

Final Technical Memorandum

Traffic Forecast Report Adair, Marion, Taylor, and Washington Counties Heartland Parkway Item No. 4-132.00

Prepared for:



Kentucky Transportation Cabinet

Prepared by:

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**Traffic Forecast Technical Report
Adair, Marion, Taylor, and Washington Counties:
Heartland Parkway
Item No. 4-132.00**

PROJECT DESCRIPTION

Traffic forecasts were developed to support the establishment of the Heartland Parkway in Adair, Marion, Taylor, and Washington counties. A No Build and three Build alternates were considered for this forecast. Build Alternate 1 is a completely new 4-lane facility with a design speed of 55 mph. This corridor begins at KY 555 and the Collins-Bluegrass Parkway and continues to the west and then south to end at the Nunn Parkway west of Columbia. Build Alternate 2 utilizes the existing KY 555 / US68 / KY 55 corridor from the Collins-Bluegrass Parkway to the Nunn Parkway. In addition, this alternate follows the proposed bypasses in the towns of Lebanon, Campbellsville, and Columbia. Build Alternate 2 calls for widening current 2-lane sections along the corridor to 4-lane facilities. Build Alternate 3 uses the same corridor as Build Alternate 2, but only spot improvements will be made. The route will vary between 2 and 4-lane facilities, with improved passing zones on the 2-lane facilities.

TYPES OF FORECASTS

The following types of forecasts were developed:

- Average daily traffic (ADT) and design hourly volume (DHV) forecasts were developed for each Heartland Parkway alternative in Adair, Marion, Taylor, and Washington counties. These forecasts were developed for year 2003 (base year) and year 2030 (design year).

Design year truck forecasts (ADT and DHV) were also provided for this project.

TRAFFIC VOLUMES

The volumes for this forecast were taken from historical counts in the project area at stations maintained by the Kentucky Transportation Cabinet. Volumes were grown to reflect 2003 volumes as necessary. Also, the year 2030 Kentucky statewide traffic model was used to generate an initial traffic forecast for each alternative corridor. Two scenarios were analyzed for each of the alternatives: the first used the future statewide model with the I-66 corridor, and the second omitted the I-66 corridor. The relevant count data are presented as **Exhibit A**.

Exhibit A. Traffic Count Data

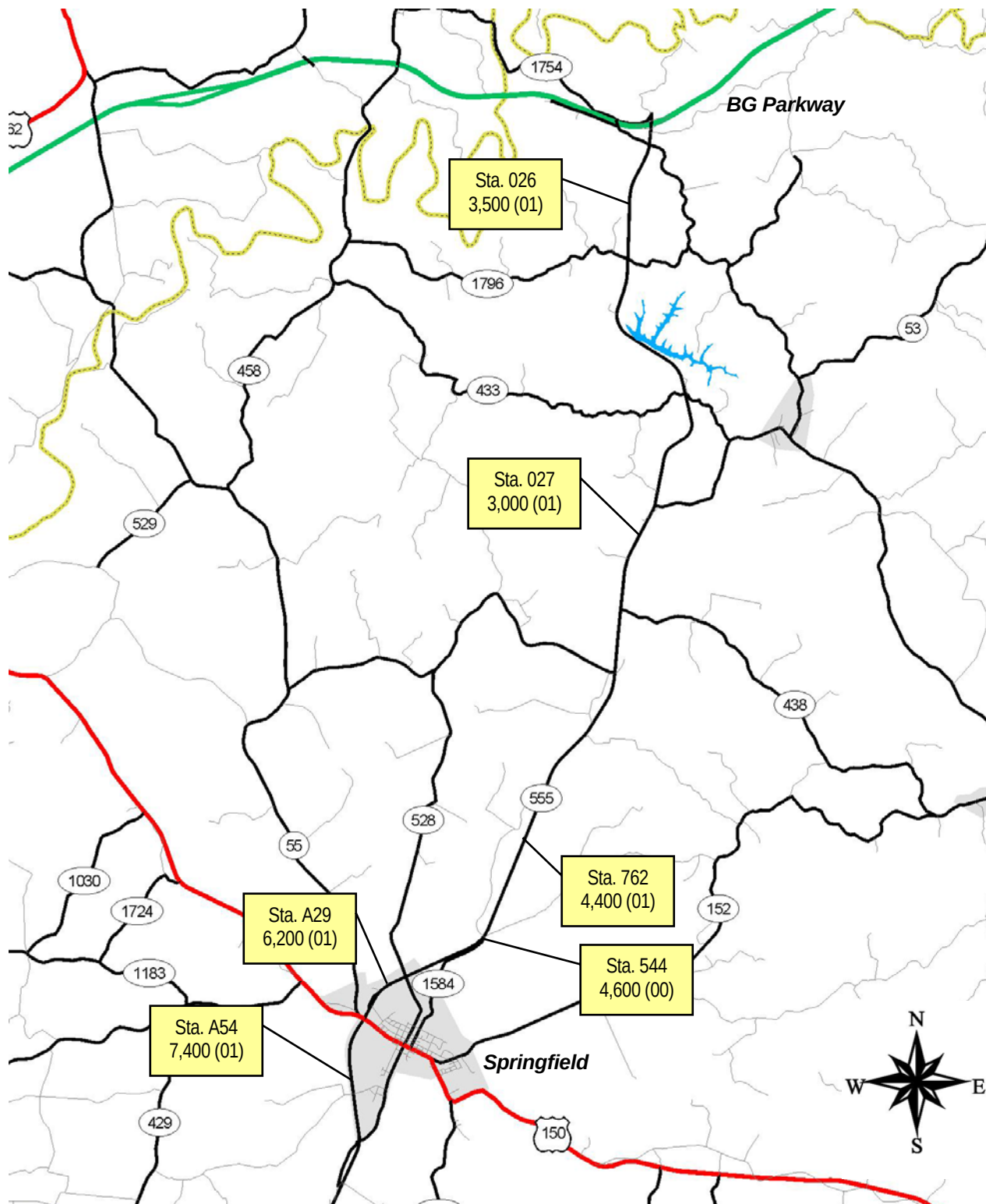


Exhibit A. Traffic Count Data

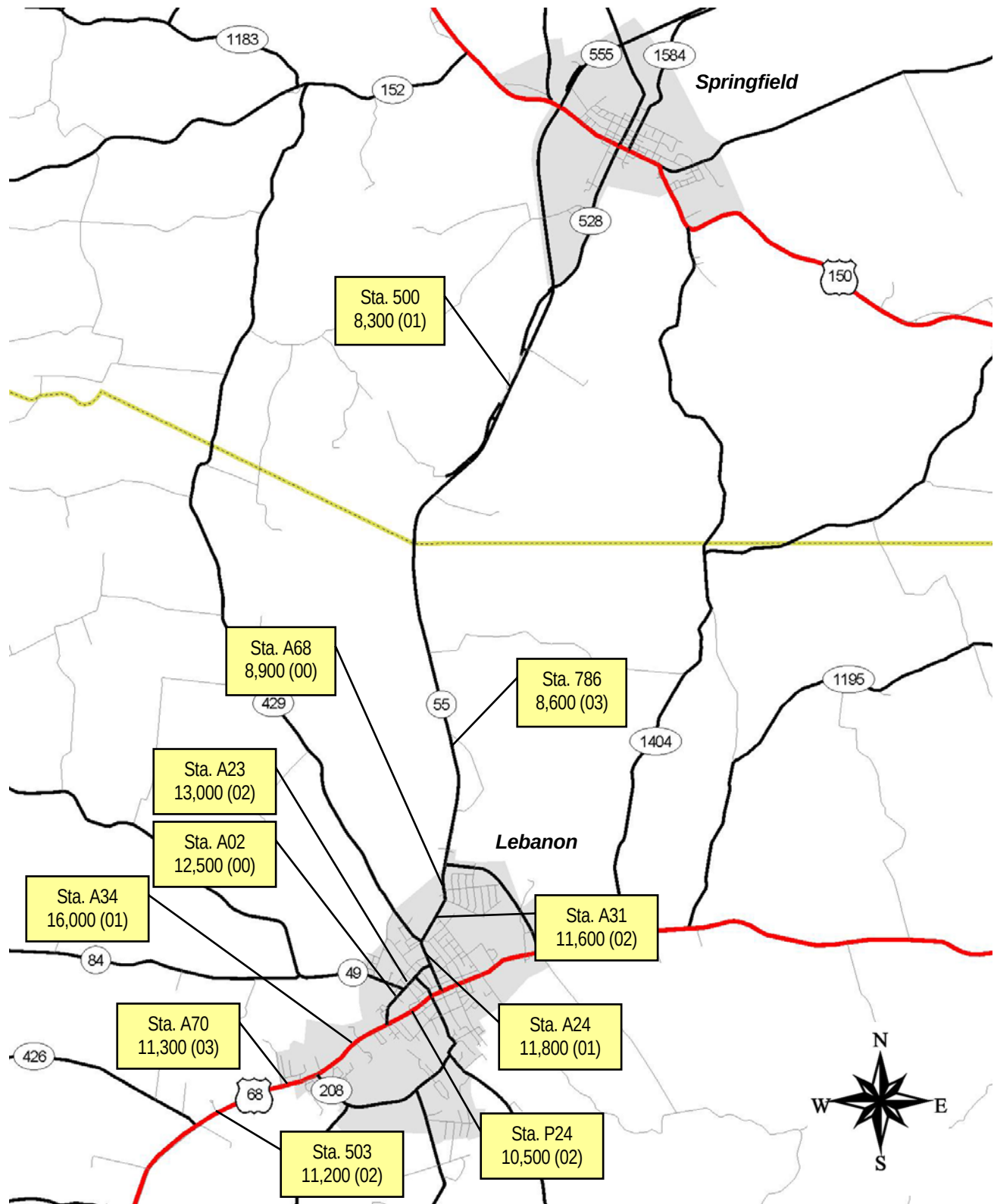


Exhibit A. Traffic Count Data

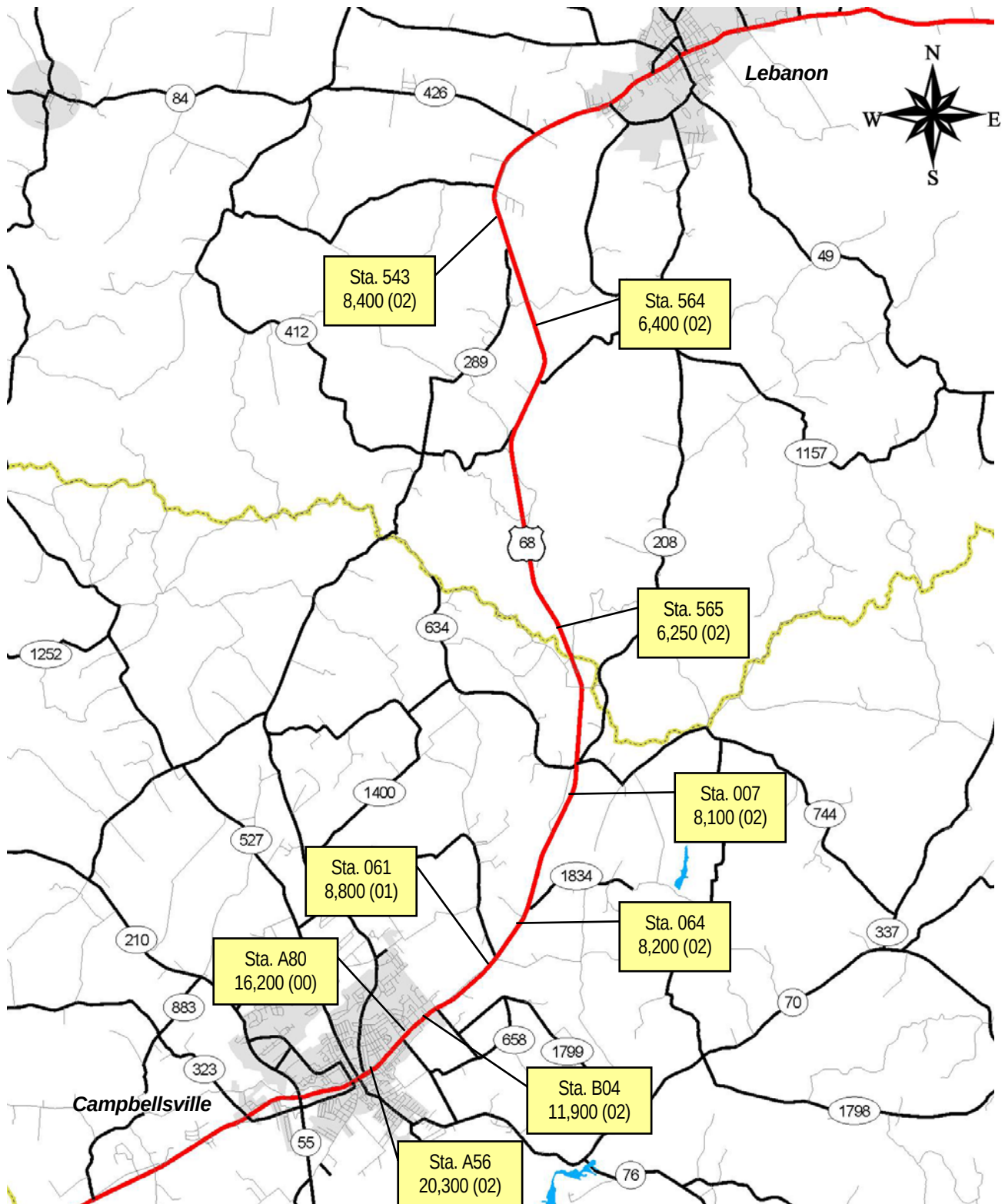
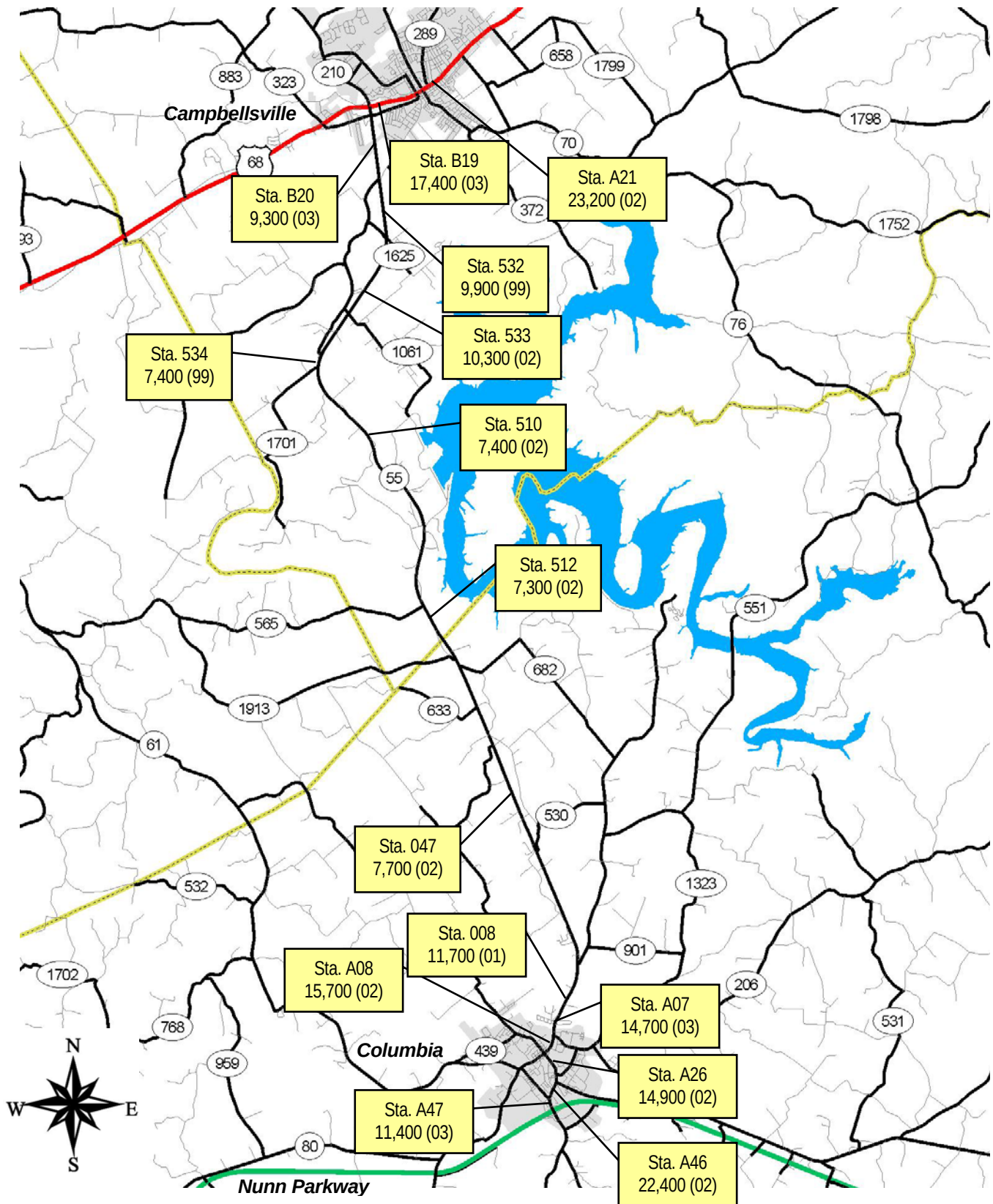


Exhibit A. Traffic Count Data



TRAFFIC CHARACTERISTICS

Design Hour (K) Factor

The K factor of 10.8 used for this forecast was determined from the statewide average for the functional class of the facility, rural principal arterial. The closest similar ATR station for this functional class is ATR 25 on US 127 in Mercer County, with a K factor of 10.7 and an ADT of 15,700. Therefore, since both sources share similar values, it was logical to use a K factor of 10.8.

Peak Hour Factor (PHF)

The peak hour factor (0.89) was taken from the statewide average for rural principal arterials.

Directional Distribution Factor (D)

The directional distribution for the corridor was taken from the various counts along the corridor. The directional distribution varies by segment along the corridor.

Truck Percentages

The truck percentages were taken from historical classification counts maintained by KYTC throughout the corridor.

GROWTH FACTOR

Traffic volumes within the existing corridor are currently growing between 2.3 and 7.2 percent per year. The population growth rates for two of the counties, Marion and Adair, are greater than the statewide average. For the other two counties, the population is less than the statewide average but still fairly high. Therefore, the no build growth rate used was 3.0 percent. For Alternate 1 (New Alignment) – projected volumes were based upon the output from the Kentucky Statewide Travel Demand Model. For Alternate 2 (Improved Four Lane facility, partial control of access) – a growth rate of 4 percent was used. For Alternate 3 (Spot Improvements) – a growth rate of 3.5 percent was used.

Population

Change (Includes 2000 Census Data)

Area	2000	1990	Percent
Kentucky	4,041,769	3,685,296	9.7%
Washington County	10,916	10,441	4.5%
Marion County	18,212	16,499	10.4%
Taylor County	22,927	21,146	8.4%
Adair County	17,244	15,360	12.3%

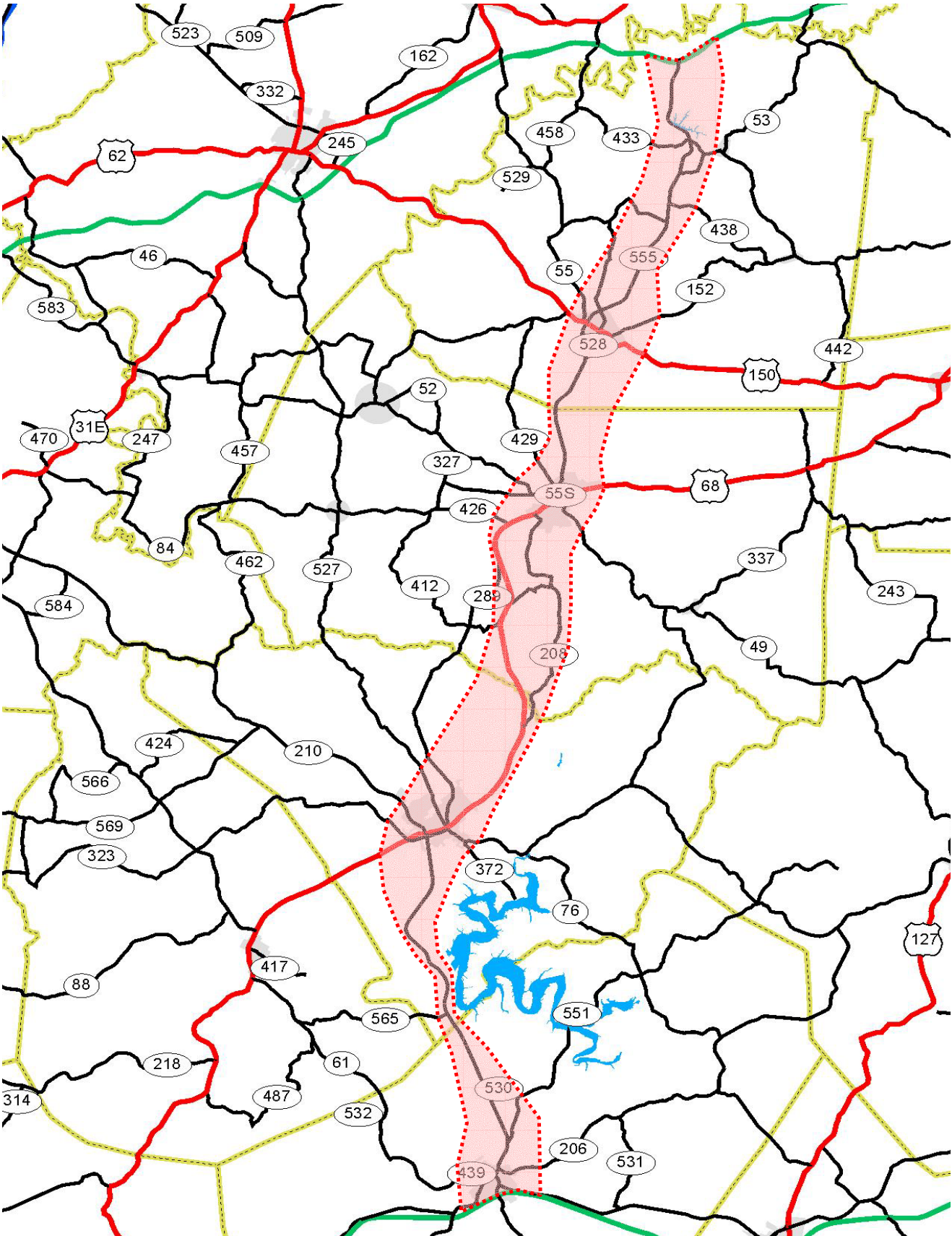
Estimated Population

Area	2000	2010	2020	2030
Kentucky	4,041,769	4,442,374	4,843,219	5,235,685
Adair	17,244	19,138	21,162	23,038
Marion	18,212	20,049	21,886	23,533
Taylor	22,927	24,227	25,168	25,611
Washington	10,916	11,301	11,582	11,658

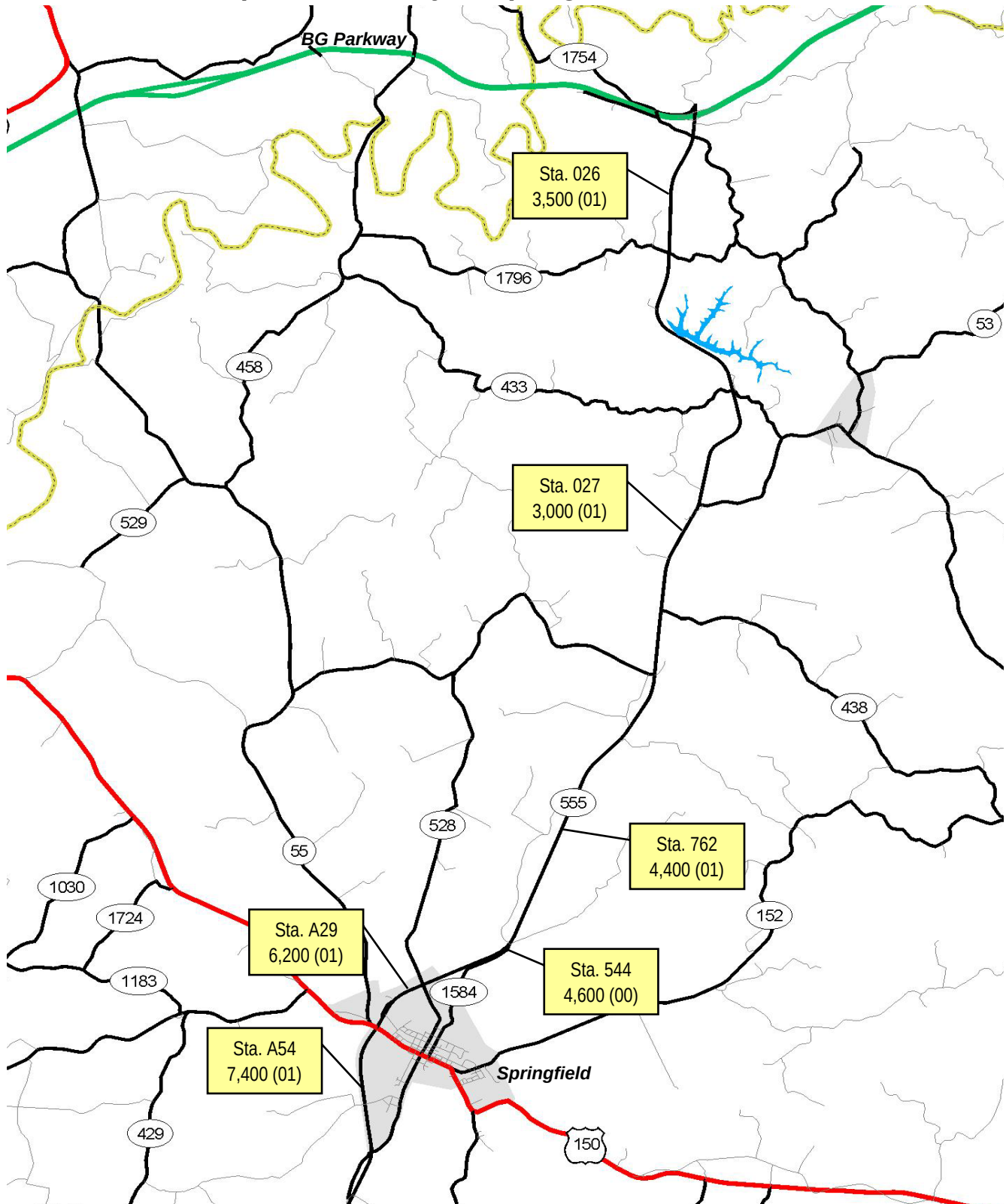
Source of population info: U.S. Bureau of the Census

APPENDIX FORECAST CALCULATIONS

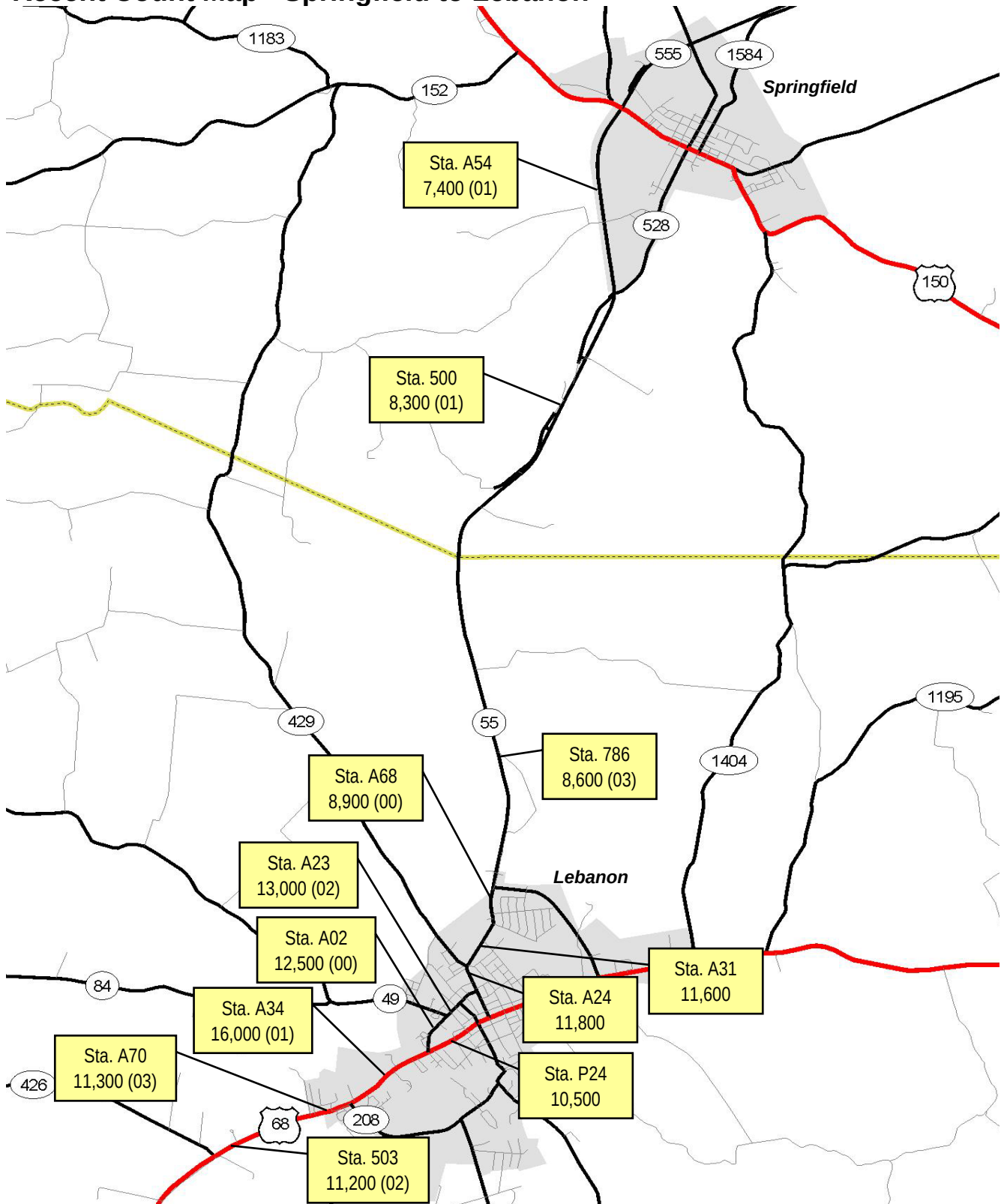
Proposed Heartland Parkway Corridor



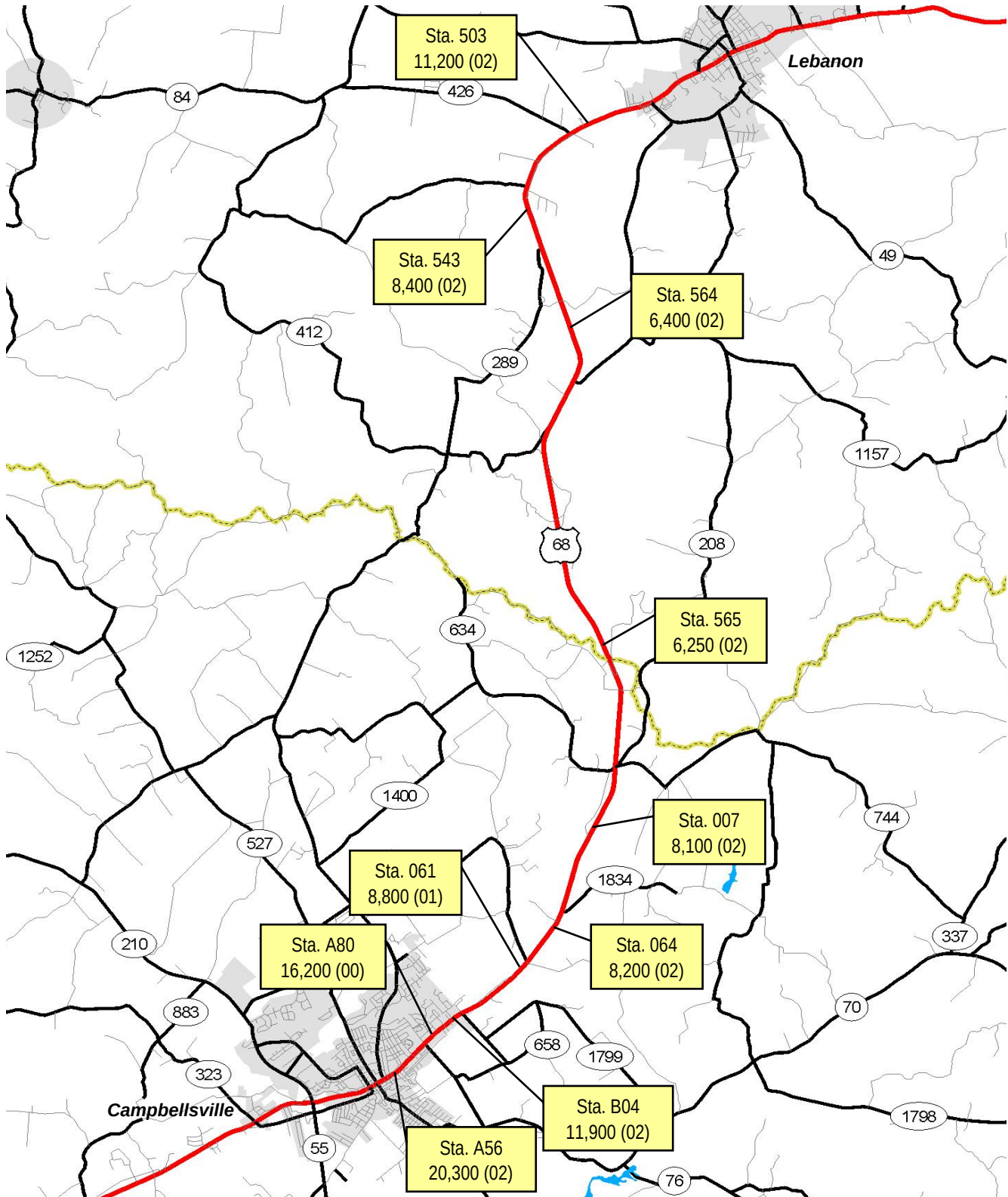
Recent Count Map - BG Parkway to Springfield



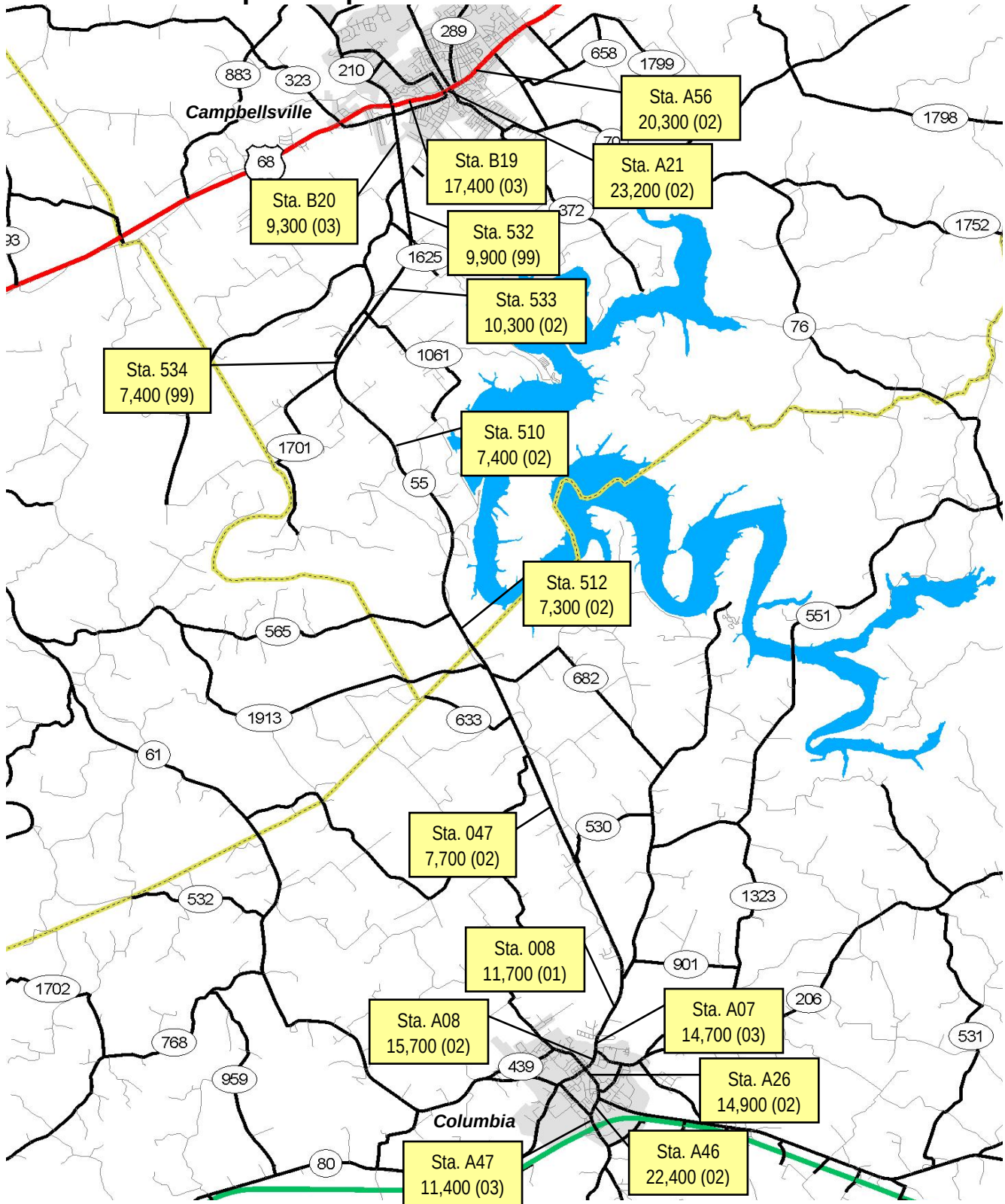
Recent Count Map - Springfield to Lebanon



Recent Count Map - Lebanon to Campbellsville



Recent Count Map - Campbellsville to Columbia



CTS Data, Trend Line Projections & Growth Rates

CTS dated 5/23/03

Design Year = 2030

County	Route	Station	Location	MP	FC	Year	Count	TLA GR	Exist GR
Washington	KY 555	026	BG Parkway to KY 433	10.38-14.738	2	2030	6900	4.11%	6.22%
						2001	3480		
						1995	2960		
						1983	1320		
						1981	1180		
						1977	817		
		027	KY 433 to KY 438	6.215-10.38	2	2030	5900	3.79%	5.60%
						2001	3040		
						1998	2960		
						1992	2050		
						1984	1330		
						1977	822		
		762	KY 438 to Old KY 559	2.100-6.215	2	2030	8000	3.20%	4.57%
						2001	4410		
						1998	4450		
						1992	2500		
						1983	2190		
						1977	1510		
		544	Old KY 559 to KY 528	0.841-2.100	2	2030	7500	2.60%	3.84%
						2000	4570		
						1993	3140		
						1981	1830		
						1979	2360		
						1977	1920		
		A29	KY 528 to US 150	0.000-0.841	2	2030	12500	4.04%	6.01%
						2001	6210		
						2000	6610		
						1992	3500		
						1984	2250		
						1977	1530		
	KY 55	A54	US 150 to KY 528	2.803-4.551	2	2030	13800	3.56%	5.58%
						2001	7370		
						1995	5780		
						1989	3580		
						1983	3540		
						1981	2490		
		500	KY 528 to Marion County Line	0.000-2.803	2	2030	13700	2.93%	4.52%
						2001	8310		
						1995	6300		
						1989	4880		
						1983	5410		
						1979	3140		
Marion	KY 55	786	Washington Co. Line to Old Springfield Pike	2.023-4.669	2	2030	14300	3.11%	4.46%
						2003	8550		
						2000	7810		
						1994	5650		
						1986	4300		
						1981	3690		
		A68	Old Springfield Pike to Rolling Avenue	1.358-2.203	14	2030	14700	2.40%	3.42%
						2000	8900		
						1997	7770		
						1991	6480		
						1983	5260		
						1979	4390		
		A31	Rolling Avenue to KY 429	0.784-1.358	14	2030	17600	1.71%	2.23%
						2002	11600		
						1999	12000		
						1995	10200		
						1992	10800		
						1991	9100		
		A24	KY 429 to KY 55 Business	0.567-0.784	14	2030	18500	1.73%	2.11%
						2001	11800		
						1998	12200		
						1994	10600		
						1991	10800		
						1988	8990		
		A56	Walnut St. to KY 55 Business	0.567-0.570	14	2030	21900	2.51%	3.59%
						2000	12200		
						1994	11200		
						1991	13700		
						1985	7190		

CTS Data, Trend Line Projections & Growth Rates

CTS dated 5/23/03

Design Year = 2030

County	Route	Station	Location	MP	FC	Year	Count	TLA GR	Exist GR
Marion	KY 55	A23	KY 55 Business to KY 49/KY 52	0.389-0.567	14	2030	22600	2.79%	
						2002	13000		4.40%
						2000	11200		
						1997	10300		
						1994	9480		
						1991	9040		
						1988	7110		
		A02	KY 49/KY 52 Junction to US 68	0.000-0.389	14	2030	24100	2.70%	
						2000	12500		3.92%
						1997	12000		
						1994	7970		
						1991	9430		
						1988	7880		
	US 68	A34	KY 55 to KY 208	9.864-10.690	14	2030	29500	2.21%	
						2001	16000		2.33%
						1997	19300		
						1991	17300		
						1986	12600		
						1981	10100		
		A70	KY 208 to Henry Smith Lane	9.300-9.864	14	2030	18700	2.43%	
						2003	11300		
						2000	11100		3.05%
						1997	9790		
						1994	9080		
						1985	6010		
						1979	5500		
		503	Henry Smith Lane to KY 426	8.619-9.300	2	2030	20900	3.98%	
						2002	11200		6.11%
						1997	8980		
						1991	7270		
						1986	5750		
						1979	2860		
		543	KY 426 to KY 289	6.640-8.619	2	2030	15300	4.29%	
						2002	8420		7.21%
						1997	5400		
						1991	5810		
						1986	4290		
						1981	1950		
		564	KY 289 to KY 412	4.503-6.640	2	2030	11900	3.24%	
						2002	6400		4.90%
						1997	4750		
						1991	3610		
						1985	2840		
		565	KY 412 to Taylor County Line	0.000-4.503	2	2030	11900	3.31%	
						2002	6250		4.95%
						1997	4910		
						1991	3450		
						1985	2750		
Taylor	US 68	565	Marion County Line to KY 744	11.879-13.531	2	2030	11900	3.31%	
						2002	6250		4.95%
						1997	4910		
						1991	3450		
						1985	2750		
		007	KY 744 to KY 1834	9.530-11.879	2	2030	14000	3.11%	
						2002	8080		4.49%
						1998	7010		
						1990	5390		
						1984	4330		
						1979	2940		
		064	KY 1834 to KY 3221	8.624-9.530	2	2030	16500	3.15%	
						2002	8160		4.38%
						1999	8170		
						1994	6240		
						1988	4480		
		061	KY 3221 to KY 1799	7.404-8.624	2	2030	15500	2.75%	
						2001	8840		3.81%
						1998	8410		
						1990	6650		
						1984	5400		
						1979	3880		
		B04	KY 1799 to Vine Street	7.091-7.404	14	2030	20900	3.15%	
						2002	11900		4.36%
						1999	11100		
						1990	9010		
						1984	5940		
						1976	3920		

CTS Data, Trend Line Projections & Growth Rates

CTS dated 5/23/03

Design Year = 2030

County	Route	Station	Location	MP	FC	Year	Count	TLA GR	Exist GR
Taylor	US 68	A80	Vine Street to KY 658	6.703-7.091	14	2030	40700	3.19%	3.30%
						2000	16200		
						1994	17100		
						1987	12700		
						1986	13200		
						1982	9030		
		A37	KY 658 to Ingram Street	6.469-6.703	14	2030	28900	1.74%	1.43%
						2001	16500		
						1994	16800		
						1987	14900		
						1986	15100		
						1982	12600		
		A56	Ingram Street to KY 289	5.923-6.469	14	2030	25300	0.99%	1.34%
						2002	20300		
						1998	18700		
						1992	18800		
						1986	16400		
		A75	KY 289 to KY 70	5.807-5.923	14	2030	28000	0.99%	1.20%
						2002	21800		
						1999	21300		
						1997	21000		
						1994	23900		
						1990	18900		
		A21	KY 70 to KY 3183	5.687-5.807	14	2030	47400	2.46%	2.23%
						2002	23200		
						1999	24000		
						1996	23700		
						1990	14700		
						1986	16300		
		A14	KY 3183 to Old Greensburg Road	5.510-5.687	14	2030	39300	2.83%	2.63%
						2003	16300		
						2000	16500		
						1994	17200		
						1987	12900		
						1986	12700		
		B19	Old Greensburg Road to KY 55	4.870-5.510	14	2030	39600	3.25%	3.44%
						2003	17400		
						1994	16900		
						1987	11700		
						1986	10700		
						1980	7990		
		B20	US 68 to KY 3183	9.066-10.293	14	2030	18300	3.26%	4.40%
						2003	9290		
						1999	9310		
						1994	6220		
						1987	5750		
						1986	4470		
		532	KY 3183 to KY 1625	8.003-9.066	2	2030	19300	2.90%	4.12%
						1999	9850		
						1993	8760		
						1987	6170		
						1981	4760		
		533	KY 1625 to KY 1061	6.546-8.003	2	2030	17700	2.99%	4.27%
						2002	10300		
						1998	9170		
						1992	6940		
						1981	4180		
						1979	3940		
		534	KY 1061 to KY 1701	5.483-6.546	2	2030	13900	3.04%	4.56%
						1999	7370		
						1993	5700		
						1987	4450		
						1981	3280		
						1979	3020		
		510	KY 565 to KY 1701	0.675-5.483	2	2030	13000	3.14%	4.68%
						2002	7370		
						1999	6260		
						1996	5230		
						1990	3930		
						1982	2950		
		512	Adair County line to KY 565	0.000-0.675	2	2030	13500	3.37%	4.90%
						2002	7270		
						1999	6060		
						1993	5850		
						1987	2890		

CTS Data, Trend Line Projections & Growth Rates

CTS dated 5/23/03

Design Year = 2030

County	Route	Station Location	MP	FC	Year	Count	TLA GR	Exist GR
						1981	2660	

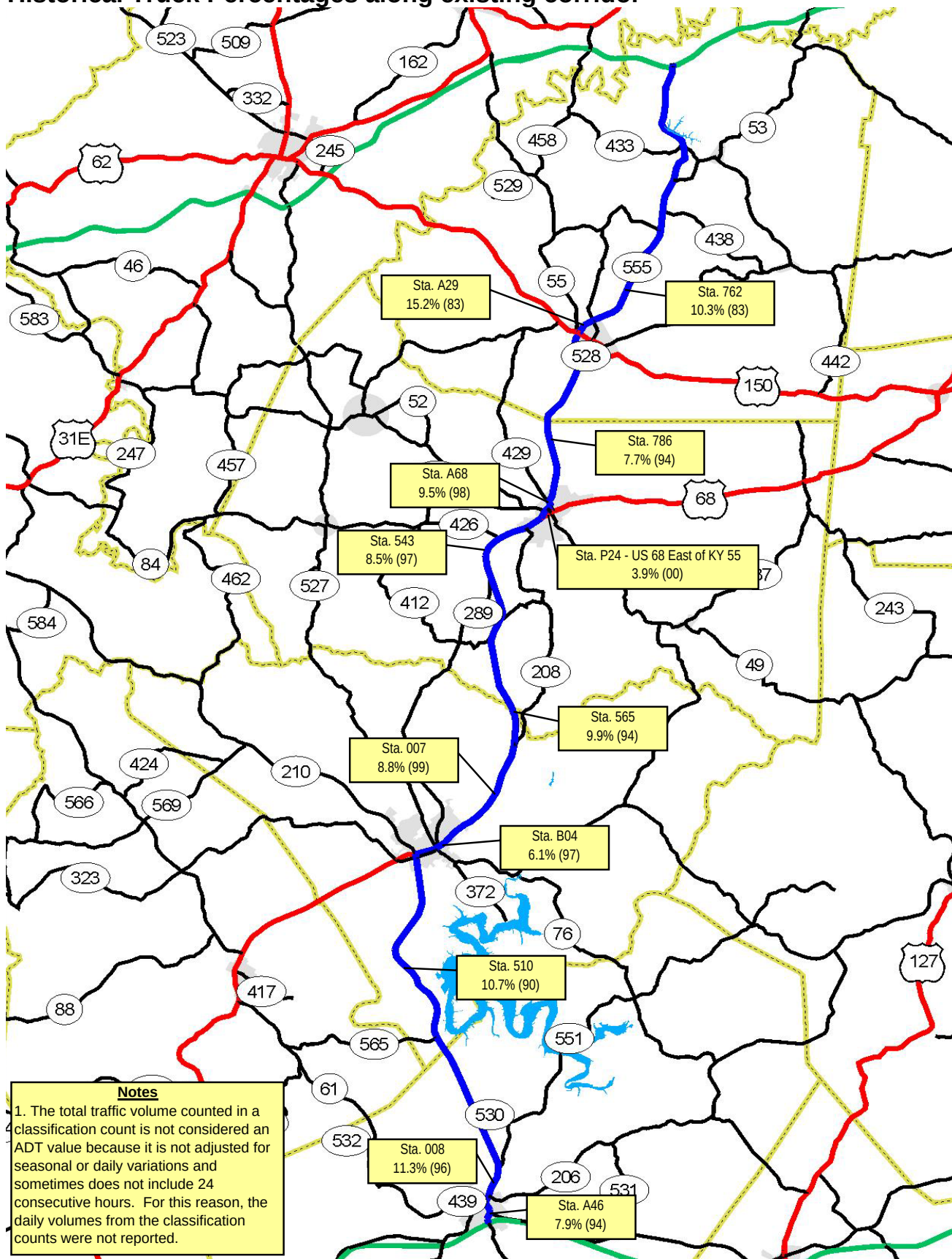
CTS Data, Trend Line Projections & Growth Rates

CTS dated 5/23/03

Design Year = 2030

County	Route	Station	Location	MP	FC	Year	Count	TLA GR	Exist GR
Adair	KY 55	047	Taylor County line to KY 551	12.849-19.006	2	2030	12600	2.90%	
						2002	7720		4.42%
						1998	5920		
						1992	2070		
						1986	3330		
						1981	3110		
		008	KY 551 to Marshall Street	11.780-12.849	2	2030	21400	2.94%	
						2001	11700		4.16%
						1996	9390		
						1992	9150		
						1986	5580		
						1981	5180		
		A07	Marshall Street to KY 206	11.519-11.780	2	2030	24500	2.44%	
						2003	14700		
						2000	12600		3.12%
						1994	15000		
						1989	7130		
						1987	9060		
		A08	KY 206 to Lindsey Wilson St.	11.310-11.519	2	2030	26100	2.08%	
						2002	15700		2.44%
						1998	15900		
						1992	12900		
						1986	10100		
						1982	9700		
		A22	Lindsey Wilson St. to Courthouse Square	11.190-11.310	2	2030	21700	1.56%	
						2002	15300		2.00%
						1999	13200		
						1993	14200		
						1987	10600		
						1982	10300		
		A13	SE Quadrant of Courthouse Square	11.170-11.190	2	2030	53400	3.98%	
						2003	26056		
						2000	25400		6.49%
						1997	25200		
						1994	16700		
						1992	23700		
		A26	Courthouse Square to KY 2290	10.720-11.170	2	2030	23600	2.07%	
						2002	14900		2.64%
						1999	14300		
						1993	17700		
						1987	13100		
						1982	8840		
		A41	KY 2290 to KY 80	10.614-10.720	2	2030	34900	2.51%	
						2003	15900		
						2000	23200		1.95%
						1994	23500		
						1988	14600		
						1987	9550		
		A43	KY 80 to Hurt Ave.	10.470-10.614	2	2030	36000	3.39%	
						2003	15200		
						2000	24000		3.59%
						1994	18300		
						1988	11700		
						1987	12300		
		A46	Hurt Ave. to KY 2287	10.316-10.470	2	2030	39200	3.16%	
						2002	22400		4.79%
						1999	17700		
						1993	11200		
						1987	8850		
						1982	8790		
		A47	KY 2287 to Louie B. Nunn Parkway	10.059-10.316	2	2030	21400	3.48%	
						2003	11400		
						2000	9260		5.28%
						1994	12600		
						1988	5720		
						1987	6360		
						1986	4750		

Historical Truck Percentages along existing corridor



Recent Classification Data (from 2001 Spreadsheet)

County	Station	Route	Milepoint	ADT	Truck %	CT %	Axles/Truck	Axles/CT	Axle Factor	Year
115	A29	KY 555	0.6	1620	0.152	0	3.672	0	0.8870	1983
115	762	KY 555	5.5	1740	0.103	0	3.401	0	0.9330	1983
78	A02	KY 55	0	12000	0.064	0	3.117	0	0.9655	1997
78	A02	KY 55	0	5391	0.083	0	3.121	0	0.9560	1986
78	A02	KY 55	0	5957	0.063	0	2.933	0	0.9710	1981
78	A33	KY 55	0.2	5610	0.019	0	2.594	0	0.9940	1994
78	A33	KY 55	0.2	5780	0.027	0	2.28	0	0.9990	1991
78	A33	KY 55	0.2	5680	0.034	0	2.348	0	0.9940	1989
78	A33	KY 55	0.2	5680	0.014	0.031	2.71	4	0.9940	1988
78	A33	KY 55	0.2	5465	0.036	0	2.275	0	0.9950	1983
78	A31	KY 55	1.1	9270	0.067	0	3.251	0	0.9690	1991
78	A31	KY 55	1.1	9270	0.05	0	3.205	0	0.9710	1989
78	A31	KY 55	1.1	8100	0.055	0.002	3.152	5	0.9690	1985
78	A31	KY 55	1.1	7886	0.053	0	3.027	0	0.9740	1981
78	A68	KY 55	1.6	7600	0.095	0	3.379	0	0.9385	1998
78	A68	KY 55	1.6	3300	0.094	0	3.007	0	0.9590	1991
78	786	KY 55	2.7	5950	0.077	0	3.549	0	0.9440	1994
78	565	US 68	0.1	3450	0.099	0	3.446	0	0.9330	1994
78	543	US 68	8.5	5400	0.085	0	3.624	0	0.9354	1997
78	543	US 68	8.5	4400	0.095	0	3.298	0	0.9490	1991
78	P24	US 68	10.7	9890	0.062	0	3.464	0	0.9566	2001
78	P24	US 68	10.7	10400	0.039	0	3.33	0	0.9747	2000
78	P24	US 68	10.7	10700	0.045	0	2.779	0	0.9828	1999
78	P24	US 68	10.7	9900	0.038	0	2.924	0	0.9827	1997
78	P24	US 68	10.7	10000	0.044	0	2.745	0	0.9830	1996
78	P24	US 68	10.7	10100	0.038	0	2.601	0	0.9880	1995
78	P24	US 68	10.7	10300	0.04	0	2.573	0	0.9890	1994
78	P24	US 68	10.7	9580	0.034	0	2.318	0	0.9990	1991
78	P24	US 68	10.7	9009	0.043	0	2.486	0	0.9900	1987
78	P24	US 68	10.7	7846	0.04	0	2.3	0	0.9940	1986
78	P24	US 68	10.7	8122	0.043	0	2.467	0	0.9900	1985
78	P24	US 68	10.7	8529	0.043	0	2.461	0	0.9900	1984
78	P24	US 68	10.7	8646	0.047	0	2.637	0	0.9850	1983
78	P24	US 68	10.7	8131	0.04	0	2.462	0	0.9910	1982
78	P24	US 68	10.7	7955	0.037	0	2.58	0	0.9890	1981
78	P24	US 68	10.7	8304	0.045	0	2.47	0	0.9900	1980
78	P24	US 68	10.7	8304	0.053	0	2.429	0	0.9890	1979
78	250	US 68	15.7	1480	0.051	0	2.721	0	0.9820	1986
78	250	US 68	15.7	1520	0.09	0	3.002	0	0.9570	1983
78	004	US 68	18.3	1780	0.112	0	3.079	0	0.9430	2000
78	004	US 68	21.9	1520	0.076	0.009	2.912	5	0.9650	1996
78	A67	US 68	21.9	12800	0.056	0	2.687	0	0.9800	1996

109	510	KY 55	2.6	3850	0.107	0	3.609	0	0.9210	1990
109	510	KY 55	2.6	3132	0.109	0	3.287	0	0.9340	1985
109	510	KY 55	2.6	2783	0.1	0	2.975	0	0.9540	1981
109	510	KY 55	2.6	2783	0.09	0	2.988	0	0.9570	1979
109	534	KY 55	6	4500	0.078	0	3.724	0	0.9370	1993
109	B20	KY 55	10.2	9000	0.101	0	3.666	0	0.9220	1994
109	501	US 68	0.1	4820	0.084	0	2.951	0	0.9620	1994
109	A91	US 68	4.8	11700	0.049	0	3.012	0	0.9740	1995
109	A14	US 68	5.7	12900	0.048	0	3.537	0	0.9640	1993
109	A21	US 68	5.8	15000	0.04	0	2.822	0	0.9840	1985
109	A21	US 68	5.9	10230	0.044	0	2.597	0	0.9870	1981
109	A37	US 68	6.7	16800	0.05	0	3.355	0	0.9670	1994
109	B04	US 68	7.5	10200	0.061	0	3.132	0	0.9666	1997
109	B04	US 68	7.5	7654	0.056	0	3.028	0	0.9720	1988
109	B04	US 68	7.5	6450	0.065	0	3.152	0	0.9640	1984
109	LD5	US 68	7.6	5406	0.084	0	3.212	0	0.9520	1985
109	061	US 68	8.8	8400	0.064	0	3.57	0	0.9522	1998
109	061	US 68	8.8	7000	0.081	0	3.224	0	0.9530	1992
109	007	US 68	10.5	7010	0.088	0	3.457	0	0.9398	1999
109	007	US 68	10.5	6920	0.073	0	3.675	0	0.9424	1998
109	007	US 68	10.5	5458	0.073	0	3.726	0	0.9390	1995
109	007	US 68	10.5	5450	0.063	0	3.282	0	0.9610	1992
1	A46	KY 55	10.3	11200	0.079	0	3.663	0	0.9380	1994
1	A13	KY 55	10.5	10800	0.044	0	3.835	0	0.9610	1992
1	A13	KY 55	10.5	10800	0.044	0	3.835	0	0.9610	1992
1	A07	KY 55	11	7716	0.064	0	2.905	0	0.9720	1986
1	A07	KY 55	11	7716	0.064	0	2.905	0	0.9720	1986
1	A07	KY 55	11	7716	0.088	0	3.104	0	0.9540	1983
1	A07	KY 55	11	7716	0.088	0	3.104	0	0.9540	1983
1	A07	KY 55	11	3925	0.093	0	2.667	0	0.9700	1980
1	A07	KY 55	11	3925	0.093	0	2.667	0	0.9700	1980
1	A07	KY 55	11	5961	0.078	0	2.492	0	0.9810	1979
1	A07	KY 55	11	5961	0.078	0	2.492	0	0.9810	1979
1	A26	KY 55	11.1	19200	0.069	0	3.758	0	0.9428	1997
1	A41	KY 55	12.3	8649	0.069	0	2.858	0	0.9710	1979
1	A41	KY 55	12.3	8649	0.069	0	2.858	0	0.9710	1979
1	008	KY 55	12.5	9150	0.113	0	3.257	0	0.9320	1996

K Factor Data

KY 555 - MP 0.000 - 14.738
County = 115
Functional Class = 2
Statewide average K = 10.8
Statewide average PHF = 0.89
Statewide average D = 57.5/42.5

ATR 25 - US 127 in Mercer County
ATR 25 - FC =2
K Factor = 10.7%

KY 55 - MP 1.358 - 2.203
County = 78
Functional Class = 14
Statewide average K = 10.3
Statewide average PHF = 0.92
Statewide average D = 58/42

KY 55 - MP 2.023 - 4.669
County = 78
Functional Class = 2
Statewide average K = 10.8
Statewide average PHF = 0.89
Statewide average D = 57.5/42.5

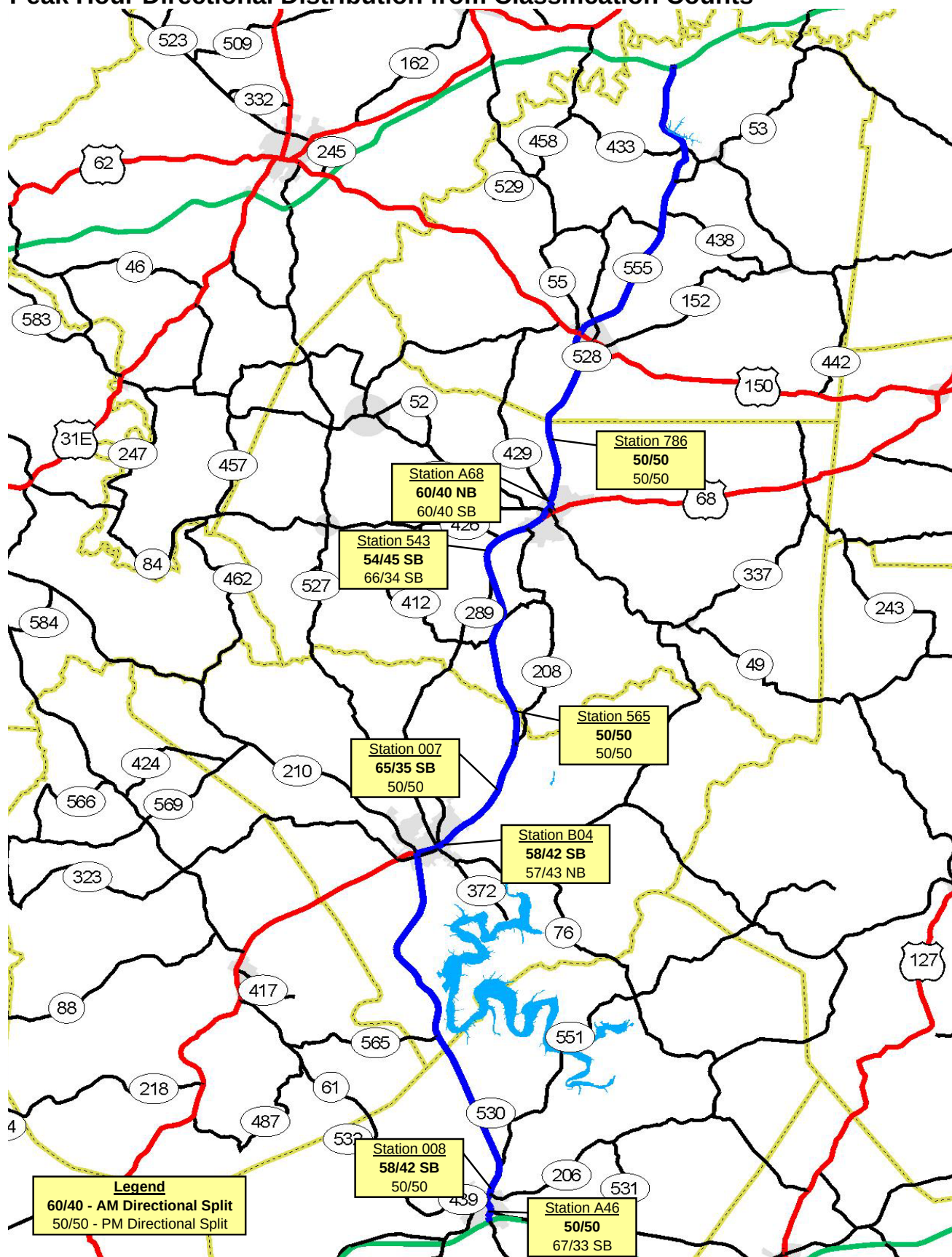
US 68 - MP 7.091 - 7.404
County = 109
Functional Class = 14
Statewide average K = 10.3
Statewide average PHF = 0.92
Statewide average D = 58/42

US 68 - MP 7.404 - 13.531
County = 109
Functional Class = 2
Statewide average K = 10.8
Statewide average PHF = 0.89
Statewide average D = 57.5/42.5

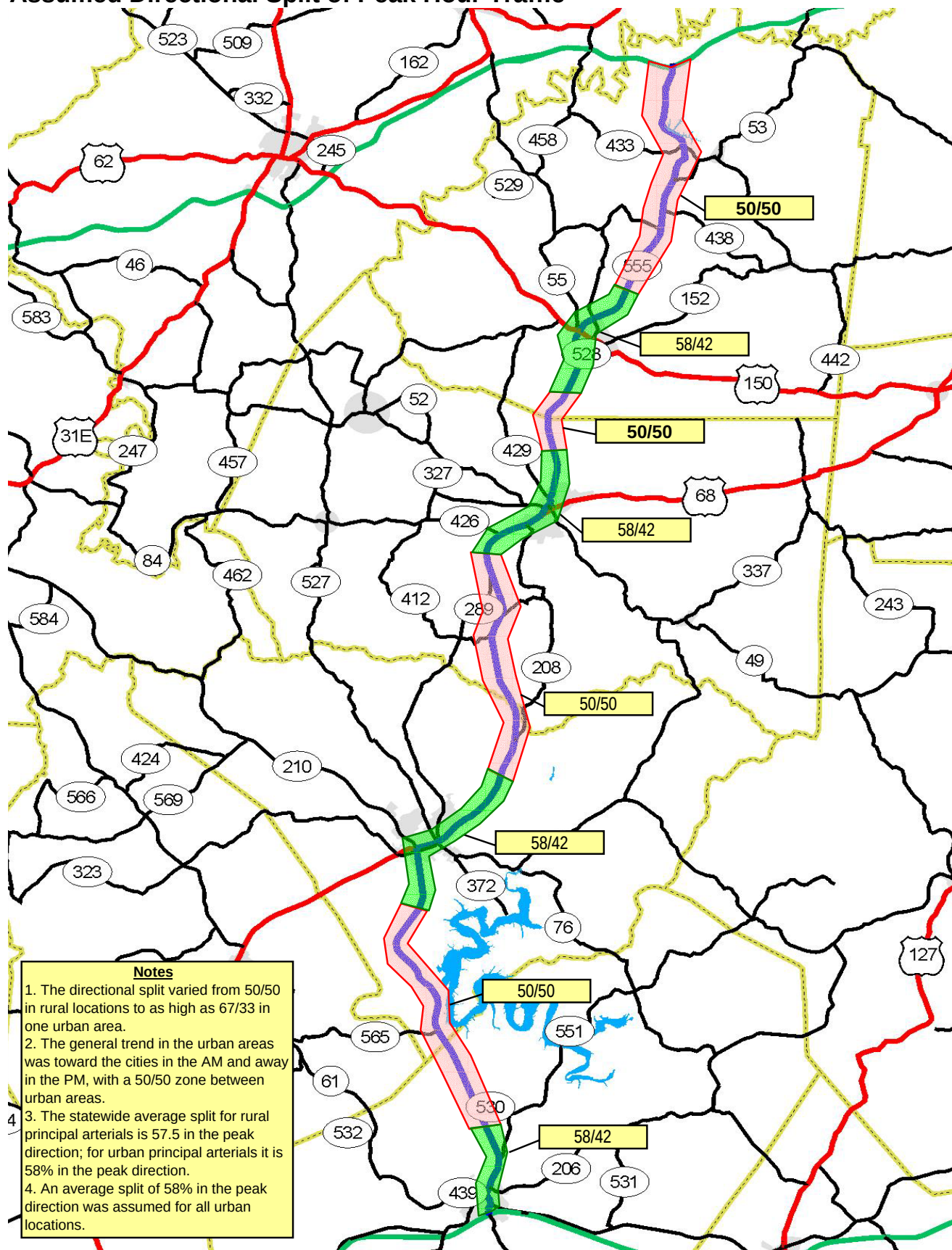
KY 55 - MP 0.000 - 9.215
County = 109
Functional Class = 2
Statewide average K = 10.8
Statewide average PHF = 0.89
Statewide average D = 57.5/42.5

KY 55 - MP 11.780 - 19.006
County = 1
Functional Class = 2
Statewide average K = 10.8
Statewide average PHF = 0.89
Statewide average D = 57.5/42.5

Peak Hour Directional Distribution from Classification Counts



Assumed Directional Split of Peak Hour Traffic



Population Data

Population Growth (based on 10-year Census totals)

Area	2000	1990	Percent
Kentucky	4,041,769	3,685,296	9.7%
Washington County	10,916	10,441	4.5%
Marion County	18,212	16,499	10.4%
Taylor County	22,927	21,146	8.4%
Adair County	17,244	15,360	12.3%

Population Projections

Area	2000	2010	2020	2030
Kentucky	4,041,769	4,442,374	4,843,219	5,235,685
Adair	17,244	19,138	21,162	23,038
Marion	18,212	20,049	21,886	23,533
Taylor	22,927	24,227	25,168	25,611
Washington	10,916	11,301	11,582	11,658