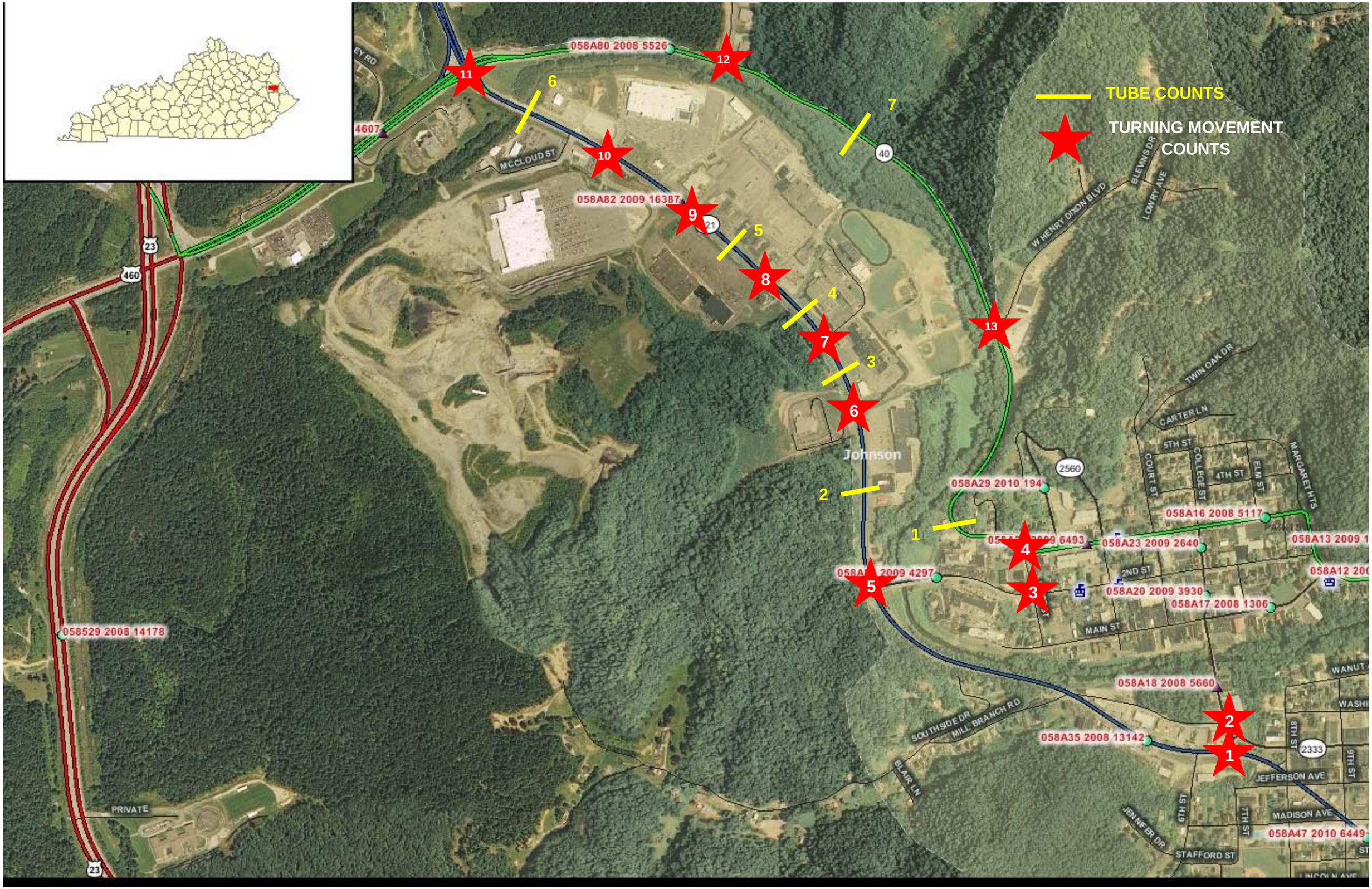
APPENDIX E

TRAFFIC COUNT LOCATIONS


TUBE COUNTS
TURNING MOVEMENT COUNTS
11
12
10
9
8
7
6
13
5
4
3
2
1
6
7
5
4
3
2
1
058A80 2008 5526
058A82 2009 16387
058A29 2010 194
058A16 2008 5117
058A23 2009 2640
058A20 2009 3930
058A17 2008 1306
058A18 2008 5660
058A35 2008 13142
058A47 2010 6449
058529 2008 14178
4607
MCCLOUD ST
W HENRY DIXON BLVD
BLEVINS DR
LOWRY AVE
TWIN OAK DR
CARTER LN
5TH ST
4TH ST
COURT ST
COLLEGE ST
ELM ST
MARGARET HTS
2ND ST
MAIN ST
SOUTHSIDE DR
MILL BRANCH RD
BLAIR LN
JEFFERSON AVE
MADISON AVE
STAFFORD ST
JENNIFER DR
6TH ST
7TH ST
8TH ST
9TH ST
PRIVATE
Johnson
23
460
40
21
2560
2333

TURNING MOVEMENTS

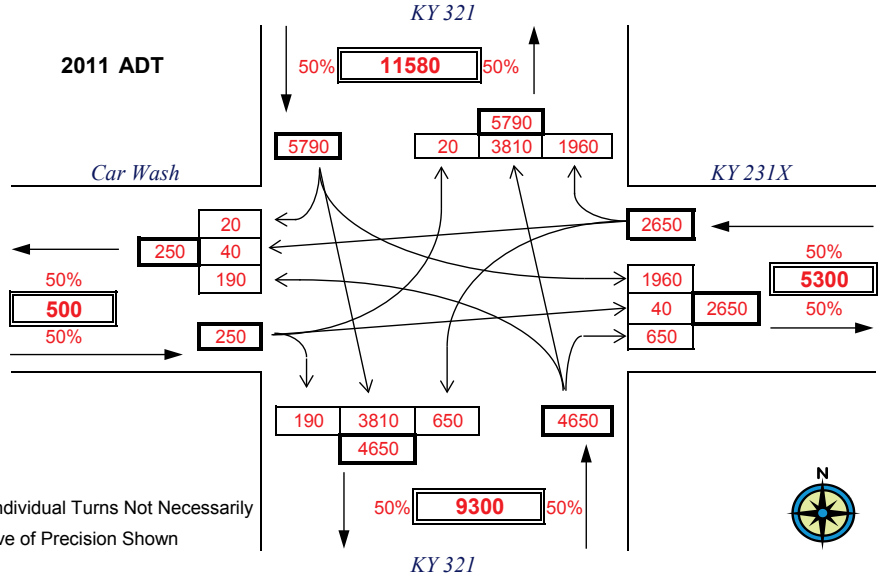
ALTERNATIVE 1B

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

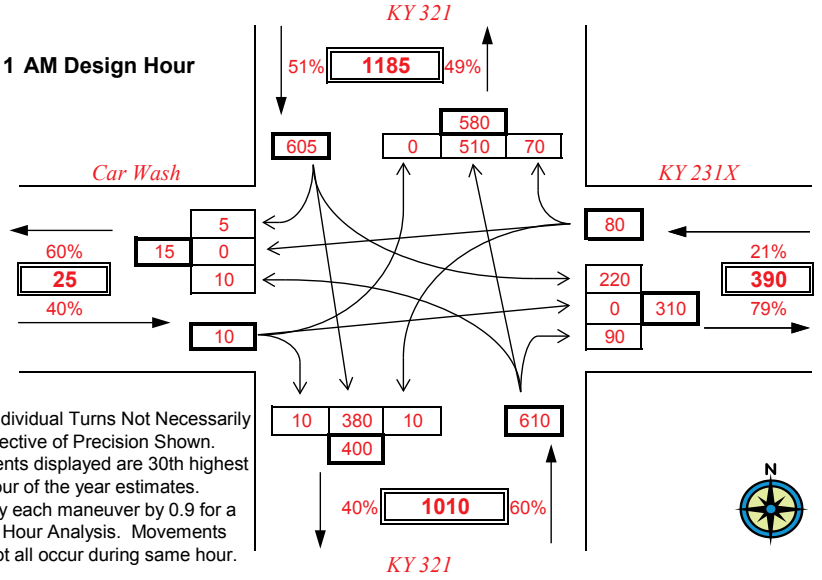
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



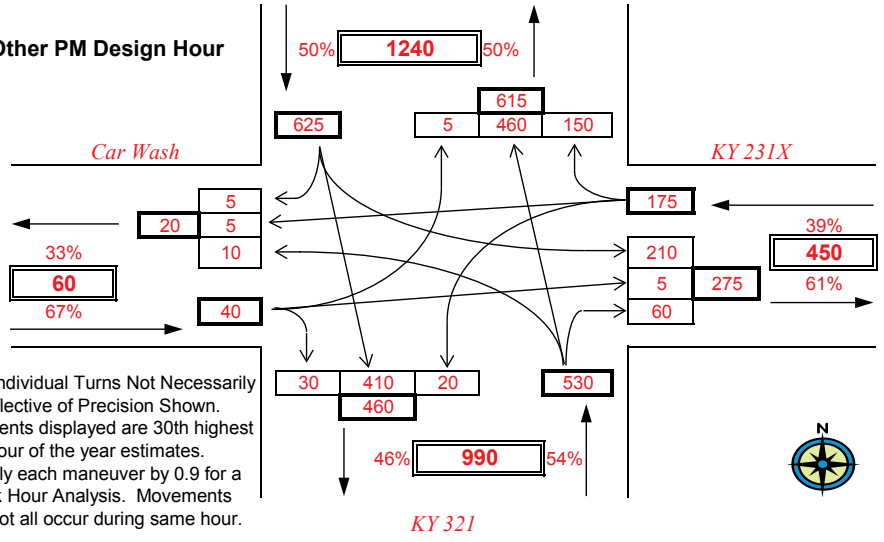
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



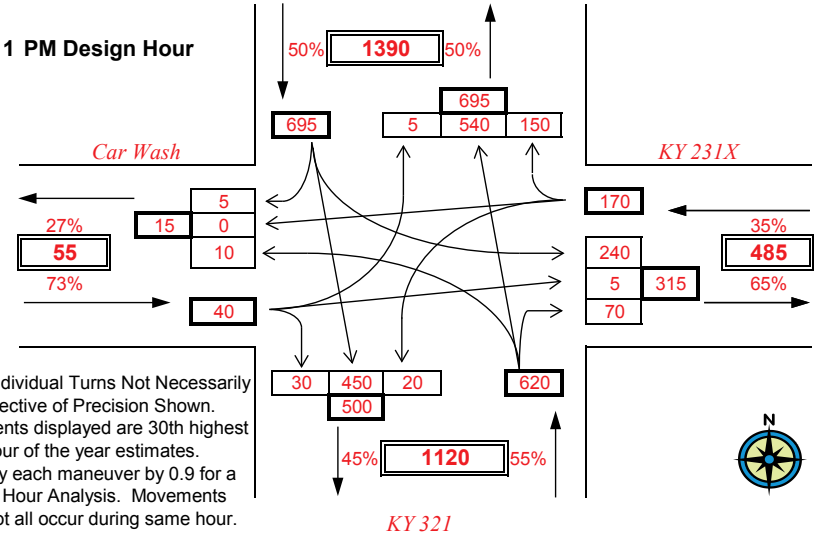
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



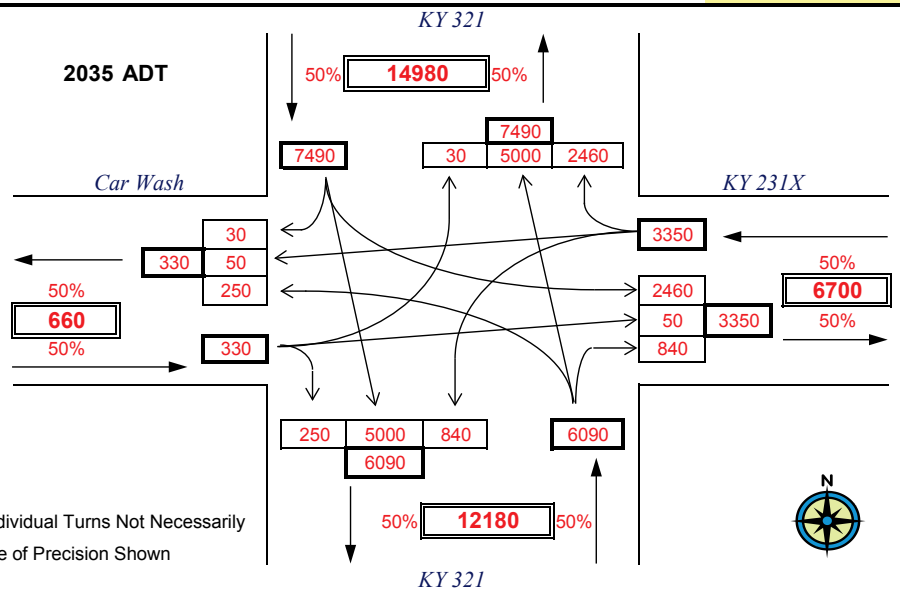
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

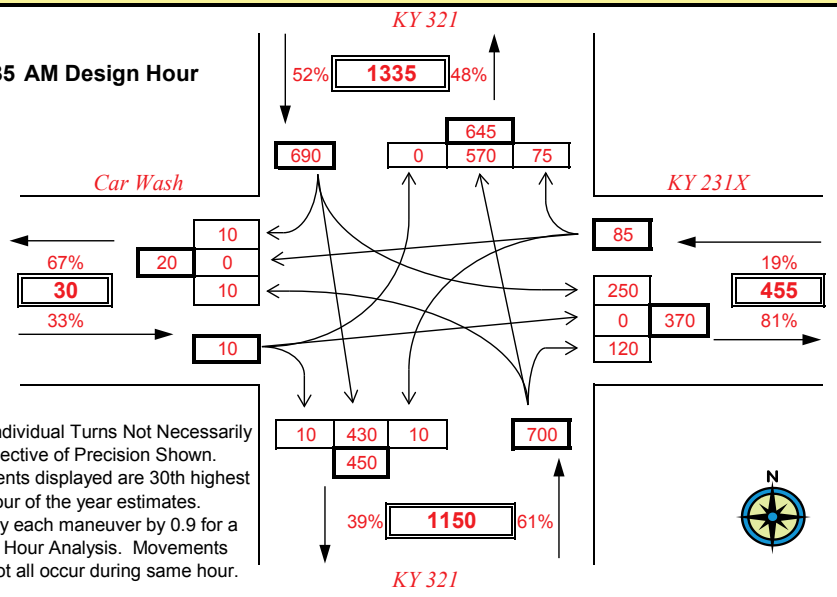
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



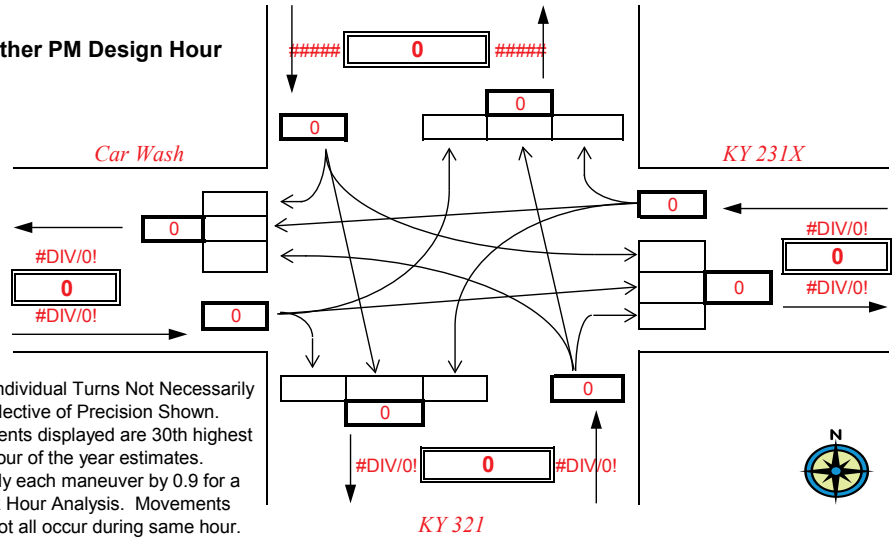
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



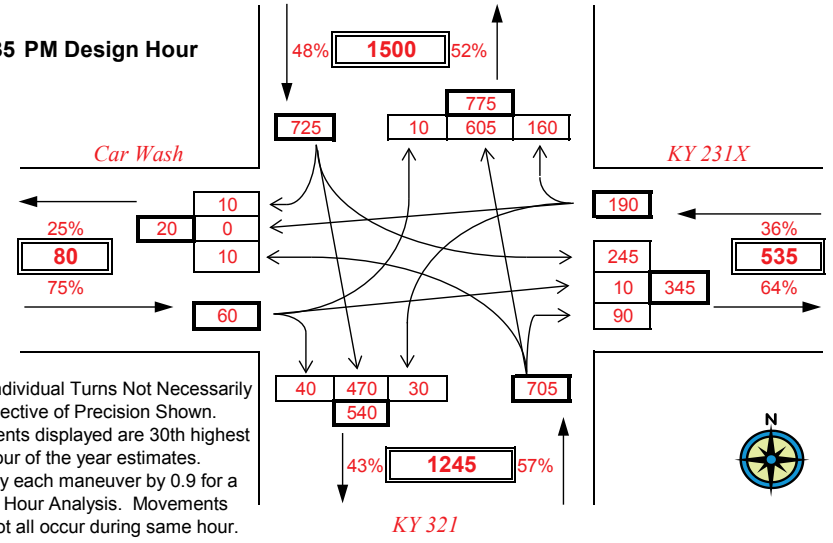
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



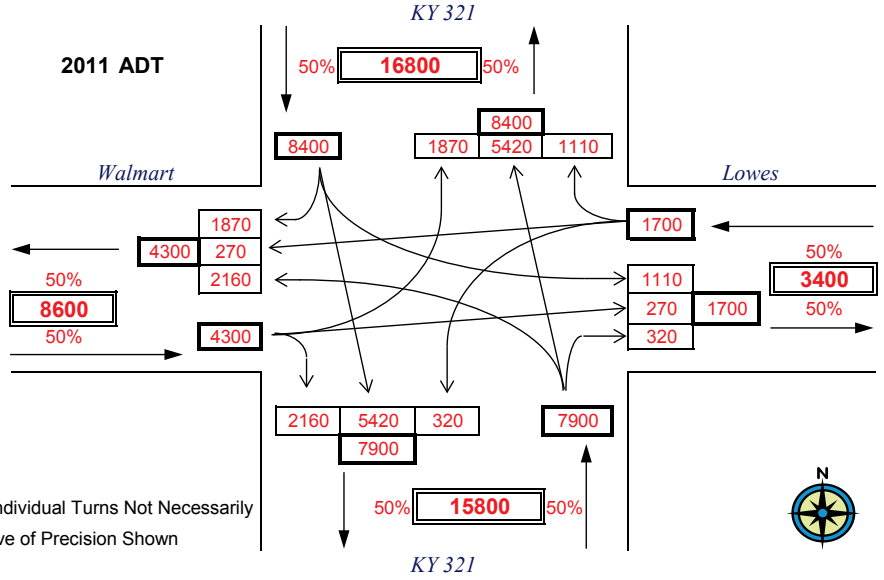
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

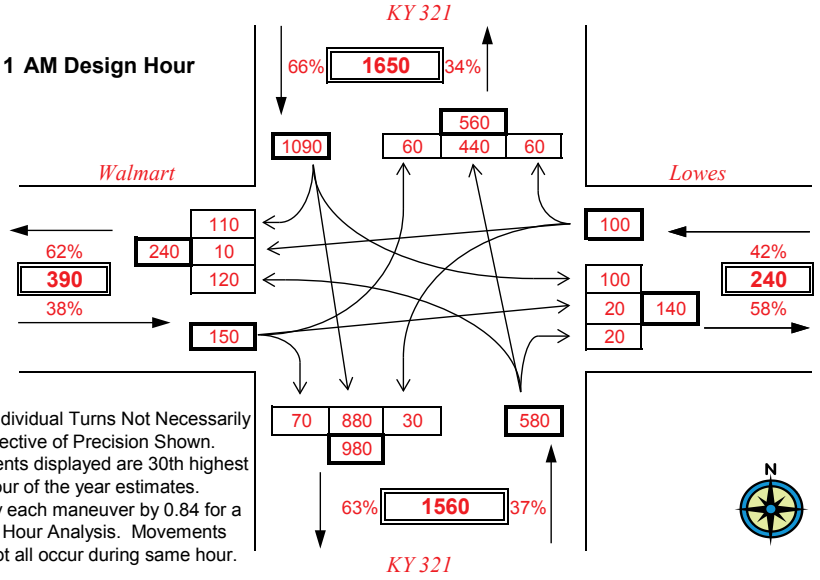
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



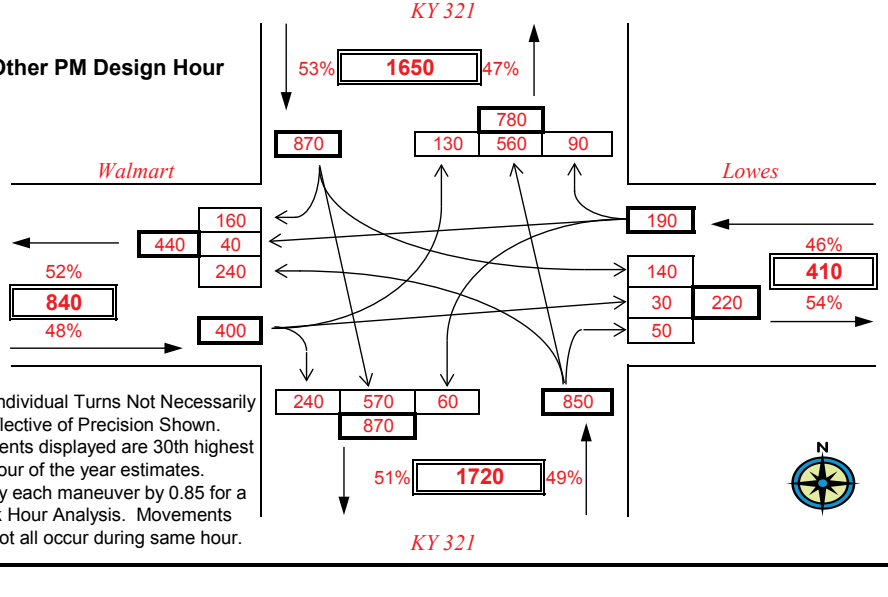
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



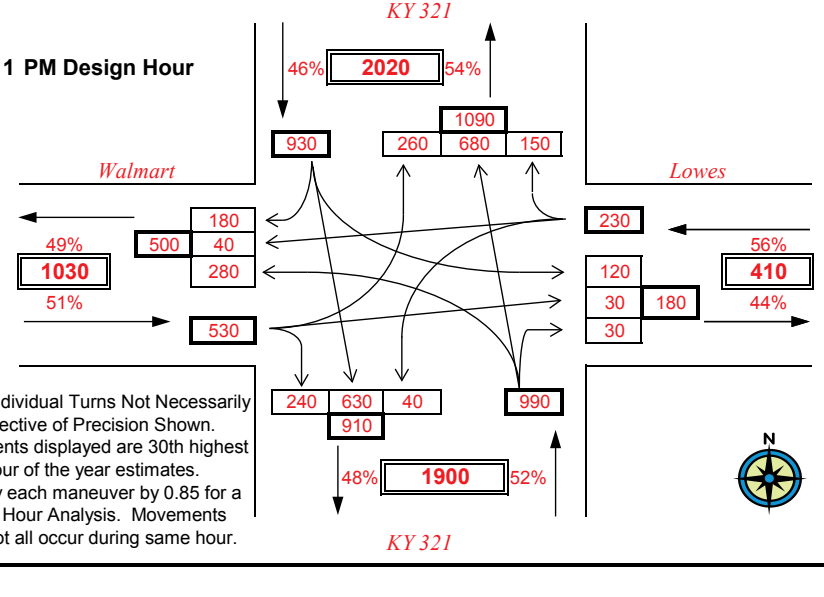
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



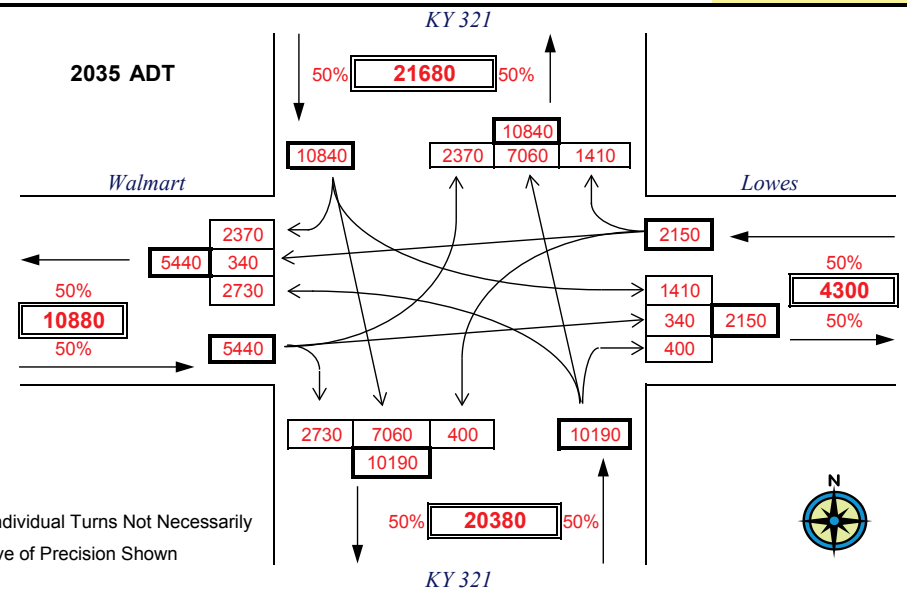
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

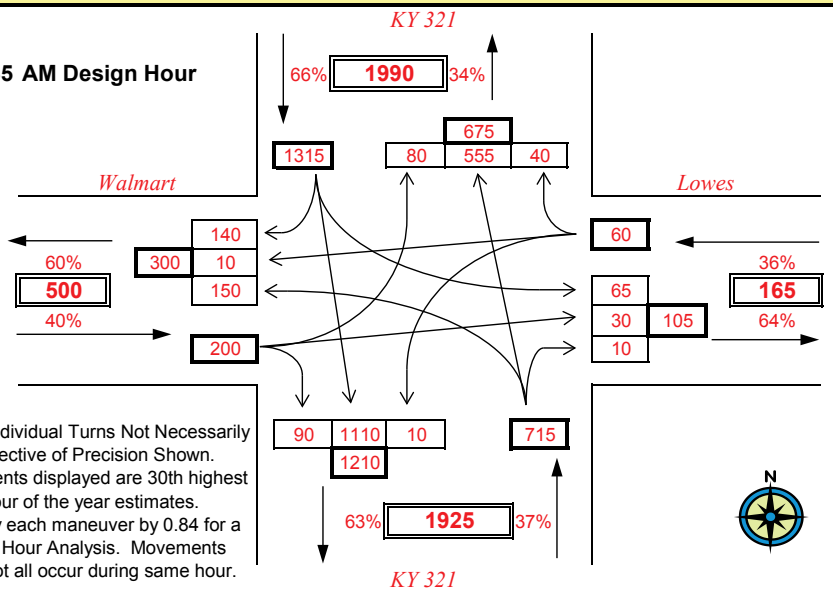
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



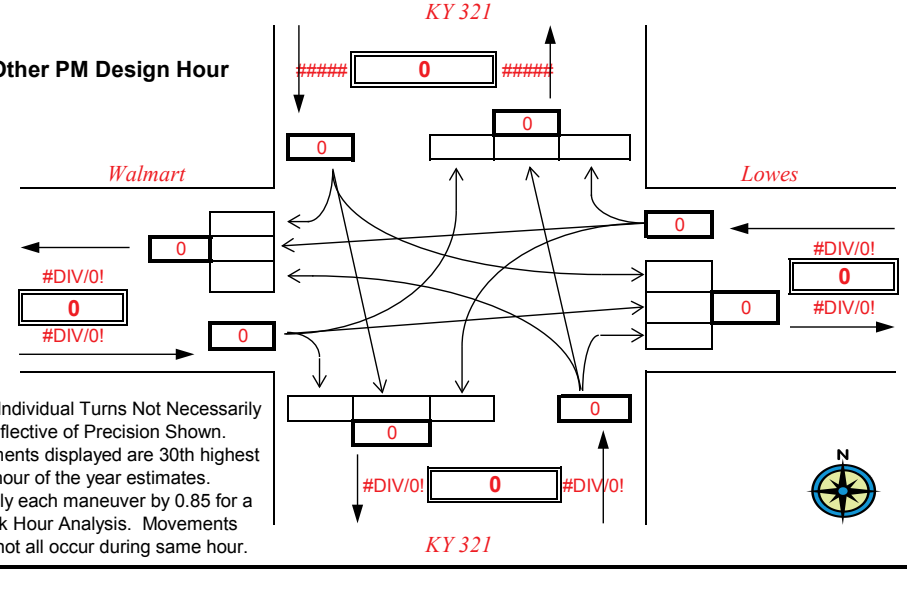
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



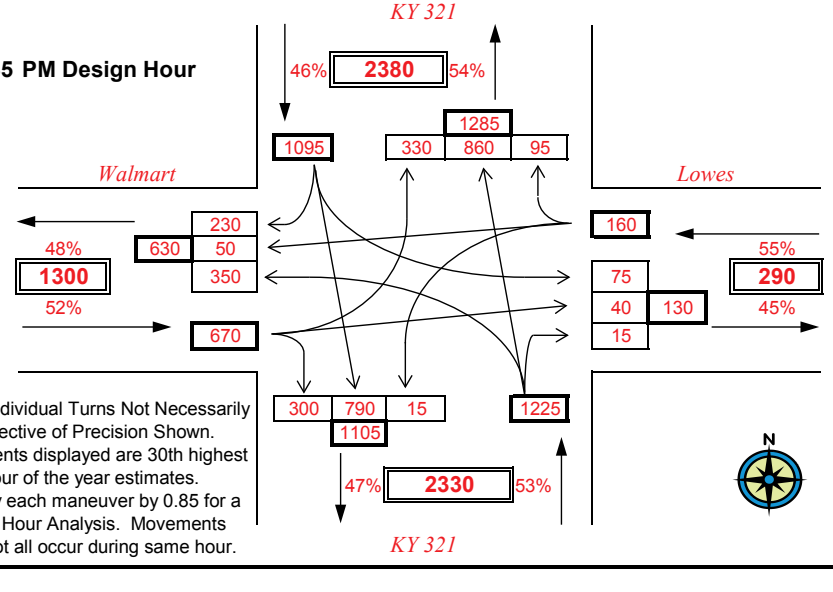
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



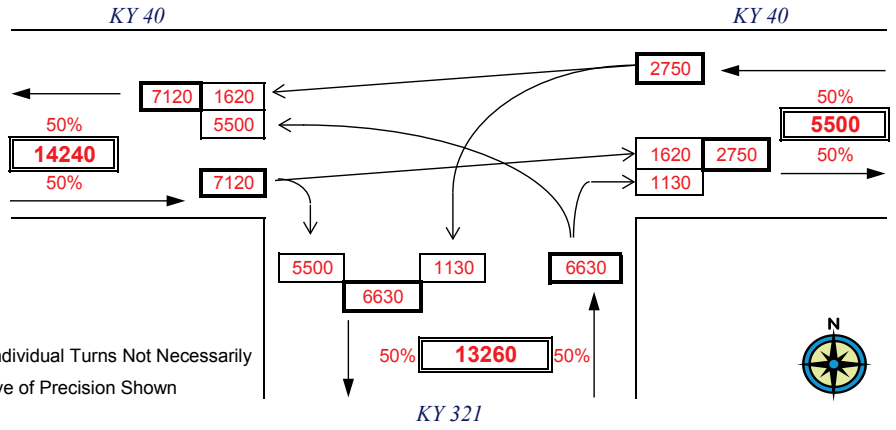
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

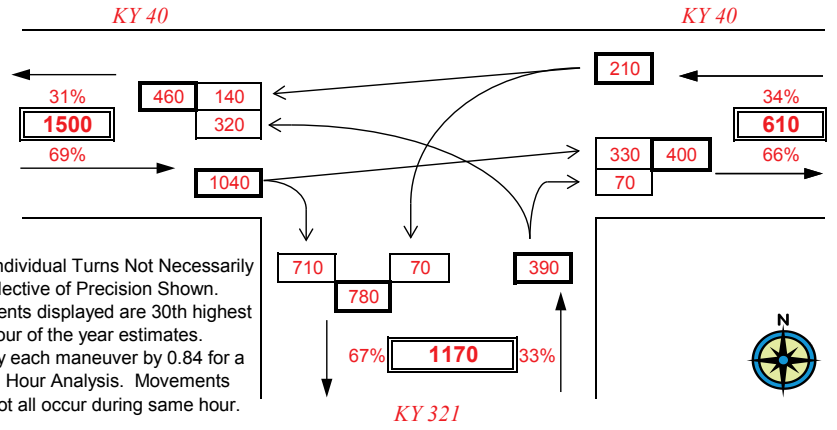
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



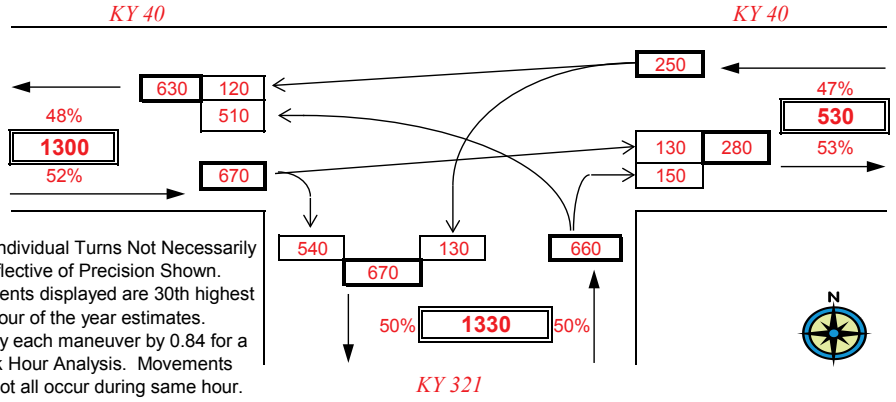
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



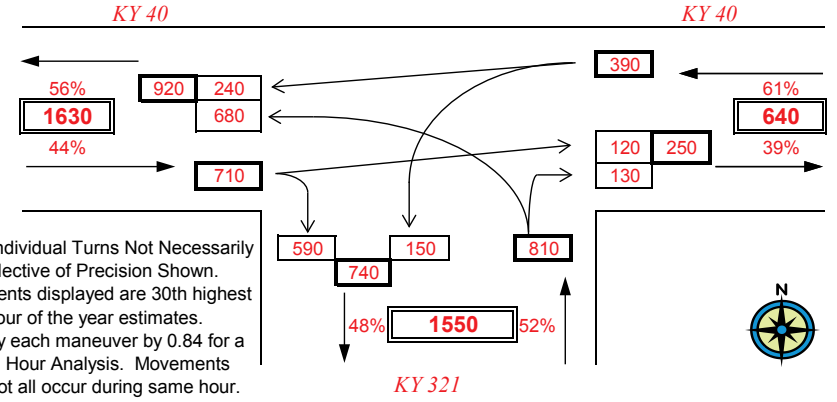
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



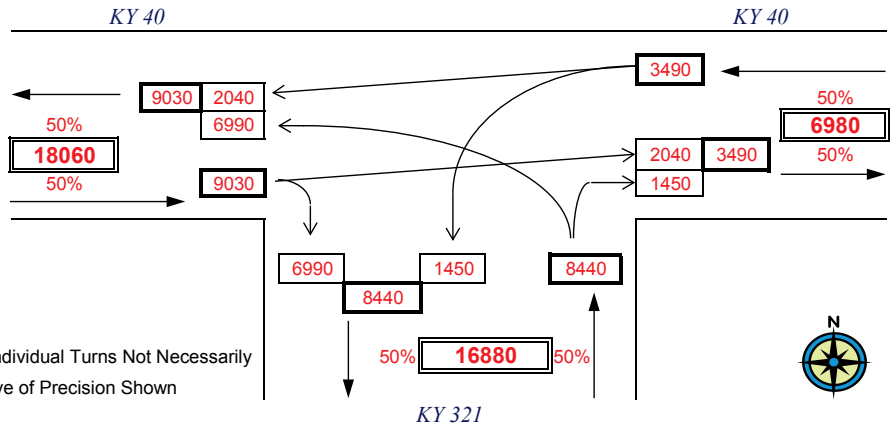
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

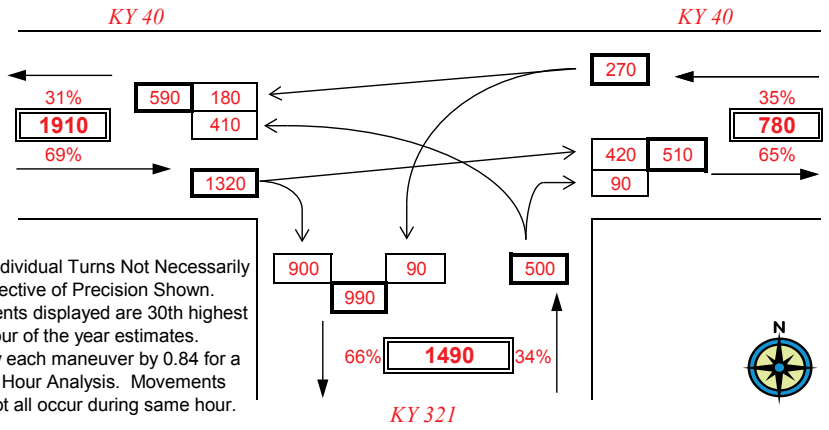
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



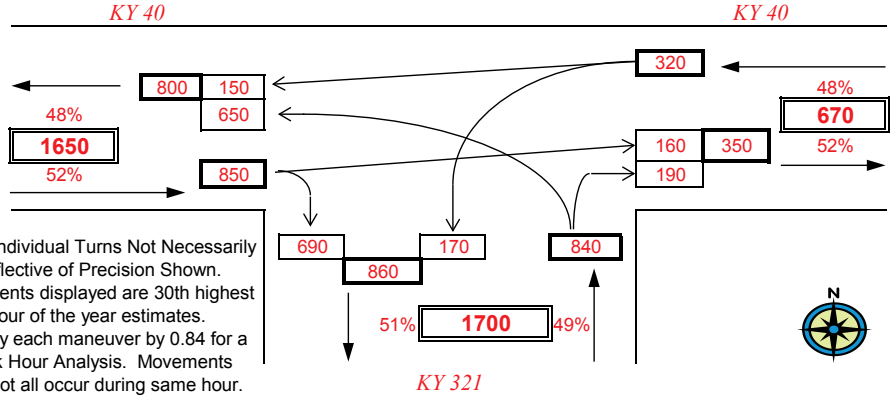
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



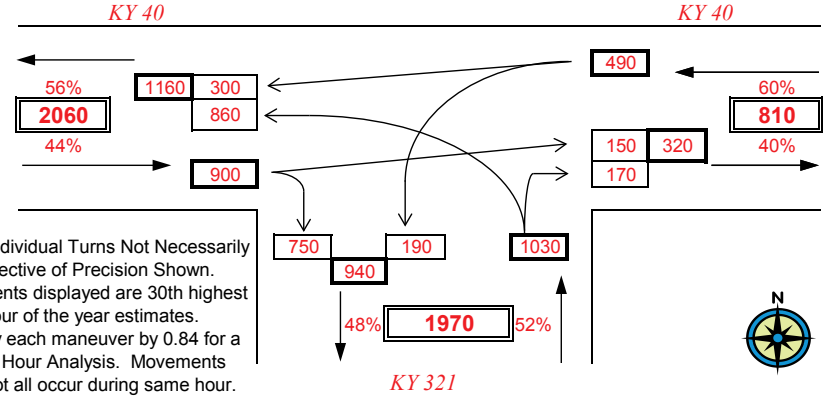
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



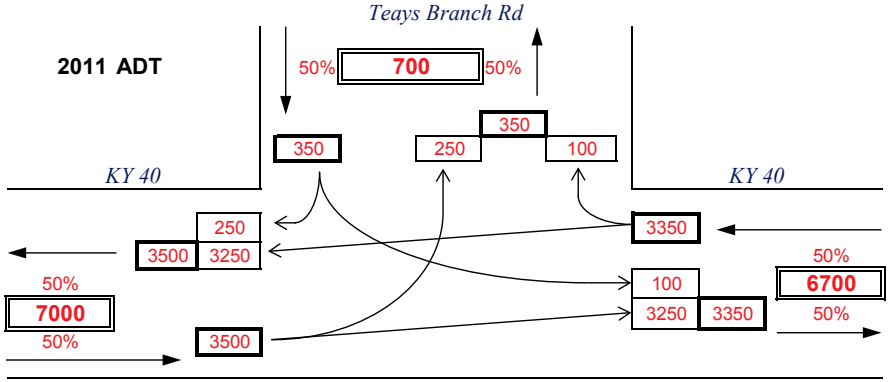
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

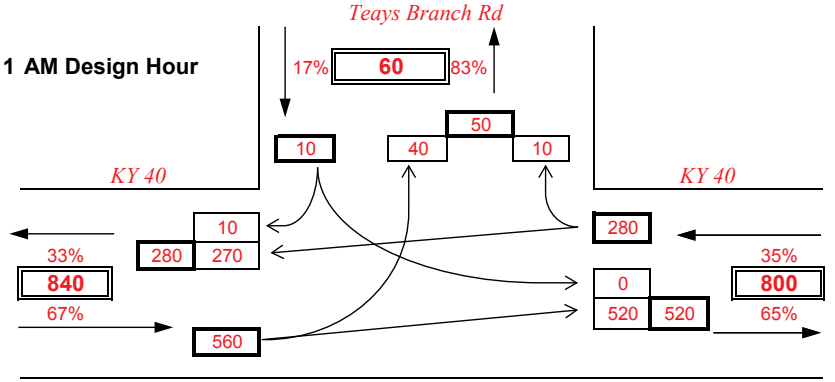
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



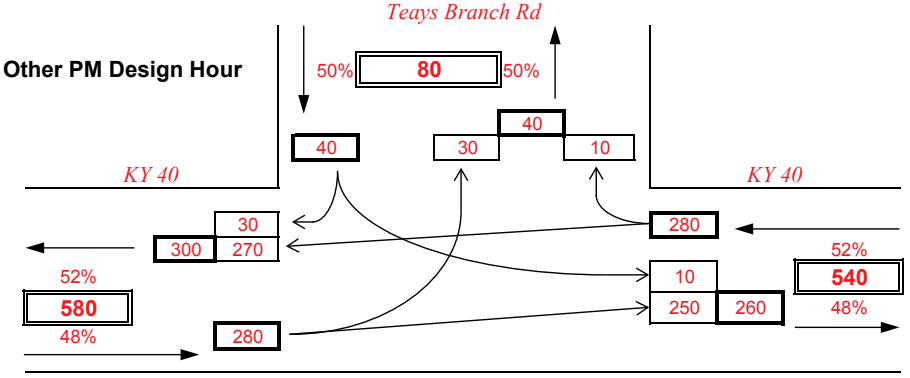
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



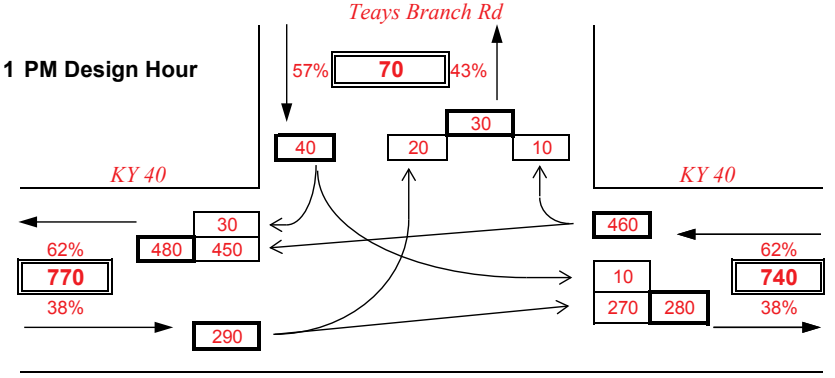
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



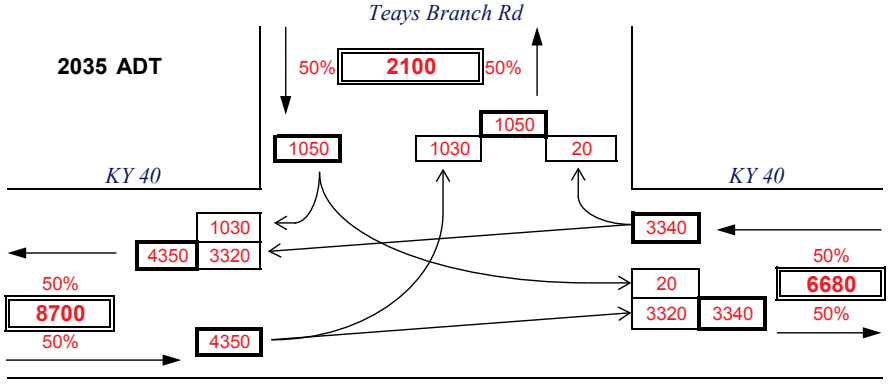
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

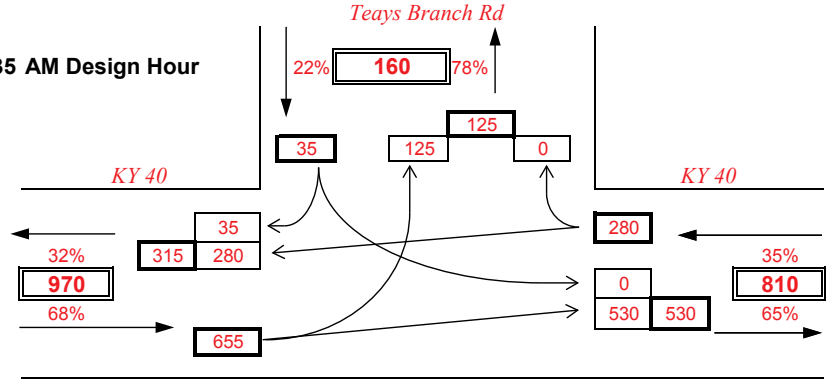
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



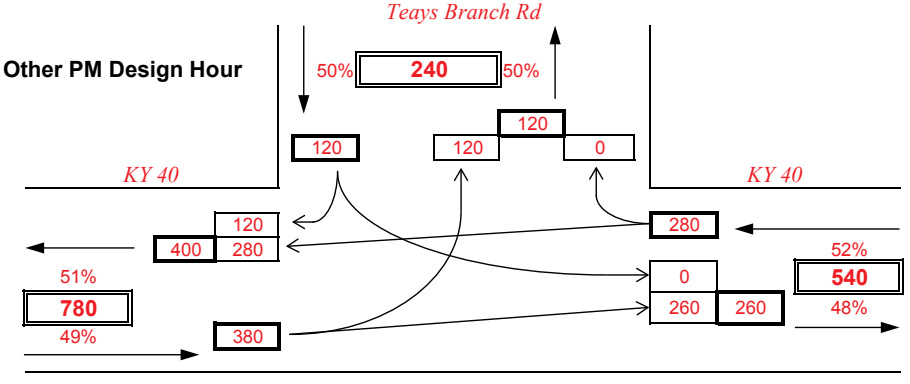
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



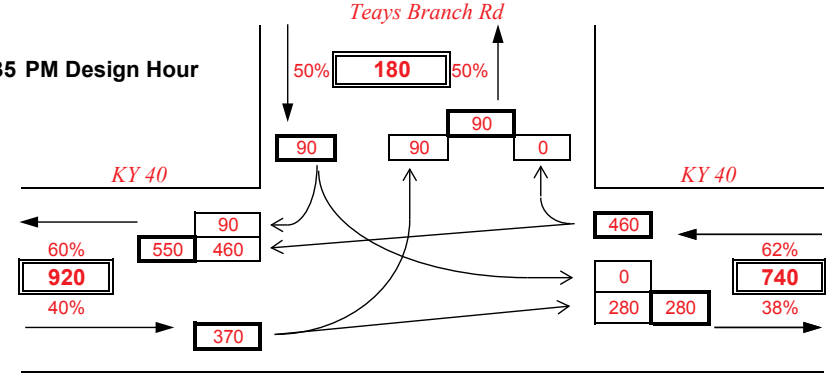
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



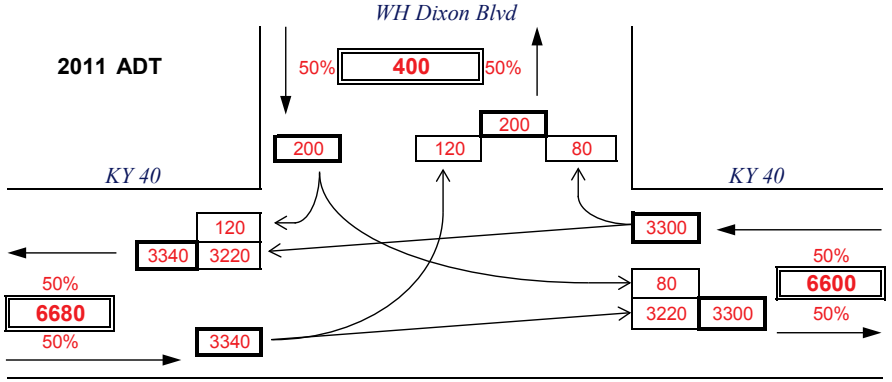
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

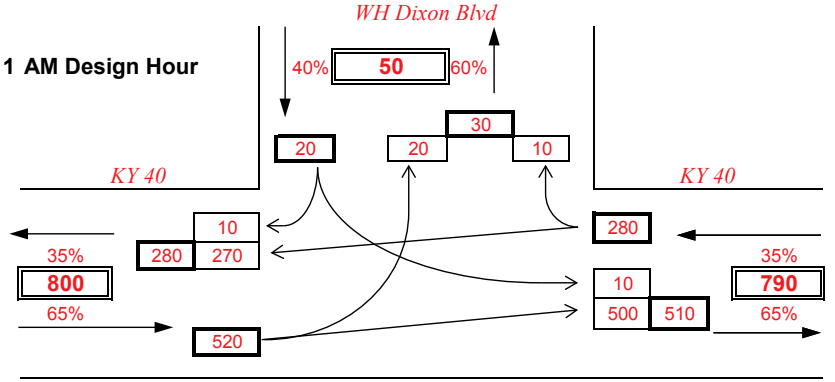
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



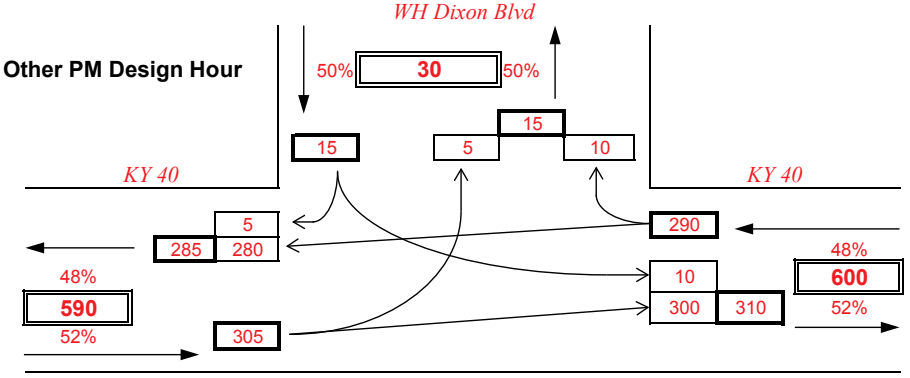
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



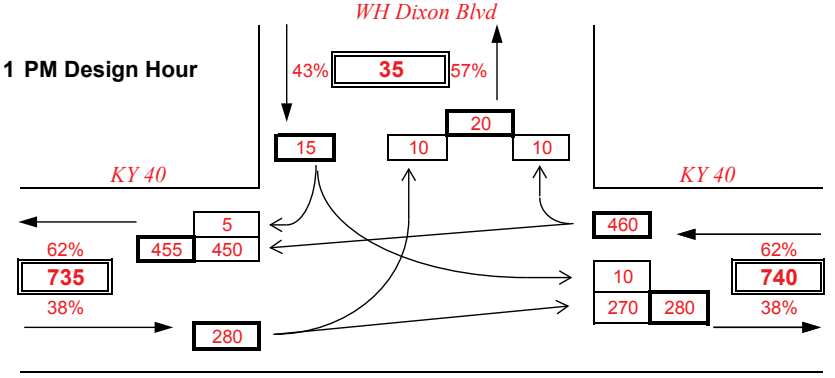
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



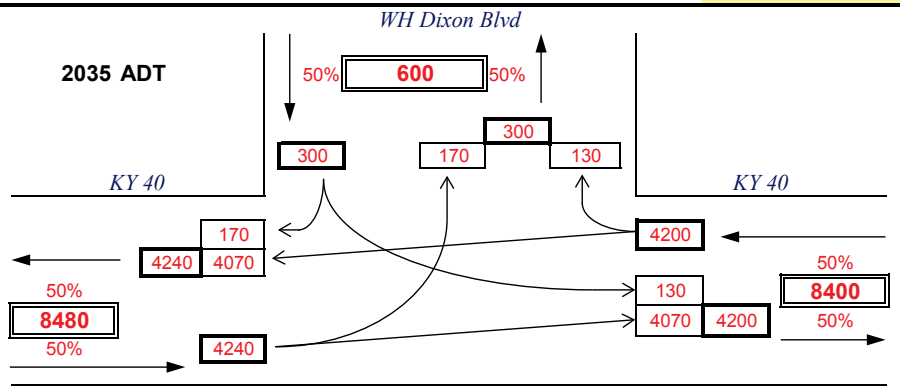
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

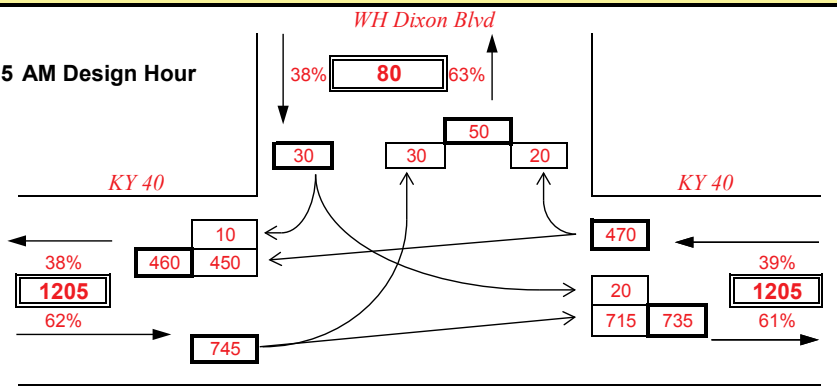
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



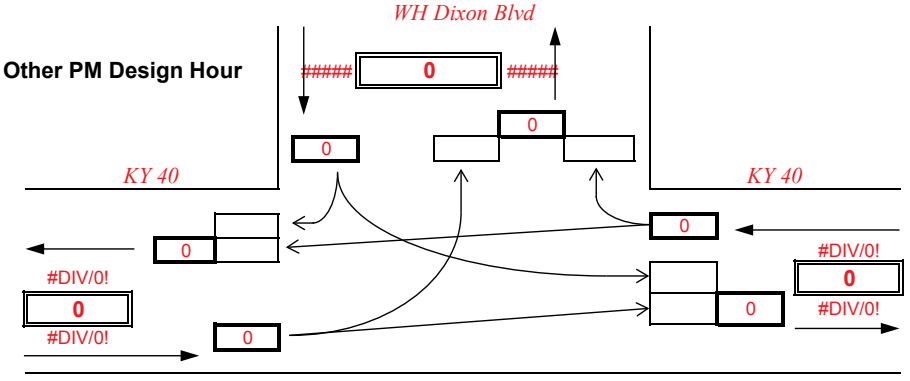
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



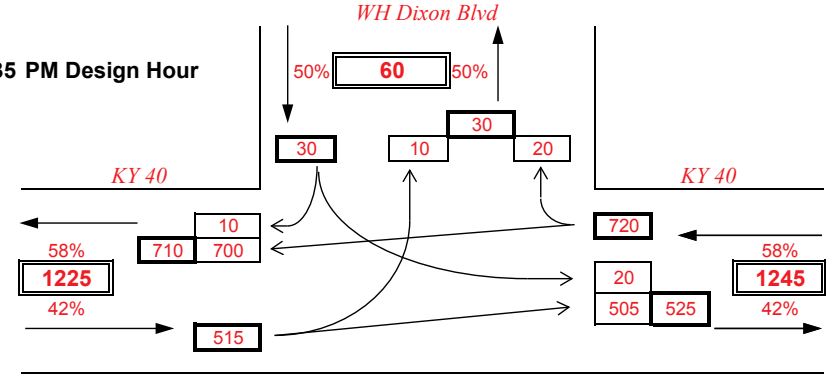
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



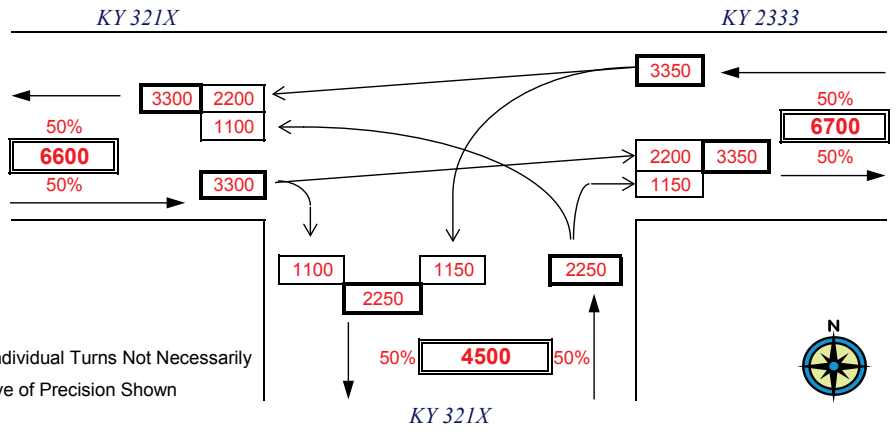
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

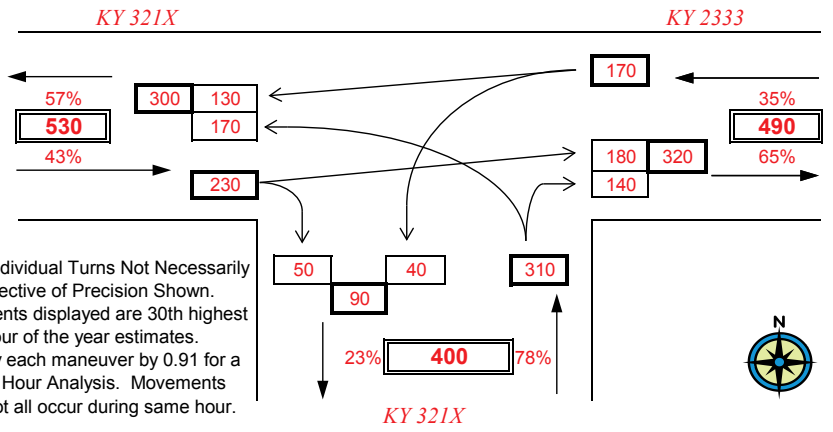
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



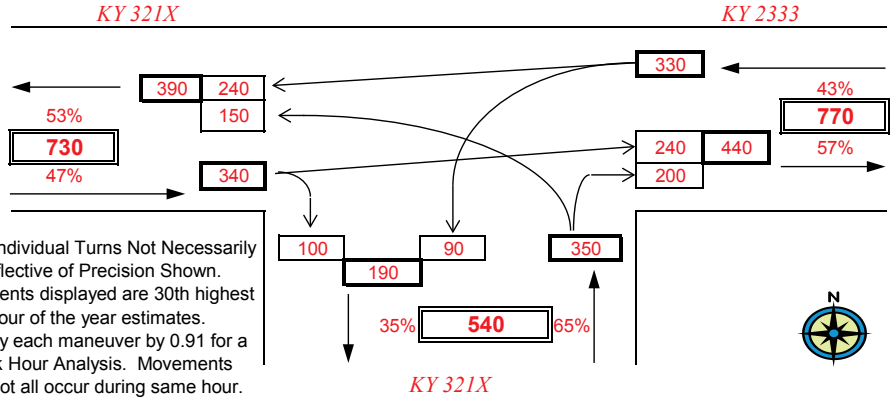
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



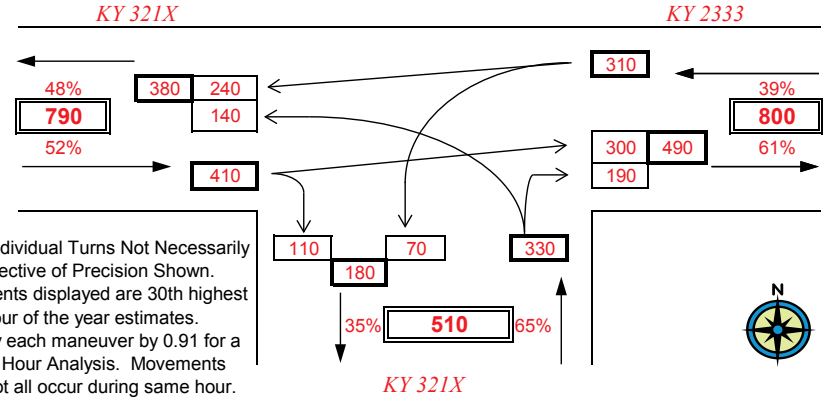
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



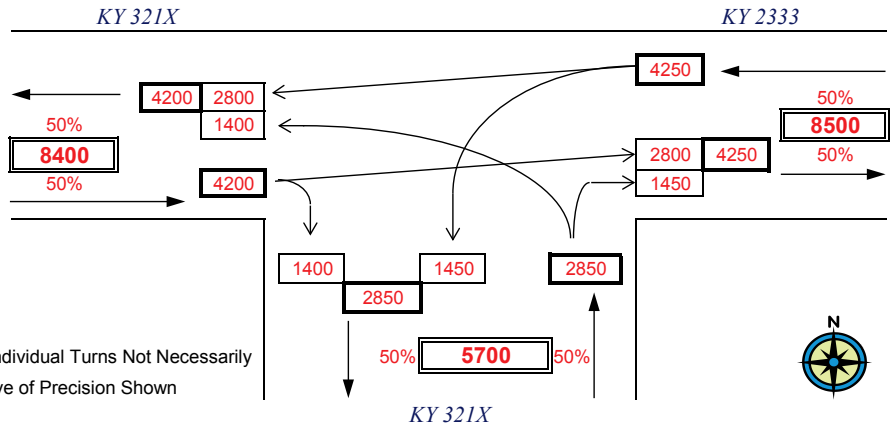
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

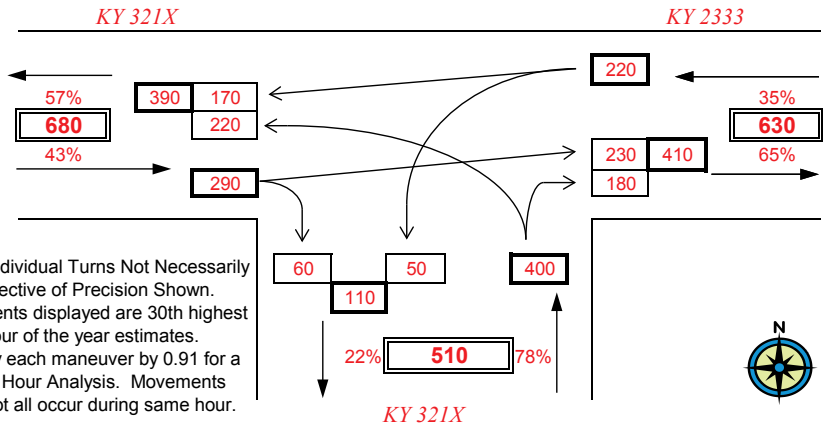
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



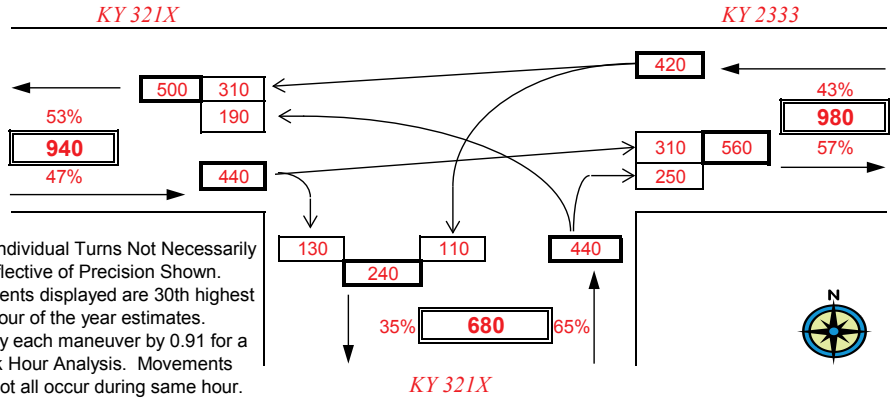
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



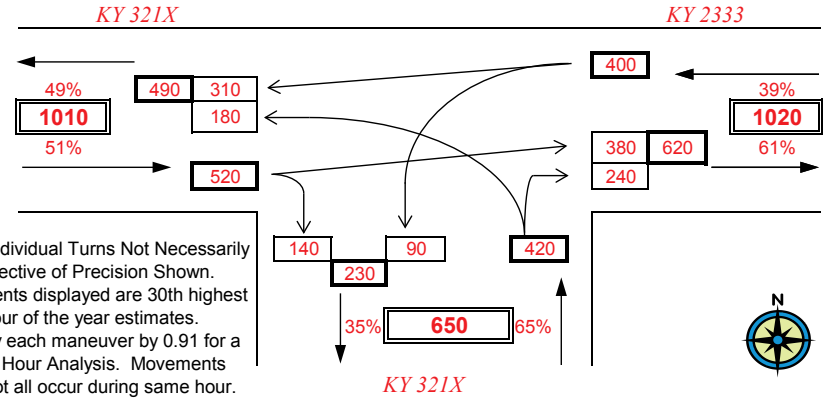
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



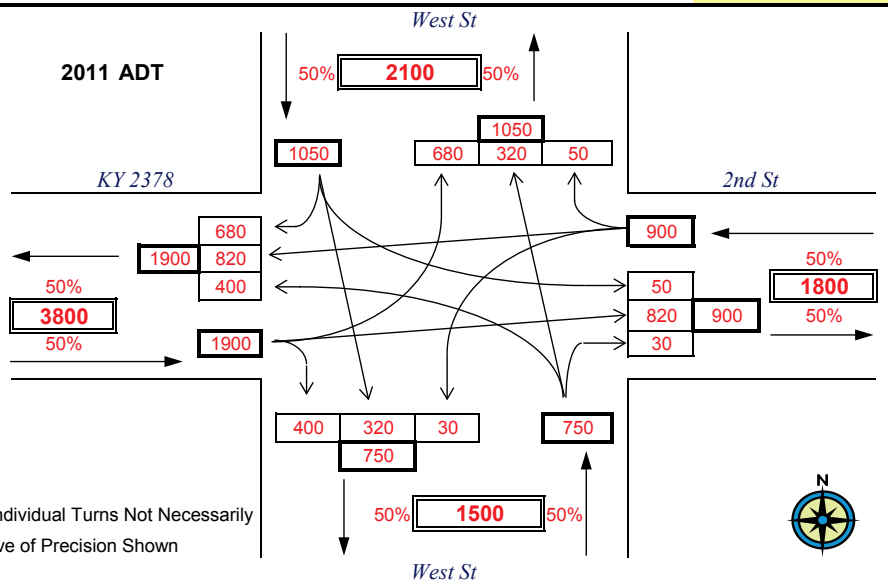
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

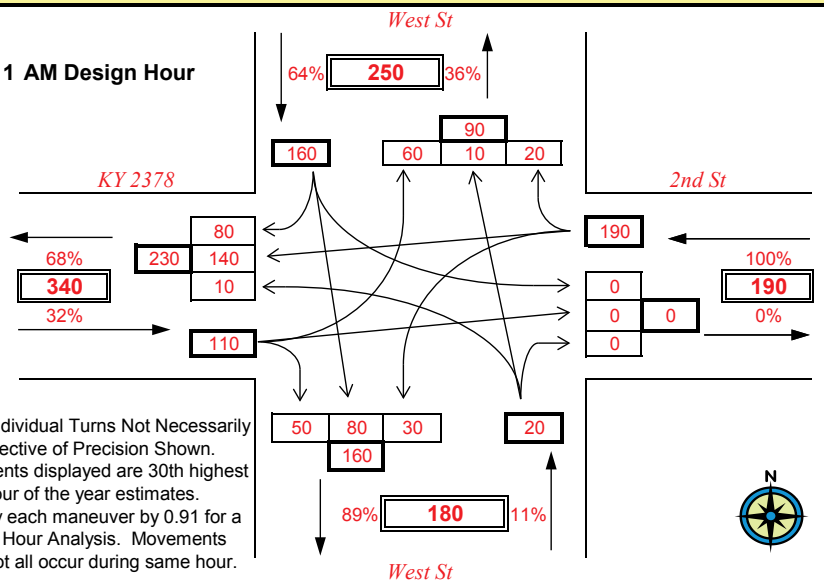
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



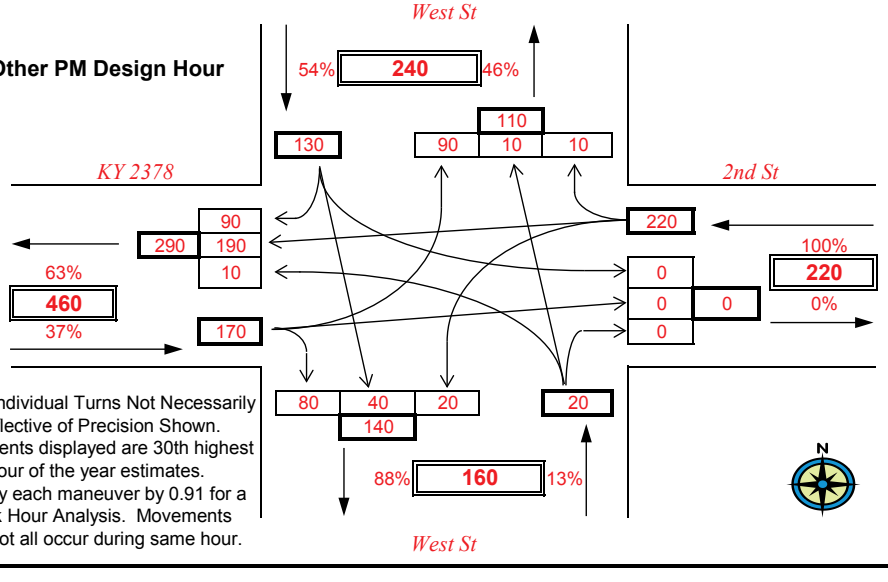
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



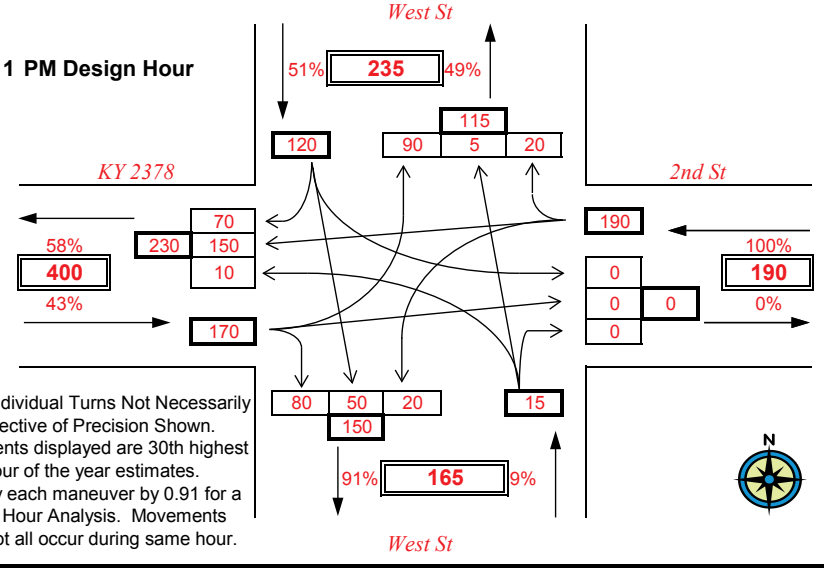
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



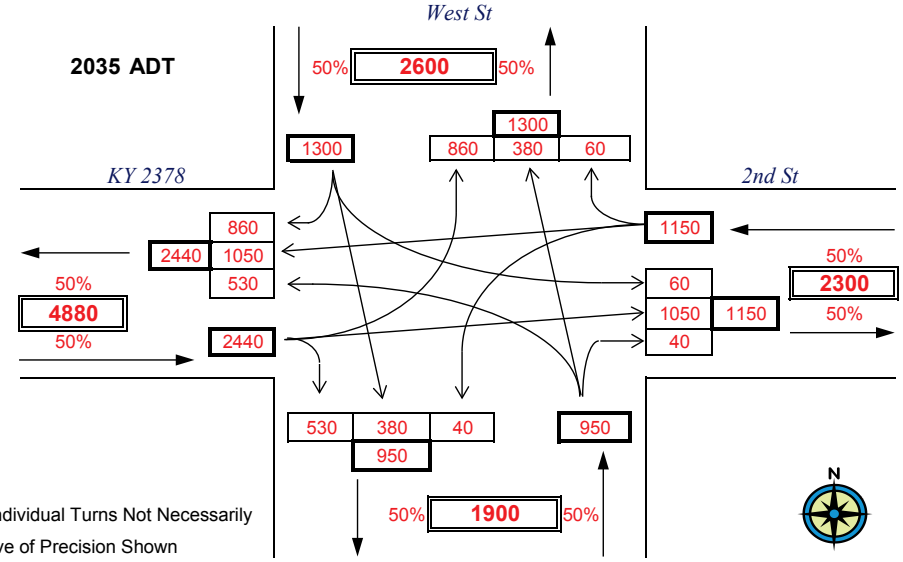
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

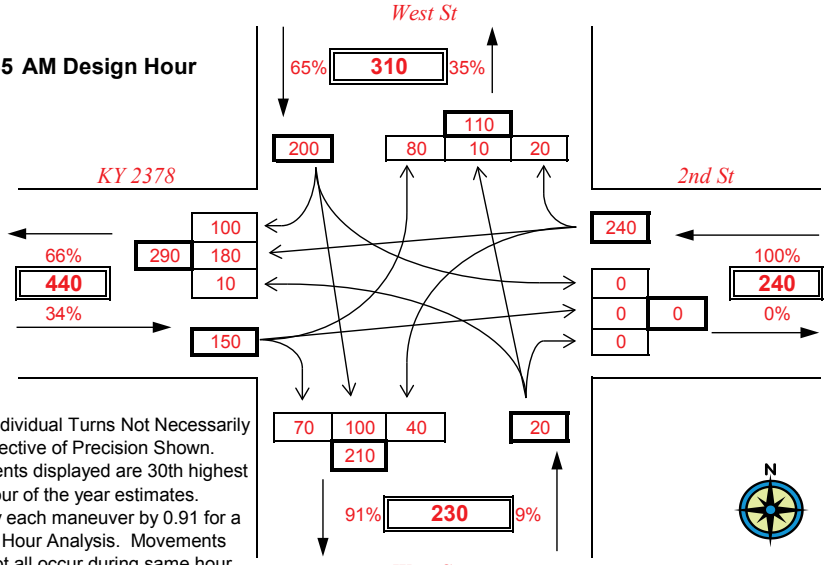
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



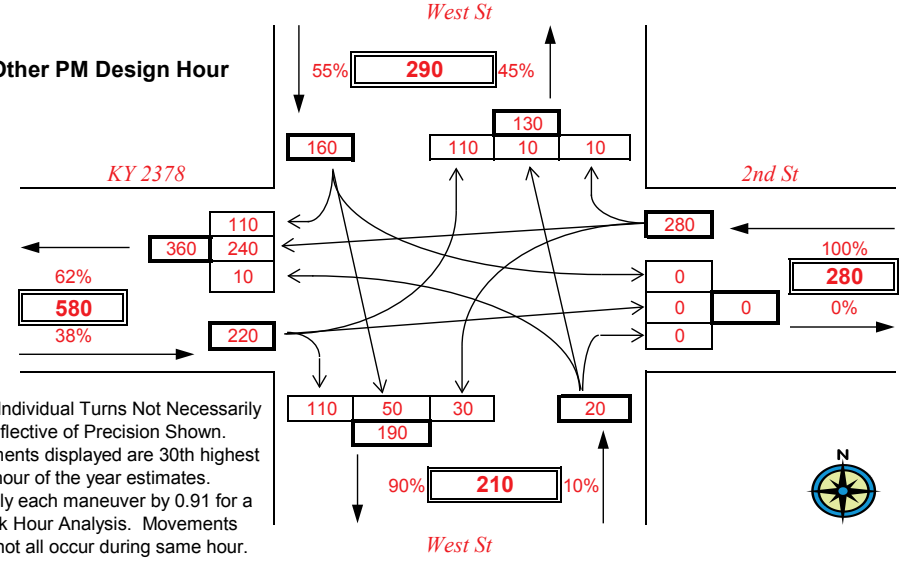
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



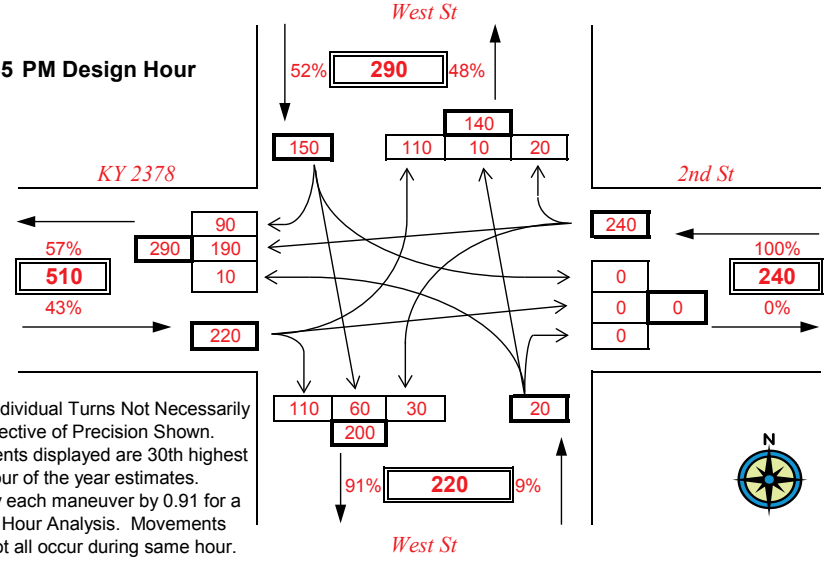
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



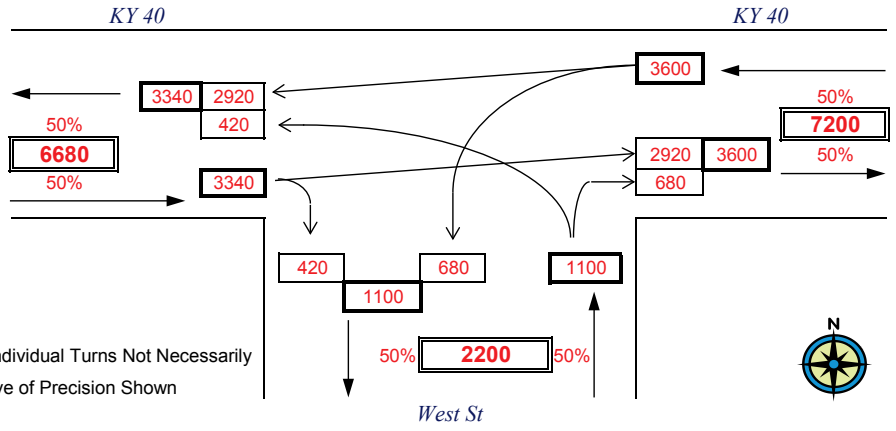
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

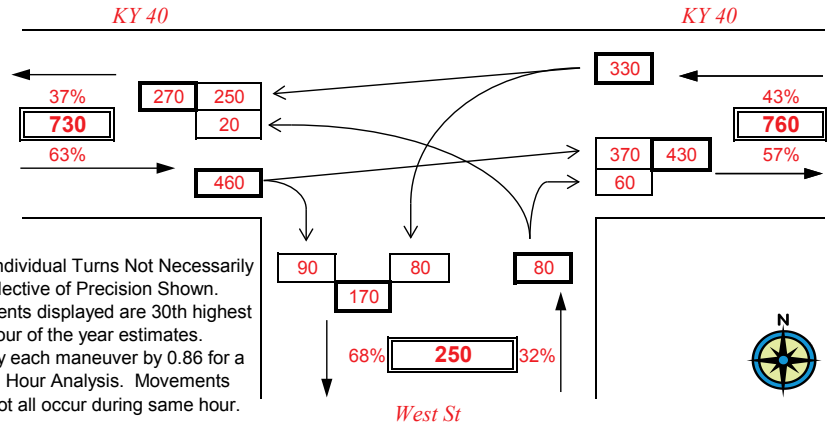
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



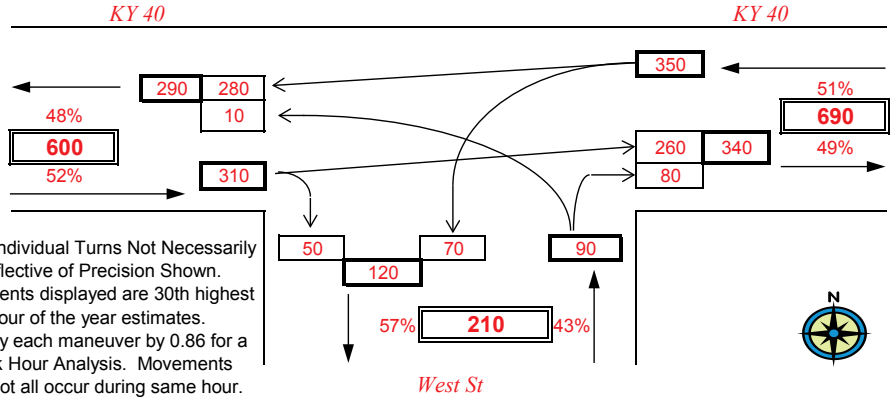
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



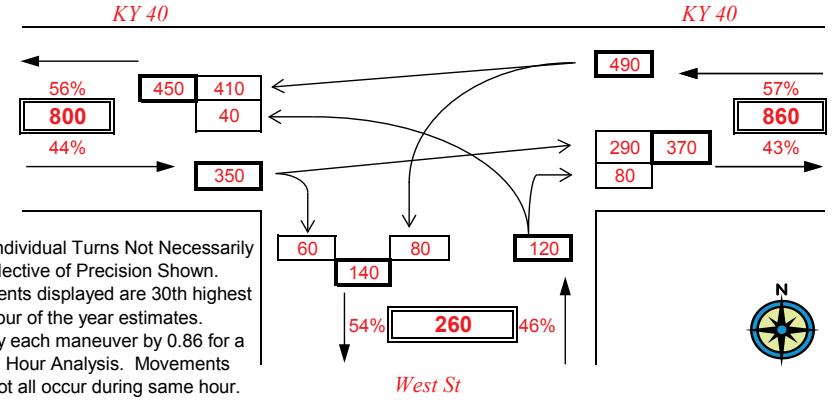
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



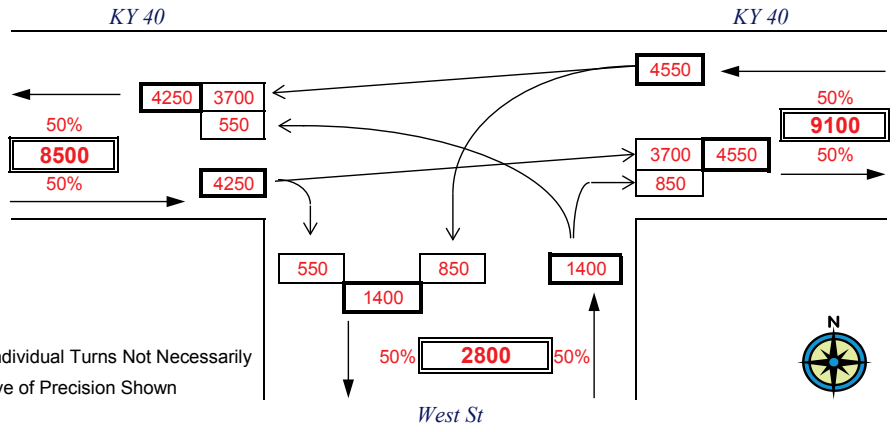
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

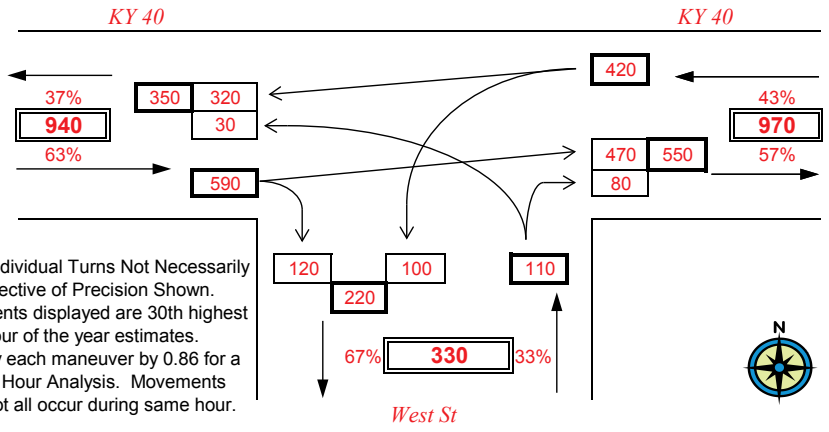
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



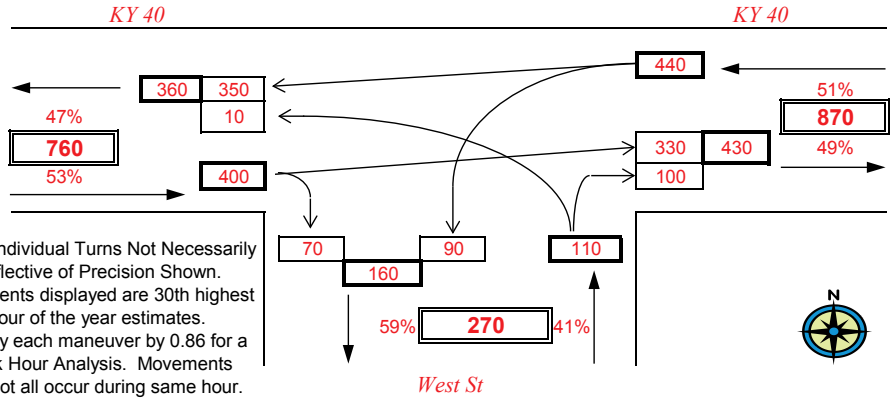
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



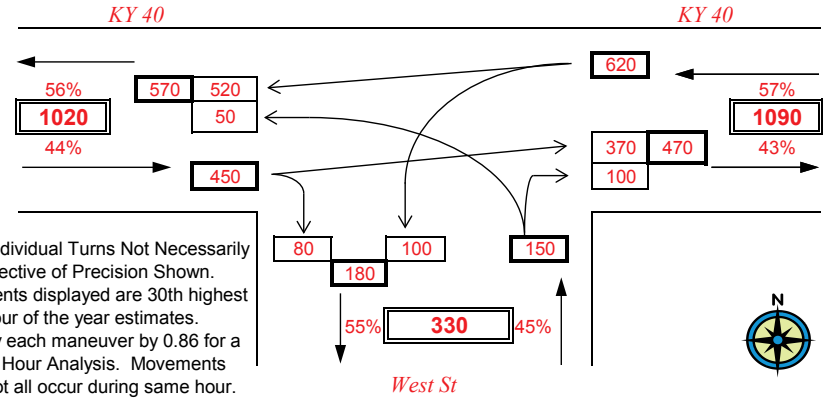
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



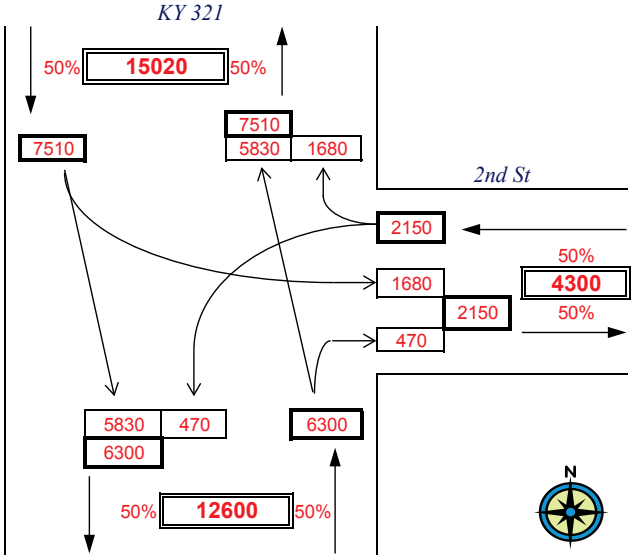
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

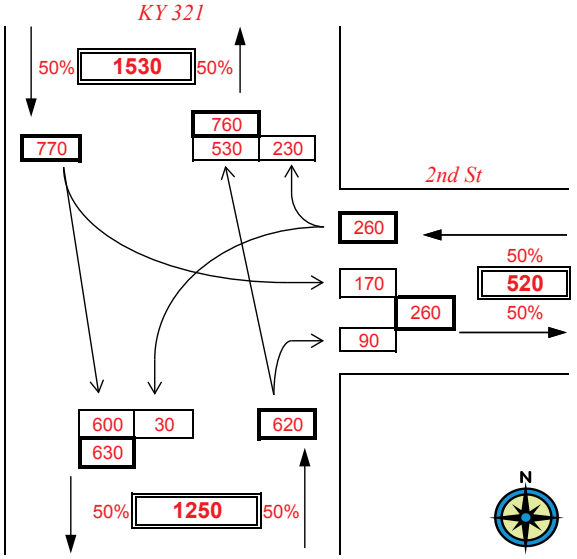
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



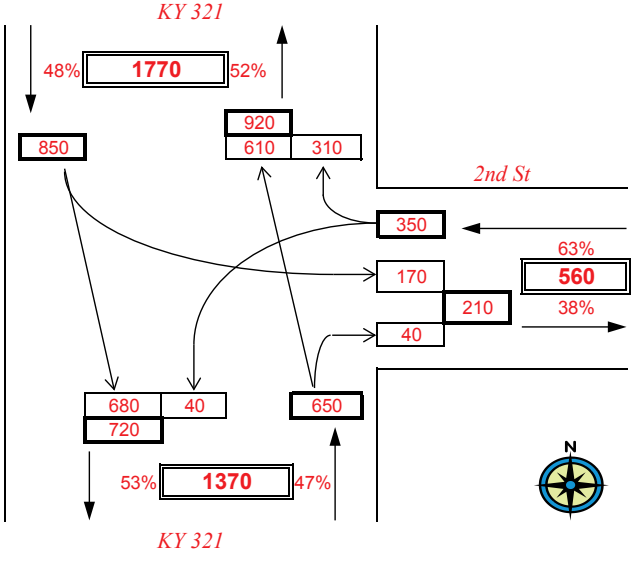
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



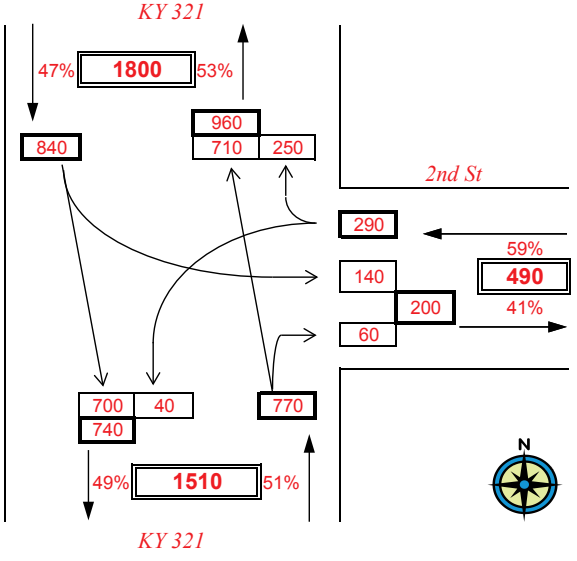
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



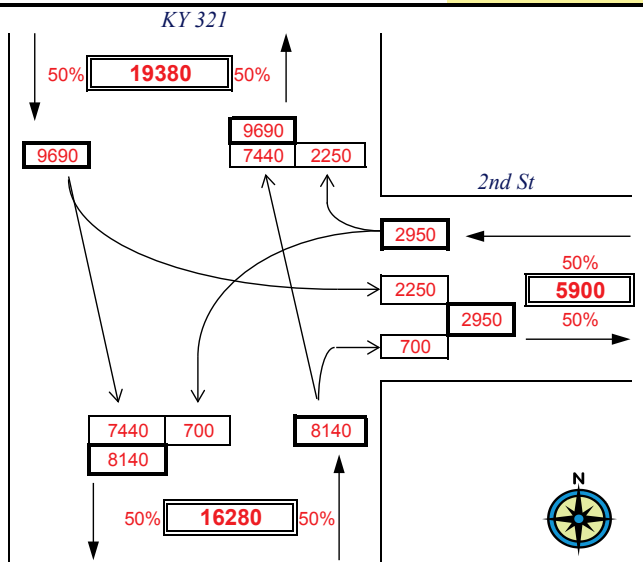
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

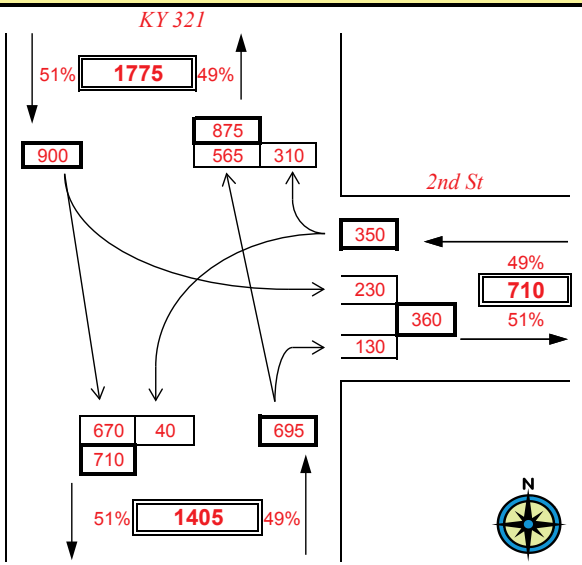
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



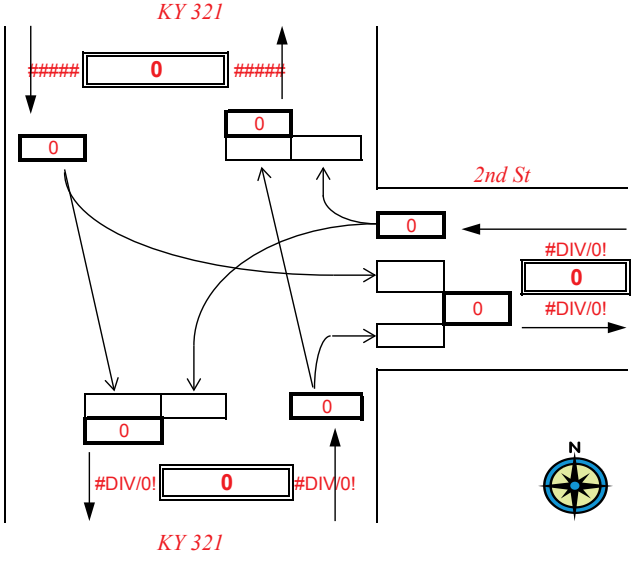
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



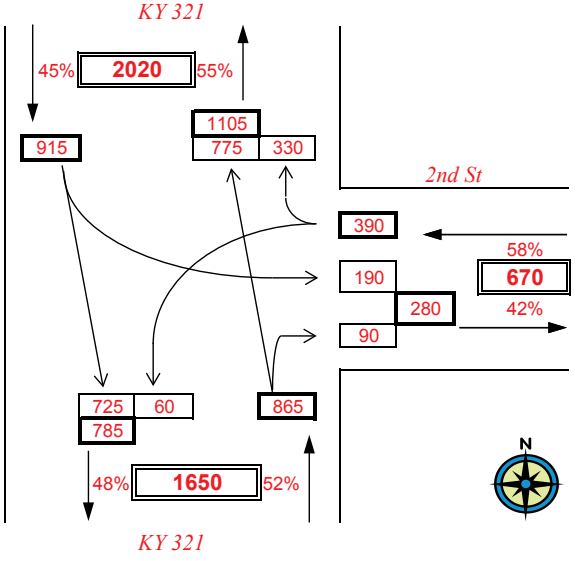
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



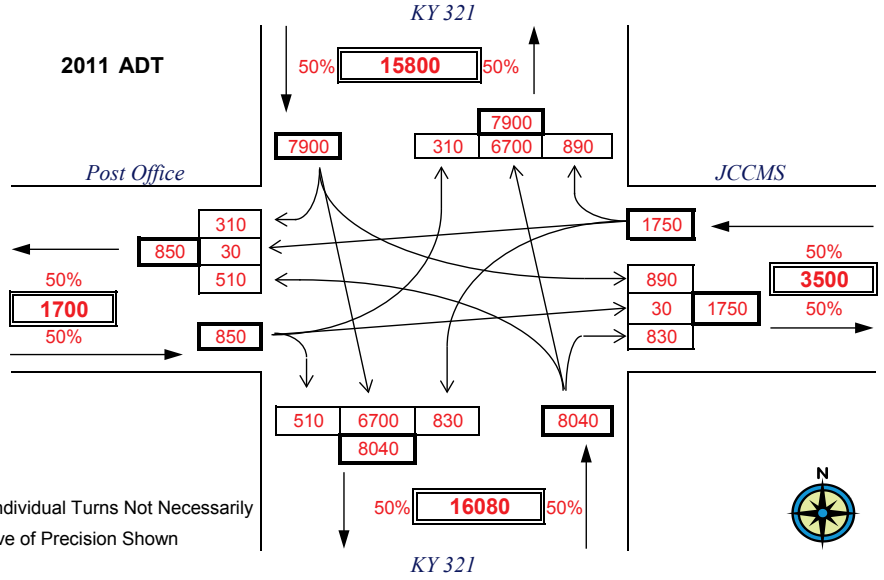
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

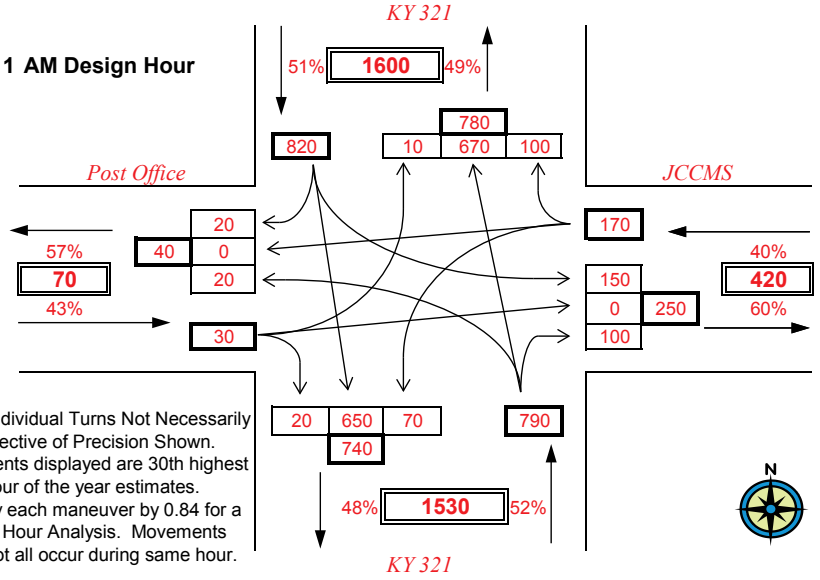
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



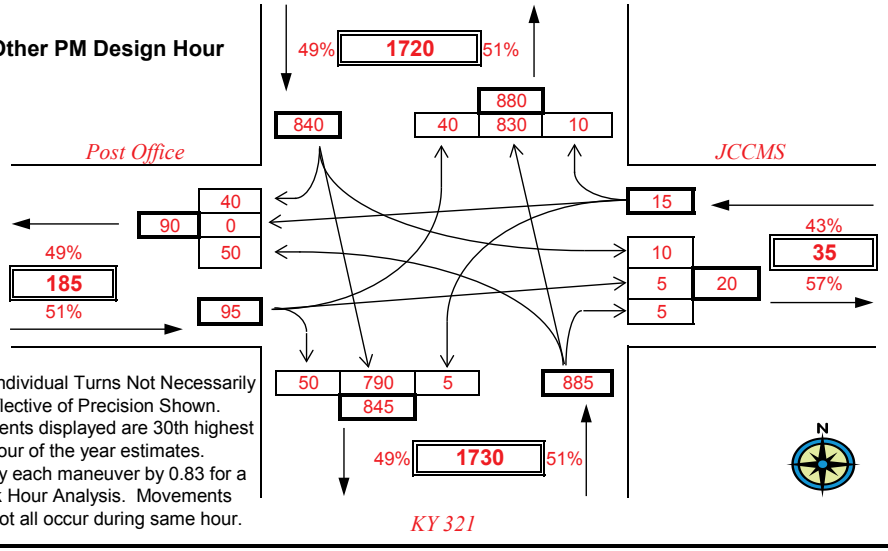
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



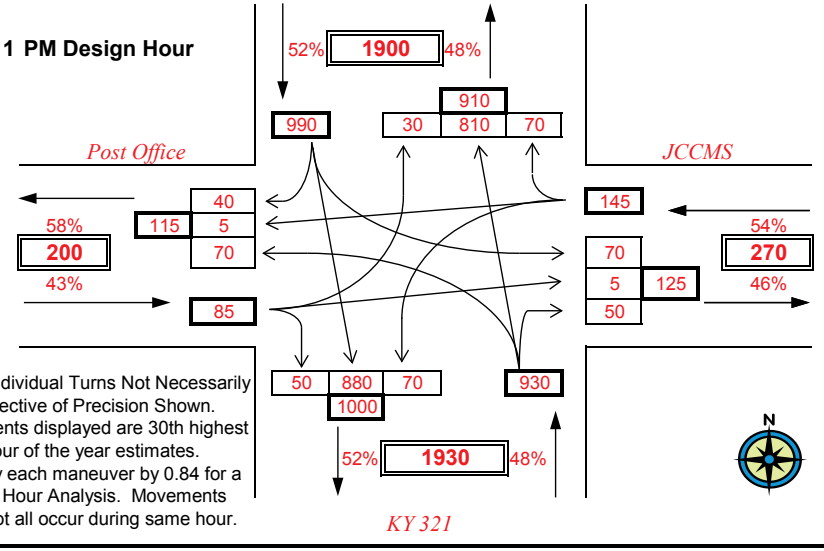
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



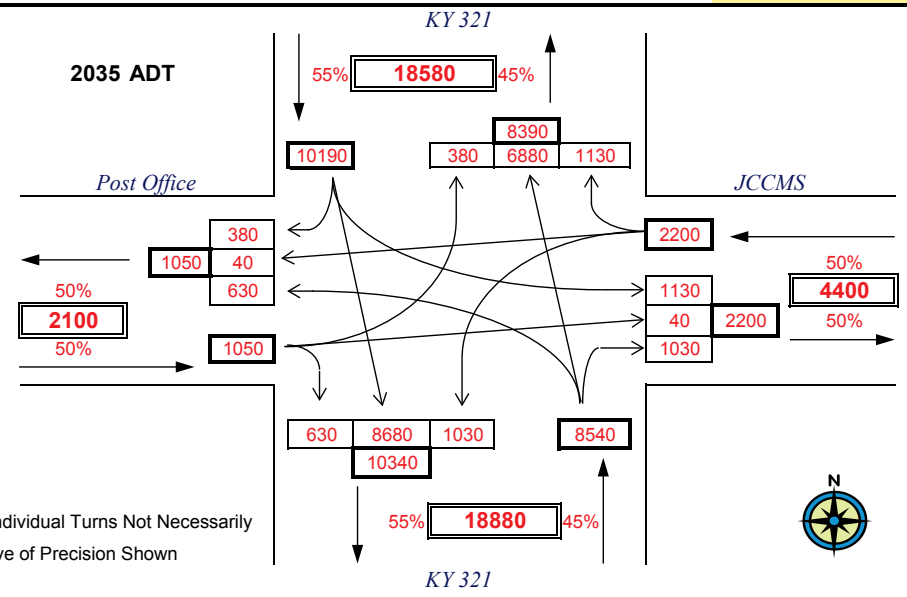
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

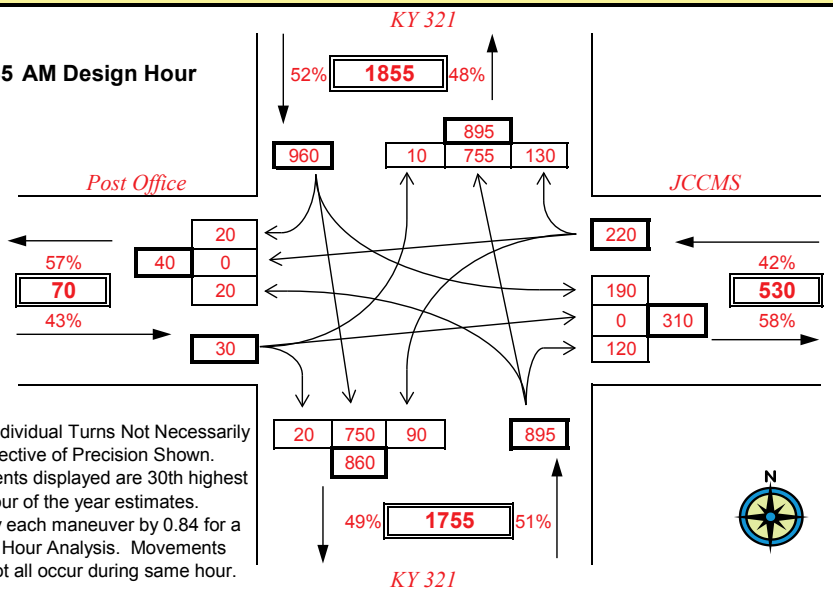
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



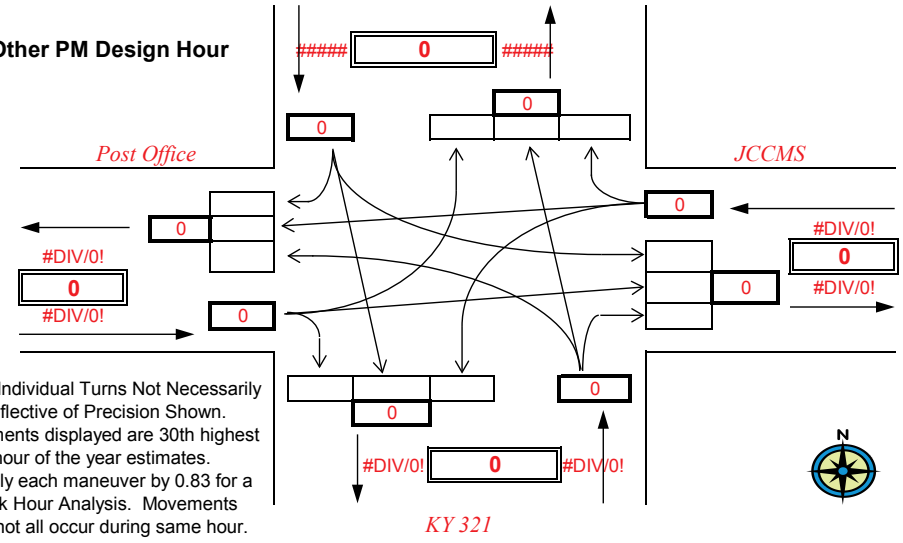
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



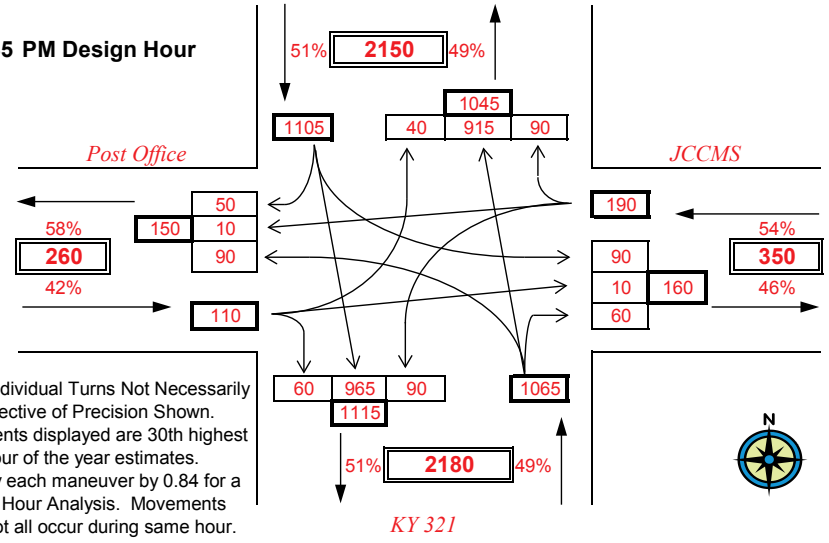
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



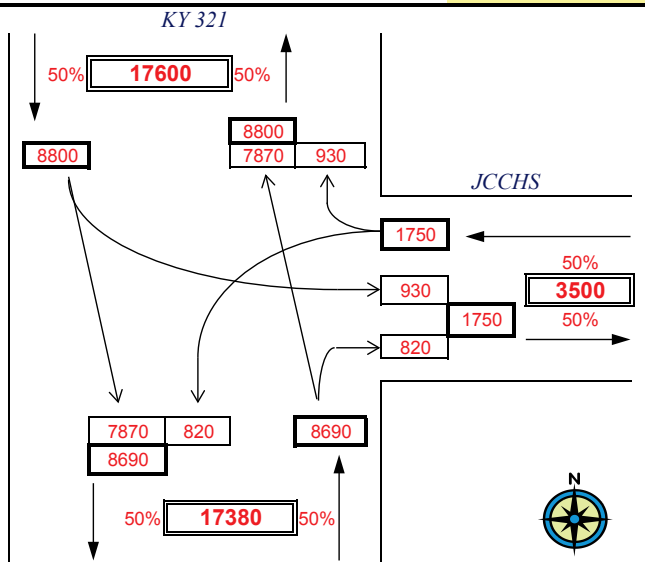
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

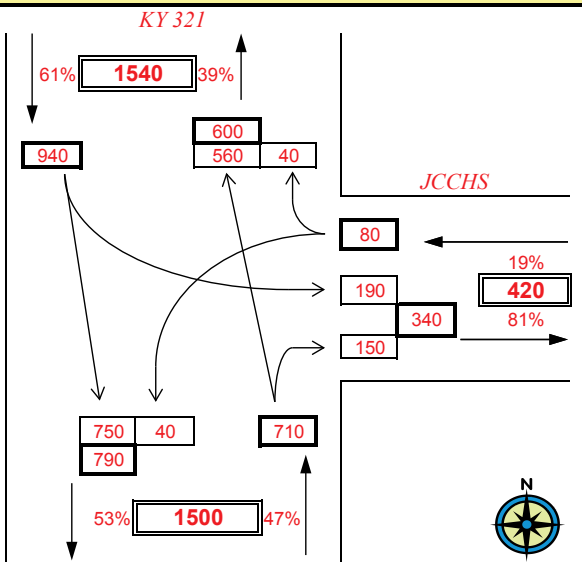
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



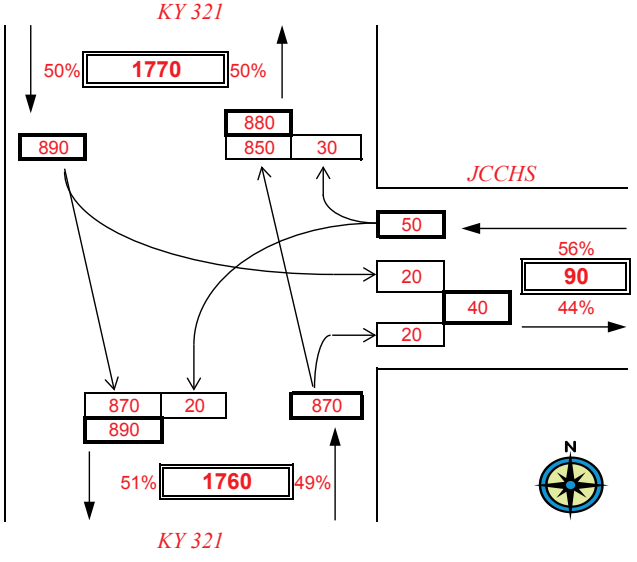
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



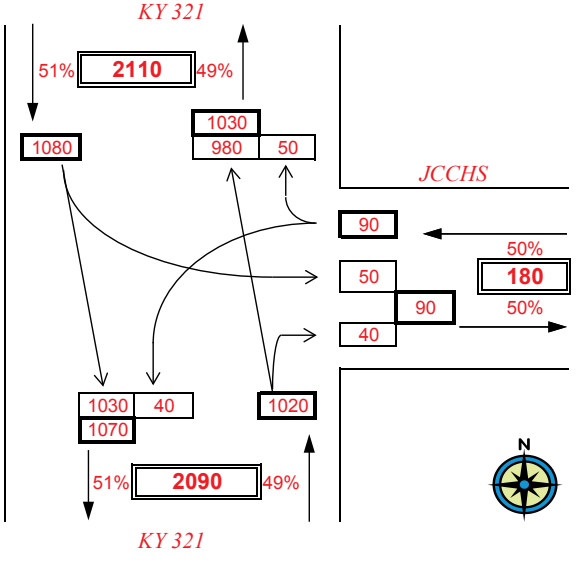
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



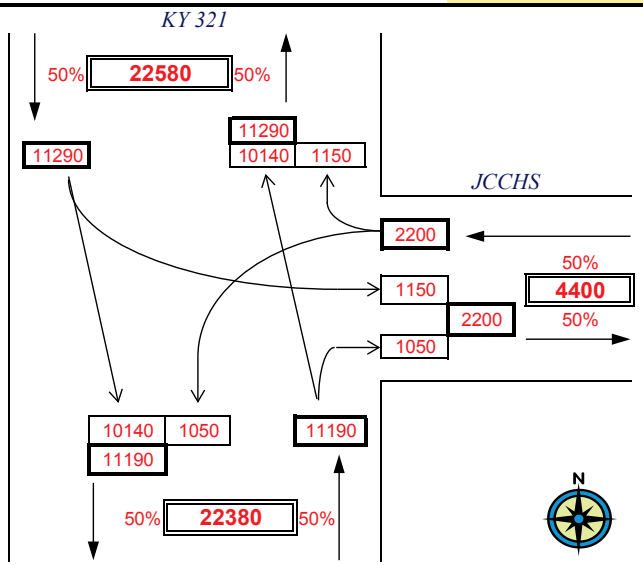
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

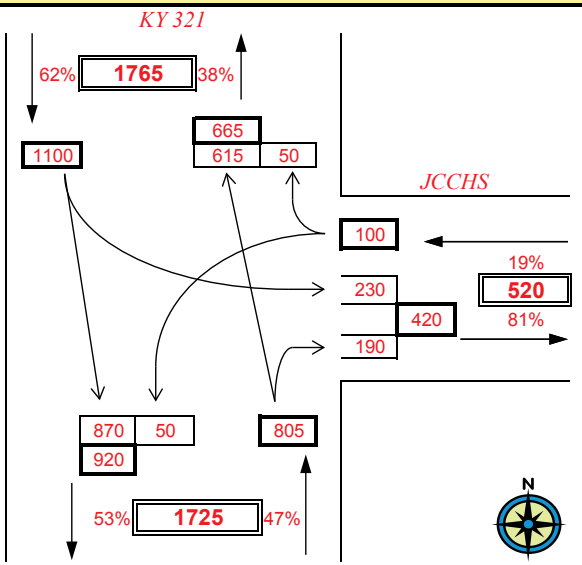
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



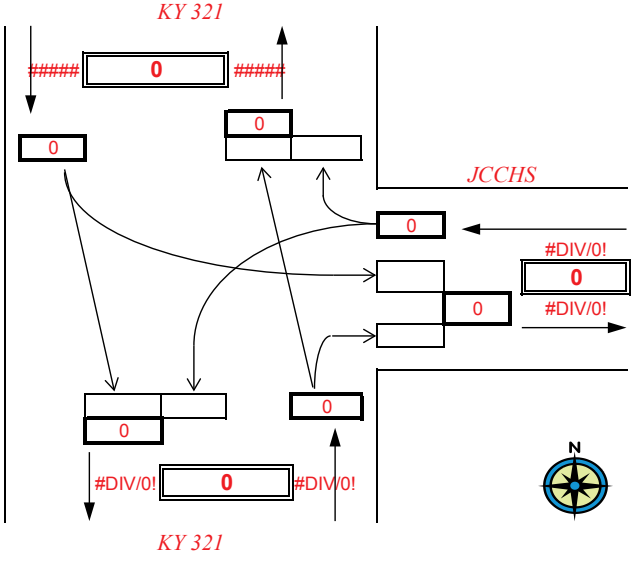
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



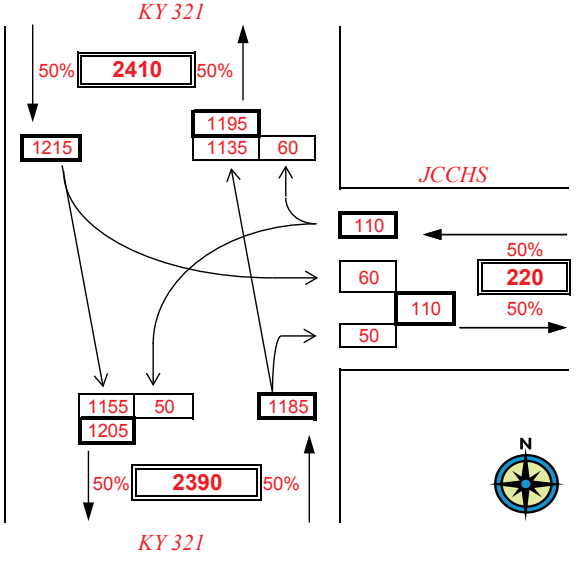
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

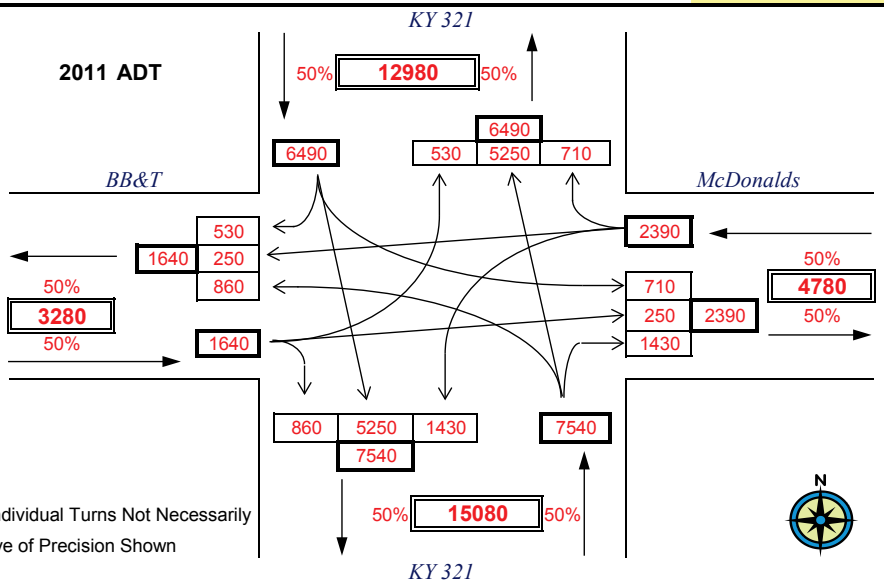


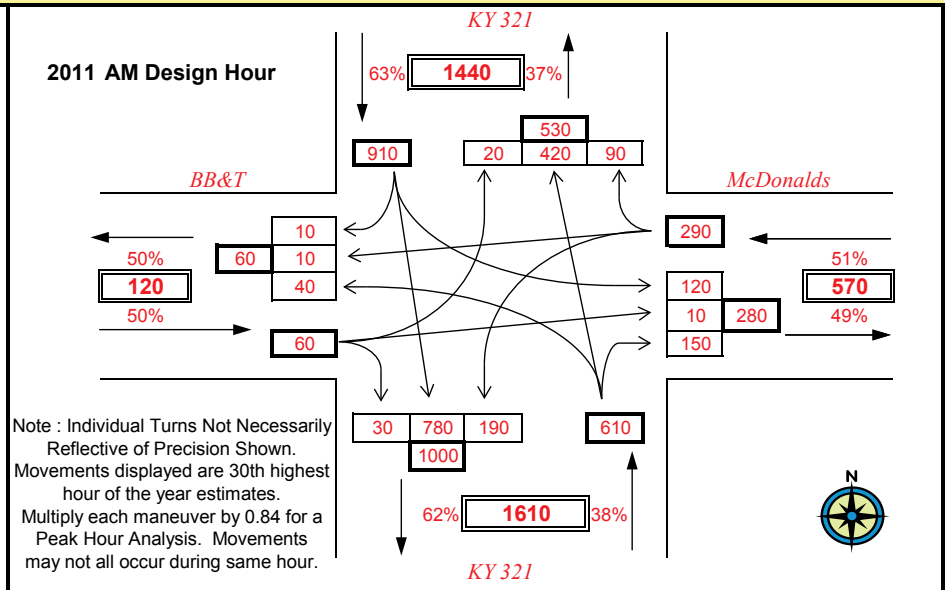
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

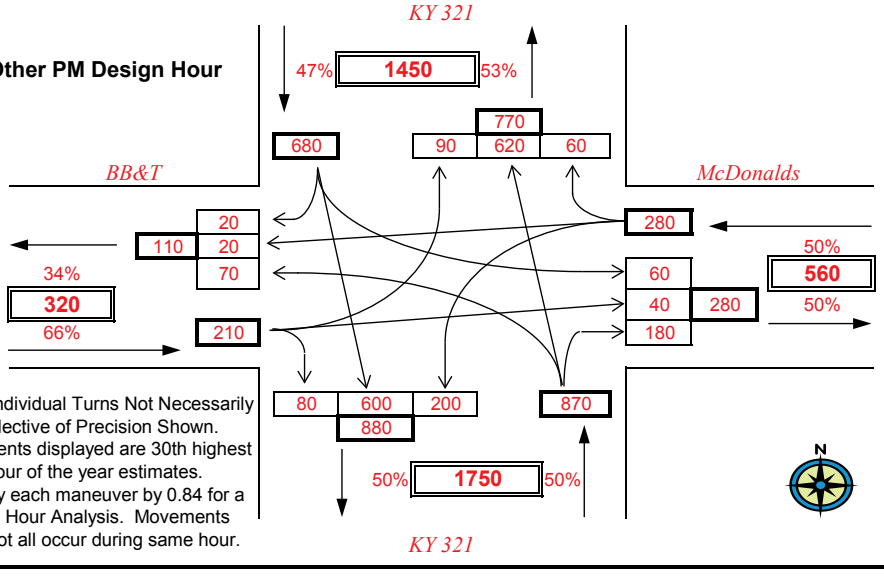
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

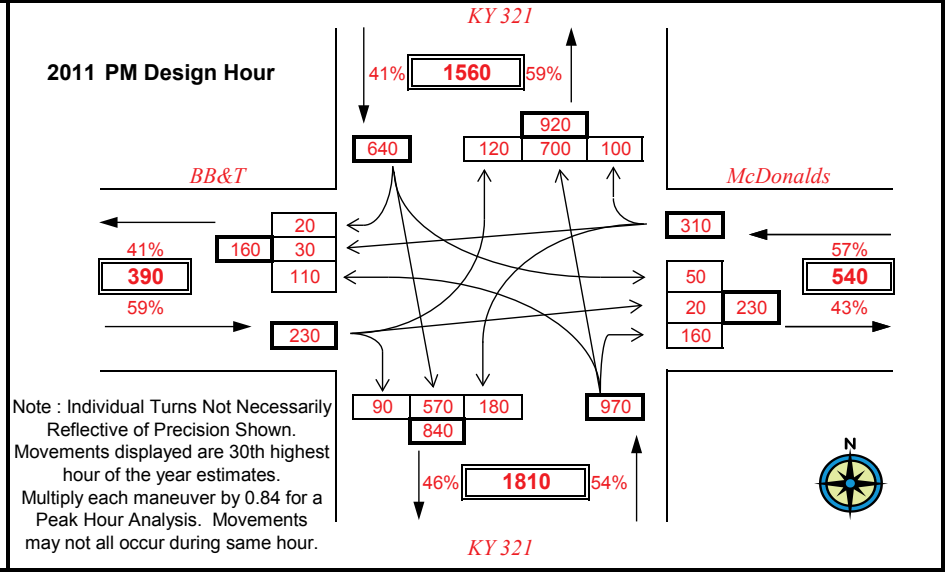
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







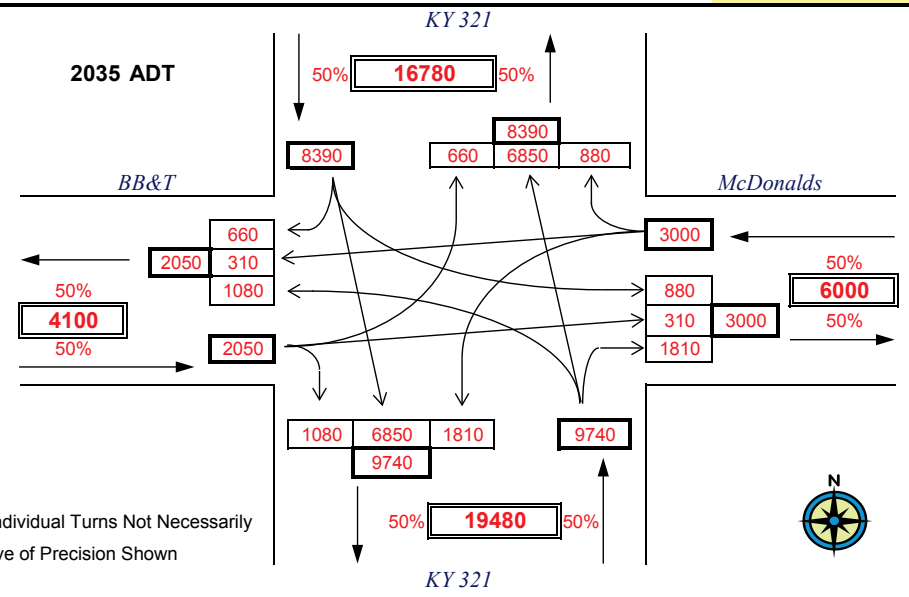


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

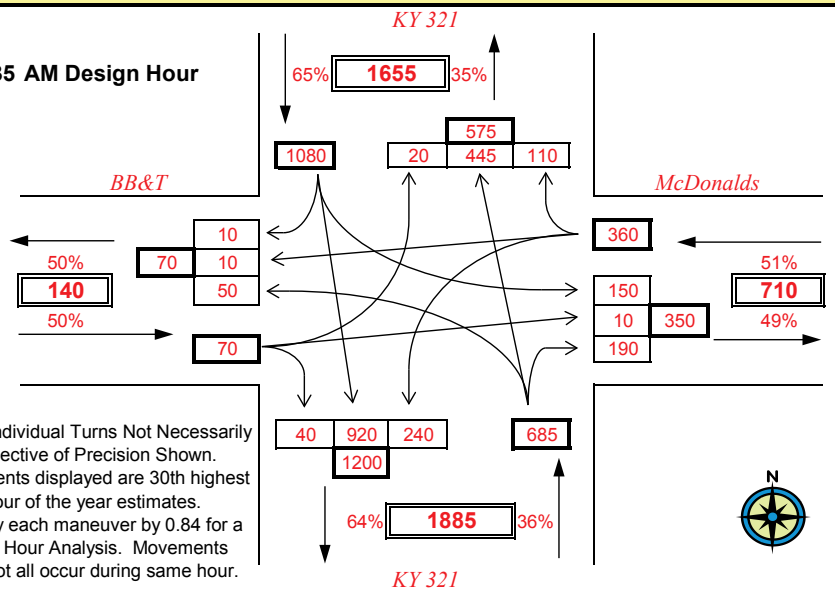
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



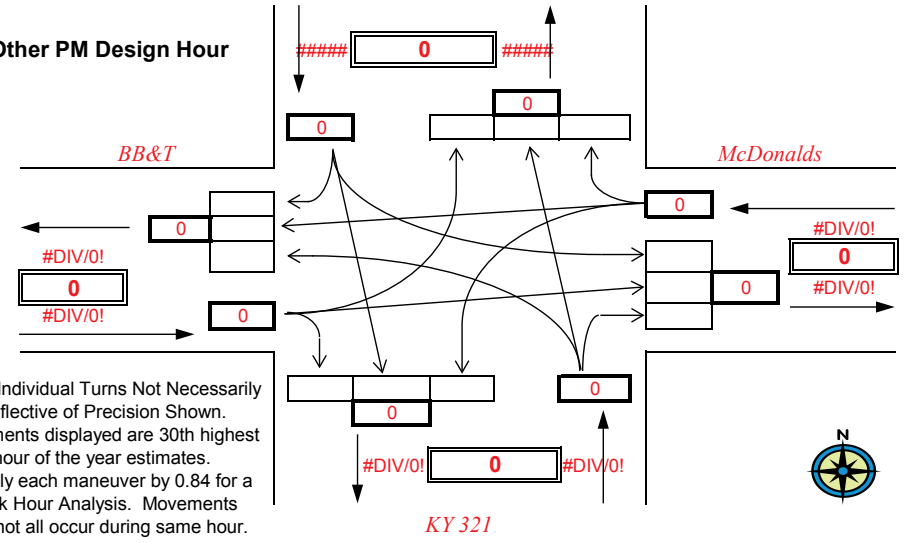
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



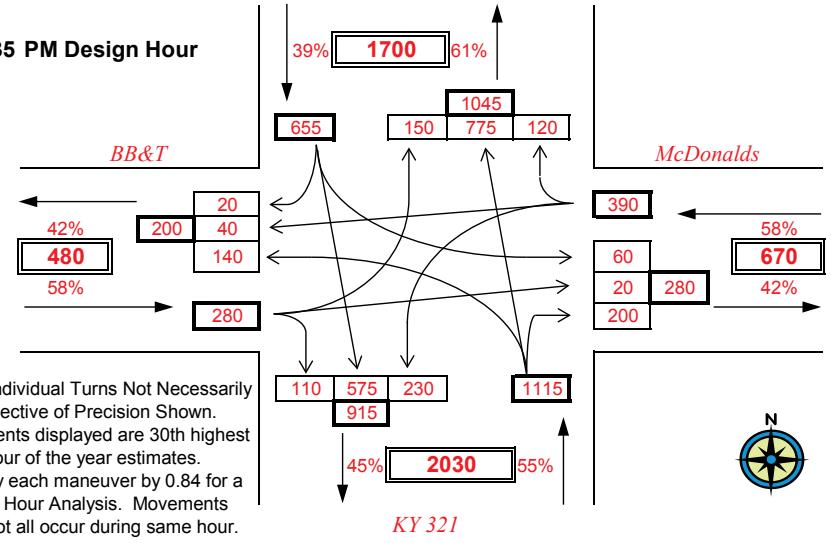
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



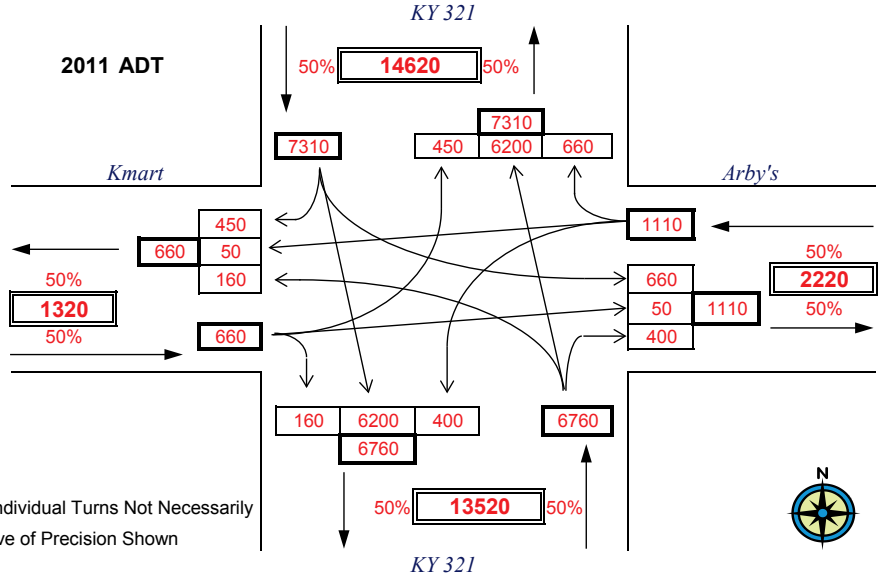
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

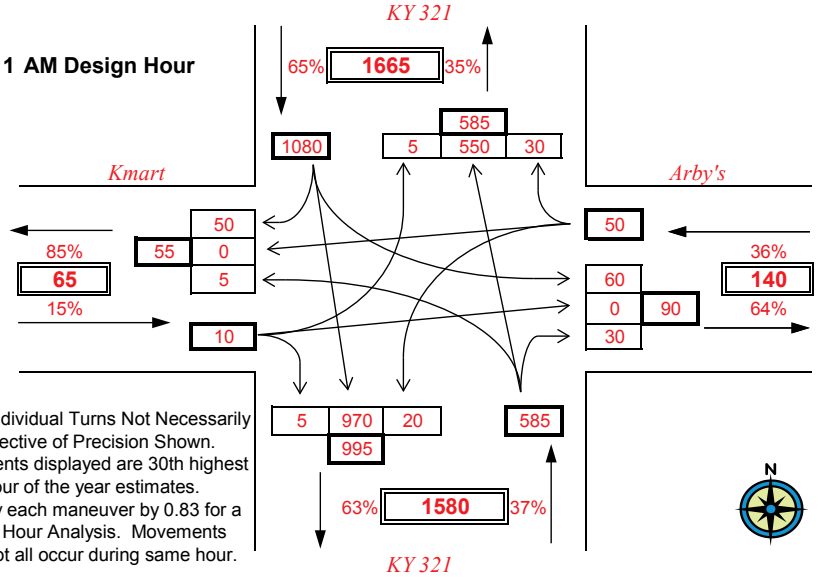
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



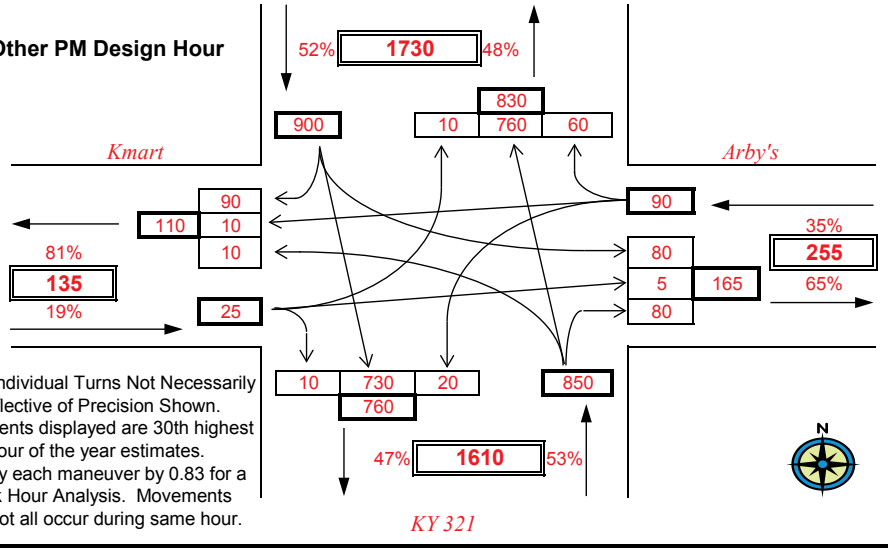
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



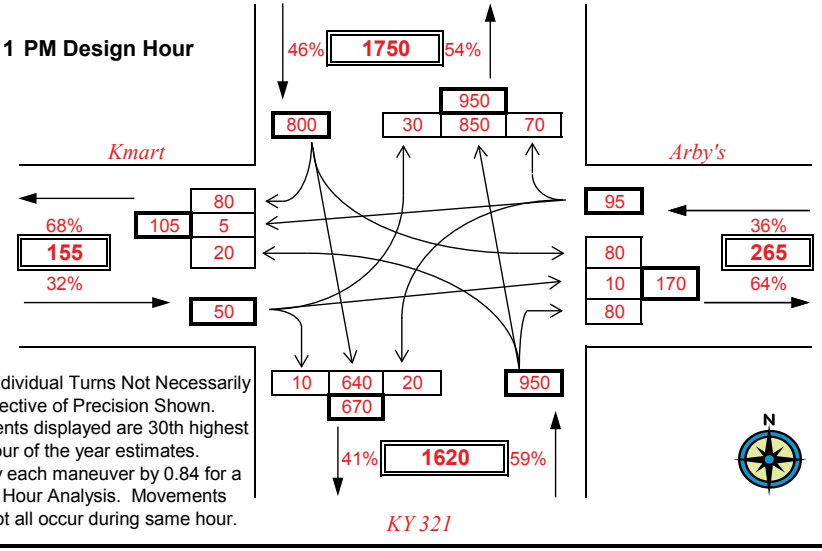
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



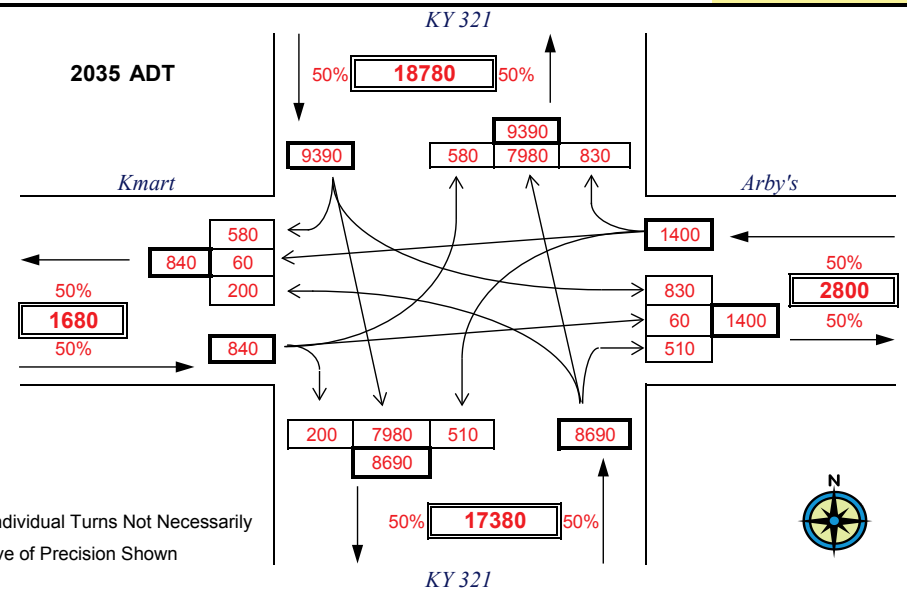
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

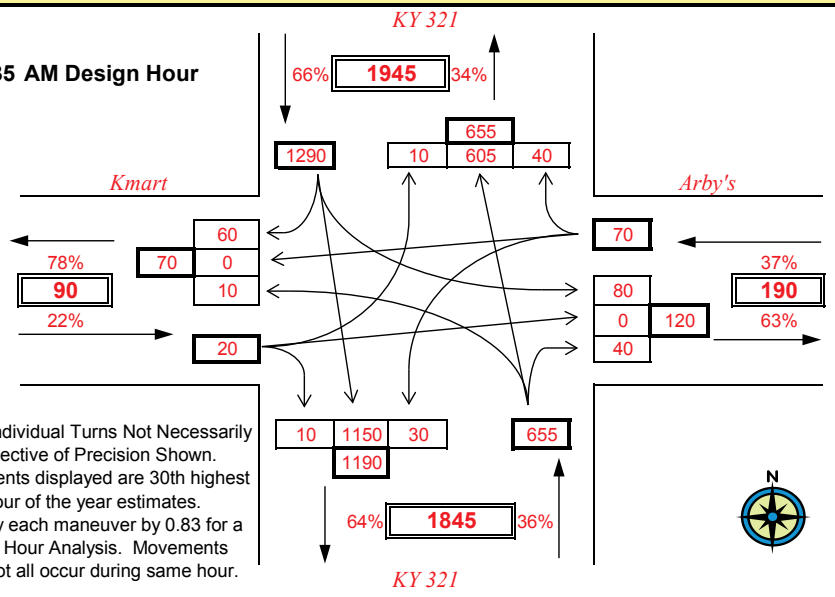
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



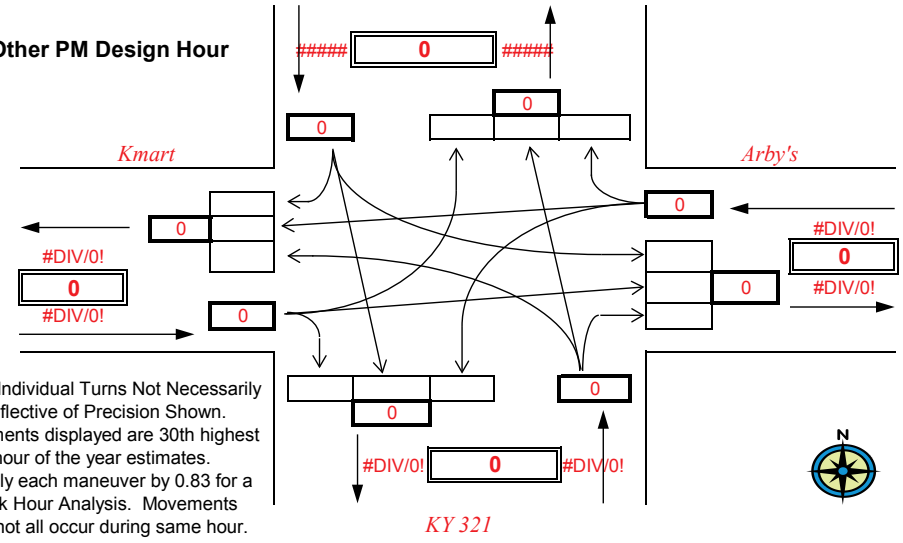
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



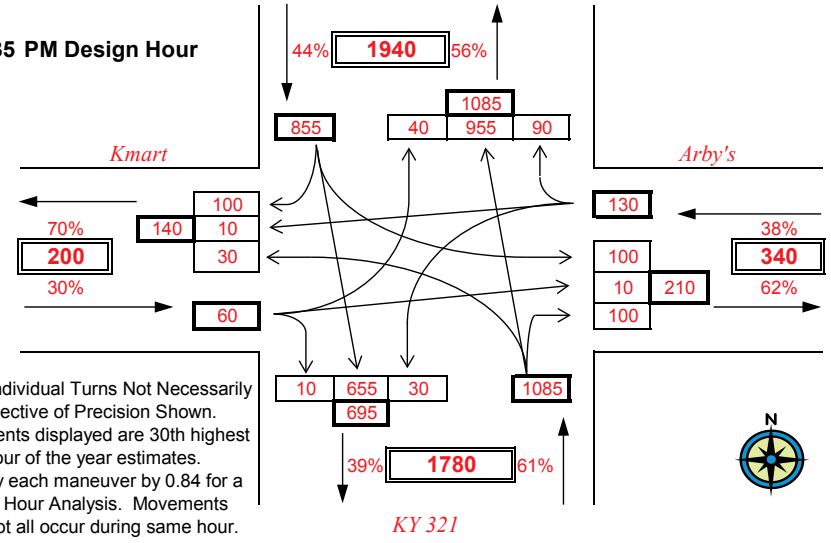
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

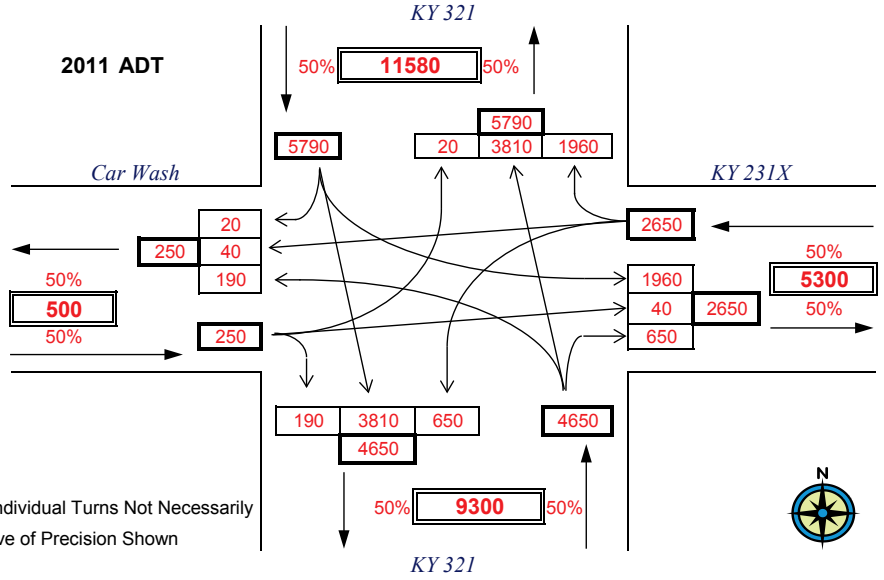
ALTERNATIVE 1C

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

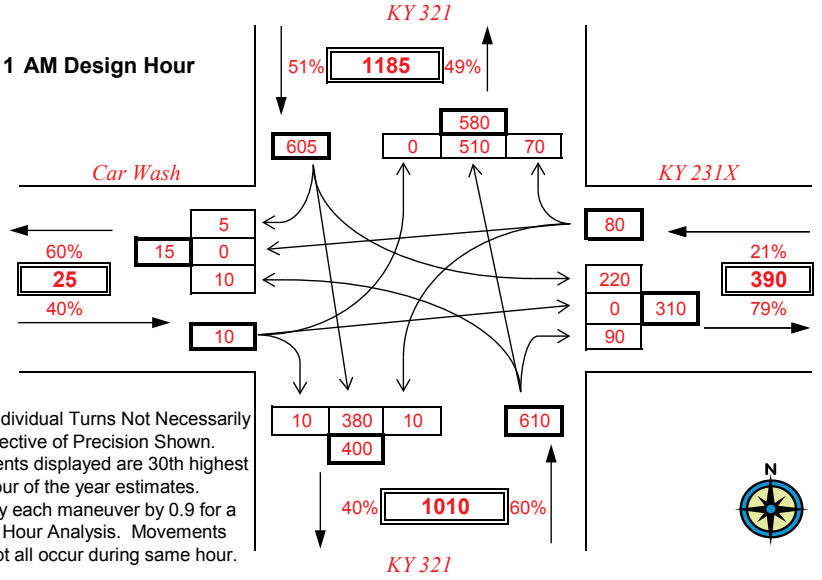
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



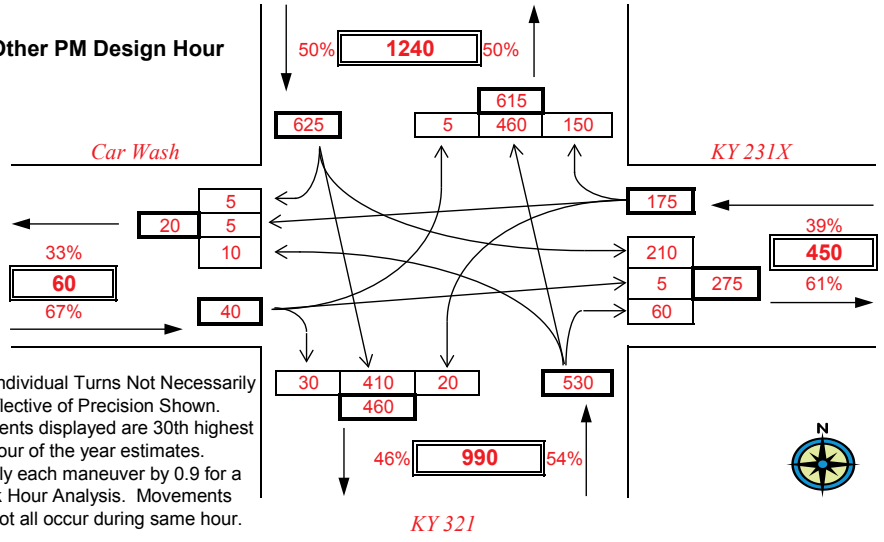
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



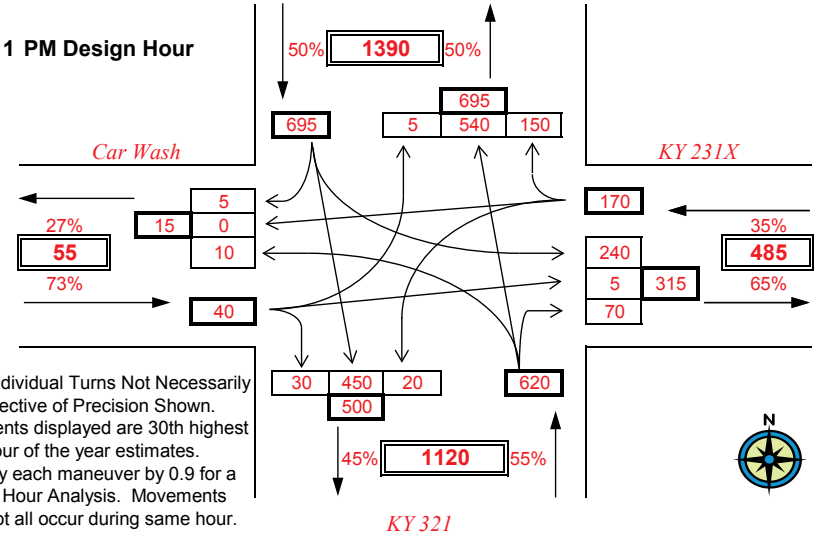
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



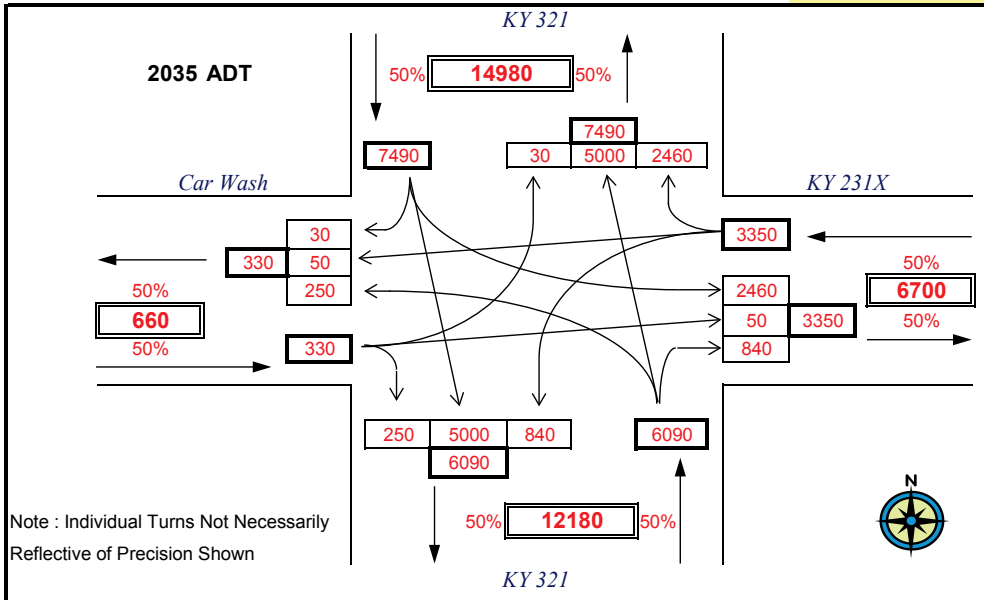
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

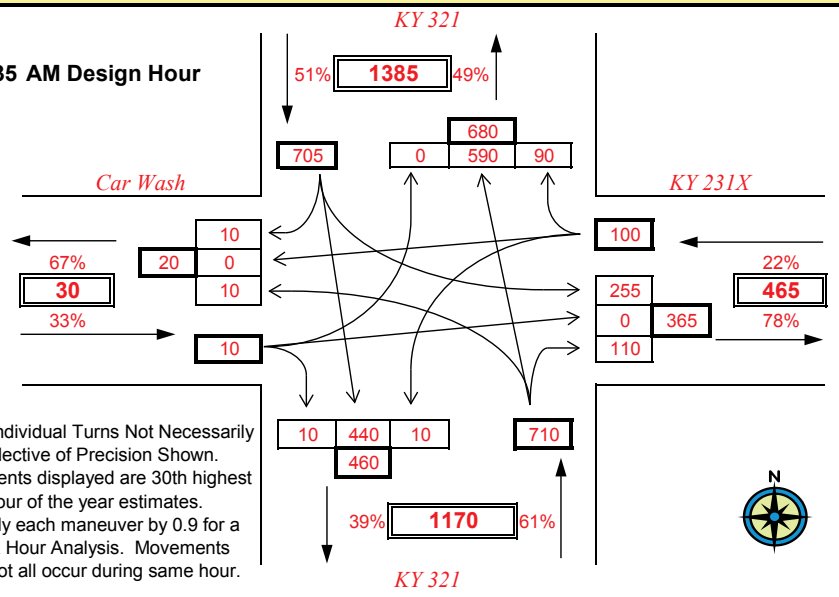
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



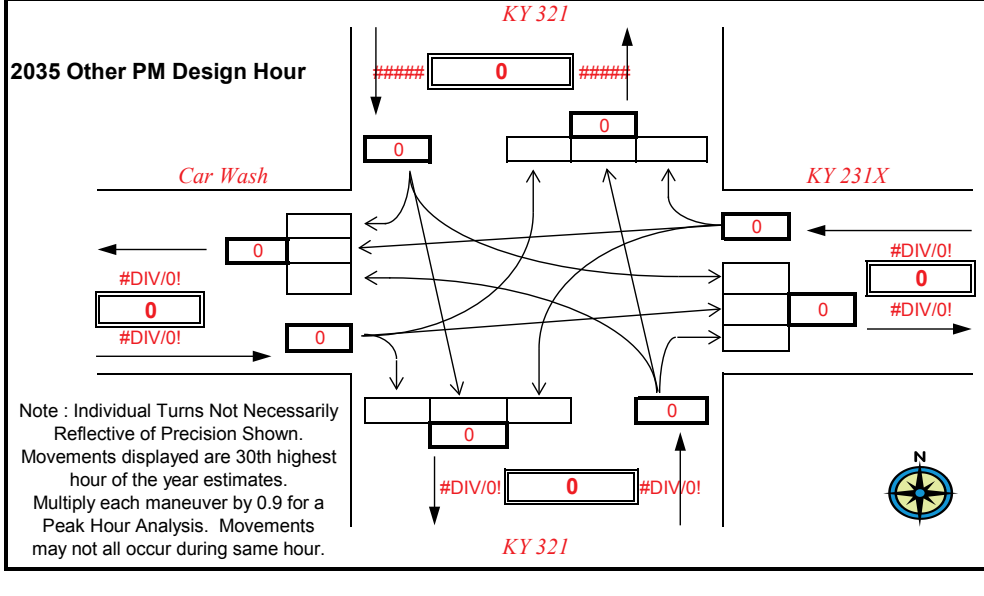
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



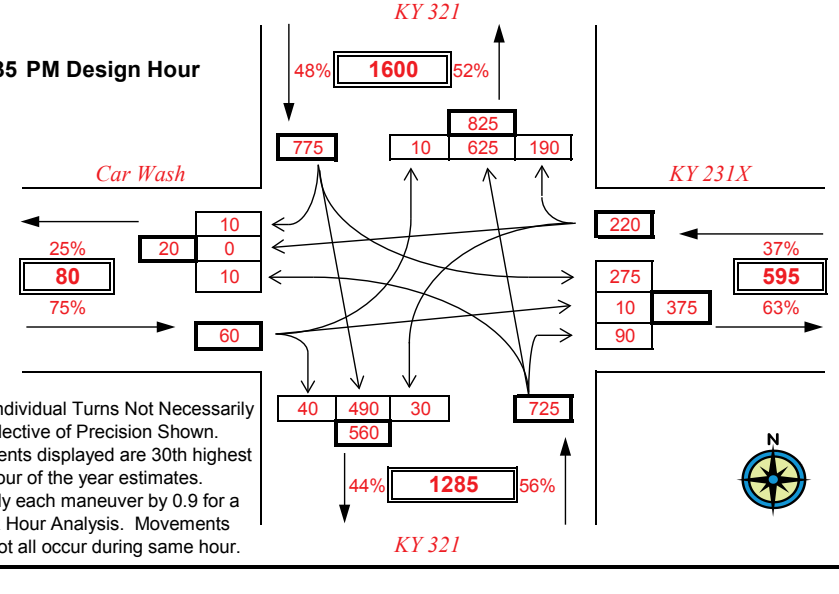
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



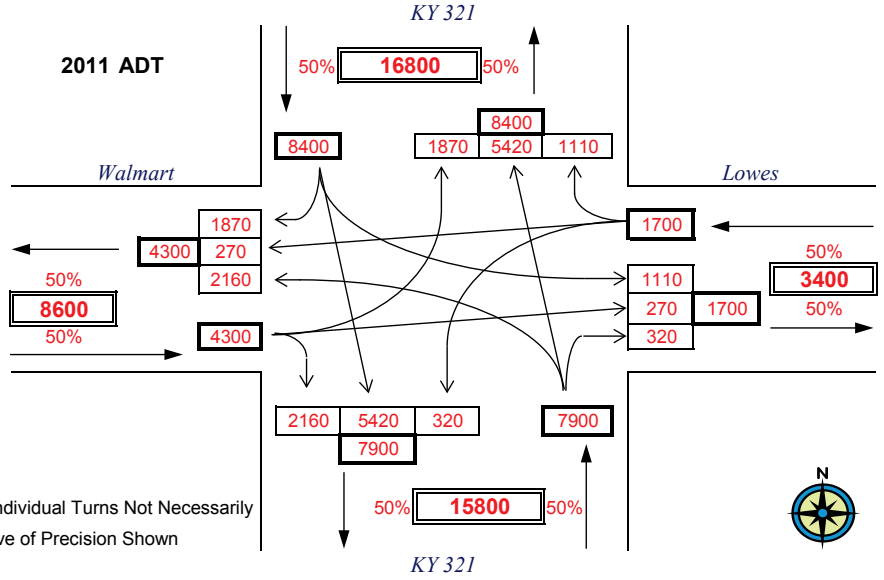
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

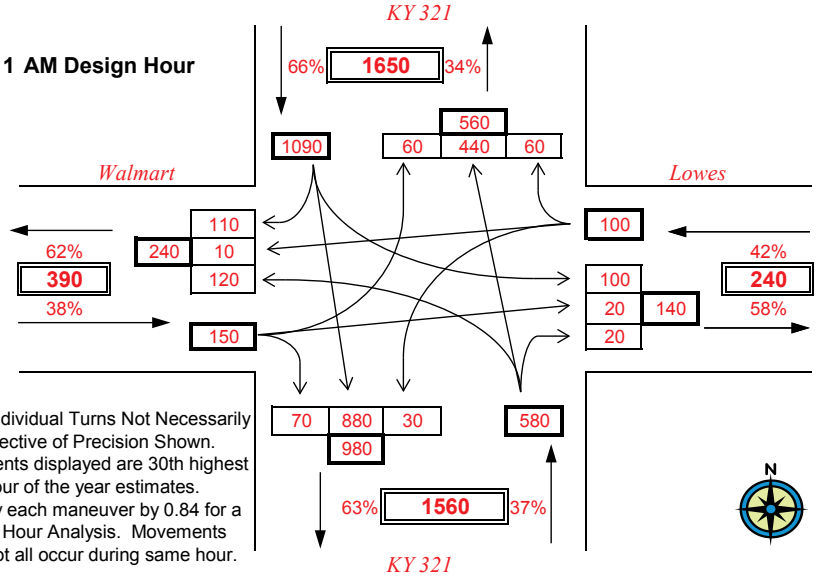
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



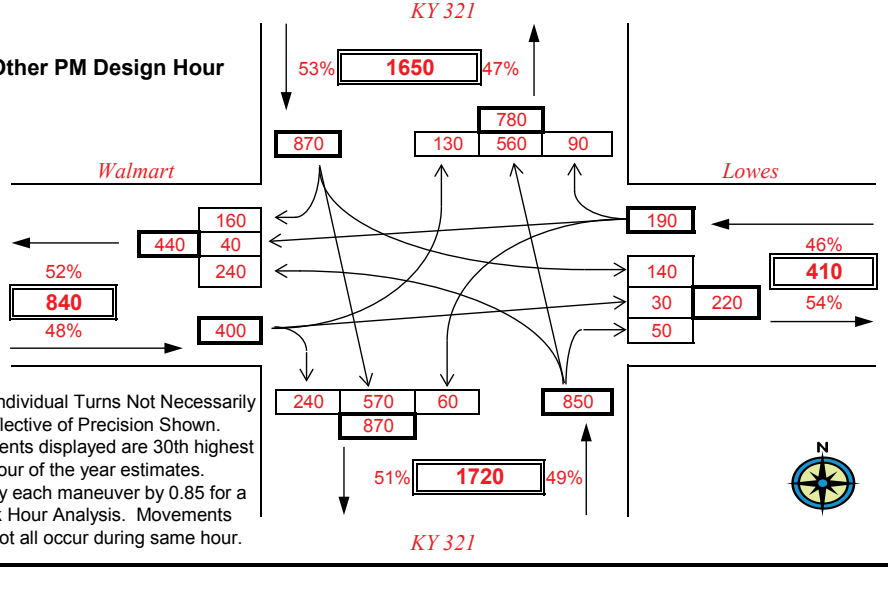
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



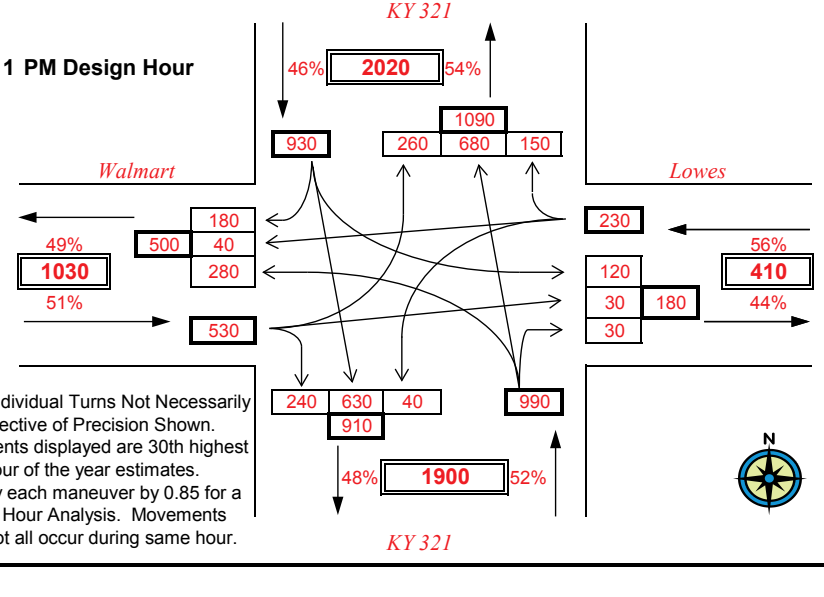
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour

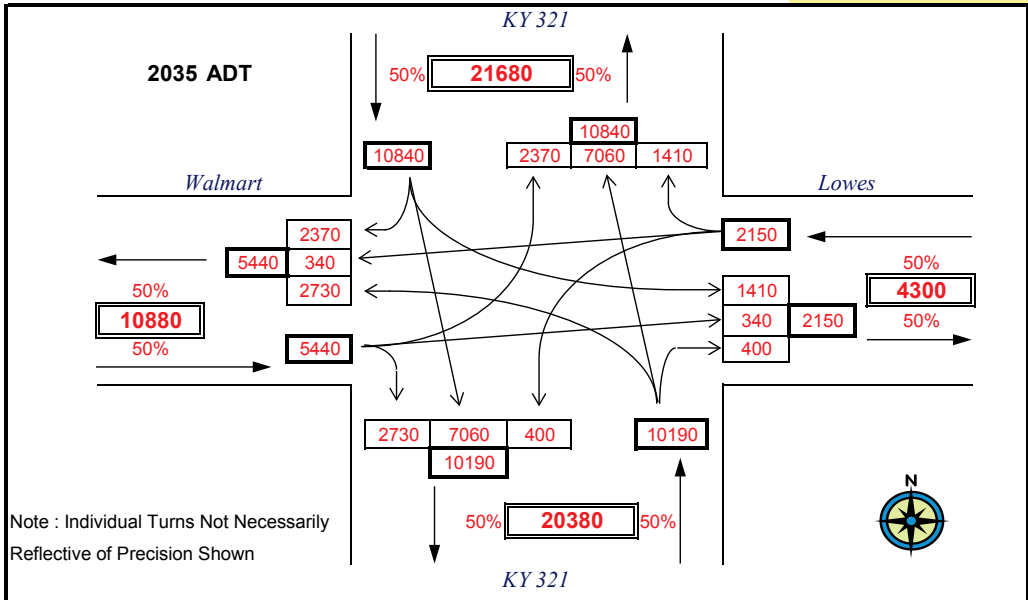


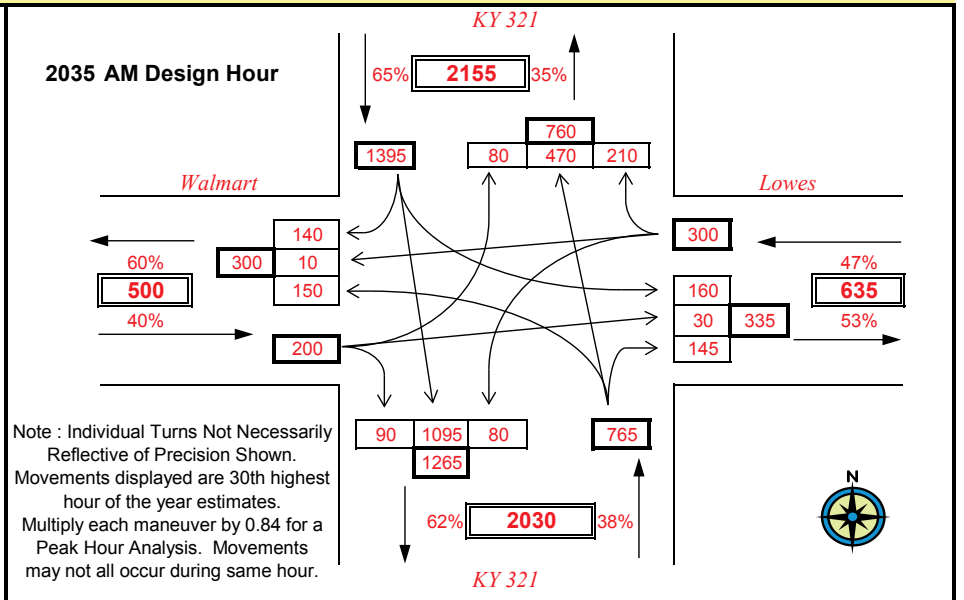
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

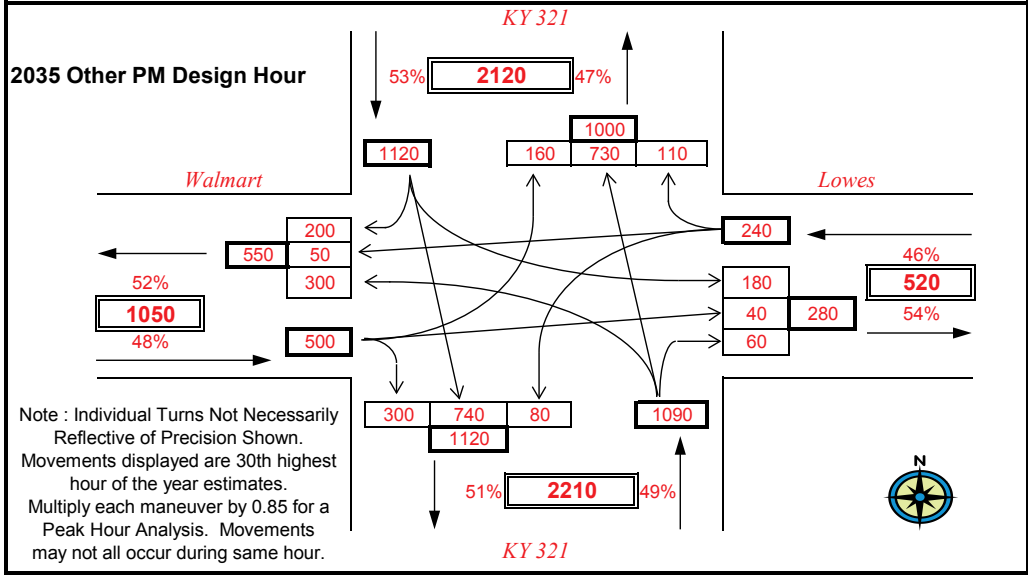
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

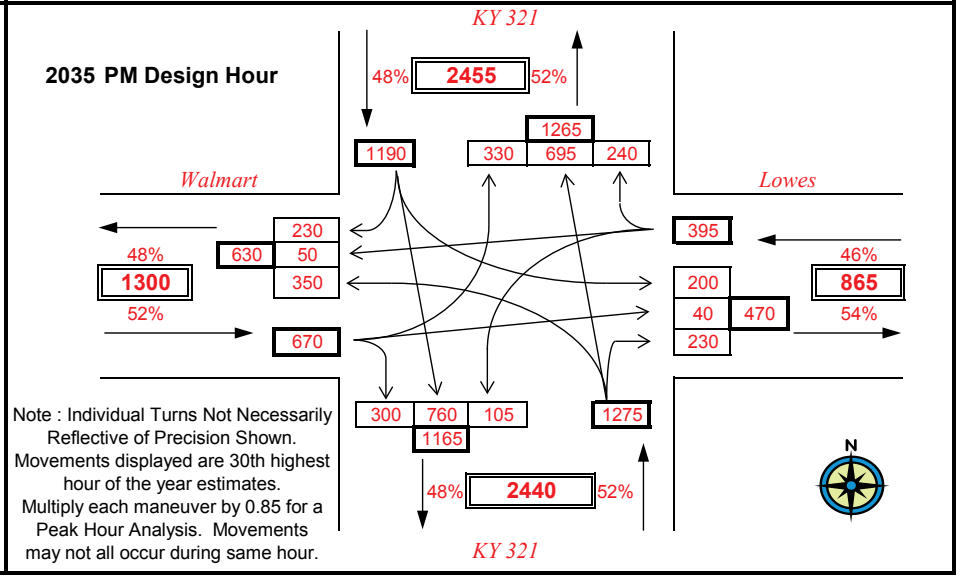
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







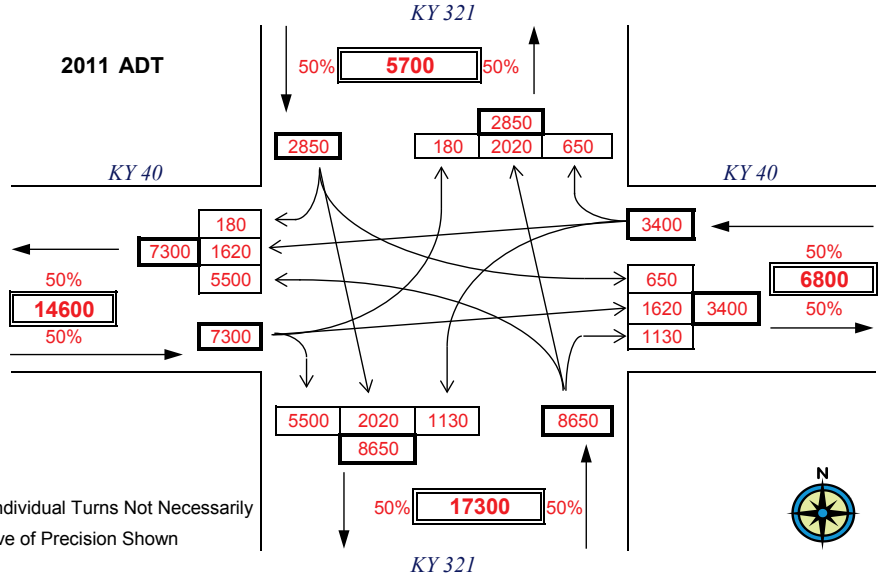


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

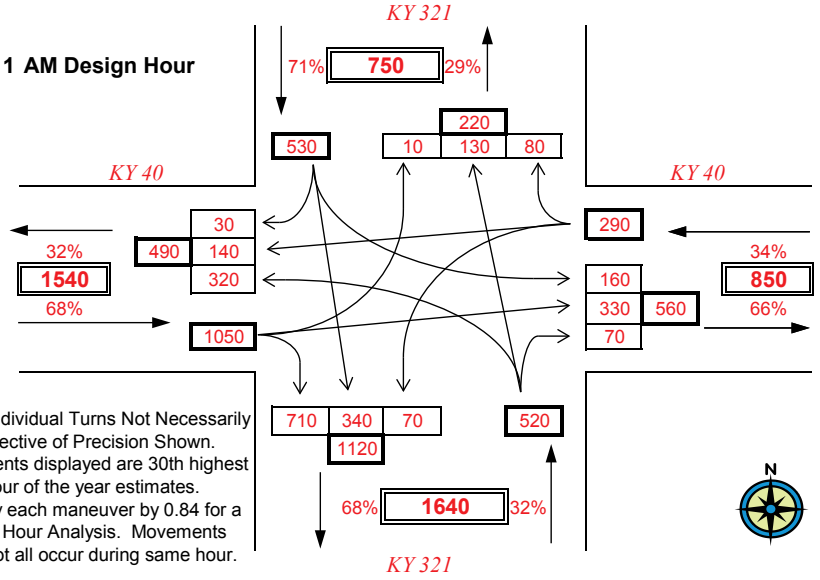
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



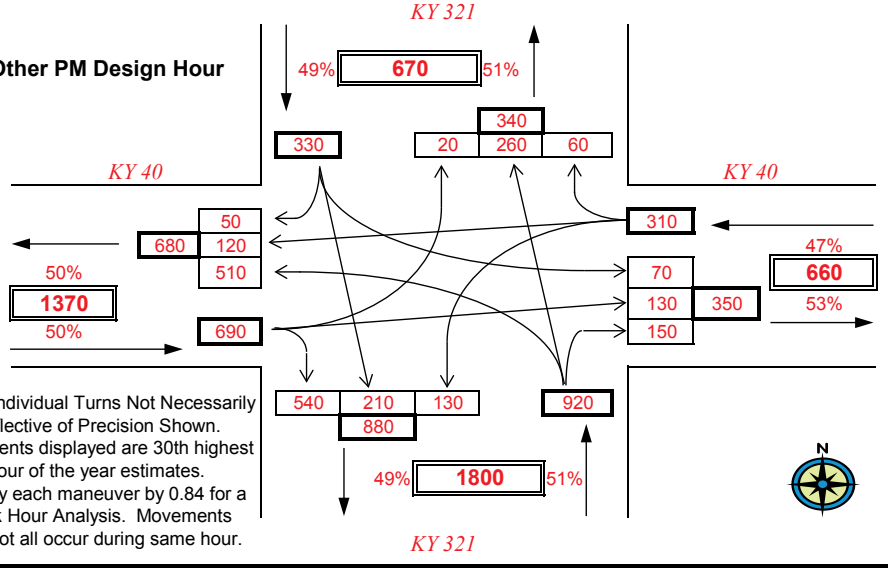
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



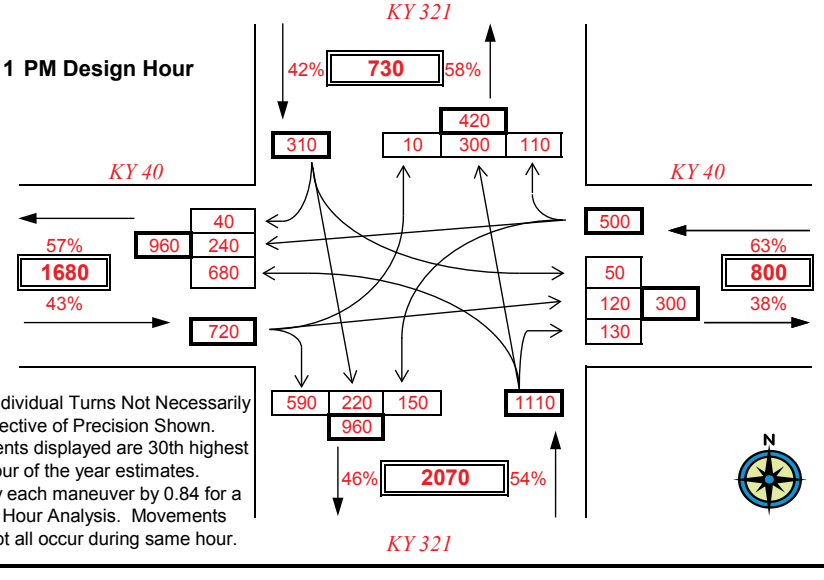
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



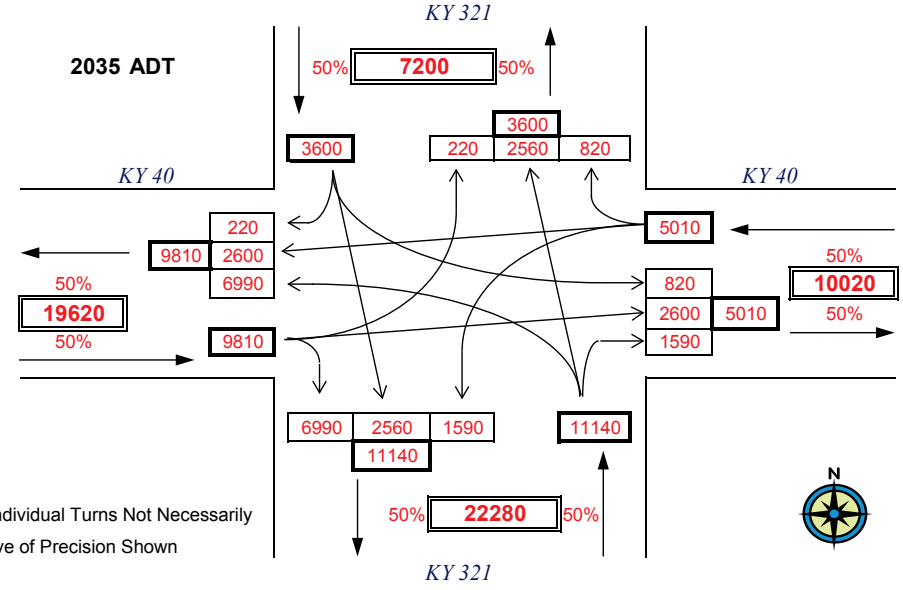
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

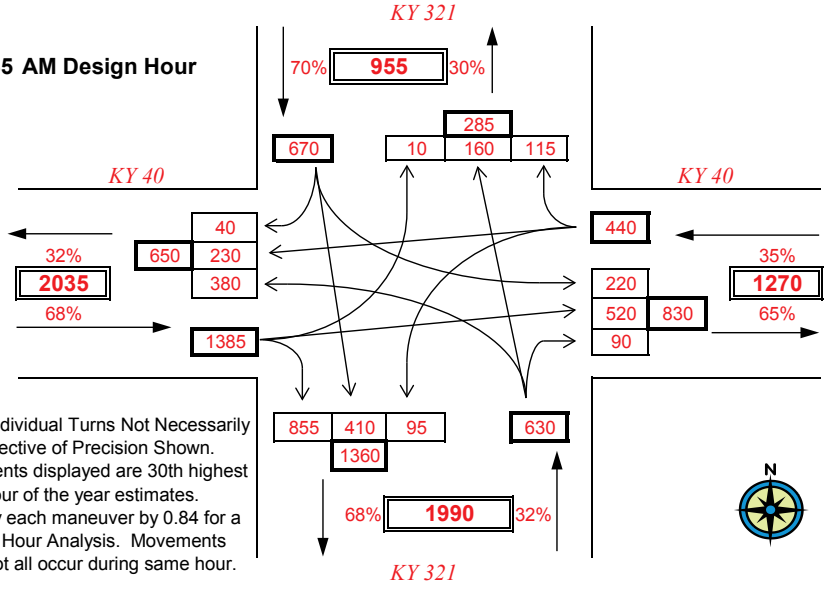
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



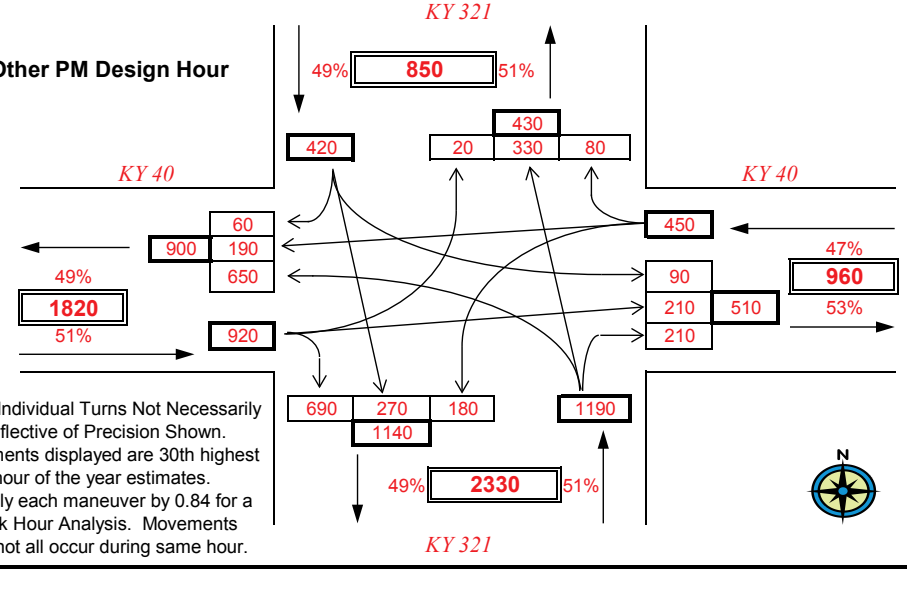
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



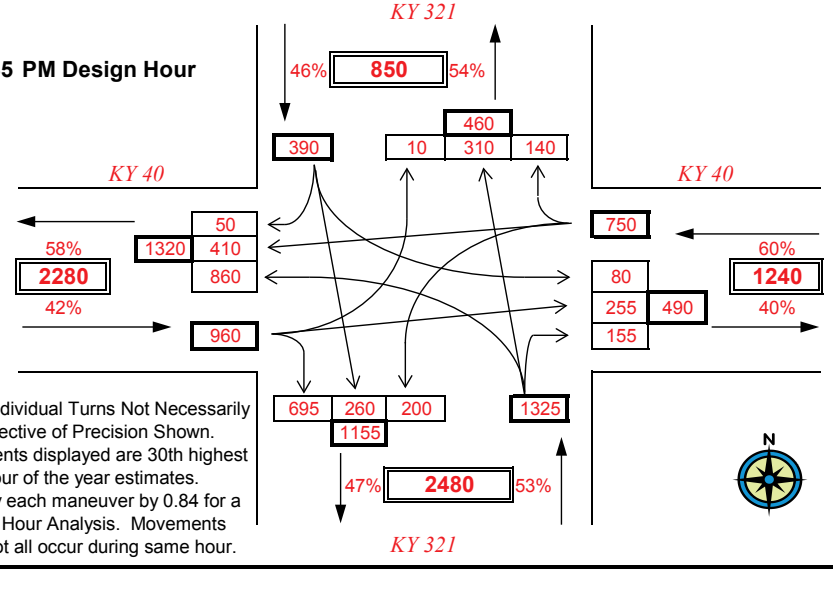
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



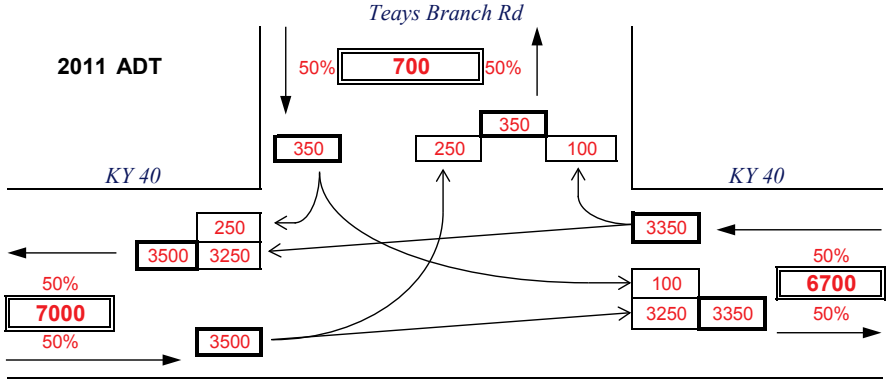
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

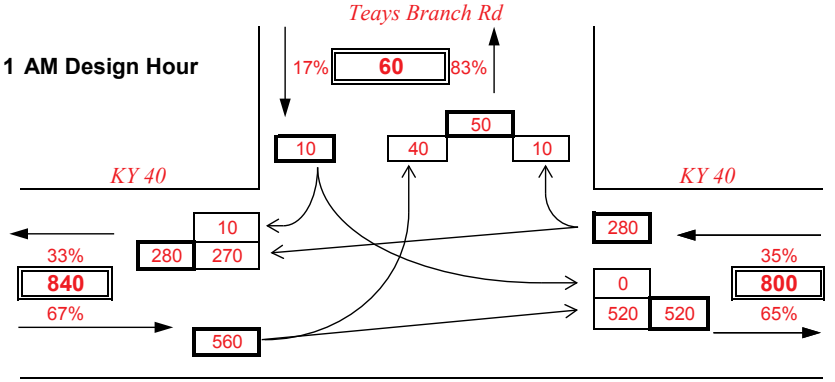
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



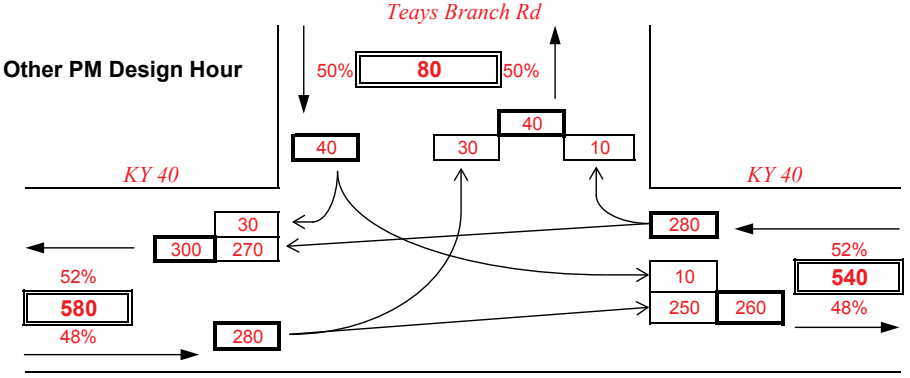
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



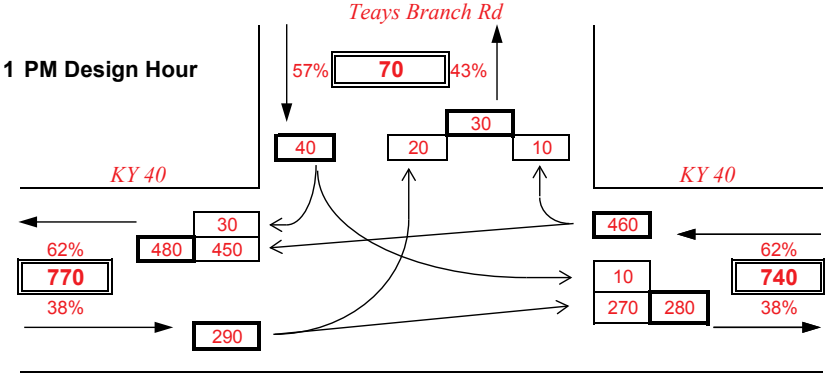
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



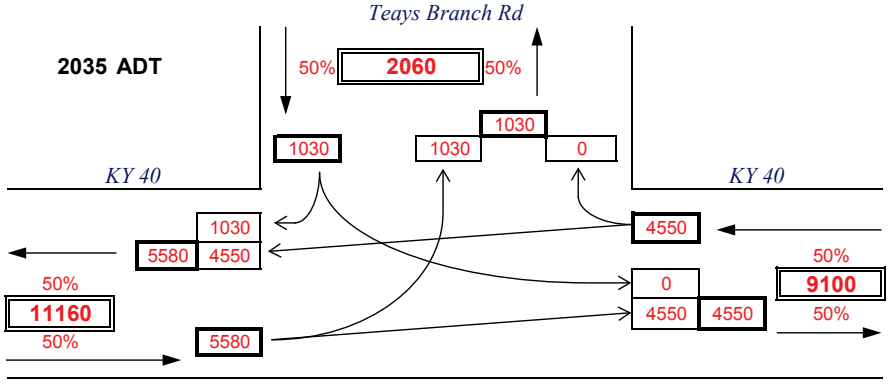
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

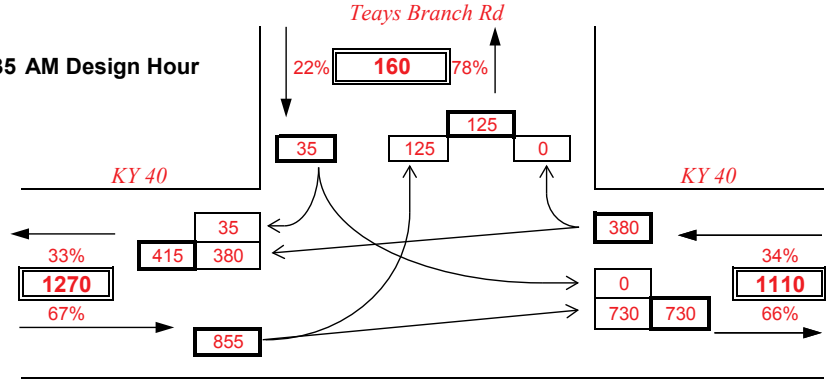
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



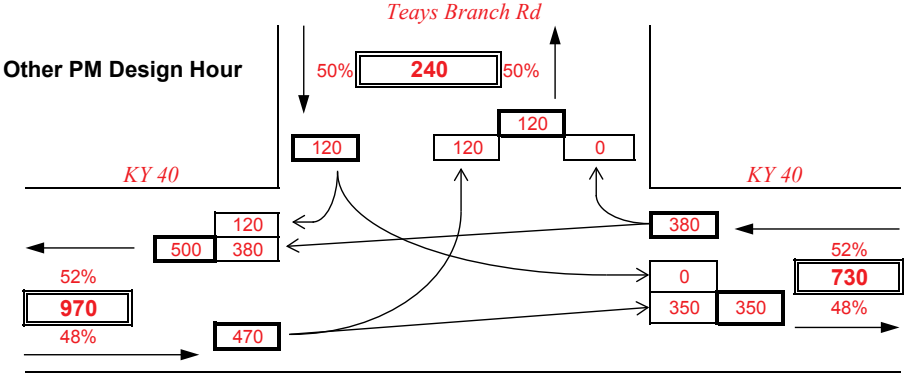
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



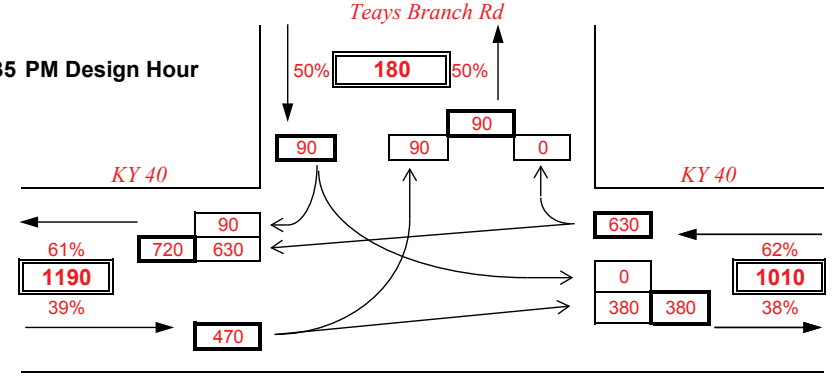
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



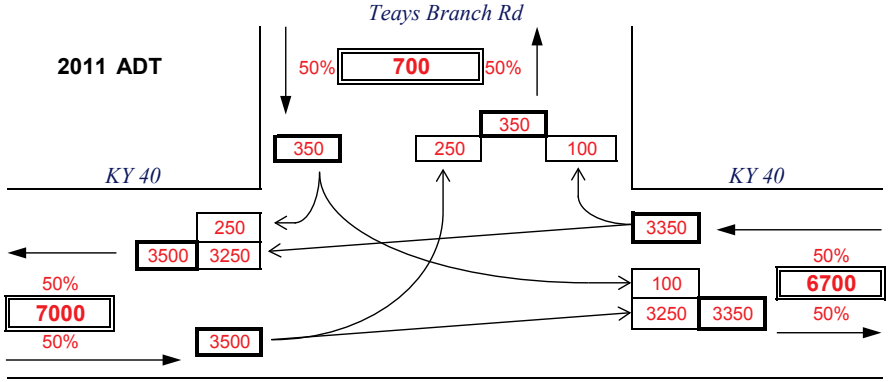
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

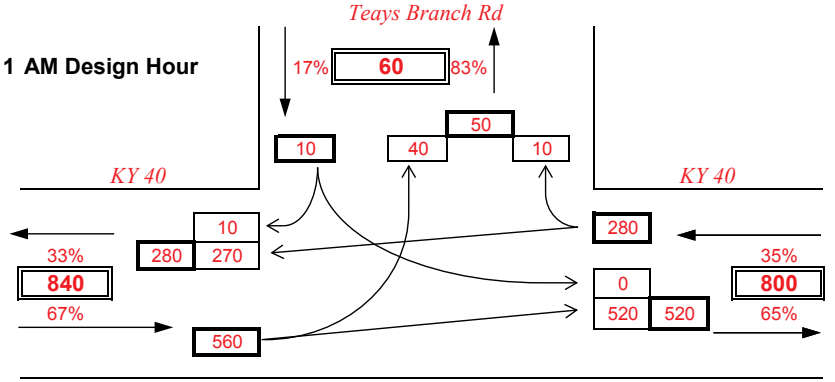
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



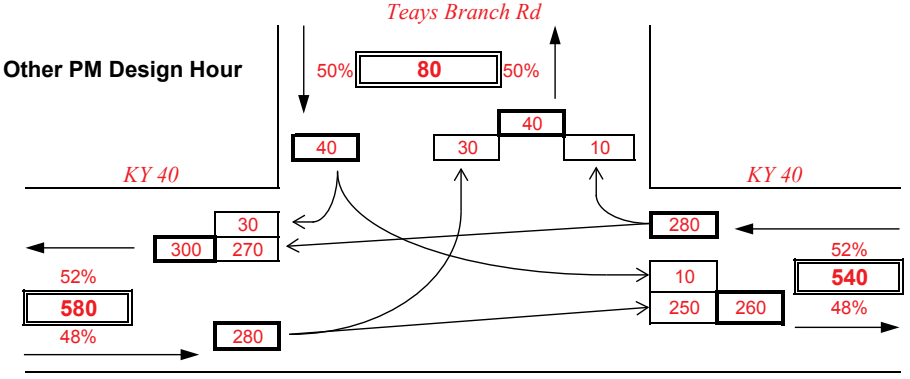
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



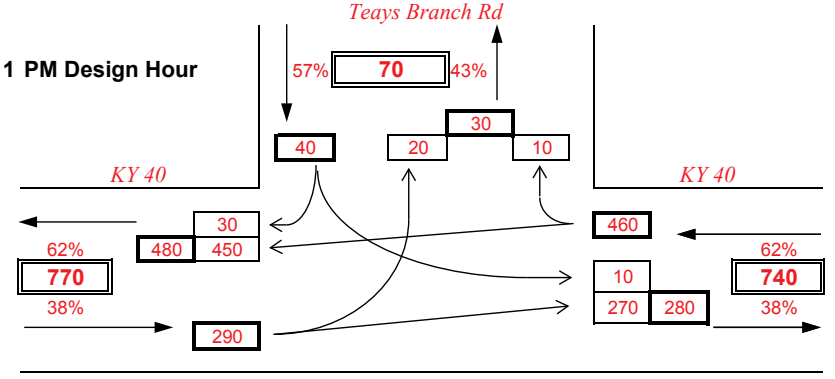
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



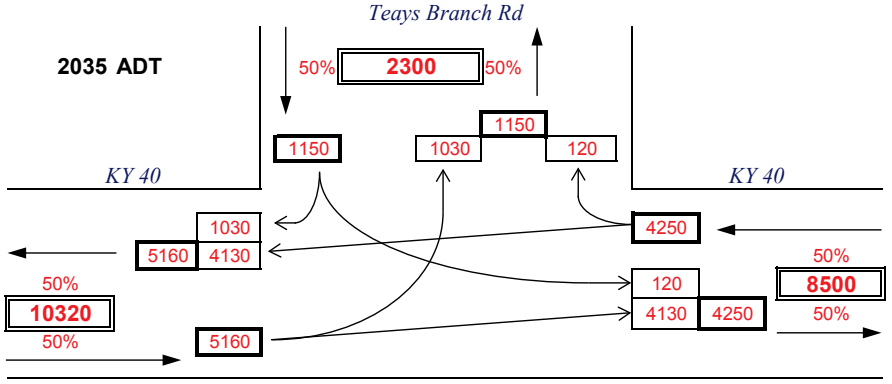
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

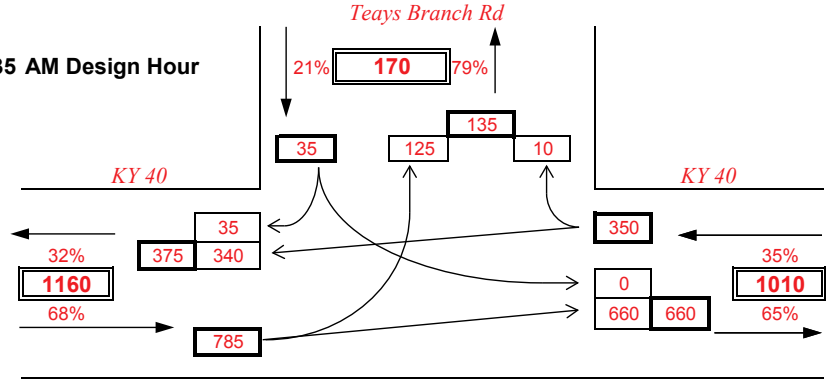
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



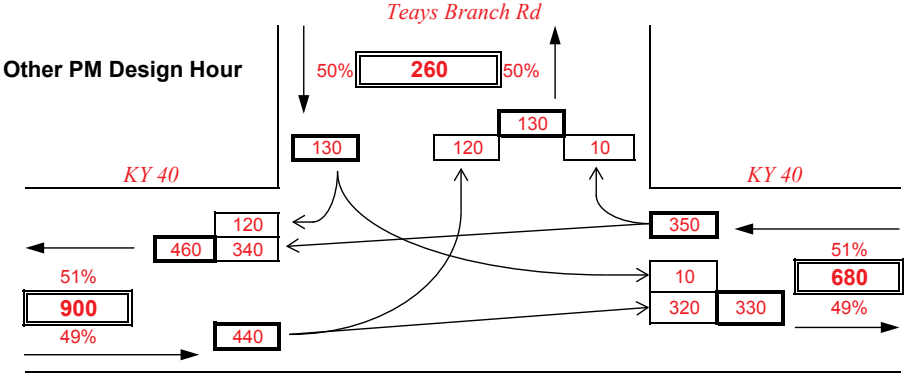
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



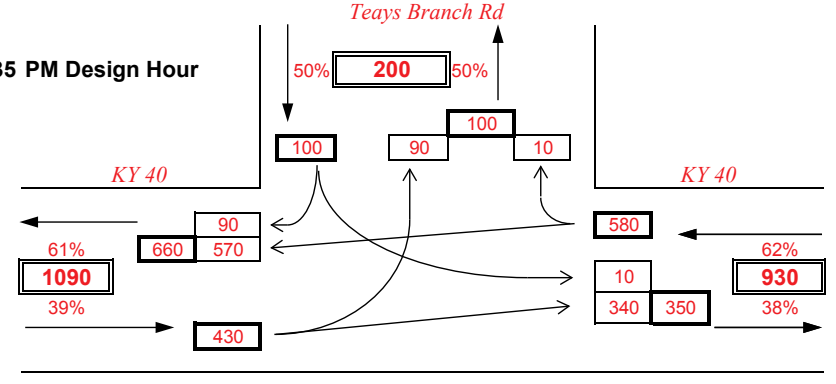
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



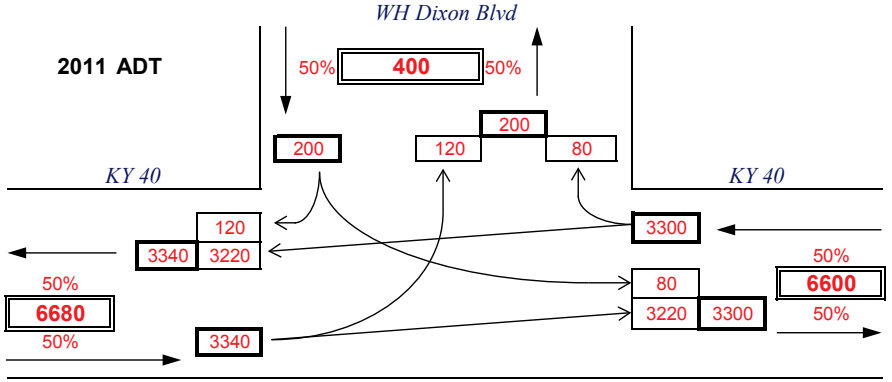
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

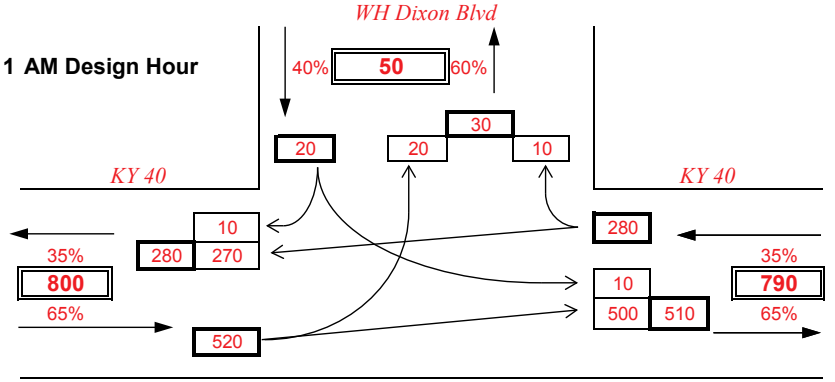
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



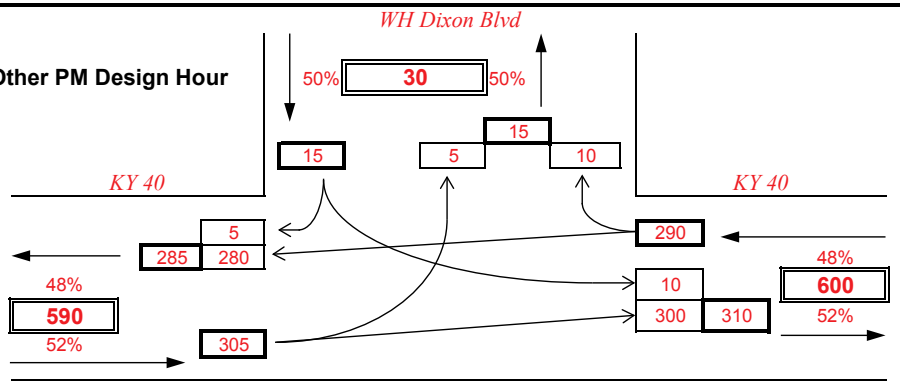
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



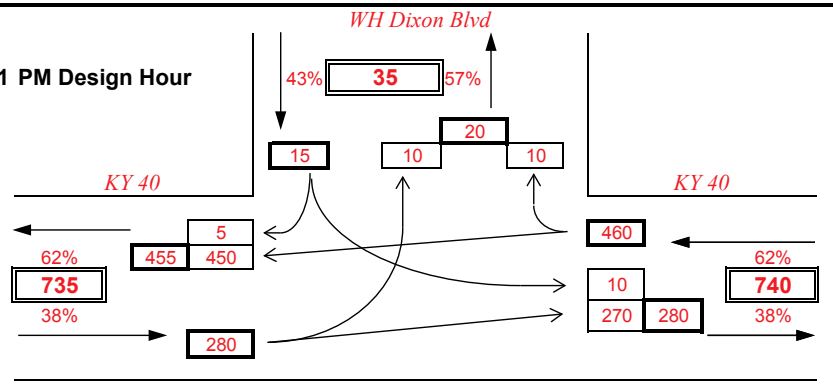
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



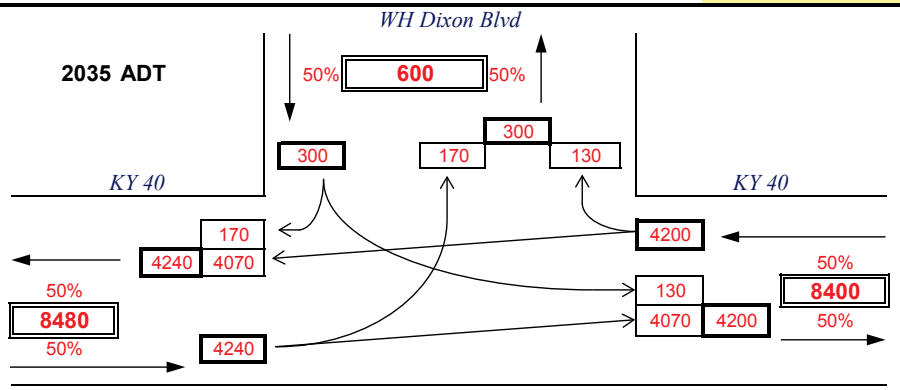
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

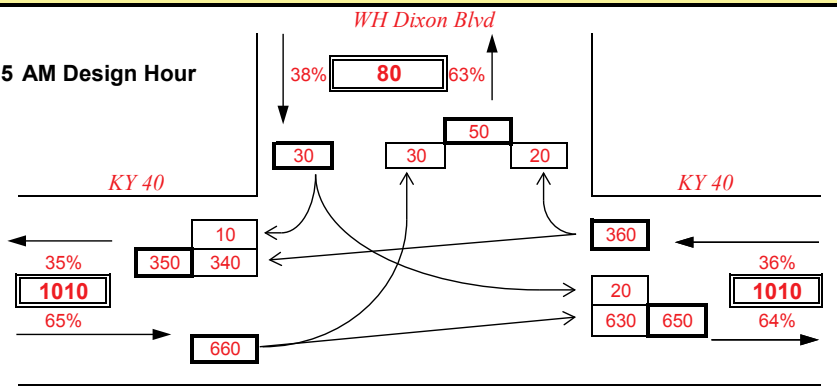
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



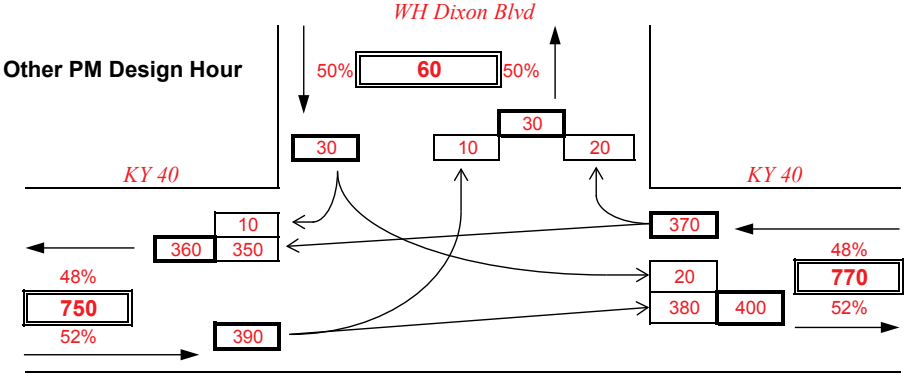
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



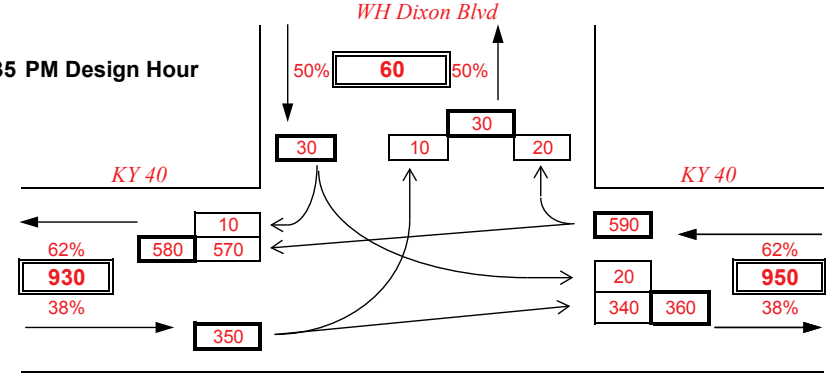
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



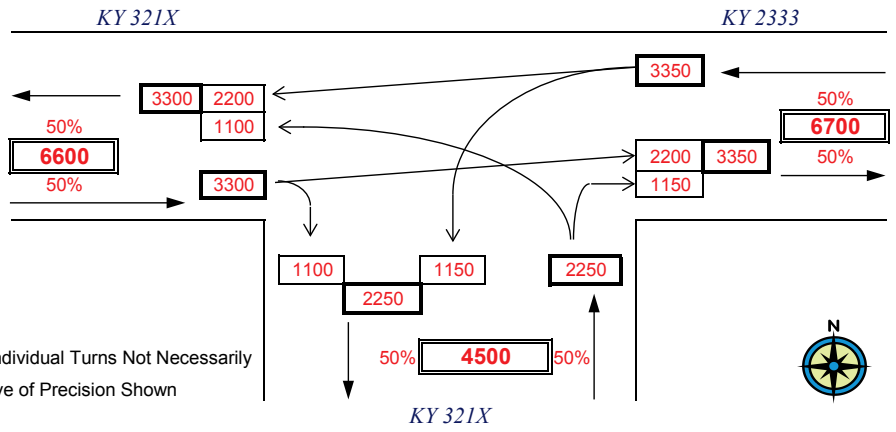
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

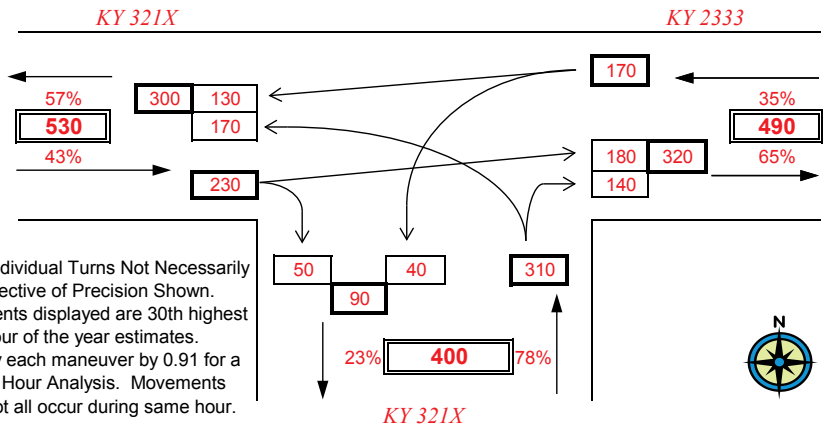
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



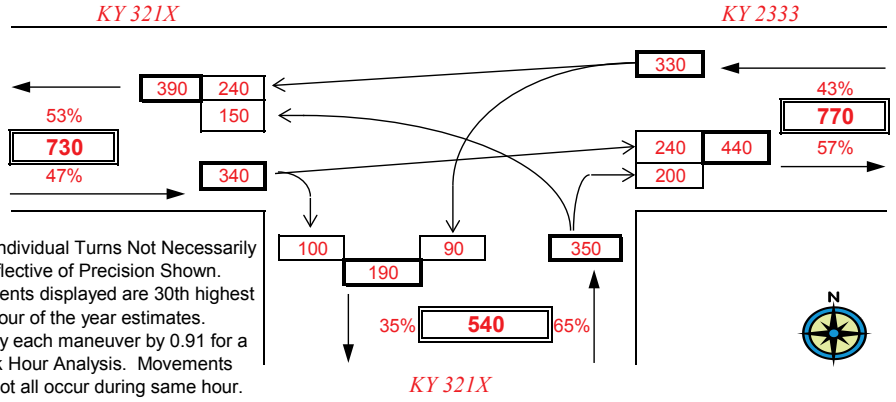
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



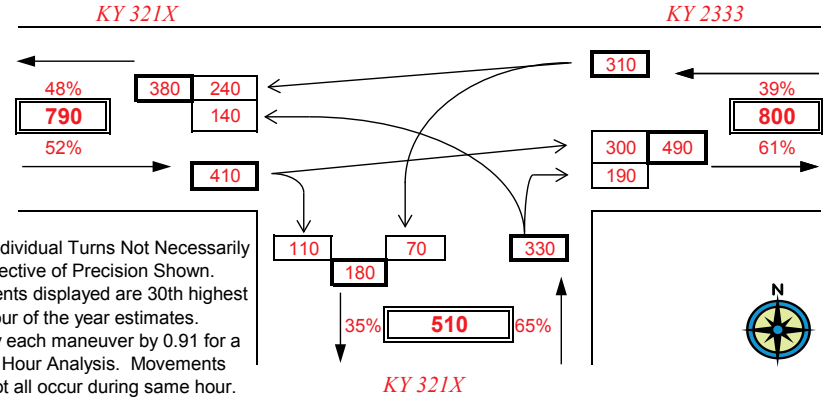
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



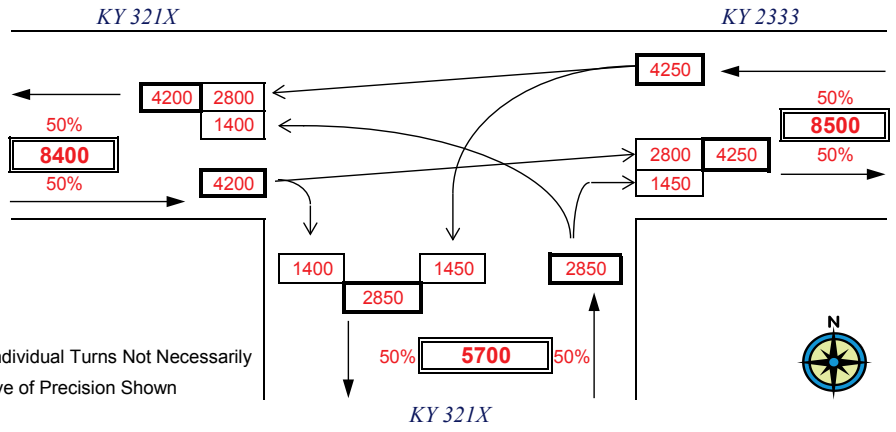
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

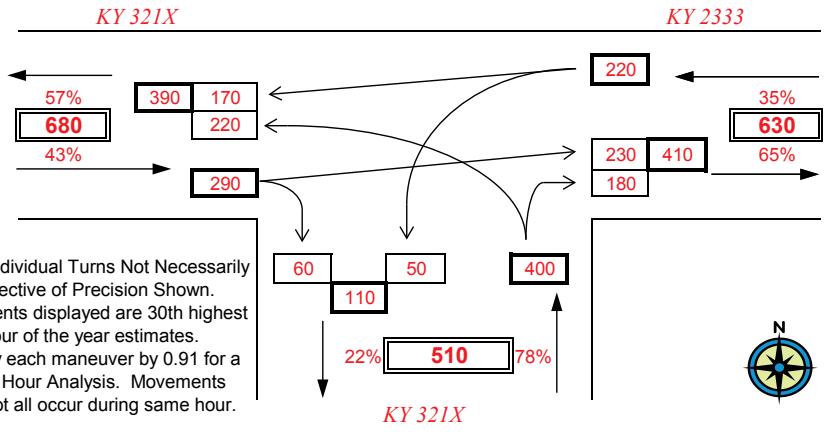
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



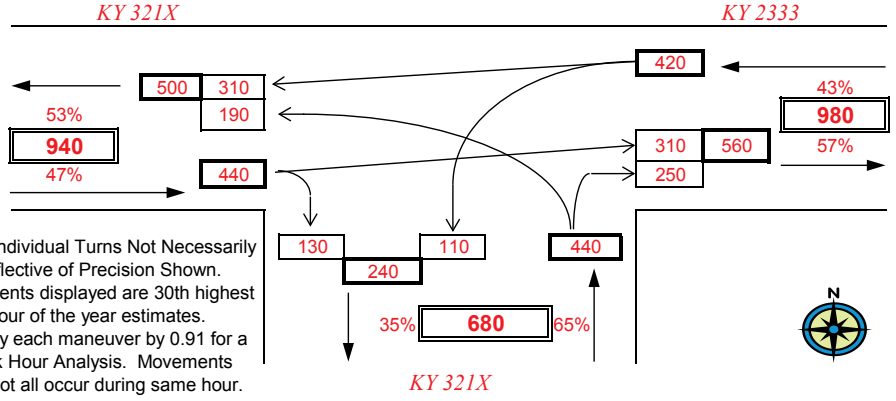
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



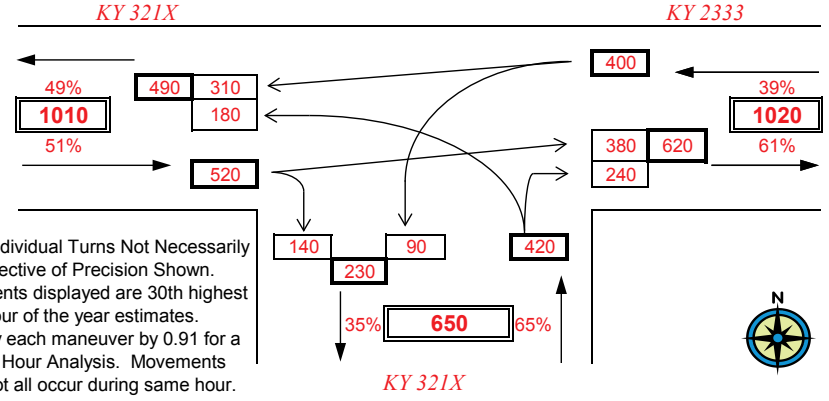
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



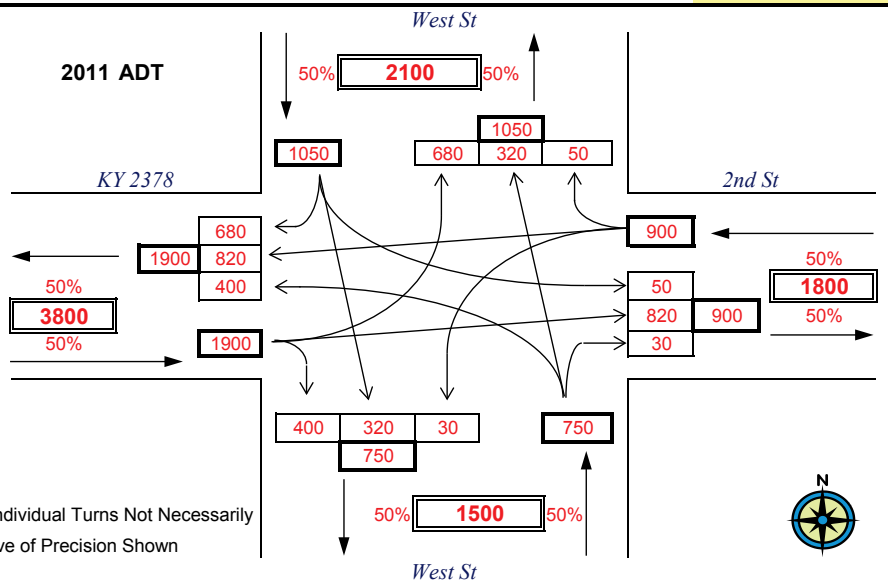
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

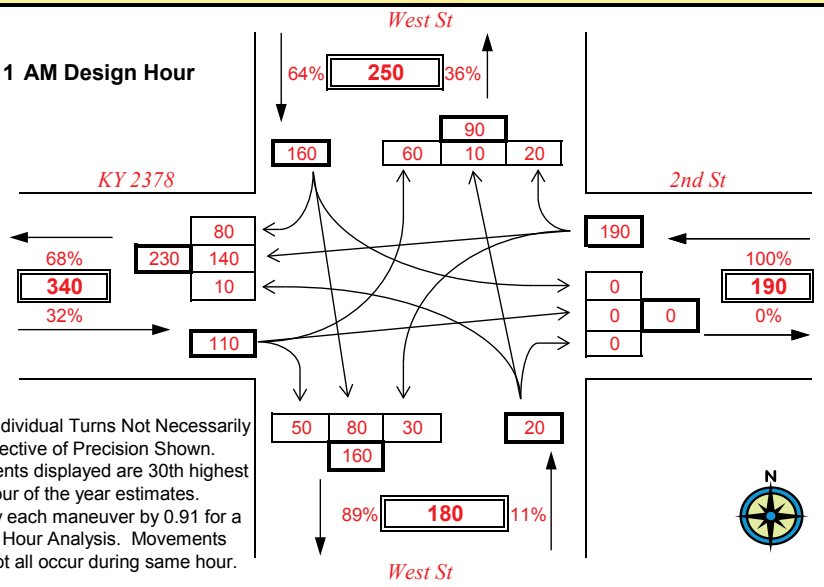
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



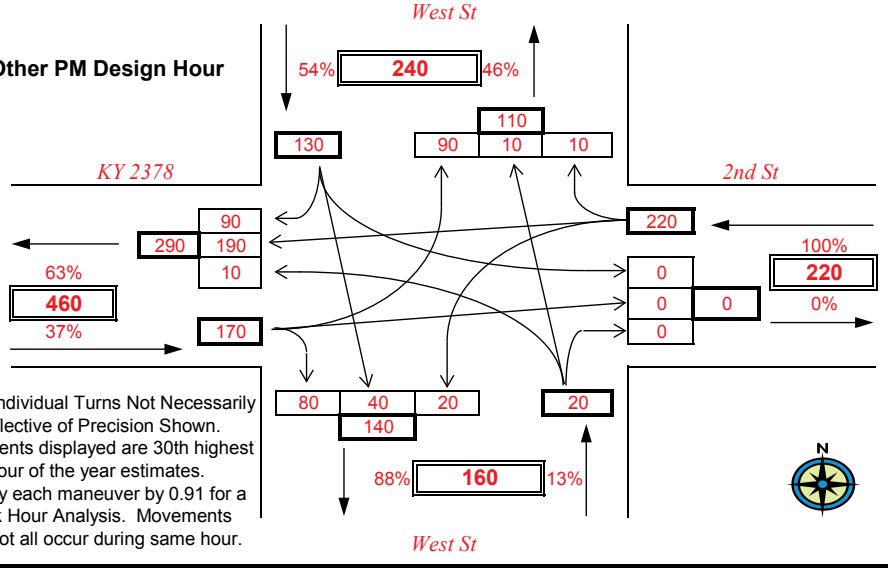
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



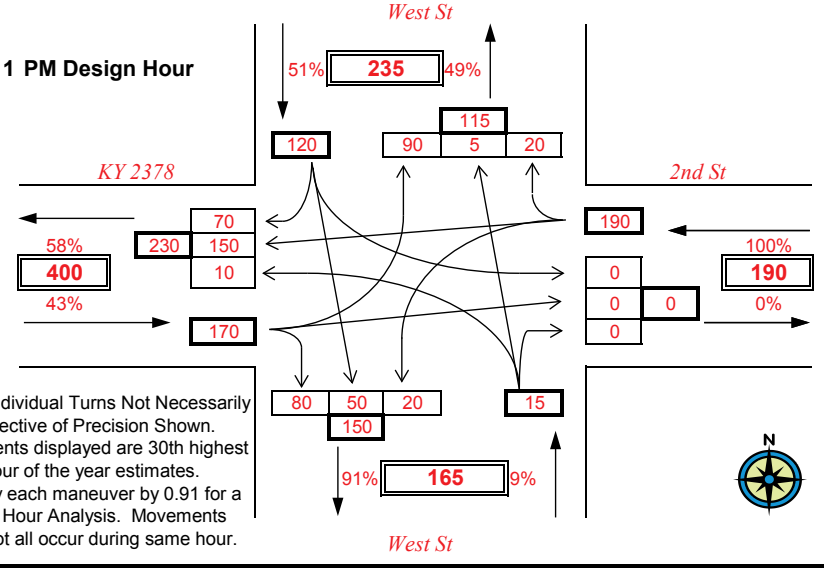
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



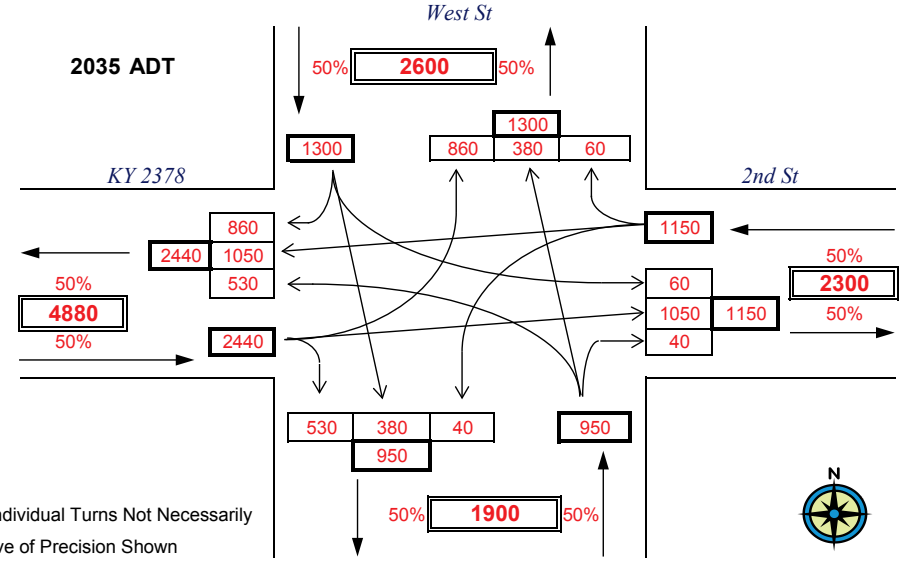
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

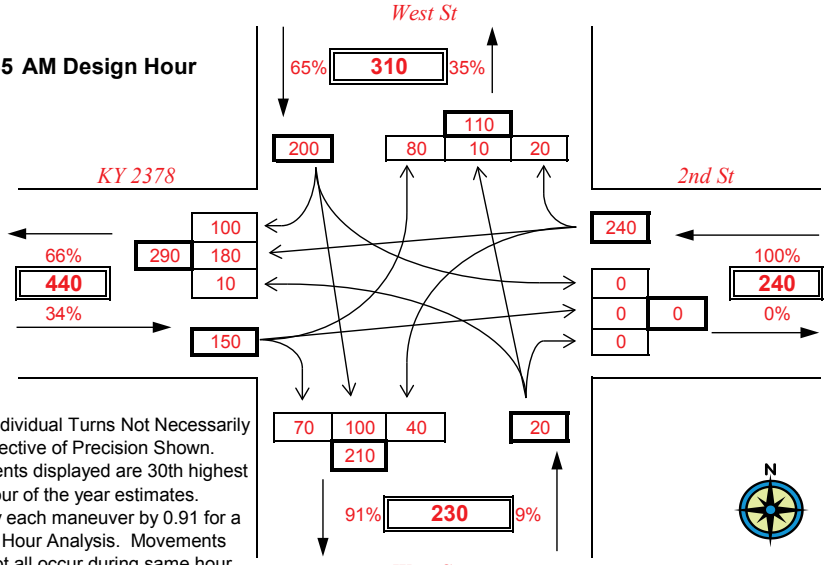
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



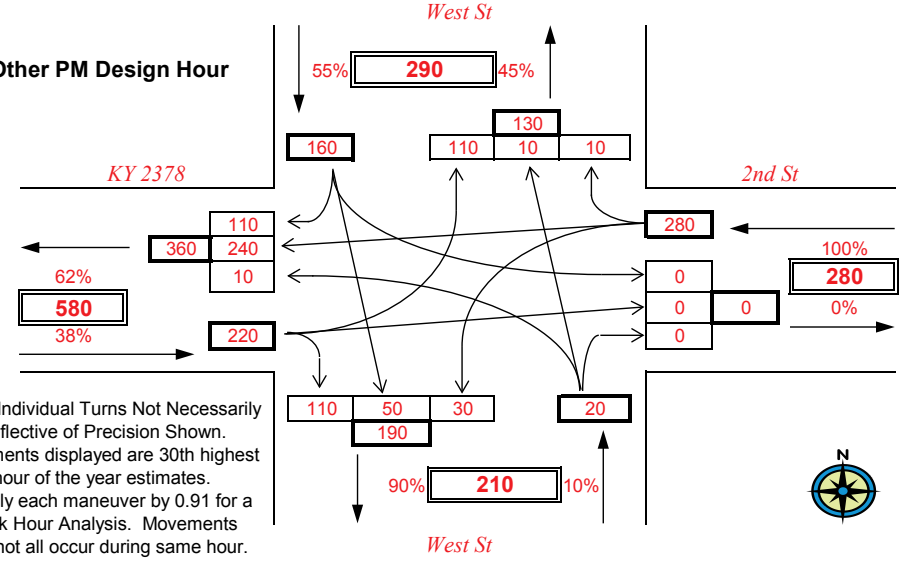
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



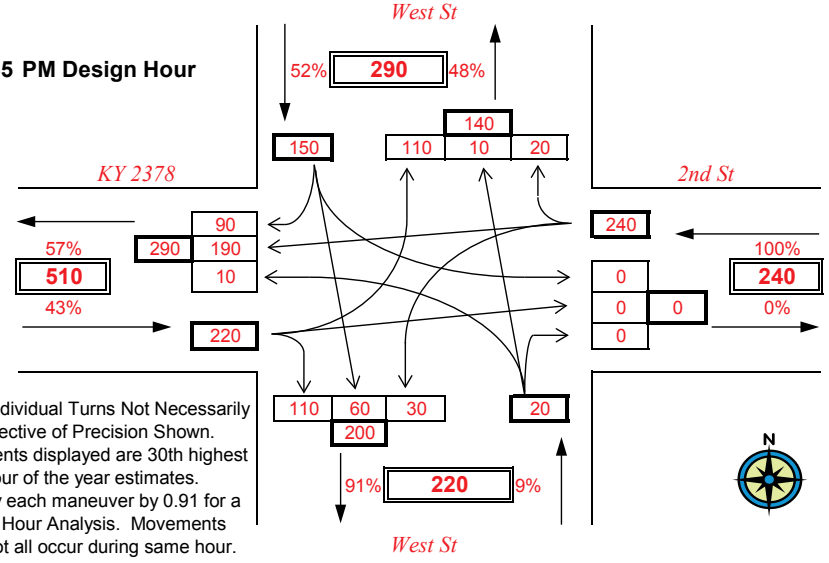
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



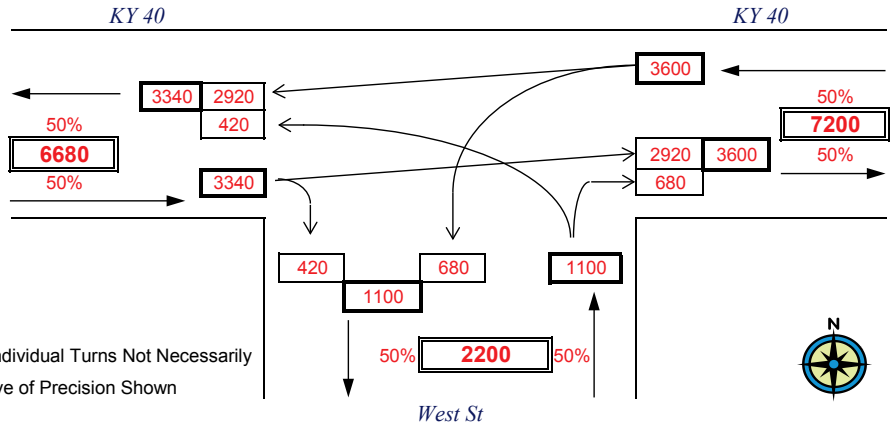
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

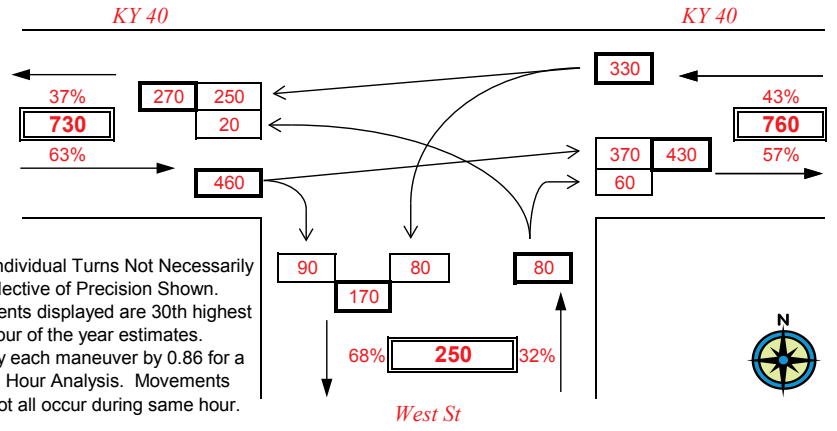
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



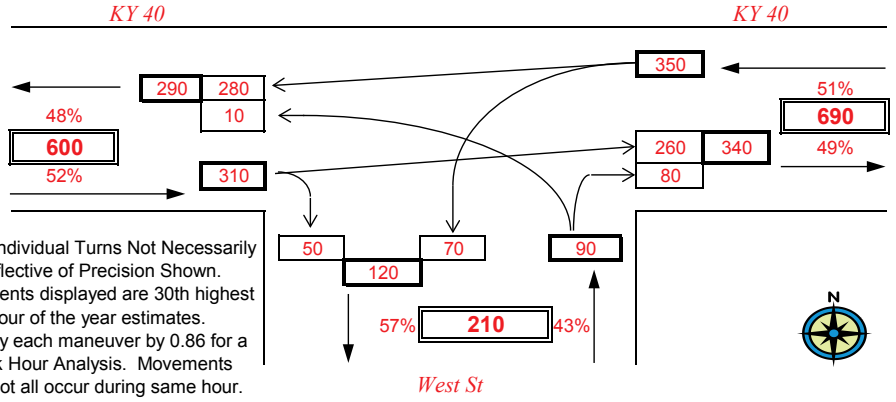
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



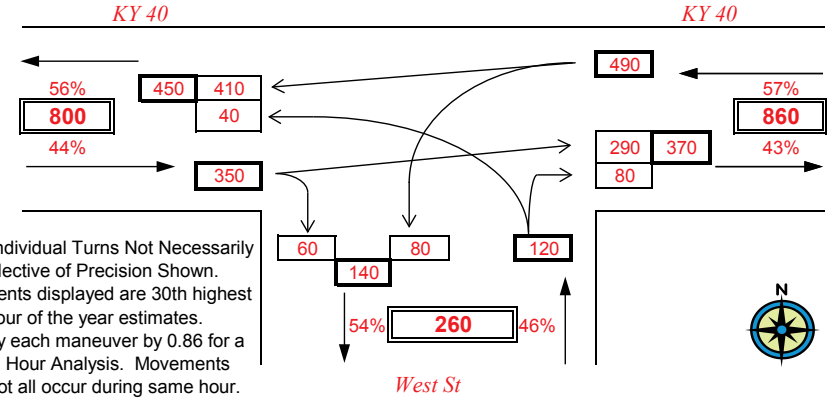
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



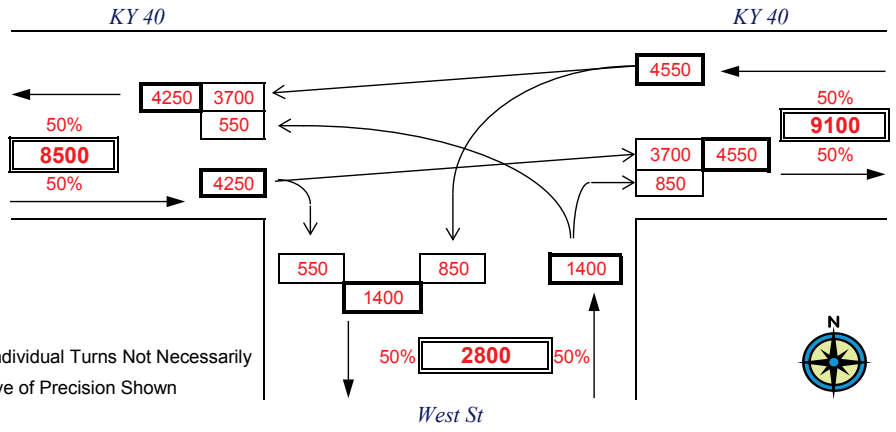
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

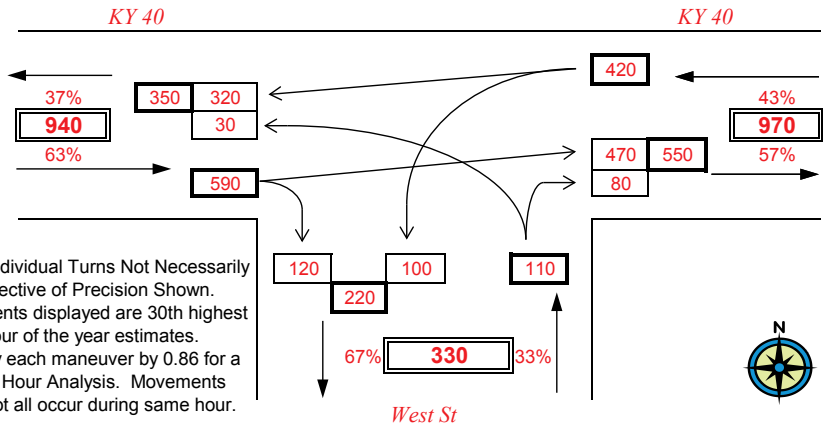
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



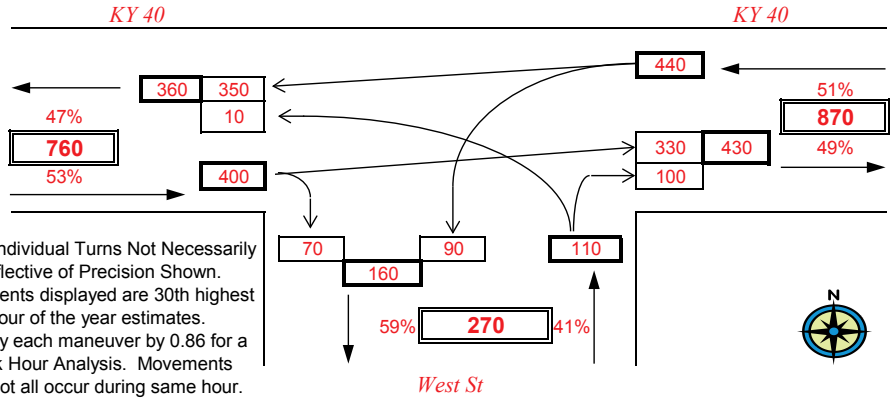
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



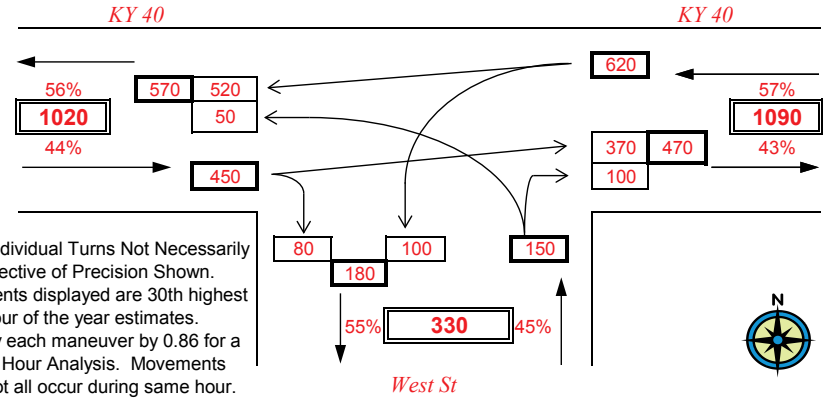
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



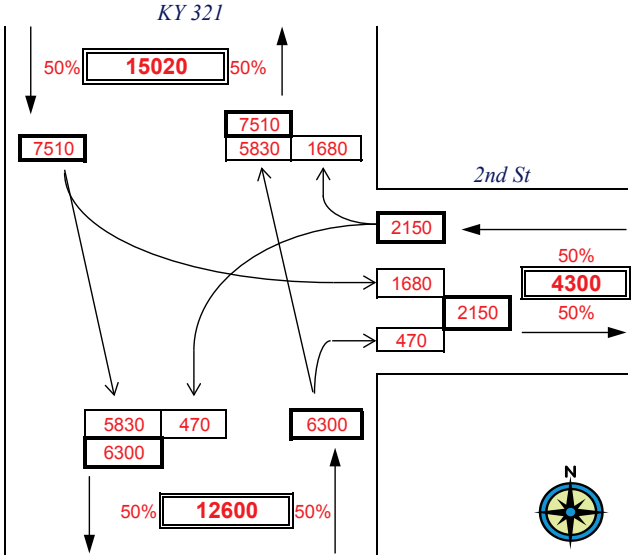
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

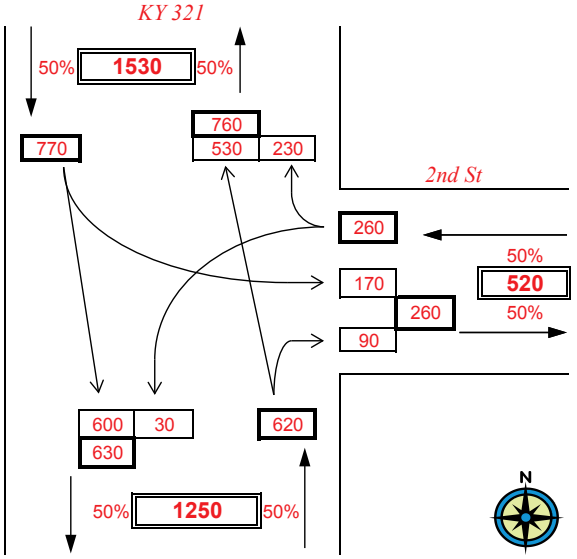
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



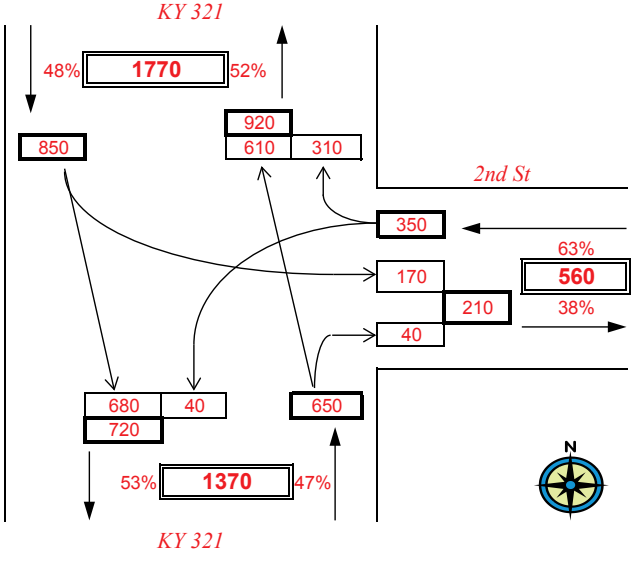
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



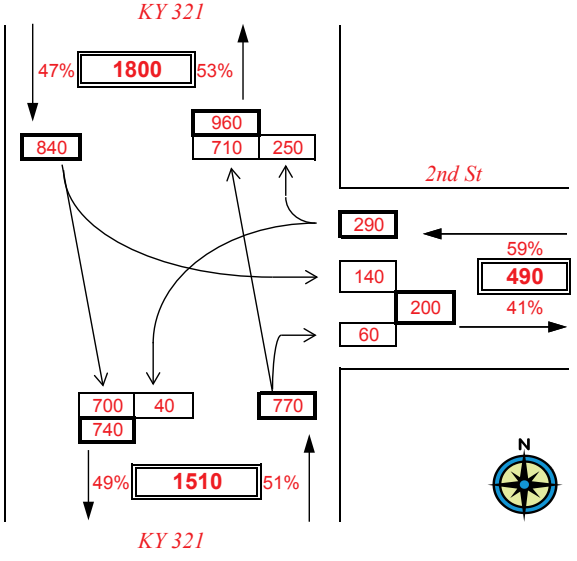
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



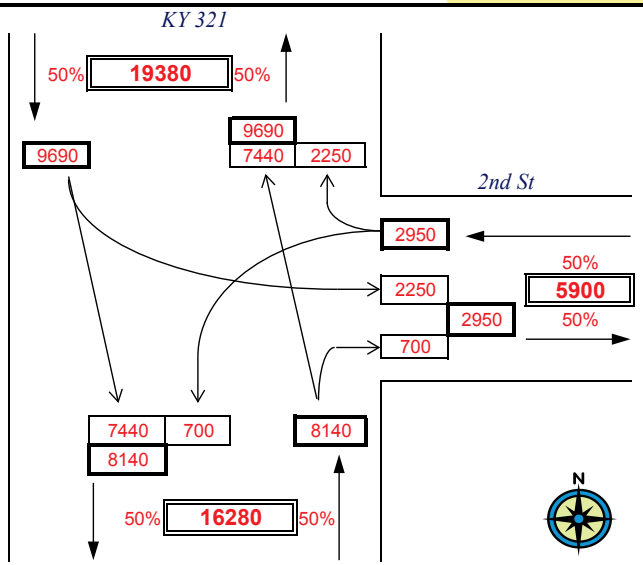
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

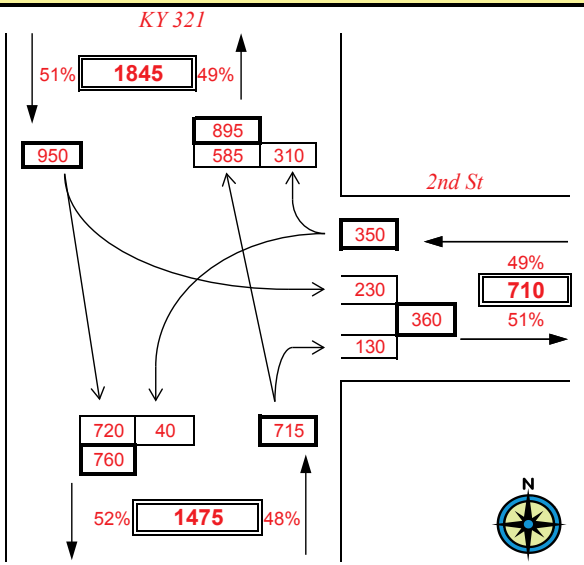
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



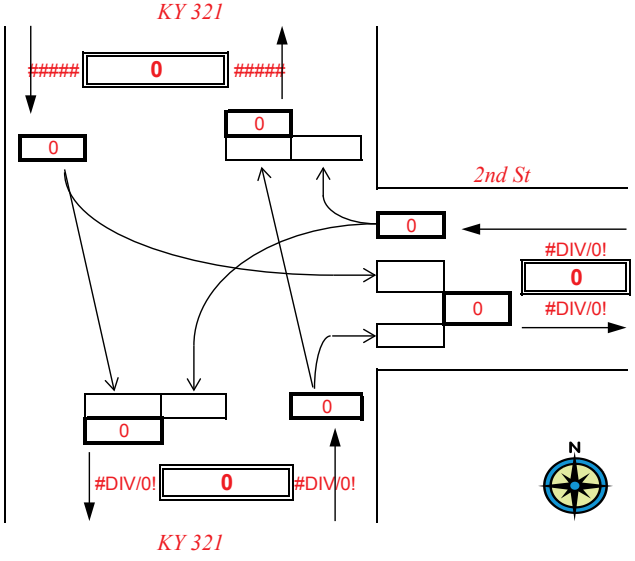
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



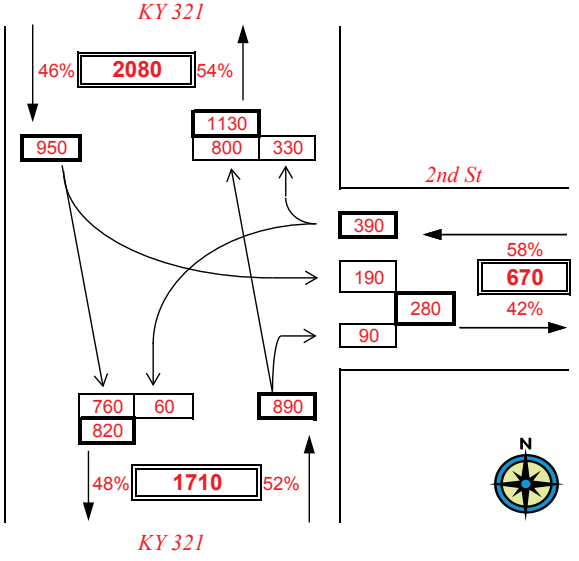
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



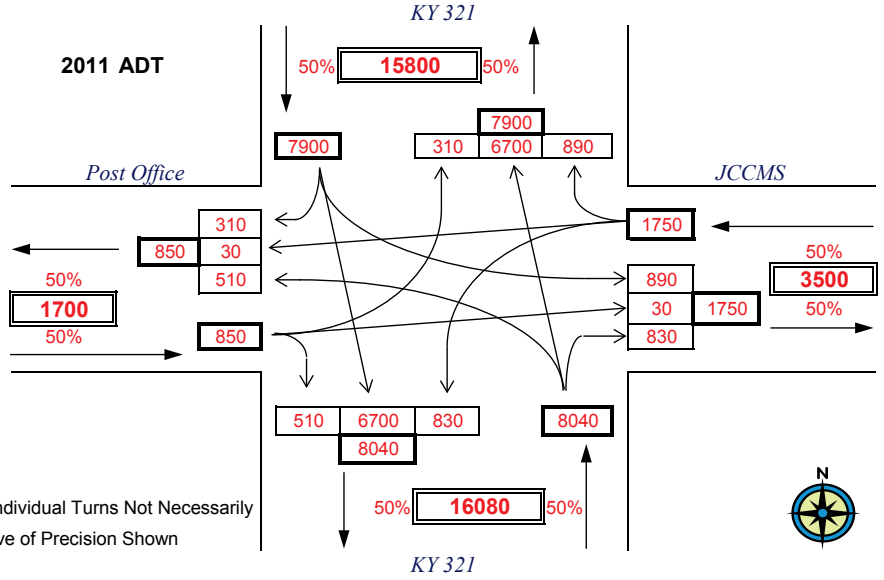
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

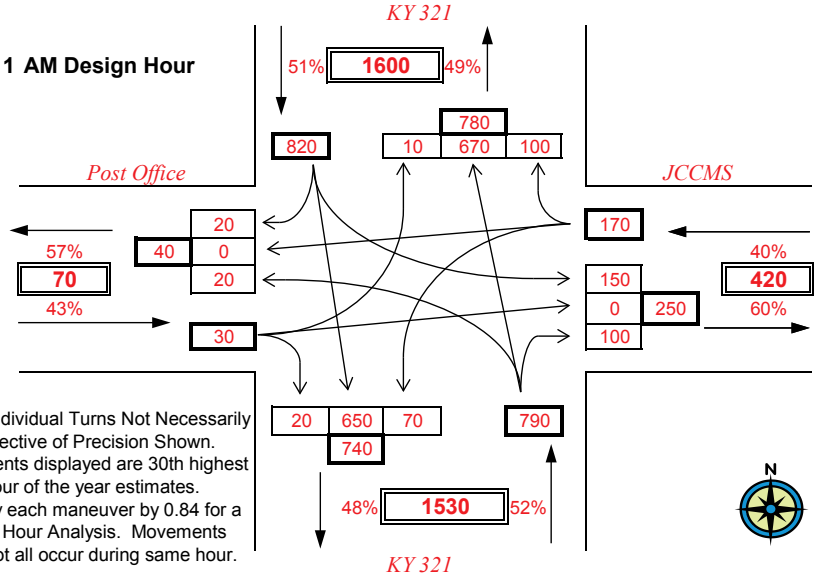
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



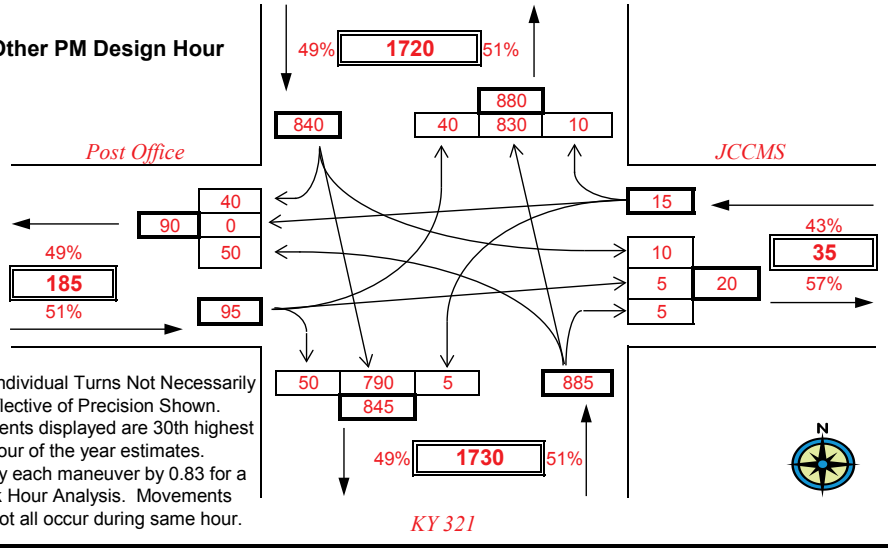
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



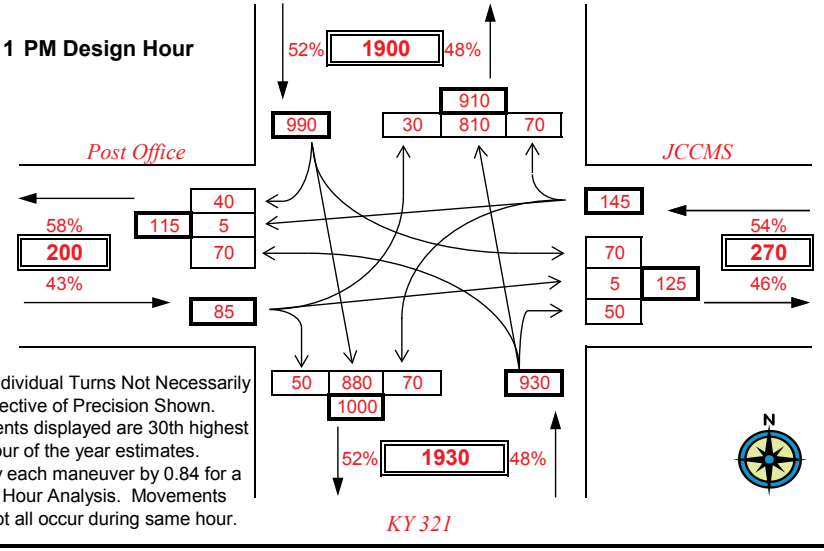
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



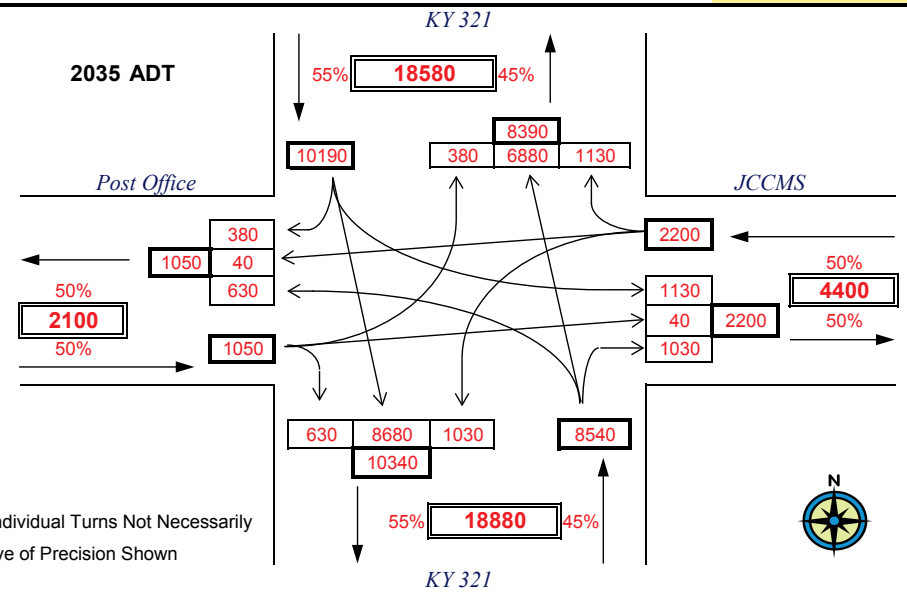
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

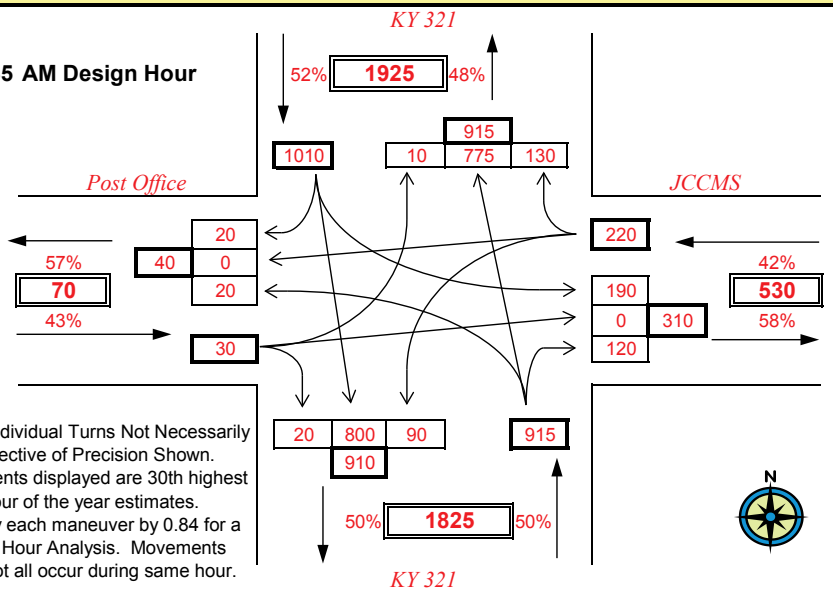
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



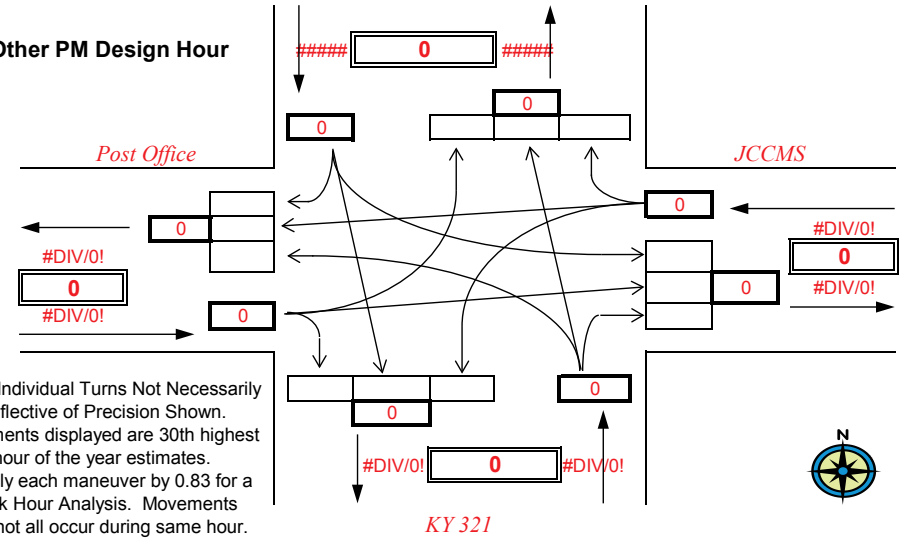
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



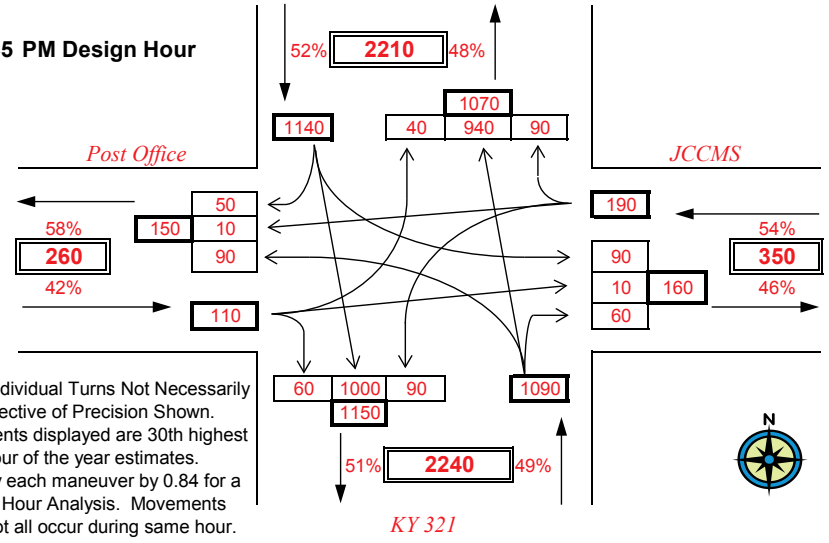
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



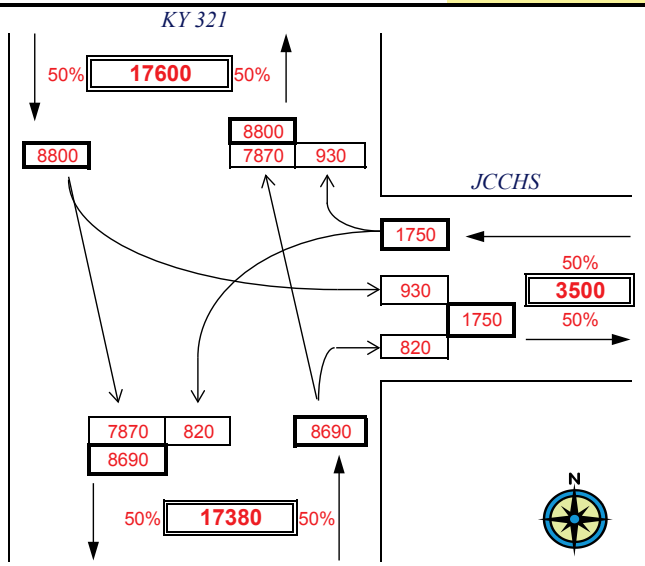
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

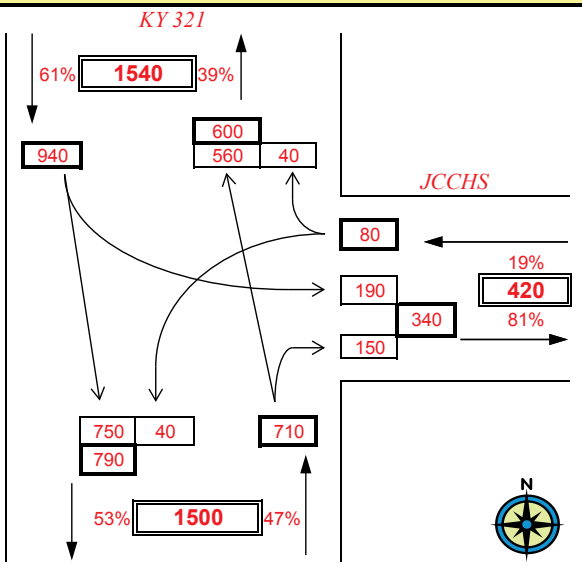
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



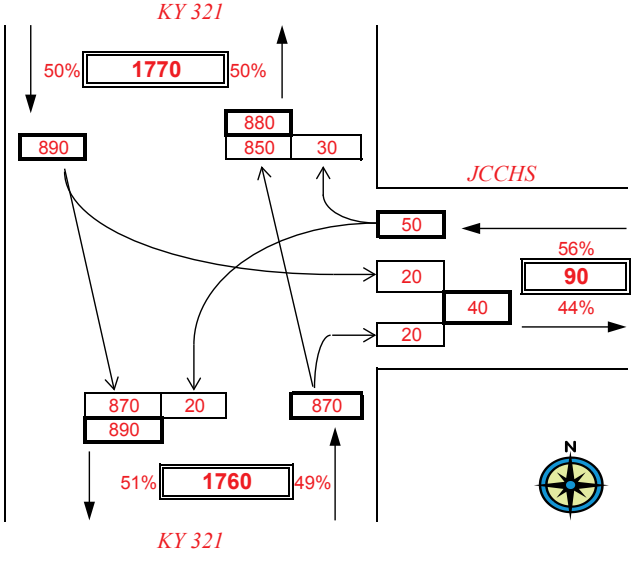
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



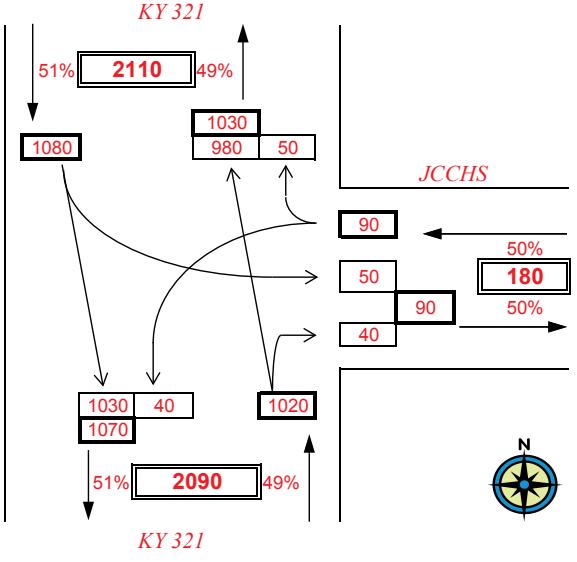
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



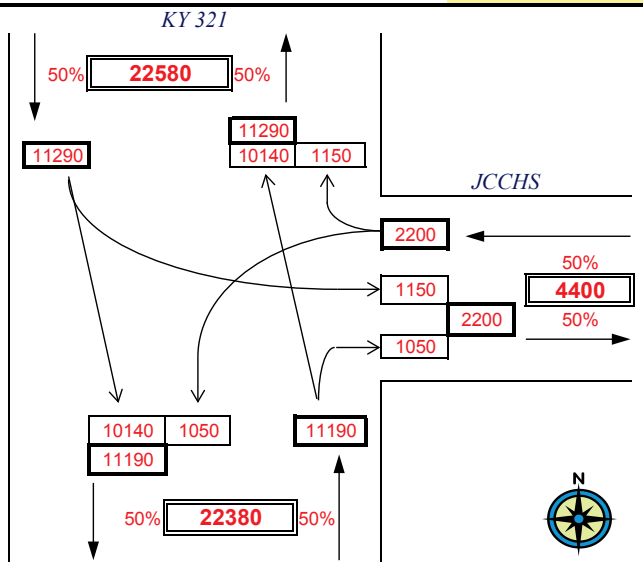
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

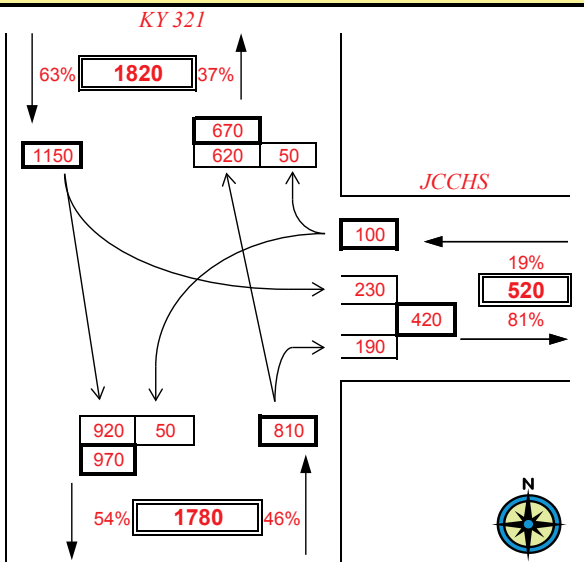
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



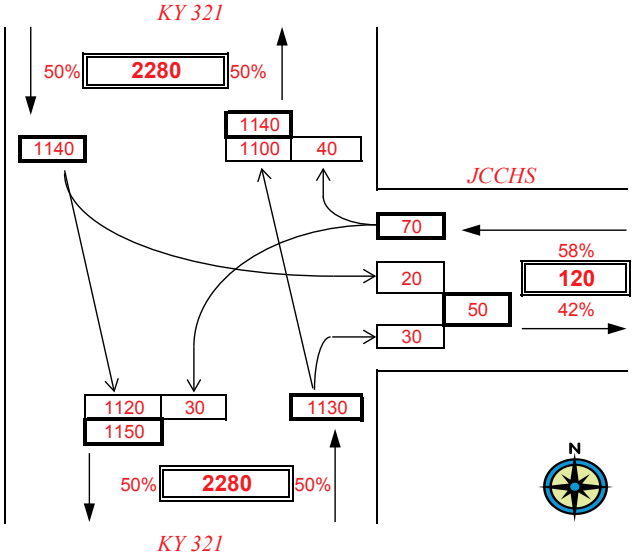
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



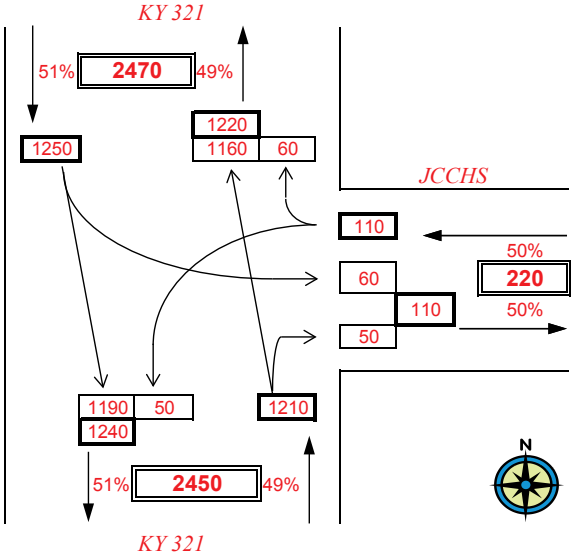
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

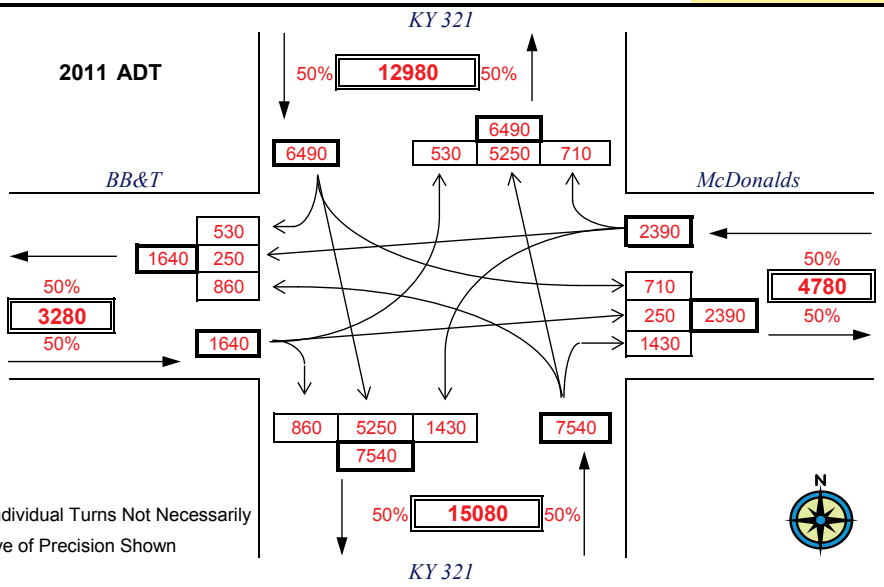


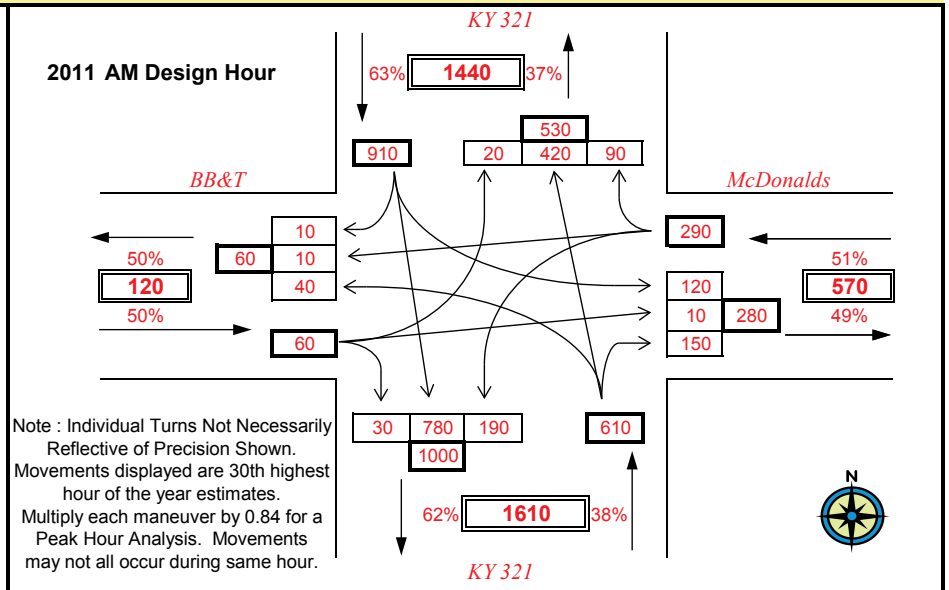
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

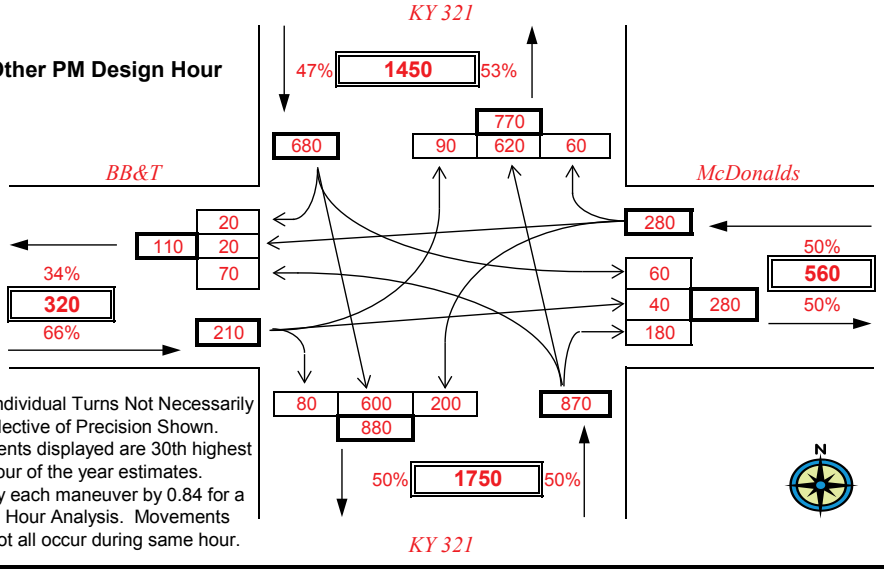
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

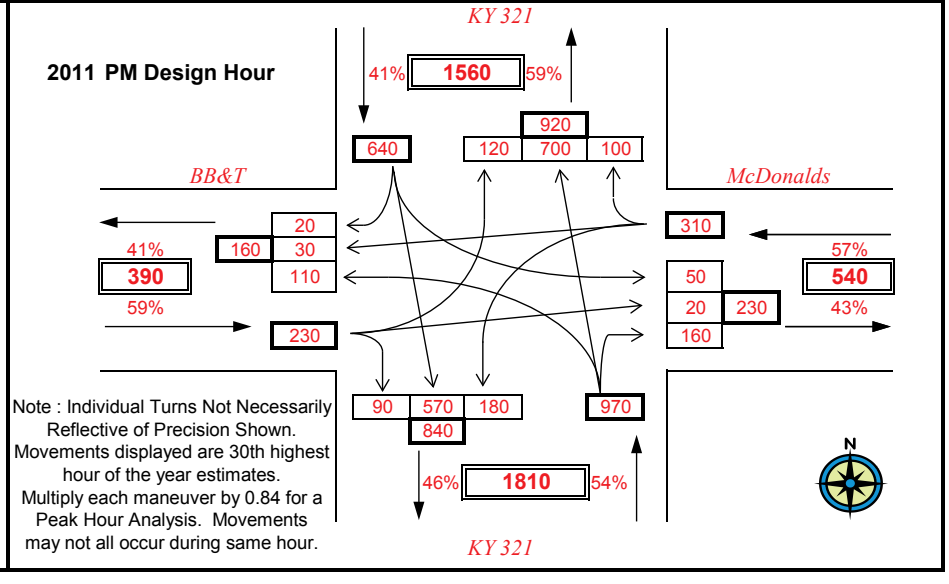
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







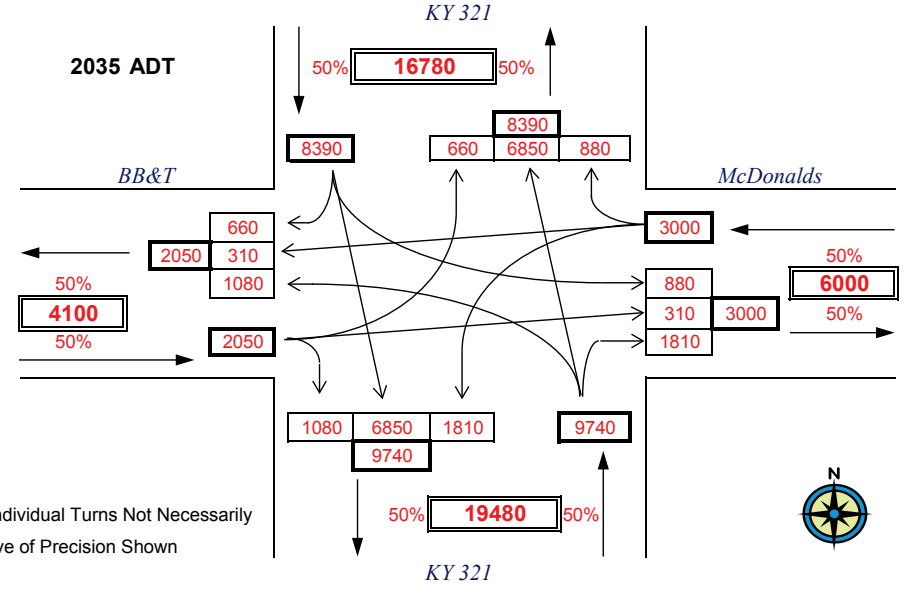


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

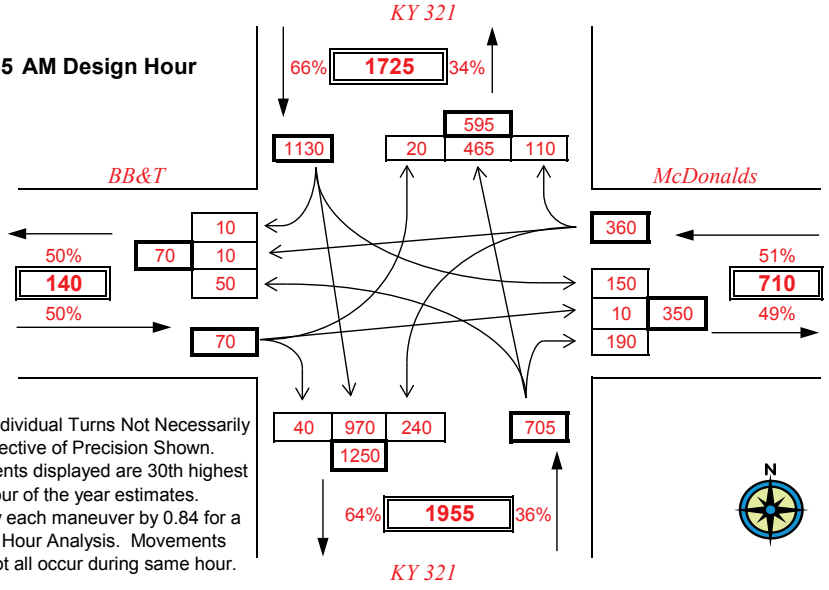
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



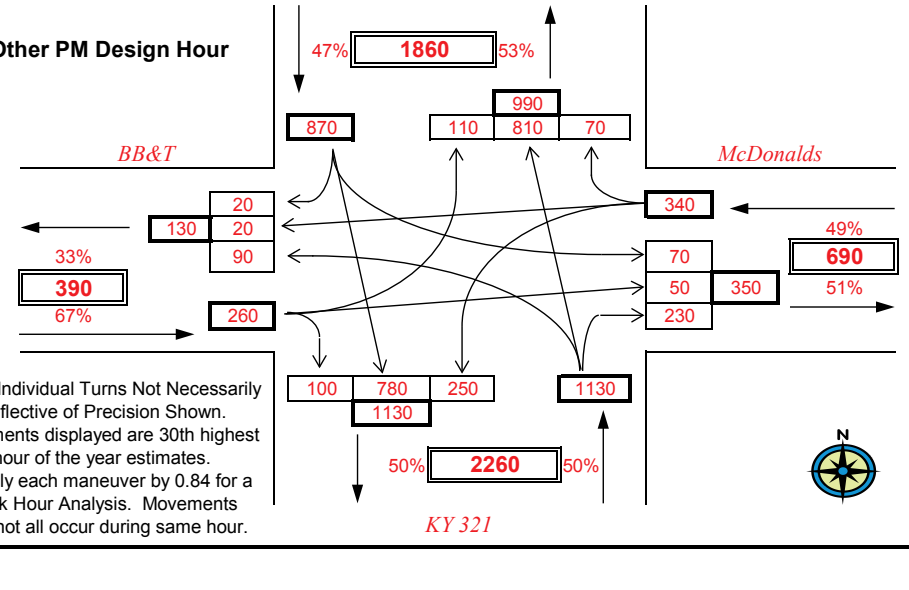
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



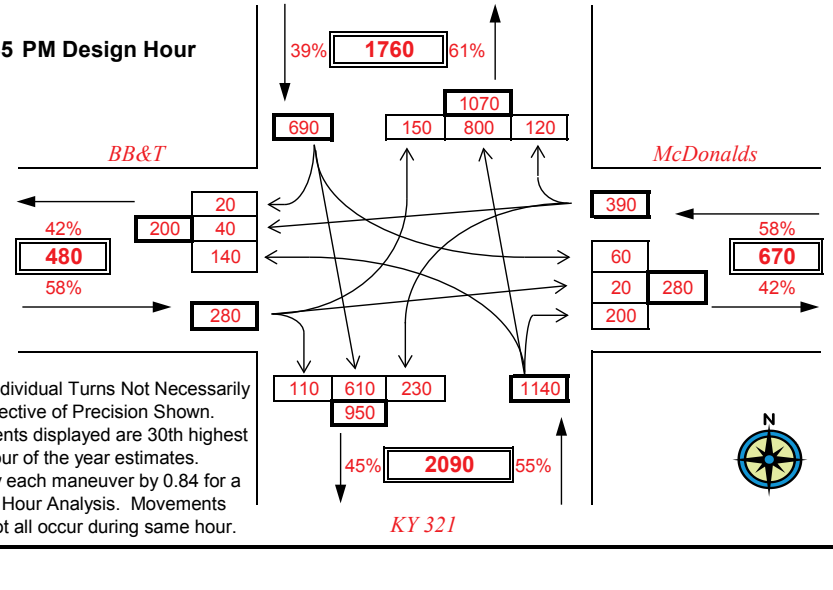
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



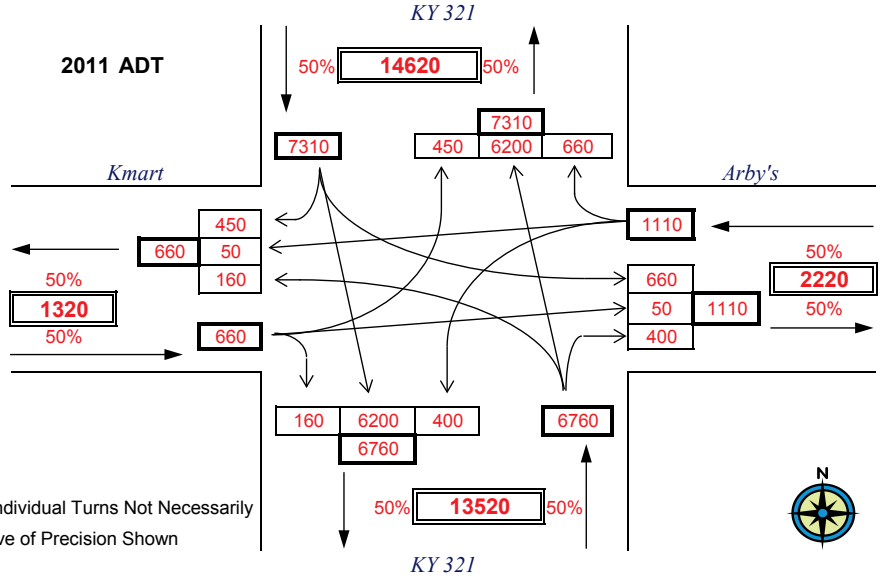
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

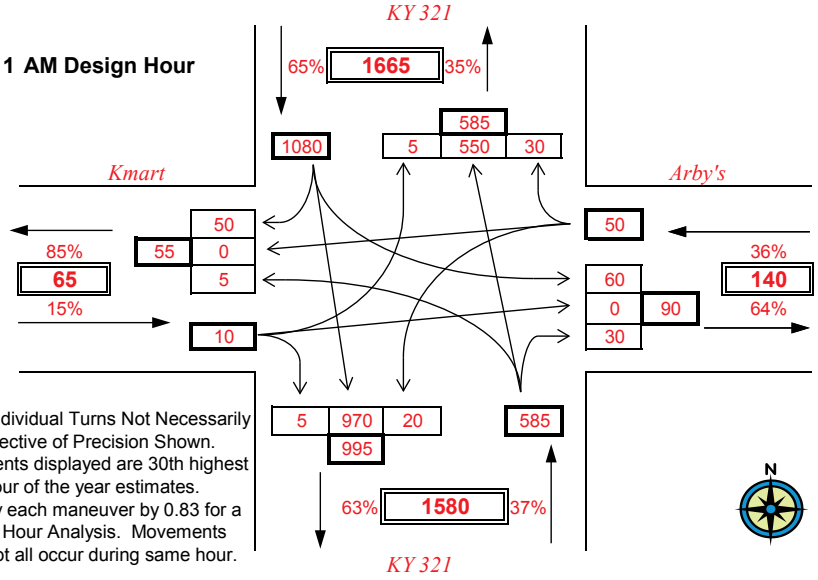
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



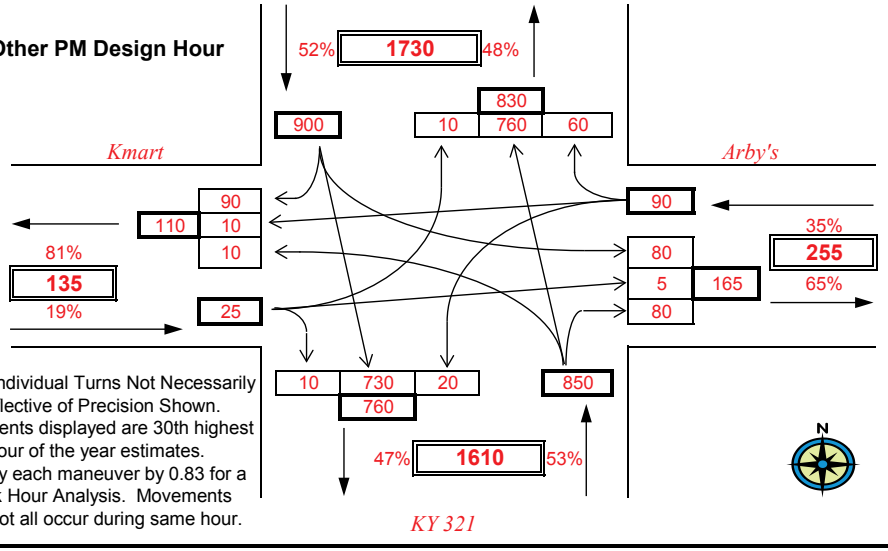
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



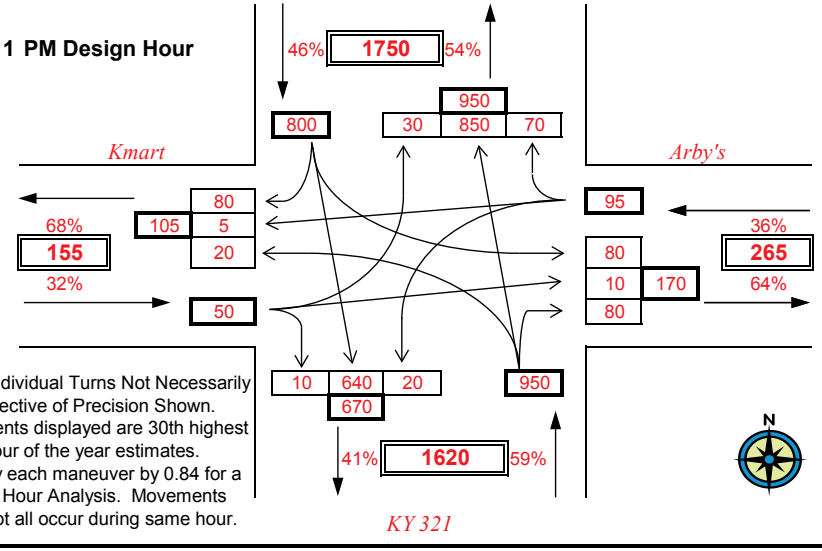
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



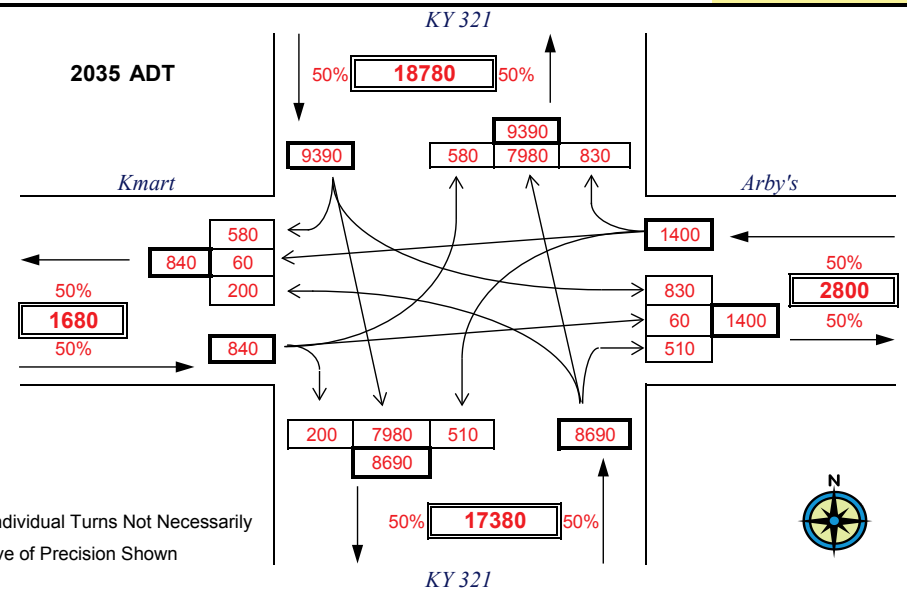
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

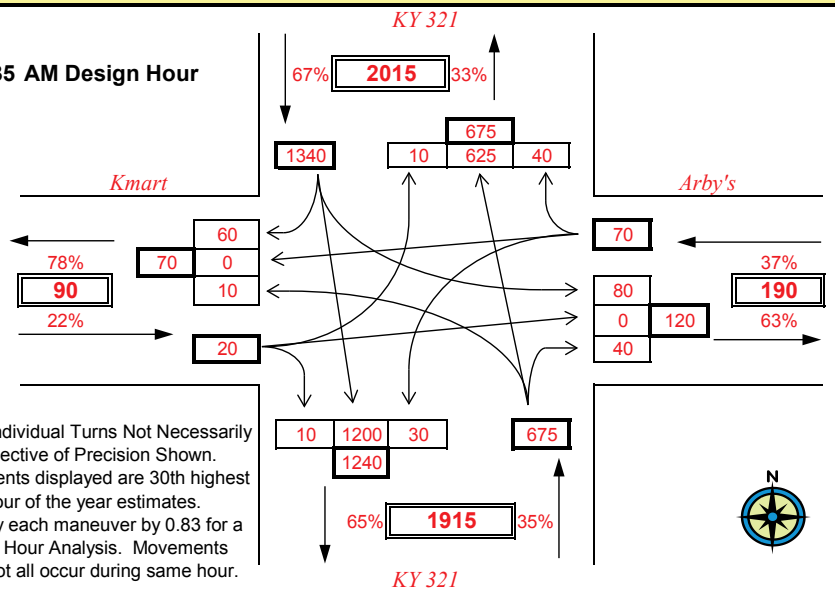
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



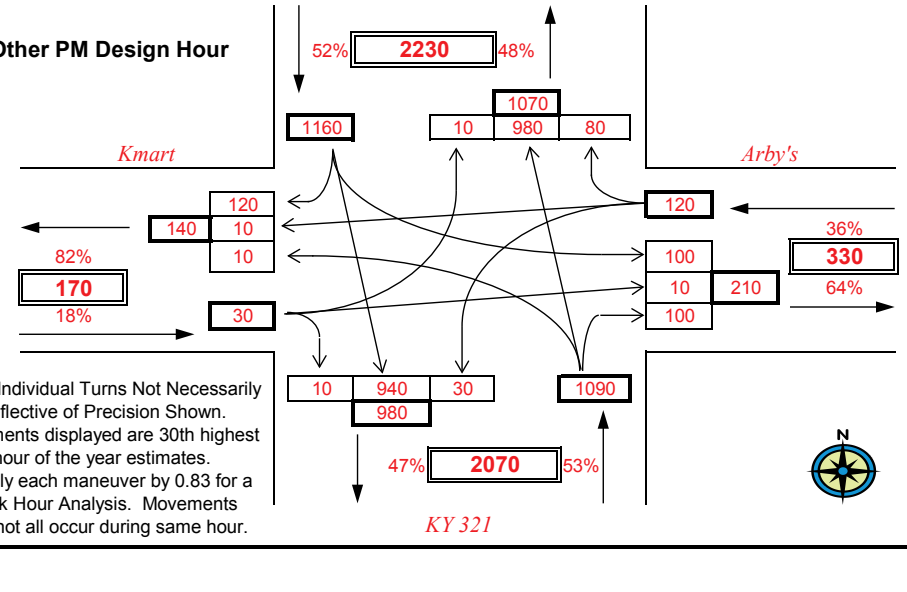
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



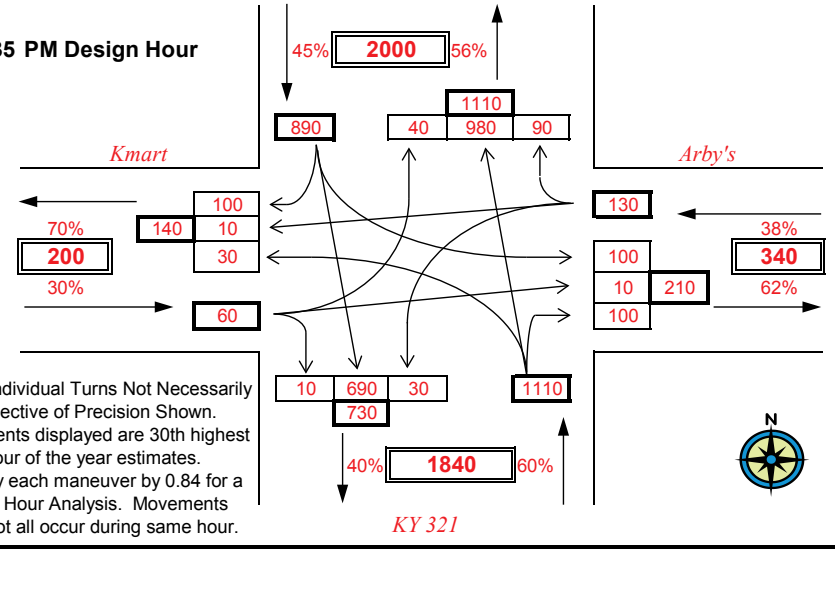
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

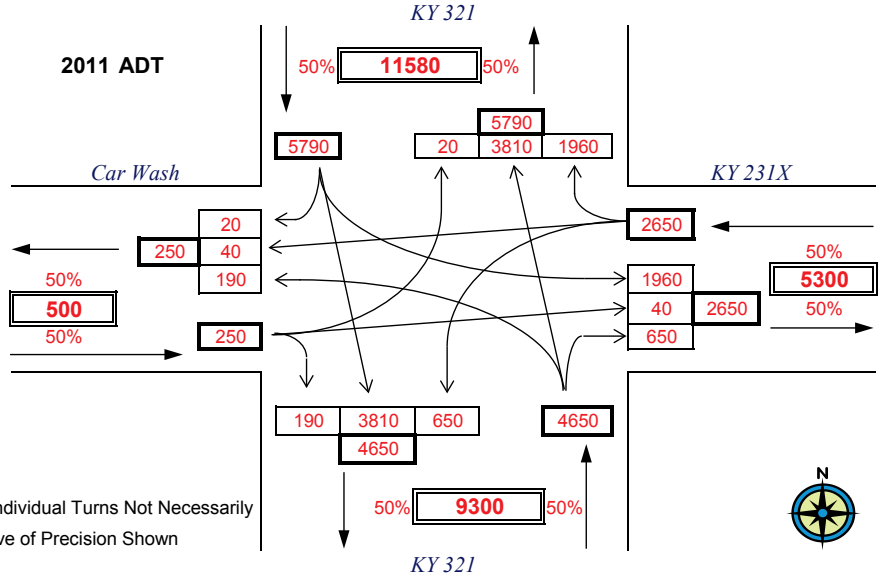
ALTERNATIVE 2+3

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

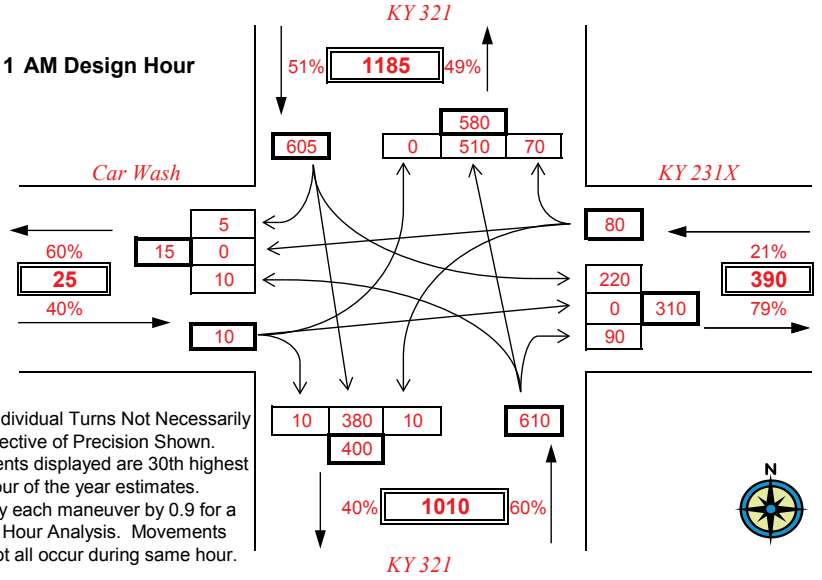
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



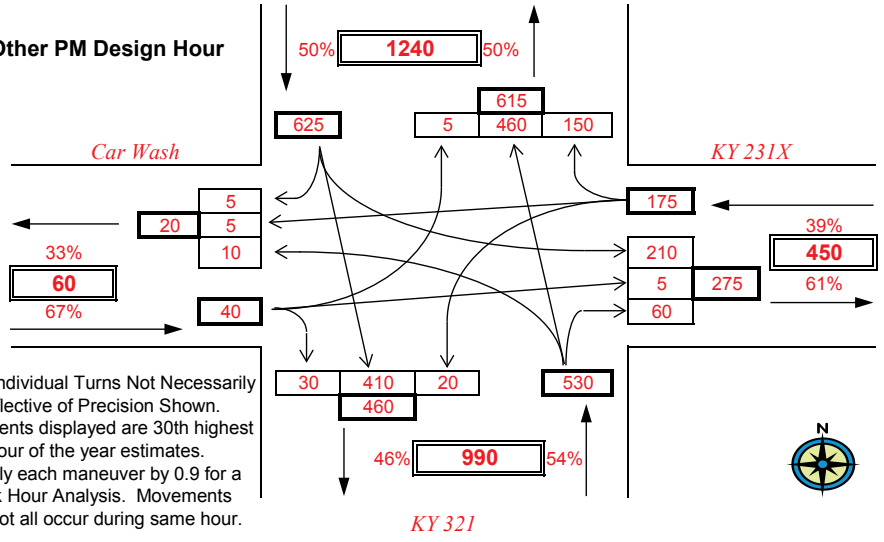
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



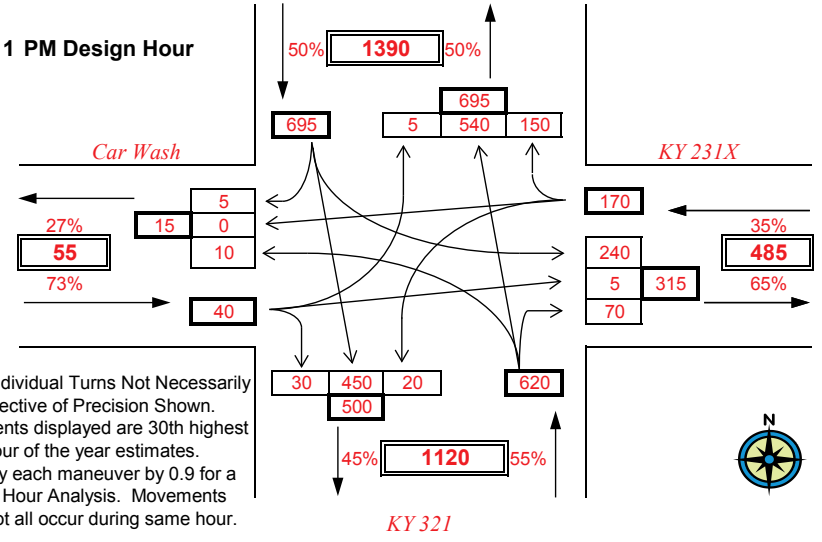
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



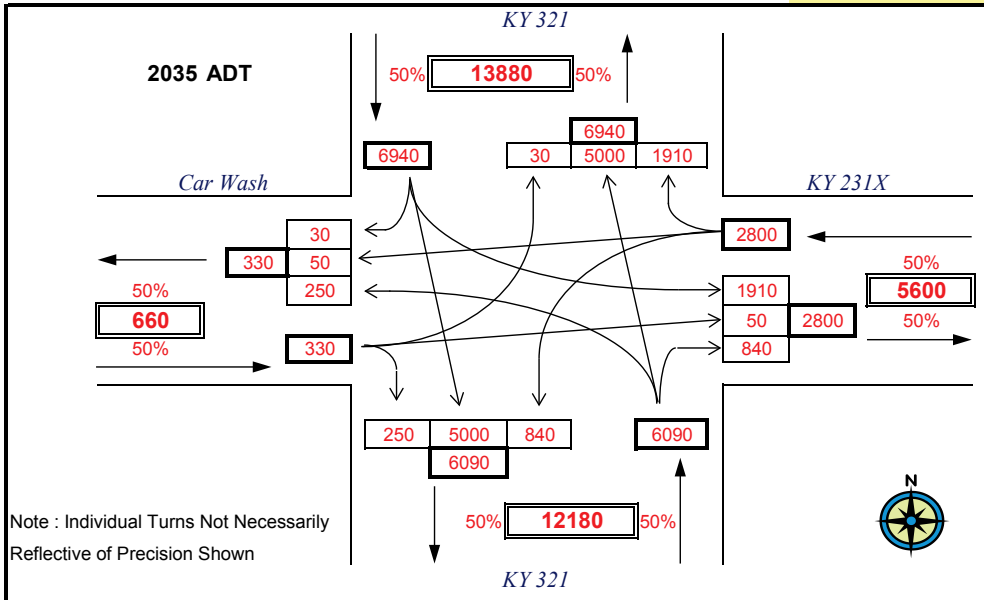
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

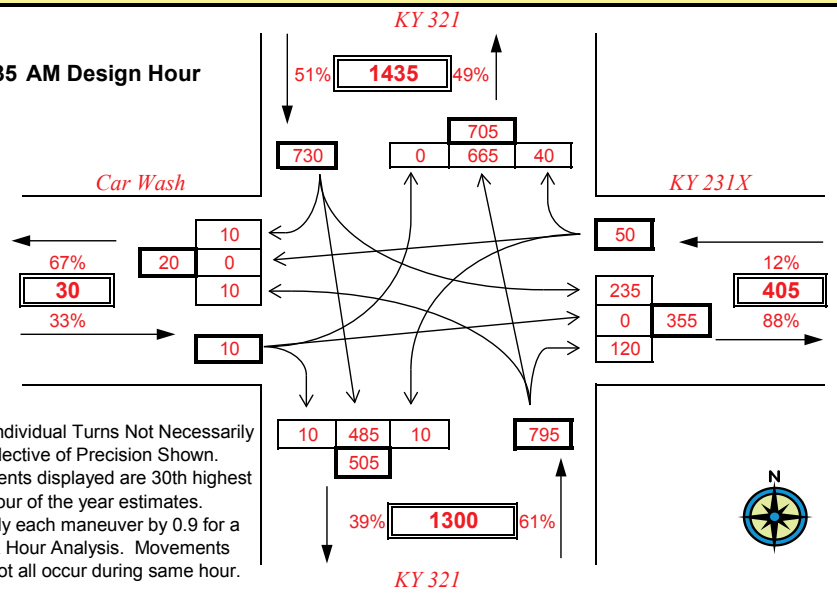
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



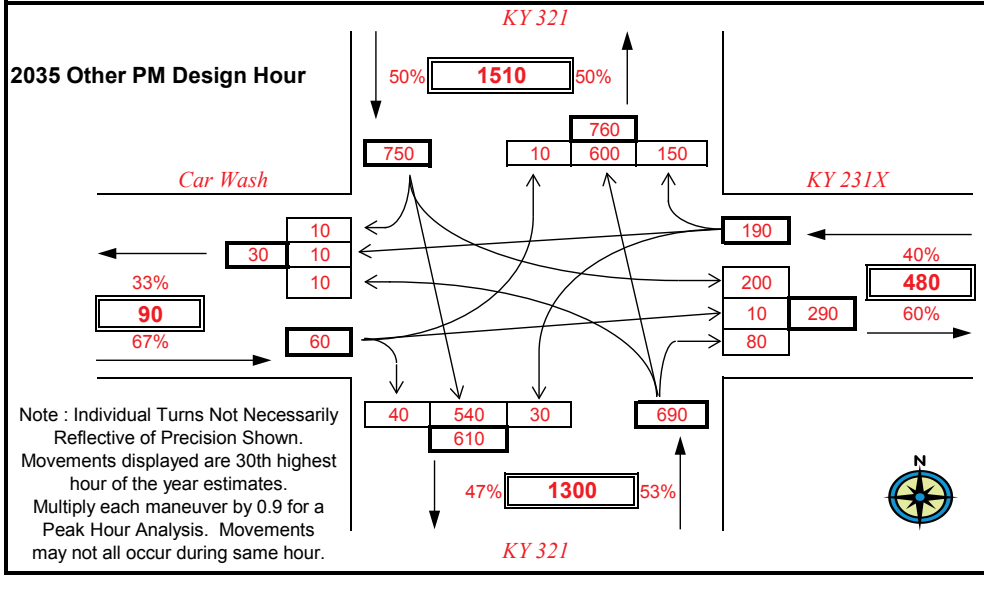
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



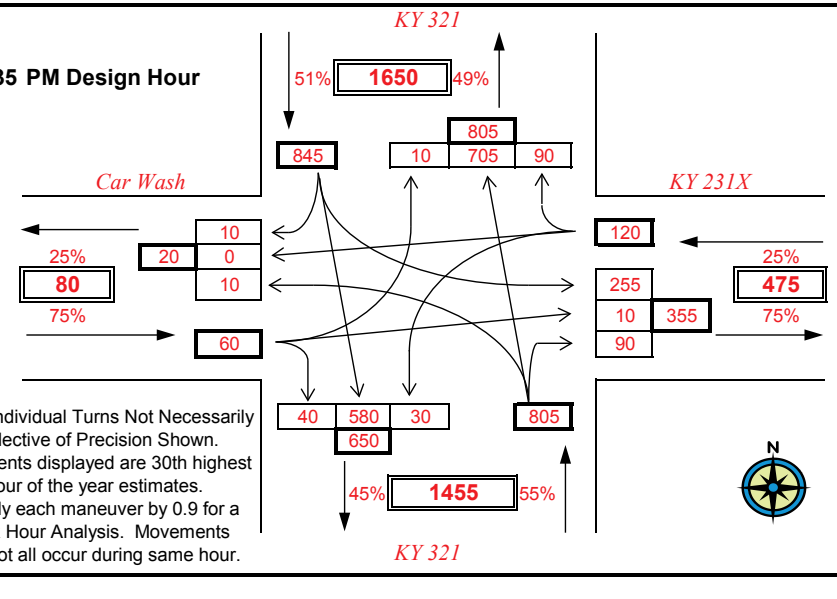
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



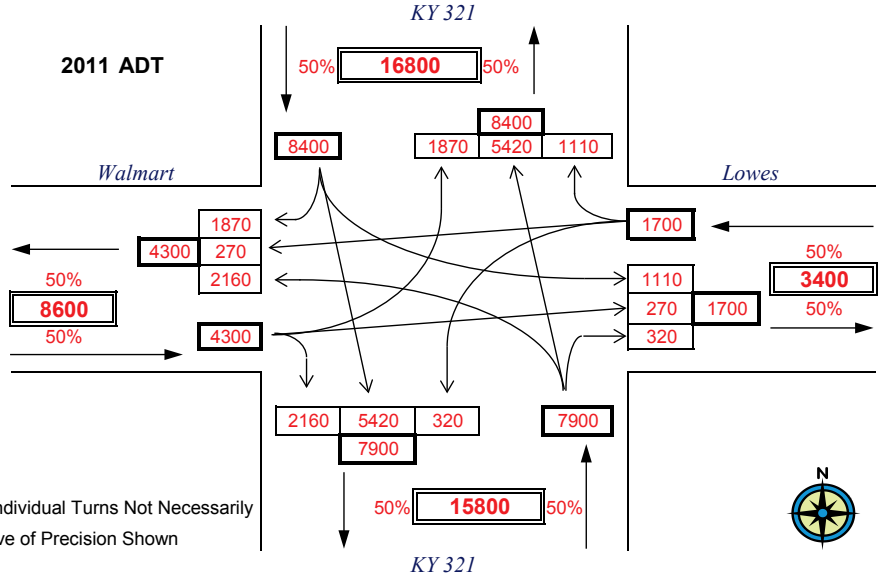
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

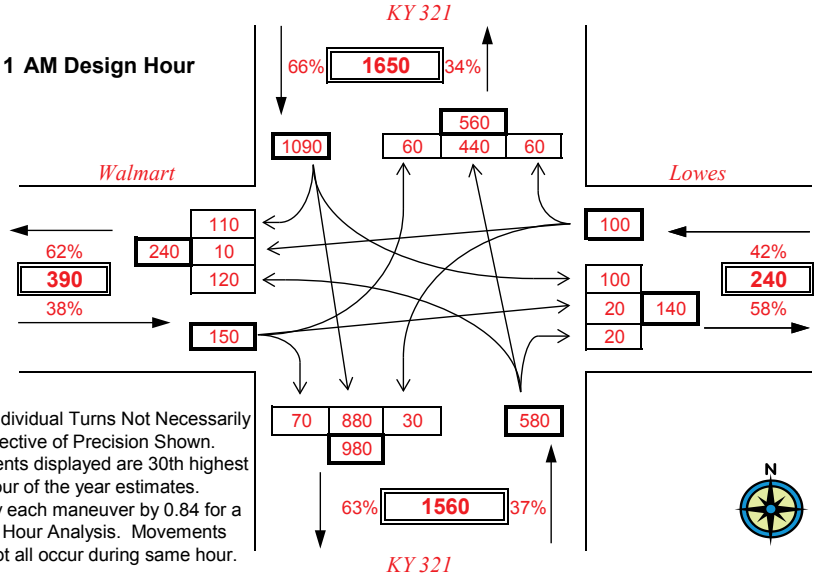
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



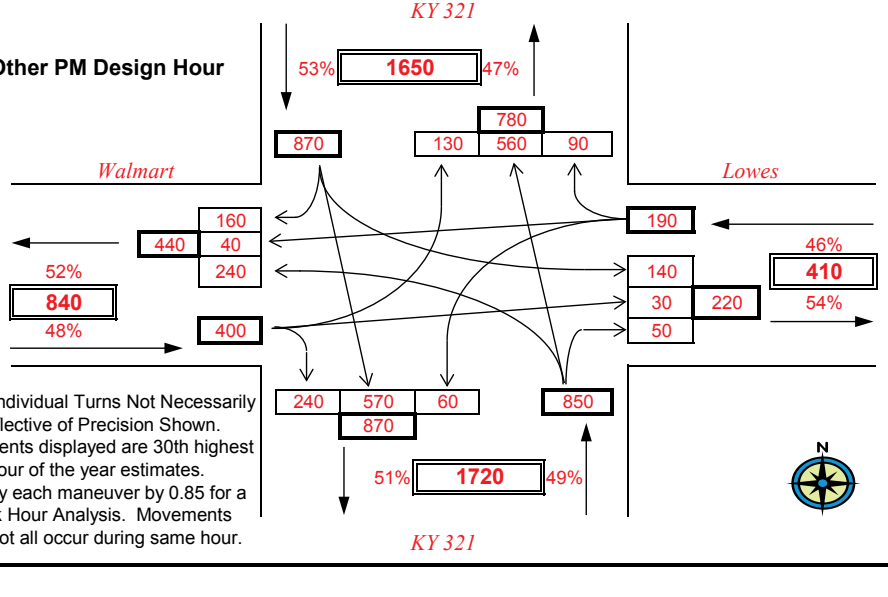
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



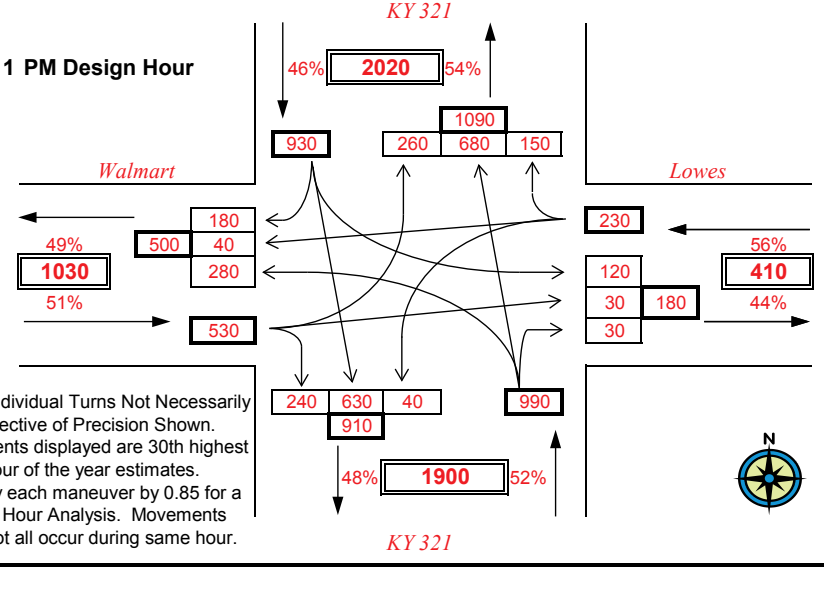
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



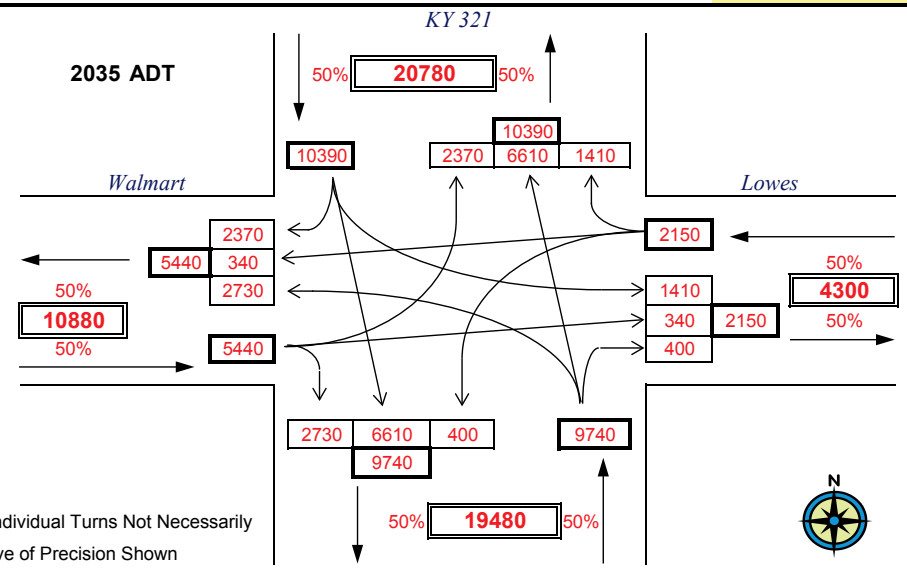
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

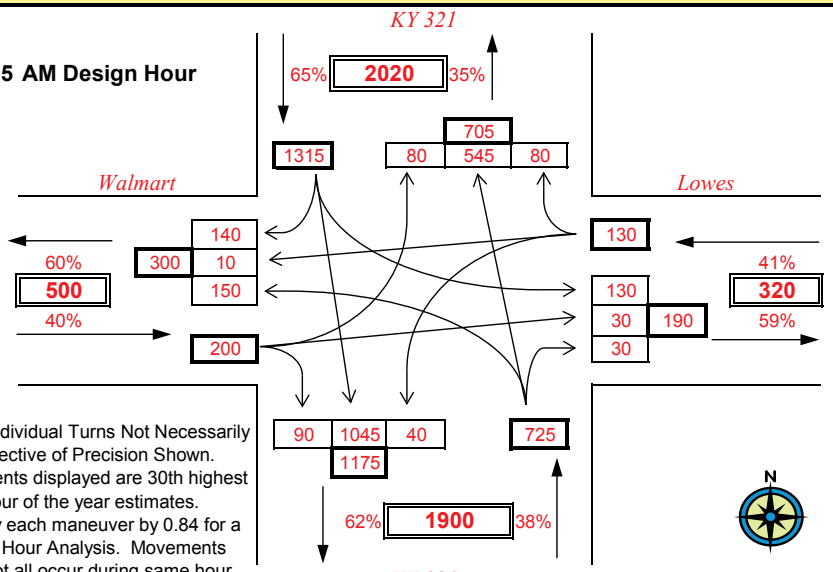
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



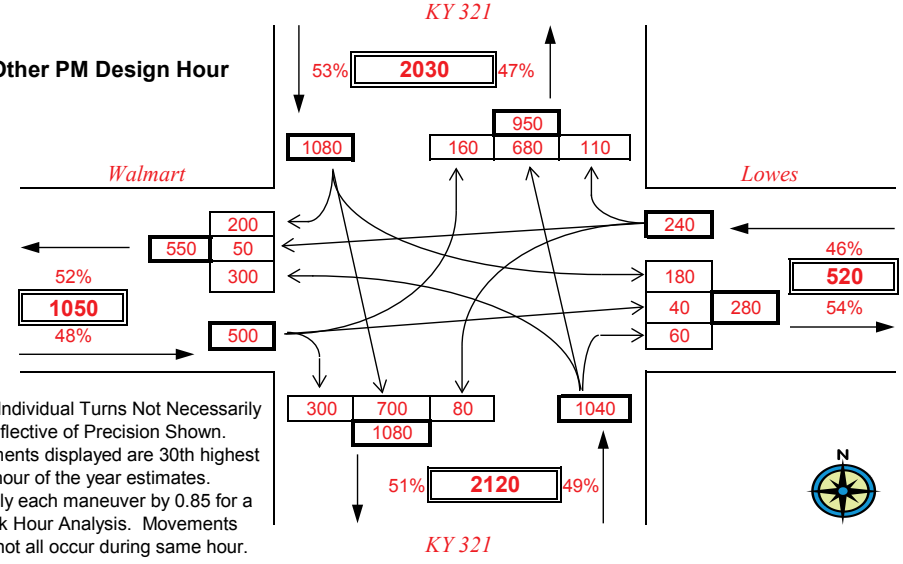
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



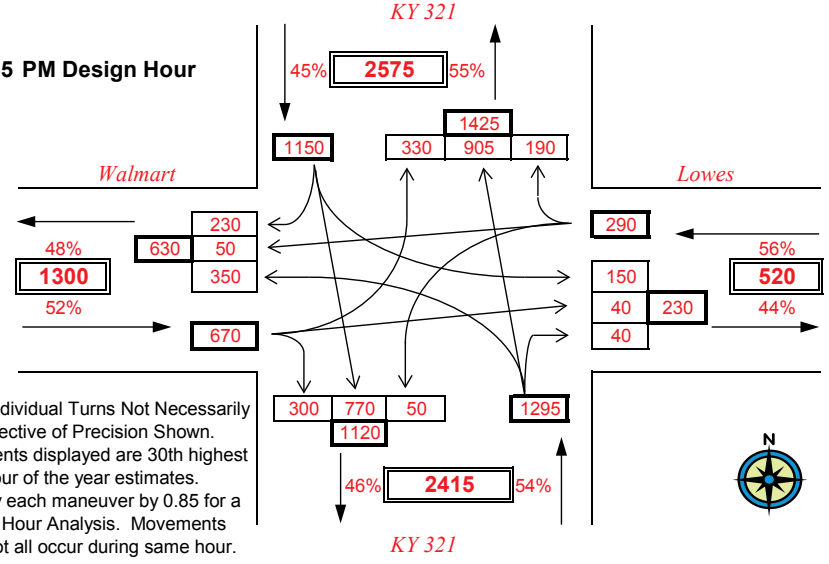
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



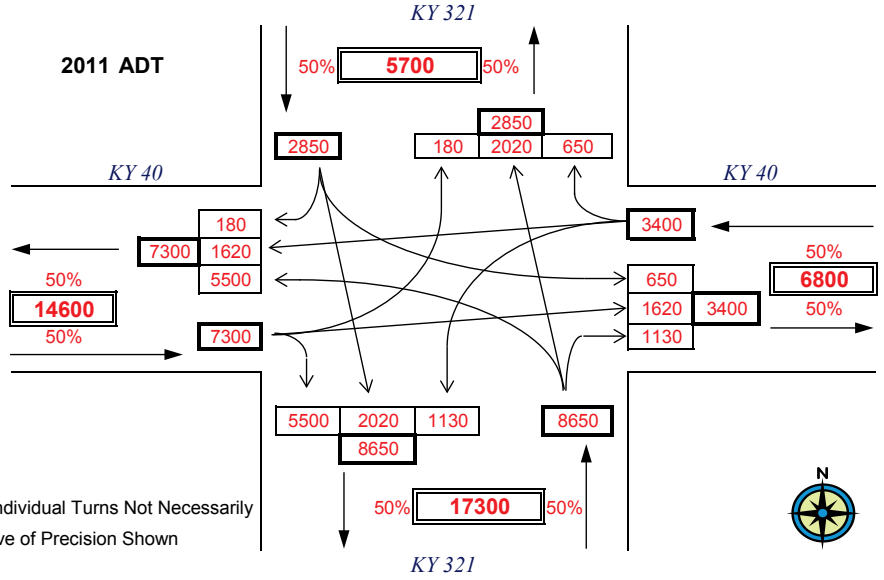
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

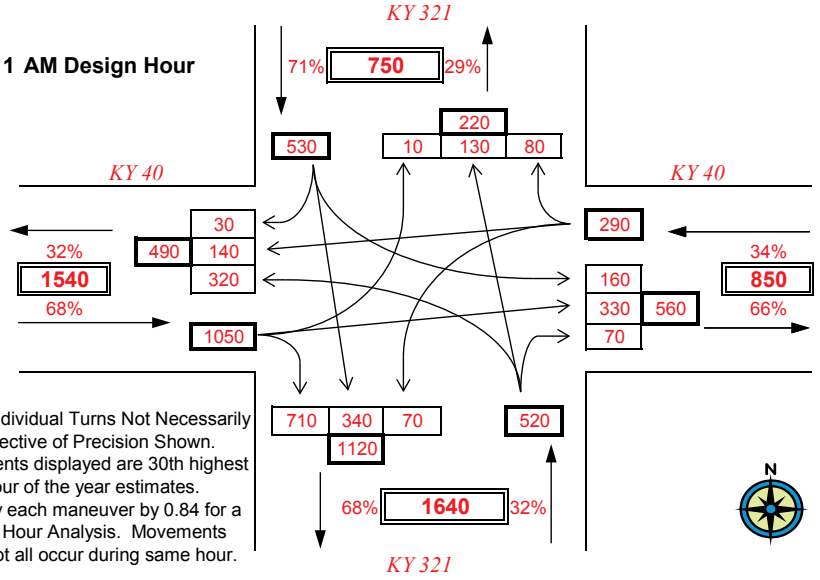
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



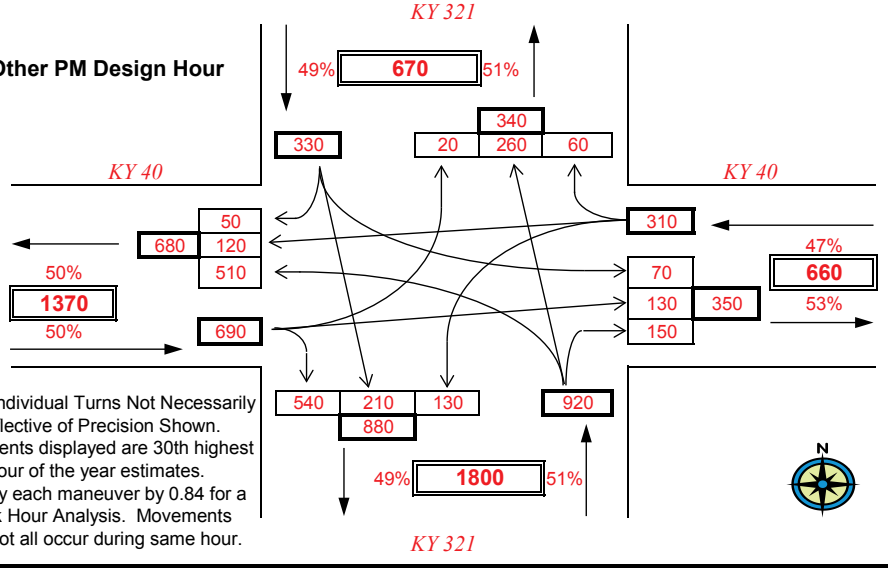
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



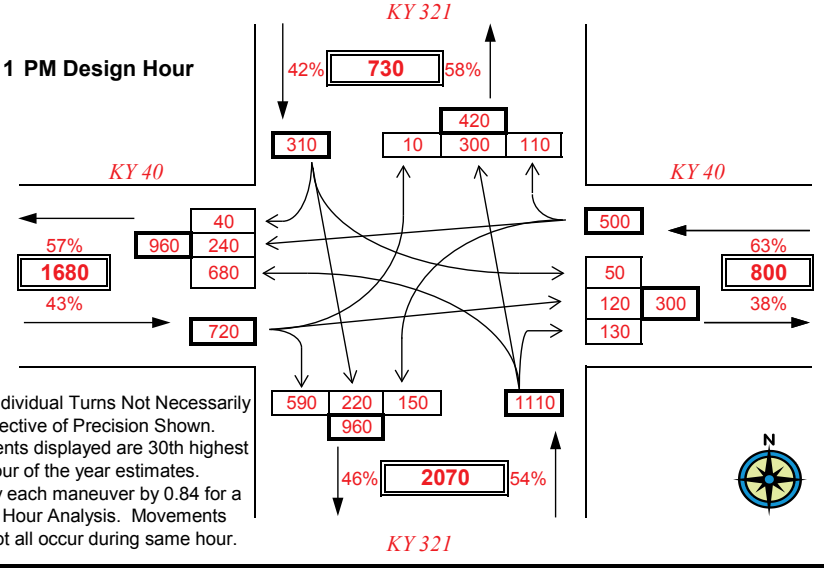
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



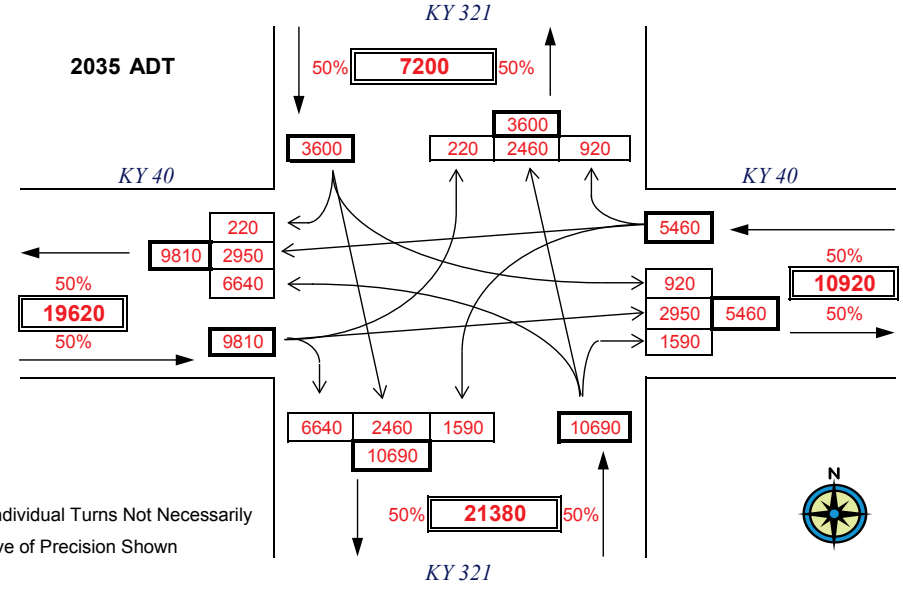
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

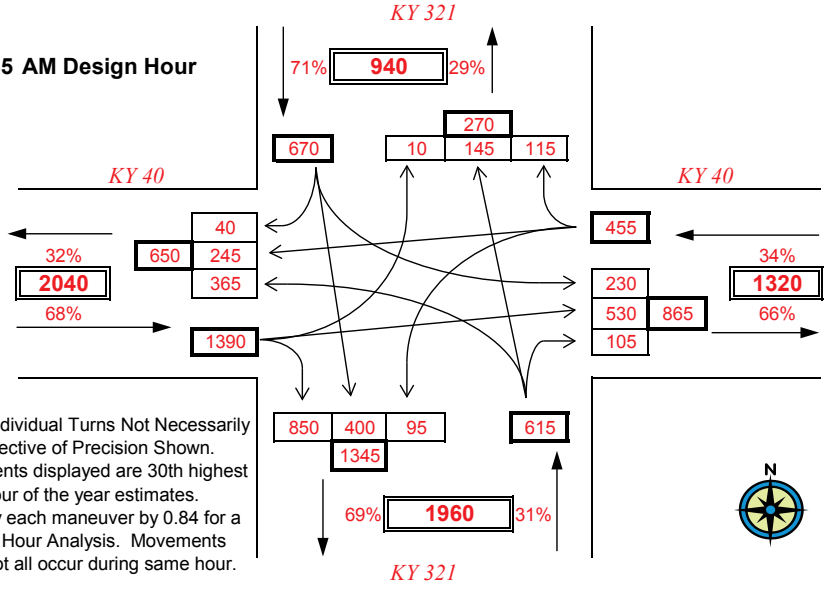
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



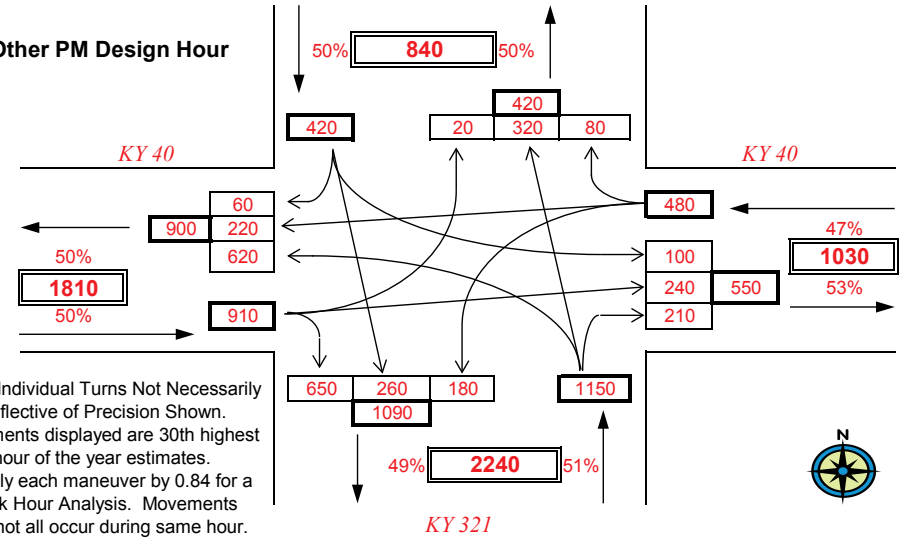
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



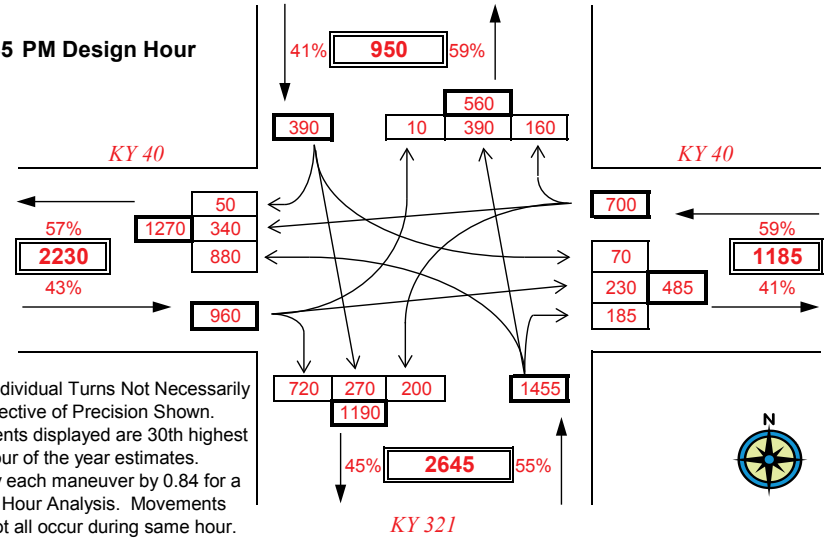
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



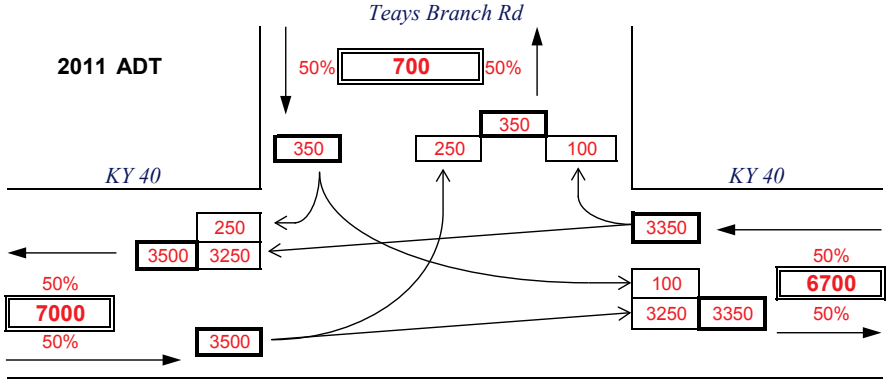
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

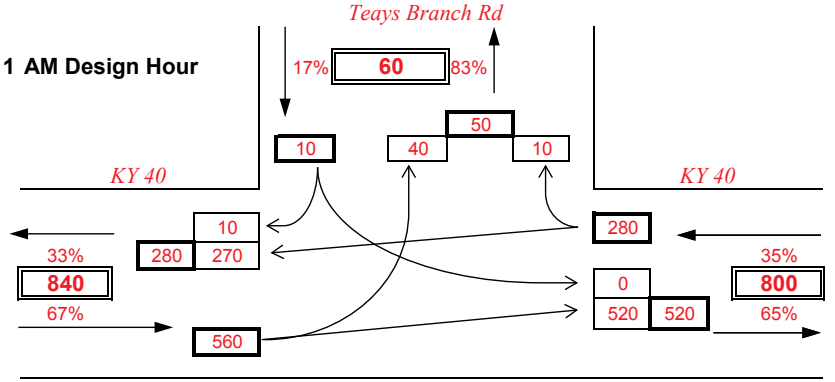
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



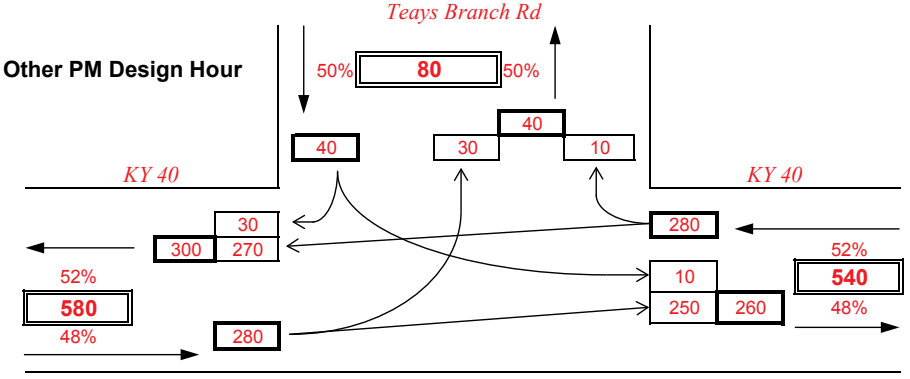
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



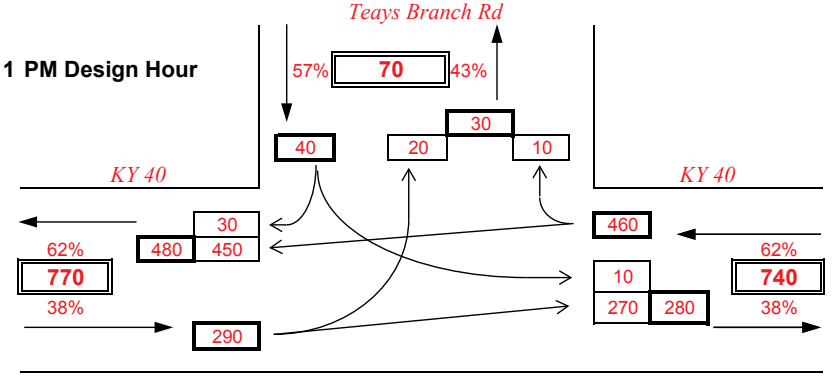
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



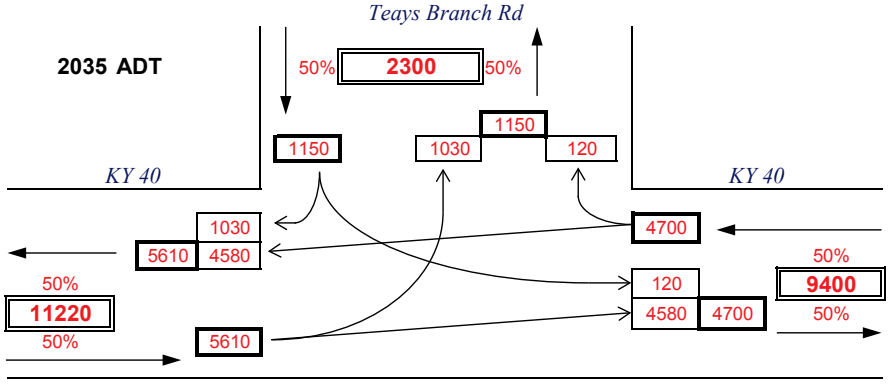
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

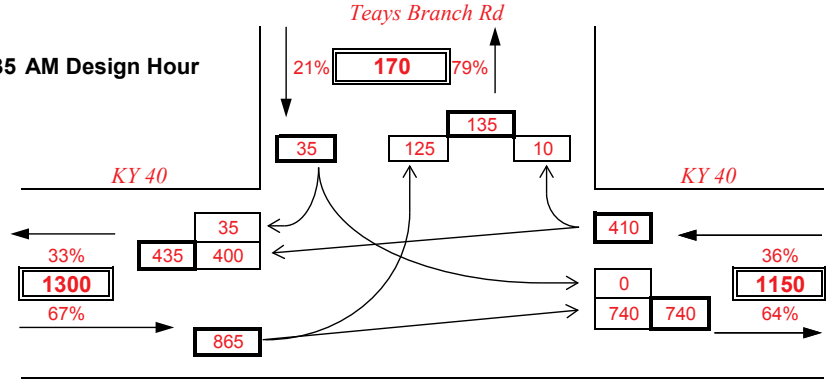
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



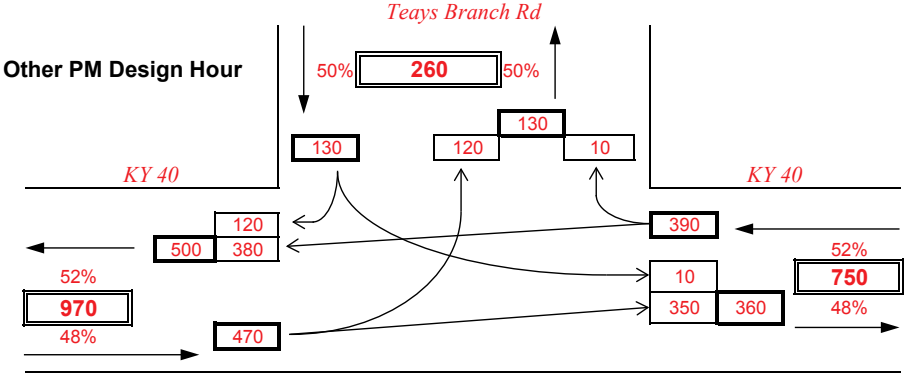
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



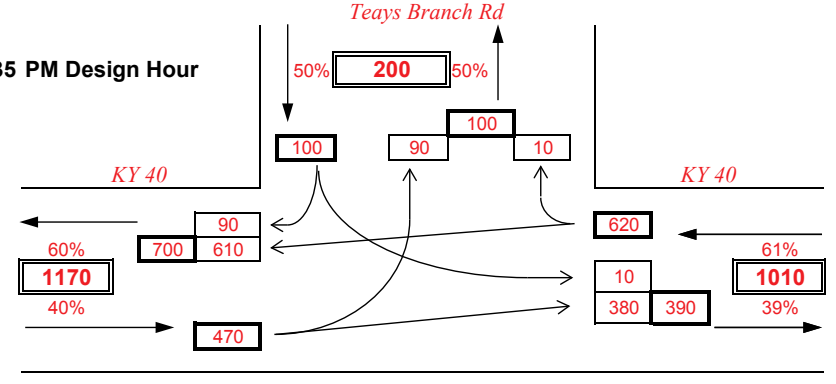
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



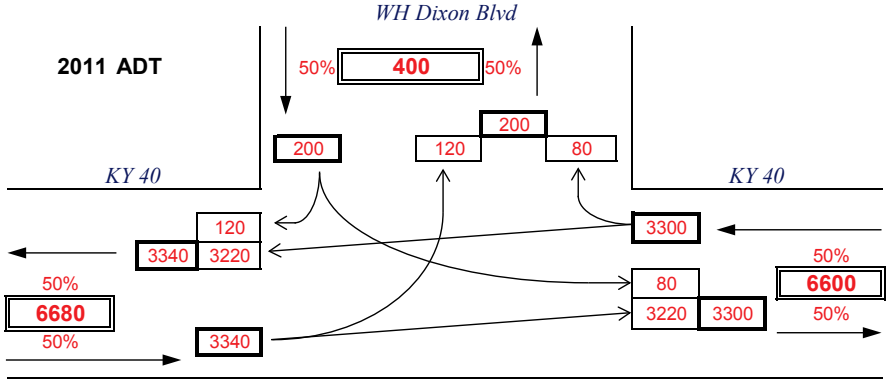
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

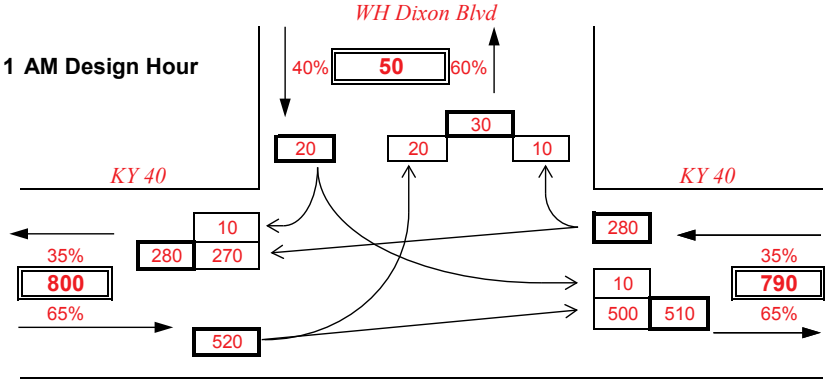
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



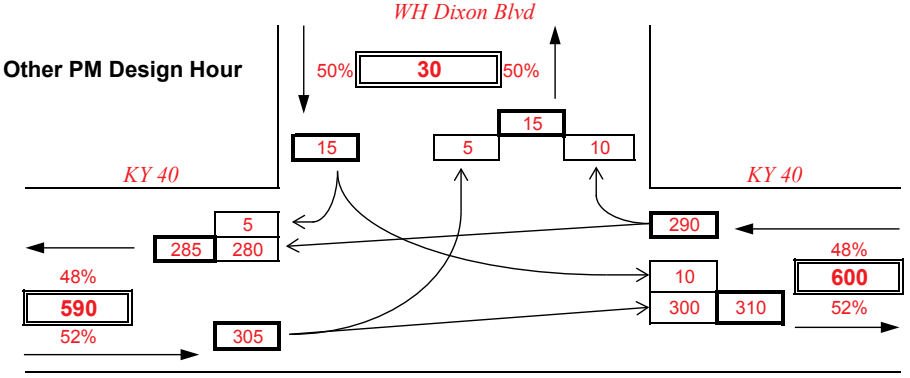
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



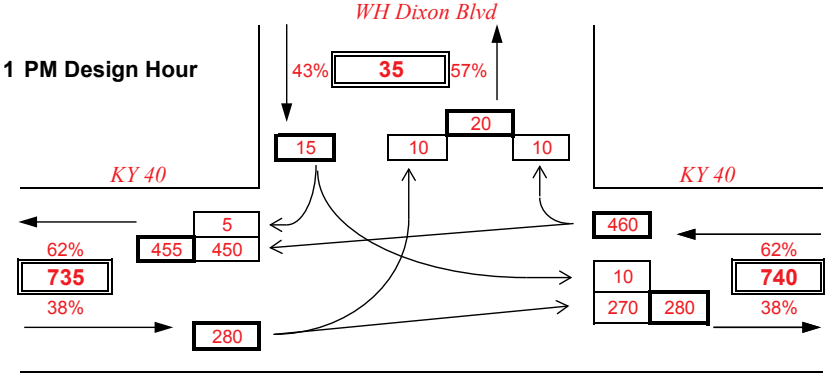
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



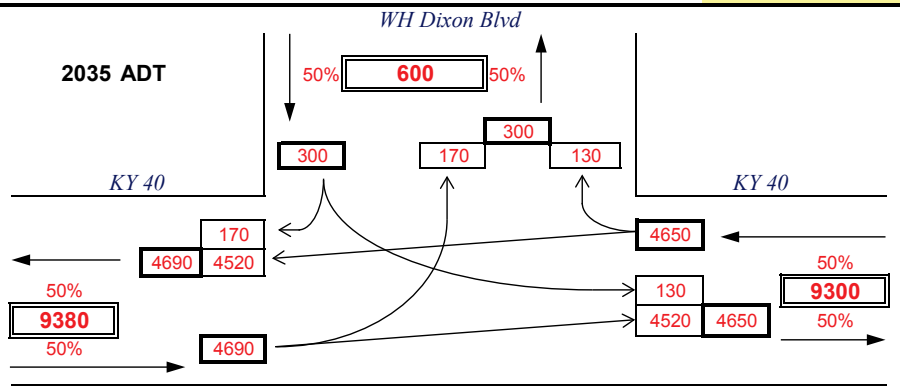
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

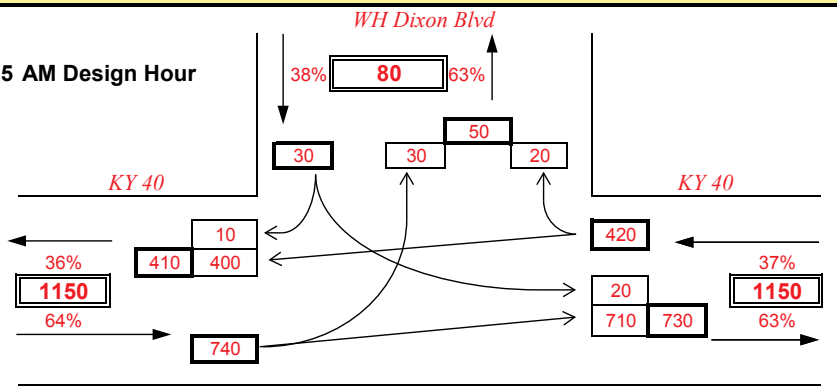
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



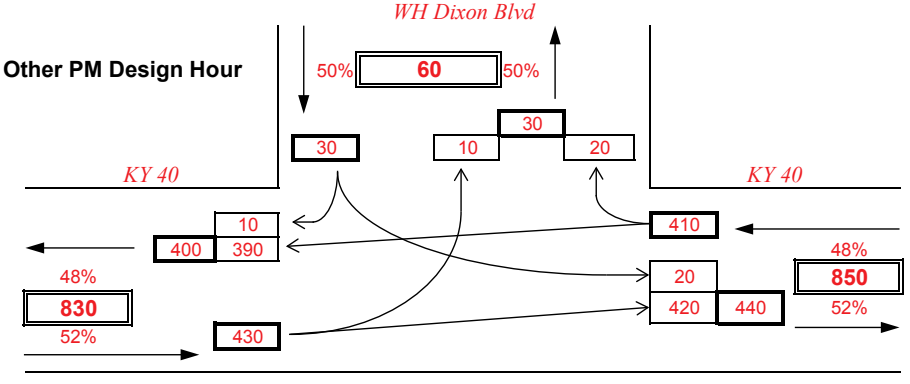
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



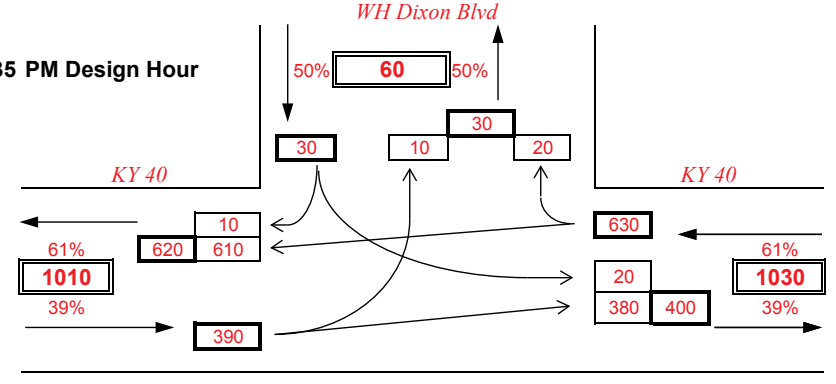
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



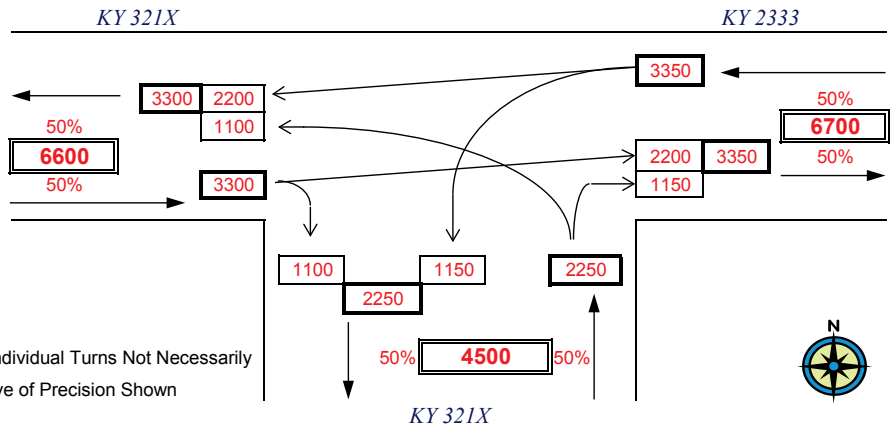
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

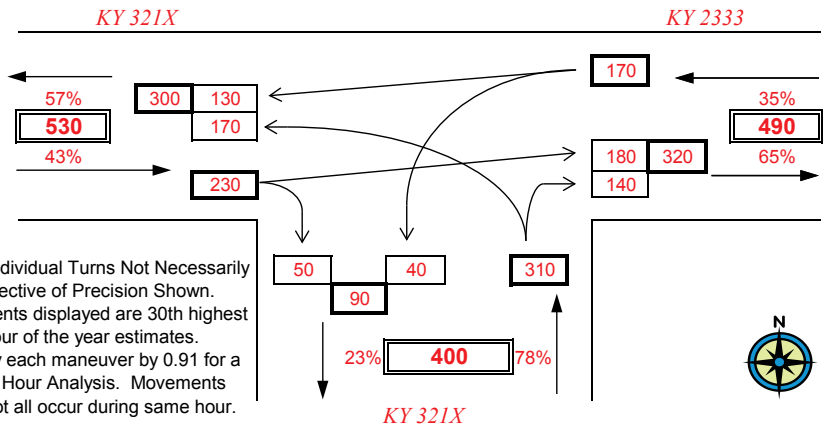
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



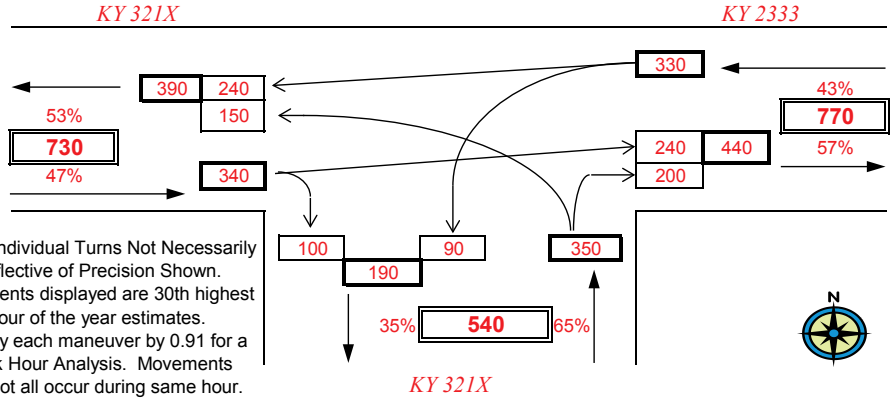
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



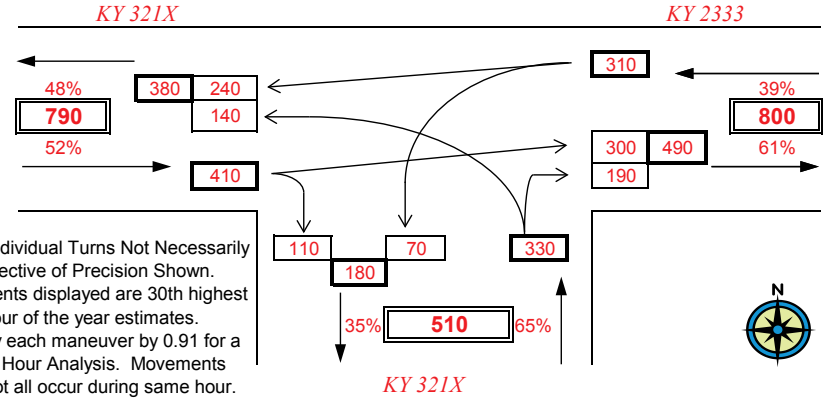
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



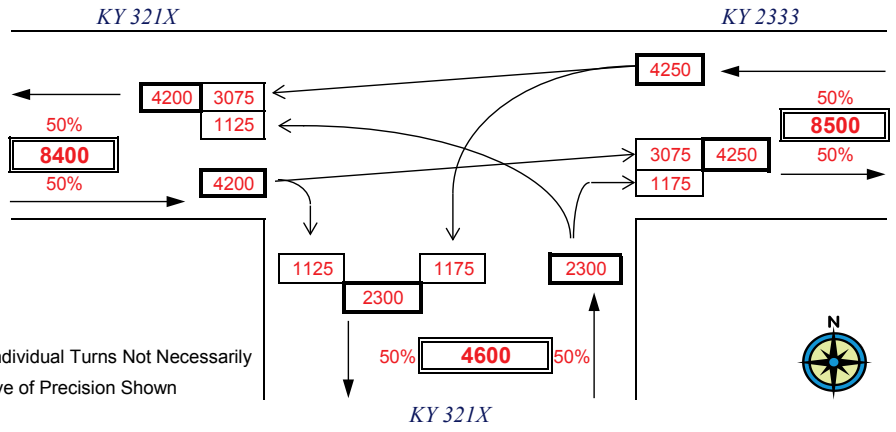
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

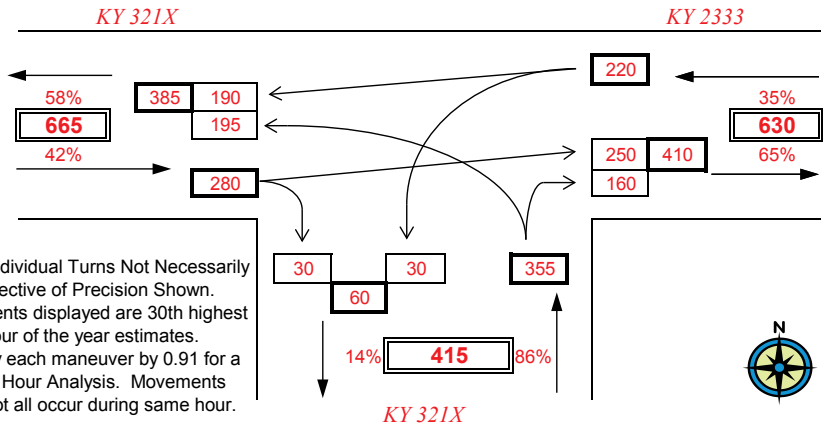
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



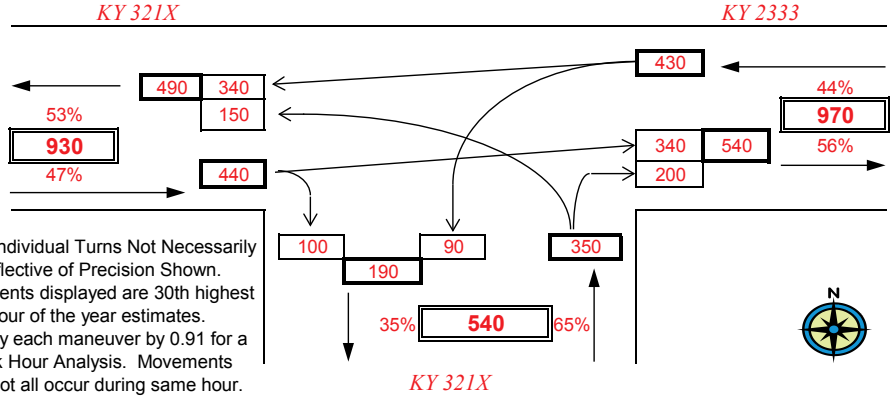
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



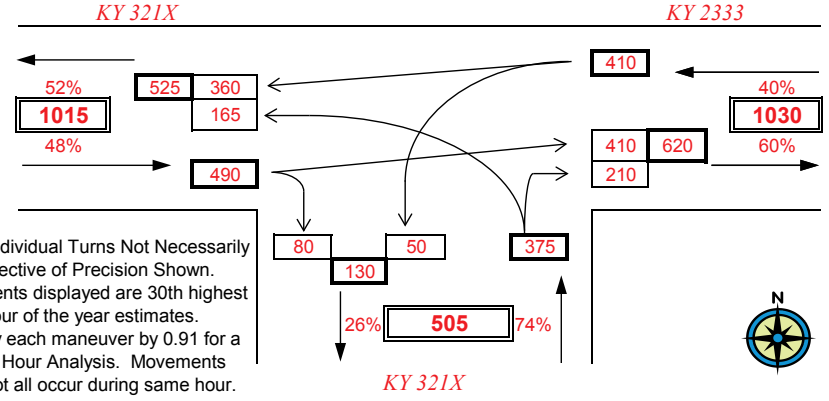
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



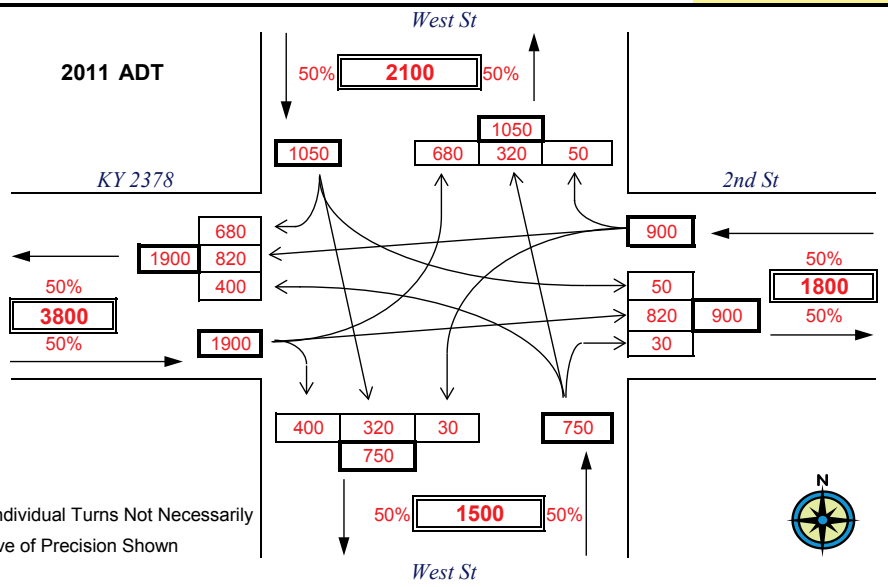
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

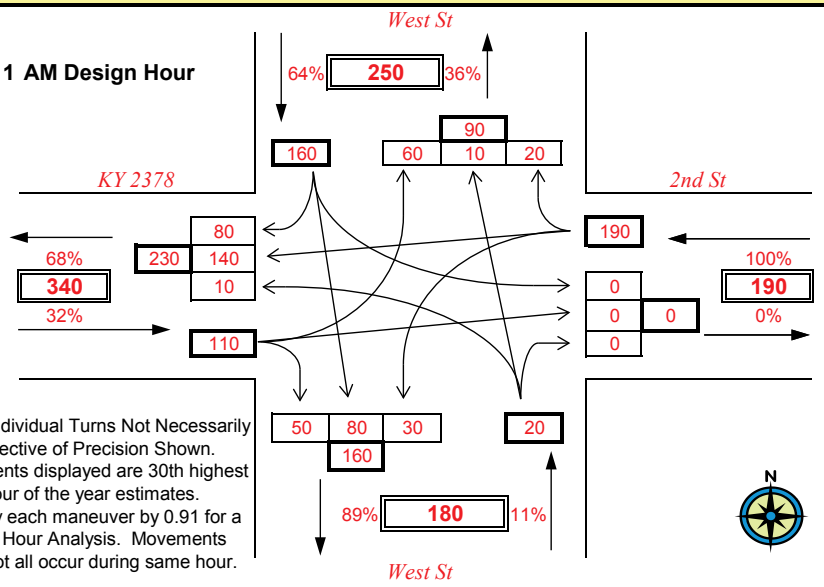
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



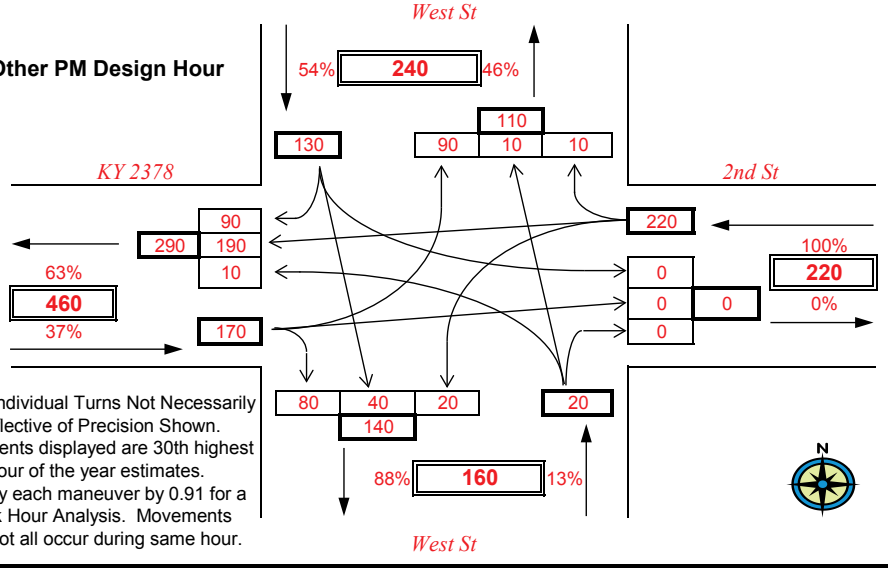
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



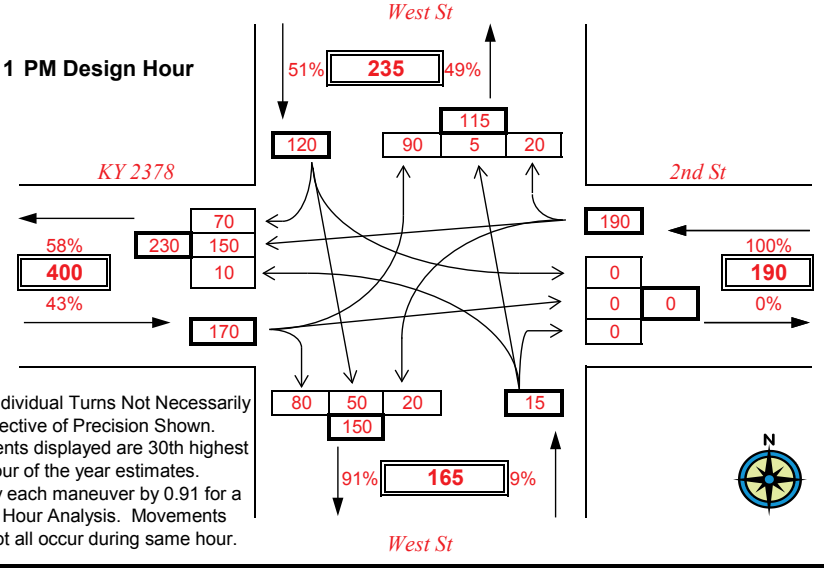
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



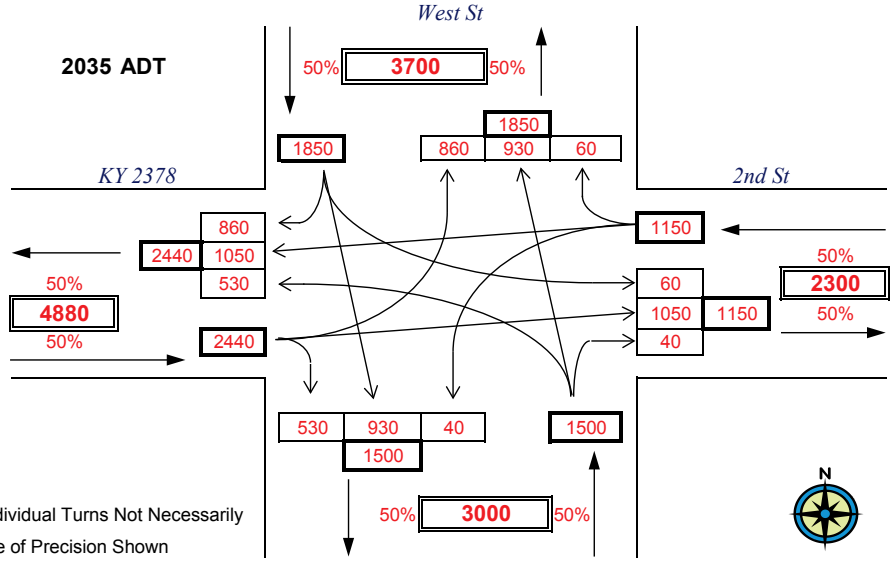
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

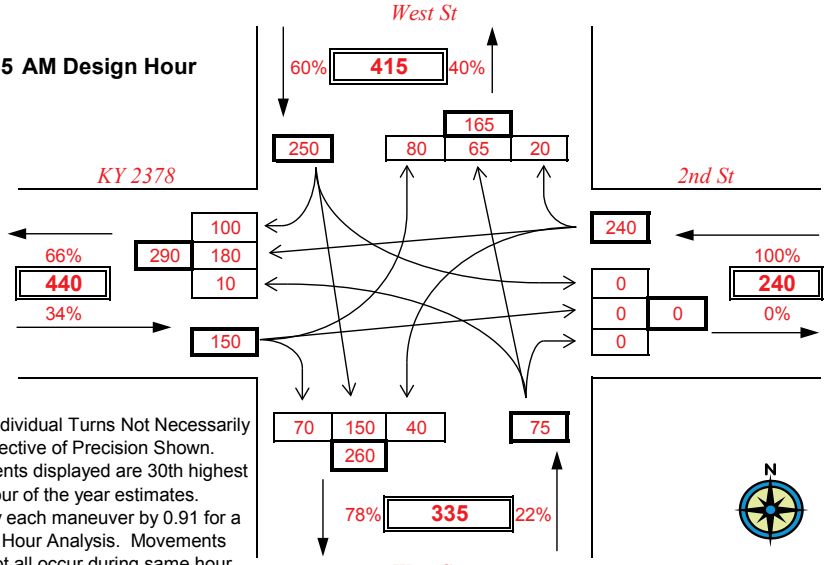
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



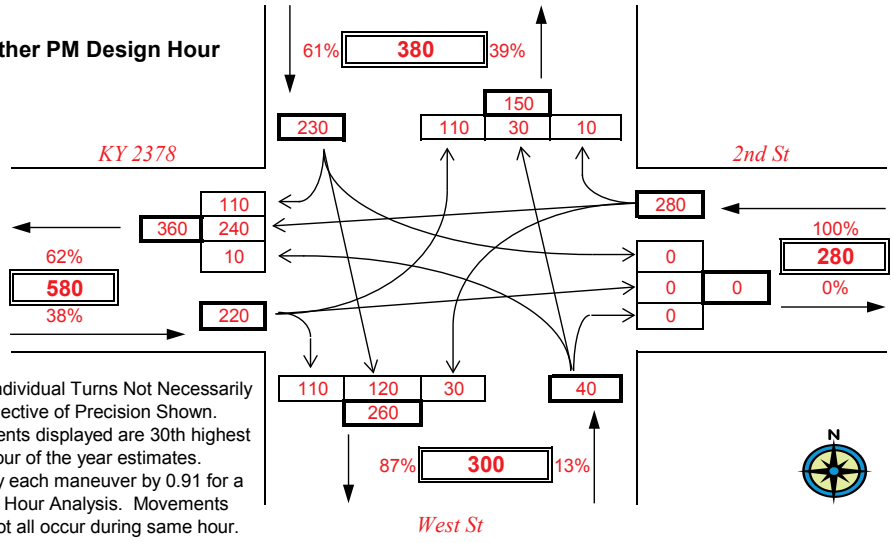
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



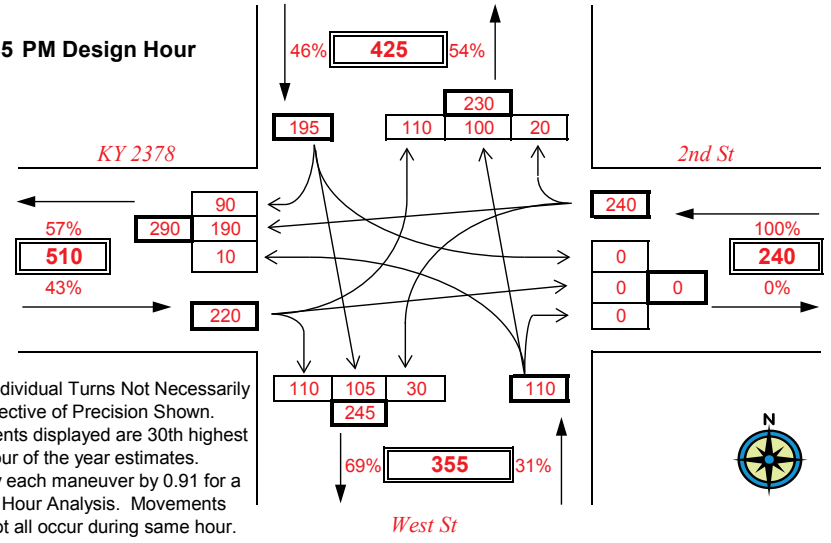
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



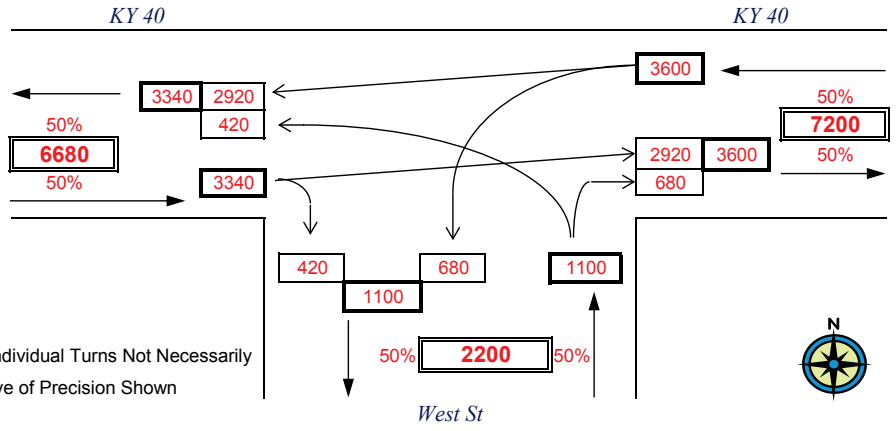
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

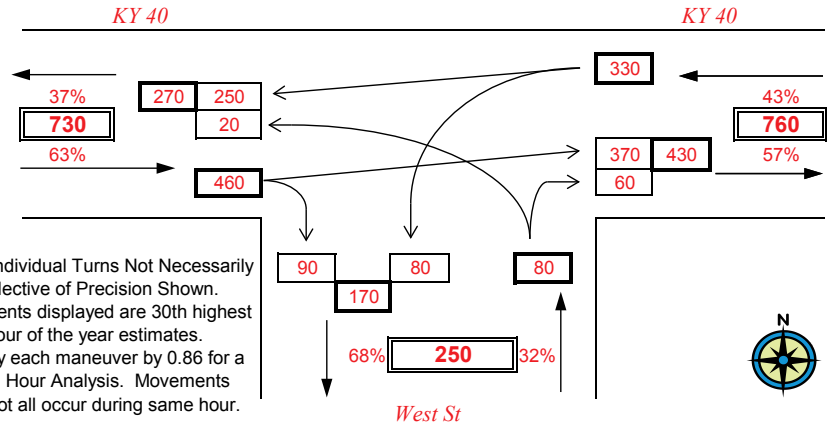
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



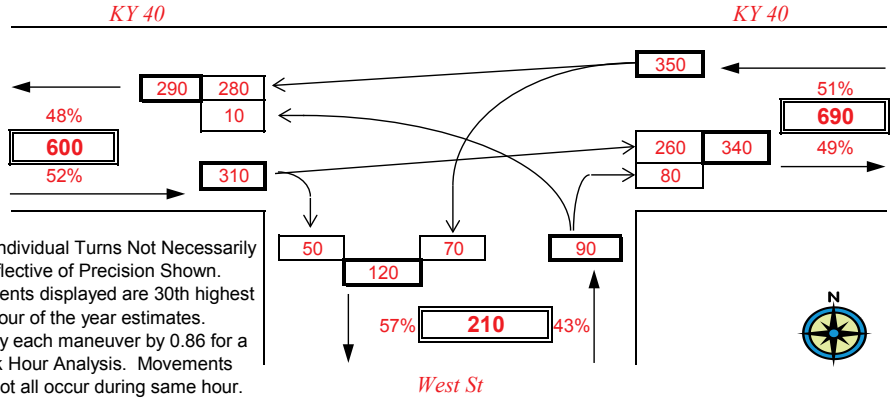
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



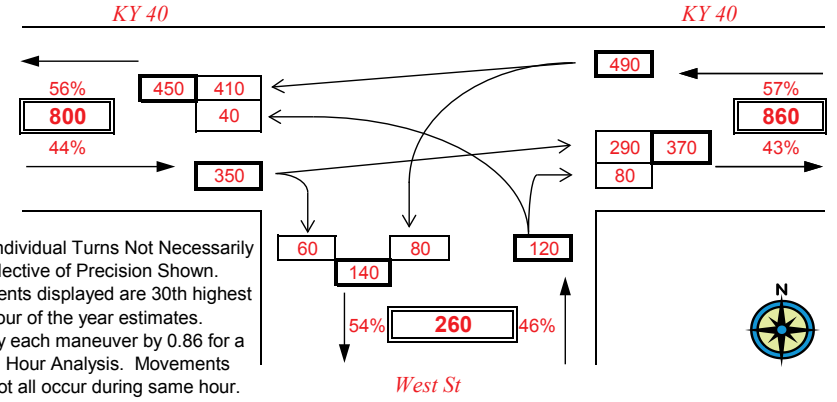
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



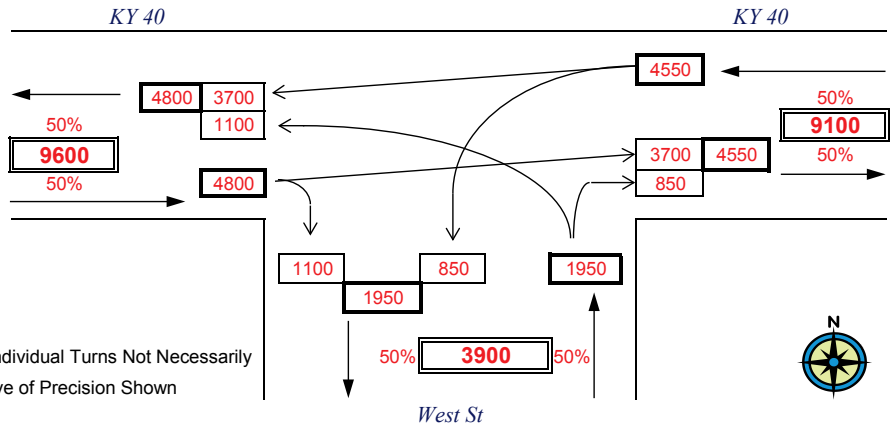
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

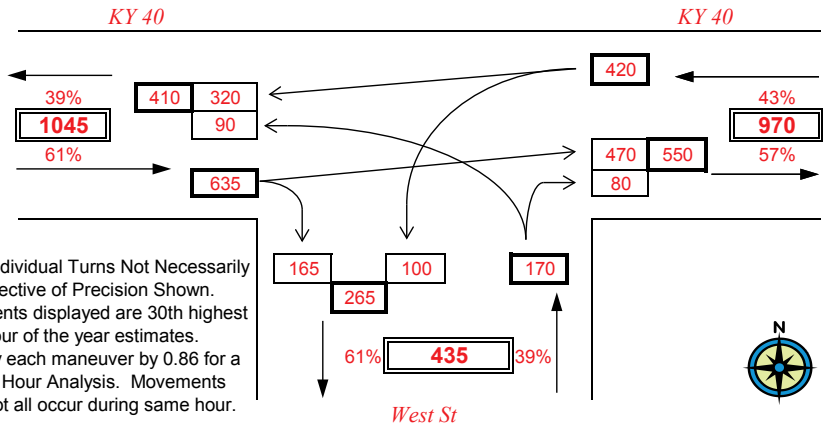
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



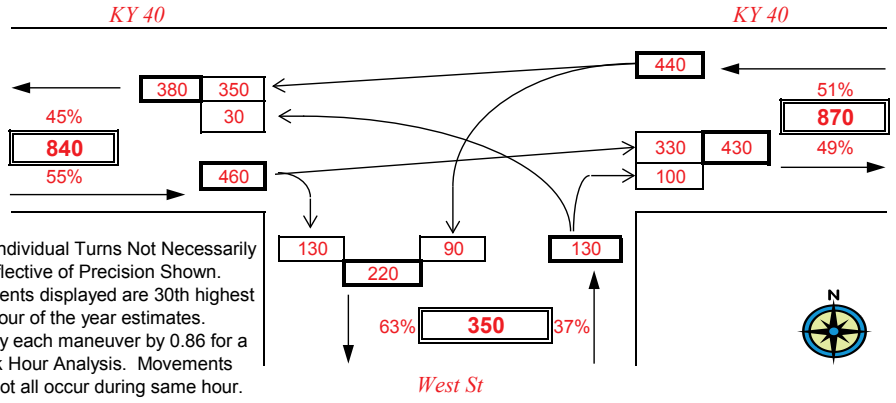
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



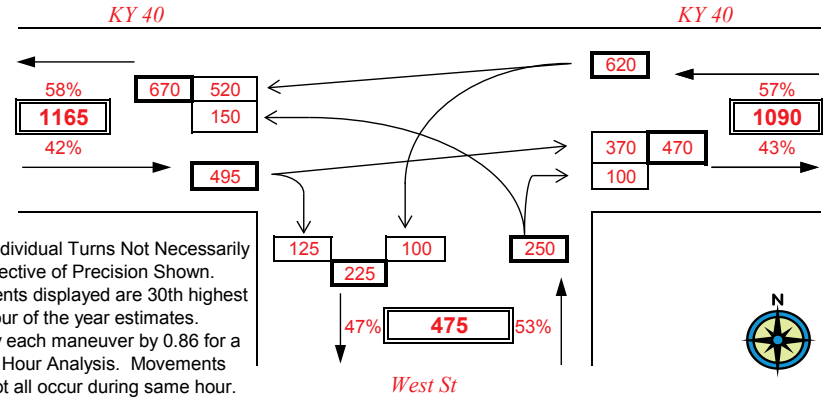
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



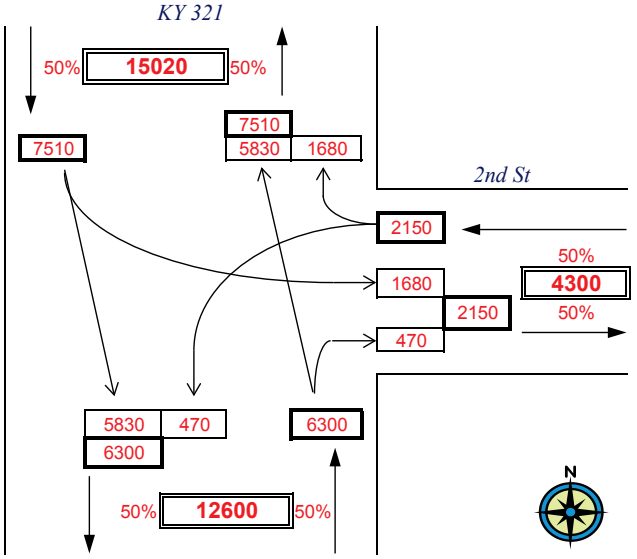
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

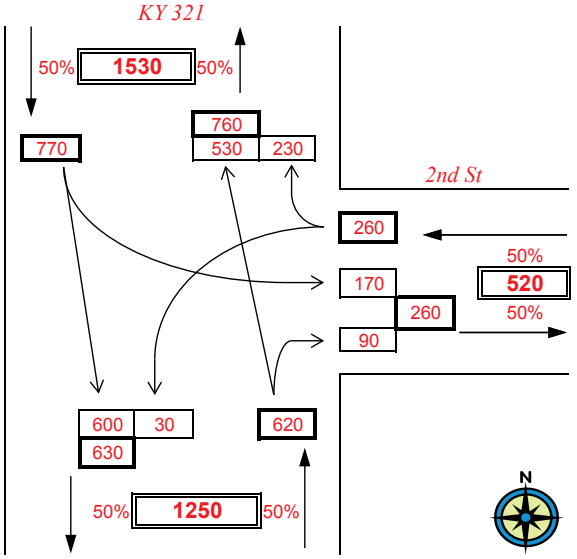
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



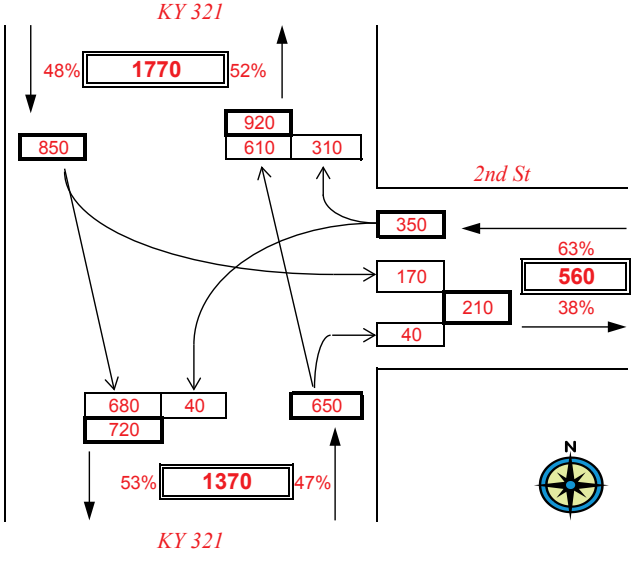
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



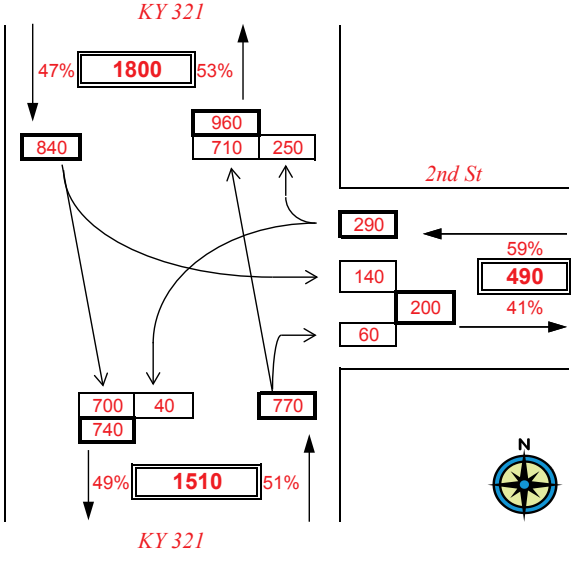
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



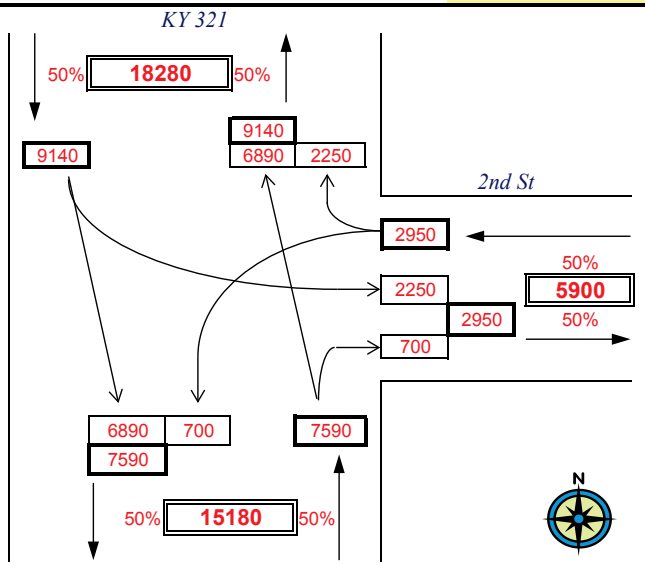
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

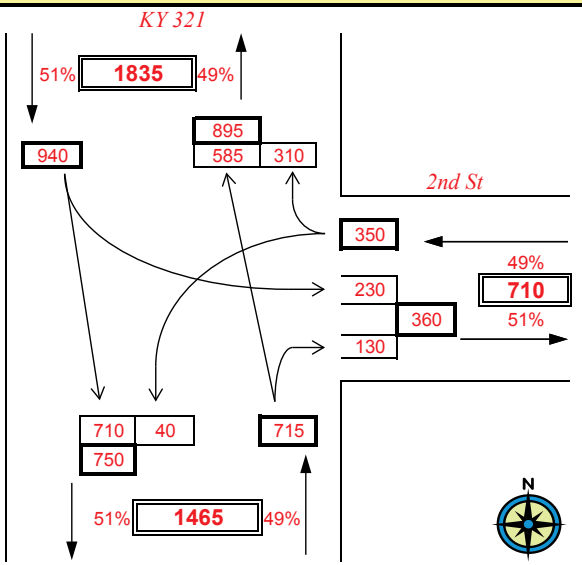
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



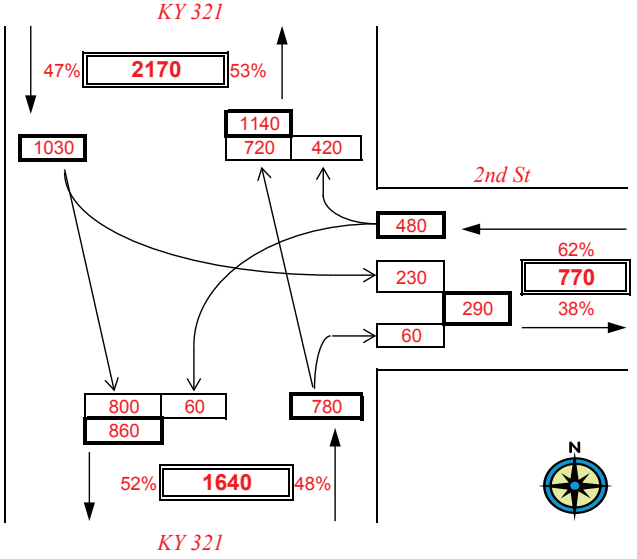
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



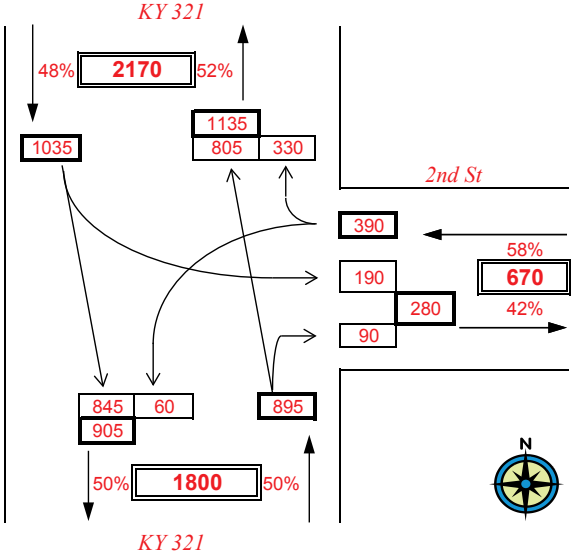
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



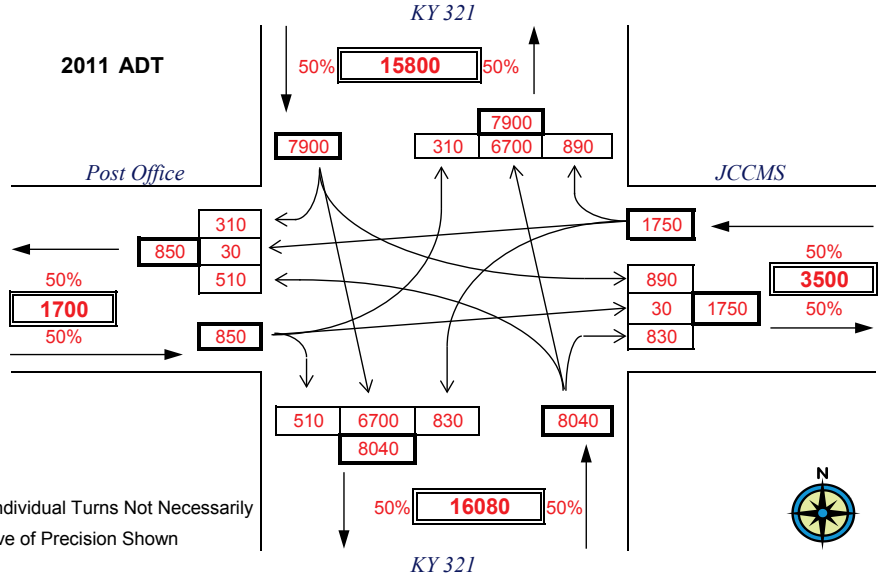
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

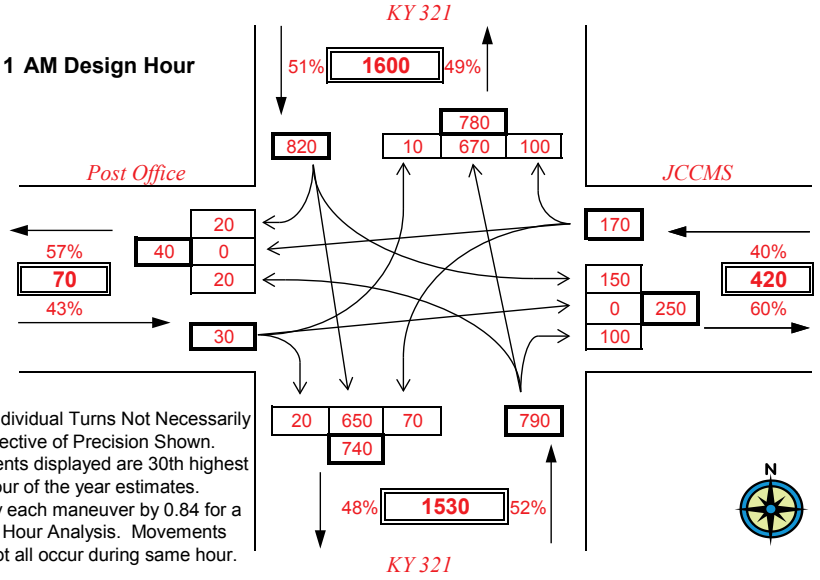
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



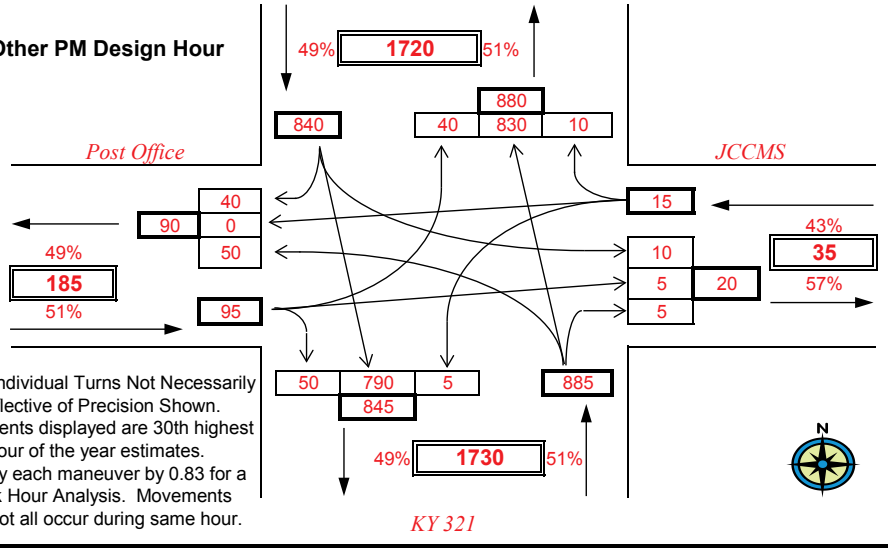
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



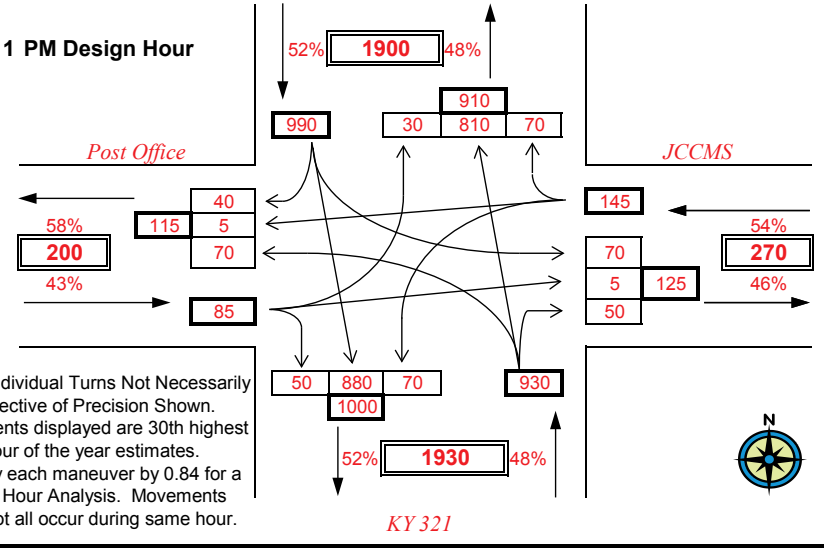
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



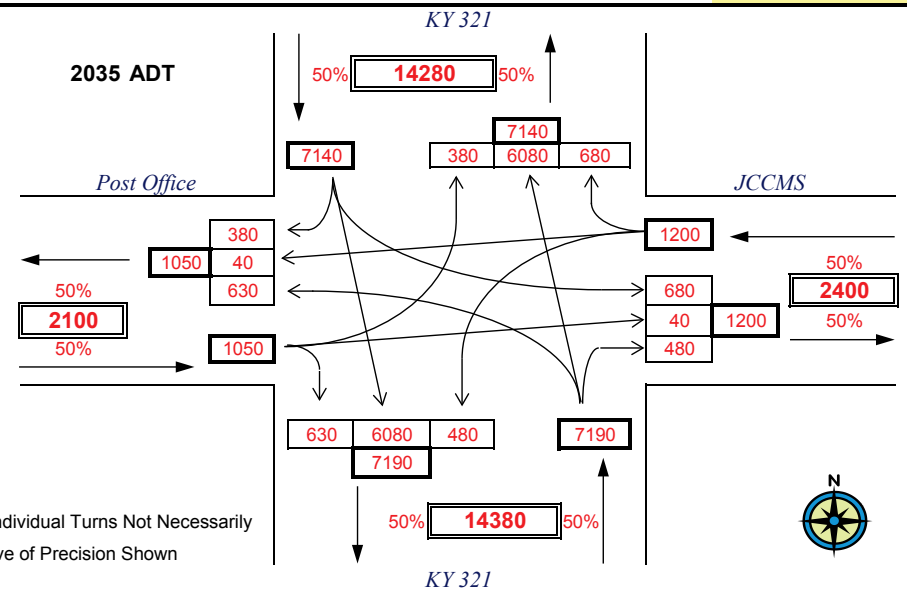
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

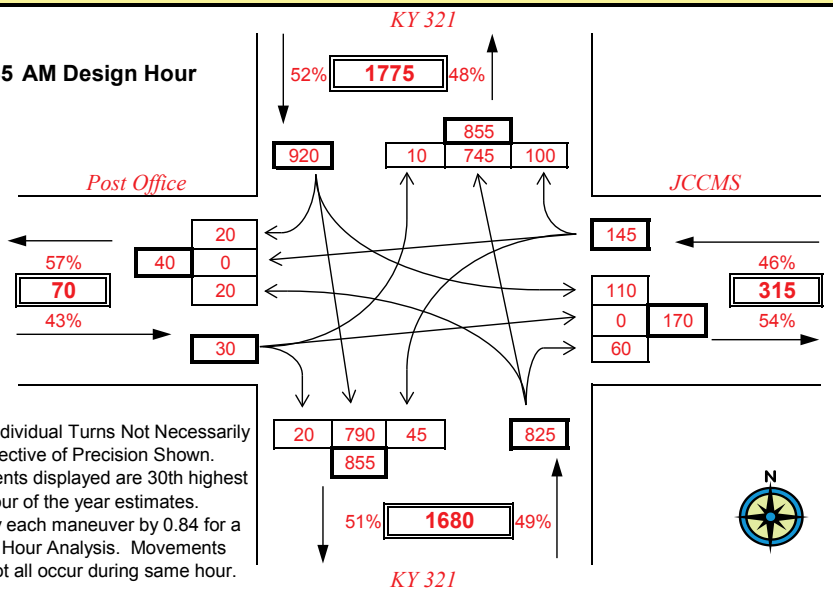
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



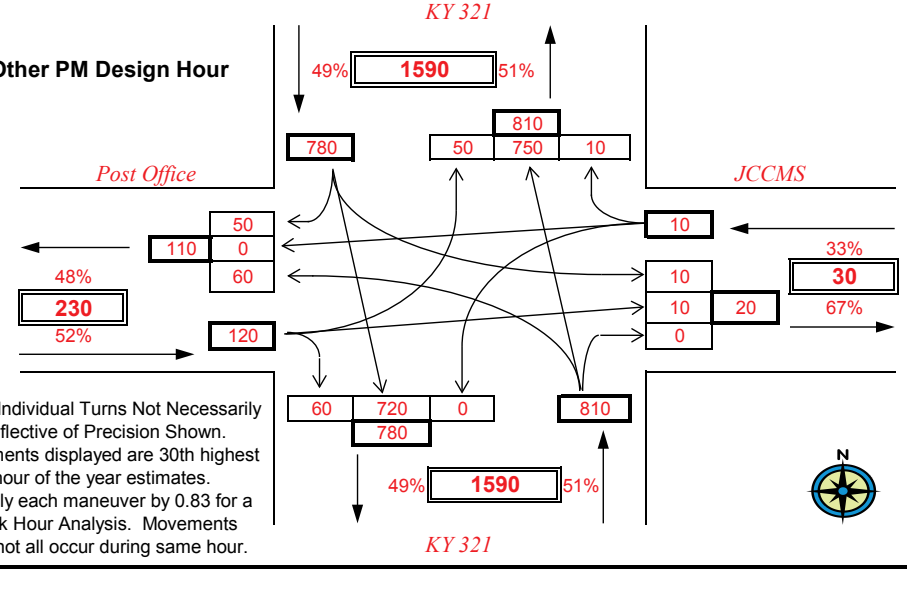
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



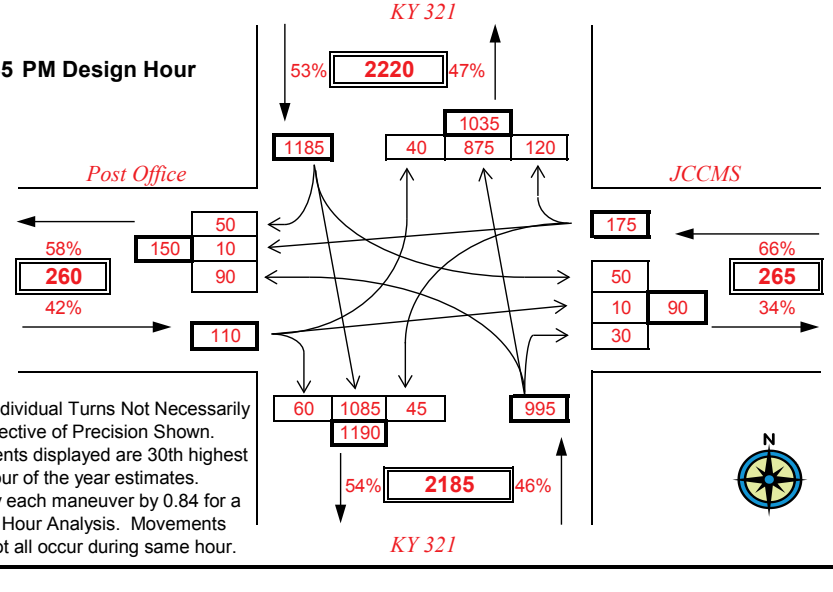
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



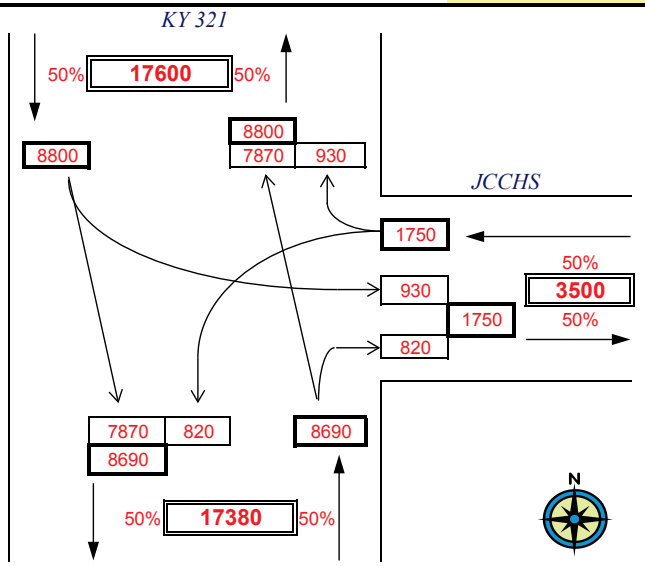
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

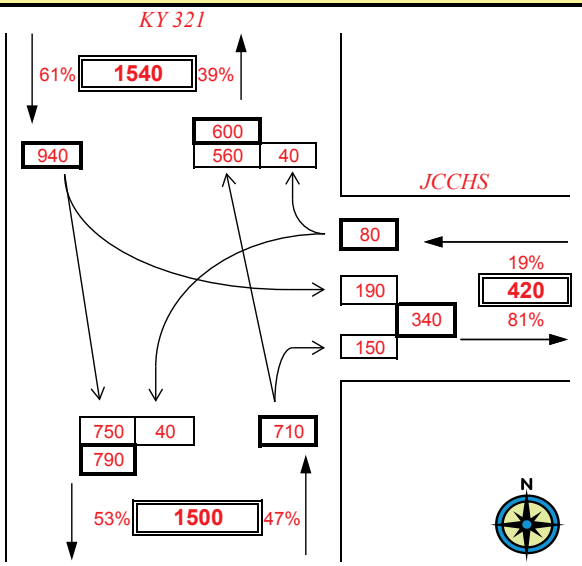
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



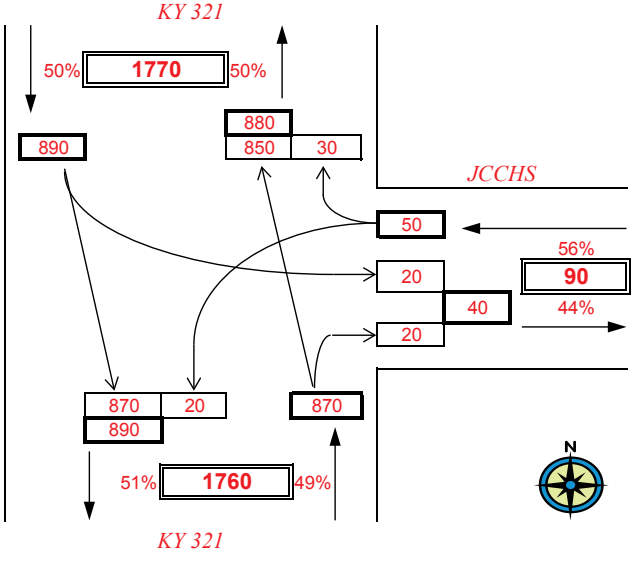
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



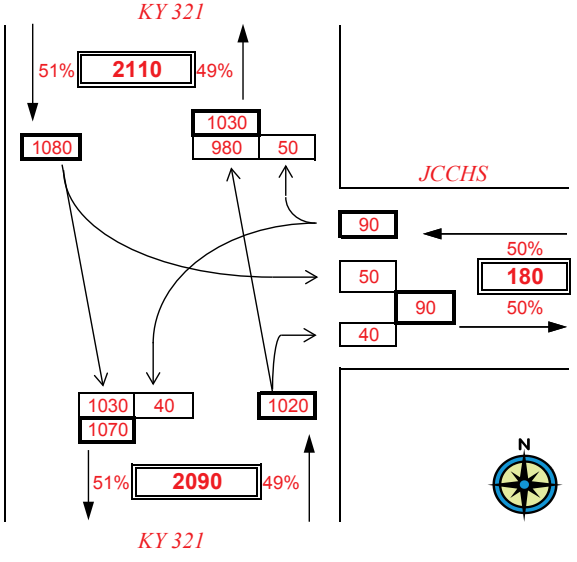
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



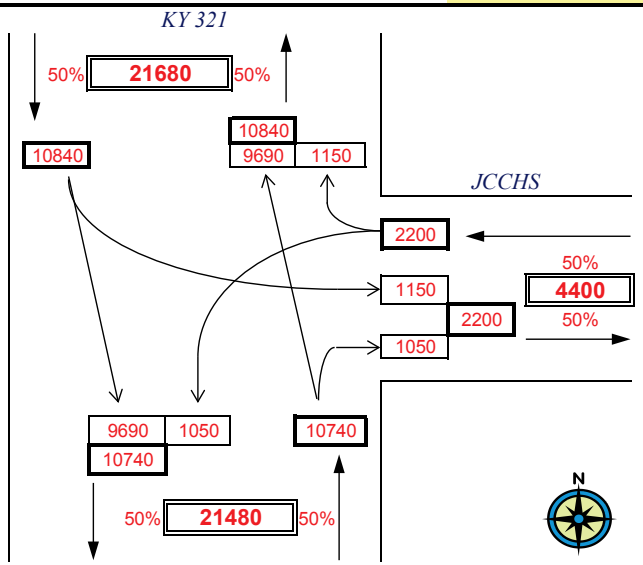
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

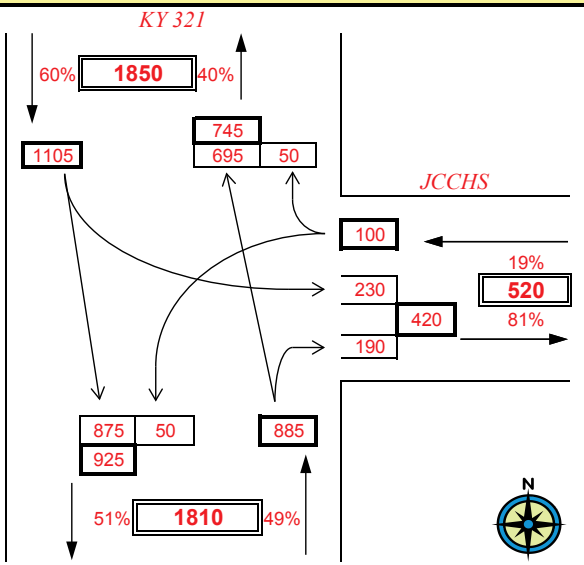
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



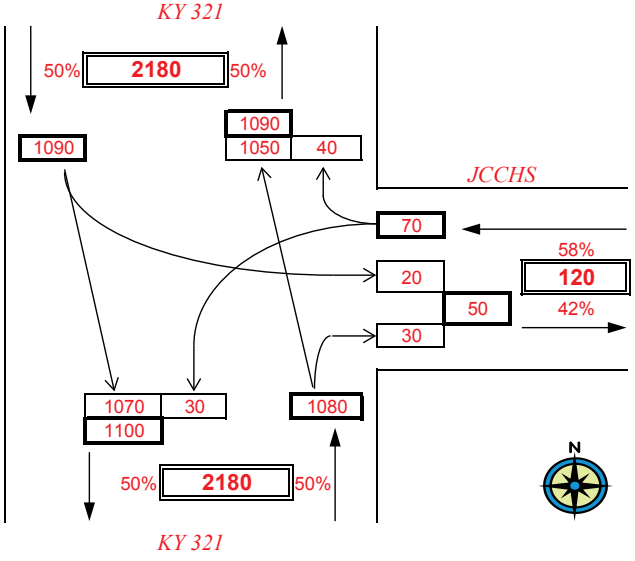
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



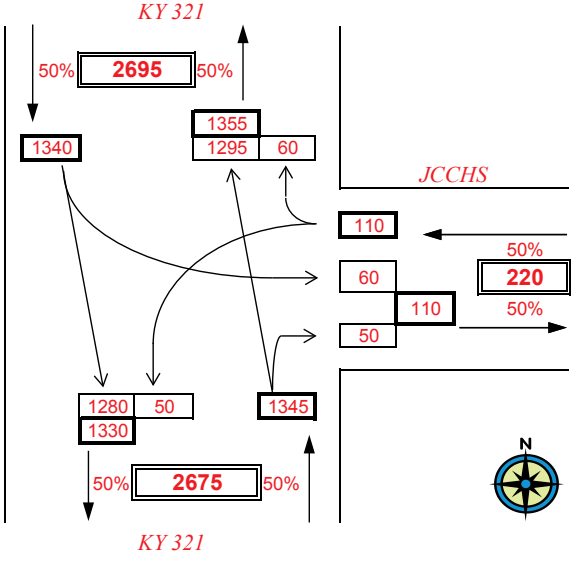
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

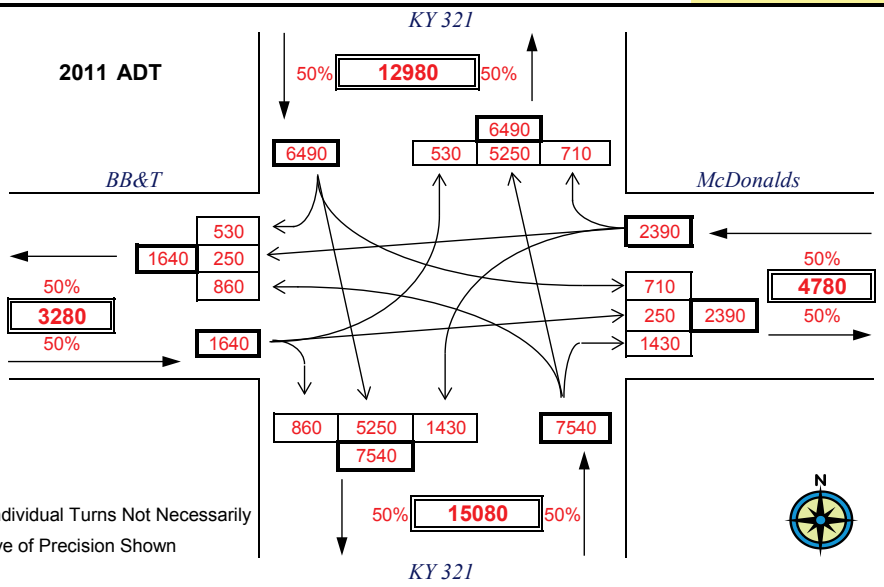


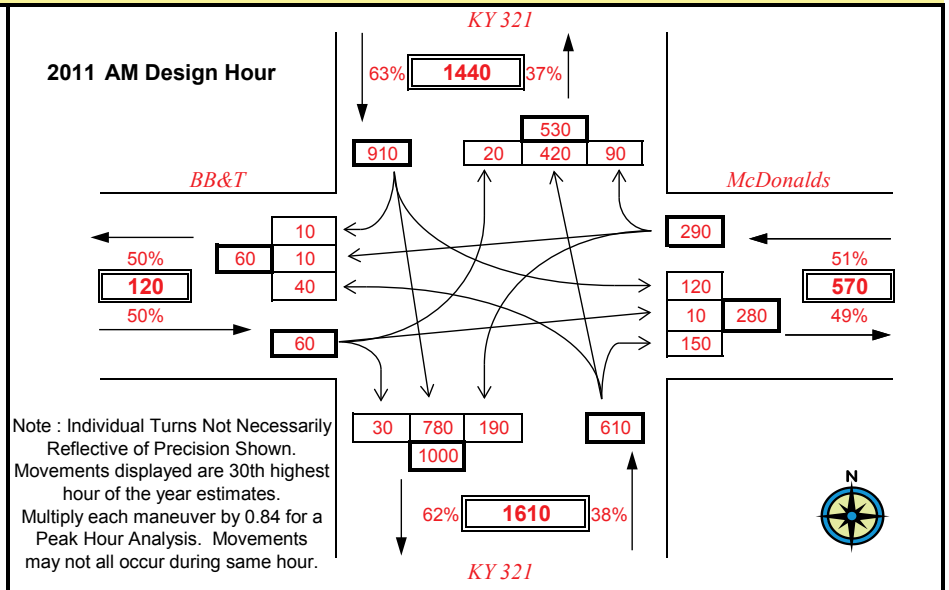
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

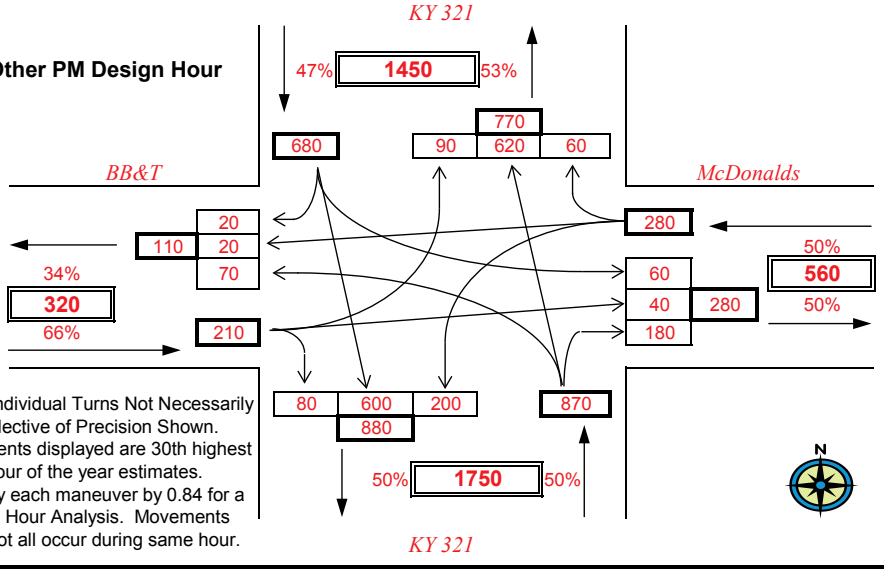
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

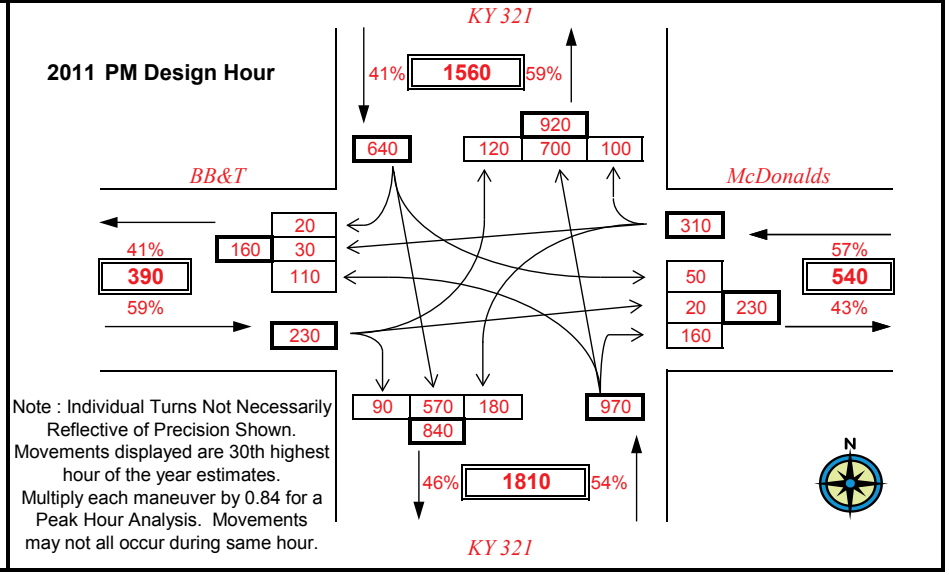
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







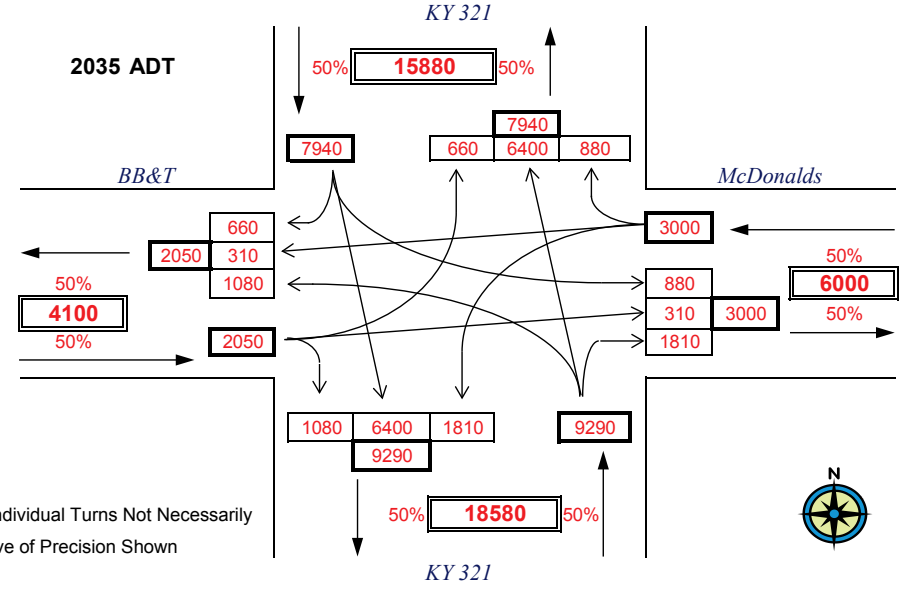


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

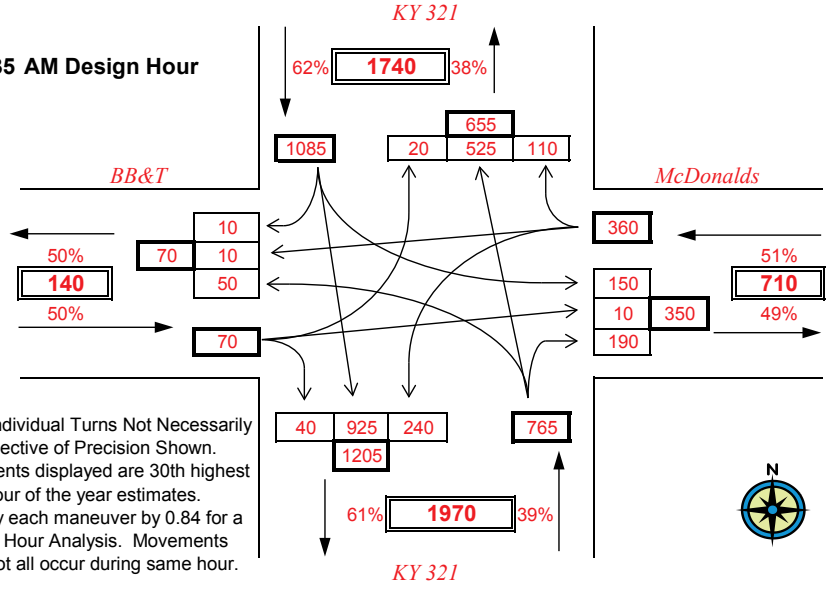
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



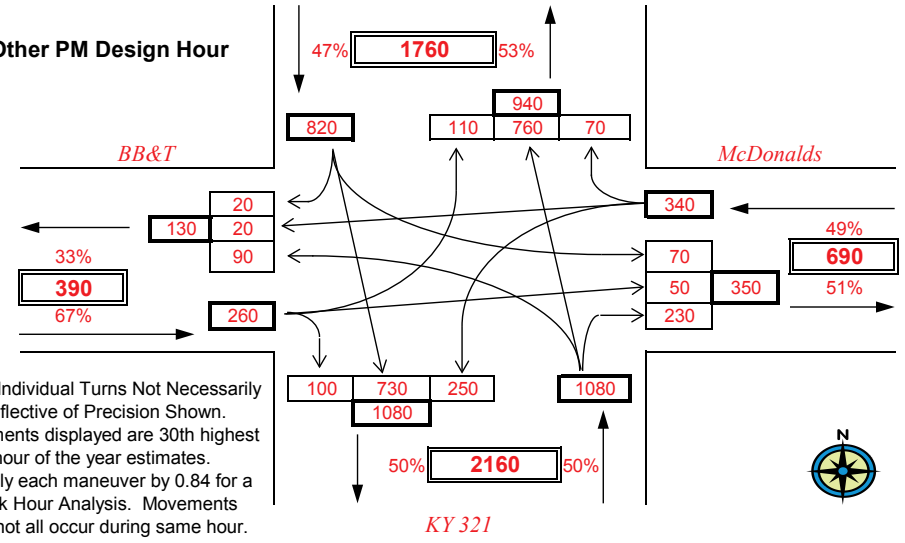
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



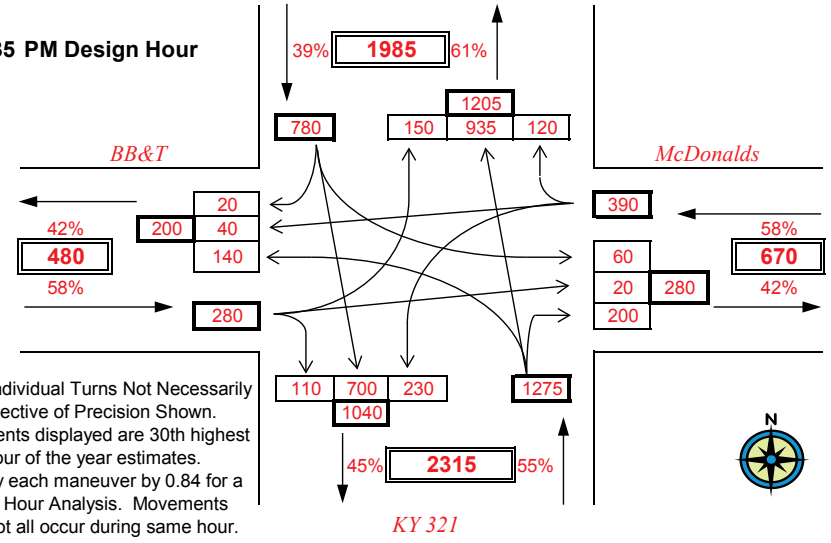
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



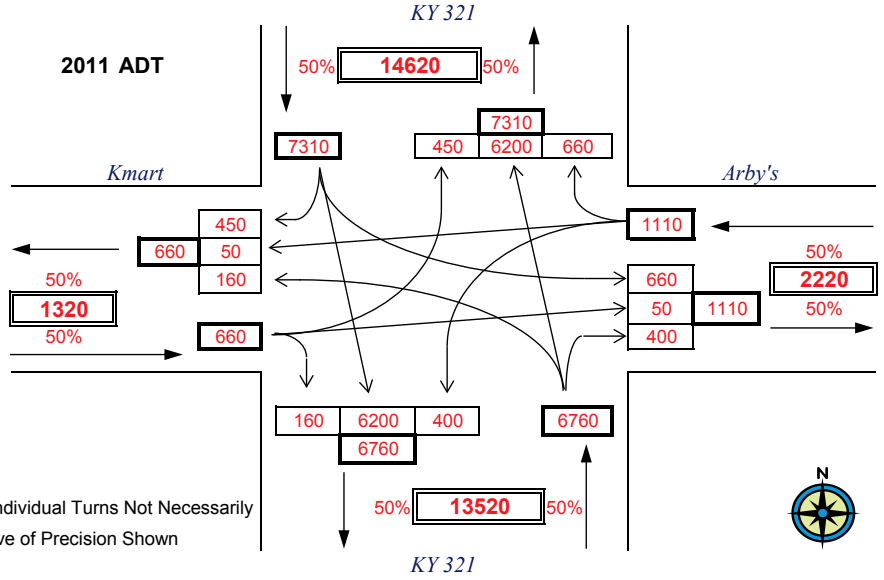
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

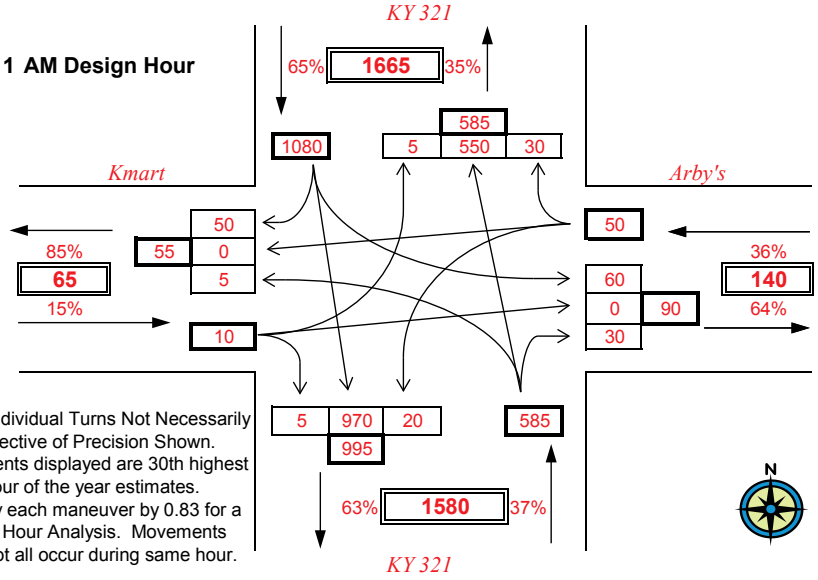
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



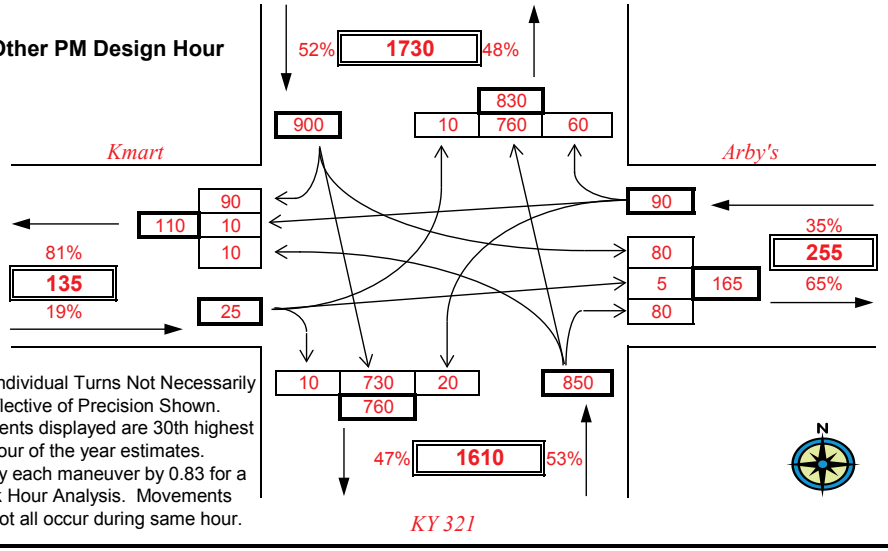
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



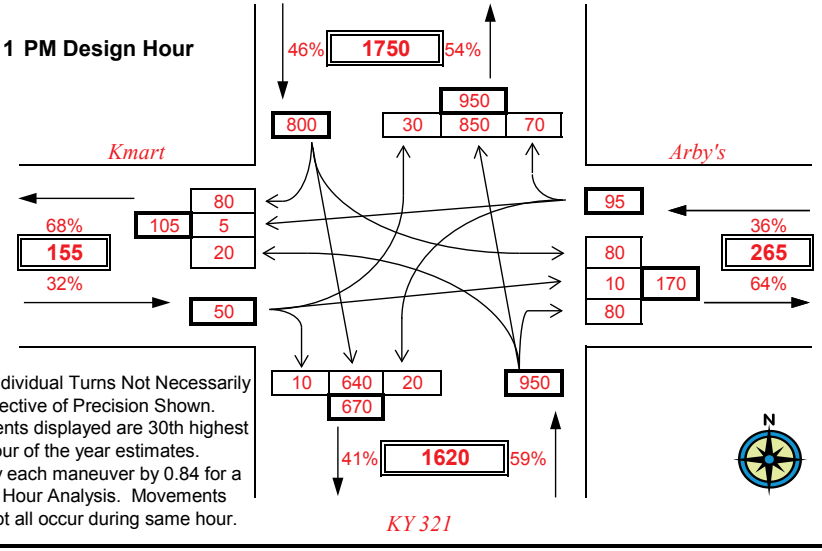
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



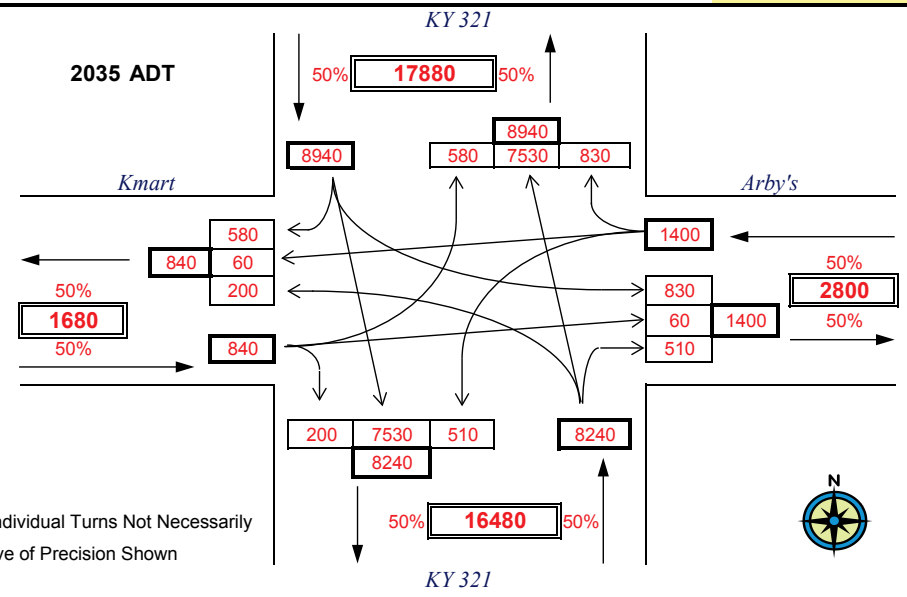
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

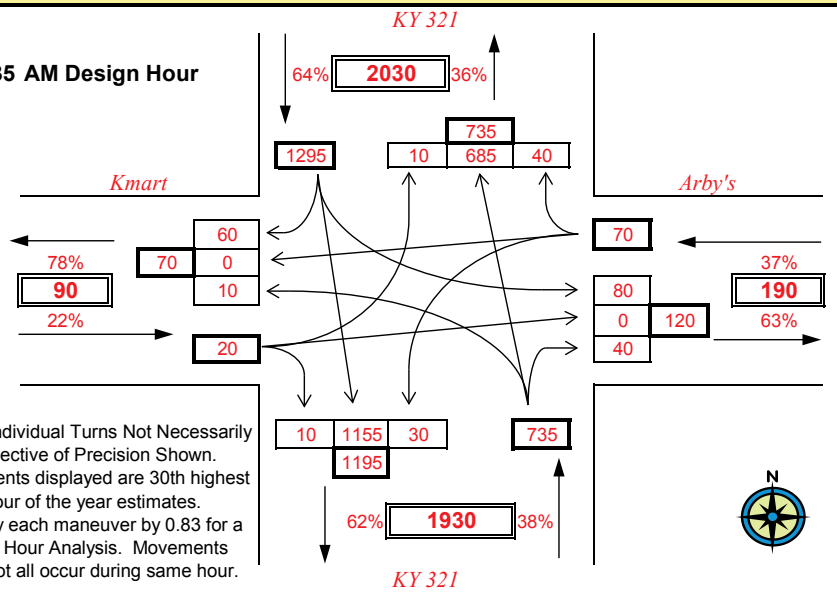
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



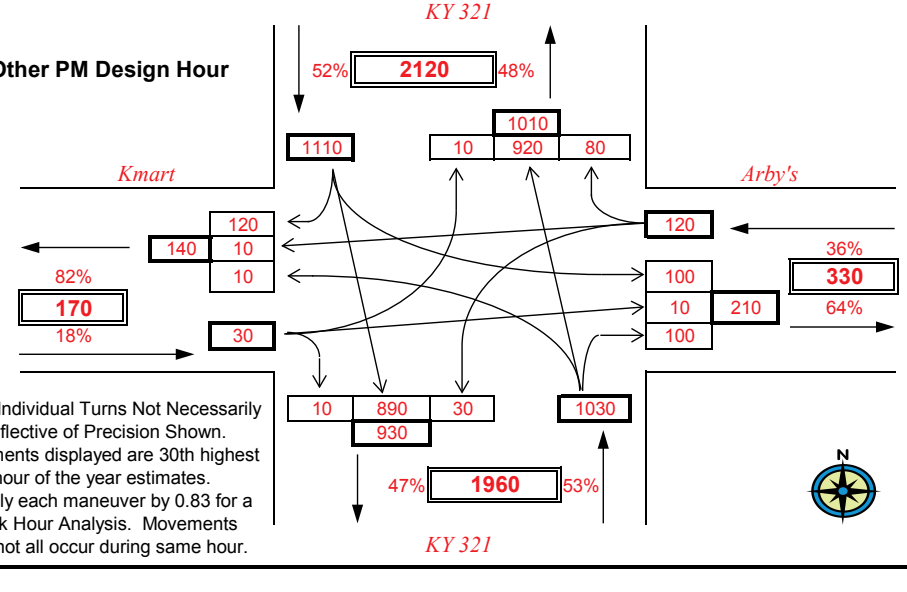
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



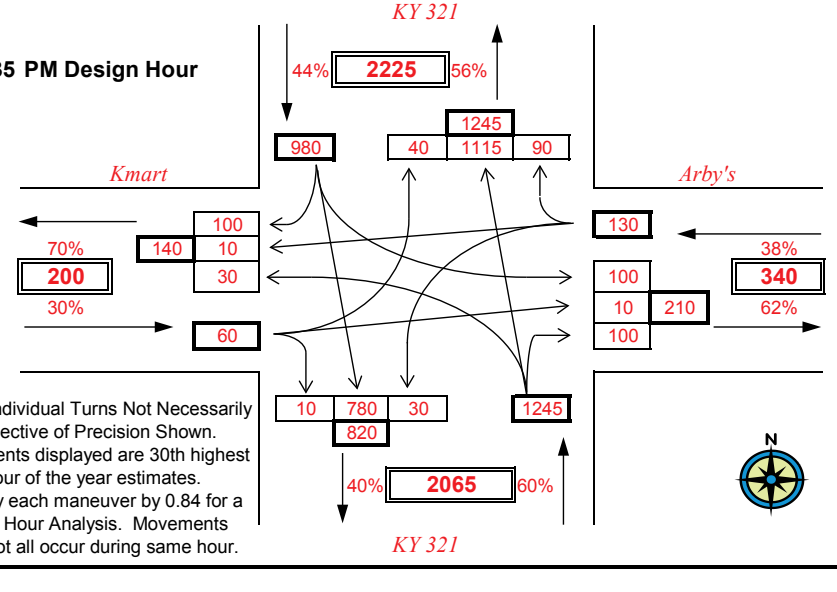
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

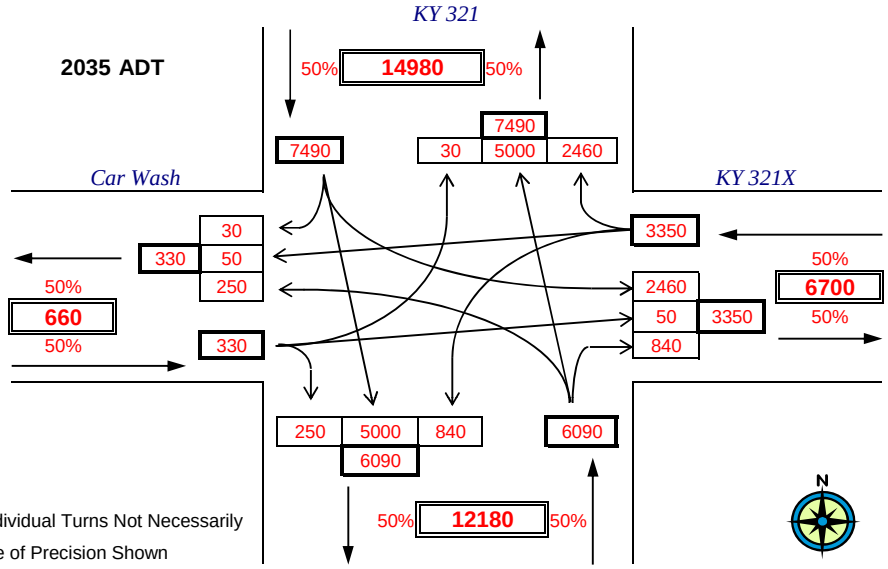
ALTERNATIVE 2A-1

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

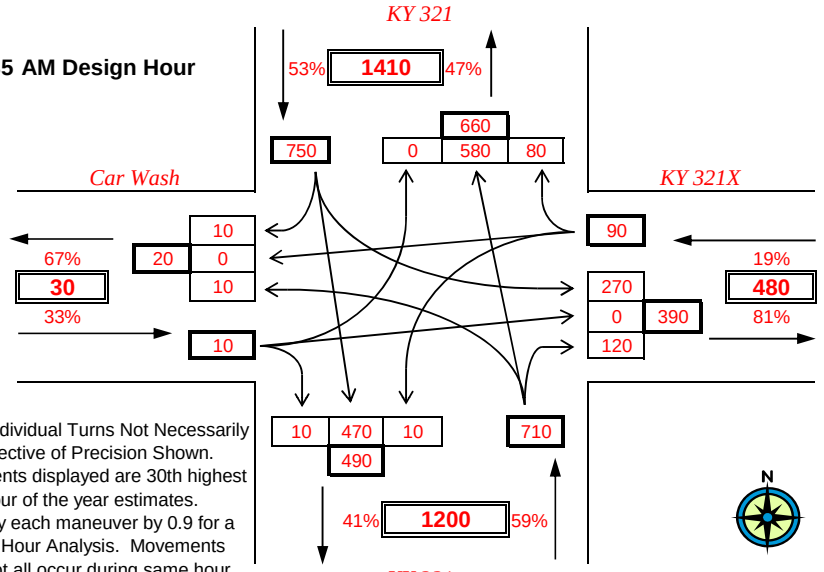
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



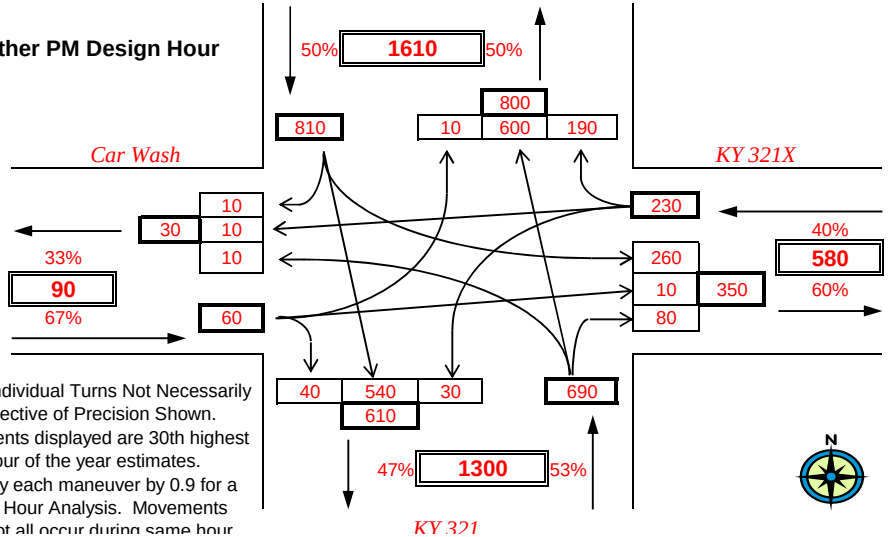
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



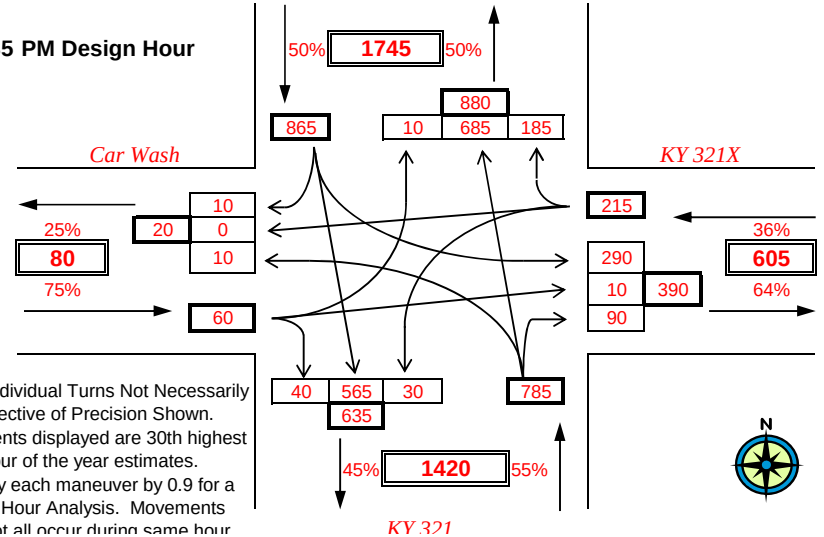
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



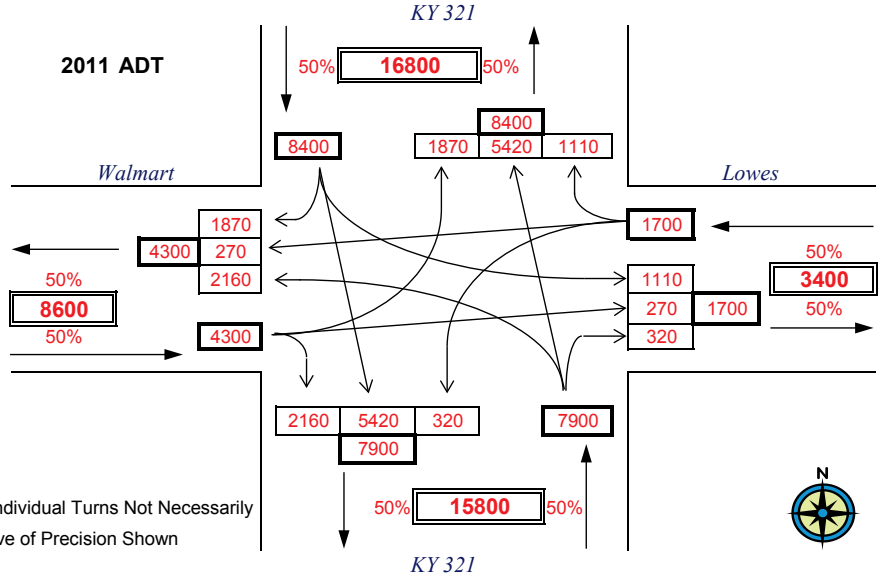
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

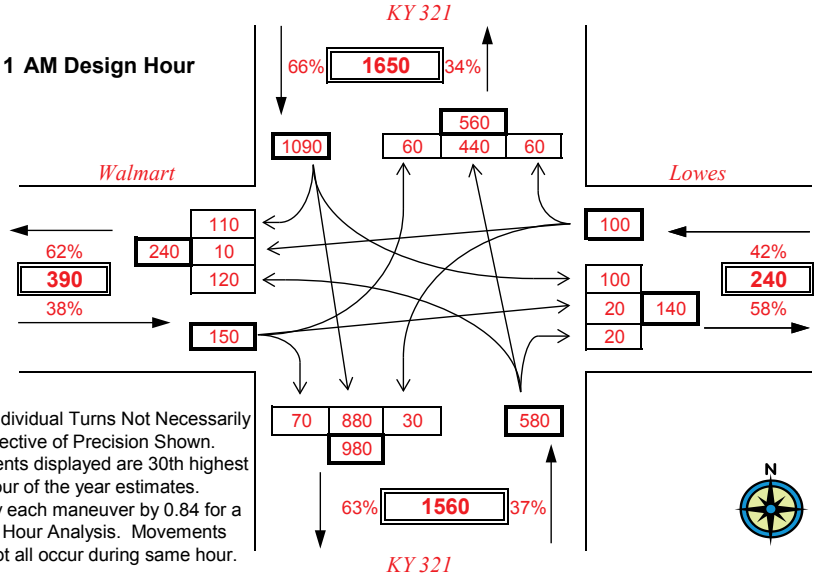
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



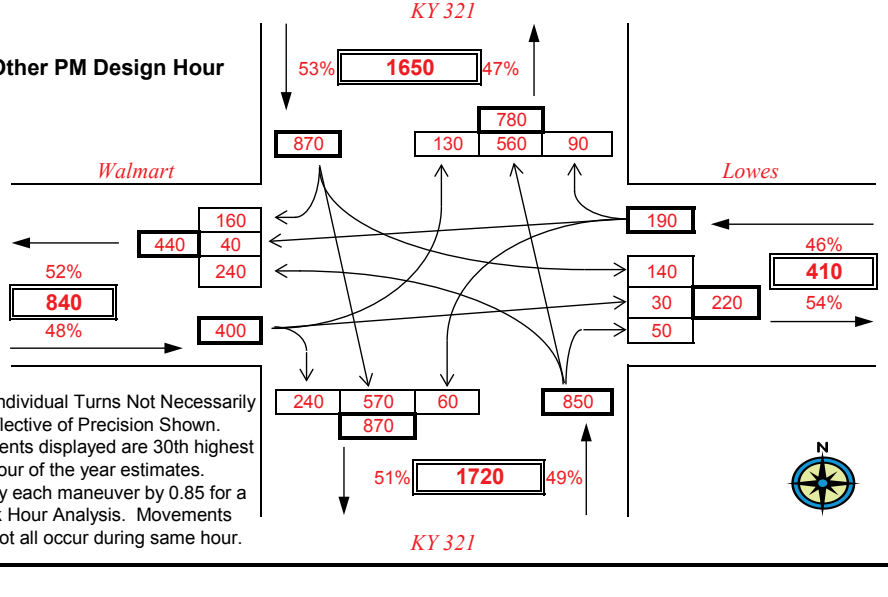
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



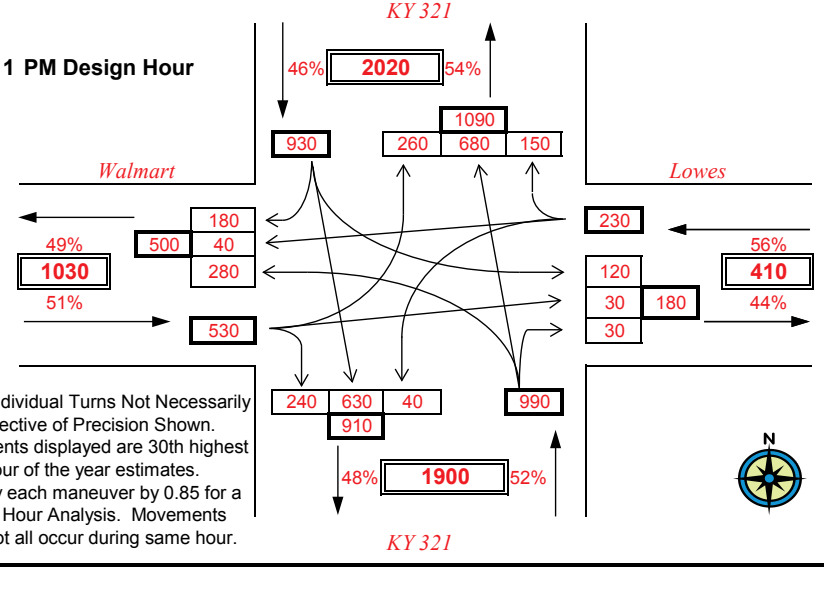
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour

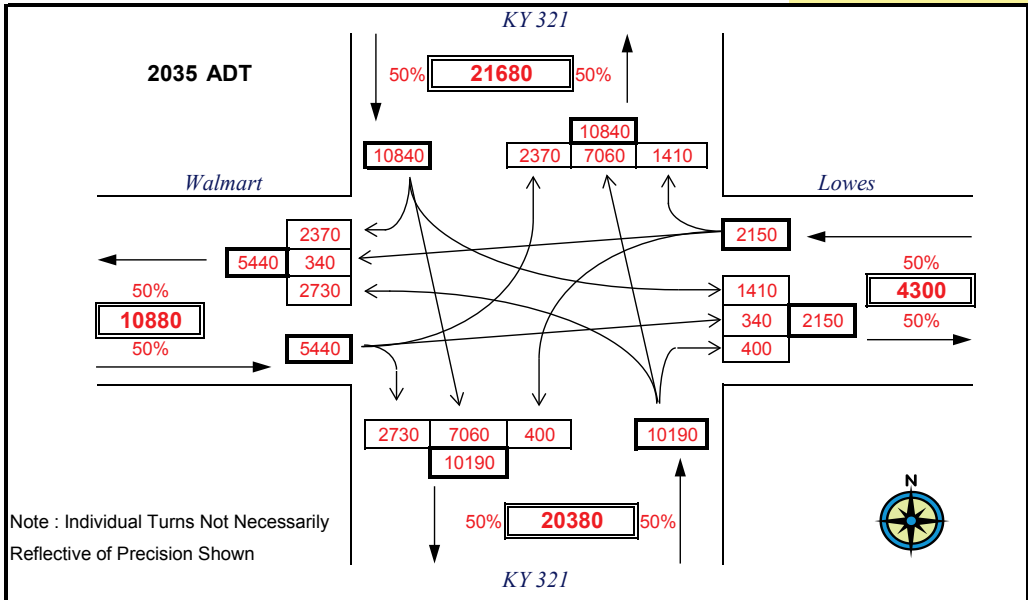


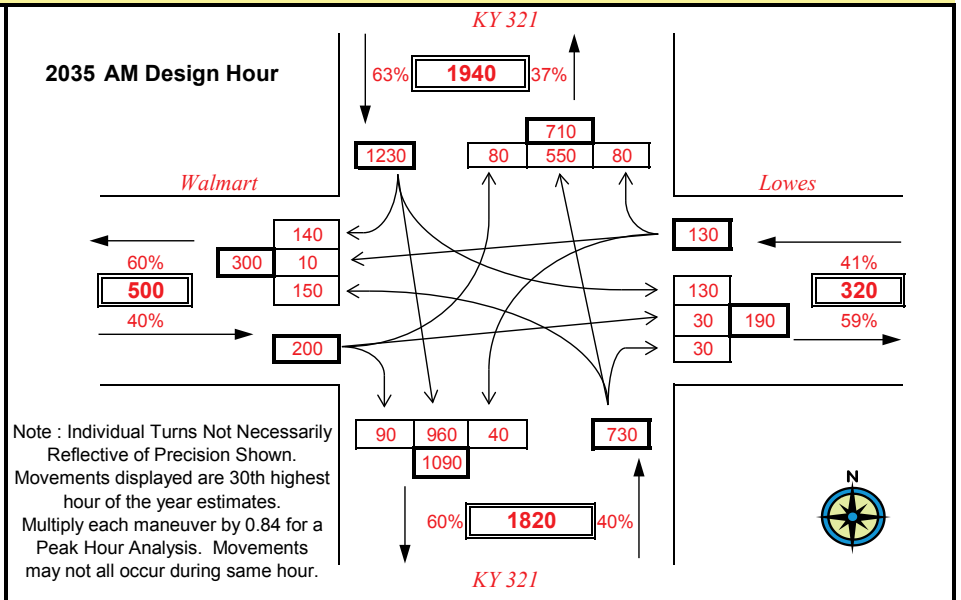
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

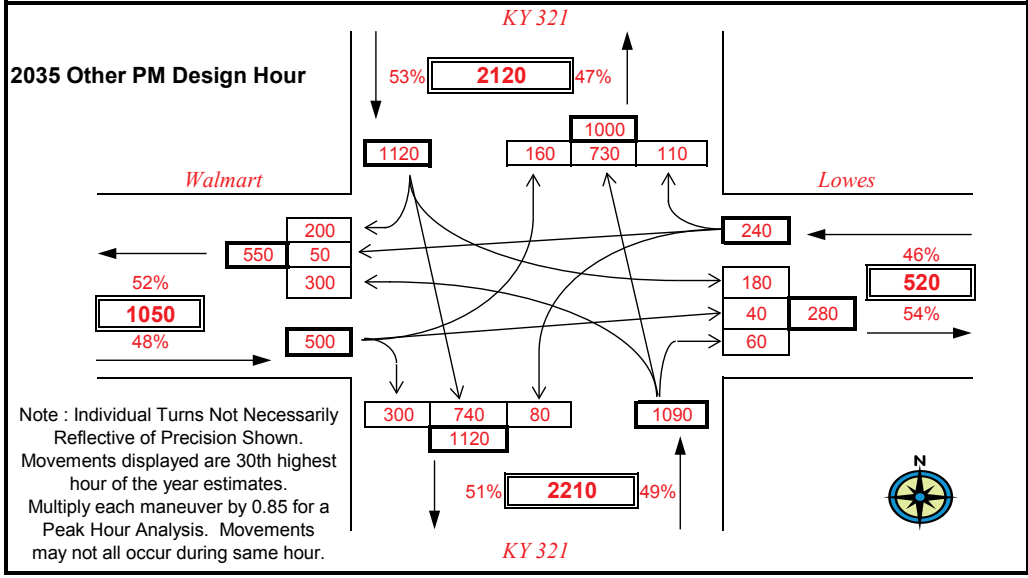
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

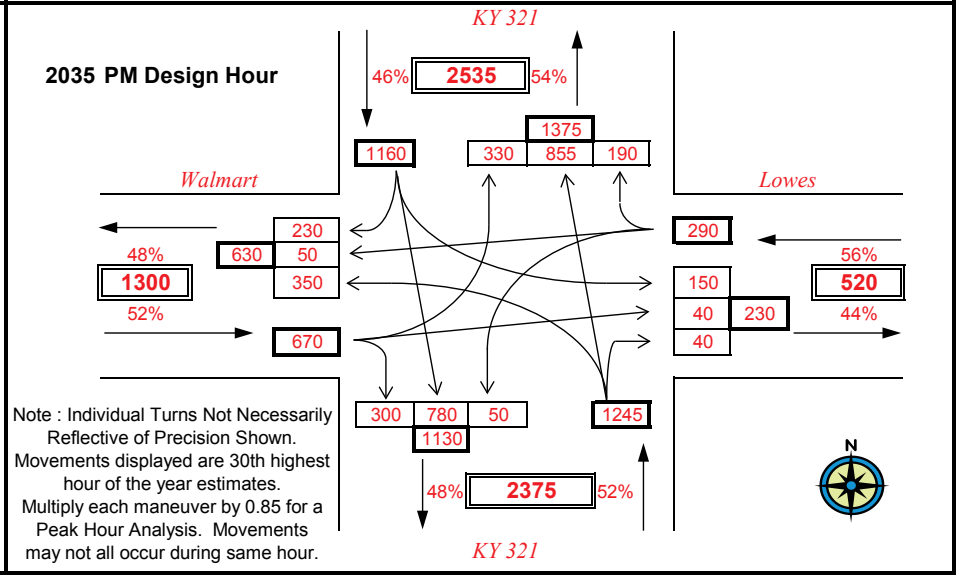
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







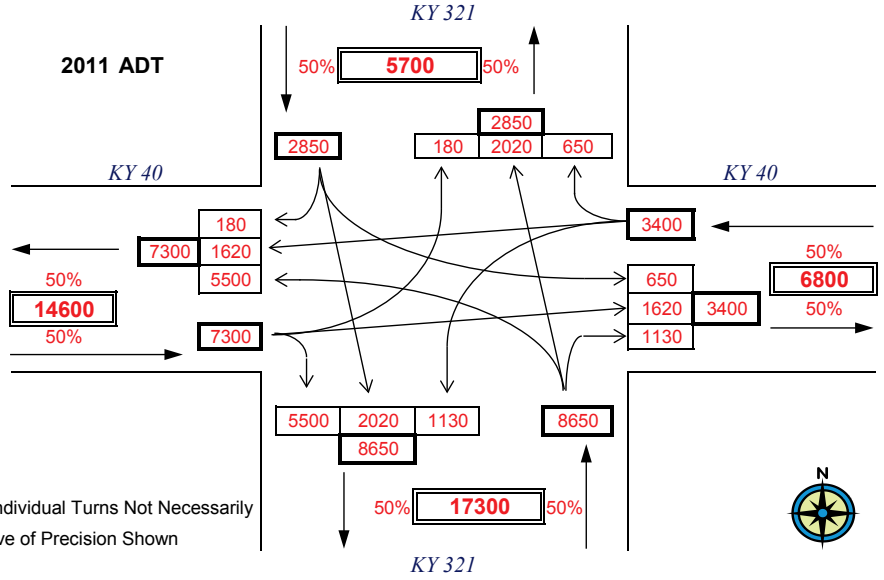


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

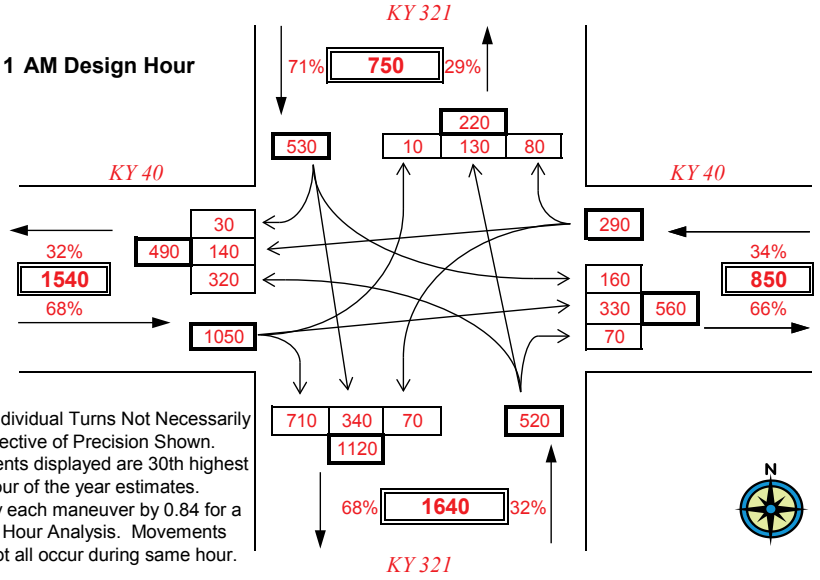
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



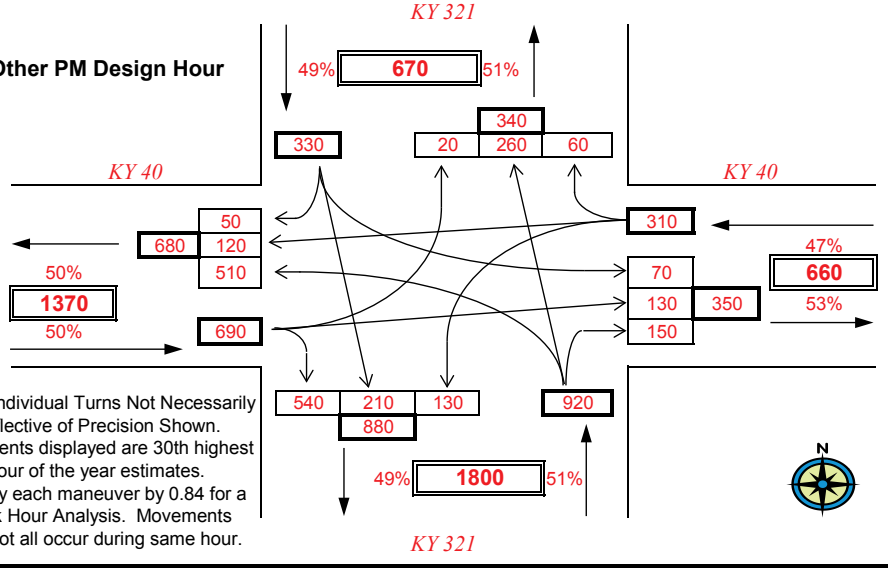
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



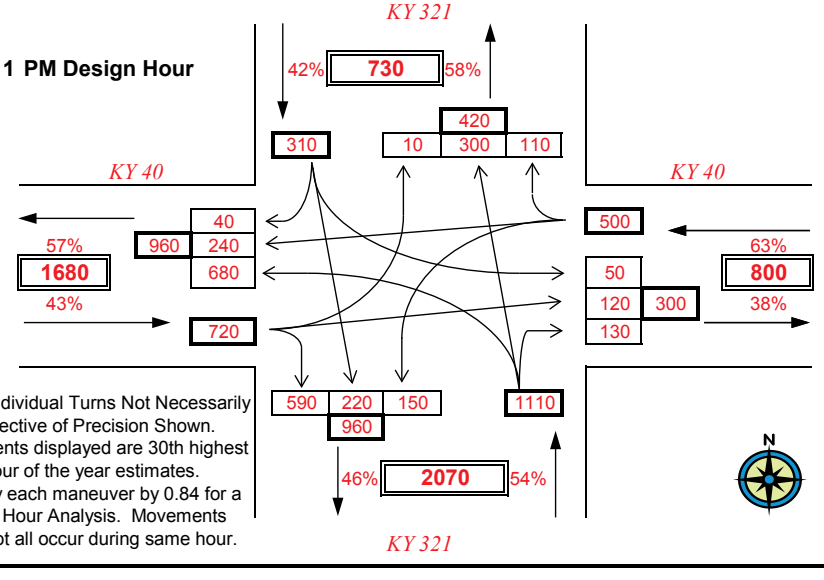
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



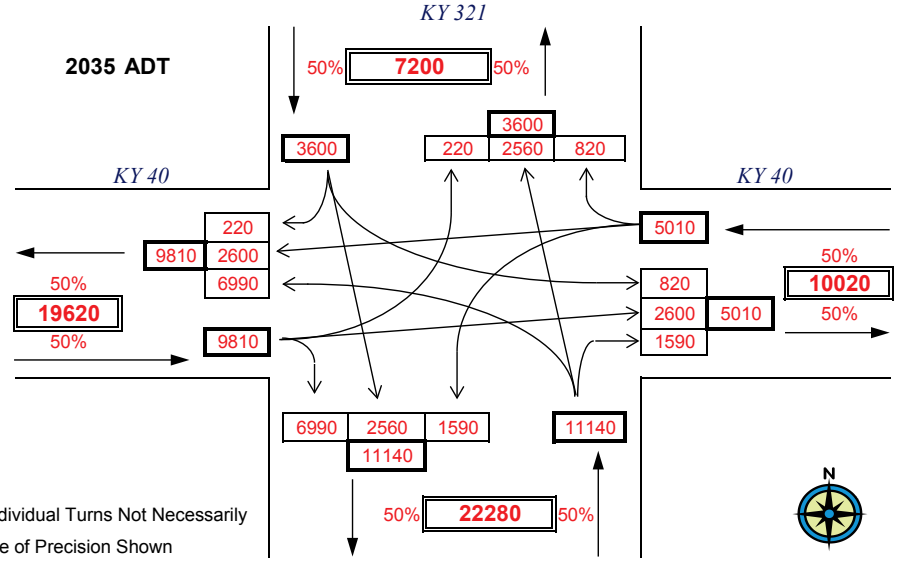
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

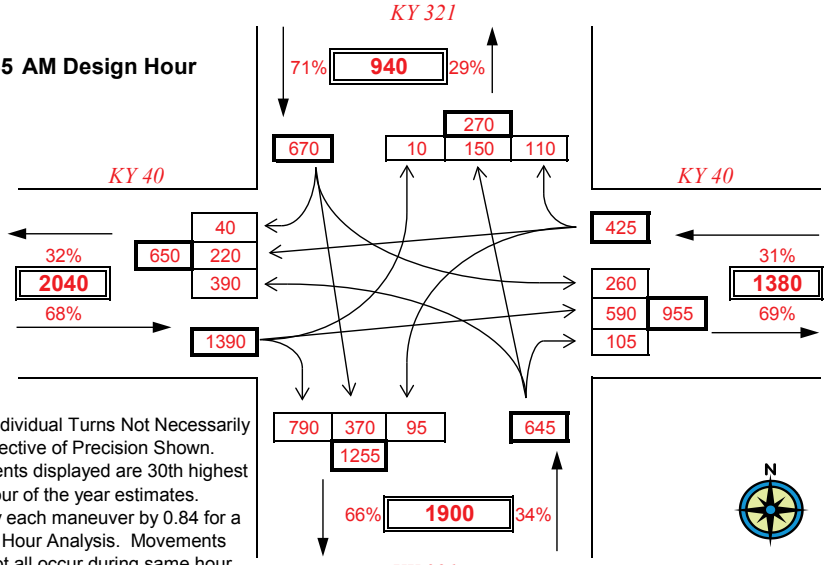
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



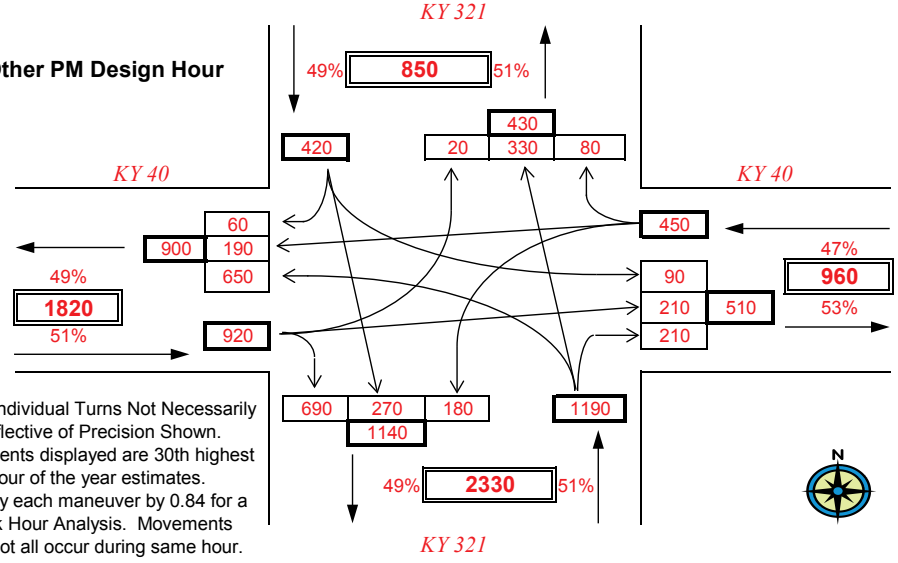
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



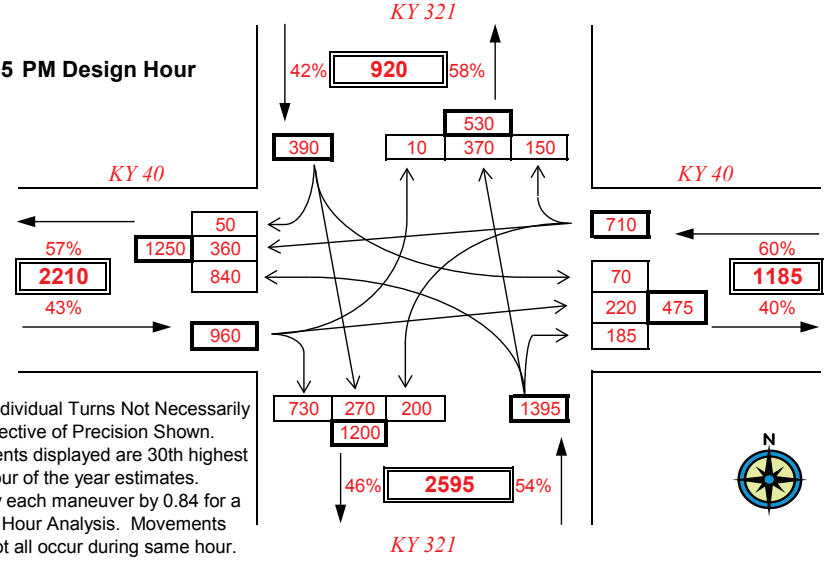
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



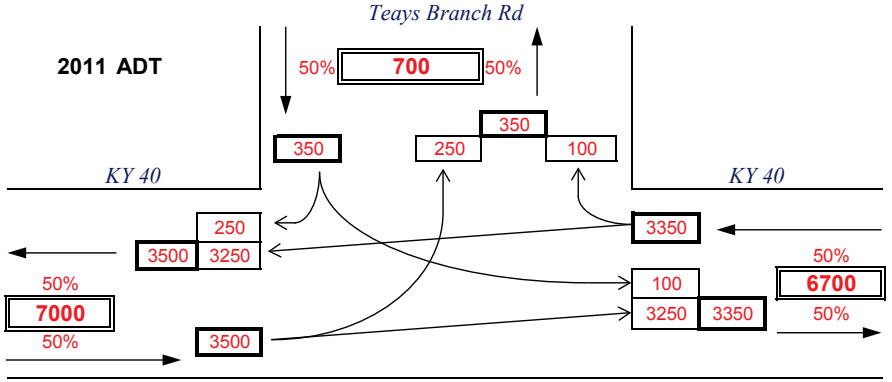
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

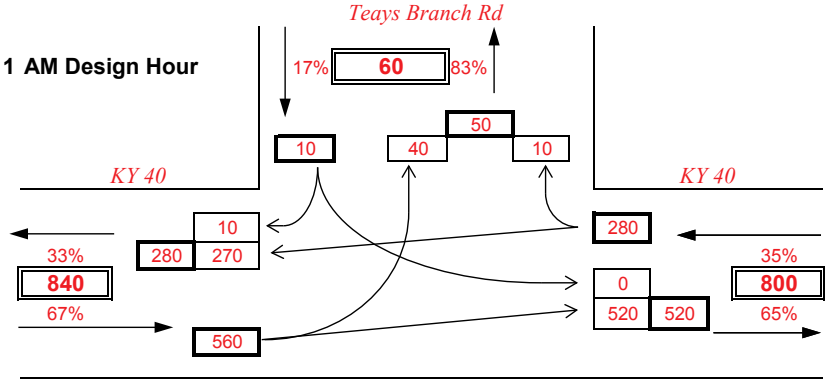
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



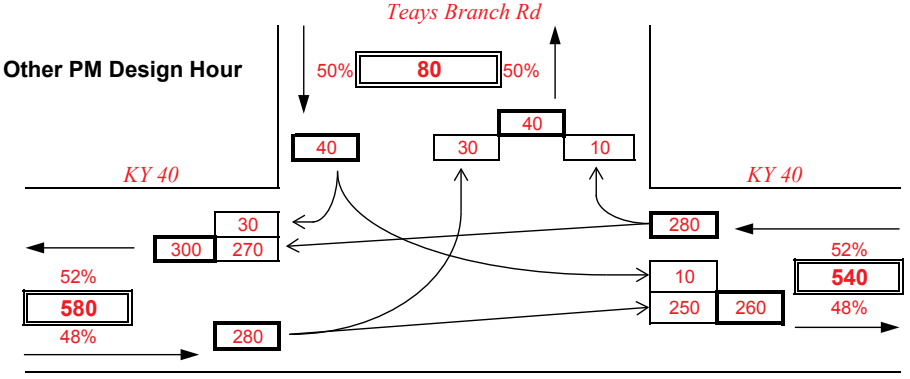
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



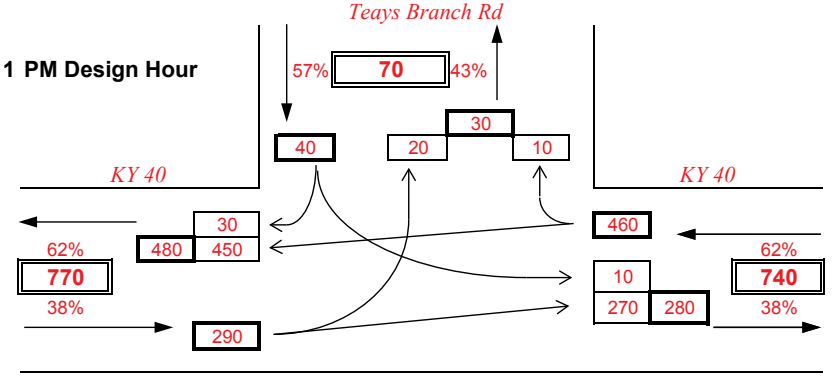
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



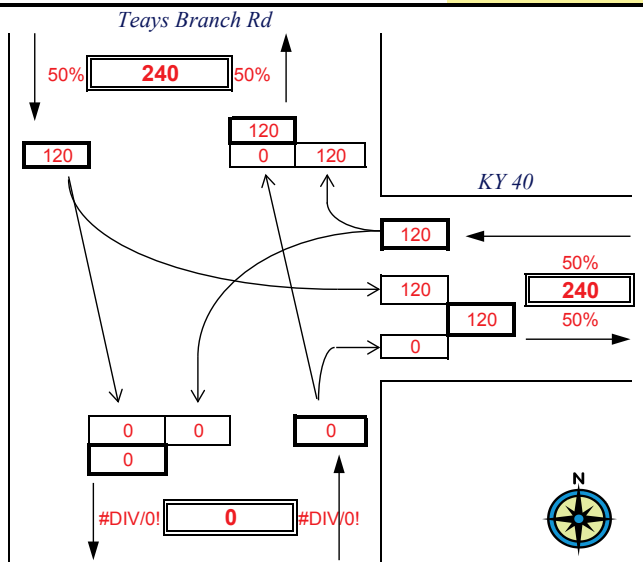
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: US 68 Widen Turn Lanes
ITEM NUMBER: 1-117.00
MARS NUMBER: 8072601D
REQUEST DATE: 9/4/2007
ANALYST: D. Hamilton
SCENARIO: **2030 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

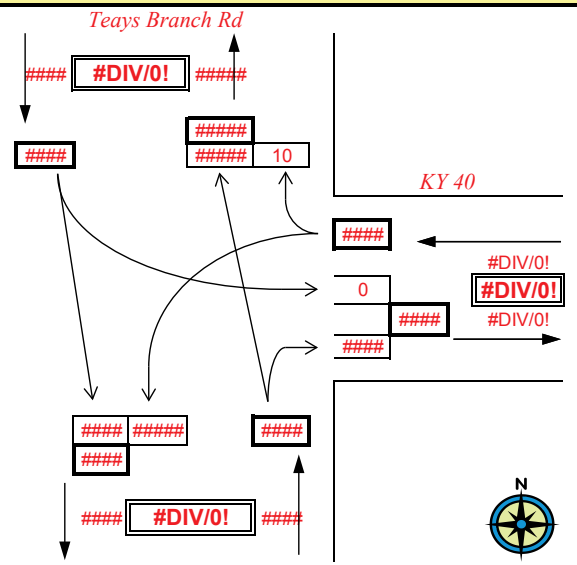
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2030 ADT



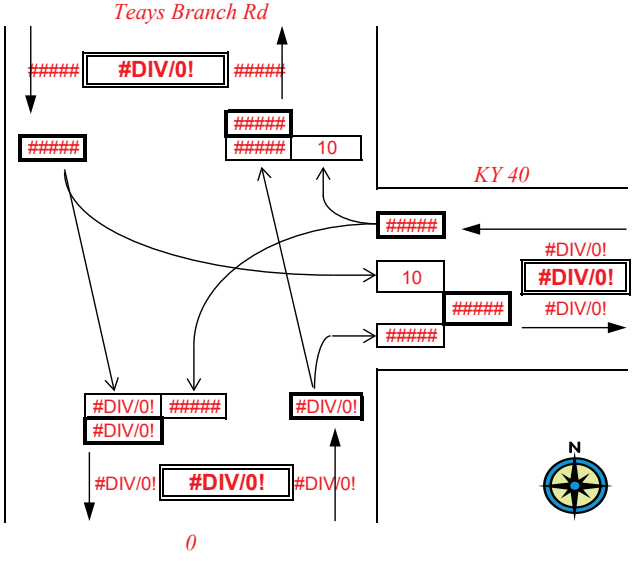
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2030 AM Design Hour



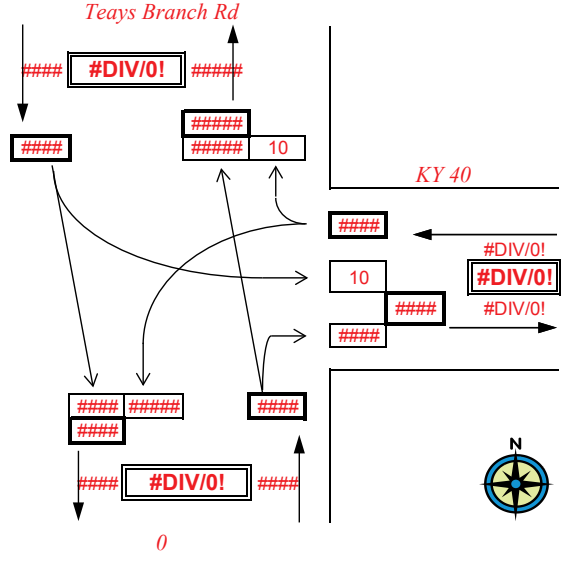
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 PM Design Hour



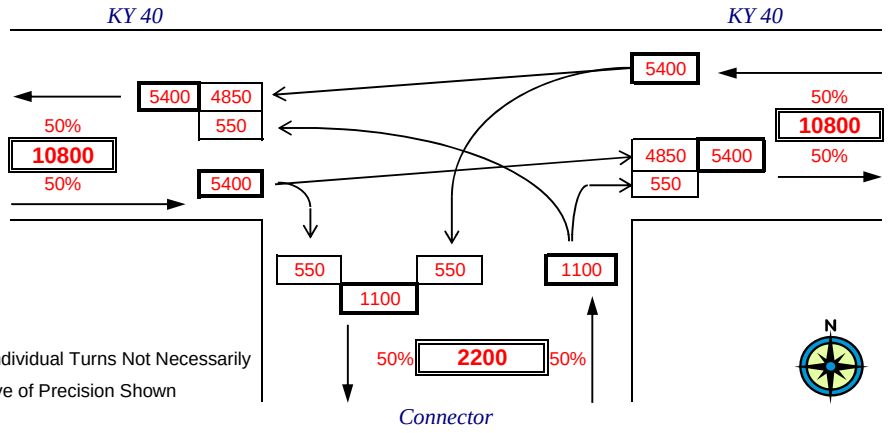
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & Connector Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

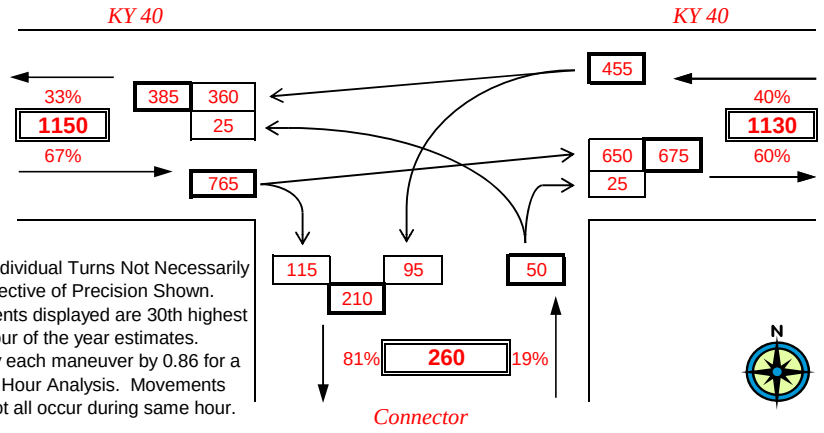
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



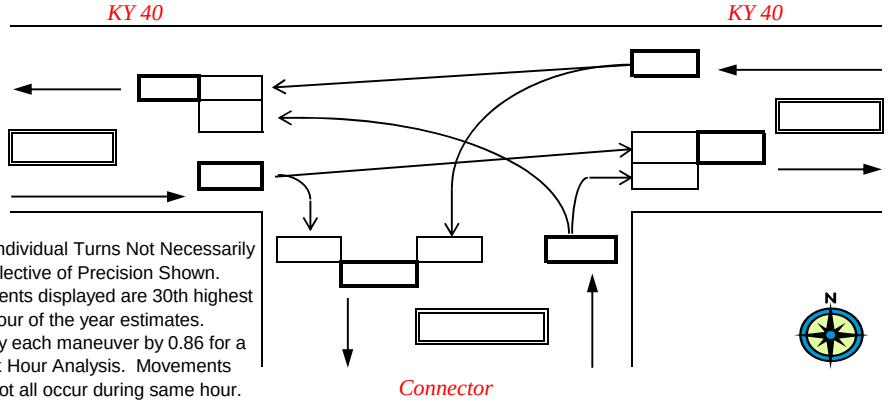
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



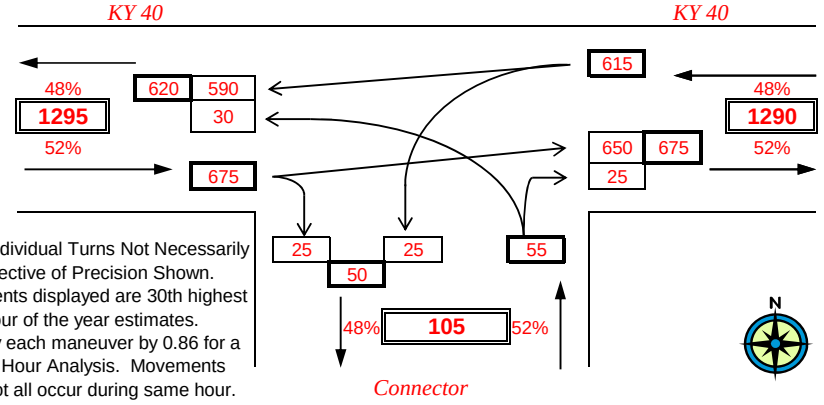
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



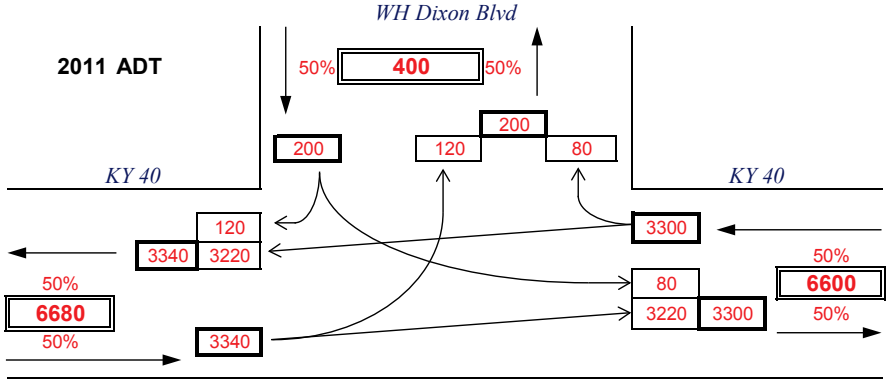
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

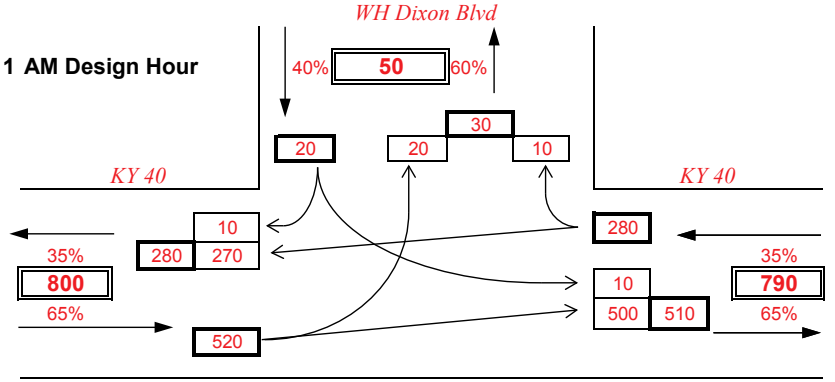
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



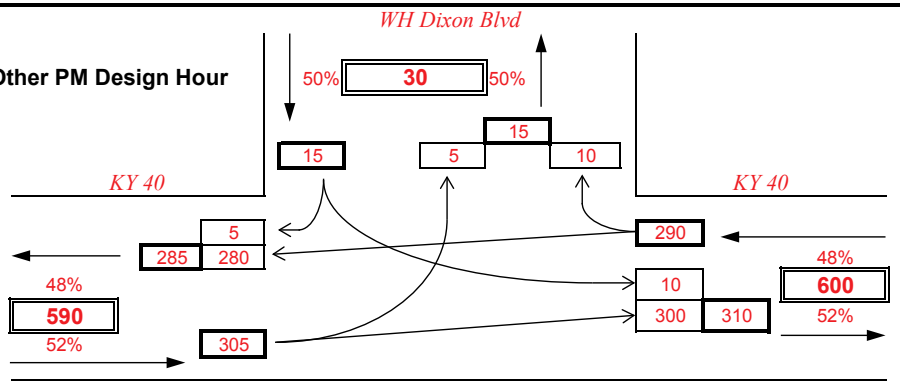
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



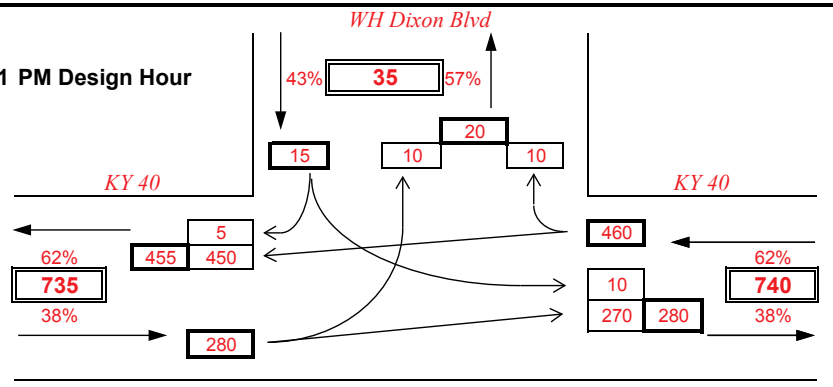
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



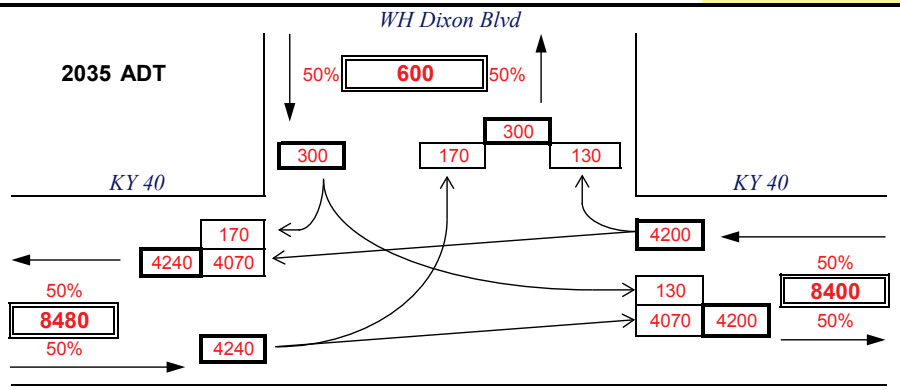
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

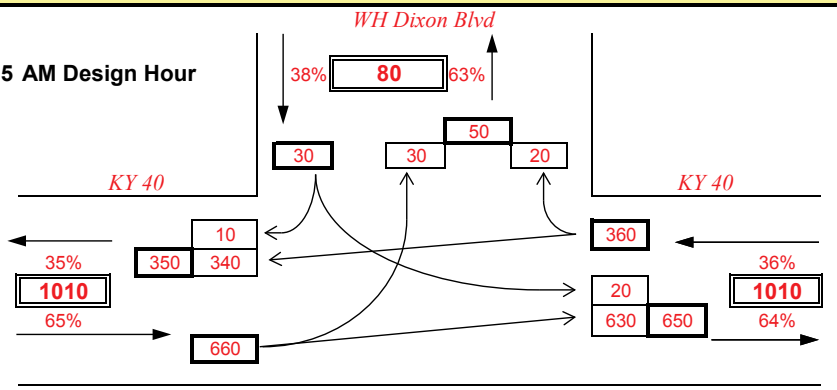
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



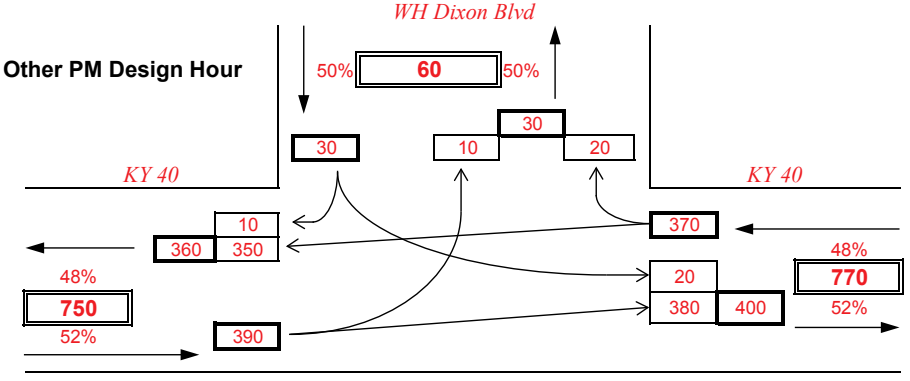
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



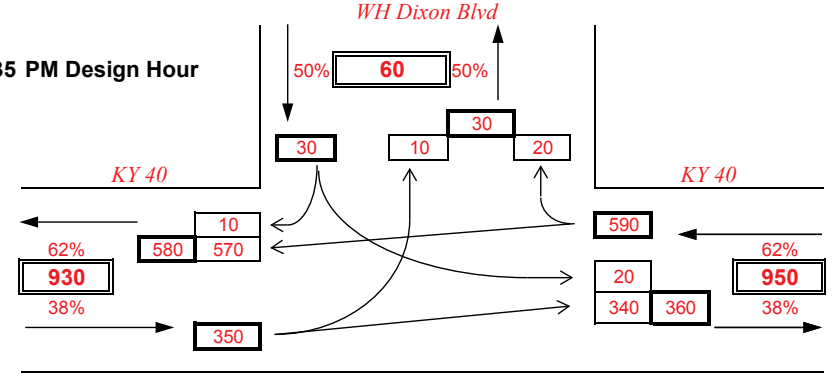
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



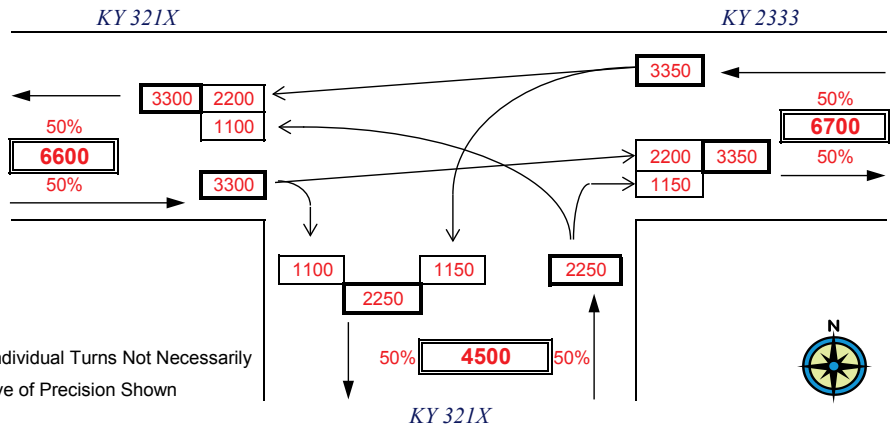
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

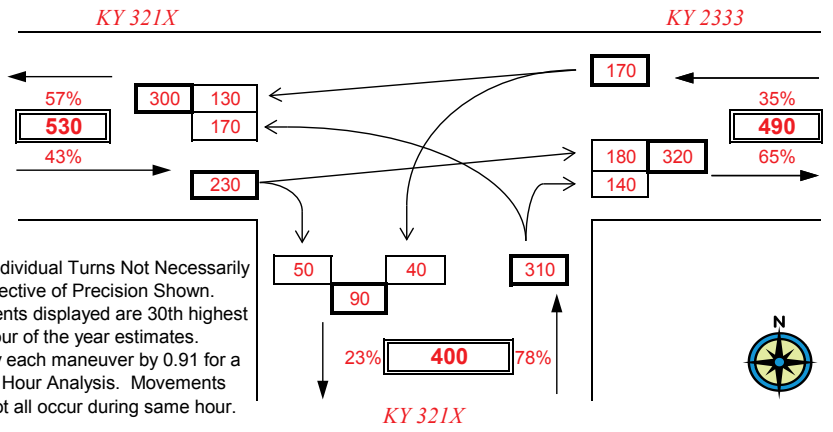
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



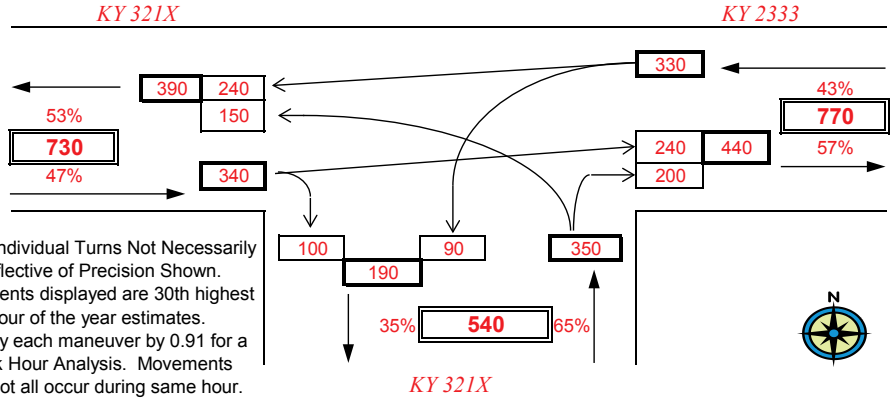
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



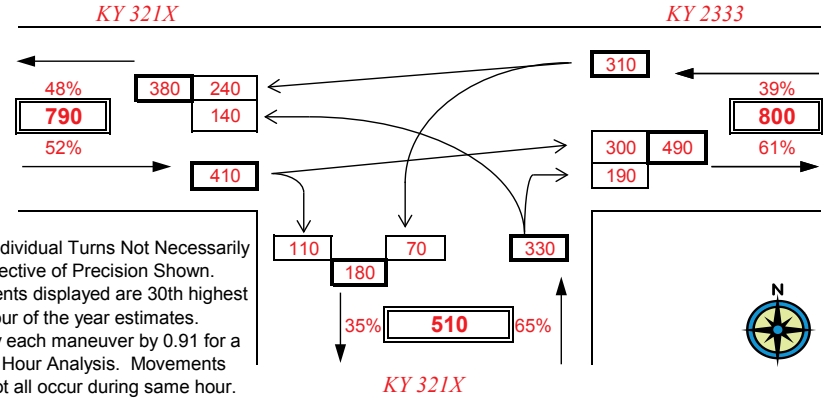
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



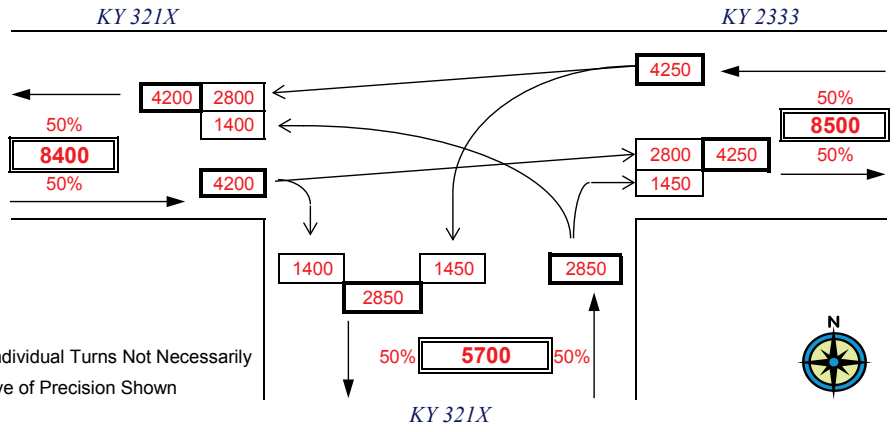
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

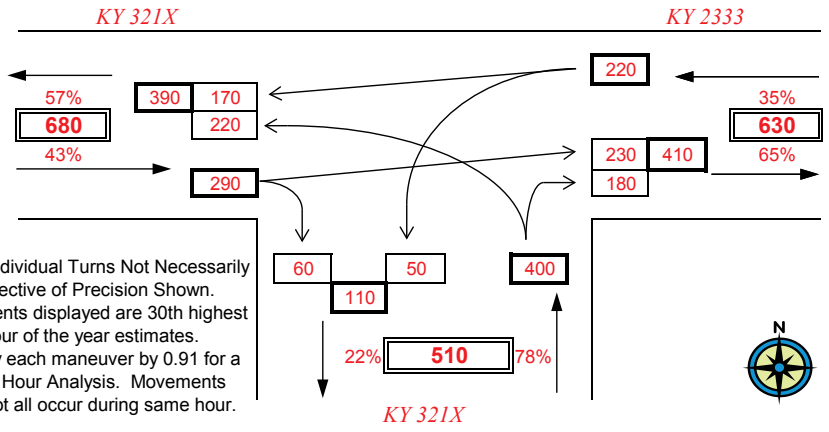
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



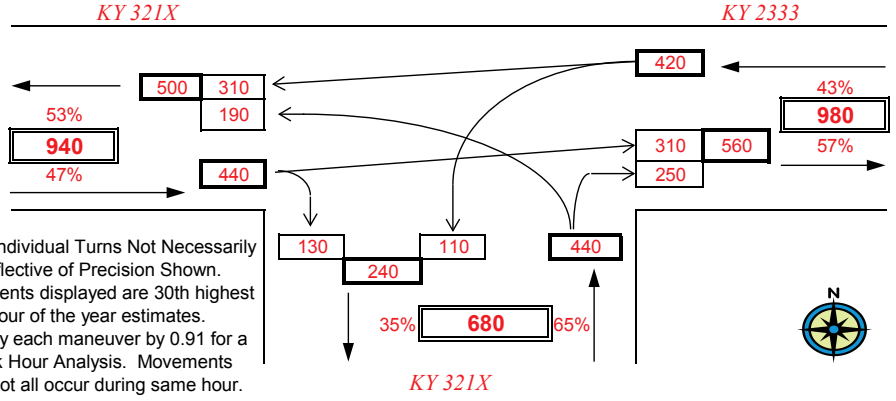
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



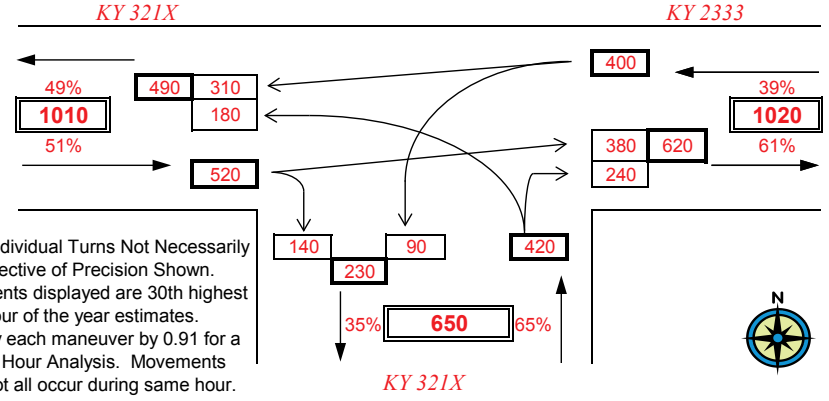
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



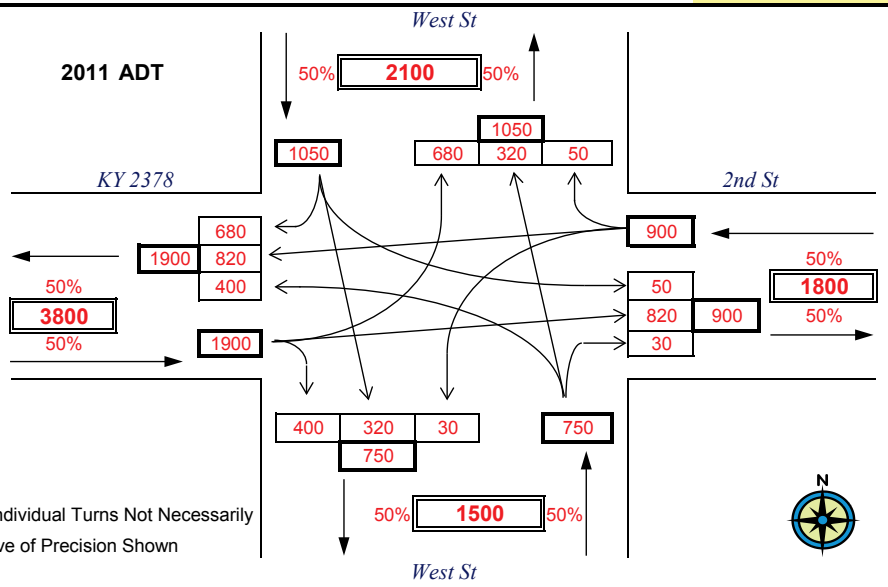
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

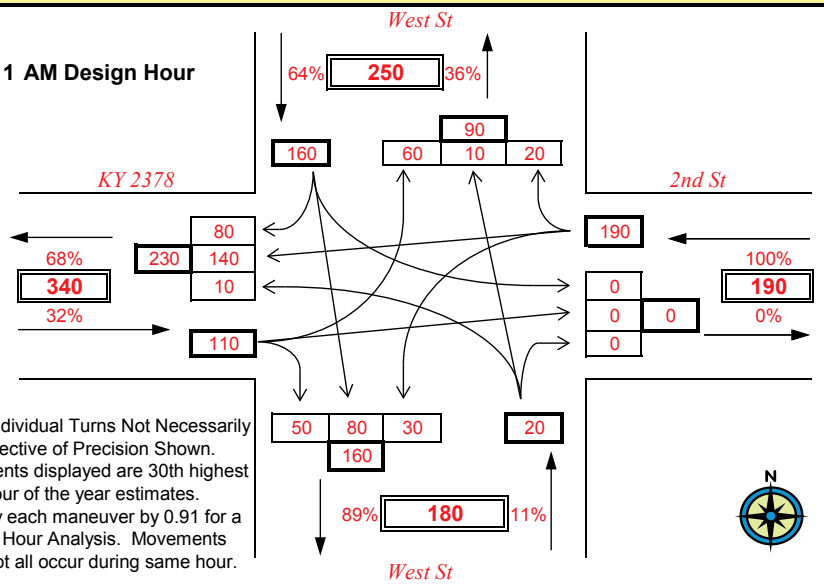
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



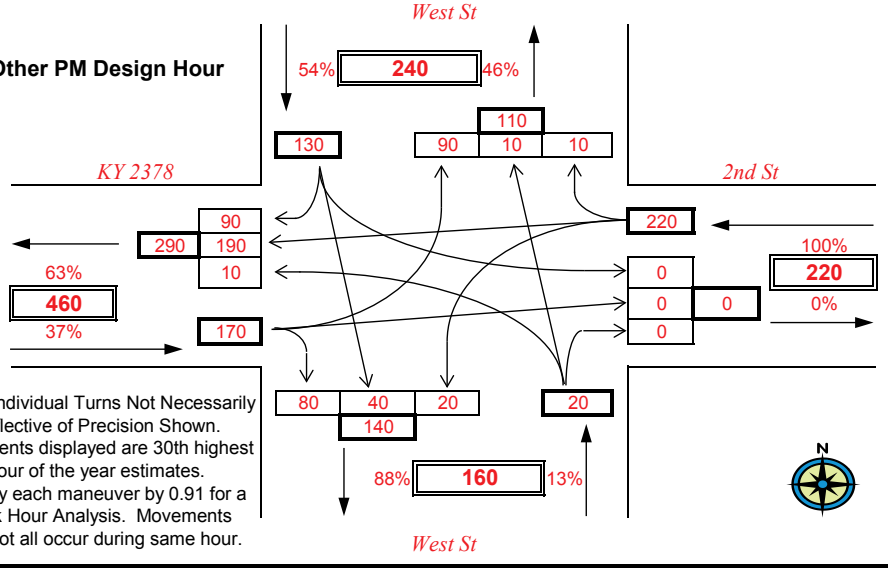
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



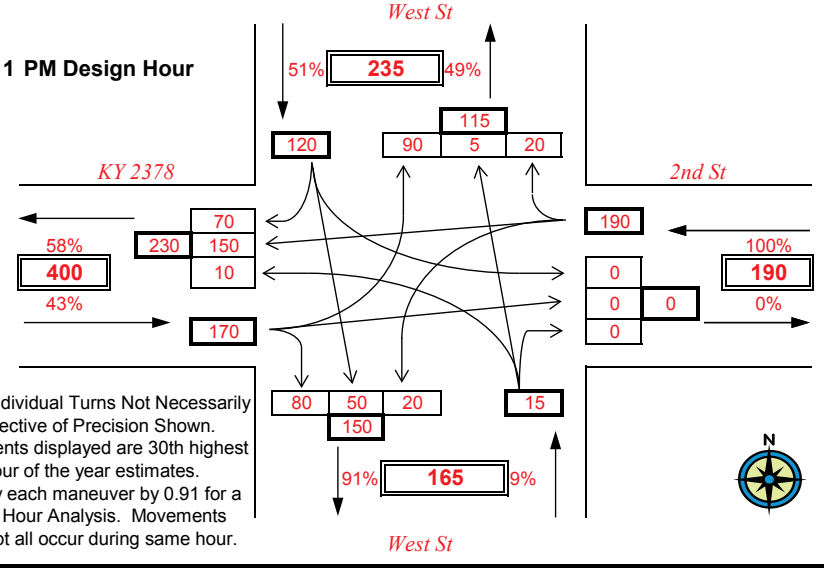
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



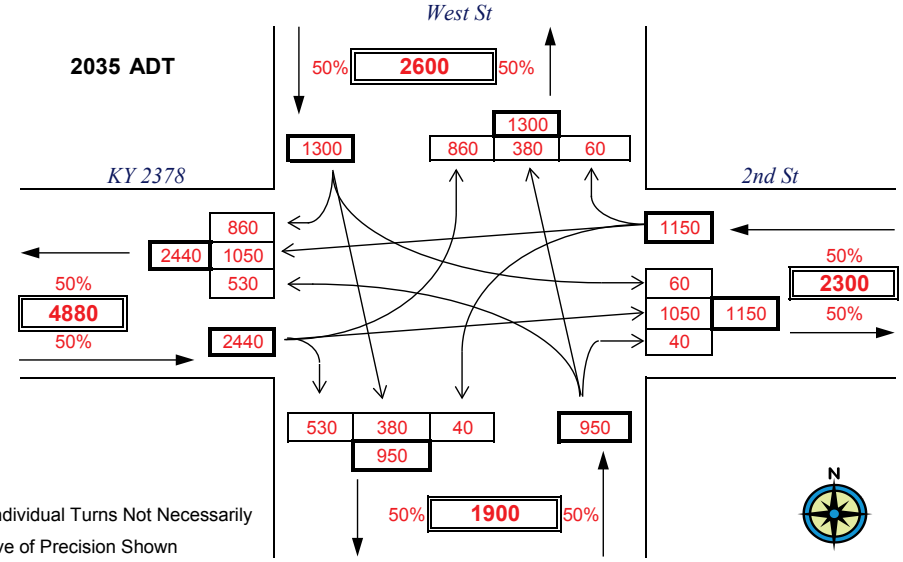
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

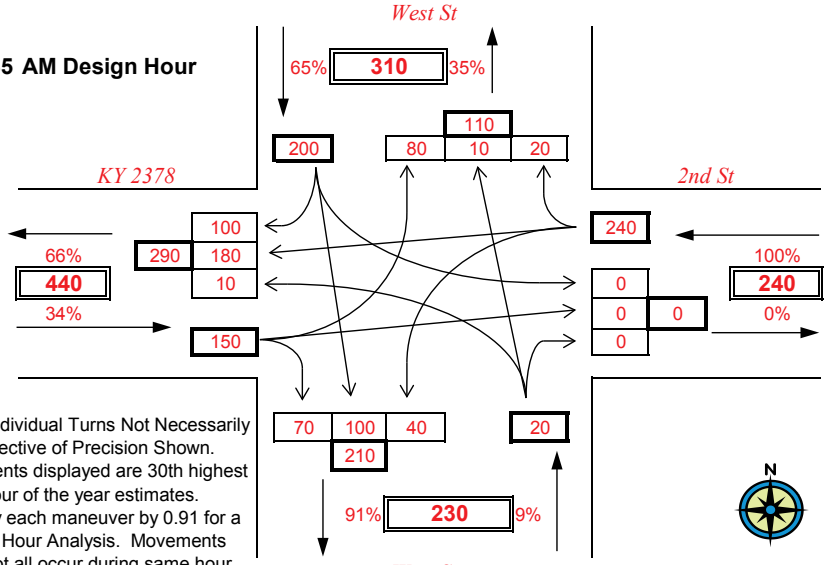
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



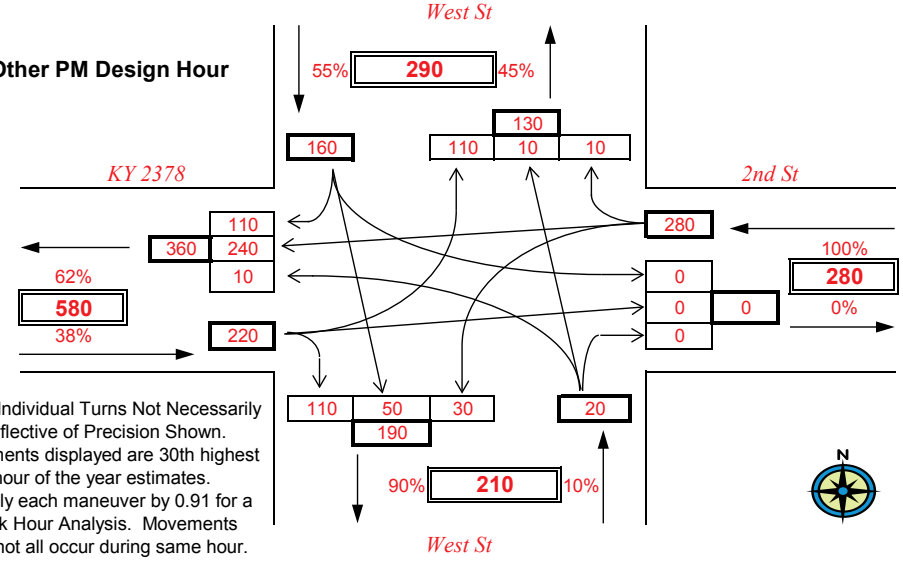
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



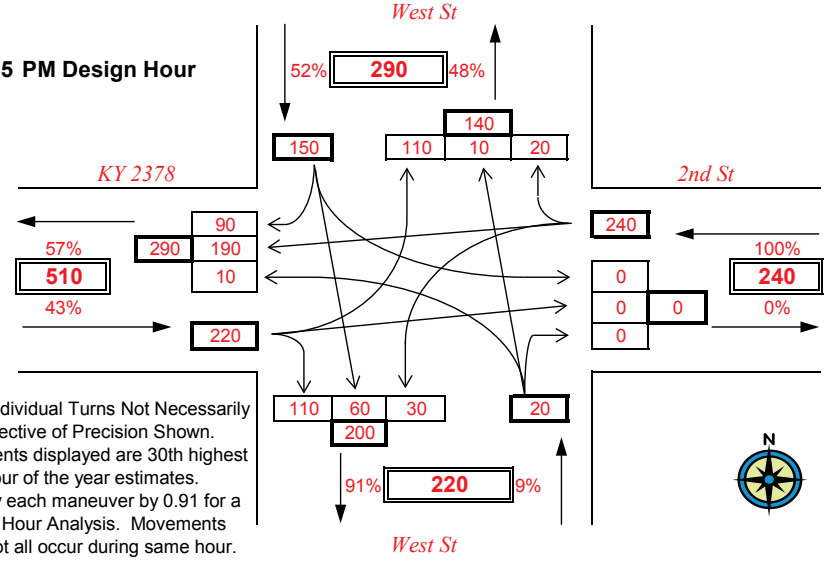
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



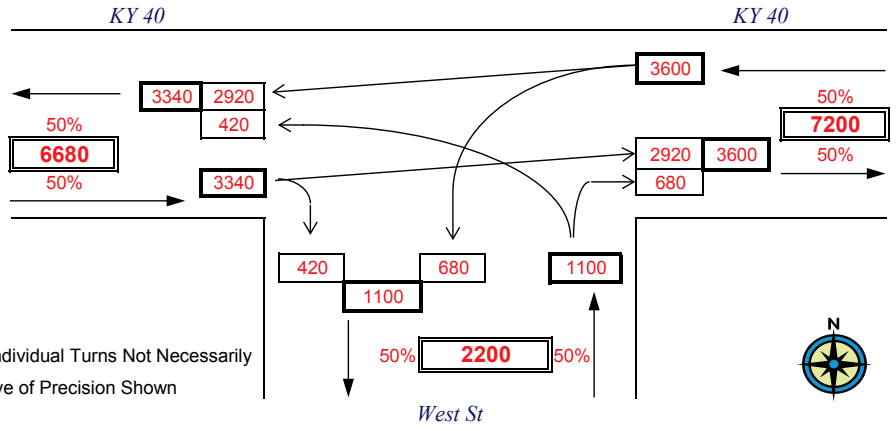
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

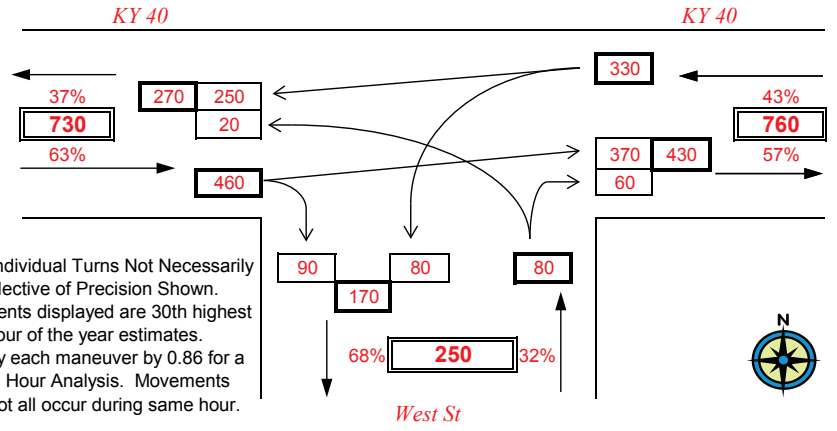
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



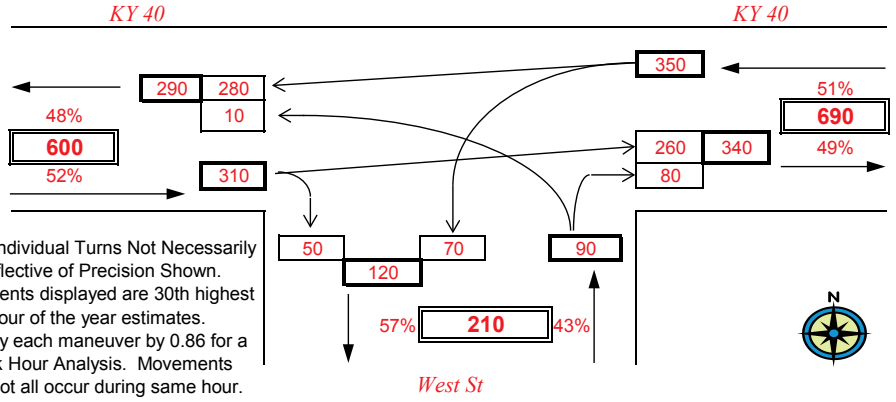
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



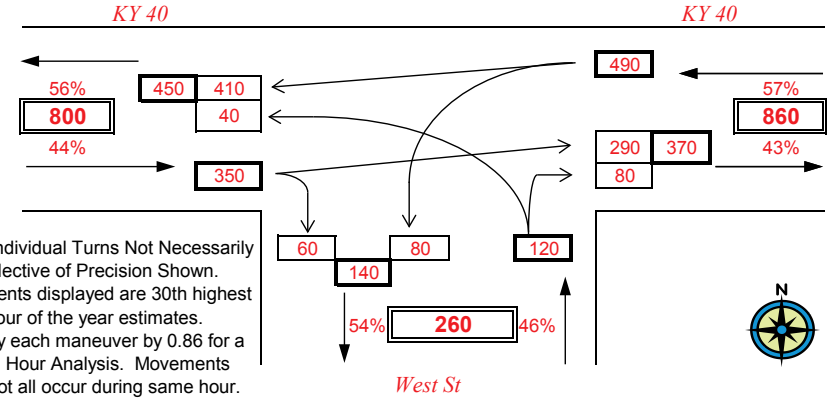
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



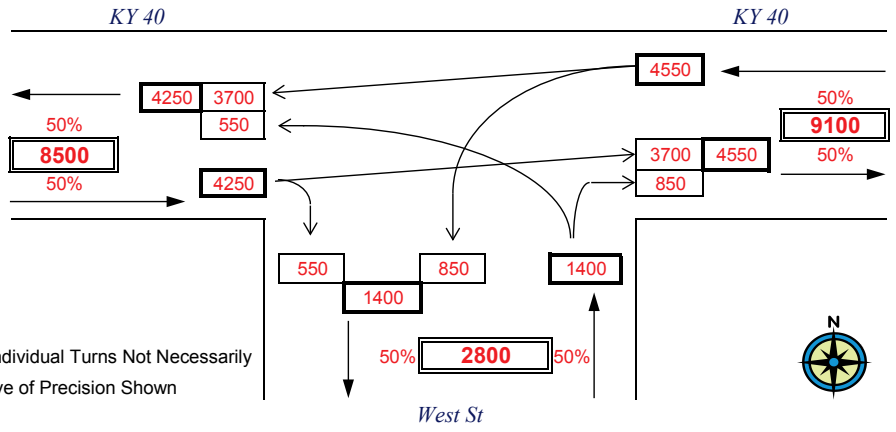
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

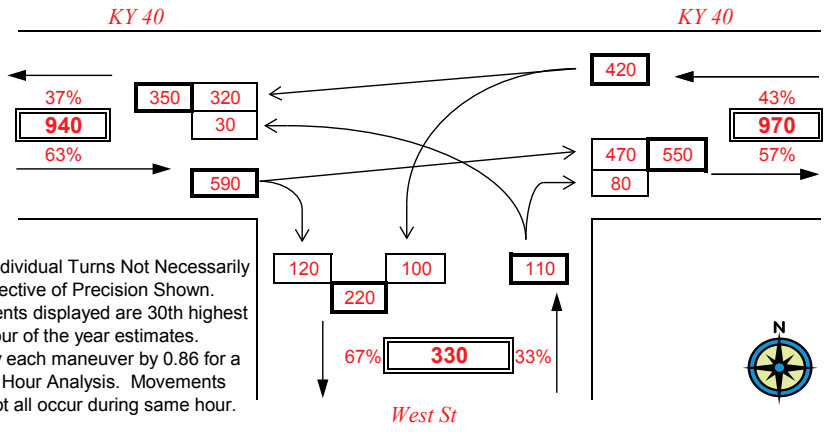
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



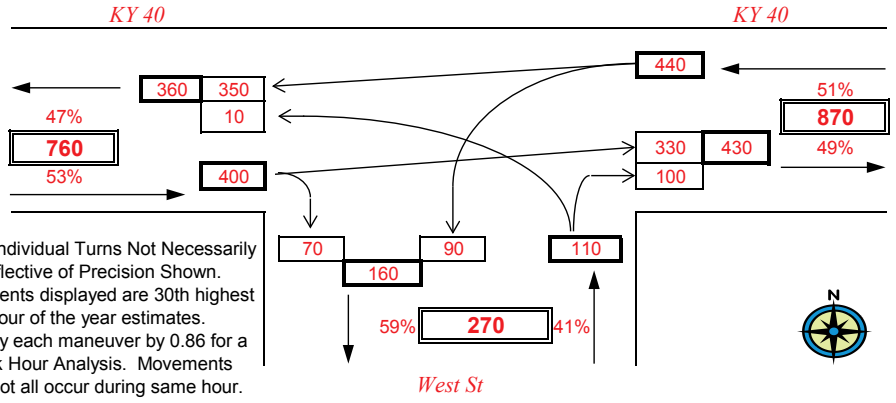
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



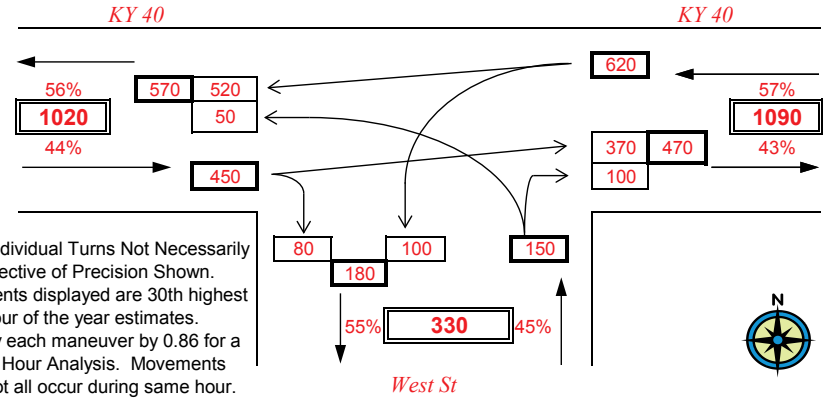
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



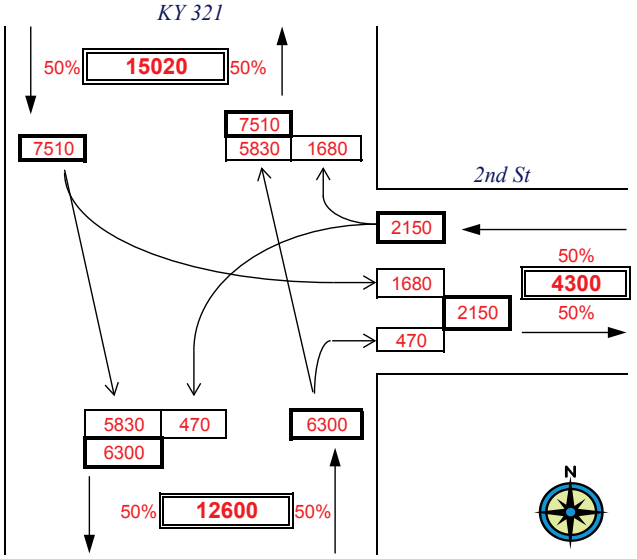
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

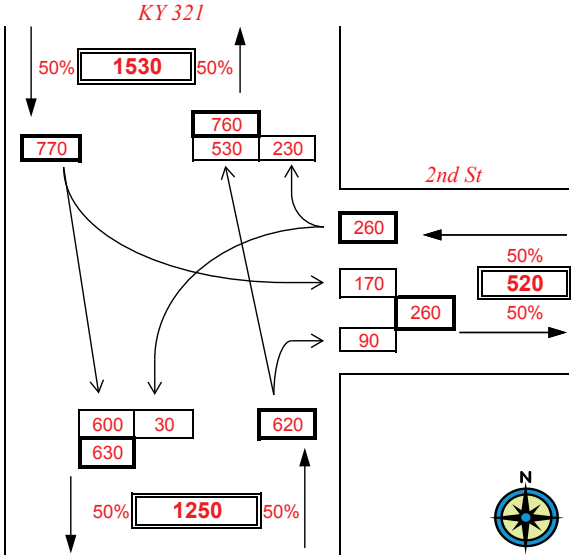
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



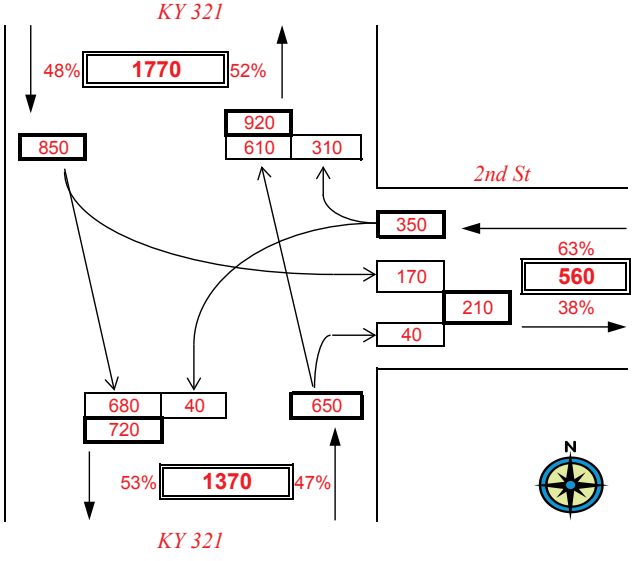
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



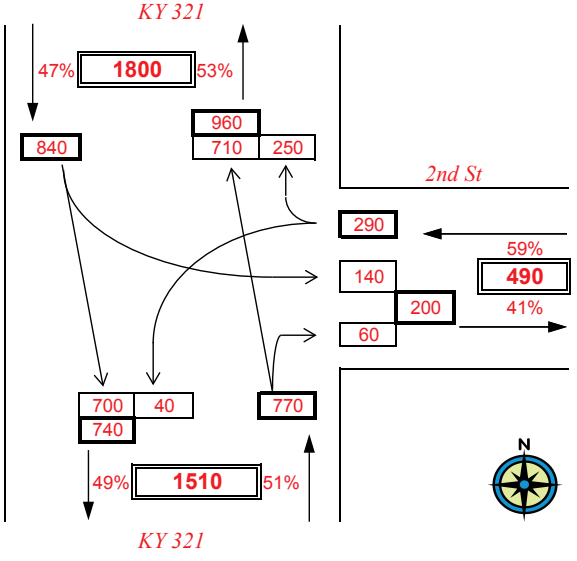
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



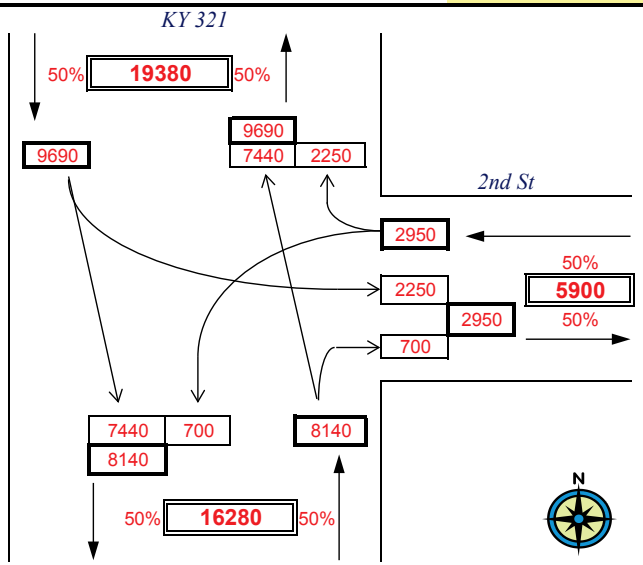
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

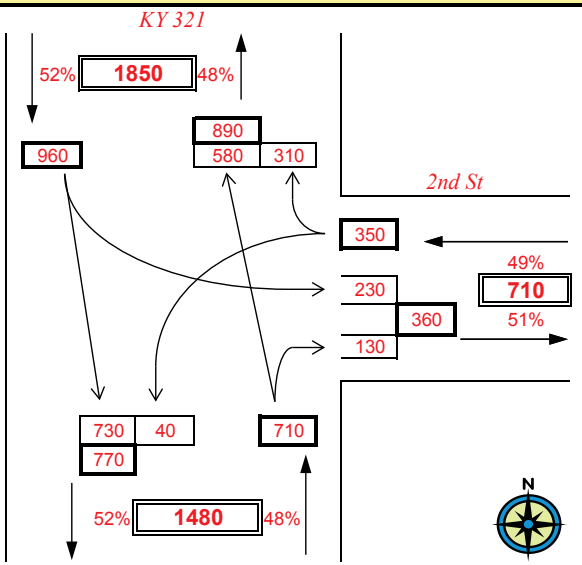
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



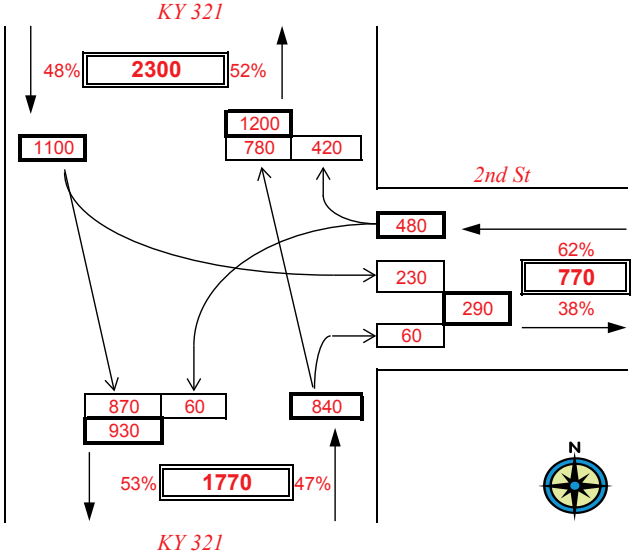
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



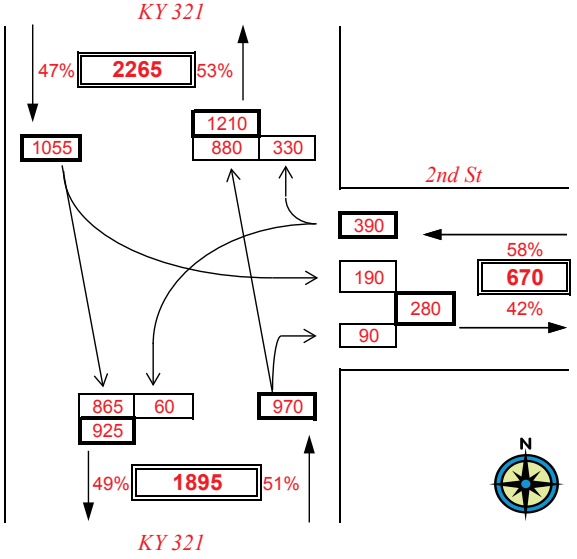
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



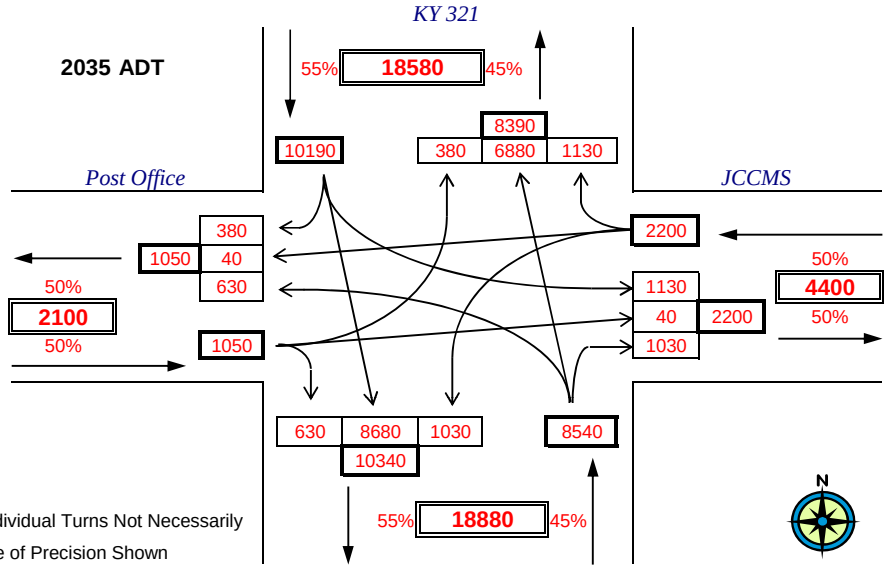
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

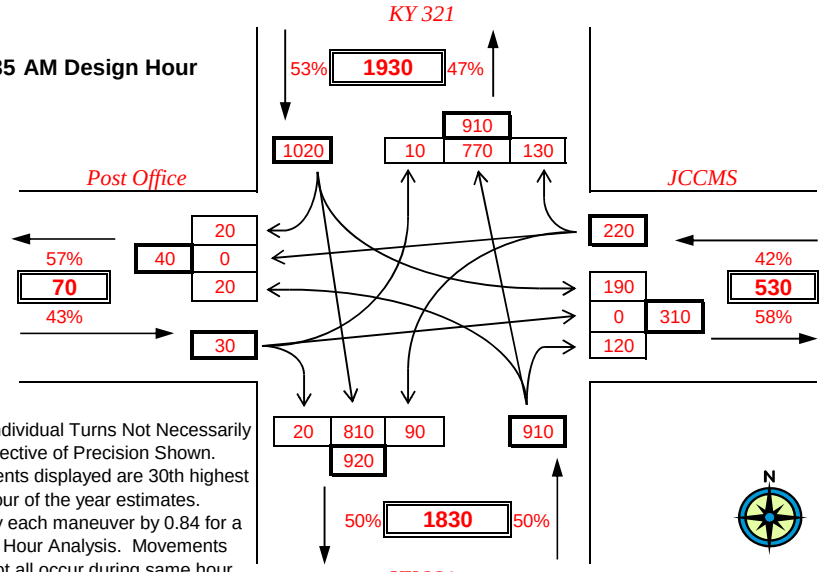
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



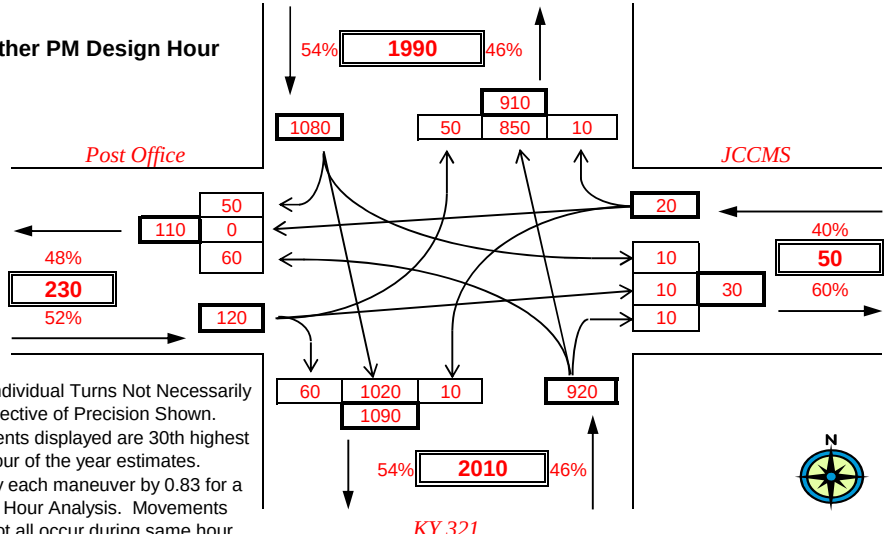
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



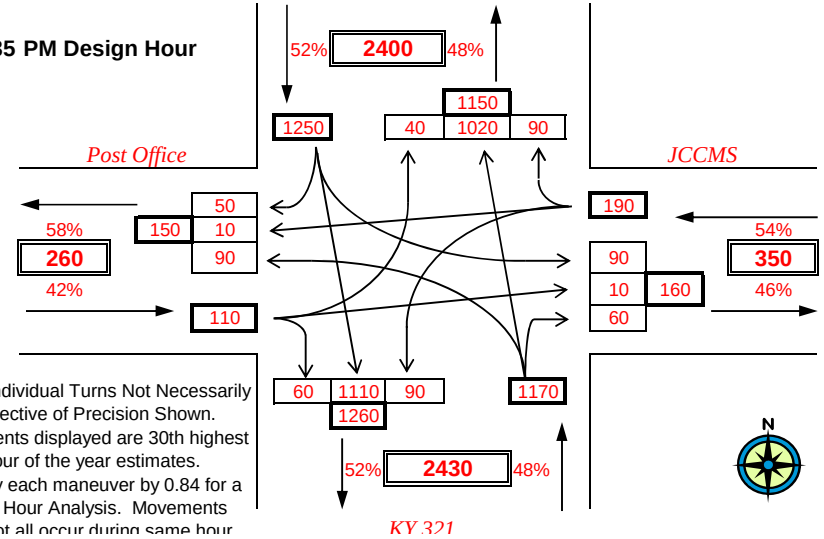
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



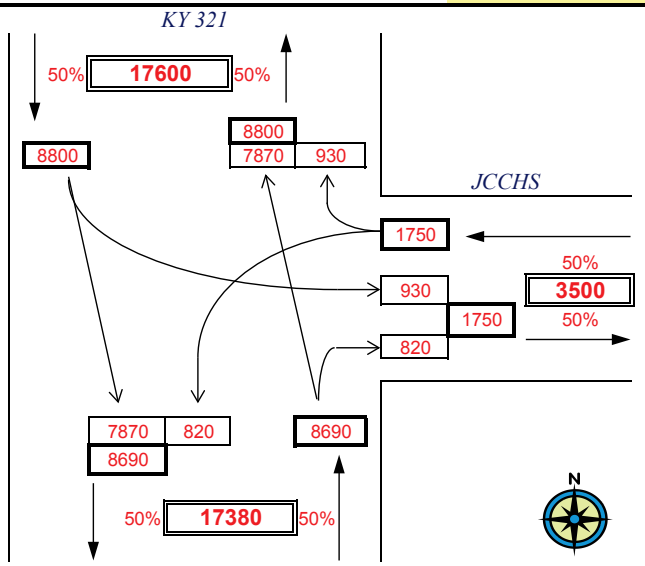
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

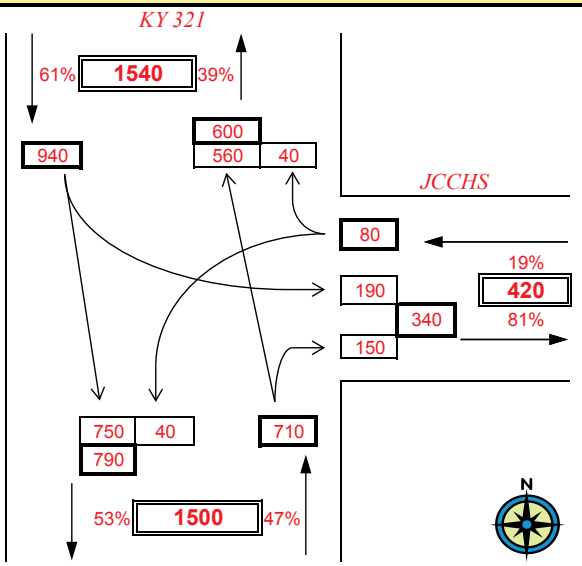
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



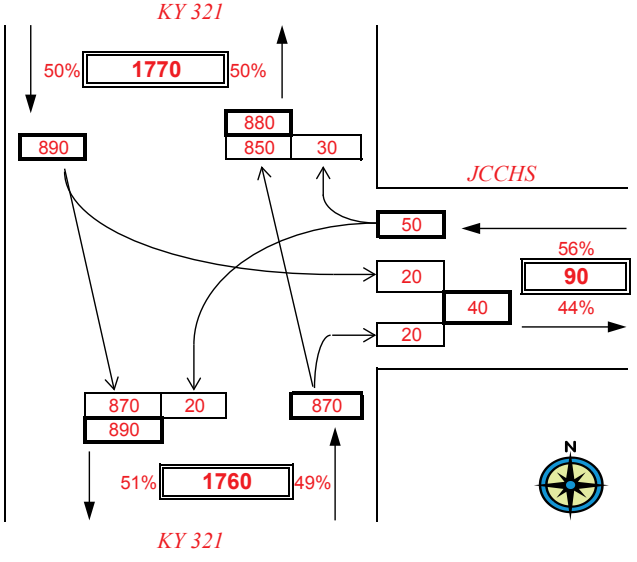
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



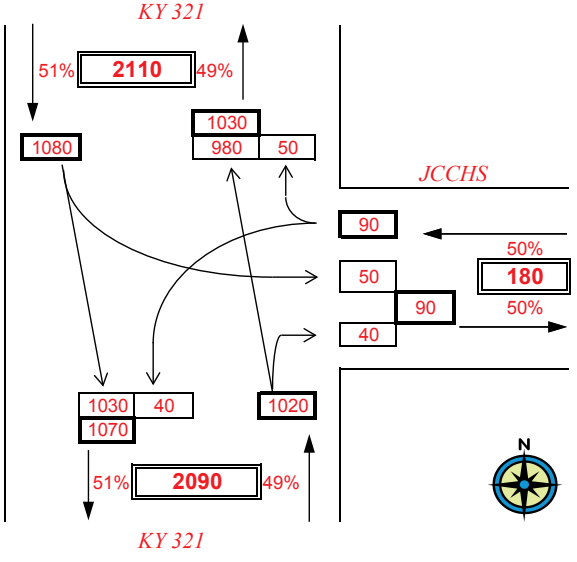
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



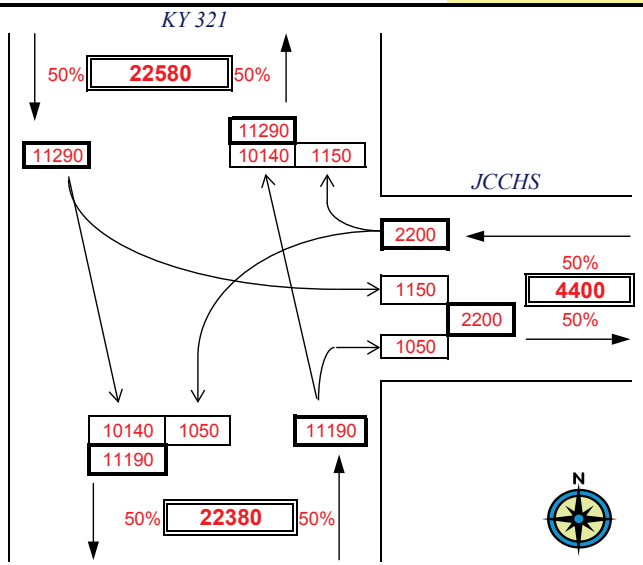
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

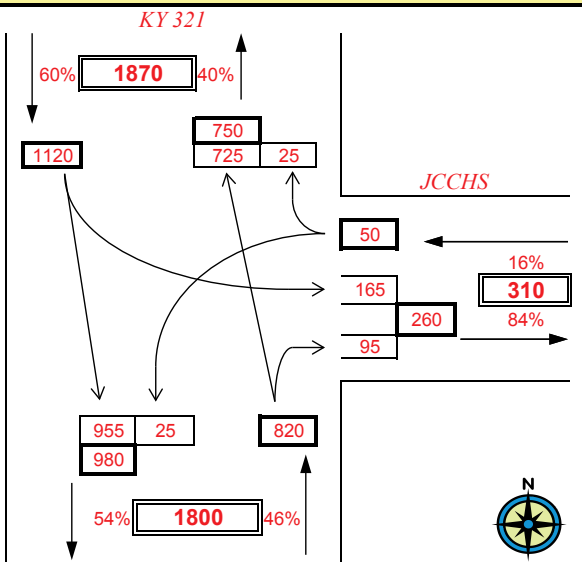
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



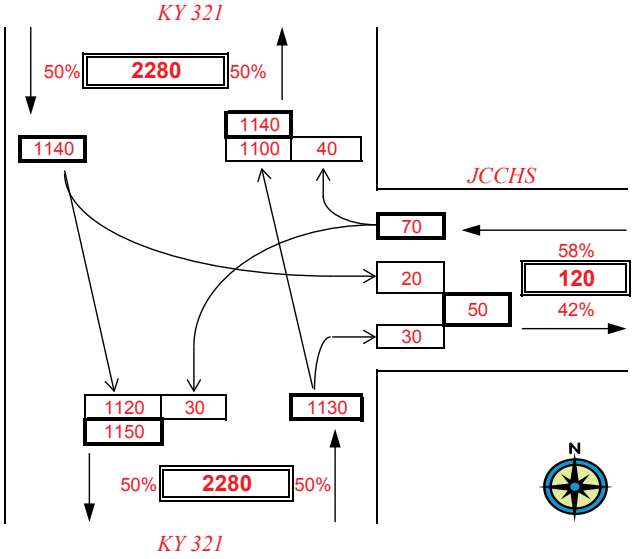
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



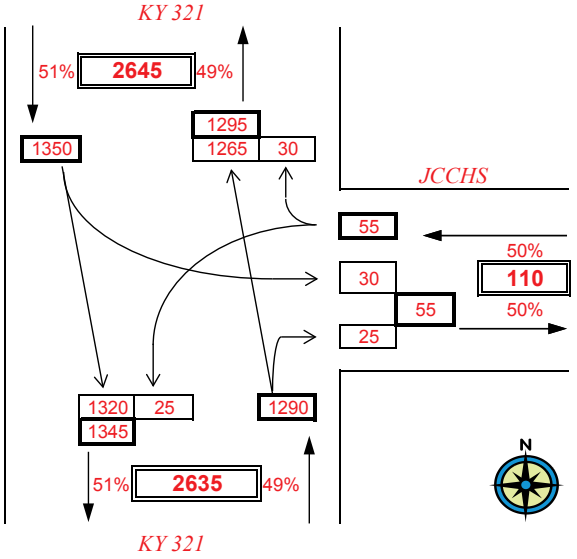
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

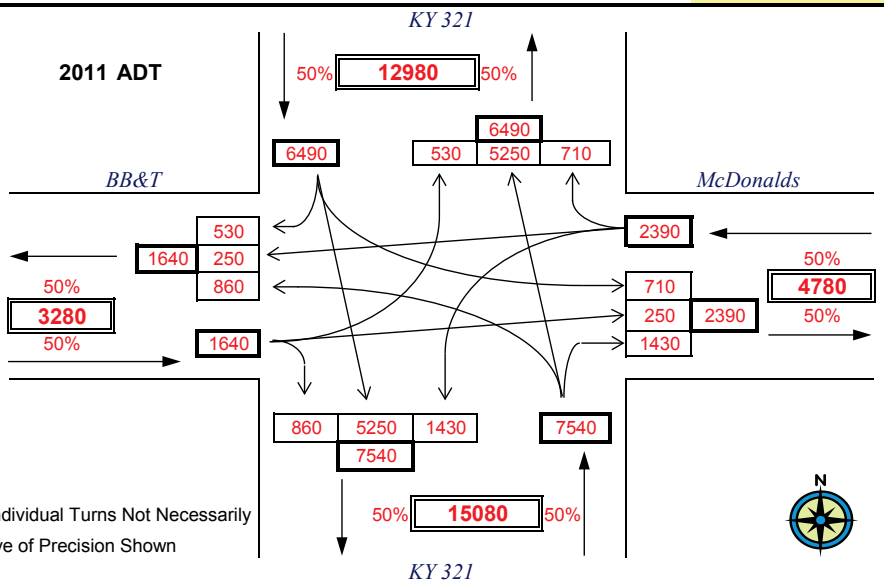


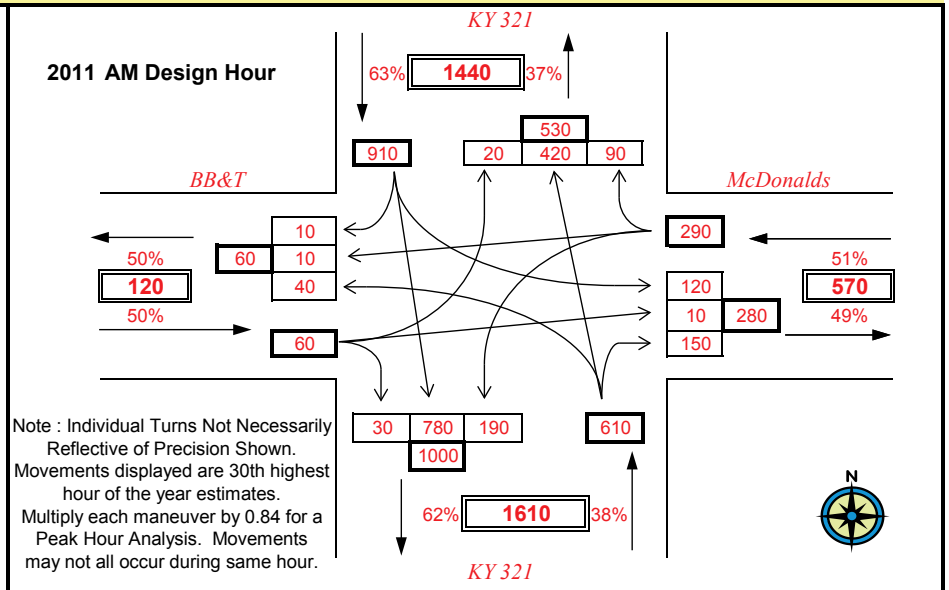
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

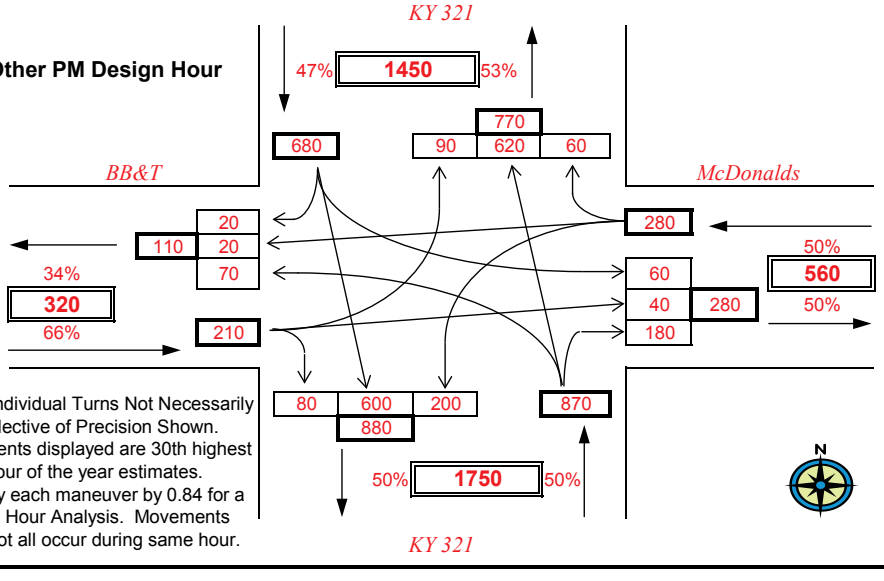
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

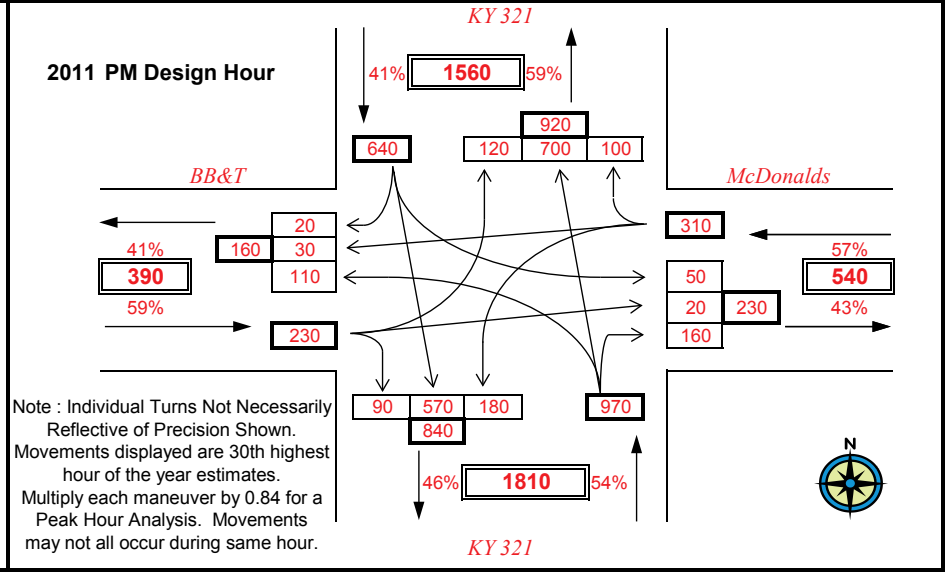
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







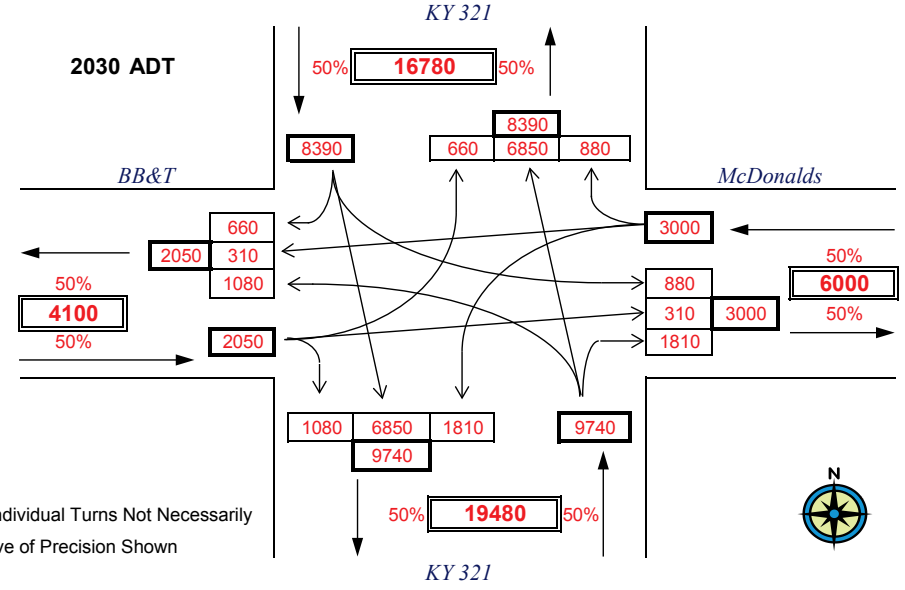


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2030 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

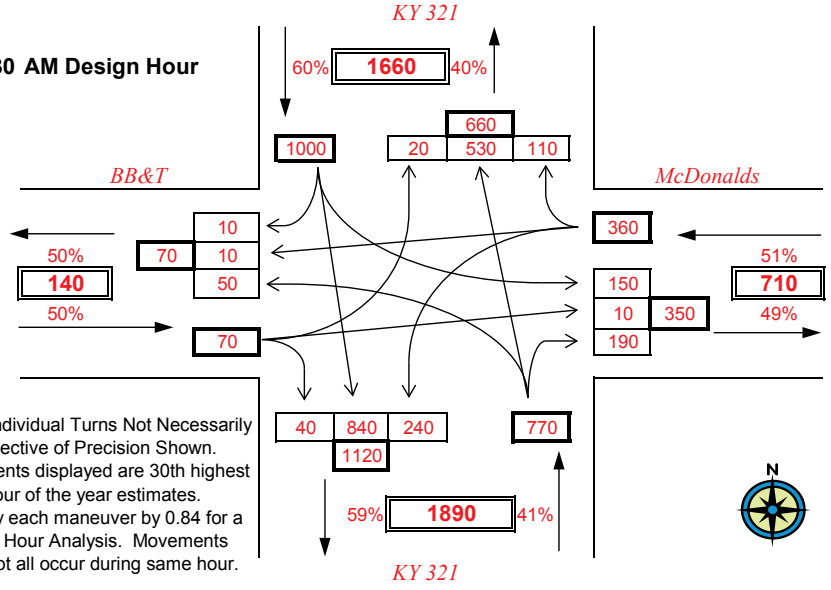
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2030 ADT



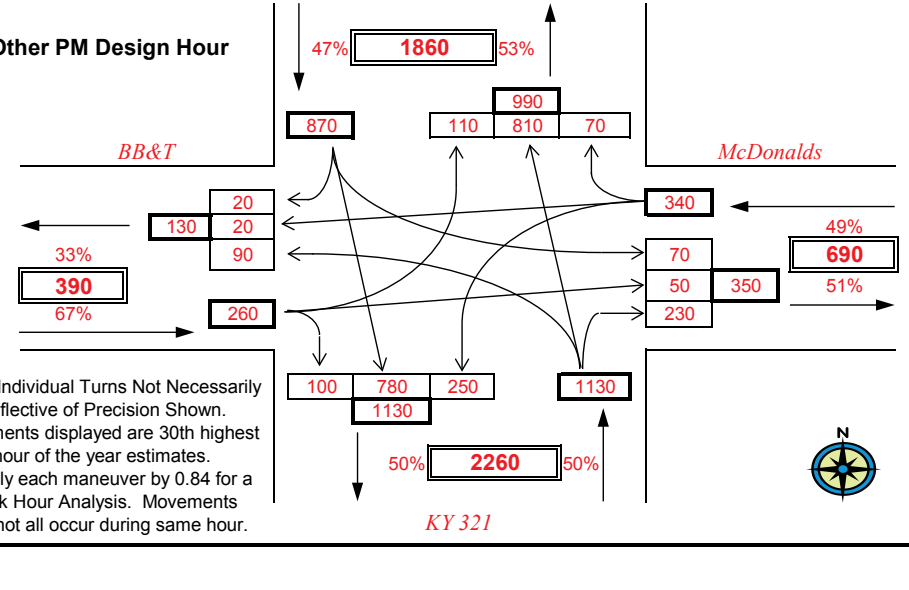
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2030 AM Design Hour



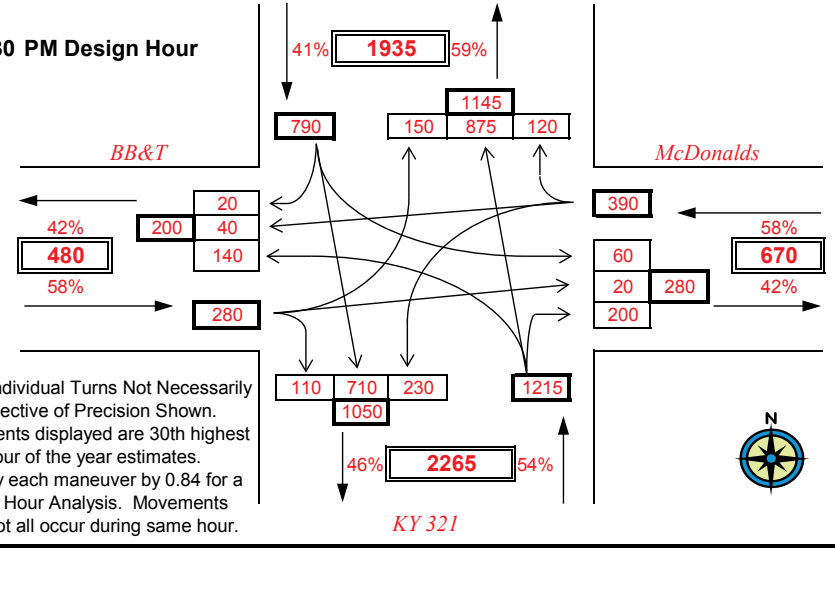
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 PM Design Hour



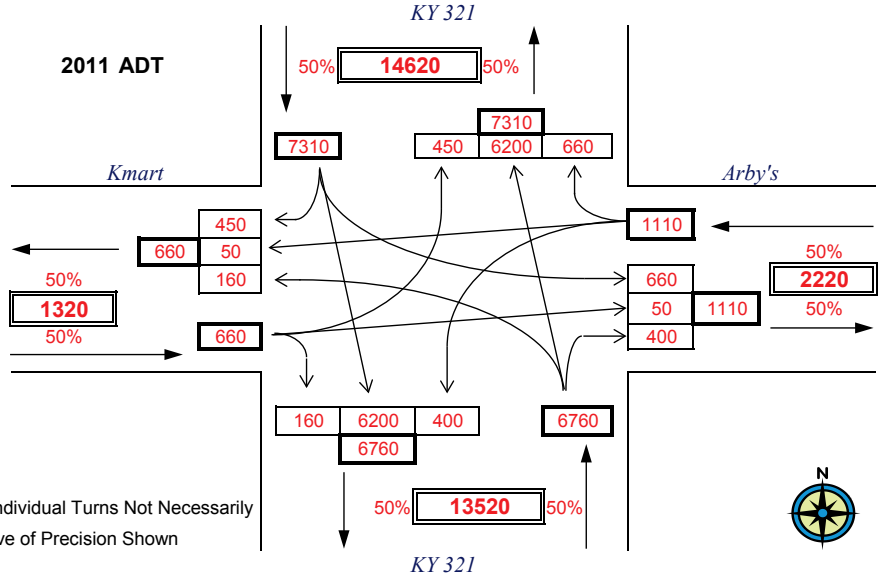
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

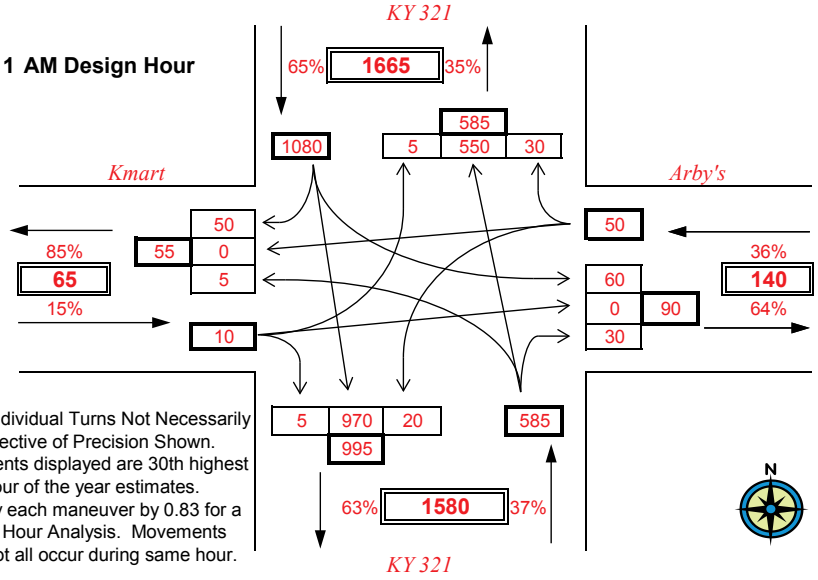
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



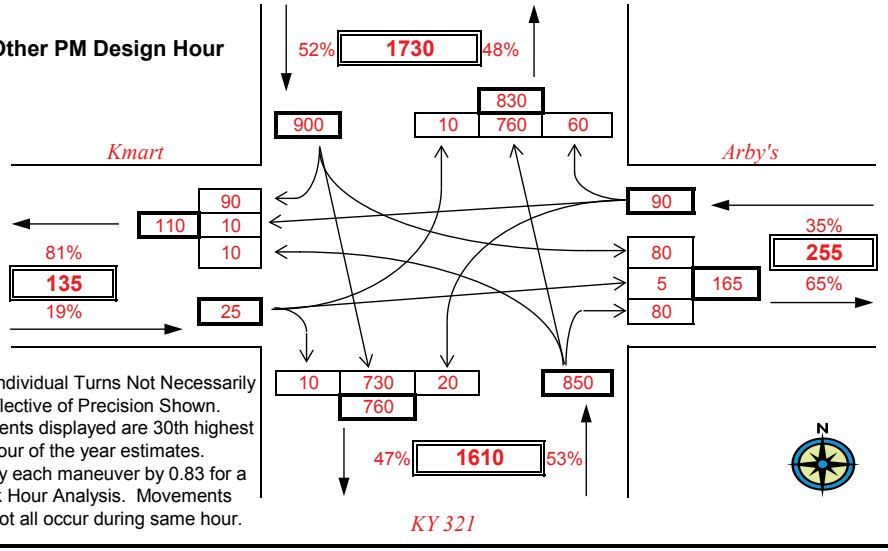
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



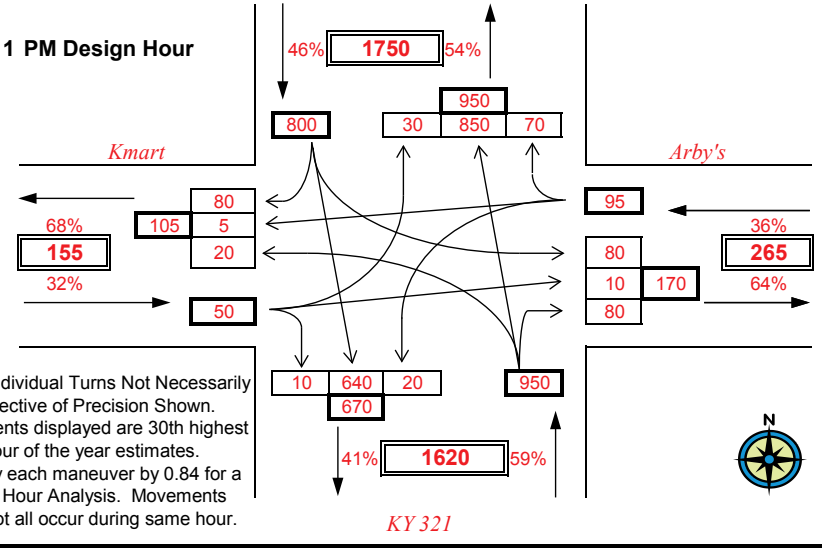
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



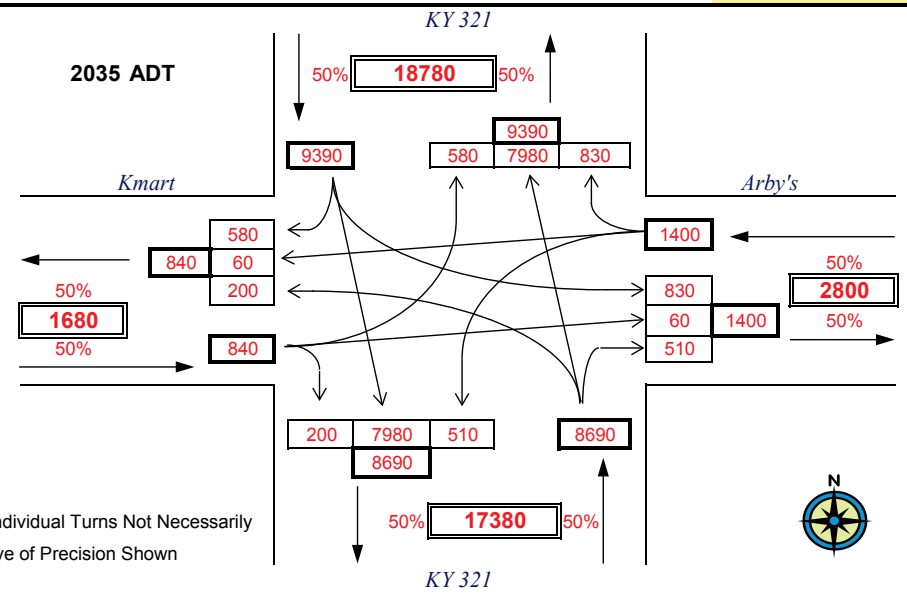
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

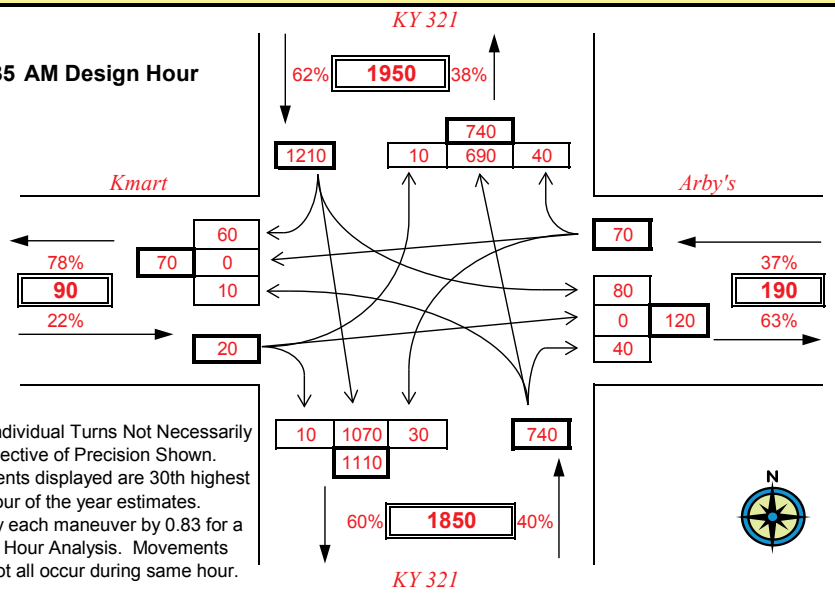
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



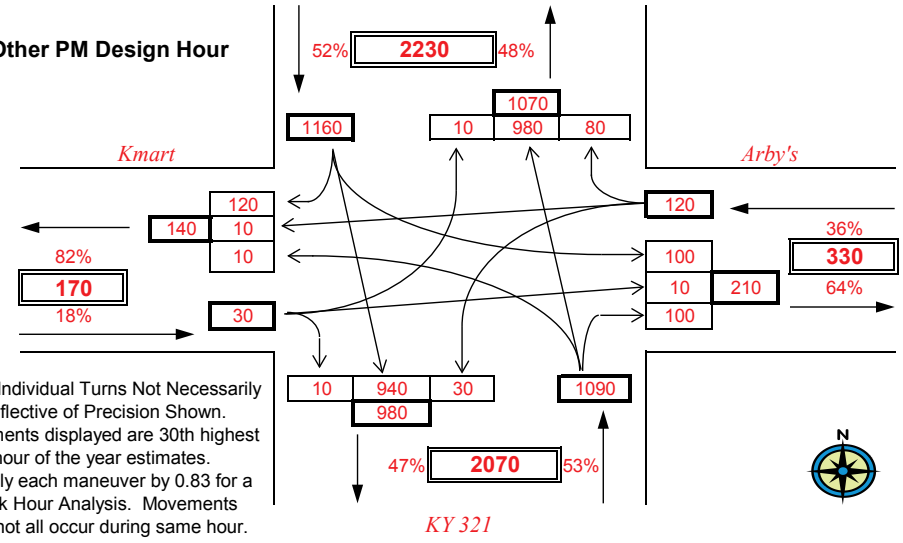
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



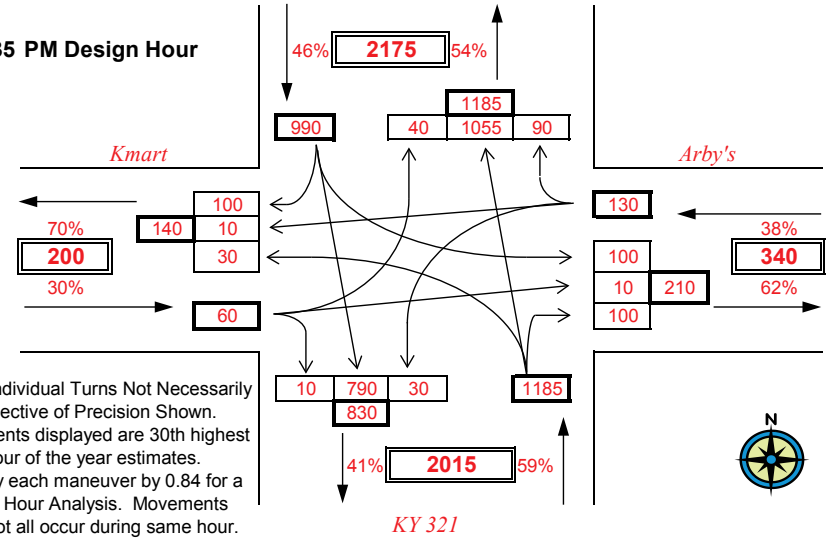
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

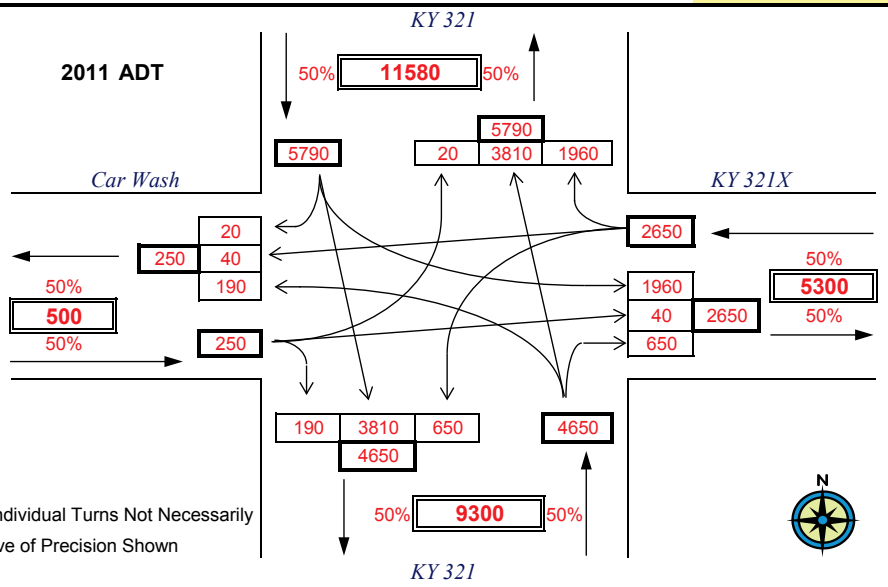
ALTERNATIVE 4D

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

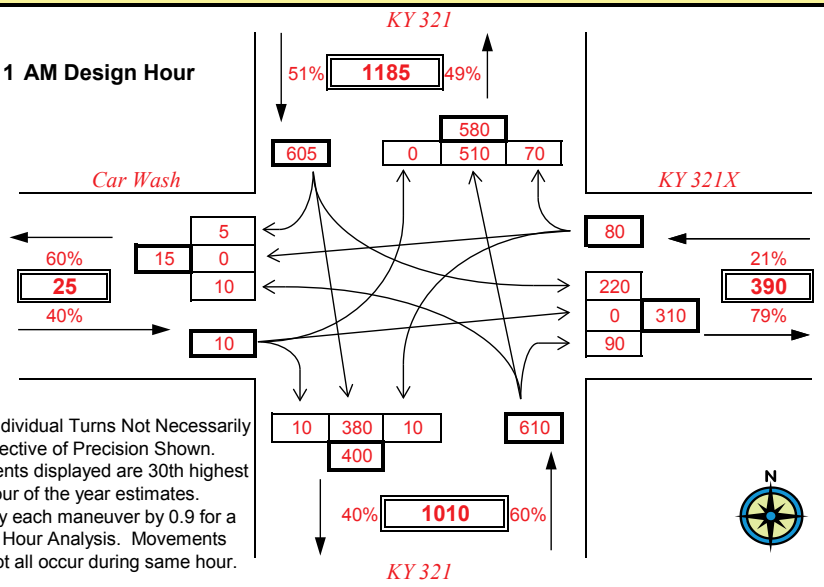
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



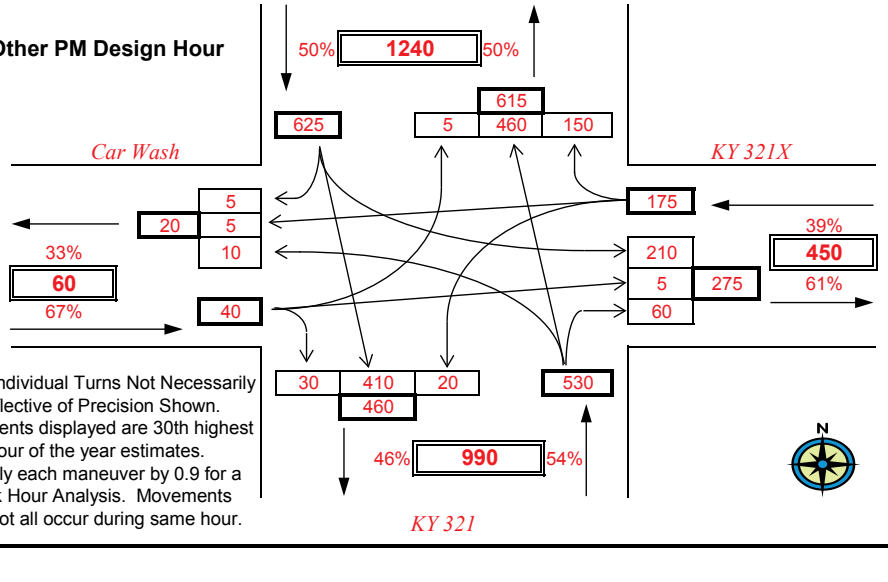
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



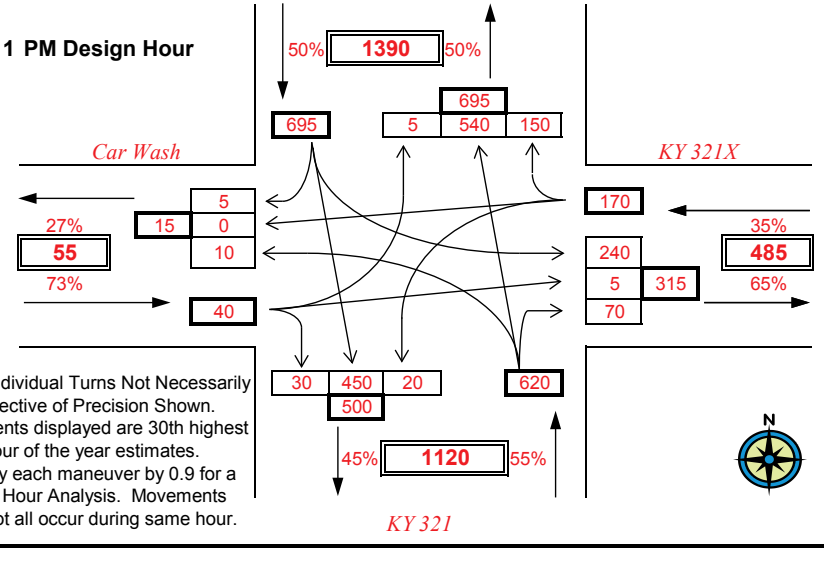
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



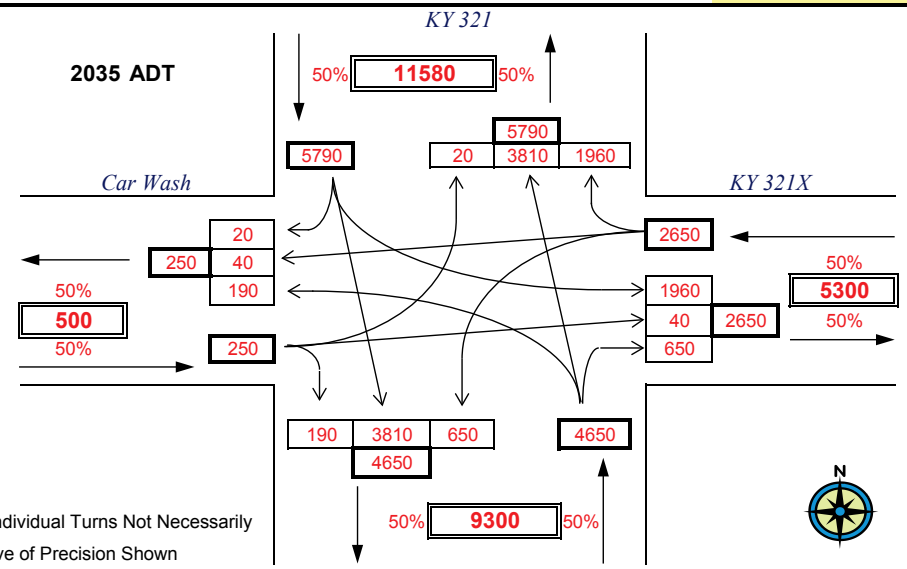
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2035 Build ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

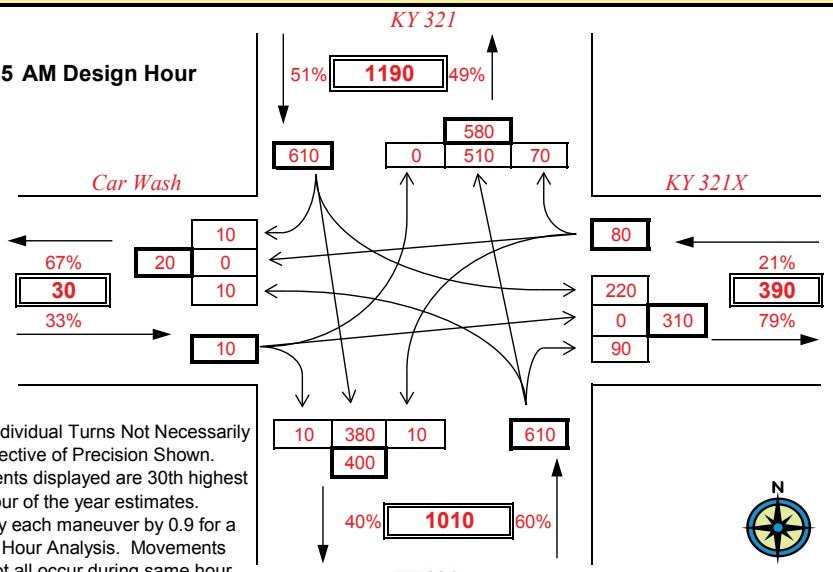
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



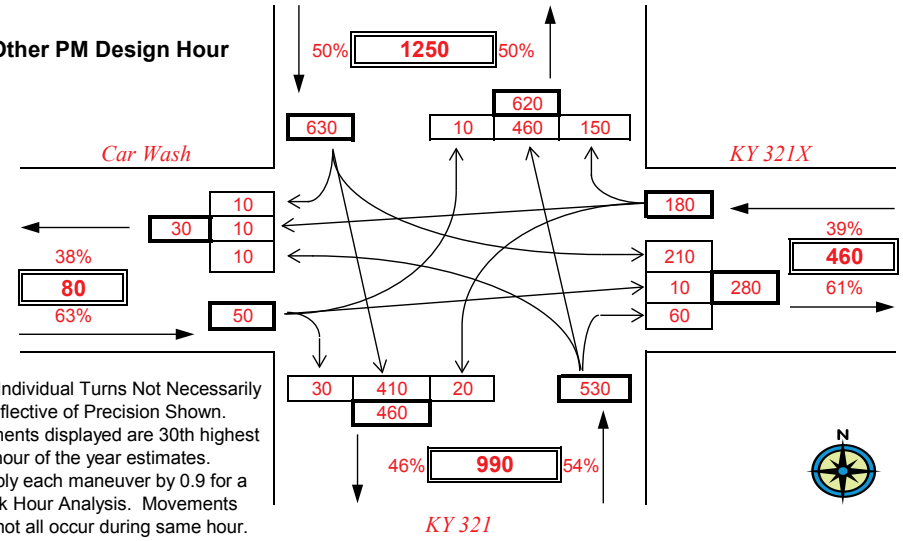
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



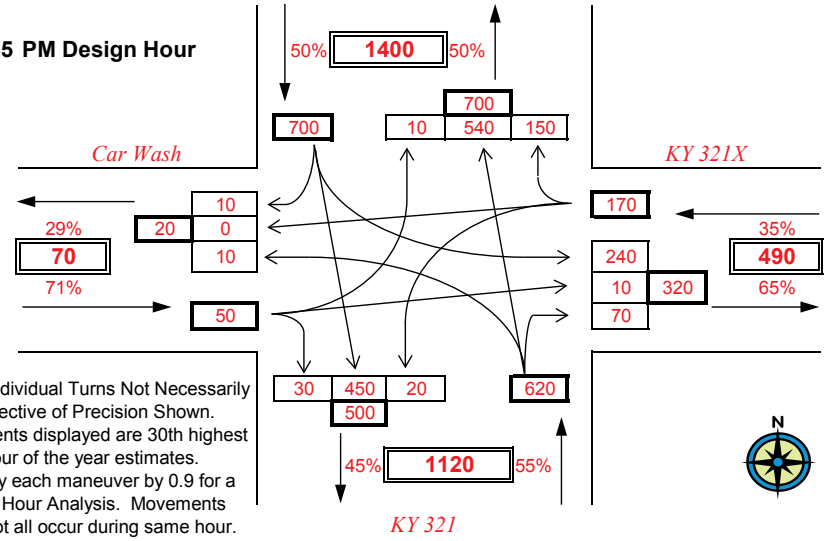
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



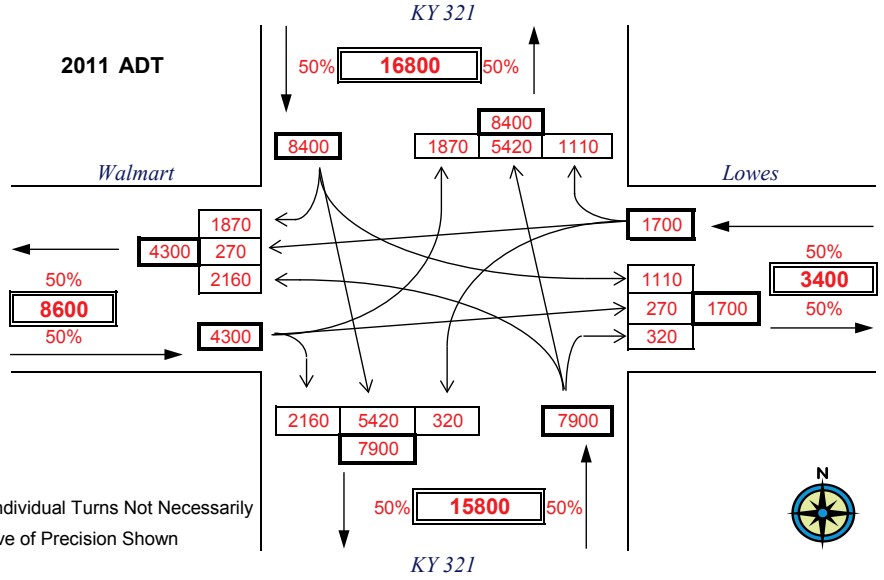
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

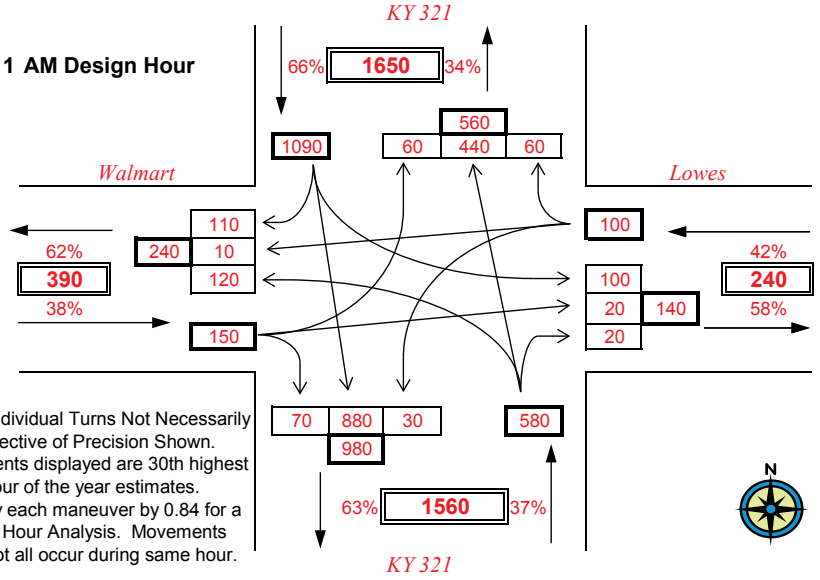
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



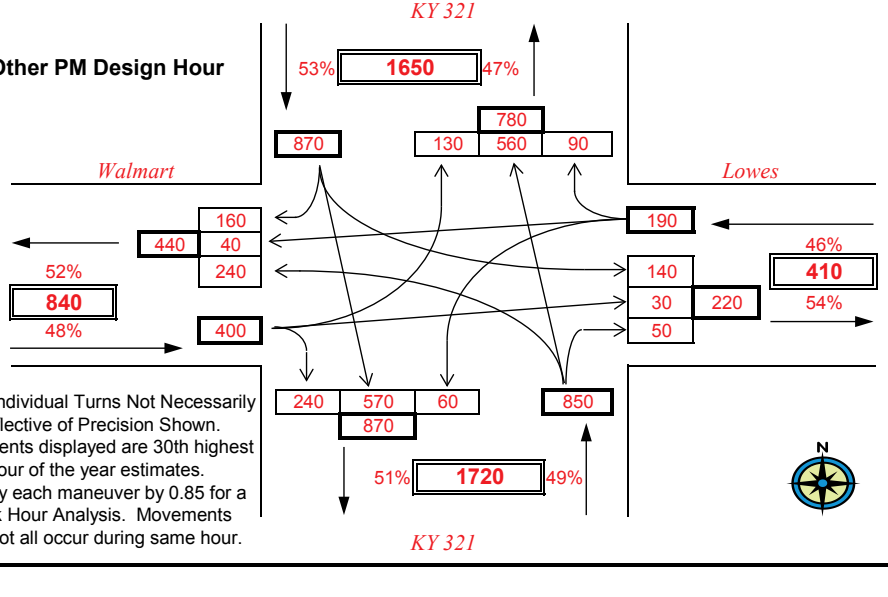
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



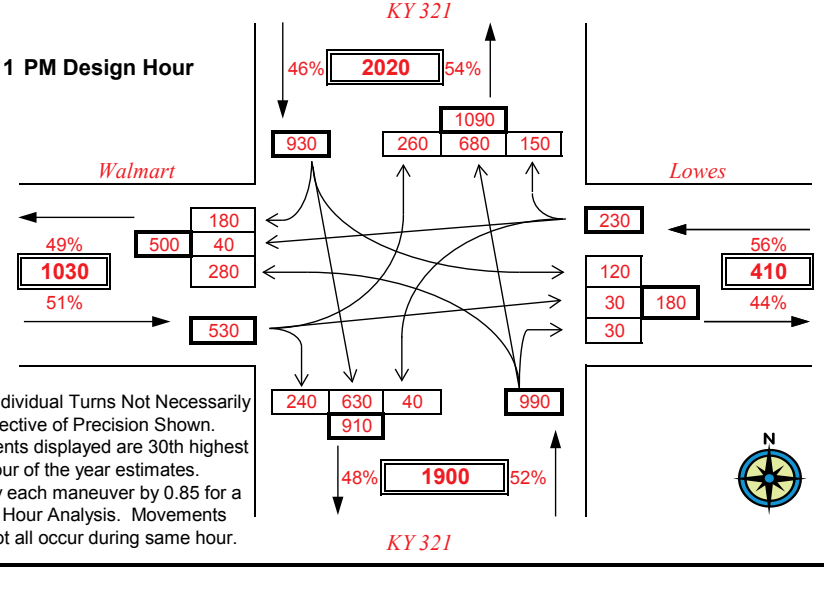
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



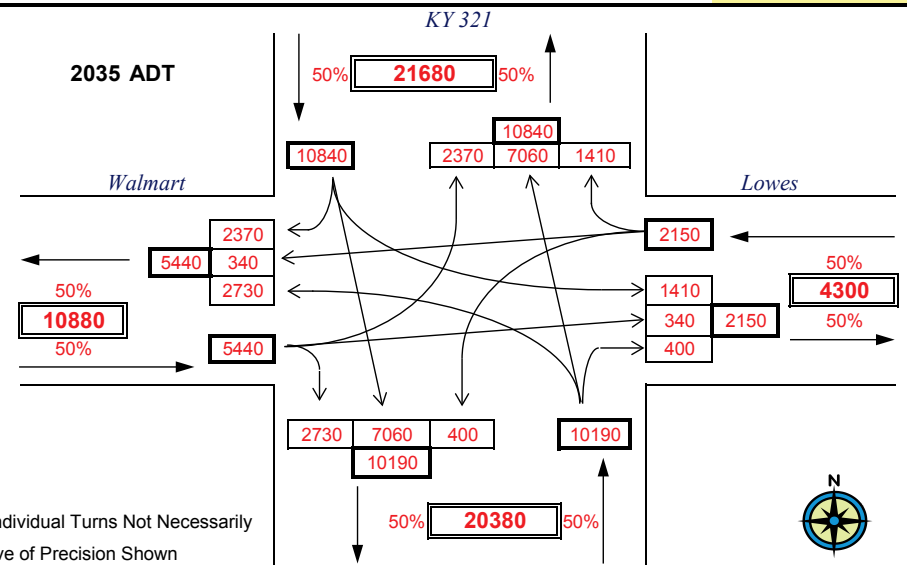
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

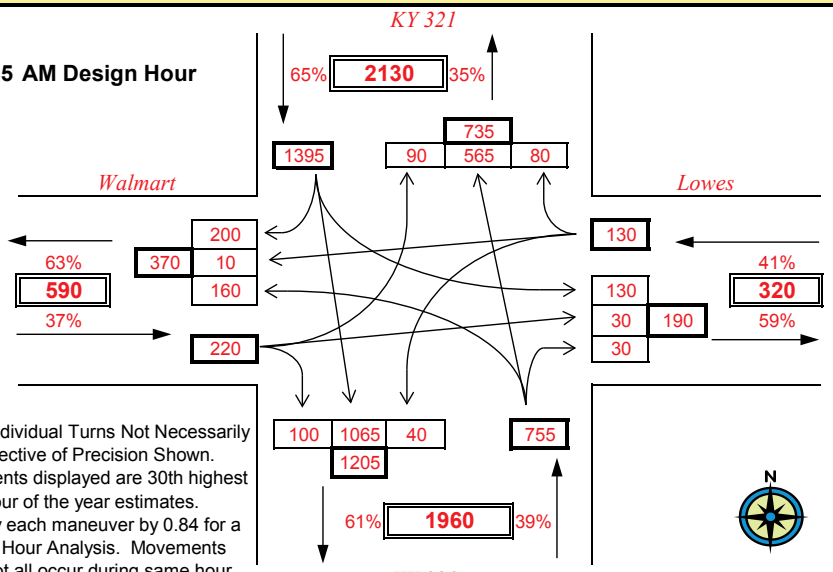
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



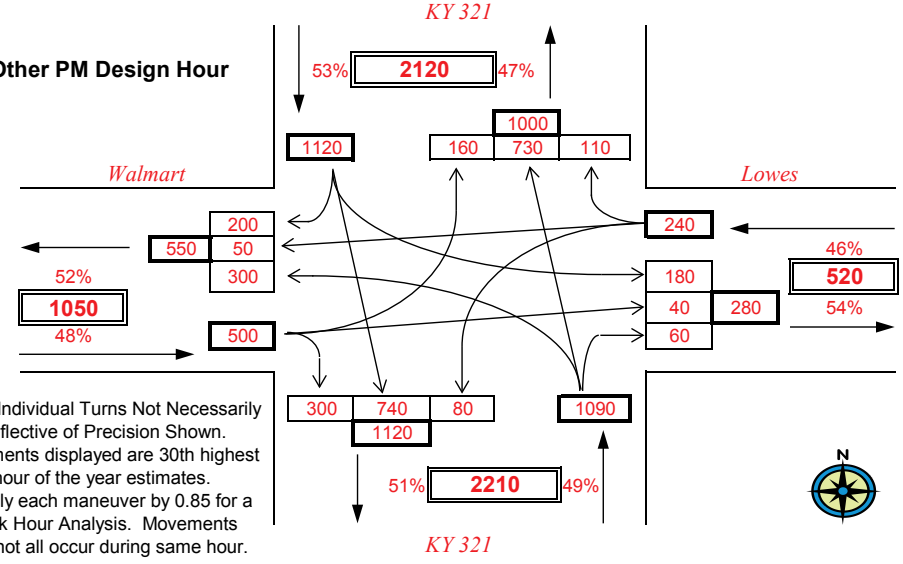
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



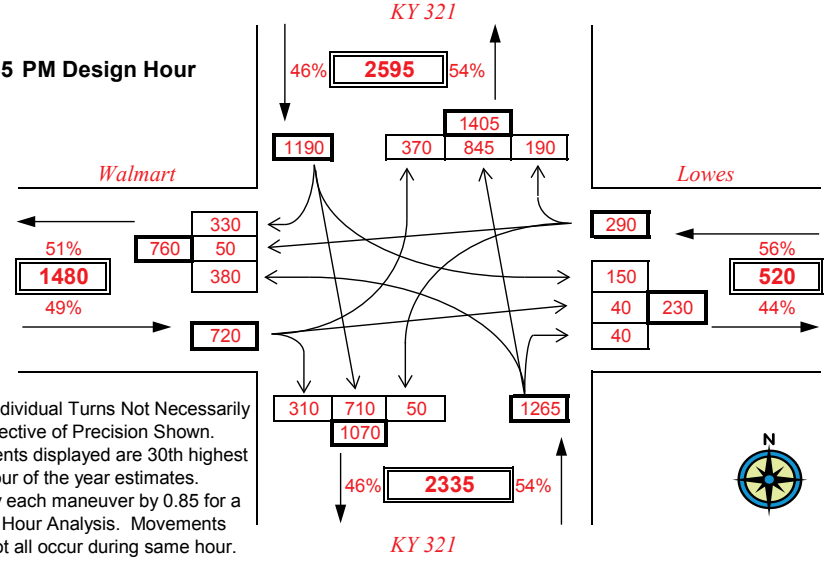
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



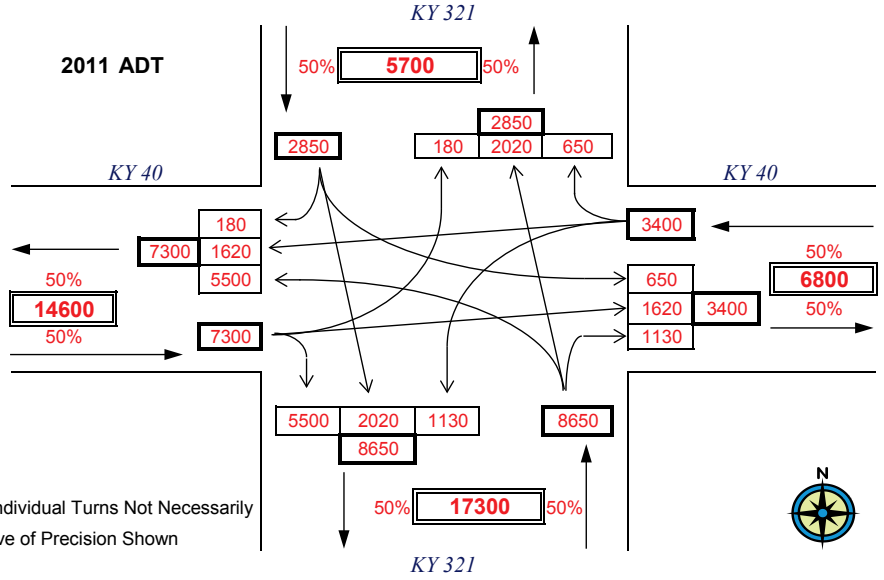
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

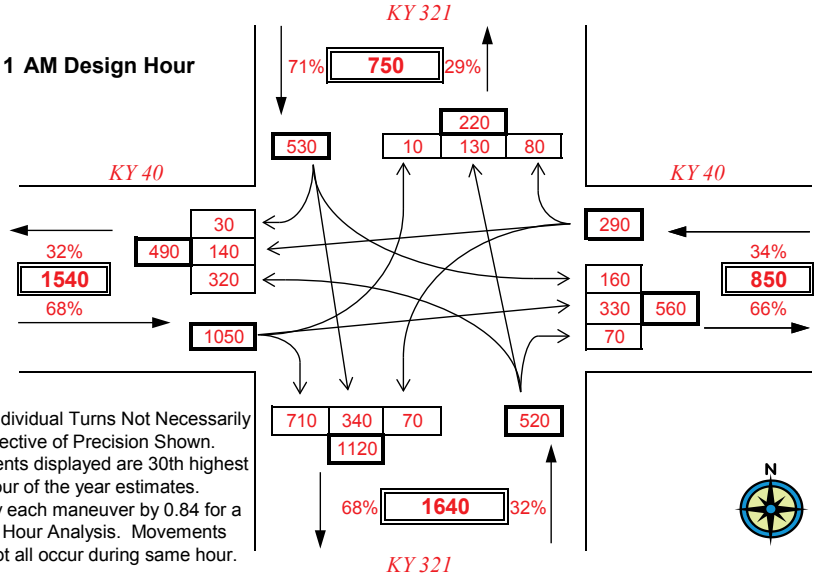
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



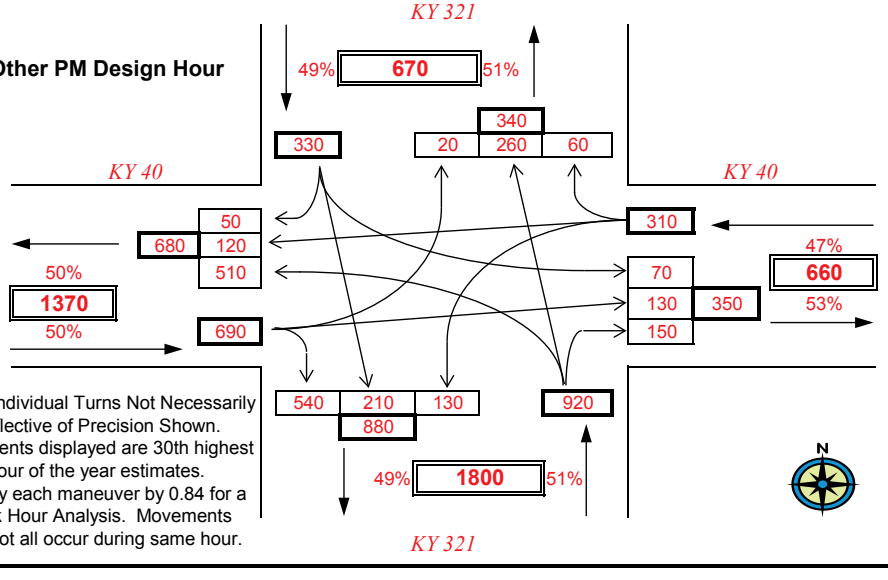
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



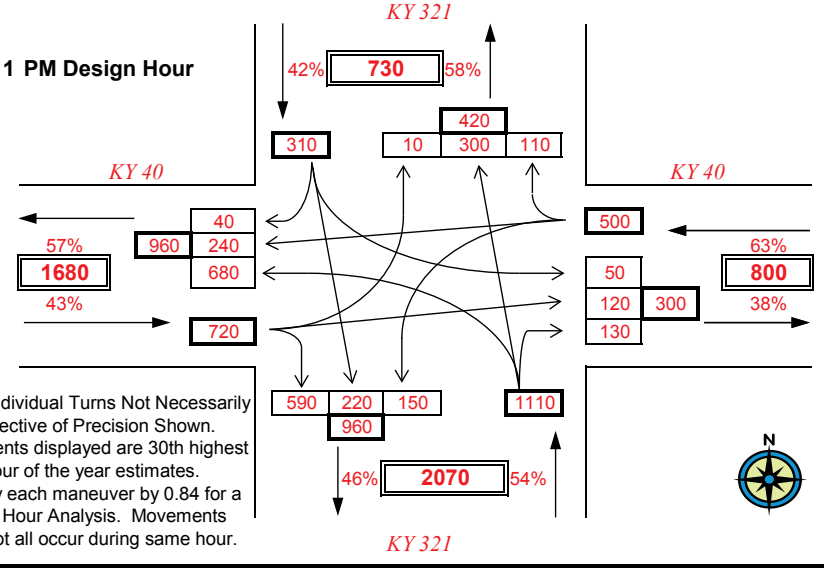
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



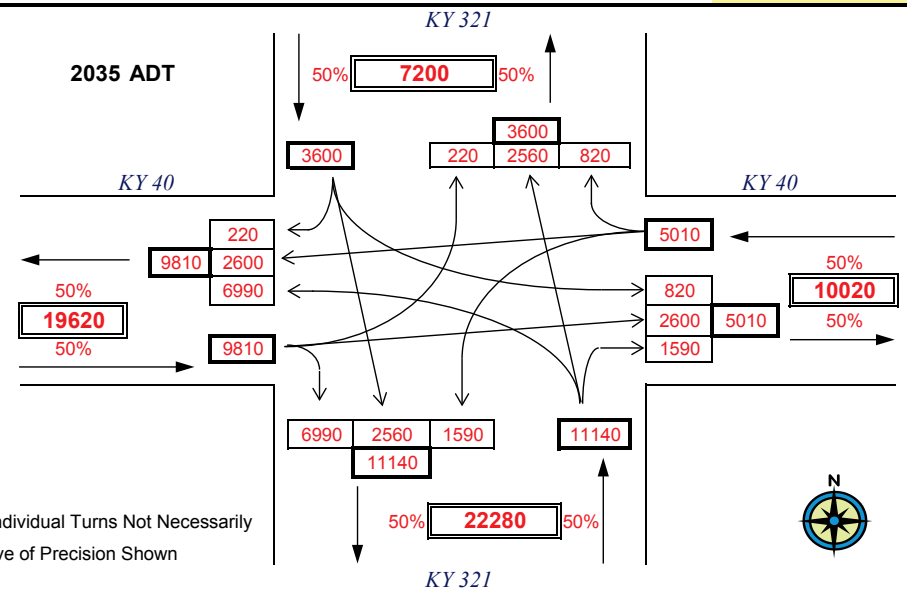
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

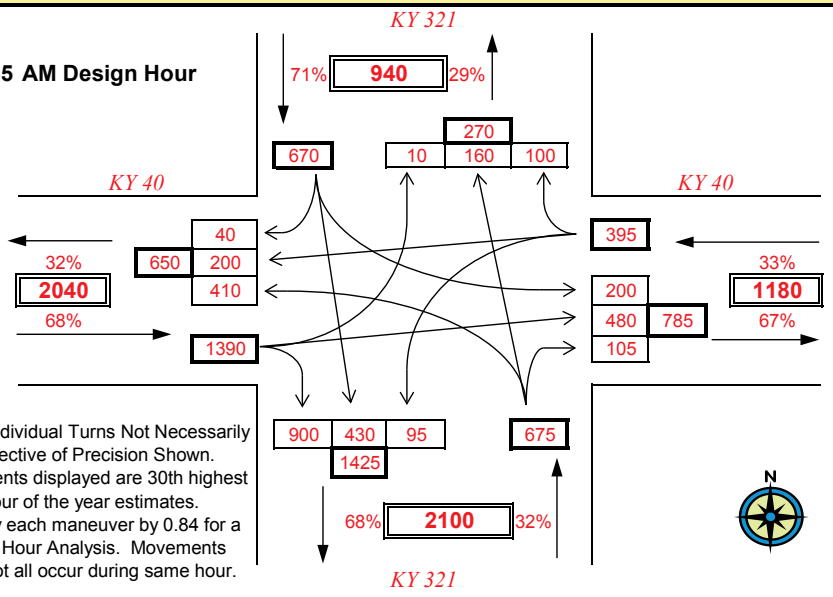
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



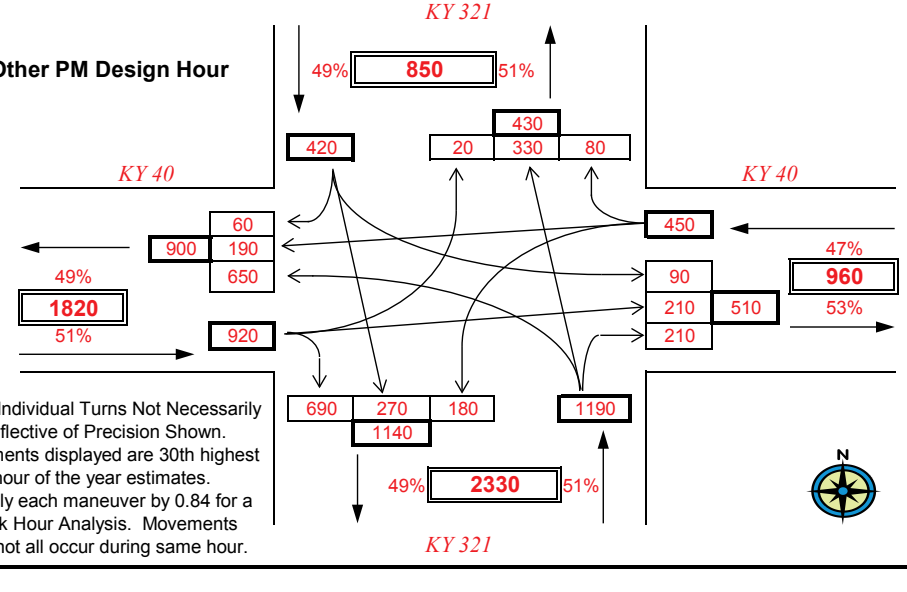
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



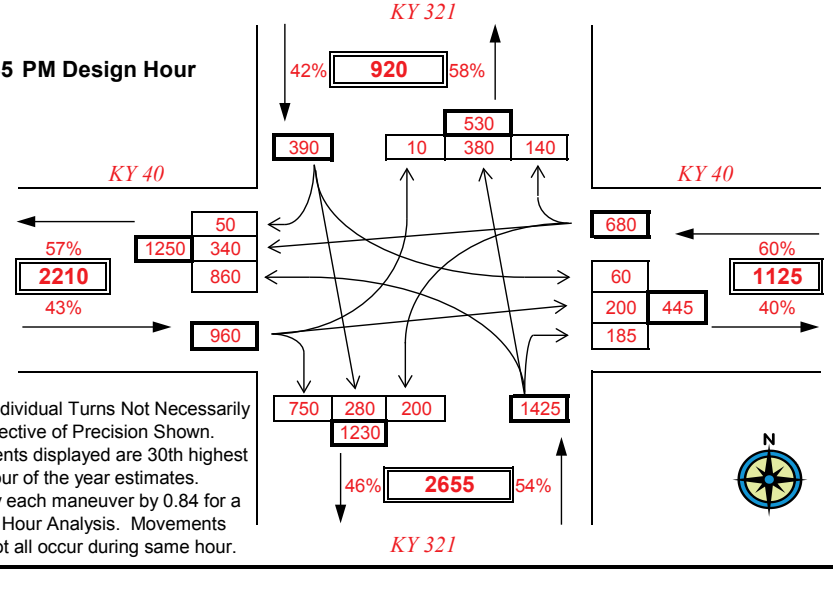
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



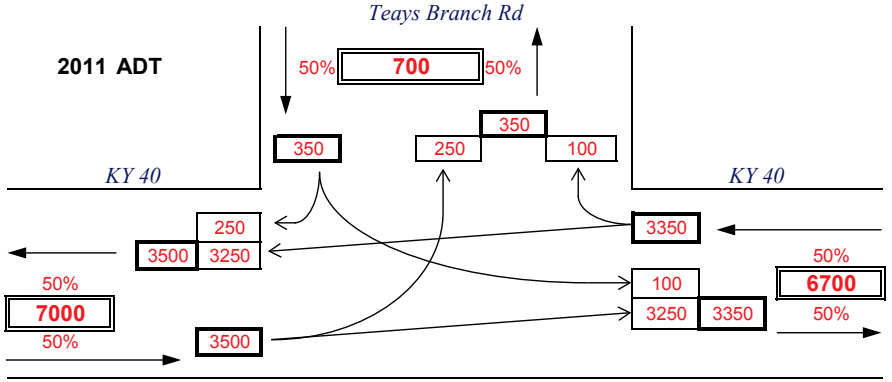
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

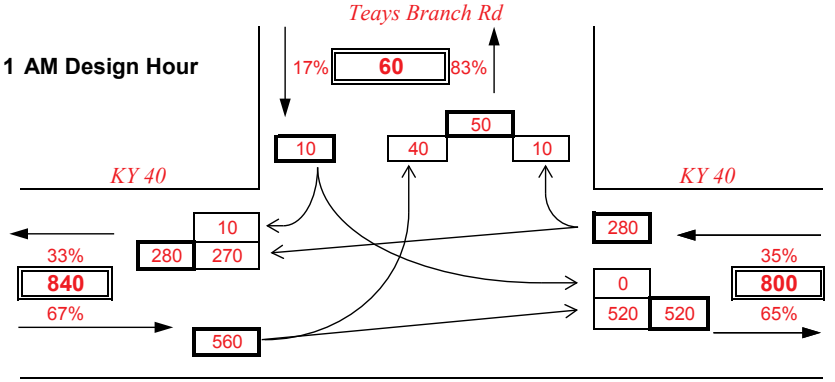
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



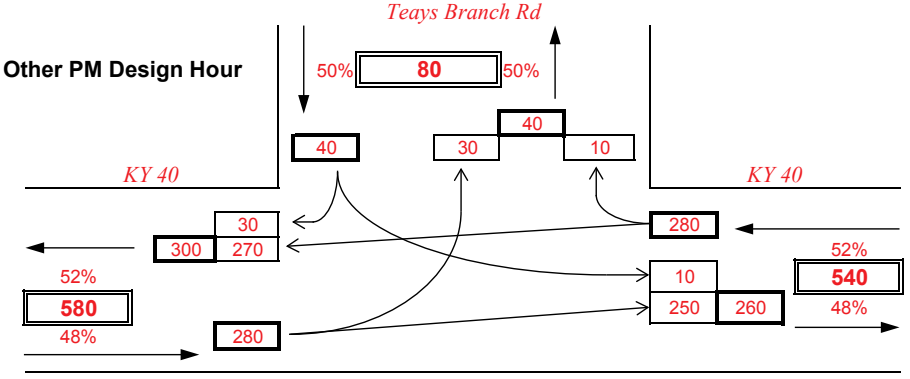
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



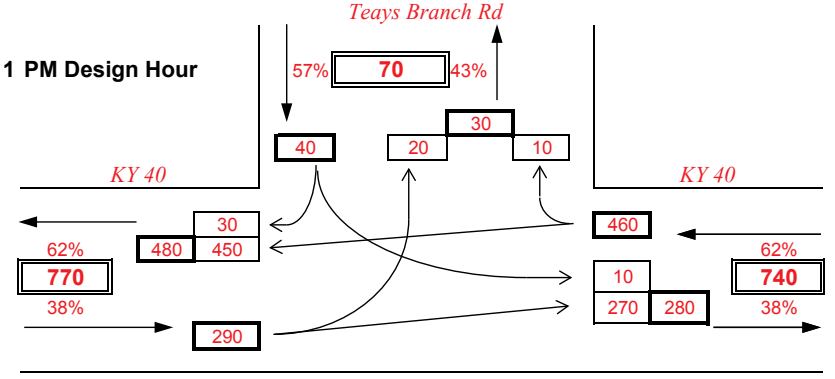
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour

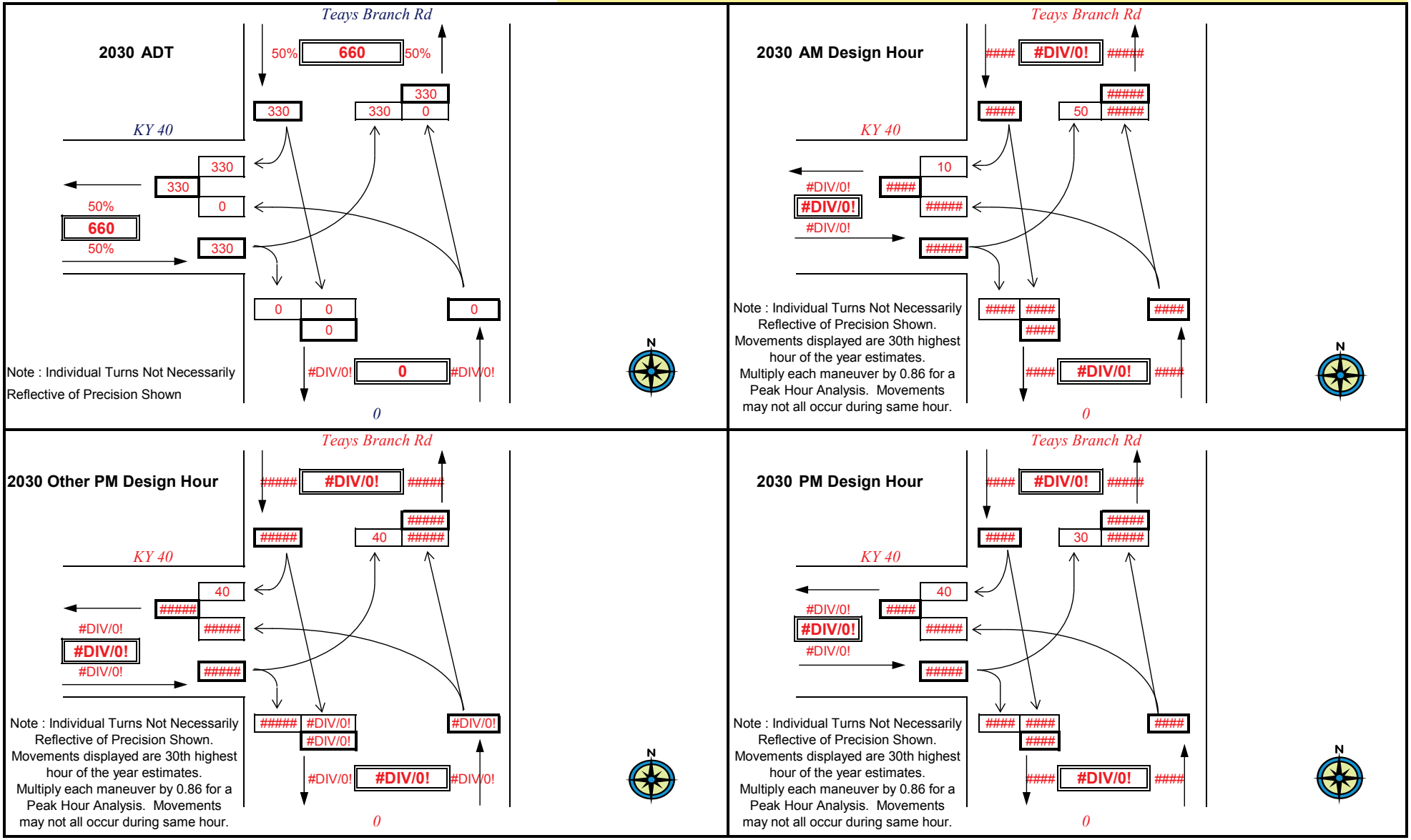


Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: US 68 Widen Turn Lanes
ITEM NUMBER: 1-117.00
MARS NUMBER: 8072601D
REQUEST DATE: 9/4/2007
ANALYST: D. Hamilton
SCENARIO: **2030 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 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**

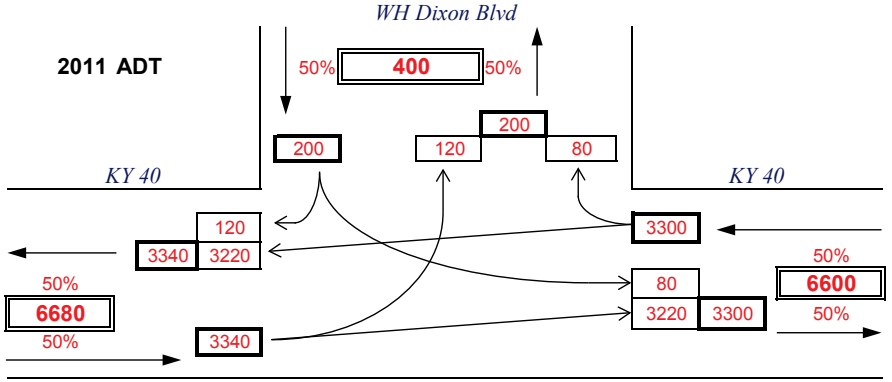


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

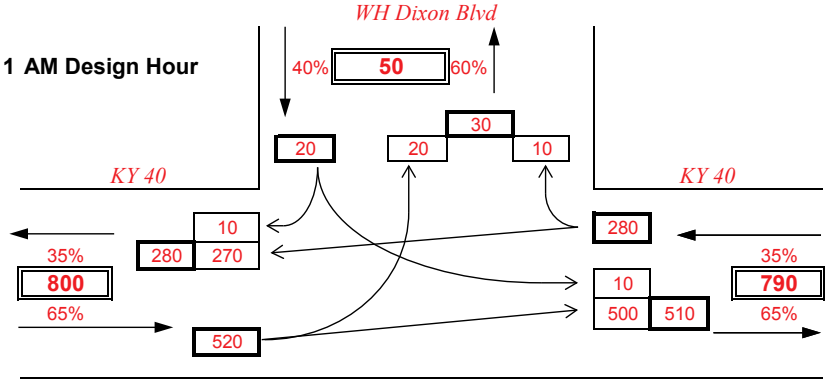
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



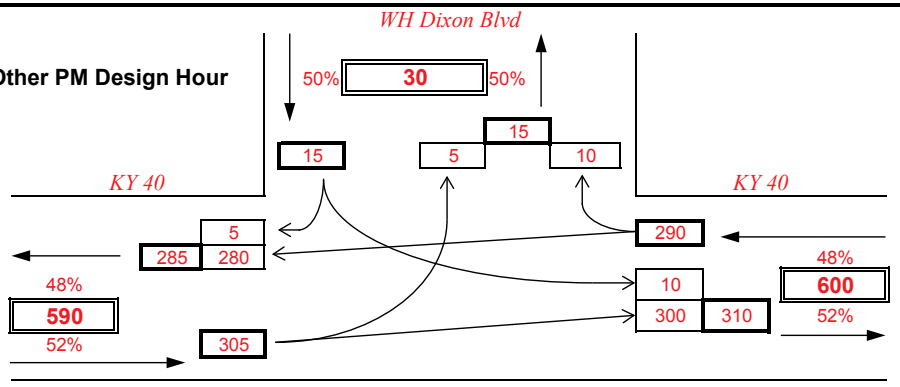
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



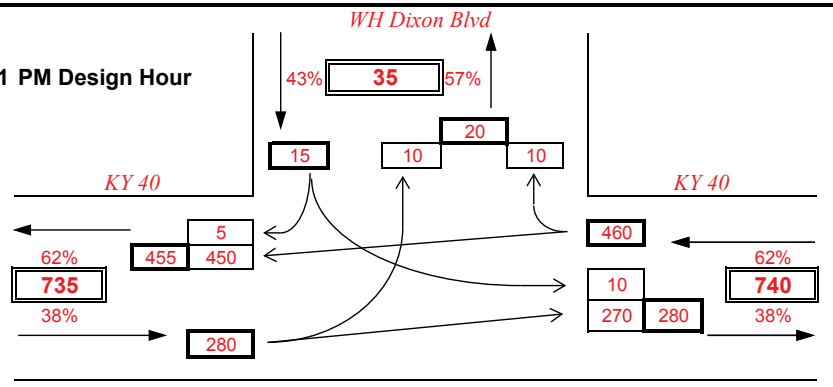
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



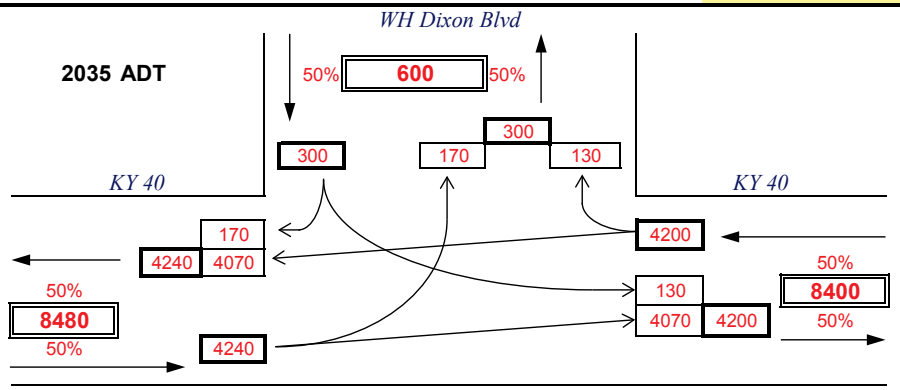
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

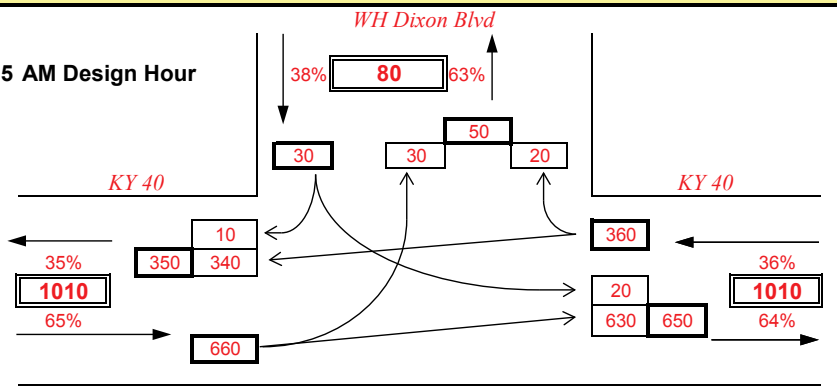
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



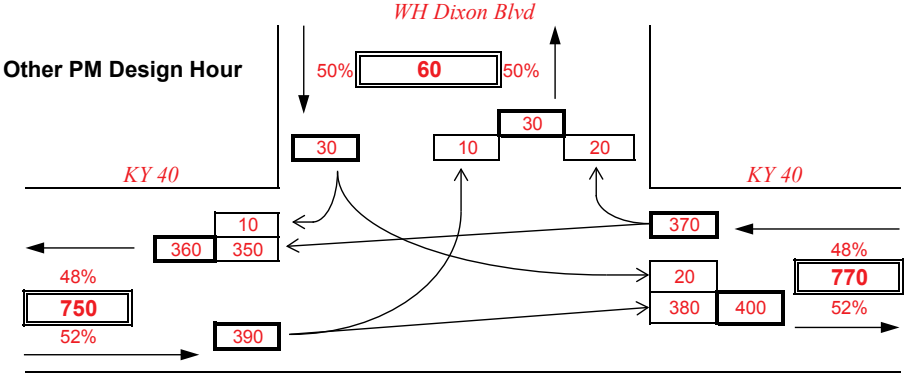
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



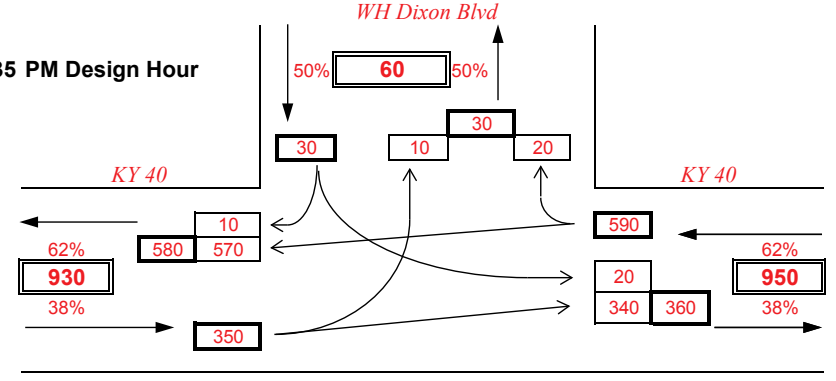
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



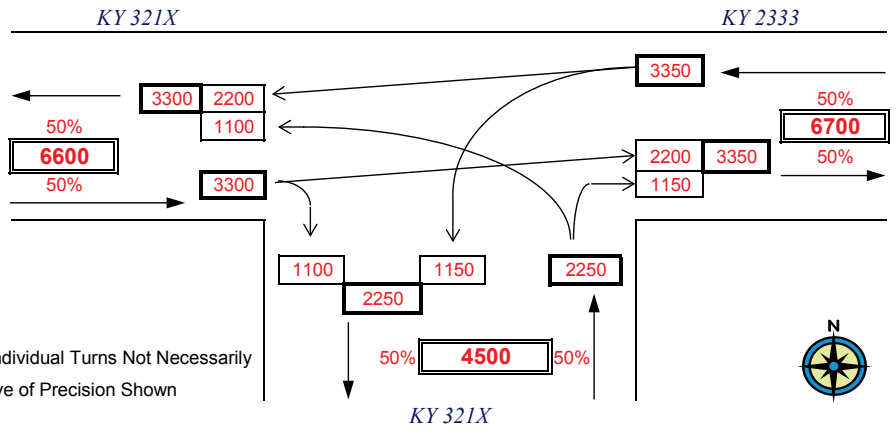
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

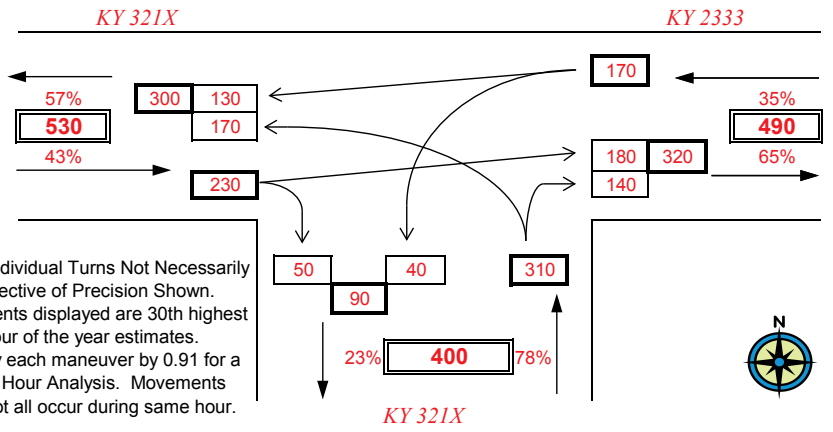
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



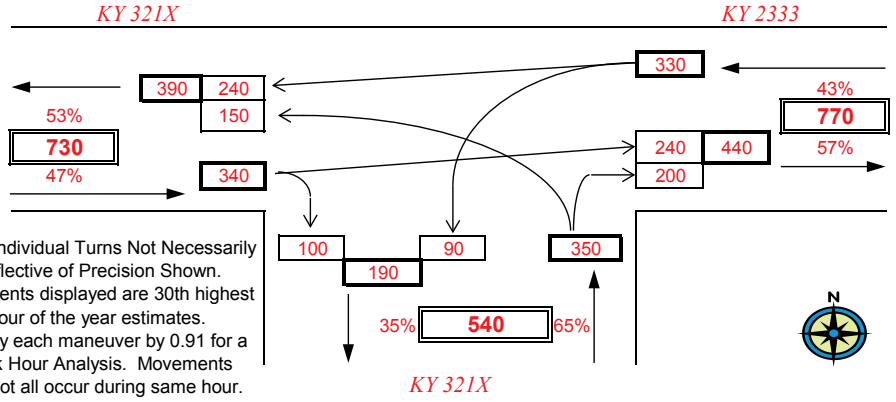
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



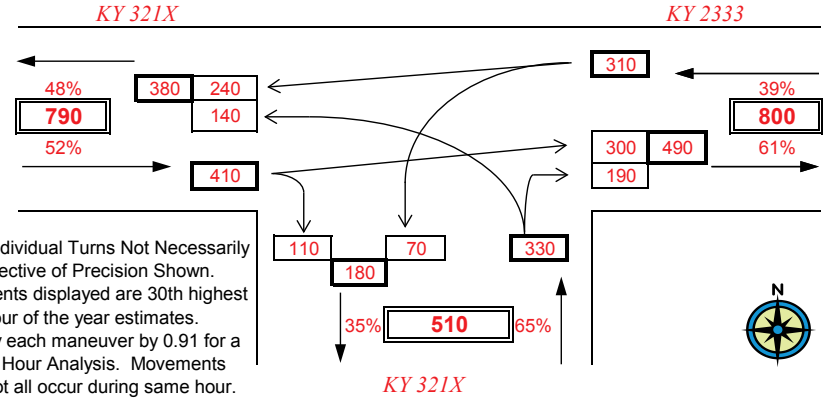
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



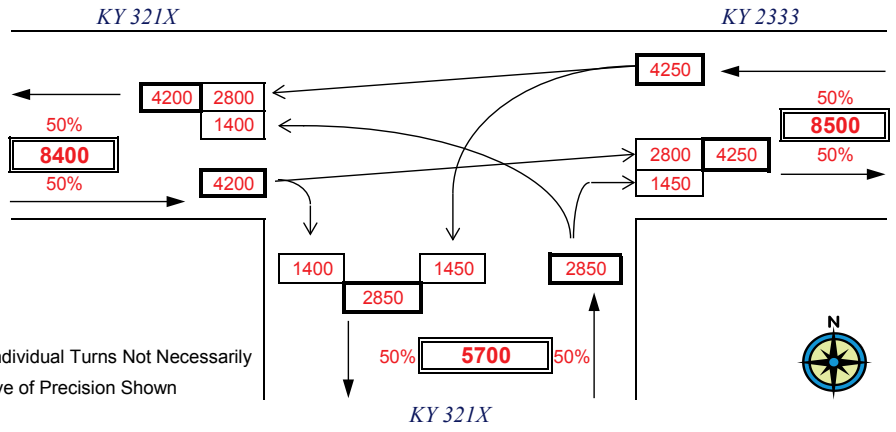
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

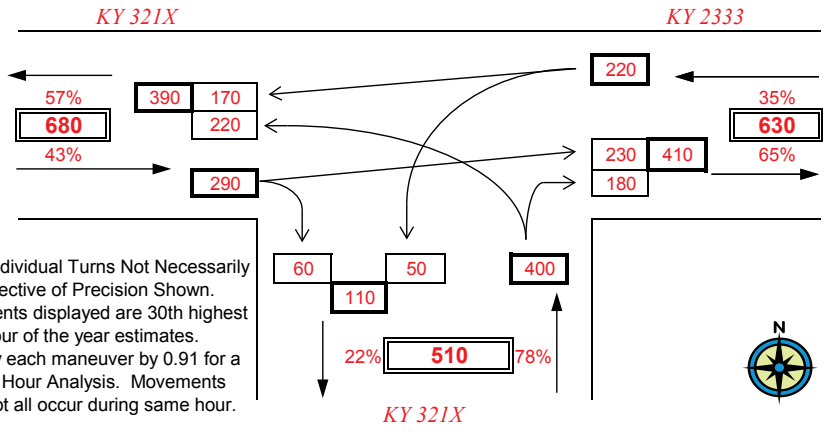
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



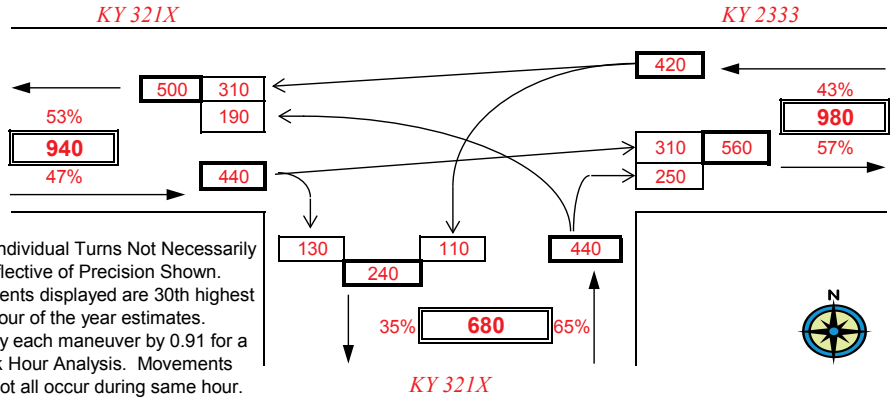
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



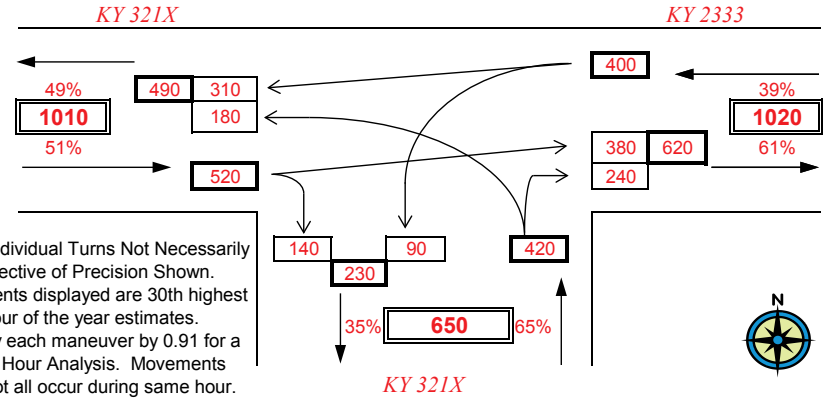
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



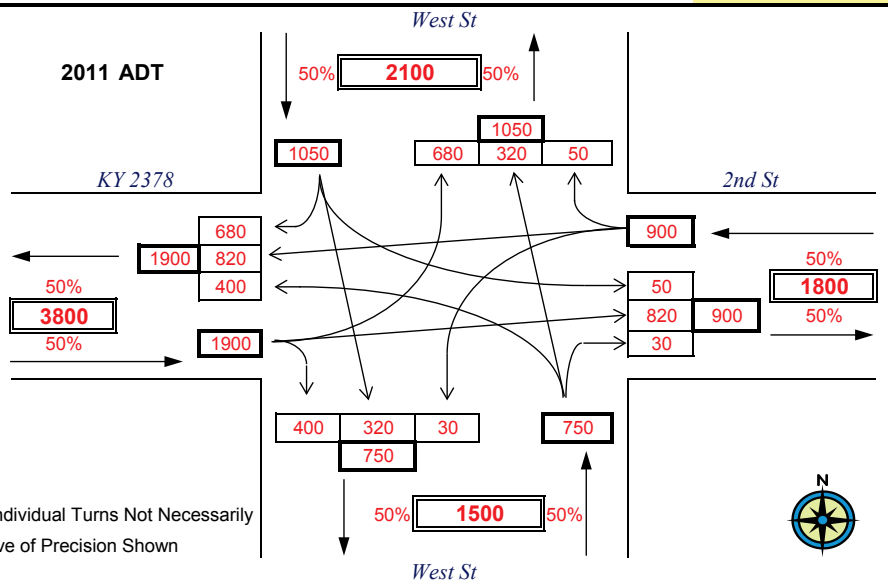
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

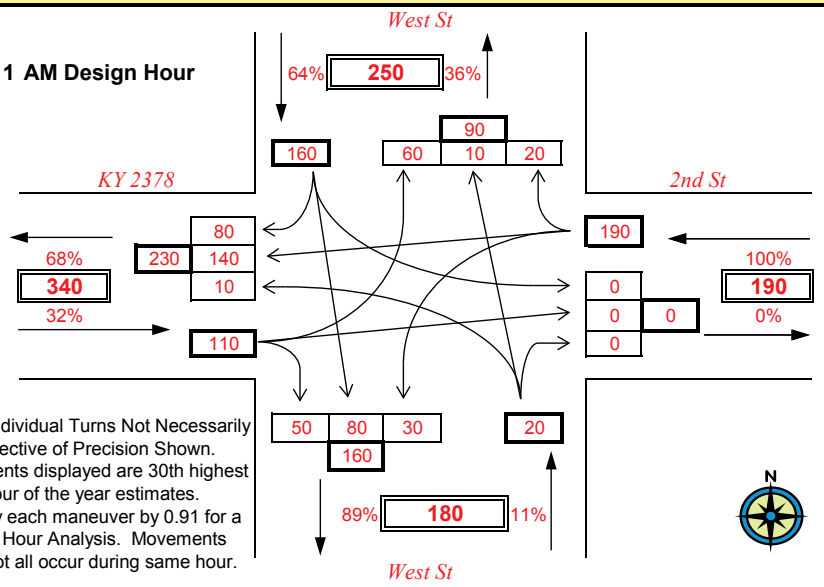
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



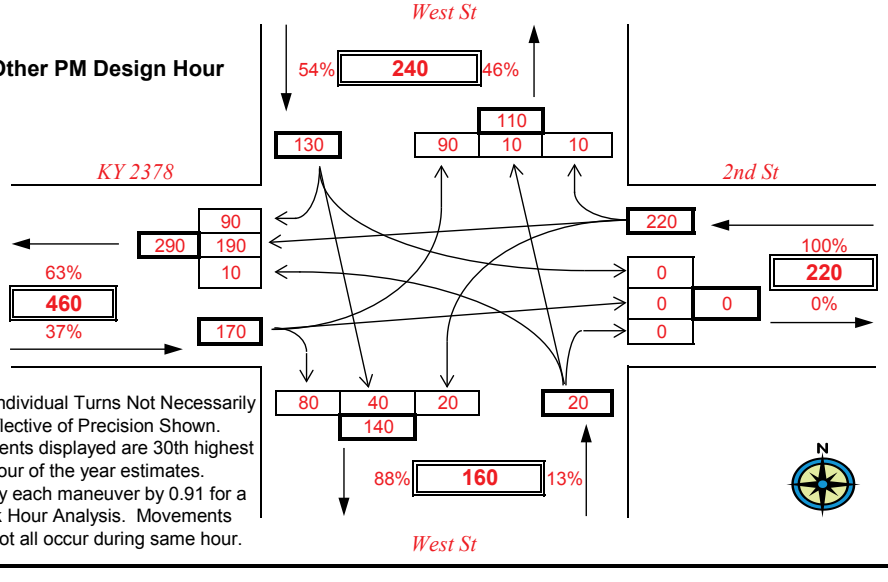
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



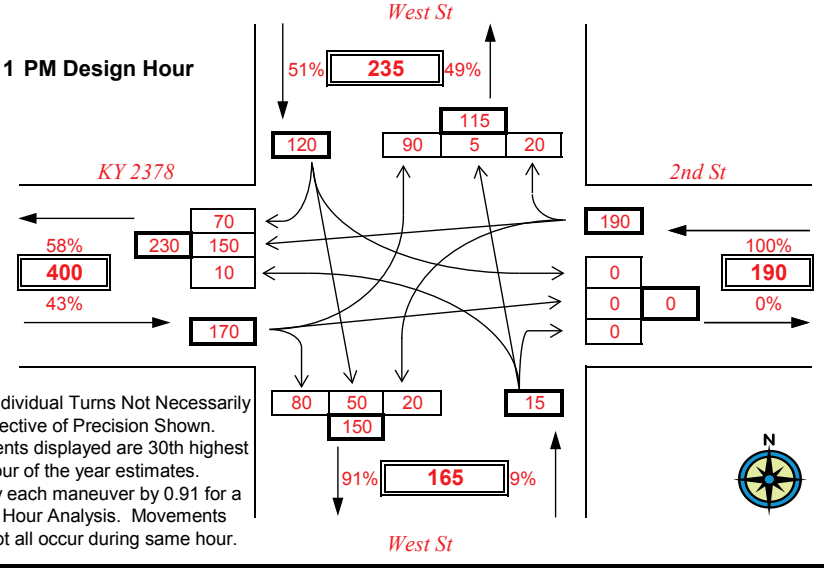
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



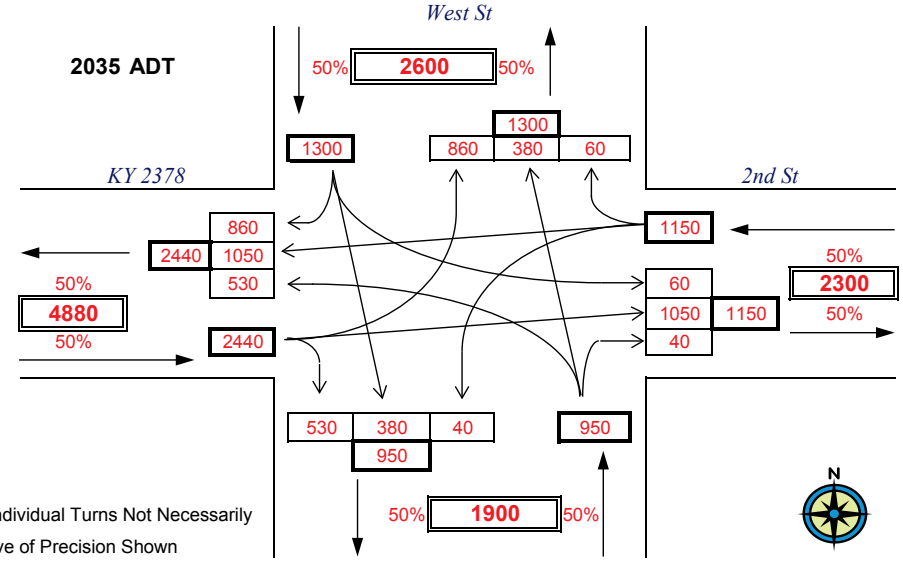
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

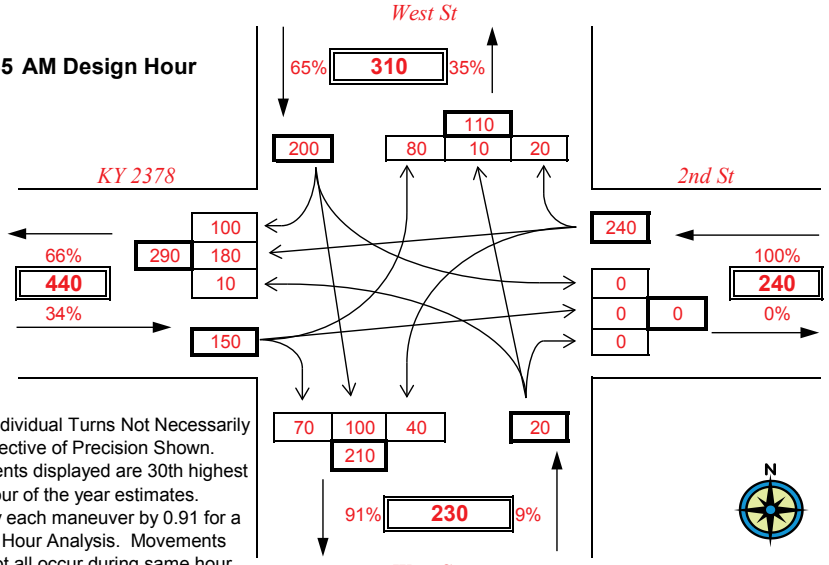
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



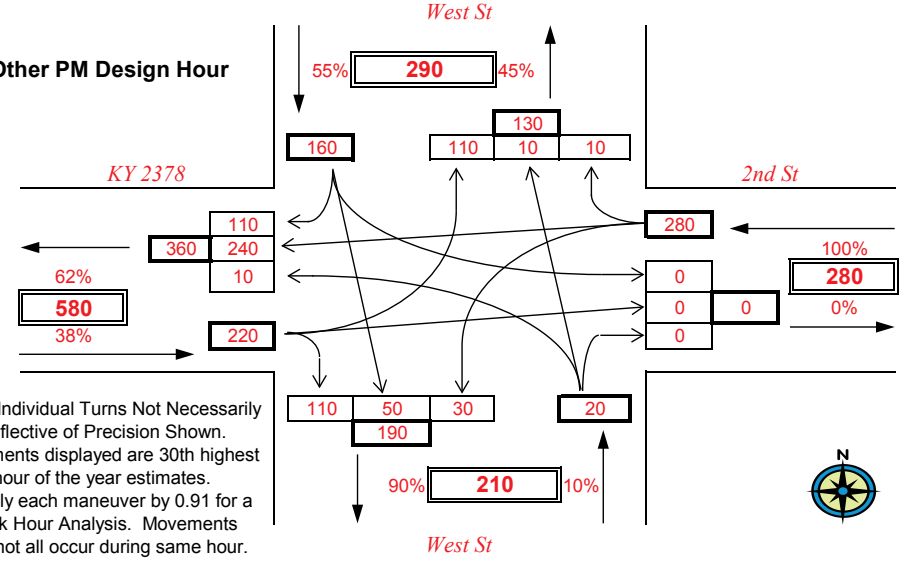
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



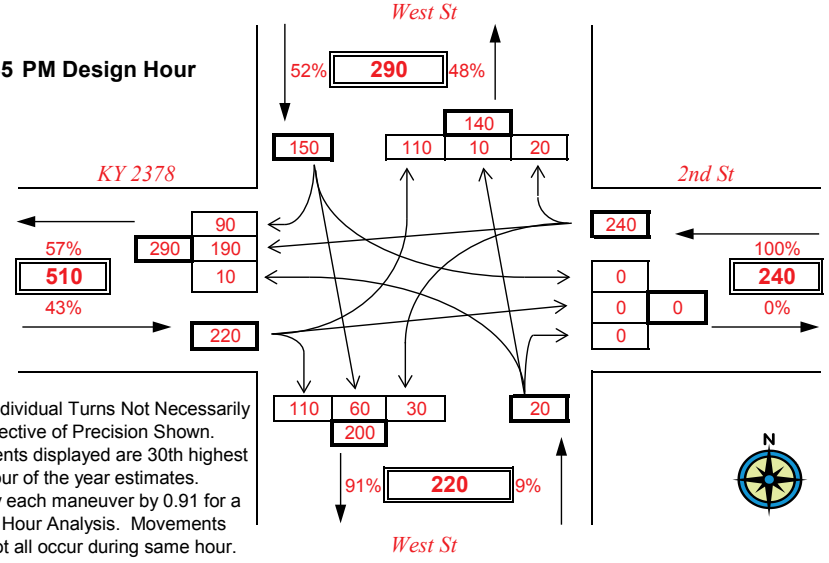
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



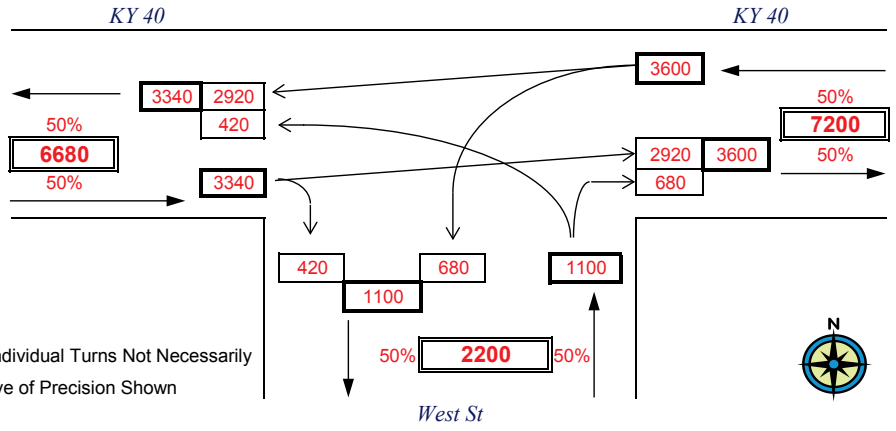
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

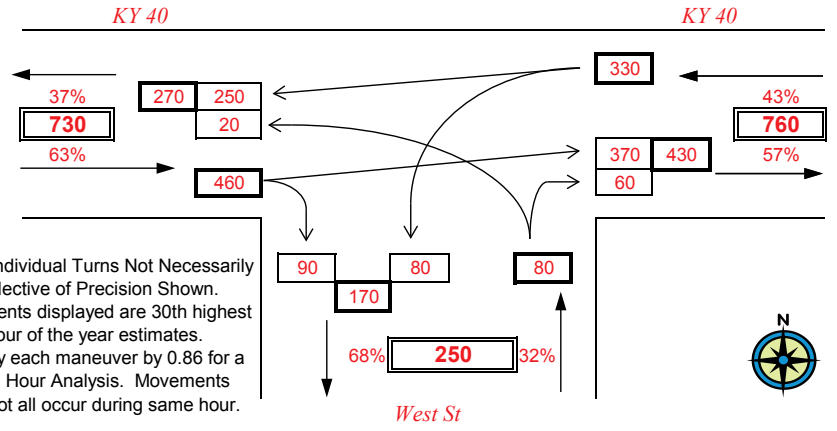
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



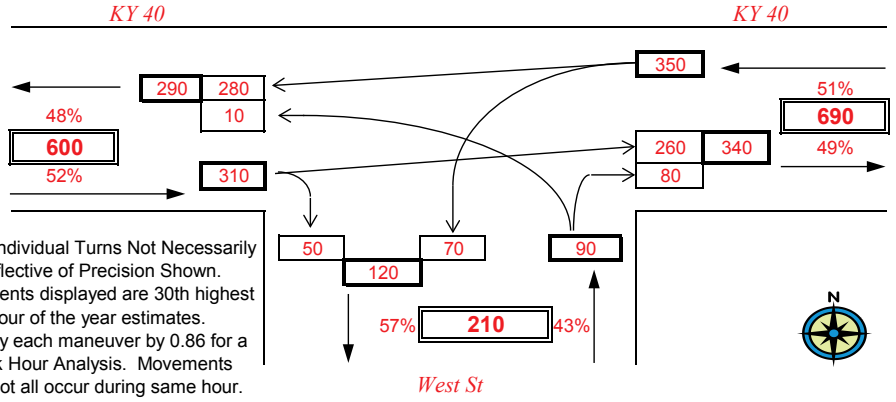
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



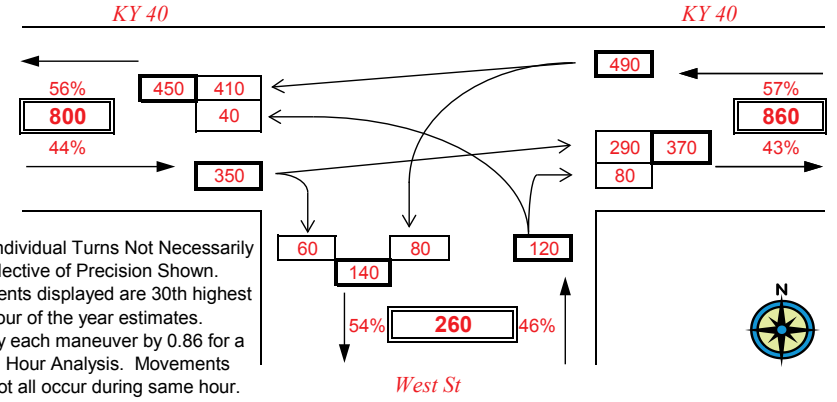
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



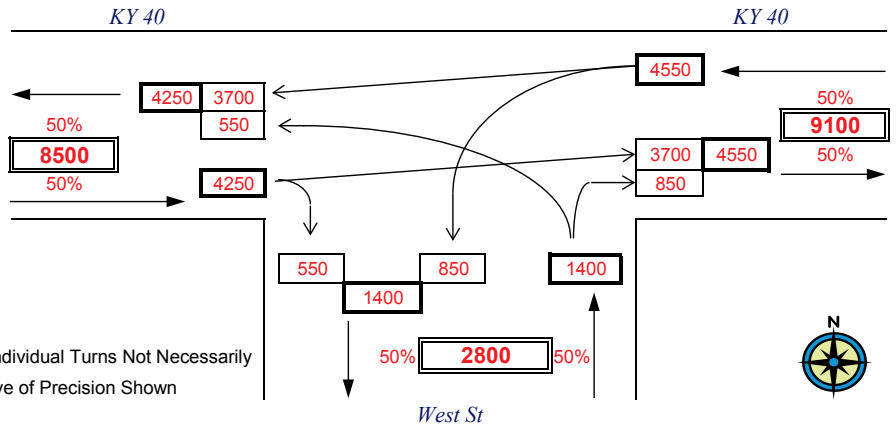
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

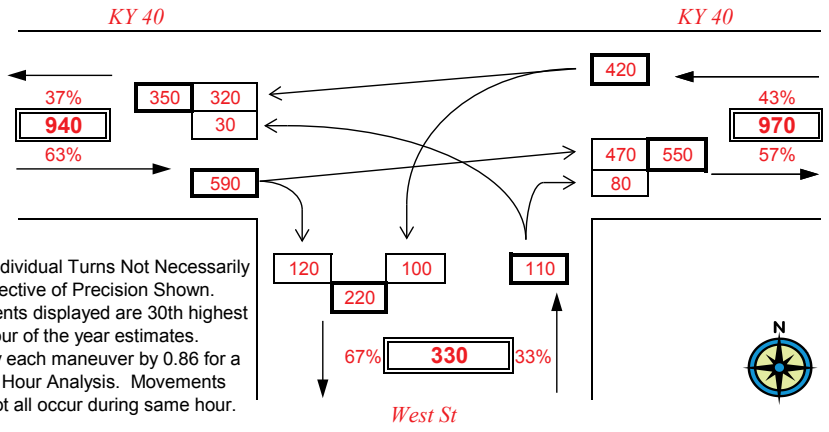
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



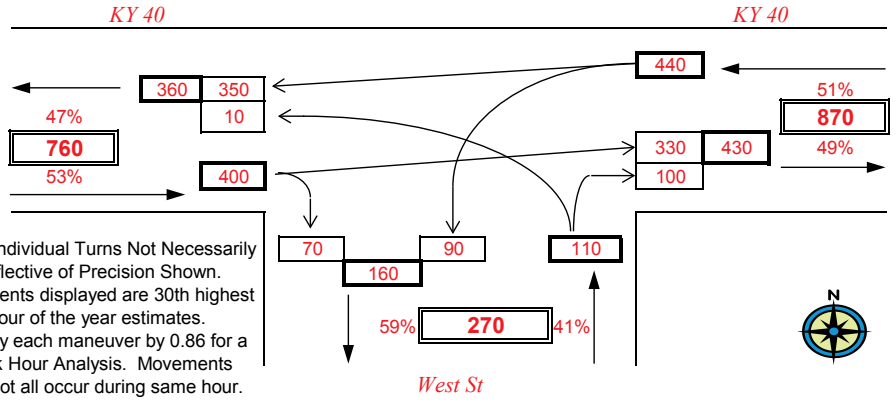
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



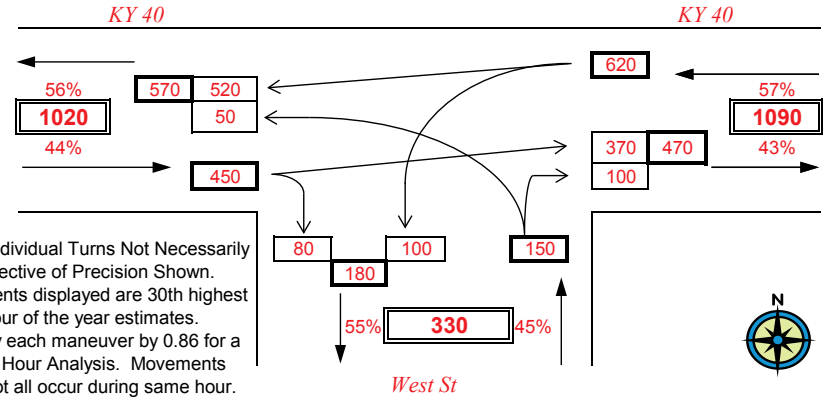
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



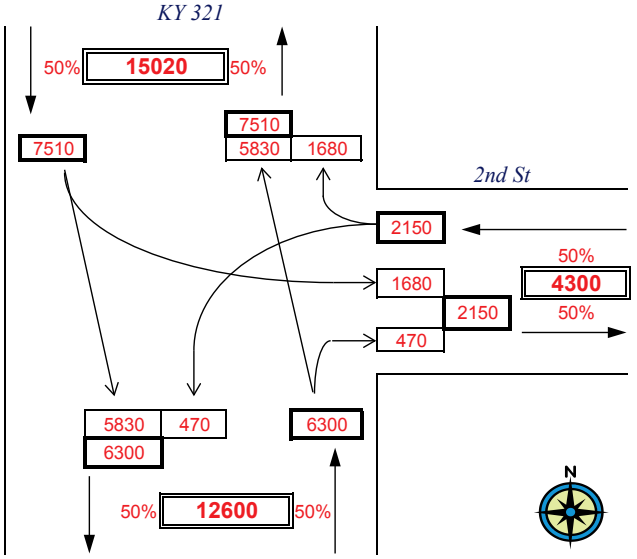
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

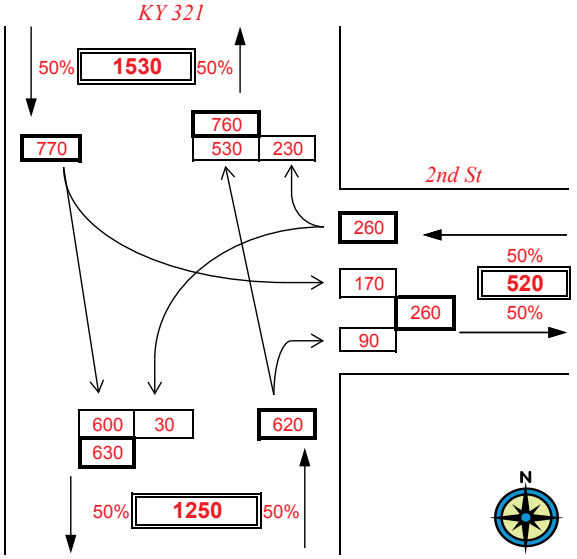
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



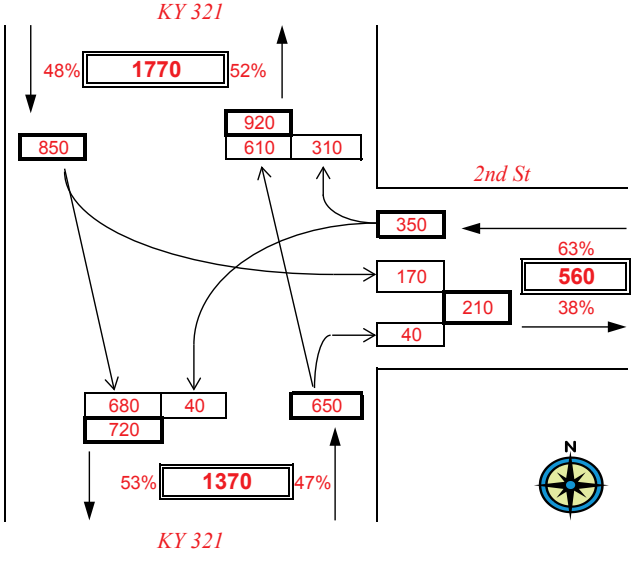
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



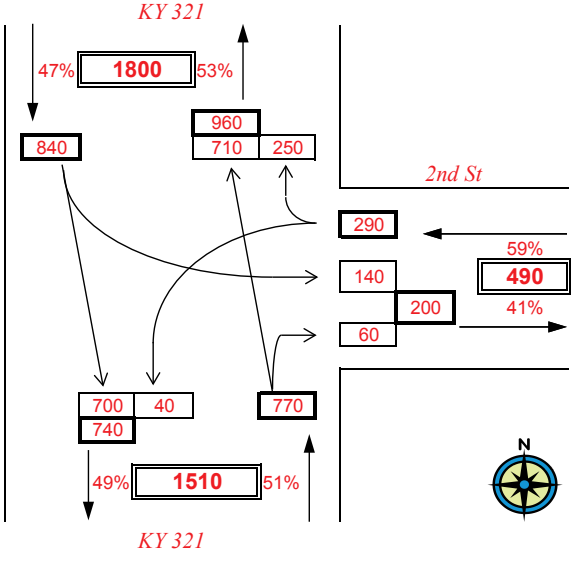
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



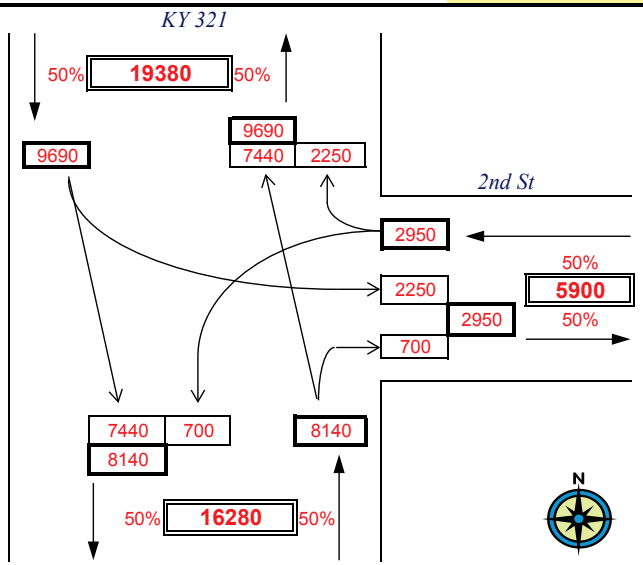
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

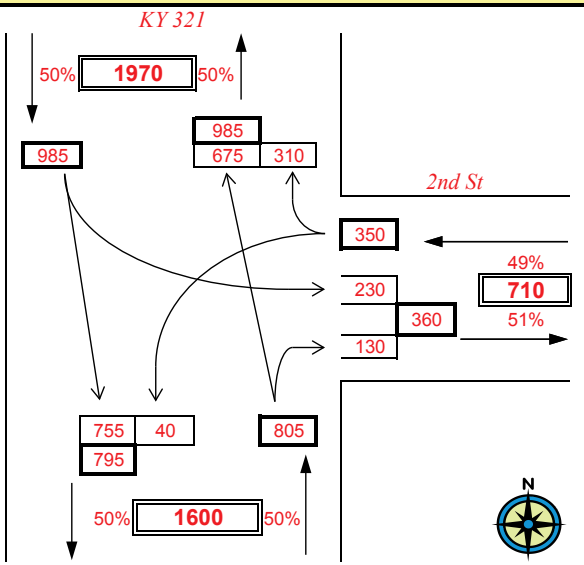
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



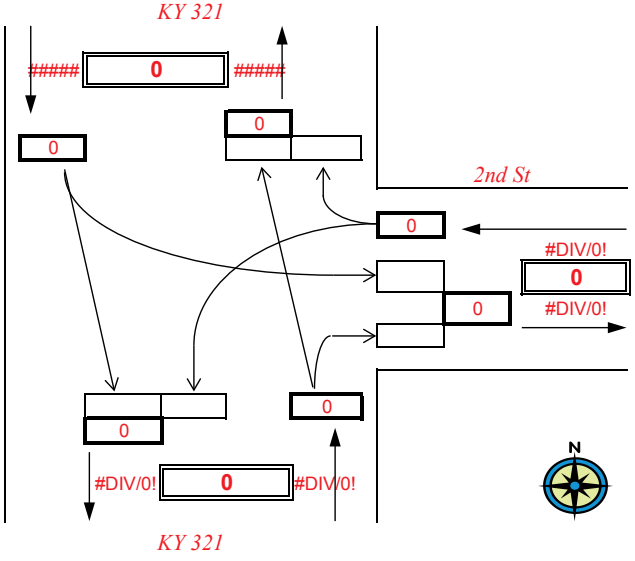
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



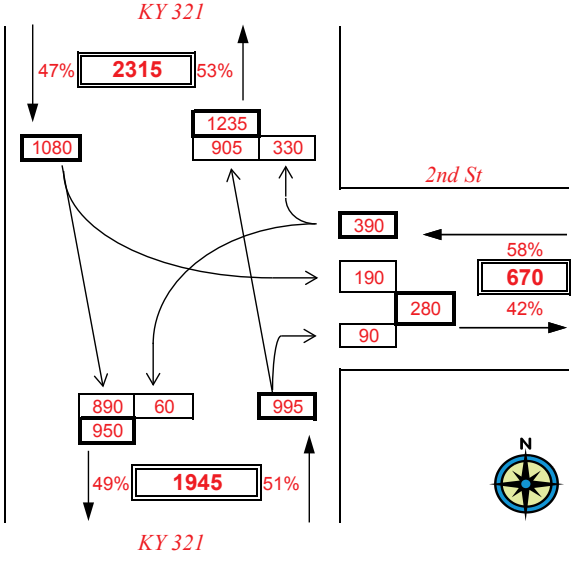
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



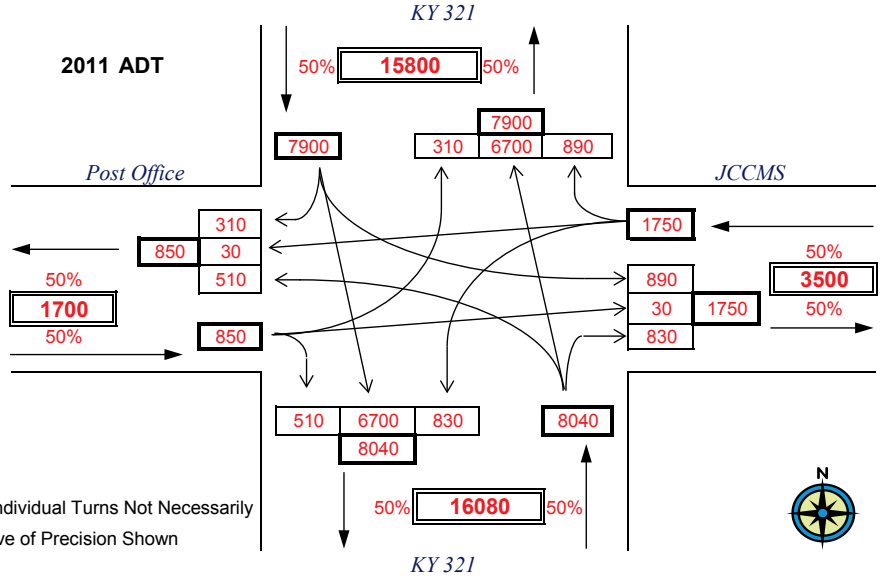
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

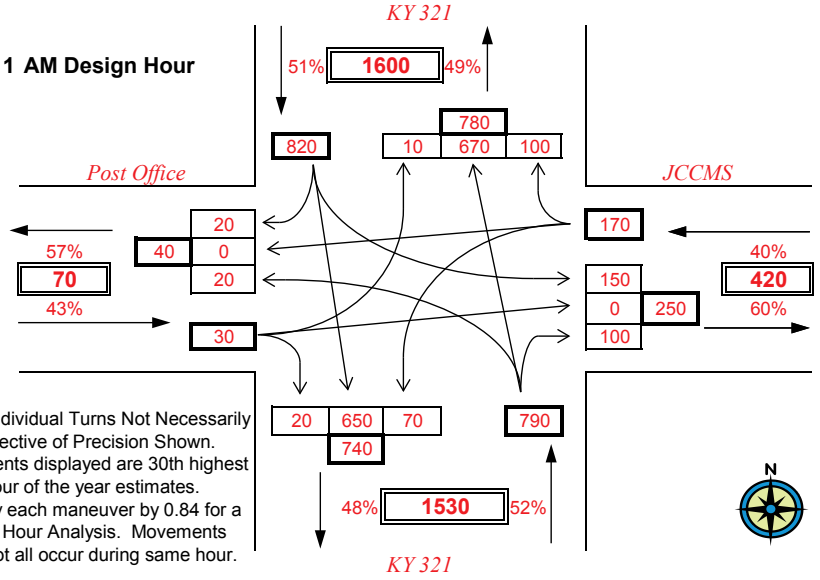
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



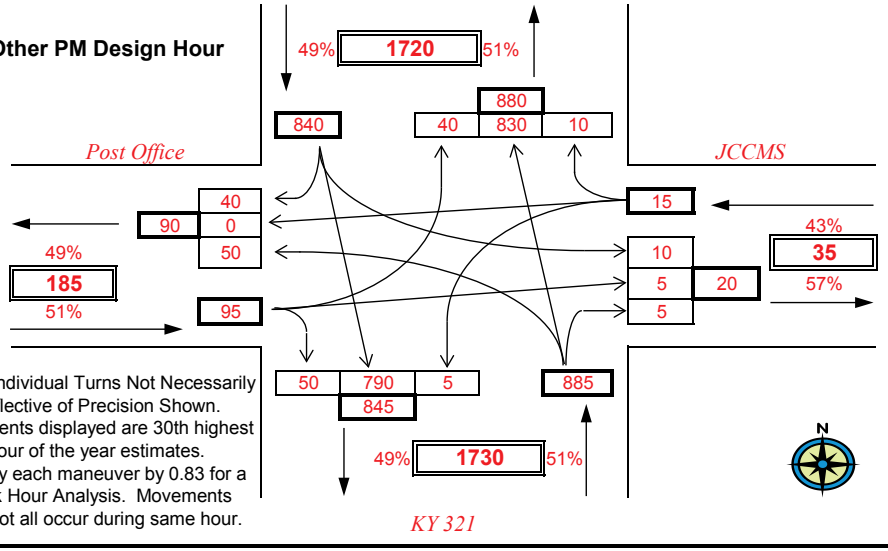
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



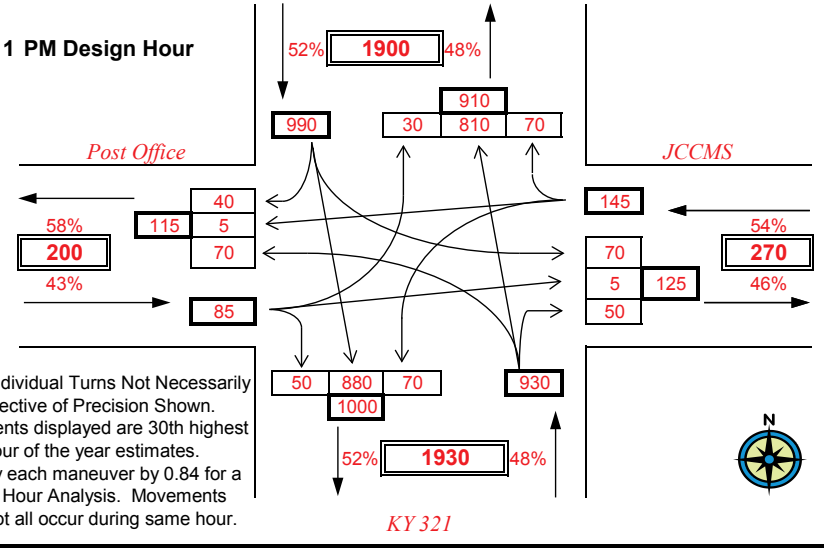
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



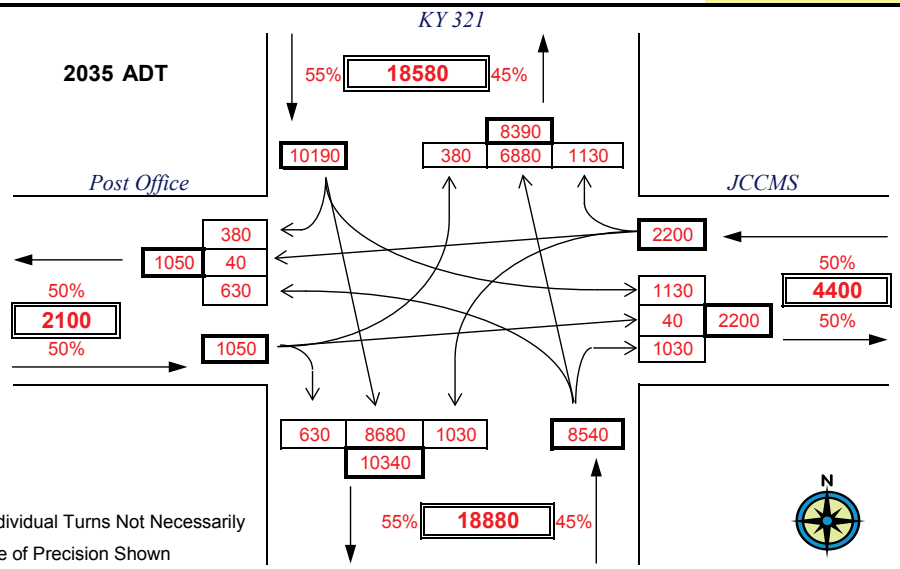
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

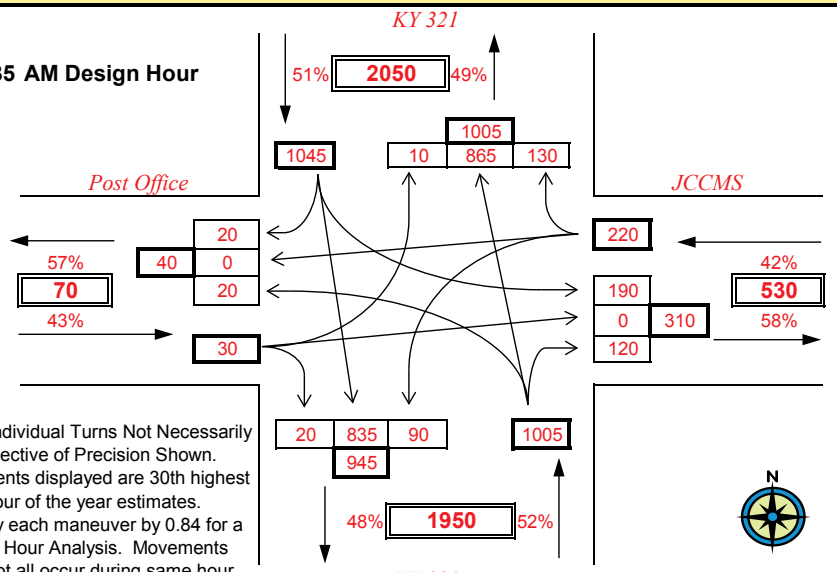
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



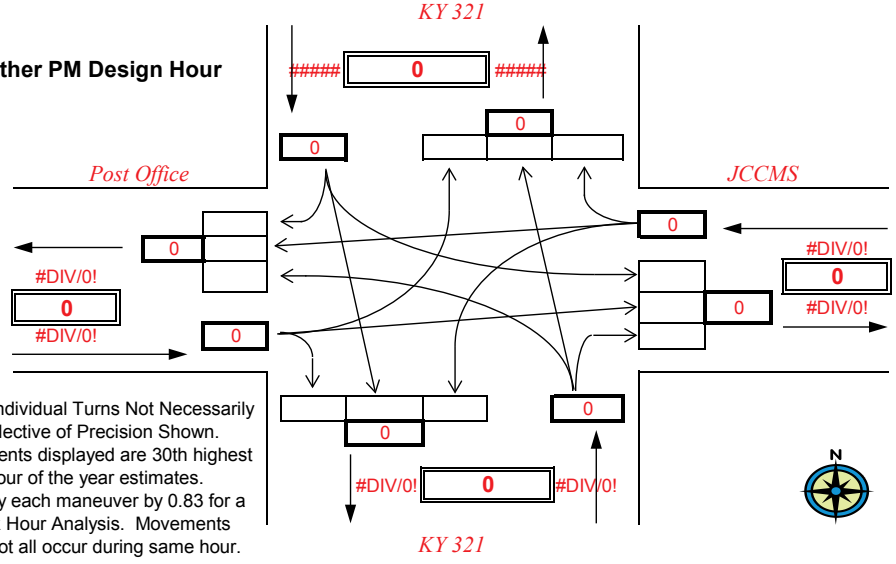
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



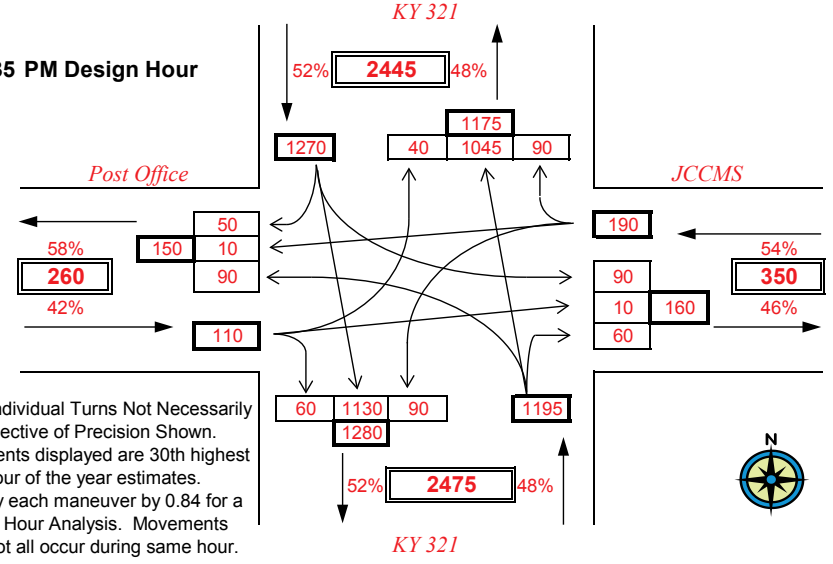
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



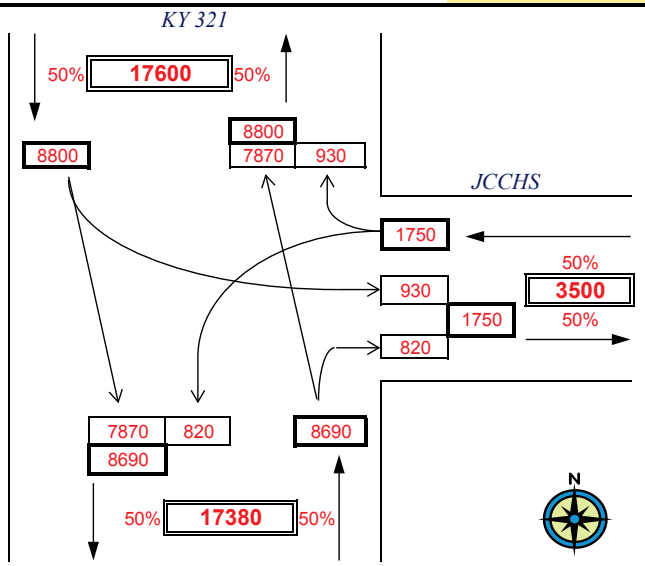
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

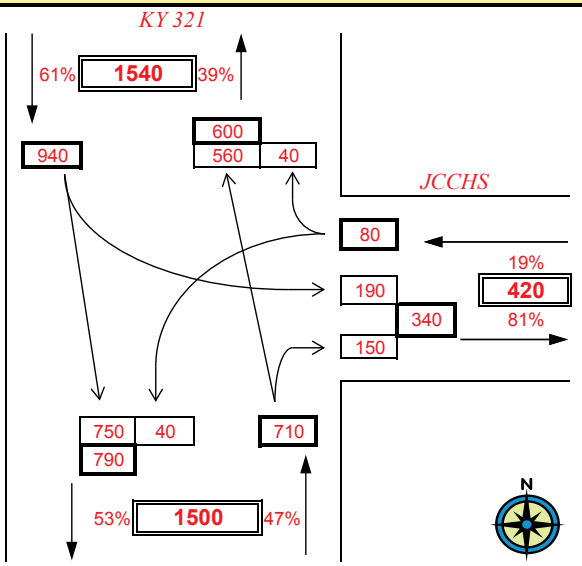
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



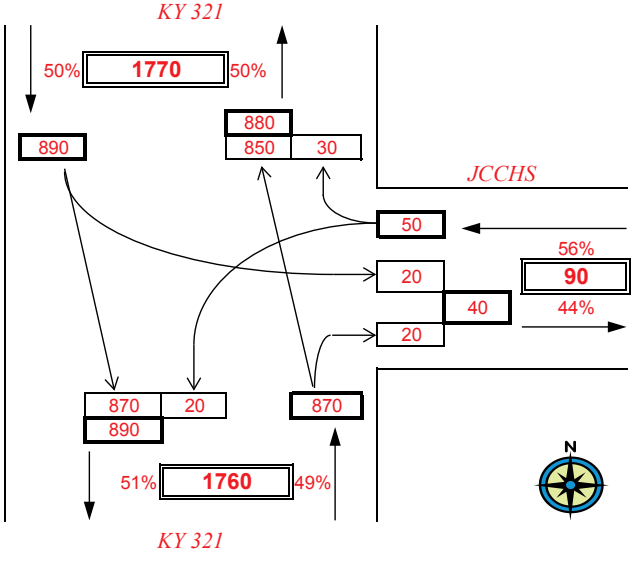
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



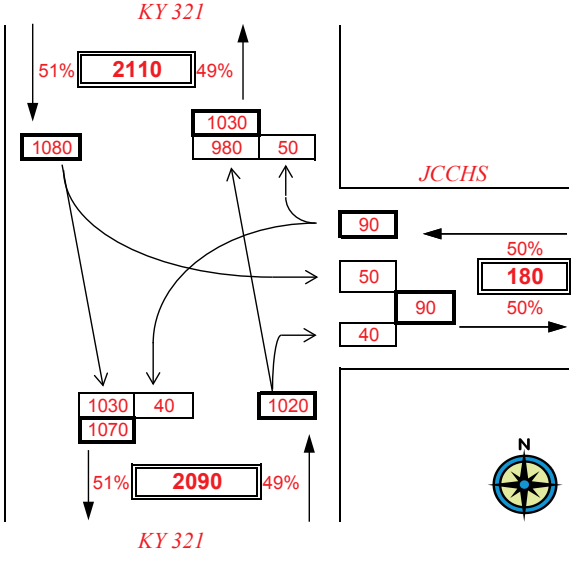
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



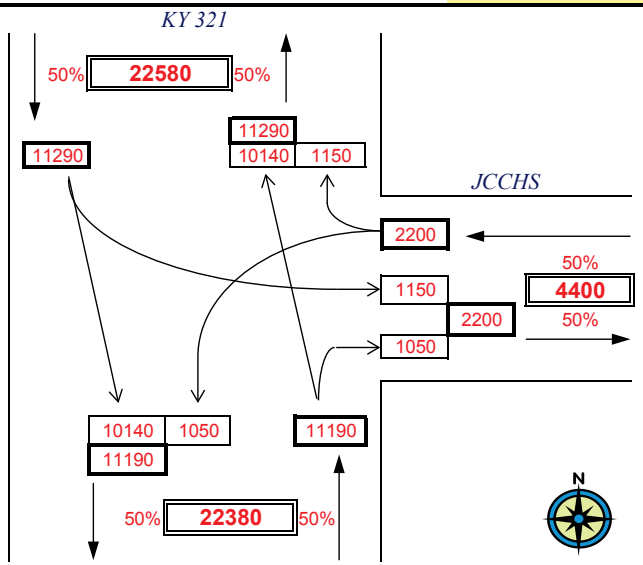
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

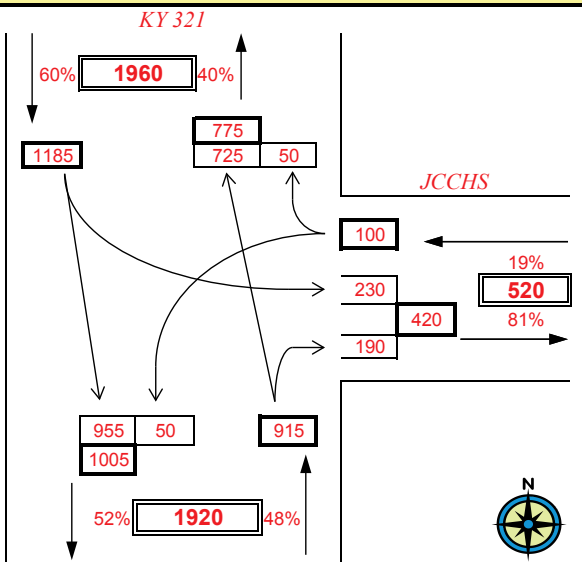
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



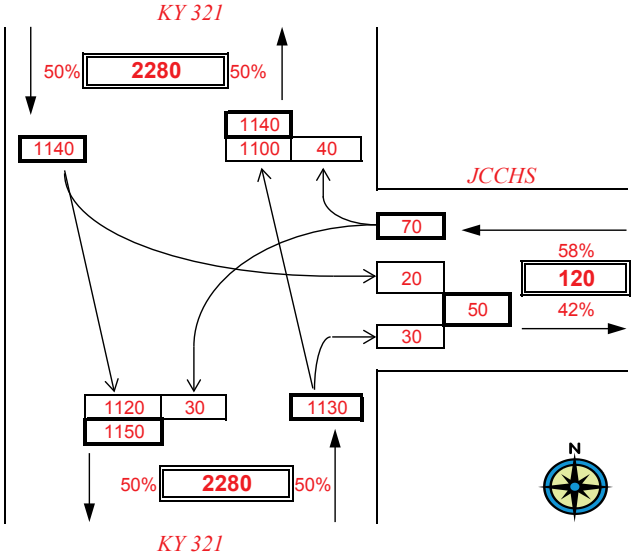
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



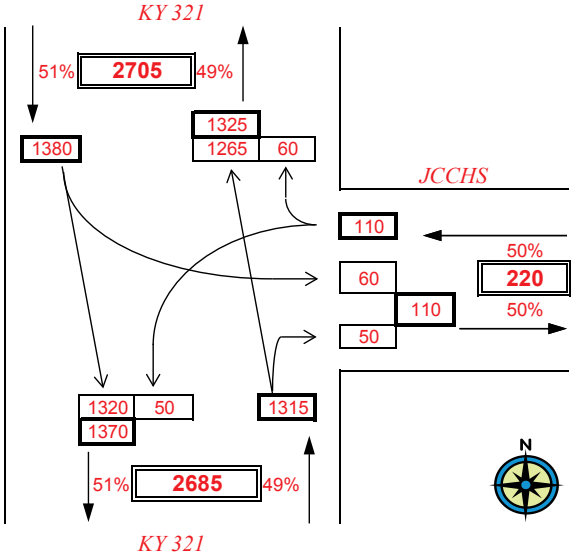
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

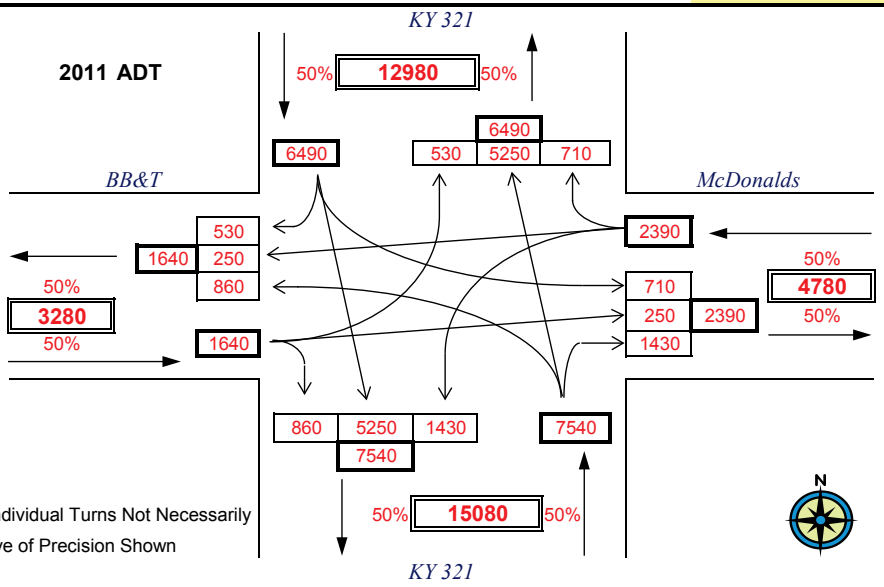


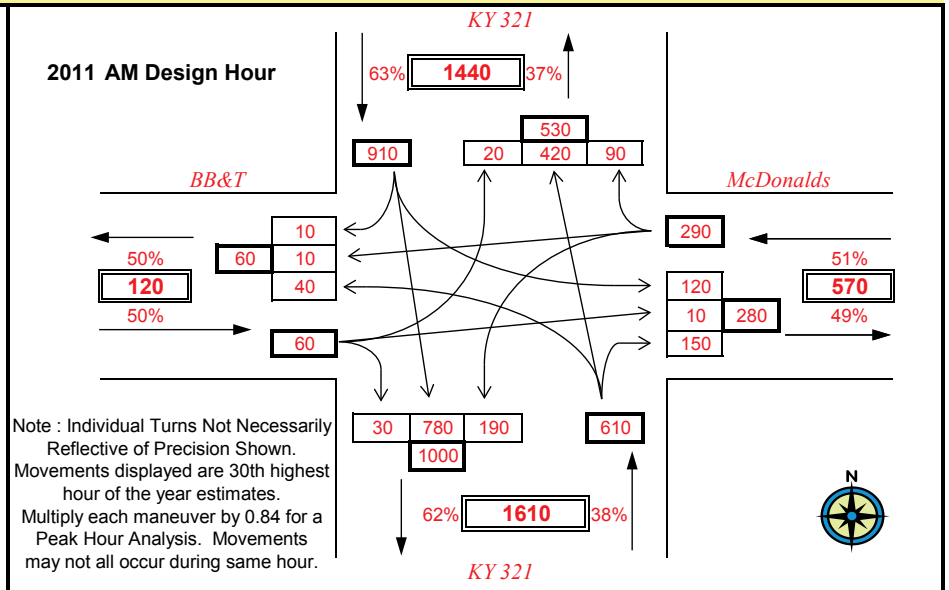
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

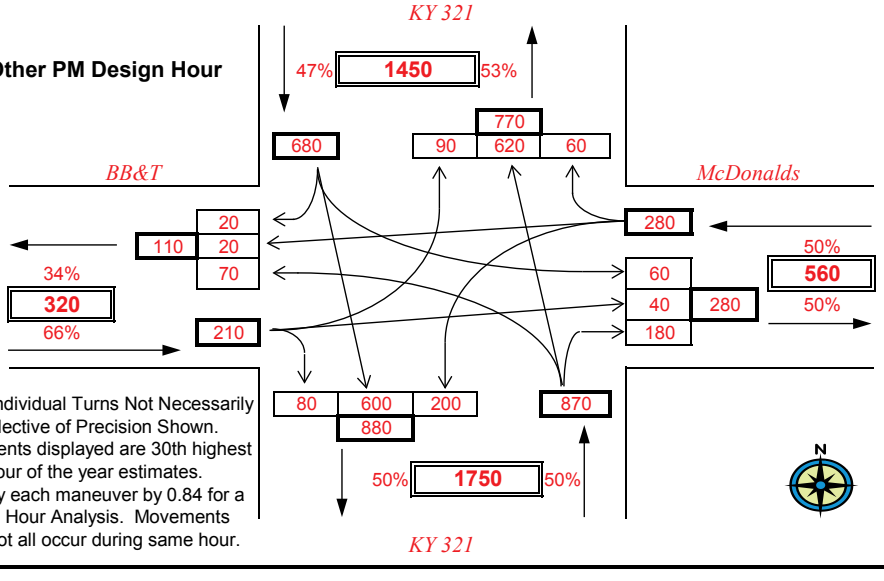
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

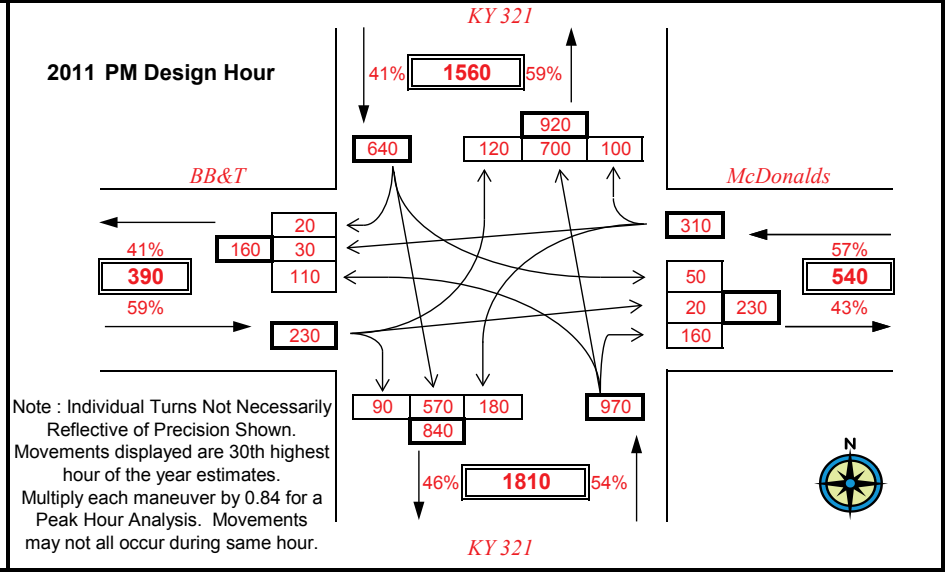
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







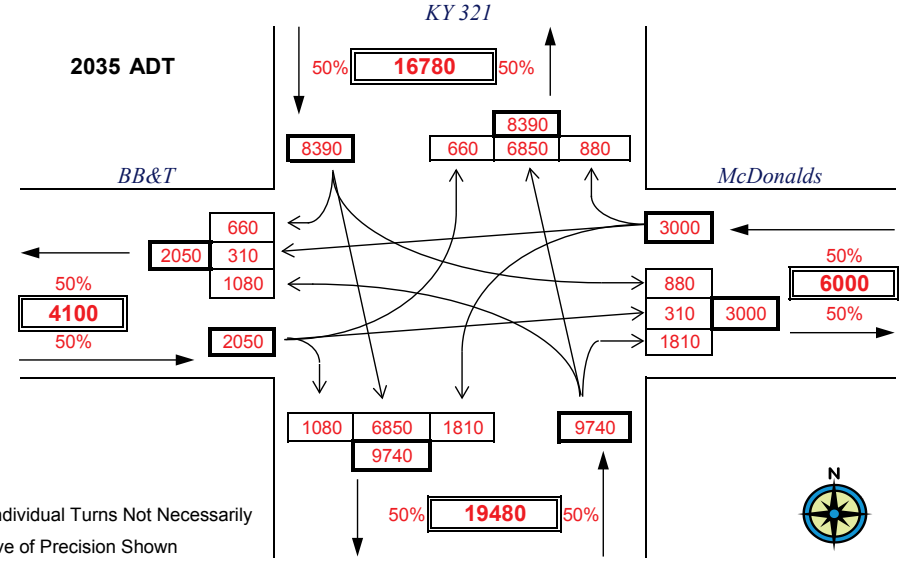


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

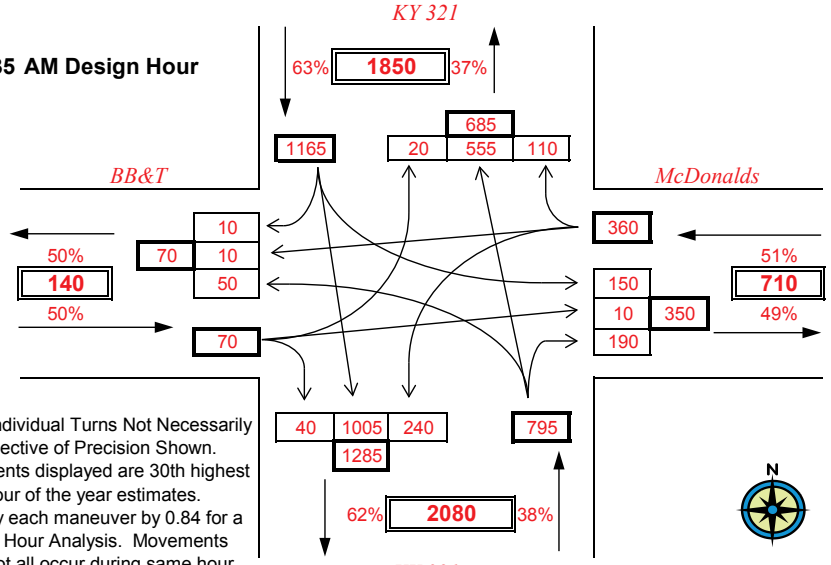
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



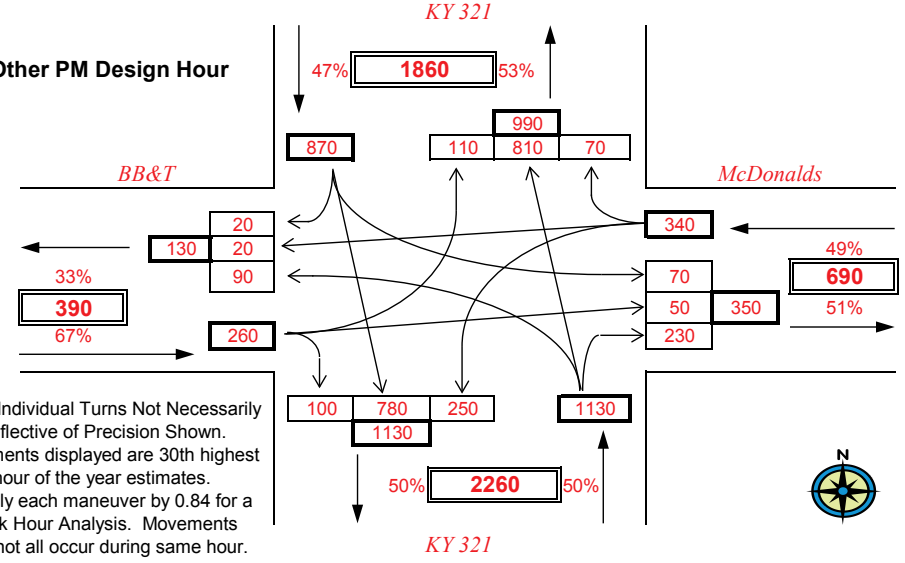
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



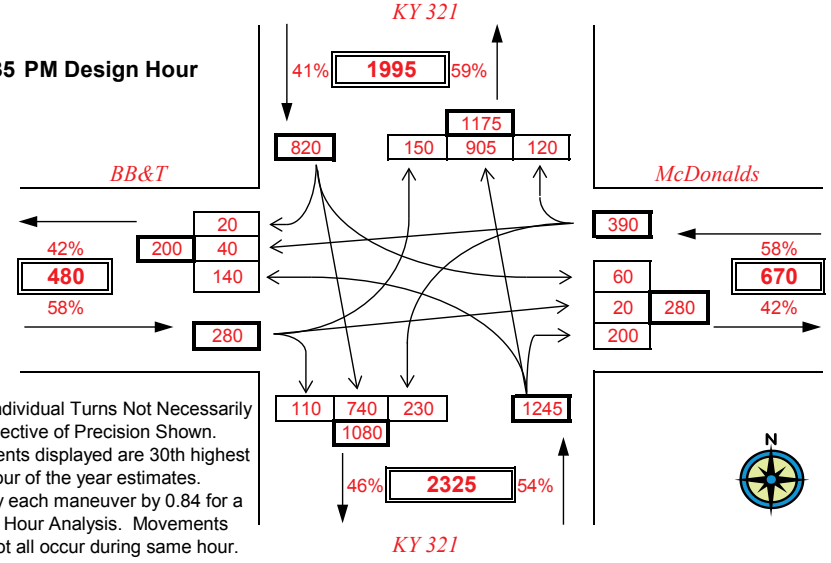
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



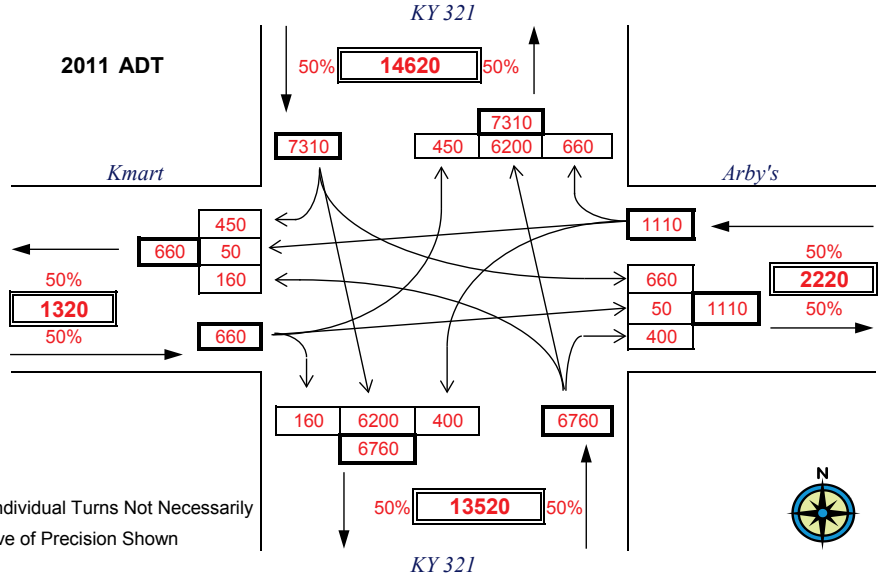
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

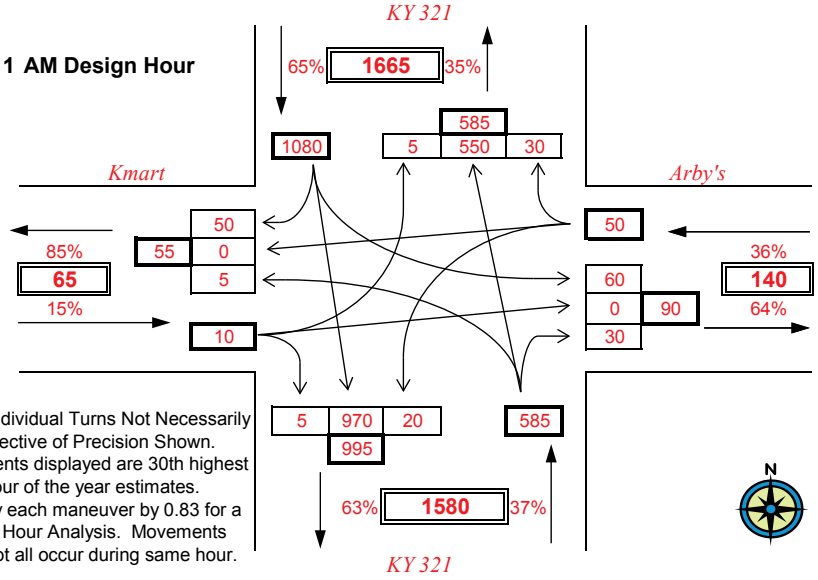
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



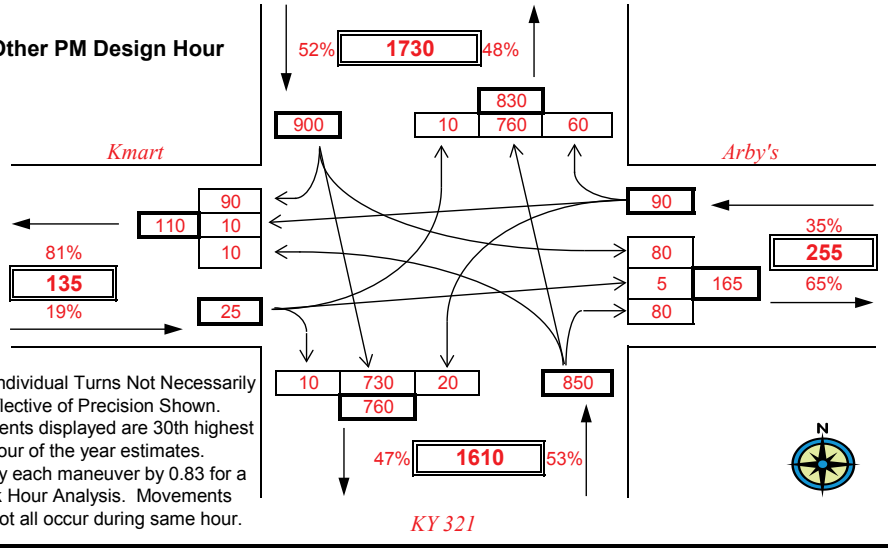
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



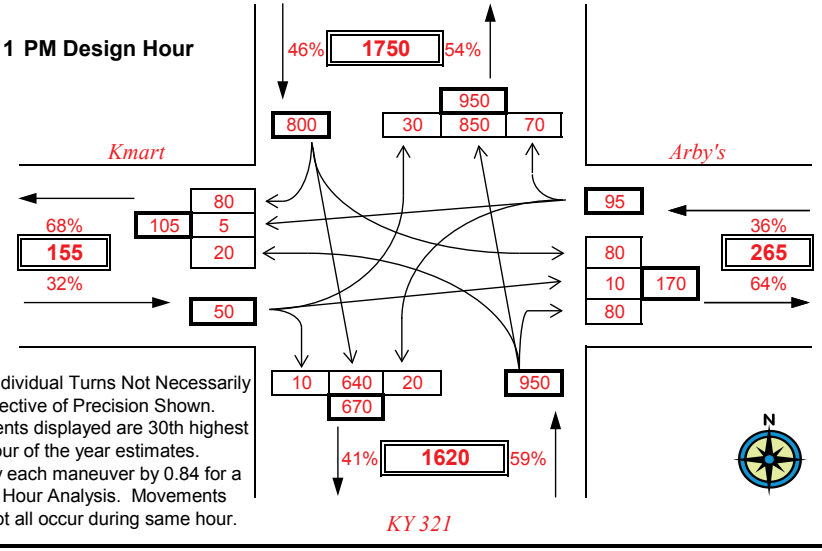
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



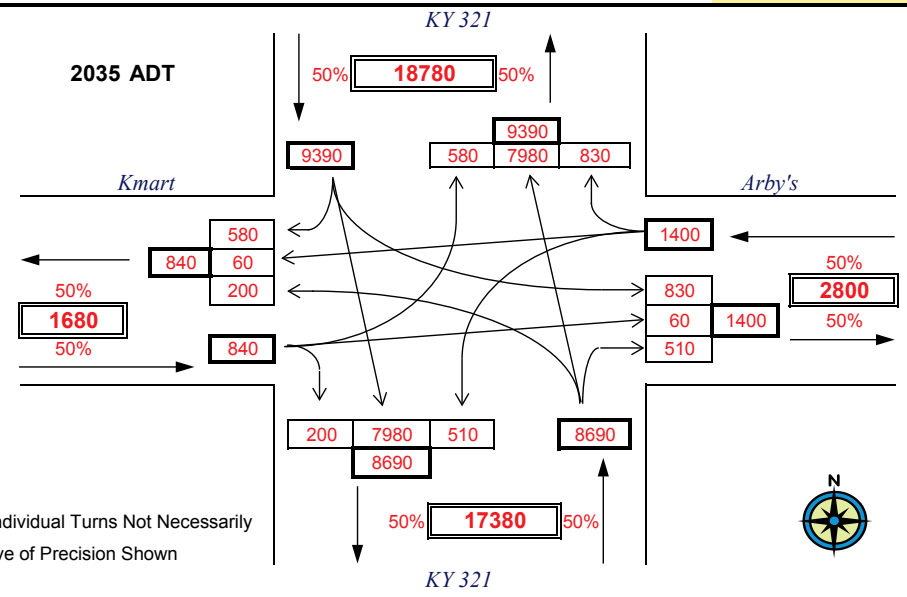
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

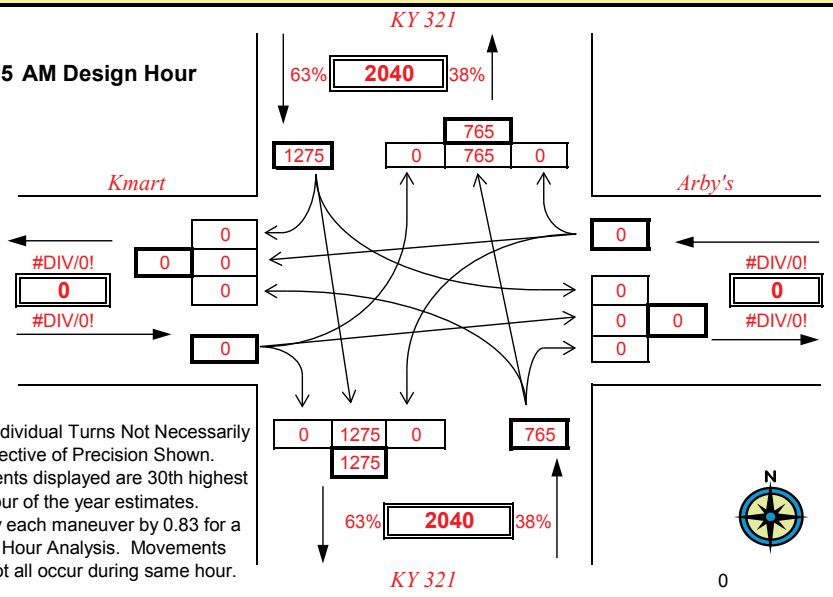
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



Note : Individual Turns Not Necessarily Reflective of Precision Shown

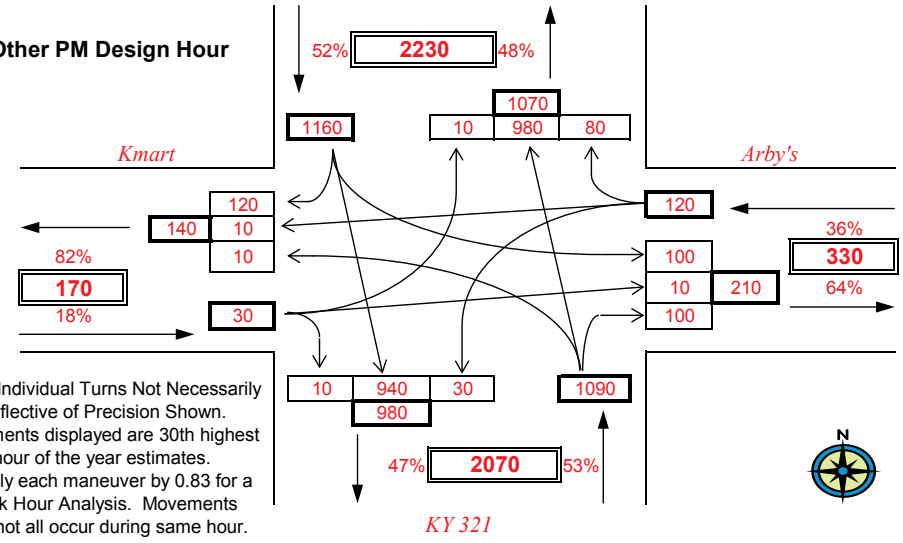
2035 AM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

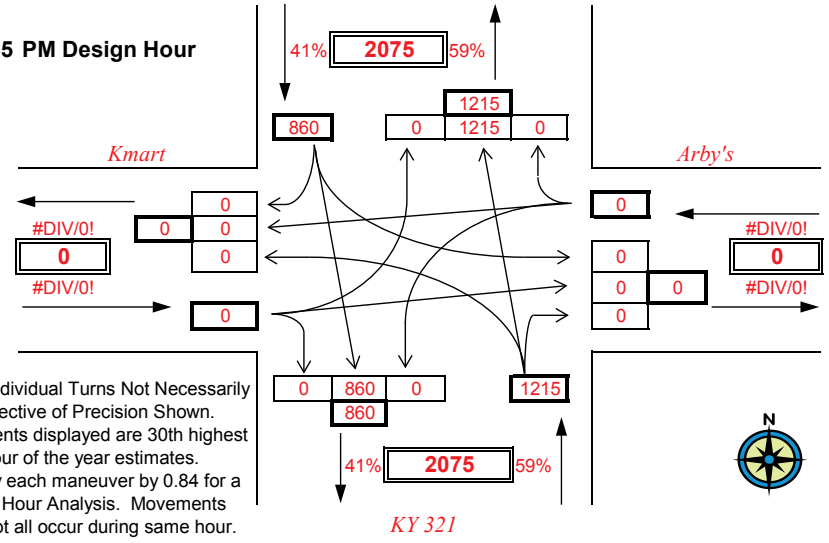
0

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

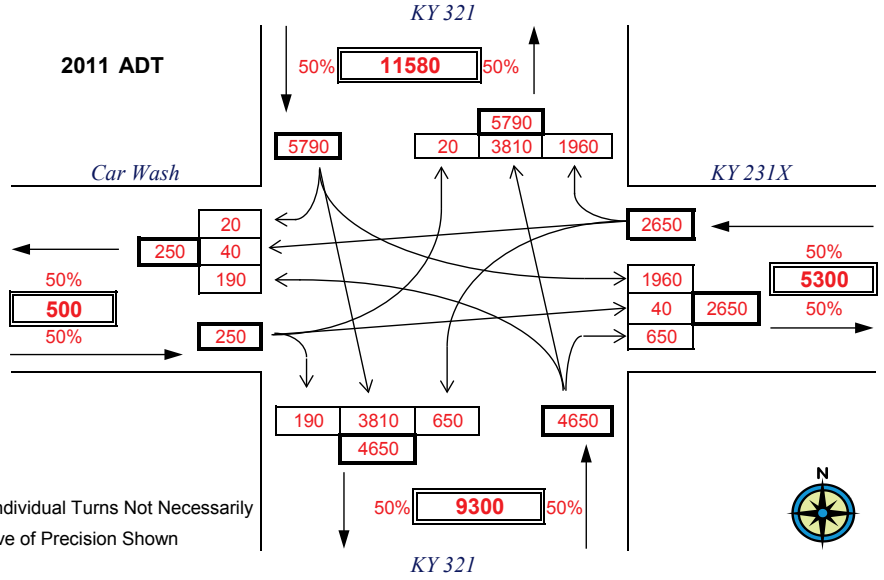
ALTERNATIVE 7

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

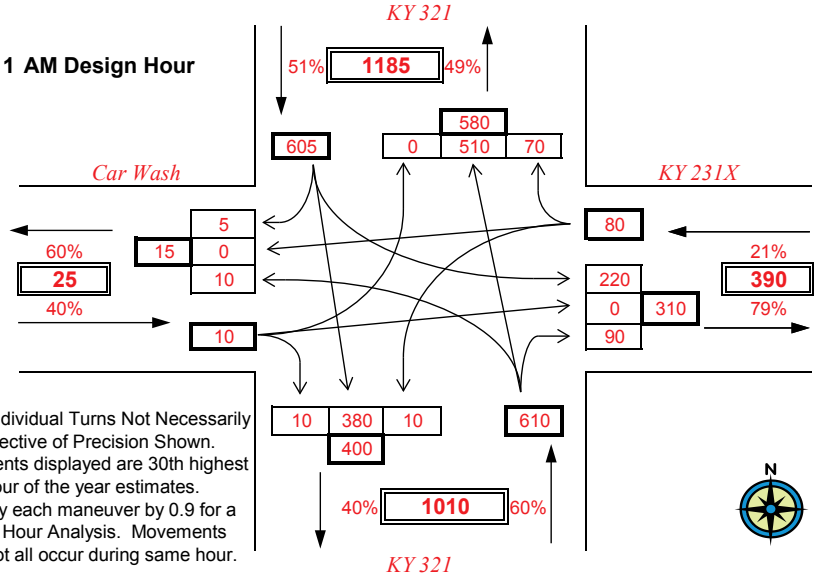
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



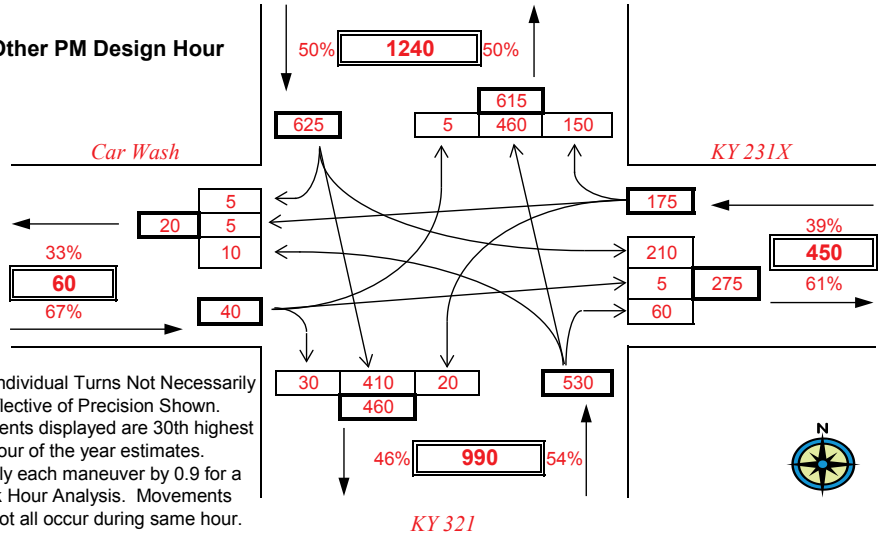
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



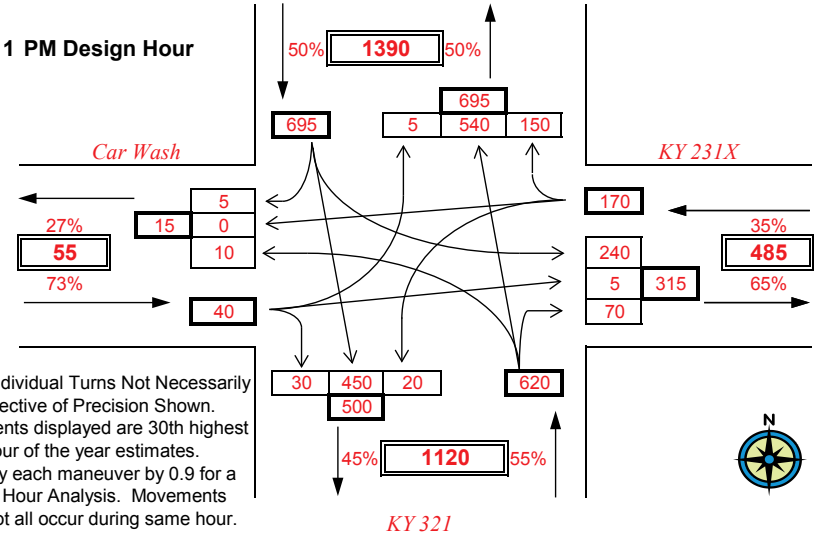
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



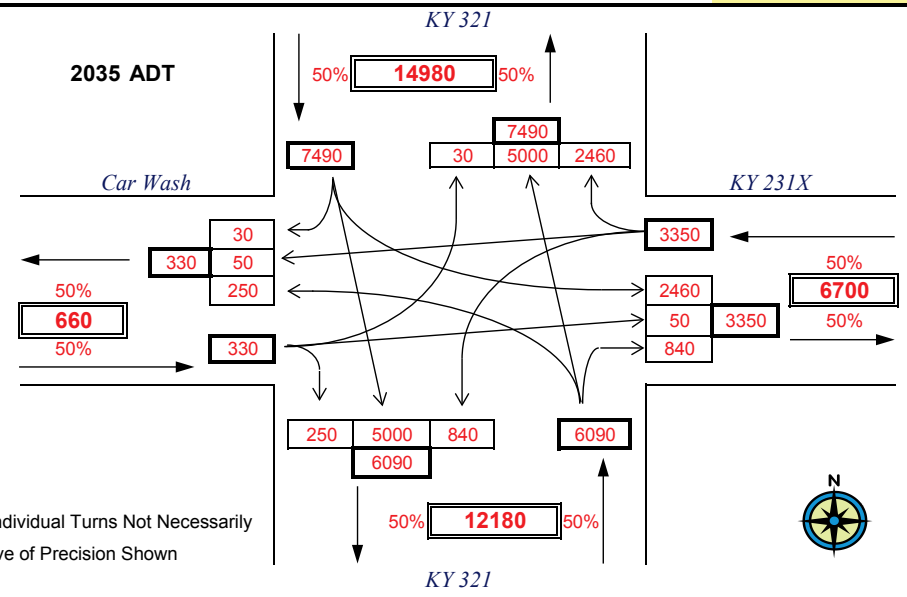
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

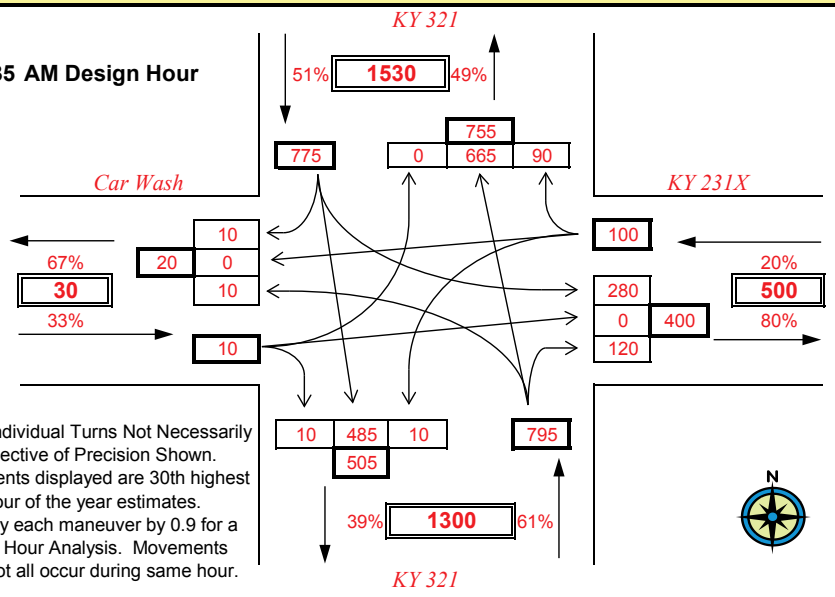
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



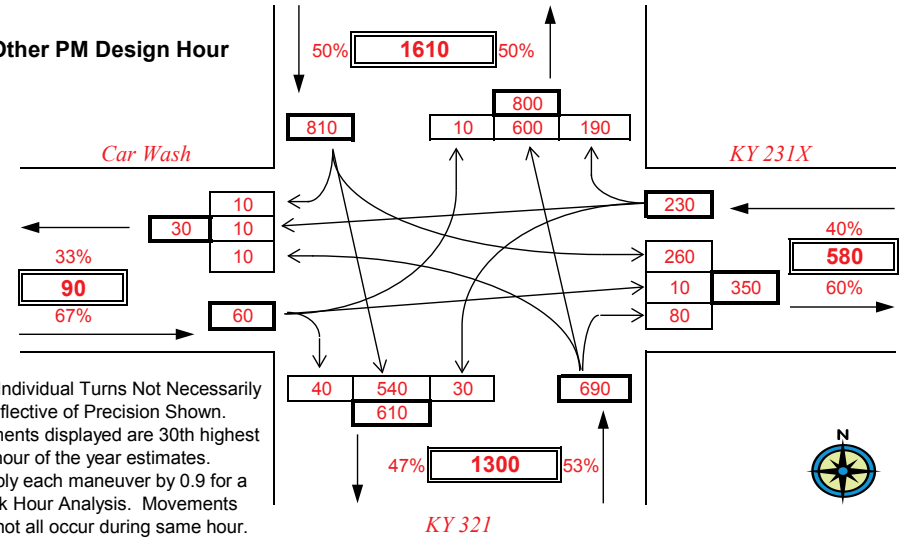
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



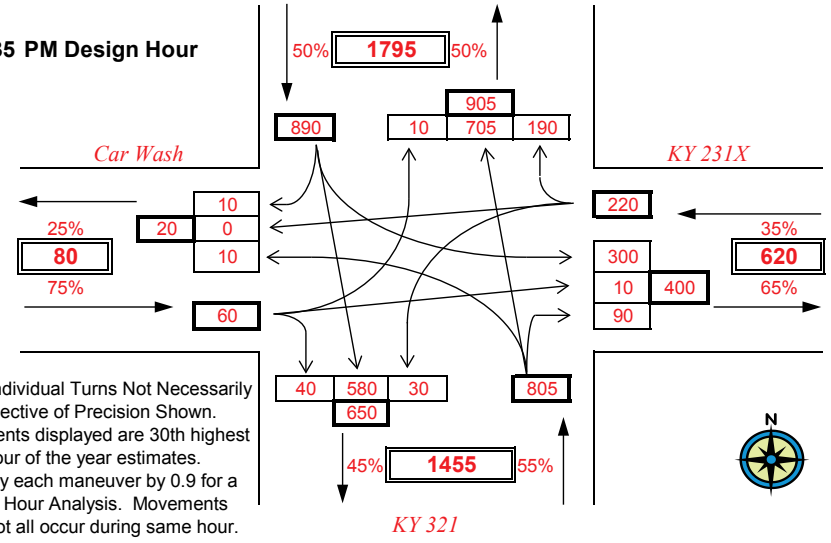
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



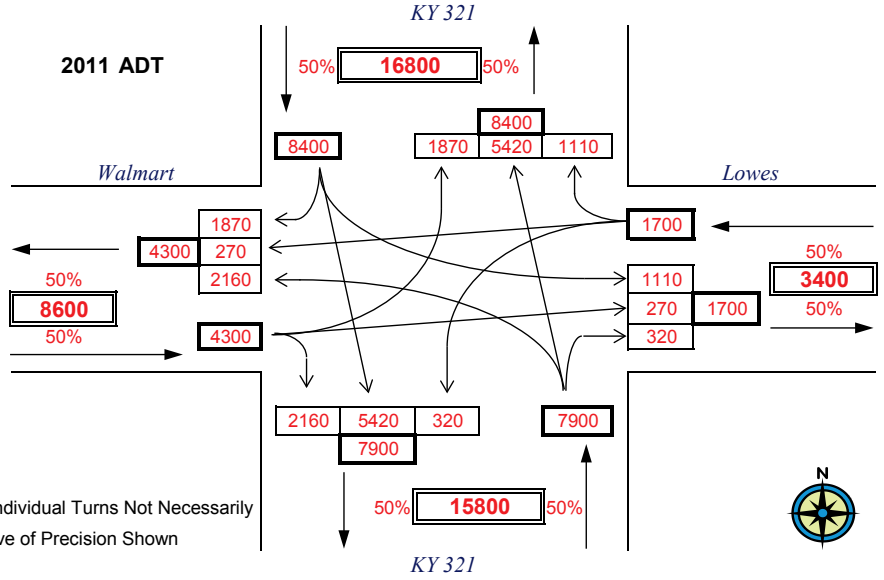
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

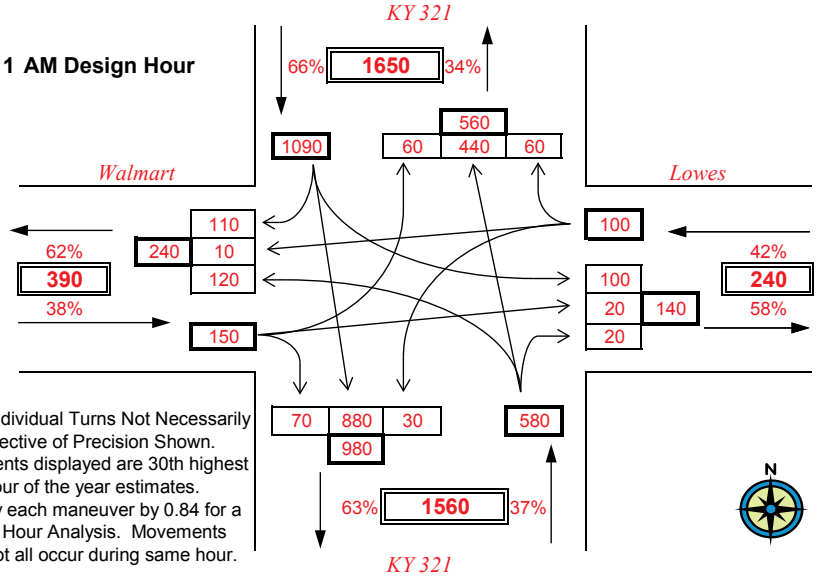
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



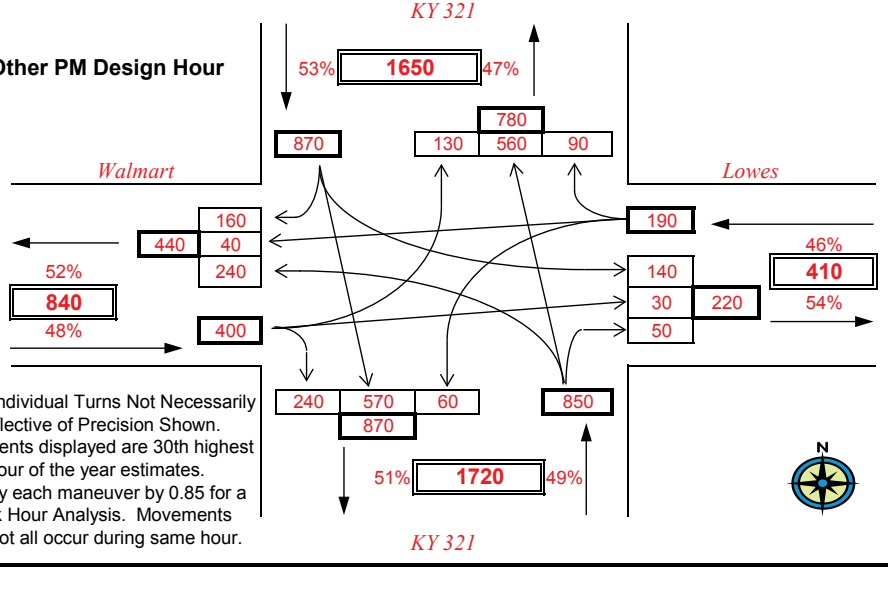
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



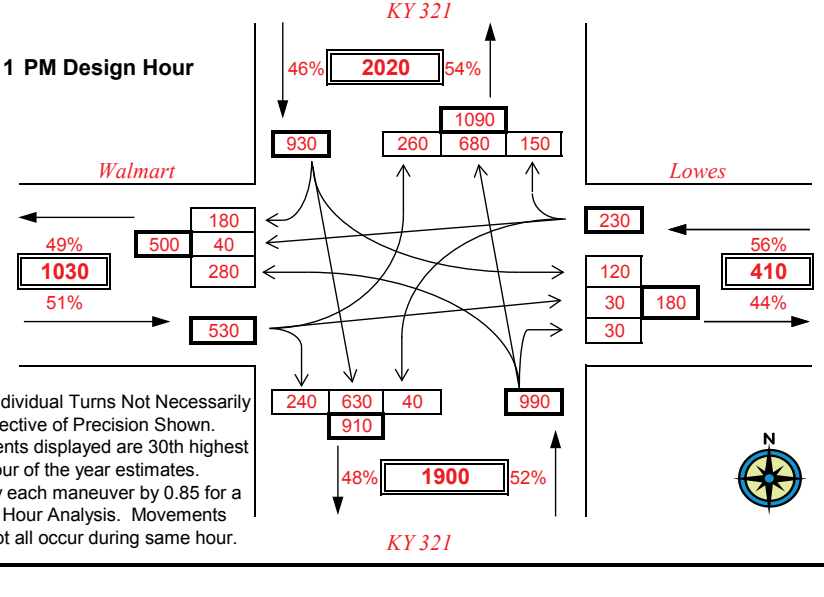
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



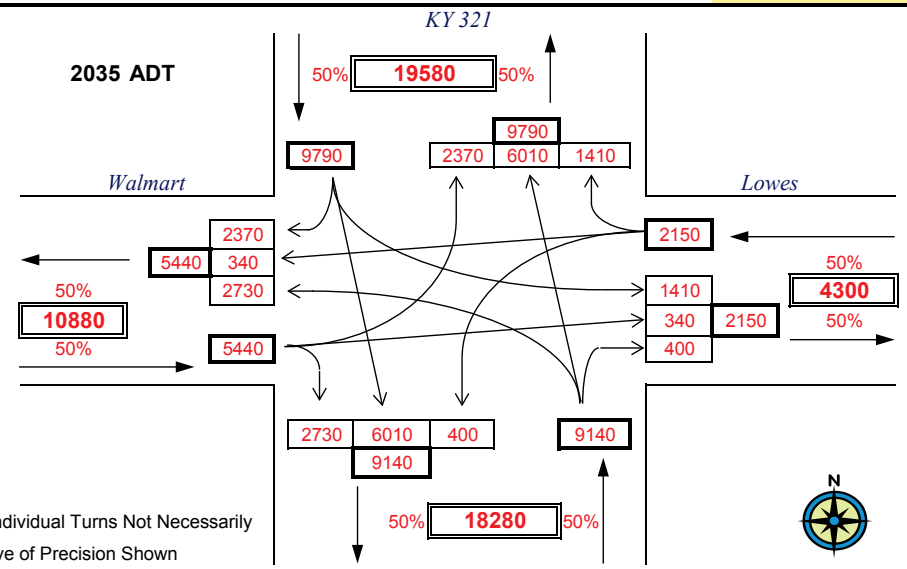
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

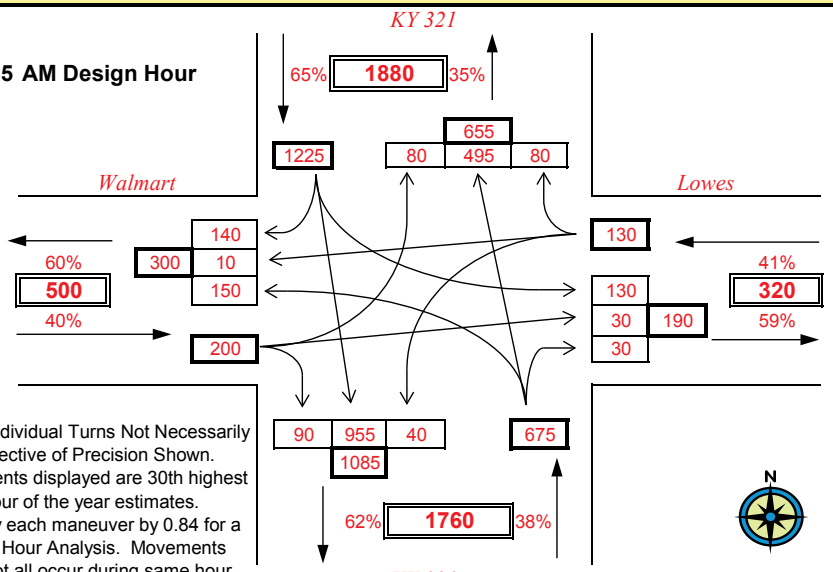
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



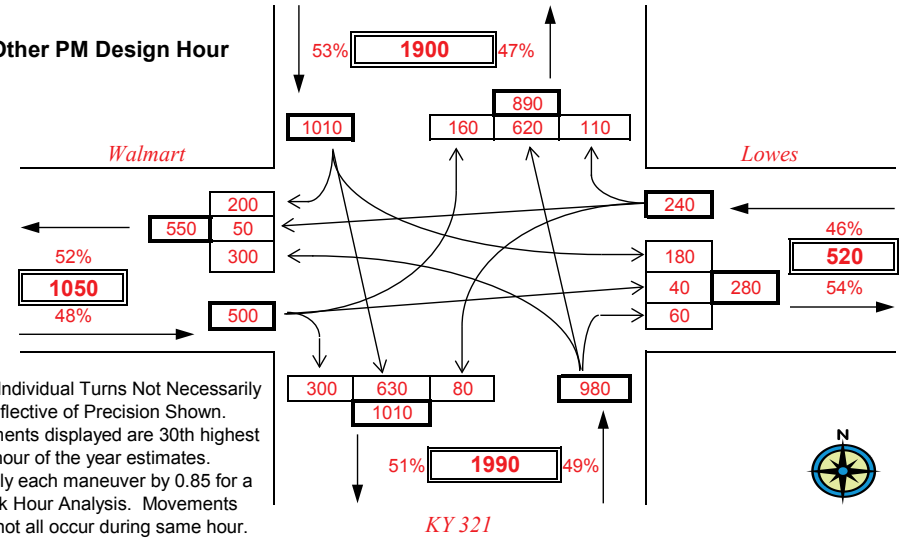
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



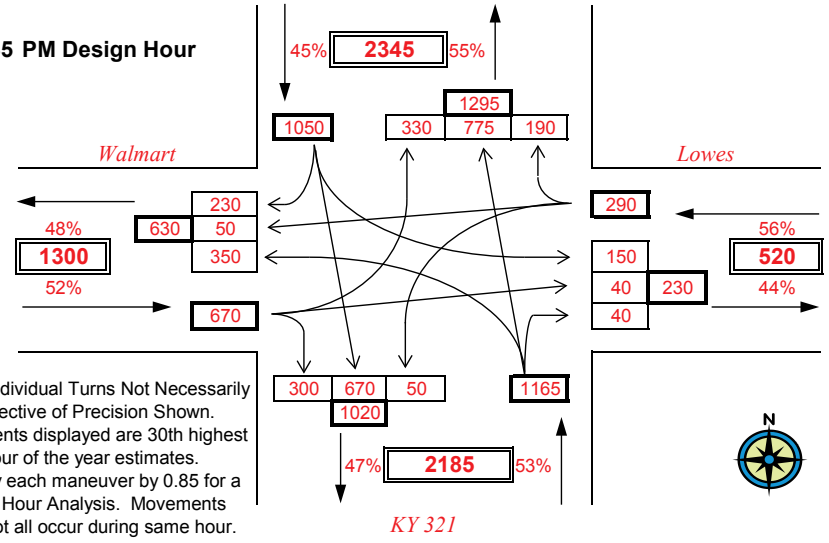
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



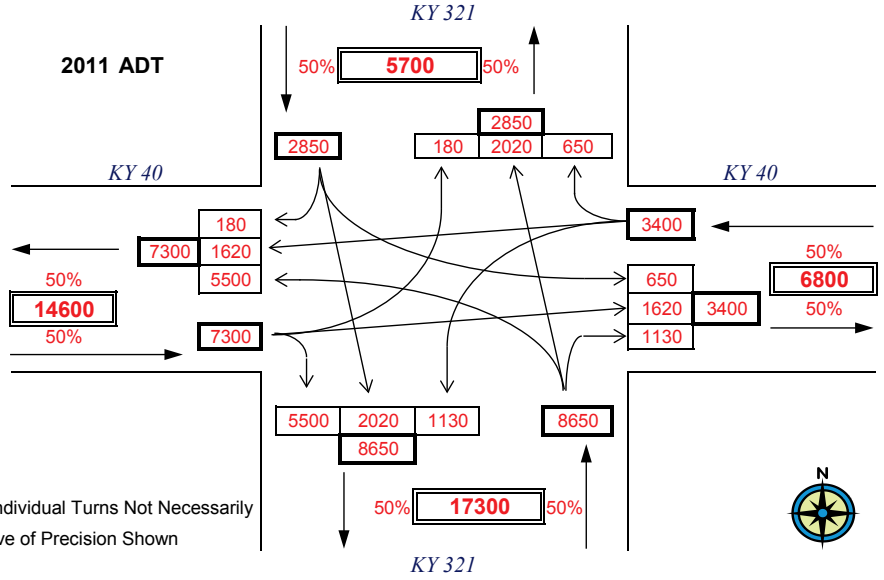
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

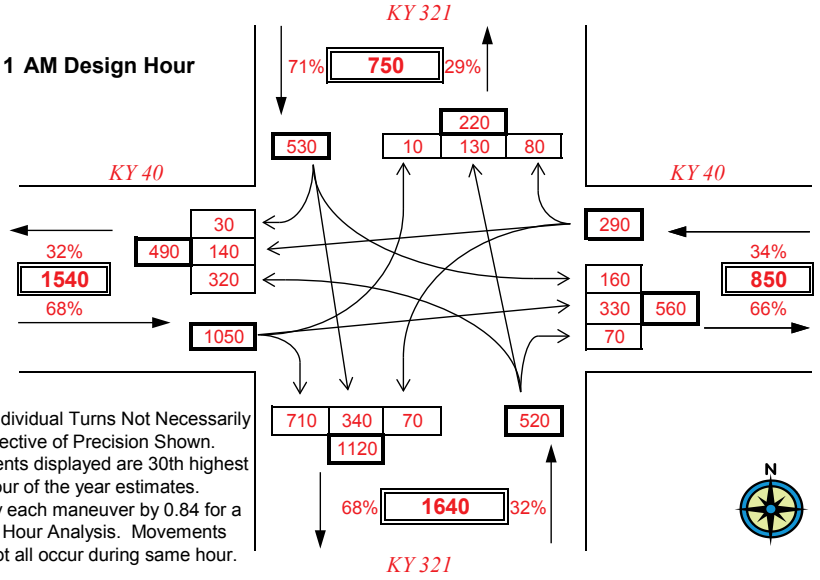
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



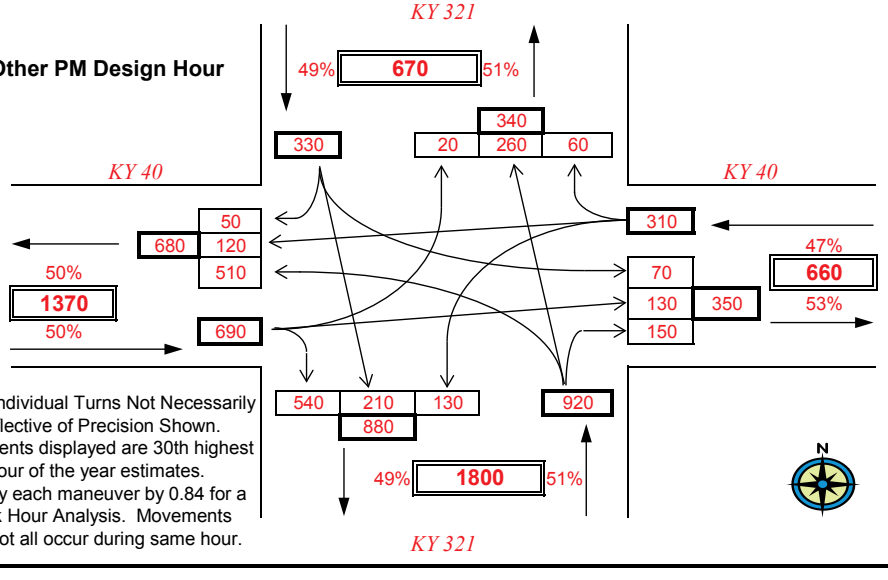
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



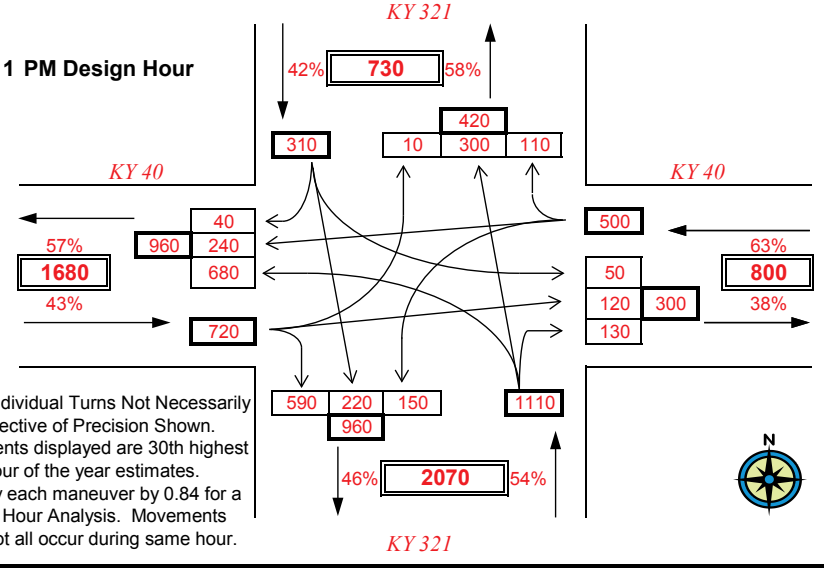
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



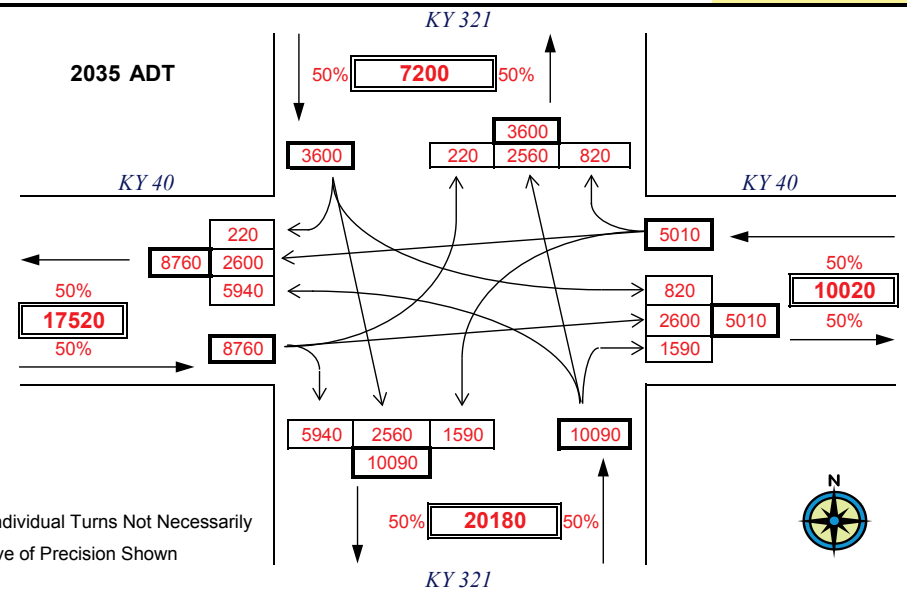
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

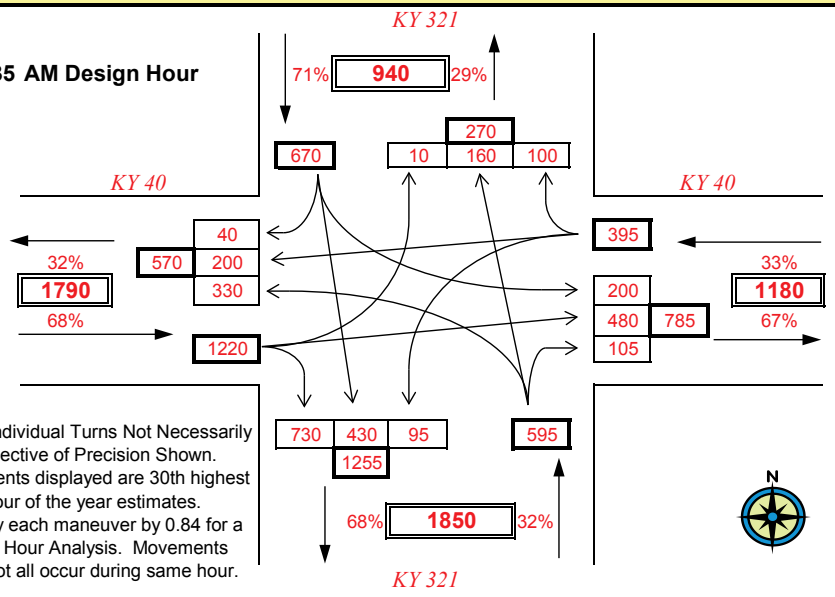
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



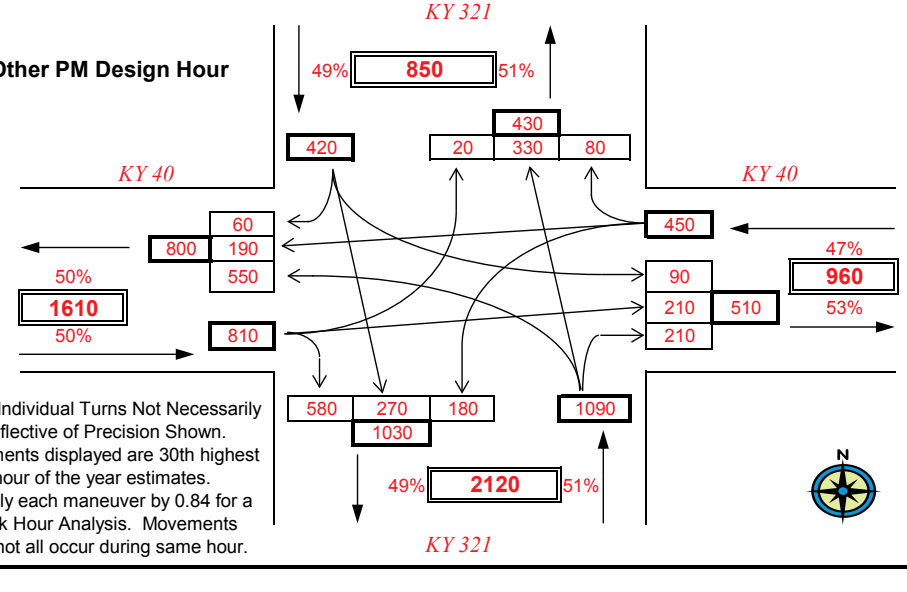
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



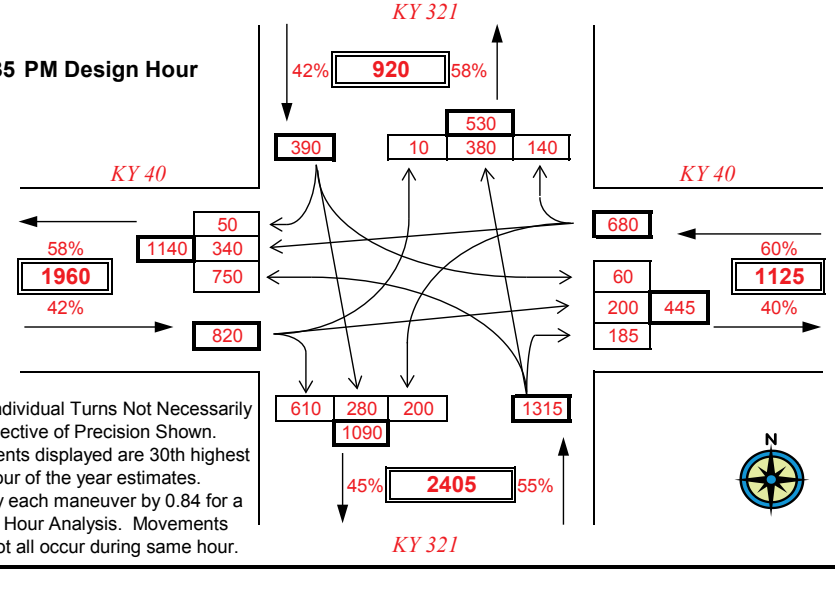
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



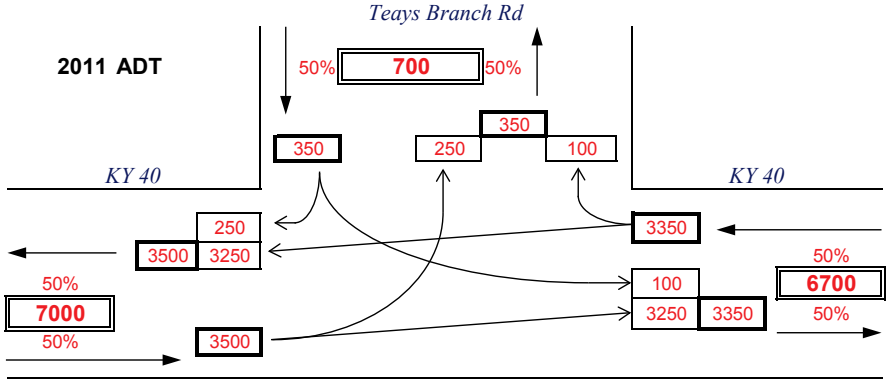
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

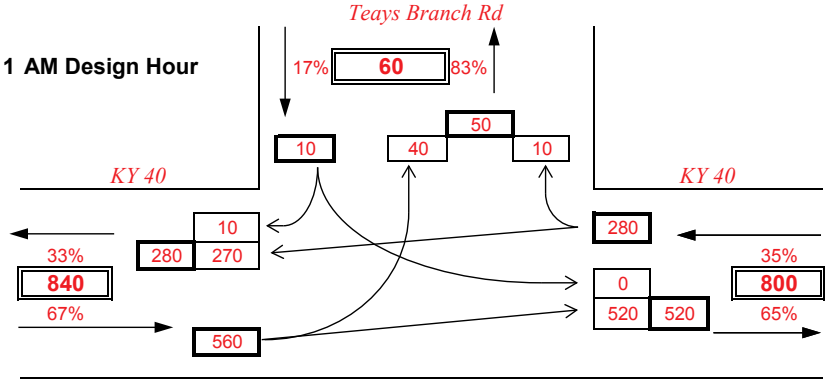
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



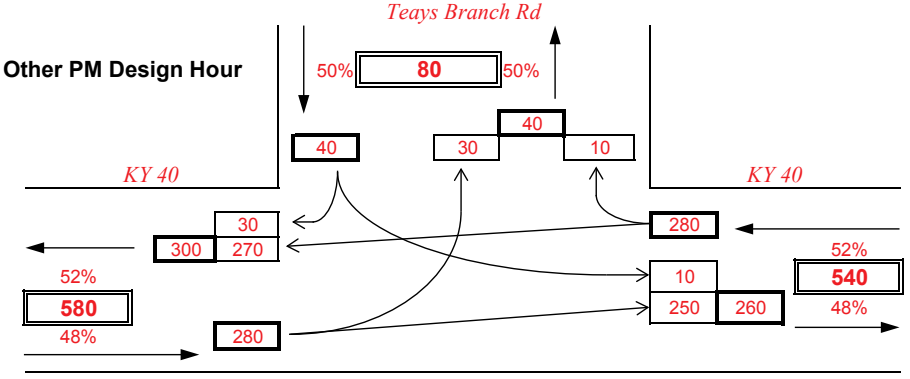
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



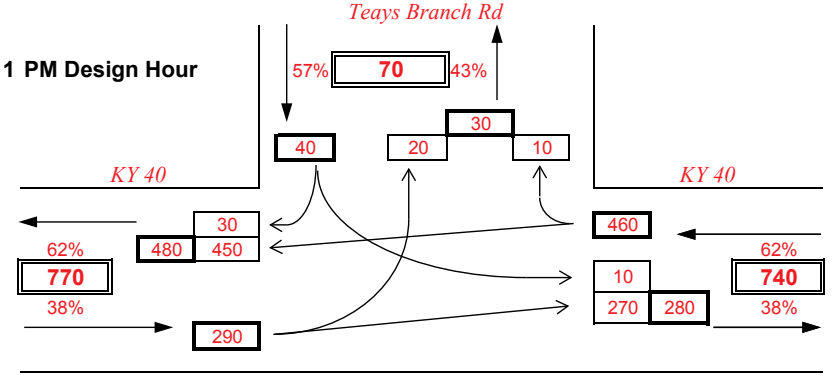
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



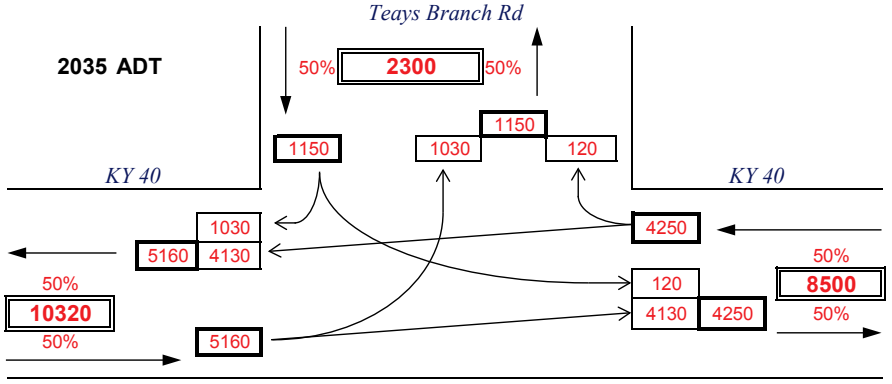
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

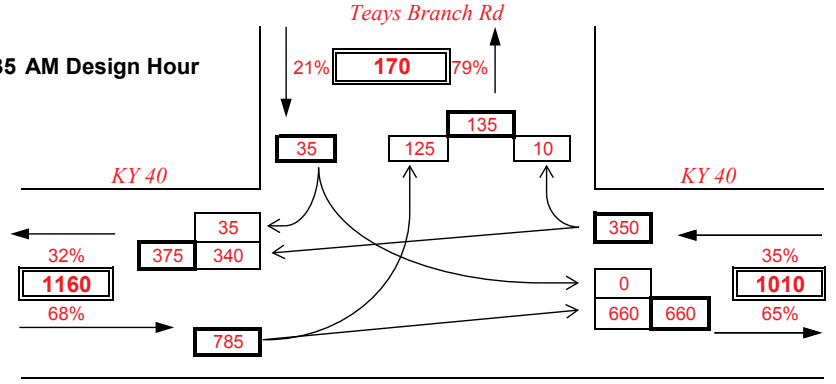
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



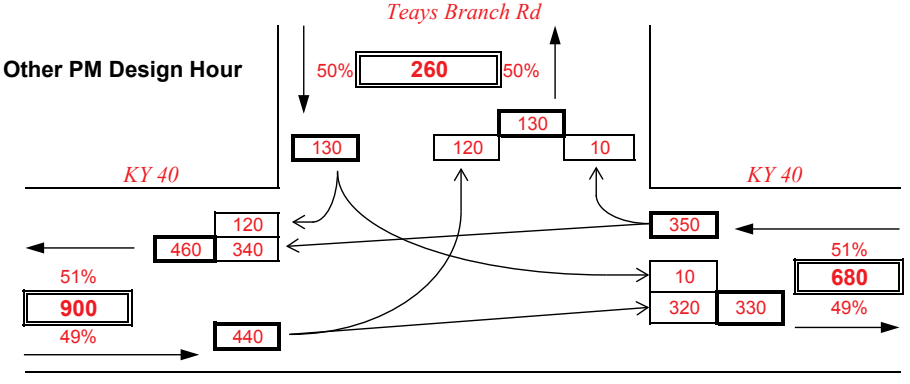
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



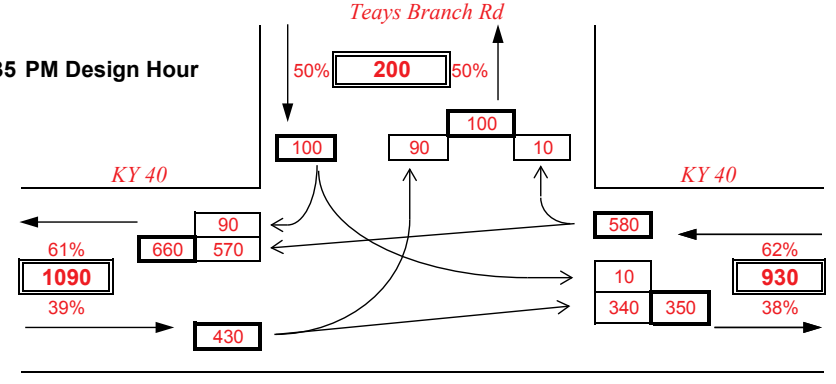
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



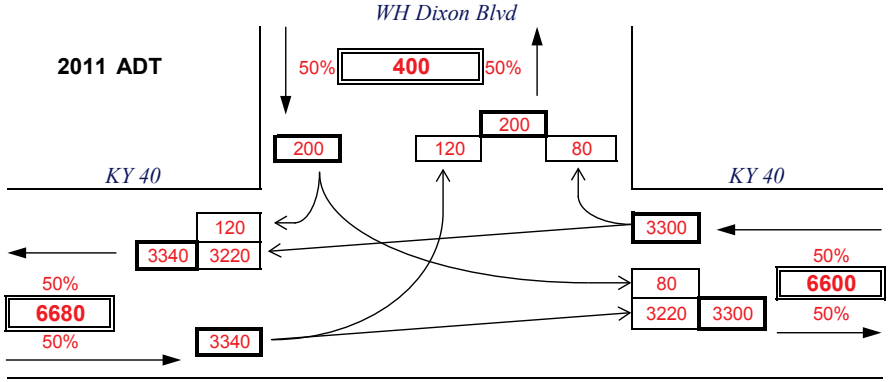
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

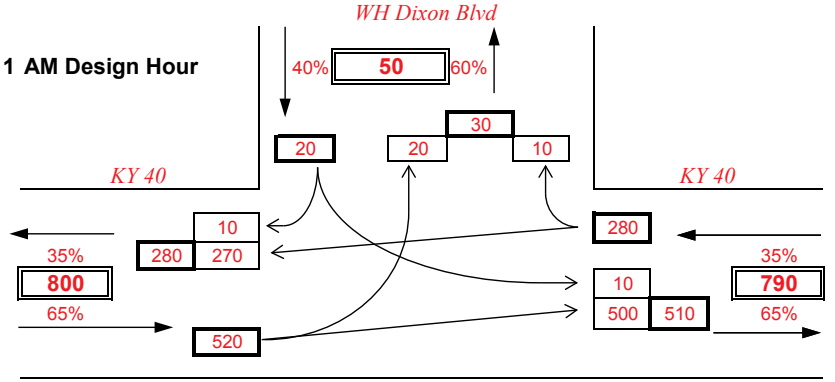
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



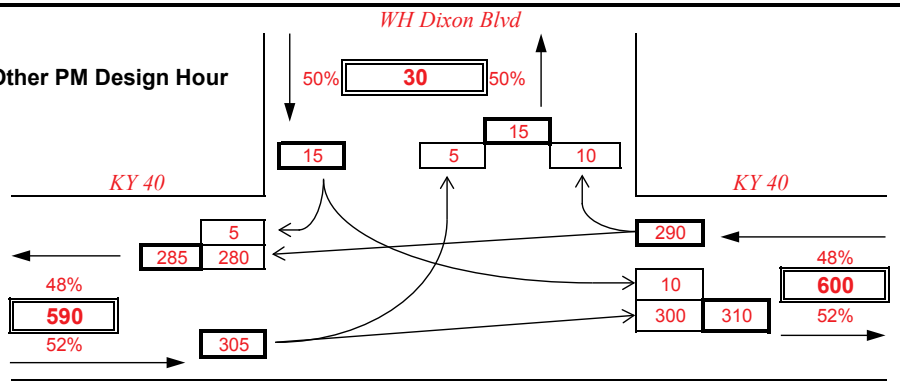
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



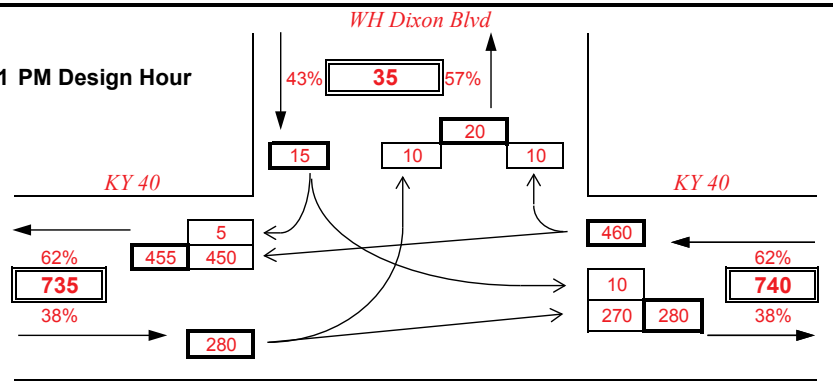
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



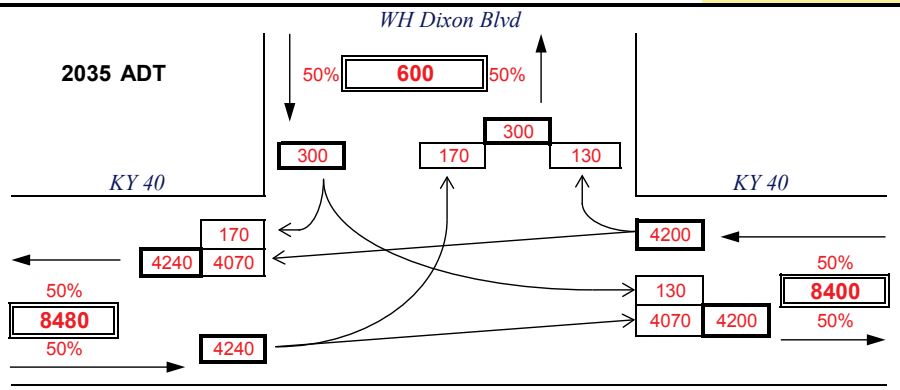
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

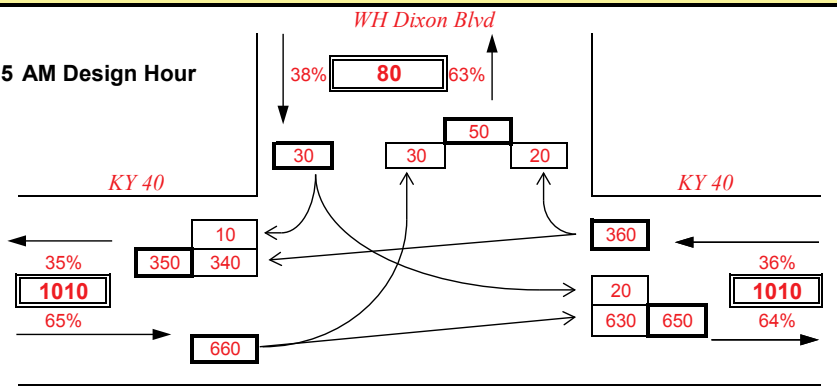
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



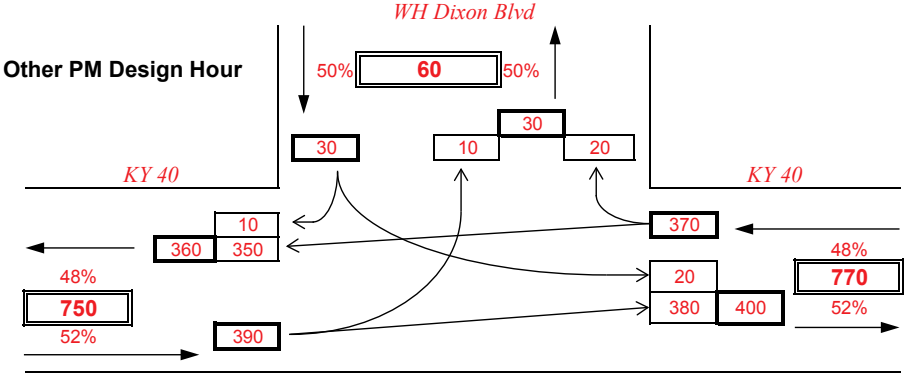
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



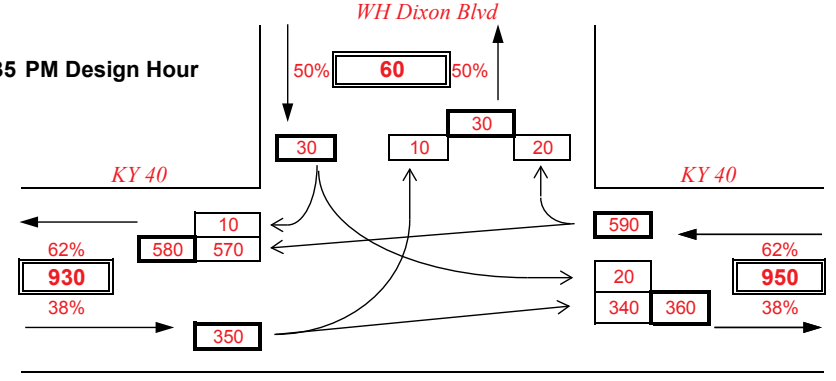
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



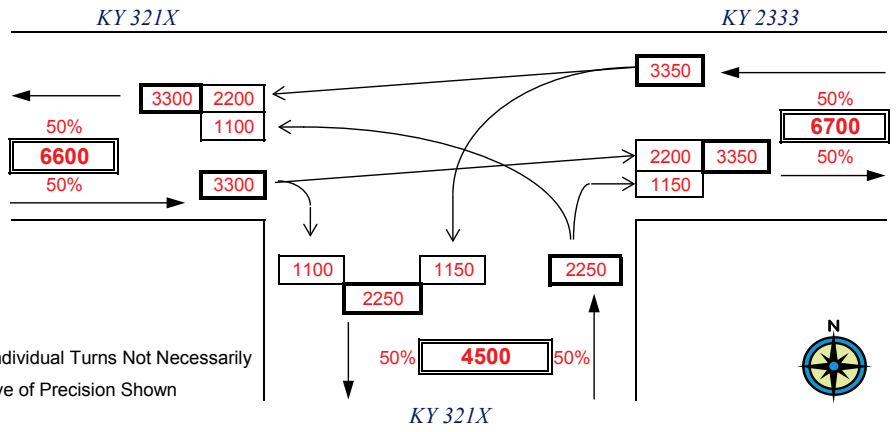
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

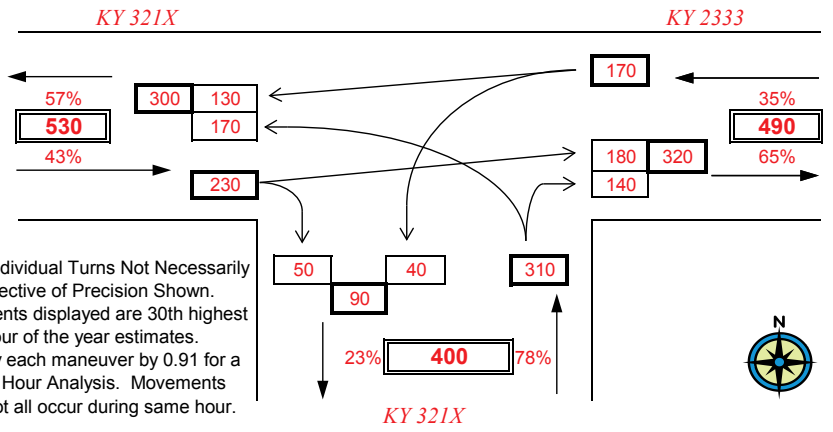
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



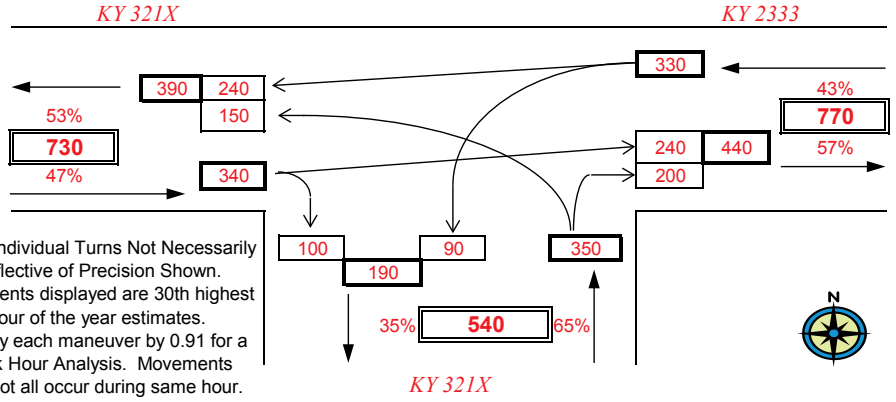
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



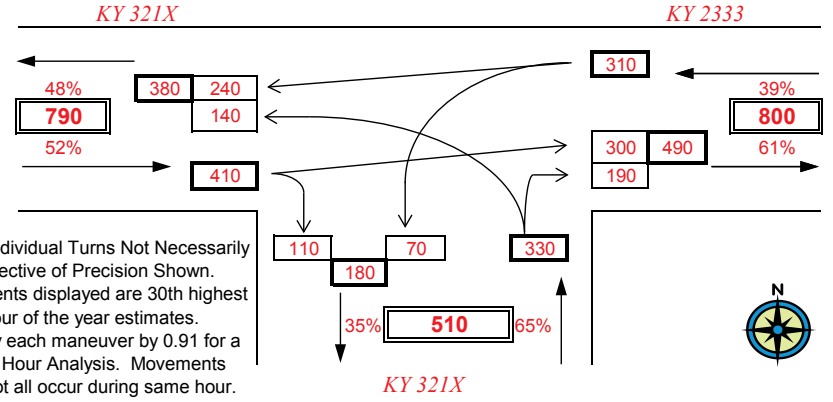
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



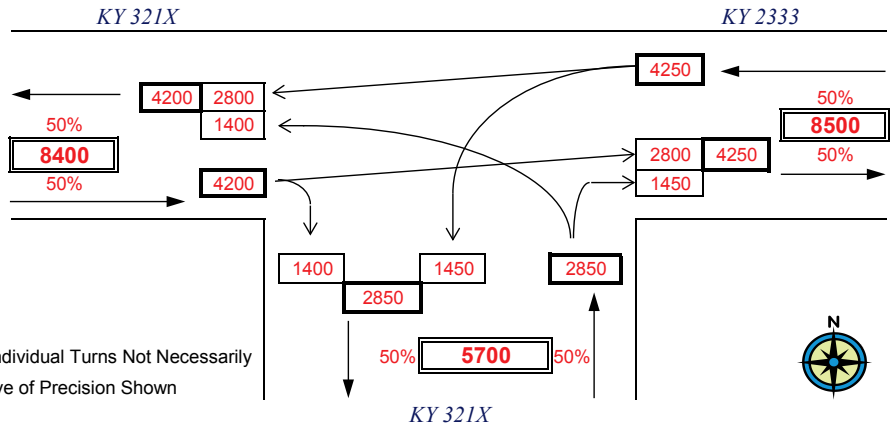
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

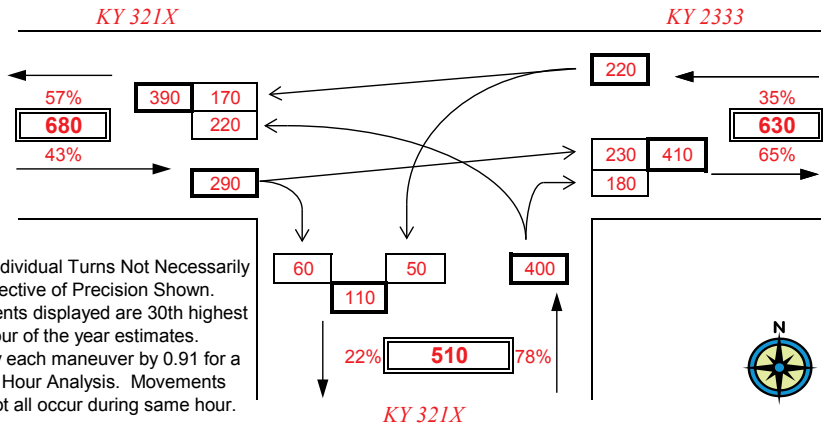
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



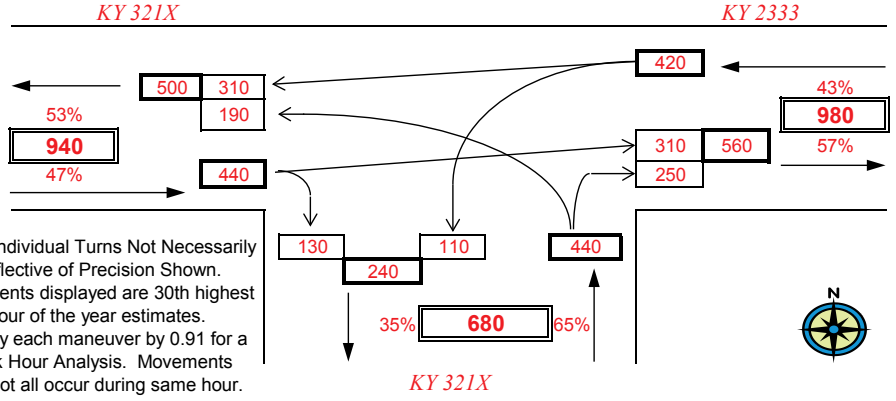
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



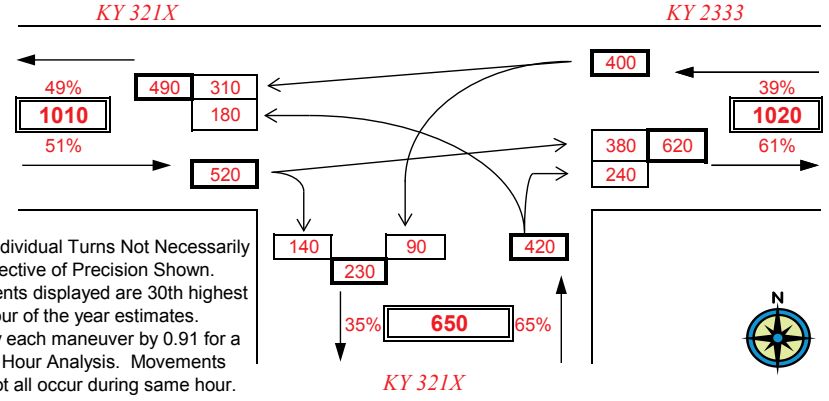
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



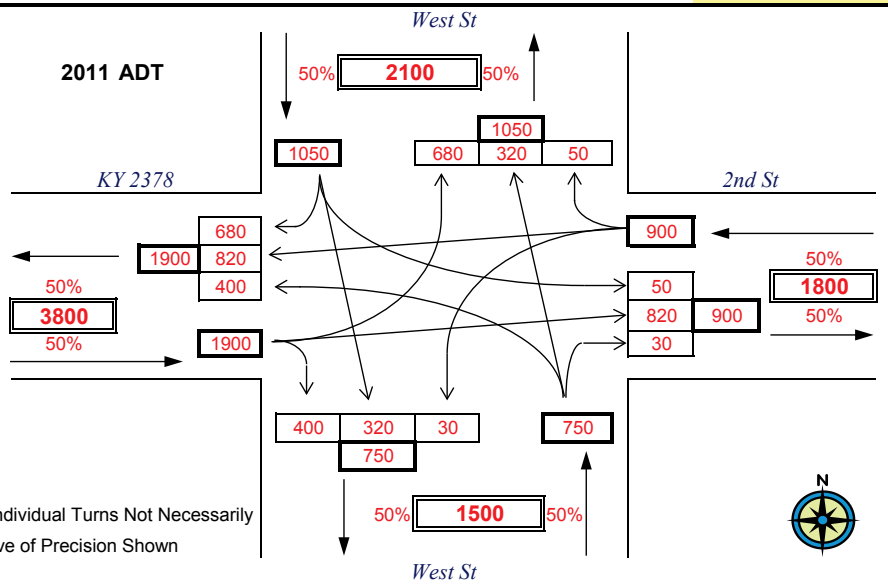
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

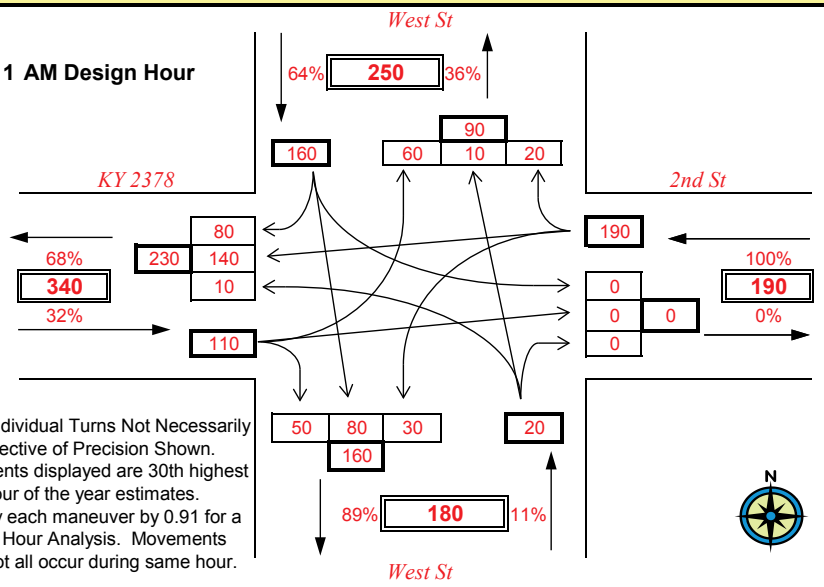
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



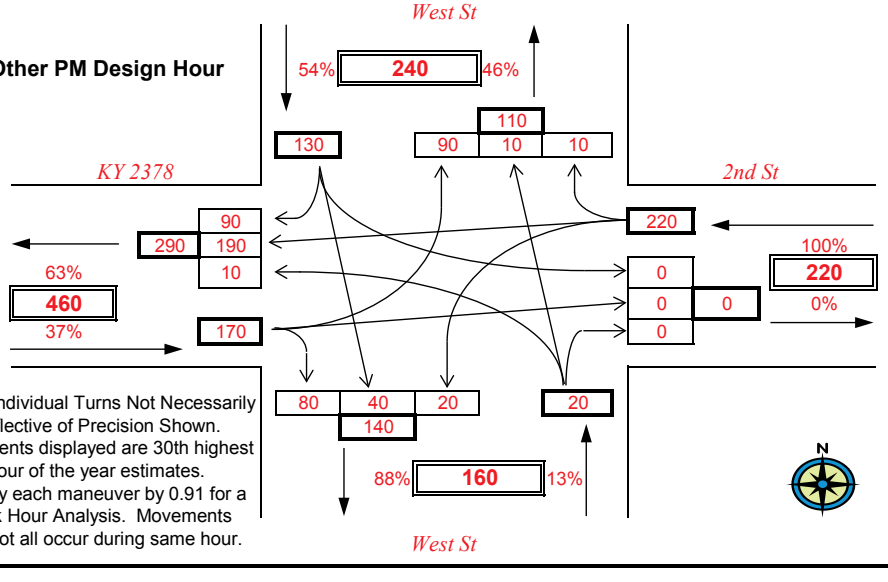
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



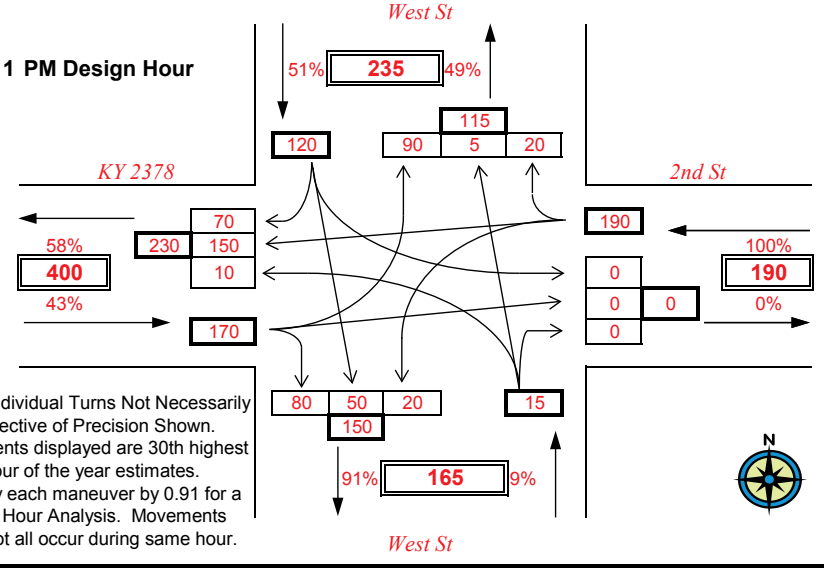
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



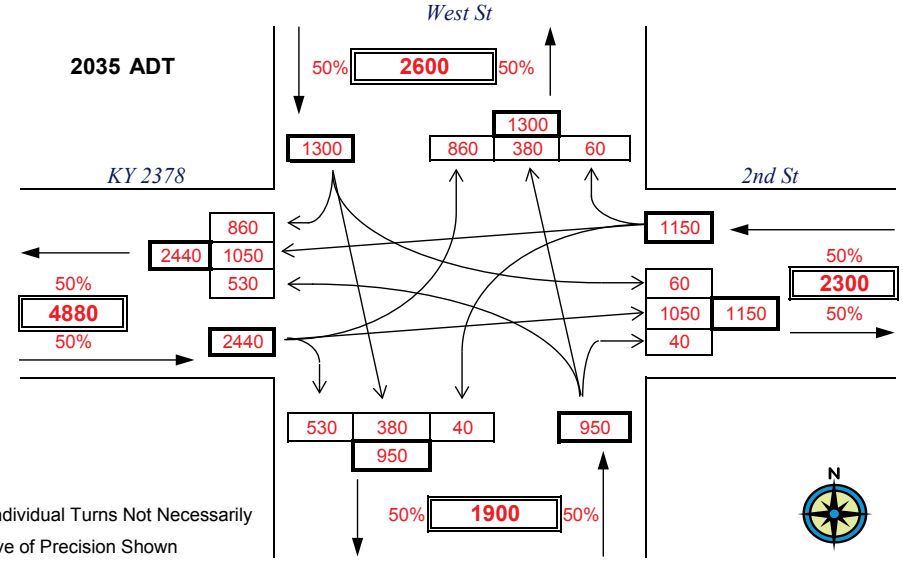
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

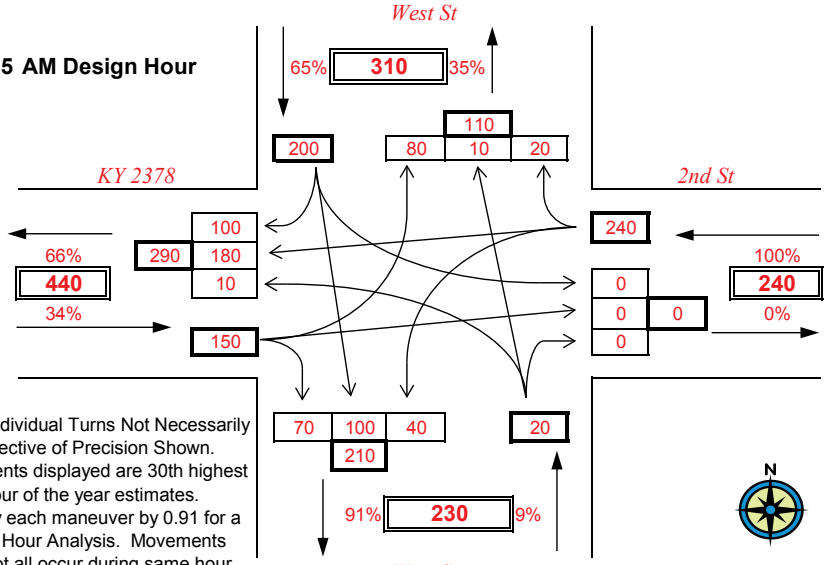
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



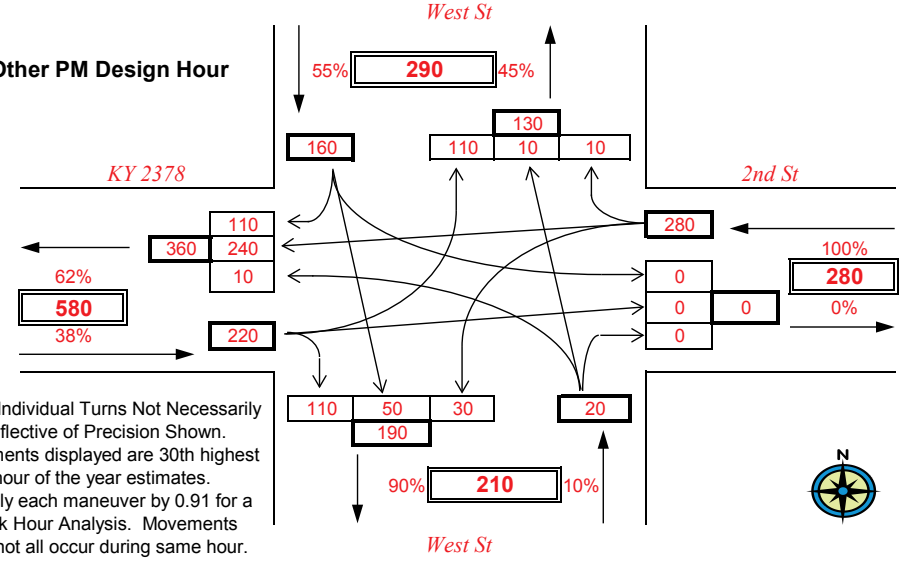
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



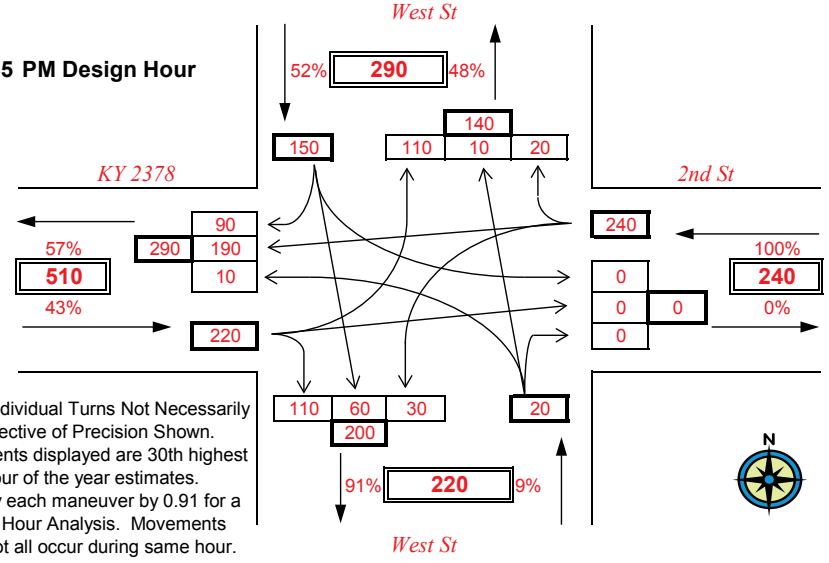
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



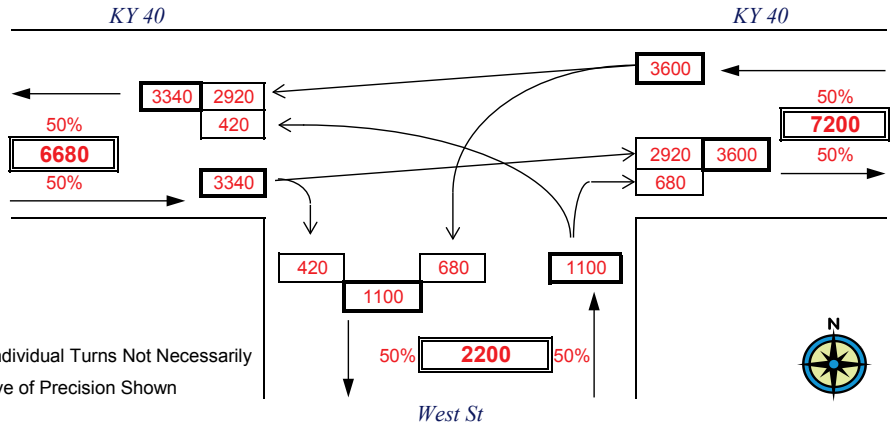
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

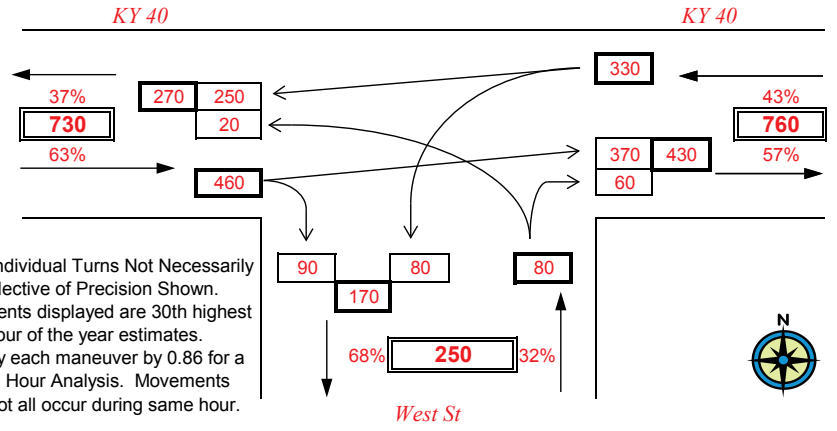
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



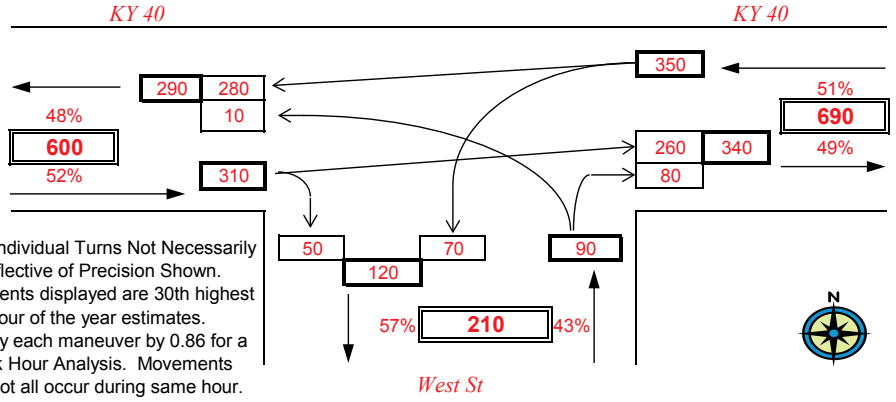
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



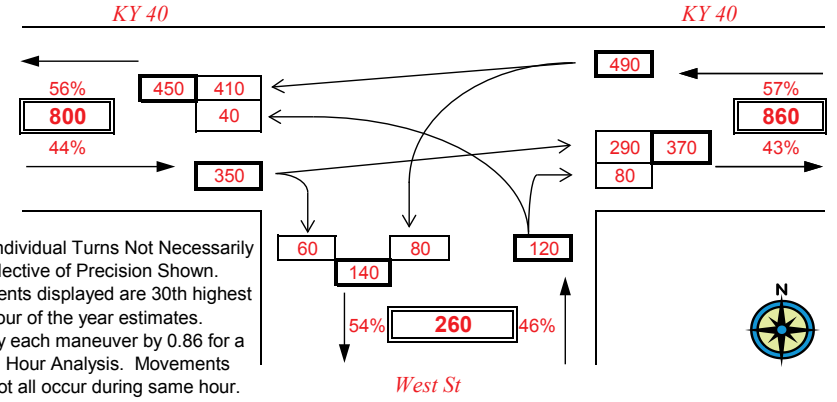
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



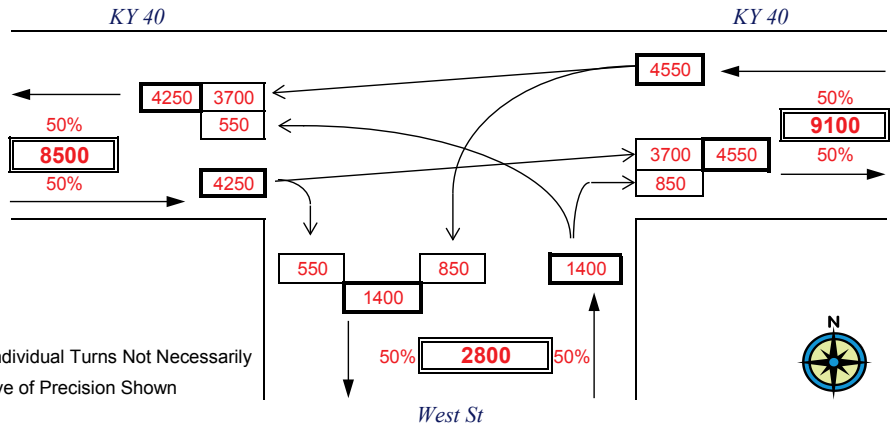
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

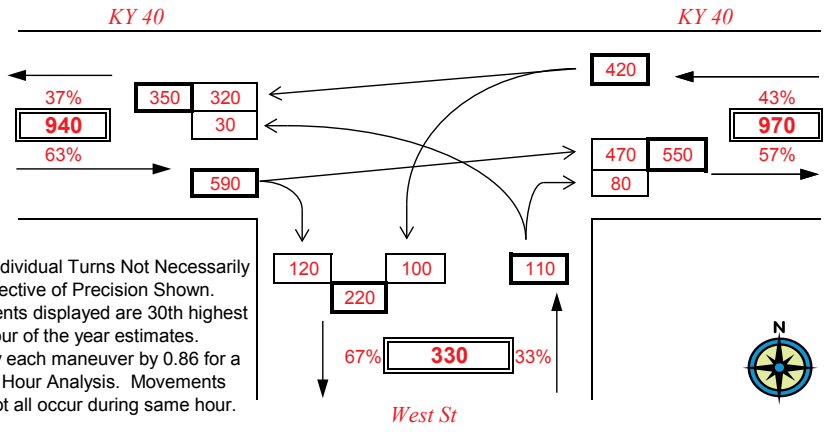
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



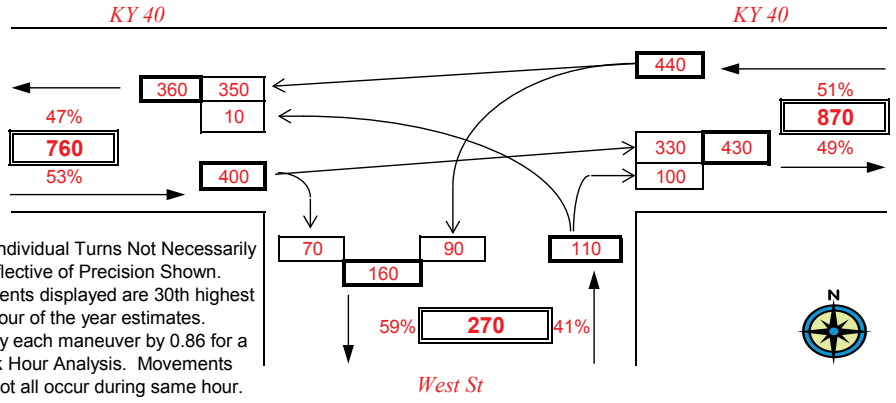
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



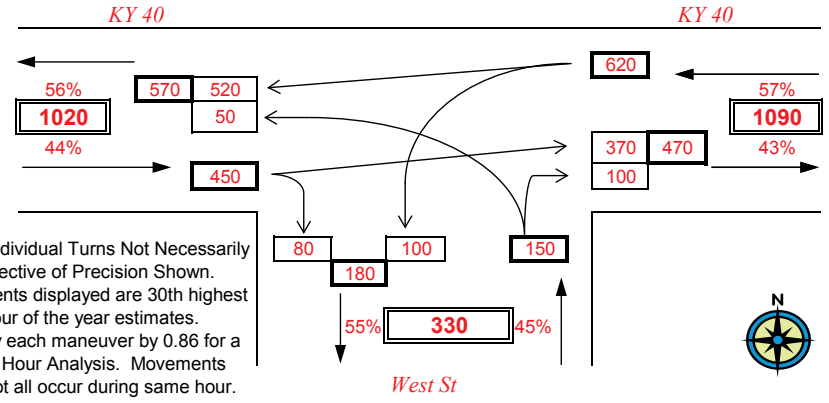
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



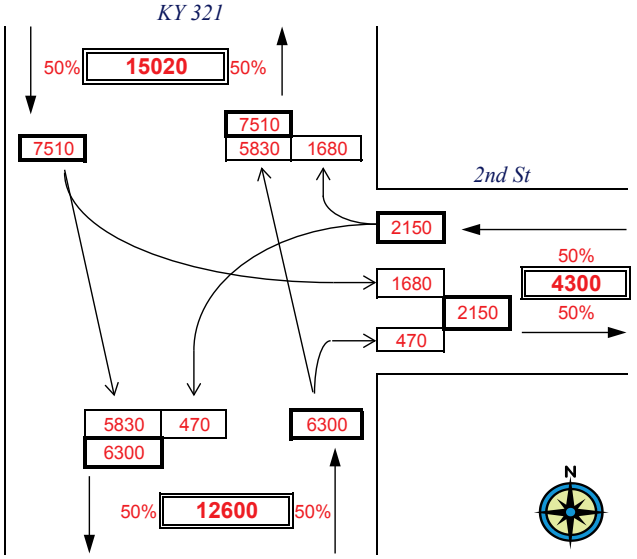
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

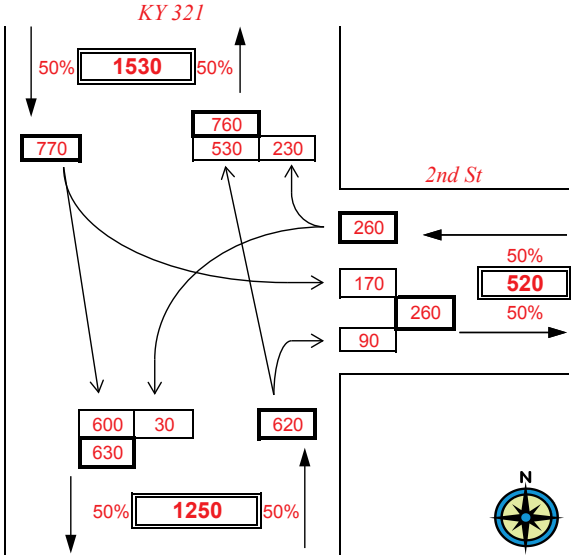
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



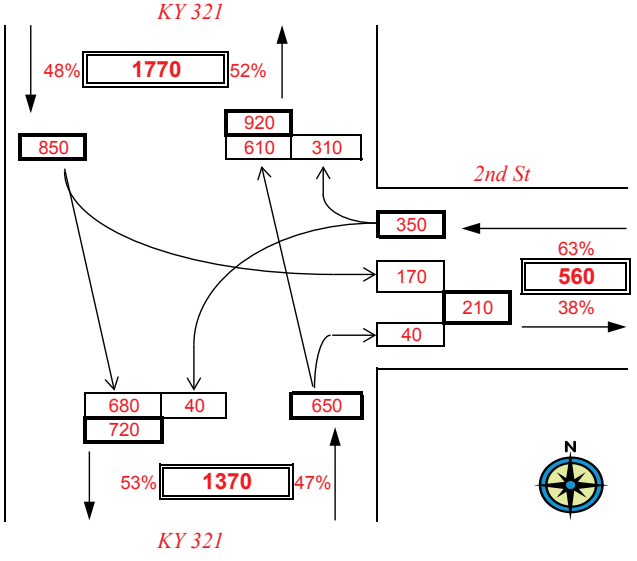
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



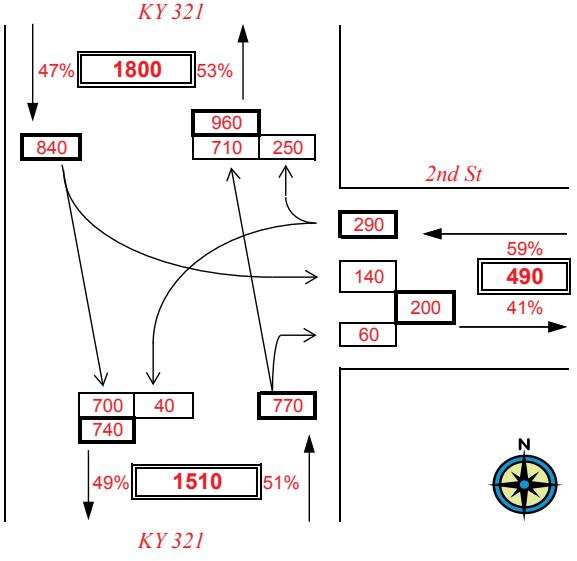
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



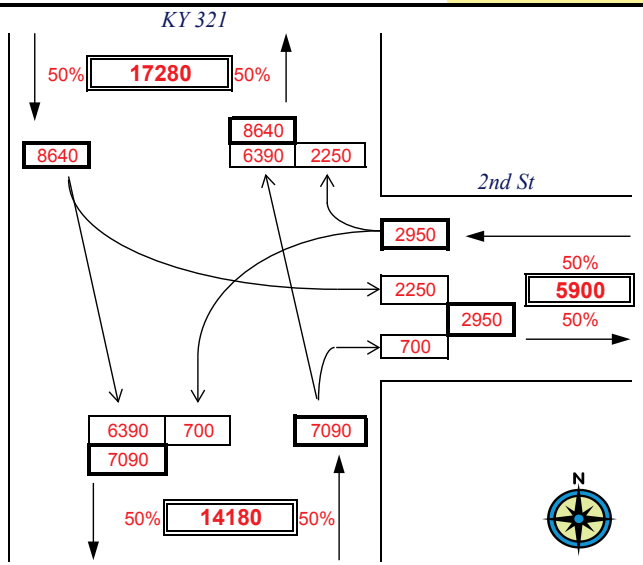
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

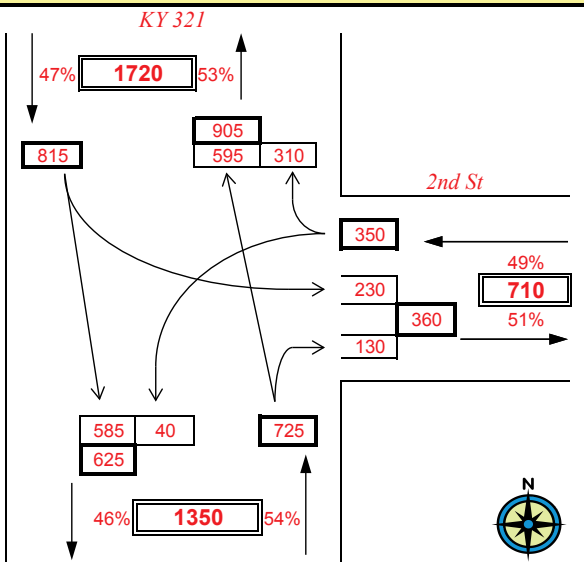
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



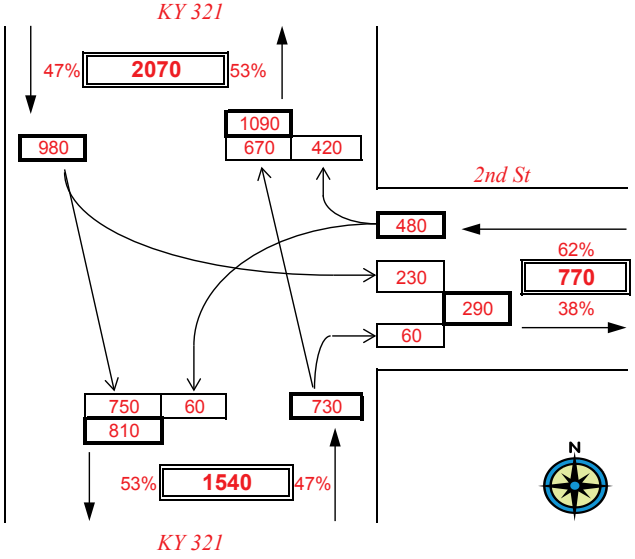
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



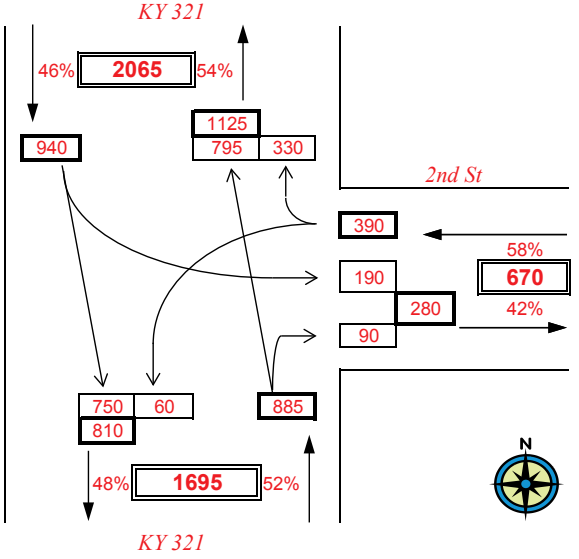
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



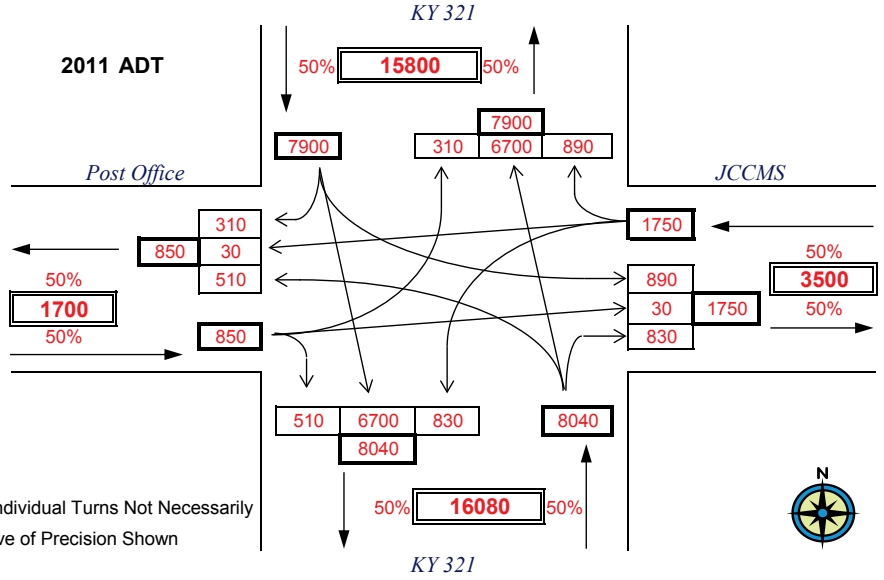
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

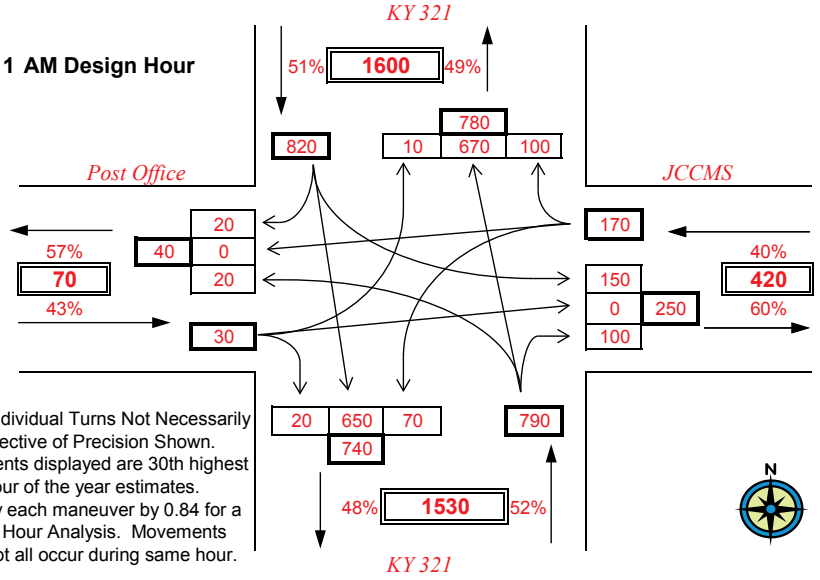
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



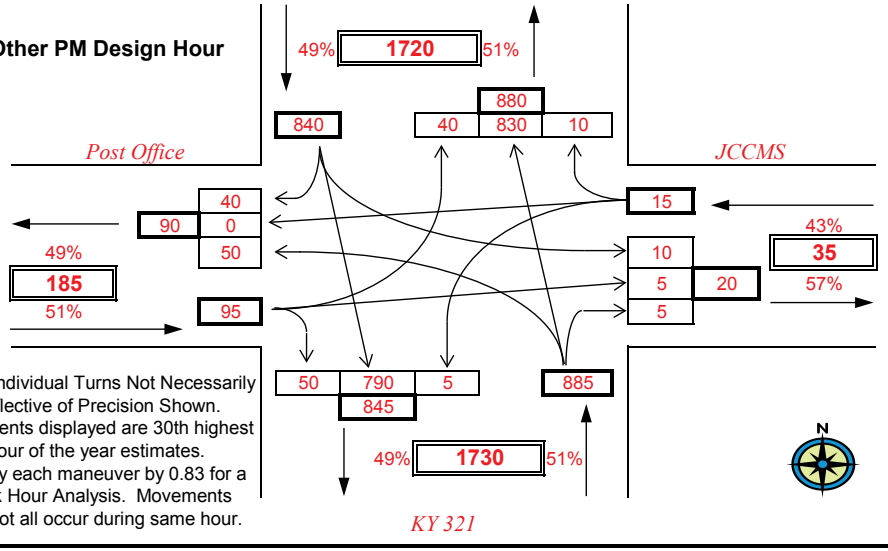
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



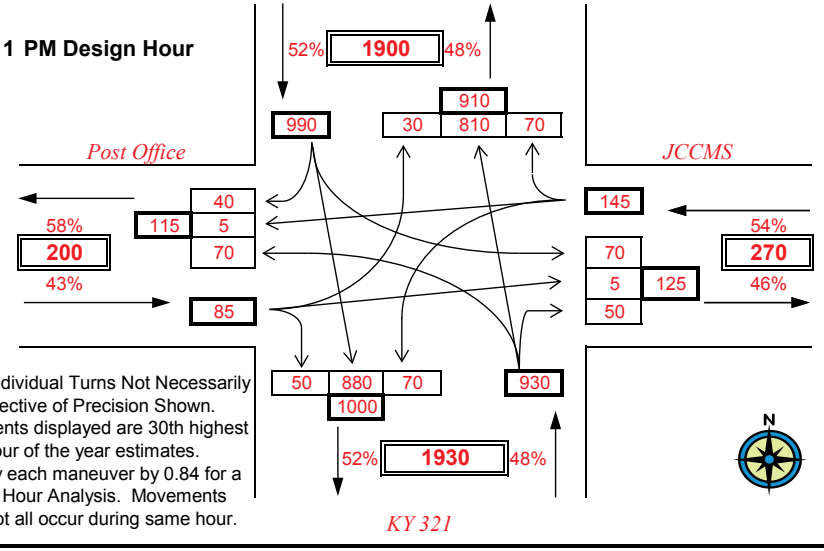
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



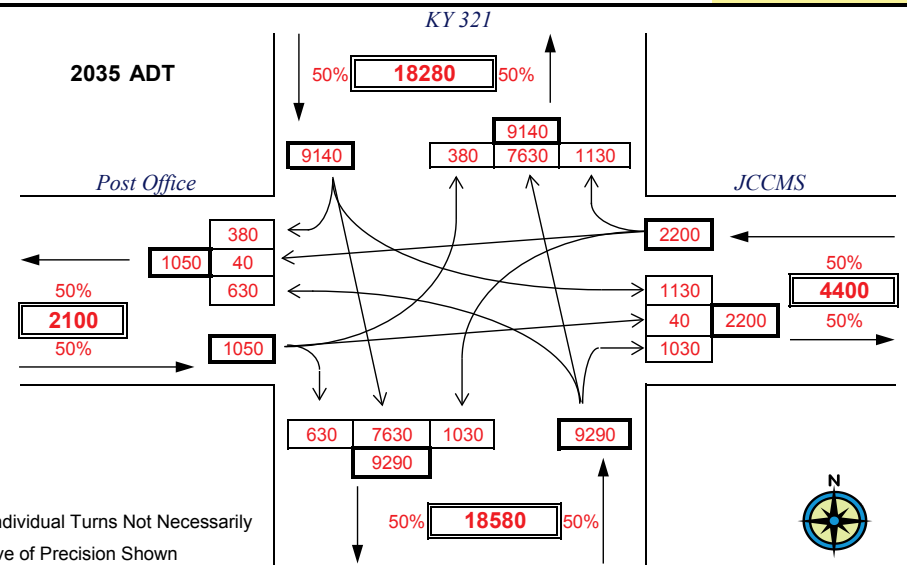
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

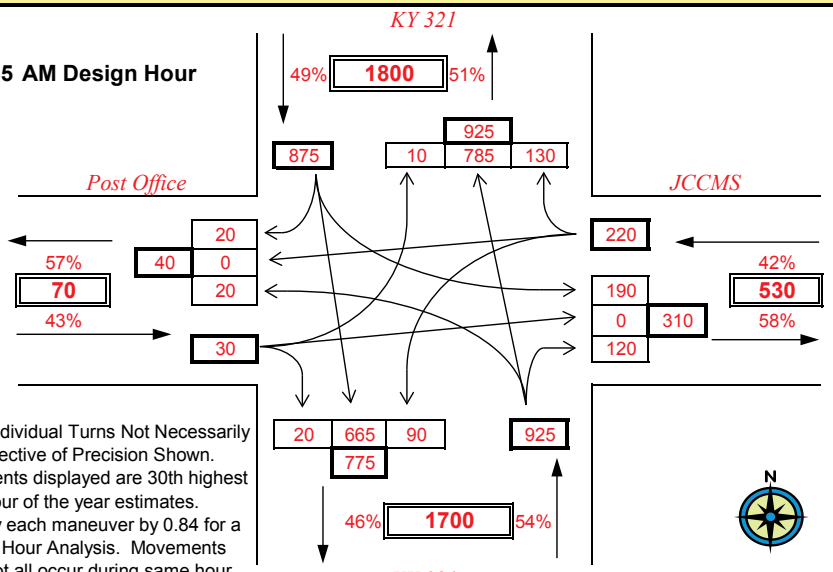
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



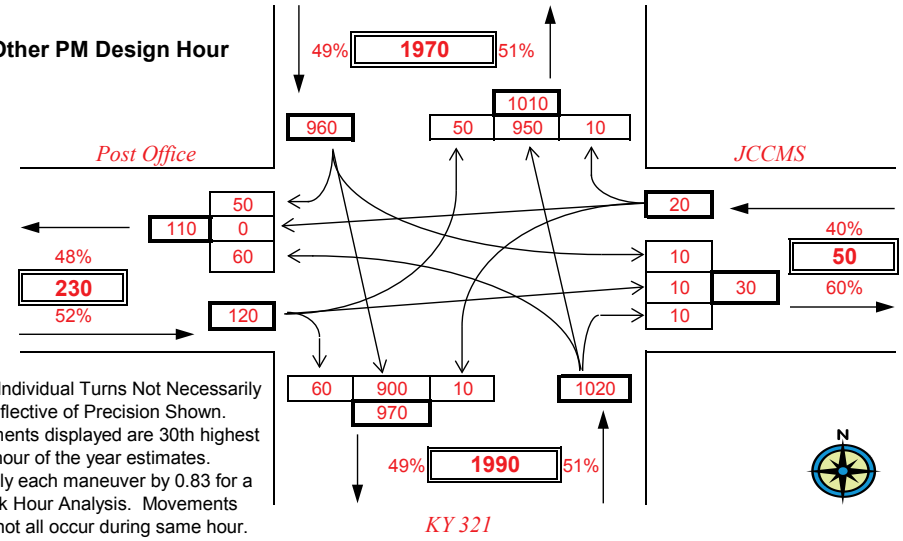
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



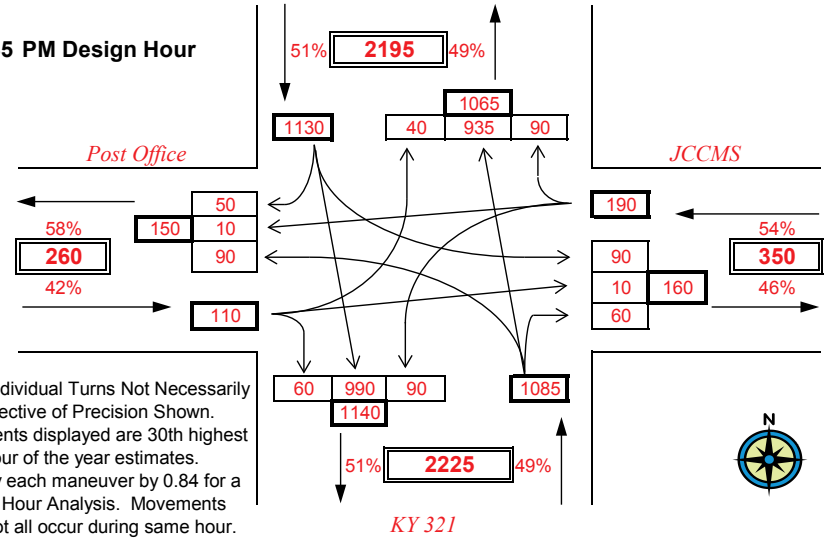
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



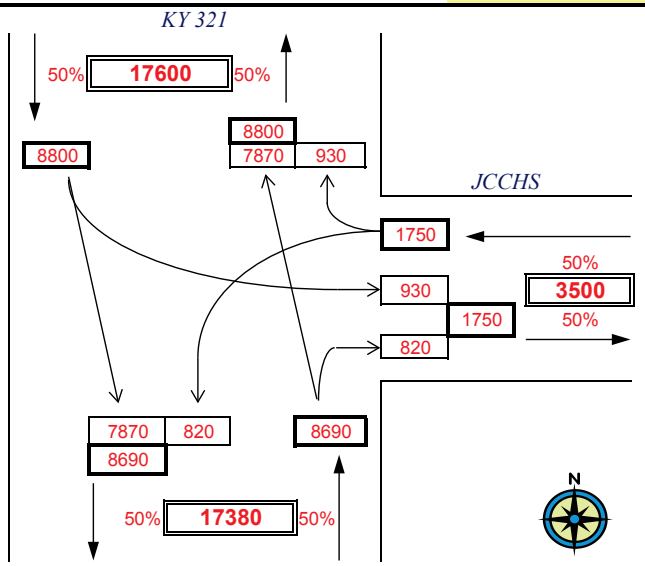
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

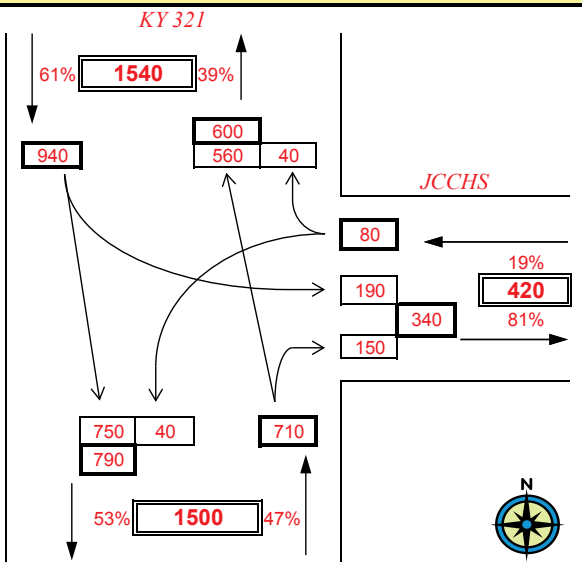
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



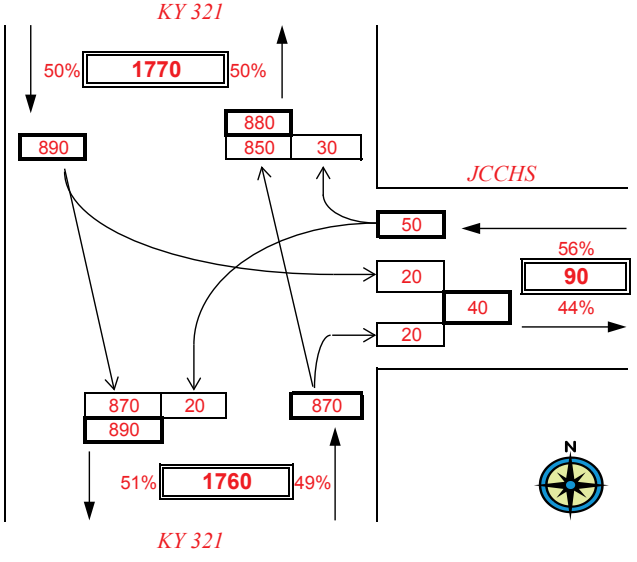
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



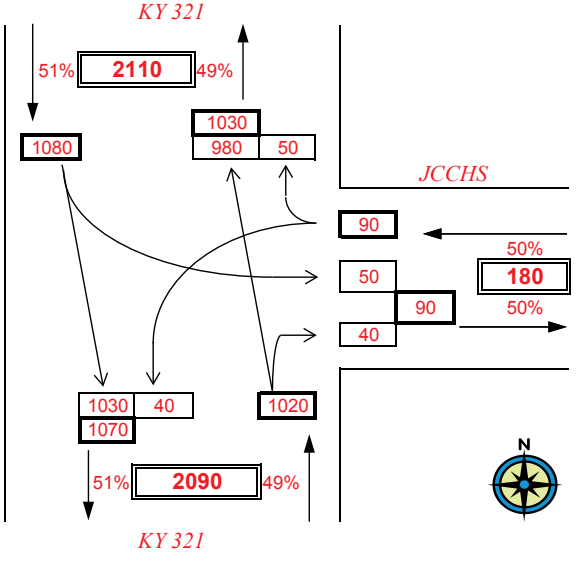
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



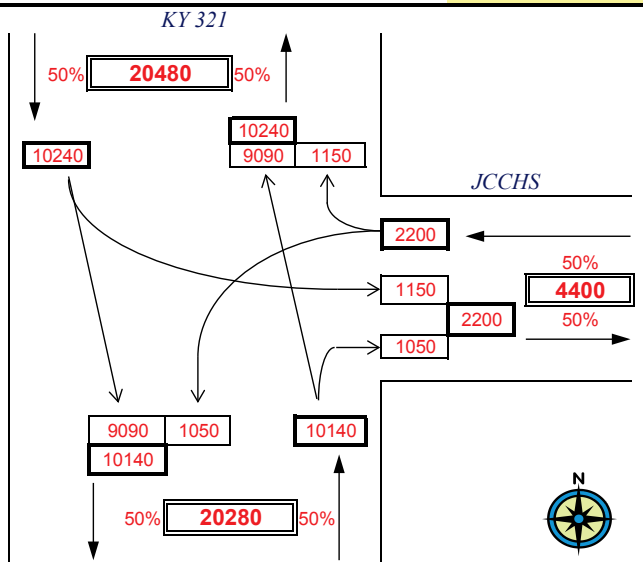
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

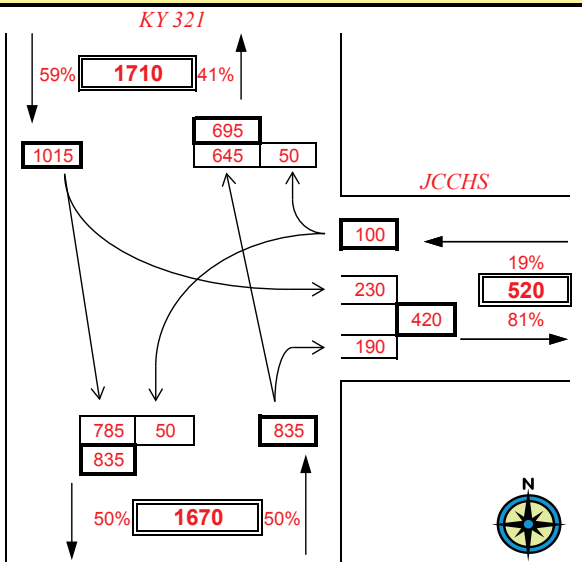
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



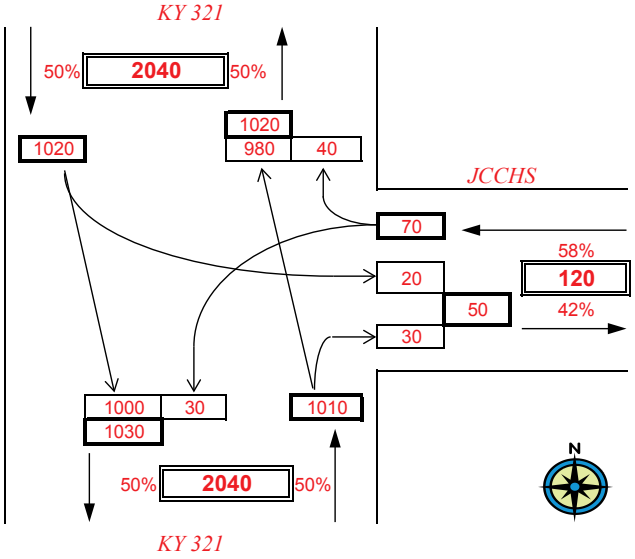
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



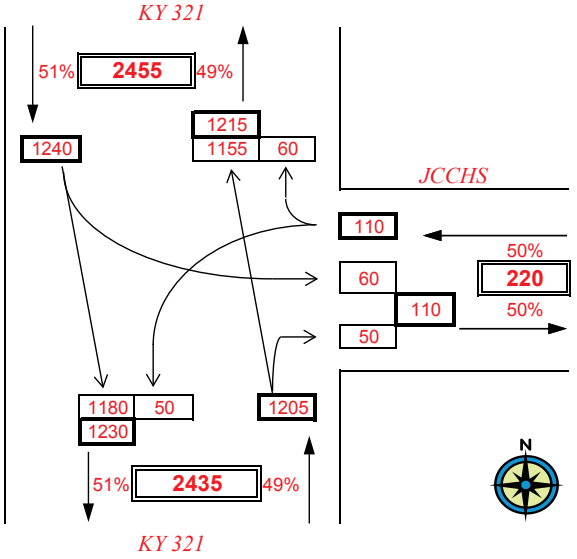
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

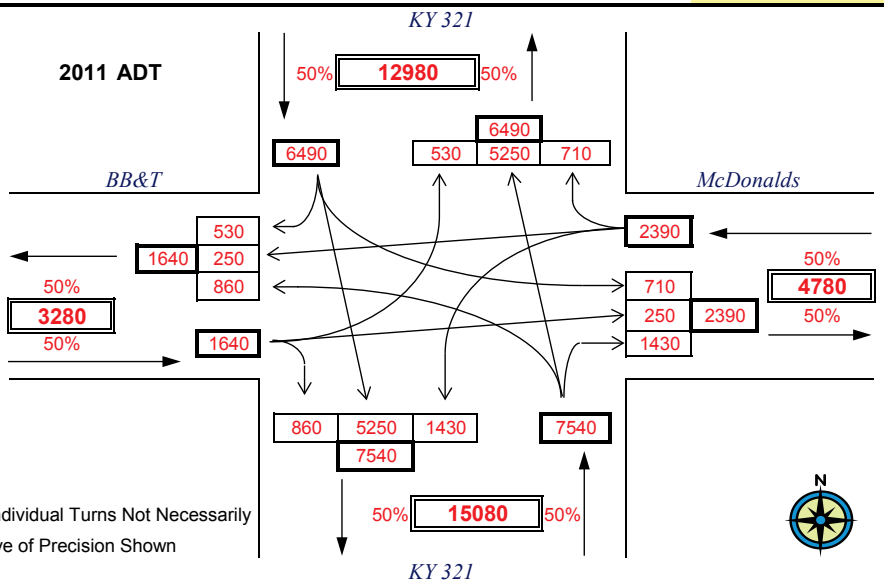


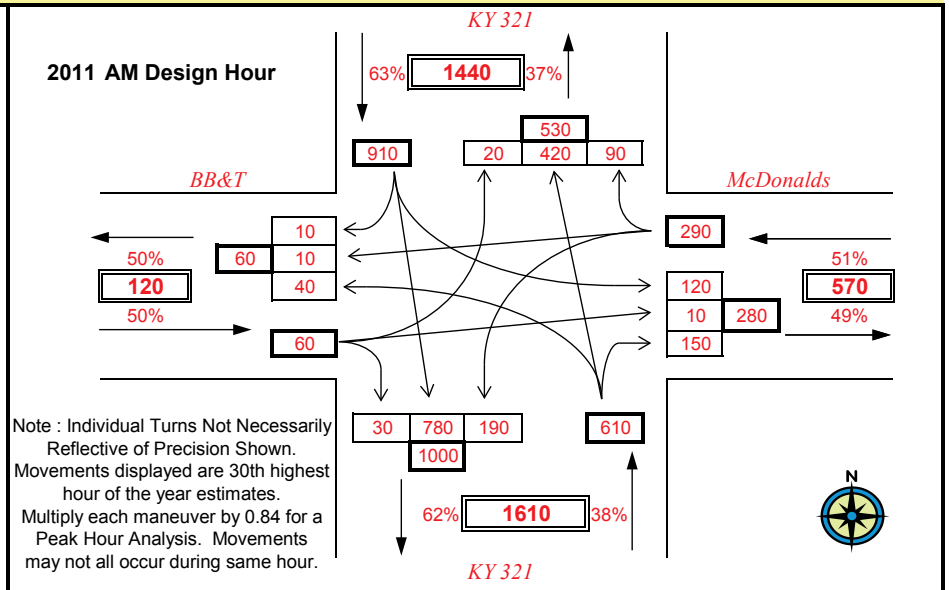
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

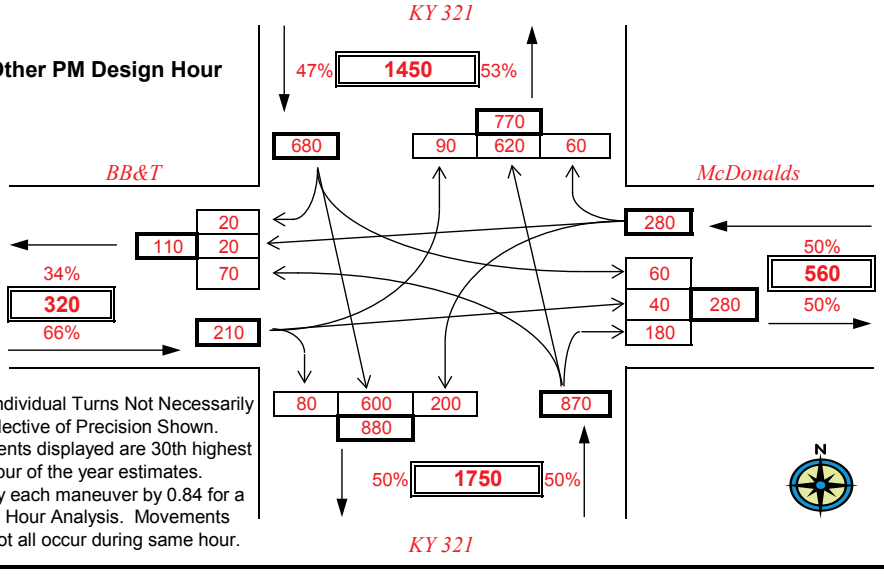
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

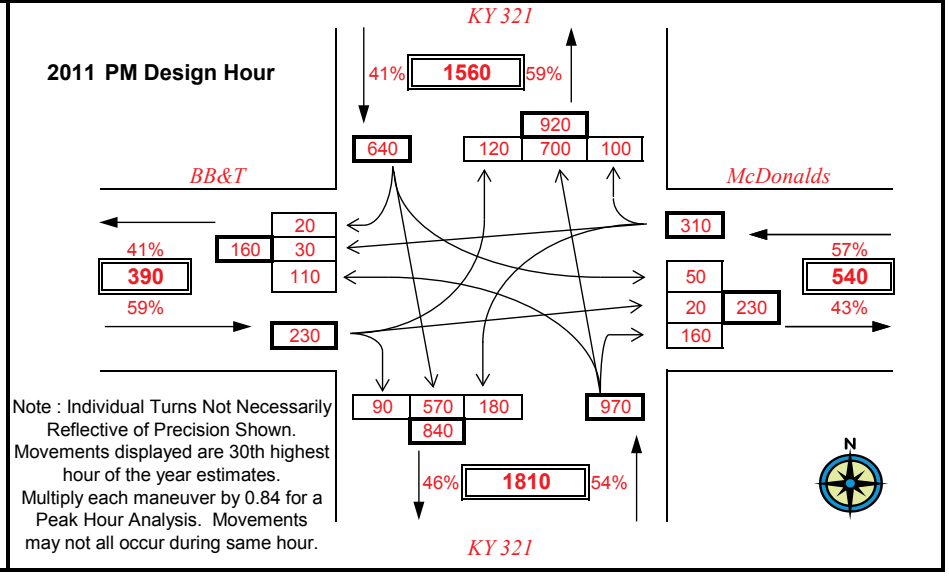
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







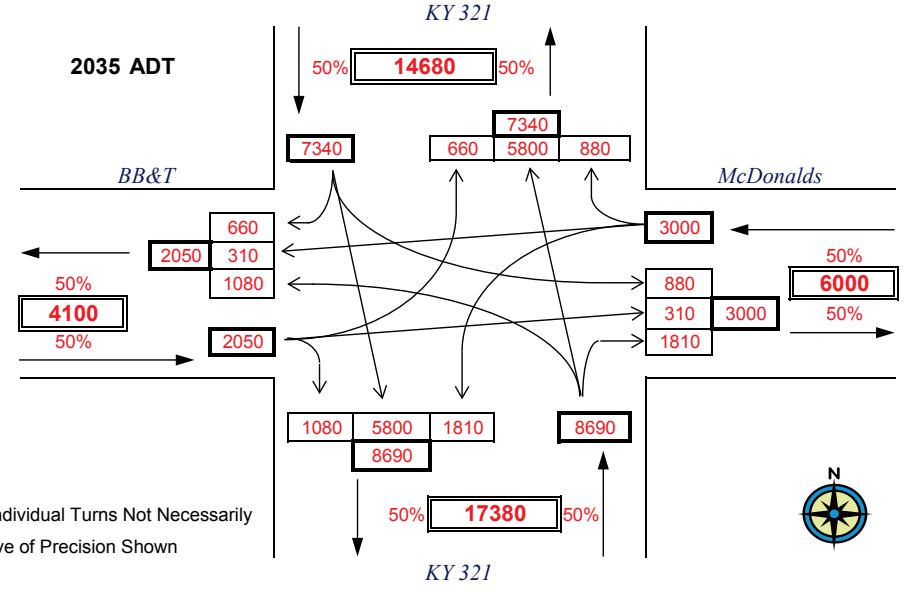


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

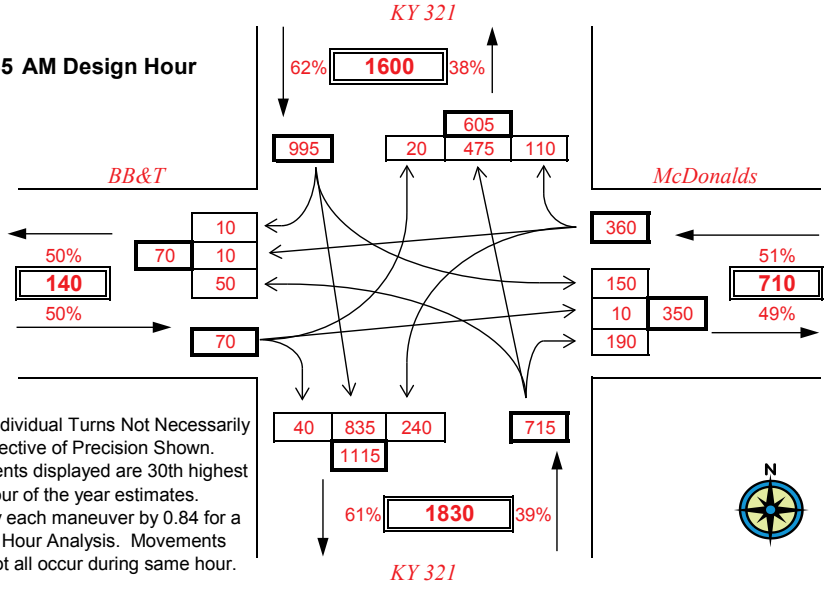
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



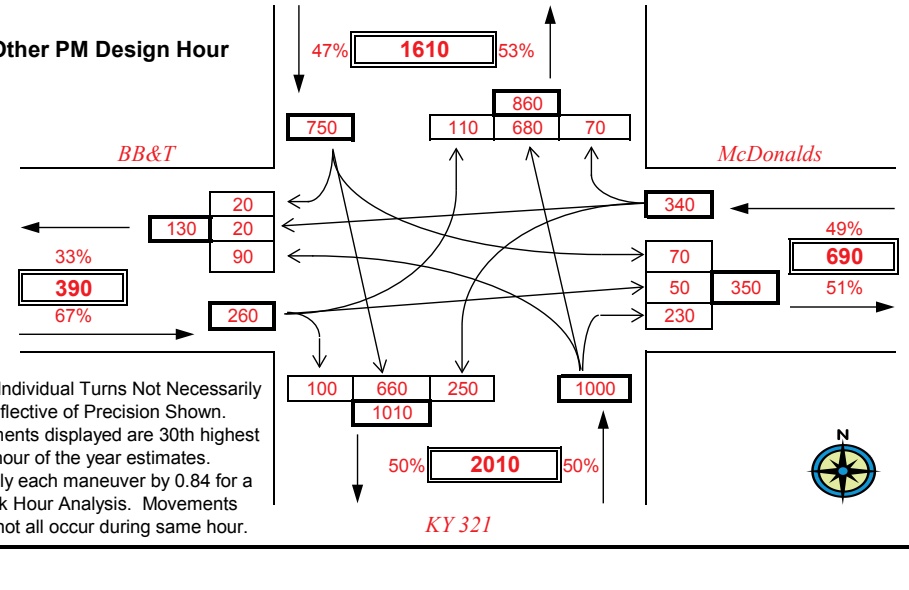
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



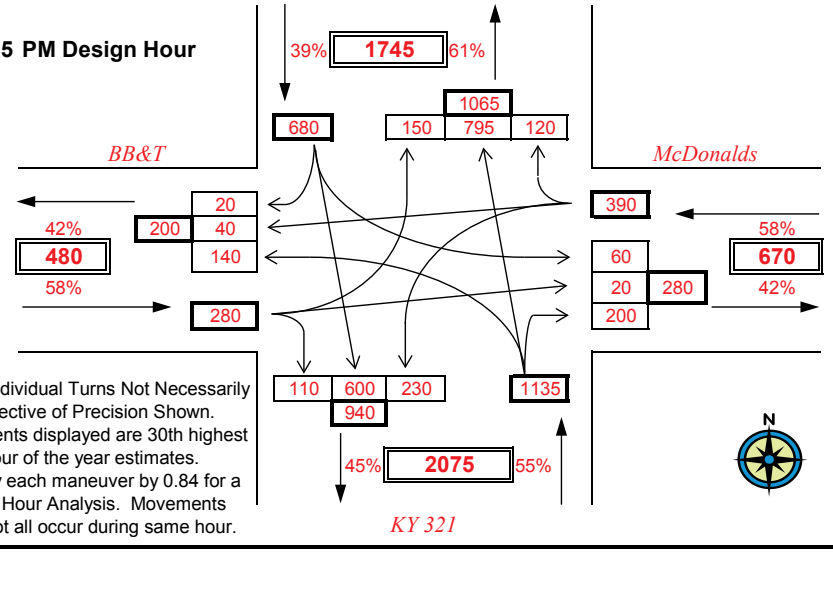
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



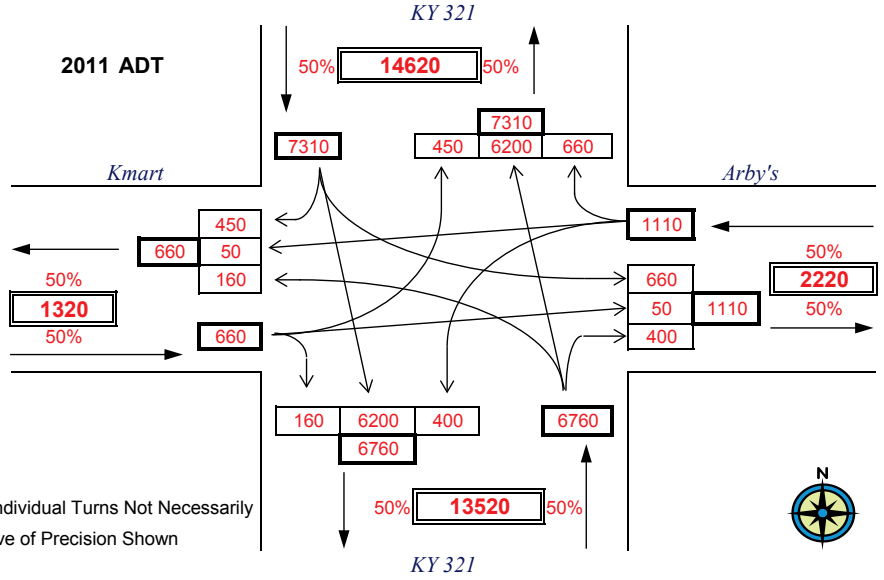
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

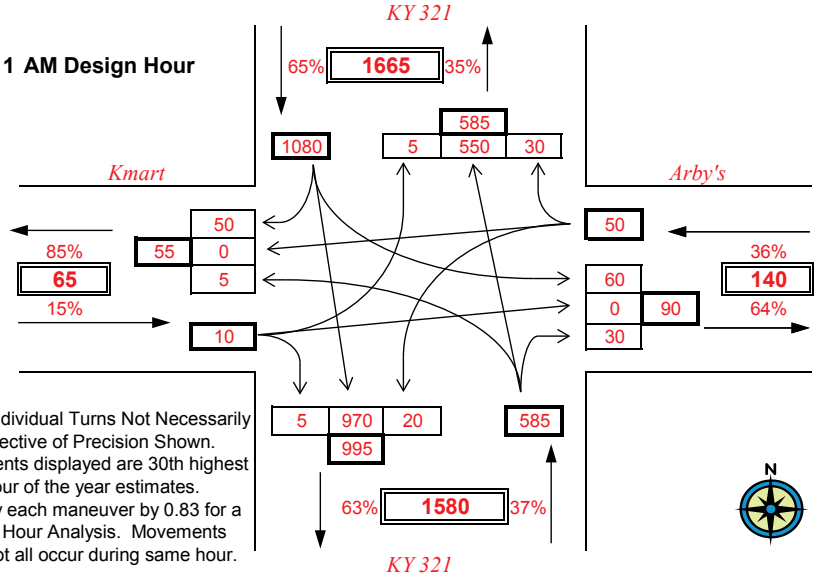
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



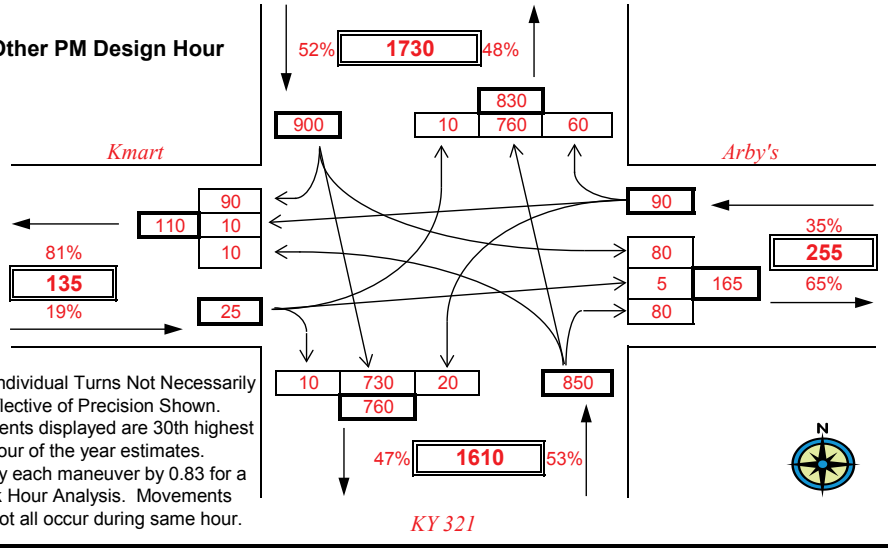
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



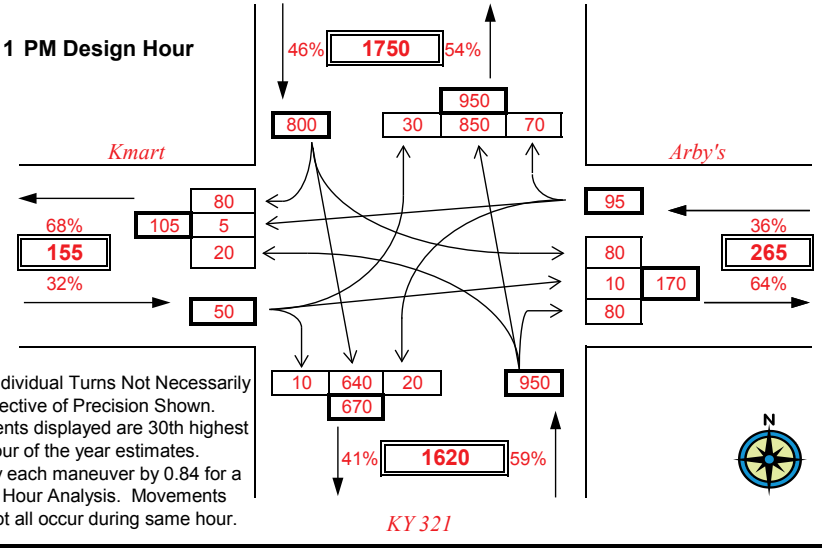
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



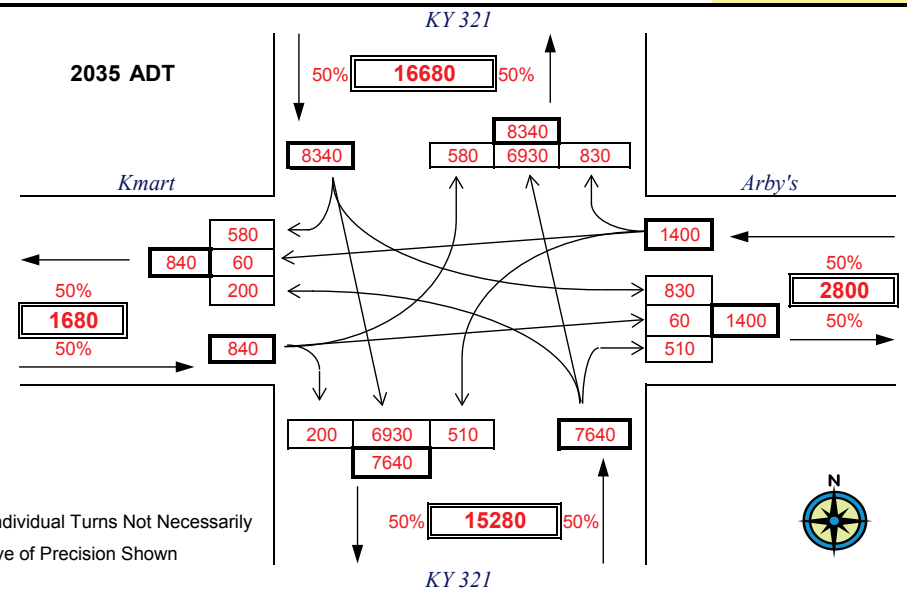
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

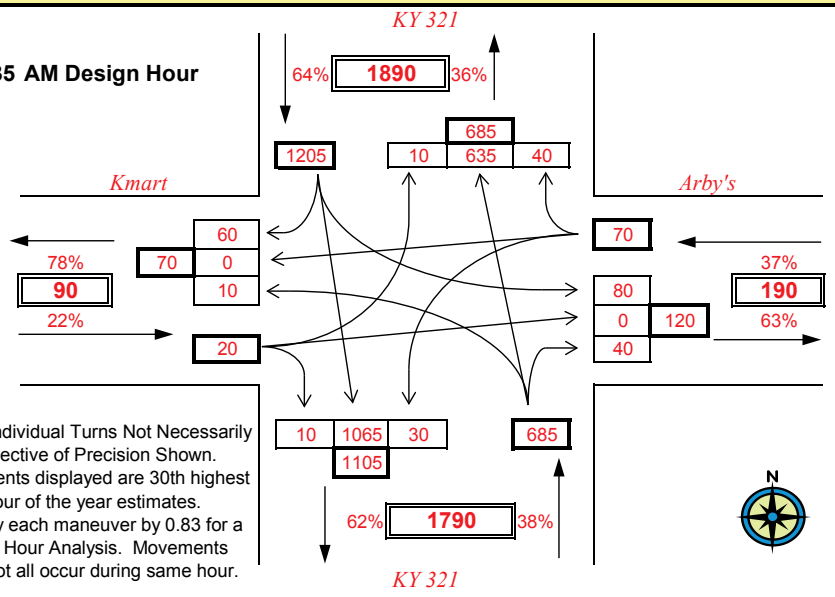
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



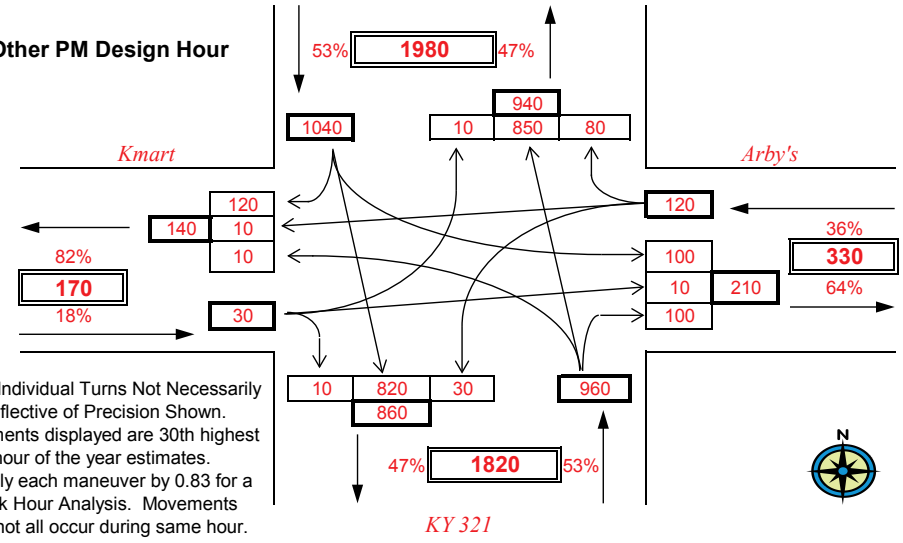
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



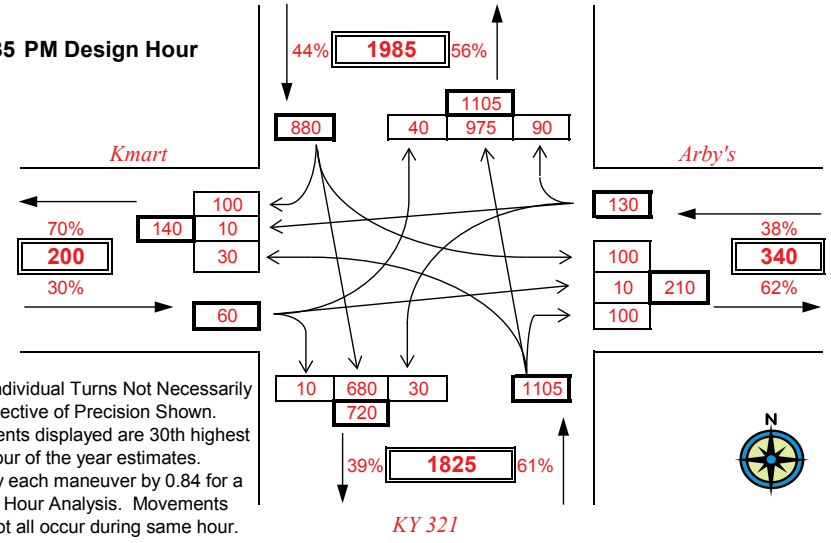
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

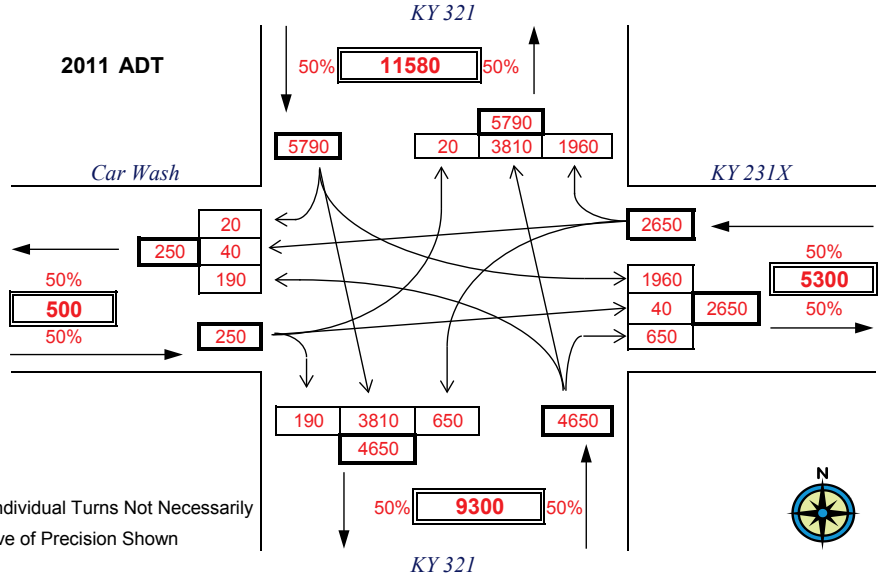
ALTERNATIVE 8

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

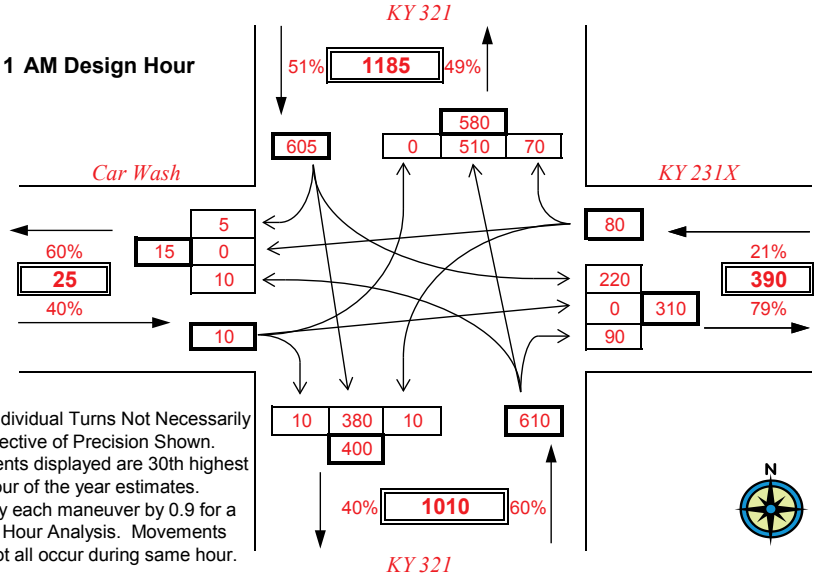
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



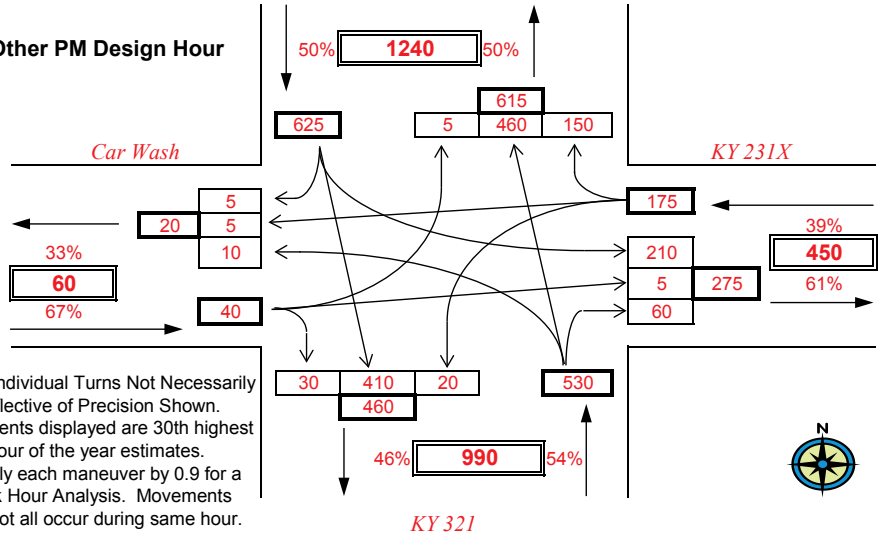
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



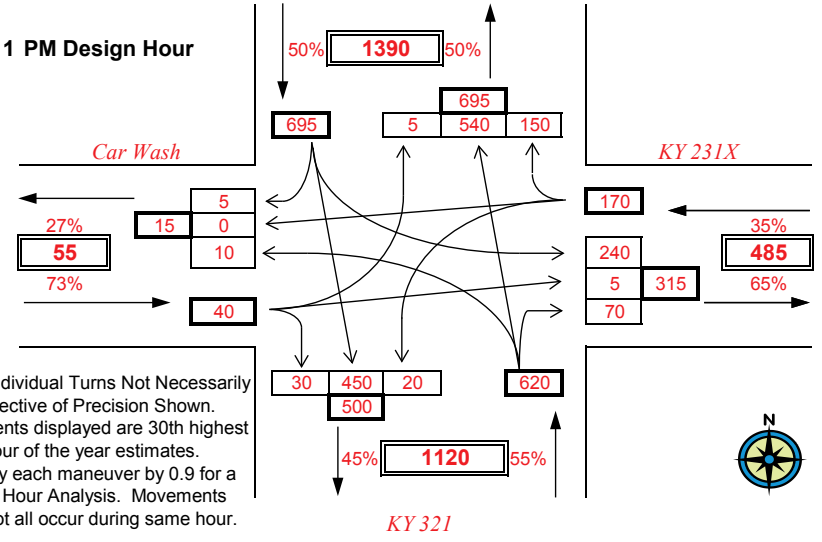
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



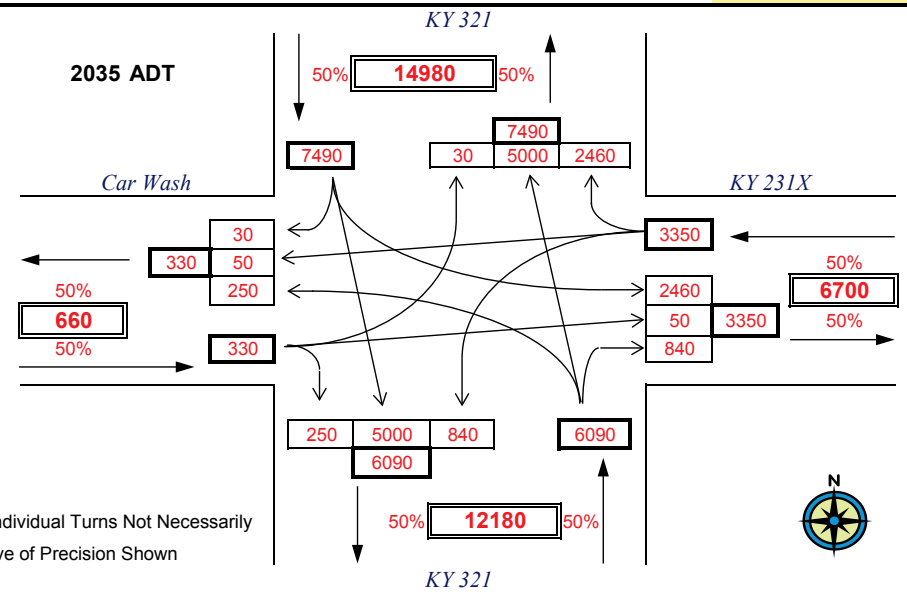
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

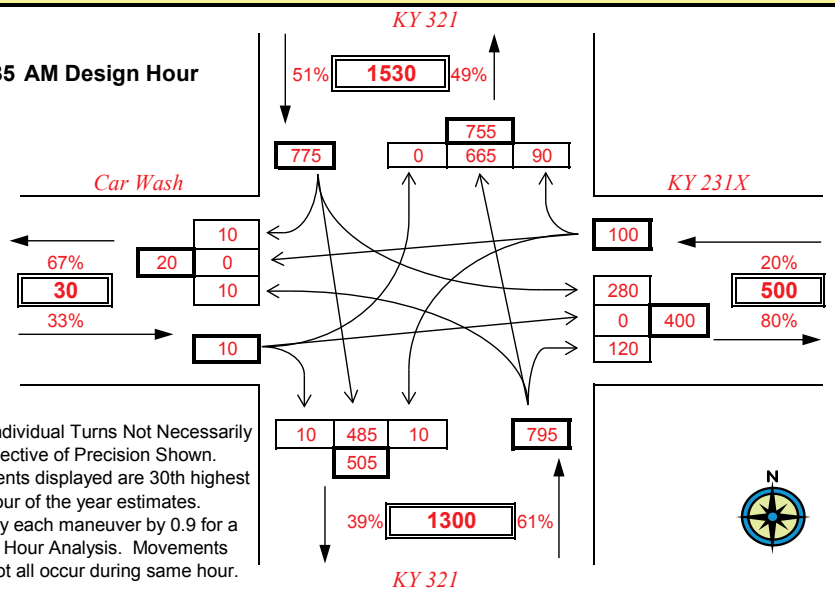
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



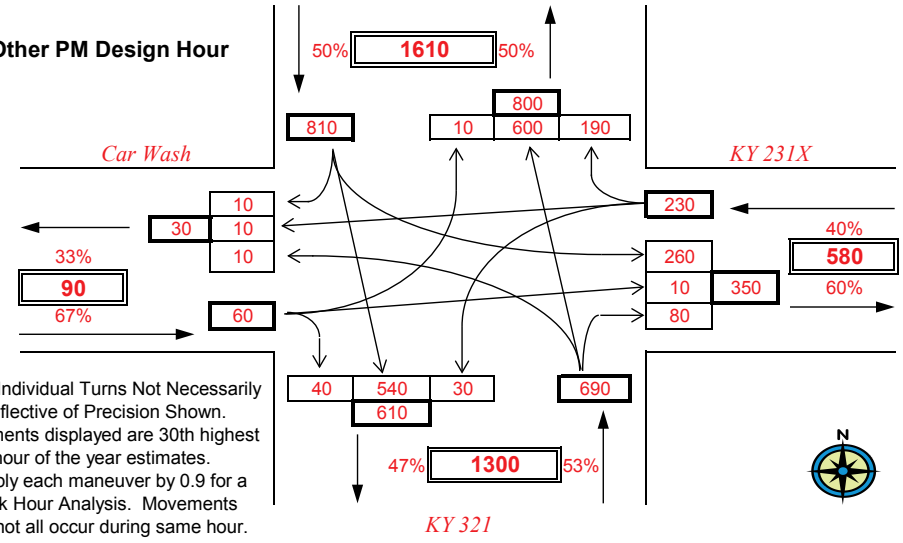
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



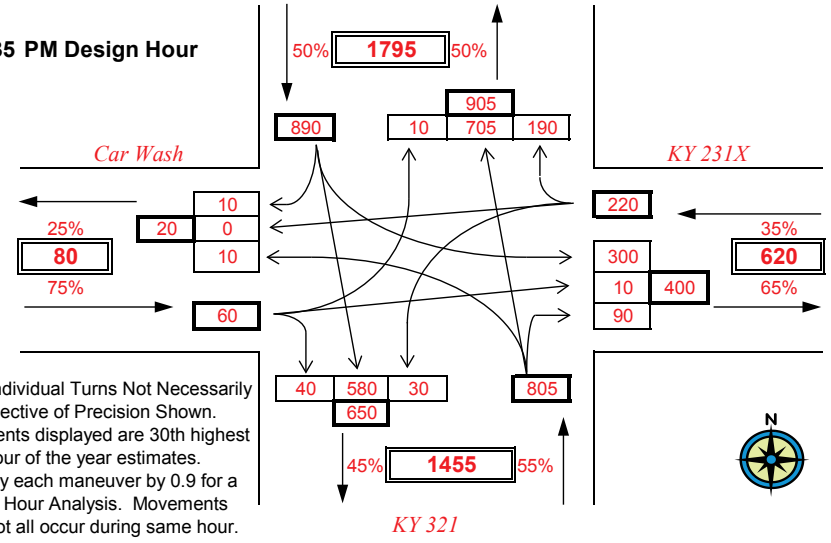
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



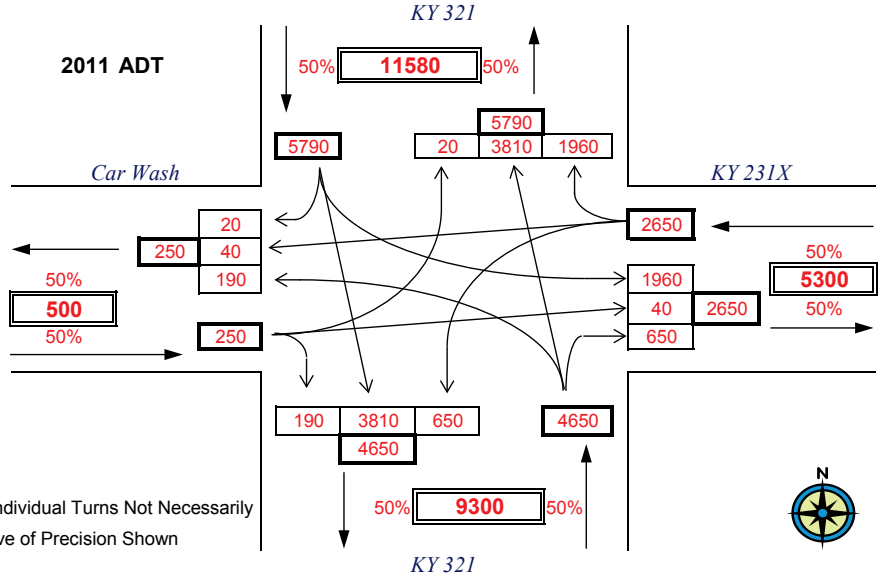
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

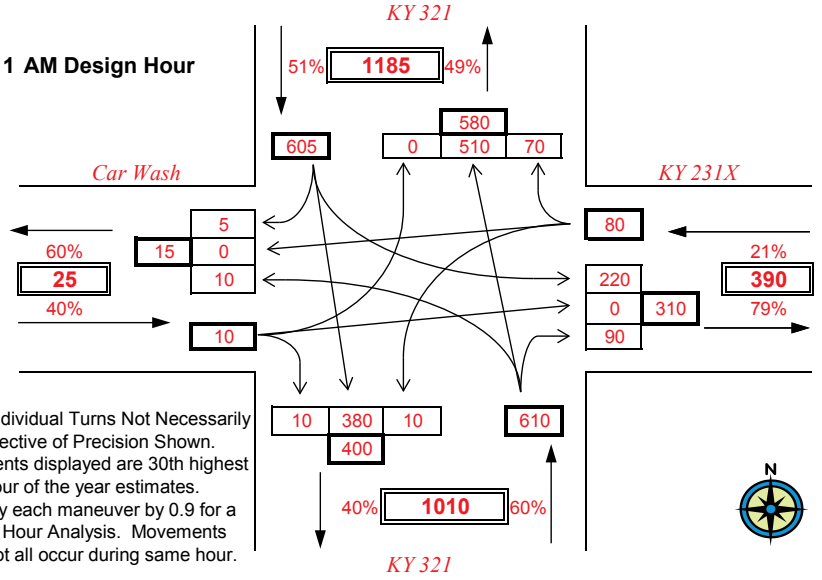
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



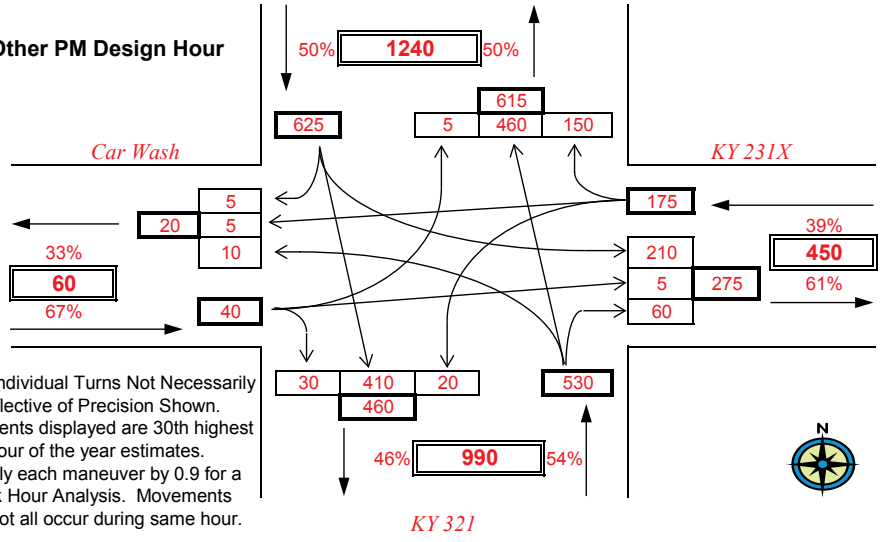
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



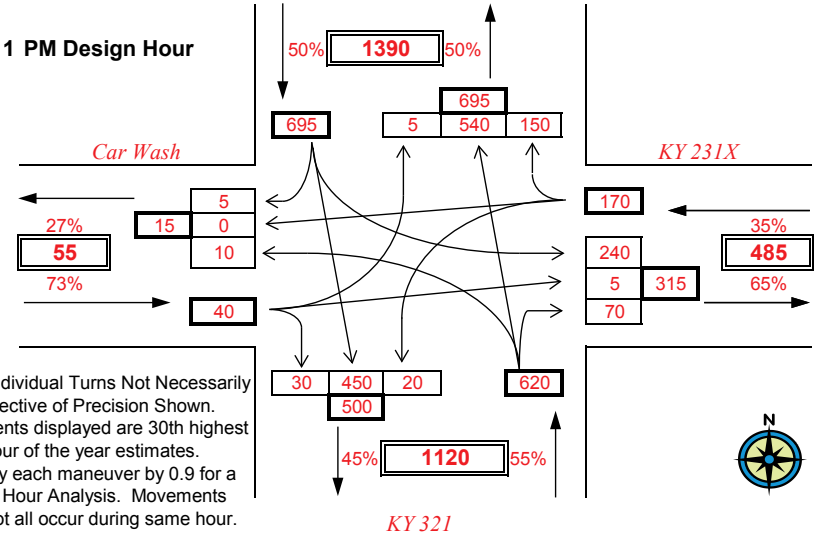
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



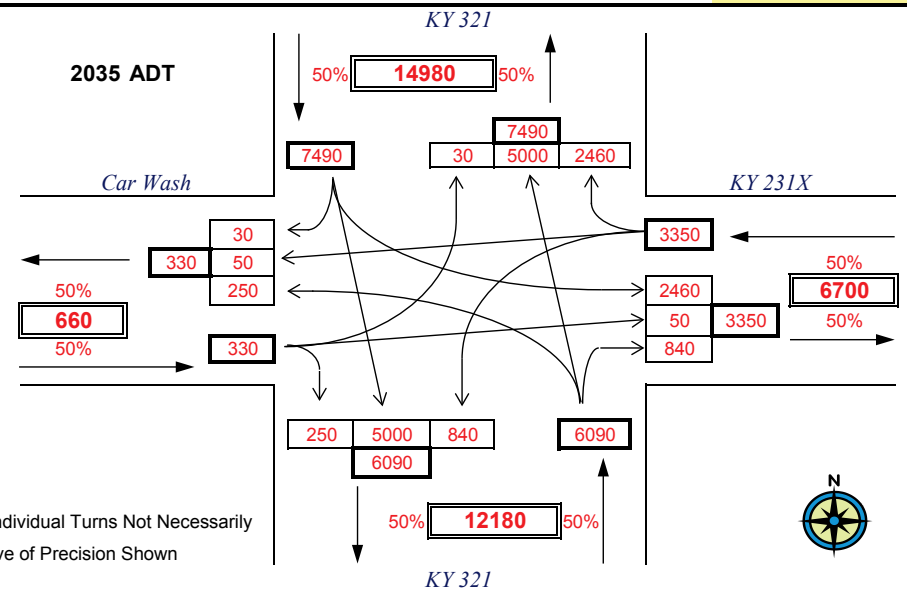
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

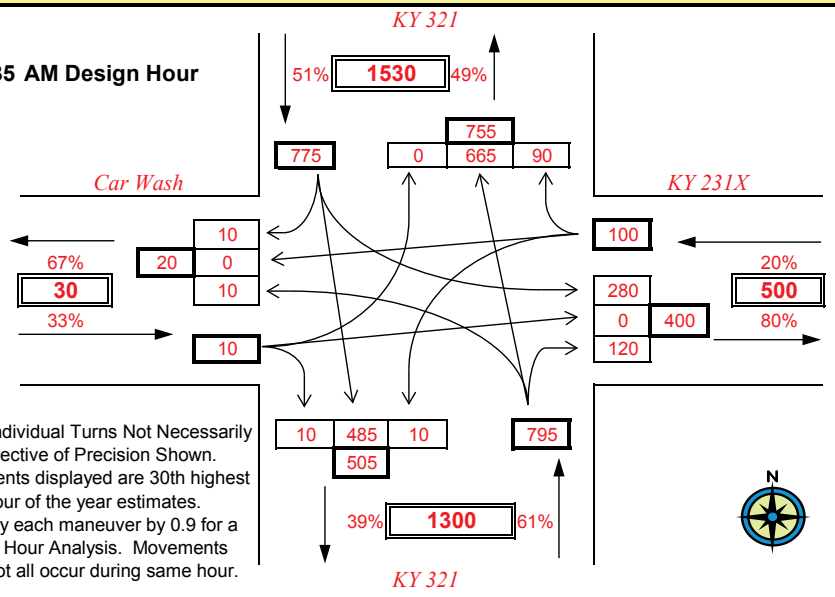
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



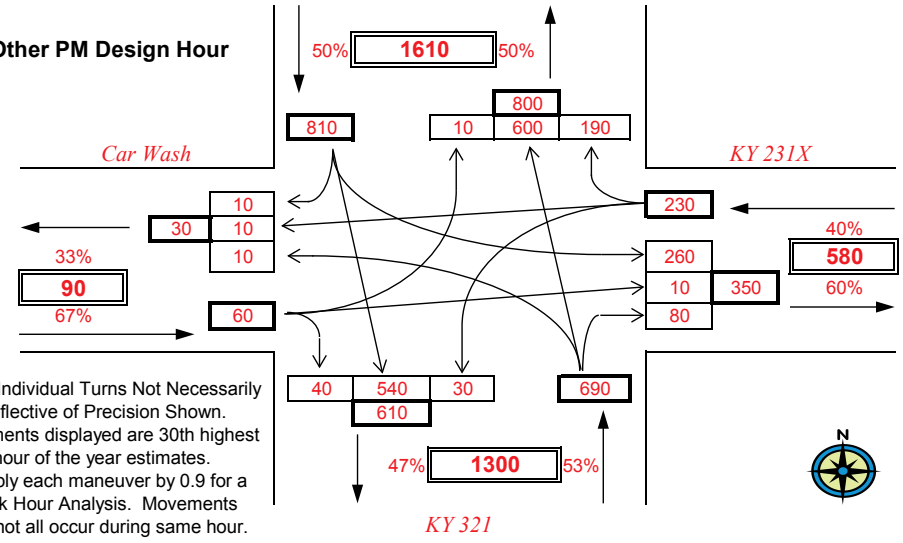
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



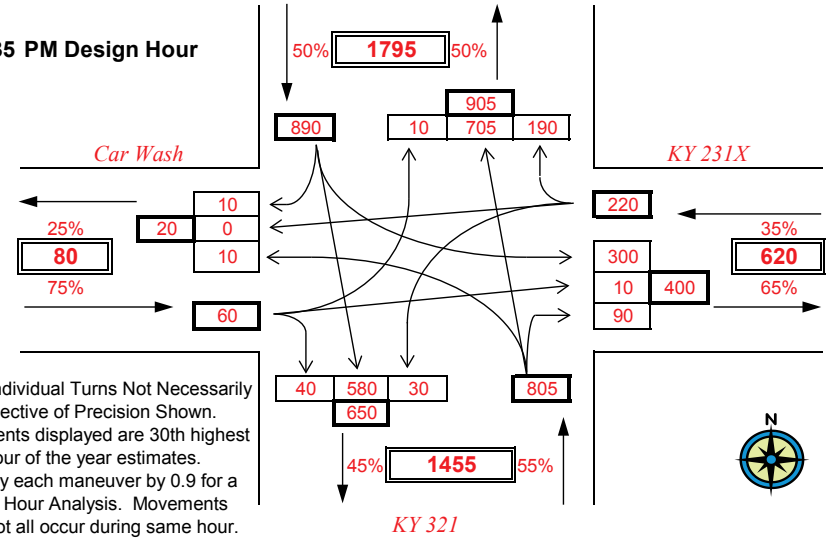
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



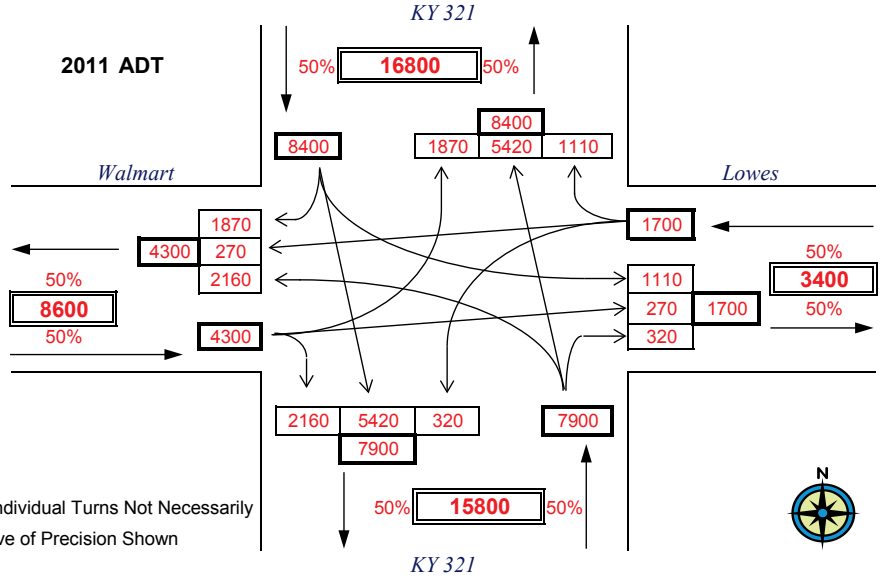
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

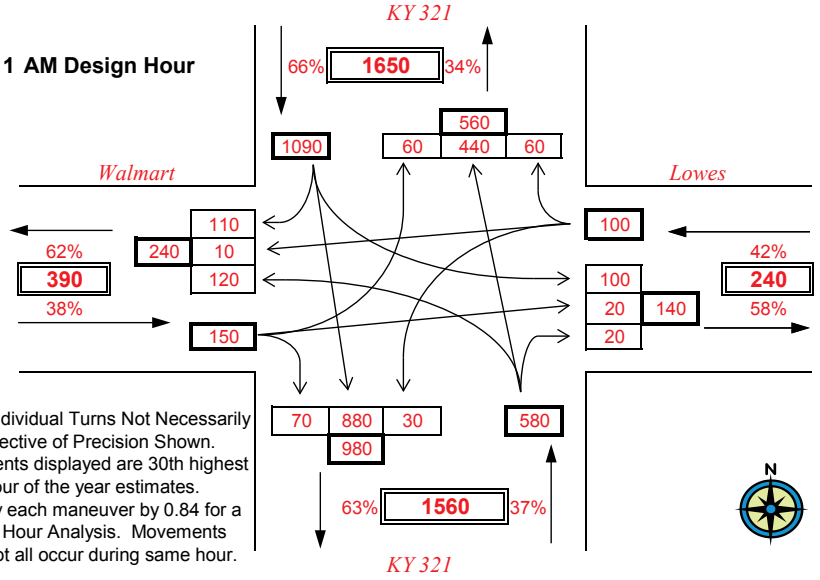
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



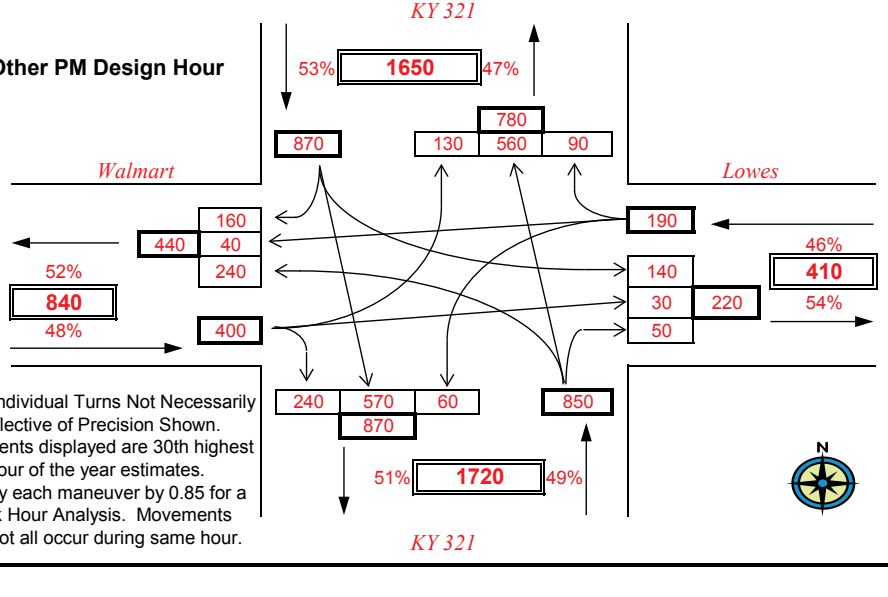
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



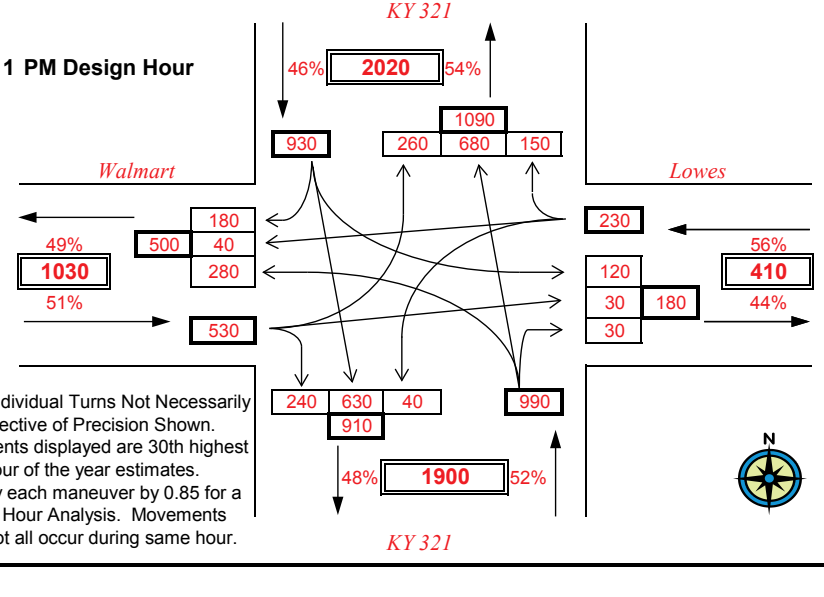
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour

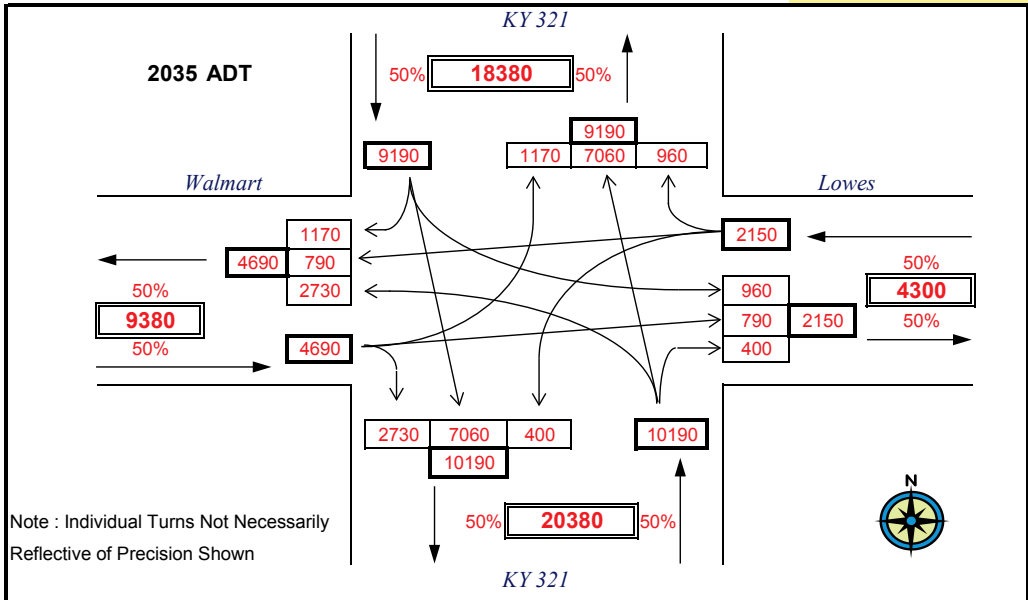


Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

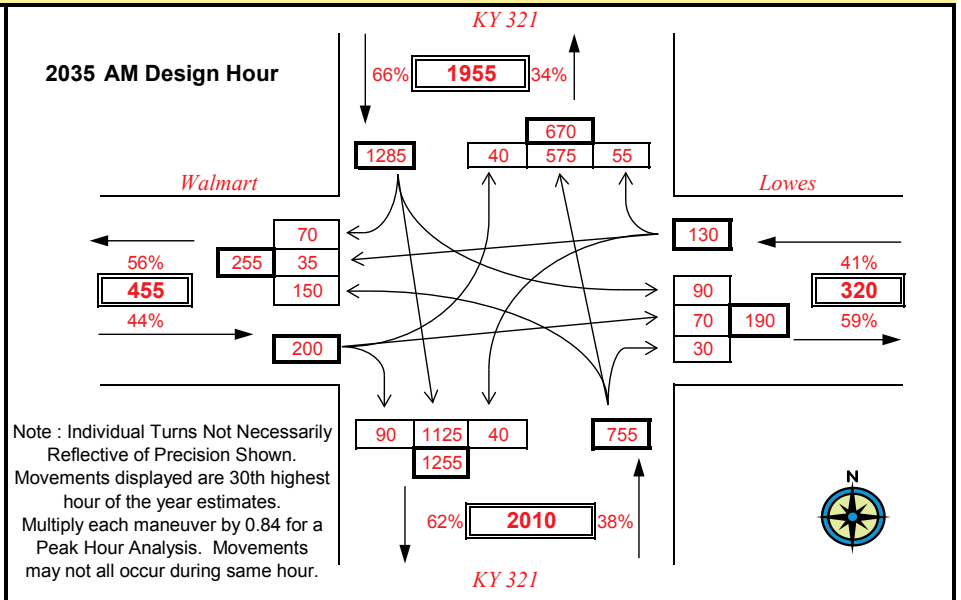
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

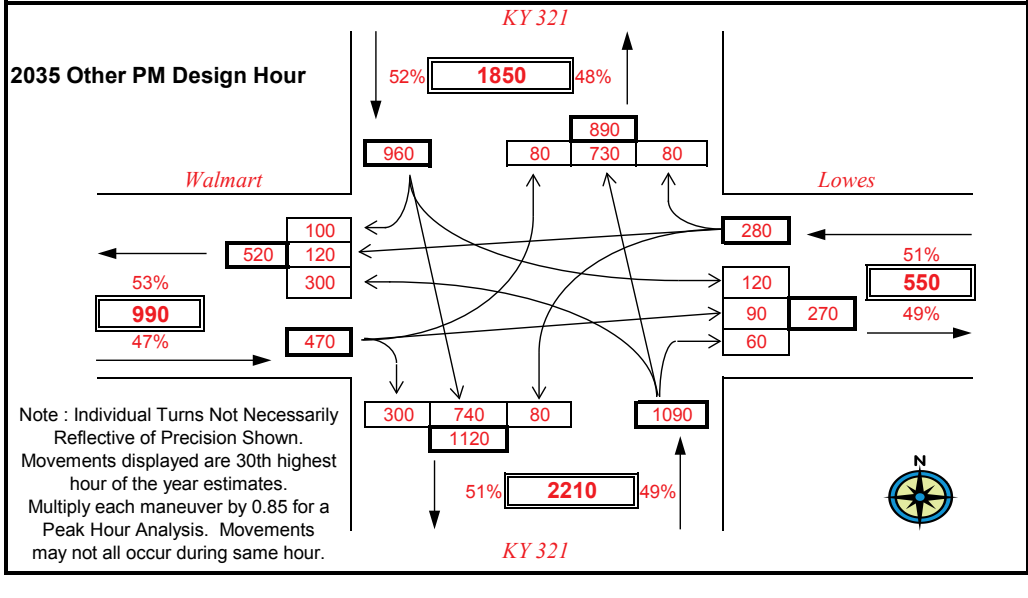
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**



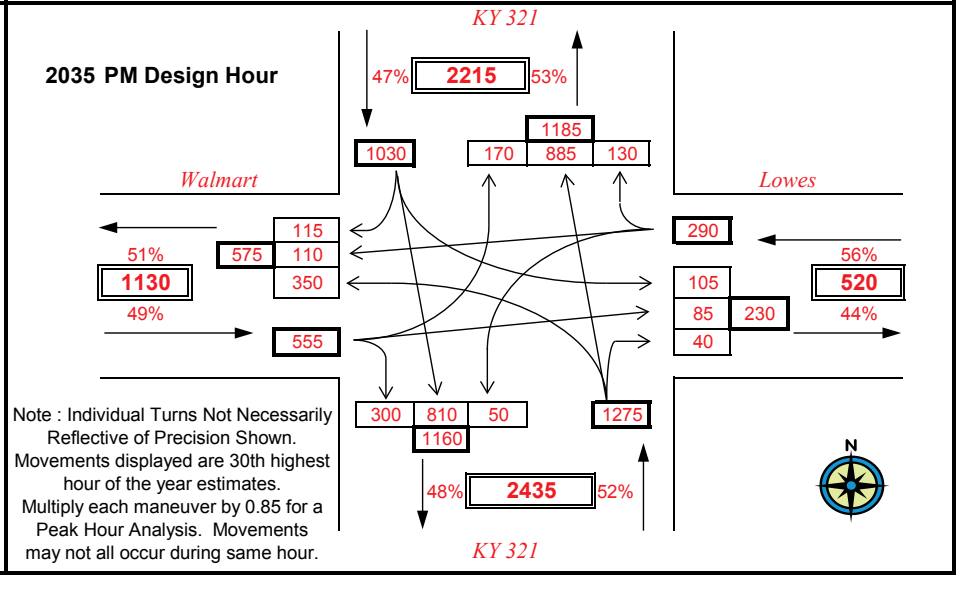
Note : Individual Turns Not Necessarily Reflective of Precision Shown



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.



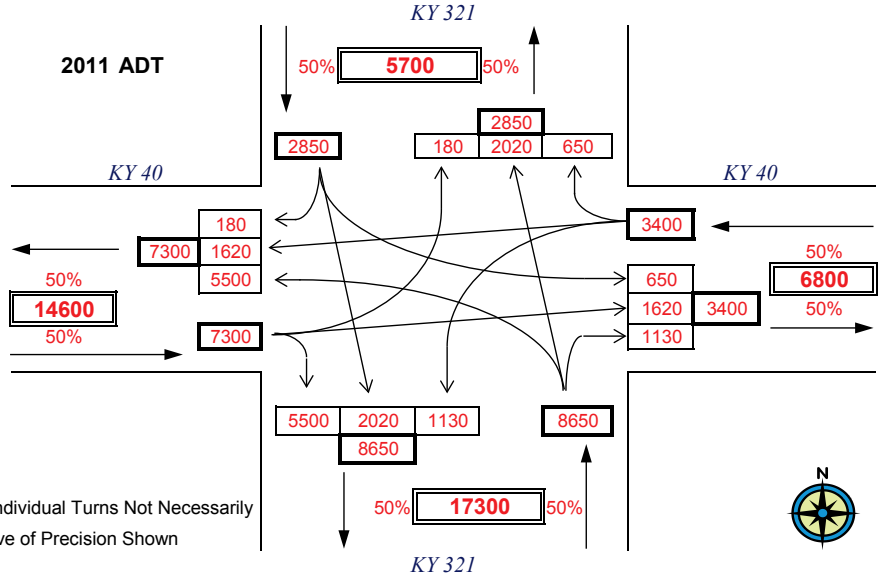
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

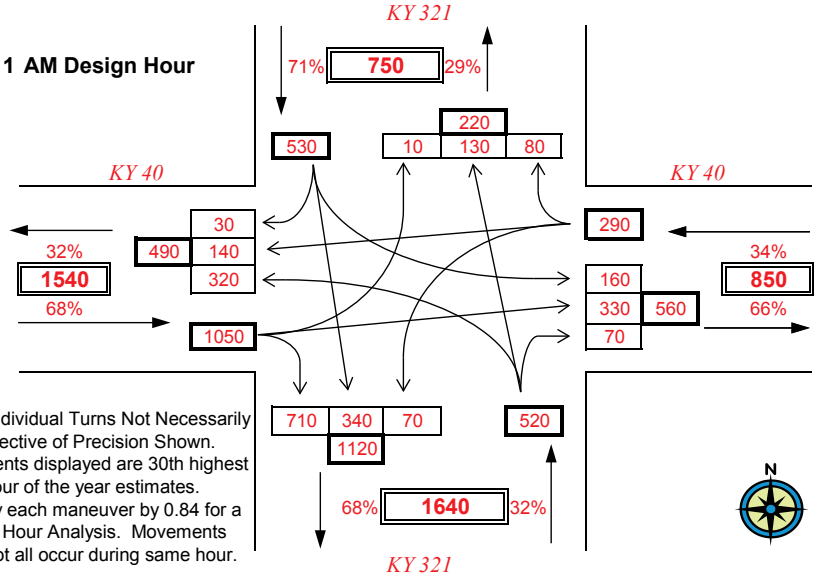
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



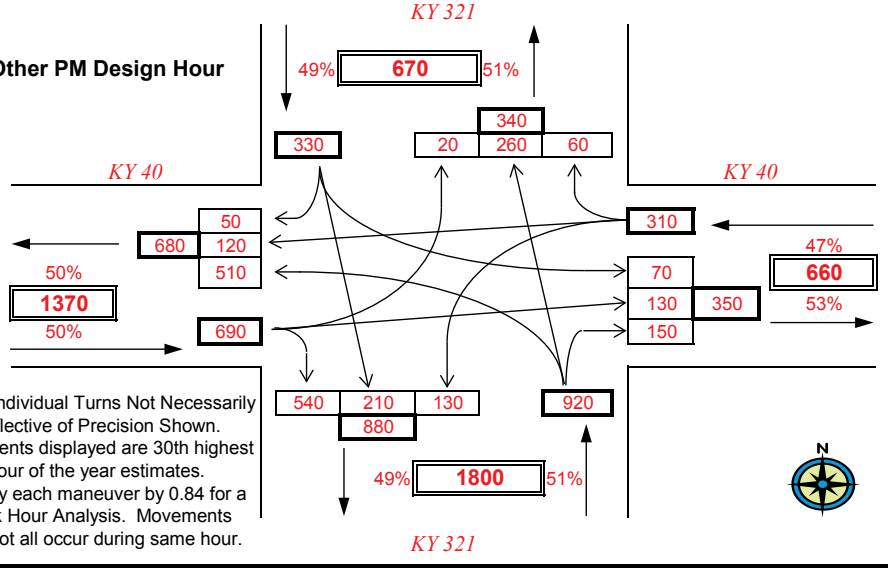
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



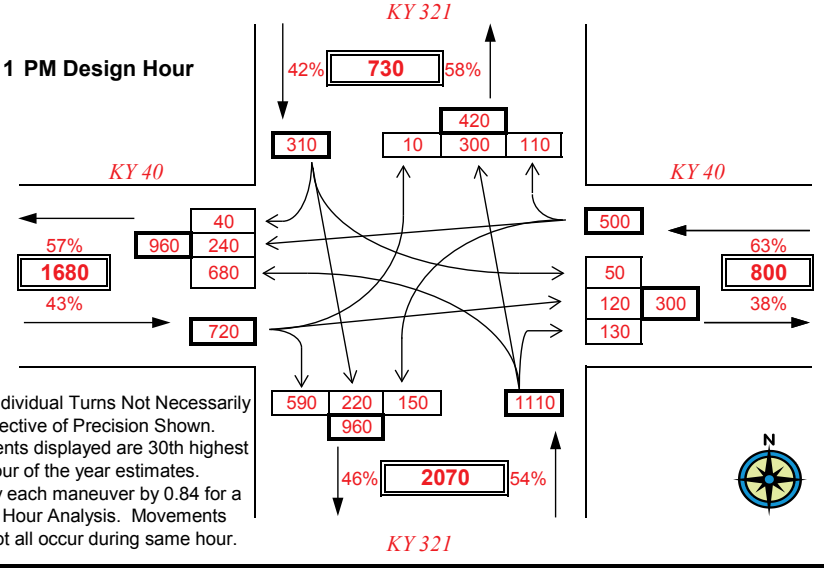
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



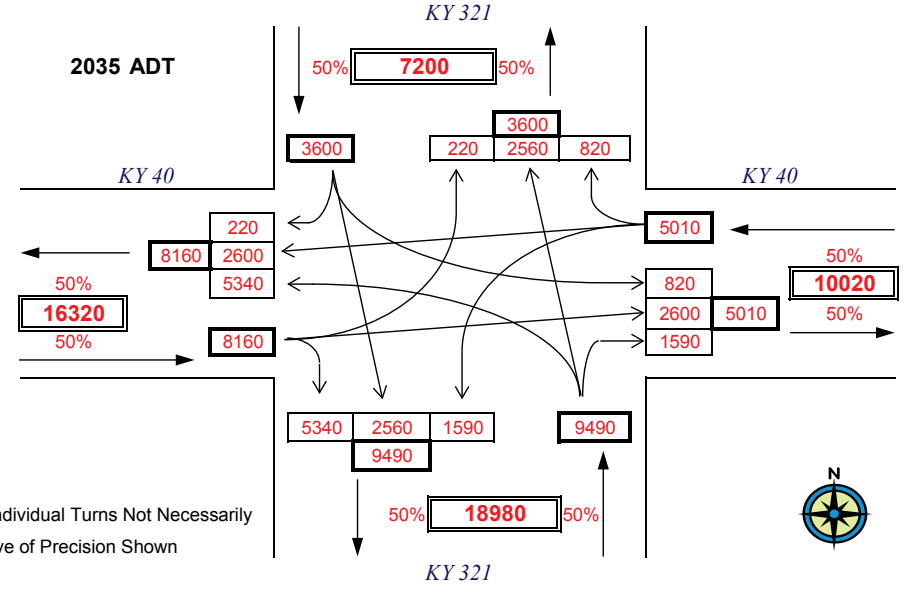
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

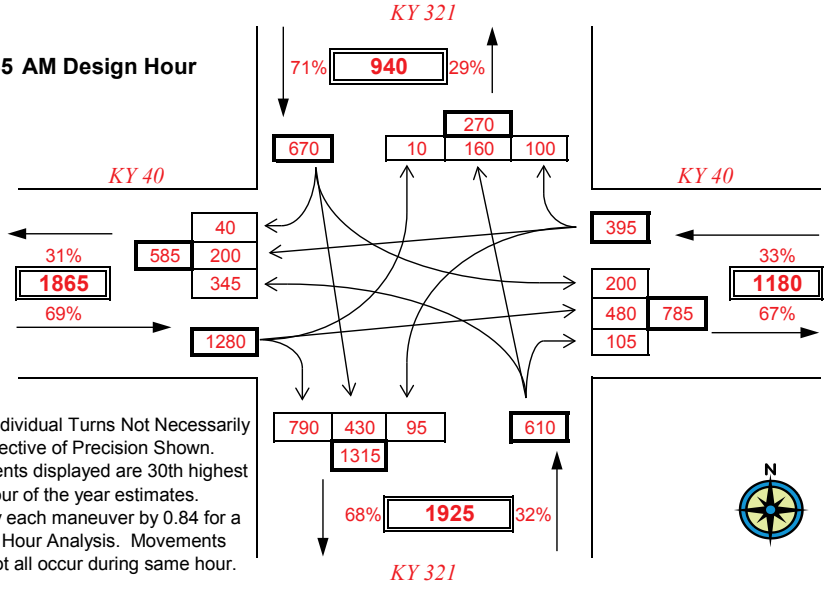
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



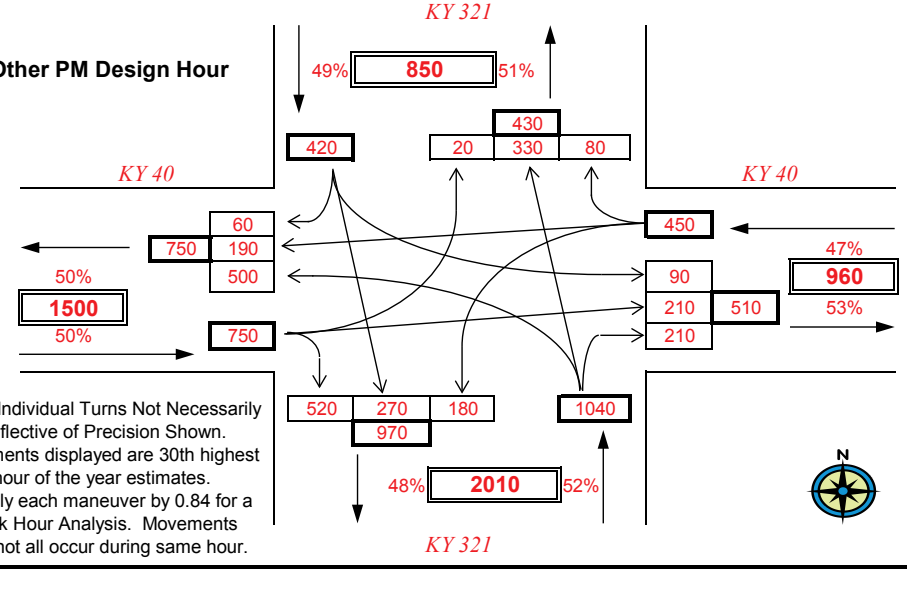
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



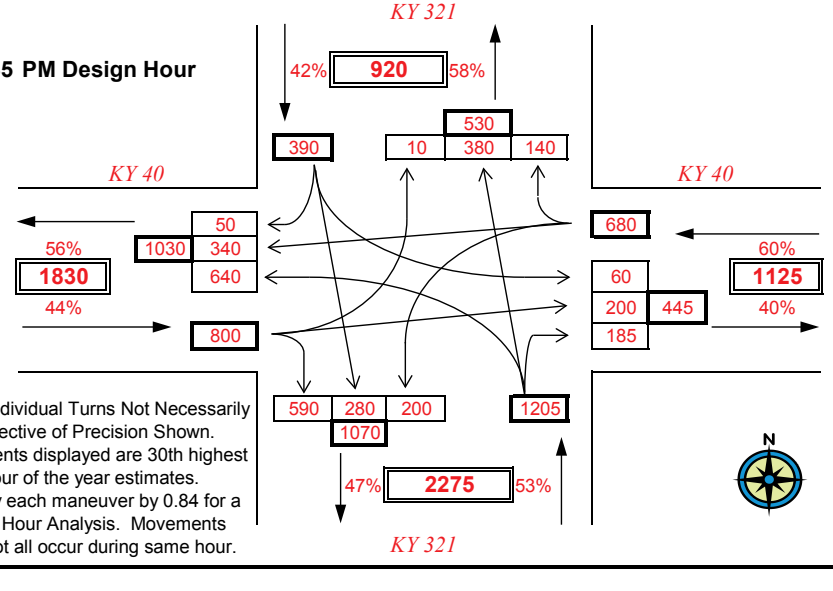
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



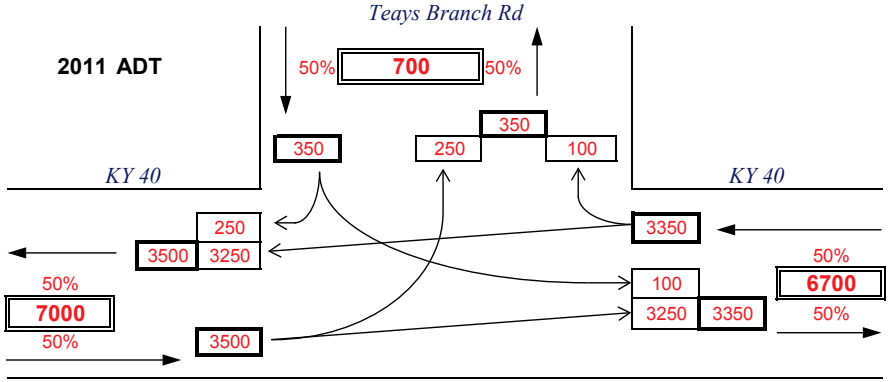
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

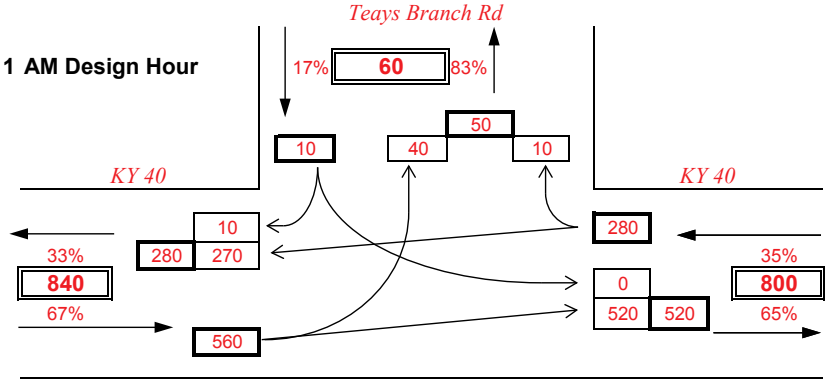
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



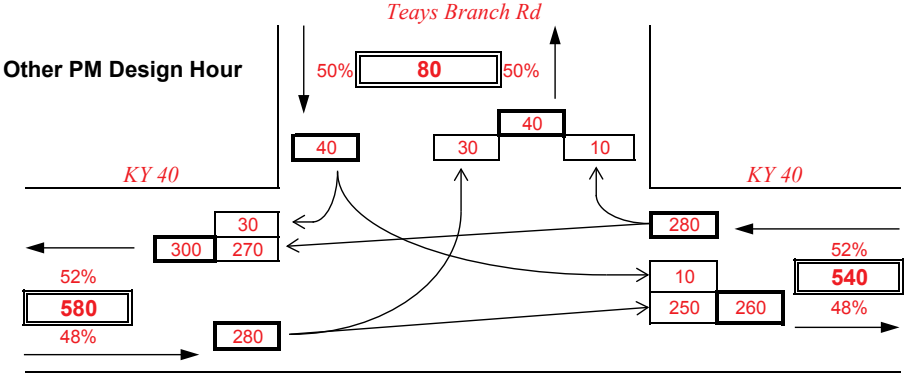
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



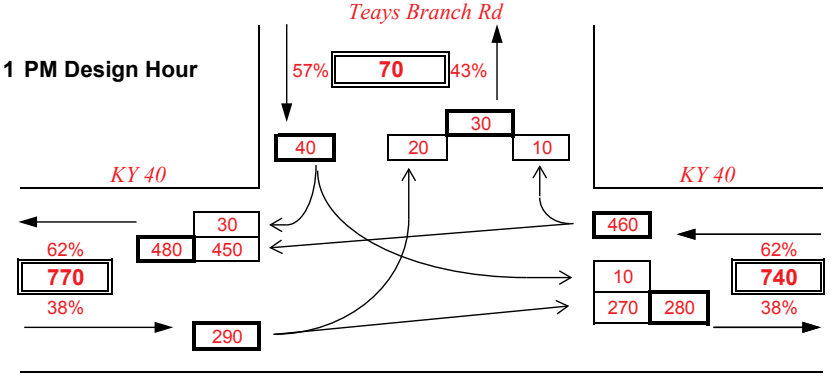
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



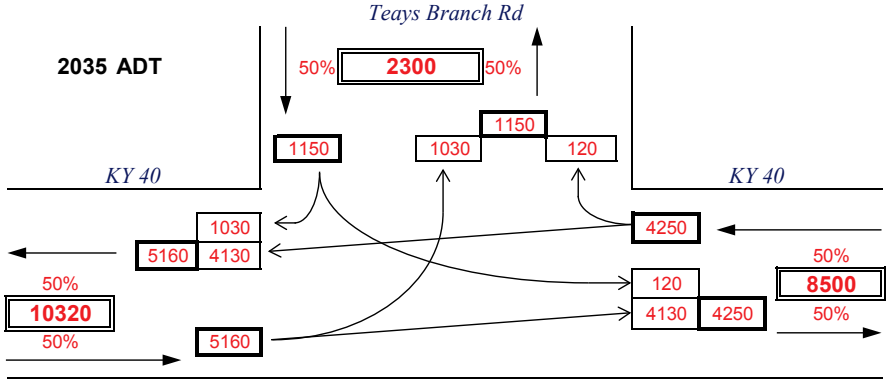
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

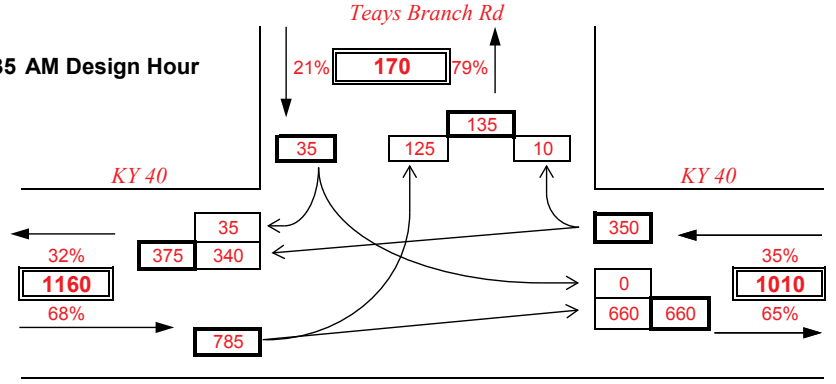
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



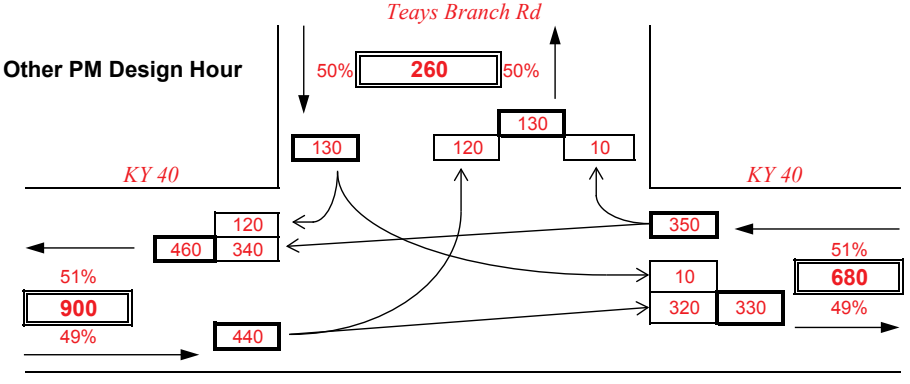
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



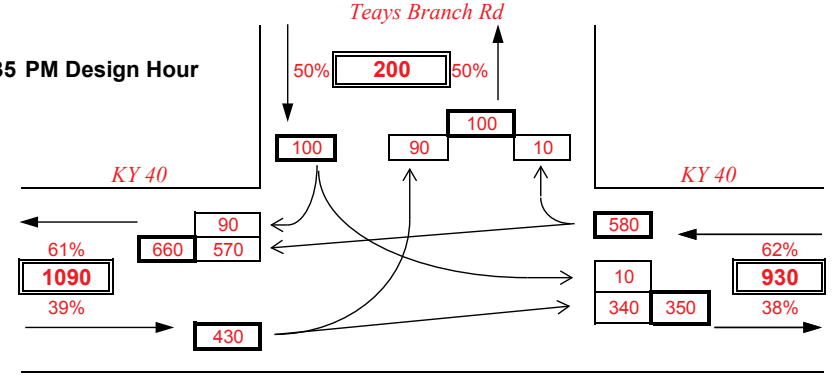
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



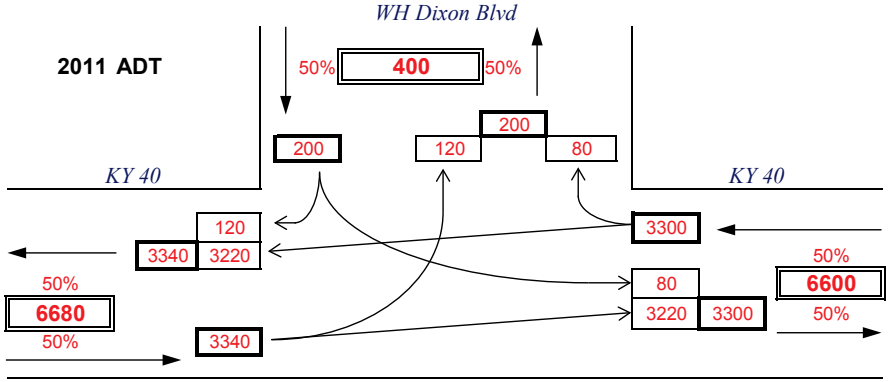
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

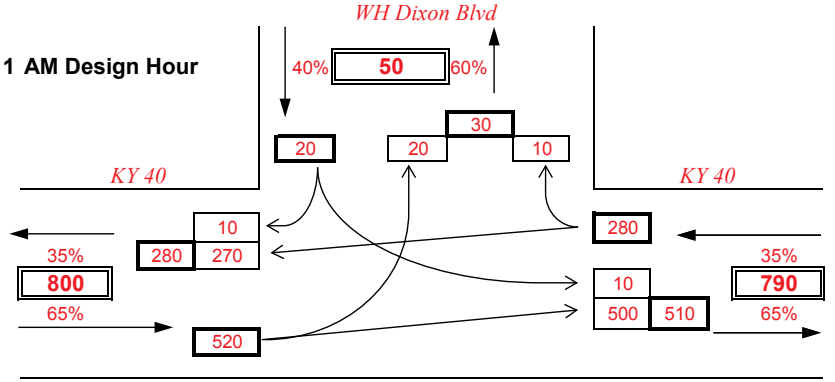
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



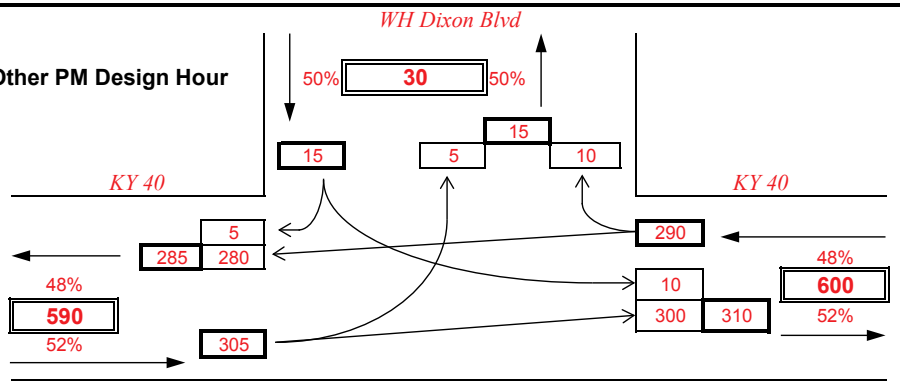
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



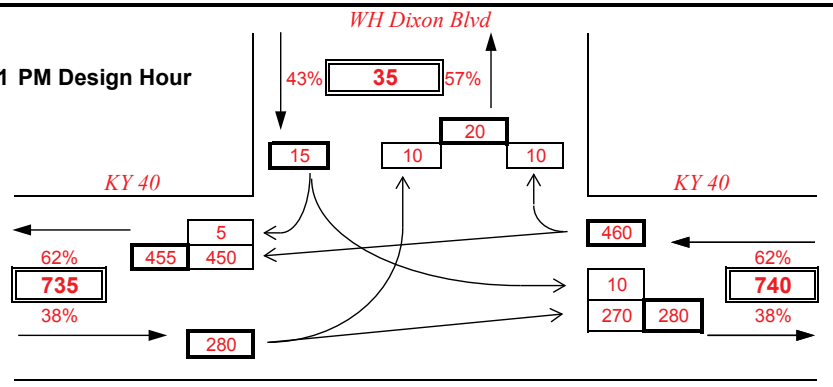
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



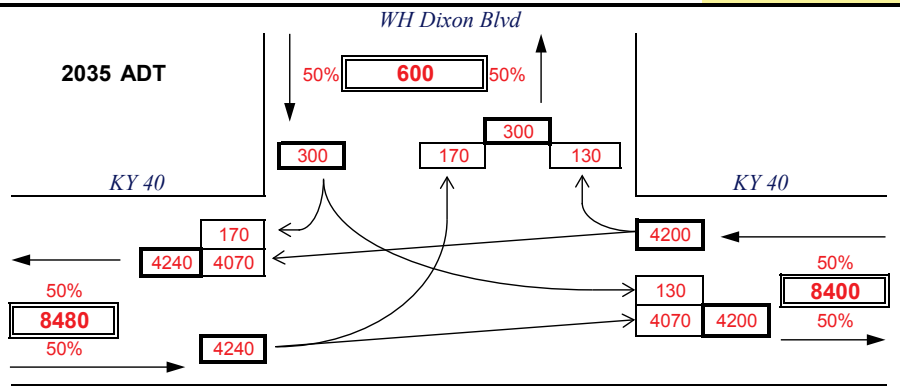
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

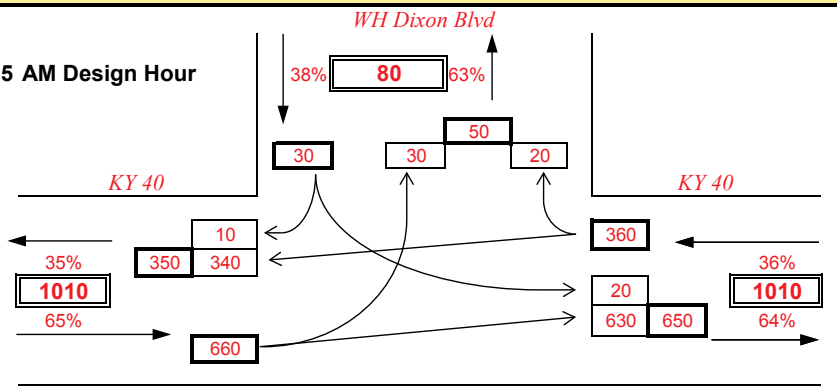
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



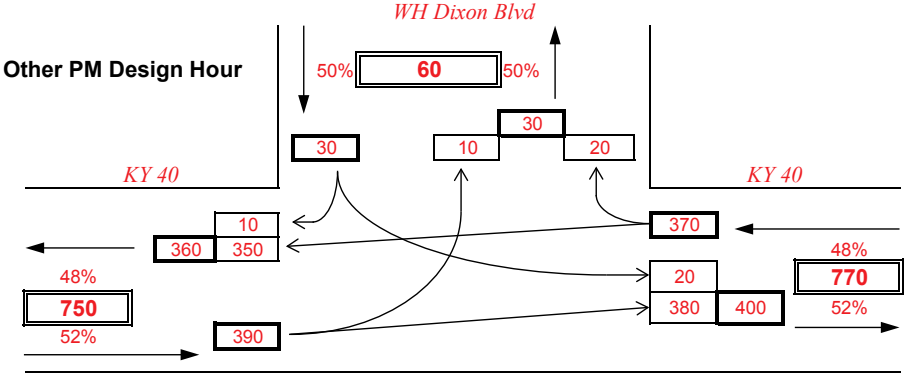
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



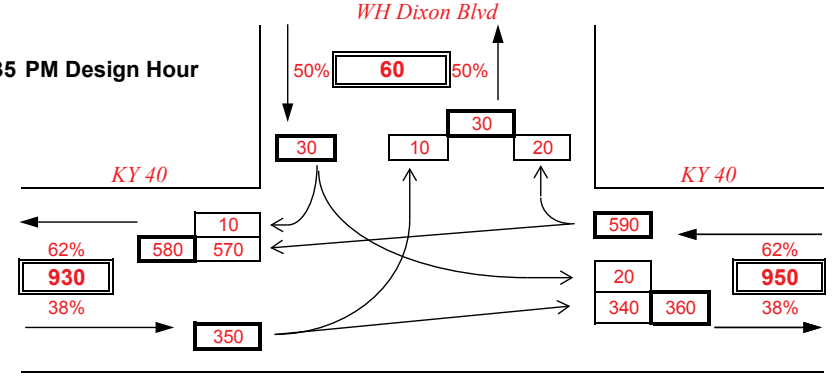
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



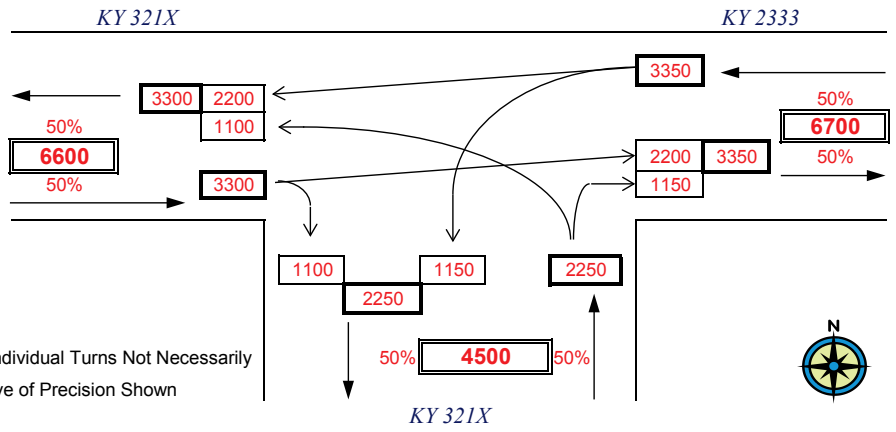
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

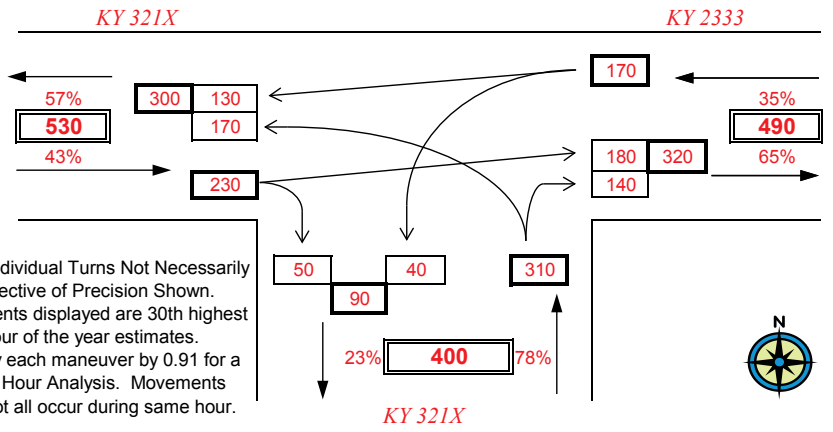
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



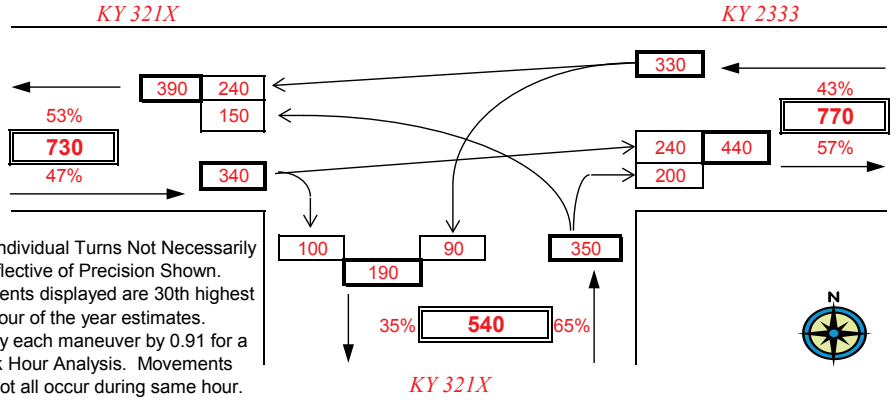
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



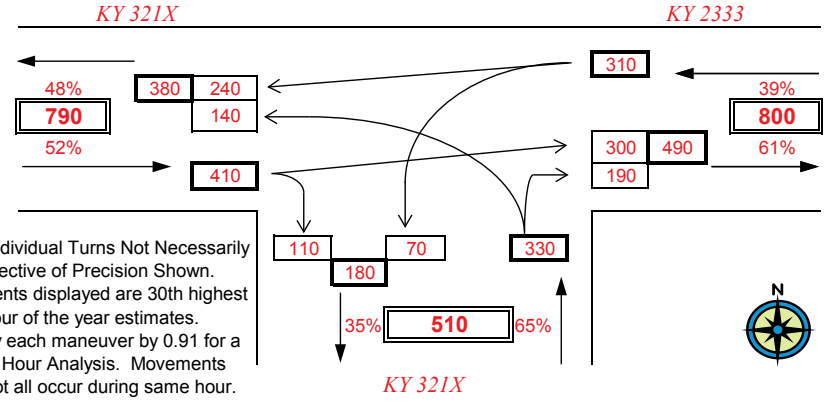
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



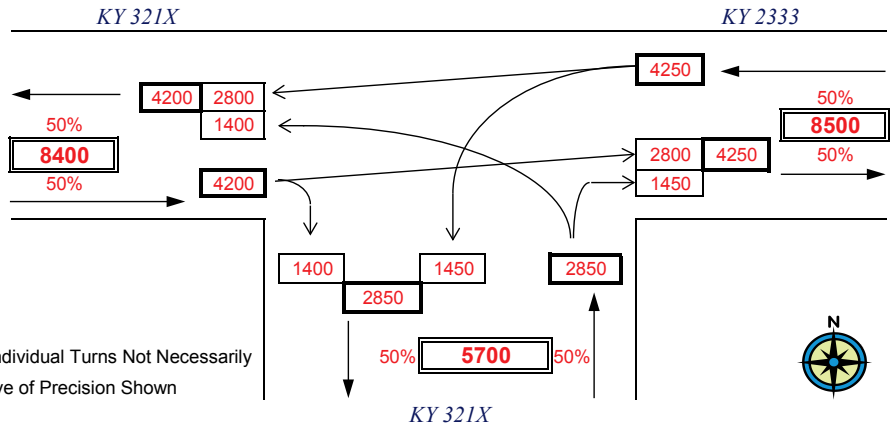
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

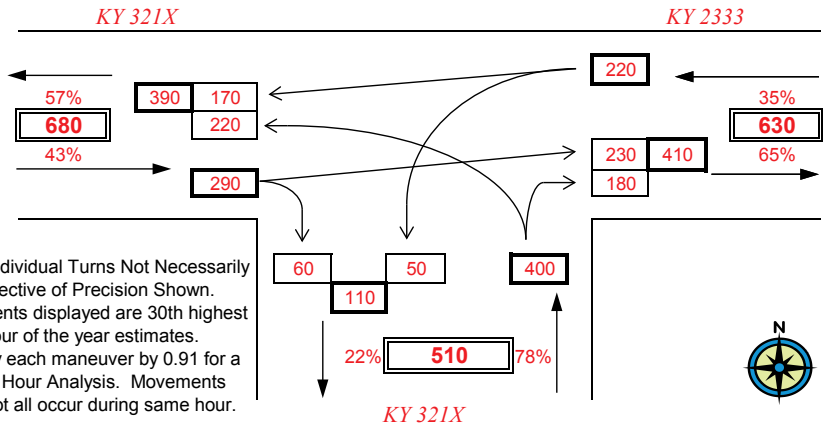
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



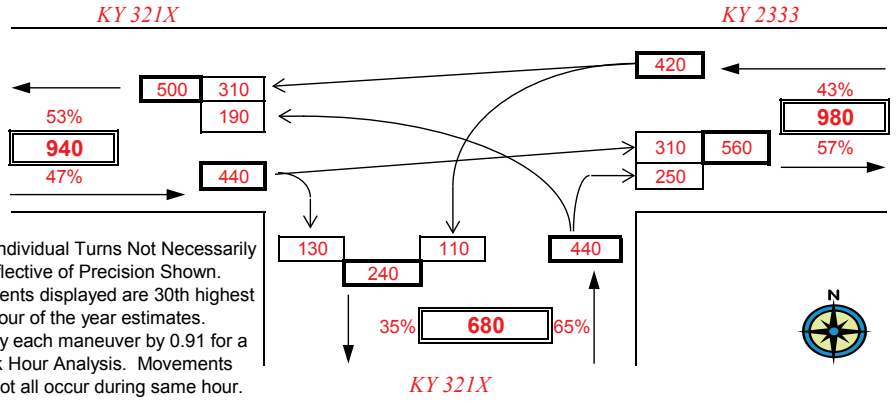
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



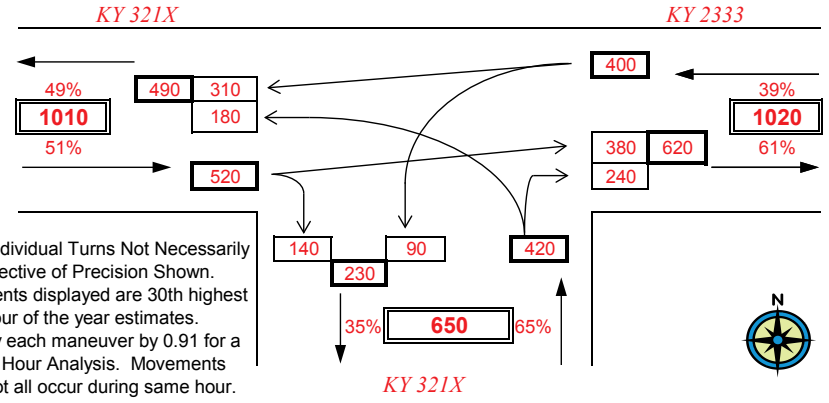
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



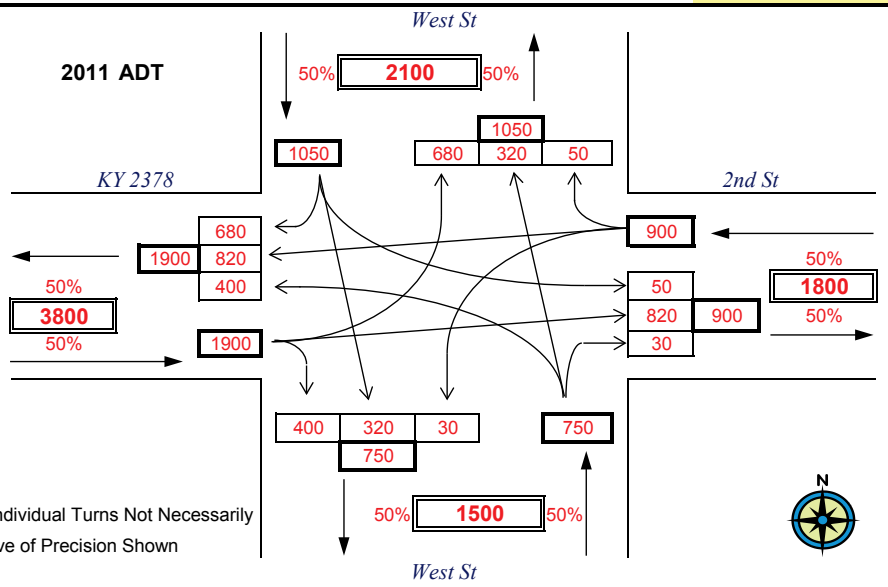
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

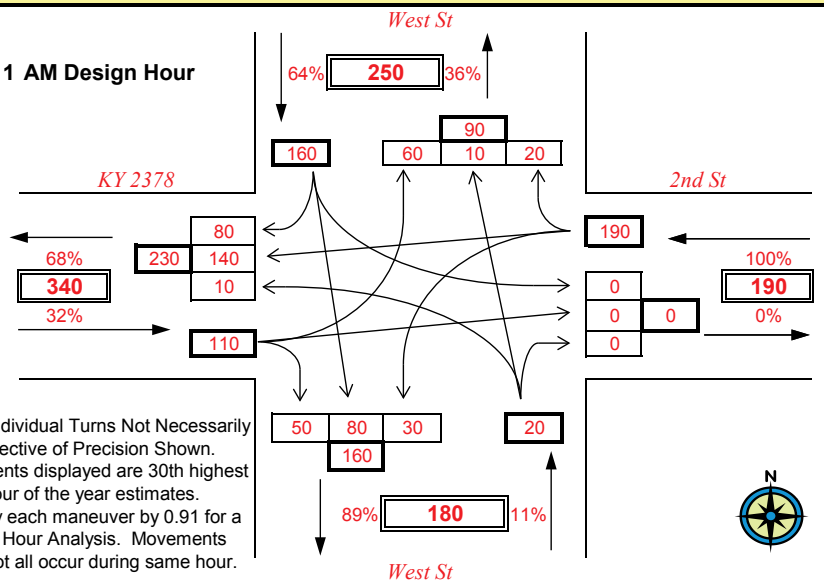
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



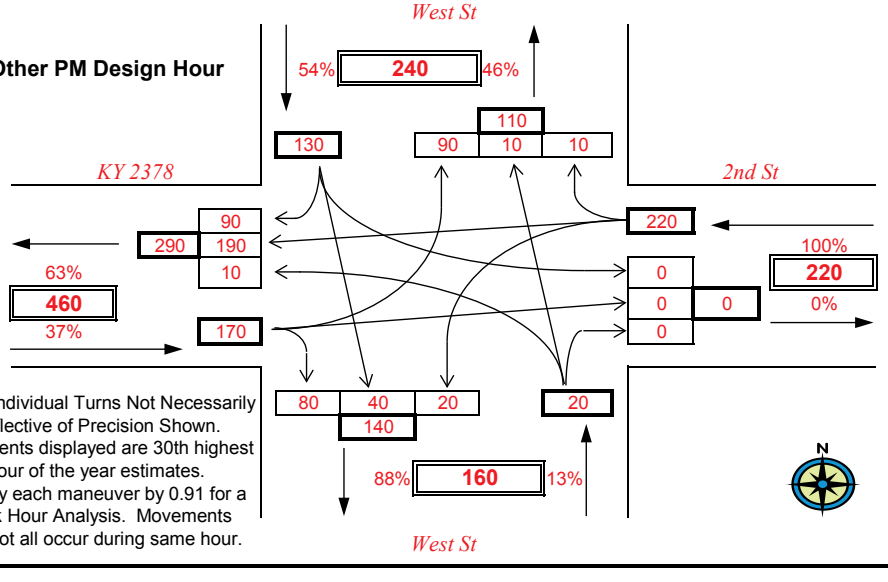
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



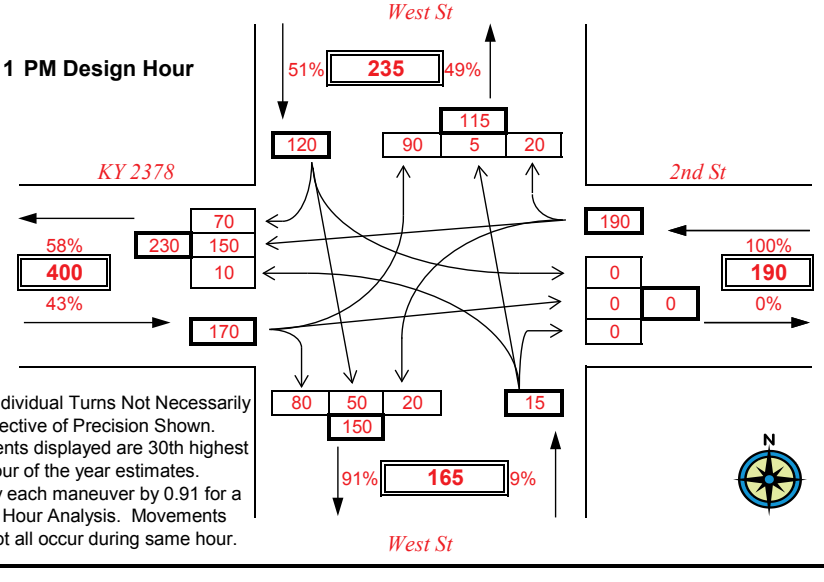
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



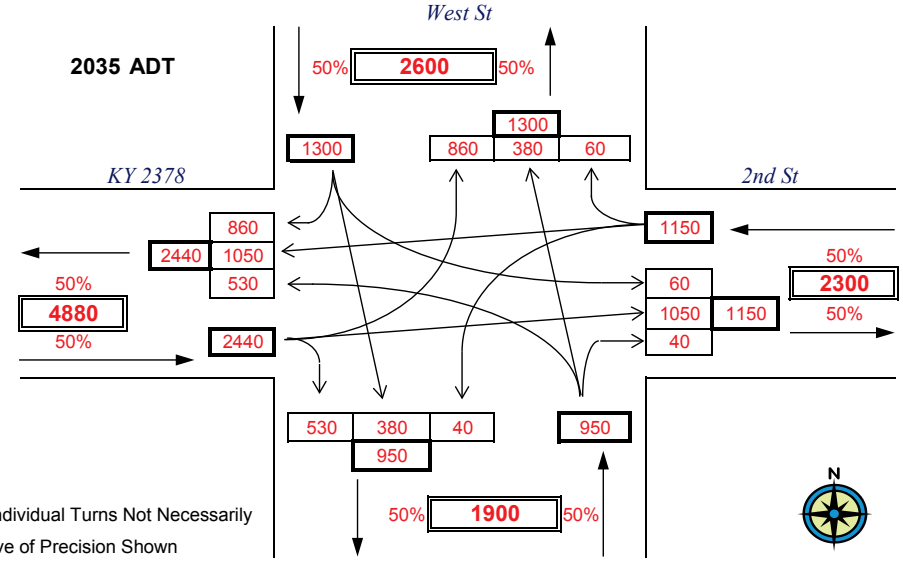
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

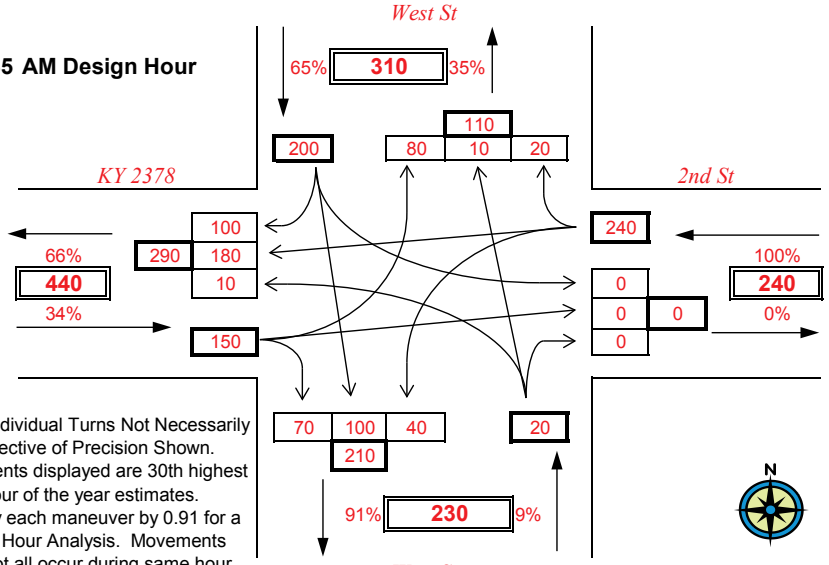
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



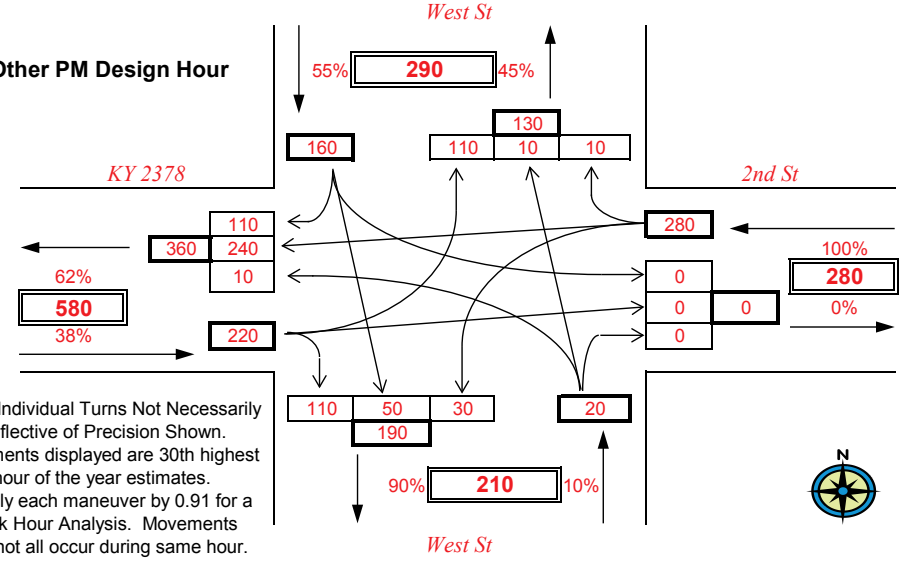
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



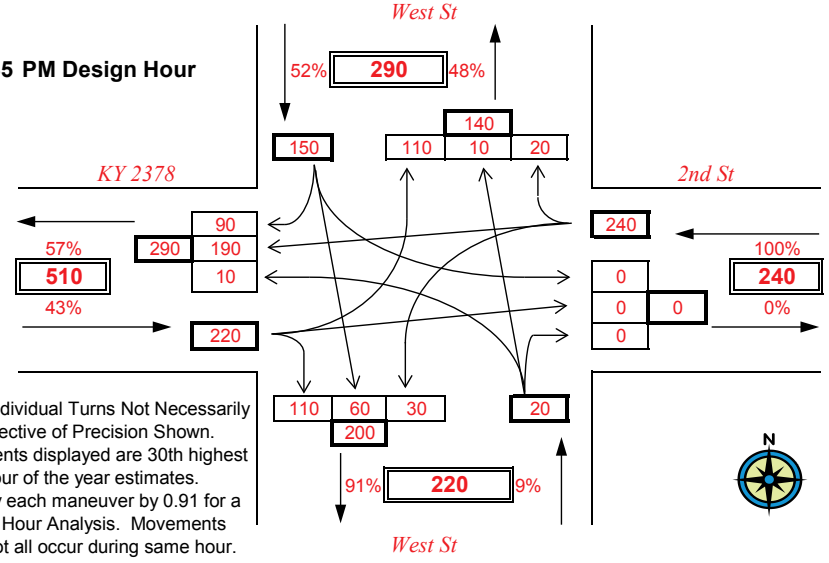
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



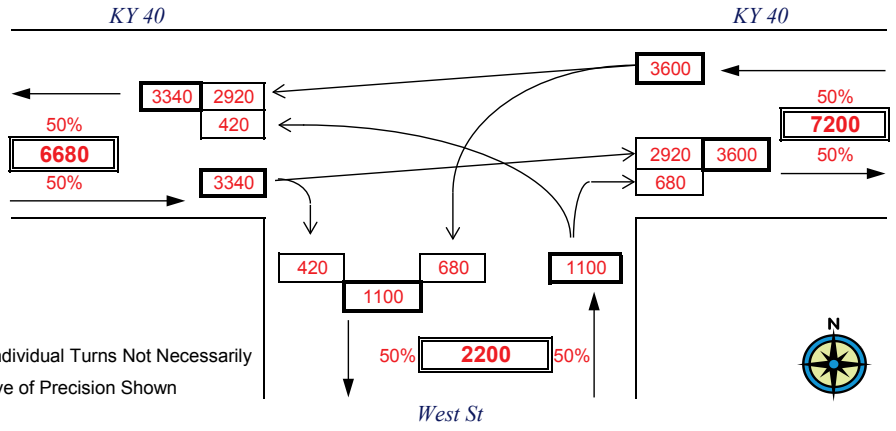
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

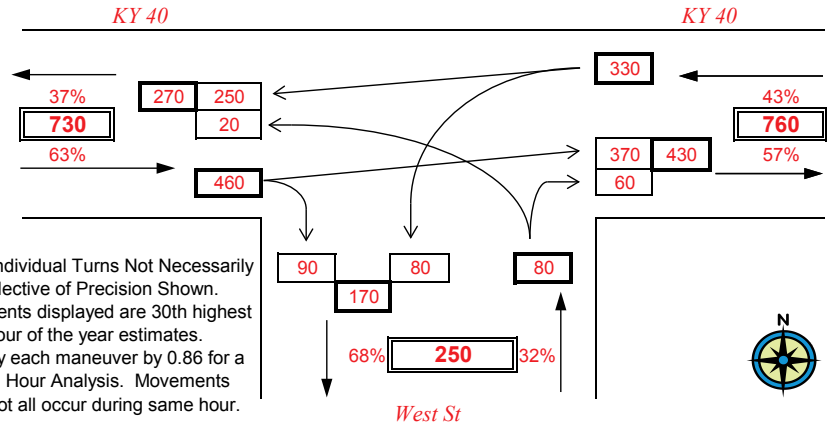
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



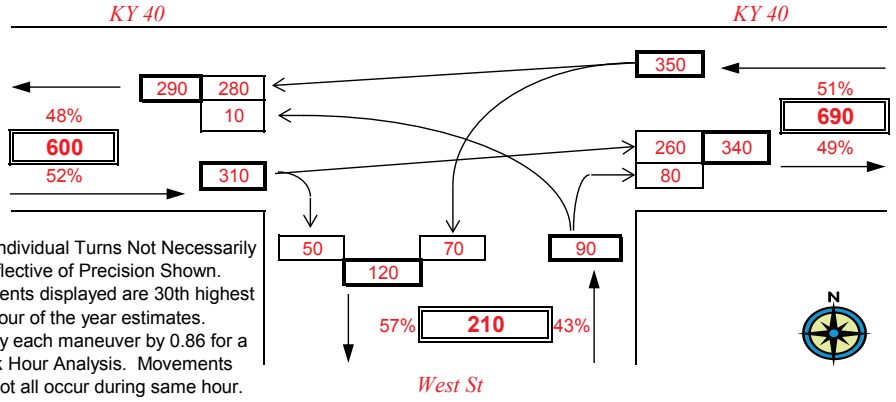
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



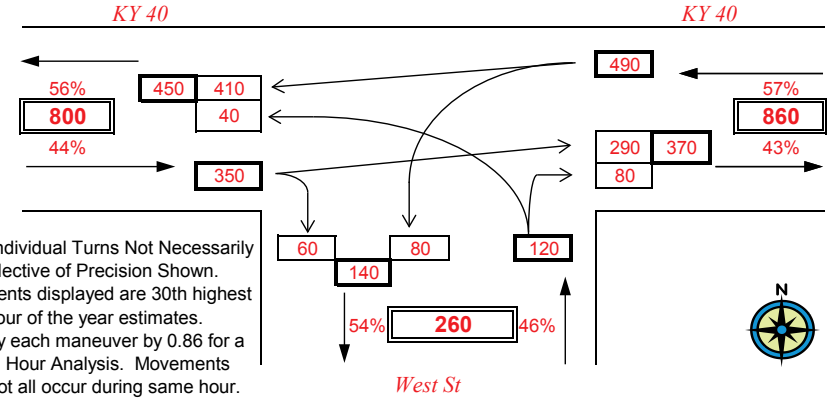
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



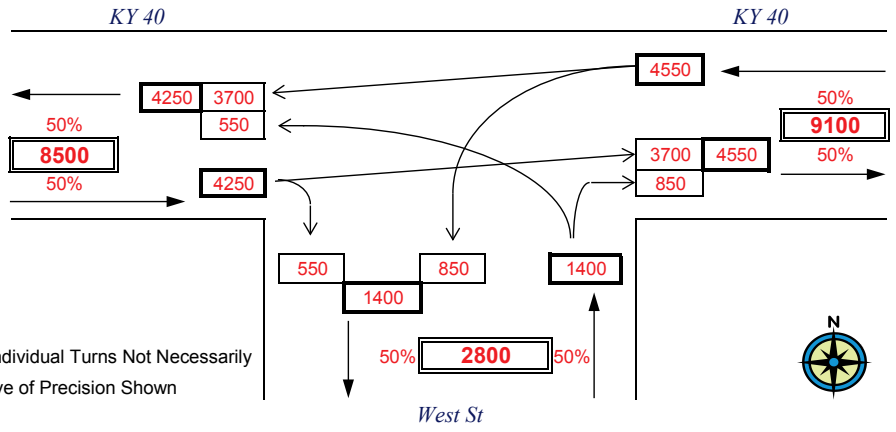
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

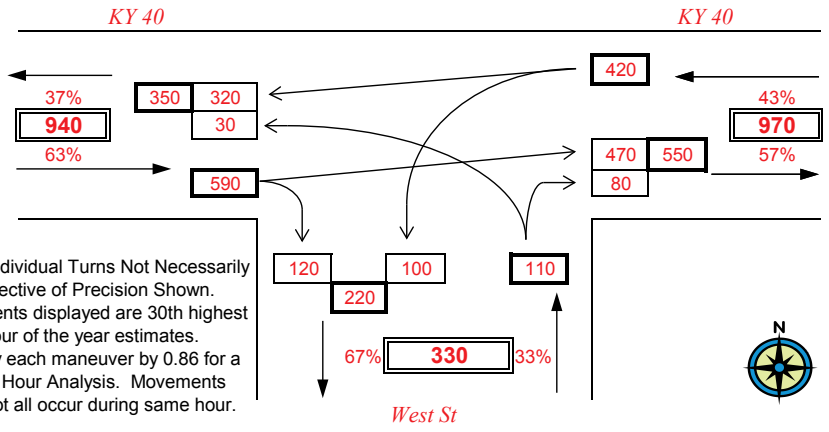
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



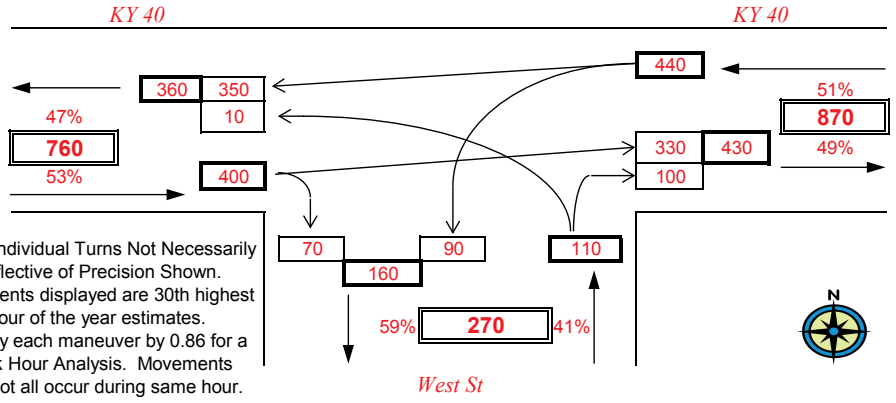
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



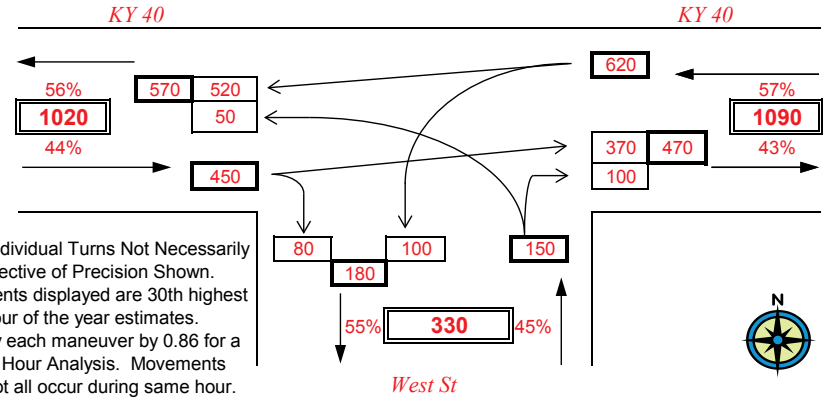
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



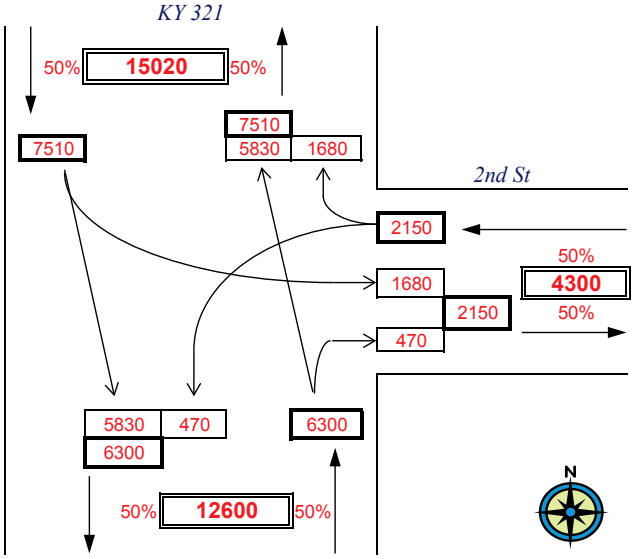
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

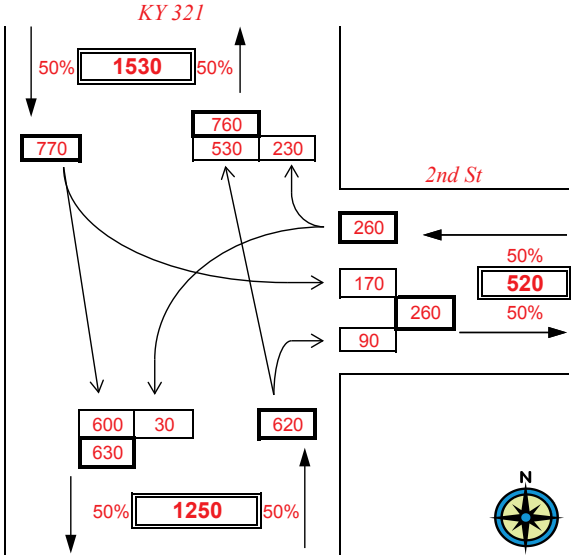
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



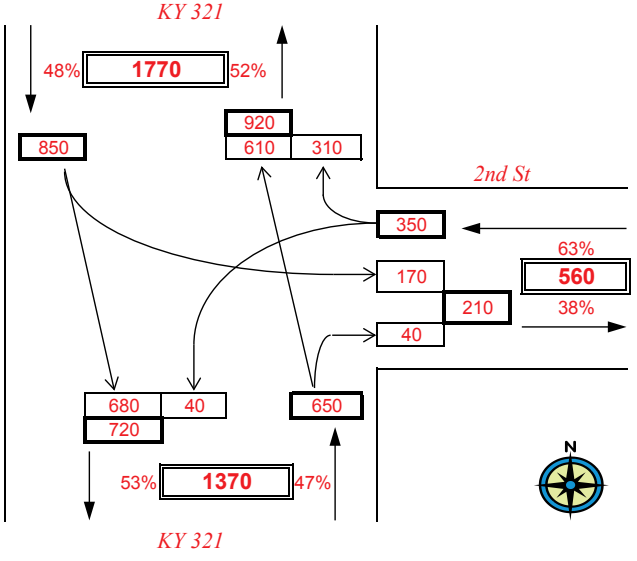
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



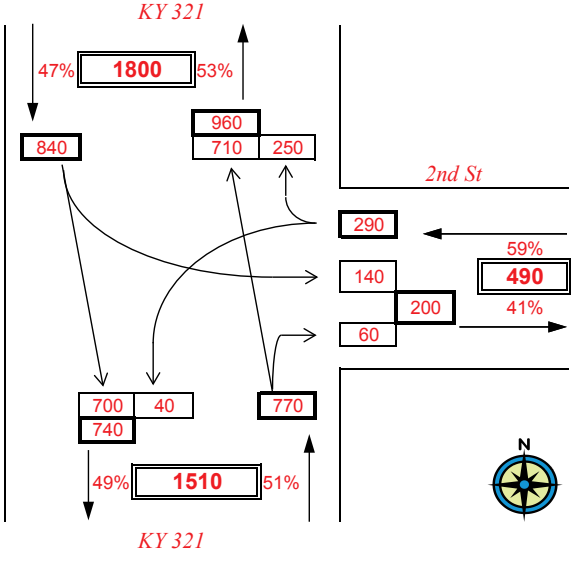
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



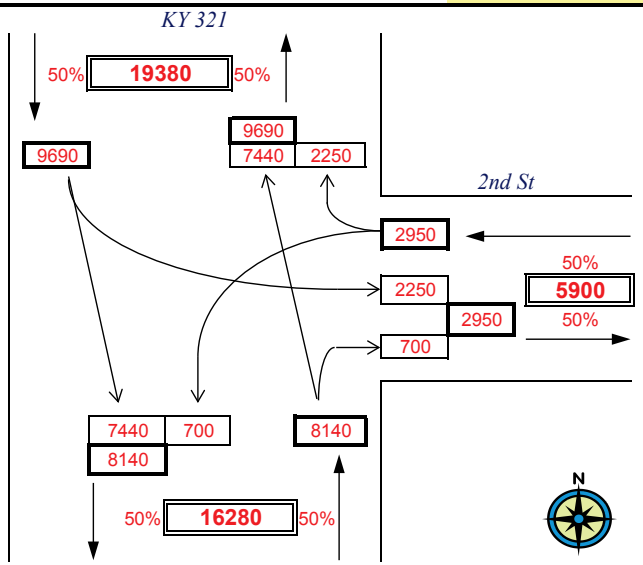
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

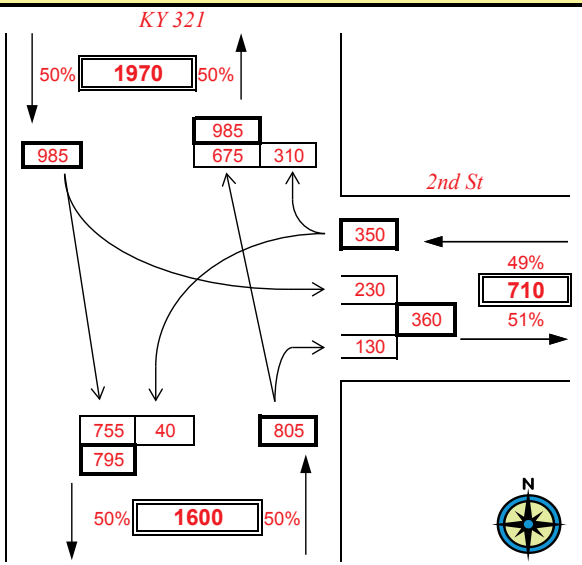
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



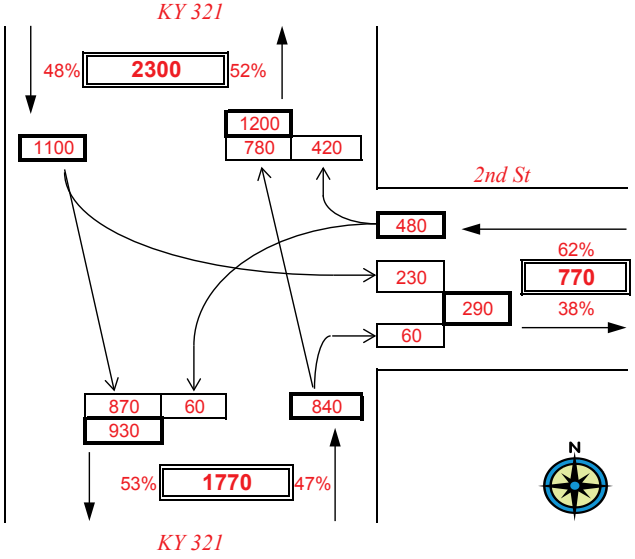
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



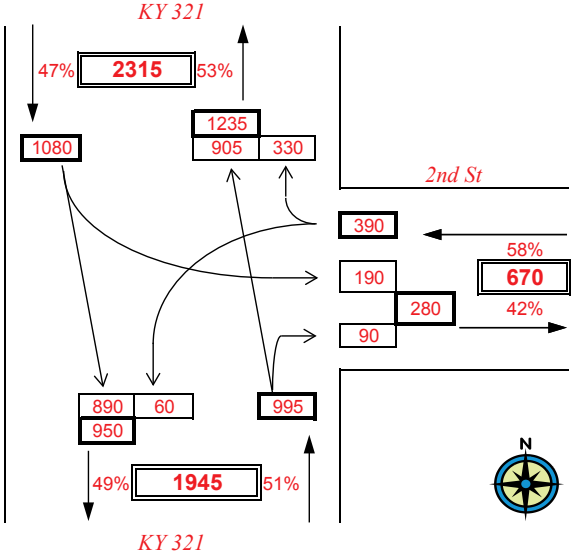
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



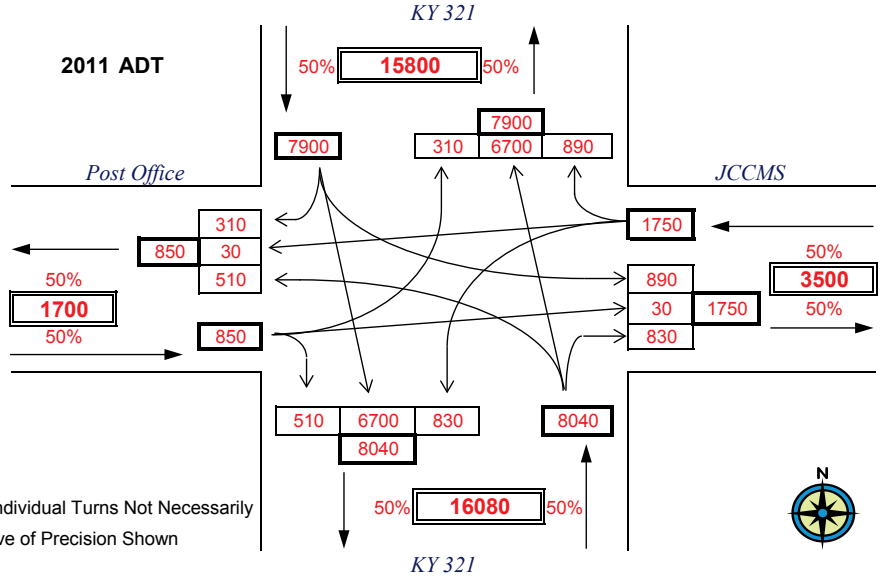
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

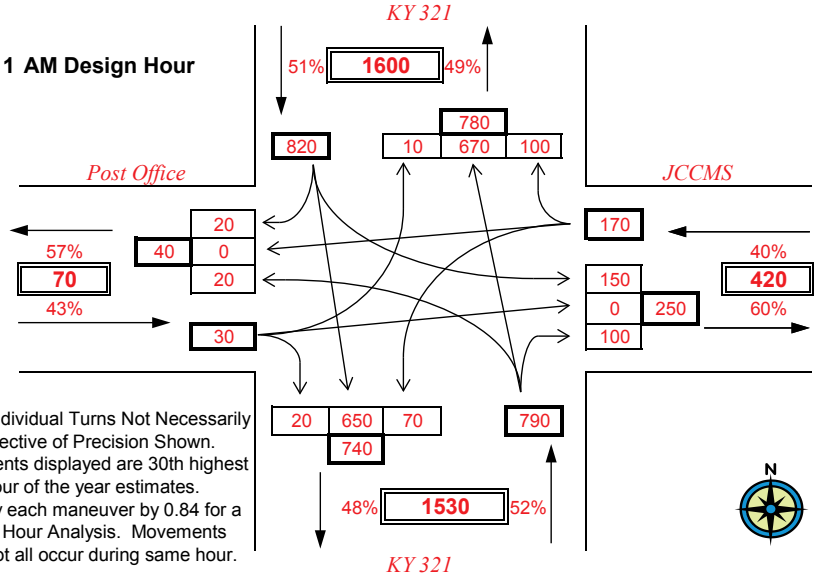
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



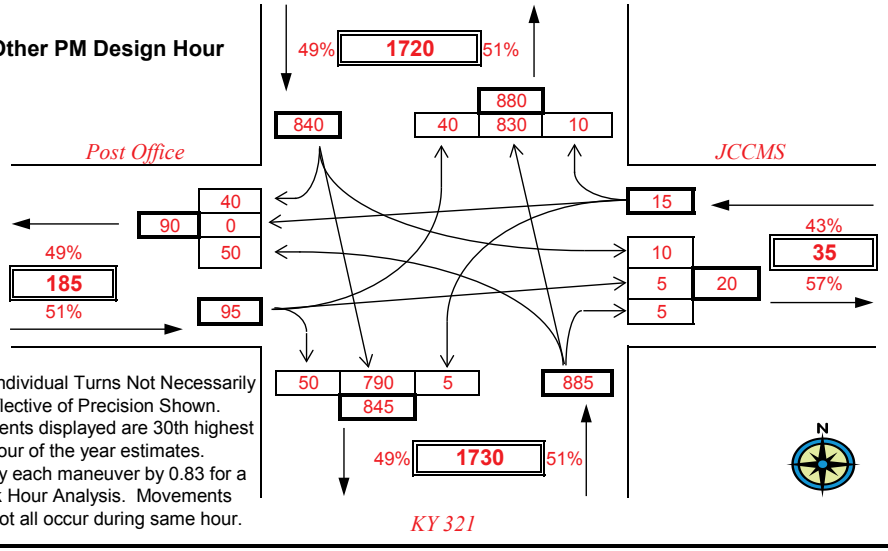
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



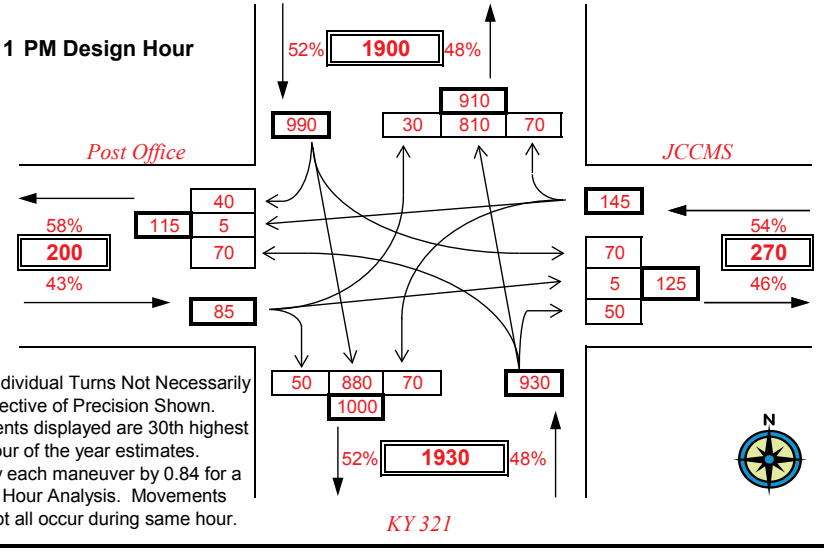
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



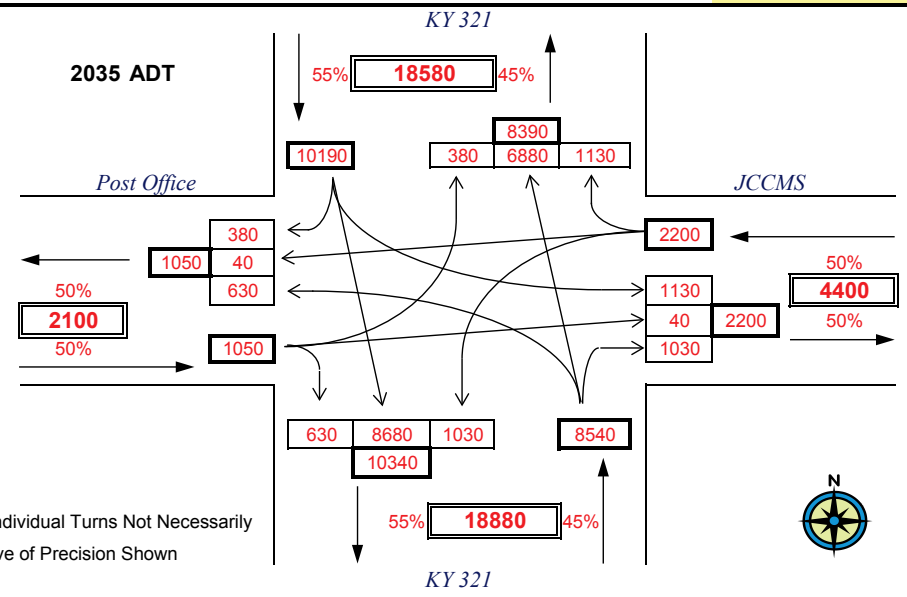
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

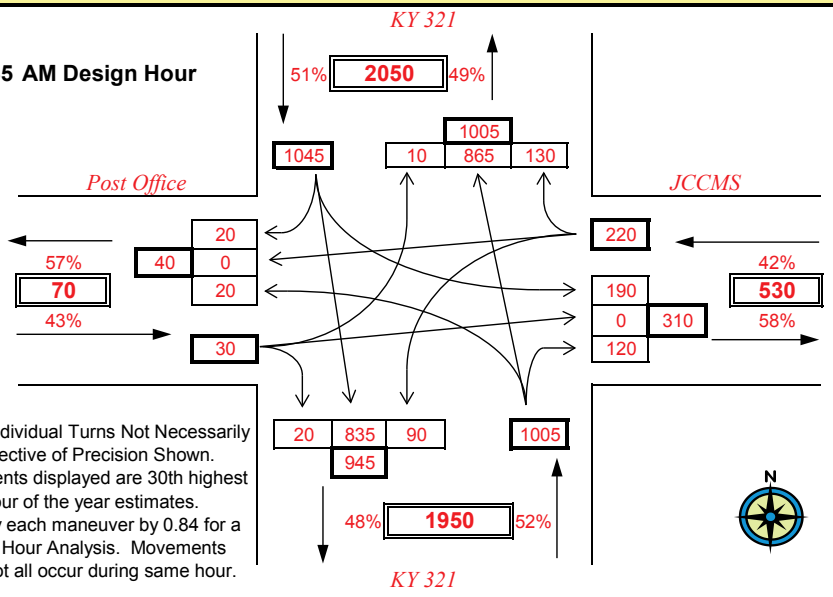
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



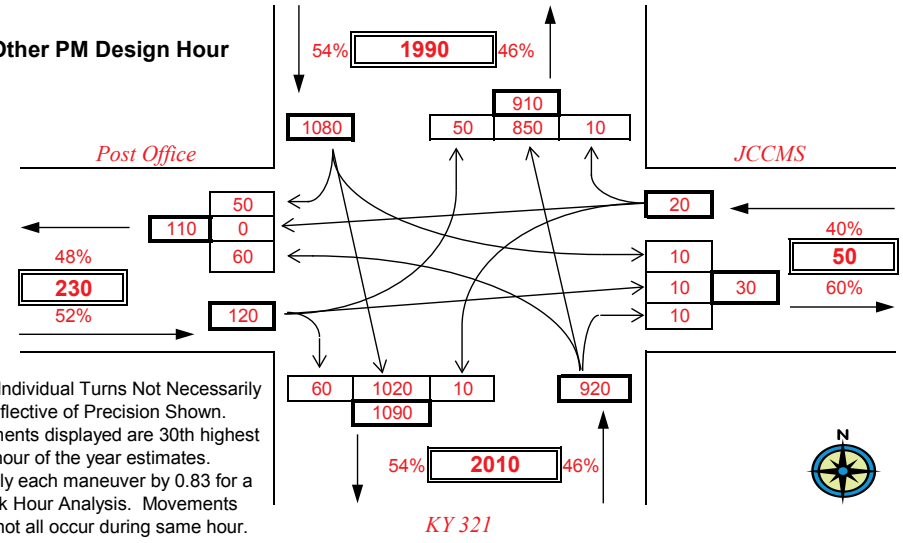
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



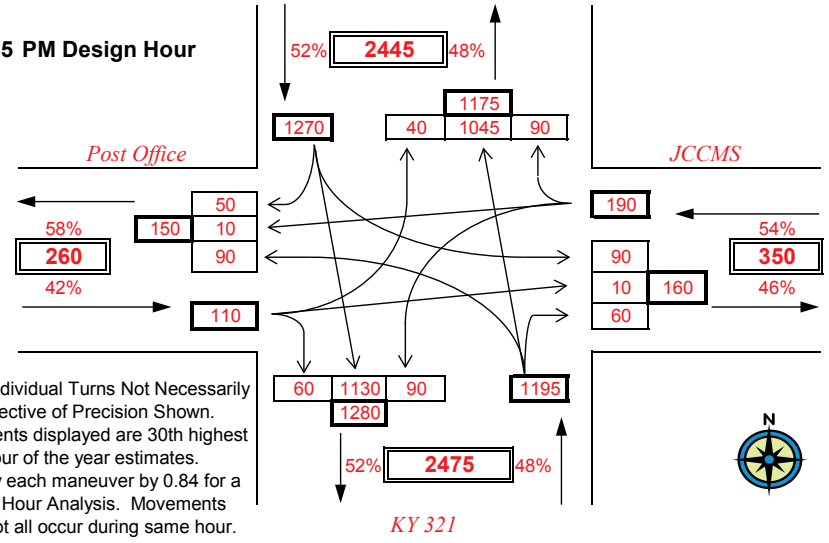
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



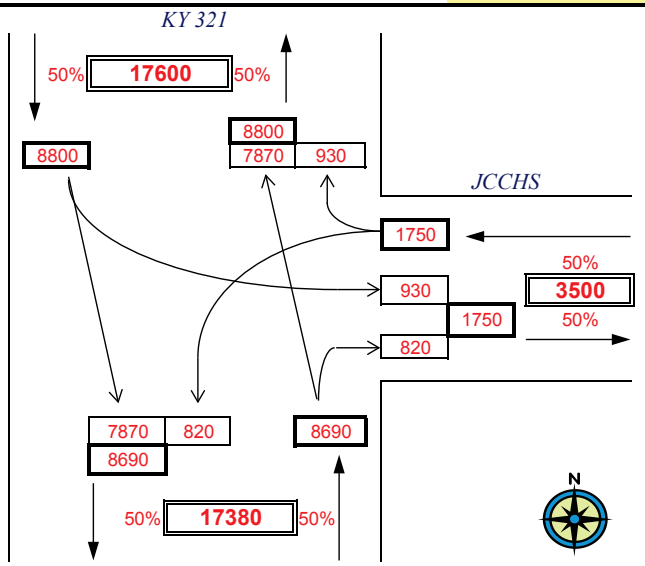
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

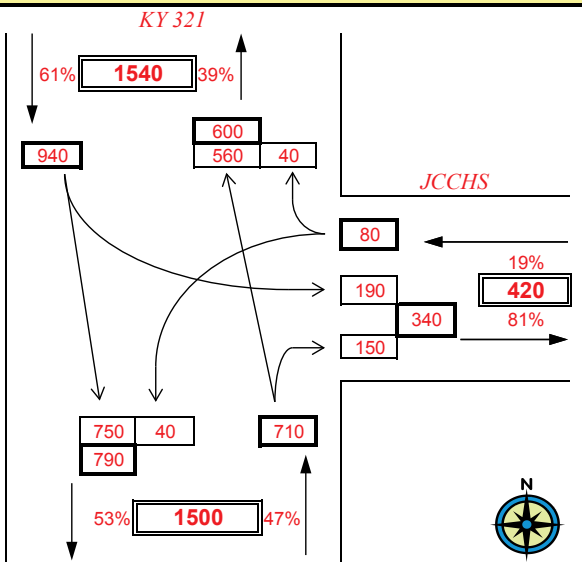
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



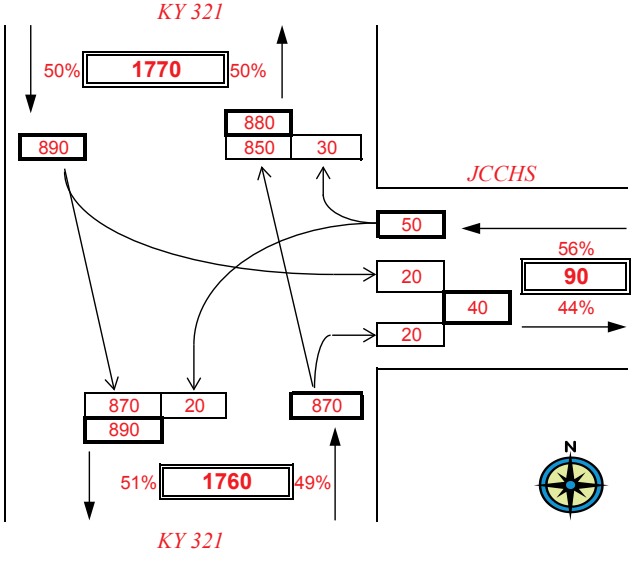
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



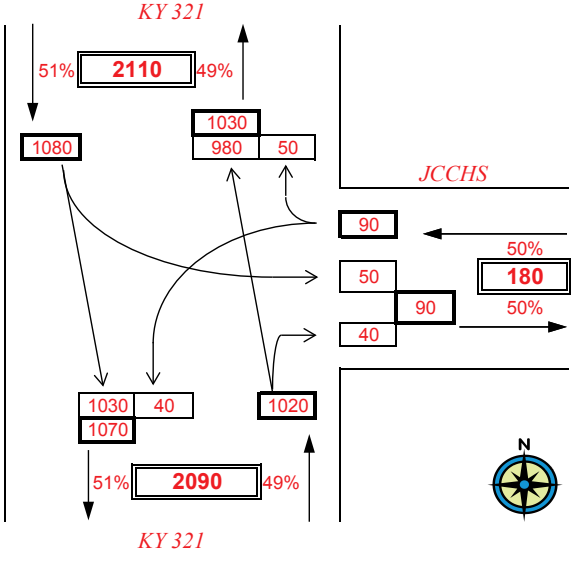
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



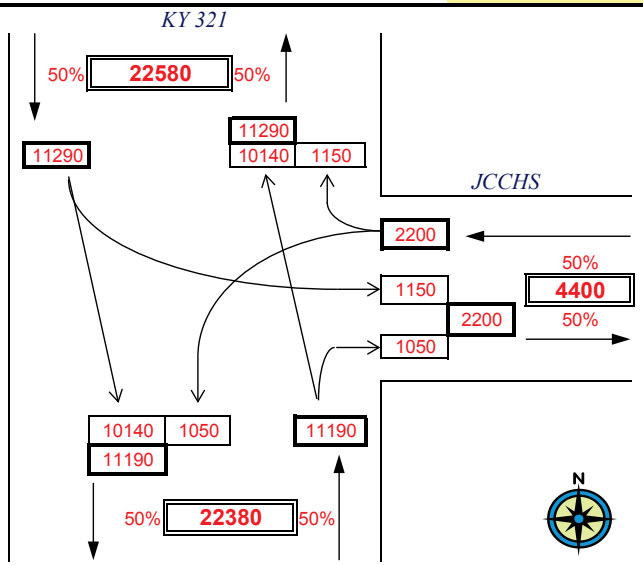
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

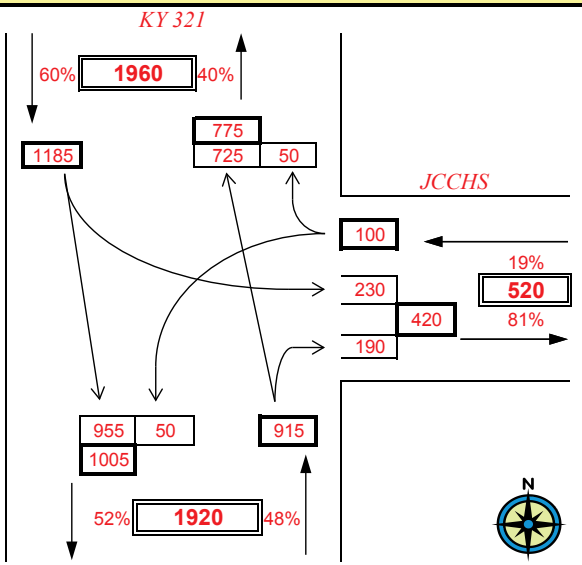
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



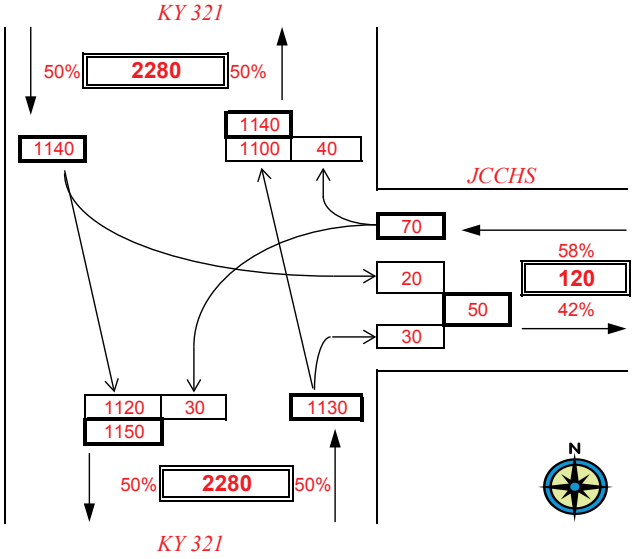
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



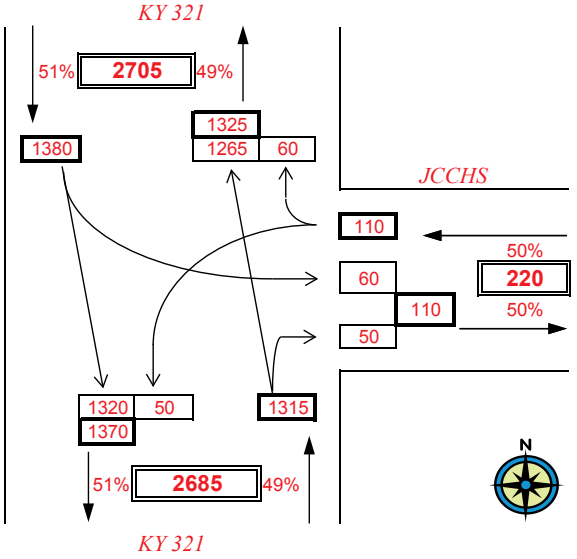
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

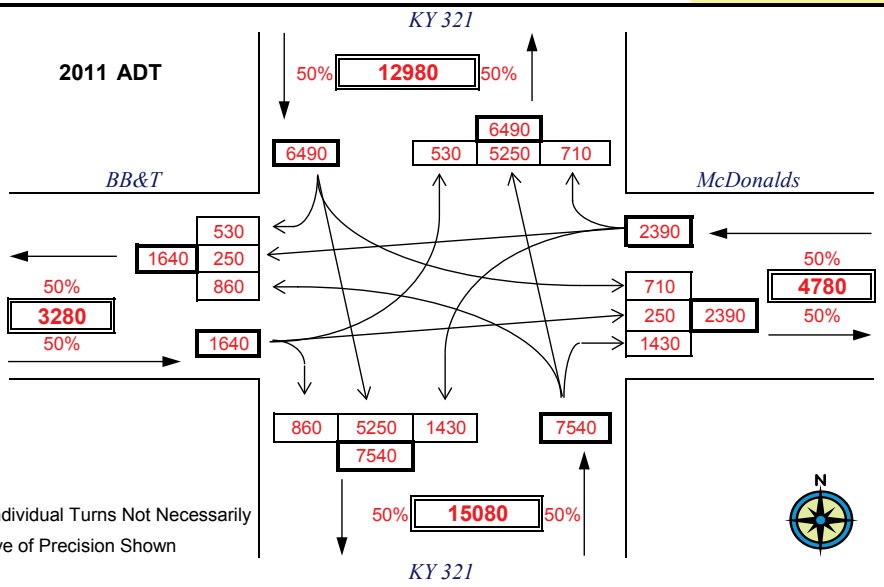


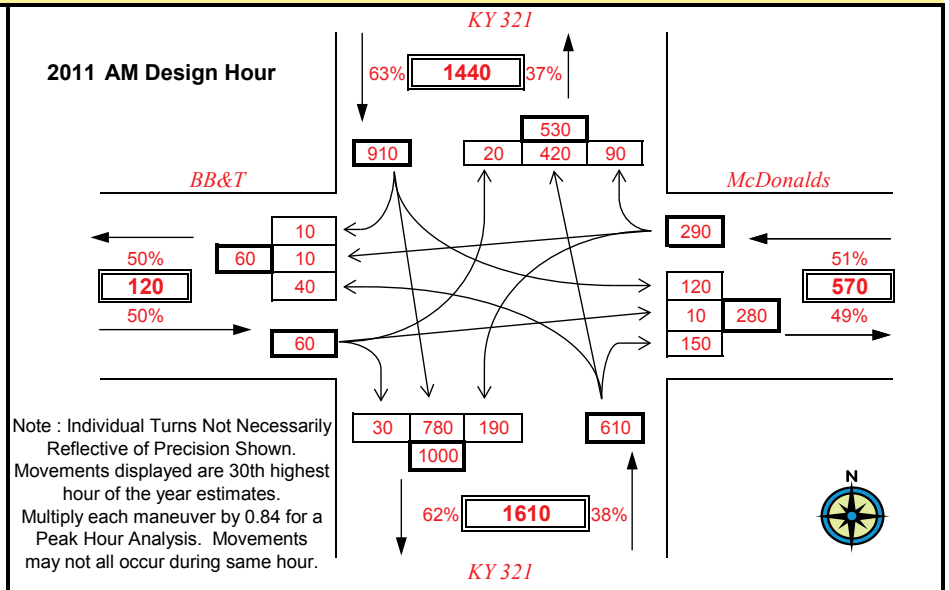
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

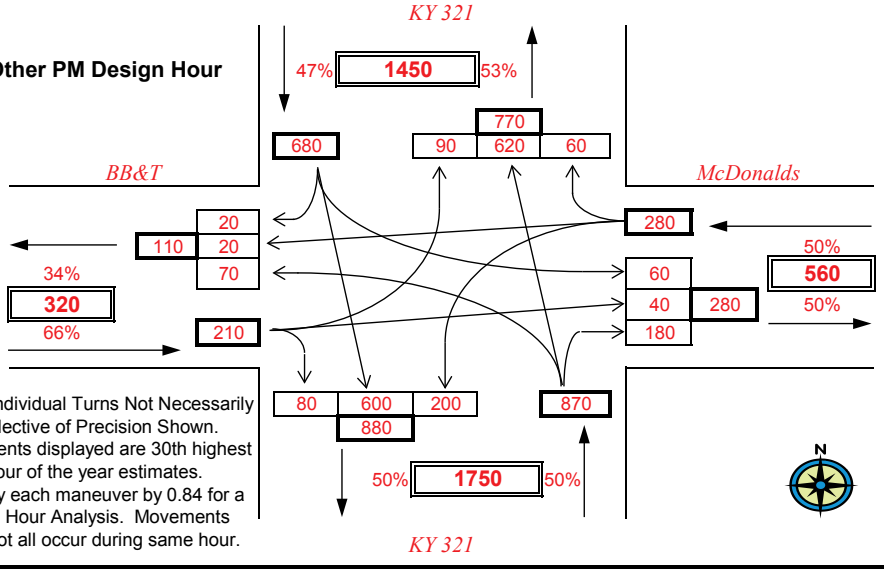
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

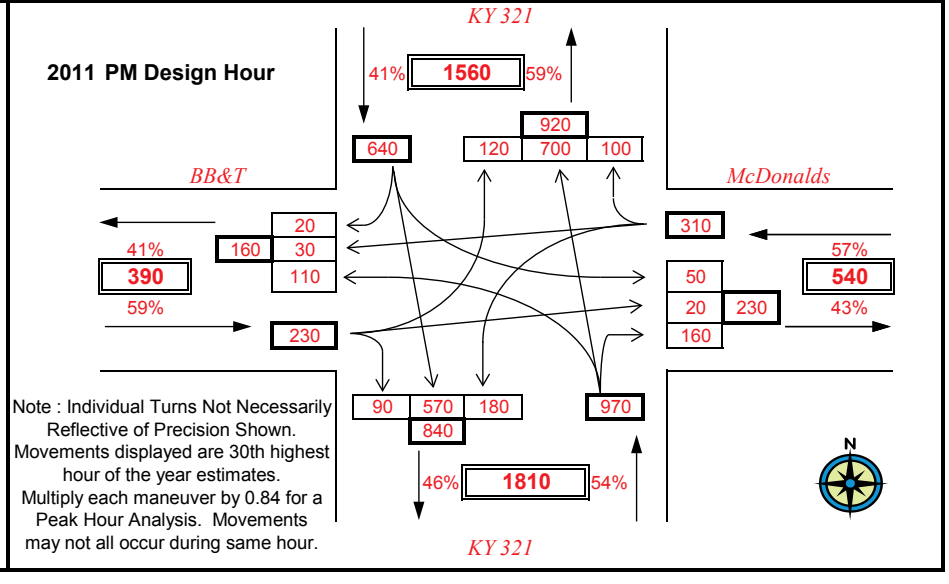
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







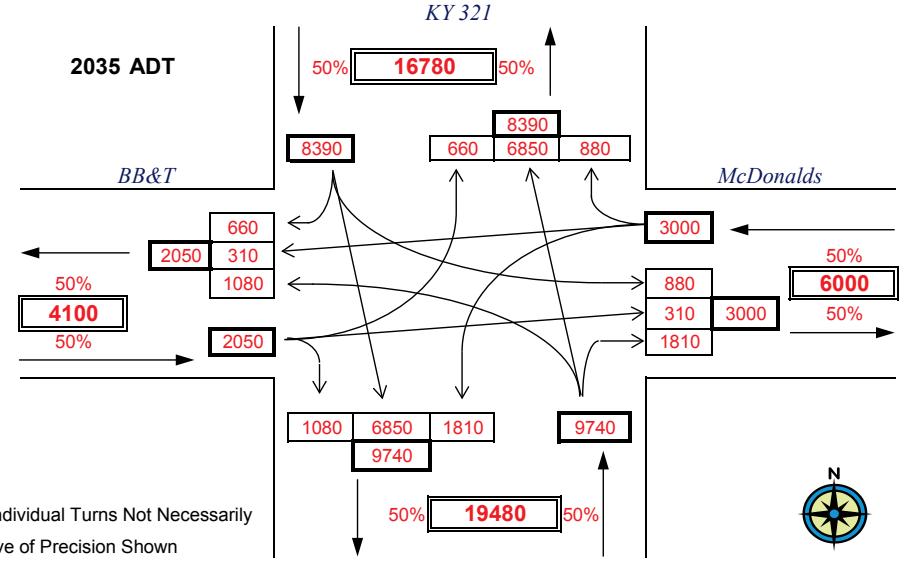


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

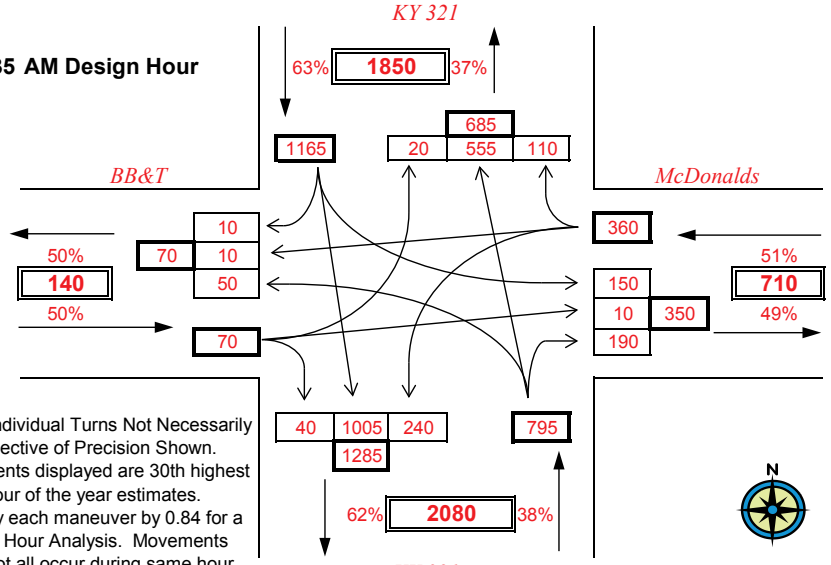
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



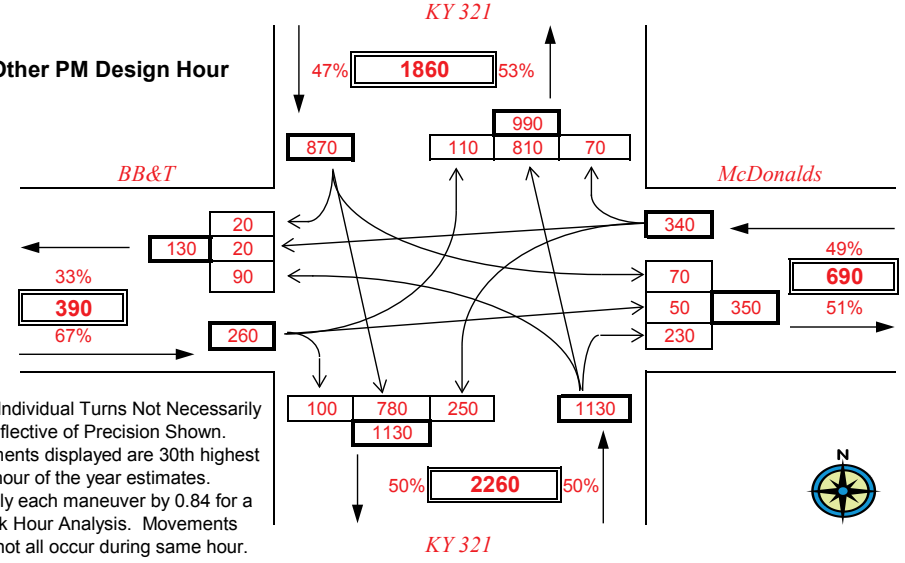
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



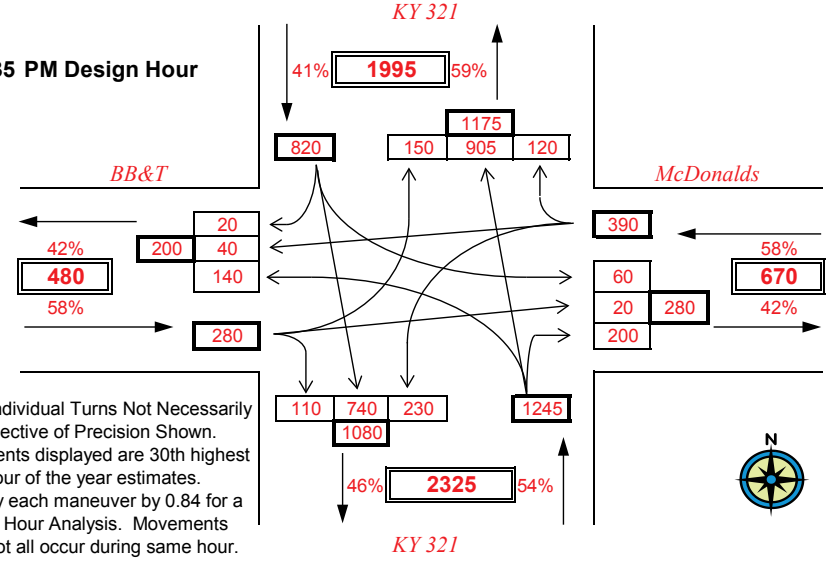
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



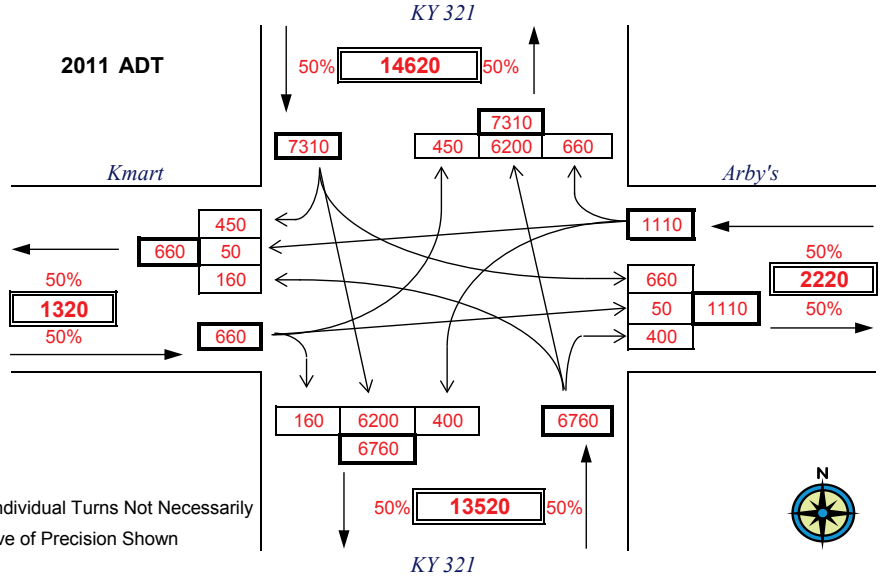
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

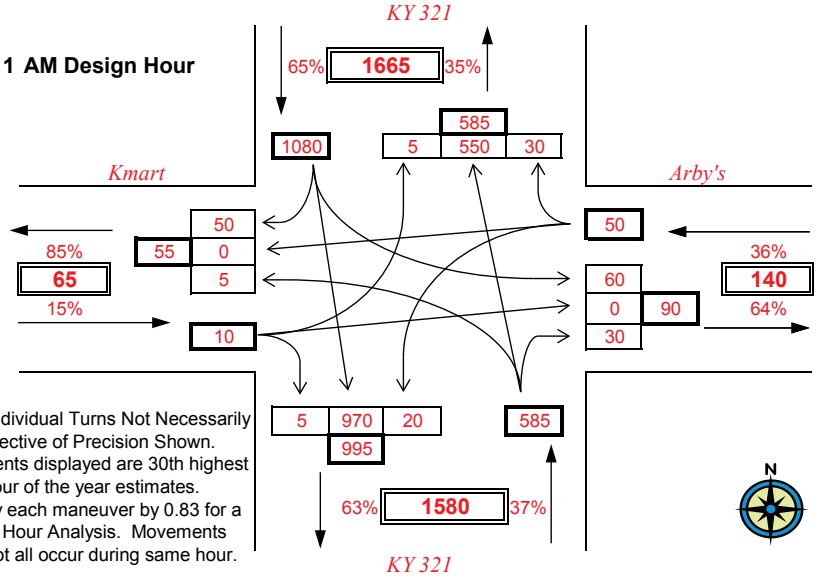
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



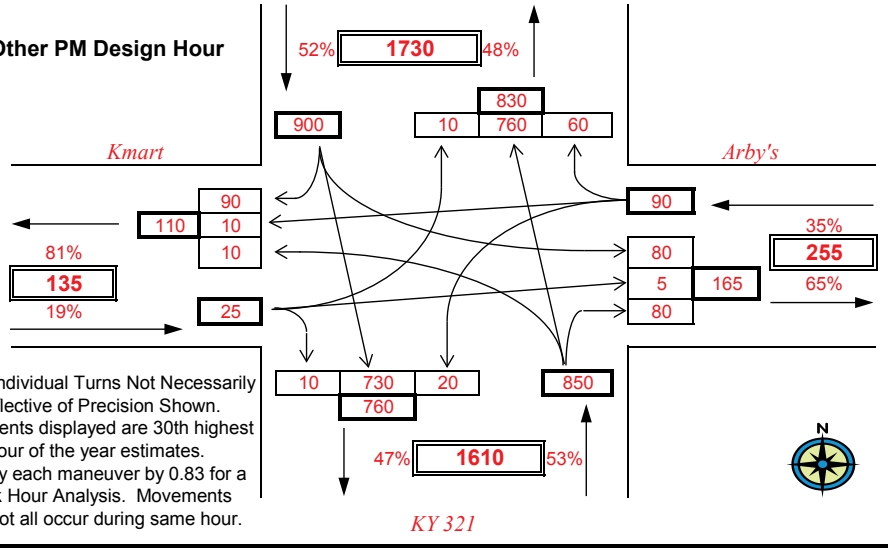
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



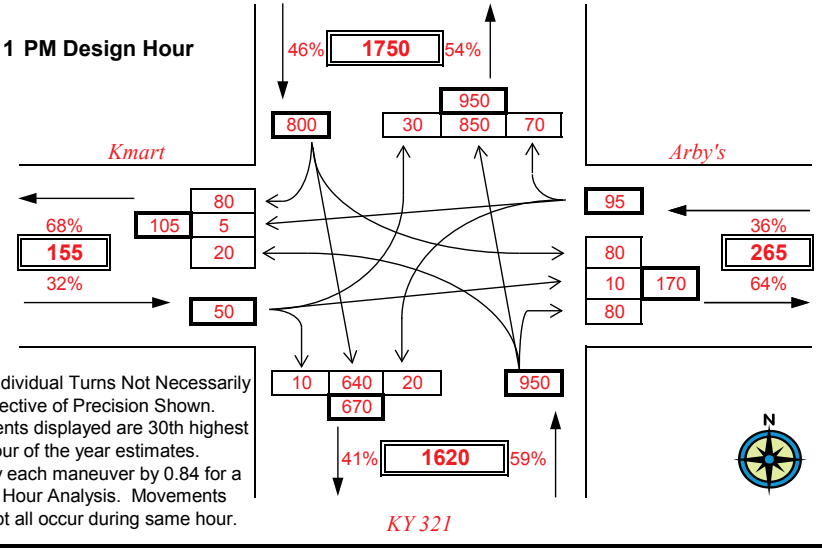
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



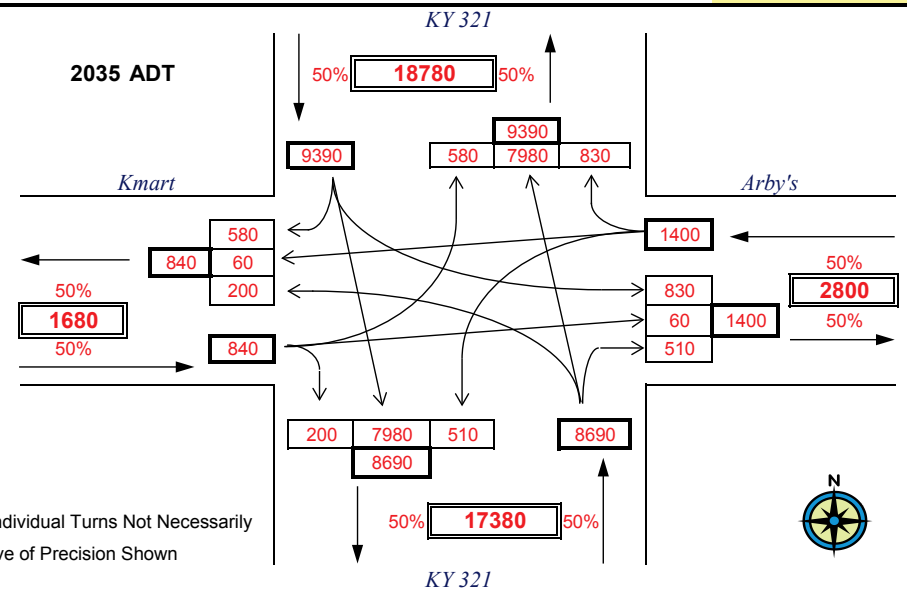
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

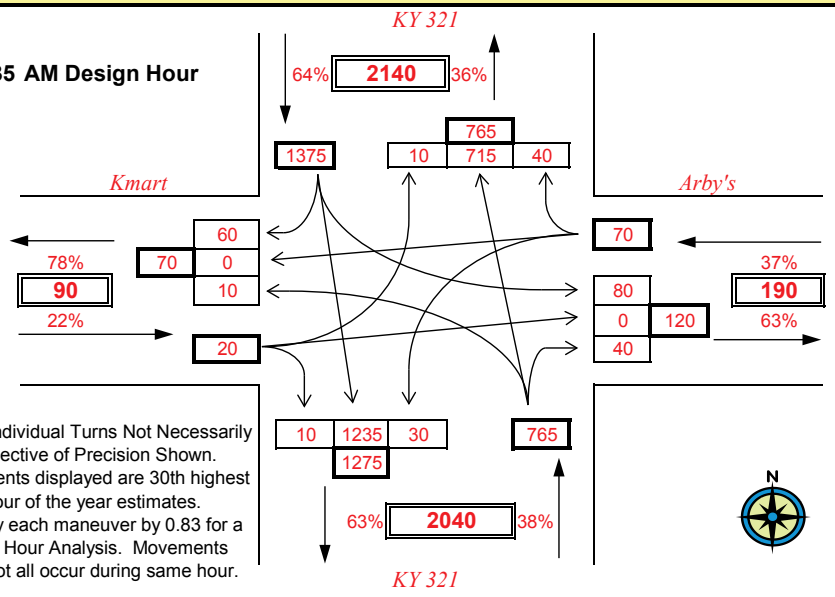
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



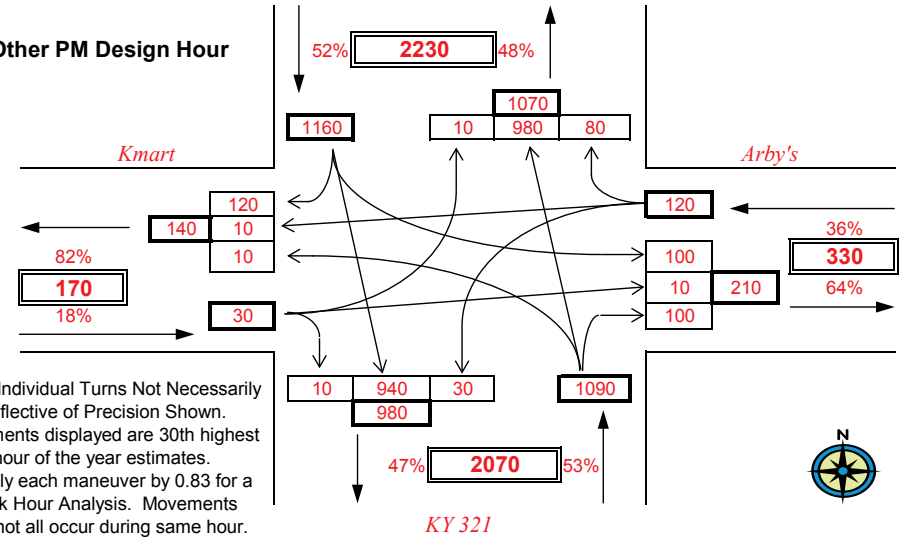
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



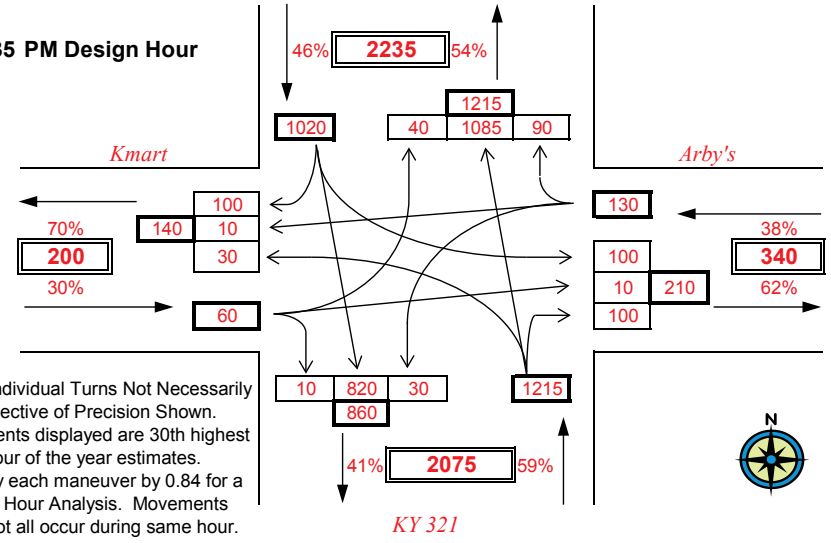
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

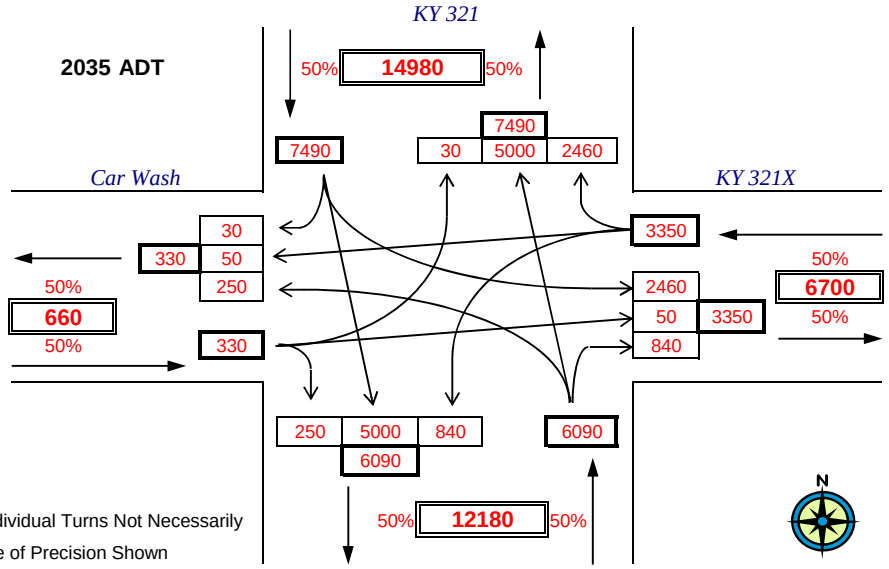
EXISTING, NO-BUILD, ALTERNATIVE 3 ALTERNATIVE 4 ALTERNATIVE 5

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T1: KY 321 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

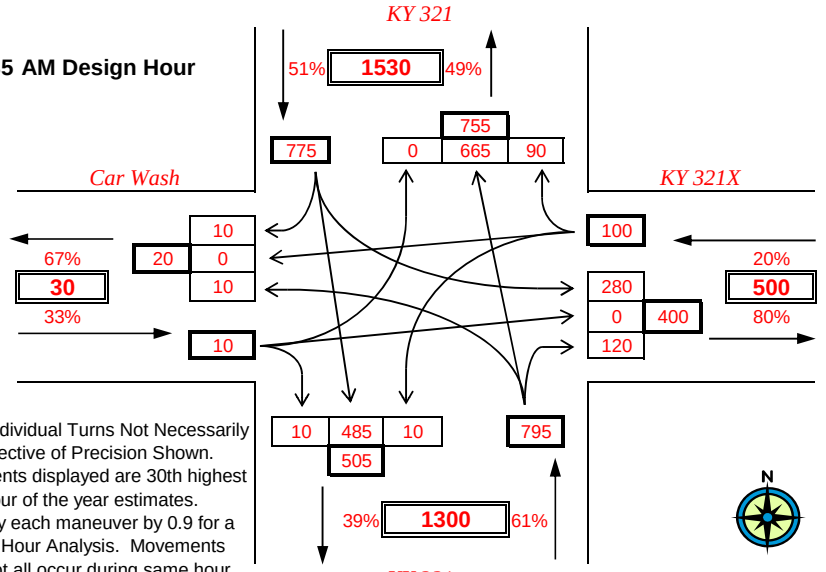
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



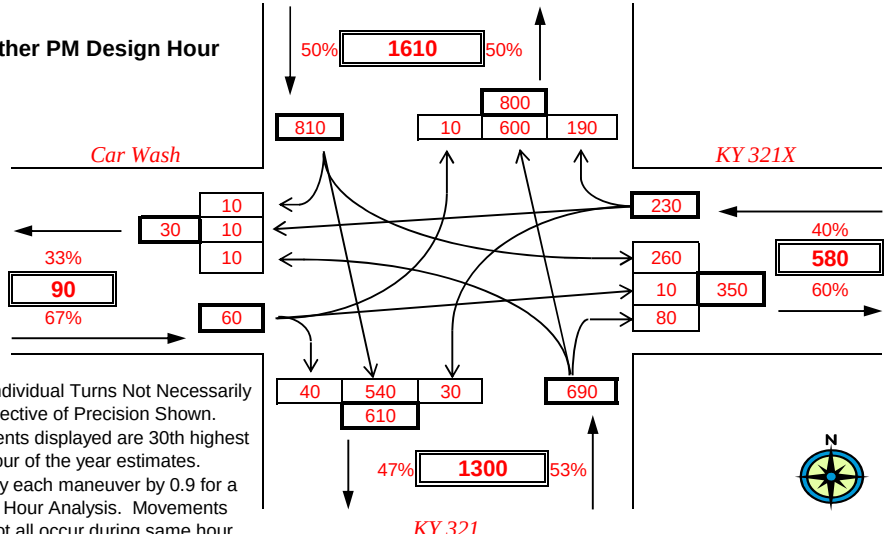
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



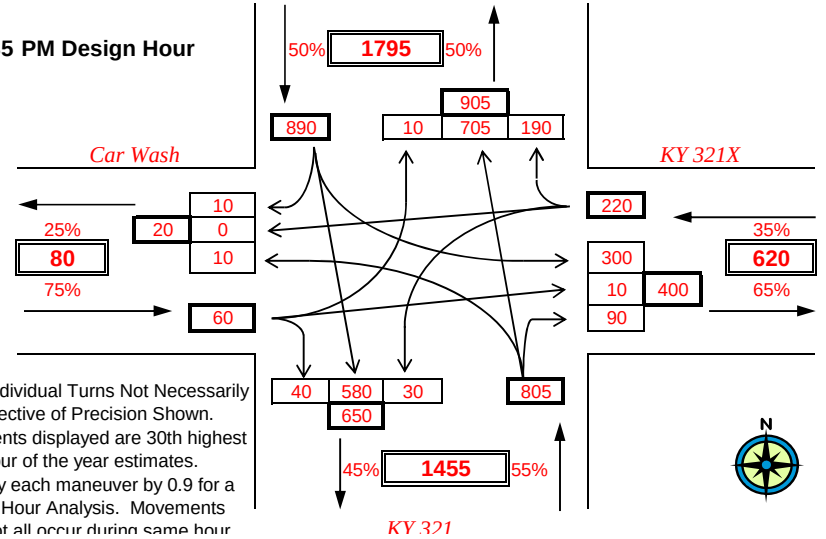
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



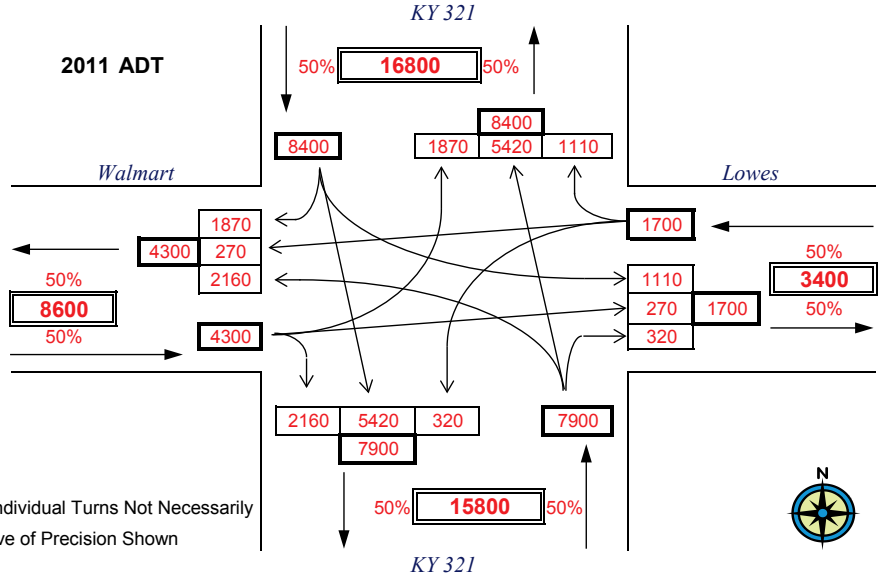
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.9 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

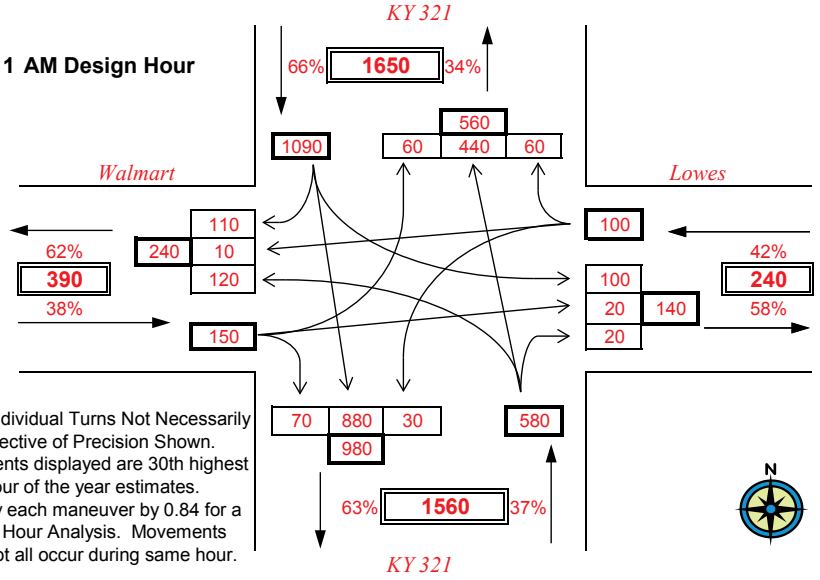
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



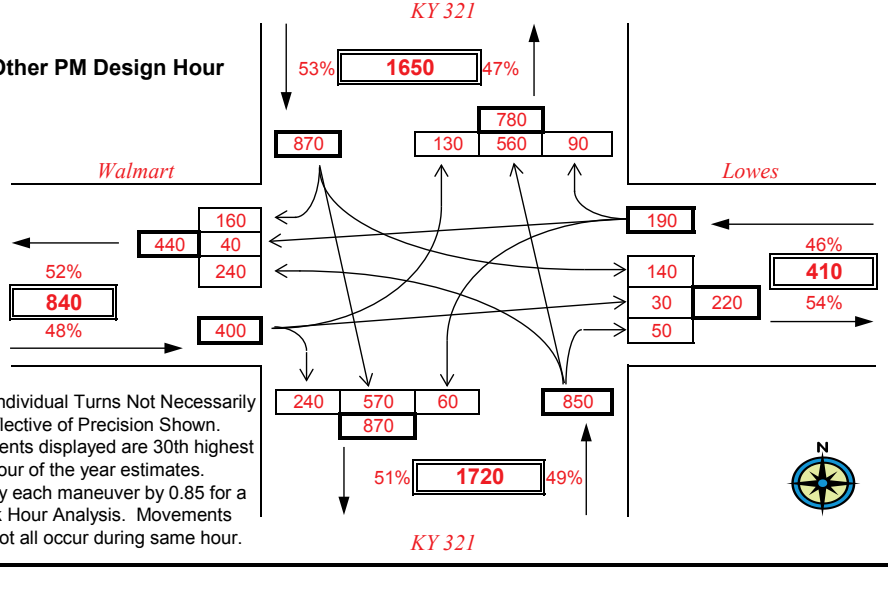
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



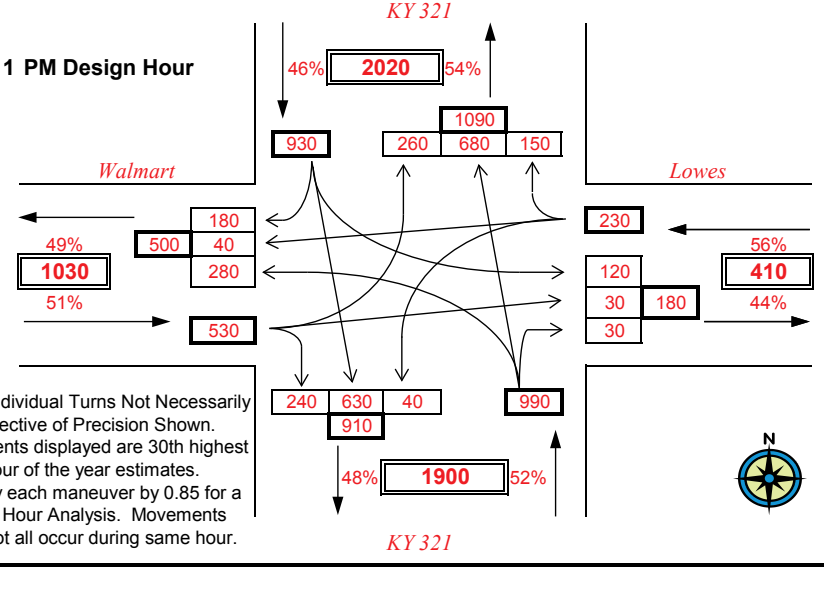
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



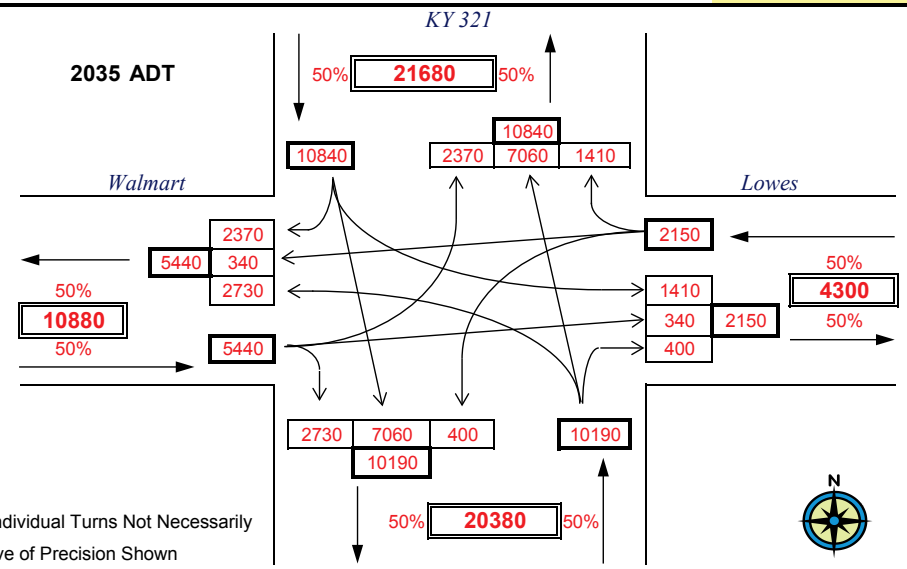
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

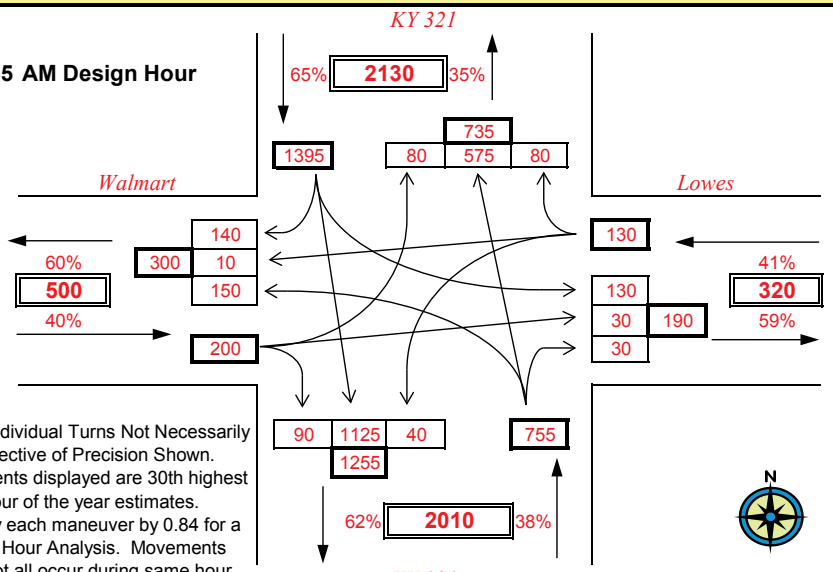
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



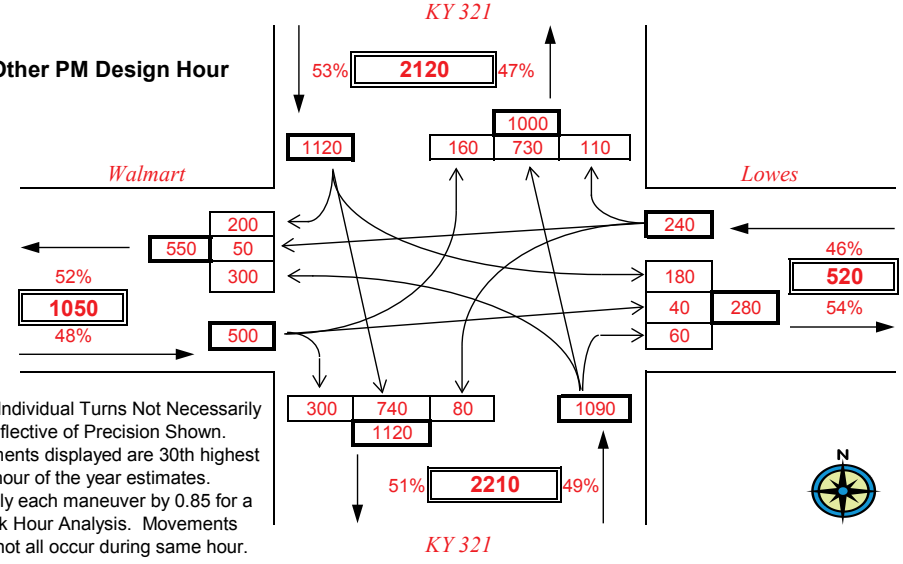
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



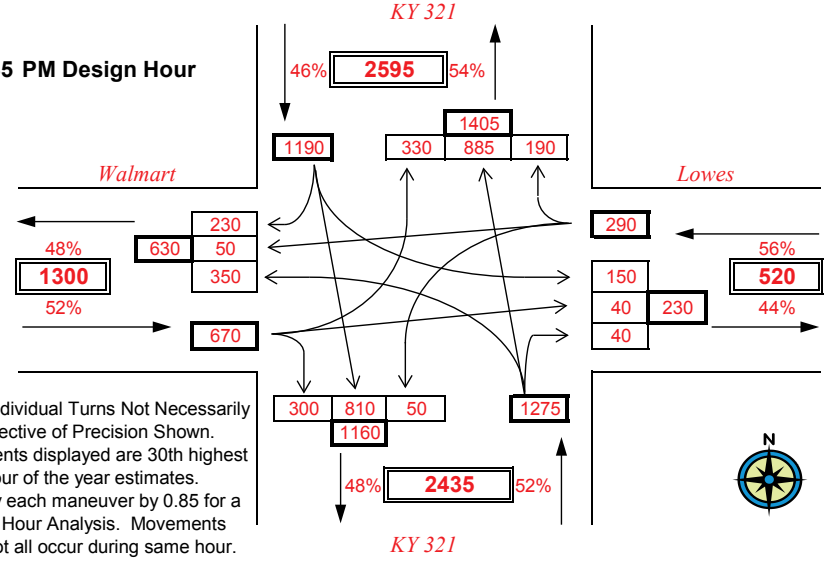
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



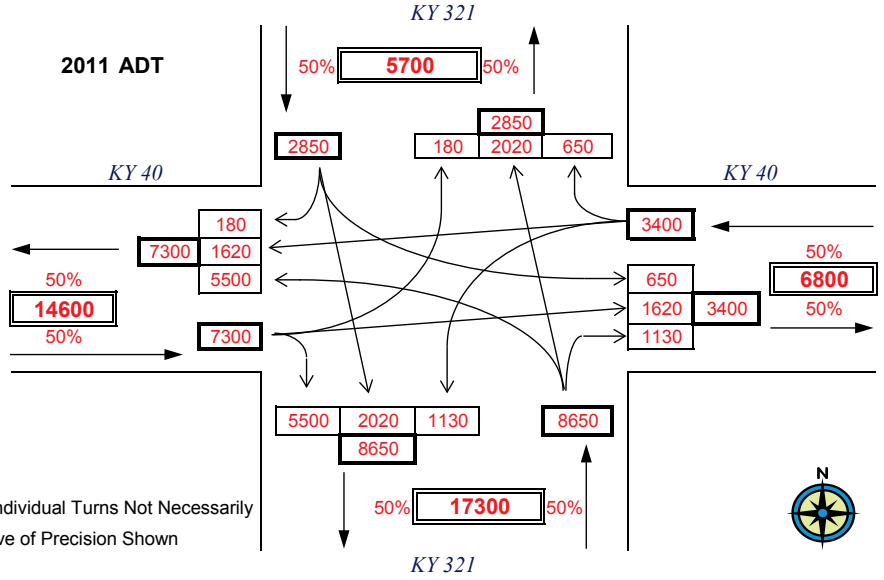
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

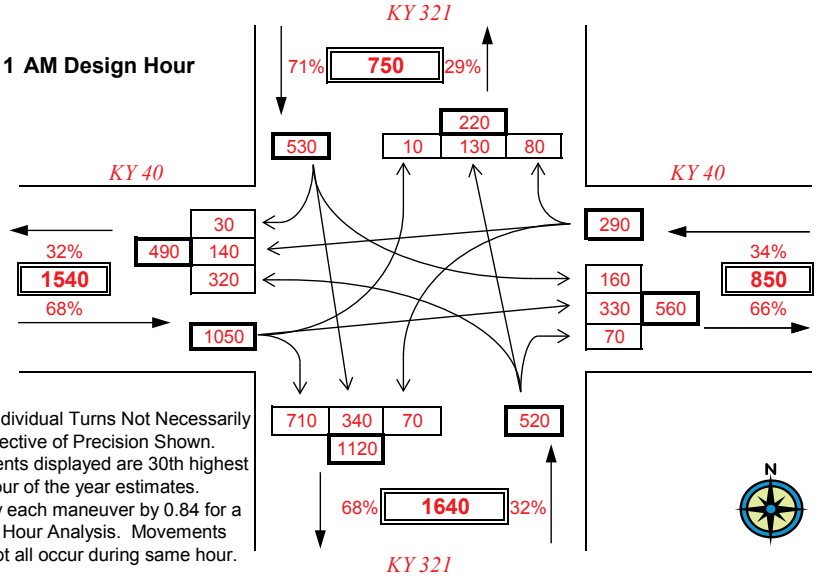
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



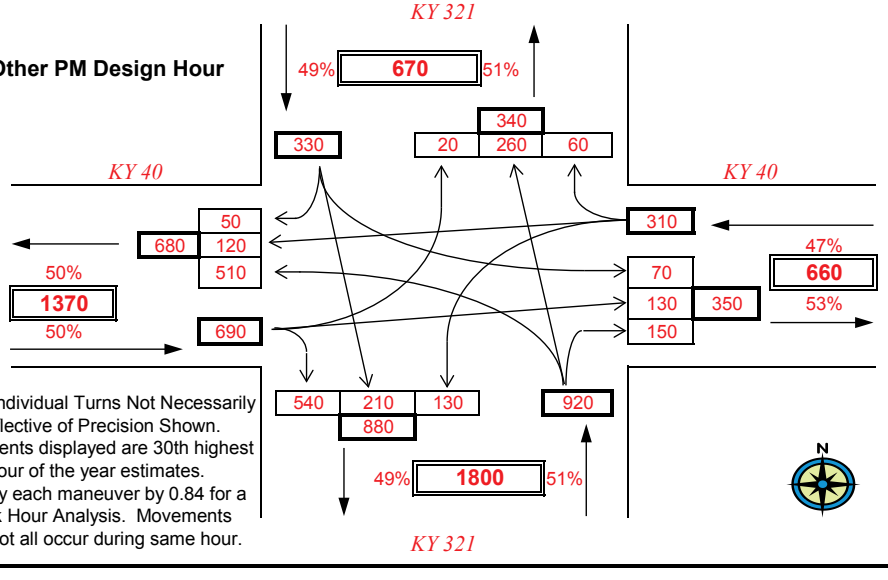
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



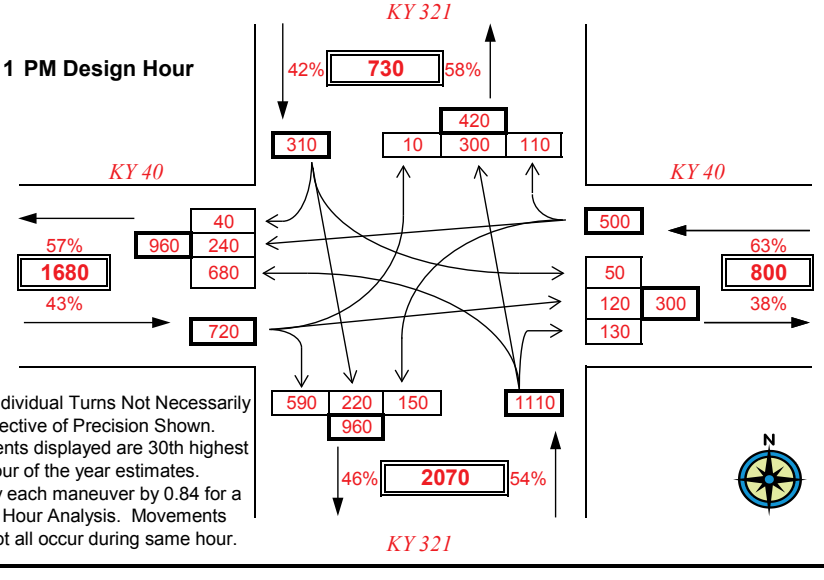
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



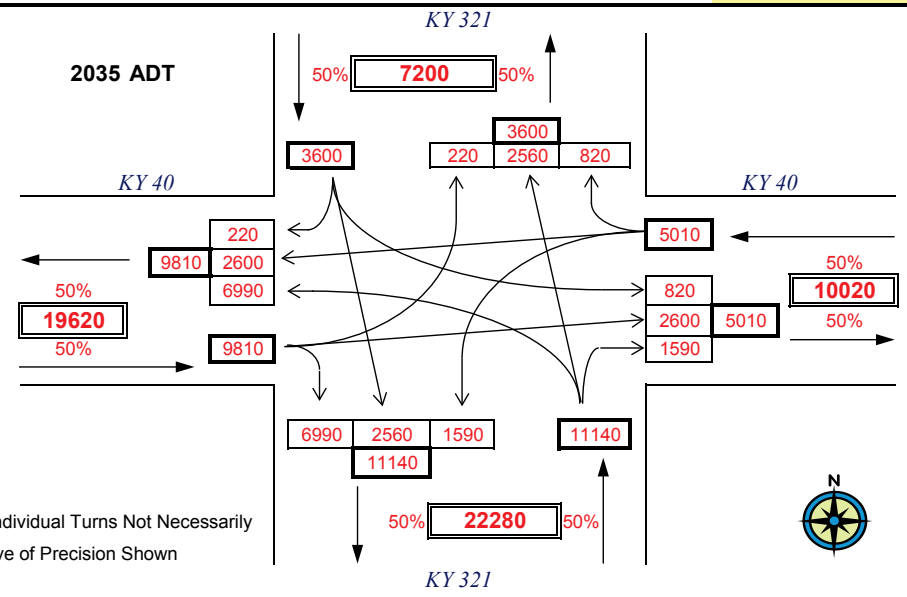
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

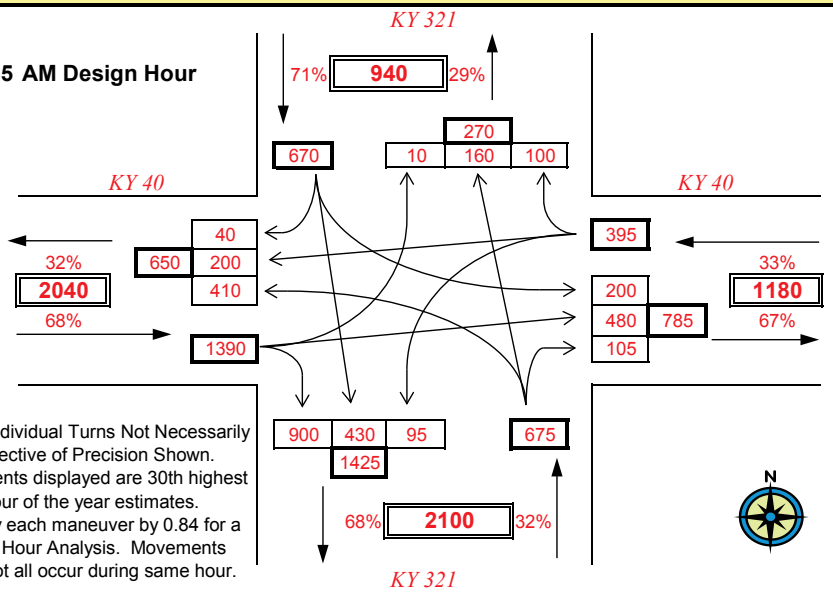
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



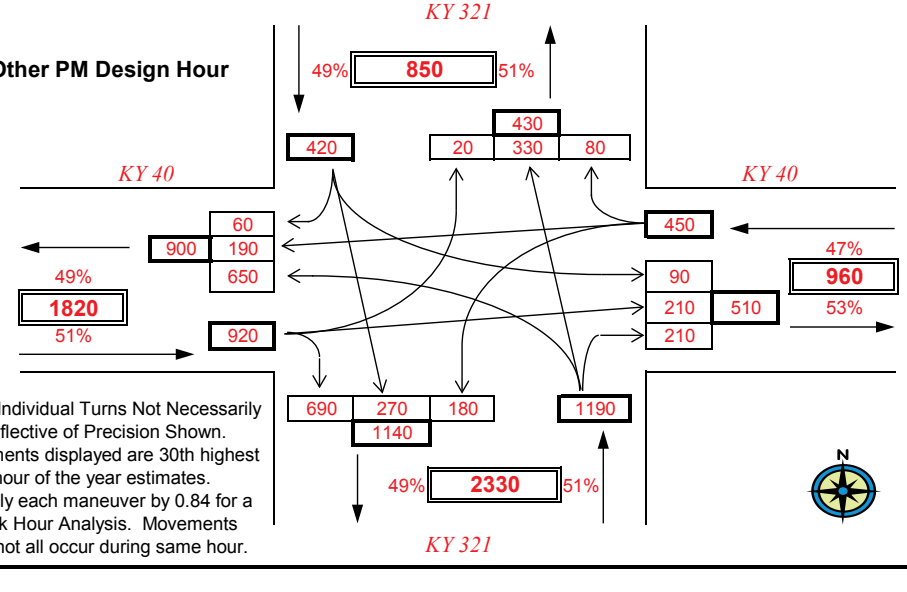
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



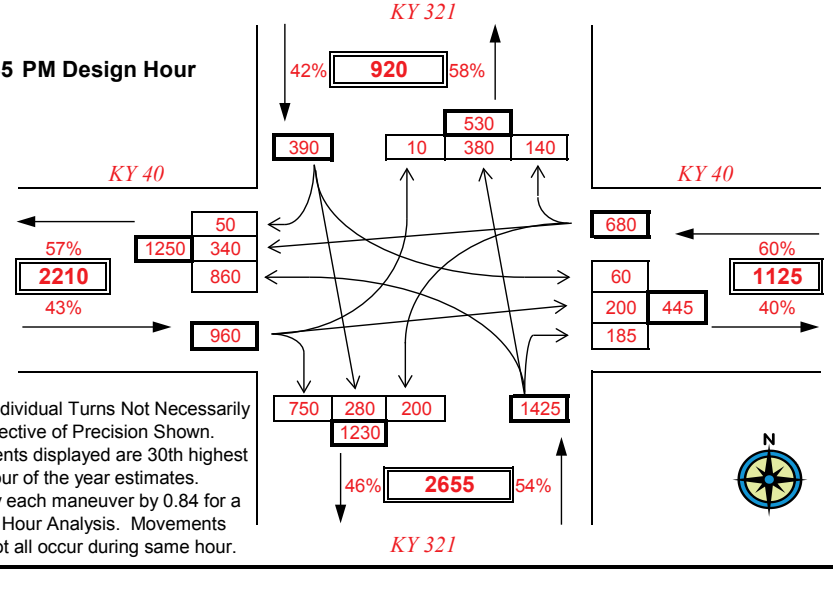
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



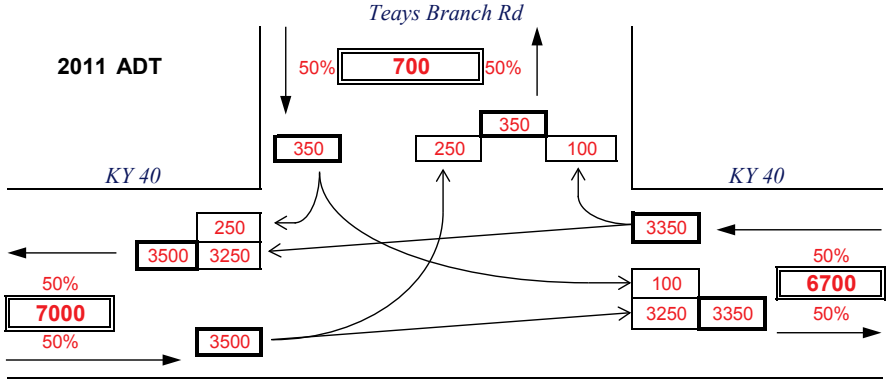
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

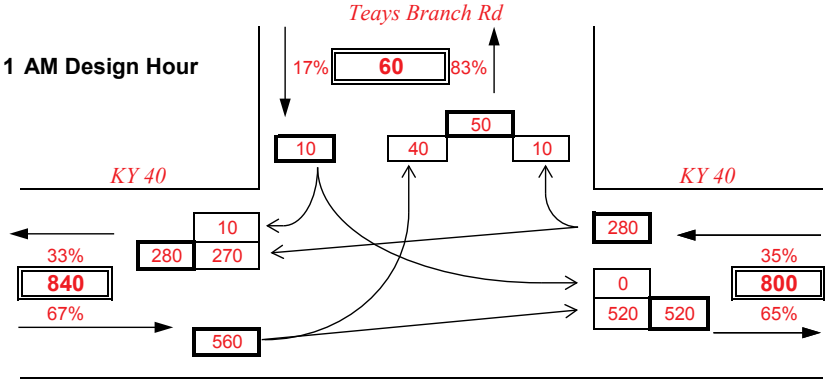
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



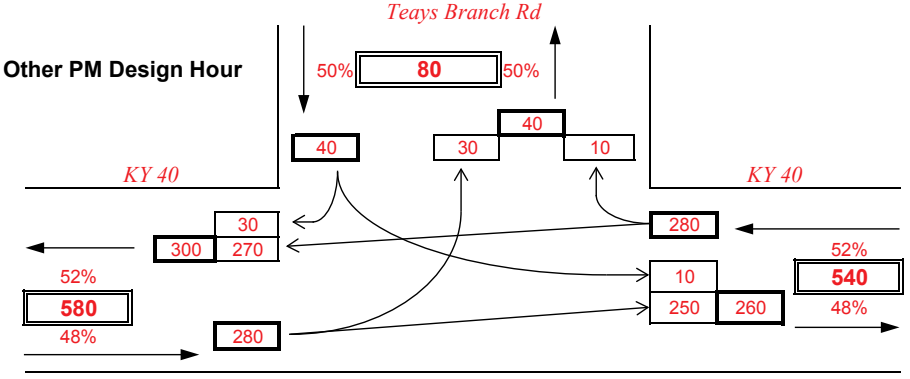
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



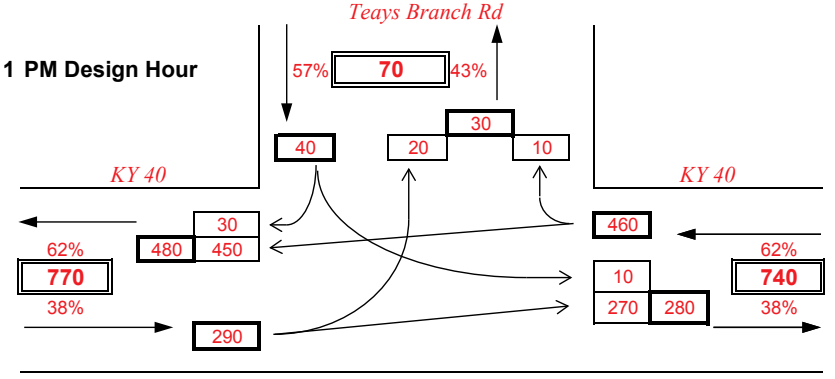
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



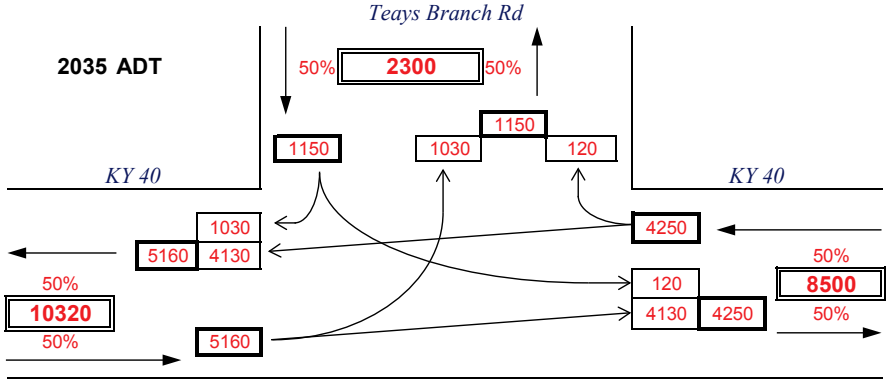
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T12: KY 40 & Teays Branch Rd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

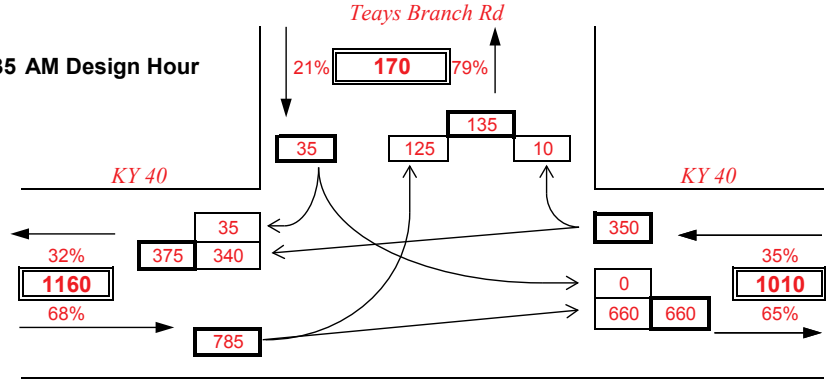
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



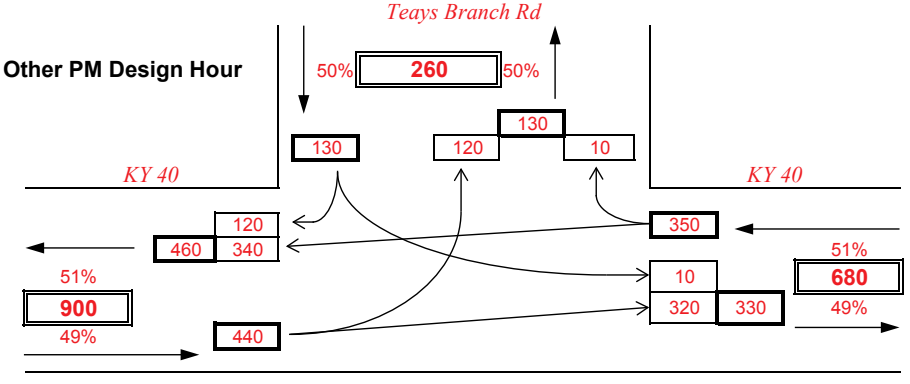
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



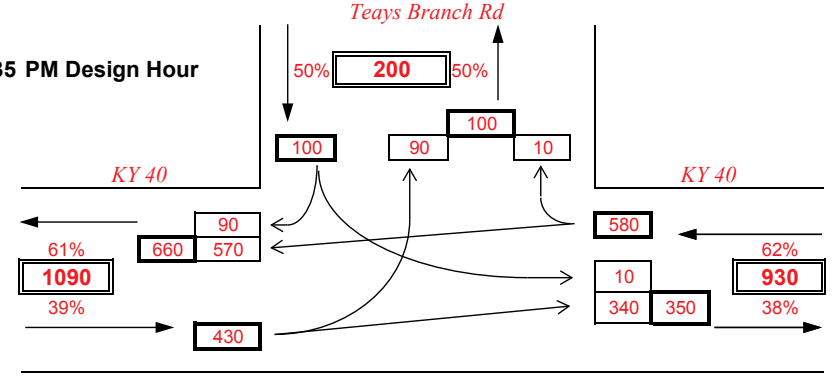
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



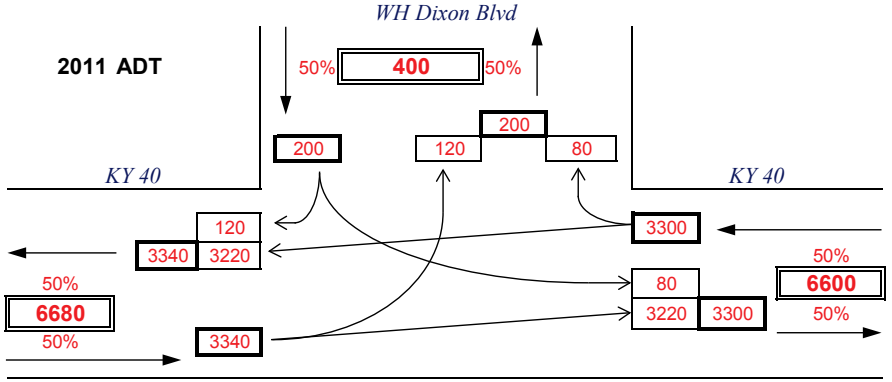
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

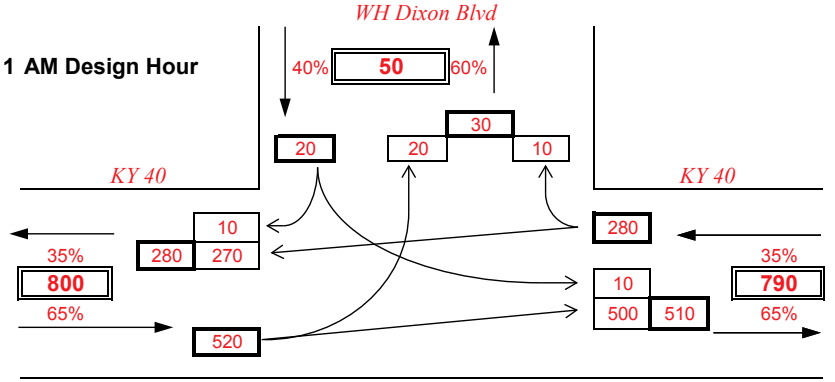
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



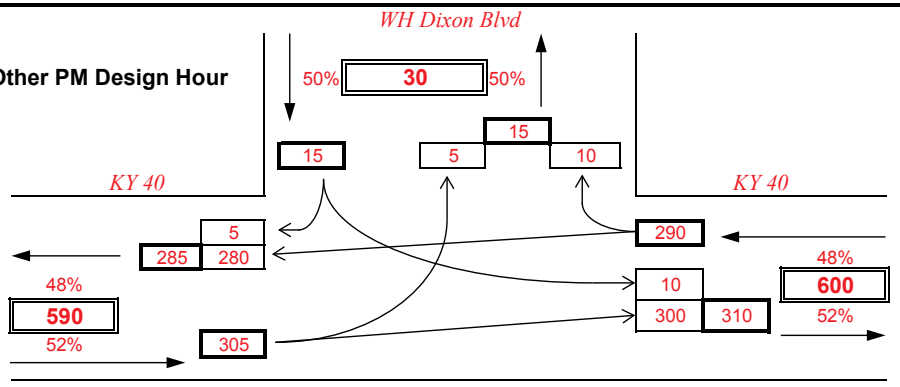
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



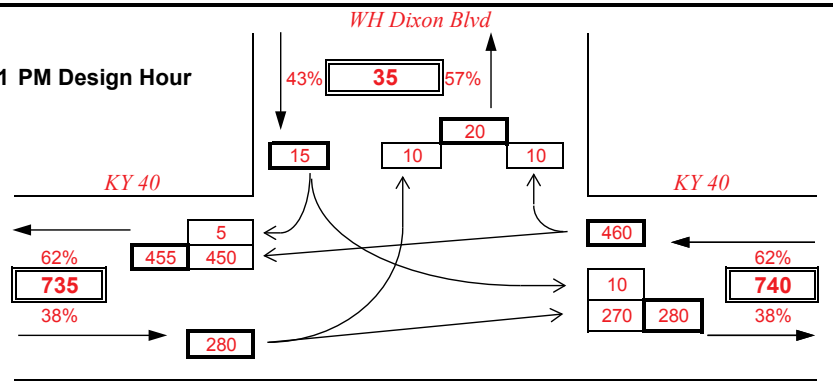
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



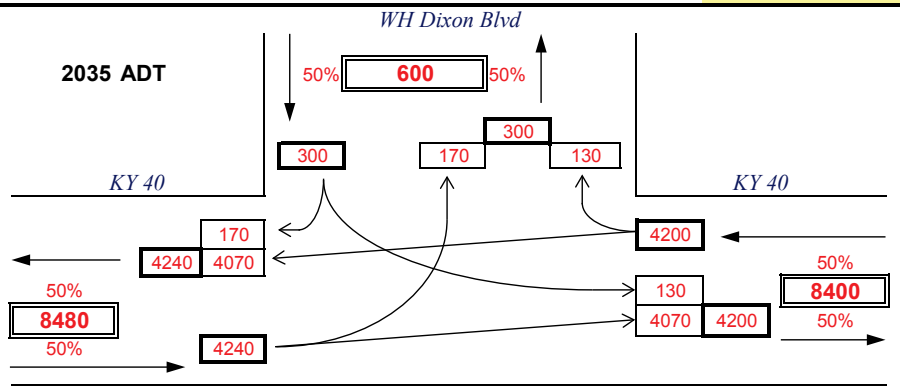
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T13: KY 40 & WH Dixon Blvd

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

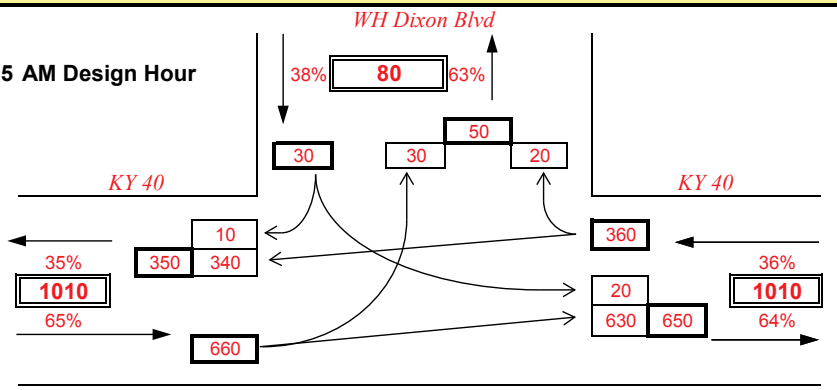
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



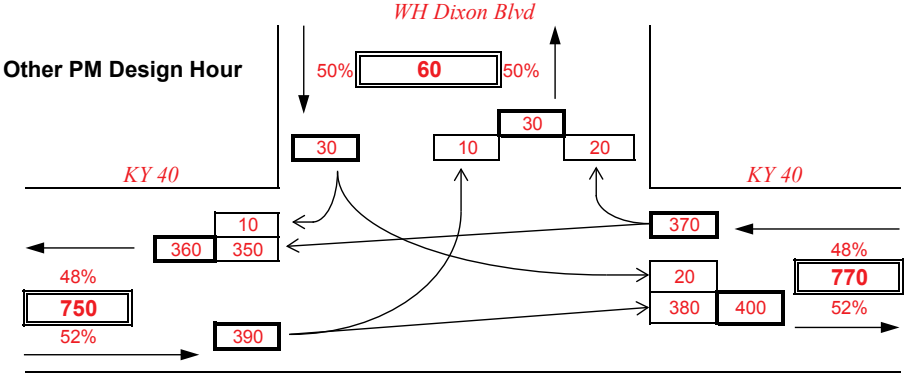
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



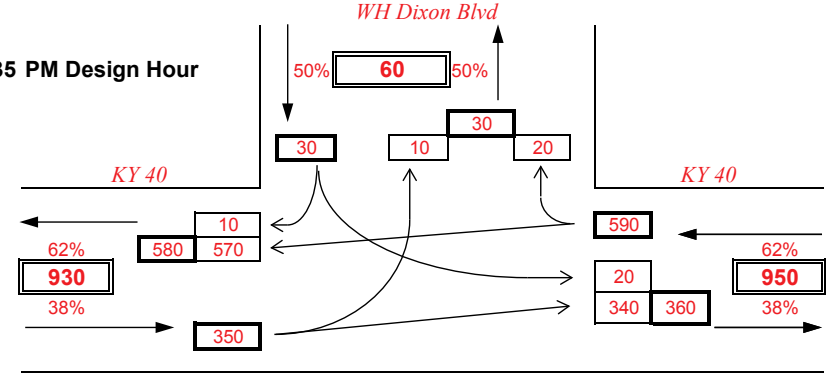
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



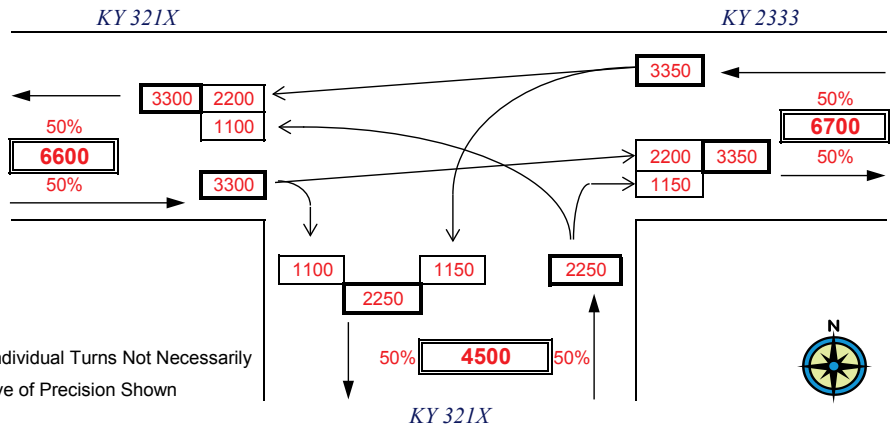
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER: 0
MARS NUMBER: 0
REQUEST DATE: 1/0/1900
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

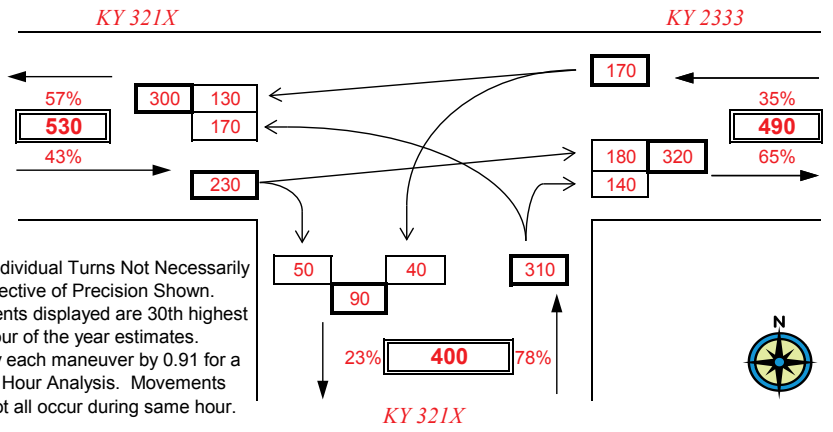
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



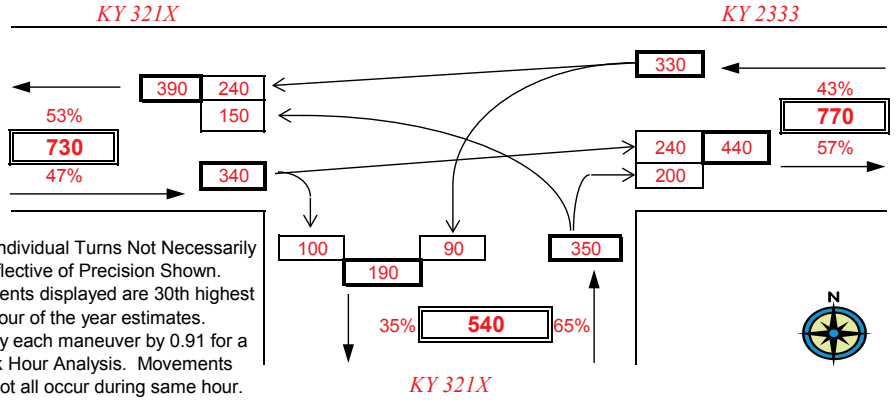
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



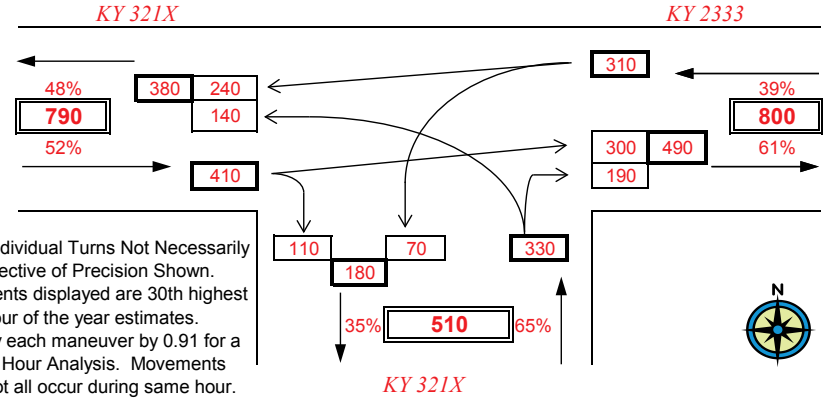
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



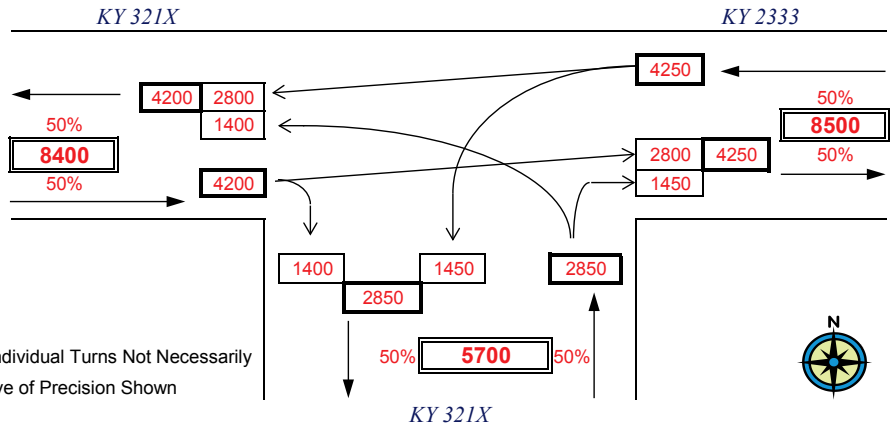
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST:
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T2: KY 2333 & KY 321X

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

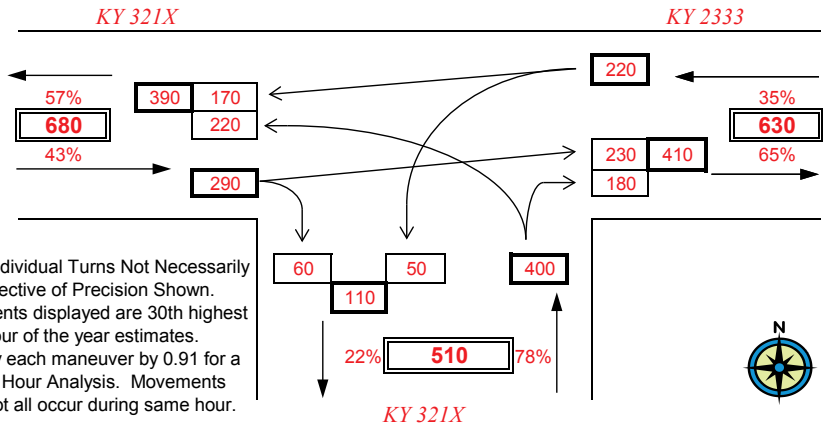
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



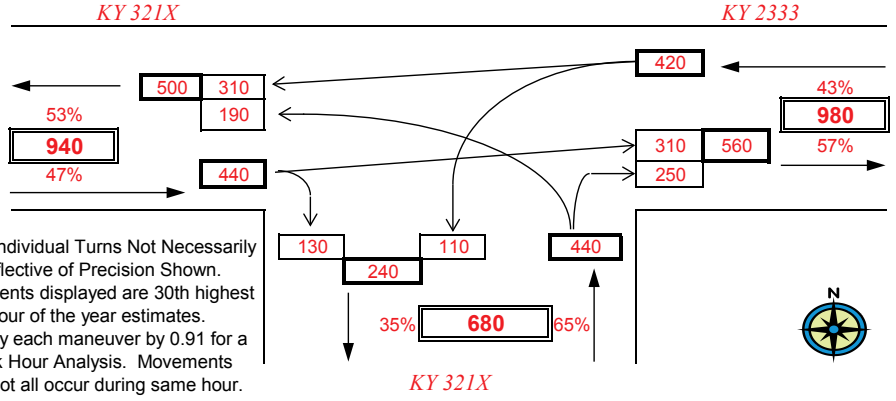
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



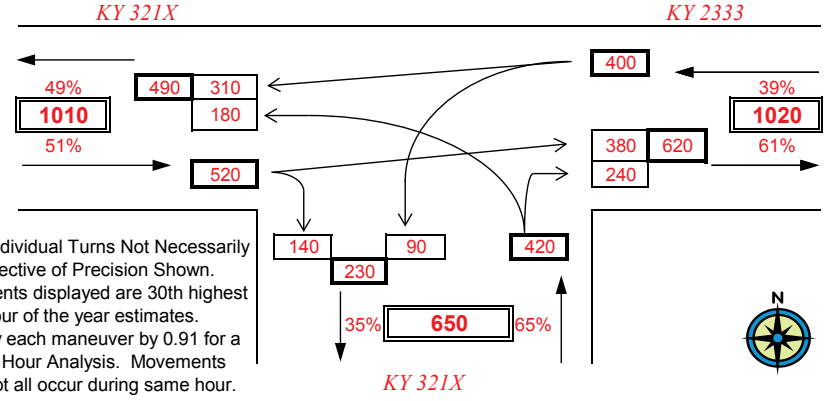
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



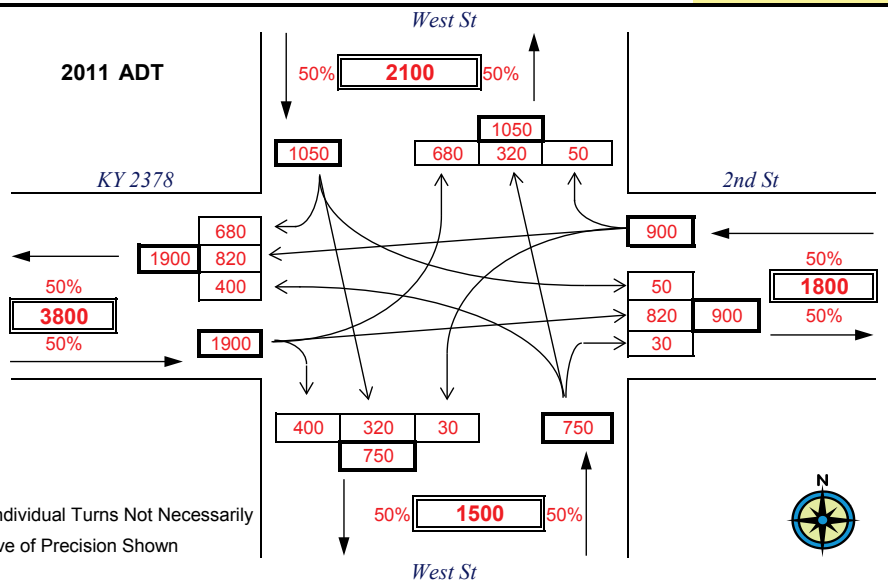
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

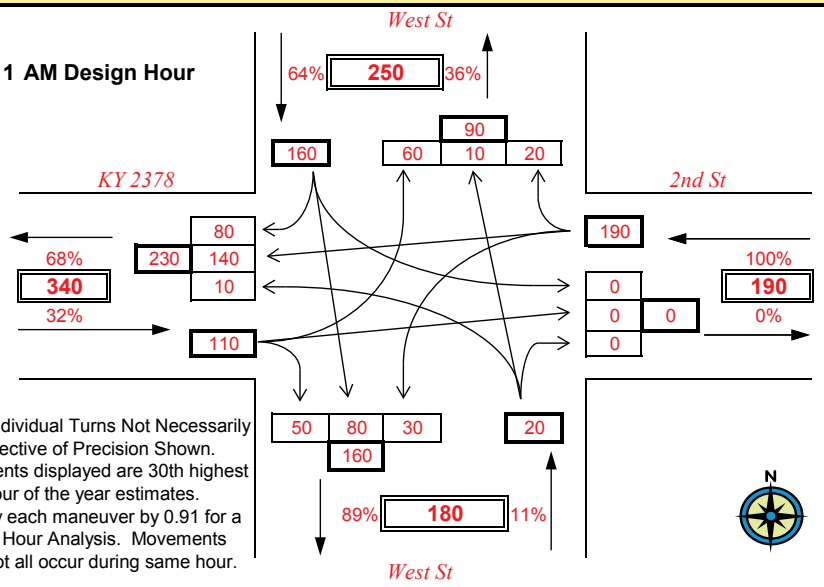
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



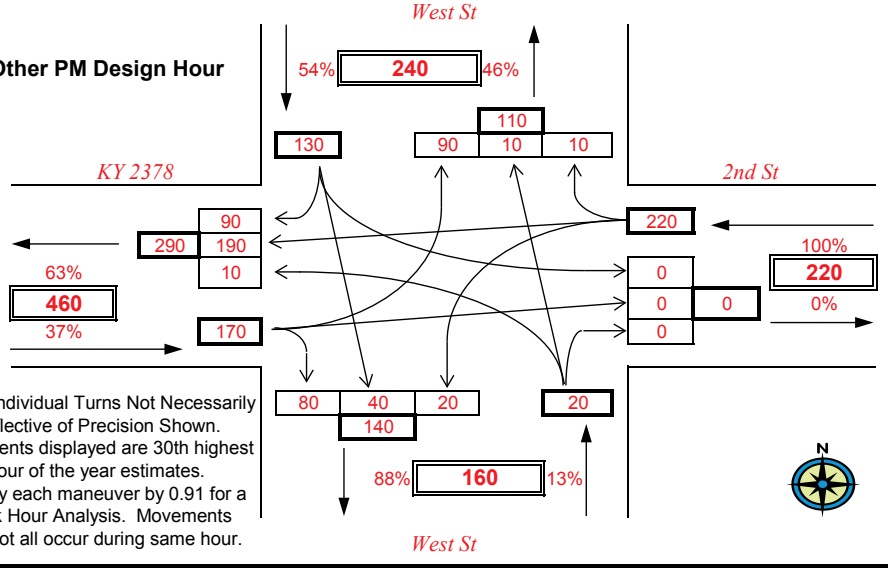
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



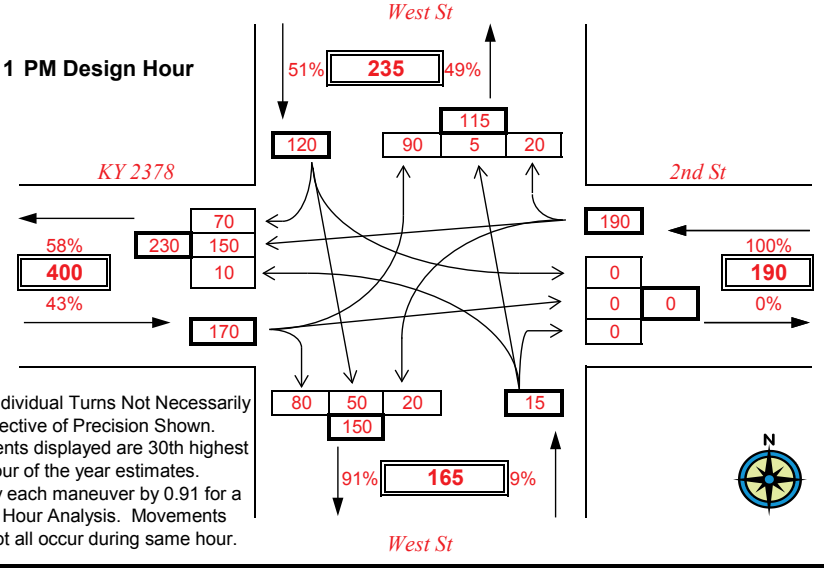
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



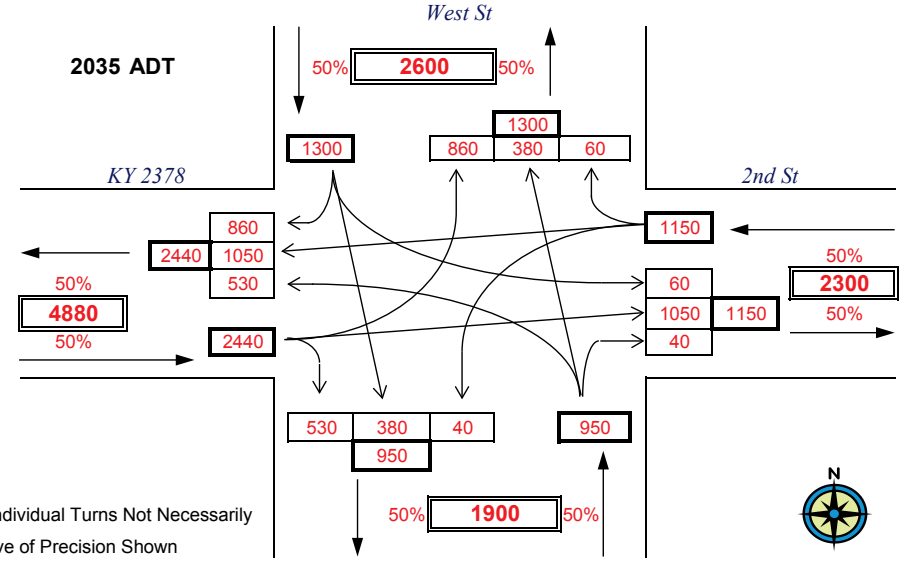
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T3: West St & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

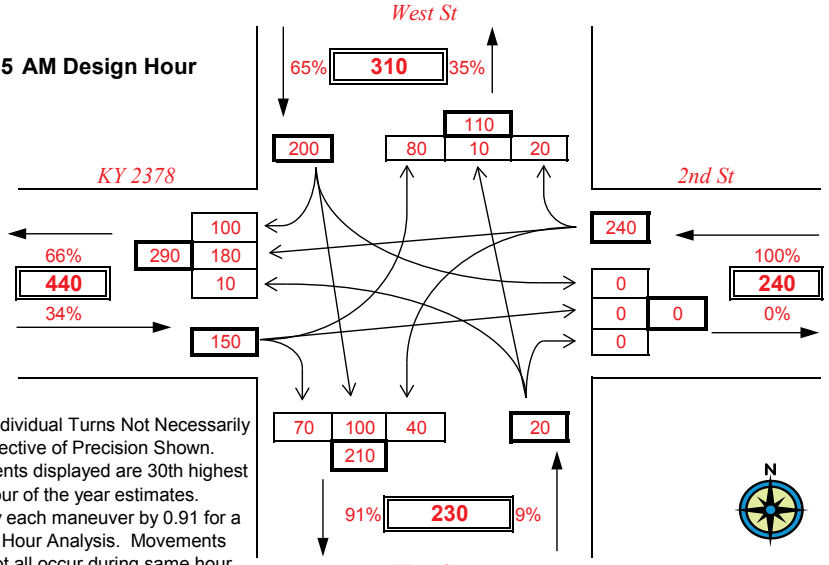
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



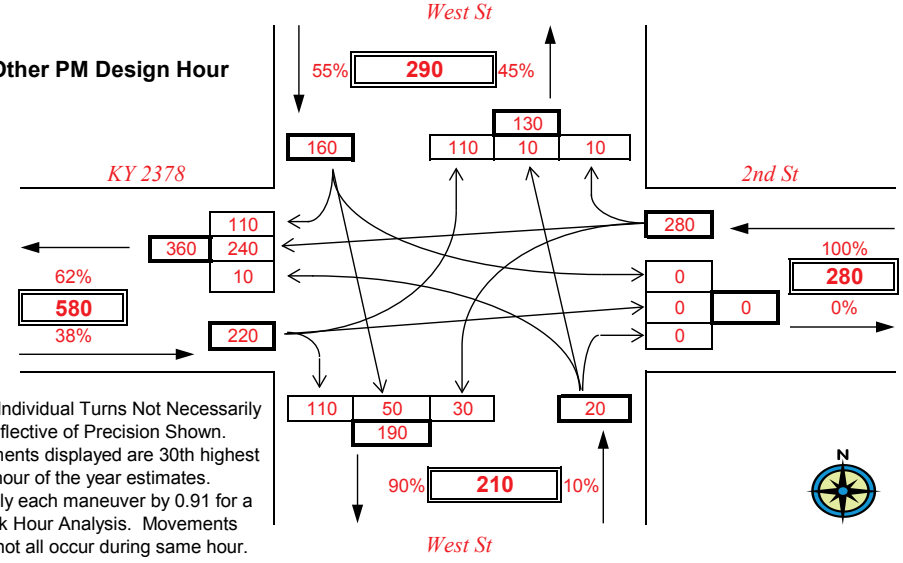
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



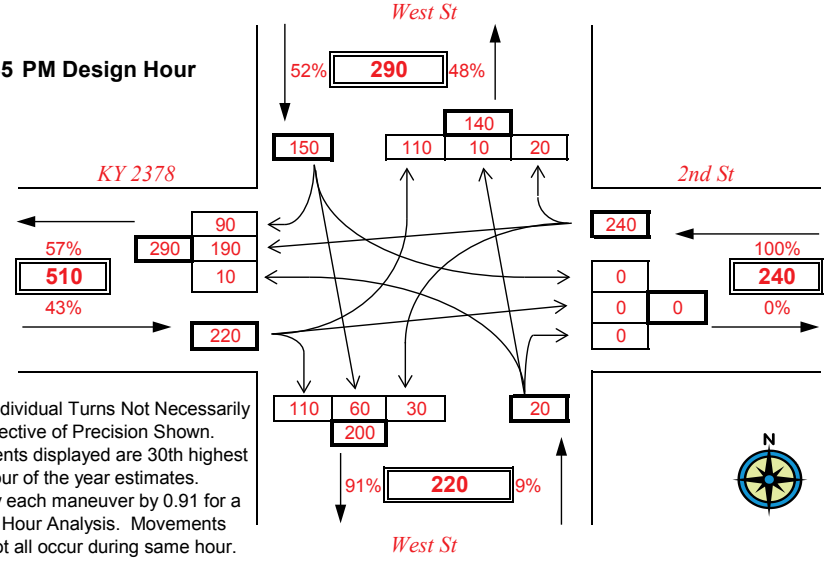
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



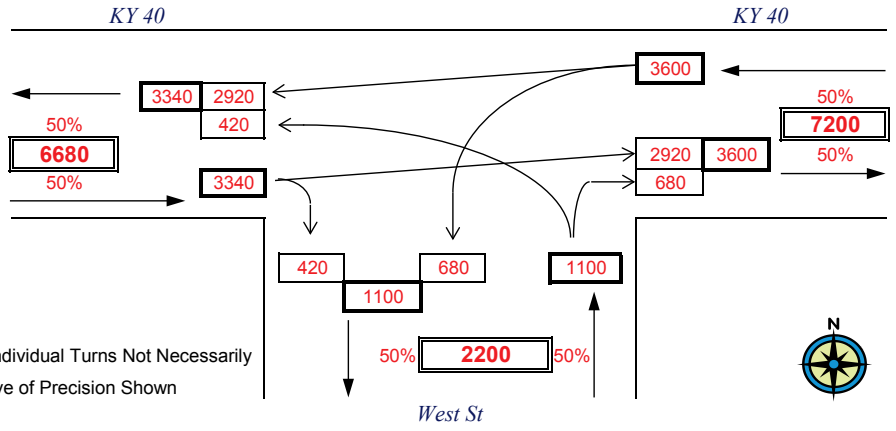
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.91 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

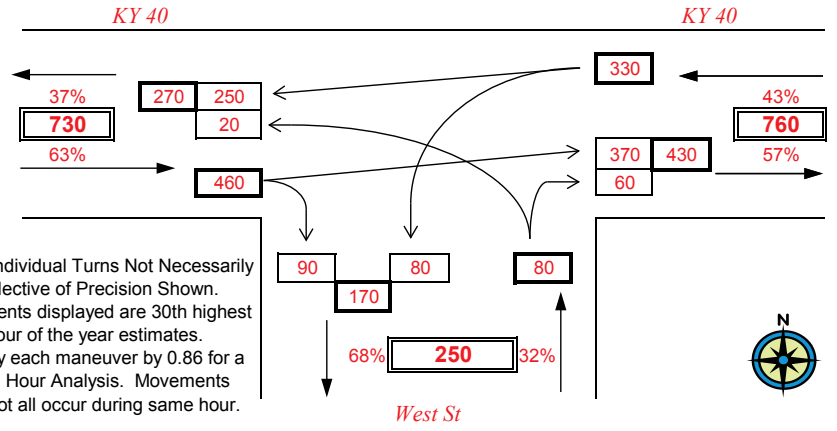
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



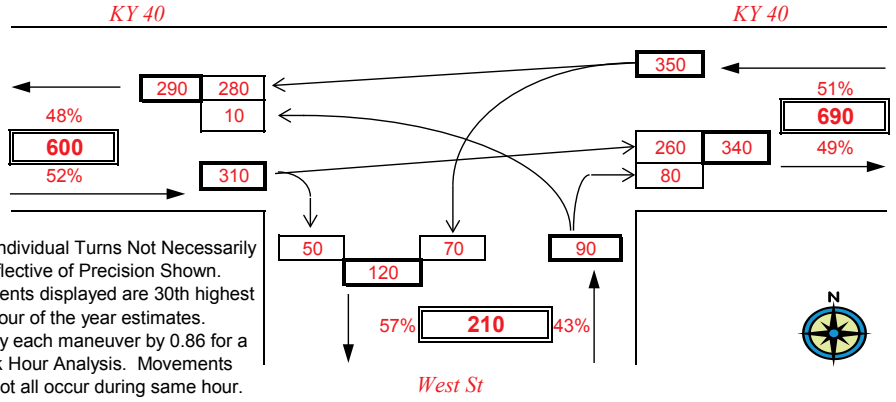
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



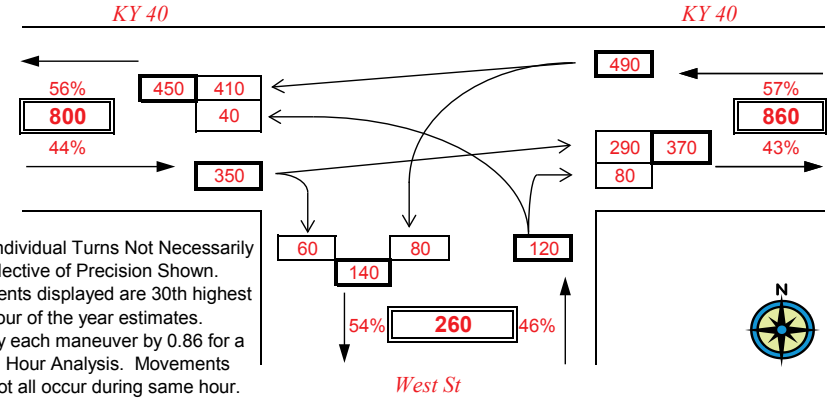
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



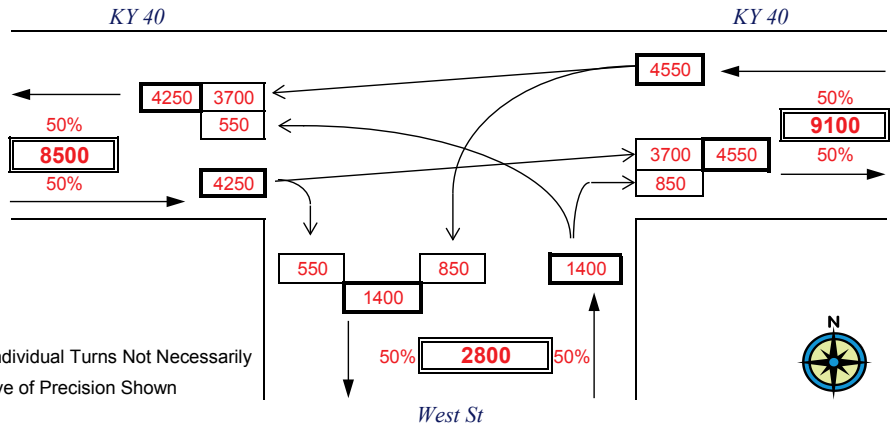
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T4: KY 40 & West St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

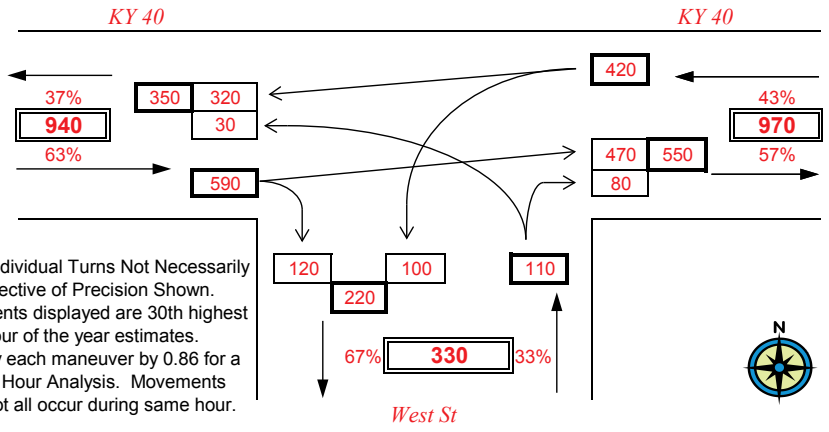
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



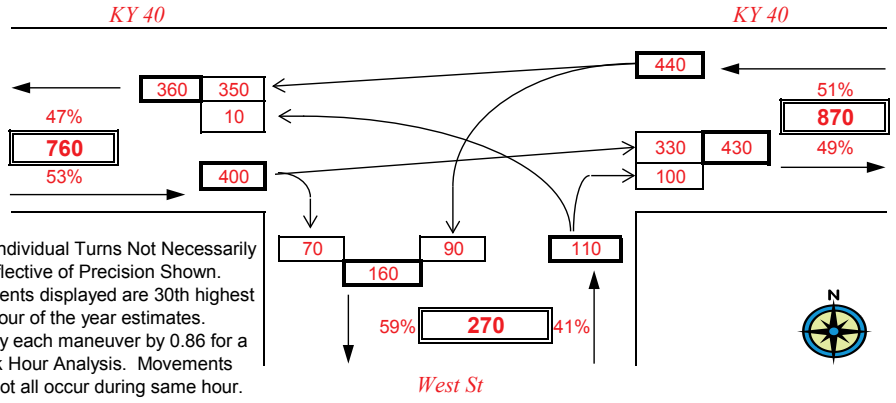
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



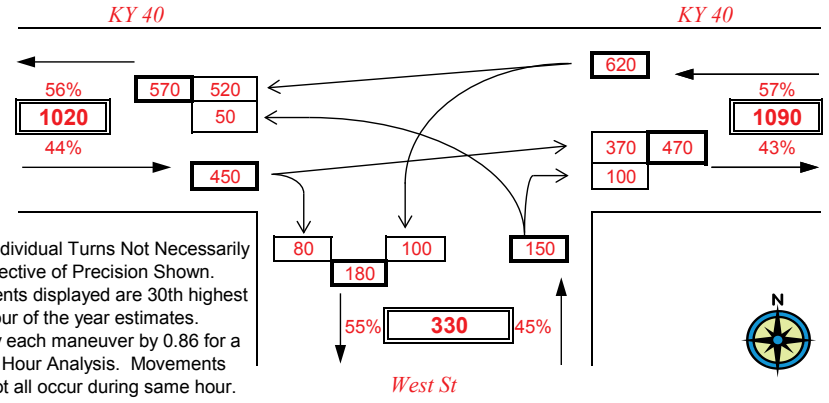
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



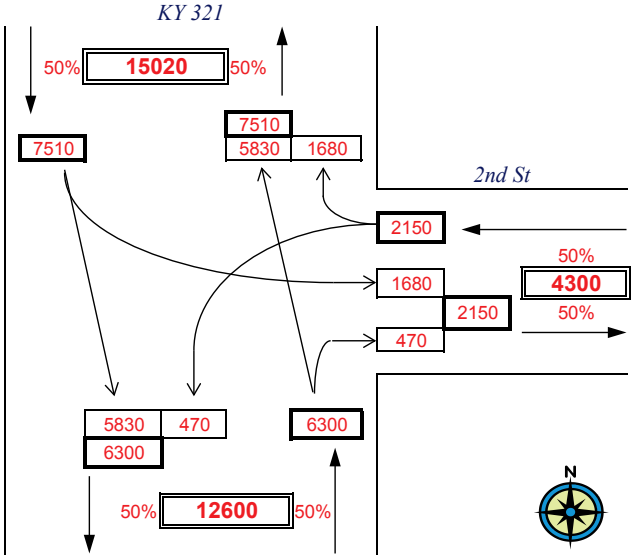
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.86 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

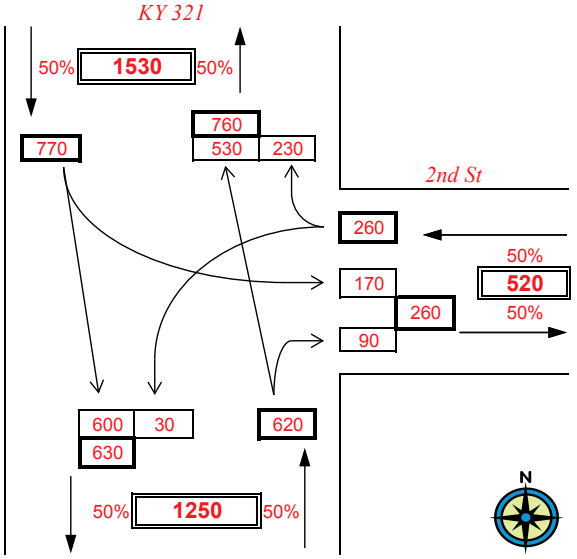
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



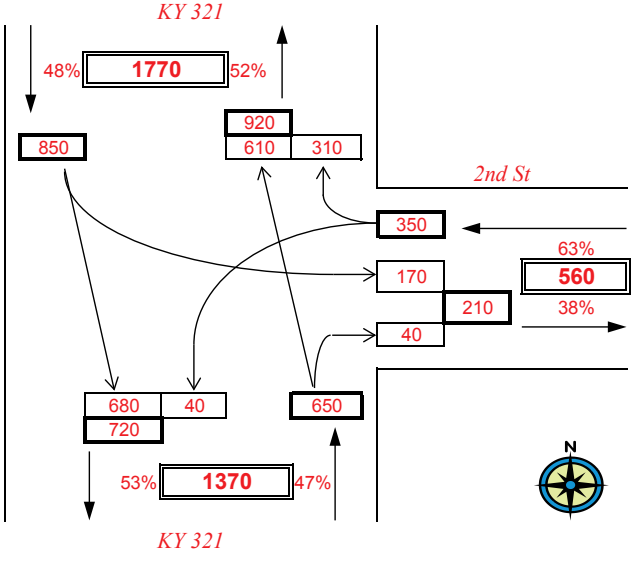
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



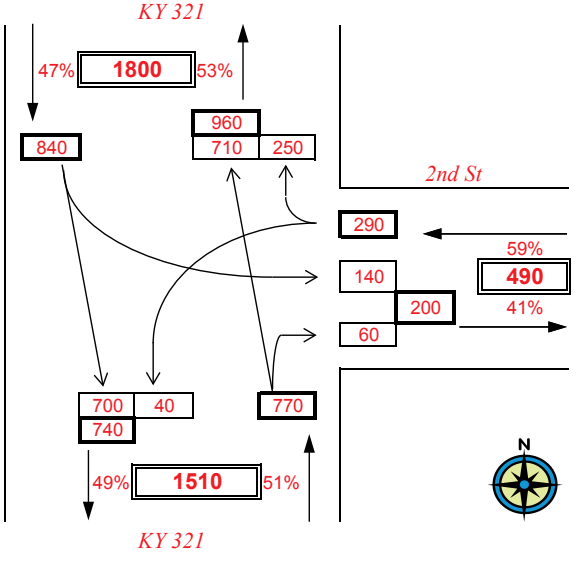
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



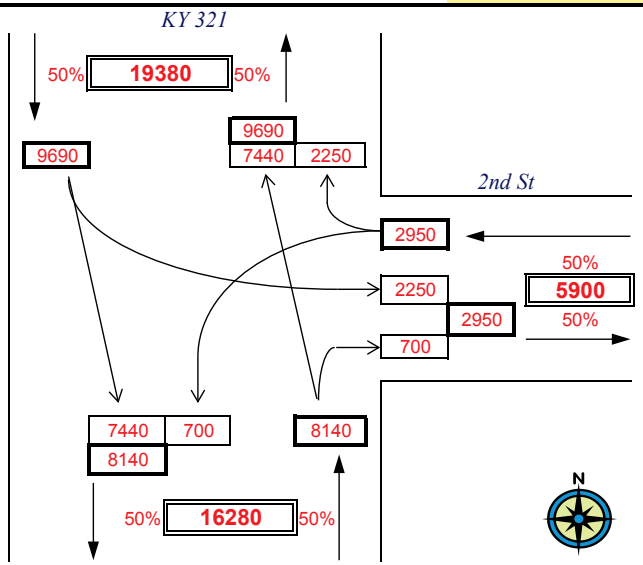
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

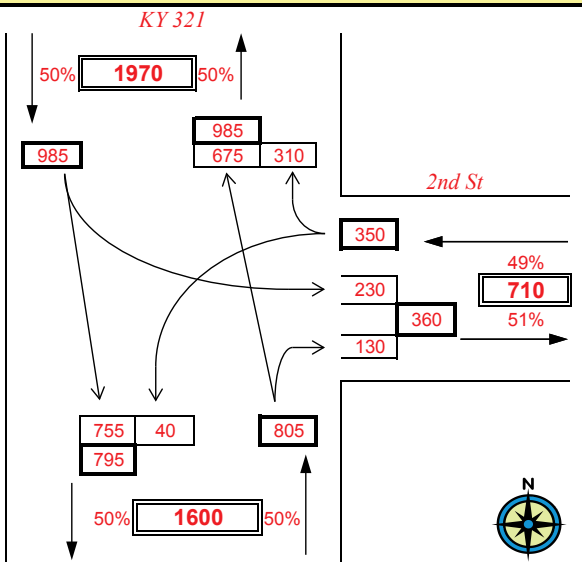
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



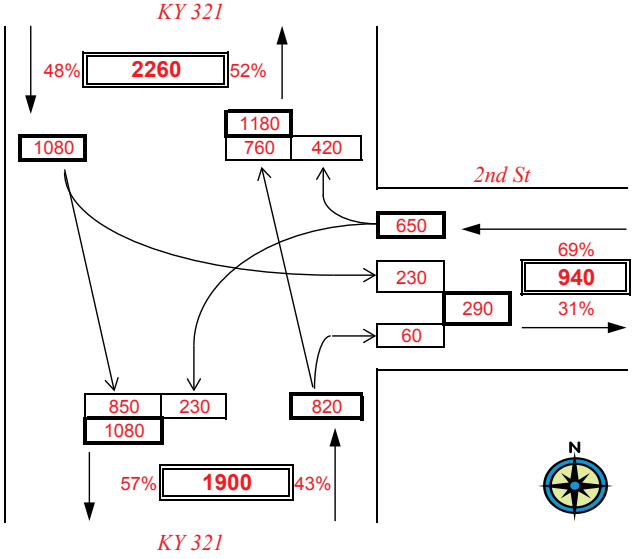
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



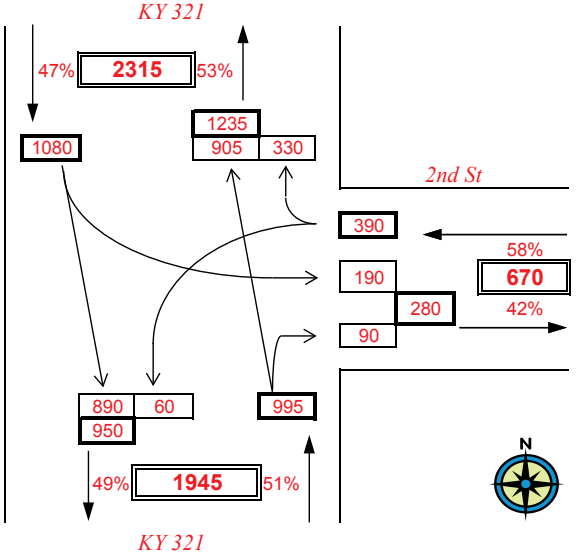
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



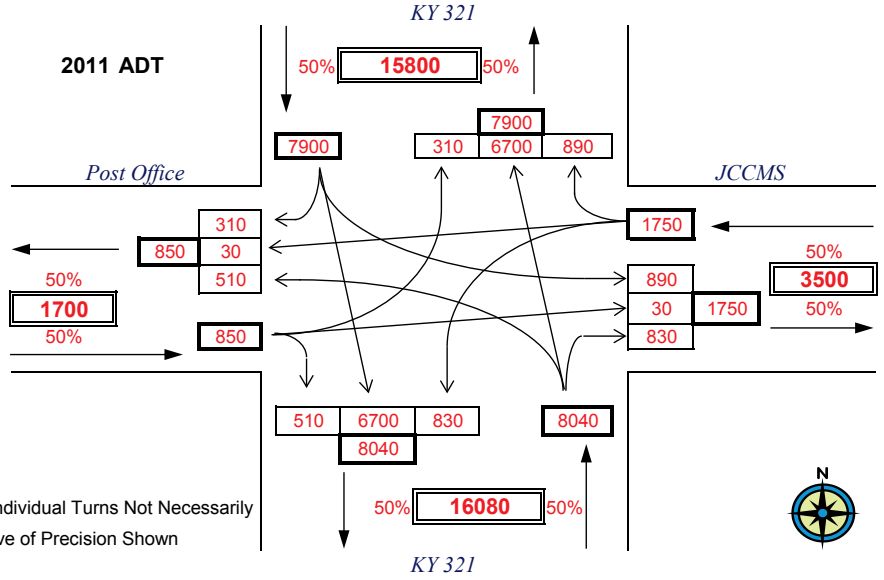
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

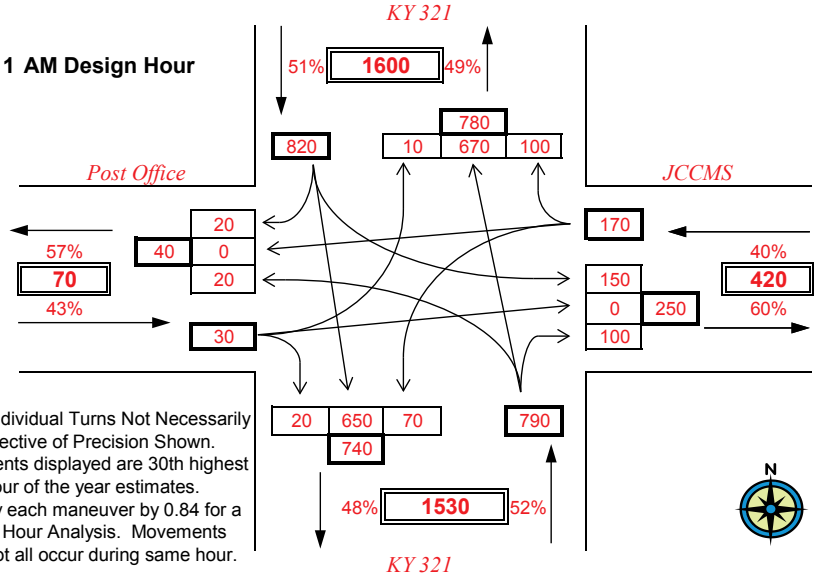
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



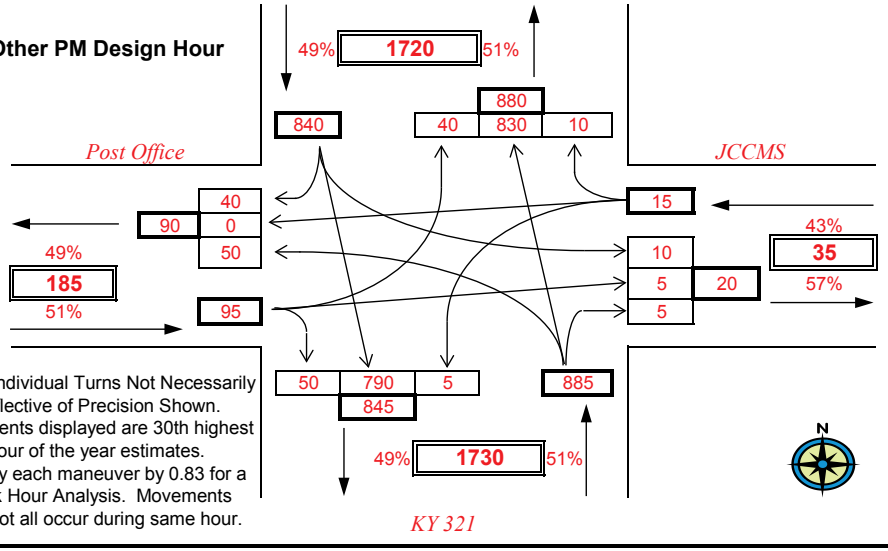
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



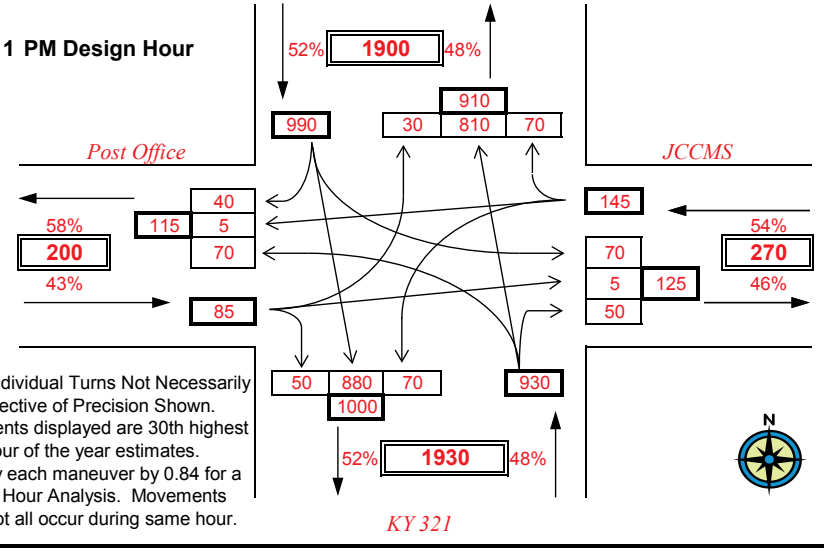
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



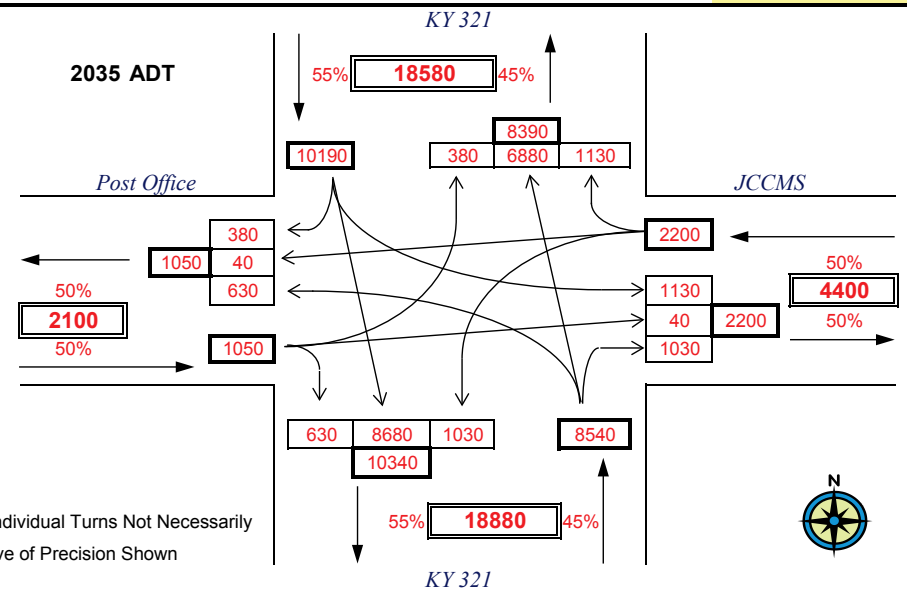
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

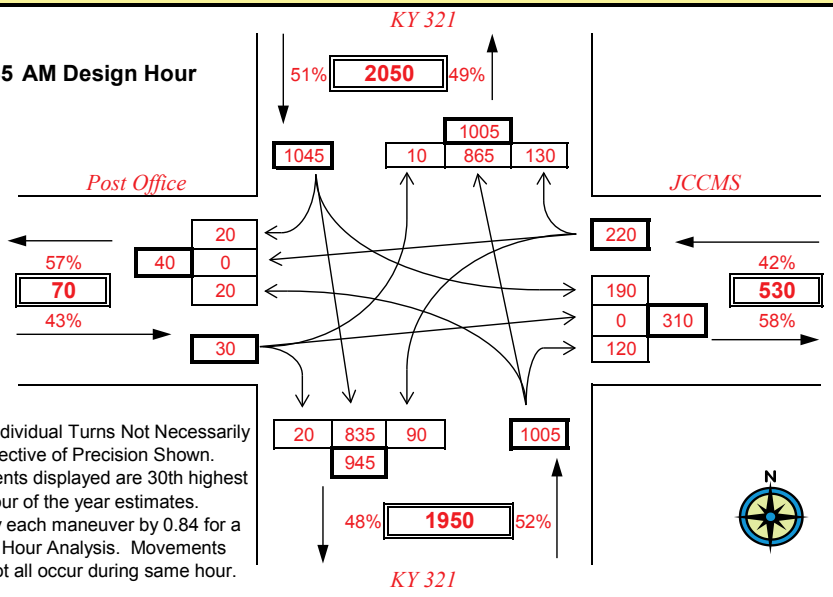
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



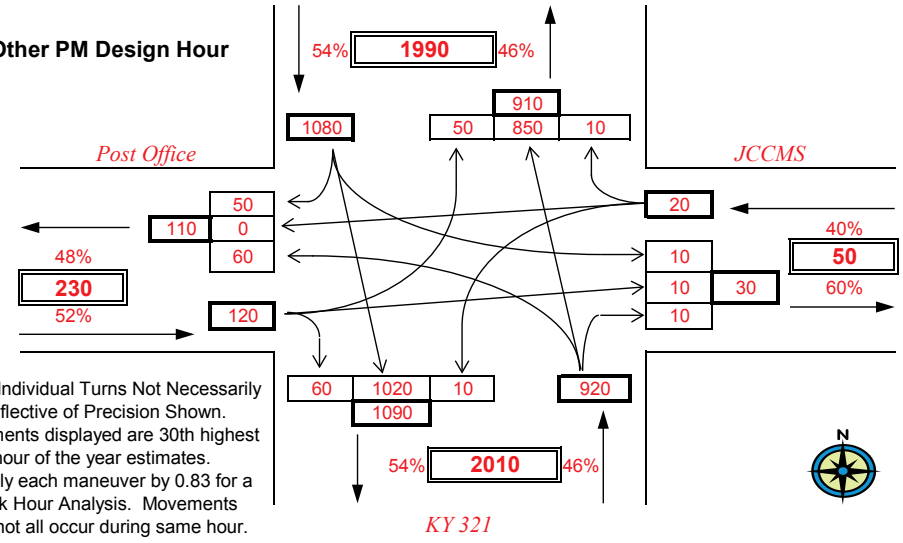
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



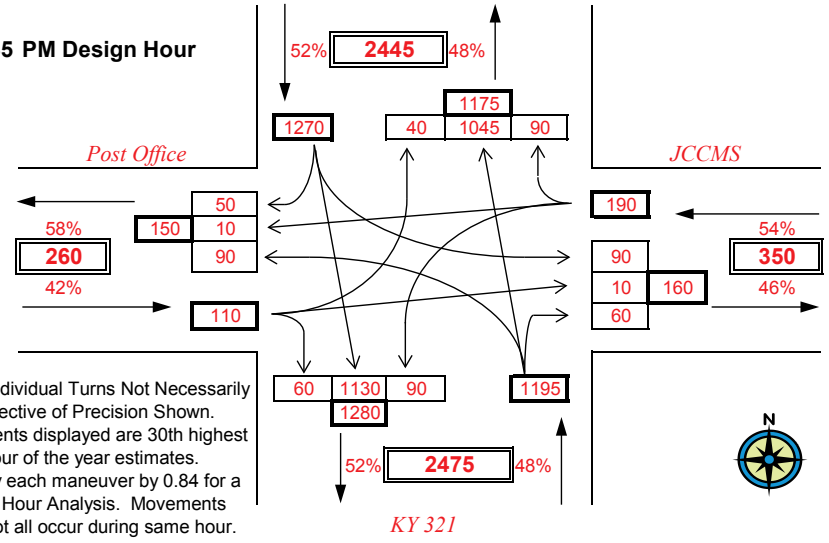
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



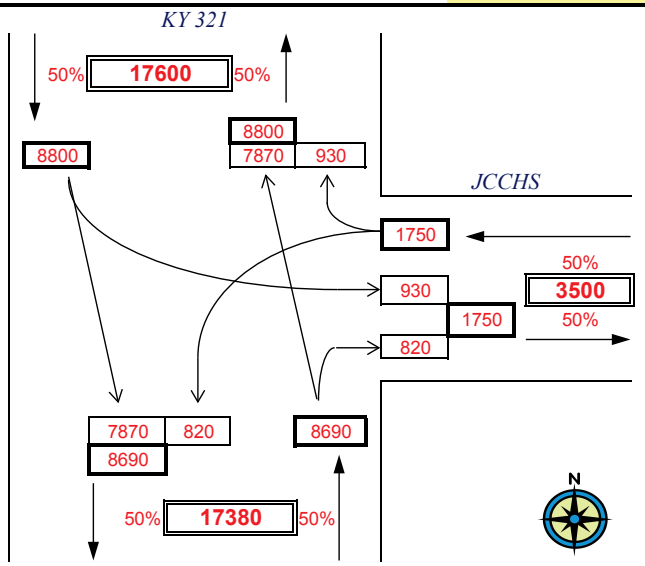
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

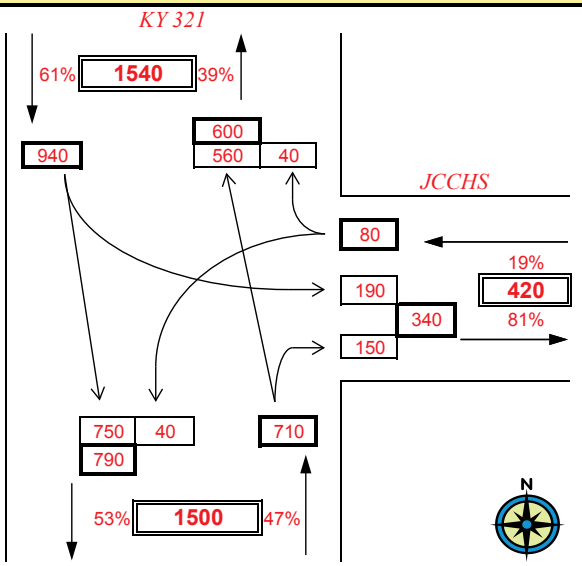
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



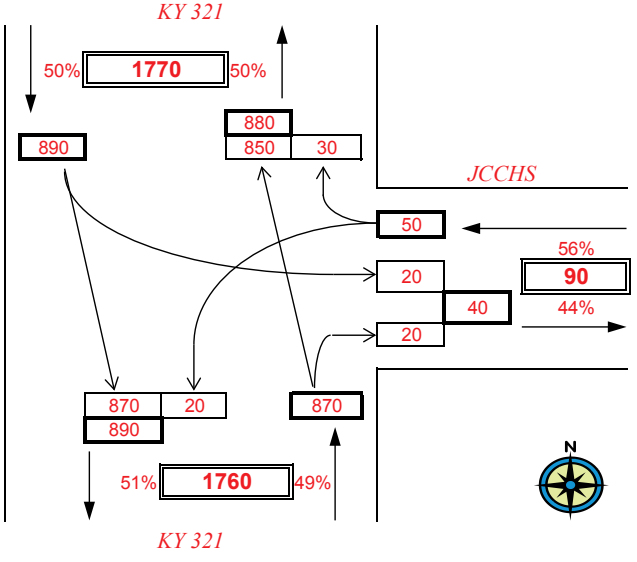
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



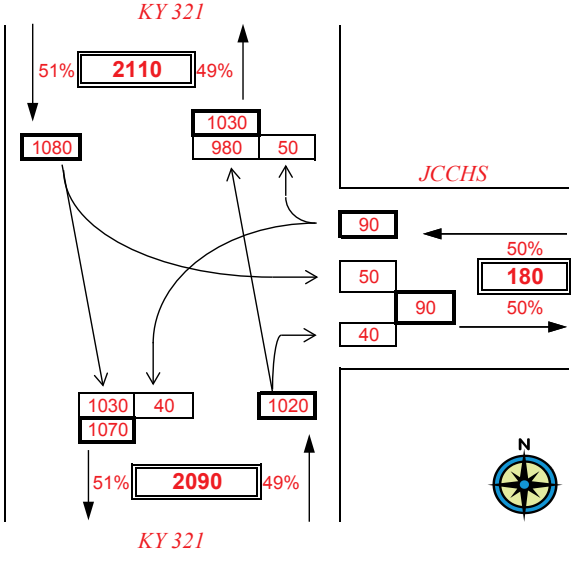
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



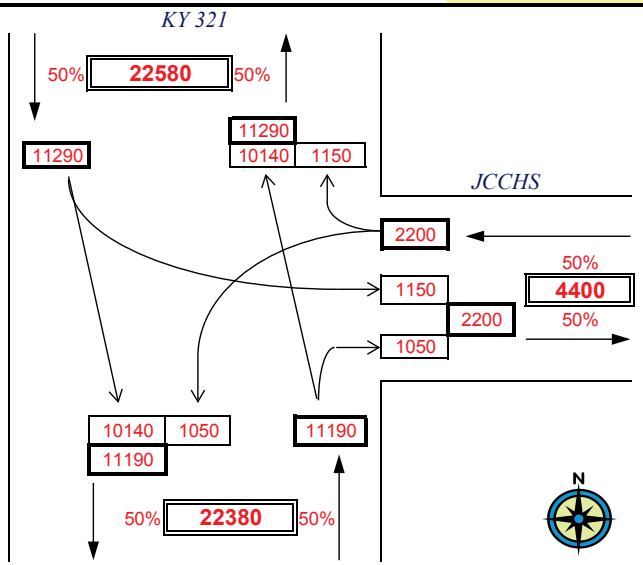
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

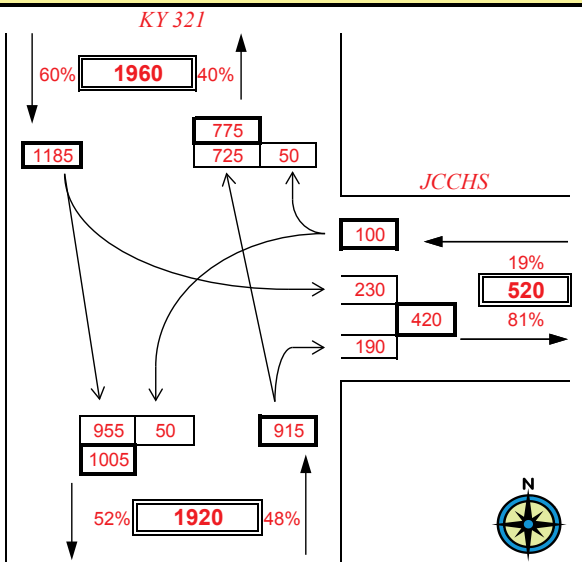
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



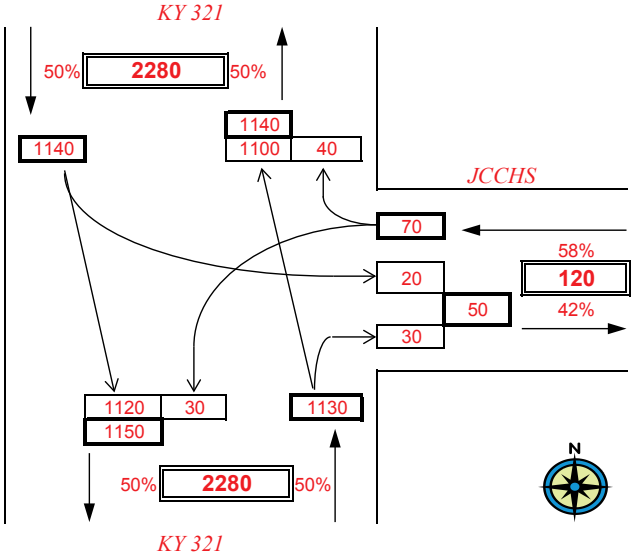
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



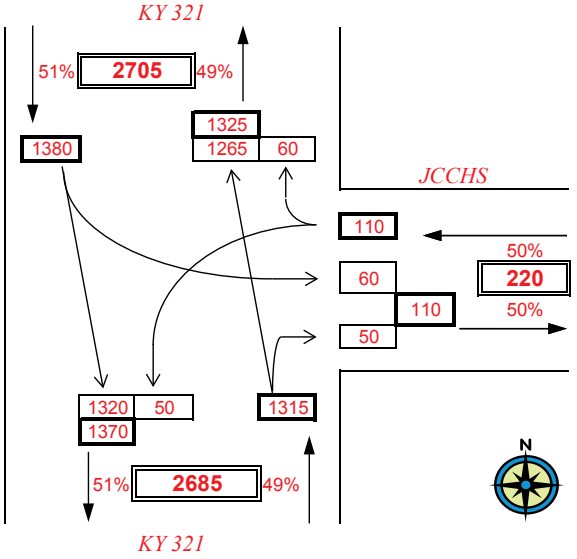
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour

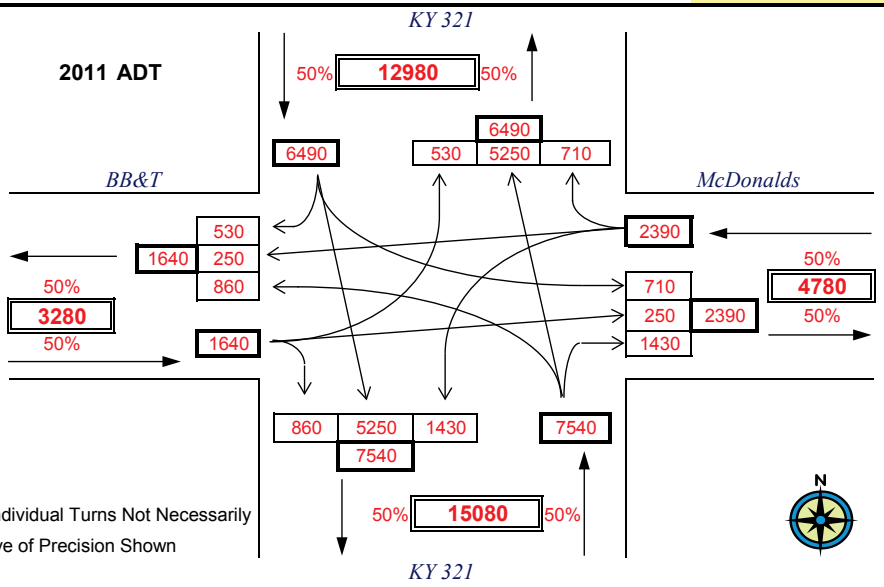


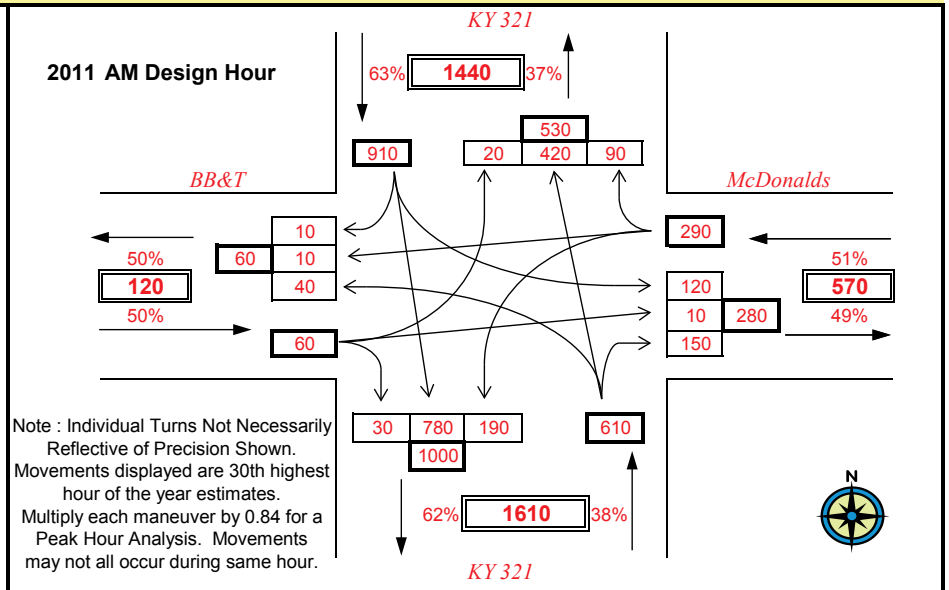
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

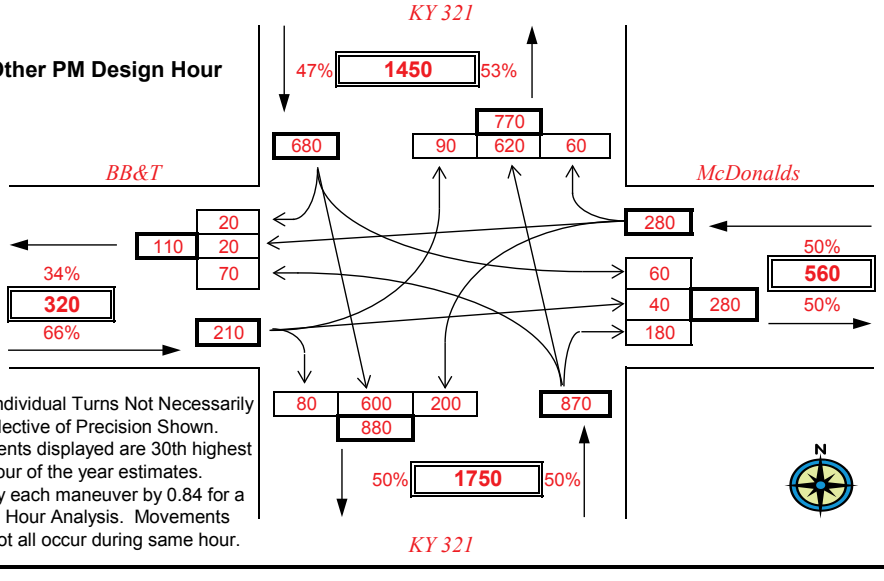
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

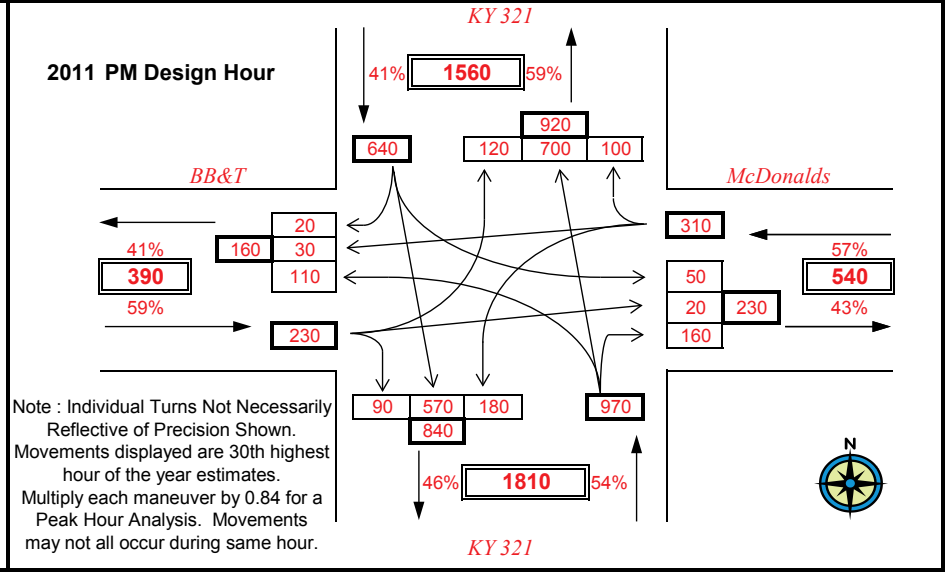
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







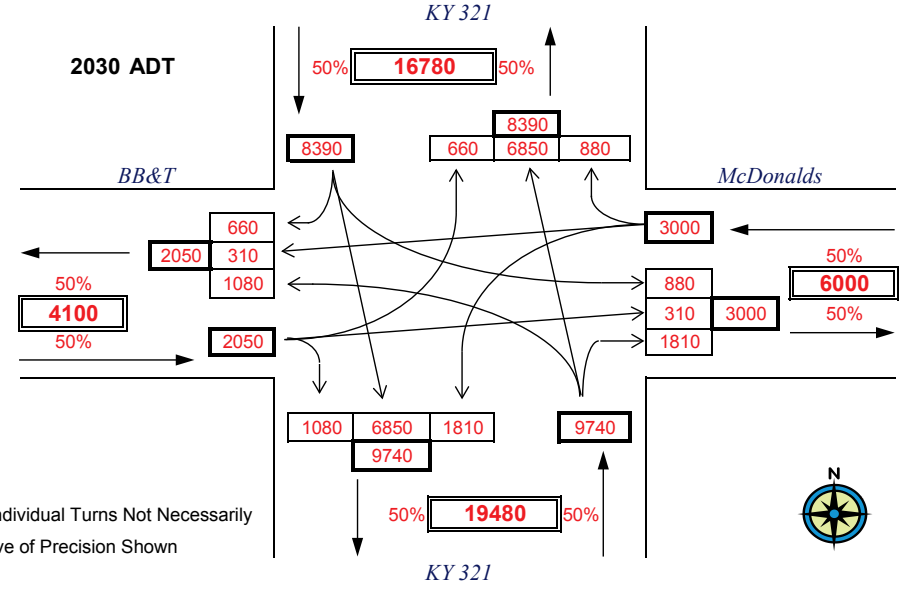


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2030 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

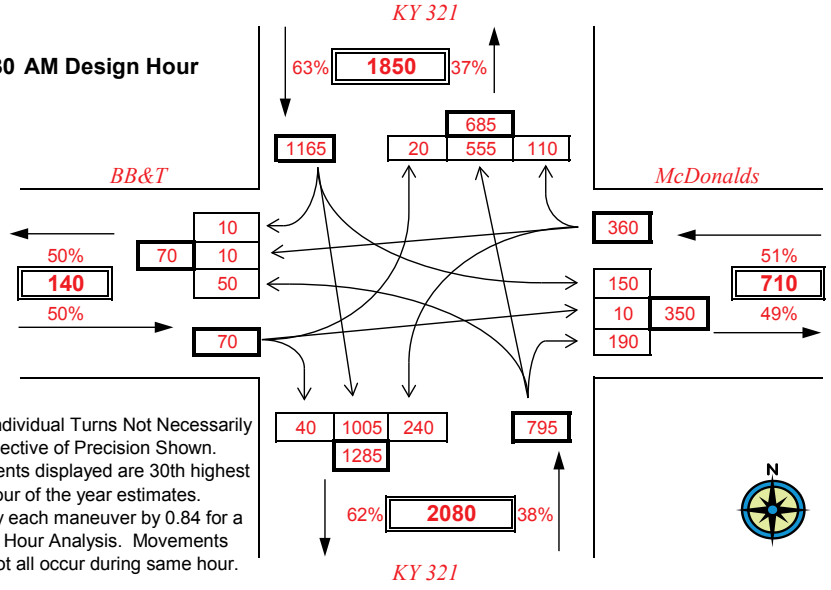
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2030 ADT



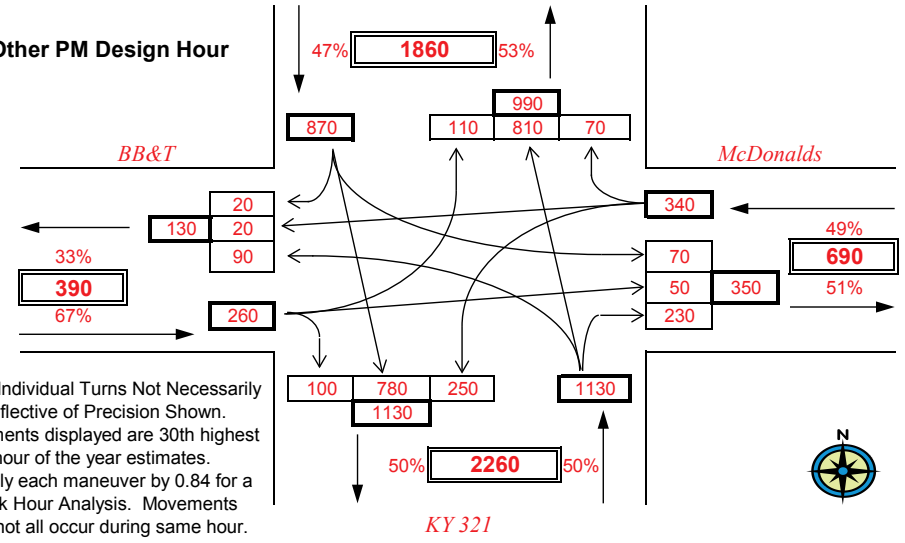
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2030 AM Design Hour



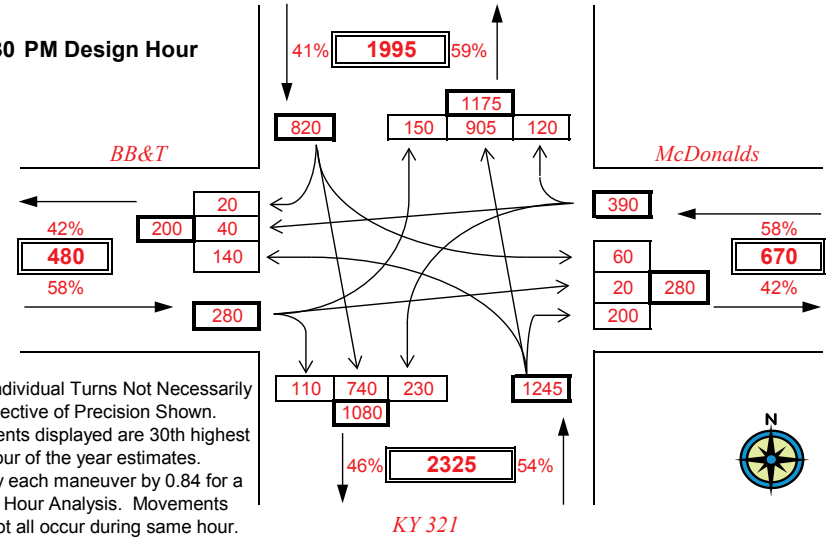
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

2030 PM Design Hour



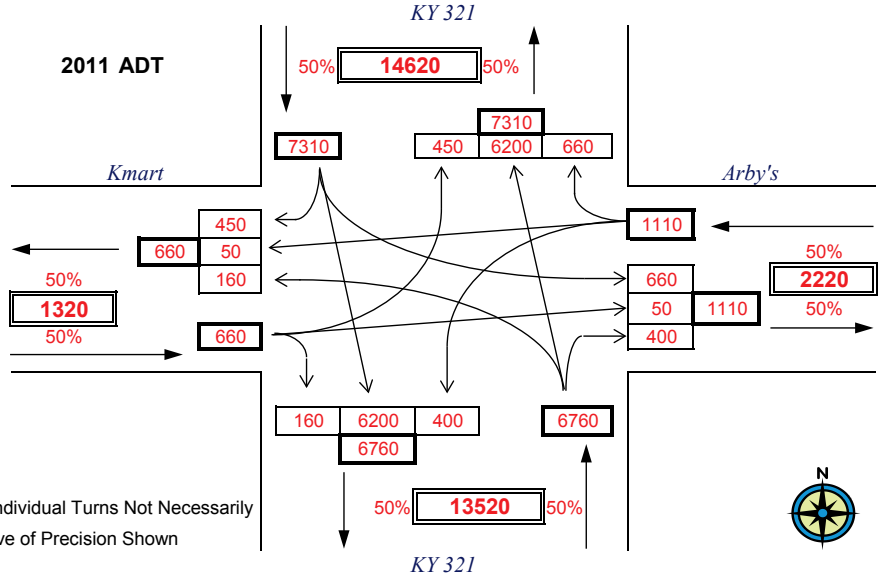
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2011 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

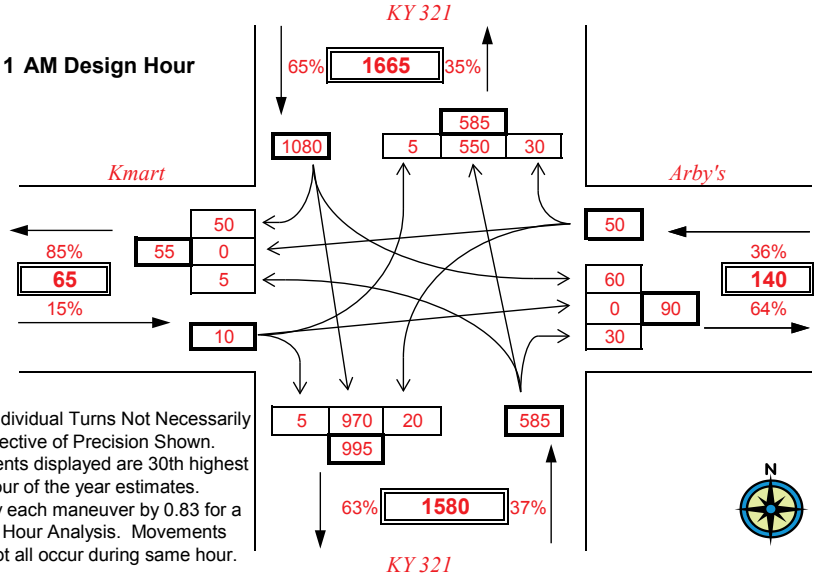
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2011 ADT



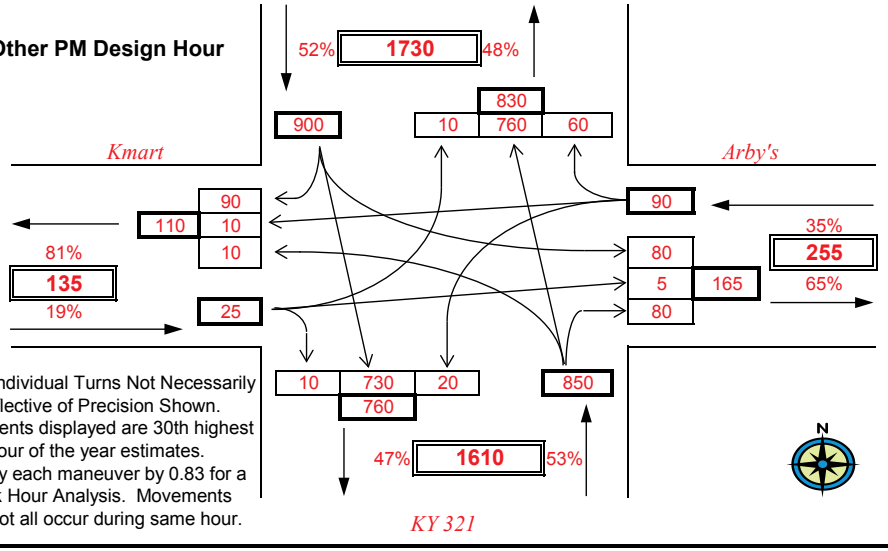
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2011 AM Design Hour



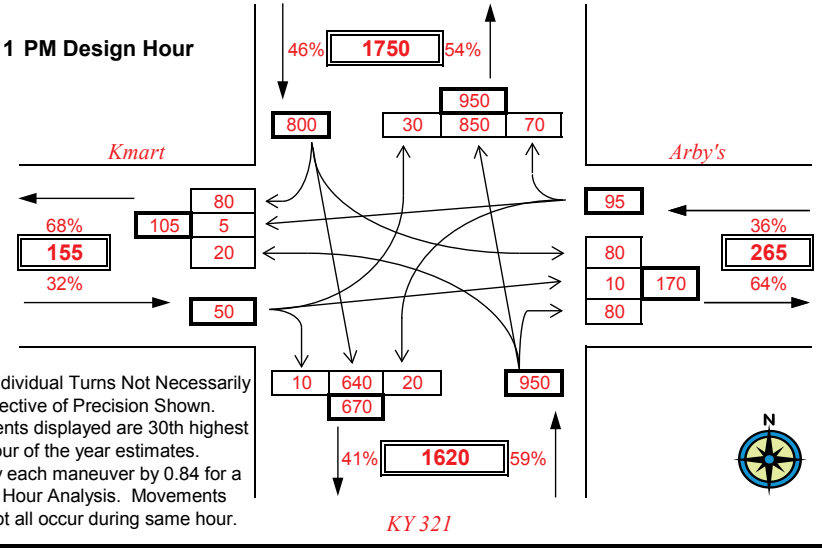
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2011 PM Design Hour



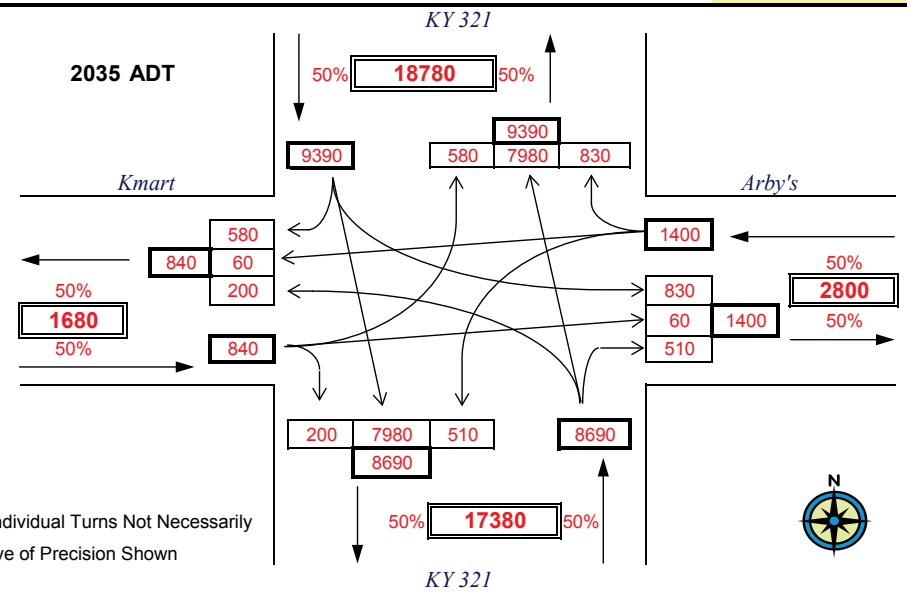
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

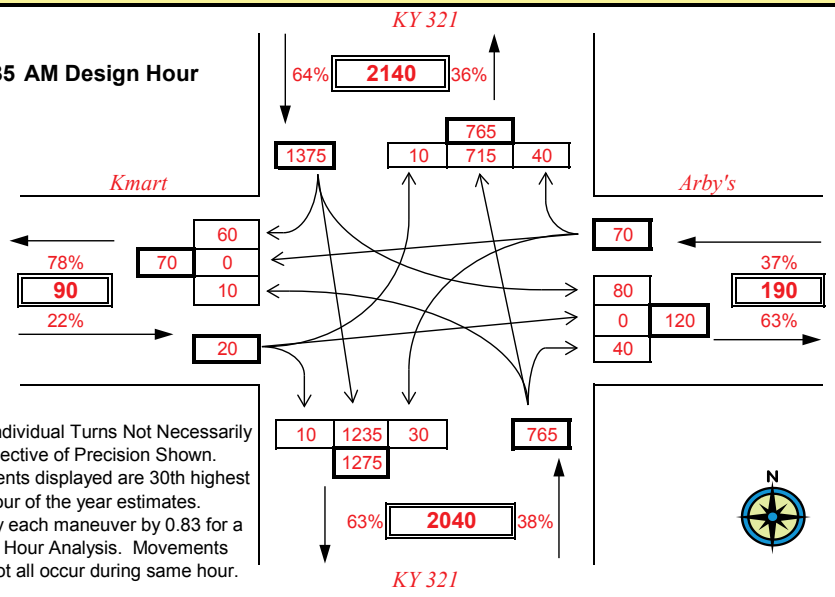
****DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



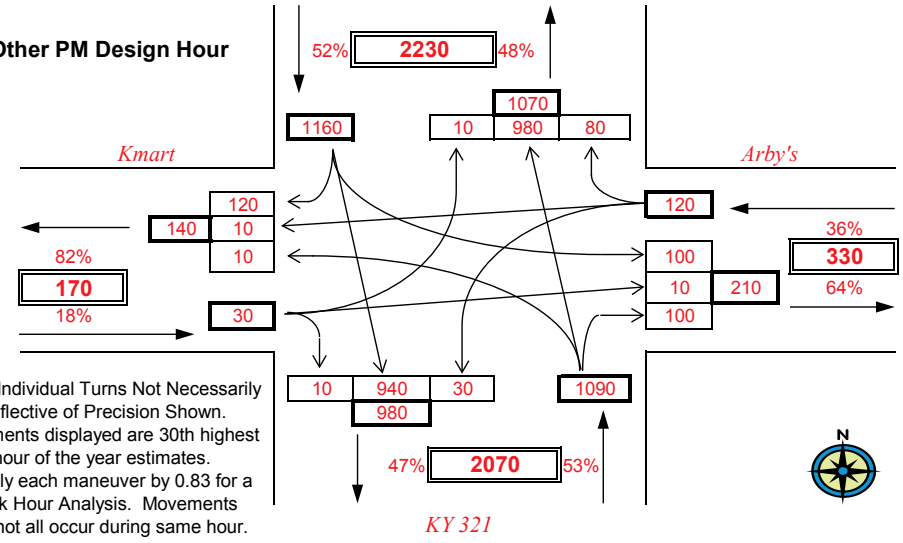
Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



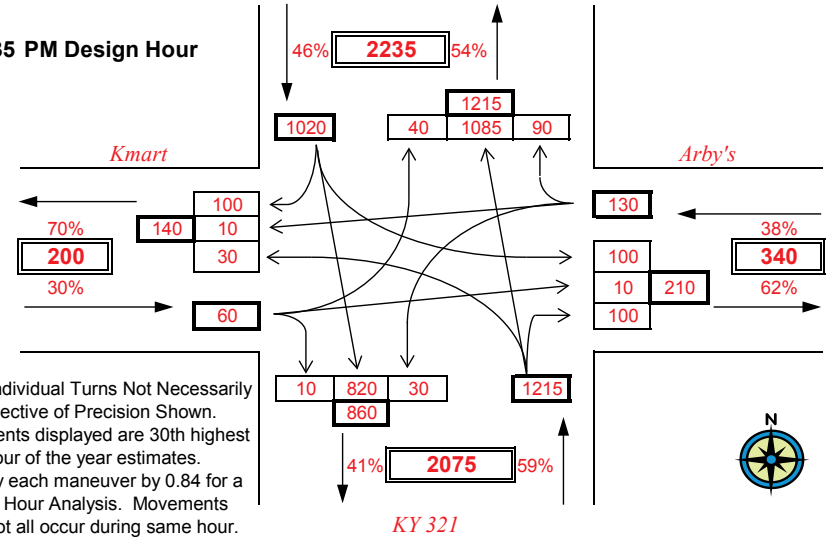
Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour.

2035 PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour.

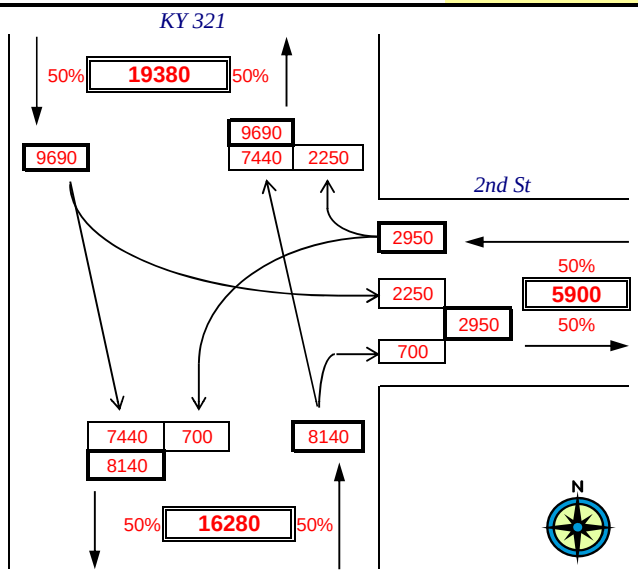
WEEKEND COUNTS

PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T5: KY 321 & 2nd St

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

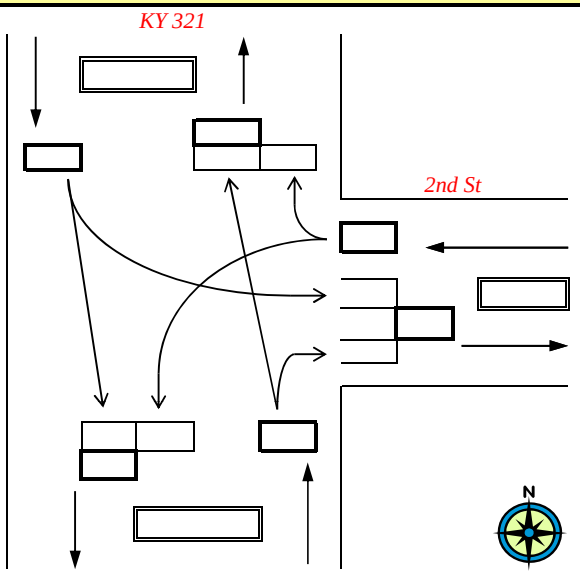
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT



Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



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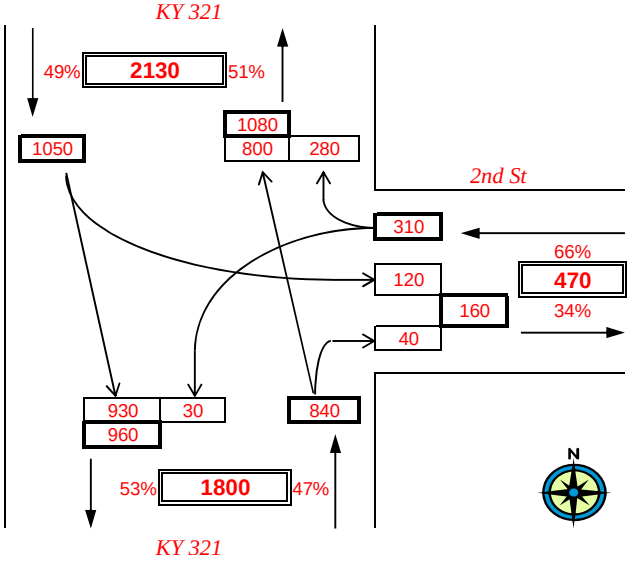
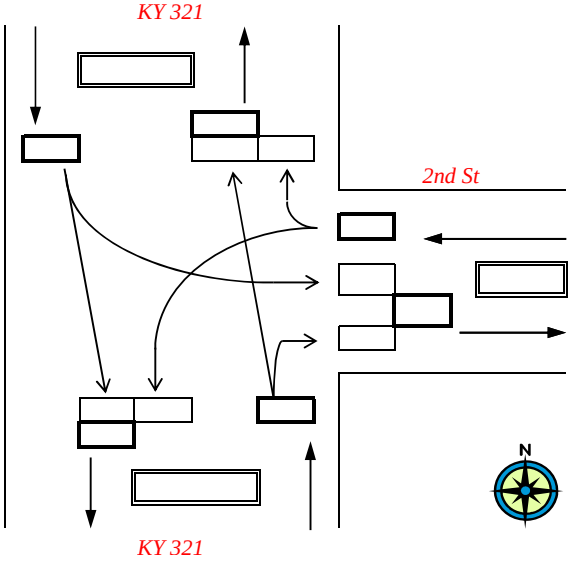
2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour

2035 PM Design Hour



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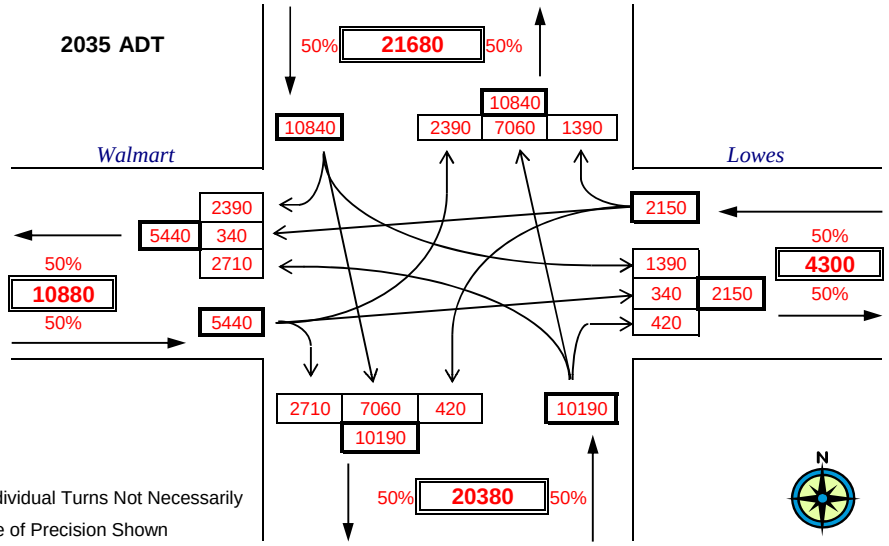
PROJECT: KY 321
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T10: KY 321 & New Walmat

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

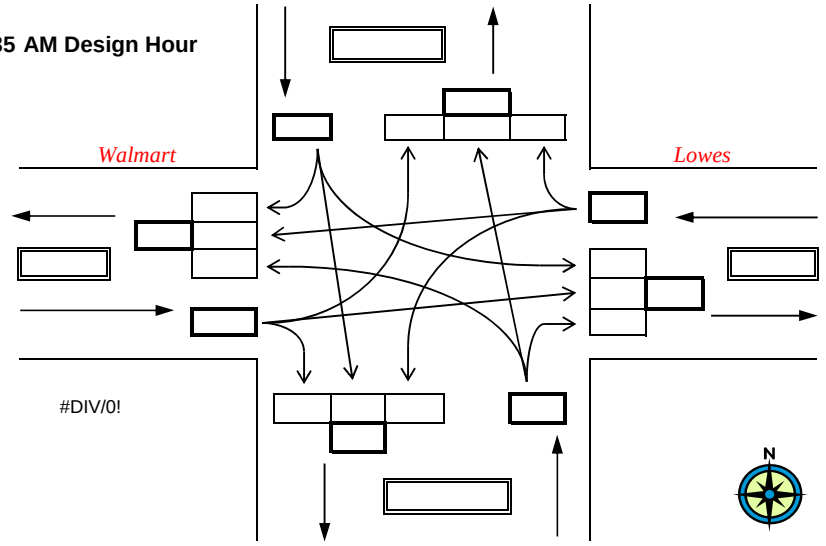
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT

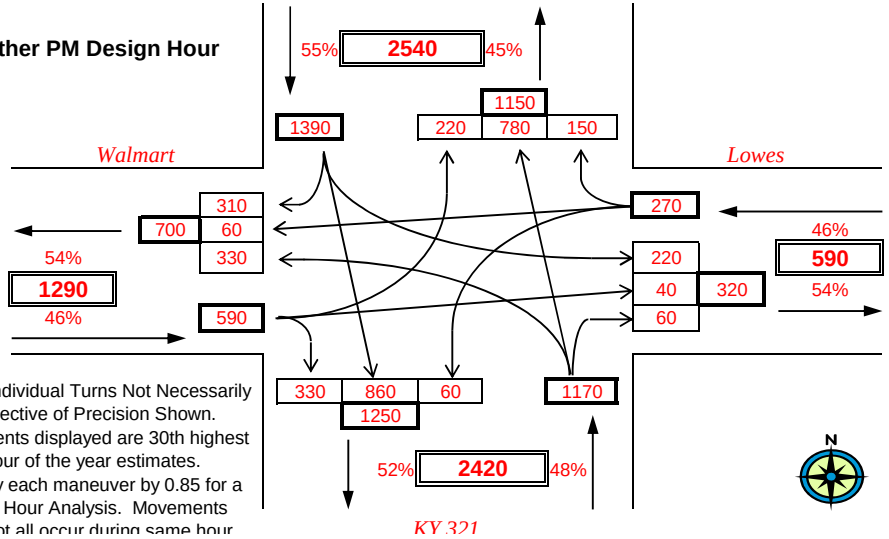


Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour

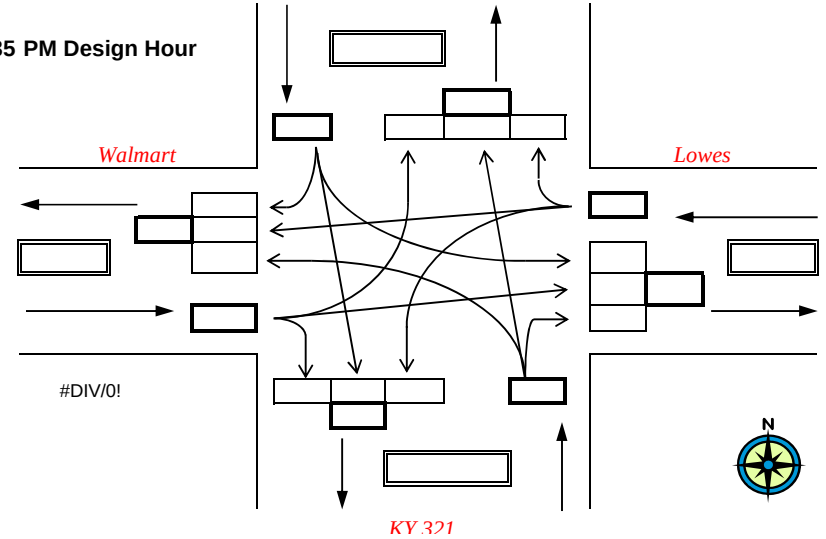


2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.85 for a Peak Hour Analysis. Movements may not all occur during same hour

2035 PM Design Hour

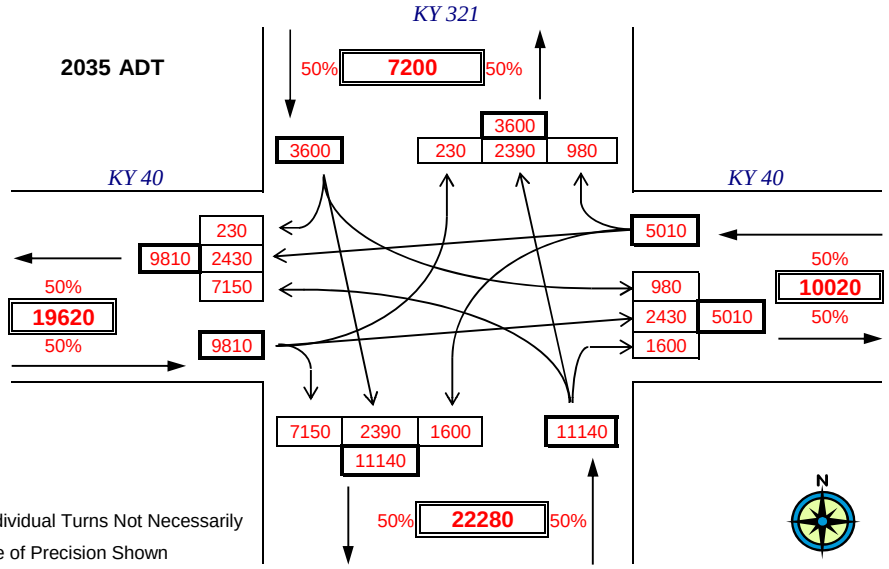


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T11: KY 321 & KY 40

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

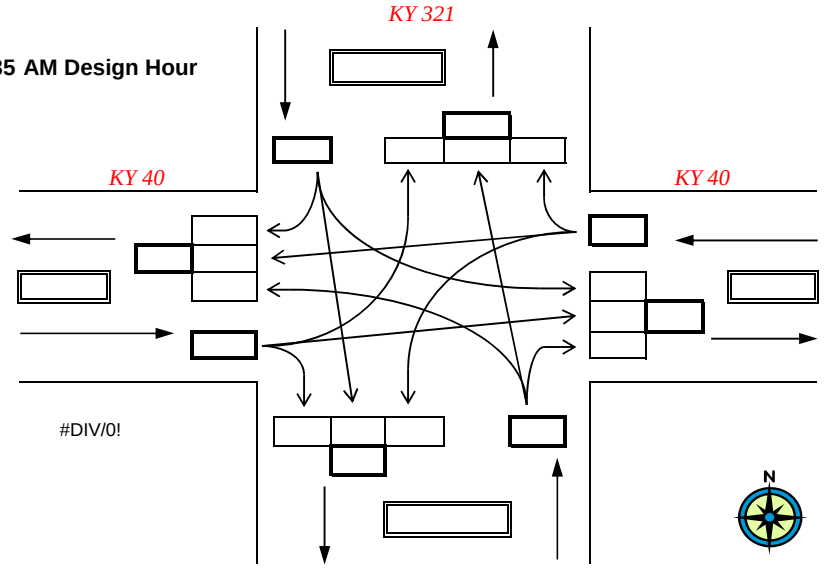
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT

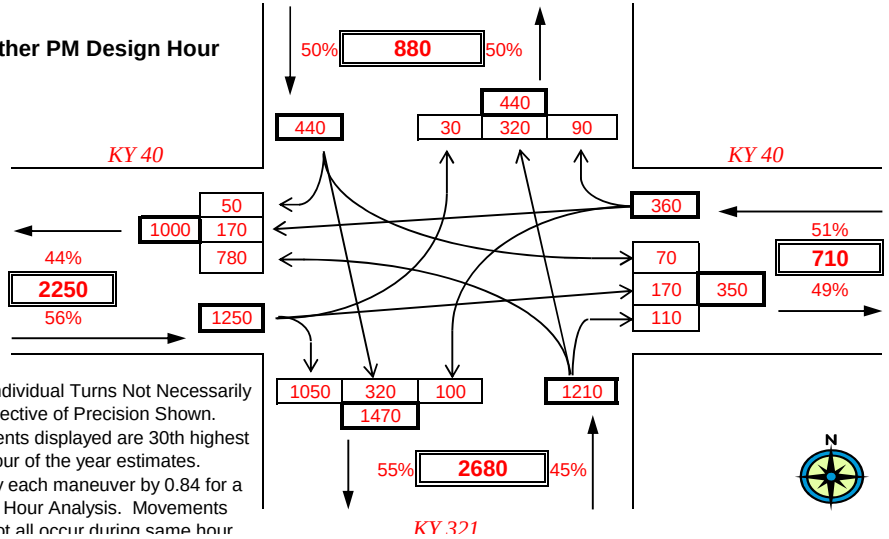


Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour

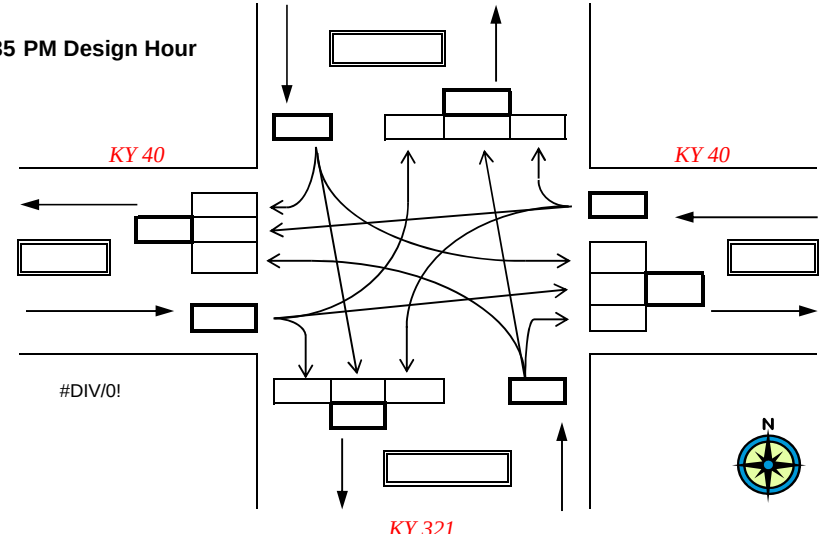


2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour

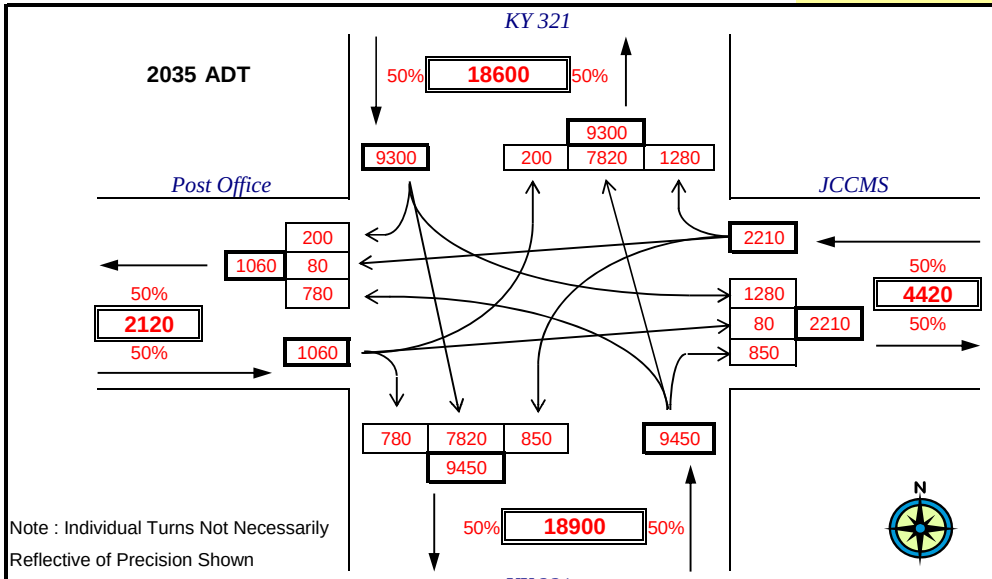
2035 PM Design Hour

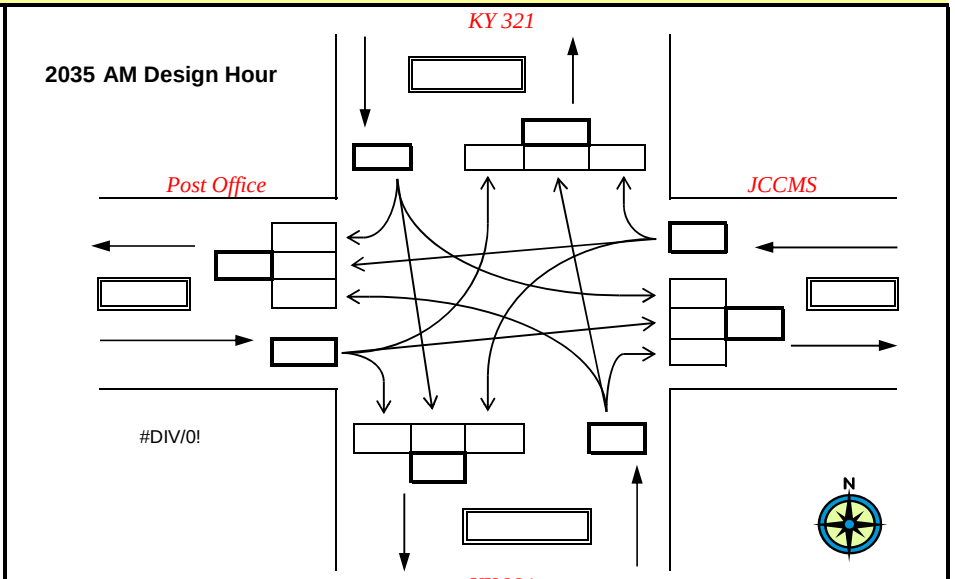


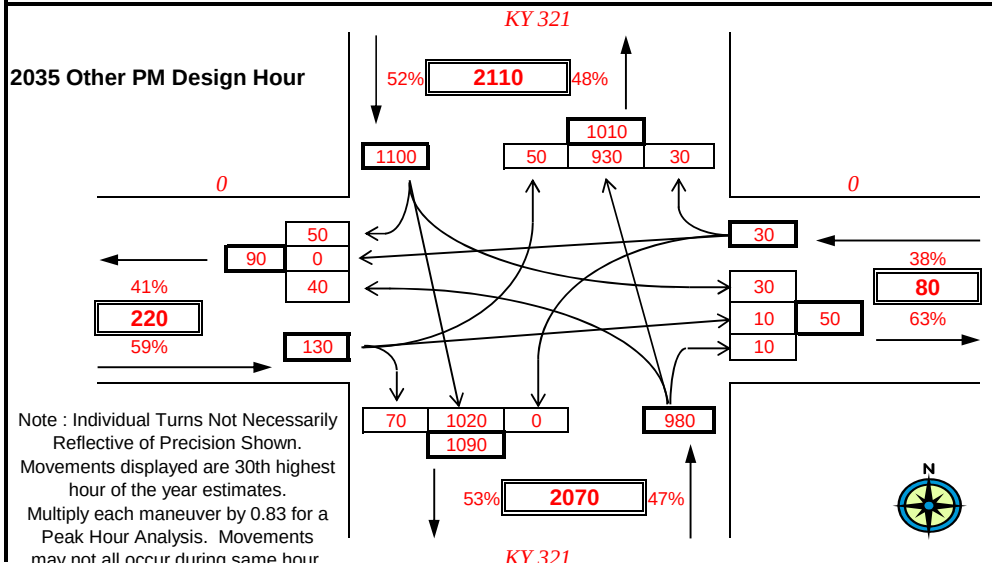
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T6: KY 321 & Post Office

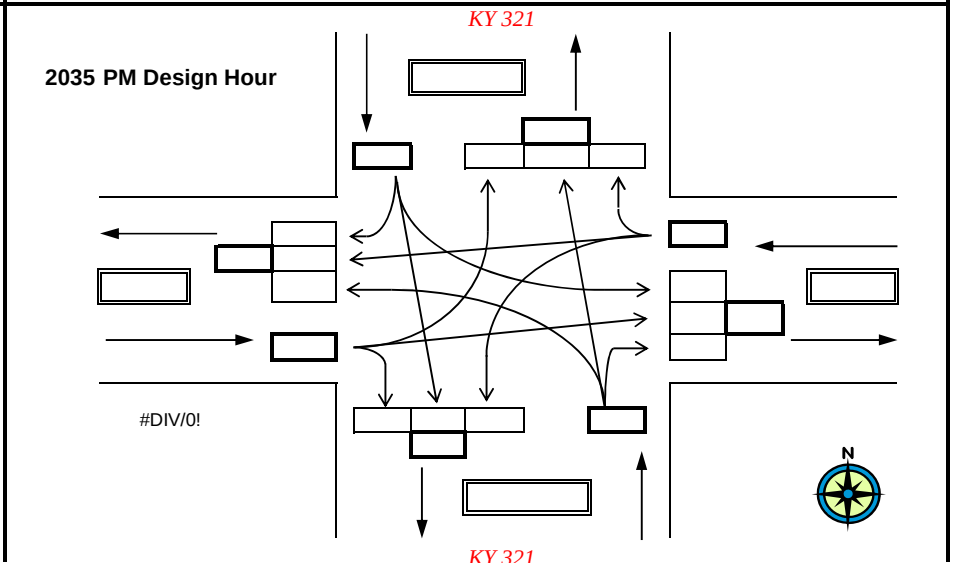
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







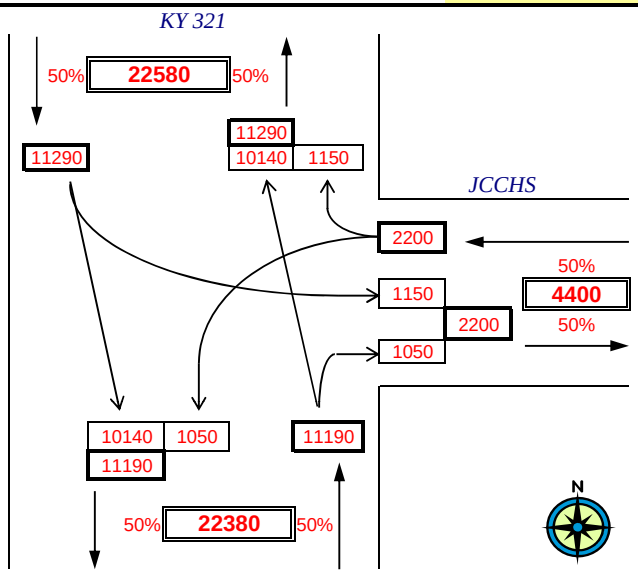


PROJECT: KY 321
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T7: KY 321 & JCCHS Entrance

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

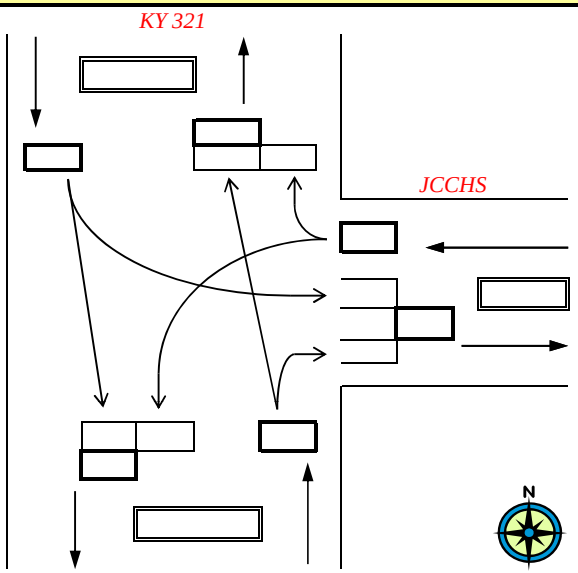
**DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS

2035 ADT



Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour



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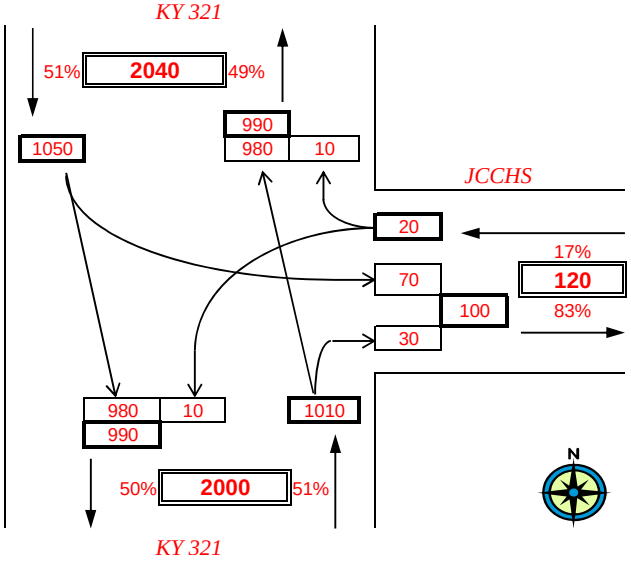
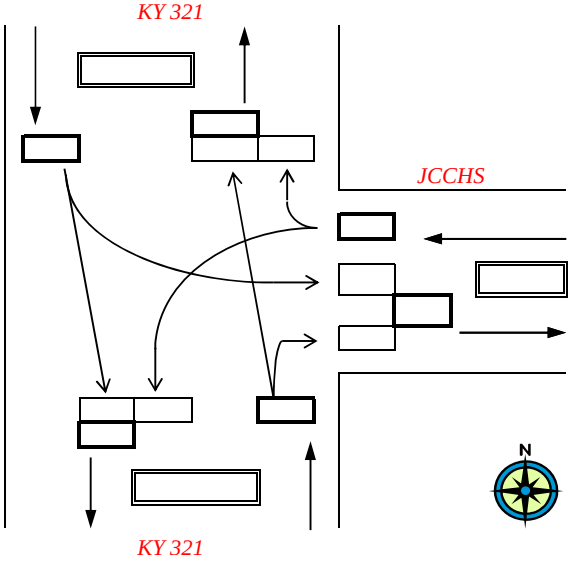
2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.83 for a Peak Hour Analysis. Movements may not all occur during same hour

2035 PM Design Hour



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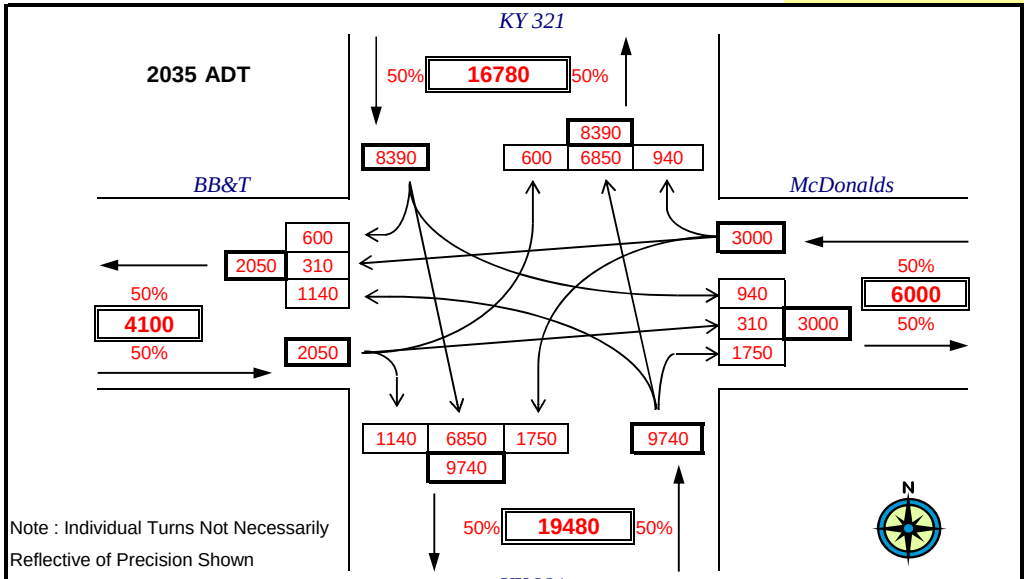
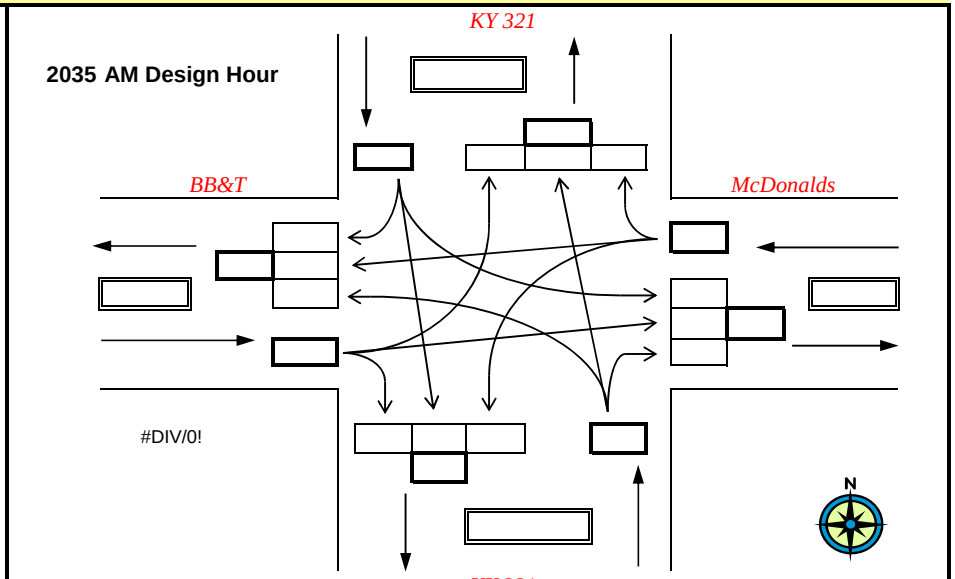
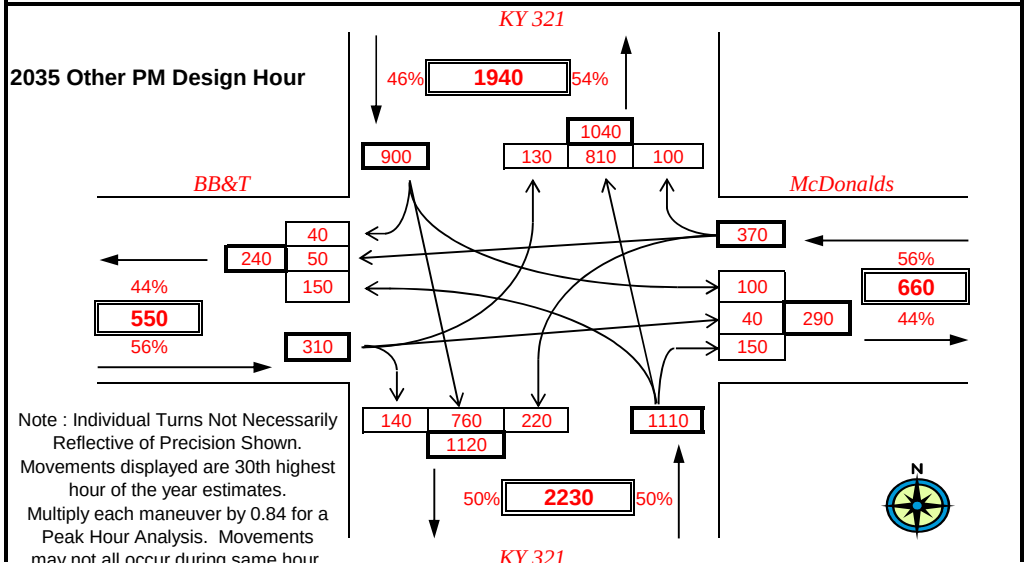
PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T8: KY 321 & McDonalds/BB&T

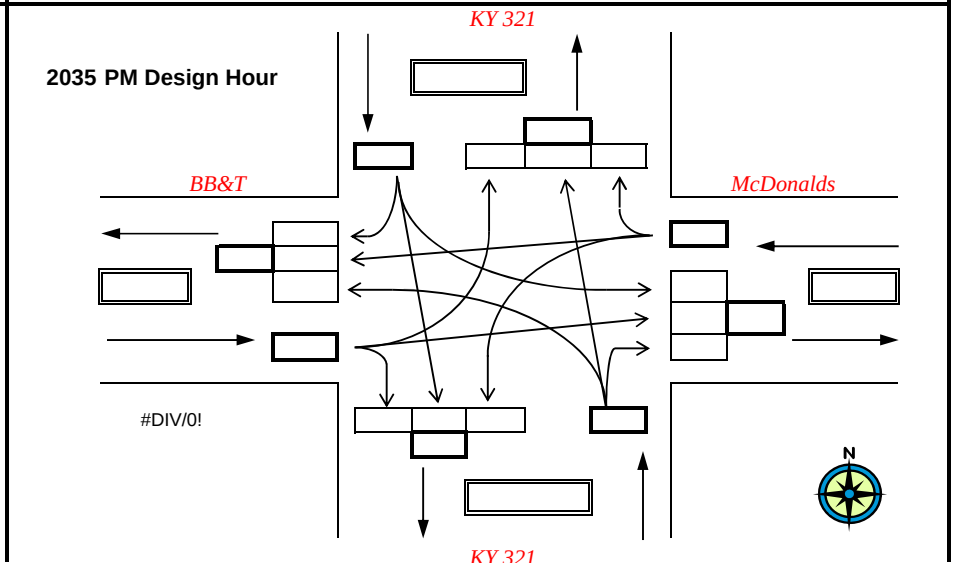
NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

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







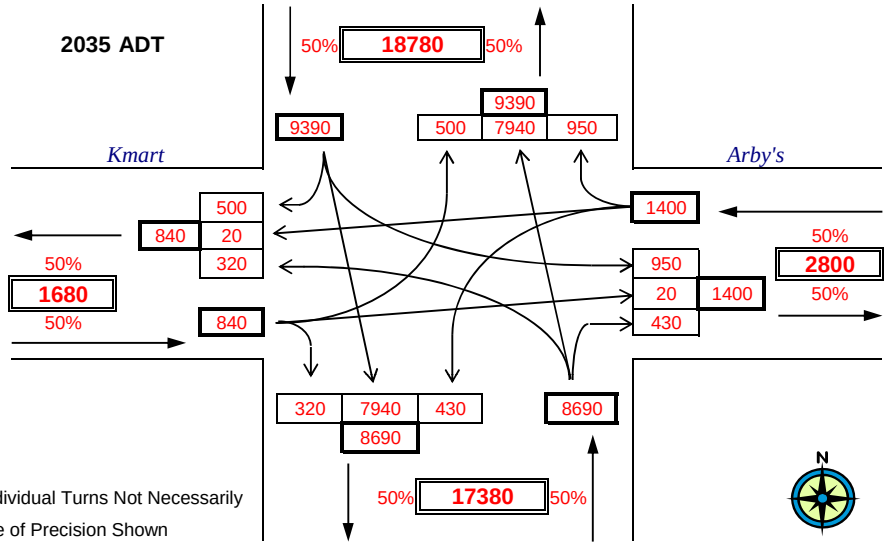


PROJECT: KY 321 Paintsville
ITEM NUMBER:
MARS NUMBER:
REQUEST DATE:
ANALYST: JJL
SCENARIO: **2035 ADT and Design Hour Volumes**
INTERSECTION: T9: KY 321 & Kmart

NOTE: K-Factors, Directional Distributions, and Peak Hour Factors were determined from a 2008 Turning Movement Count. AM and PM DHVs represent 30th highest hour estimates for each turn maneuver.

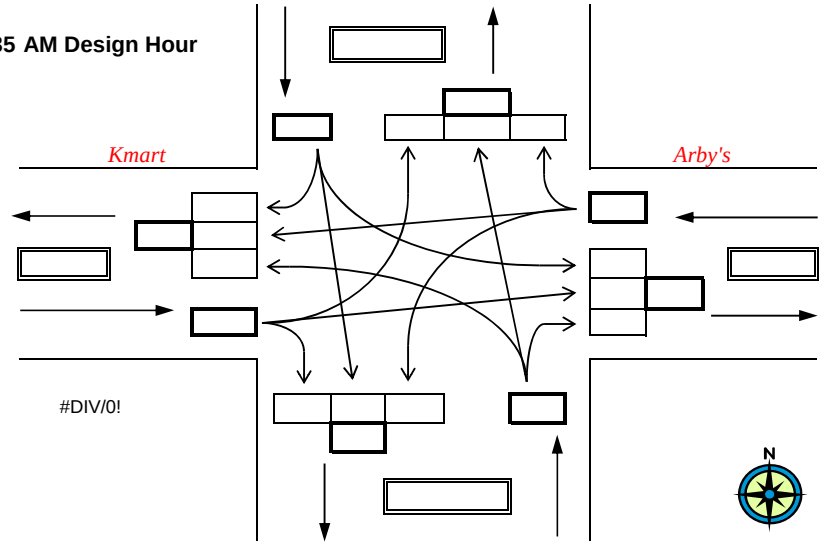
***DHV TURN MOVEMENT FORECASTS SHOULD NOT BE USED FOR SIGNAL TIMING OR WARRANT ANALYSIS**

2035 ADT

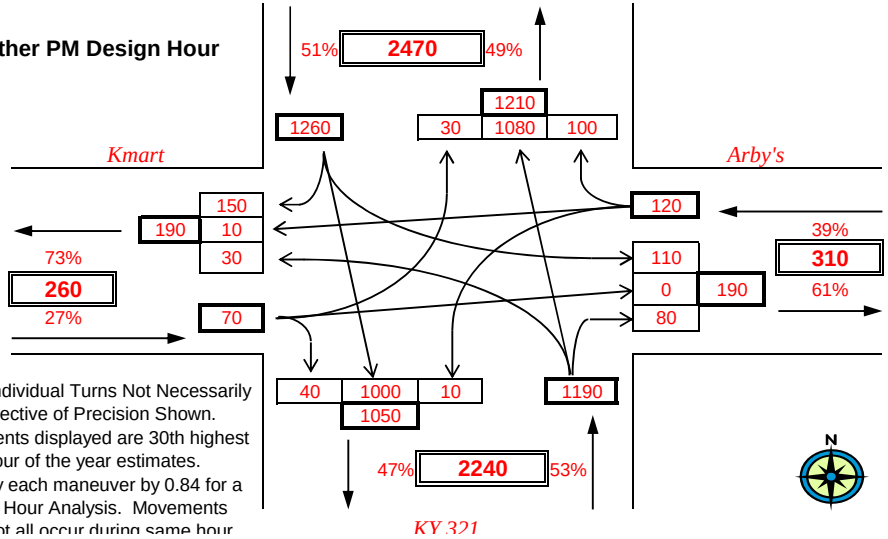


Note : Individual Turns Not Necessarily Reflective of Precision Shown

2035 AM Design Hour

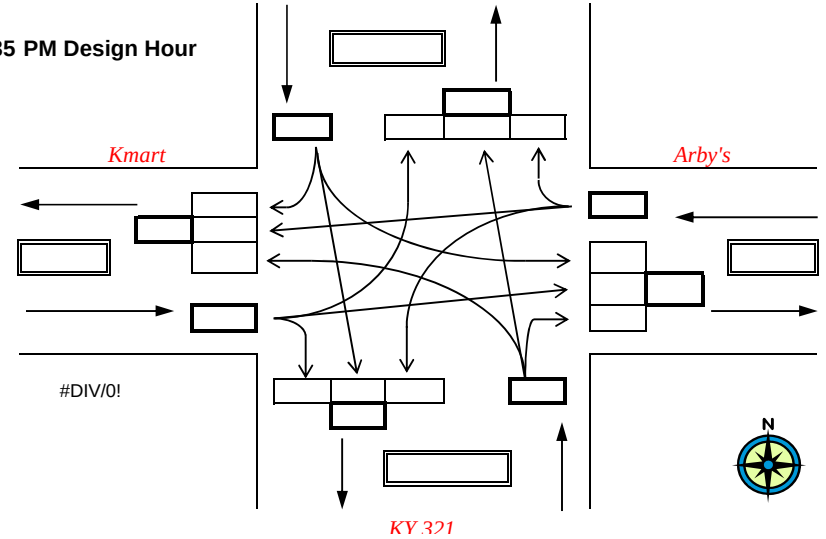


2035 Other PM Design Hour



Note : Individual Turns Not Necessarily Reflective of Precision Shown. Movements displayed are 30th highest hour of the year estimates. Multiply each maneuver by 0.84 for a Peak Hour Analysis. Movements may not all occur during same hour

2035 PM Design Hour

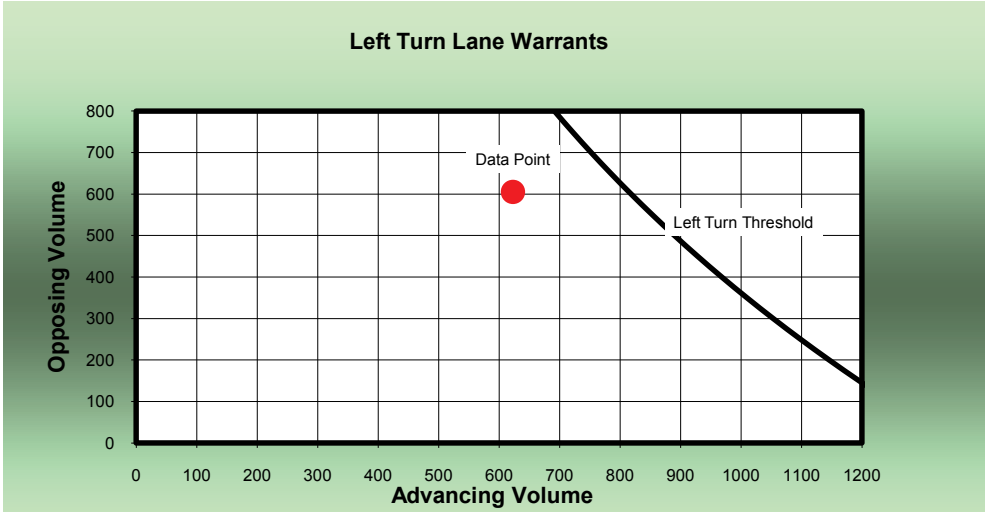


NORTHBOUND EXISTING AND NO - BUILD

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	610	No. of through lanes	1
Opposing Volume (vph)	605	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	610		

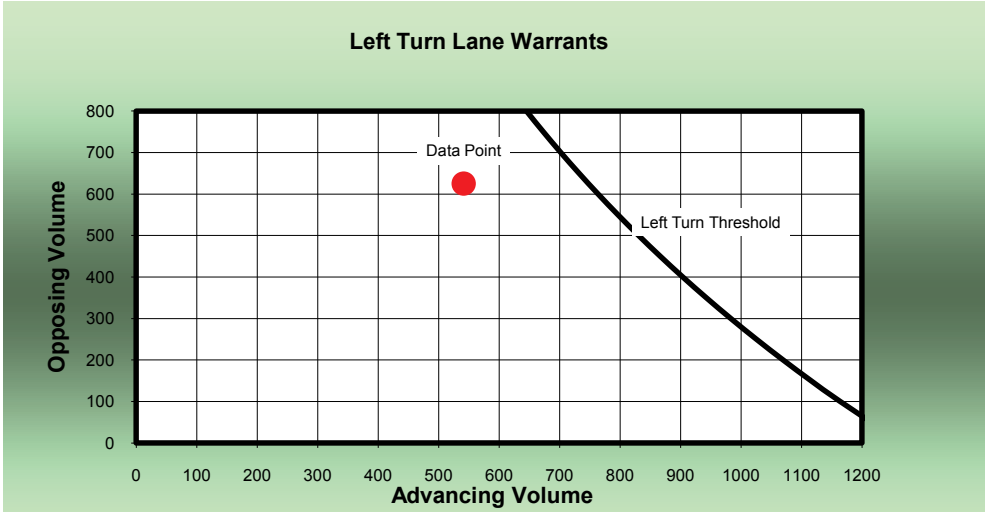
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	530	No. of through lanes	1
Opposing Volume (vph)	625	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	530		

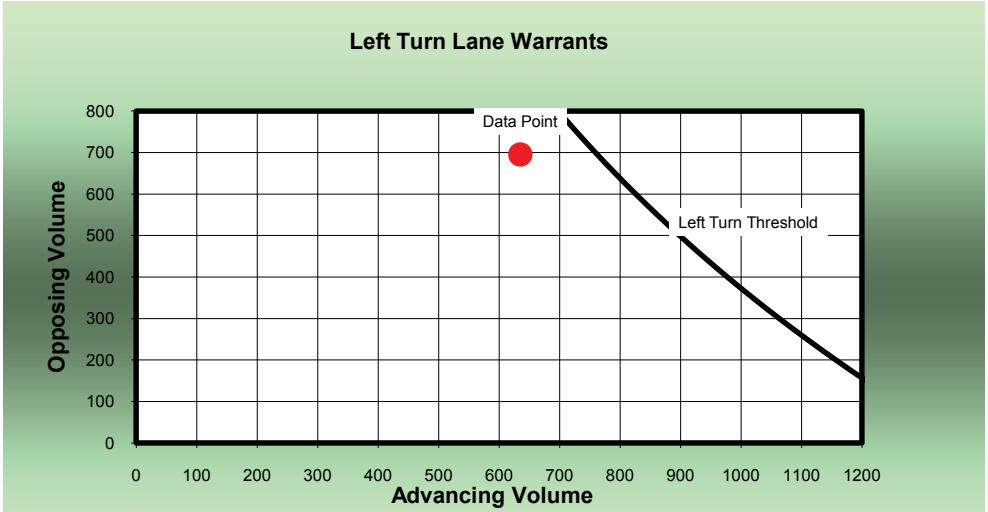
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	620	No. of through lanes	1
Opposing Volume (vph)	695	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	620		

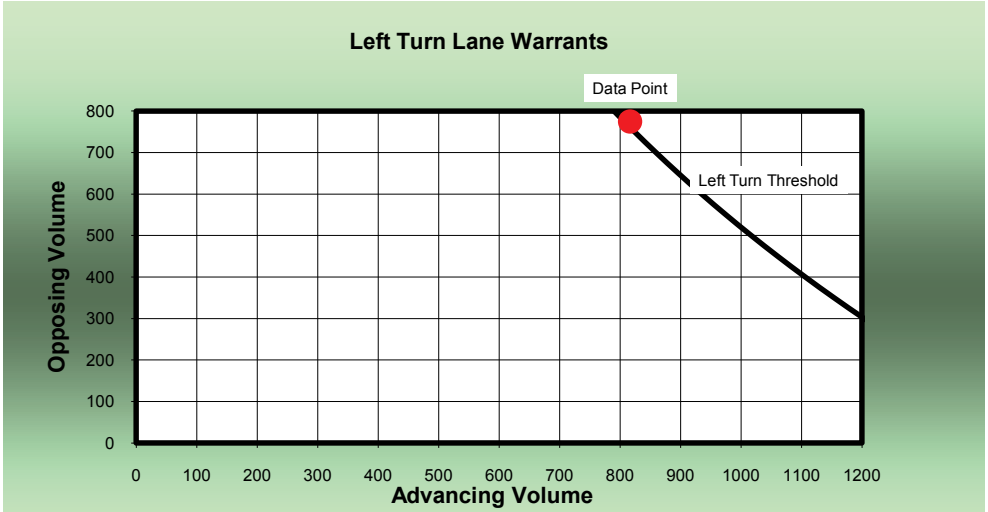
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	795	No. of through lanes	1
Opposing Volume (vph)	775	Percent Heavy Vehicles (decimal percent)	0.05



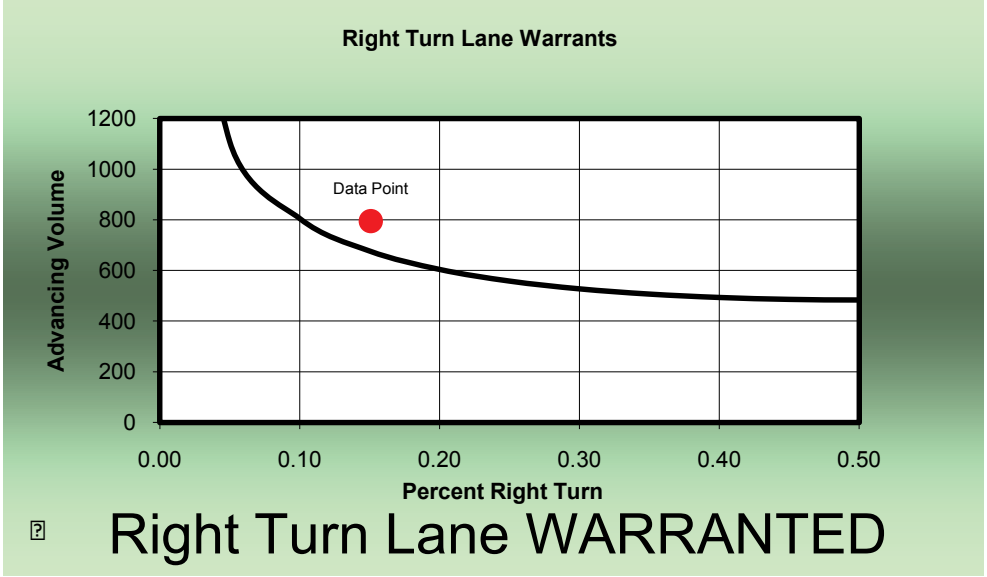
Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	795		

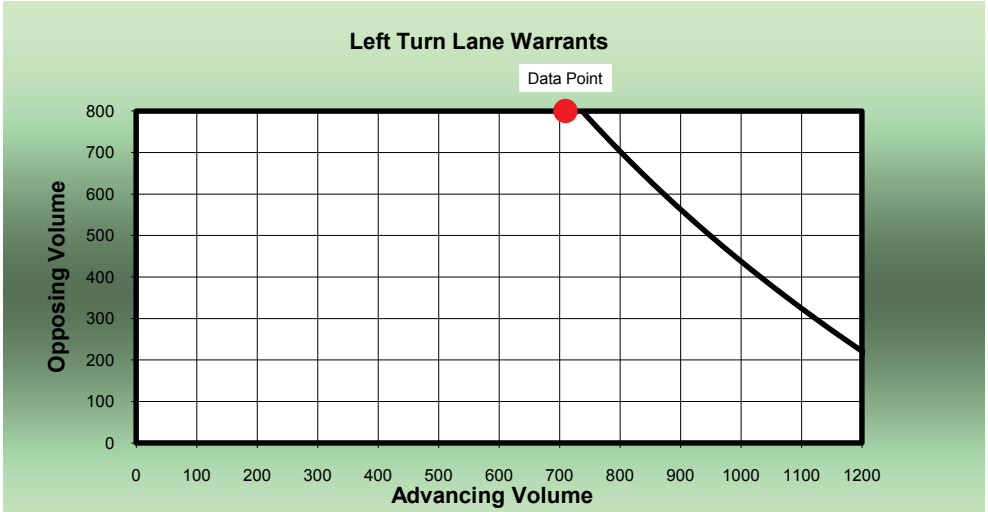


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	690	No. of through lanes	1
Opposing Volume (vph)	810	Percent Heavy Vehicles (decimal percent)	0.05



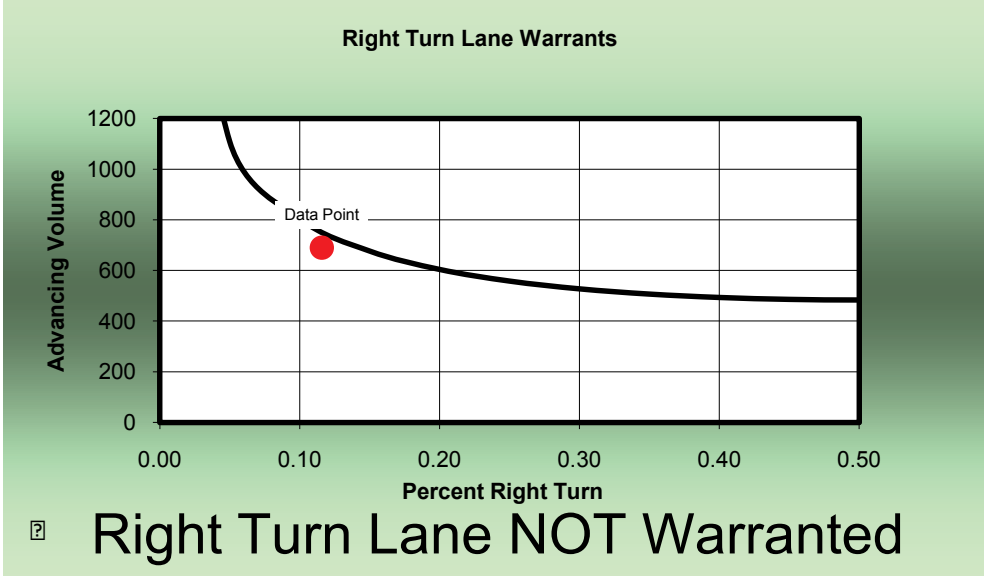
Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	690		



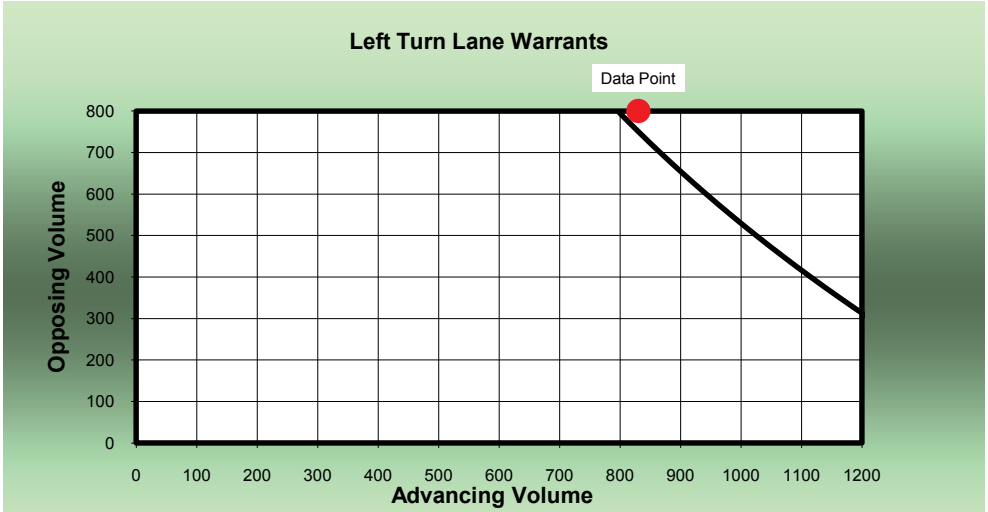
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	805	No. of through lanes	1
Opposing Volume (vph)	890	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	805		

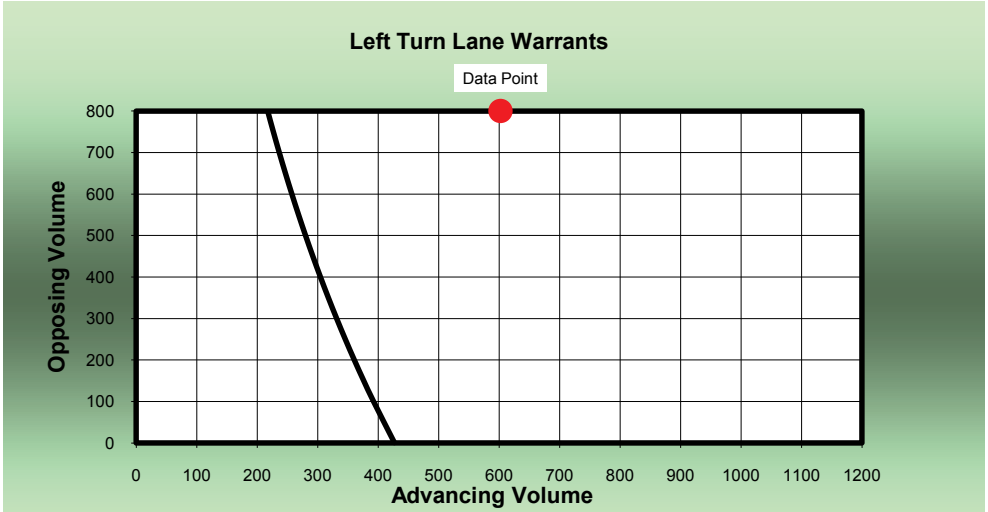
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	580	No. of through lanes	1
Opposing Volume (vph)	1090	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	580		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	240	Speed Limit (mph)	45
Advancing Volume (vph)	850	No. of through lanes	1
Opposing Volume (vph)	870	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	850		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	280	Speed Limit (mph)	45
Advancing Volume (vph)	990	No. of through lanes	1
Opposing Volume (vph)	930	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	990		

Right Turn Lane NOT Warranted

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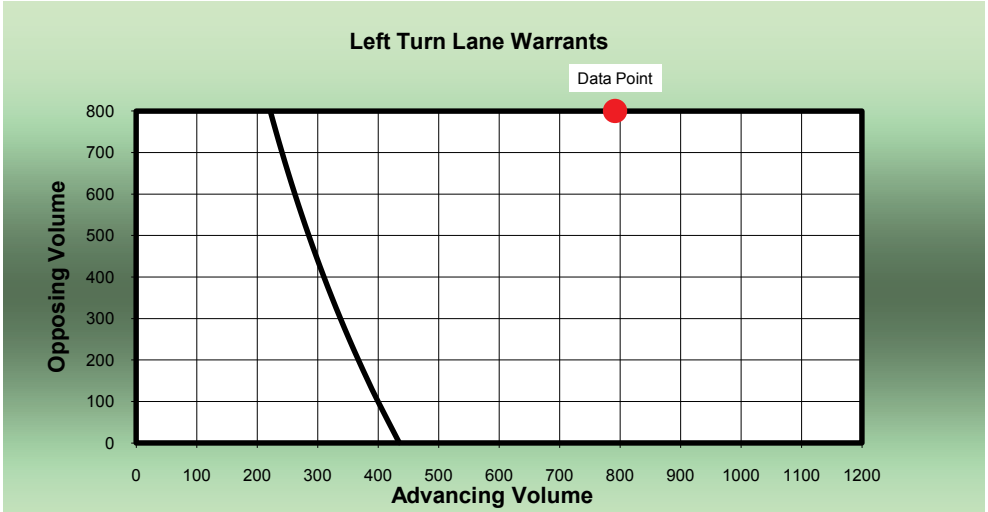
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	755	No. of through lanes	1
Opposing Volume (vph)	1395	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	755		

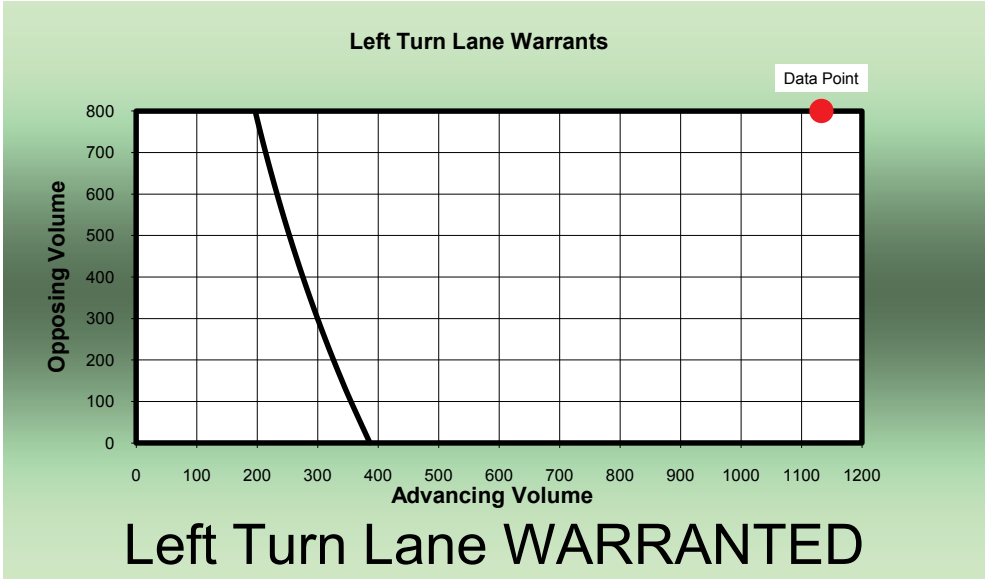
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	300	Speed Limit (mph)	45
Advancing Volume (vph)	1090	No. of through lanes	1
Opposing Volume (vph)	1120	Percent Heavy Vehicles (decimal percent)	0.05

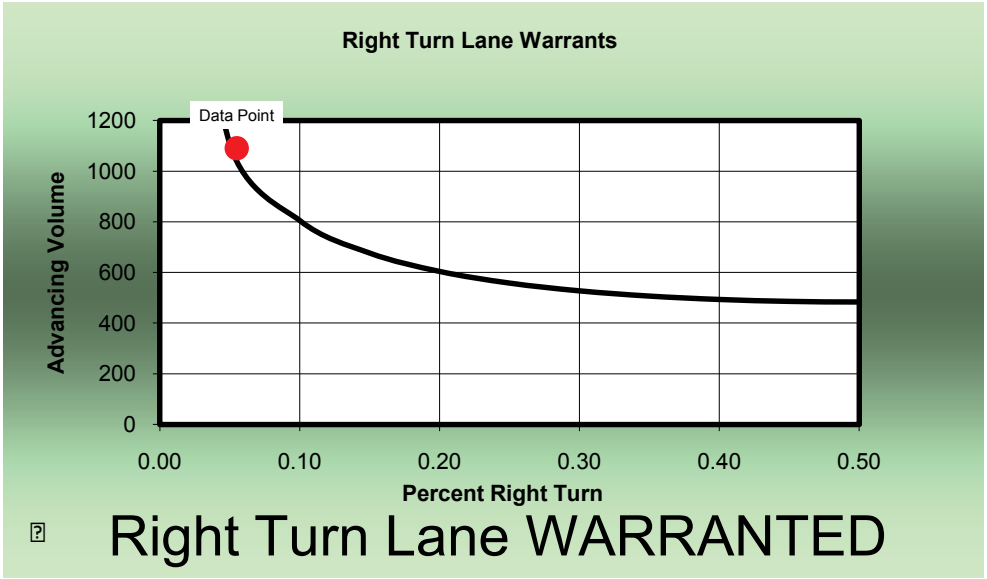


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1090		



Right Turn Lane WARRANTED

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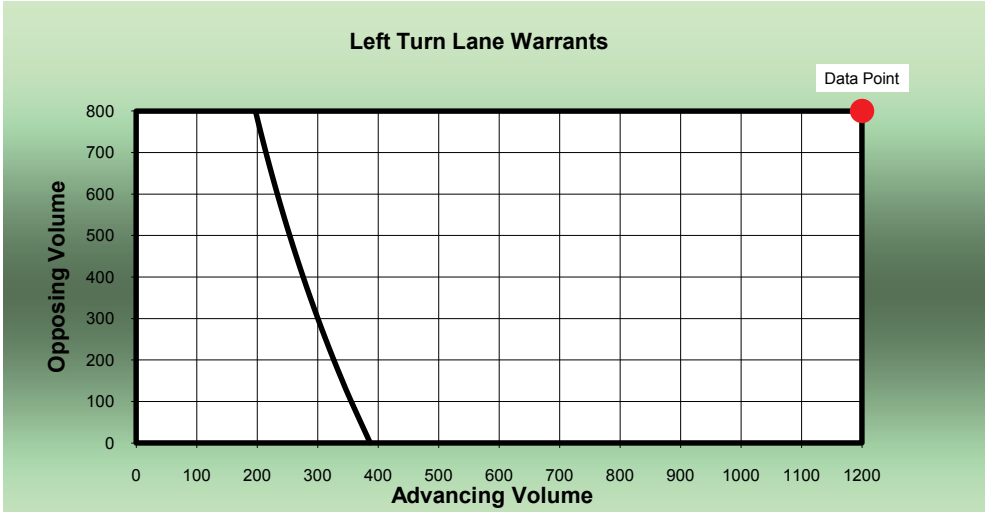
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	350	Speed Limit (mph)	45
Advancing Volume (vph)	1275	No. of through lanes	1
Opposing Volume (vph)	1190	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	1275		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	320	Speed Limit (mph)	45
Advancing Volume (vph)	520	No. of through lanes	1
Opposing Volume (vph)	530	Percent Heavy Vehicles (decimal percent)	0.05

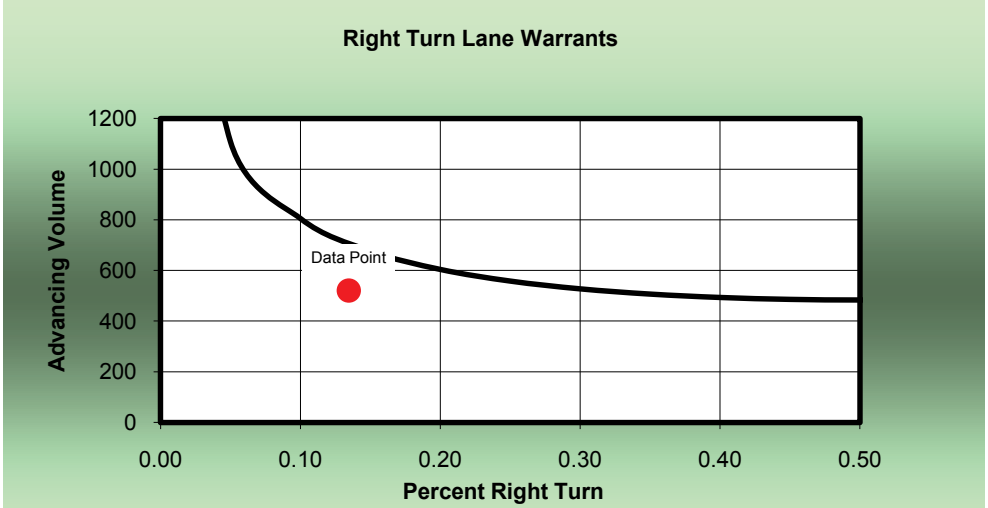
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	520		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	510	Speed Limit (mph)	45
Advancing Volume (vph)	920	No. of through lanes	1
Opposing Volume (vph)	330	Percent Heavy Vehicles (decimal percent)	0.05

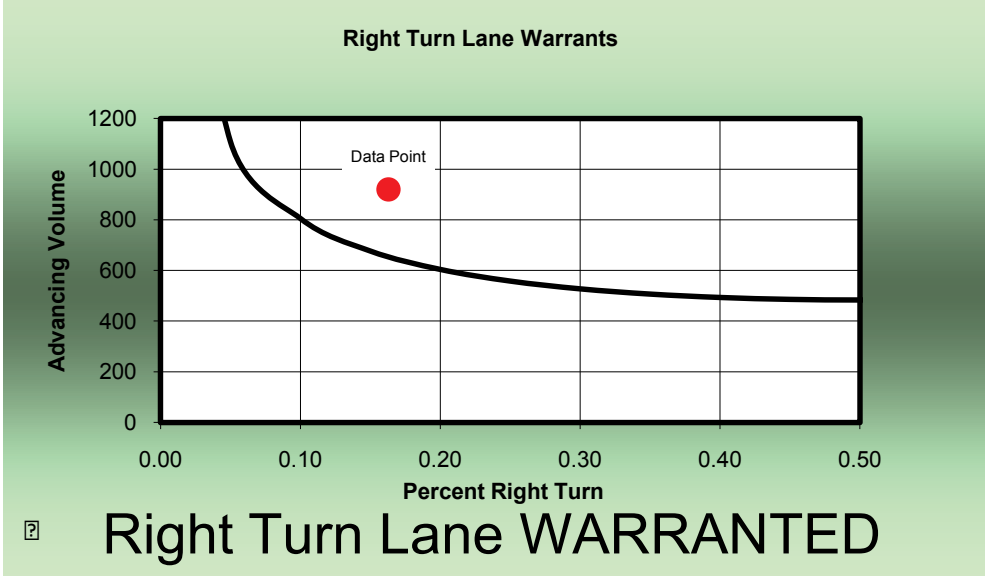
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	920		



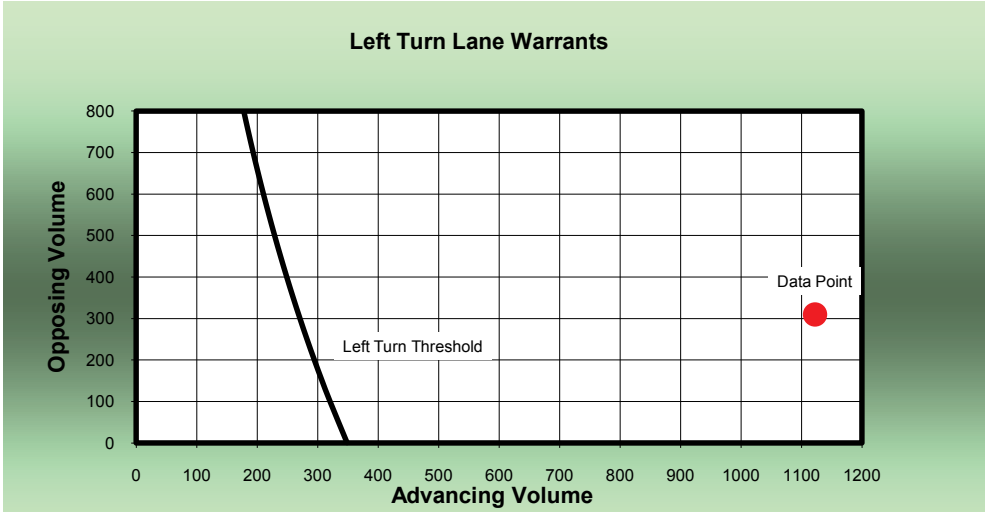
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	680	Speed Limit (mph)	45
Advancing Volume (vph)	1110	No. of through lanes	1
Opposing Volume (vph)	310	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

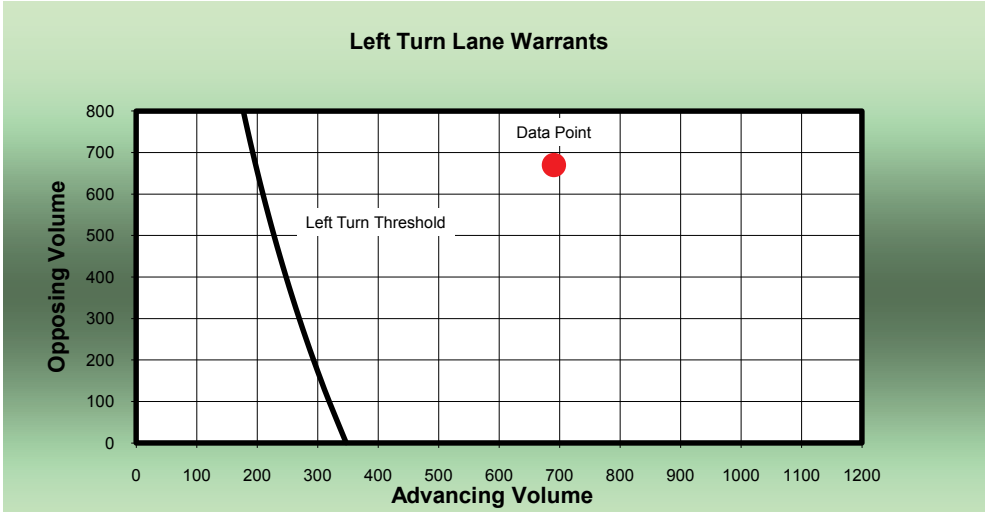
Right Turn Volume (vph)	130	Speed Limit (mph)	45
Advancing Volume (vph)	1110		

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	410	Speed Limit (mph)	45
Advancing Volume (vph)	675	No. of through lanes	1
Opposing Volume (vph)	670	Percent Heavy Vehicles (decimal percent)	0.05



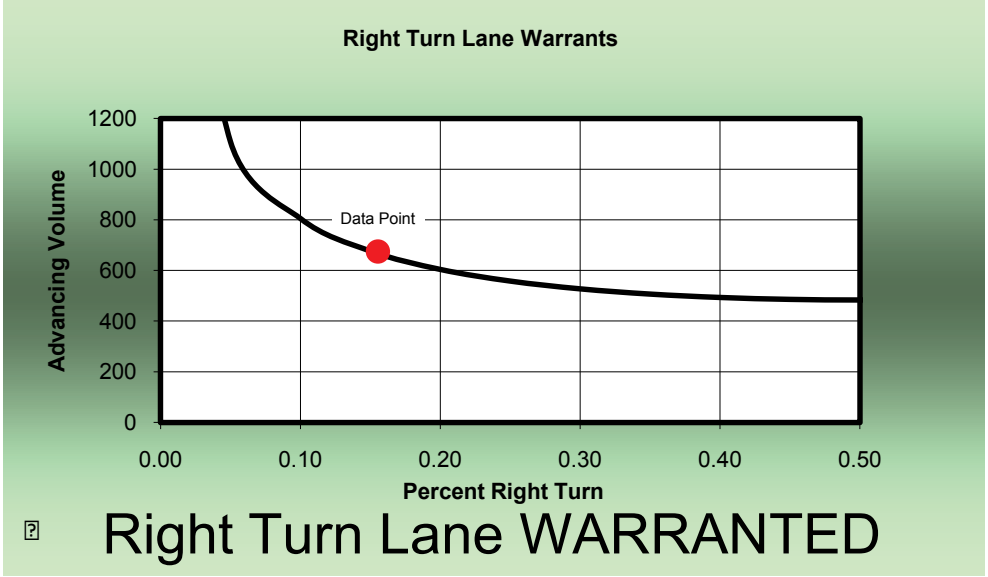
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	105	Speed Limit (mph)	45
Advancing Volume (vph)	675		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	650	Speed Limit (mph)	45
Advancing Volume (vph)	1190	No. of through lanes	1
Opposing Volume (vph)	420	Percent Heavy Vehicles (decimal percent)	0.05

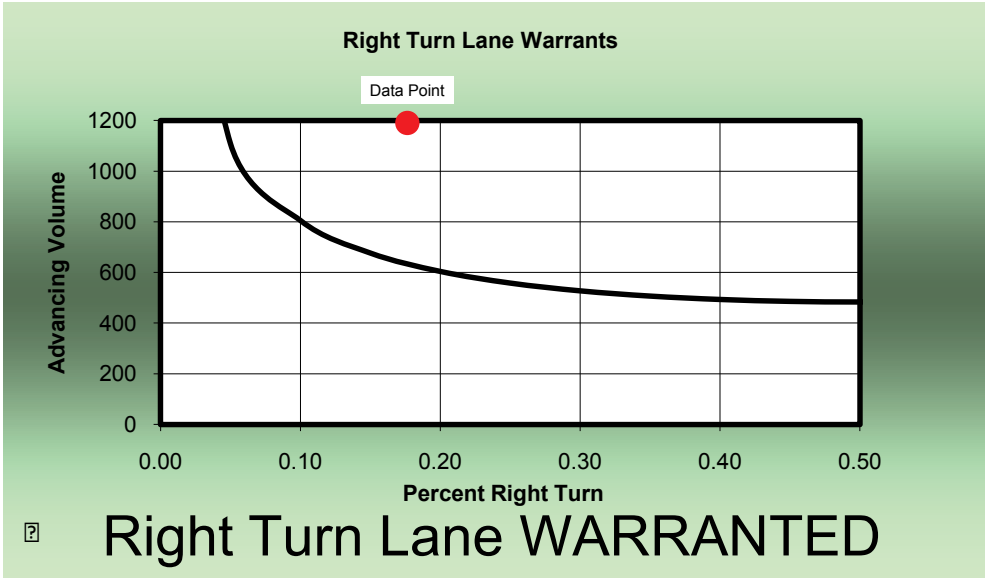
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	210	Speed Limit (mph)	45
Advancing Volume (vph)	1190		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

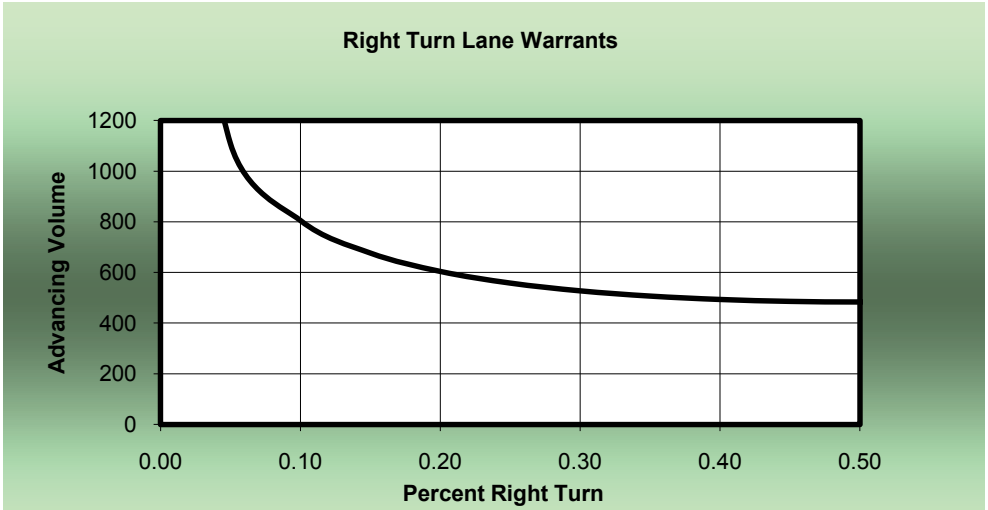
Left Turn Volume (vph)	860	Speed Limit (mph)	45
Advancing Volume (vph)	1425	No. of through lanes	1
Opposing Volume (vph)	390	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	185	Speed Limit (mph)	45
Advancing Volume (vph)	1425		



Right Turn Lane WARRANTED

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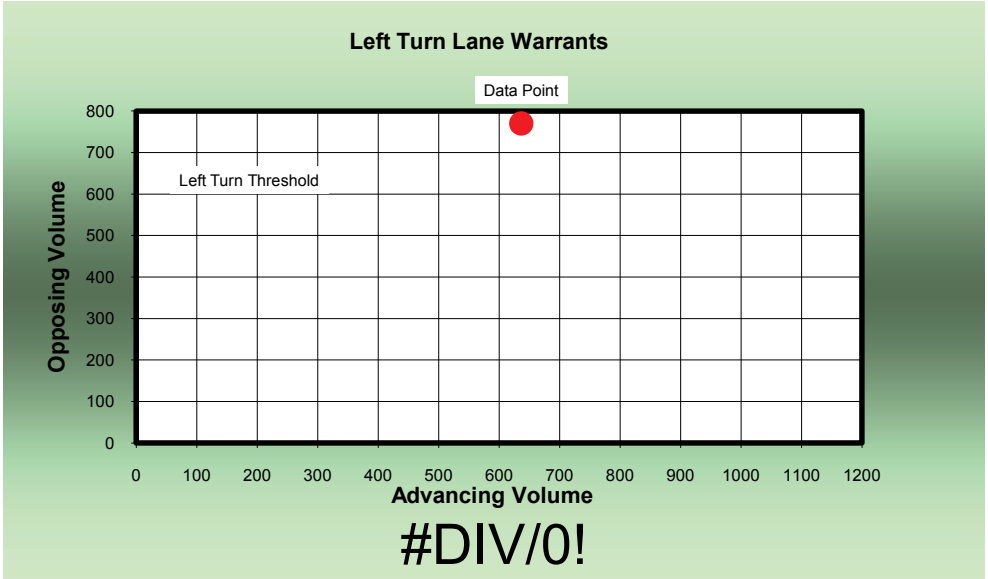
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	620	No. of through lanes	1
Opposing Volume (vph)	770	Percent Heavy Vehicles (decimal percent)	0.05



#DIV/0!

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	620		

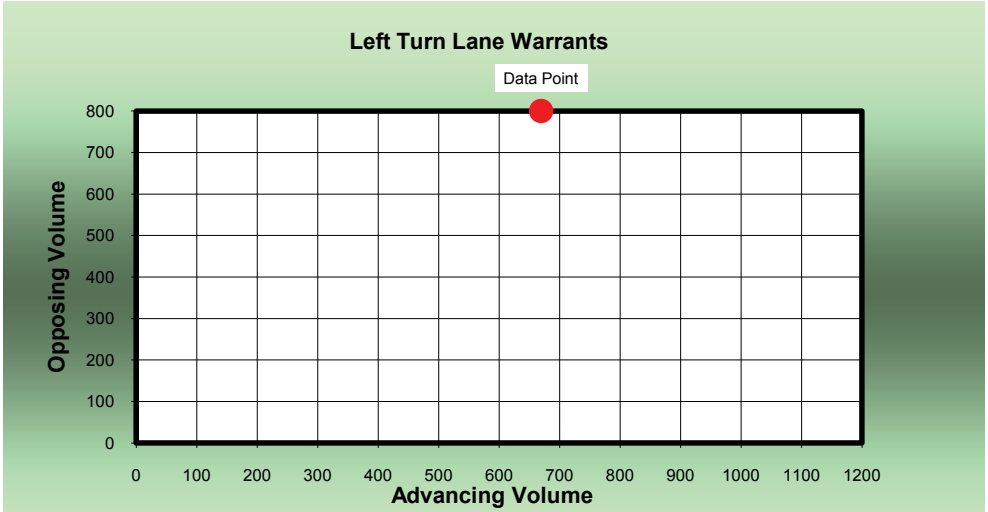
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	650	No. of through lanes	1
Opposing Volume (vph)	850	Percent Heavy Vehicles (decimal percent)	0.05



#DIV/0!

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	650		

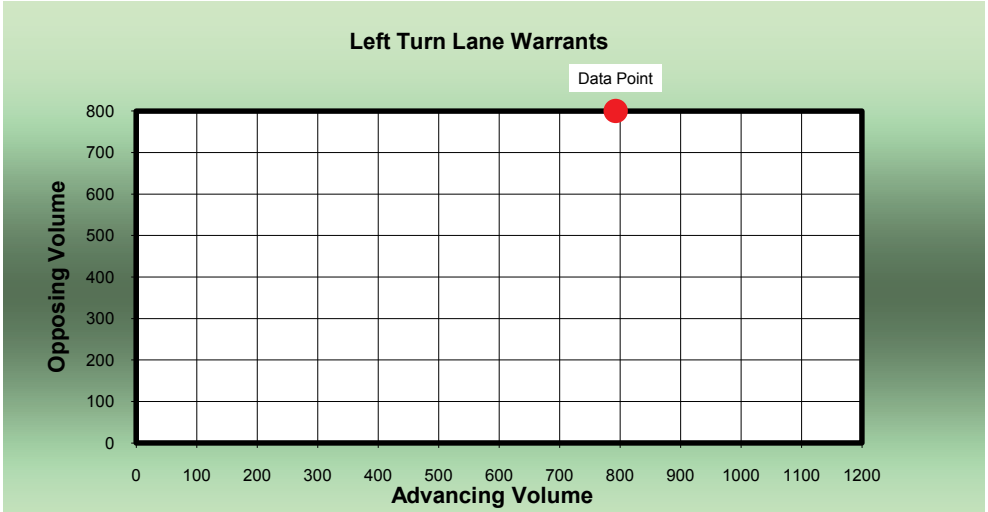
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	770	No. of through lanes	1
Opposing Volume (vph)	840	Percent Heavy Vehicles (decimal percent)	0.05



#DIV/0!

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	770		

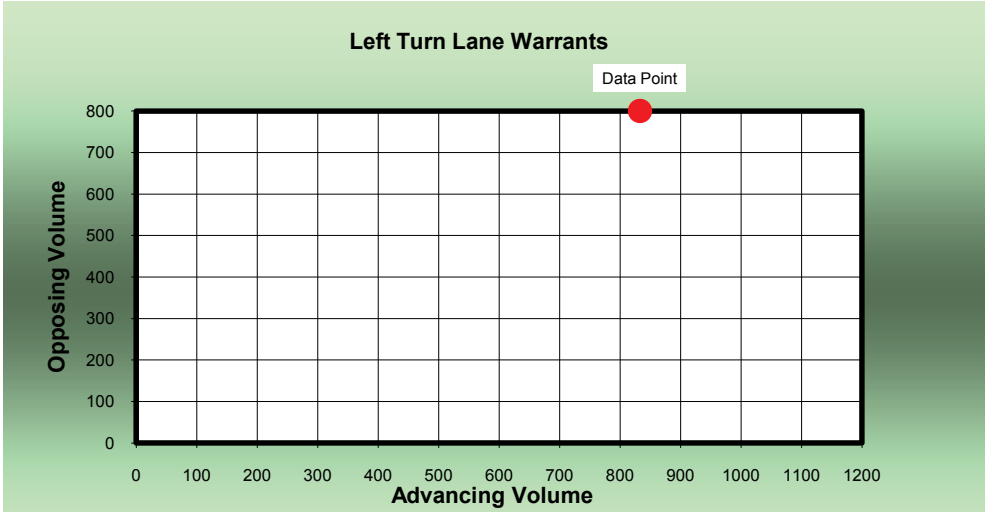
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	805	No. of through lanes	1
Opposing Volume (vph)	985	Percent Heavy Vehicles (decimal percent)	0.05



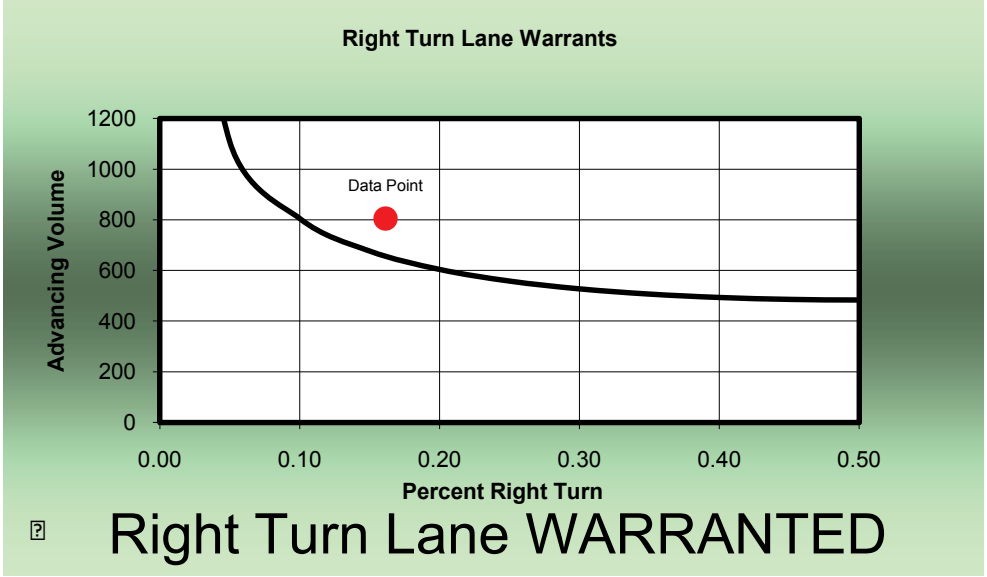
#DIV/0!

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	130	Speed Limit (mph)	45
Advancing Volume (vph)	805		



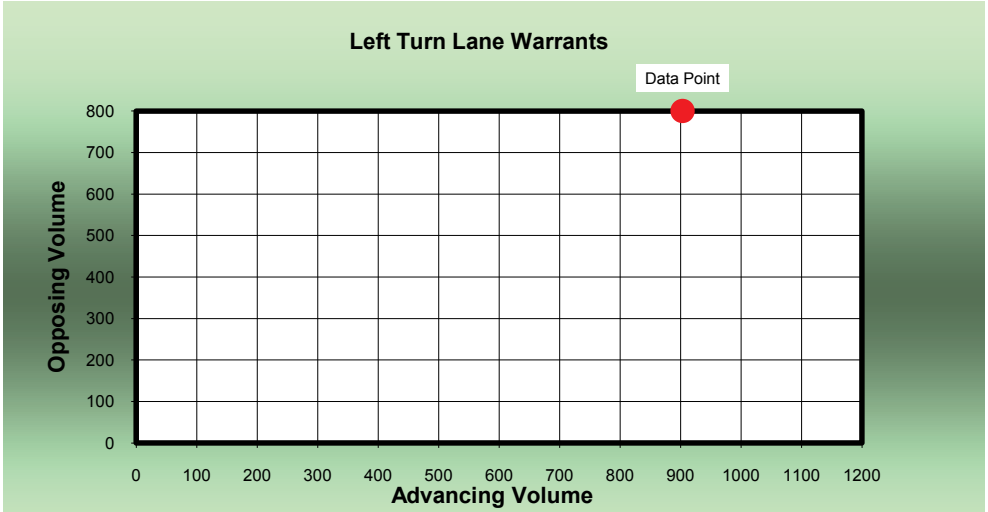
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	1
Opposing Volume (vph)	1100	Percent Heavy Vehicles (decimal percent)	0.05



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Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	840		

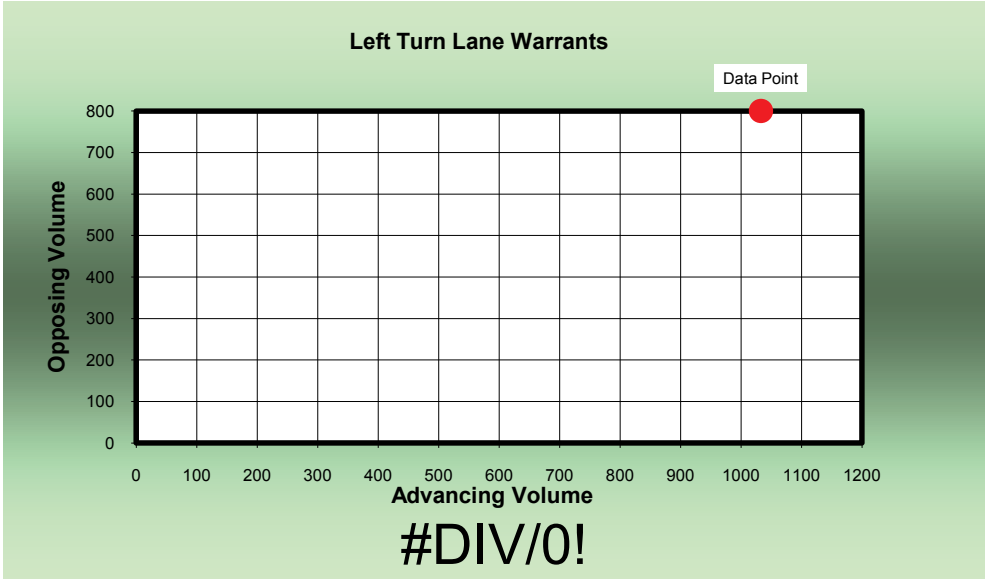
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	995	No. of through lanes	1
Opposing Volume (vph)	1080	Percent Heavy Vehicles (decimal percent)	0.05



#DIV/0!

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	995		

Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	790	No. of through lanes	1
Opposing Volume (vph)	820	Percent Heavy Vehicles (decimal percent)	0.05

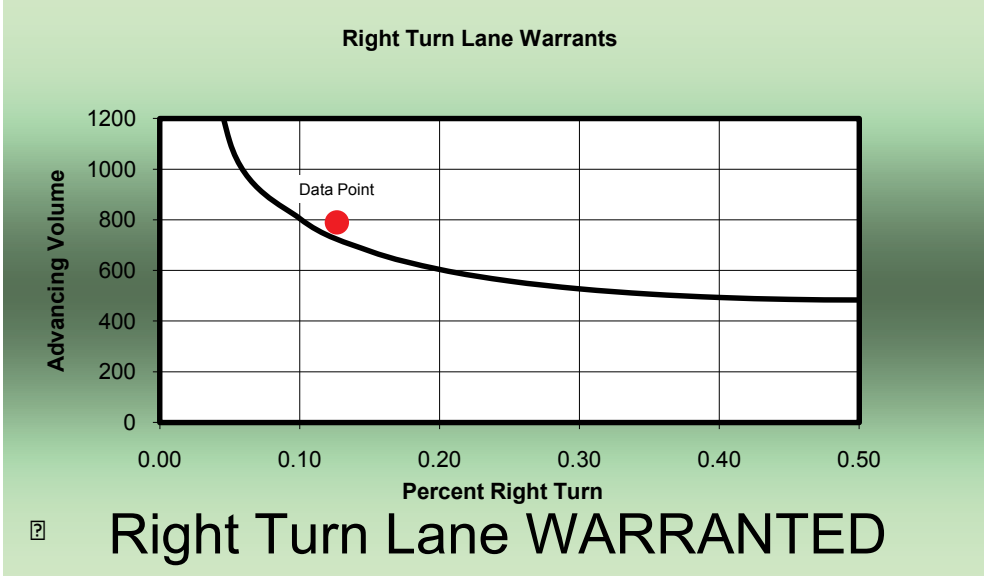
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	790		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	885	No. of through lanes	1
Opposing Volume (vph)	840	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	5	Speed Limit (mph)	45
Advancing Volume (vph)	885		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	930	No. of through lanes	1
Opposing Volume (vph)	990	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	930		

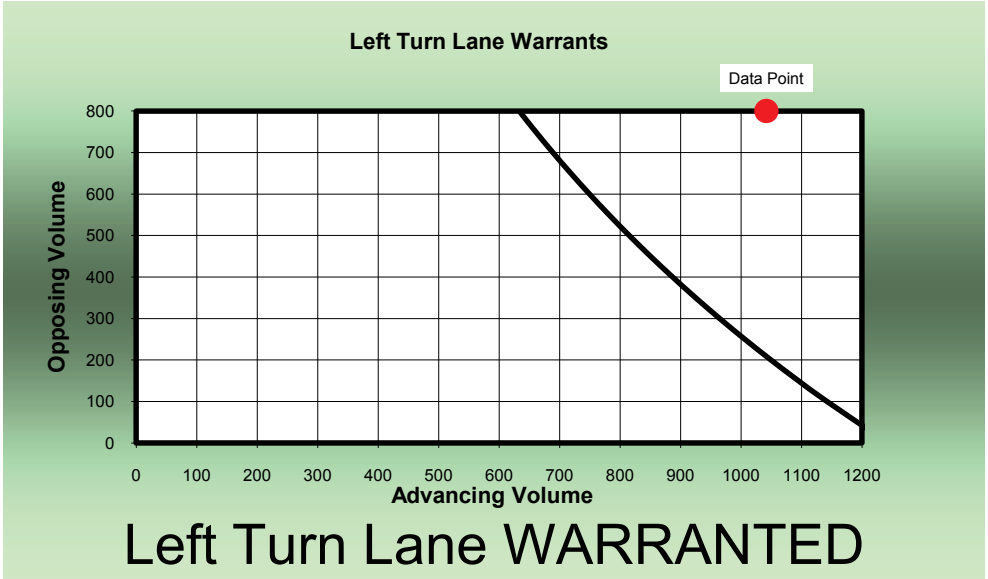
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	1005	No. of through lanes	1
Opposing Volume (vph)	1045	Percent Heavy Vehicles (decimal percent)	0.05

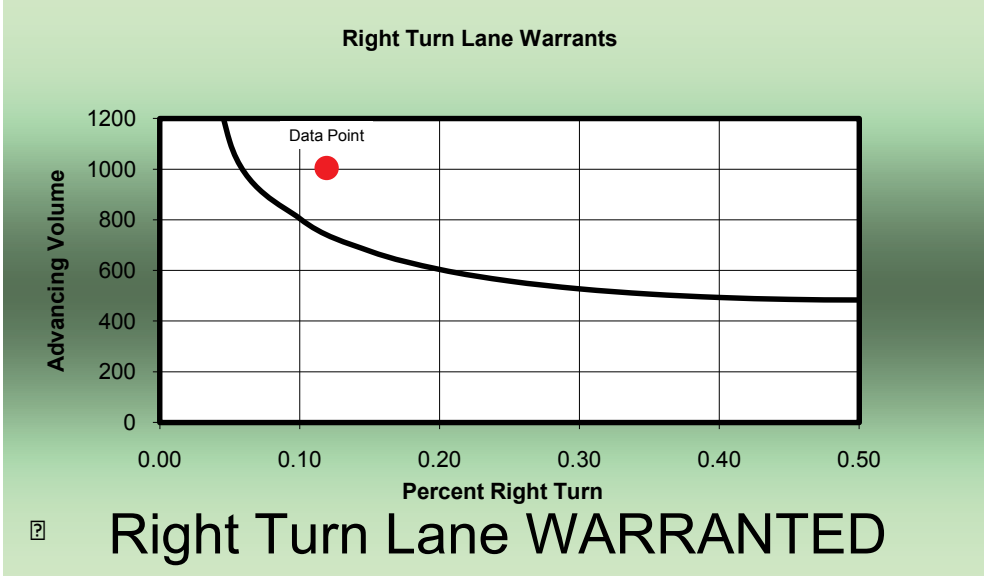


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	1005		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	920	No. of through lanes	1
Opposing Volume (vph)	1080	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	920		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

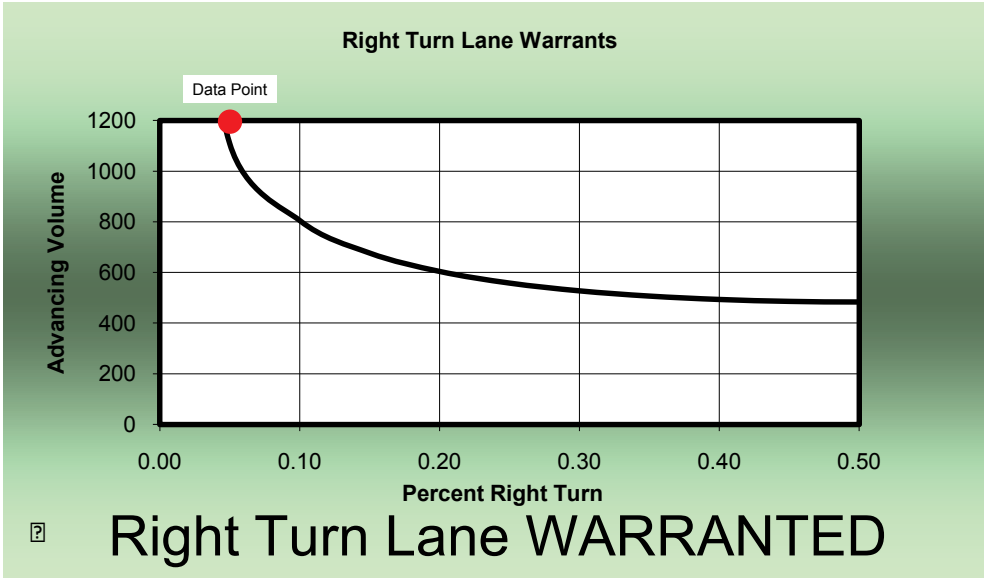
Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1195	No. of through lanes	1
Opposing Volume (vph)	1270	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1195		



Right Turn Lane WARRANTED

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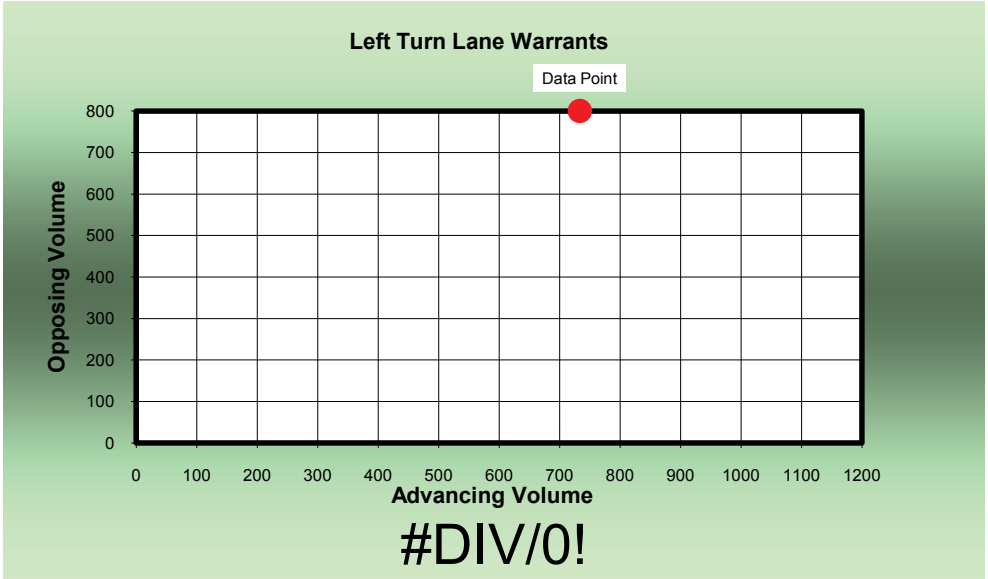
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	710	No. of through lanes	1
Opposing Volume (vph)	940	Percent Heavy Vehicles (decimal percent)	0.05



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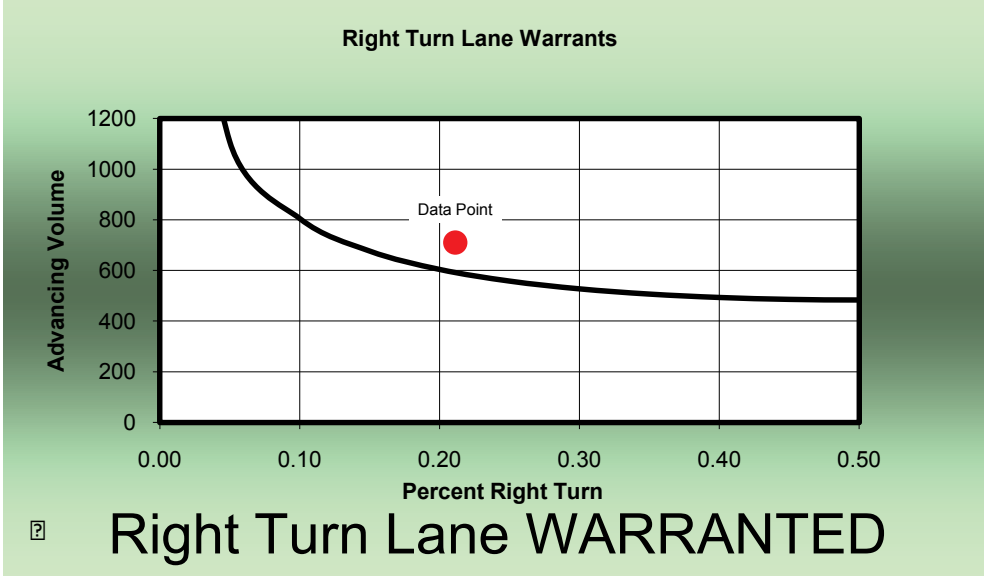
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	710		



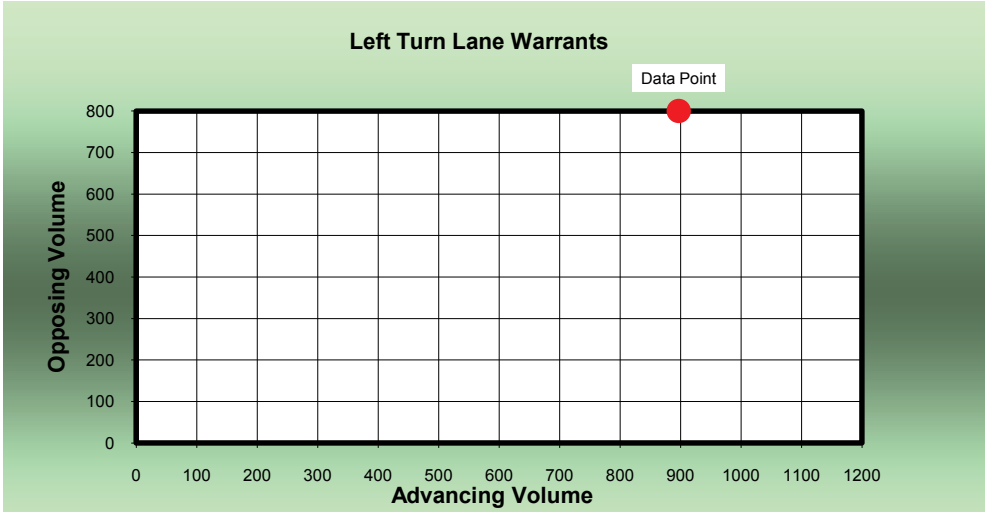
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	1
Opposing Volume (vph)	890	Percent Heavy Vehicles (decimal percent)	0.05



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Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	870		

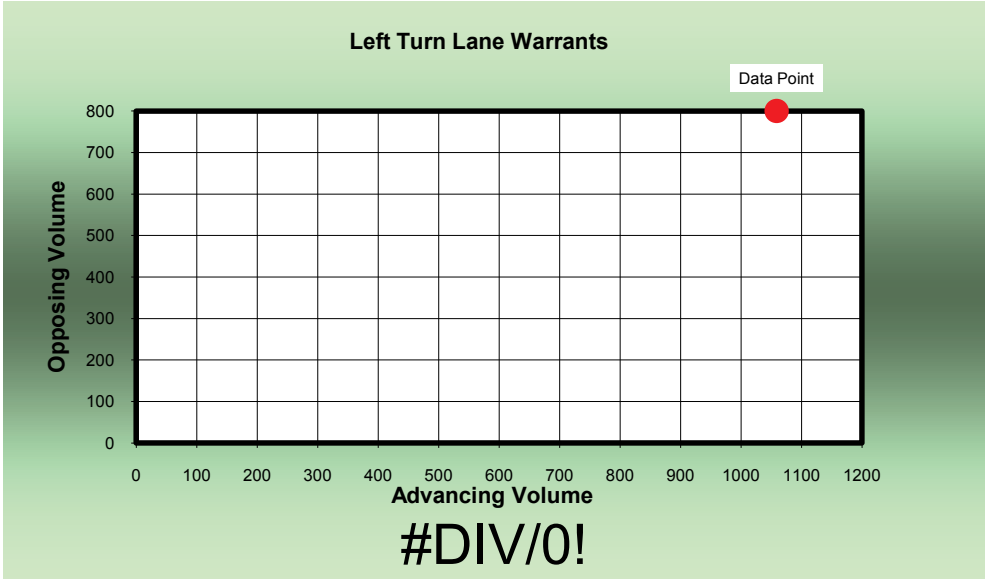
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1020	No. of through lanes	1
Opposing Volume (vph)	1080	Percent Heavy Vehicles (decimal percent)	0.05



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Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	1020		

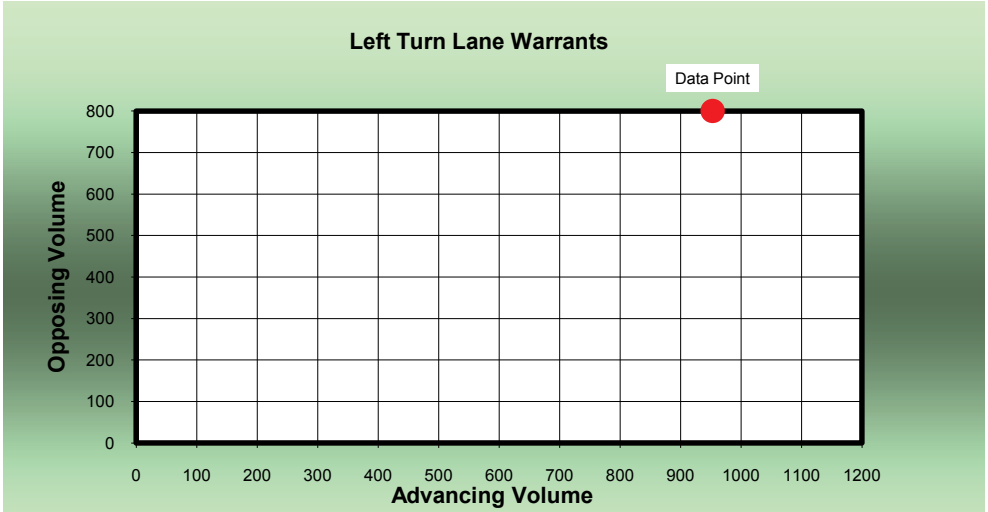
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	915	No. of through lanes	1
Opposing Volume (vph)	1185	Percent Heavy Vehicles (decimal percent)	0.05



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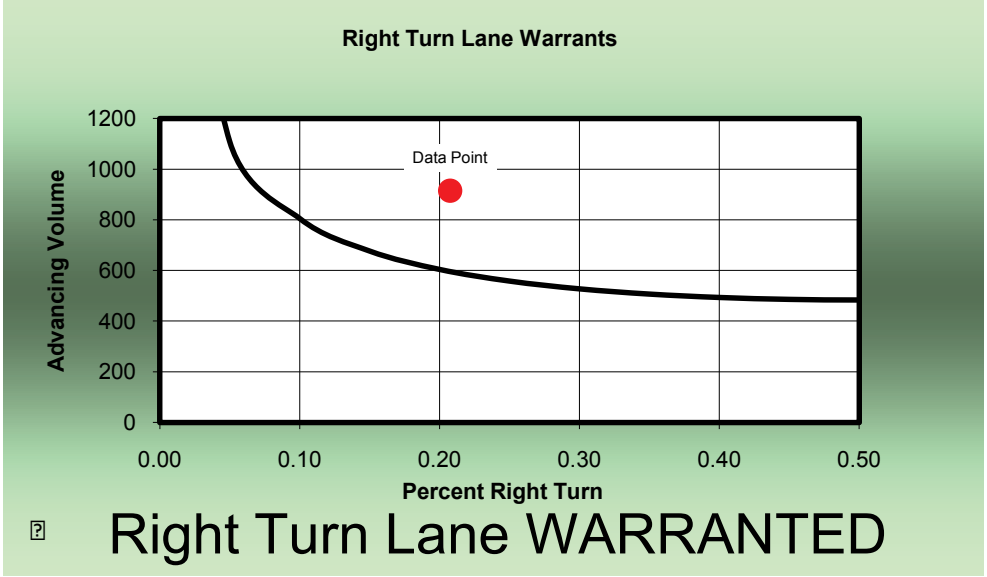
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	915		



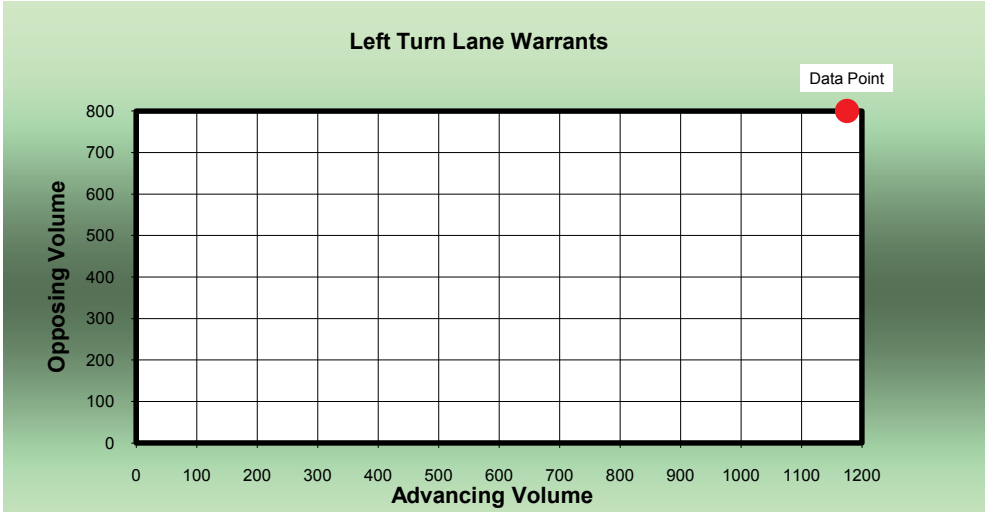
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1130	No. of through lanes	1
Opposing Volume (vph)	1140	Percent Heavy Vehicles (decimal percent)	0.05



#DIV/0!

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Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	1130		

Right Turn Lane NOT Warranted

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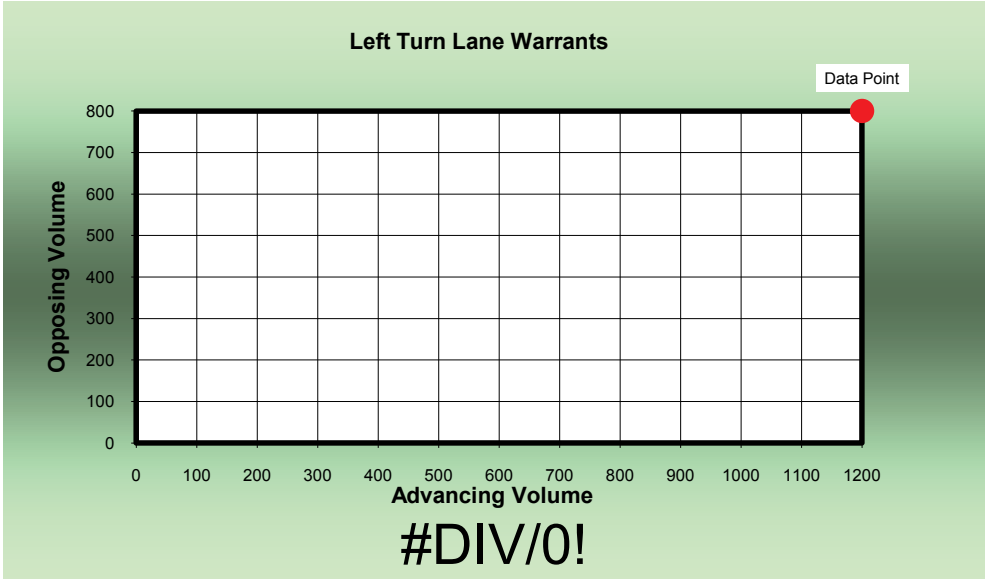
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1315	No. of through lanes	1
Opposing Volume (vph)	1380	Percent Heavy Vehicles (decimal percent)	0.05



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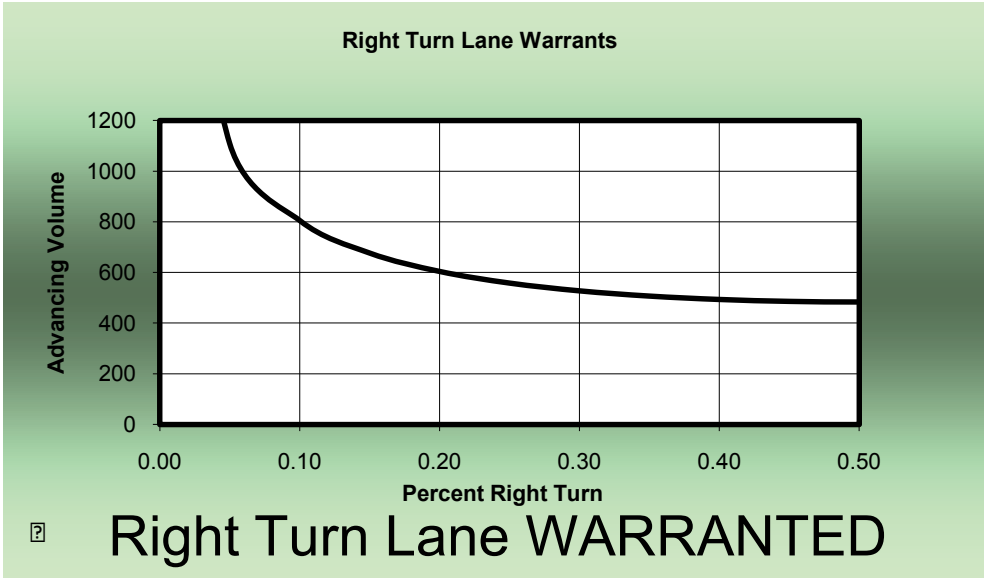
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	1315		

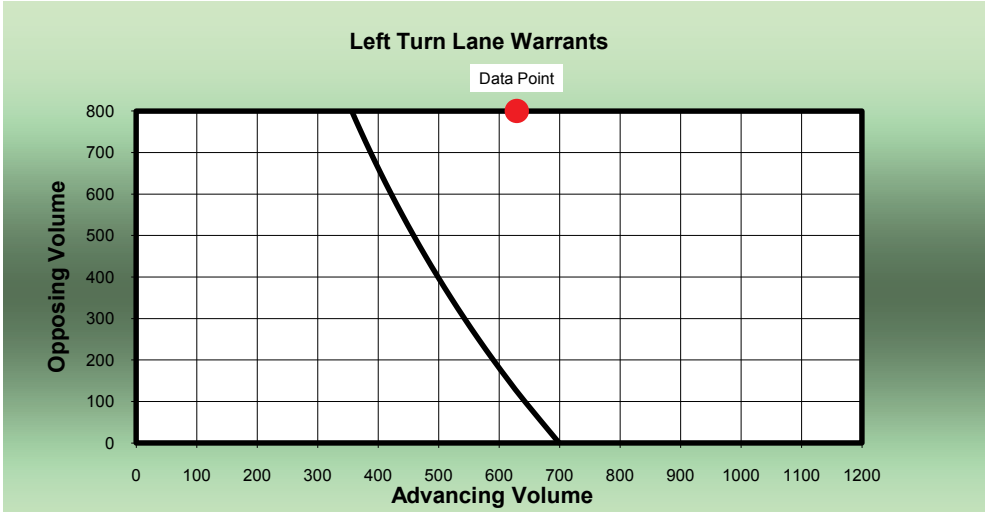


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	610	No. of through lanes	1
Opposing Volume (vph)	910	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	610		

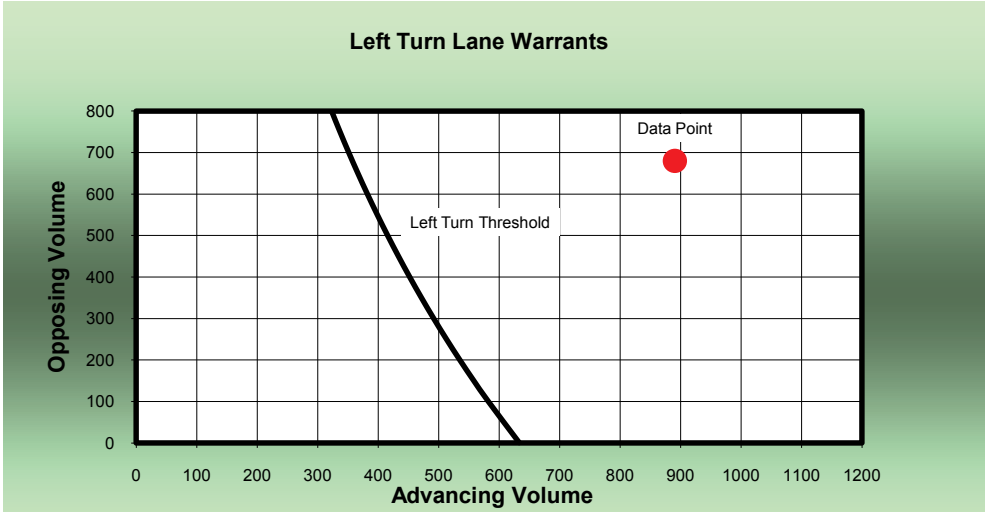
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	1
Opposing Volume (vph)	680	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	180	Speed Limit (mph)	45
Advancing Volume (vph)	870		

Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	110	Speed Limit (mph)	45
Advancing Volume (vph)	970	No. of through lanes	1
Opposing Volume (vph)	640	Percent Heavy Vehicles (decimal percent)	0.05

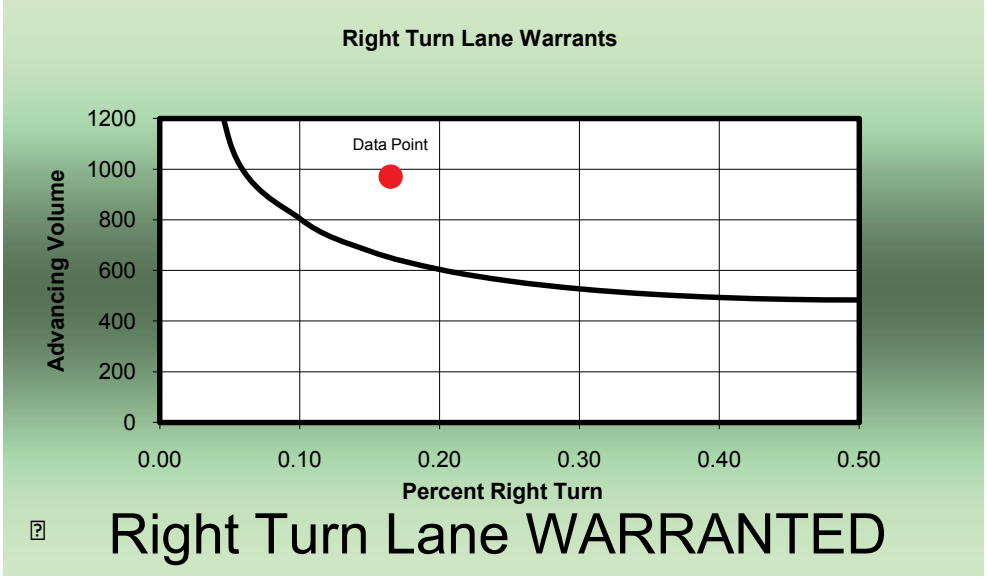
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	160	Speed Limit (mph)	45
Advancing Volume (vph)	970		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	795	No. of through lanes	1
Opposing Volume (vph)	1165	Percent Heavy Vehicles (decimal percent)	0.05

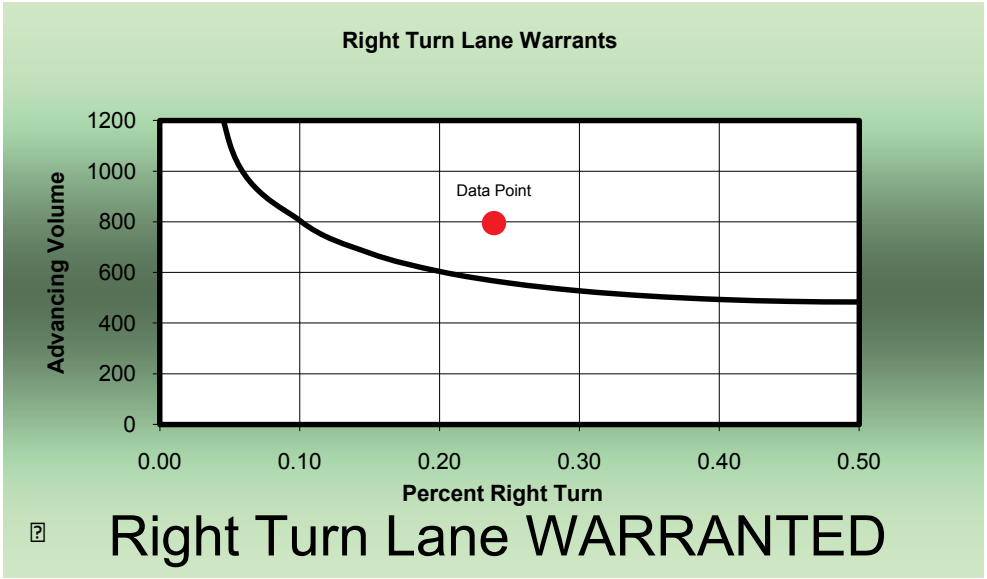
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	795		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

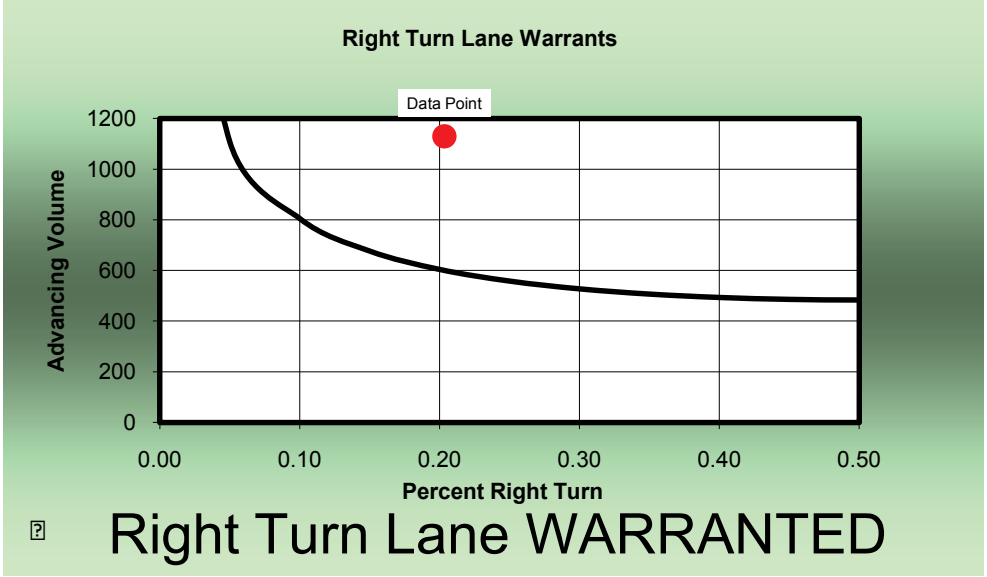
Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1130	No. of through lanes	1
Opposing Volume (vph)	870	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1130		

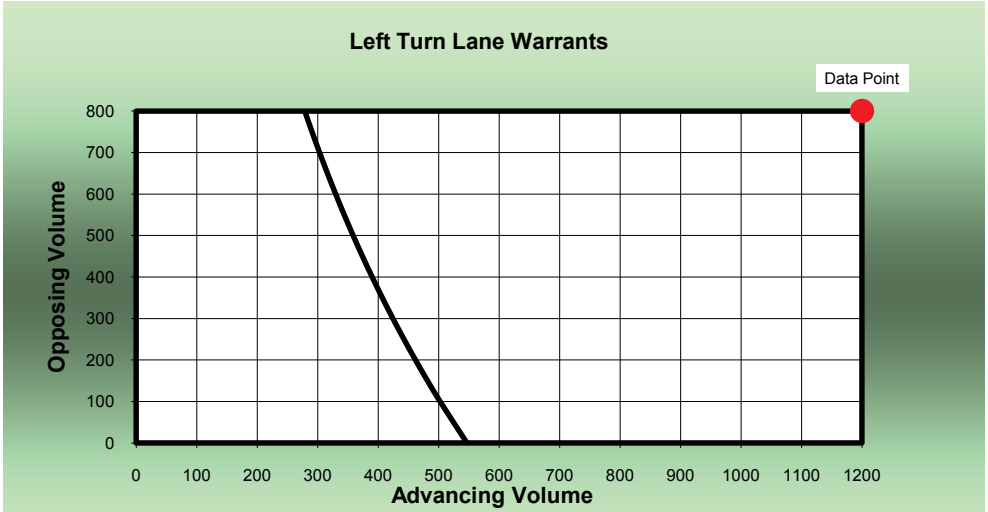


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	140	Speed Limit (mph)	45
Advancing Volume (vph)	1245	No. of through lanes	1
Opposing Volume (vph)	820	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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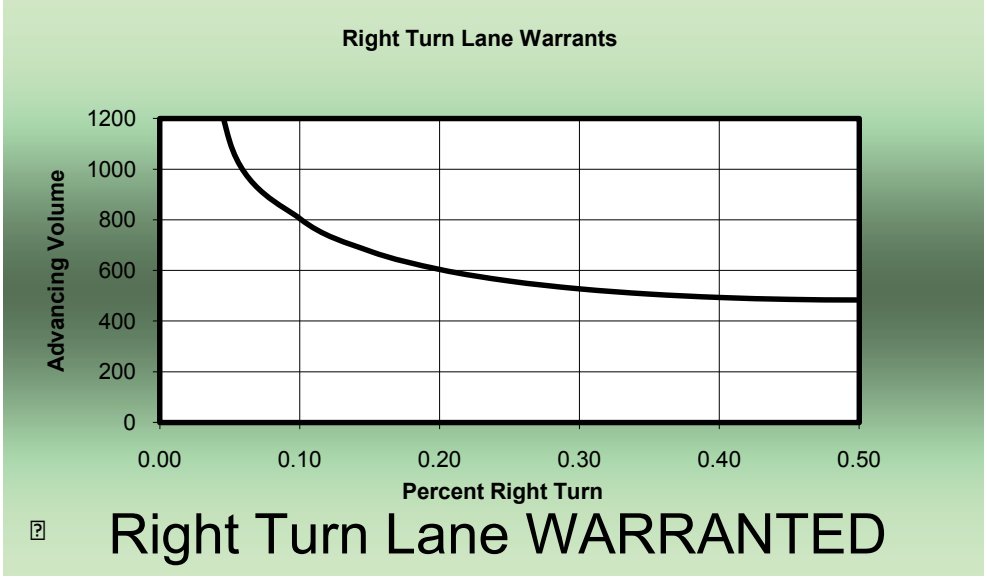
Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	200	Speed Limit (mph)	45
Advancing Volume (vph)	1245		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	5	Speed Limit (mph)	45
Advancing Volume (vph)	585	No. of through lanes	1
Opposing Volume (vph)	1080	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	585		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	850	No. of through lanes	1
Opposing Volume (vph)	900	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	850		

Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	950	No. of through lanes	1
Opposing Volume (vph)	800	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	950		

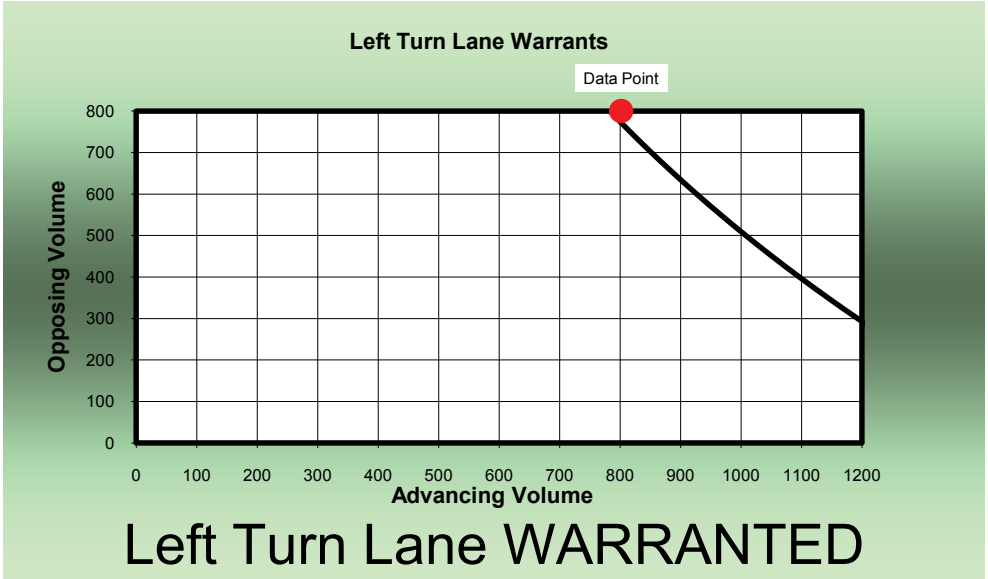
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	765	No. of through lanes	1
Opposing Volume (vph)	1375	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	765		

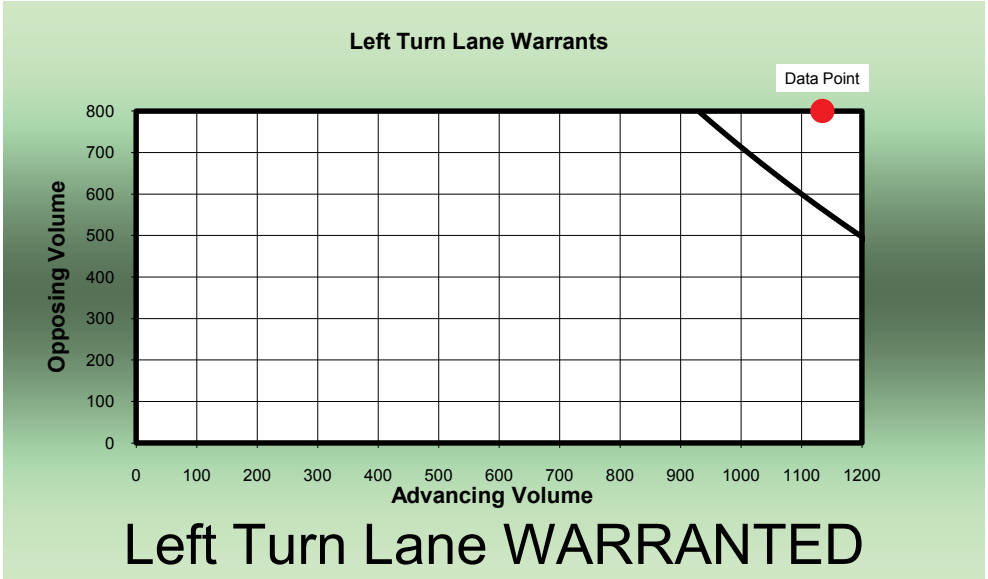
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	1090	No. of through lanes	1
Opposing Volume (vph)	1160	Percent Heavy Vehicles (decimal percent)	0.05

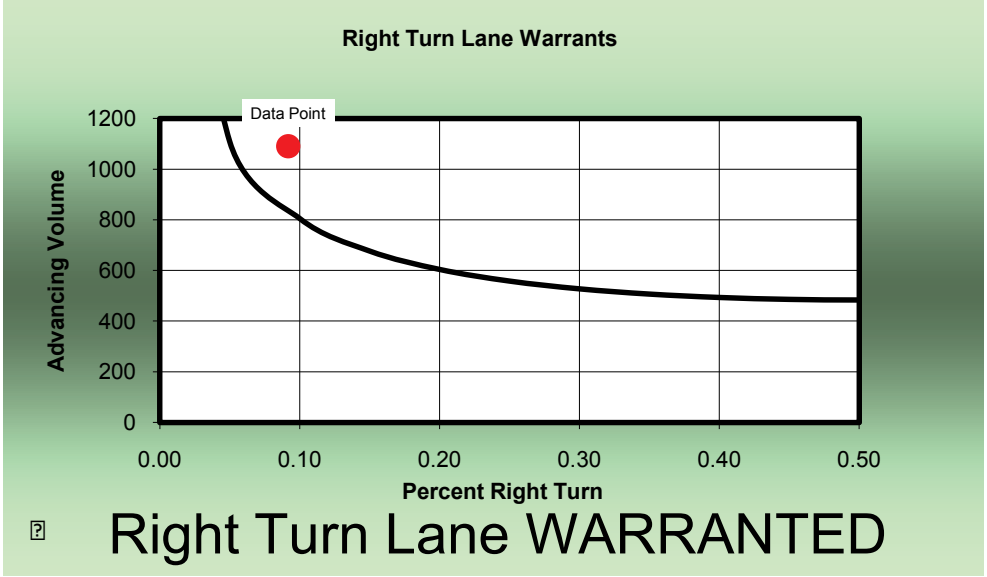


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1090		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

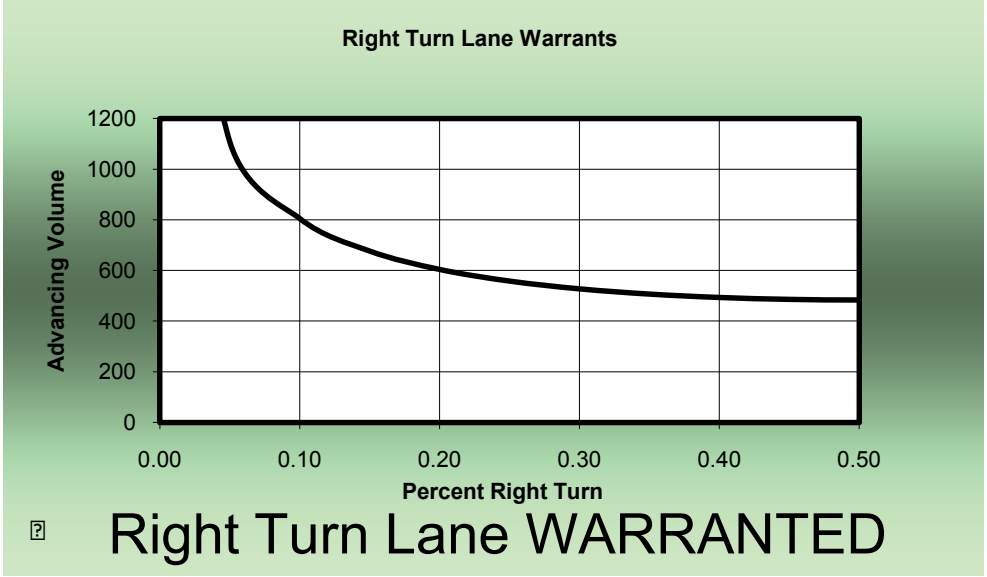
Left Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	1215	No. of through lanes	1
Opposing Volume (vph)	1020	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1215		



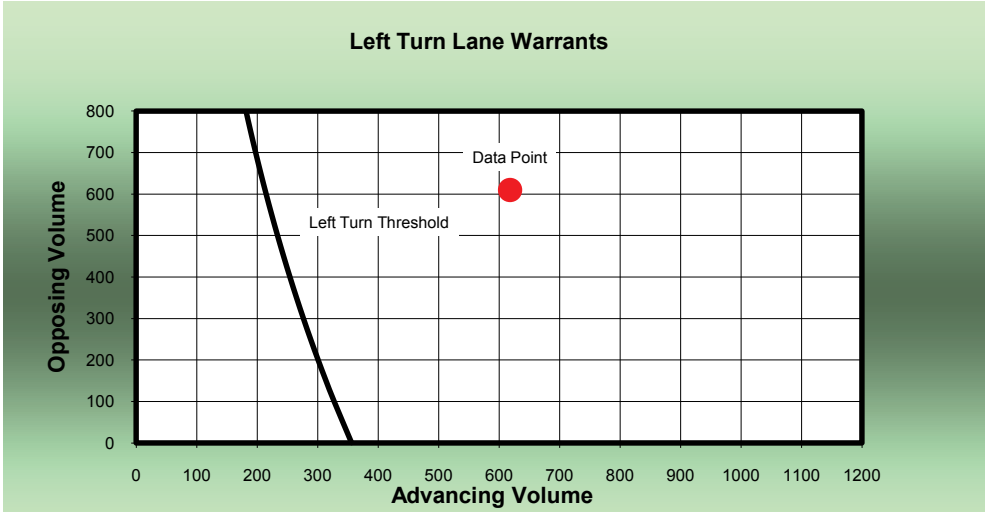
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

SOUTHBOUND EXISTING AND NO - BUILD

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	220	Speed Limit (mph)	45
Advancing Volume (vph)	605	No. of through lanes	1
Opposing Volume (vph)	610	Percent Heavy Vehicles (decimal percent)	0.05



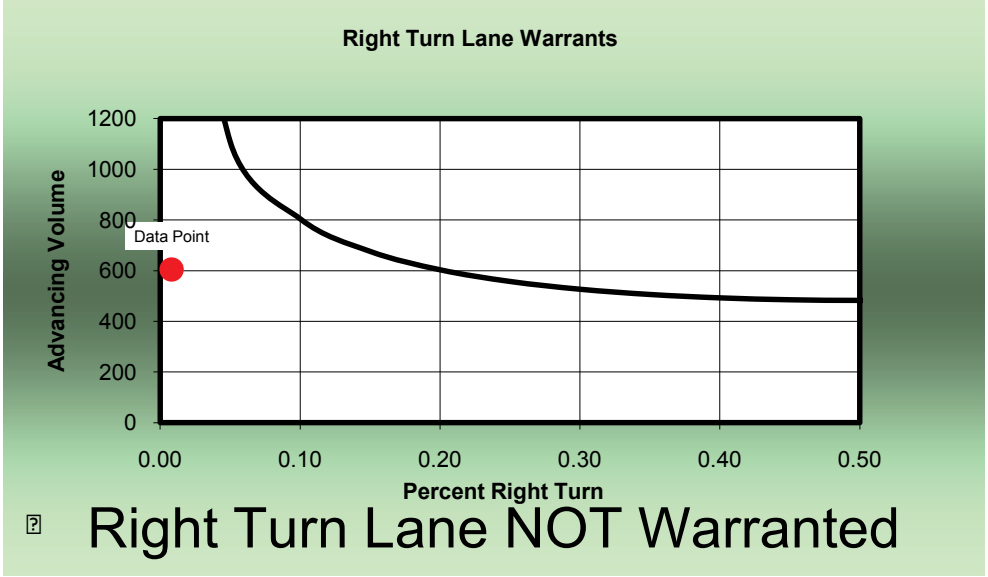
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	5	Speed Limit (mph)	45
Advancing Volume (vph)	605		



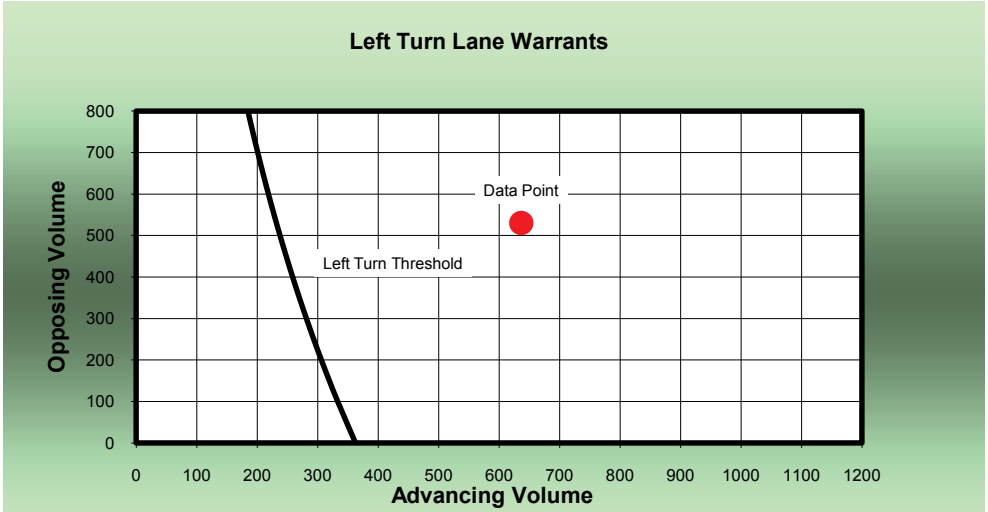
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	210	Speed Limit (mph)	45
Advancing Volume (vph)	625	No. of through lanes	1
Opposing Volume (vph)	530	Percent Heavy Vehicles (decimal percent)	0.05



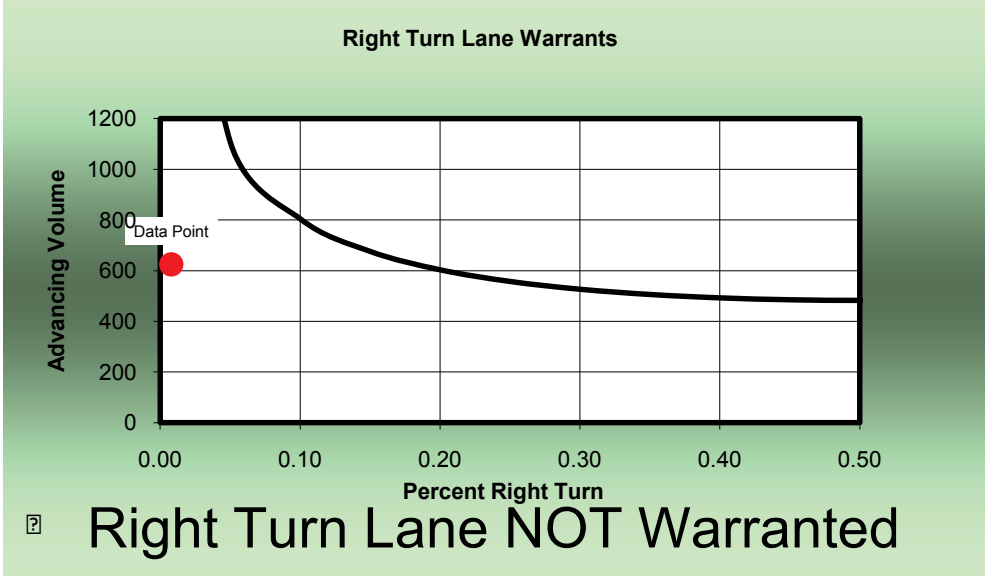
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	5	Speed Limit (mph)	45
Advancing Volume (vph)	625		



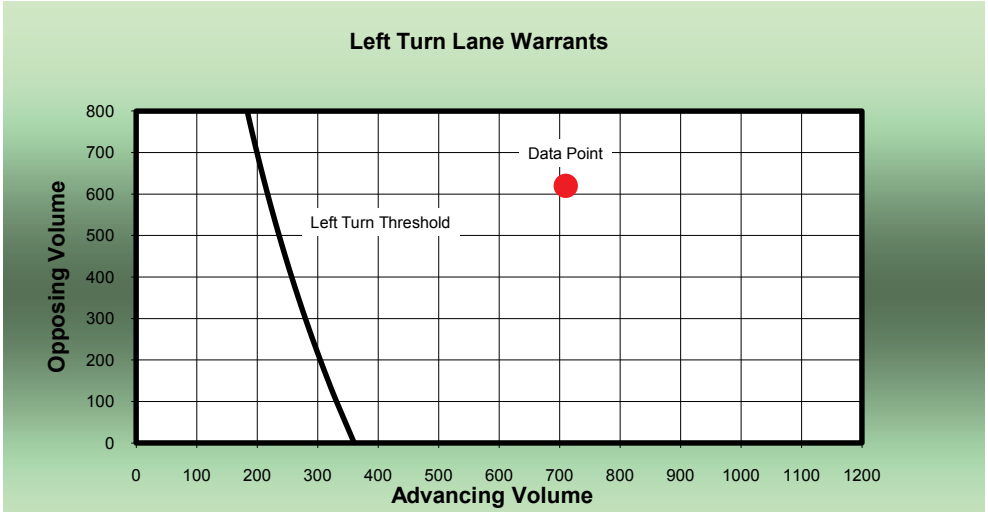
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	240	Speed Limit (mph)	45
Advancing Volume (vph)	695	No. of through lanes	1
Opposing Volume (vph)	620	Percent Heavy Vehicles (decimal percent)	0.05



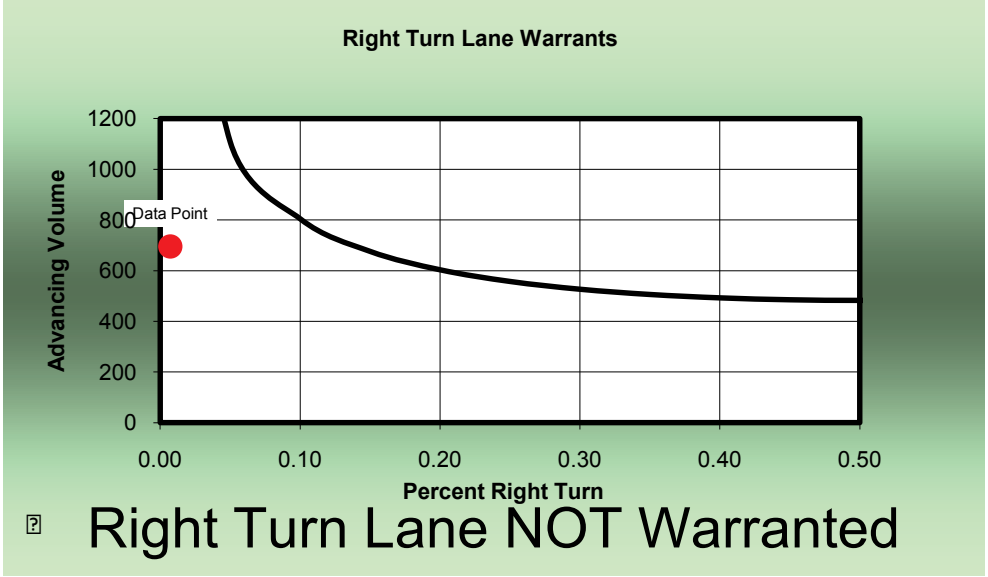
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	5	Speed Limit (mph)	45
Advancing Volume (vph)	695		



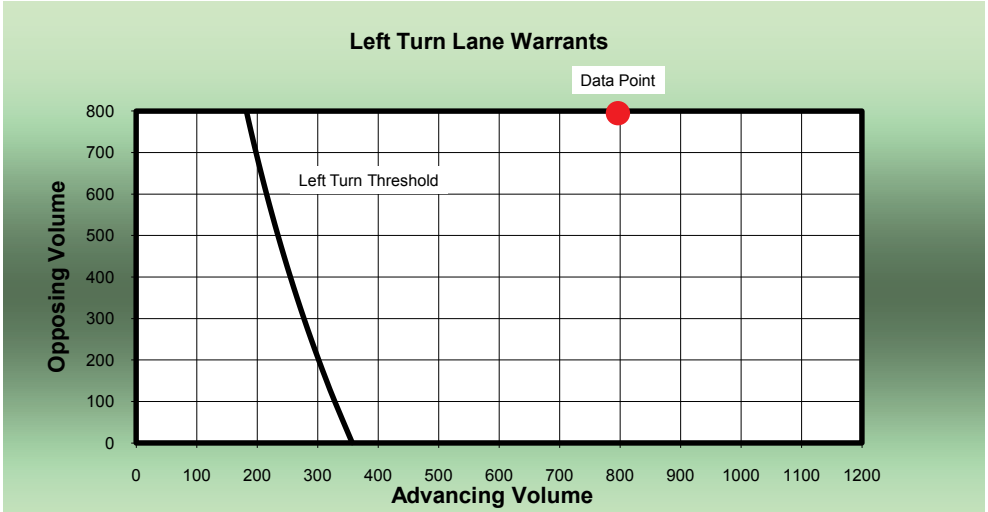
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	280	Speed Limit (mph)	45
Advancing Volume (vph)	775	No. of through lanes	1
Opposing Volume (vph)	795	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	775		

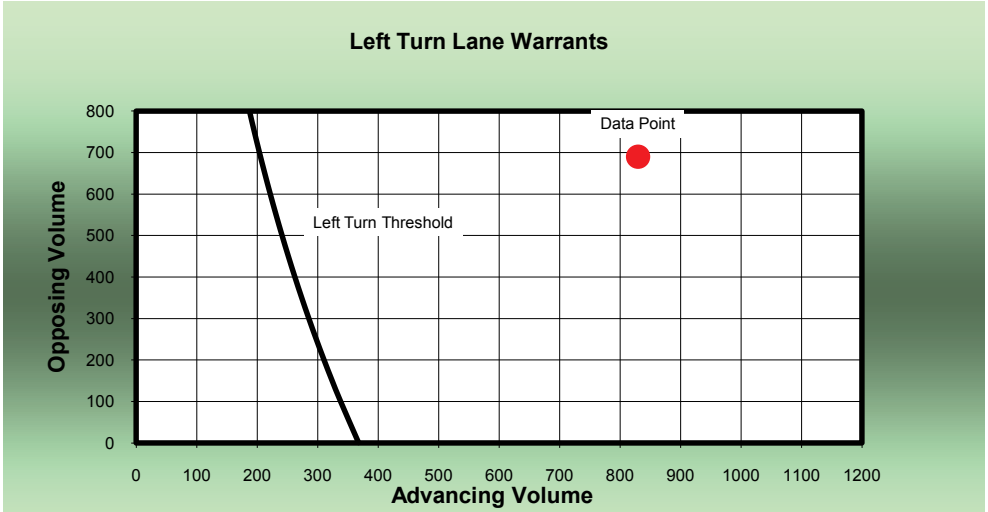
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	260	Speed Limit (mph)	45
Advancing Volume (vph)	810	No. of through lanes	1
Opposing Volume (vph)	690	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	810		

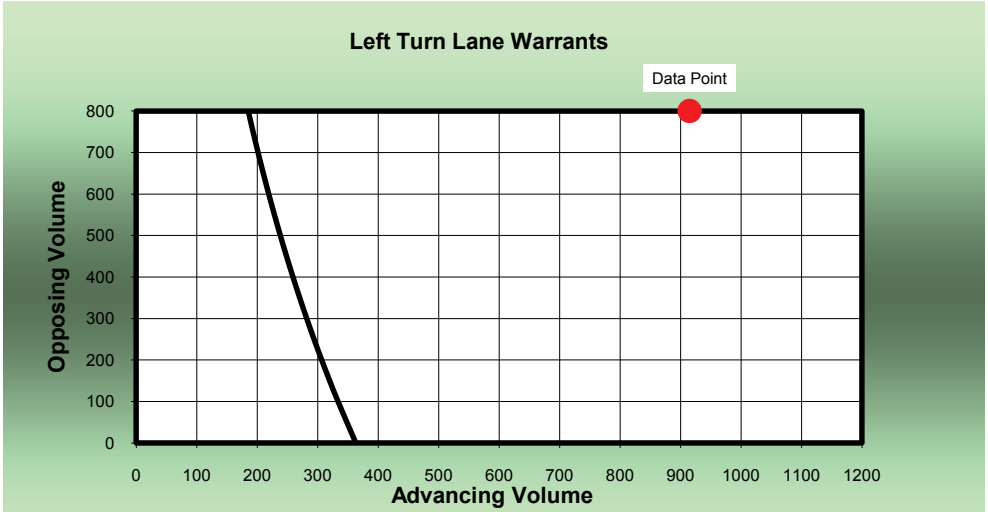
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	300	Speed Limit (mph)	45
Advancing Volume (vph)	890	No. of through lanes	1
Opposing Volume (vph)	805	Percent Heavy Vehicles (decimal percent)	0.05



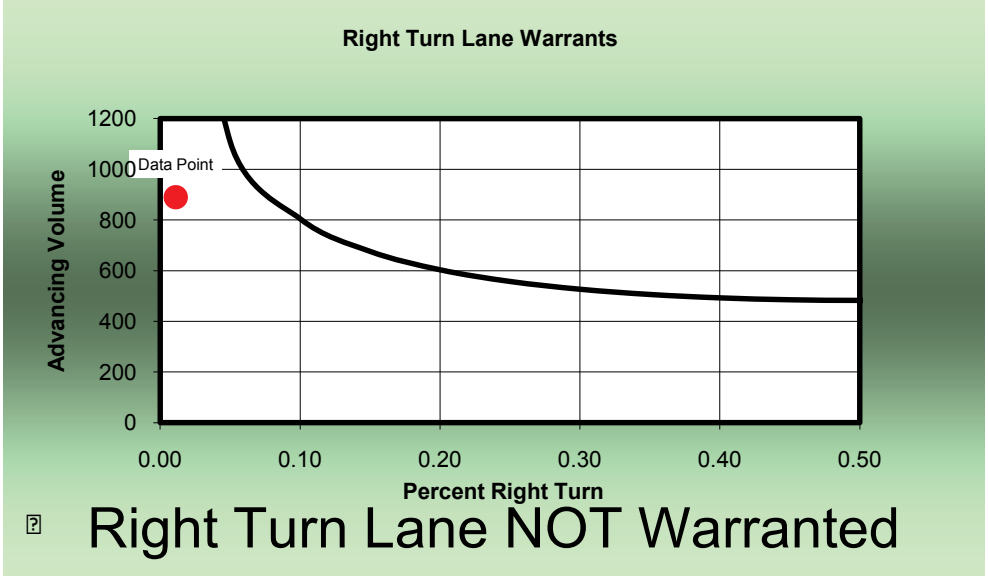
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	890		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

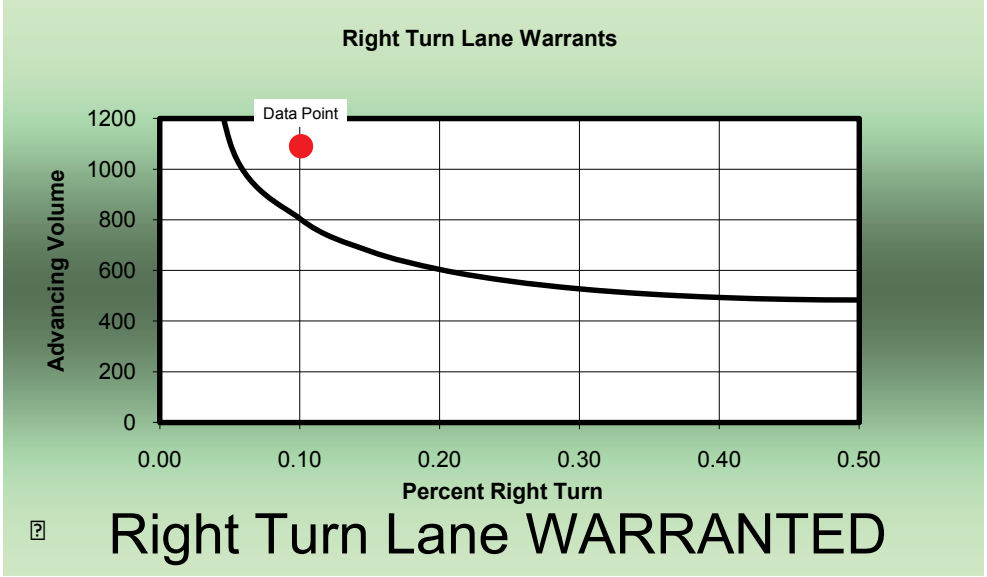
Left Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1090	No. of through lanes	1
Opposing Volume (vph)	580	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	110	Speed Limit (mph)	45
Advancing Volume (vph)	1090		



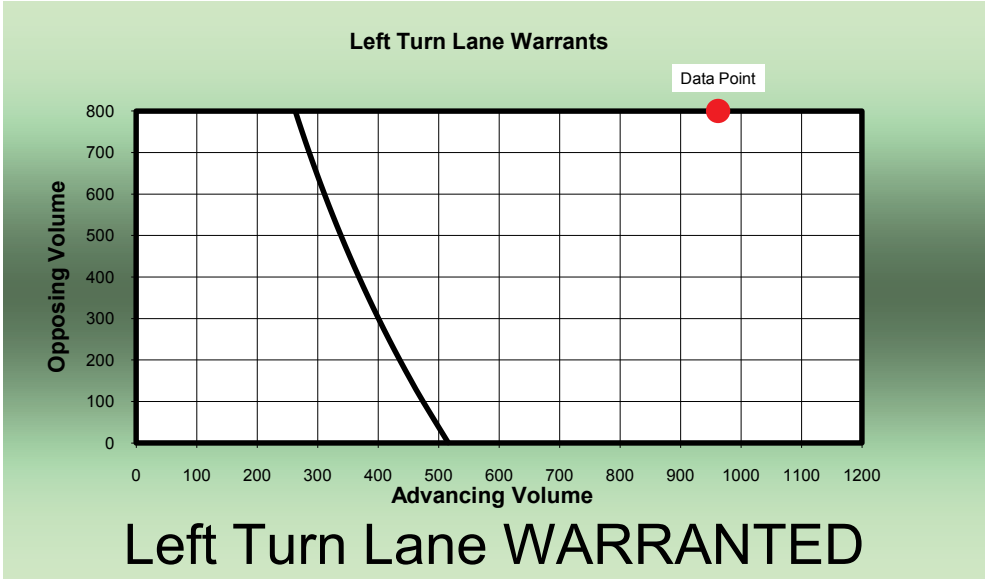
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	930	No. of through lanes	1
Opposing Volume (vph)	990	Percent Heavy Vehicles (decimal percent)	0.05

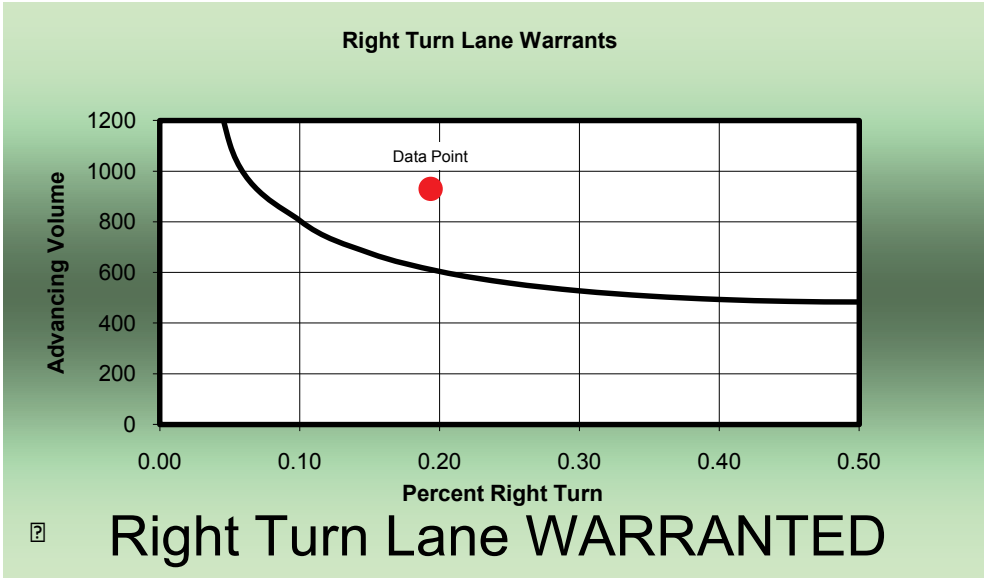


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	180	Speed Limit (mph)	45
Advancing Volume (vph)	930		



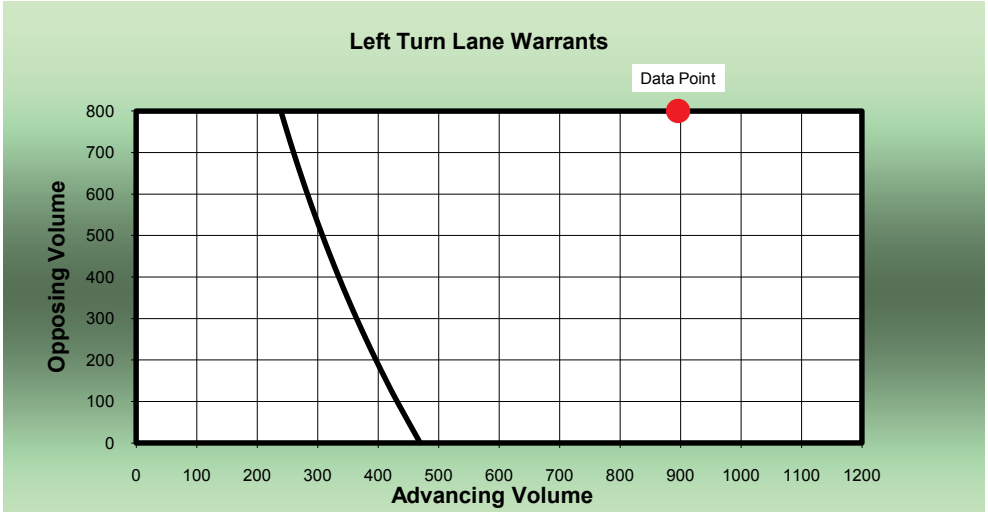
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	140	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	1
Opposing Volume (vph)	850	Percent Heavy Vehicles (decimal percent)	0.05



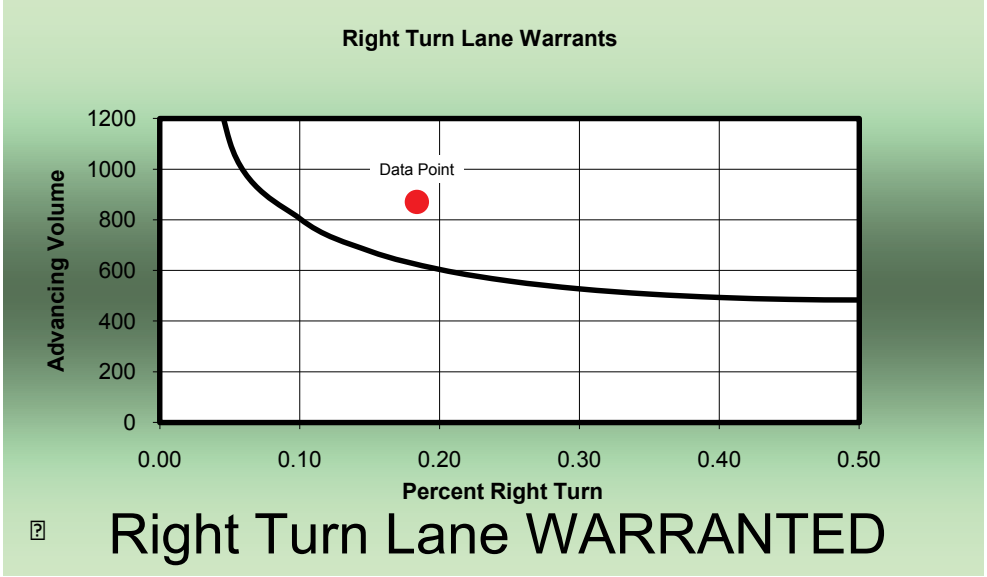
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	160	Speed Limit (mph)	45
Advancing Volume (vph)	870		



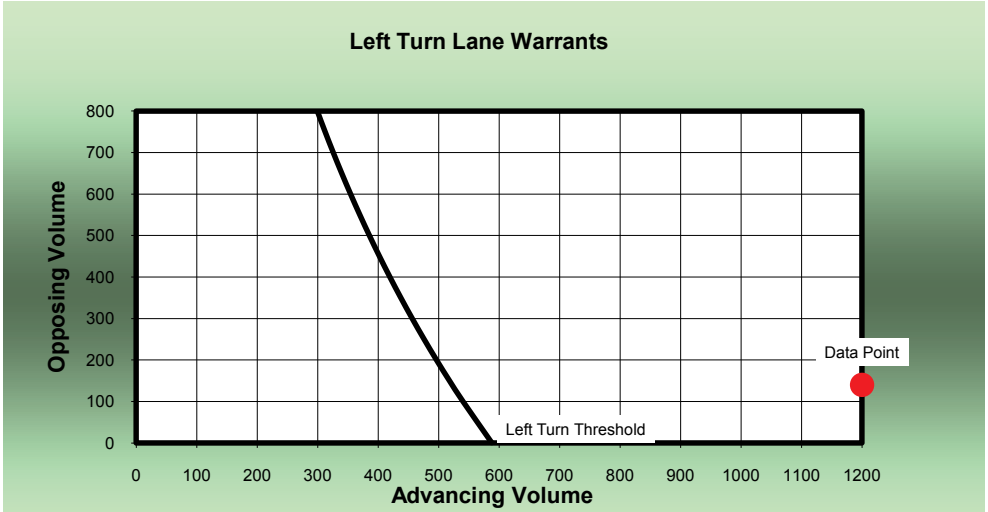
Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	130	Speed Limit (mph)	45
Advancing Volume (vph)	1395	No. of through lanes	1
Opposing Volume (vph)	140	Percent Heavy Vehicles (decimal percent)	0.05



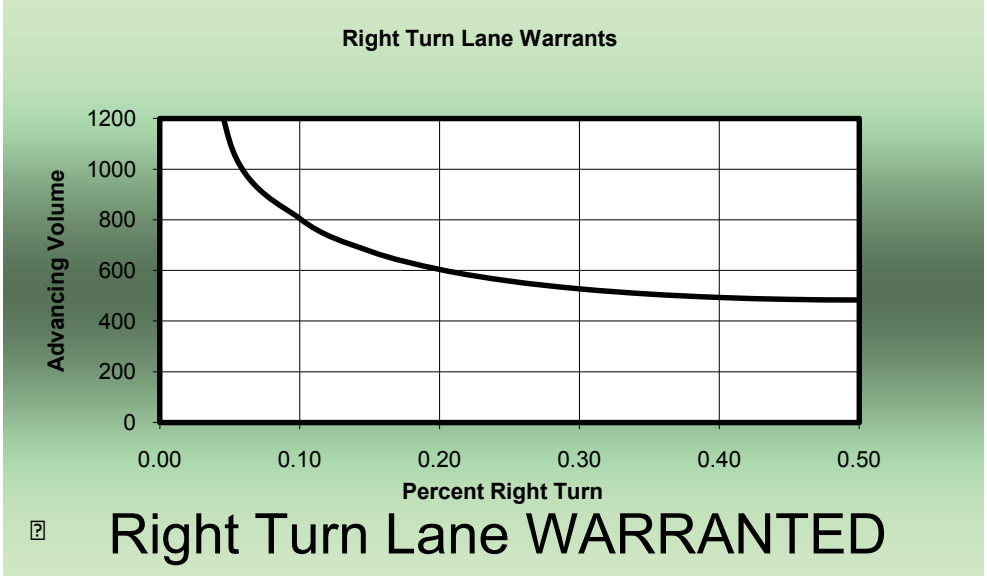
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	140	Speed Limit (mph)	45
Advancing Volume (vph)	1395		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

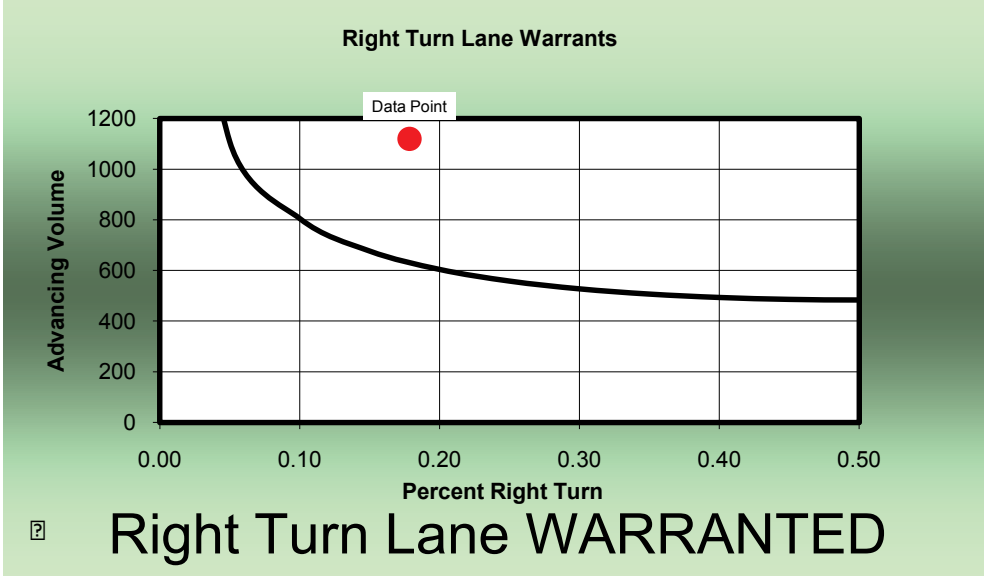
Left Turn Volume (vph)	180	Speed Limit (mph)	45
Advancing Volume (vph)	1120	No. of through lanes	1
Opposing Volume (vph)	1090	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	200	Speed Limit (mph)	45
Advancing Volume (vph)	1120		



Right Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	1190	No. of through lanes	1
Opposing Volume (vph)	1275	Percent Heavy Vehicles (decimal percent)	0.05

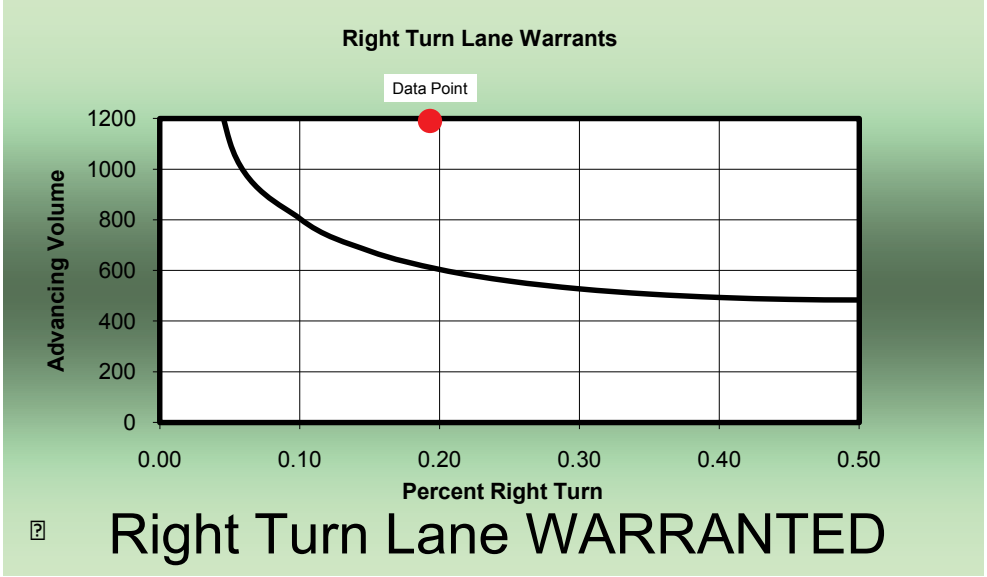
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1190		

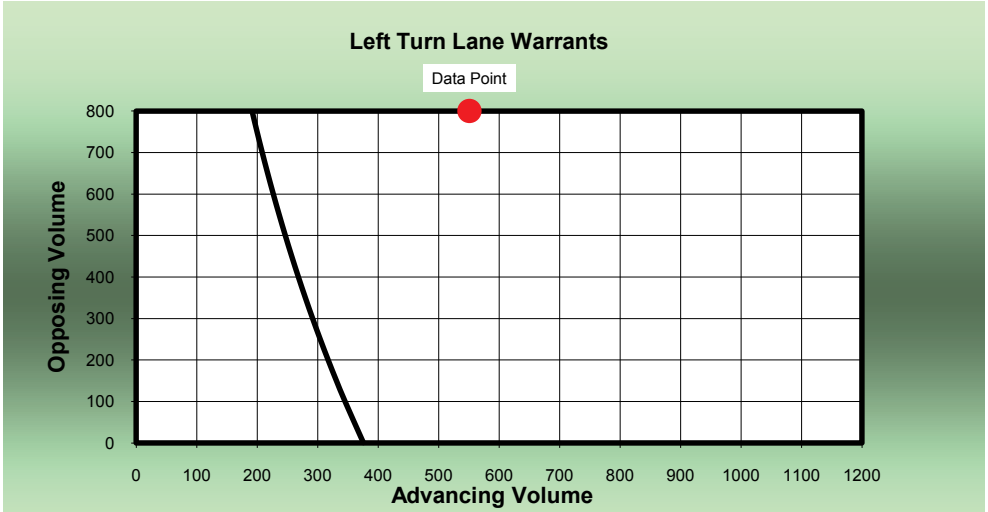


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	160	Speed Limit (mph)	45
Advancing Volume (vph)	530	No. of through lanes	1
Opposing Volume (vph)	1120	Percent Heavy Vehicles (decimal percent)	0.05



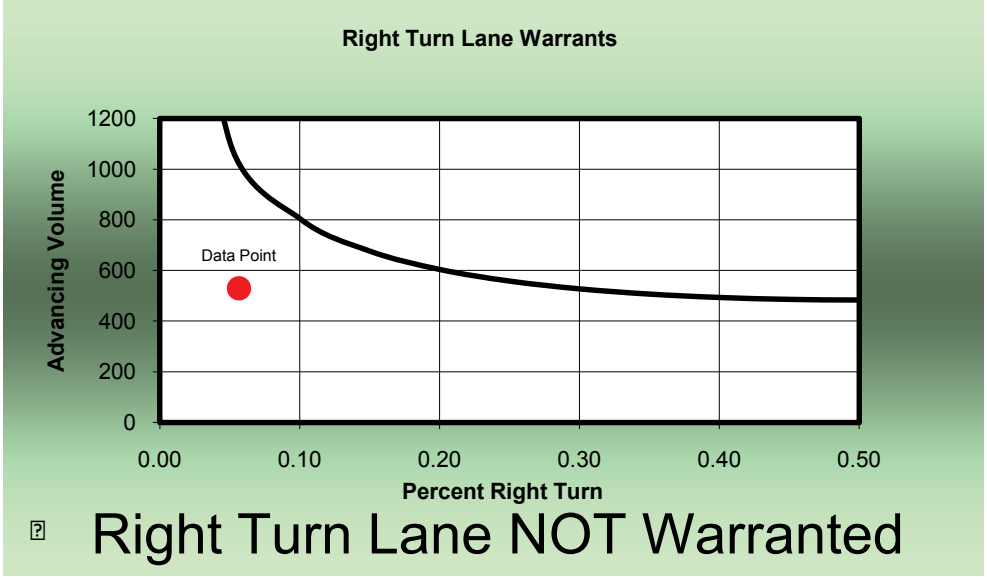
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	530		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	330	No. of through lanes	1
Opposing Volume (vph)	920	Percent Heavy Vehicles (decimal percent)	0.05

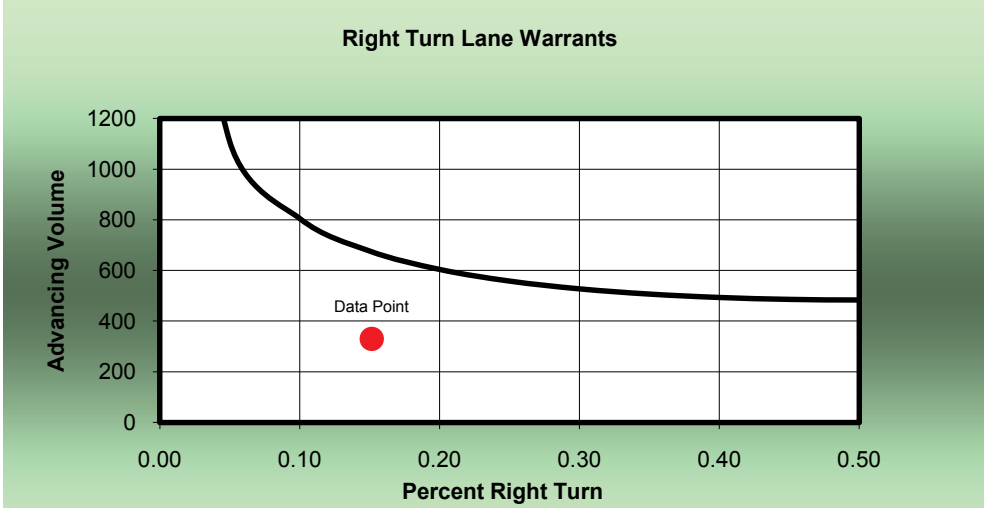
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	330		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	310	No. of through lanes	1
Opposing Volume (vph)	1110	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	310		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	200	Speed Limit (mph)	45
Advancing Volume (vph)	670	No. of through lanes	1
Opposing Volume (vph)	675	Percent Heavy Vehicles (decimal percent)	0.05

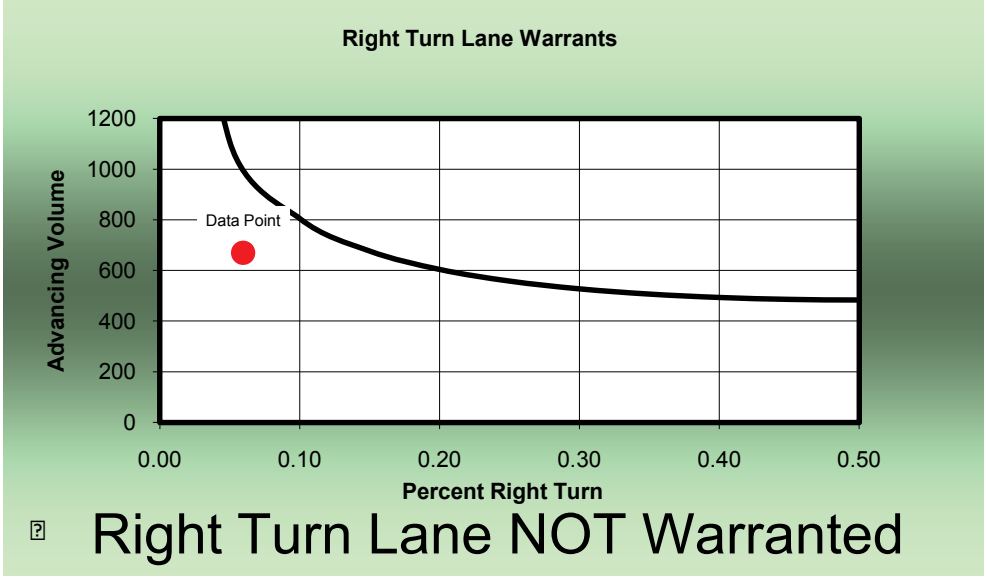
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	670		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	420	No. of through lanes	1
Opposing Volume (vph)	1190	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	420		

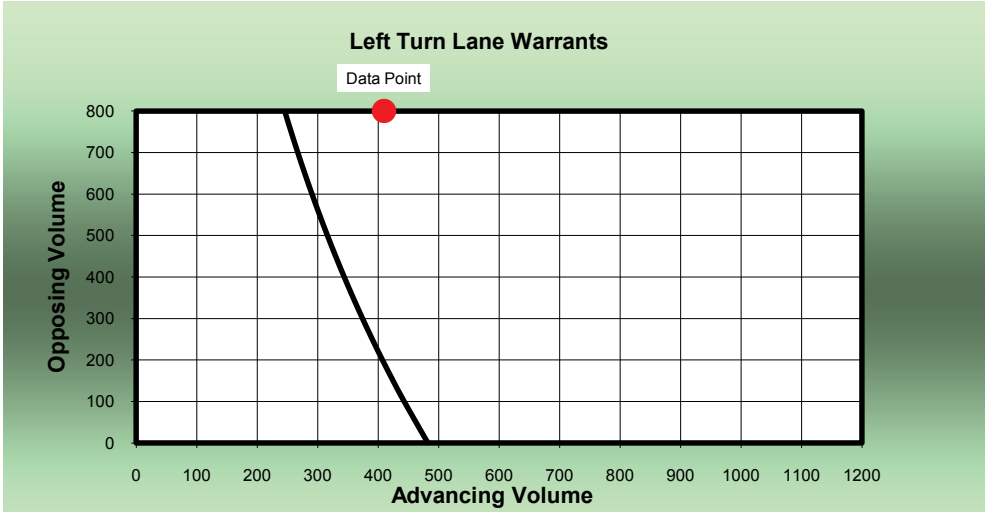
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	390	No. of through lanes	1
Opposing Volume (vph)	1425	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	390		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	170	Speed Limit (mph)	45
Advancing Volume (vph)	770	No. of through lanes	1
Opposing Volume (vph)	620	Percent Heavy Vehicles (decimal percent)	0.05

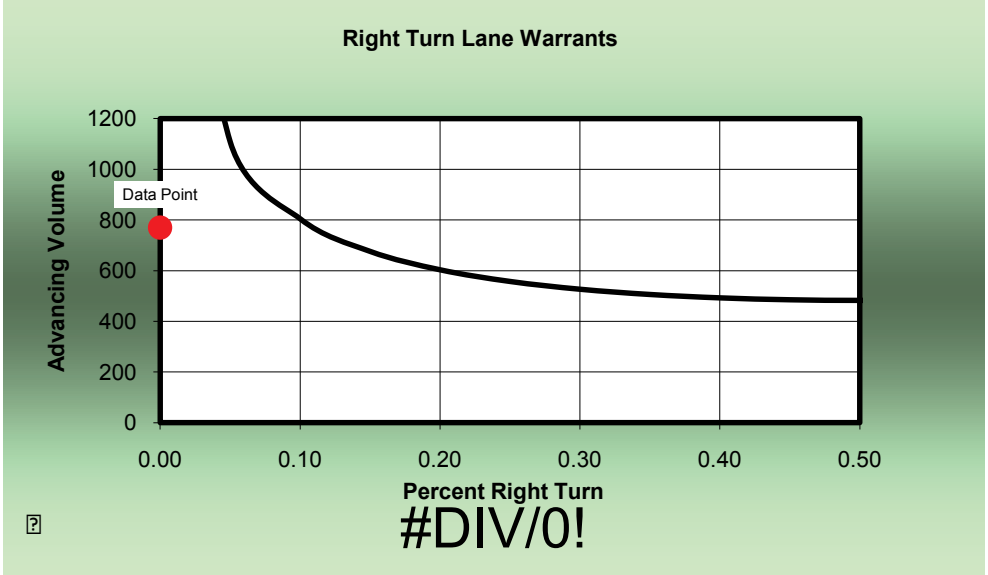
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	770		

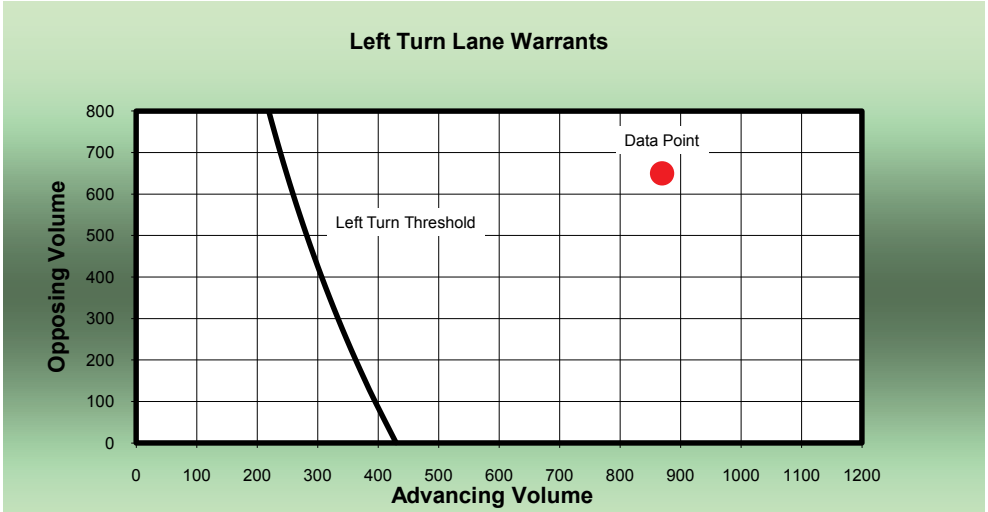


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	170	Speed Limit (mph)	45
Advancing Volume (vph)	850	No. of through lanes	1
Opposing Volume (vph)	650	Percent Heavy Vehicles (decimal percent)	0.05



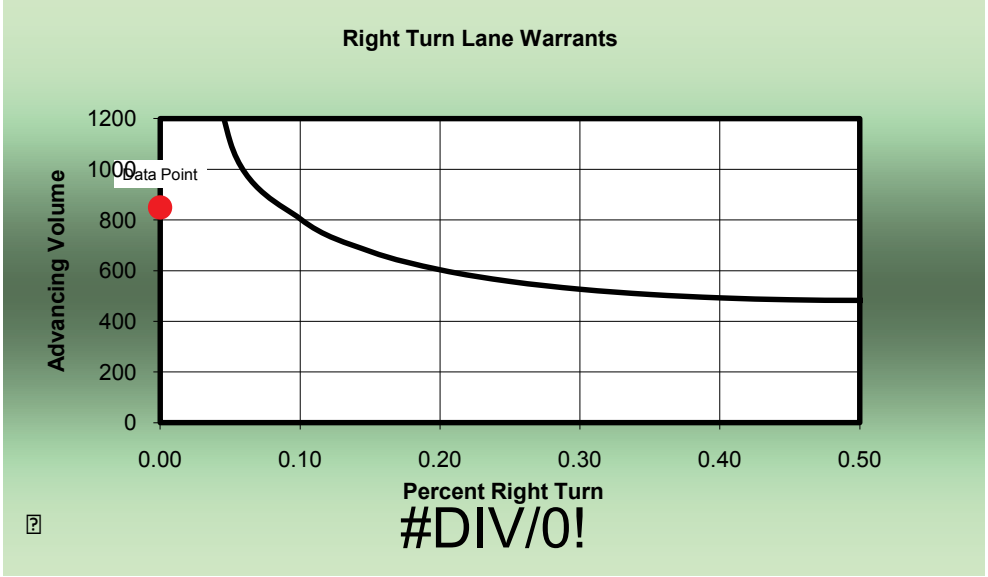
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	850		

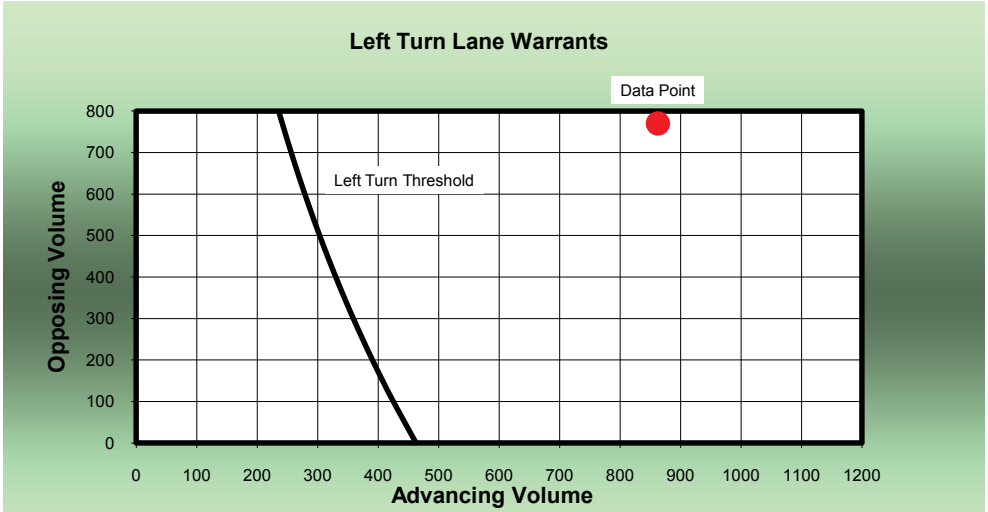


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	140	Speed Limit (mph)	45
Advancing Volume (vph)	840	No. of through lanes	1
Opposing Volume (vph)	770	Percent Heavy Vehicles (decimal percent)	0.05



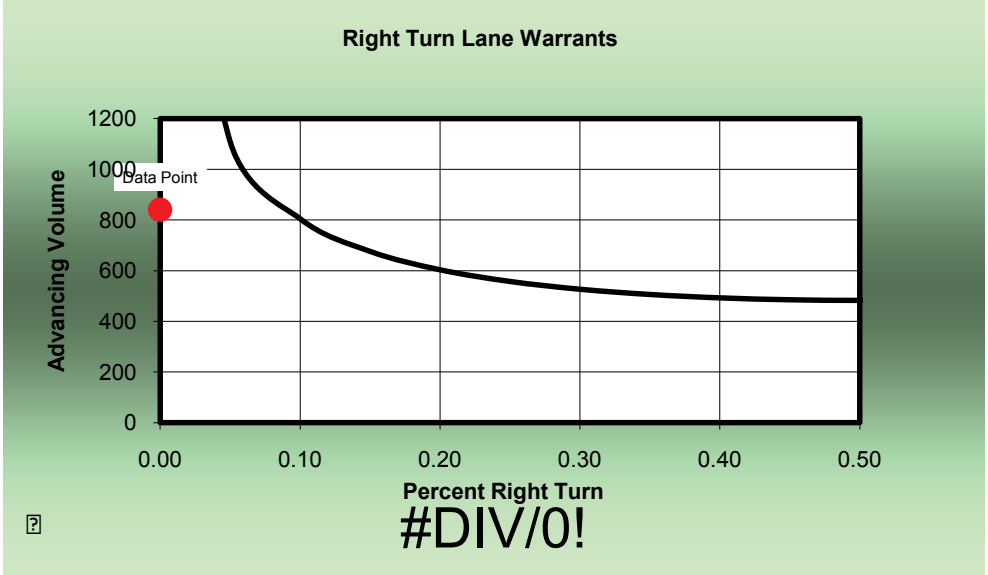
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	840		

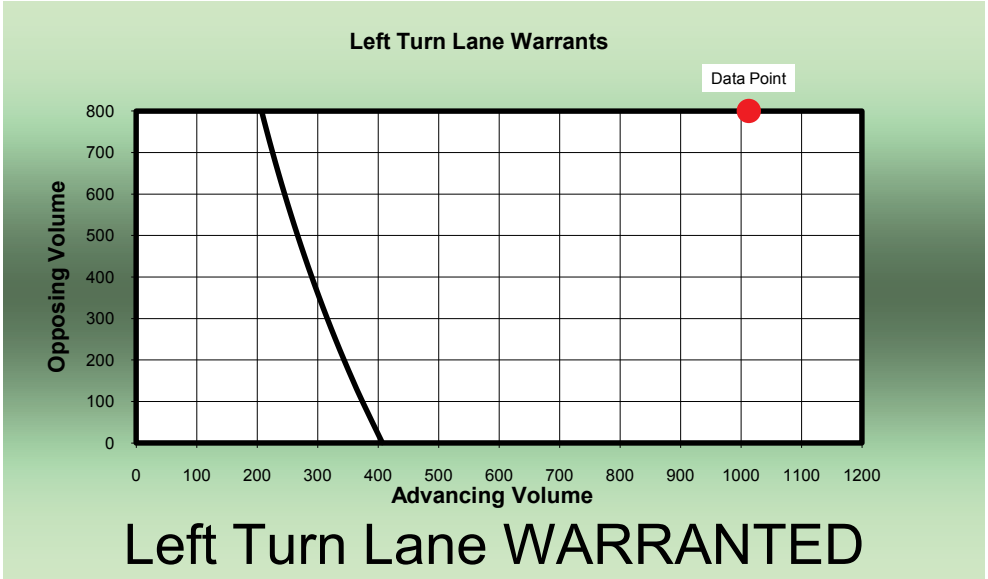


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	985	No. of through lanes	1
Opposing Volume (vph)	805	Percent Heavy Vehicles (decimal percent)	0.05



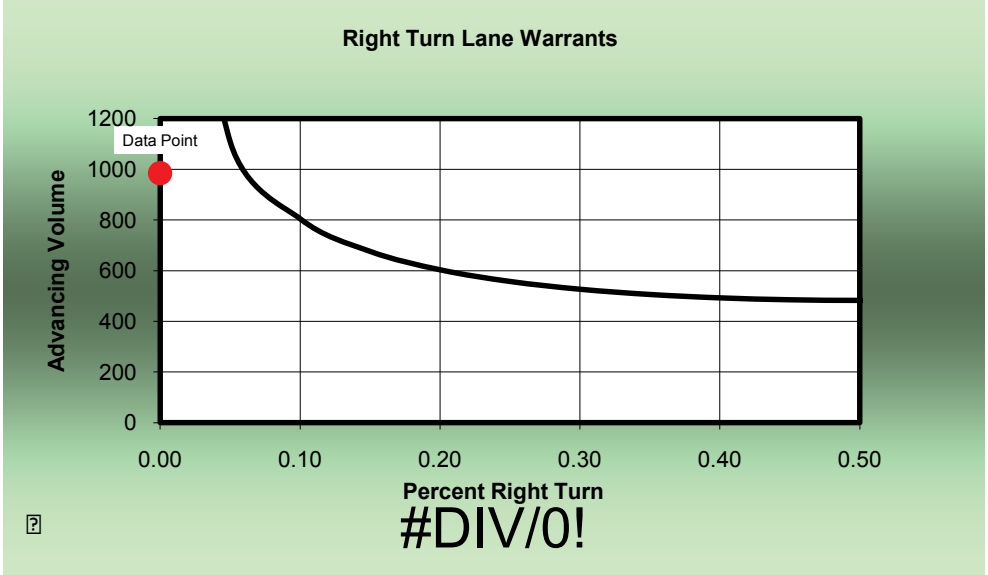
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	985		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

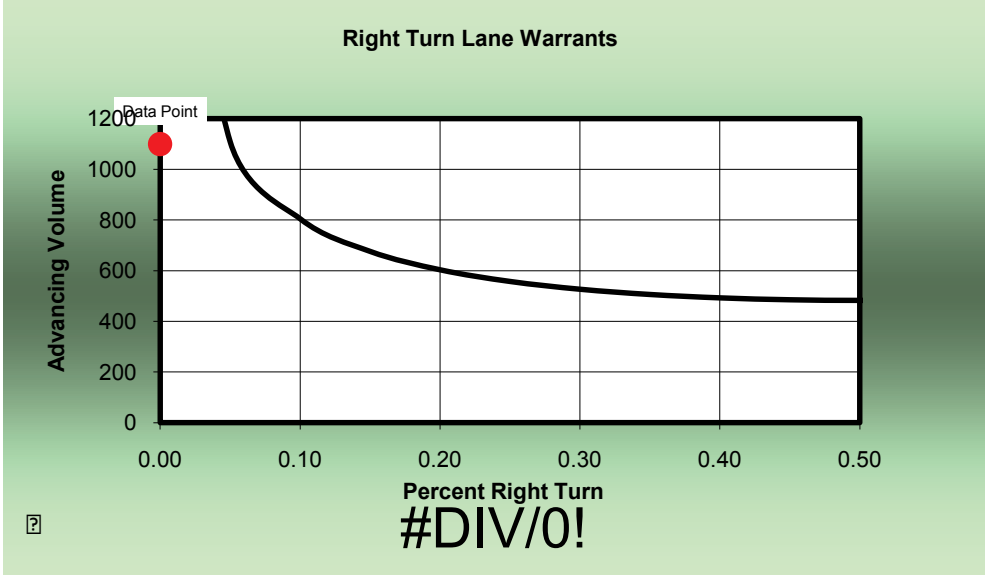
Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1100	No. of through lanes	1
Opposing Volume (vph)	840	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1100		

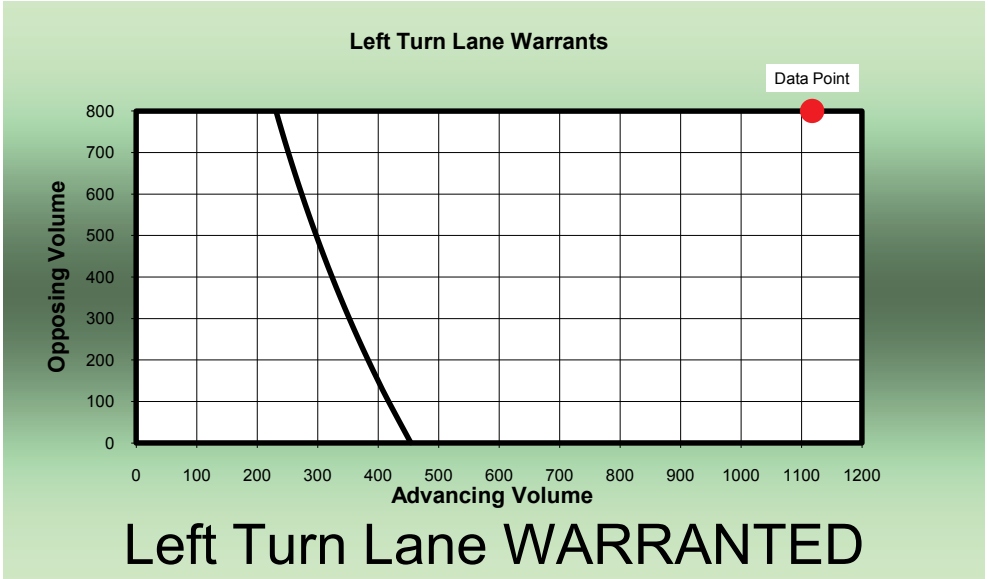


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	1
Opposing Volume (vph)	995	Percent Heavy Vehicles (decimal percent)	0.05

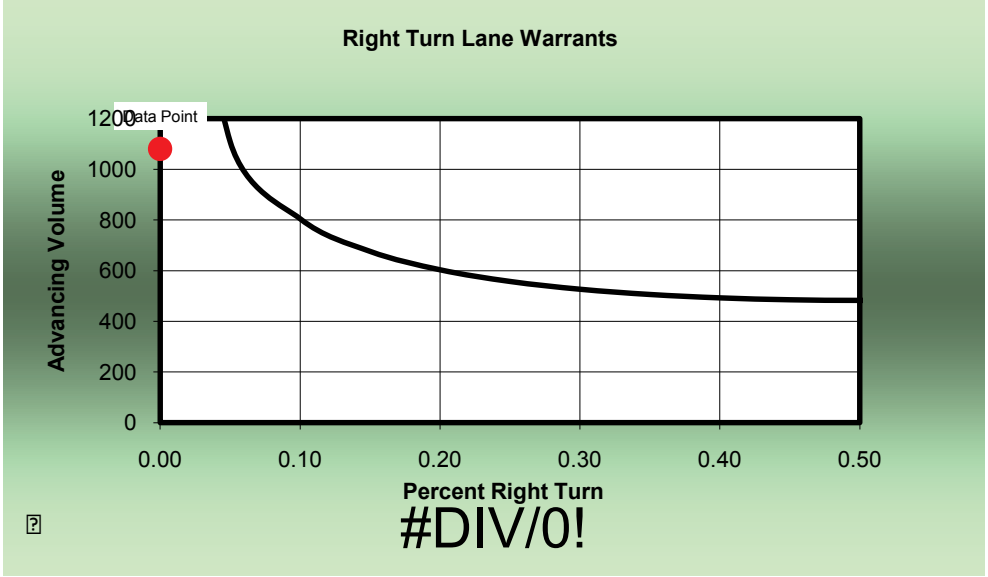


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1080		

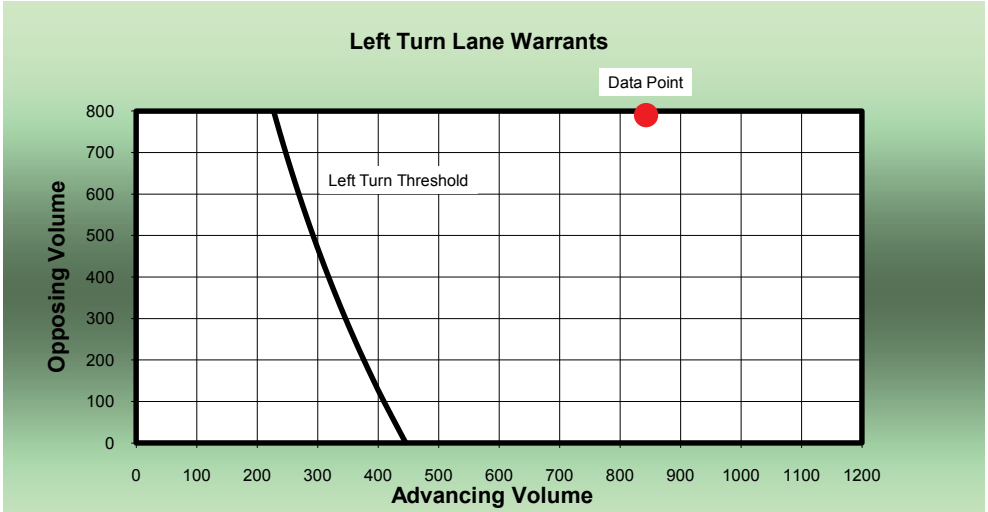


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	820	No. of through lanes	1
Opposing Volume (vph)	790	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	820		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	840	No. of through lanes	1
Opposing Volume (vph)	885	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	840		

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	990	No. of through lanes	1
Opposing Volume (vph)	930	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	40	Speed Limit (mph)	45
Advancing Volume (vph)	990		

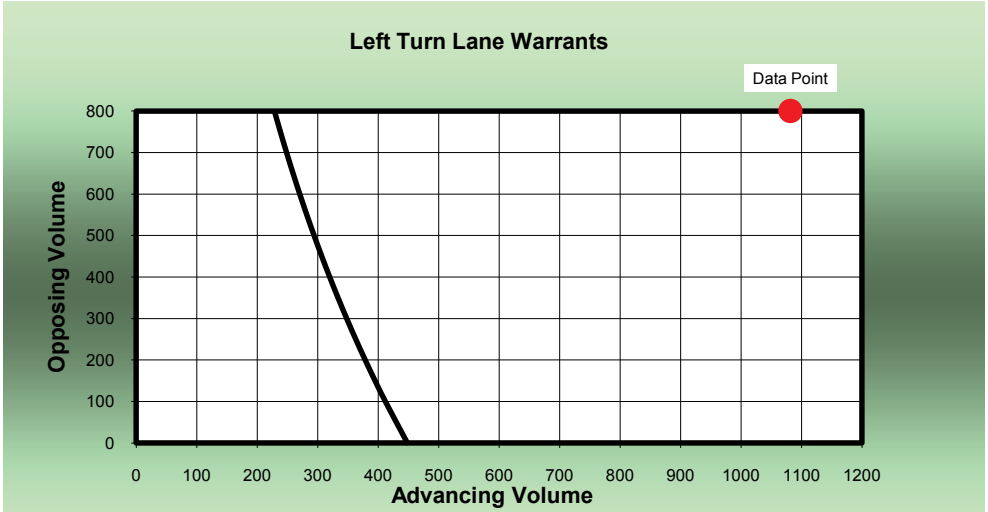
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	1045	No. of through lanes	1
Opposing Volume (vph)	1005	Percent Heavy Vehicles (decimal percent)	0.05



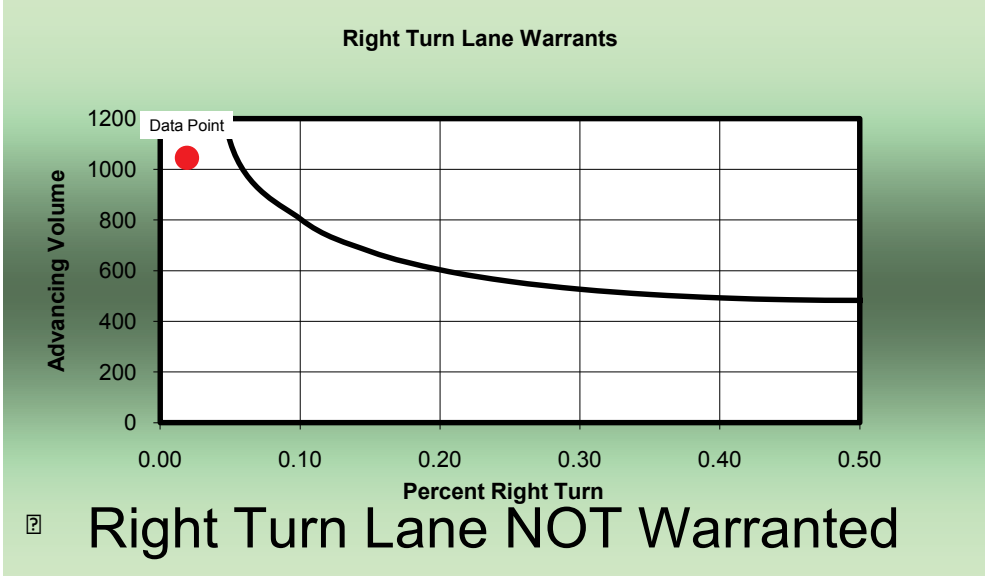
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	1045		



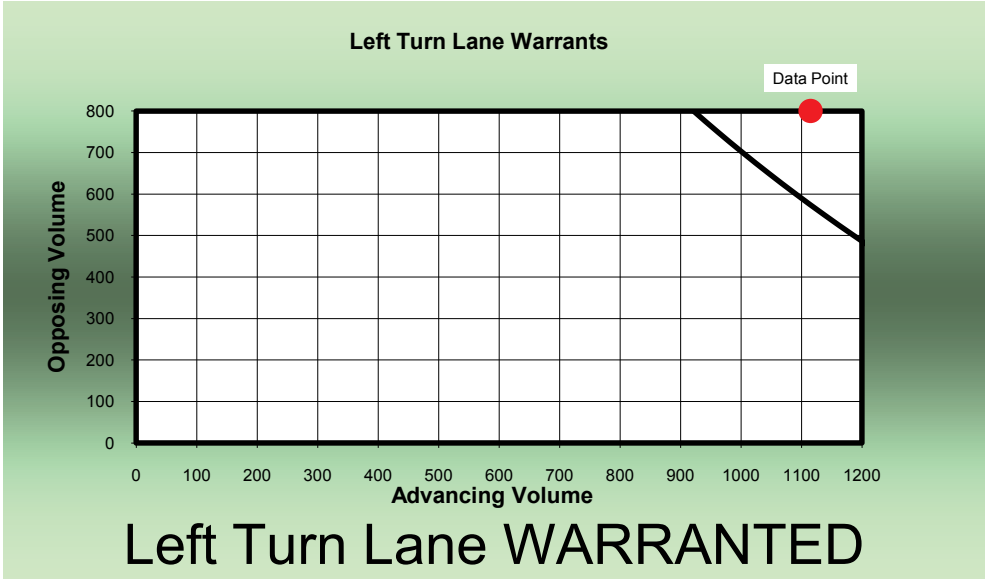
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	1
Opposing Volume (vph)	920	Percent Heavy Vehicles (decimal percent)	0.05



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	1080		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

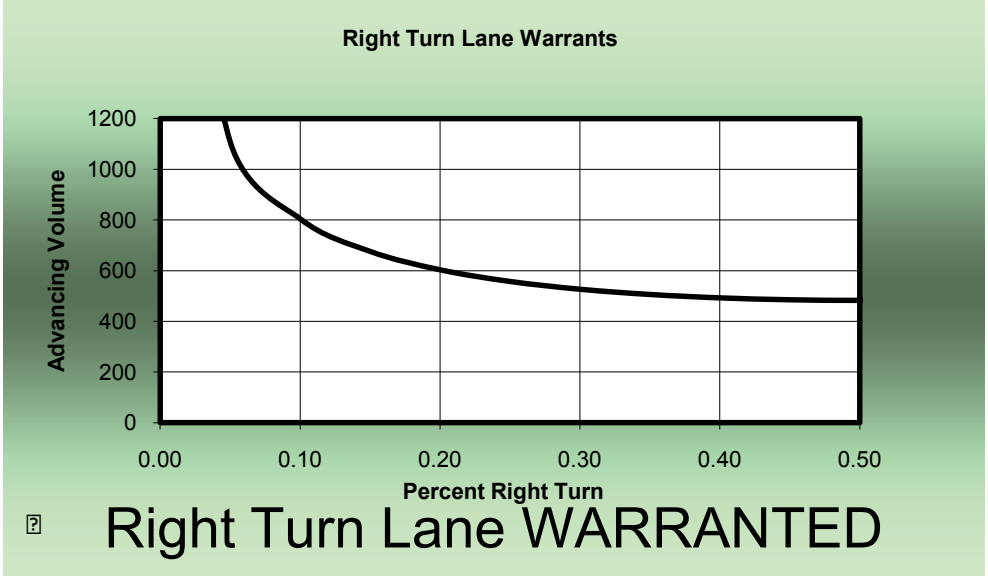
Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1270	No. of through lanes	1
Opposing Volume (vph)	1195	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	1270		

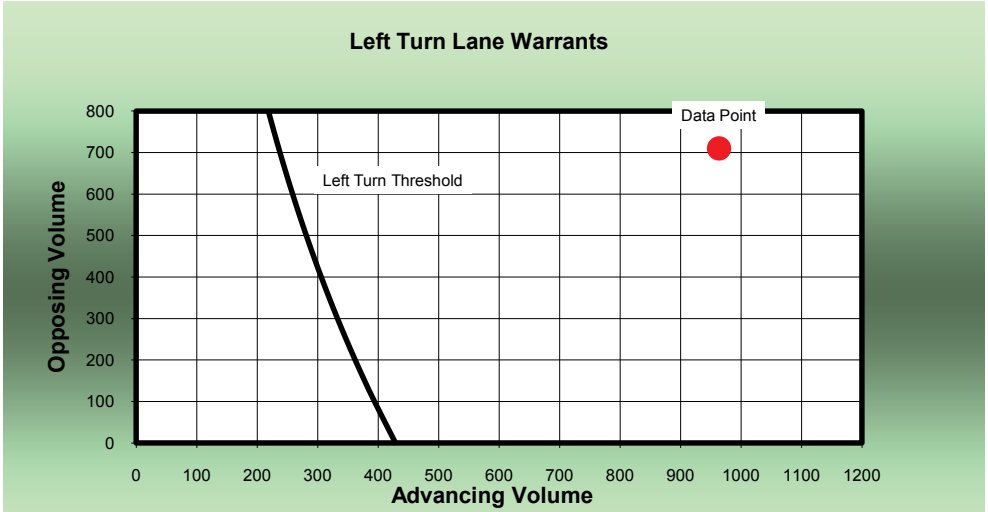


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	940	No. of through lanes	1
Opposing Volume (vph)	710	Percent Heavy Vehicles (decimal percent)	0.05



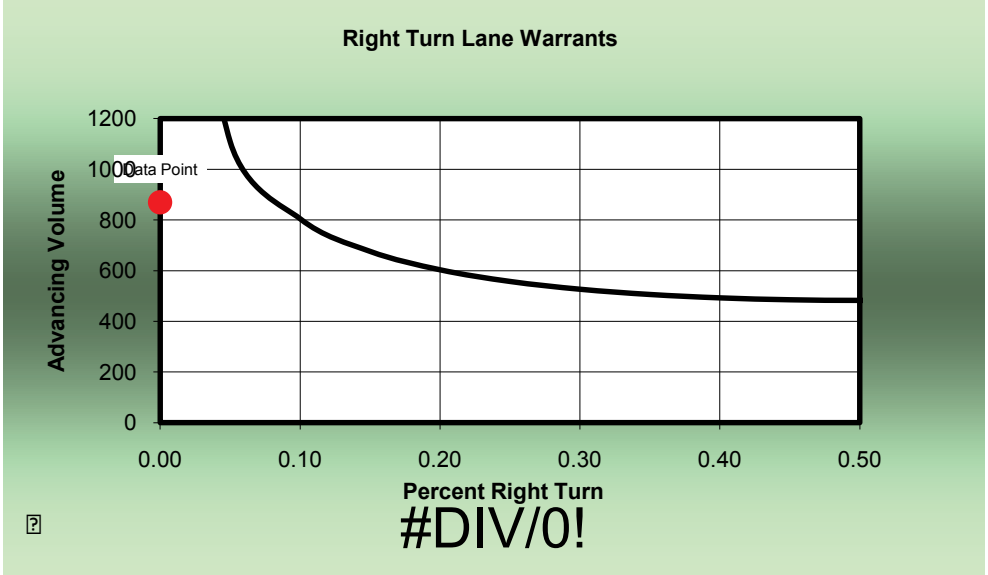
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	870		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	890	No. of through lanes	1
Opposing Volume (vph)	870	Percent Heavy Vehicles (decimal percent)	0.05

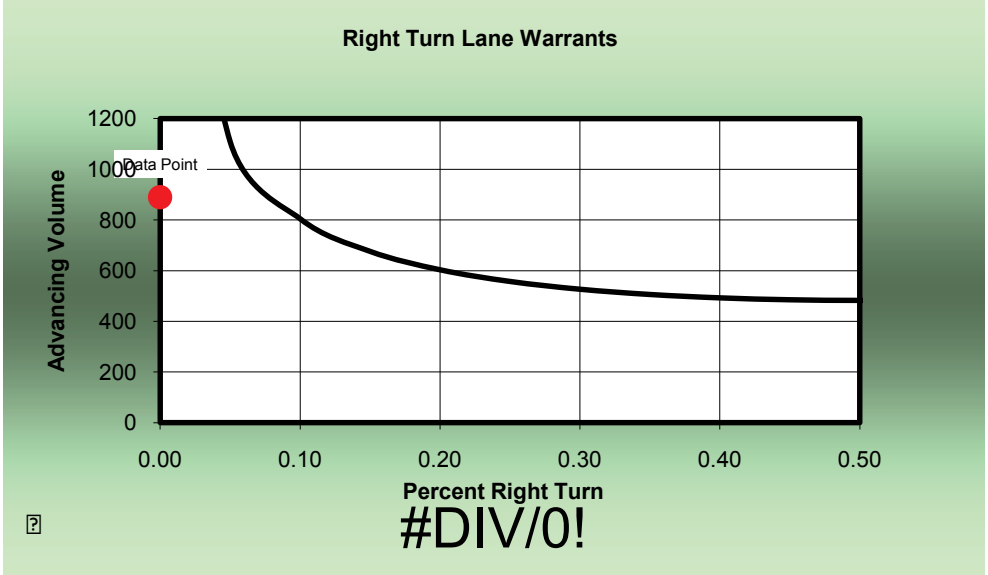
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	890		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

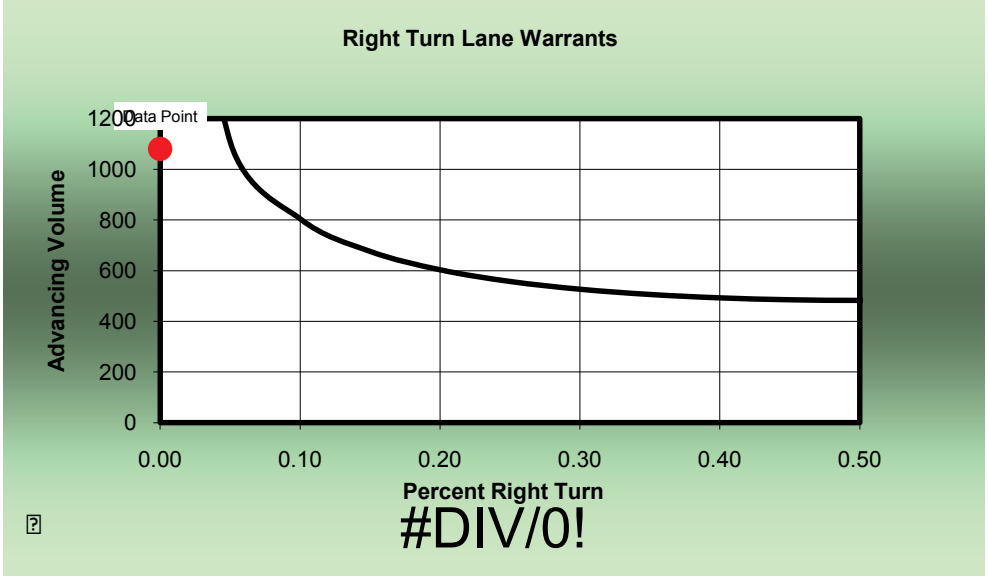
Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	1
Opposing Volume (vph)	1020	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1080		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1185	No. of through lanes	1
Opposing Volume (vph)	915	Percent Heavy Vehicles (decimal percent)	0.05

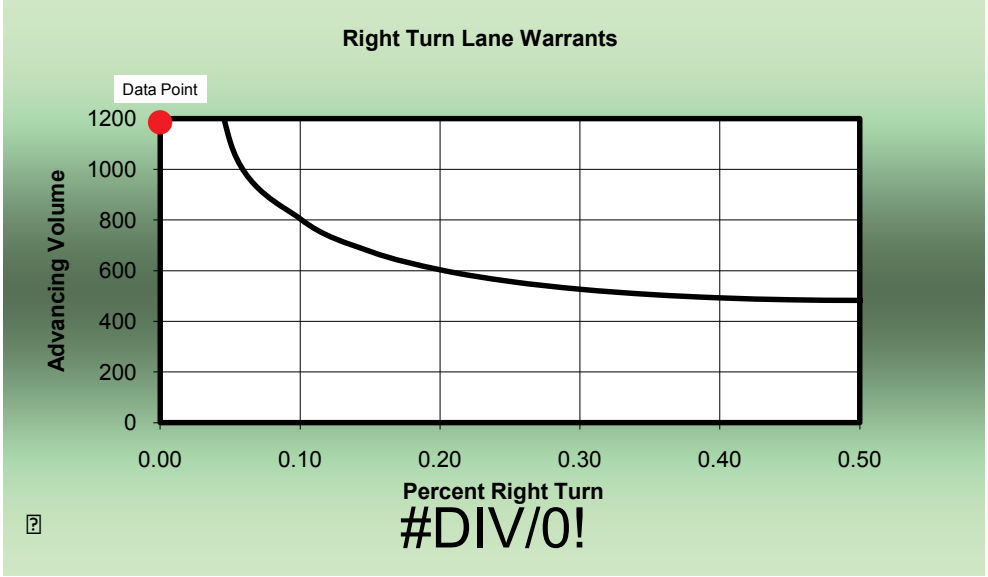
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1185		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

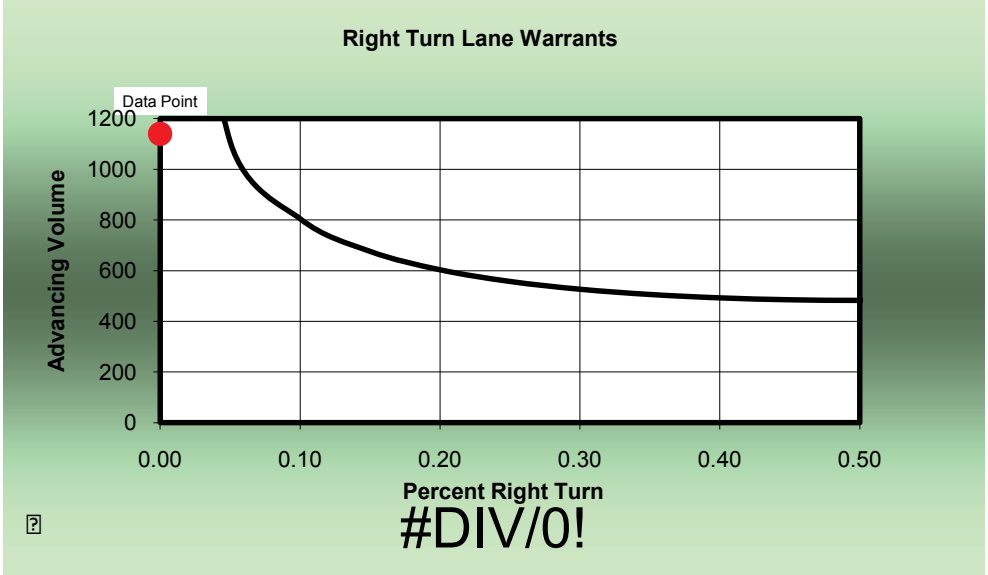
Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	1140	No. of through lanes	1
Opposing Volume (vph)	1130	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1140		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

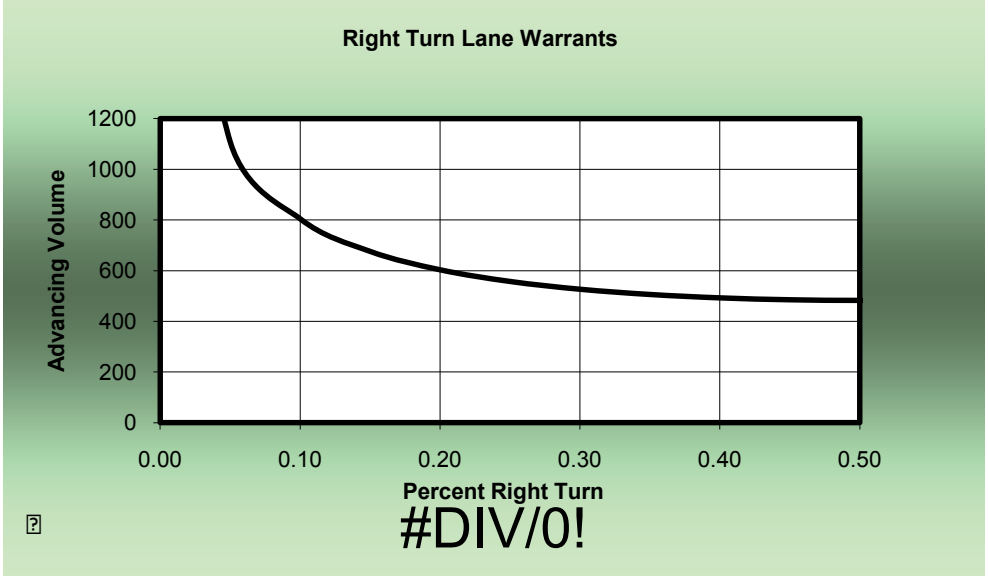
Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1380	No. of through lanes	1
Opposing Volume (vph)	1315	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	1380		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	910	No. of through lanes	1
Opposing Volume (vph)	610	Percent Heavy Vehicles (decimal percent)	0.05

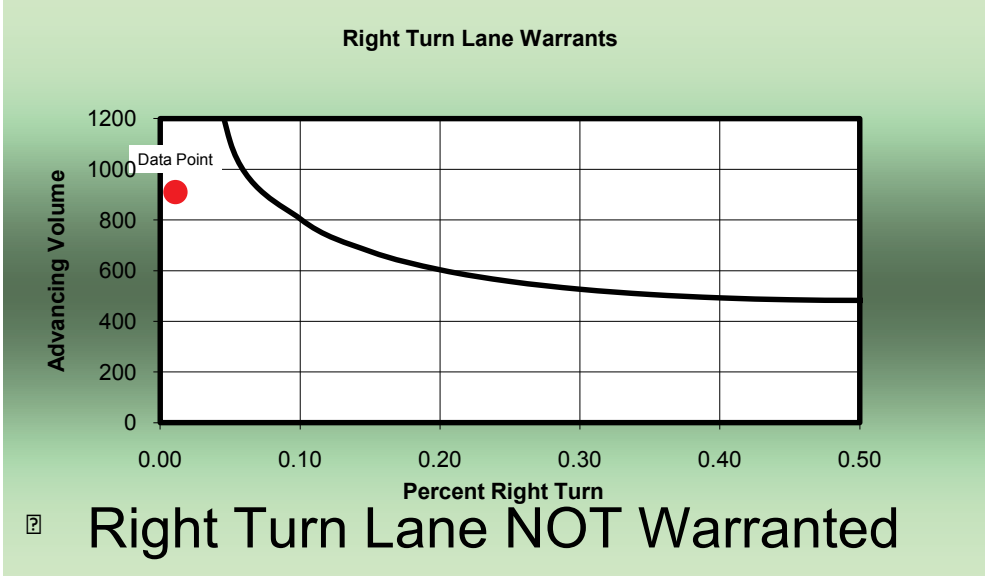
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	910		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	680	No. of through lanes	1
Opposing Volume (vph)	870	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	680		

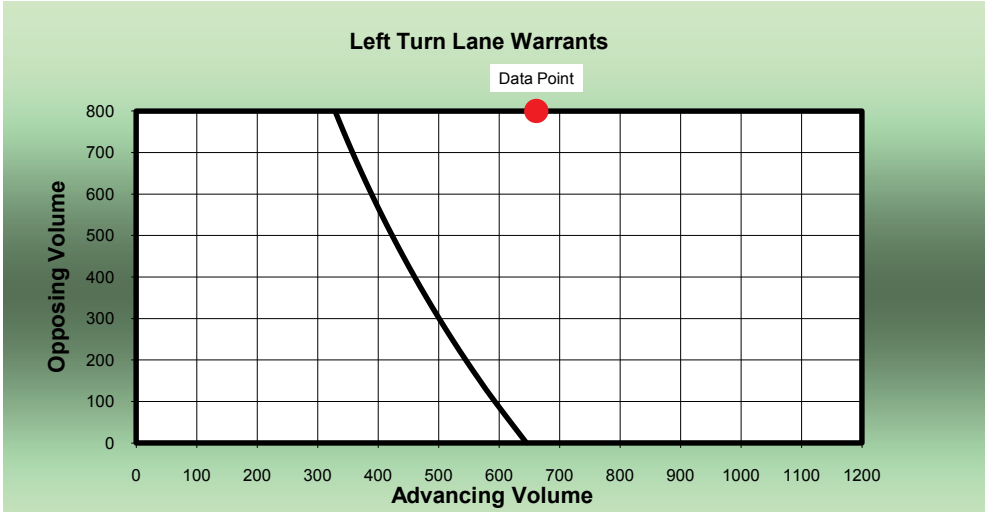
Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	640	No. of through lanes	1
Opposing Volume (vph)	970	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	640		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	1165	No. of through lanes	1
Opposing Volume (vph)	795	Percent Heavy Vehicles (decimal percent)	0.05

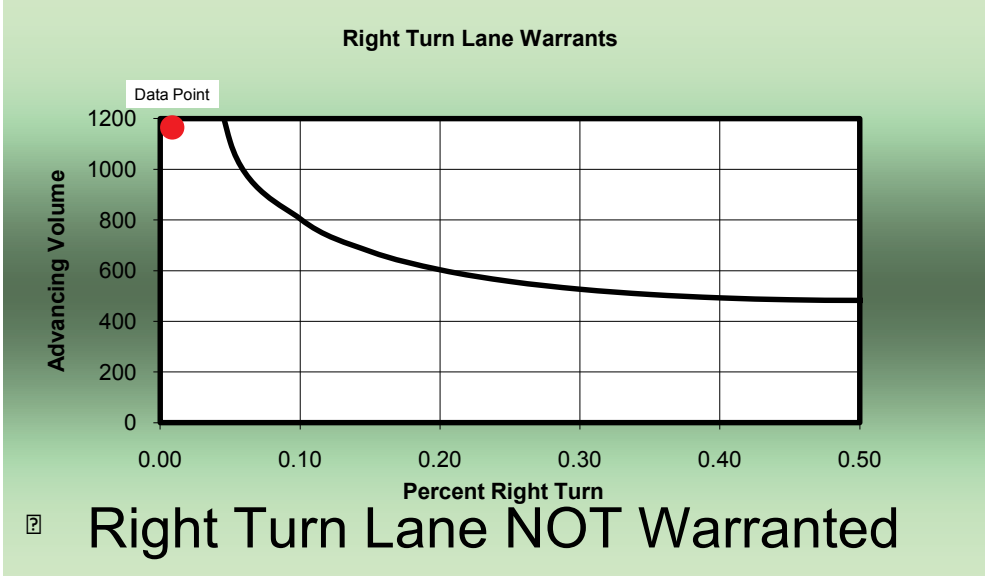
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	1165		



Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	1
Opposing Volume (vph)	1130	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	870		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	820	No. of through lanes	1
Opposing Volume (vph)	1245	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	820		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	1
Opposing Volume (vph)	585	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	1080		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	800	No. of through lanes	1
Opposing Volume (vph)	950	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	800		

Right Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

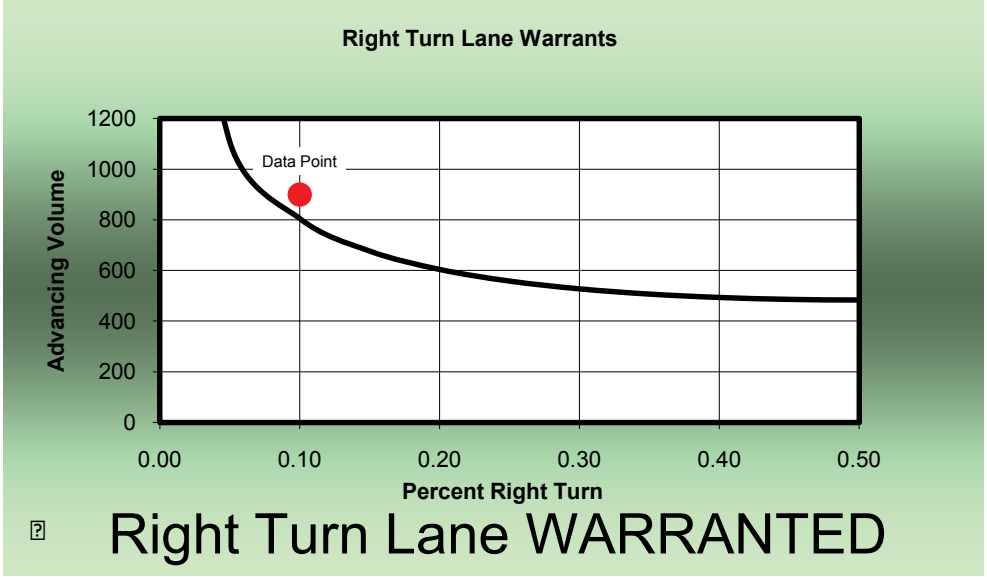
Left Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	900	No. of through lanes	1
Opposing Volume (vph)	850	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	900		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

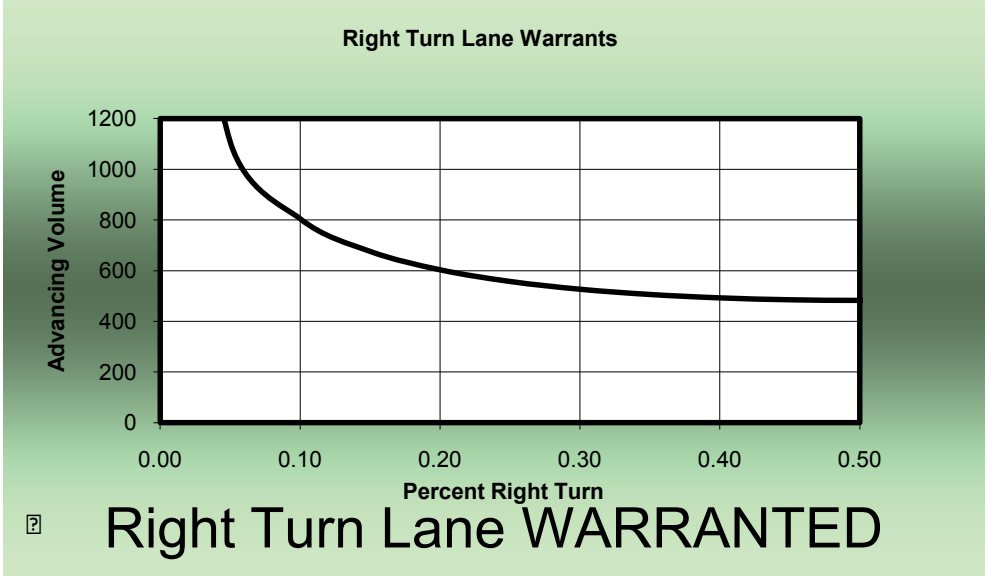
Left Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	1375	No. of through lanes	1
Opposing Volume (vph)	765	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1375		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1160	No. of through lanes	1
Opposing Volume (vph)	1090	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	1160		

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

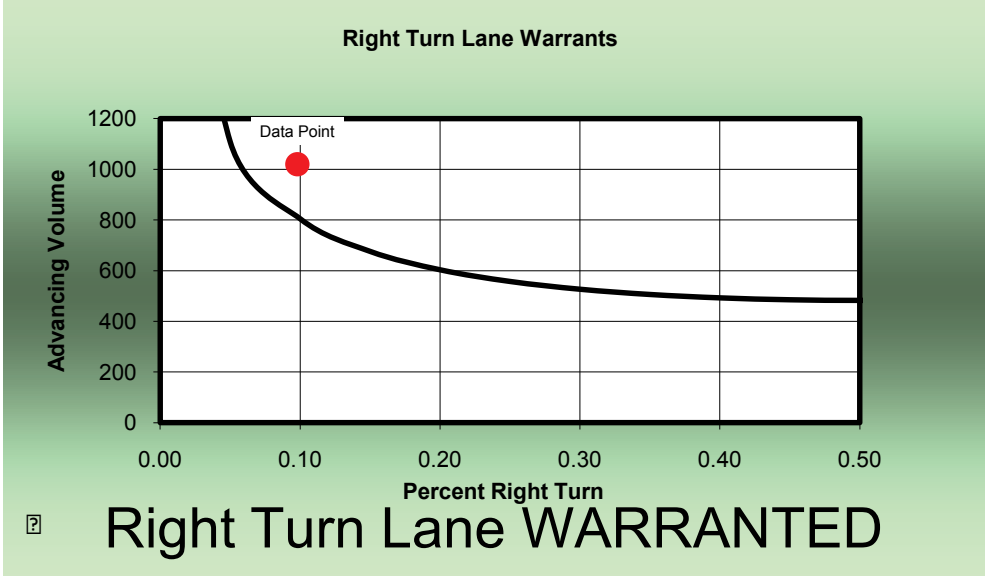
Left Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1020	No. of through lanes	1
Opposing Volume (vph)	1215	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1020		



Right Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

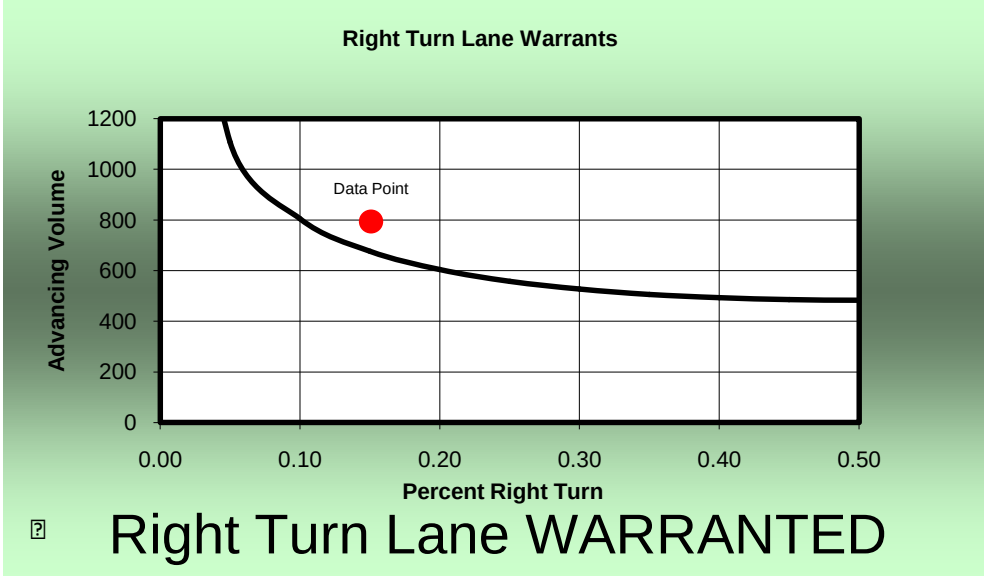
TURN LANE WARRANTS

NORTHBOUND
ALTERNATIVES 4 AND 5

Right Turn Lane Warrants

Input Fields

Right Turn Volume (vph)	120	Speed Limit (mph)	45
Advancing Volume (vph)	795		

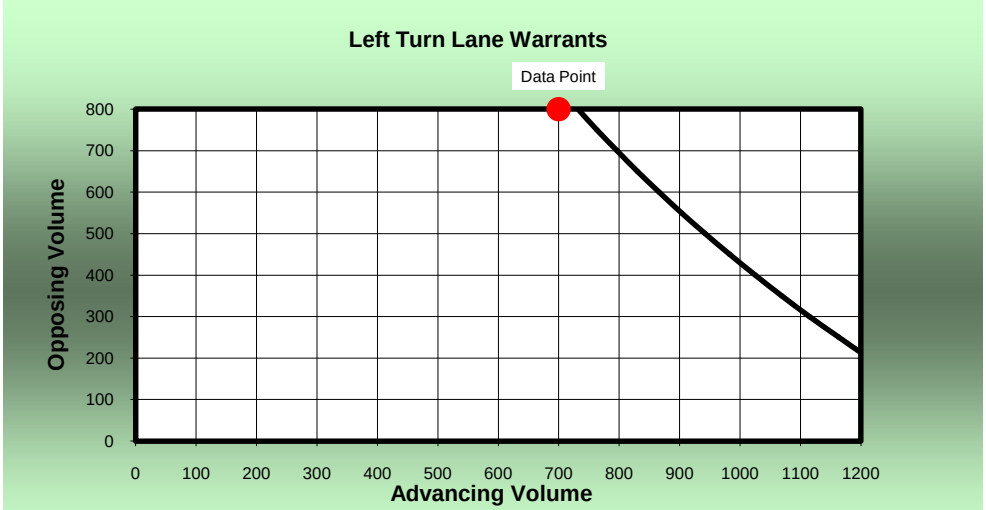


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	690	No. of through lanes	2
Opposing Volume (vph)	810	Percent Heavy Vehicles (decimal percent)	0.05



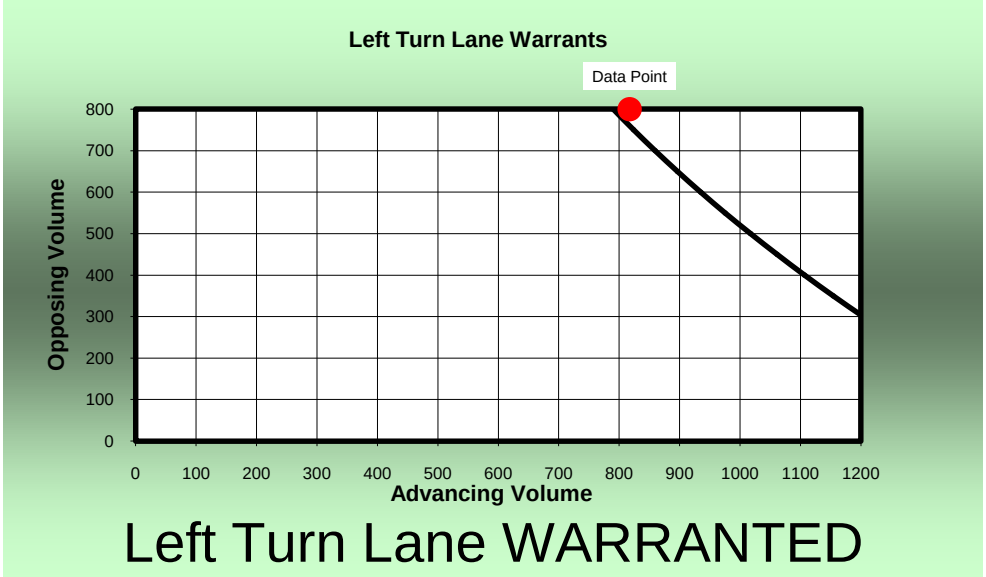
Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	805	No. of through lanes	2
Opposing Volume (vph)	890	Percent Heavy Vehicles (decimal percent)	0.05



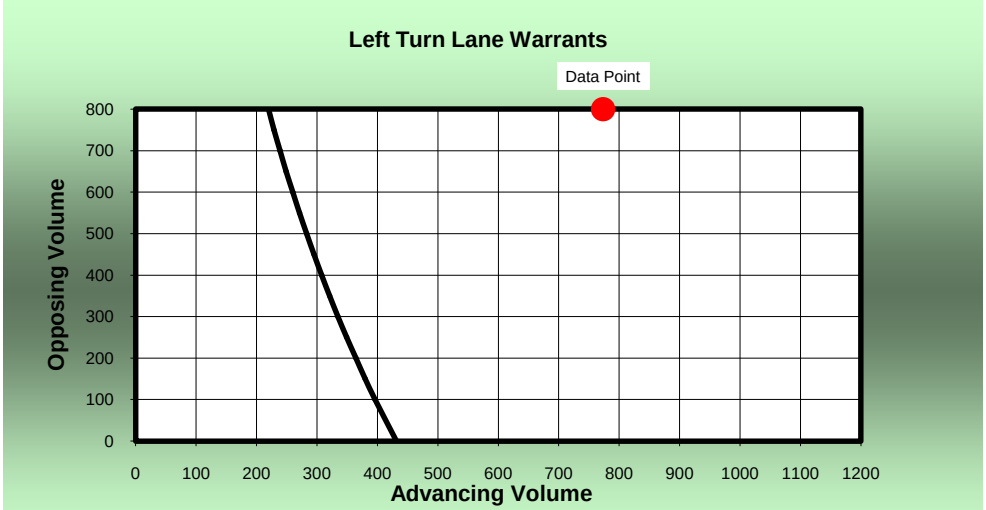
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	755	No. of through lanes	2
Opposing Volume (vph)	1395	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	300	Speed Limit (mph)	45
Advancing Volume (vph)	1090	No. of through lanes	2
Opposing Volume (vph)	1120	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

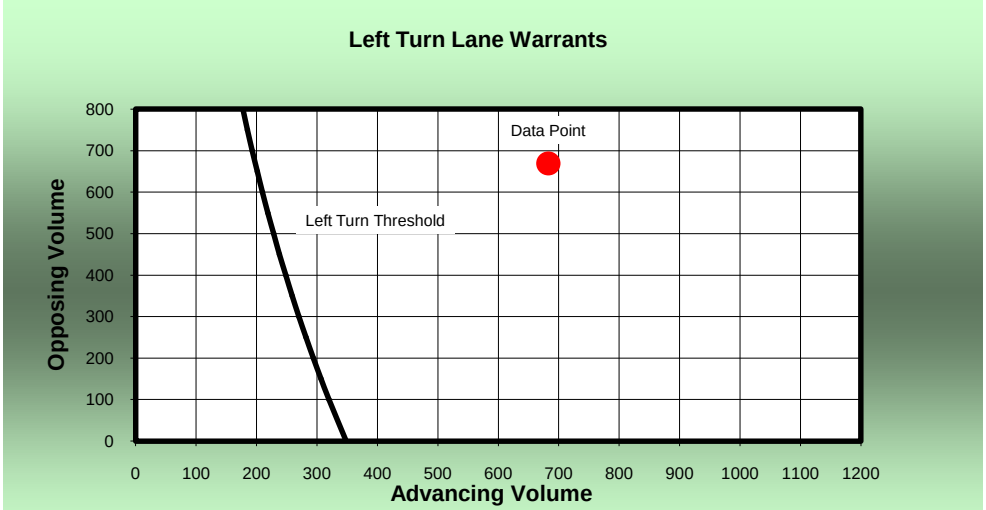
Left Turn Volume (vph)	350	Speed Limit (mph)	45
Advancing Volume (vph)	1275	No. of through lanes	2
Opposing Volume (vph)	1190	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	410	Speed Limit (mph)	45
Advancing Volume (vph)	675	No. of through lanes	2
Opposing Volume (vph)	670	Percent Heavy Vehicles (decimal percent)	0.05



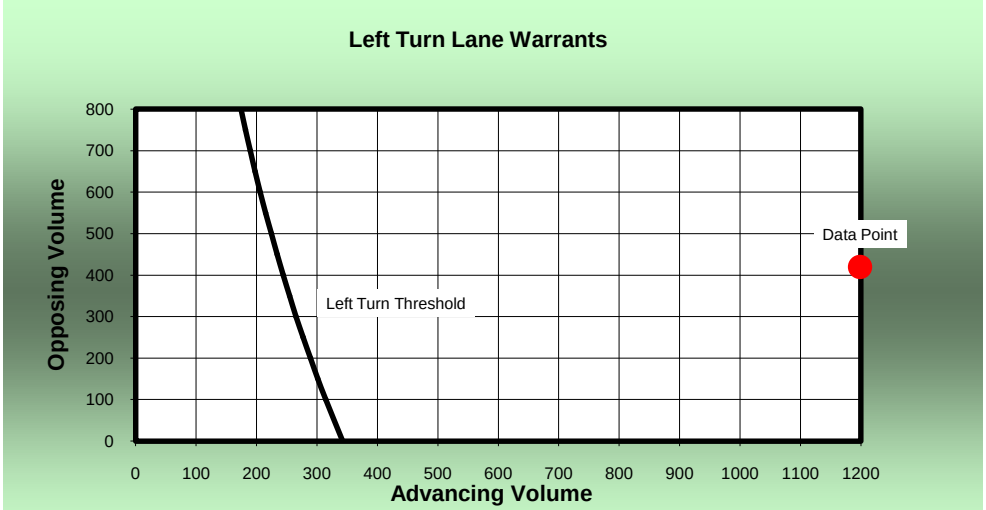
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	650	Speed Limit (mph)	45
Advancing Volume (vph)	1190	No. of through lanes	2
Opposing Volume (vph)	420	Percent Heavy Vehicles (decimal percent)	0.05



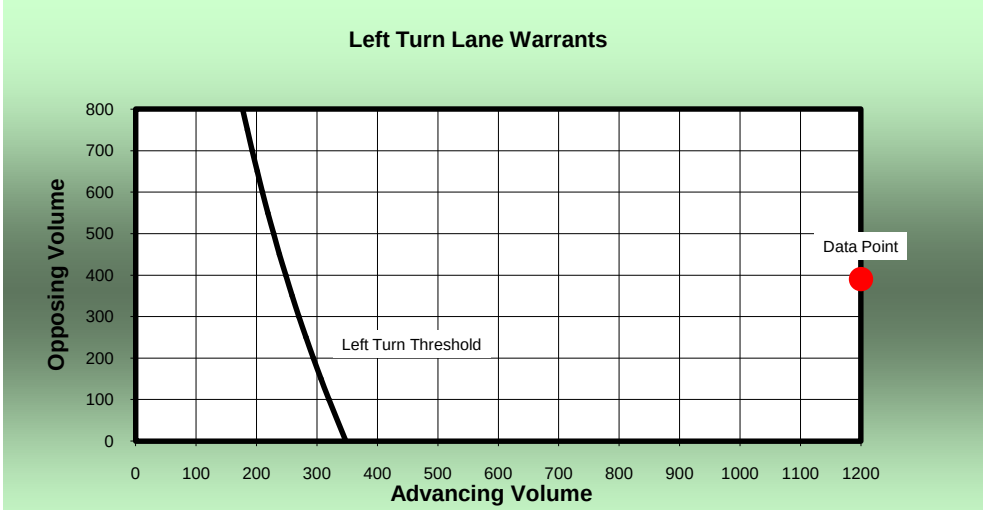
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	860	Speed Limit (mph)	45
Advancing Volume (vph)	1425	No. of through lanes	2
Opposing Volume (vph)	390	Percent Heavy Vehicles (decimal percent)	0.05



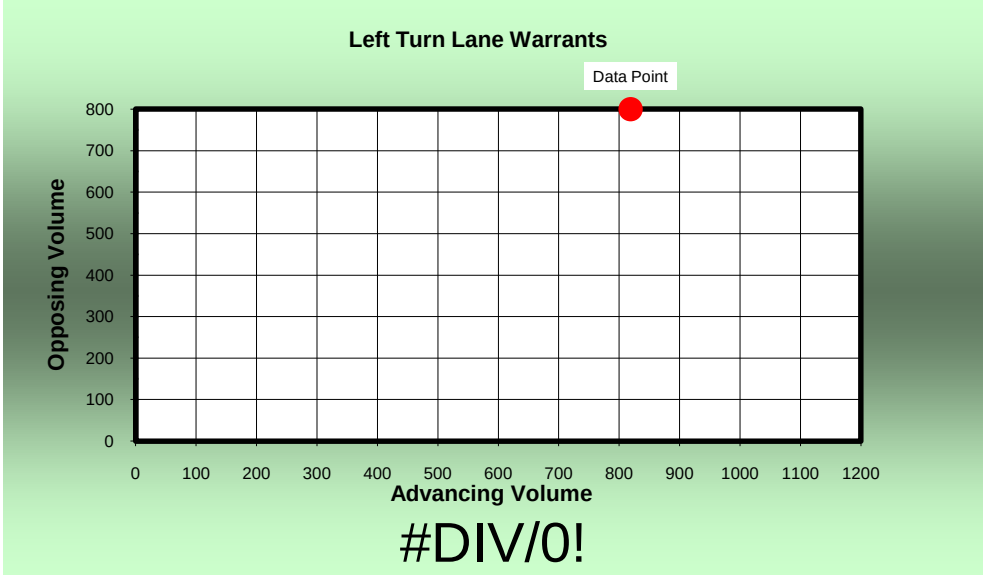
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	0	Speed Limit (mph)	45
Advancing Volume (vph)	805	No. of through lanes	2
Opposing Volume (vph)	985	Percent Heavy Vehicles (decimal percent)	0.05



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Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	1005	No. of through lanes	2
Opposing Volume (vph)	1045	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	920	No. of through lanes	2
Opposing Volume (vph)	1080	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1195	No. of through lanes	2
Opposing Volume (vph)	1270	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	45
Advancing Volume (vph)	795	No. of through lanes	2
Opposing Volume (vph)	1165	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1130	No. of through lanes	2
Opposing Volume (vph)	870	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

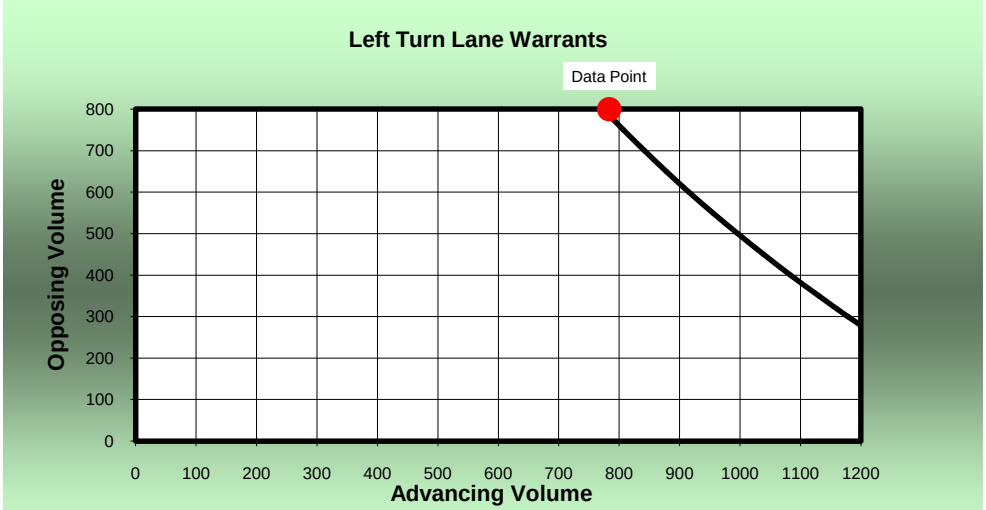
Left Turn Volume (vph)	140	Speed Limit (mph)	45
Advancing Volume (vph)	1245	No. of through lanes	2
Opposing Volume (vph)	820	Percent Heavy Vehicles (decimal percent)	0.05

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	765	No. of through lanes	2
Opposing Volume (vph)	1375	Percent Heavy Vehicles (decimal percent)	0.05



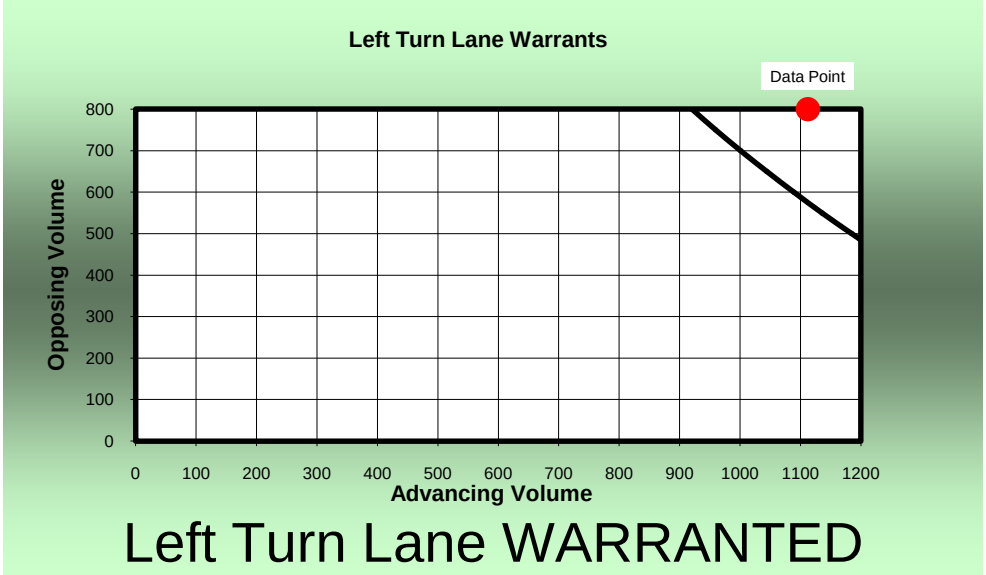
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	1090	No. of through lanes	2
Opposing Volume (vph)	1160	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	30	Speed Limit (mph)	45
Advancing Volume (vph)	1215	No. of through lanes	2
Opposing Volume (vph)	1020	Percent Heavy Vehicles (decimal percent)	0.05

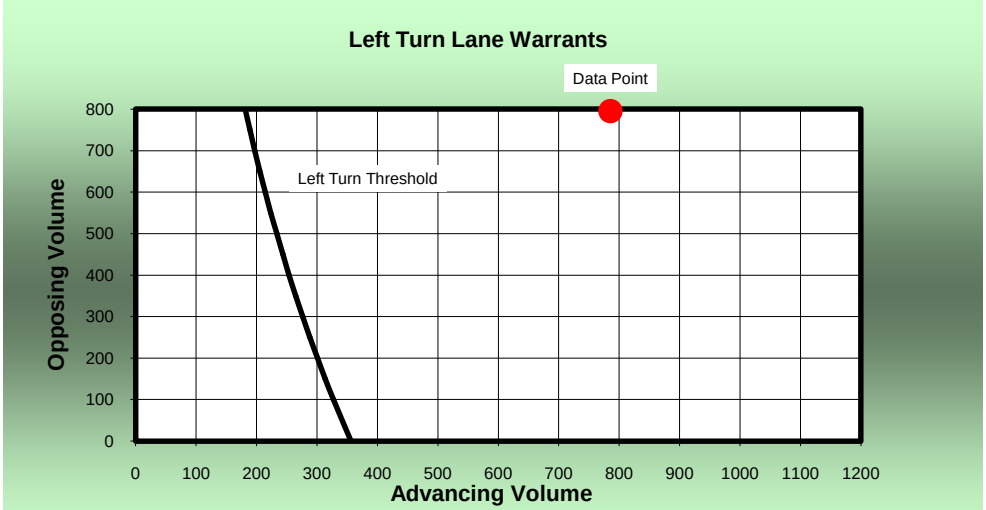
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

SOUTHBOUND
ALTERNATIVES 4 AND 5

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	280	Speed Limit (mph)	45
Advancing Volume (vph)	775	No. of through lanes	2
Opposing Volume (vph)	795	Percent Heavy Vehicles (decimal percent)	0.05



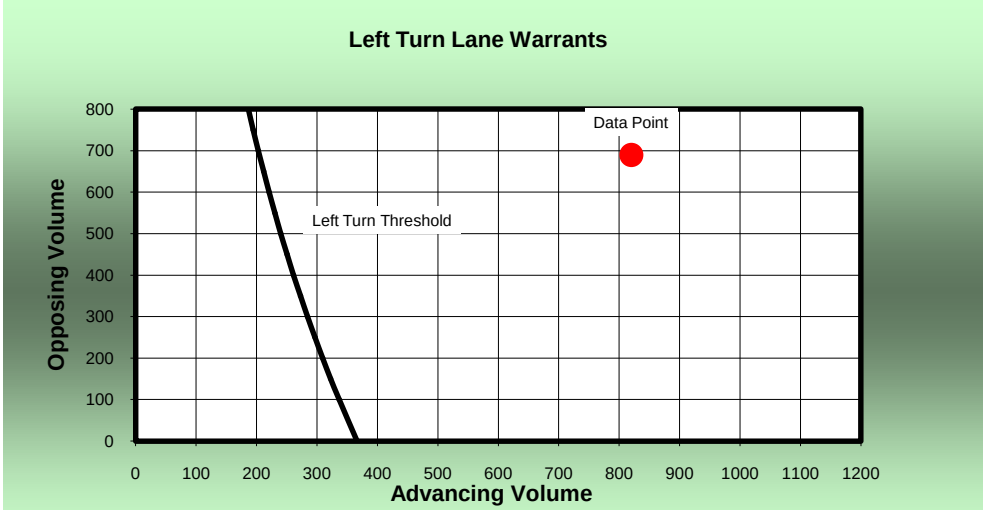
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	260	Speed Limit (mph)	45
Advancing Volume (vph)	810	No. of through lanes	2
Opposing Volume (vph)	690	Percent Heavy Vehicles (decimal percent)	0.05



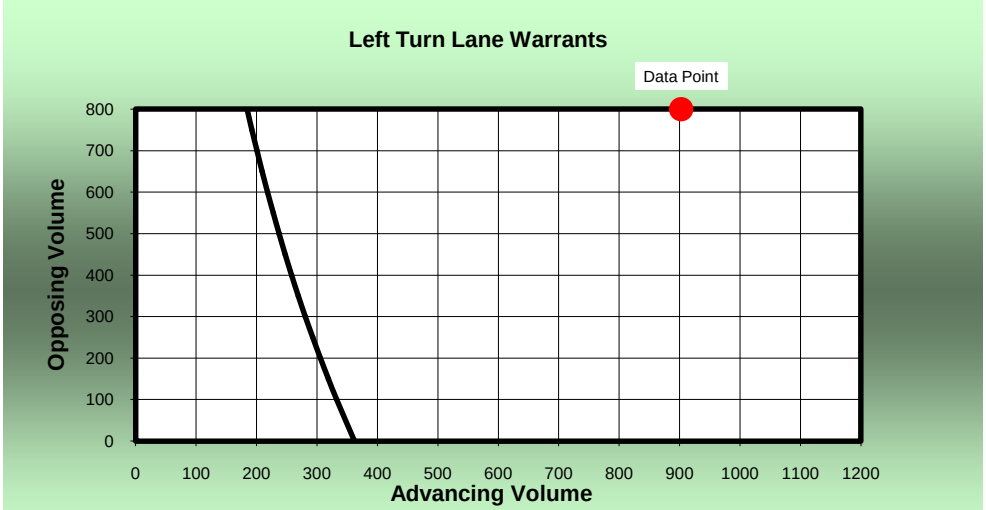
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	300	Speed Limit (mph)	45
Advancing Volume (vph)	890	No. of through lanes	2
Opposing Volume (vph)	805	Percent Heavy Vehicles (decimal percent)	0.05



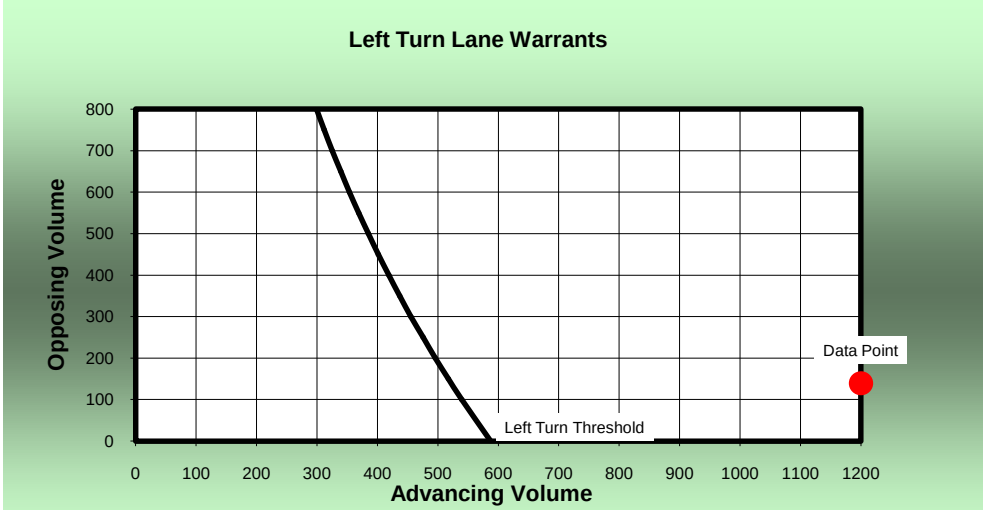
Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	130	Speed Limit (mph)	45
Advancing Volume (vph)	1395	No. of through lanes	2
Opposing Volume (vph)	140	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	180	Speed Limit (mph)	45
Advancing Volume (vph)	1120	No. of through lanes	2
Opposing Volume (vph)	1090	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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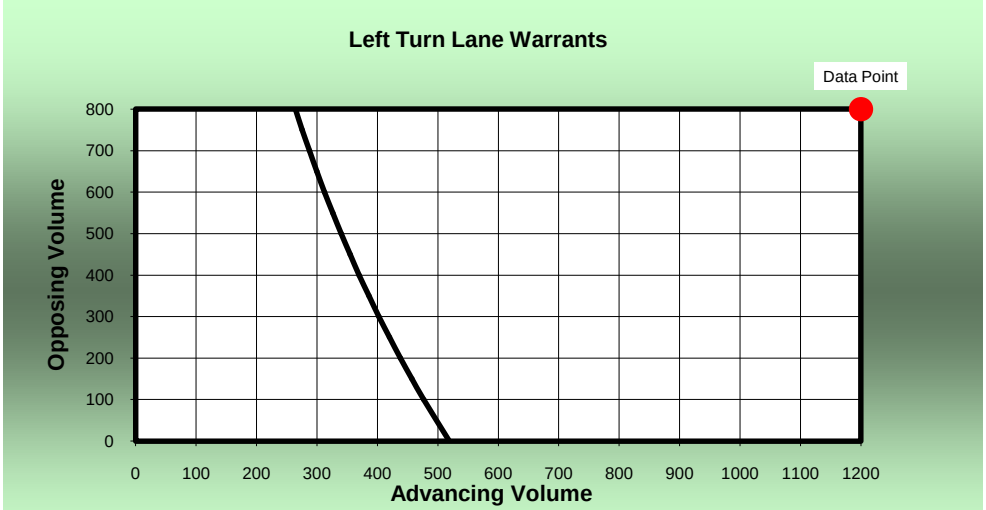
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	1190	No. of through lanes	2
Opposing Volume (vph)	1275	Percent Heavy Vehicles (decimal percent)	0.05



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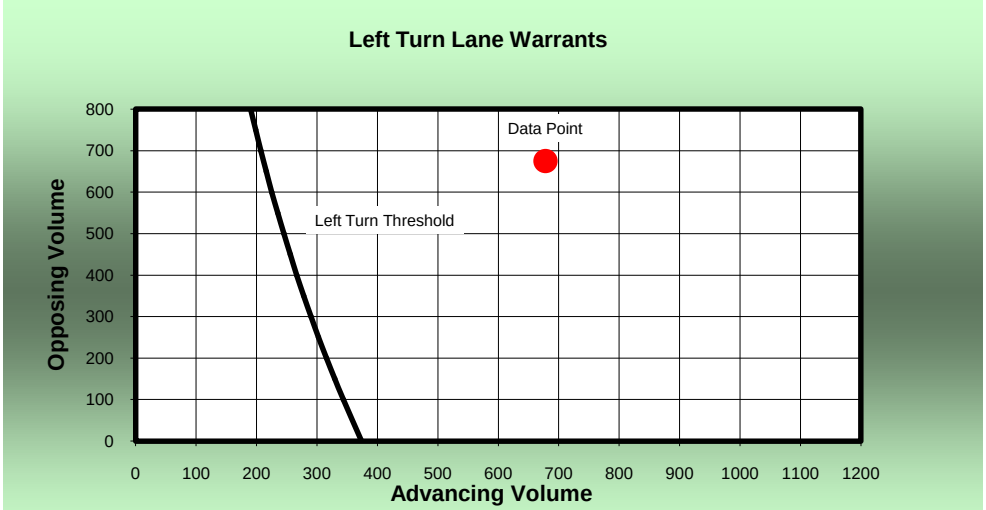
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	200	Speed Limit (mph)	45
Advancing Volume (vph)	670	No. of through lanes	2
Opposing Volume (vph)	675	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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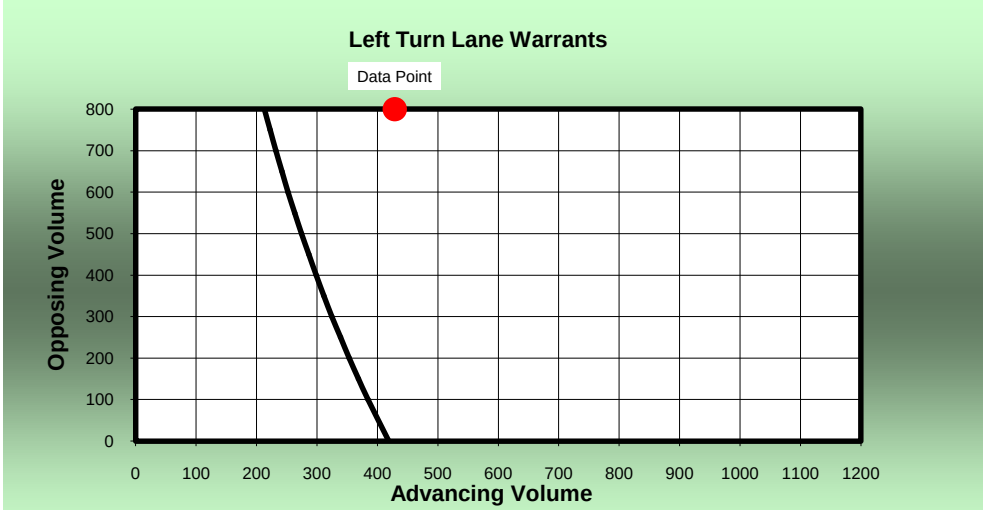
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	420	No. of through lanes	2
Opposing Volume (vph)	1190	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	390	No. of through lanes	2
Opposing Volume (vph)	1425	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	985	No. of through lanes	2
Opposing Volume (vph)	805	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1100	No. of through lanes	2
Opposing Volume (vph)	840	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	2
Opposing Volume (vph)	995	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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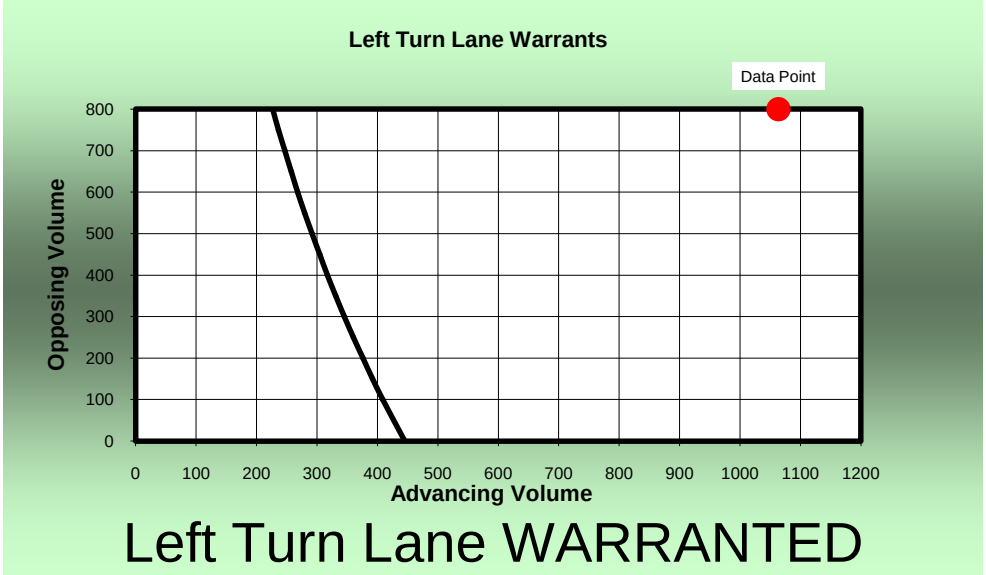
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	190	Speed Limit (mph)	45
Advancing Volume (vph)	1045	No. of through lanes	2
Opposing Volume (vph)	1005	Percent Heavy Vehicles (decimal percent)	0.05



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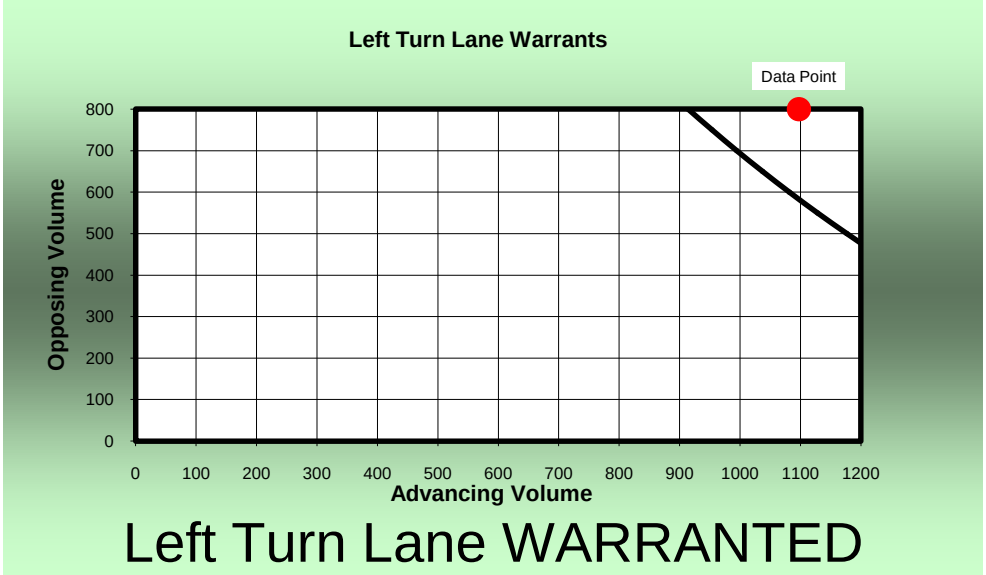
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	10	Speed Limit (mph)	45
Advancing Volume (vph)	1080	No. of through lanes	2
Opposing Volume (vph)	920	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	90	Speed Limit (mph)	45
Advancing Volume (vph)	1270	No. of through lanes	2
Opposing Volume (vph)	1195	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	230	Speed Limit (mph)	45
Advancing Volume (vph)	1185	No. of through lanes	2
Opposing Volume (vph)	915	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	20	Speed Limit (mph)	45
Advancing Volume (vph)	1140	No. of through lanes	2
Opposing Volume (vph)	1130	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	1380	No. of through lanes	2
Opposing Volume (vph)	1315	Percent Heavy Vehicles (decimal percent)	0.05

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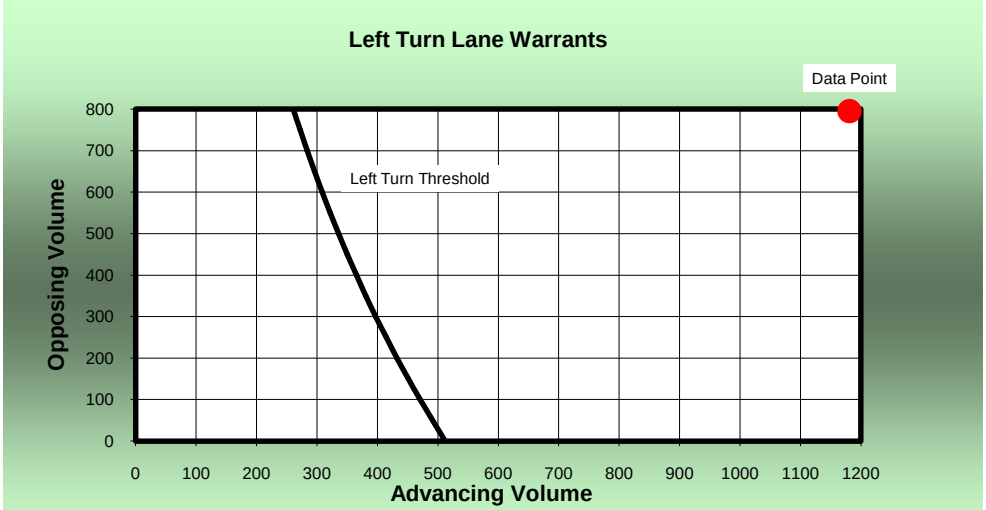
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	150	Speed Limit (mph)	45
Advancing Volume (vph)	1165	No. of through lanes	2
Opposing Volume (vph)	795	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	70	Speed Limit (mph)	45
Advancing Volume (vph)	870	No. of through lanes	2
Opposing Volume (vph)	1130	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	60	Speed Limit (mph)	45
Advancing Volume (vph)	820	No. of through lanes	2
Opposing Volume (vph)	1245	Percent Heavy Vehicles (decimal percent)	0.05

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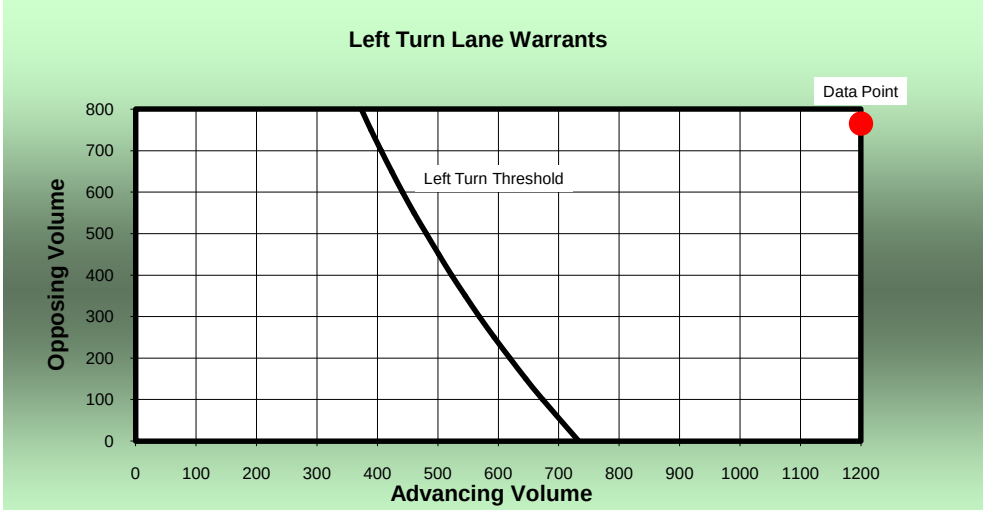
Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	80	Speed Limit (mph)	45
Advancing Volume (vph)	1375	No. of through lanes	2
Opposing Volume (vph)	765	Percent Heavy Vehicles (decimal percent)	0.05



Left Turn Lane WARRANTED

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1160	No. of through lanes	2
Opposing Volume (vph)	1090	Percent Heavy Vehicles (decimal percent)	0.05

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Left Turn Lane Warrants

Input Fields

Left Turn Volume (vph)	100	Speed Limit (mph)	45
Advancing Volume (vph)	1020	No. of through lanes	2
Opposing Volume (vph)	1215	Percent Heavy Vehicles (decimal percent)	0.05

Left Turn Lane WARRANTED

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