997	2.70	3	2,159	2,160	8.2*	1.17	2,526	2,540
KY2519	081A66	2015	3,434	0.00	1	3,434	3,450	8.2*	1.17	4,018	4,020
KY 3056	81002	2015	282	0.00	1	282	300	9.2*	1.17	330	340
	81005	2014	696	0.30	2	700	720	9.2*	1.17	819	820
	81008	2016	734		0	734	740	9.2*	1.17	859	860
	081A03	2015	509	0.00	1	509	520	10.2*	1.17	596	600
US 62	081C12	2016	2,696	0.00	0	2,696	2,710	6.2	1.17	3,154	3,160
	081C03	2016	7,678		0	7,678	7,690		1.17	8,983	9,000
	081C01	2015	7,688		1	7,688	7,700	10.6	1.17	8,995	9,000
	081A93	2015	8,869	0.00	1	8,869	8,880	10.6	1.17	10,377	10,380
	081A83	2014	16,650	0.00	2	16,650	16,660	5.9	1.17	19,481	19,500
	081A82	2015	15,592	0.00	1	15,592	15,600	5.9	1.17	18,243	18,260
	081A79	2013	17,529	0.00	3	17,529	17,540	5.9	1.17	20,509	20,520
	081A67	2012	11,312	0.00	4	11,312	11,320	5.9	1.17	13,235	13,240
	081A35	2014	10,245	0.00	2	10,245	10,260	9.8	1.17	11,987	12,000
	081A08	2013	12,442	1.20	3	12,890	12,900	9.8	1.17	15,081	15,100
US 68	081A44	2014	6,844	0.00	2	6,844	6,860	8.1	1.17	8,007	8,020
	081C16	2013	4,312	0.00	3	4,312	4,320	14.4	1.17	5,045	5,060
	081A99	2015	1,417	6.10	1	1,503	1,520	12.1	1.17	1,759	1,760
	081A95	2016	4,807		0	4,807	4,820	18.0	1.17	5,624	5,640
	081A97	2015	4,470	0.00	1	4,470	4,480	12.7	1.17	5,230	5,240
US 68X	081C13	2015	4,185	0.00	1	4,185	4,200	6.9	1.17	4,896	4,900
CS 1054	081B00	2014	4,111	2.10	2	4,284	4,300	7.4*	1.17	5,012	5,020
CS 1076	081B02	2013	1,874	3.50	3	2,071	2,080	7.4*	1.17	2,423	2,440
CS 1077	081B02	2013	1,874	3.50	3	2,071	2,080	7.4*	1.17	2,423	2,440

* Truck % based on statewide functional class averages from 2005-2007



TURNING MOVEMENT #	Intersection	2040 No Build											
		AM						PM					
		Intersection Delay or Approach Delay	Intersection or Approach LOS	Problems D, E, OR F	V/C Ratio	Queue	Control Delay	Intersection Delay or Approach Delay	Intersection or Approach LOS	Problems D, E, OR F	V/C Ratio	Queue	Control Delay
1	KY 9/KY 11	32	C	SBT - D SBR - D	0.455 0.497	3 2	43.2 44.1	32	C	SBT - D SBR - D NBT - D	0.665 0.711 0.783	4 4 5	43.5 45.4 45.4
2	KY 9/TUCKER DRIVE	10.1/15.4	B/C	EBL-E	0.11	1	43.7	9.9/24.5	A/C	EBL-F	0.47	2	76
11	US 62/BRIDGE STREET (KY 2513)	1.1	A					1.3	A				
7	US 62/KENTON STATION ROAD	46.9/359.6	E/F	WB LTR - E EB LTR - F	0.30 1.49	2 10	46.9 359.6	57.0/334.2	F/F	WB LTR EB LTR	0.58 1.48	3 12	57.0 334.2
13	US 68/KY 9 N (Downing Drive NE Quadrant)	9.5/9.2	A					10.4/9.3	B/A				
5	US 68/KY 9 (File did say US 62 but it's US 68) SB Ramps	11.0	B					11.7	B				
10	US 62/KY 10	56.4	E	EBT - F	1.137	21	100.9	98.0	F	EBT - F	1.512	34	292.8
9	US 62/KY 11	22.4	C	WBL - E	0.49	3	38.2	87.8	F	WBL - F	1.06	6	209.7
12	US 62/SIMON KENTON BRIDGE	22.1	C	SBTL - D	0.817	8	45.2	28.6	C	SBTL - D	0.898	16	52.6
14	US 68/KY 8 SE (NB ramps)	9.8	A					10.0	A				
15	US 68/KY 8 (SB ramps)	11.2	B					13.2	B				
4	US 68/KY 9E Ramps	10.7/9.4	B/A					10.5/10.3	B/B				
6	US 68/US 68B/US 68X	10.2	B					15.2	C				
8	US 62/Jersey Ridge Road signalized	25.0	C					19.4	B				
16	KY 10/KY 2513 - unsignalized (2nd street)	7.5/9.4	A					7.5/10.6	A/B				
17	KY 11/KY 2519 (Lexington Ave.) - stop	13.0/11.4	B/B					19.2/14.5	C/B				
3	US 62/KY 9	15.7	B					19.2	B	WBR - D			

xxxxxx Exceeds Desirable LOS.

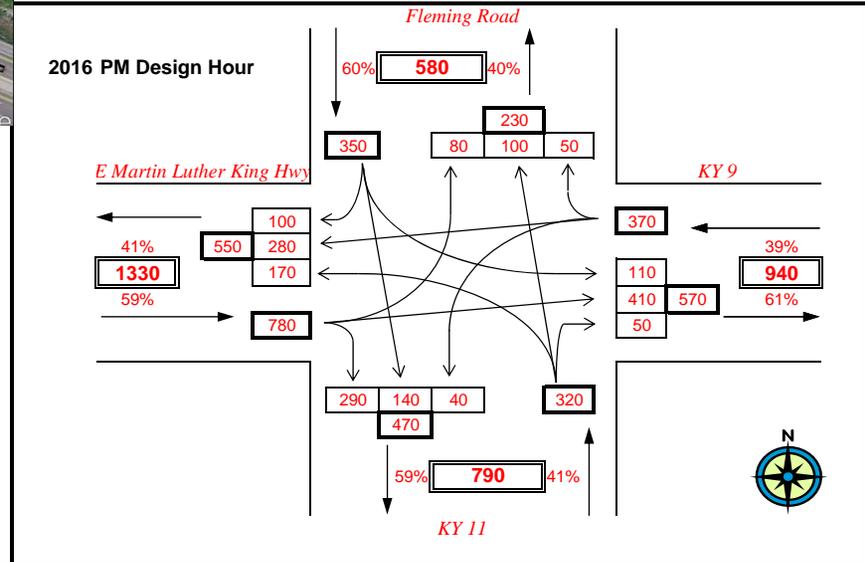
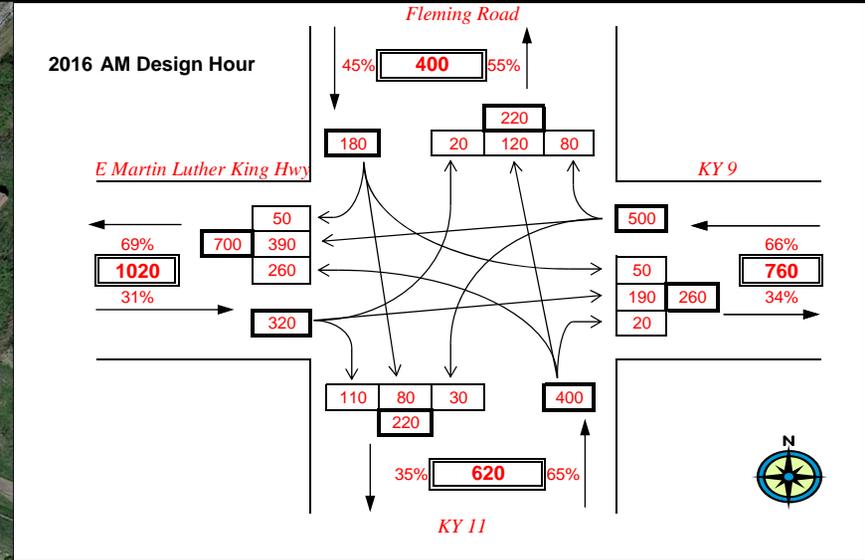
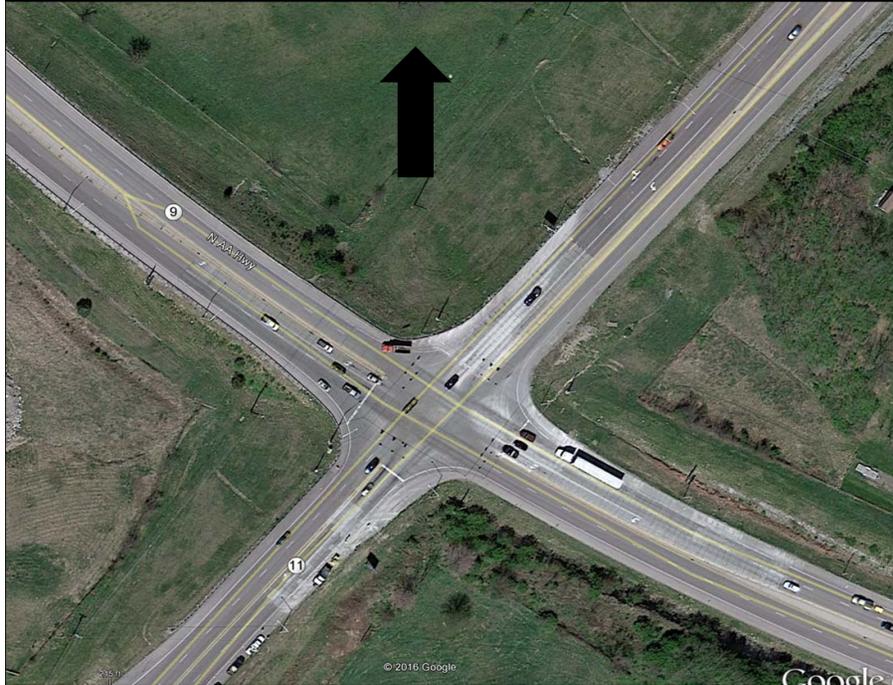
TM 1

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: Fleming Road (KY 11) @ E Martin Luther King Hwy (KY 9)

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



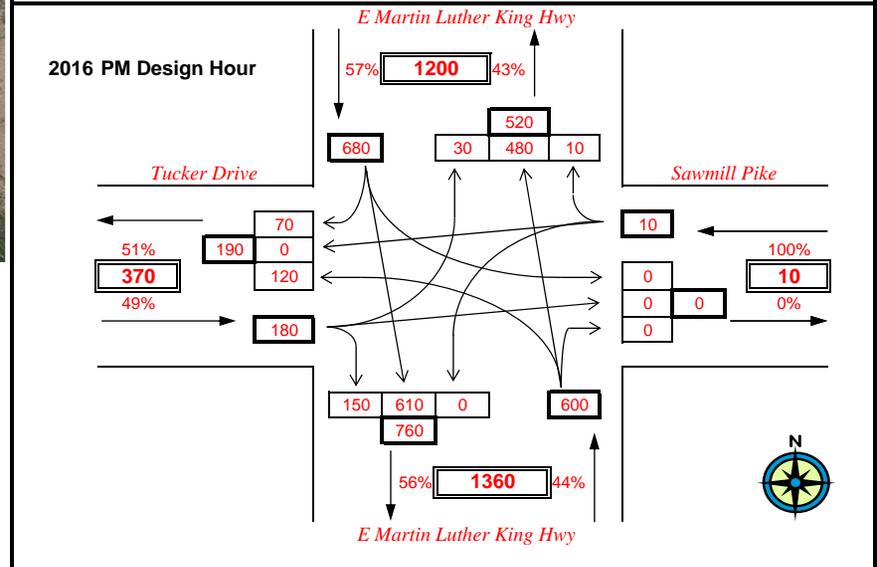
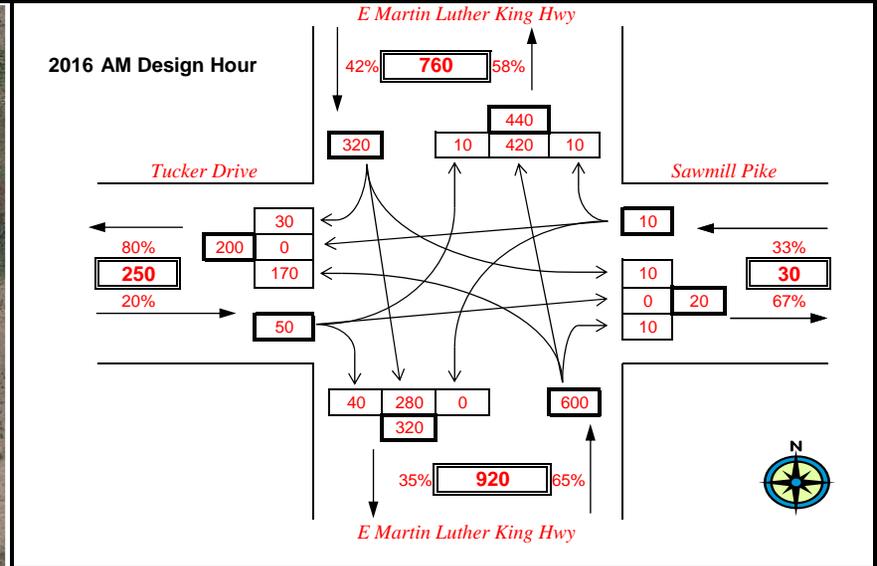
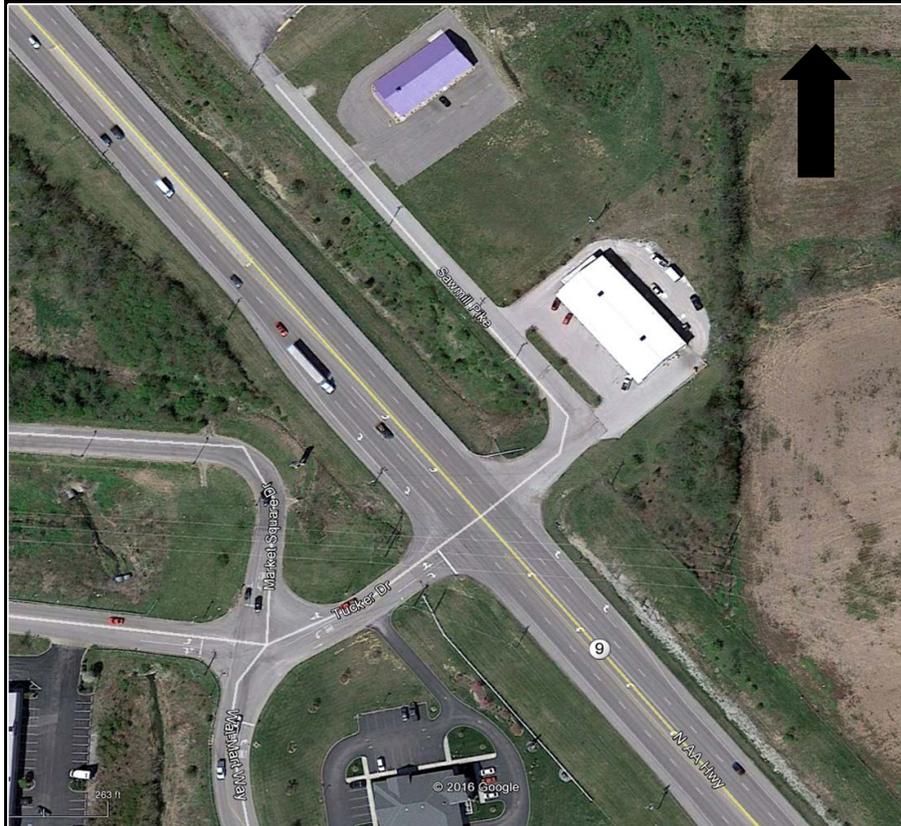
TM 2

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: E Martin Luther King Hwy (KY 9) @ Tucker Drive (CS 1054) and Sawmill Pike

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



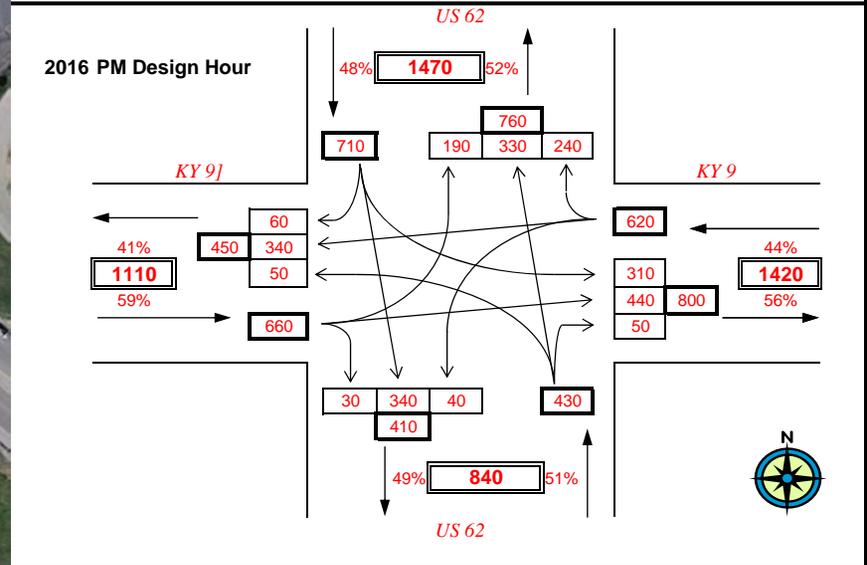
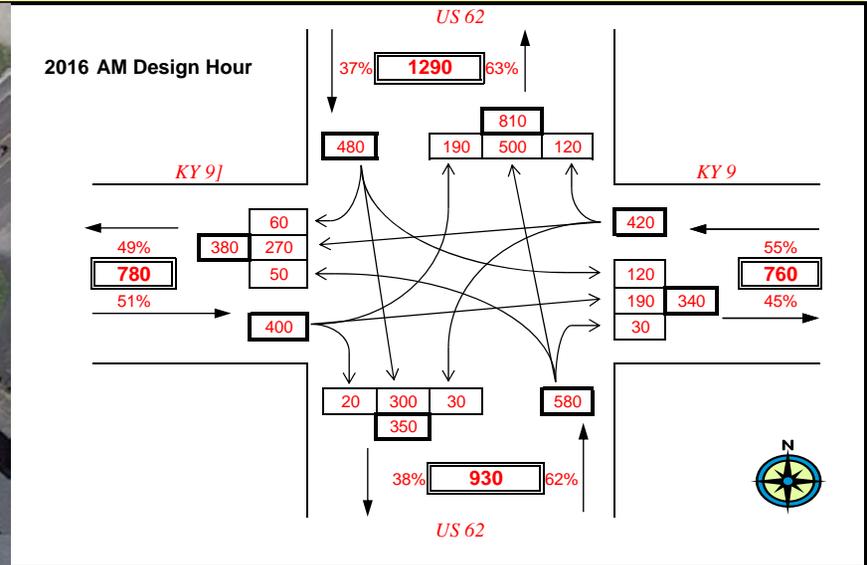
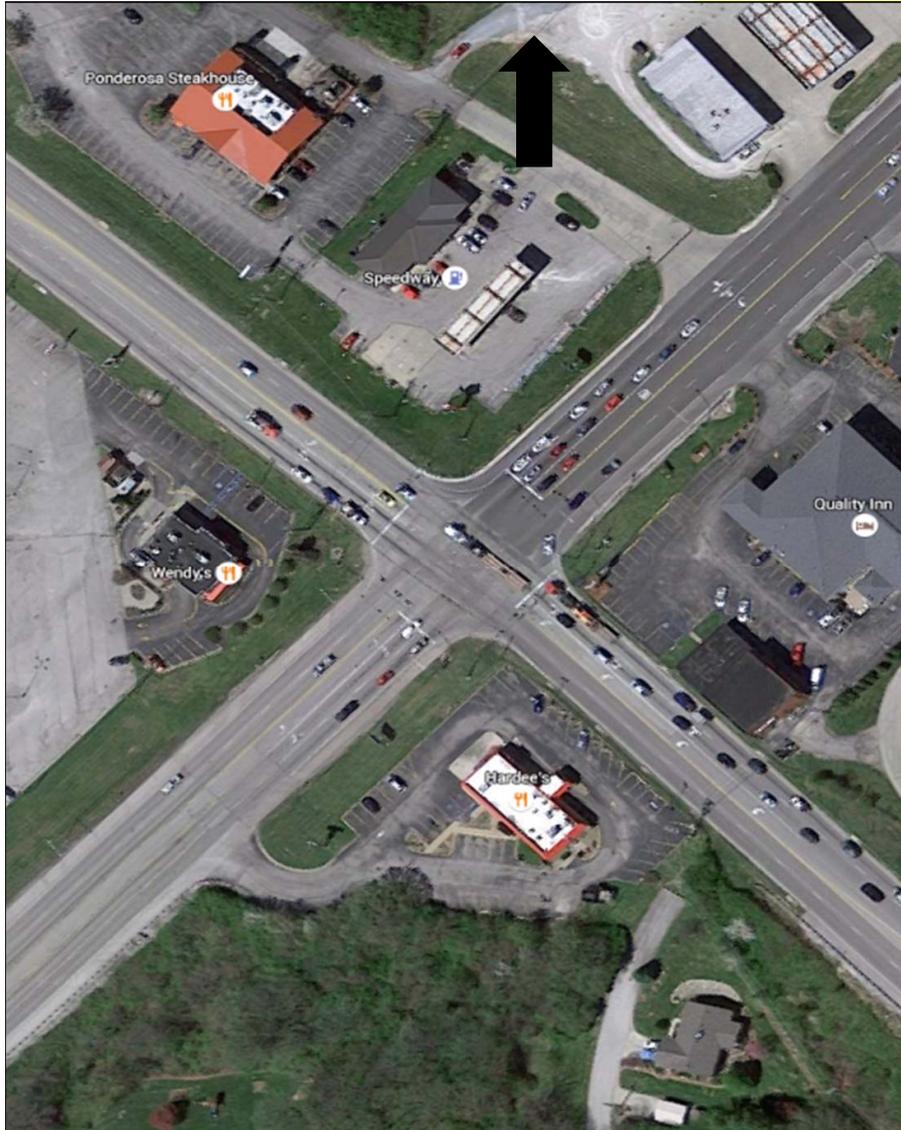
TM 3

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: 0
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: 0

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



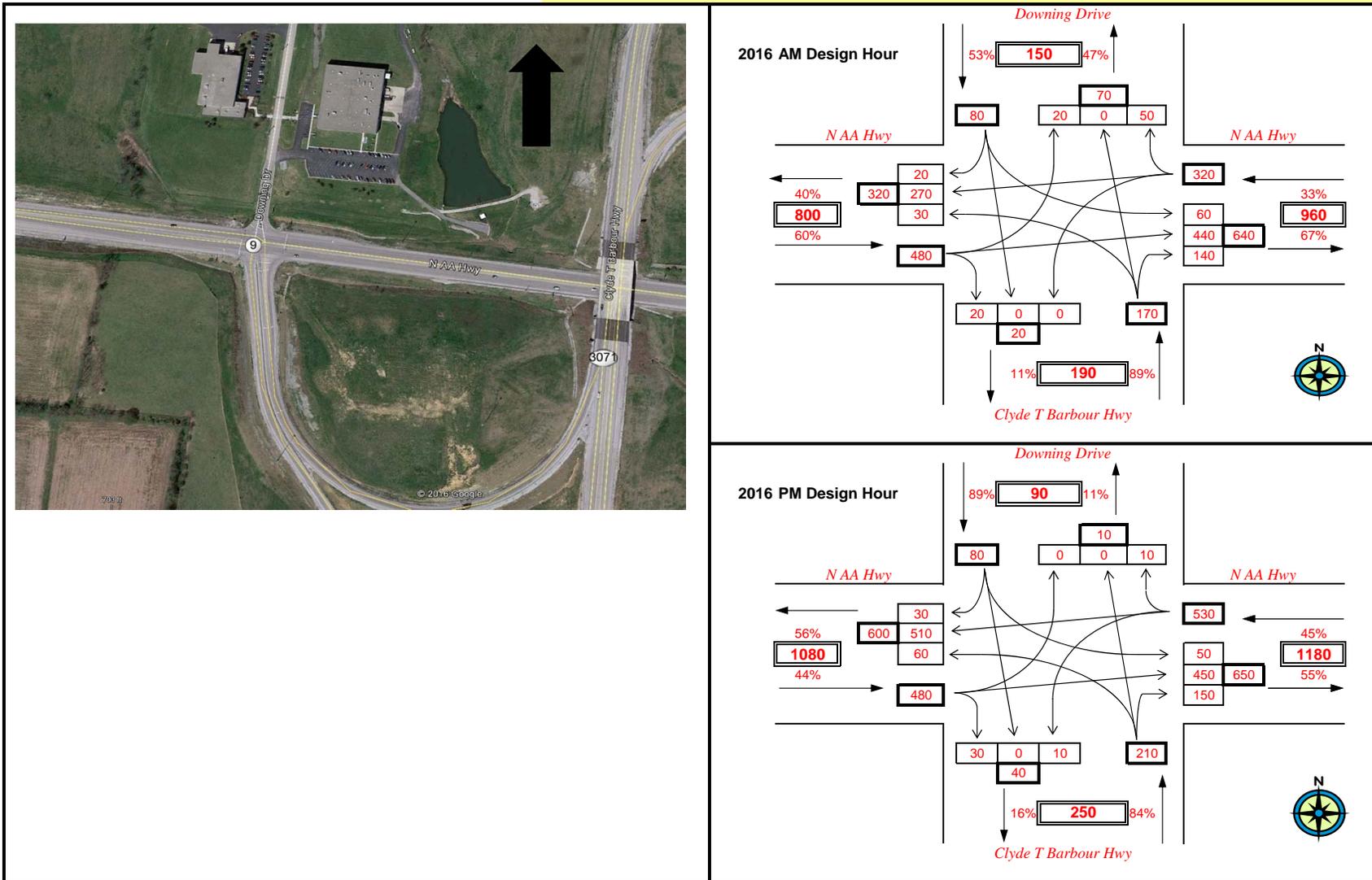
TM 5

PROJECT: Grayson Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 68 @ KY 9 300440

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



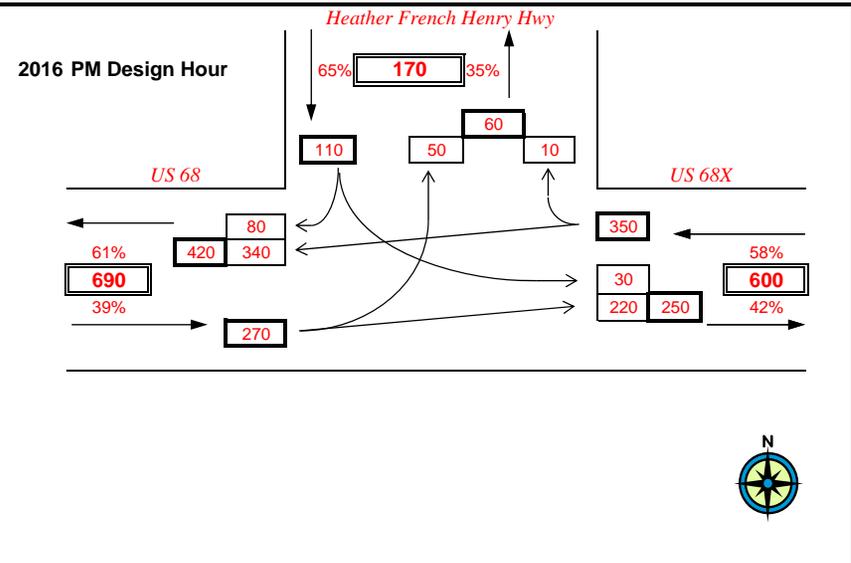
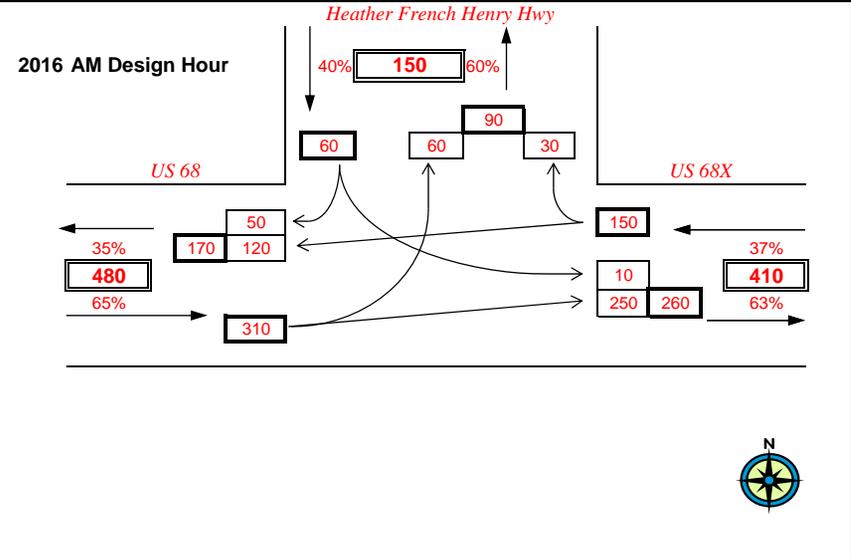
TM 6

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 68 @ US 68 Bypass

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



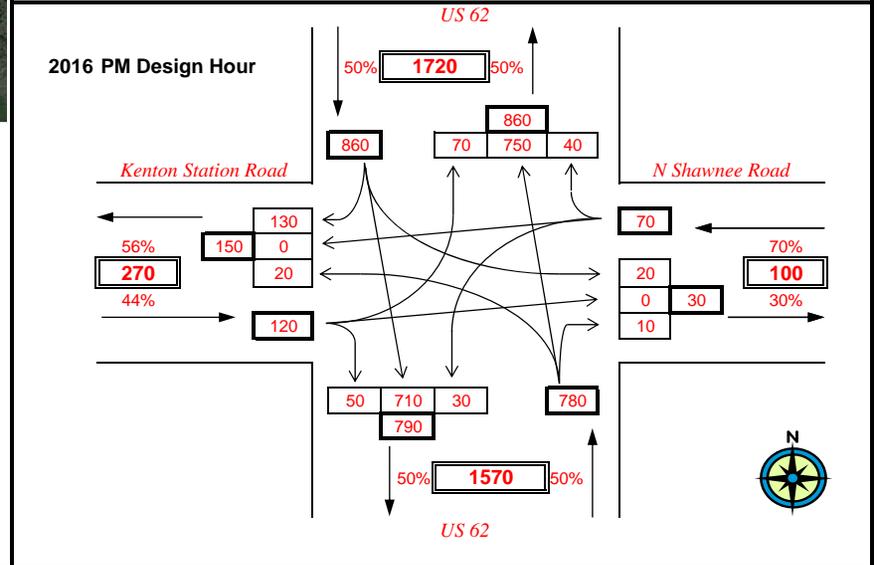
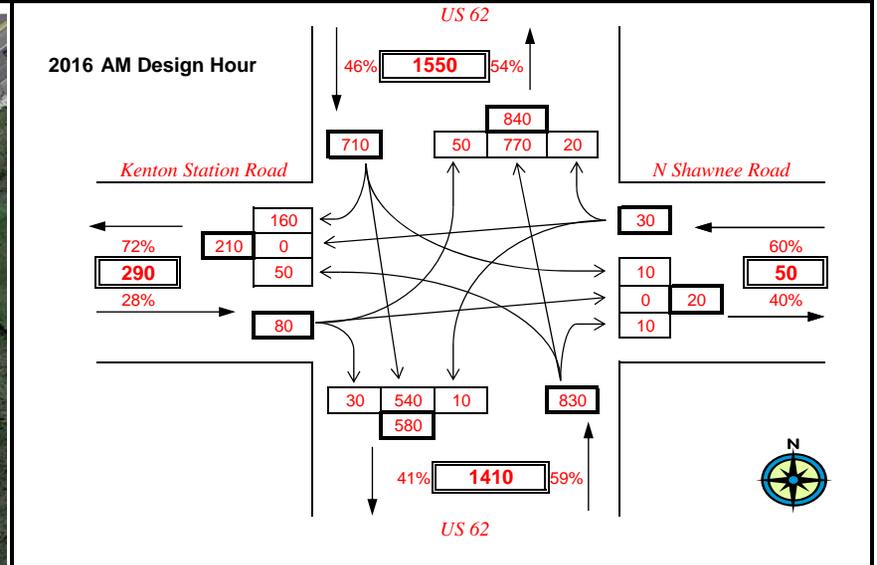
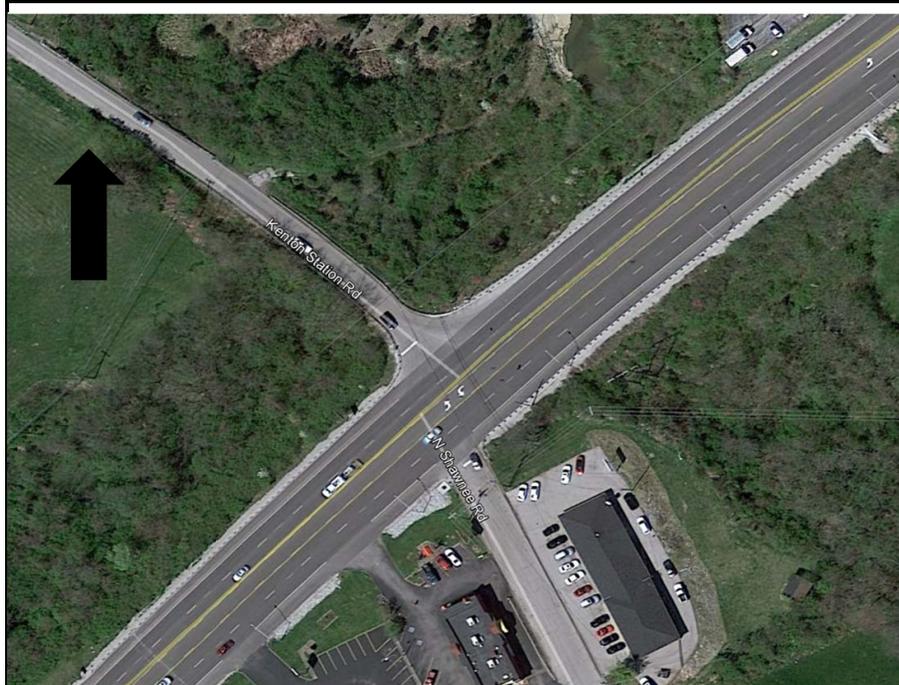
TM 7

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 62 @ Kenton Station Road and N Shawnee Road

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



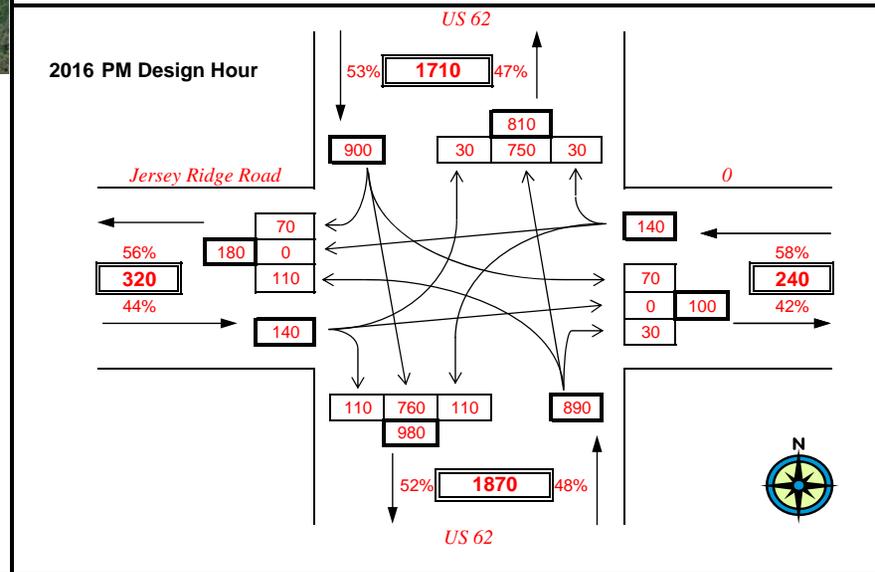
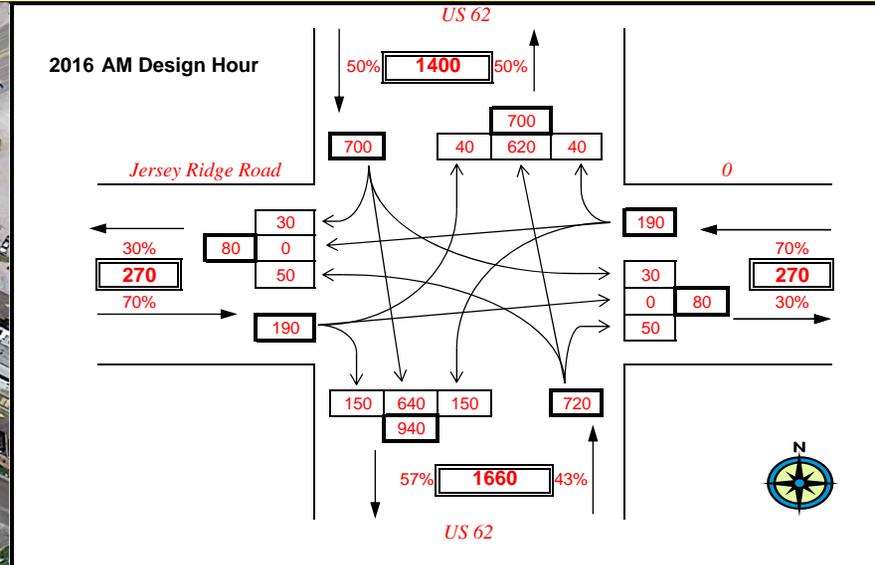
TM 8

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 62 @ Jersey Ridge Road

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



TM 9

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: 0
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 62 & KY 11

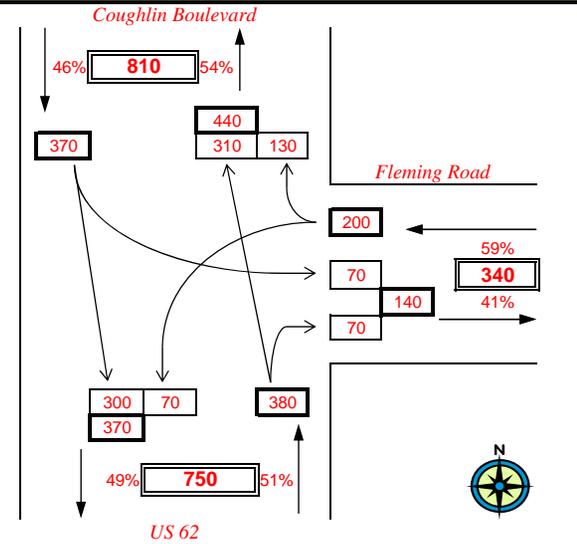
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

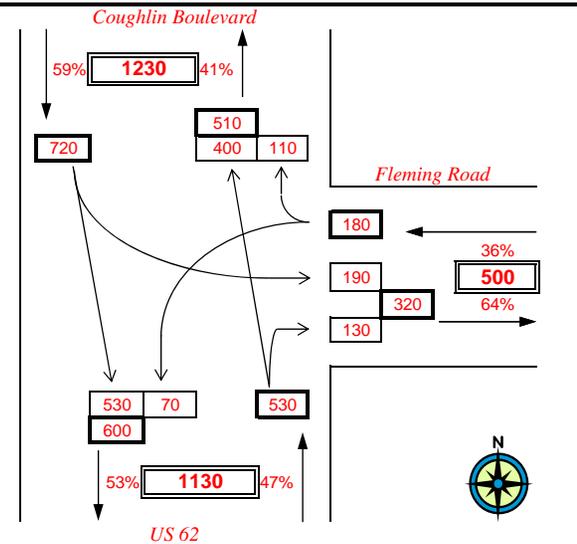
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



2016 AM Design Hour



2016 PM Design Hour



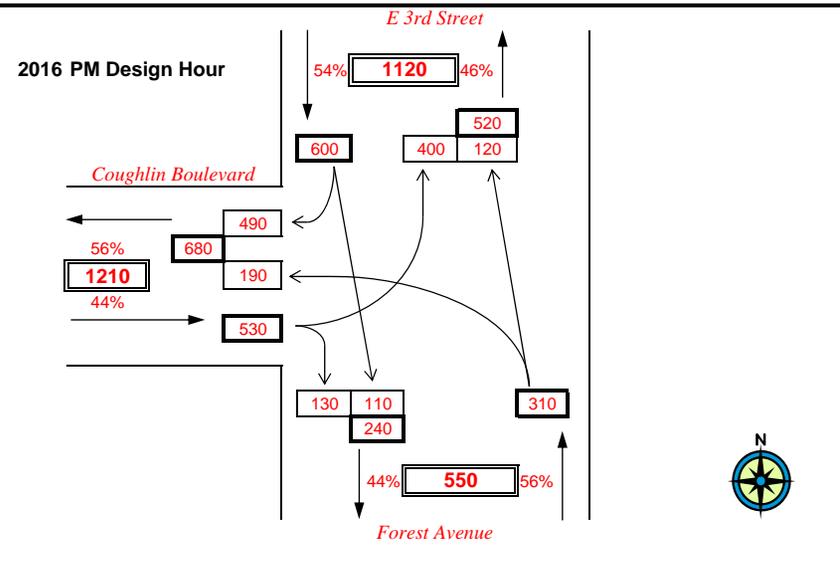
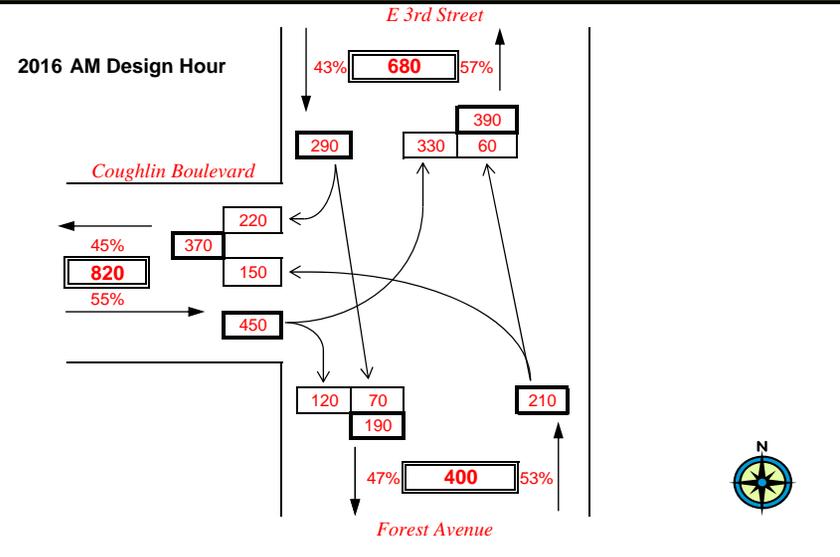
TM 10

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 62 @ KY 10

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



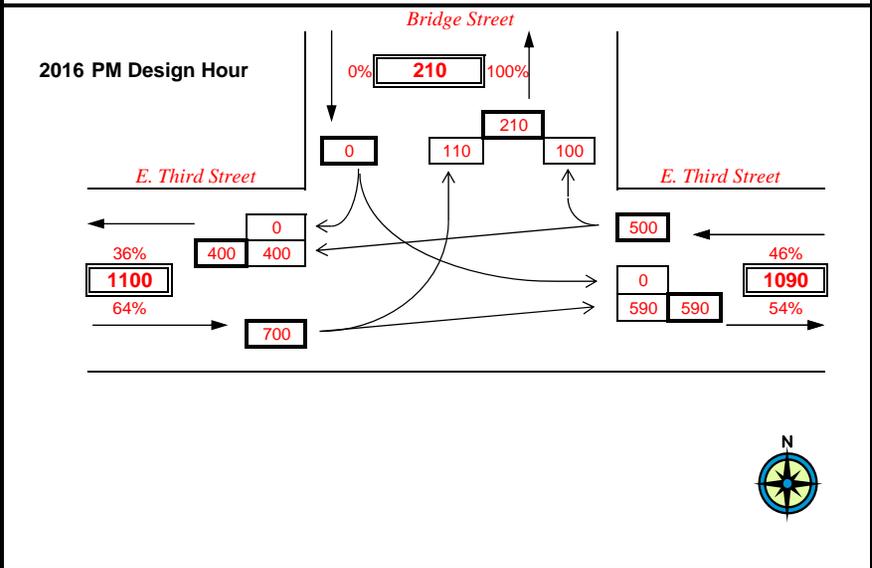
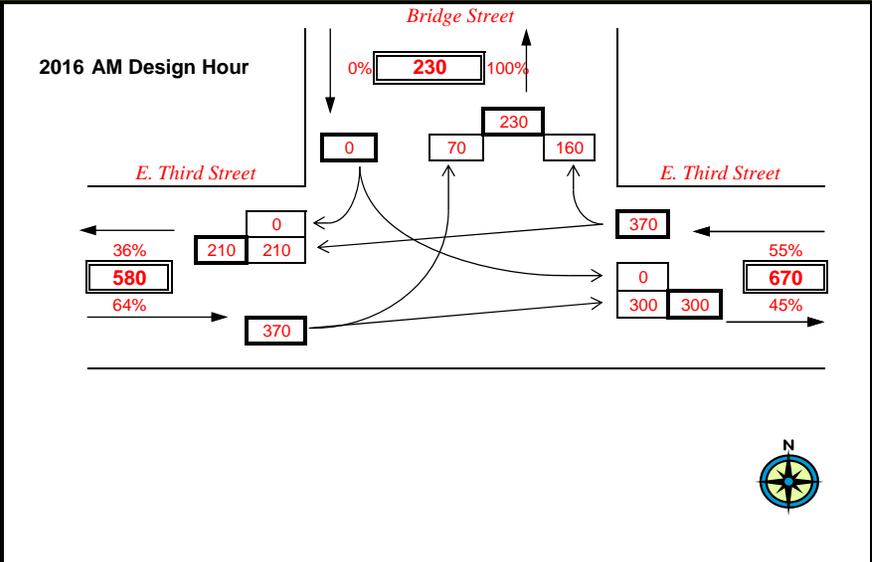
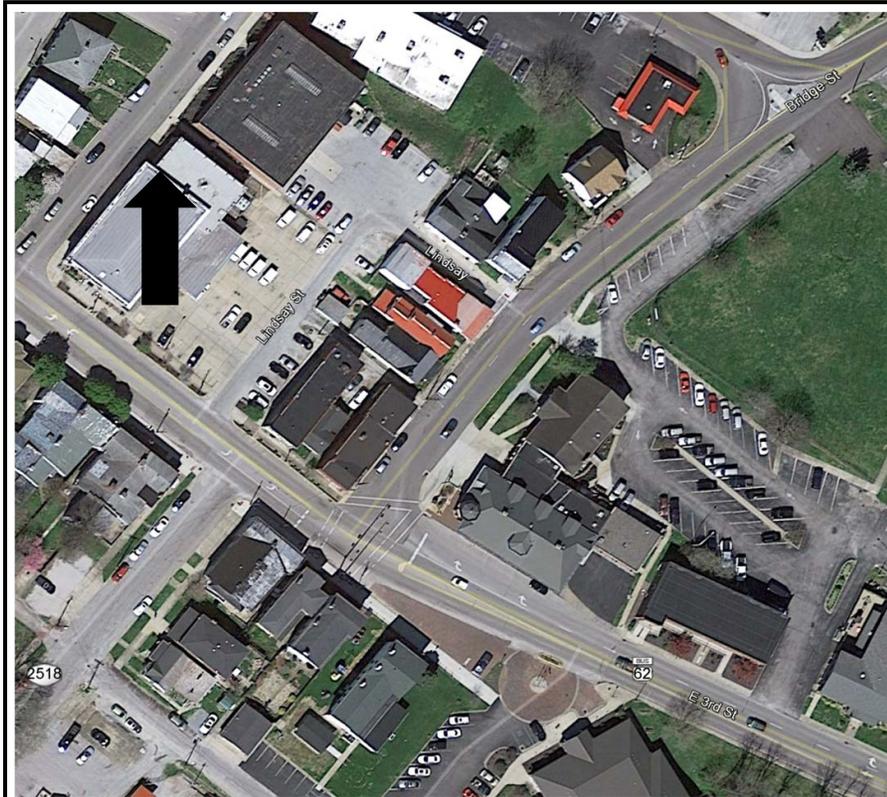
TM 11

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: E. Third Street (US 62) @ Bridge Street (KY 2513)

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



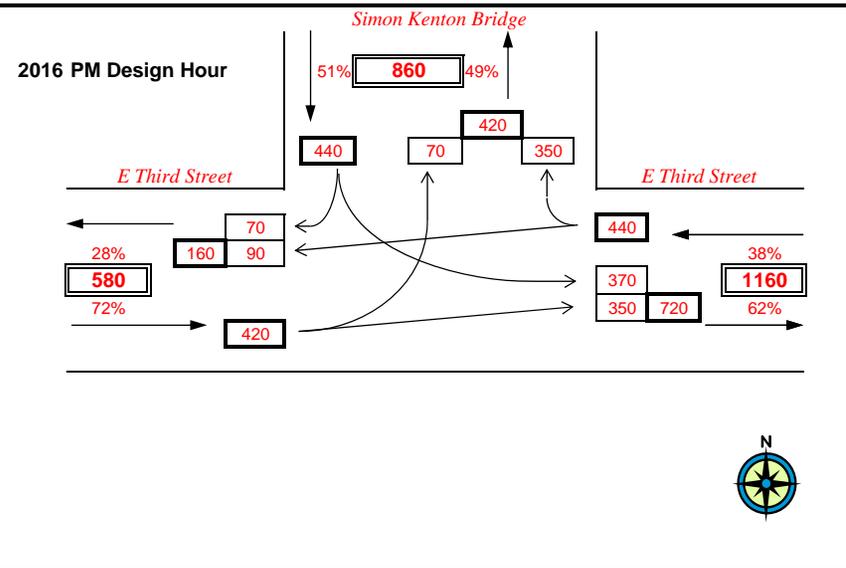
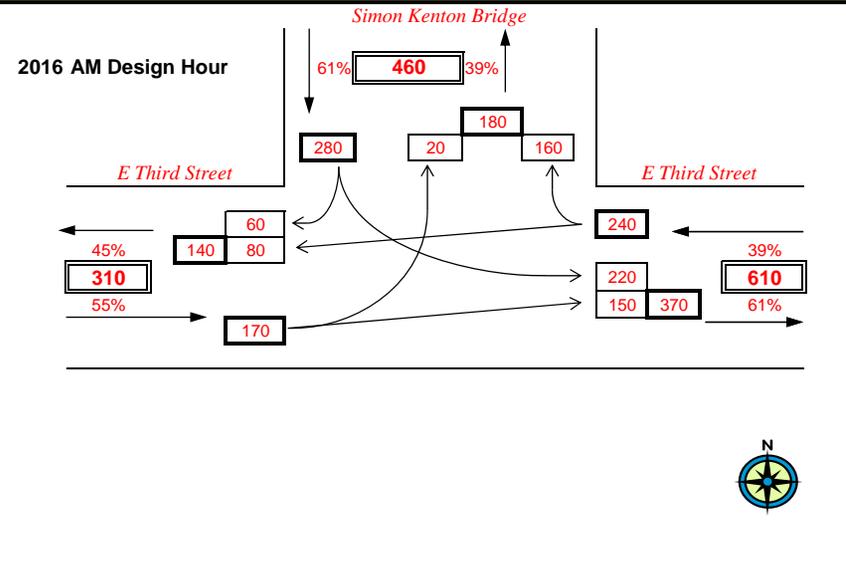
TM 12

PROJECT: Maysville Small Urban Area (SUA) Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: KY 8 @ US 62 Simon Kenton Bridge

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



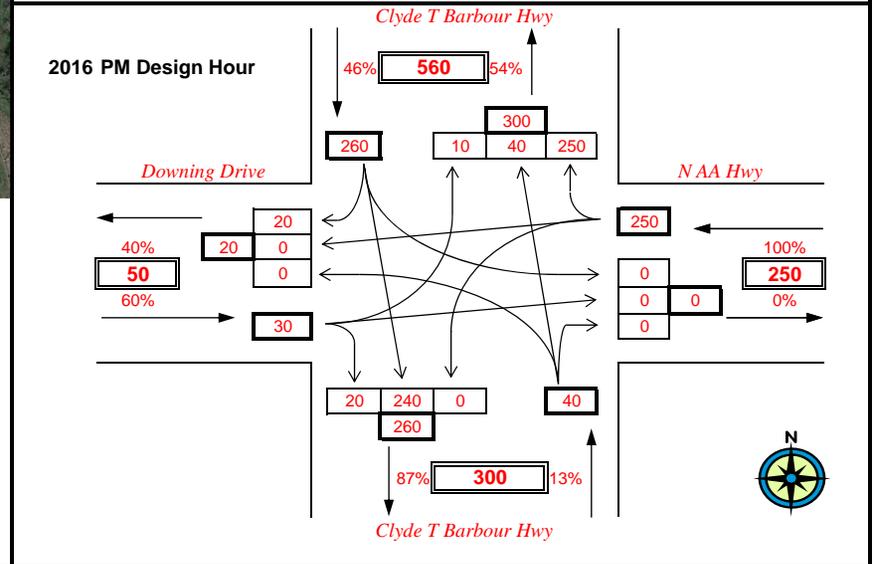
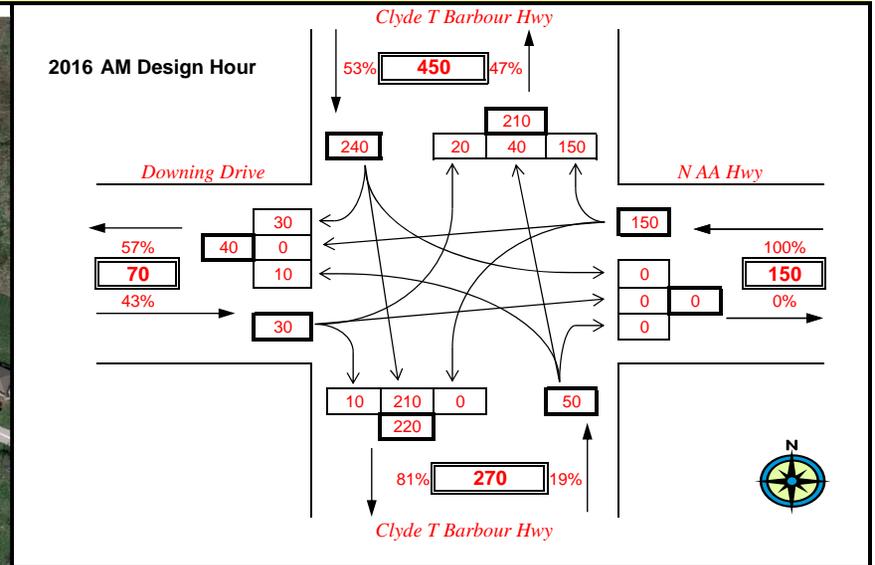
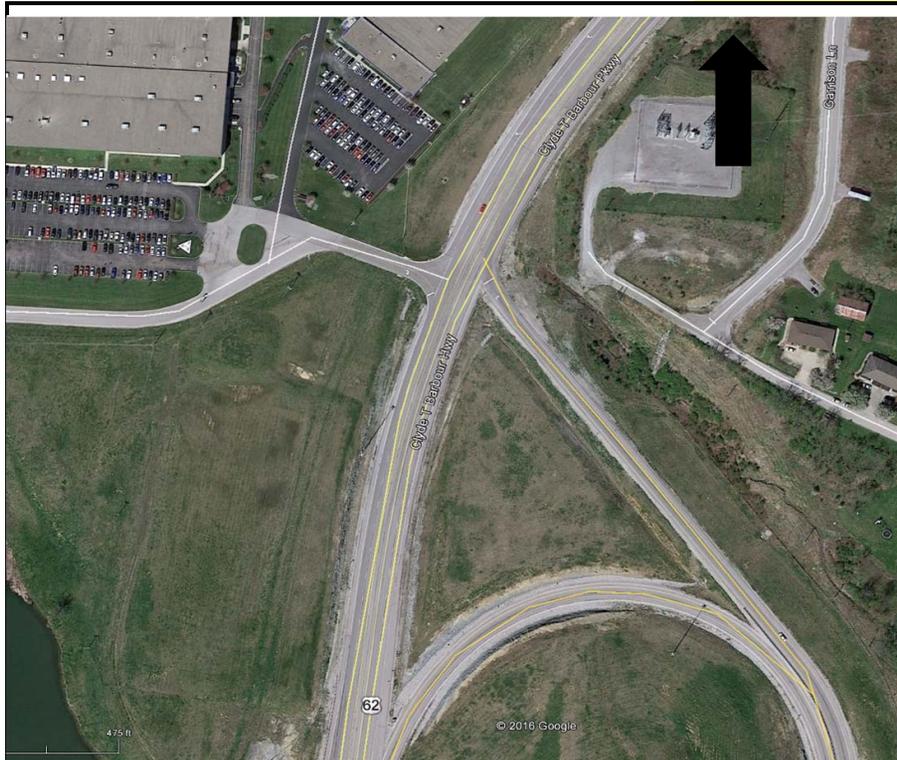
TM 13

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 68 @ KY 9 300452

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



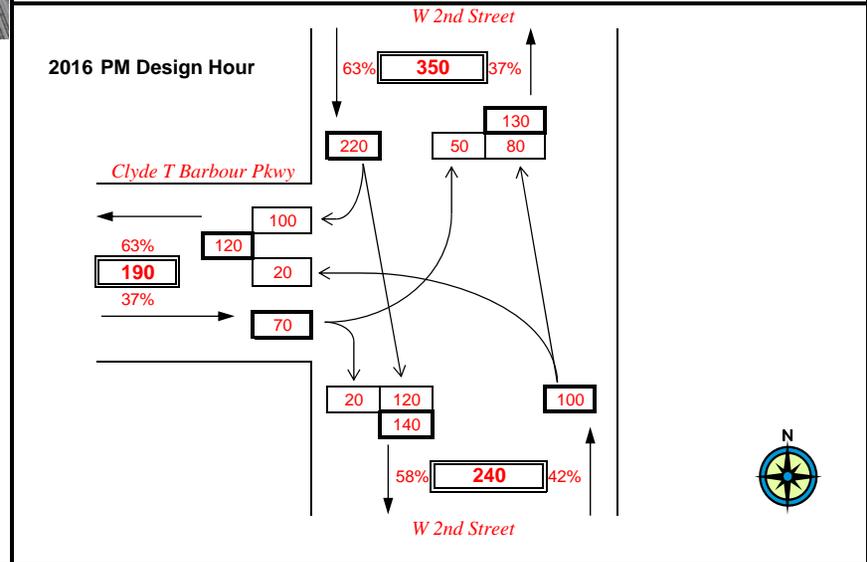
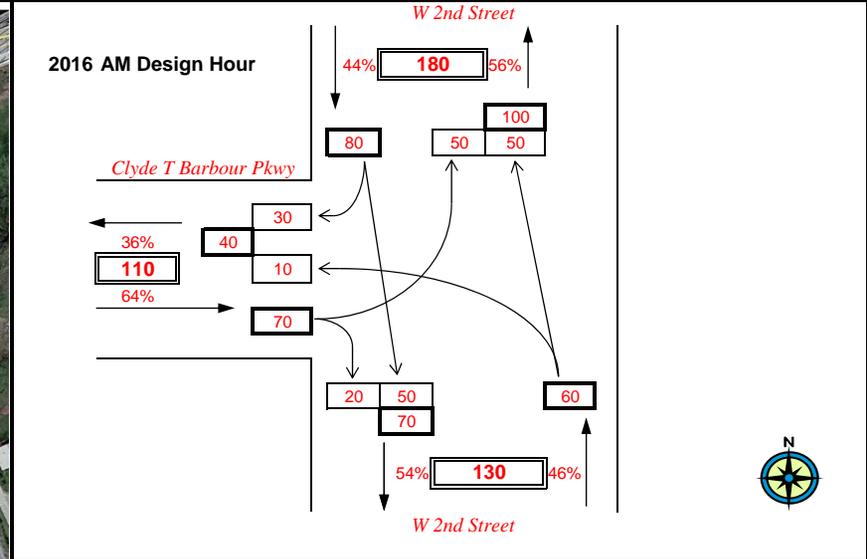
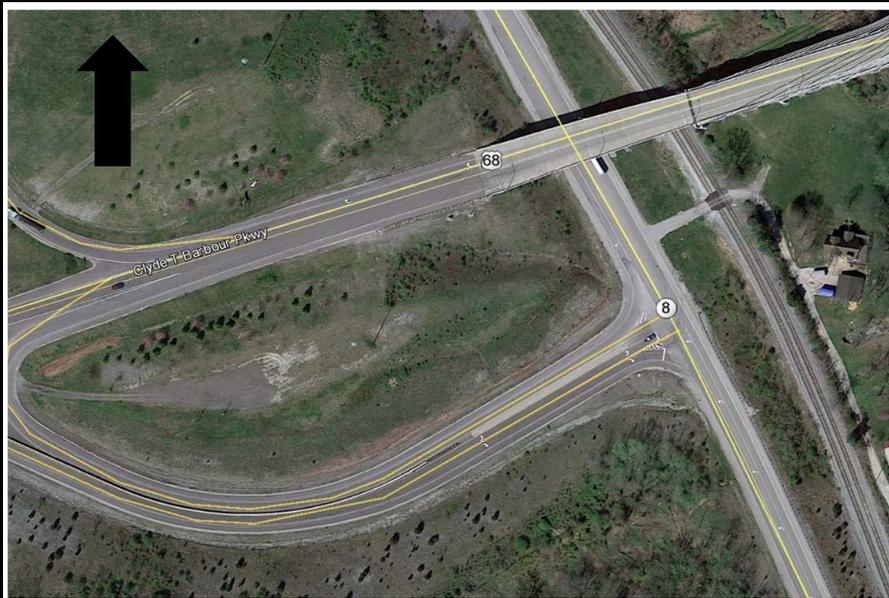
TM 14

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 68 @ KY 8 (SE)

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



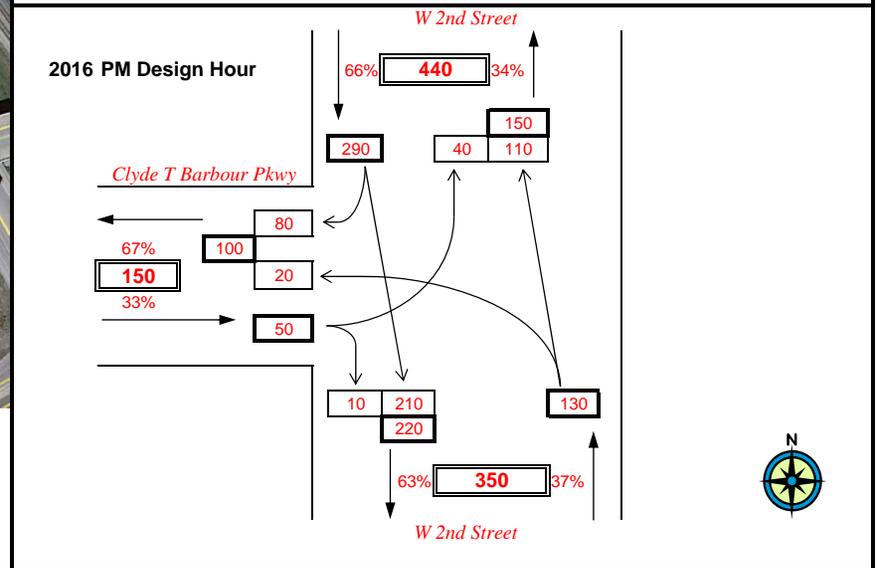
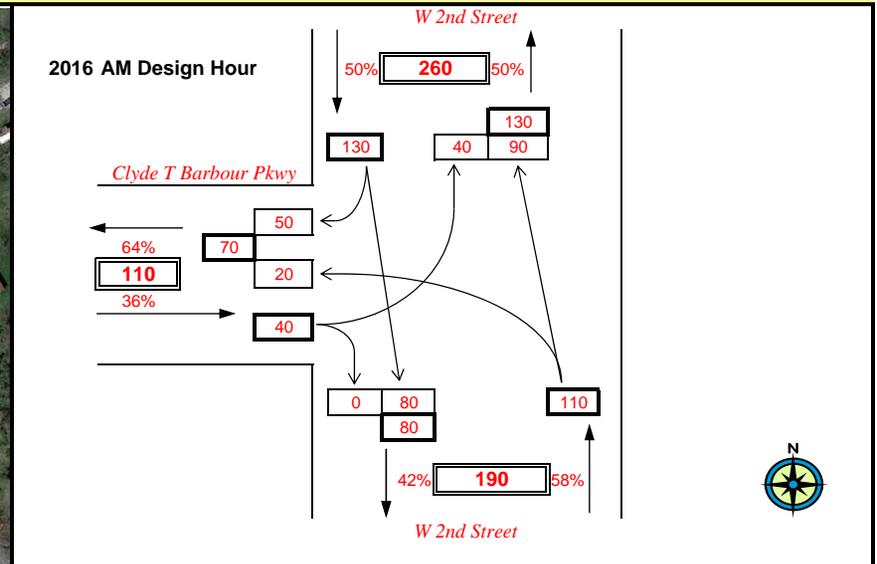
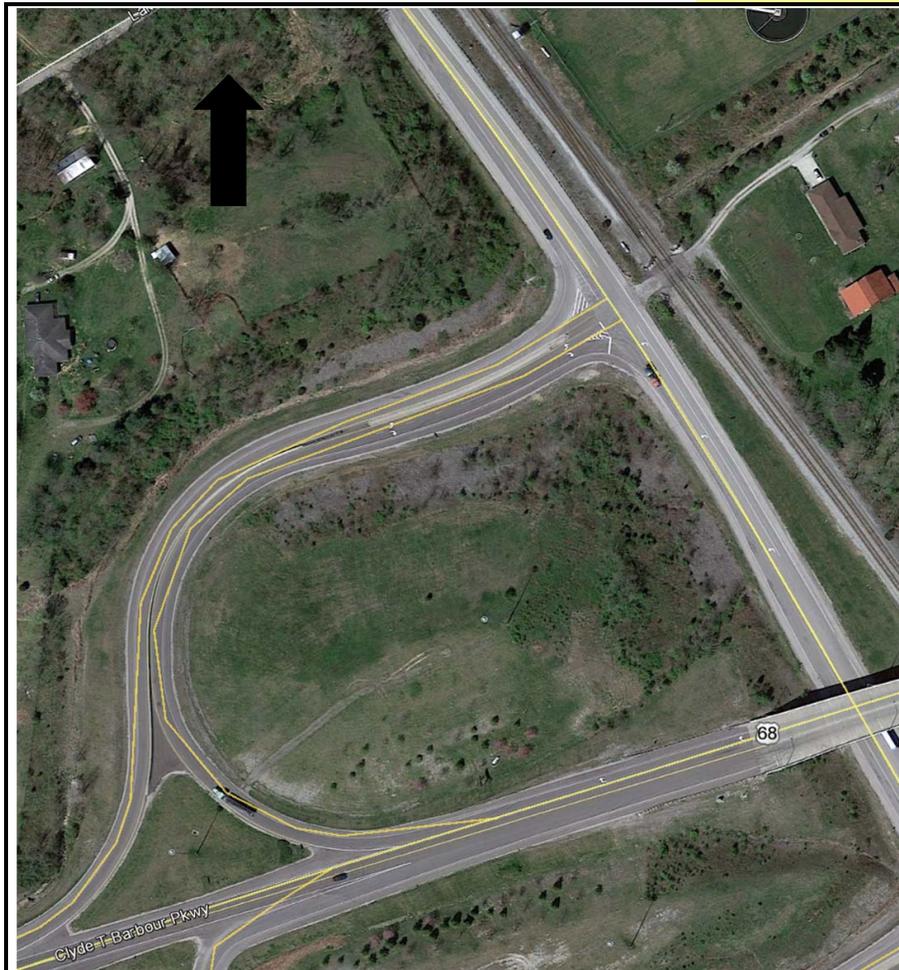
TM 15

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: US 68 @ KY 8

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



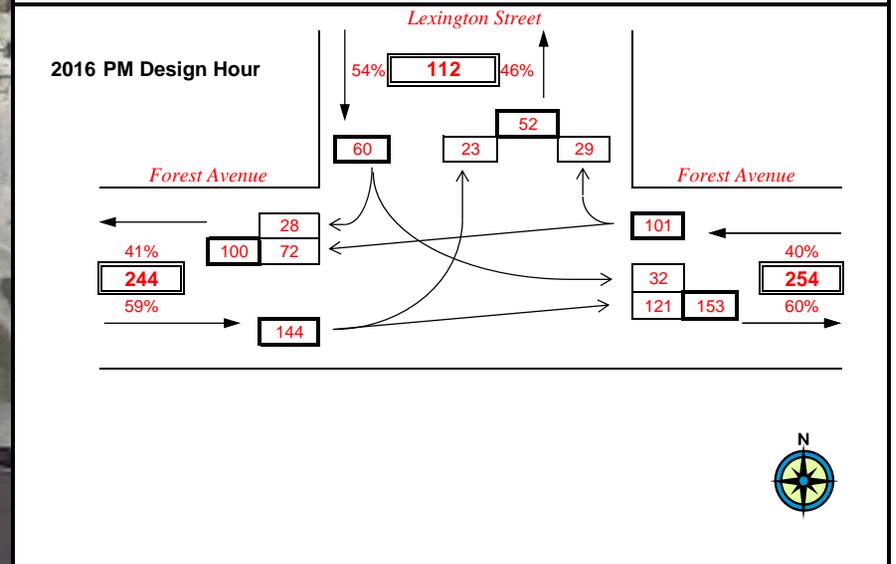
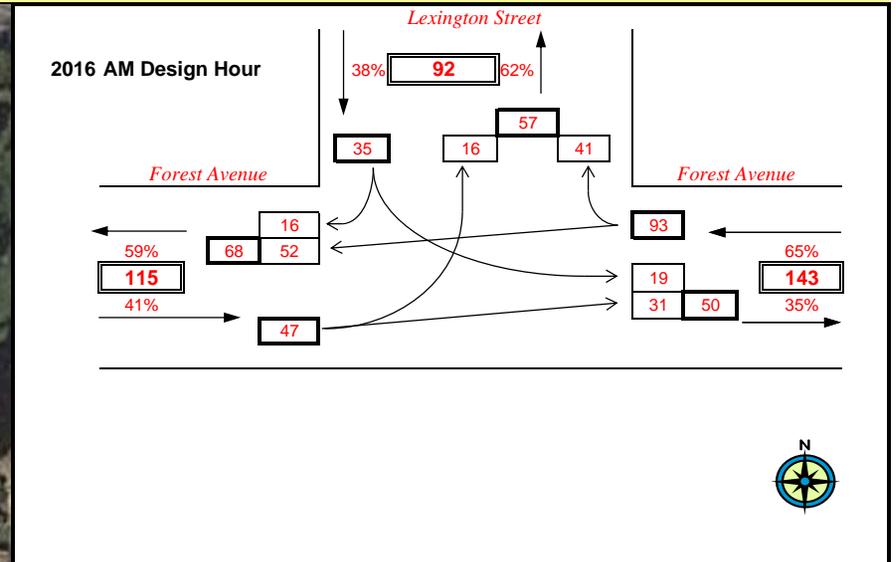
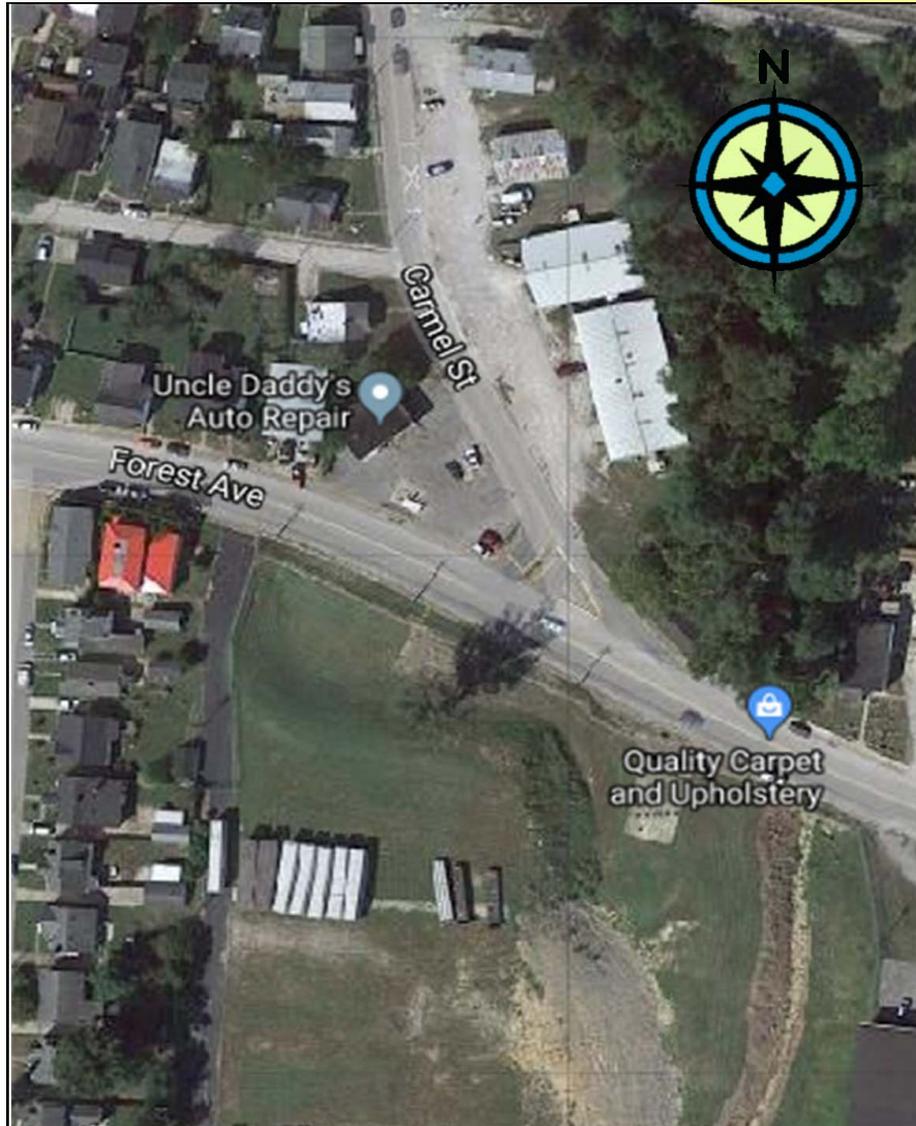
TM 16

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: Forest Avenue (KY 10) & Lexington Street (KY 2519)

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



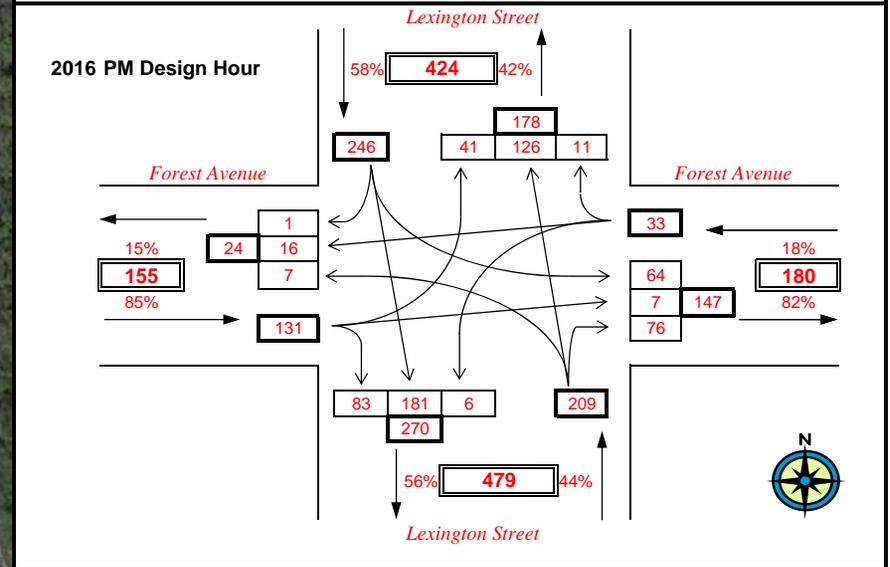
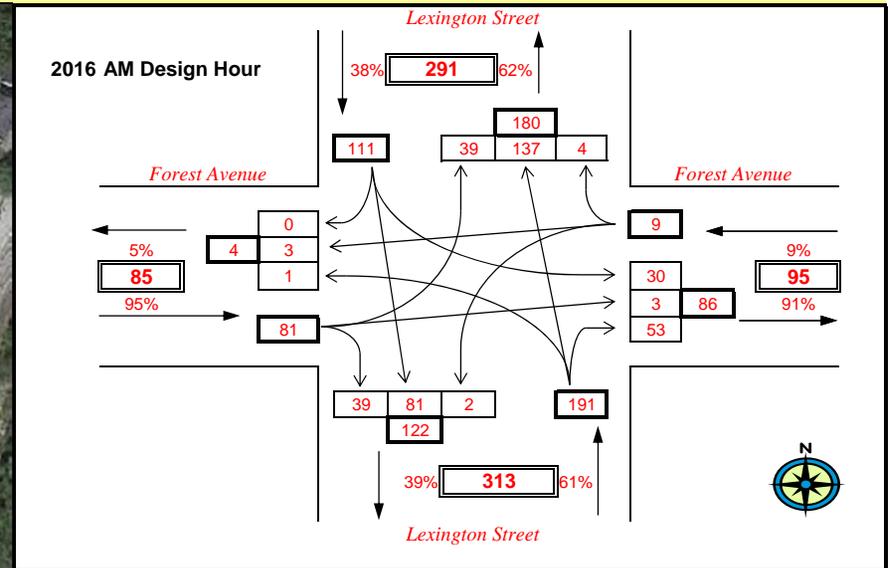
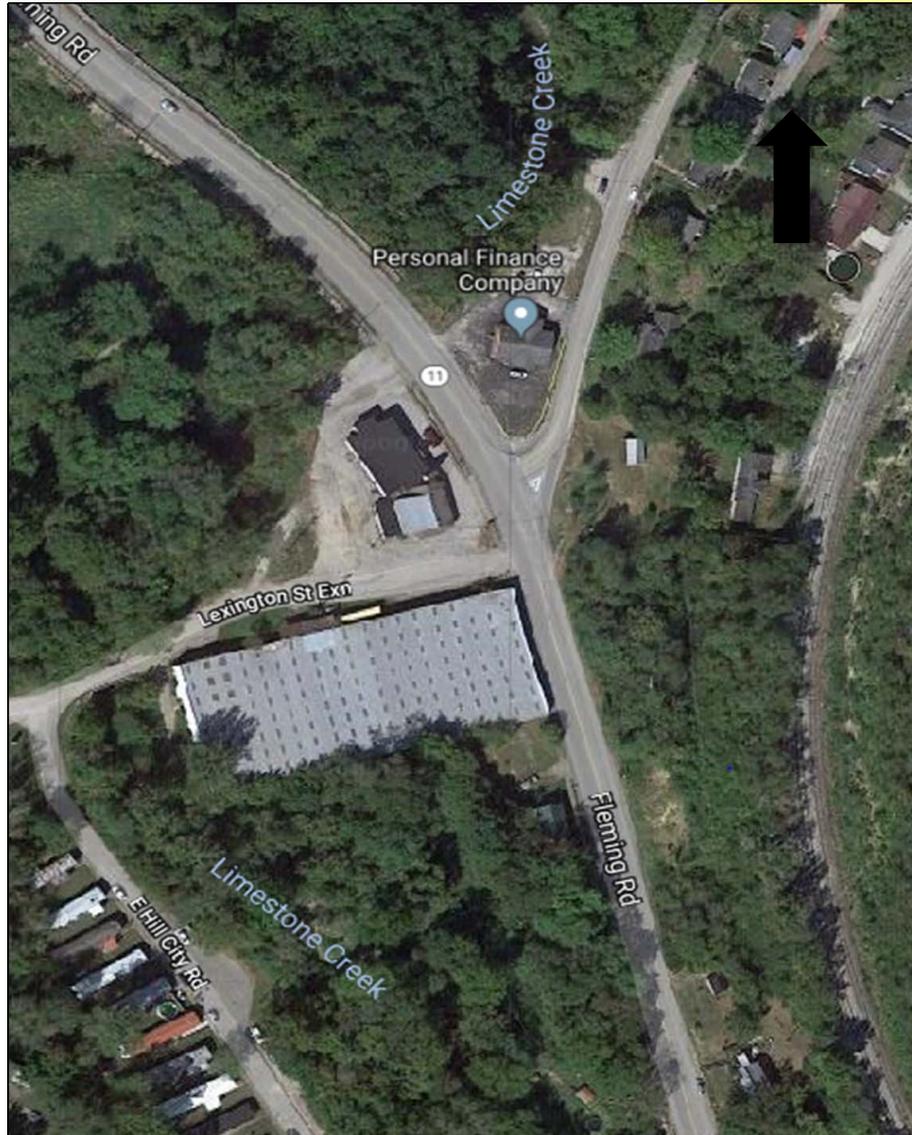
TM 17

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2016 Design Hour Volumes
 INTERSECTION: KY 11 & KY 2915

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2016 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

TURN MOVEMENT (2016)

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



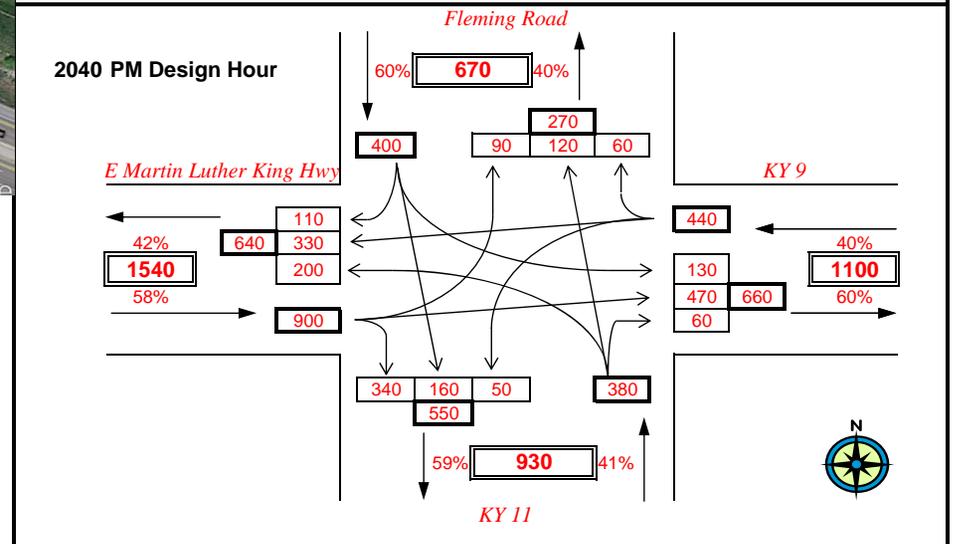
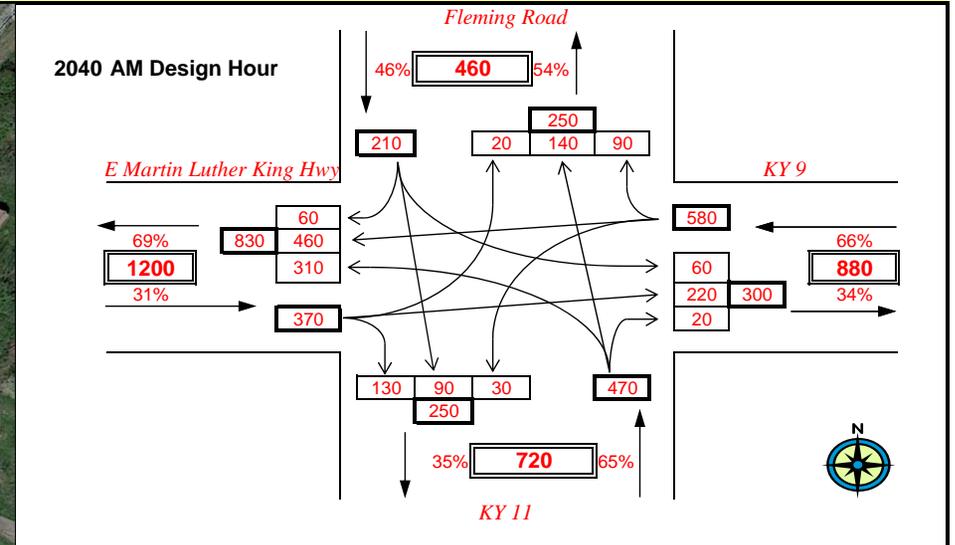
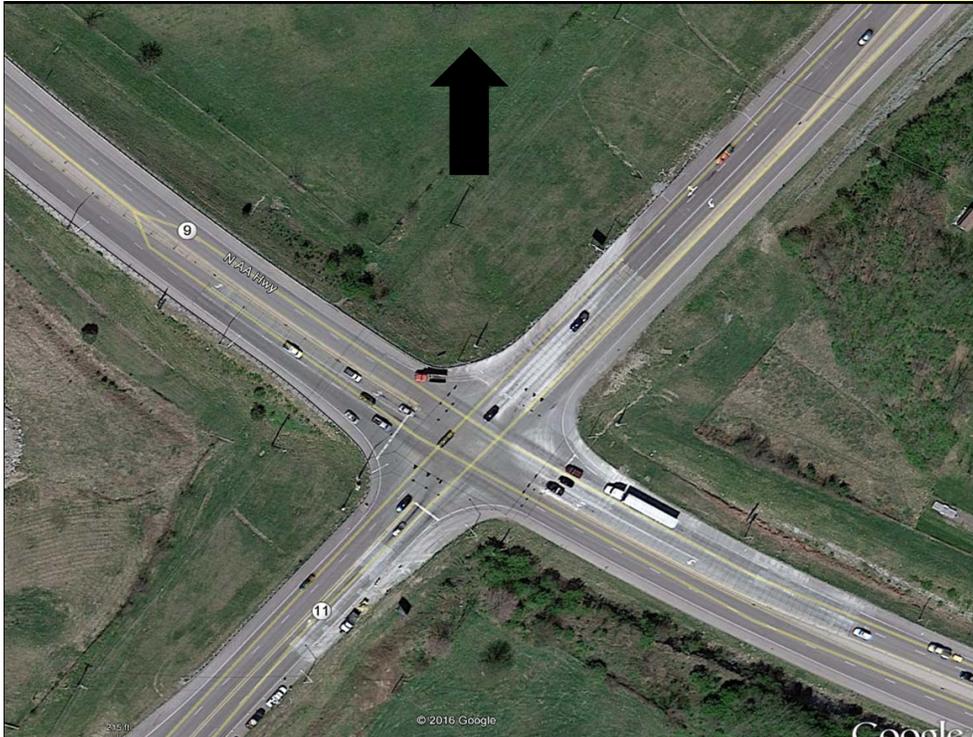
TM 1

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: Fleming Road (KY 11) @ E Martin Luther King Hwy (KY 9)

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**



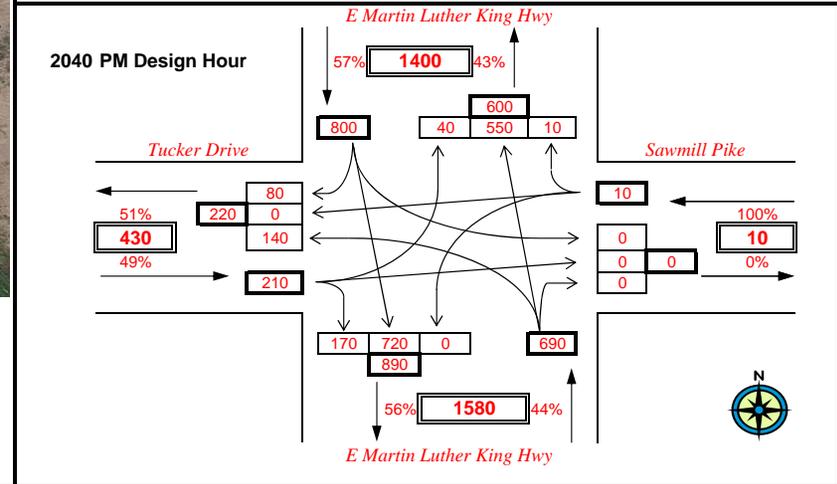
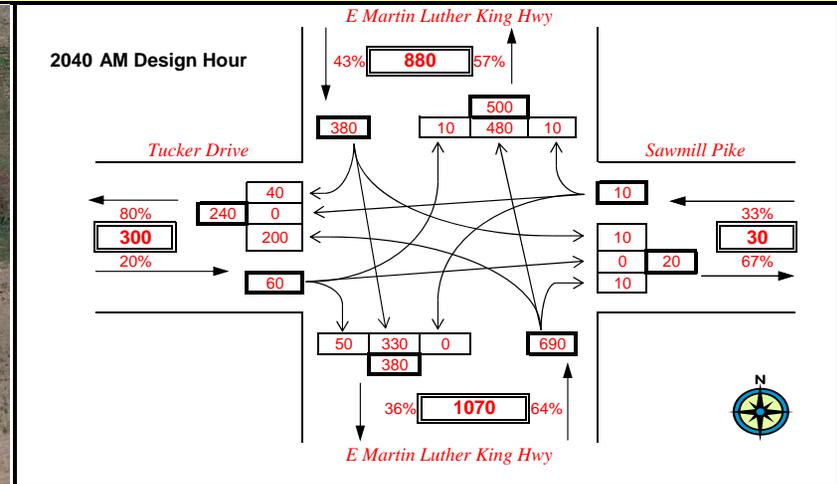
TM 2

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: E Martin Luther King Hwy (KY 9) @ Tucker Drive (CS 1054) and Sawmill Pike

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**



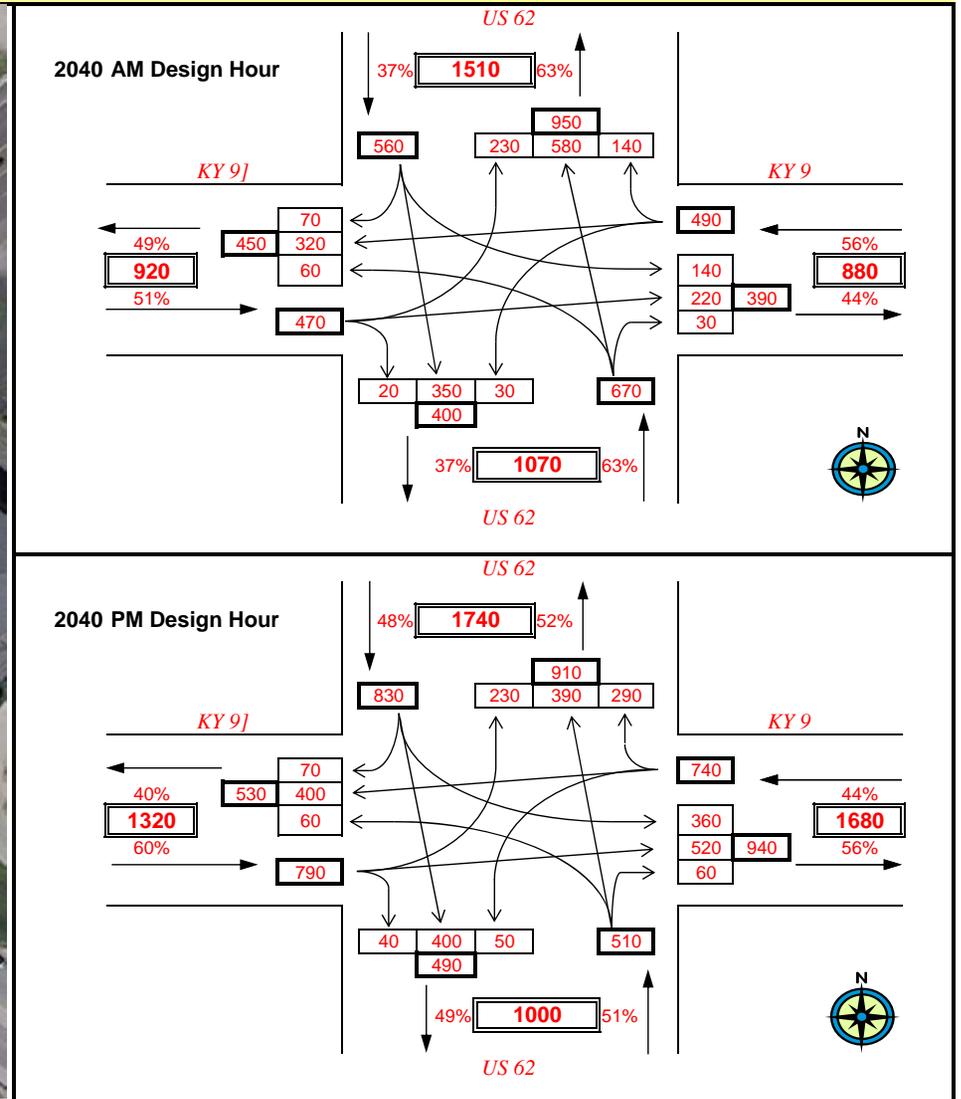
TM 3

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: 0
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: 0

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**



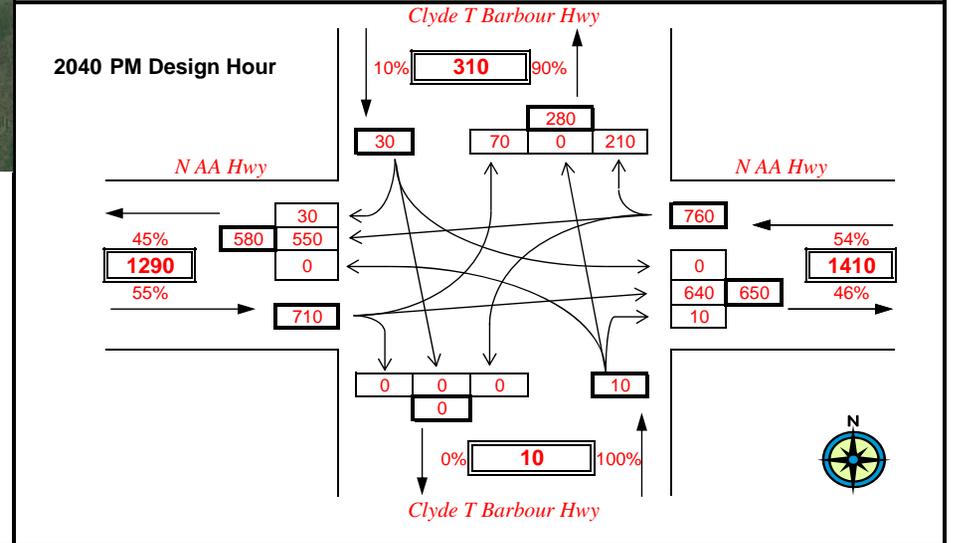
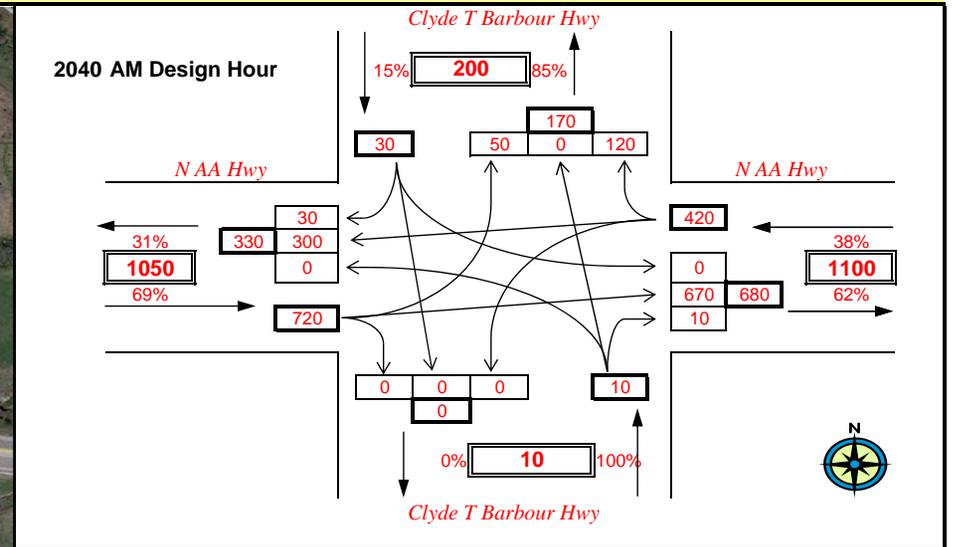
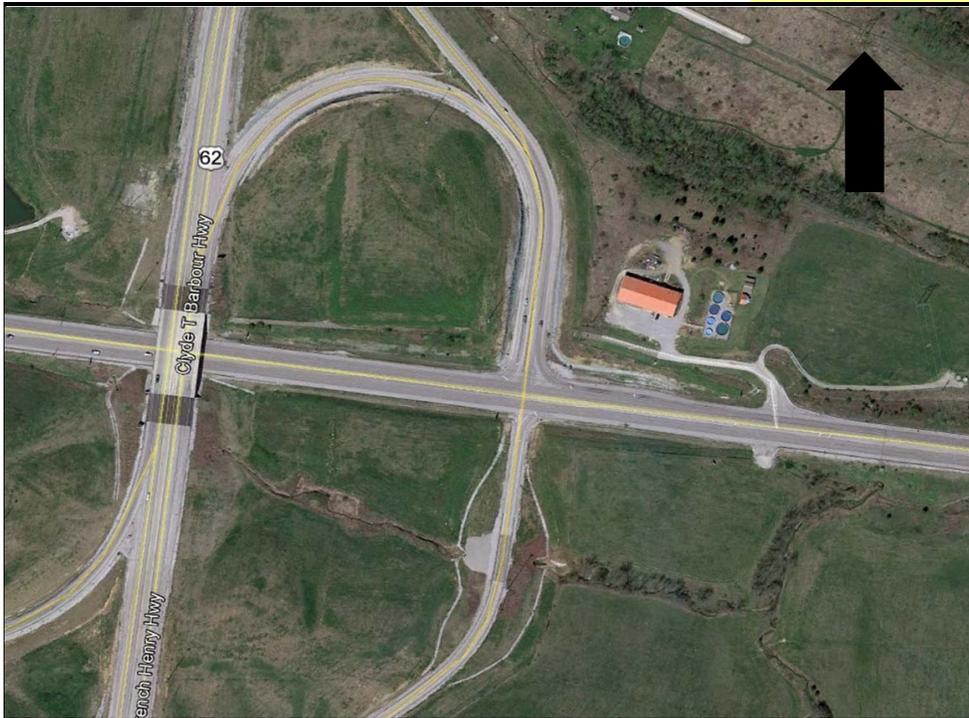
TM 4

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US68 @ KY 9 300558/300556

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**



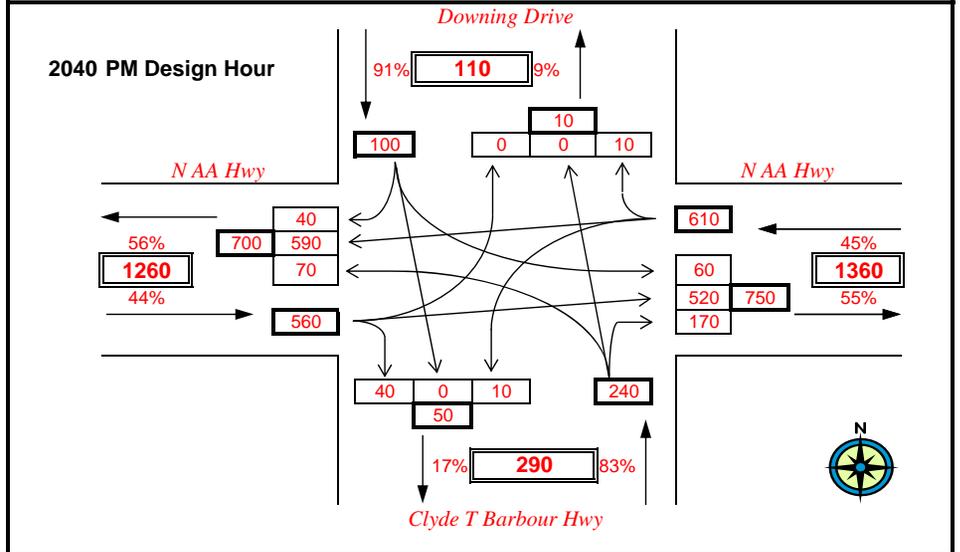
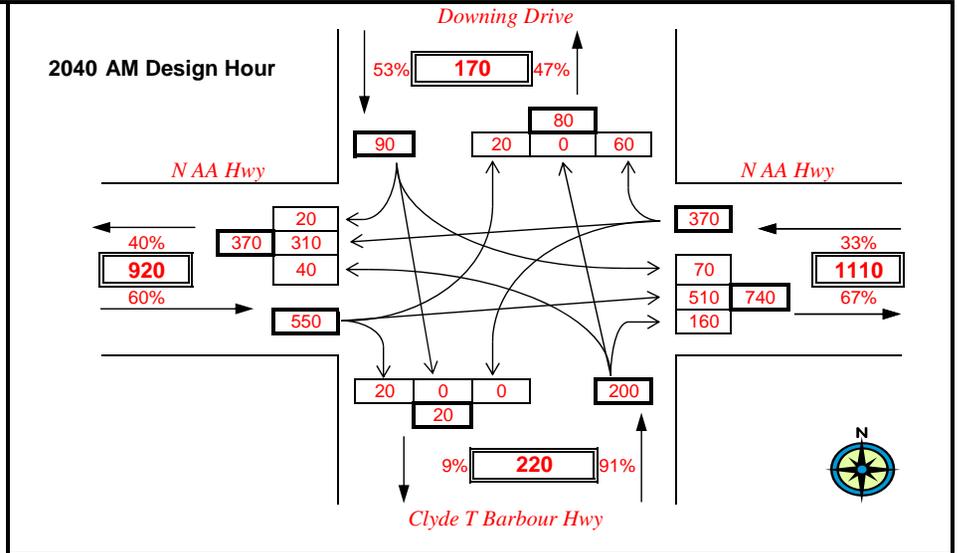
TM 5

PROJECT: Grayson Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 68 @ KY 9 300440

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**



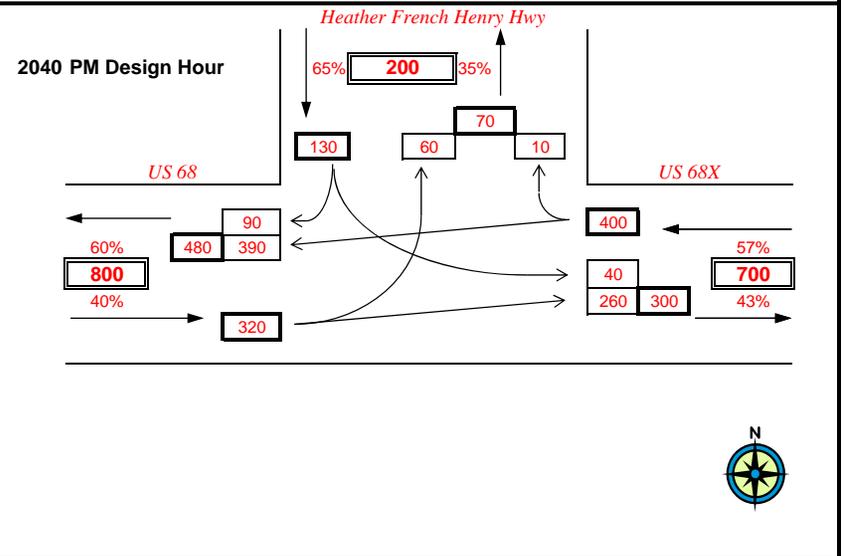
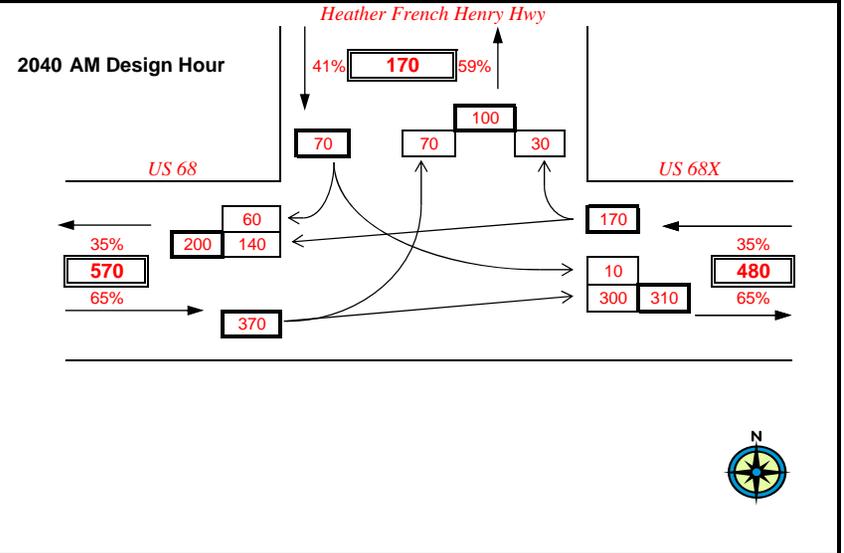
TM 6

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 68 @ US 68 Bypass

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**



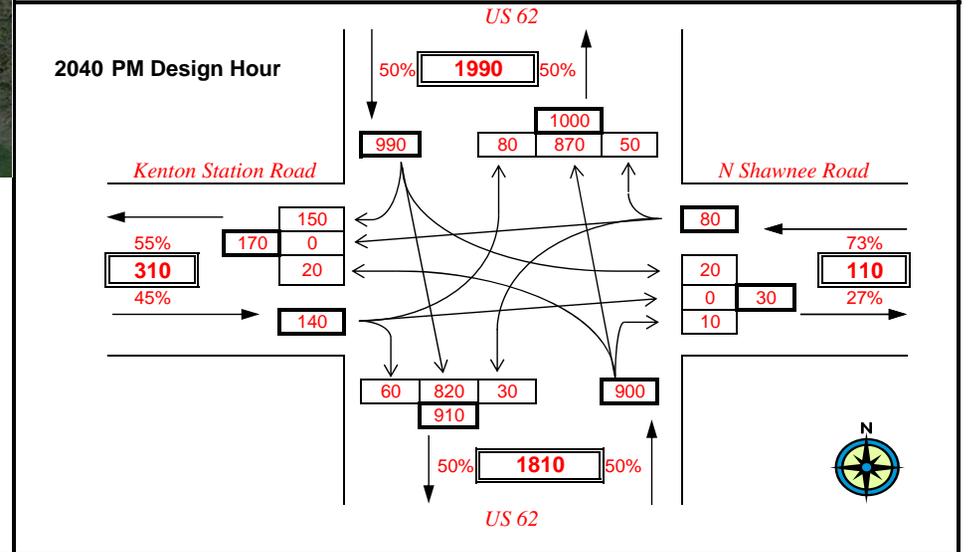
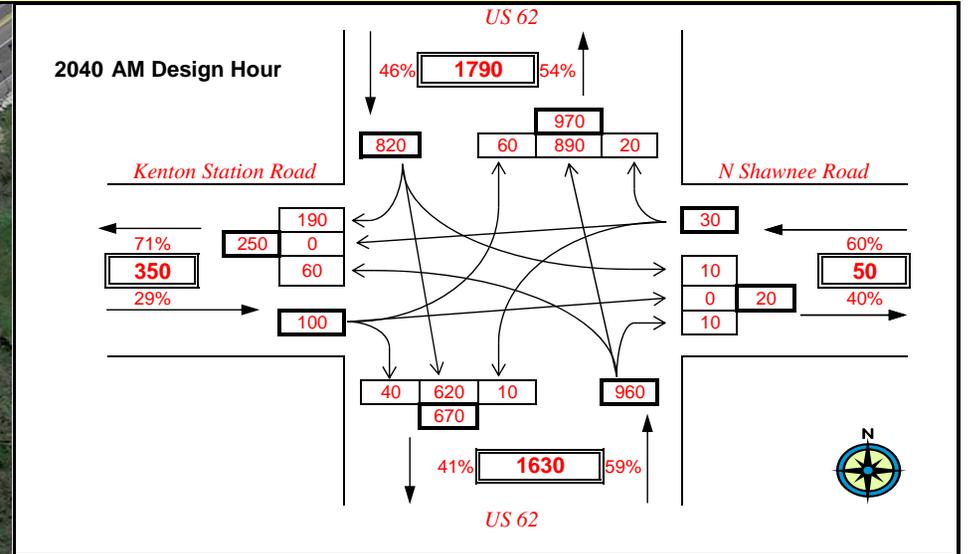
TM 7

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 62 @ Kenton Station Road and N Shawnee Road

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**



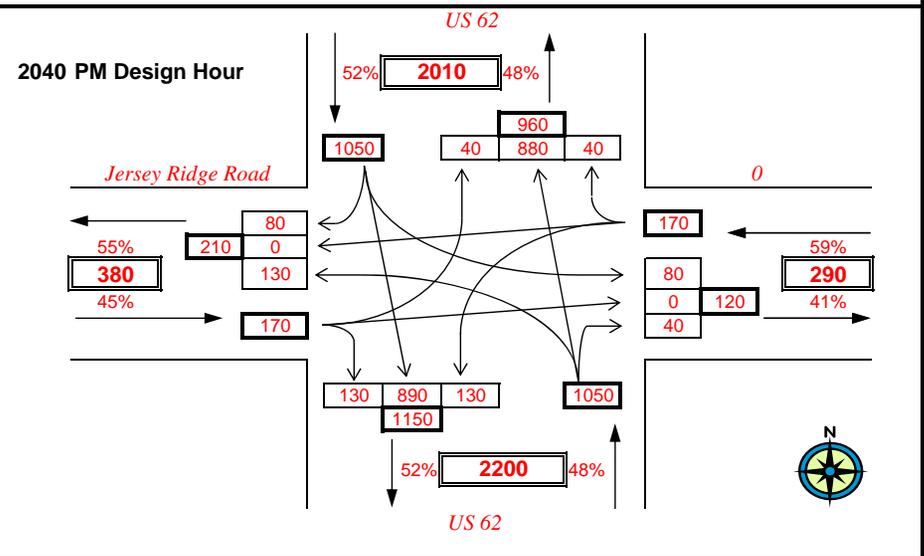
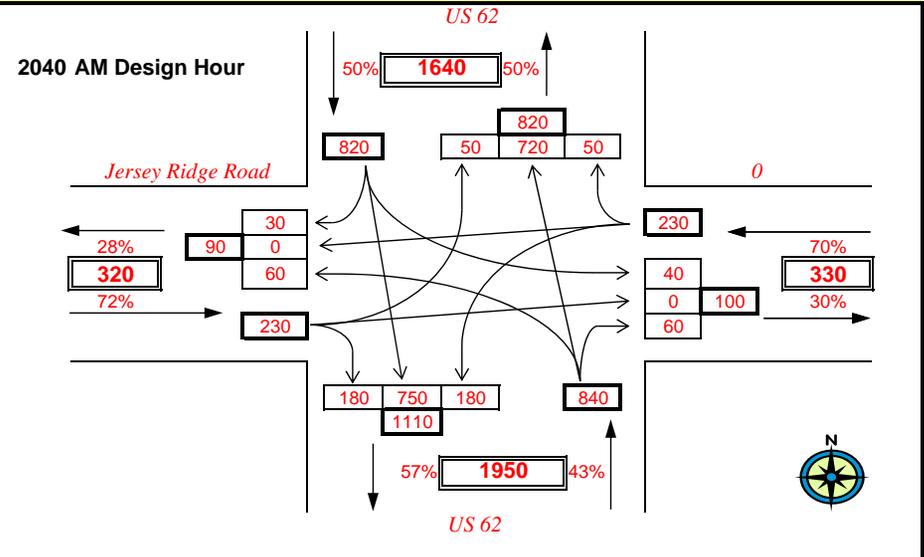
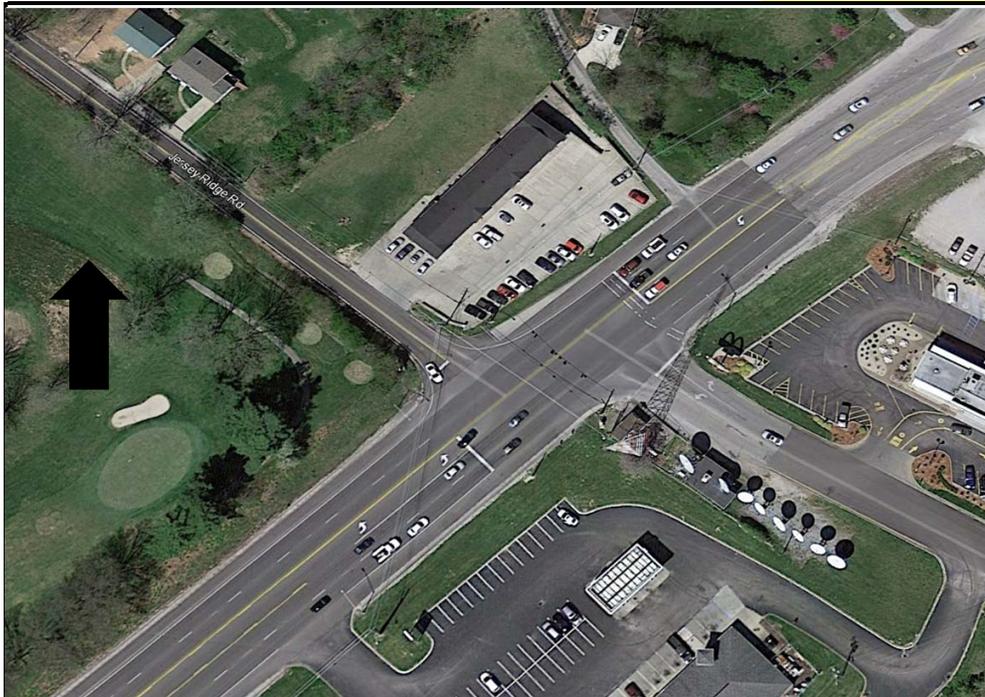
TM 8

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 62 @ Jersey Ridge Road

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**



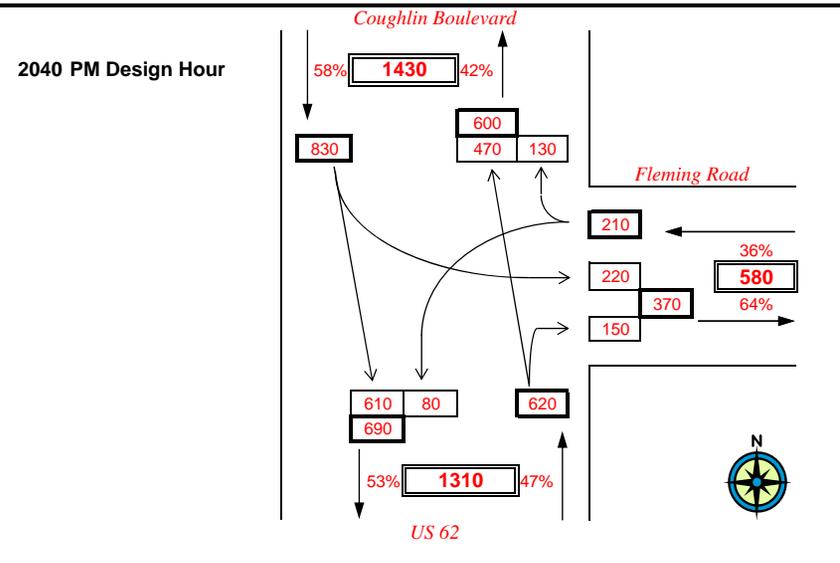
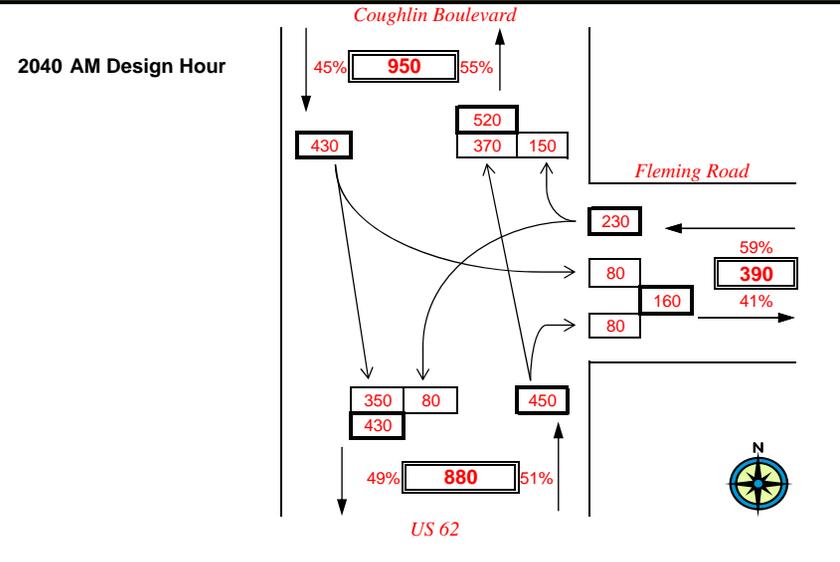
TM 9

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: 0
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 62 & KY 11

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**



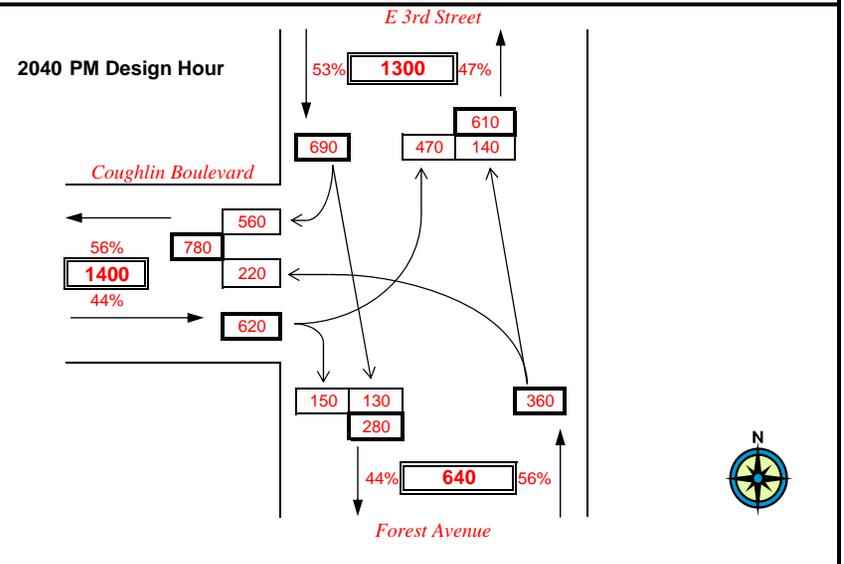
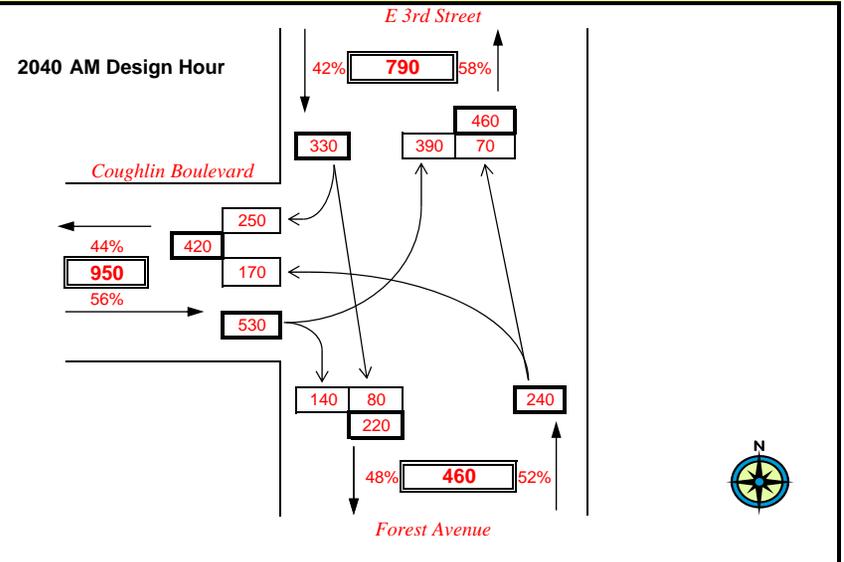
TM 10

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 62 @ KY 10

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**



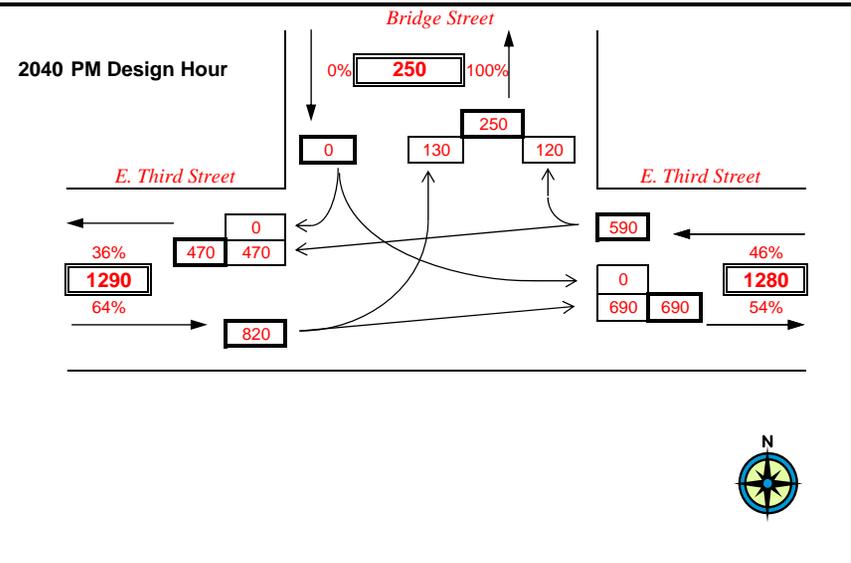
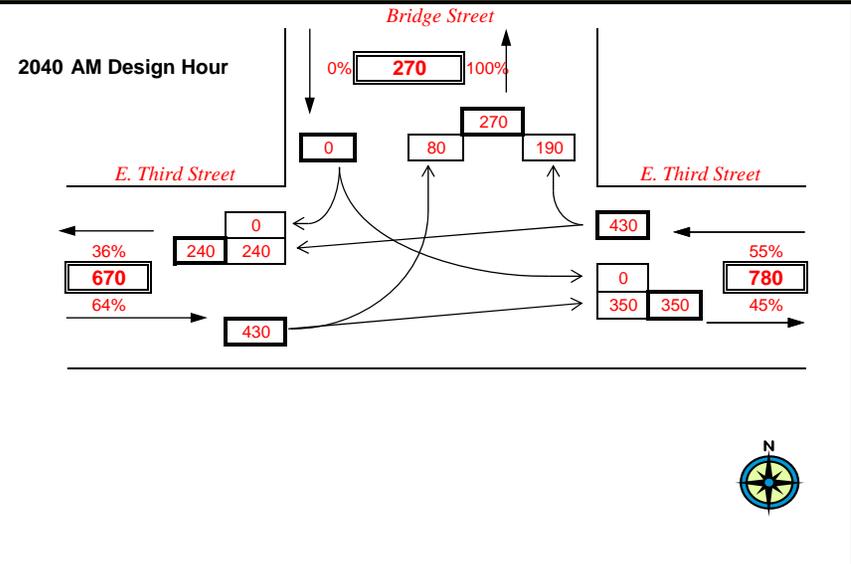
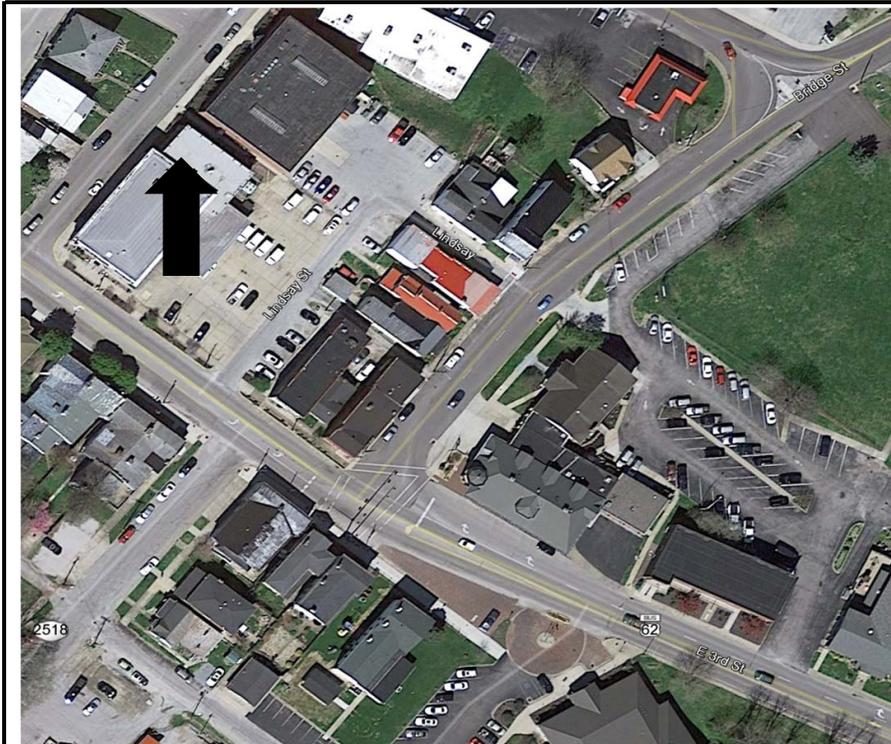
TM 11

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: E. Third Street (US 62) @ Bridge Street (KY 2513)

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****

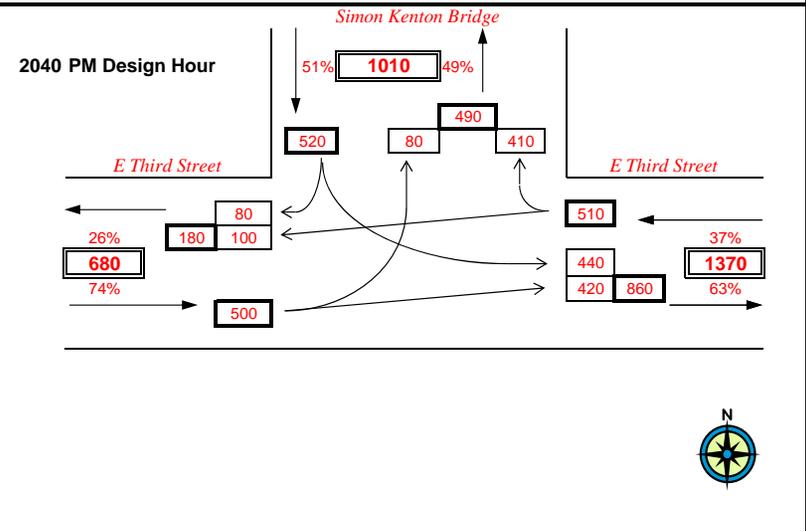
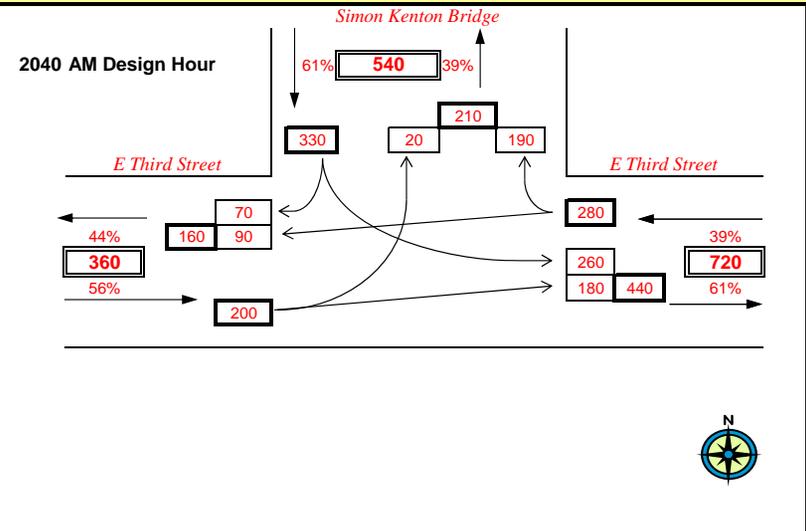
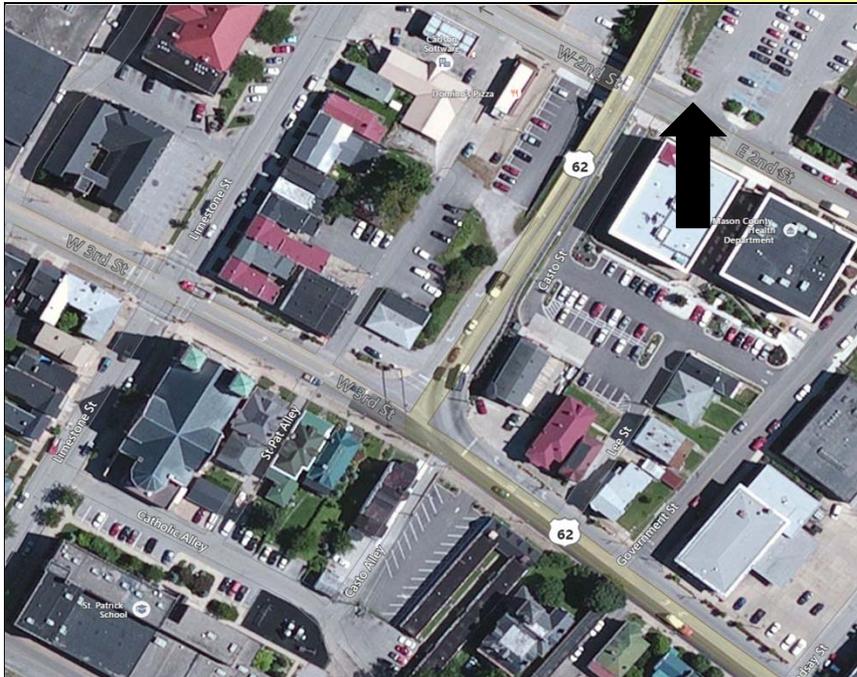


PROJECT: Maysville Small Urban Area (SUA) Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: KY 8 @ US 62 Simon Kenton Bridge

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**



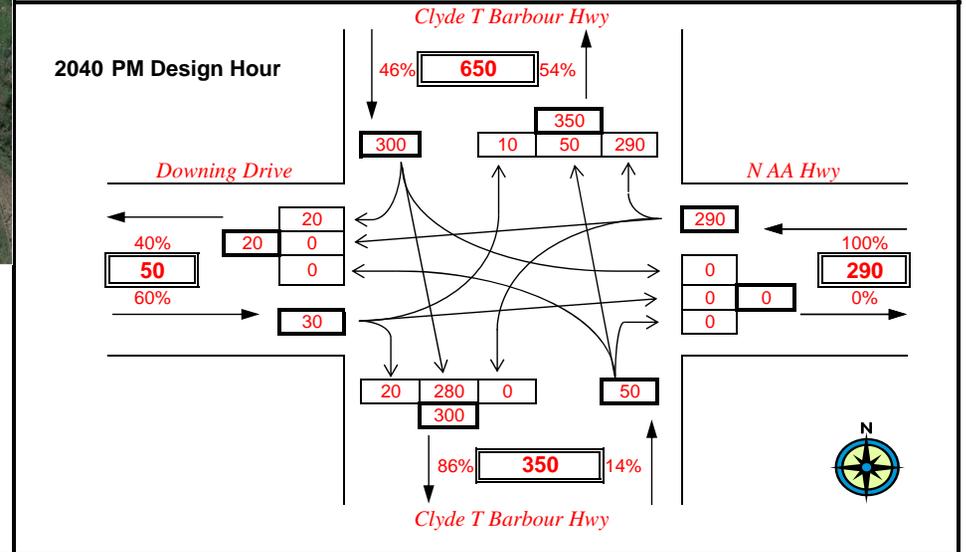
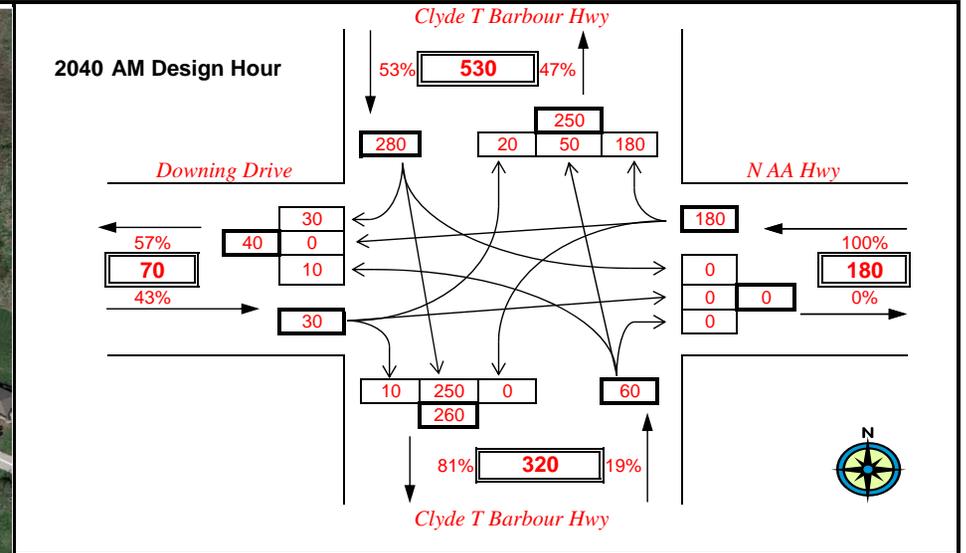
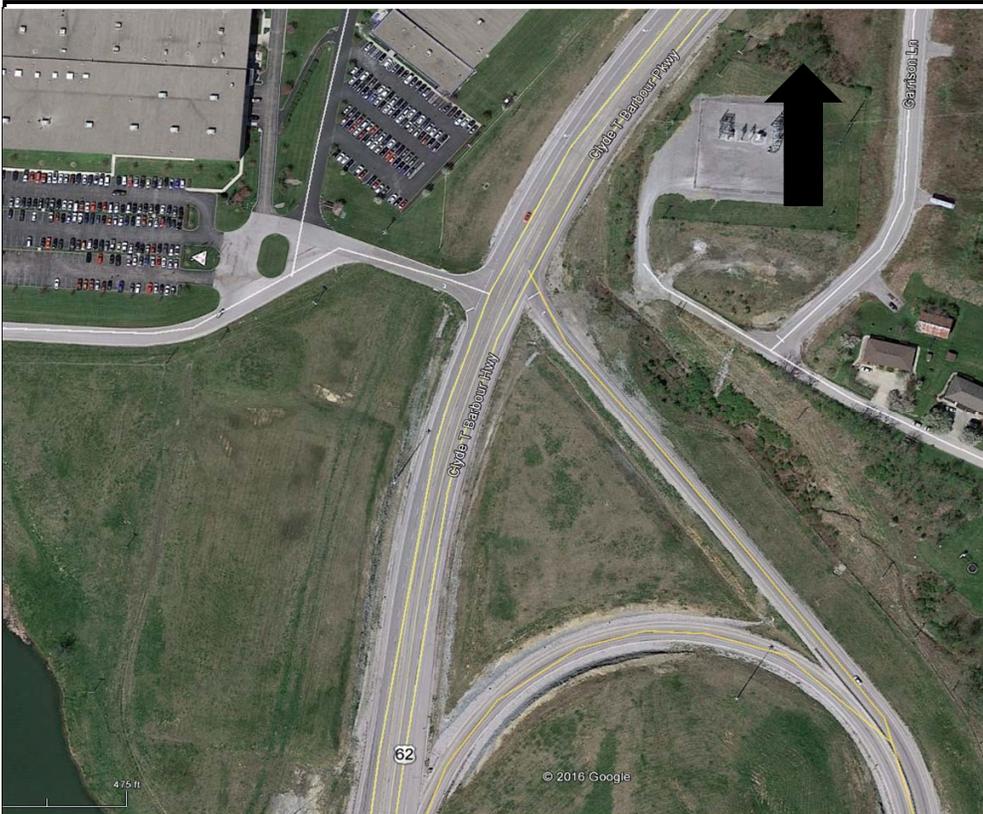
TM 13

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 68 @ KY 9 300452

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**



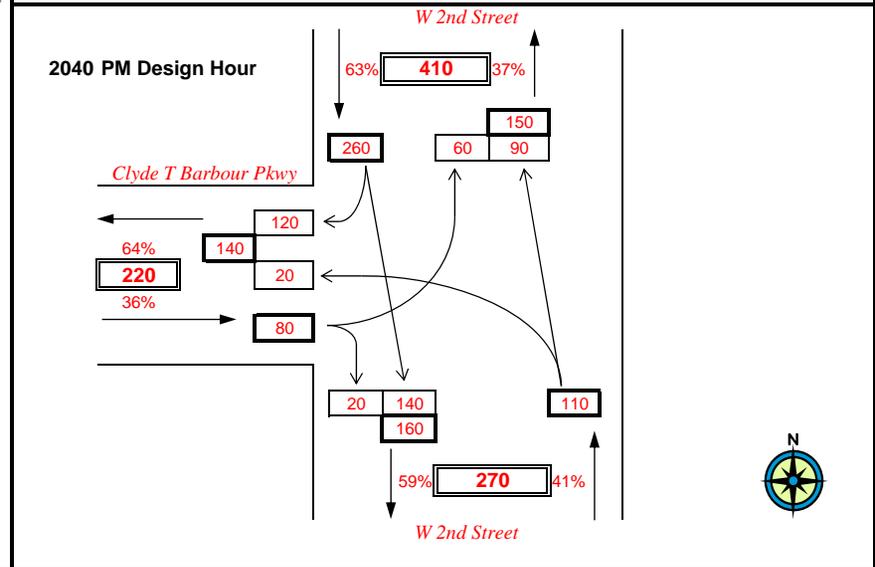
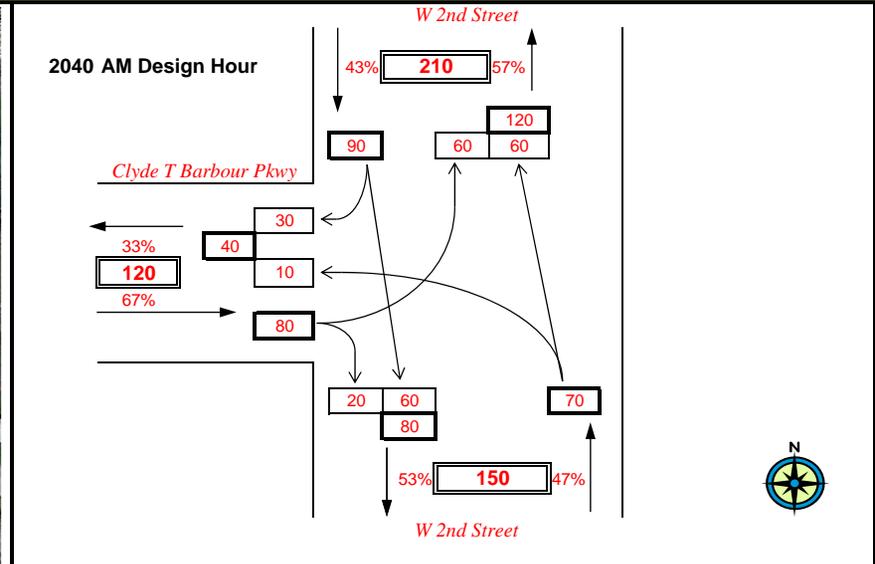
TM 14

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 68 @ KY 8 (SE)

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**



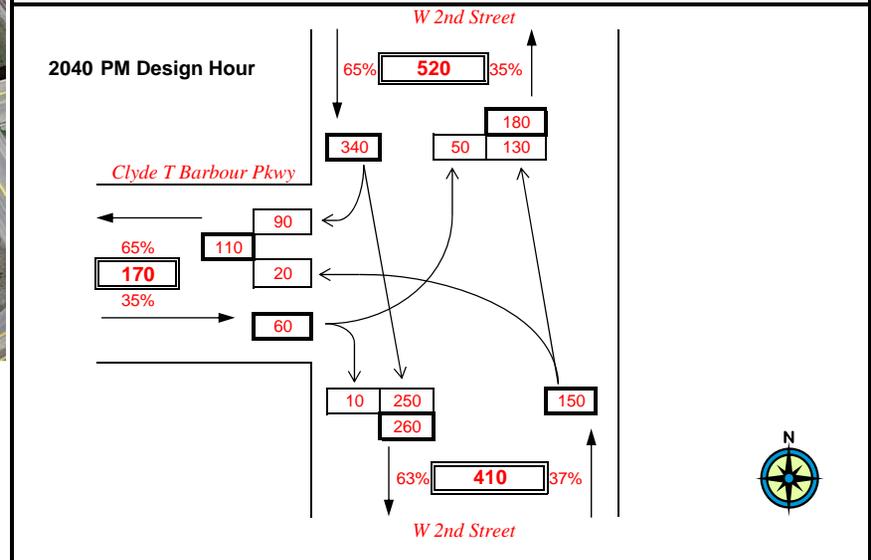
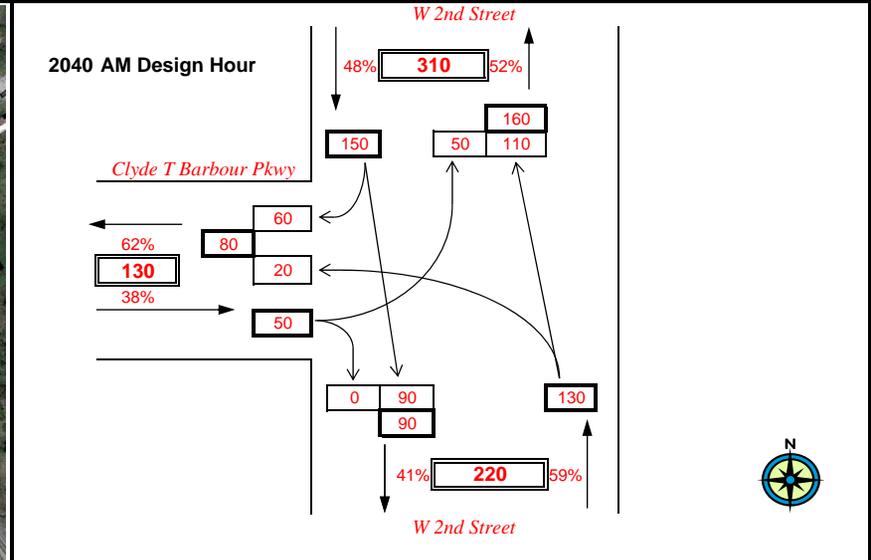
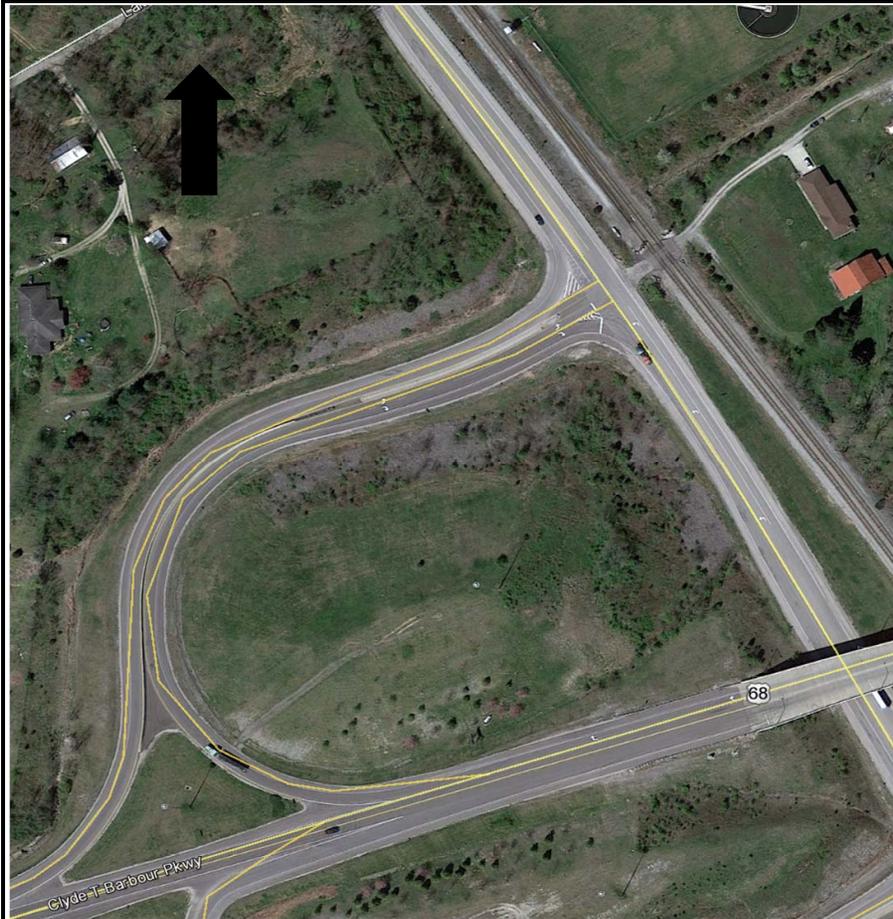
TM 15

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: US 68 @ KY 8

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**



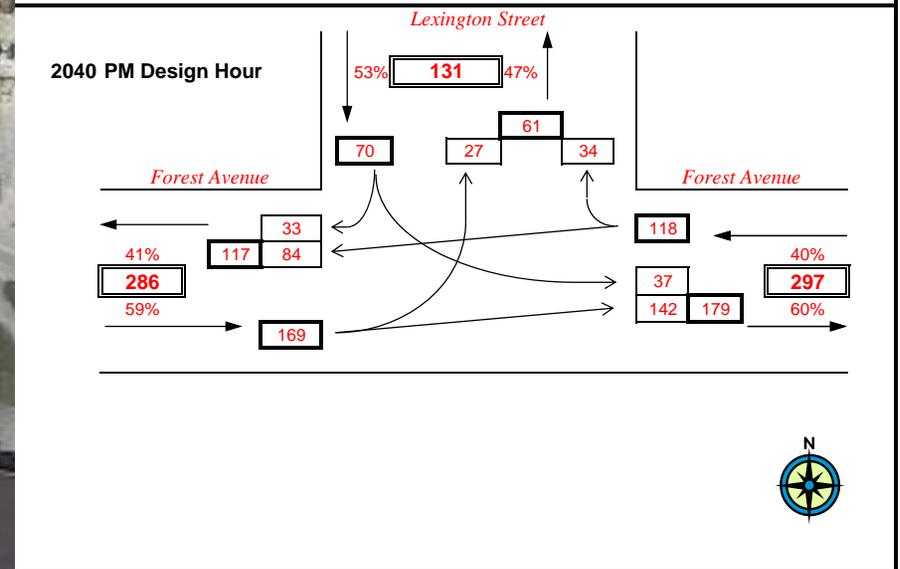
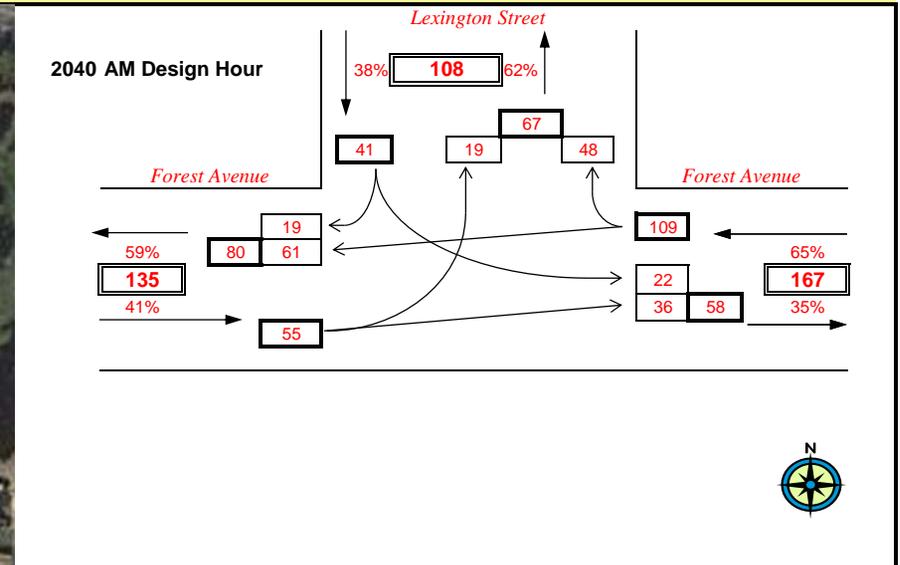
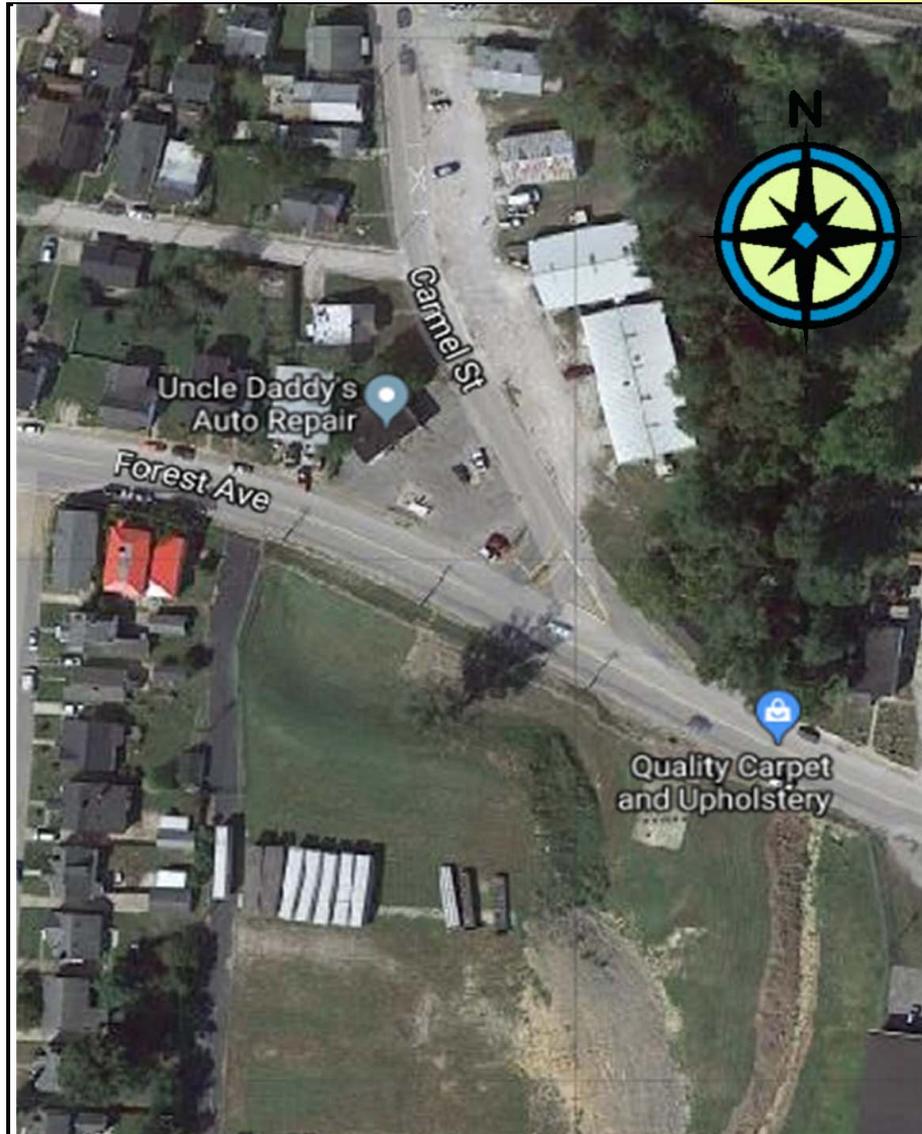
TM 16

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: Forest Avenue (KY 10) & Lexington Street (KY 2519)

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**



TM 17

PROJECT: Maysville Small Urban Area Study
 ITEM NUMBER: 0
 MARS NUMBER: 0
 REQUEST DATE: 0
 ANALYST: Jeremy Lukat
 YEAR: 2040 Design Hour Volumes
 INTERSECTION: KY 11 & KY 2915

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**

