

Exhibit B.1 Route Log

| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|--------------|--------|--|---------------------------------|----------------------|
| Muhlenberg | 2 | Pennyrile | 17.484 | WEST KY PKWY OVERPASS - B00008 | Interchange, 4 Quad. Cloverleaf | - |
| Muhlenberg | 2 | Pennyrile | 17.450 | W KY PARKWAY EASTBOUND ONRAMP | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 17.360 | W KY PARKWAY EASTBOUND OFFRAMP | Y | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 17.250 | KY 604 (YOUNGSTOWN ROAD) | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 16.538 | KY 2107 (CLEATON - DRAKESBORO ROAD) | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 16.409 | HOLT ROAD | Y | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 15.674 | RAILROAD CROSSING | - | - |
| Muhlenberg | 2 | Pennyrile | 15.184 | CLEATON ROAD | - | - |
| Muhlenberg | 2 | Pennyrile | 13.307 | P. & M. HAUL ROAD OVERPASS - B00009 | - | - |
| Muhlenberg | 2 | Pennyrile | 12.448 | POND CREEK BRIDGE - B00018 | - | - |
| Muhlenberg | 2 | Pennyrile | 11.982 | KY 2107 | Y | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 11.467 | KY 176 (IN DRAKESBORO) | 4 leg | Signalized |
| Muhlenberg | 2 | Pennyrile | 10.991 | PLUM CREEK CULVERT - B00099 | - | - |
| Muhlenberg | 2 | Pennyrile | 9.834 | KY 70 (AT BROWDER) | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 9.091 | SYLVANIA STREET | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 8.020 | KY 246 AT BEECHMONT | Y | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 7.020 | HAZEL CREEK BRANCH CULVERT - B00013 | - | - |
| Muhlenberg | 2 | Pennyrile | 6.964 | KY 2270 | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 6.412 | HAZEL CREEK BRANCH CULVERT - B00014 | - | - |
| Muhlenberg | 2 | Pennyrile | 5.922 | HAZEL CREEK BRANCH CULVERT - B00015 | - | - |
| Muhlenberg | 2 | Pennyrile | 5.072 | UNION RIDGE ROAD | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 3.634 | BRANCH OF ROCKY CREEK BRIDGE - B00016 | - | - |
| Muhlenberg | 2 | Pennyrile | 3.454 | ROCKY CREEK BRIDGE - B00017 | - | - |
| Muhlenberg | 2 | Pennyrile | 2.873 | KY 949 | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 1.615 | MASON POYNER ROAD/SKIPWORTH LANE | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 0.487 | KY 973 | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 0.464 | OAK STREET | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 0.000 | LOGAN - MUHLENBERG COUNTY LINE | - | - |
| Logan | 3 | Barren River | 31.050 | LOGAN - MUHLENBERG COUNTY LINE (KY 1293) | T | Unsignalized |
| Logan | 3 | Barren River | 29.906 | H. W. MCPHERSON ROAD | Y | Unsignalized |
| Logan | 3 | Barren River | 28.847 | PITMANS CREEK CULVERT - B00074 | - | - |
| Logan | 3 | Barren River | 28.207 | PEACH ORCHARD ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 28.057 | RAWHIDE CREEK BRIDGE - B00005 | - | - |
| Logan | 3 | Barren River | 27.798 | CEDAR DALE SWAMP CULVERT - B00004 | - | - |
| Logan | 3 | Barren River | 27.202 | RED HILL ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 26.877 | WOLF LICK SWAMP BRIDGE - B00003 | - | - |

Shaded Rows: Urban

Source: KYTC Highway Information System (HIS), June 2007

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| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|--------------|------------------|--|-------------------|----------------------|
| Logan | 3 | Barren River | 26.564 | WOLF LICK CREEK BRIDGE - B00002 | - | - |
| Logan | 3 | Barren River | 24.531 | OLD JERICO-LEWISBURG ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 24.172 | KY 106 (IN LEWISBURG) | T | Unsignalized |
| Logan | 3 | Barren River | 23.863 | CHURCH STREET | T | Unsignalized |
| Logan | 3 | Barren River | 23.859 | KY 107 | T | Unsignalized |
| Logan | 3 | Barren River | 23.646 | KY 106 (IN LEWISBURG) | T | Unsignalized |
| Logan | 3 | Barren River | 22.071 | CENTER ROAD | - | - |
| Logan | 3 | Barren River | 21.636 | LEWISBURG-EDWARDS ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 20.590 13.896 | Improved Section: Omitted from Study | - | - |
| Logan | 3 | Barren River | 13.896 | US 79 | T | Signalized |
| Logan | 3 | Barren River | 13.811 | GUION COURT | - | - |
| Logan | 3 | Barren River | 13.797 | PERRY STREET | T | Unsignalized |
| Logan | 3 | Barren River | 13.710 | RUSSELL STREET | T | Unsignalized |
| Logan | 3 | Barren River | 13.168 | ARMSTRONG STREET | Y | Unsignalized |
| Logan | 3 | Barren River | 12.774 | KY 96 | Y | Unsignalized |
| Logan | 3 | Barren River | 11.922 | COUNTRY CLUB DRIVE | T | Unsignalized |
| Logan | 3 | Barren River | 9.407 | EVERETT - ELLIS ROAD | Y | Unsignalized |
| Logan | 3 | Barren River | 8.252 | KY 664 (HALLS STORE - SCHOCHOH ROAD) | T | Unsignalized |
| Logan | 3 | Barren River | 7.375 | KY 2731 (RED OAK CHURCH-OAKVILLE ROAD) | T | Unsignalized |
| Logan | 3 | Barren River | 6.783 | BEREA CHURCH ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 5.569 | KIRBY ROAD | T | Unsignalized |
| Logan | 3 | Barren River | 4.145 | KY 663 | T | Unsignalized |
| Logan | 3 | Barren River | 4.025 | N.FORK OF RED RIVER BRIDGE - B00020 | - | - |
| Logan | 3 | Barren River | 3.197 | MASON TYLER ROADD | T | Unsignalized |
| Logan | 3 | Barren River | 1.800 | KY 2135 (SCHOOL AVENUE) | T | Unsignalized |
| Logan | 3 | Barren River | 1.485 | KY 591 IN ADAIRVILLE | 4 leg | Unsignalized |
| Logan | 3 | Barren River | 1.450 | KY 3053 | T | Unsignalized |
| Logan | 3 | Barren River | 1.312 | STRAWBERRY ALLEY | 4 leg | Unsignalized |
| Logan | 3 | Barren River | 0.987 | SOUTH FORK RED RIVER BRIDGE - B00021 | - | - |
| Logan | 3 | Barren River | 0.000 | TENNESSEE - KENTUCKY STATE LINE | - | - |

Exhibit B.2 Route Log

| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|-------------|--------|--|----------------------|----------------------|
| Daviess | 2 | Green River | 14.670 | US 60 WESTBOUND (2ND STREET) | 4 leg | Signalized |
| Daviess | 2 | Green River | 14.595 | 3RD STREET | 4 leg | Signalized |
| Daviess | 2 | Green River | 14.519 | US 60 E.B. (4TH STREET) | 4 leg | Signalized |
| Daviess | 2 | Green River | 14.445 | KY 2245 (5TH STREET) | 4 leg | Signalized |
| Daviess | 2 | Green River | 14.161 | 9TH STREET | 4 leg | Signalized |
| Daviess | 2 | Green River | 14.047 | RAILROAD CROSSING | - | - |
| Daviess | 2 | Green River | 13.900 | KY 54 (13TH STREET)-KY 81 (PARRISH AVENUE) | 4 leg | Signalized |
| Daviess | 2 | Green River | 13.845 | 14TH STREET | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 13.689 | PHILLIPS COURT/GRIFFITH AVENUE | 4 leg | Signalized |
| Daviess | 2 | Green River | 13.536 | 18TH STREET | T | Signalized |
| Daviess | 2 | Green River | 13.439 | 22ND STREET | T | Signalized |
| Daviess | 2 | Green River | 13.402 | 23RD STREET | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 13.125 | 24TH STREET (BOOTH AVENUE) | 4 leg | Signalized |
| Daviess | 2 | Green River | 13.072 | WASHINGTON AVENUE | T | Signalized |
| Daviess | 2 | Green River | 13.030 | WEST 25TH STREET | T | Signalized |
| Daviess | 2 | Green River | 12.968 | PARK PLAZA STREET | T | Unsignalized |
| Daviess | 2 | Green River | 12.828 | WESELEYN PLAZA ENTRANCE | T | Signalized |
| Daviess | 2 | Green River | 12.565 | SCHERM ROAD | T | Signalized |
| Daviess | 2 | Green River | 12.357 | BYERS AVENUE | T | Signalized |
| Daviess | 2 | Green River | 12.298 | COLLEGE DRIVE | T | Unsignalized |
| Daviess | 2 | Green River | 12.283 | SHOPPING CENTER ENTRANCE | T | Signalized |
| Daviess | 2 | Green River | 12.245 | HERMITAGE DRIVE | T | Unsignalized |
| Daviess | 2 | Green River | 12.166 | WEST WARWICK DRIVE/STANDISH PLACE NORTH | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 12.090 | STANDISH PLACE SOUTH | T | Unsignalized |
| Daviess | 2 | Green River | 12.045 | LAFAYETTE DRIVE | T | Unsignalized |
| Daviess | 2 | Green River | 12.011 | HALIFAX DRIVE | T | Unsignalized |
| Daviess | 2 | Green River | 11.923 | TAMARACK ROAD | 4 leg | Signalized |
| Daviess | 2 | Green River | 11.785 | FAIRFAX DRIVE | T | Unsignalized |
| Daviess | 2 | Green River | 11.773 | FACTORY ROAD | T | Unsignalized |
| Daviess | 2 | Green River | 11.581 | TIME DRIVE/SHOPPING CENTER ENTRANCE | 4 leg | Signalized |
| Daviess | 2 | Green River | 11.515 | US 60 BYPASS WESTBOUND OFFRAMP | Y | Unsignalized |
| Daviess | 2 | Green River | 11.507 | US 60 BYPASS WESTBOUND ONRAMP | Y | Unsignalized |
| Daviess | 2 | Green River | 11.471 | US 60 BP WB OFFRAMP/US 60 BP WB ONRAMP | 4 leg | Signalized |
| Daviess | 2 | Green River | 11.367 | US 60 BY-PASS | Interchange, Diamond | - |
| Daviess | 2 | Green River | 11.322 | US 60 BP EB ONRAMP/US 60 BP EB OFFRAMP | 4 leg | Signalized |
| Daviess | 2 | Green River | 11.284 | US 60 BYPASS EASTBOUND ONRAMP | Y | Unsignalized |
| Daviess | 2 | Green River | 11.216 | SALEM DRIVE/KY 2699 (GOETZ ROAD) | 4 leg | Signalized |
| Daviess | 2 | Green River | 11.155 | CARLTON DRIVE | T | Unsignalized |

Shaded Rows: Urban

Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.2 Route Log

| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|-------------|--------|---|-------------------|----------------------|
| Daviess | 2 | Green River | 11.066 | FULTON DRIVE/SHOPPING CENTER ENTRANCE | 4 leg | Signalized |
| Daviess | 2 | Green River | 10.952 | SOUTHTOWN BLVD/KY 2121 (SOUTHTOWN BLVD) | 4 leg | Signalized |
| Daviess | 2 | Green River | 10.719 | MALL ENTRANCE | 4 leg | Signalized |
| Daviess | 2 | Green River | 10.185 | BRIDGE OVER DRAINAGE DITCH - B00040 | - | - |
| Daviess | 2 | Green River | 10.146 | BRIDGE OVER DRAINAGE DITCH - B00041 | - | - |
| Daviess | 2 | Green River | 10.131 | BRIDGE OVER DRAINAGE DITCH - B00042 | - | - |
| Daviess | 2 | Green River | 10.115 | BRIDGE OVER DRAINAGE DITCH - B00043 | - | - |
| Daviess | 2 | Green River | 10.049 | BRIDGE OVER DRAINAGE DITCH - B00044 | - | - |
| Daviess | 2 | Green River | 9.858 | BRIDGE OVER DRAINAGE DITCH - B00045 | - | - |
| Daviess | 2 | Green River | 9.829 | BRIDGE OVER DRAINAGE DITCH - B00046 | - | - |
| Daviess | 2 | Green River | 9.333 | PANTHER CREEK BRANCH CULVERT - B00047 | - | - |
| Daviess | 2 | Green River | 9.034 | PANTHER CREEK BRANCH BRIDGE - B00048 | - | - |
| Daviess | 2 | Green River | 8.543 | PANTHER CREEK BRIDGE - B00049 | - | - |
| Daviess | 2 | Green River | 8.037 | PANTHER CREEK BRANCH CULVERT - B00050 | - | - |
| Daviess | 2 | Green River | 8.027 | KY 554 | T | Unsignalized |
| Daviess | 2 | Green River | 7.215 | KY 298 (SHARP ROAD) | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 6.385 | BURNS ROAD NO. 2 | T | Unsignalized |
| Daviess | 2 | Green River | 5.798 | MARKSBURY ROAD | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 4.968 | BROWNS VALLEY - RED HILL ROAD | Y | Unsignalized |
| Daviess | 2 | Green River | 3.680 | MCFARLAND ROAD | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 2.599 | KY 140 | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 1.985 | MILL STREET | T | Unsignalized |
| Daviess | 2 | Green River | 1.287 | LOCUST GROVE ROAD | 4 leg | Unsignalized |
| Daviess | 2 | Green River | 0.581 | MOHON ROAD | T | Unsignalized |
| Daviess | 2 | Green River | 0.000 | MCLEAN - DAVIESS COUNTY LINE | - | - |
| McLean | 2 | Green River | 11.573 | MCLEAN - DAVIS COUNTY LINE | - | - |
| McLean | 2 | Green River | 9.852 | KY 250 | Y | Unsignalized |
| McLean | 2 | Green River | 9.625 | BUCK CREEK BRANCH CULVERT - B00013 | - | - |
| McLean | 2 | Green River | 9.262 | BARRETT HILL ROAD | T | Unsignalized |
| McLean | 2 | Green River | 9.128 | BUCK CREEK BRIDGE - B00015 | - | - |
| McLean | 2 | Green River | 8.265 | KY 1080 | 4 leg | Unsignalized |
| McLean | 2 | Green River | 7.313 | ATHERTON ROAD | T | Unsignalized |
| McLean | 2 | Green River | 7.116 | BUCK CREEK BRANCH CULVERT - B00014 | - | - |
| McLean | 2 | Green River | 6.038 | KY 136 | 4 leg | Unsignalized |
| McLean | 2 | Green River | 5.100 | GREEN RIVER & ROUGH RIVER BRIDGE | - | - |
| McLean | 2 | Green River | 4.954 | KY 138 | T | Unsignalized |
| McLean | 2 | Green River | 4.632 | BRIDGE OVER UNNAMED STREAM - B00021 | - | - |
| McLean | 2 | Green River | 4.354 | KY 1412 (DOUGH HILL ROAD) | T | Unsignalized |

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| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|-------------|--------|--|-------------------|----------------------|
| McLean | 2 | Green River | 3.493 | CULV OVER SWAMP OPPOSITE L&N RR | - | - |
| McLean | 2 | Green River | 2.485 | KY 85 | 4 leg | Unsignalized |
| McLean | 2 | Green River | 1.881 | CRABTREE ROAD | T | Unsignalized |
| McLean | 2 | Green River | 1.677 | W. CALVERT ROAD | 4 leg | Unsignalized |
| McLean | 2 | Green River | 1.045 | DOCTOR BROWN LANE | T | Unsignalized |
| McLean | 2 | Green River | 0.797 | DRAIN TO CYPRESS CREEK BRIDGE - B00019 | - | - |
| McLean | 2 | Green River | 0.646 | RAILROAD CROSSING | - | - |
| McLean | 2 | Green River | 0.000 | MUHLENBERG - MCLEAN COUNTY LINE | - | - |
| Muhlenberg | 2 | Pennyrile | 27.779 | MUHLENBERG - MCLEAN COUNTY LINE | - | - |
| Muhlenberg | 2 | Pennyrile | 27.713 | OVERFLOW BRIDGE - B00056 | - | - |
| Muhlenberg | 2 | Pennyrile | 27.608 | COUNTY LINE RD | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 27.370 | SPRING HILL LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 26.678 | NEW HOPE LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 26.411 | KY 175 | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 26.248 | THOROFARE RD | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 25.744 | CYPRESS CREEK BRANCH CULVERT - B00057 | - | - |
| Muhlenberg | 2 | Pennyrile | 25.600 | MOORMAN CEMETERY RD | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 25.575 | FLOYD AVE | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 25.574 | RAILROAD CROSSING | - | - |
| Muhlenberg | 2 | Pennyrile | 25.552 | BALLPARK ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 25.321 | GEARY LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 25.275 | HIGHLAND AVE | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 24.833 | LADSHAW RD | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 24.232 | POWER PLANT DR | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 23.190 | RAILROAD LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.398 | KY 81 | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.366 | EAST CHURCH ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.305 | SINKING ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.240 | CLARK ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.173 | SPRING ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.143 | CROSS ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.119 | MAIN ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.021 | CARROLL ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 22.006 | MAIN ST/WALNUT ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.937 | LIMESTONE ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.888 | DAVIS CIR | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.850 | DAVIS CIR | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.663 | PREMIUM DR | T | Unsignalized |

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| COUNTY NAME | DIST | ADD | MP | DESCRIPTION | Intersection Type | Intersection Control |
|-------------|------|-----------|--------|------------------------------------|-------------------|----------------------|
| Muhlenberg | 2 | Pennyrile | 21.590 | STILLHOUSE BEND LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.481 | KY 189 | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.293 | FERGUSON LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.155 | RIVERVIEW DR | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.083 | ALLEN LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 21.066 | GREENFIELD LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 20.860 | RAILROAD UNDERPASS | - | - |
| Muhlenberg | 2 | Pennyrile | 20.661 | KY 602 | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 20.626 | BALLPARK LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 20.134 | DUNCAN LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 20.118 | TEMPLE ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 20.064 | NEAL ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.991 | FEDERAL ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.843 | PERKINS ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.695 | NORTH 5TH ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.608 | NORTH 4TH ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.537 | SHOWN LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.519 | LOIS LN | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.462 | PARK ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.354 | EAST WHITMER ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.258 | DIVINE ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.182 | NEWMAN ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.103 | PENDLETON ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 19.028 | SHORT ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 18.962 | KY 277 | 4 leg | Signalized |
| Muhlenberg | 2 | Pennyrile | 18.822 | REYNOLDS ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 18.754 | MOREHEAD ST | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 18.679 | EAST BROAD ST/KY 70 | 4 leg | Signalized |
| Muhlenberg | 2 | Pennyrile | 18.525 | RAILROAD CROSSING | - | - |
| Muhlenberg | 2 | Pennyrile | 18.392 | HARRISON AVE | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 18.330 | WEST STROUDE LN | 4 leg | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 18.278 | US 62 | 4 leg | Signalized |
| Muhlenberg | 2 | Pennyrile | 17.705 | WELBORN ST | T | Unsignalized |
| Muhlenberg | 2 | Pennyrile | 17.605 | WESTERN KENTUCKY PARKWAY WESTBOUND | - | - |
| Muhlenberg | 2 | Pennyrile | 17.521 | WEST KY PKWY OVERPASS - B00008 | Interchange | - |
| Muhlenberg | 2 | Pennyrile | 17.450 | WESTERN KENTUCKY PARKWAY EASTBOUND | - | - |
| Muhlenberg | 2 | Pennyrile | 17.360 | WESTERN KENTUCKY PARKWAY EASTBOUND | - | - |
| Muhlenberg | 2 | Pennyrile | 17.250 | KY 604 | T | Unsignalized |

Shaded Rows: Urban

Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.3 Major Systems

| County | Begin MP | End MP | Functional Classification | National Truck Network (NN) | State System | National Highway System (NHS) | Truck Weight Class |
|------------|----------|--------|---------------------------|-----------------------------|---------------|-------------------------------|--------------------|
| Logan | 0.000 | 11.922 | Rural Minor Arterial | State Designated | State Primary | No | AAA |
| Logan | 11.922 | 13.896 | Urban Principal Arterial | State Designated | State Primary | No | AAA |
| Logan | 20.590 | 31.050 | Rural Principal Arterial | No | State Primary | No | AAA |
| Muhlenberg | 0.000 | 17.484 | Rural Principal Arterial | No | State Primary | No | AAA |
| Muhlenberg | 17.484 | 21.481 | Urban Principal Arterial | No | State Primary | No | AAA |
| Muhlenberg | 21.481 | 27.779 | Rural Principal Arterial | No | State Primary | No | AAA |
| McLean | 0.000 | 11.573 | Rural Principal Arterial | No | State Primary | No | AAA |
| Daviess | 0.000 | 10.371 | Rural Principal Arterial | No | State Primary | No | AAA |
| Daviess | 10.371 | 11.367 | Urban Principal Arterial | No | State Primary | No | AAA |
| Daviess | 11.367 | 14.450 | Urban Principal Arterial | Federal Designated | State Primary | No | AAA |
| Daviess | 14.450 | 14.670 | Urban Principal Arterial | Federal Designated | State Primary | No | AAA |

Note: Logan MP 13.896-20.590 removed from study area due to recent improvements

Exhibit B.4 Other Systems

| County | Appalachian Development Highway System | Bike Route System | Forest Highway System | Scenic Byway System |
|------------|--|---|-----------------------|---|
| Daviess | No | Ramblin' River Tour [1], KY's Trans America Trail [2] | No | No |
| McLean | No | No | No | No |
| Muhlenberg | No | Midland Kentucky Tour [3] | No | Blues To BG-Everyly Bros. Rock & Roll Tr. [5] |
| Logan | No | Southern Lakes Tour [4] | No | No |

US 431 intersects with four designated bike routes:

[1] Ramblin' River Tour follows US 60, intersects US 431 at Owensboro

[2] Kentucky's Trans America Trail follows KY 140, intersects US 431 at Utica

[3] Midland Kentucky Tour follows KY 973, intersects US 431 at Dunmor, and follows US 431 from MP 0.487 to 0.808

[4] Southern Lakes Tour follows KY 591, intersects US 431 at Adairville

Roadway cross sections at these intersections should not obstruct or deter bicycle transportation.

[5] The Blues to Bluegrass-Everyly Brothers Rock & Roll Trail follows US 431 in Muhlenberg County from MP 11.467 at KY 176 in Drakesboro to MP 22.398 at KY 81 in South Carrollton.

Exhibit B.5 Geometric Characteristics

| County | Beg. MP | End MP | Segment Length (mi.) | No. of Lanes | Divided/Undivided | Lane Width (ft.) | Shoulder Width (ft.) | Terrain | Pavement Type | | |
|------------|---------|--------|----------------------|-------------------------|-------------------|------------------|----------------------|---------|---------------|--|--|
| Muhlenberg | 17.290 | 17.484 | 0.194 | 4 | D | 12 | 10 | Rolling | High Flexible | | |
| Muhlenberg | 17.252 | 17.290 | 0.038 | 3 | D | 12 | 10 | Rolling | High Flexible | | |
| Muhlenberg | 16.538 | 17.252 | 0.714 | 2 | U | 12 | 2 | Rolling | High Flexible | | |
| Muhlenberg | 11.982 | 16.538 | 4.556 | 2 | U | 12 | 1 | Rolling | High Flexible | | |
| Muhlenberg | 6.850 | 11.982 | 5.132 | 2 | U | 10 | 1 | Rolling | High Flexible | | |
| Muhlenberg | 0.000 | 6.850 | 6.850 | 2 | U | 10 | 2 | Rolling | High Flexible | | |
| Logan | 25.032 | 31.050 | 6.018 | 2 | U | 9 | 4 | Rolling | High Flexible | | |
| Logan | 21.932 | 25.032 | 3.100 | 2 | U | 11 | 4 | Rolling | High Flexible | | |
| Logan | 21.636 | 21.932 | 0.296 | 2 | U | 12 | 4 | Rolling | High Flexible | | |
| Logan | 20.900 | 21.636 | 0.736 | 2 | U | 12 | 4 | Flat | High Flexible | | |
| Logan | 20.800 | 20.900 | 0.100 | 2 | D | 12 | 10 | Rolling | High Flexible | | |
| Logan | 20.590 | 20.800 | 0.210 | 3 | D | 12 | 10 | Rolling | High Flexible | | |
| Logan | 13.896 | 20.590 | 6.694 | OMITTED FROM STUDY AREA | | | | | | | |
| Logan | 13.237 | 13.896 | 0.659 | 2 | U | 10 | 2 | Rolling | High Flexible | | |
| Logan | 12.331 | 13.237 | 0.906 | 2 | U | 11 | 2 | Rolling | High Flexible | | |
| Logan | 11.776 | 12.331 | 0.555 | 2 | U | 11 | 2 | Flat | High Flexible | | |
| Logan | 2.300 | 11.776 | 9.476 | 2 | U | 11 | 2 | Flat | High Flexible | | |
| Logan | 1.970 | 2.300 | 0.330 | 2 | U | 11 | 2 | Rolling | High Flexible | | |
| Logan | 1.809 | 1.970 | 0.161 | 2 | U | 11 | curbed | Rolling | High Flexible | | |
| Logan | 1.325 | 1.809 | 0.484 | 2 | U | 12 | curbed | Rolling | High Flexible | | |
| Logan | 1.150 | 1.325 | 0.175 | 2 | U | 11 | curbed | Rolling | High Flexible | | |
| Logan | 0.992 | 1.150 | 0.158 | 2 | U | 11 | 2 | Flat | High Flexible | | |
| Logan | 0.980 | 0.992 | 0.012 | 2 | U | 12 | 2 | Flat | High Flexible | | |
| Logan | 0.400 | 0.980 | 0.580 | 2 | U | 12 | 10 | Flat | High Flexible | | |
| Logan | 0.013 | 0.400 | 0.387 | 2 | U | 12 | 10 | Flat | High Flexible | | |
| Logan | 0.000 | 0.013 | 0.013 | 2 | U | 12 | 10 | Flat | High Flexible | | |

Shaded Rows: Urban

Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.6 Geometric Characteristics

| County | Beg. MP | End MP | Segment Length (mi.) | No. of Lanes | Divided/ Undivided | Lane Width (ft.) | Shoulder Width (ft.) | Terrain | Pavement Type |
|------------|---------|--------|----------------------|--------------|--------------------|------------------|----------------------|---------|--------------------------------|
| Daviess | 11.923 | 14.670 | 2.747 | 4 | U | 12 | curbed | Flat | High Flexible |
| Daviess | 11.471 | 11.923 | 0.452 | 4 | D | 12 | curbed | Flat | High Flexible |
| Daviess | 10.719 | 11.471 | 0.752 | 4 | U | 12 | curbed | Flat | High Flexible |
| Daviess | 10.621 | 10.719 | 0.098 | 4 | D | 12 | 10 | Flat | High Flexible |
| Daviess | 10.507 | 10.621 | 0.114 | 4 | U | 12 | 10 | Flat | High Flexible |
| Daviess | 10.367 | 10.507 | 0.140 | 3 | U | 12 | 10 | Flat | High Rigid (Reinforce Jointed) |
| Daviess | 9.120 | 10.367 | 1.247 | 2 | U | 12 | 10 | Flat | High Rigid (Reinforce Jointed) |
| Daviess | 7.215 | 9.120 | 1.905 | 2 | U | 12 | 10 | Flat | High Flexible |
| Daviess | 4.968 | 7.215 | 2.247 | 2 | U | 12 | 2 | Rolling | High Flexible |
| Daviess | 0.000 | 4.968 | 4.968 | 2 | U | 12 | 2 | Rolling | High Flexible |
| McLean | 8.250 | 11.573 | 3.323 | 2 | U | 12 | 3 | Rolling | High Flexible |
| McLean | 3.045 | 8.250 | 5.205 | 2 | U | 12 | 2 | Rolling | High Flexible |
| McLean | 2.585 | 3.045 | 0.460 | 2 | U | 12 | 10 | Rolling | High Flexible |
| McLean | 1.045 | 2.585 | 1.540 | 2 | U | 12 | 2 | Rolling | High Flexible |
| McLean | 0.000 | 1.045 | 1.045 | 2 | U | 12 | 2 | Flat | High Flexible |
| Muhlenberg | 21.630 | 27.779 | 6.149 | 2 | U | 11 | 2 | Rolling | High Flexible |
| Muhlenberg | 21.481 | 21.630 | 0.149 | 2 | D | 11 | 10 | Rolling | High Flexible |
| Muhlenberg | 21.320 | 21.481 | 0.161 | 2 | U | 11 | 10 | Rolling | High Flexible |
| Muhlenberg | 21.293 | 21.320 | 0.027 | 2 | U | 11 | 7 | Rolling | High Flexible |
| Muhlenberg | 19.389 | 21.293 | 1.904 | 2 | U | 11 | 2 | Rolling | High Flexible |
| Muhlenberg | 18.879 | 19.389 | 0.51 | 2 | U | 12 | curbed | Rolling | High Flexible |
| Muhlenberg | 18.825 | 18.879 | 0.054 | 2 | U | 10 | curbed | Rolling | High Flexible |
| Muhlenberg | 18.679 | 18.825 | 0.146 | 2 | U | 12 | curbed | Rolling | High Flexible |
| Muhlenberg | 18.278 | 18.679 | 0.401 | 2 | U | 12 | curbed | Flat | High Flexible |
| Muhlenberg | 17.955 | 18.278 | 0.323 | 2 | U | 12 | 2 | Rolling | High Flexible |
| Muhlenberg | 17.81 | 17.955 | 0.145 | 2 | U | 12 | 10 | Rolling | High Flexible |
| Muhlenberg | 17.484 | 17.81 | 0.326 | 2 | D | 12 | 10 | Rolling | High Flexible |

Shaded Rows: Urban

Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.7 Bridges

| County Name: | Bridge No: | Milepoint: | Bridge Description: | Features Intersected: | Structure Length: | Bridge Width: | Posting Rate: | Structural Function: | Superstructure: | Substructure: | Sufficiency Rating ¹ : |
|--------------|------------|------------|----------------------------------|-----------------------|-------------------|---------------|---------------|-----------------------|------------------------------------|------------------------------------|-----------------------------------|
| Muhlenberg | B00009 | 13.307 | 1-92.25 FT PRESTRESSED RCDG | MINE HAUL ROAD | 98 | 44 | No Post | | Very Good (No Defects) | Very Good (No Defects) | 86.4 |
| Muhlenberg | B00135 | 12.448 | 3 SPAN CONC | POND CREEK | 290 | 24 | No Post | | Very Good (No Defects) | Good (Minor Defects) | 91.8 |
| Muhlenberg | B00099 | 10.991 | TRI 10X6X30 RC CULV-30 DEG SK | PLUM CRK | 39 | N/A | No Post | | N/A | N/A | 85.7 |
| Muhlenberg | B00013 | 7.020 | DBL 10X6X30 RC CULV-30 DEG SK | BRANCH OF HAZEL CREEK | 26 | N/A | No Post | | N/A | N/A | 58.2 |
| Muhlenberg | B00014 | 6.412 | TRI 8X5X26 RC CULVERT | BRANCH OF HAZEL CREEK | 27 | N/A | No Post | | N/A | N/A | 62.3 |
| Muhlenberg | B00015 | 5.922 | DBL 10X3X30 RC CULV-30 DEG SK | BR HAZEL CRK | 26 | N/A | No Post | | N/A | N/A | 62.3 |
| Muhlenberg | B00016 | 3.634 | 1-45 FT R.C.D.G. SPAN | BRANCH OF ROCKY CREEK | 48 | 21.5 | No Post | Functionally Obsolete | Satisfactory (Minor Deterioration) | Good (Minor Defects) | 60.6 |
| Muhlenberg | B00017 | 3.454 | 7-30 FT R.C.D.G. SPANS | ROCKY CREEK | 227 | 21 | No Post | Functionally Obsolete | Satisfactory (Minor Deterioration) | Satisfactory (Minor Deterioration) | 65.9 |
| Logan | B00074 | 29.649 | DBL. 14 X 10 FT R.C. BOX CULVERT | PITMANS CREEK | 30 | N/A | No Post | | N/A | N/A | 91.9 |
| Logan | B00005 | 28.859 | 2-40 FT RCDG SPANS | RAWHIDE CREEK | 85 | 24 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 62.8 |
| Logan | B00004 | 28.600 | DBL 10X5X32 RC CLVT -2 FT FILL L | CEDAR DALE SWAMP | 24 | N/A | No Post | | N/A | N/A | 75.3 |
| Logan | B00003 | 27.679 | 3-45 FT RCDG SPANS | WOLF LICK SWAMP | 144 | 24 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 64.8 |

Exhibit B.7 Bridges

| County Name: | Bridge No: | Milepoint: | Bridge Description: | Features Intersected: | Structure Length: | Bridge Width: | Posting Rate: | Structural Function: | Superstructure: | Substructure: | Sufficiency Rating ¹ : |
|--------------|------------|------------|--------------------------|-------------------------------|-------------------|---------------|---------------|--------------------------|-------------------------|-------------------------|-----------------------------------|
| Logan | B00002 | 27.366 | 5-50 FT RCDG SPANS | WOLF LICK CREEK | 264 | 25.5 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 64.8 |
| Logan | B00045 | 14.583 | DBL 12X7X38 CLVT | TOWN BRANCH | 38 | N/A | No Post | | N/A | N/A | 89.2 |
| Logan | B00020 | 4.025 | 6-50 FT RCDG SPANS | NORTH FORK OF RED RIVER | 318 | 25 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 67.3 |
| Logan | B00021 | 0.987 | 6-50 FT RCDG SPANS | SOUTH FORK OF RED RIVER | 318 | 25 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 63.9 |

¹ Based on March 2006 State Bridge Inventory

**Exhibit B.8
Bridges**

| County Name: | Bridge No: | Milepoint: | Bridge Description: | Features Intersected: | Structure Length: | Bridge Width: | Posting Rate: | Structural Function: | Superstructure: | Substructure: | Sufficiency Rating ¹ : |
|--------------|------------|------------|---|-------------------------|-------------------|---------------|---------------|-----------------------|------------------------------------|------------------------------------|-----------------------------------|
| Daviess | B00075P | 11.370 | TWIN(35.42-94-35.42 FT SIMPLE WF STEEL BEAM SPANS- 0 DE | US431 | 172 | 40.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 93.8 |
| Daviess | B00075 | 11.370 | TWIN(35.42-94-35.42 FT SIMPLE WF STEEL BEAM SPANS- 0 DE | US431 | 172 | 40.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 93.8 |
| Daviess | B00040 | 10.185 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 14.8 | No Post | | Satisfactory (Minor Deterioration) | Satisfactory (Minor Deterioration) | 60.7 |
| Daviess | B00041 | 10.146 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 14.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 59.2 |
| Daviess | B00042 | 10.131 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 14.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 59.2 |
| Daviess | B00043 | 10.115 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 14.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 59.2 |
| Daviess | B00044 | 10.049 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 13.4 | No Post | | Satisfactory (Minor Deterioration) | Good (Minor Defects) | 59.2 |
| Daviess | B00045 | 9.858 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 14.8 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 59.2 |
| Daviess | B00046 | 9.829 | 1-30 FT RC PRECAST(ONLY) SPAN - 0 DEG SKEW | DRAINAGE DITCH | 32 | 13.4 | No Post | | Good (Minor Defects) | Good (Minor Defects) | 59.2 |
| Daviess | B00047 | 9.333 | DBL 10X7X71 RC BOX CULV-0 DEG SK FILL= 5 FT BRL= GOOD | BRANCH OF PANTHER CREEK | 23 | 0 | No Post | | N/A | N/A | 63.4 |
| Daviess | B00048 | 9.034 | 3-30 FT SIMPLE RCDG SPANS 0 DEG SKEW | BRANCH OF PANTHER CREEK | 99 | 45 | No Post | | Very Good (No Defects) | Very Good (No Defects) | 90.2 |
| Daviess | B00049 | 8.543 | 1-32.94 2-33.25 1-33.75 2-70.67 1-100 1-33.44 FT STEEL | PANTHER CREEK | 412 | 31.7 | Post Req'd | | Satisfactory (Minor Deterioration) | Good (Minor Defects) | 61.0 |
| Daviess | B00050 | 8.037 | 20X6X68 RC BOX CULV-0 DEG SK FILL= 2 FT BRL= GOOD | BRANCH OF PANTHER CREEK | 22 | 0 | No Post | | N/A | N/A | 80.9 |
| McLean | B00013 | 9.625 | SNGL 10X6X79 RC CLVT - 1FT FILL OD | BRANCH BUCK CREEK | 79 | 0 | No Post | Functionally Obsolete | N/A | N/A | 51.6 |
| McLean | B00015 | 9.128 | 30 FT- 35 FT- 30 FT R.C.D.G. SPANS - 30 DEG SKEW | BUCK CREEK | 104 | 33 | No Post | Functionally Obsolete | Good (Minor Defects) | Good (Minor Defects) | 64 |

Exhibit B.8 Bridges

| County Name: | Bridge No: | Milepoint: | Bridge Description: | Features Intersected: | Structure Length: | Bridge Width: | Posting Rate: | Structural Function: | Superstructure: | Substructure: | Sufficiency Rating ¹ : |
|--------------|------------|------------|---|--------------------------------|-------------------|---------------|---------------|---------------------------|---------------------------------------|--|-----------------------------------|
| McLean | B00014 | 7.116 | DBL 10X8X38 RC CULVERT FILL= 2 FT BRL= GOOD | BRANCH BUCK CREEK | 23 | 0 | No Post | | N/A | N/A | 78.9 |
| McLean | B00018 | 5.100 | 3-150'DECK TRUS,1- 320'THRY TRUSS,10-56'I- BMS K | GREEN RIVER & ROUGH RIVE | 1644 | 27 | No Post | Functionally Obsolete | Satisfactory (Minor Deterioration) | Good (Minor Defects) | 56.4 |
| McLean | B00021 | 4.632 | 10-30 FT R.C.D.G. SPANS | UNNAMED STREAM TO GREEN | 330 | 28 | No Post | Functionally Obsolete | Good (Minor Defects) | Satisfactory (Minor Deterioration) | 74.1 |
| McLean | B00020 | 3.493 | DBL 10X4X41 RC CULV-0 DEG SK FILL= 3 FT BRL= GOOD | SWAMP OPPOSITE L & N.R.R | 23 | 39.5 | No Post | | N/A | N/A | 77.5 |
| McLean | B00019 | 0.800 | 15-30 FT R.C.D.G. SPANS | DRAIN TO CYPRESS CREEK | 497 | 25.5 | No Post | Functionally Obsolete | Good (Minor Defects) | Satisfactory (Minor Deterioration) | 64.5 |
| Muhlenberg | B00056 | 27.713 | 15-30 FT R.C.D.G. SPANS | OVERFLOW STRUCTURE | 497 | 25 | No Post | Structurally Deficient | Fair (Minor Section Loss) | Poor (Advanced Section Loss) | 39.0 |
| Muhlenberg | B00057 | 25.744 | DBL 8X3X45 RC CULV-45 DEG SK | BR CYPRESS CREEK | 26 | 0 | No Post | | N/A | N/A | 93.4 |
| Muhlenberg | RR0601 | 20.860 | 1-16'X24'X58' RIGID FRAME | PEABODY RAILROAD | 21 | 39 | No Post | Functionally Obsolete | N/A | N/A | 76.7 |
| Muhlenberg | RR0603 | 20.860 | 1-27' & 2-8' RC SLAB SPAN | P&L RAILWAY | 50 | 25 | No Post | | Satisfactory (Minor Deterioration) | Good (Minor Defects) | N/A |
| Muhlenberg | B00132 | 20.860 | 1-27' & 2-8' RC SLAB SPAN | P&L RAILWAY | 50 | 25 | No Post | | Satisfactory (Minor Deterioration) | Good (Minor Defects) | N/A |

¹ Based on March 2006 State Bridge Inventory

Exhibit B.9 Traffic Characteristics

| County | Beg. MP | End MP | Segment Length | 2007 ADT | Percent Trucks (HIS)* | Posted Speed Limit | % Passing Sight Distance | 2007 LOS | Projected 2030 ADT | Projected 2030 LOS |
|------------|---------|--------|----------------|-----------------------------|-----------------------|--------------------|--------------------------|----------|--------------------|--------------------|
| Muhlenberg | 17.290 | 17.484 | 0.194 | 7,270 | 18% | 55 | 100% | A | 10,100 | A |
| Muhlenberg | 17.250 | 17.290 | 0.040 | 7,270 | 18% | 55 | 30% | D | 10,100 | D |
| Muhlenberg | 16.538 | 17.250 | 0.712 | 7,270 | 18% | 55 | 30% | D | 10,100 | D |
| Muhlenberg | 15.184 | 16.538 | 1.354 | 6,610 | 18% | 55 | 70% | C | 9,200 | D |
| Muhlenberg | 11.982 | 15.184 | 3.202 | 8,180 | 18% | 55 | 50% | D | 11,400 | D |
| Muhlenberg | 11.782 | 11.982 | 0.200 | 8,180 | 18% | 55 | 70% | D | 11,400 | D |
| Muhlenberg | 11.427 | 11.782 | 0.355 | 8,180 | 18% | 45 | 50% | E | 11,400 | E |
| Muhlenberg | 11.000 | 11.427 | 0.427 | 5,930 | 18% | 35 | 40% | E | 8,300 | E |
| Muhlenberg | 9.970 | 11.000 | 1.030 | 5,930 | 18% | 55 | 40% | C | 8,300 | D |
| Muhlenberg | 9.834 | 9.970 | 0.136 | 5,930 | 18% | 45 | 40% | E | 8,300 | E |
| Muhlenberg | 9.669 | 9.834 | 0.165 | 4,610 | 18% | 45 | 40% | E | 6,400 | E |
| Muhlenberg | 8.530 | 9.669 | 1.139 | 4,610 | 18% | 55 | 40% | C | 6,400 | D |
| Muhlenberg | 8.020 | 8.530 | 0.510 | 4,610 | 18% | 35 | 40% | E | 6,400 | E |
| Muhlenberg | 7.520 | 8.020 | 0.500 | 4,960 | 18% | 45 | 40% | E | 6,900 | E |
| Muhlenberg | 6.964 | 7.520 | 0.556 | 4,960 | 18% | 55 | 40% | D | 6,900 | D |
| Muhlenberg | 0.540 | 6.964 | 6.424 | 2,590 | 18% | 55 | 2% | C | 3,600 | C |
| Muhlenberg | 0.000 | 0.540 | 0.540 | 2,580 | 18% | 45 | 2% | E | 3,600 | E |
| Logan | 28.207 | 31.050 | 2.843 | 2,810 | 18% | 55 | 28% | C | 3,900 | C |
| Logan | 24.728 | 28.207 | 3.479 | 5,320 | 18% | 55 | 55% | C | 7,400 | D |
| Logan | 24.454 | 24.728 | 0.274 | 5,320 | 18% | 45 | 35% | E | 7,400 | E |
| Logan | 23.873 | 24.454 | 0.581 | 5,320 | 18% | 35 | 35% | E | 7,400 | E |
| Logan | 23.240 | 23.873 | 0.633 | 5,320 | 18% | 45 | 35% | E | 7,400 | E |
| Logan | 21.636 | 23.240 | 1.604 | 5,850 | 18% | 55 | 35% | C | 8,100 | D |
| Logan | 20.900 | 21.636 | 0.736 | 6,180 | 18% | 55 | 47% | C | 8,600 | D |
| Logan | 20.590 | 20.900 | 0.310 | 6,180 | 18% | 55 | 100% | C | 8,600 | C |
| Logan | 13.896 | 20.590 | 6.694 | Omitted From Planning Study | | | | | | |
| Logan | 13.593 | 13.896 | 0.303 | 10,400 | 7% | 35 | not avail | E | 14,500 | E |
| Logan | 12.774 | 13.593 | 0.819 | 10,400 | 7% | 45 | not avail | E | 14,500 | E |
| Logan | 12.331 | 12.774 | 0.443 | 5,900 | 7% | 45 | not avail | E | 8,200 | E |

* 2003 KY Average Truck %'s were used to calculate LOS:

Rural Minor Arterial- 14.0%

Urban Minor Arterial- 8.7%

Urban Prin. Arterial- 6.9%

Exhibit B.9 Traffic Characteristics

| County | Beg. MP | End MP | Segment Length | 2007 ADT | Percent Trucks (HIS)* | Posted Speed Limit | % Passing Sight Distance | 2007 LOS | Projected 2030 ADT | Projected 2030 LOS |
|--------|---------|--------|----------------|----------|-----------------------|--------------------|--------------------------|----------|--------------------|--------------------|
| Logan | 8.252 | 12.331 | 4.079 | 5,900 | 14% | 45 | 85% | E | 8,300 | E |
| Logan | 4.145 | 8.252 | 4.107 | 3,210 | 14% | 55 | 68% | C | 4,500 | C |
| Logan | 2.359 | 4.145 | 1.786 | 4,000 | 14% | 55 | 51% | C | 5,600 | C |
| Logan | 2.300 | 2.359 | 0.059 | 4,000 | 14% | 45 | 51% | D | 5,600 | E |
| Logan | 1.974 | 2.300 | 0.326 | 4,000 | 14% | 45 | 28% | E | 5,600 | E |
| Logan | 1.485 | 1.974 | 0.489 | 4,000 | 14% | 35 | 28% | E | 5,600 | E |
| Logan | 1.323 | 1.485 | 0.162 | 3,940 | 14% | 35 | 30% | E | 5,500 | E |
| Logan | 1.150 | 1.323 | 0.173 | 3,940 | 14% | 35 | 40% | E | 5,500 | E |
| Logan | 1.050 | 1.150 | 0.100 | 3,940 | 14% | 45 | 63% | D | 5,500 | E |
| Logan | 0.992 | 1.050 | 0.058 | 3,940 | 14% | 55 | 63% | B | 5,500 | C |
| Logan | 0.400 | 0.992 | 0.592 | 3,940 | 14% | 55 | 63% | B | 5,500 | C |
| Logan | 0.000 | 0.400 | 0.400 | 3,940 | 14% | 55 | 100% | A | 5,500 | B |

* 2003 KY Average Truck %'s were used to calculate LOS:

Rural Minor Arterial- 14.0%

Urban Minor Arterial- 8.7%

Urban Prin. Arterial- 6.9%

Exhibit B.10 Traffic Characteristics

| County | Beg. MP | End MP | Segment Length | 2007 ADT | Percent Trucks (HIS)* | Posted Speed Limit | % Passing Sight Distance | 2007 LOS | Projected 2030 ADT | Projected 2030 LOS |
|------------|---------|--------|----------------|----------|-----------------------|--------------------|--------------------------|----------|--------------------|--------------------|
| Daviess | 14.519 | 14.670 | 0.151 | 8,140 | 7% | 35 | 100% | D | 11,300 | D |
| Daviess | 13.900 | 14.519 | 0.619 | 18,700 | 7% | 35 | 100% | C | 26,000 | C |
| Daviess | 11.367 | 13.900 | 2.533 | 27,400 | 7% | 35 | 100% | C | 38,200 | C |
| Daviess | 10.952 | 11.367 | 0.415 | 29,900 | 7% | 35 | 100% | D | 41,600 | D |
| Daviess | 10.910 | 10.952 | 0.042 | 10,400 | 7% | 35 | 100% | C | 14,500 | C |
| Daviess | 10.632 | 10.910 | 0.278 | 10,400 | 7% | 45 | 100% | C | 14,500 | C |
| Daviess | 10.246 | 10.632 | 0.386 | 10,400 | 7% | 45 | 100% | A | 14,500 | A |
| Daviess | 7.215 | 10.246 | 3.031 | 10,300 | 18% | 55 | 100% | C | 14,300 | D |
| Daviess | 2.599 | 7.215 | 4.616 | 8,960 | 18% | 55 | 0% | D | 12,500 | D |
| Daviess | 0.000 | 2.599 | 2.599 | 6,550 | 18% | 55 | 25% | D | 9,100 | D |
| McLean | 10.507 | 11.573 | 1.066 | 6,180 | 18% | 55 | 60% | C | 8,600 | D |
| McLean | 9.852 | 10.507 | 0.655 | 6,180 | 18% | 55 | 0% | C | 8,600 | D |
| McLean | 8.300 | 9.852 | 1.552 | 6,910 | 18% | 55 | 60% | C | 9,600 | D |
| McLean | 8.265 | 8.300 | 0.035 | 6,910 | 18% | 55 | 80% | C | 9,600 | D |
| McLean | 6.770 | 8.265 | 1.495 | 6,910 | 18% | 55 | 80% | C | 9,600 | D |
| McLean | 6.650 | 6.770 | 0.120 | 6,910 | 18% | 45 | 80% | E | 9,600 | E |
| McLean | 6.038 | 6.650 | 0.612 | 6,910 | 18% | 45 | 0% | E | 9,600 | E |
| McLean | 4.954 | 6.038 | 1.084 | 7,110 | 18% | 45 | 0% | E | 9,900 | E |
| McLean | 4.354 | 4.954 | 0.600 | 6,800 | 18% | 55 | 100% | C | 9,500 | C |
| McLean | 3.045 | 4.354 | 1.309 | 6,120 | 18% | 55 | 50% | C | 8,500 | D |
| McLean | 2.766 | 3.045 | 0.279 | 6,120 | 18% | 55 | 50% | C | 8,500 | D |
| McLean | 2.590 | 2.766 | 0.176 | 5,030 | 18% | 55 | 50% | C | 7,000 | D |
| McLean | 2.500 | 2.590 | 0.090 | 5,030 | 18% | 45 | 50% | E | 7,000 | E |
| McLean | 1.980 | 2.500 | 0.520 | 5,030 | 18% | 45 | 75% | E | 7,000 | E |
| McLean | 1.045 | 1.980 | 0.935 | 5,030 | 18% | 55 | 75% | C | 7,000 | C |
| McLean | 0.000 | 1.045 | 1.045 | 5,030 | 18% | 55 | 100% | B | 7,000 | C |
| Muhlenberg | 26.411 | 27.779 | 1.368 | 5,030 | 18% | 55 | 20% | C | 7,000 | D |
| Muhlenberg | 24.232 | 26.411 | 2.179 | 4,390 | 18% | 55 | 20% | C | 6,100 | C |
| Muhlenberg | 22.398 | 24.232 | 1.834 | 4,970 | 18% | 45 | 20% | E | 6,900 | E |
| Muhlenberg | 21.630 | 22.398 | 0.768 | 2,770 | 18% | 45 | 30% | E | 3,900 | E |

*2003 KY Average Truck %'s were use to calculate LOS:

Rural Minor Arterial - 14.0%

Urban Minor Arterial - 8.7%

Urban Prin. Arterial - 6.9%

Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.10 Traffic Characteristics

| County | Beg. MP | End MP | Segment Length | 2007 ADT | Percent Trucks (HIS)* | Posted Speed Limit | % Passing Sight Distance | 2007 LOS | Projected 2030 ADT | Projected 2030 LOS |
|------------|---------|--------|----------------|----------|-----------------------|--------------------|--------------------------|----------|--------------------|--------------------|
| Muhlenberg | 21.481 | 21.630 | 0.149 | 2,770 | 18% | 55 | 30% | C | 3,900 | C |
| Muhlenberg | 21.320 | 21.481 | 0.161 | 2,770 | 7% | 55 | 50% | B | 3,900 | C |
| Muhlenberg | 21.293 | 21.320 | 0.027 | 2,770 | 7% | 55 | 50% | B | 3,900 | C |
| Muhlenberg | 20.661 | 21.293 | 0.632 | 2,770 | 7% | 55 | 50% | C | 3,900 | C |
| Muhlenberg | 19.389 | 20.661 | 1.272 | 3,430 | 7% | 45 | 50% | E | 4,800 | E |
| Muhlenberg | 18.879 | 19.389 | 0.51 | 5,270 | 7% | 35 | 50% | E | 7,300 | E |
| Muhlenberg | 18.679 | 18.879 | 0.2 | 7,840 | 7% | 35 | 50% | E | 10,900 | E |
| Muhlenberg | 18.278 | 18.679 | 0.401 | 12,100 | 7% | 35 | 50% | E | 16,800 | E |
| Muhlenberg | 17.955 | 18.278 | 0.323 | 9,280 | 7% | 35 | 50% | E | 12,900 | E |
| Muhlenberg | 17.81 | 17.955 | 0.145 | 9,280 | 7% | 45 | 50% | E | 12,900 | E |
| Muhlenberg | 17.484 | 17.81 | 0.326 | 9,280 | 7% | 55 | 50% | D | 12,900 | D |

*2003 KY Average Truck %'s were use to calculate LOS:

Rural Minor Arterial - 14.0%

Urban Minor Arterial - 8.7%

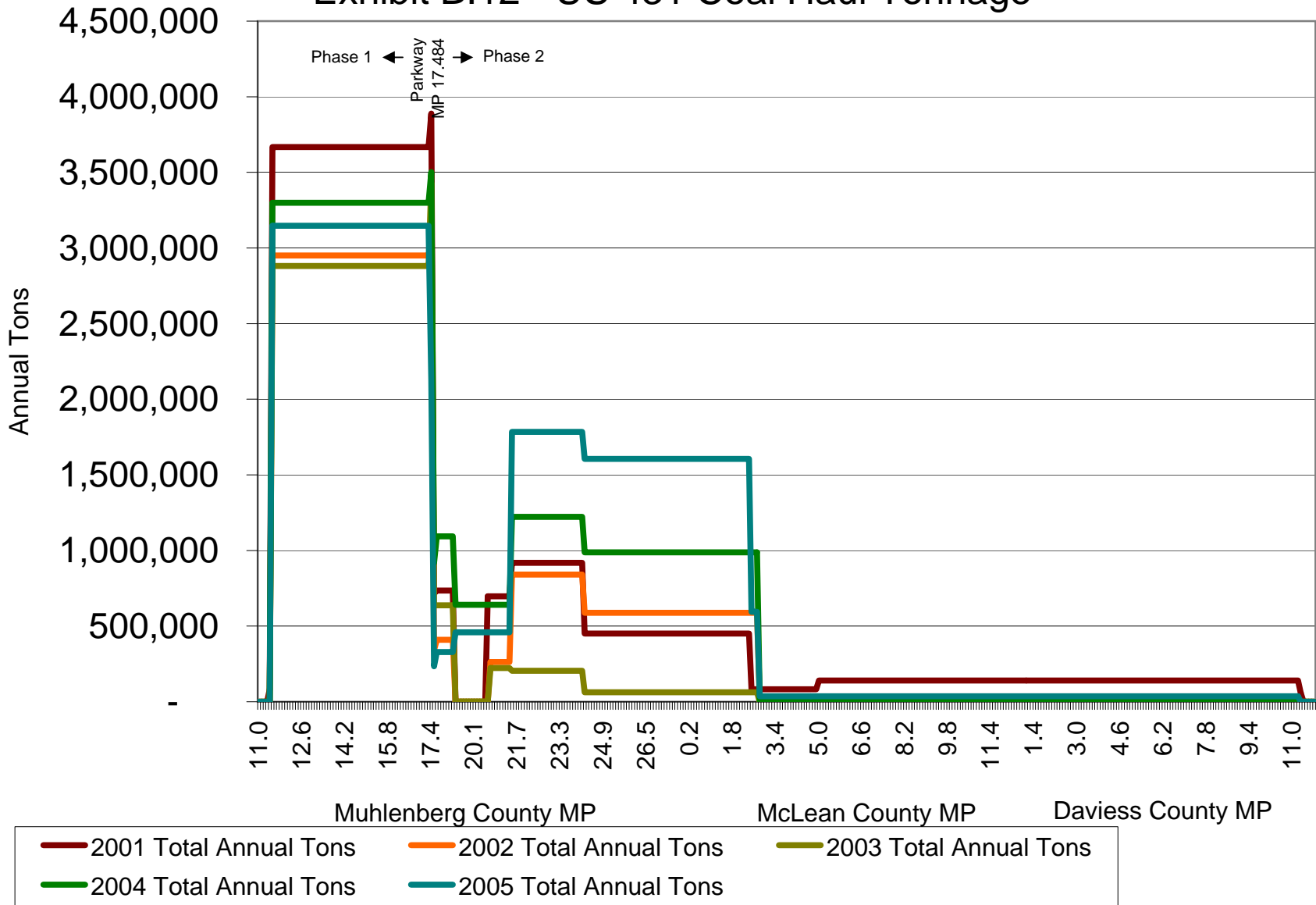
Urban Prin. Arterial - 6.9%

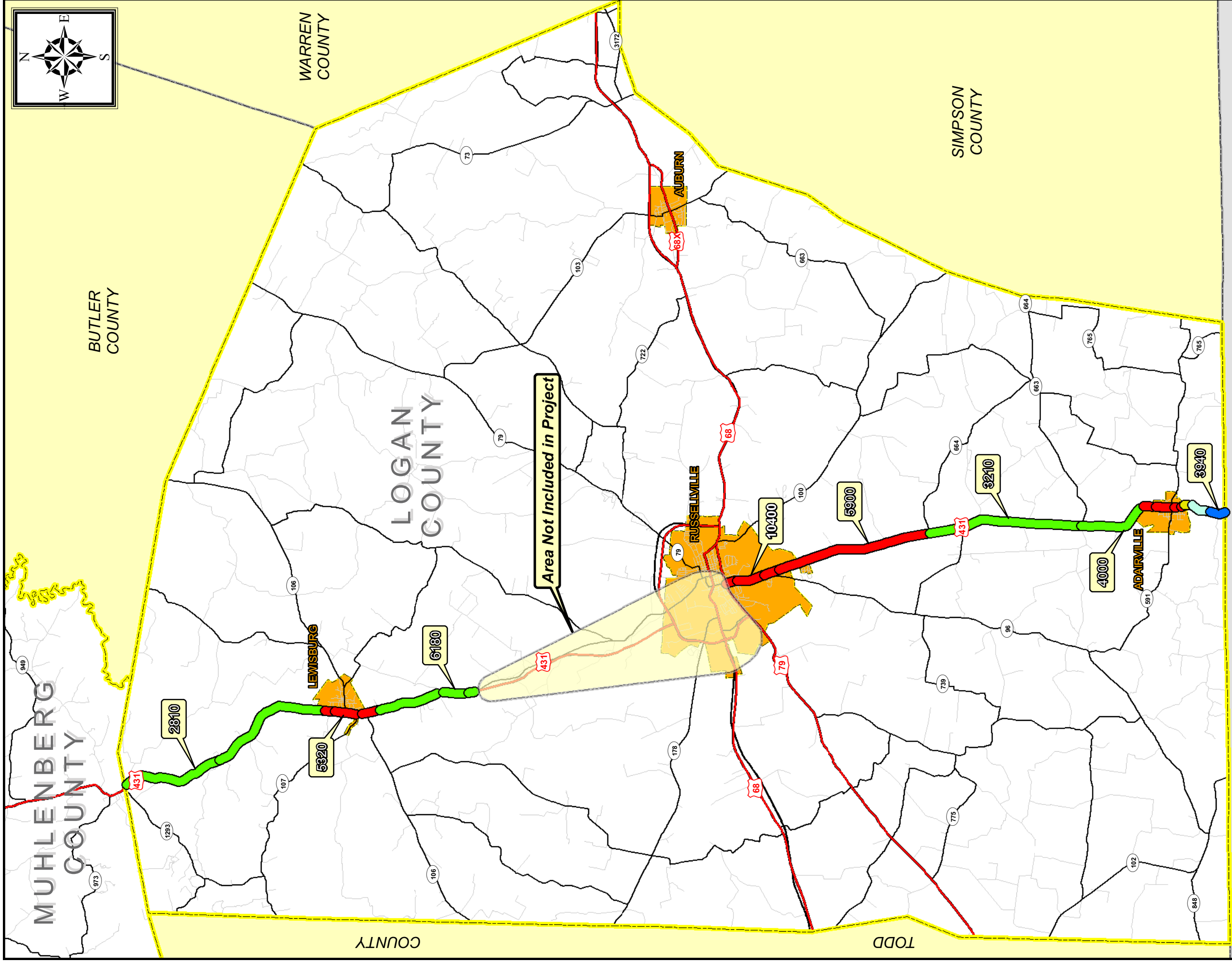
Source: KYTC Highway Information System (HIS), June 2007

Exhibit B.11 Coal Haul Tonnage

| County | Begin MP | End MP | 2001 Cardinal Direction | 2001 Non-Cardinal Direction | 2001 Total Annual Tons | 2002 Cardinal Direction | 2002 Non-Cardinal Direction | 2002 Total Annual Tons | 2003 Cardinal Direction | 2003 Non-Cardinal Direction | 2003 Total Annual Tons | 2004 Cardinal Direction | 2004 Non-Cardinal Direction | 2004 Total Annual Tons | 2005 Cardinal Direction | 2005 Non-Cardinal Direction | 2005 Total Annual Tons |
|------------|----------|--------|-------------------------|-----------------------------|------------------------|-------------------------|-----------------------------|------------------------|-------------------------|-----------------------------|------------------------|-------------------------|-----------------------------|------------------------|-------------------------|-----------------------------|------------------------|
| Daviess | 11.400 | 14.670 | | | - | | | - | | | - | | | - | | | - |
| Daviess | 11.300 | 11.400 | 58,540 | | 58,540 | | | - | | | - | | | - | | | - |
| Daviess | 10.371 | 11.300 | 58,540 | 82,000 | 140,540 | | | - | | | - | | | - | 35,531 | 0 | 35,531 |
| Daviess | 0.000 | 10.371 | 58,540 | 82,000 | 140,540 | | | - | | | - | 9,600 | - | 9,600 | 35,531 | 0 | 35,531 |
| McLean | 5.000 | 11.573 | 58,540 | 82,000 | 140,540 | | | - | | | - | 9,600 | - | 9,600 | 35,531 | 0 | 35,531 |
| McLean | 2.800 | 5.000 | | 82,000 | 82,000 | | | - | | | - | 9,600 | - | 9,600 | 35,531 | 0 | 35,531 |
| McLean | 2.500 | 2.800 | | 82,000 | 82,000 | 587,582 | | 587,582 | 62,519 | 0 | 62,519 | 377,019 | 611,088 | 988,107 | 595,045 | 0 | 595,045 |
| McLean | 0.000 | 2.500 | 451,000 | | 451,000 | 587,582 | | 587,582 | 62,519 | 0 | 62,519 | 377,019 | 611,088 | 988,107 | 1,605,561 | 0 | 1,605,561 |
| Muhlenberg | 24.200 | 27.779 | 451,000 | | 451,000 | 587,582 | | 587,582 | 62,519 | 0 | 62,519 | 377,019 | 611,088 | 988,107 | 1,605,561 | 0 | 1,605,561 |
| Muhlenberg | 21.500 | 24.200 | 918,021 | | 918,021 | 840,659 | | 840,659 | 204,944 | 0 | 204,944 | 611,348 | 611,088 | 1,222,436 | 1,784,694 | 0 | 1,784,694 |
| Muhlenberg | 21.400 | 21.500 | 704,083 | | 704,083 | 262,878 | | 262,878 | 1,033 | 222,612 | 223,645 | 29,336 | 611,088 | 640,424 | 459,471 | 0 | 459,471 |
| Muhlenberg | 20.700 | 21.400 | 697,507 | | 697,507 | 262,878 | | 262,878 | 1,033 | 222,612 | 223,645 | 29,336 | 611,088 | 640,424 | 459,471 | 0 | 459,471 |
| Muhlenberg | 20.600 | 20.700 | 697,507 | | 697,507 | | | - | 1,033 | 0 | 1,033 | 29,336 | 611,088 | 640,424 | 459,471 | 0 | 459,471 |
| Muhlenberg | 18.300 | 20.600 | | | - | | | - | 1,033 | 0 | 1,033 | 29,336 | 611,088 | 640,424 | 459,471 | 0 | 459,471 |
| Muhlenberg | 17.600 | 18.300 | 489,488 | 244,971 | 734,459 | 142,267 | 266,614 | 408,881 | 618,721 | 19,552 | 638,273 | 315,848 | 777,189 | 1,093,037 | 234,516 | 93,667 | 328,183 |
| Muhlenberg | 17.500 | 17.600 | 489,488 | 225,384 | 714,872 | 142,267 | 197,710 | 339,977 | 617,688 | 19,552 | 637,240 | 315,848 | 602,377 | 918,225 | 234,516 | 0 | 234,516 |
| Muhlenberg | 17.400 | 17.500 | 383,937 | 3,505,125 | 3,889,062 | 142,267 | 2,919,678 | 3,061,945 | 617,688 | 2,812,753 | 3,430,441 | 315,848 | 3,187,056 | 3,502,904 | 234,516 | 1,891,681 | 2,126,197 |
| Muhlenberg | 11.500 | 17.400 | | 3,667,437 | 3,667,437 | | 2,949,797 | 2,949,797 | 0 | 2,880,354 | 2,880,354 | 29,336 | 3,269,505 | 3,298,841 | 29,336 | 3,117,590 | 3,146,926 |
| Muhlenberg | 11.400 | 11.500 | | 83,099 | 83,099 | | 5,149 | 5,149 | | | - | | | - | | | - |
| Muhlenberg | 0.000 | 11.400 | | | - | | | - | | | - | | | - | | | - |
| Logan | 14.962 | 31.050 | | | - | | | - | | | - | | | - | | | - |
| Logan | 11.776 | 14.962 | | | - | | | - | | | - | | | - | | | - |
| Logan | 0.000 | 11.776 | | | - | | | - | | | - | | | - | | | - |

Exhibit B.12 - US 431 Coal Haul Tonnage





TENNESSEE

LEGEND

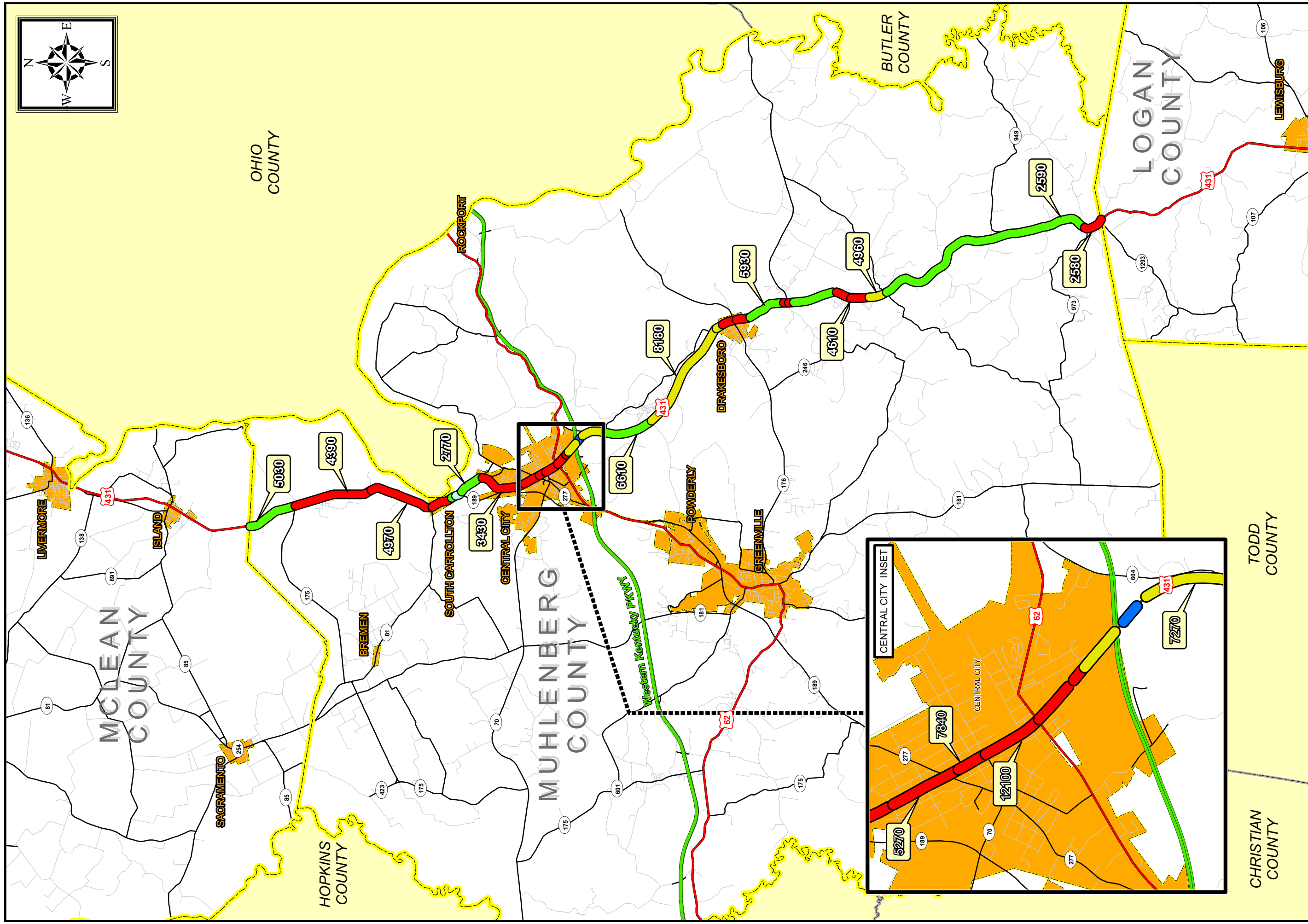
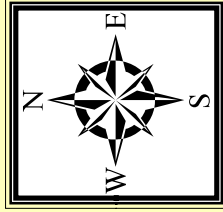
- 2340 - Average Daily Traffic (ADT)
- Level of Service "A"
- Level of Service "B"
- Level of Service "C"
- Level of Service "D"
- Level of Service "E" or "F"



US 431 Programming Study

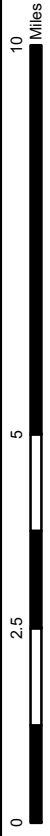


Exhibit B.13A
 2007 Level of Service
 and Average Daily Traffic (ADT)
 Logan County



LEGEND

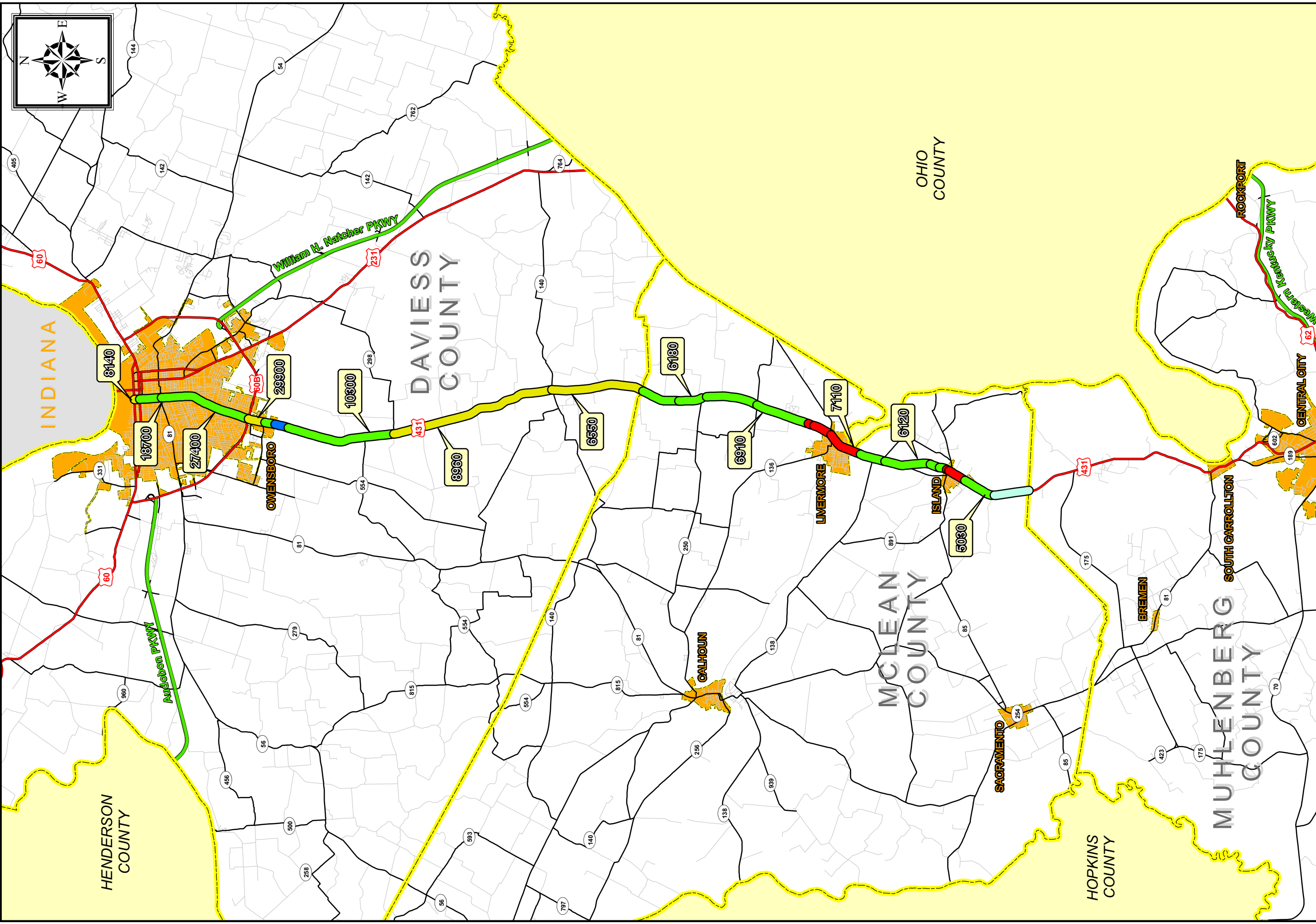
- 2640 - Average Daily Traffic (ADT)
- Level of Service "A"
- Level of Service "B"
- Level of Service "C"
- Level of Service "D"
- Level of Service "E" or "F"



US 431 Programming Study

Exhibit B.13B
 2007 Level of Service
 and Average Daily Traffic (ADT)
 Muhlenberg County





LEGEND

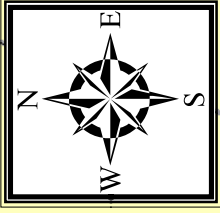
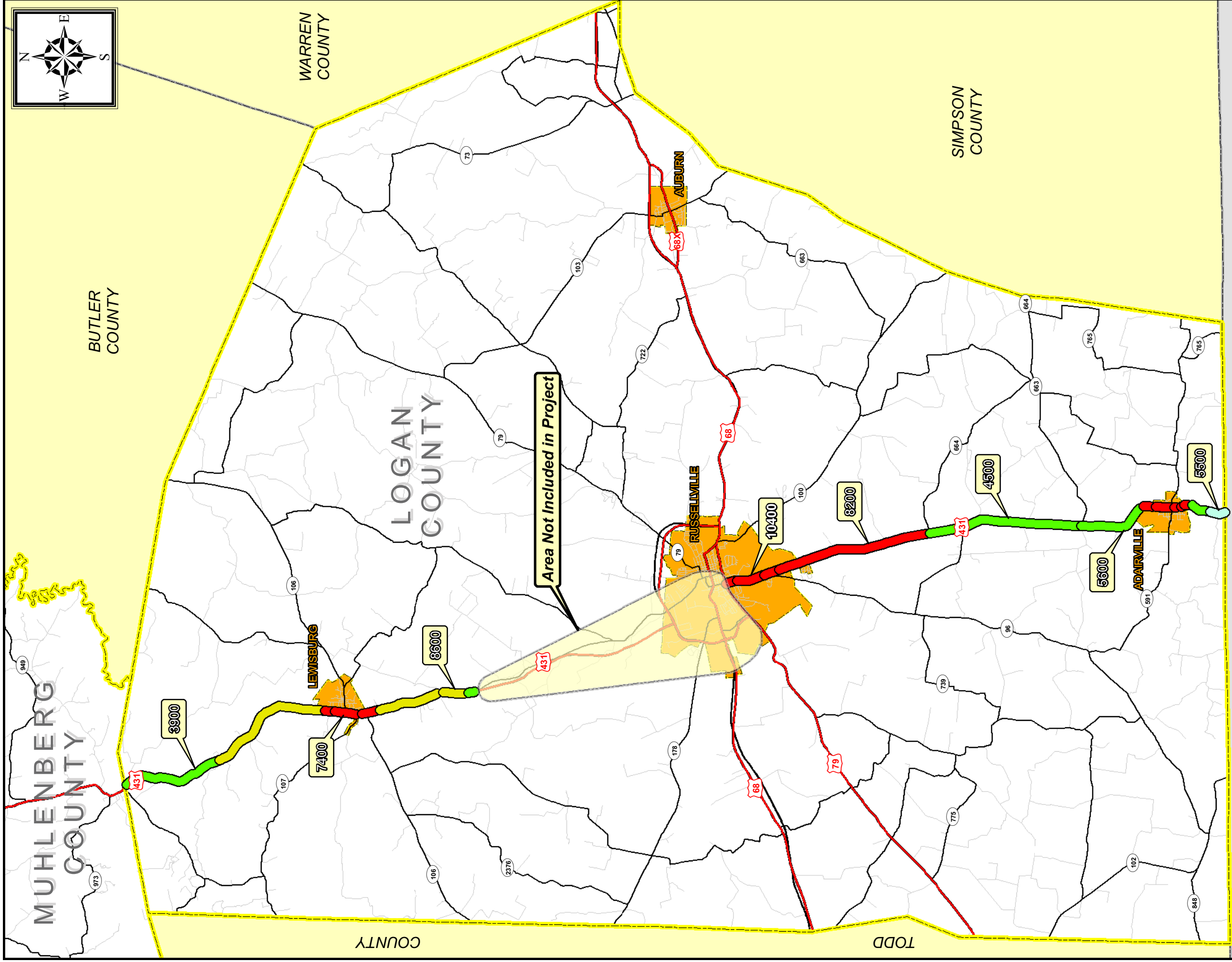
- Average Daily Traffic (ADT)
- Level of Service "A"
- Level of Service "B"
- Level of Service "C"
- Level of Service "D"
- Level of Service "E" or "F"



US 431 Programming Study



Exhibit B.13C
2007 Level of Service
and Average Daily Traffic (ADT)
 McLean and Daviess Counties



TENNESSEE

LEGEND

- Average Daily Traffic (2030 ADT)
- Level of Service "A"
- Level of Service "B"
- Level of Service "C"
- Level of Service "D"
- Level of Service "E" or "F"

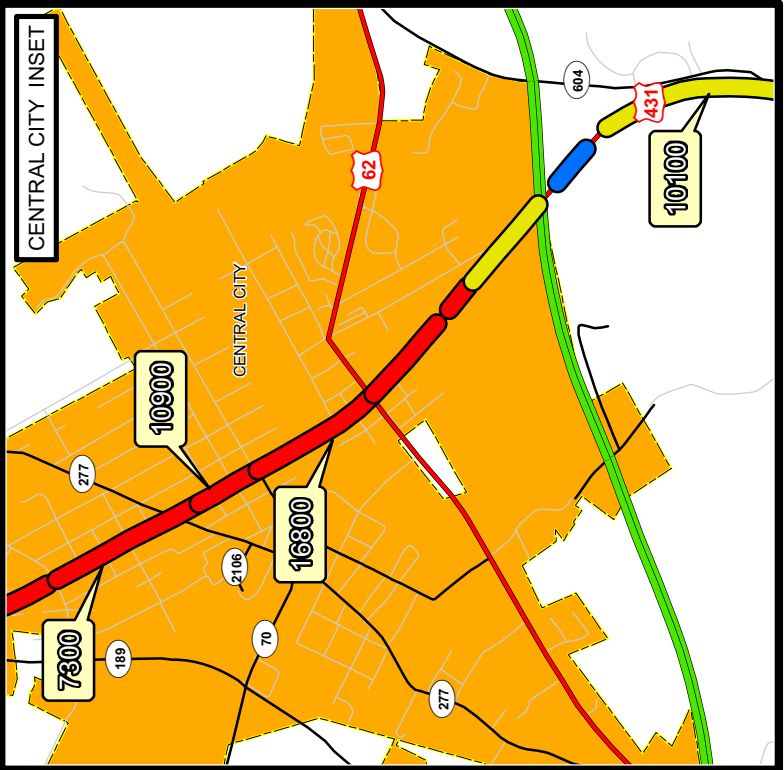
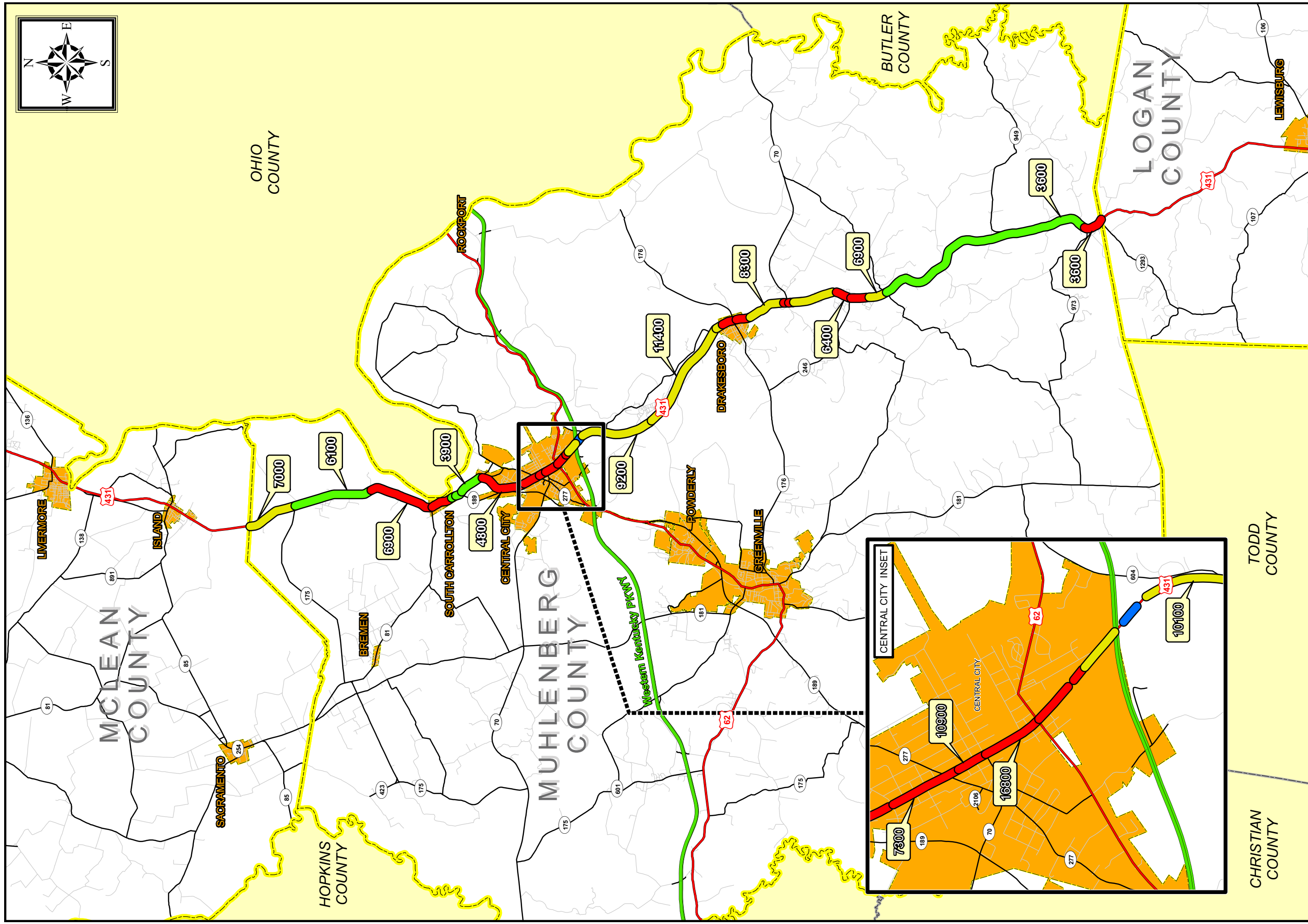
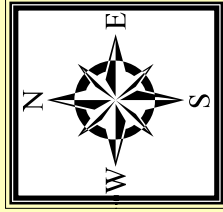


US 431 Programming Study

Exhibit B.14A
2030 Level of Service
and Average Daily Traffic (ADT)



Logan County



LEGEND

2640 - Average Daily Traffic (2030 ADT)

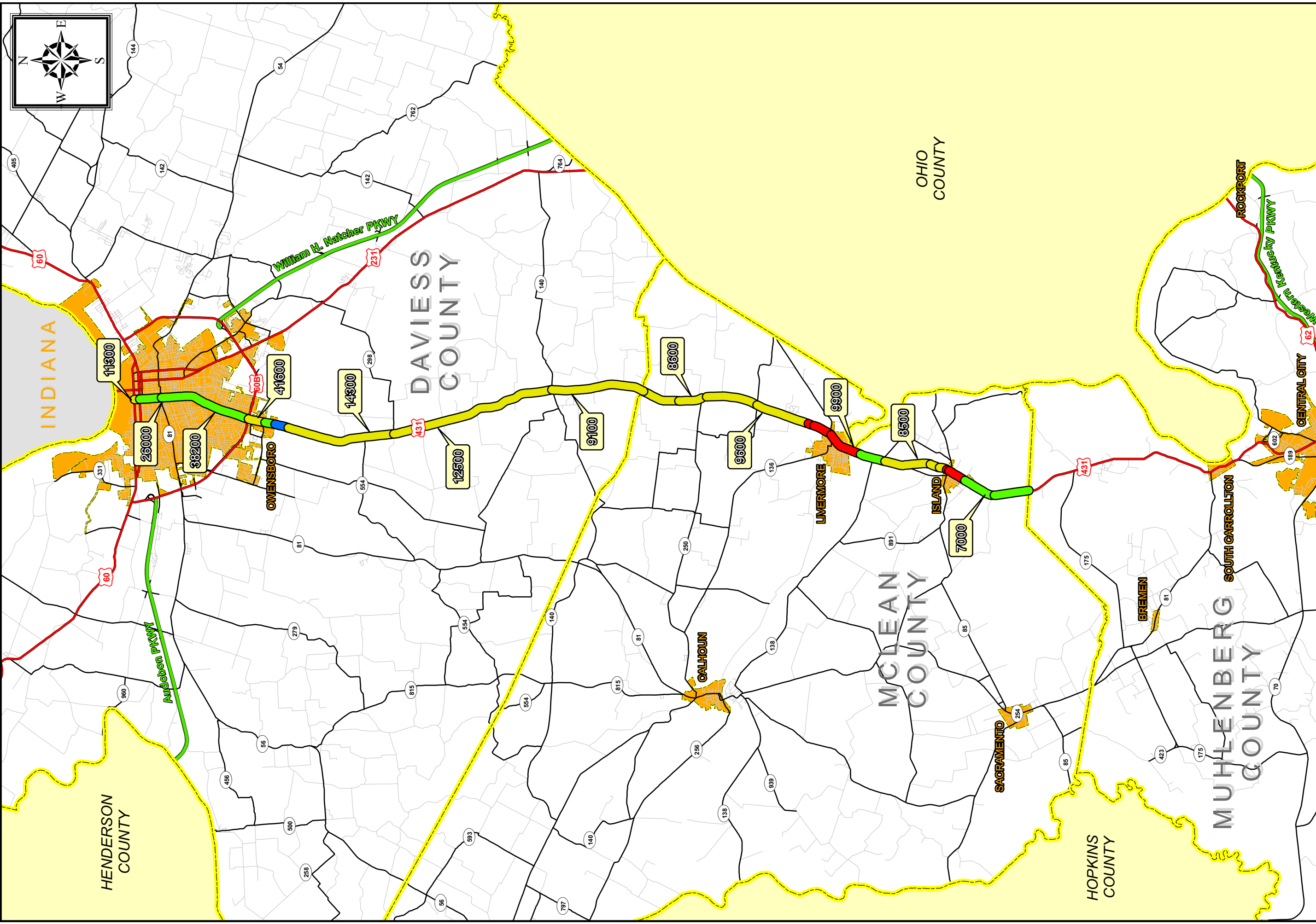
- █ - Level of Service "A"
- █ - Level of Service "B"
- █ - Level of Service "C"
- █ - Level of Service "D"
- █ - Level of Service "E" or "F"



US 431 Programming Study

Exhibit B.14B
2030 Level of Service
and Average Daily Traffic (ADT)





LEGEND

- 2040 - Average Daily Traffic (2030 ADT)
- █ - Level of Service "A"
- █ - Level of Service "B"
- █ - Level of Service "C"
- █ - Level of Service "D"
- █ - Level of Service "E" or "F"



US 431 Programming Study

Exhibit B.14C
 2030 Level of Service
 and Average Daily Traffic (ADT)



Exhibit B.15
High Crash Spots & Segments
 2003-2006 Data

| Spot or Segment | Location | | | Length | ADT | Lanes | Rural or Urban | Class Rate | Critical Crash Rate | Crashes | | | | Critical Rate Factor (CRF) |
|-----------------|------------|--------|--------|--------|--------|-------|----------------|------------|---------------------|---------|--------|-----|-------|----------------------------|
| | County | BMP | EMP | | | | | | | Fatal | Injury | PDO | Total | |
| Segment | Logan | 0.000 | 1.485 | 1.485 | 3,940 | 2 | Rural | 236 | 377.25 | 0 | 6 | 30 | 36 | 1.12 |
| Segment | Logan | 1.485 | 4.145 | 2.660 | 4,000 | 2 | Rural | 236 | 339.62 | 0 | 7 | 27 | 34 | 0.64 |
| Segment | Logan | 4.145 | 8.252 | 4.107 | 3,210 | 2 | Rural | 236 | 328.80 | 0 | 7 | 21 | 28 | 0.44 |
| Segment | Logan | 8.252 | 11.922 | 3.670 | 5,900 | 2 | Rural | 236 | 307.96 | 1 | 8 | 22 | 31 | 0.32 |
| Segment | Logan | 11.922 | 12.774 | 0.852 | 5,900 | 2 | Urban | 256 | 414.95 | 0 | 5 | 10 | 15 | 0.49 |
| Segment | Logan | 12.774 | 13.896 | 1.122 | 10,400 | 2 | Urban | 256 | 358.79 | 0 | 7 | 32 | 39 | 0.64 |
| Segment | Logan | 20.590 | 21.636 | 1.046 | 6,180 | 2 | Rural | 236 | 370.11 | 0 | 4 | 3 | 7 | 0.20 |
| Segment | Logan | 21.636 | 23.859 | 2.223 | 5,850 | 2 | Rural | 236 | 329.45 | 1 | 10 | 22 | 33 | 0.53 |
| Segment | Logan | 23.859 | 28.207 | 4.348 | 5,320 | 2 | Rural | 236 | 305.58 | 0 | 9 | 30 | 39 | 0.38 |
| Segment | Logan | 28.207 | 31.050 | 2.843 | 2,810 | 2 | Rural | 236 | 356.16 | 1 | 12 | 30 | 43 | 1.04 |
| Spot | Logan | 0.000 | 0.100 | 0.100 | 3,940 | 2 | Rural | 0.23 | 0.83 | 0 | 2 | 2 | 4 | 0.84 |
| Spot | Logan | 0.390 | 0.490 | 0.100 | 3,940 | 2 | Rural | 0.23 | 0.83 | 0 | 1 | 6 | 7 | 1.46 |
| Spot | Logan | 0.589 | 0.689 | 0.100 | 3,940 | 2 | Rural | 0.23 | 0.83 | 0 | 1 | 11 | 12 | 2.51 |
| Spot | Logan | 2.697 | 2.797 | 0.100 | 4,000 | 2 | Rural | 0.23 | 0.83 | 0 | 0 | 5 | 5 | 1.04 |
| Spot | Logan | 2.997 | 3.097 | 0.100 | 4,000 | 2 | Rural | 0.23 | 0.83 | 0 | 1 | 4 | 5 | 1.04 |
| Spot | Logan | 10.400 | 10.500 | 0.100 | 5,900 | 2 | Rural | 0.23 | 0.71 | 0 | 2 | 3 | 5 | 0.82 |
| Spot | Logan | 13.100 | 13.200 | 0.100 | 10,400 | 2 | Urban | 0.25 | 0.61 | 0 | 2 | 5 | 7 | 0.75 |
| Spot | Logan | 13.610 | 13.710 | 0.100 | 10,400 | 2 | Urban | 0.25 | 0.61 | 0 | 0 | 8 | 8 | 0.86 |
| Spot | Logan | 13.795 | 13.895 | 0.100 | 10,400 | 2 | Urban | 0.25 | 0.61 | 0 | 1 | 10 | 11 | 1.18 |
| Spot | Logan | 21.436 | 21.536 | 0.100 | 6,180 | 2 | Rural | 0.23 | 0.70 | 0 | 2 | 3 | 5 | 0.80 |
| Spot | Logan | 21.640 | 21.740 | 0.100 | 5,850 | 2 | Rural | 0.23 | 0.71 | 0 | 1 | 6 | 7 | 1.15 |
| Spot | Logan | 24.700 | 24.800 | 0.100 | 5,320 | 2 | Rural | 0.23 | 0.74 | 0 | 2 | 2 | 4 | 0.70 |
| Spot | Logan | 30.000 | 30.100 | 0.100 | 2,810 | 2 | Rural | 0.23 | 0.96 | 0 | 1 | 4 | 5 | 1.27 |
| Spot | Logan | 30.106 | 30.206 | 0.100 | 2,810 | 2 | Rural | 0.23 | 0.96 | 0 | 1 | 4 | 5 | 1.27 |
| Spot | Logan | 30.850 | 30.950 | 0.100 | 2,810 | 2 | Rural | 0.23 | 0.96 | 0 | 2 | 3 | 5 | 1.27 |
| Segment | Muhlenberg | 0.000 | 2.873 | 2.873 | 2,580 | 2 | Rural | 236 | 360.92 | 0 | 5 | 27 | 32 | 0.82 |
| Segment | Muhlenberg | 2.873 | 6.964 | 4.091 | 2,590 | 2 | Rural | 236 | 339.85 | 4 | 28 | 37 | 69 | 1.31 |
| Segment | Muhlenberg | 6.964 | 8.020 | 1.056 | 4,960 | 2 | Rural | 236 | 385.64 | 1 | 4 | 11 | 16 | 0.54 |
| Segment | Muhlenberg | 8.020 | 9.834 | 1.814 | 4,610 | 2 | Rural | 236 | 353.35 | 1 | 9 | 16 | 26 | 0.60 |
| Segment | Muhlenberg | 9.834 | 11.467 | 1.633 | 5,930 | 2 | Rural | 236 | 344.78 | 0 | 16 | 22 | 38 | 0.78 |
| Segment | Muhlenberg | 11.467 | 15.184 | 3.717 | 8,180 | 2 | Rural | 236 | 296.52 | 1 | 18 | 40 | 59 | 0.45 |
| Segment | Muhlenberg | 15.184 | 16.538 | 1.354 | 6,610 | 2 | Rural | 236 | 349.30 | 1 | 4 | 14 | 19 | 0.42 |
| Segment | Muhlenberg | 16.538 | 17.290 | 0.752 | 7,270 | 2 | Rural | 236 | 382.34 | 0 | 4 | 6 | 10 | 0.33 |
| Segment | Muhlenberg | 17.290 | 17.484 | 0.194 | 7,270 | 4 Div | Rural | 118 | 337.29 | 0 | 2 | 5 | 7 | 1.01 |

**Exhibit B.15
High Crash Spots & Segments
2003-2006 Data**

| Spot or Segment | Location | | | Length | ADT | Lanes | Rural or Urban | Class Rate | Critical Crash Rate | Crashes | | | | Critical Rate Factor (CRF) |
|-----------------|------------------|--------|--------|--------|-------|-------|----------------|------------|---------------------|---------|--------|-----|-------|----------------------------|
| | County | BMP | EMP | | | | | | | Fatal | Injury | PDO | Total | |
| Spot | Logan/Muhlenberg | 31.030 | 0.080 | 0.100 | 2,600 | 2 | Rural | 0.23 | 1.00 | 0 | 1 | 3 | 4 | 1.06 |
| Spot | Muhlenberg | 0.400 | 0.500 | 0.100 | 2,580 | 2 | Rural | 0.23 | 1.00 | 0 | 3 | 8 | 11 | 2.92 |
| Spot | Muhlenberg | 3.354 | 3.454 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 0 | 2 | 7 | 9 | 2.39 |
| Spot | Muhlenberg | 3.600 | 3.700 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 0 | 3 | 6 | 9 | 2.39 |
| Spot | Muhlenberg | 4.600 | 4.700 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 0 | 2 | 3 | 5 | 1.33 |
| Spot | Muhlenberg | 4.800 | 4.900 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 1 | 2 | 1 | 4 | 1.06 |
| Spot | Muhlenberg | 5.000 | 5.100 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 0 | 4 | 6 | 10 | 2.65 |
| Spot | Muhlenberg | 6.400 | 6.500 | 0.100 | 2,590 | 2 | Rural | 0.23 | 1.00 | 0 | 1 | 6 | 7 | 1.86 |
| Spot | Muhlenberg | 6.950 | 7.050 | 0.100 | 4,960 | 2 | Rural | 0.23 | 0.76 | 1 | 2 | 3 | 6 | 1.09 |
| Spot | Muhlenberg | 7.950 | 8.050 | 0.100 | 4,960 | 2 | Rural | 0.23 | 0.76 | 0 | 1 | 5 | 6 | 1.09 |
| Spot | Muhlenberg | 9.000 | 9.100 | 0.100 | 4,610 | 2 | Rural | 0.23 | 0.78 | 0 | 2 | 4 | 6 | 1.14 |
| Spot | Muhlenberg | 9.800 | 9.900 | 0.100 | 5,100 | 2 | Rural | 0.23 | 0.75 | 0 | 6 | 7 | 13 | 2.33 |
| Spot | Muhlenberg | 10.000 | 10.100 | 0.100 | 5,930 | 2 | Rural | 0.23 | 0.71 | 0 | 1 | 6 | 7 | 1.14 |
| Spot | Muhlenberg | 11.100 | 11.200 | 0.100 | 5,930 | 2 | Rural | 0.23 | 0.71 | 0 | 4 | 3 | 7 | 1.14 |
| Spot | Muhlenberg | 11.400 | 11.500 | 0.100 | 8,180 | 2 | Rural | 0.23 | 0.63 | 0 | 4 | 16 | 20 | 2.66 |
| Spot | Muhlenberg | 11.700 | 11.800 | 0.100 | 8,180 | 2 | Rural | 0.23 | 0.63 | 1 | 1 | 3 | 5 | 0.67 |
| Spot | Muhlenberg | 11.920 | 12.020 | 0.100 | 8,180 | 2 | Rural | 0.23 | 0.63 | 0 | 4 | 4 | 8 | 1.06 |
| Spot | Muhlenberg | 15.100 | 15.200 | 0.100 | 8,180 | 2 | Rural | 0.23 | 0.63 | 0 | 2 | 4 | 6 | 0.80 |
| Spot | Muhlenberg | 16.500 | 16.600 | 0.100 | 7,270 | 2 | Rural | 0.23 | 0.66 | 0 | 2 | 3 | 5 | 0.72 |
| Spot | Muhlenberg | 17.300 | 17.400 | 0.100 | 7,270 | 4 Div | Rural | 0.11 | 0.42 | 0 | 2 | 4 | 6 | 1.35 |

Exhibit B.16
High Crash Spots & Segments
2003-2006 Data

| Spot or Segment | Location | | | Length | ADT | Lanes | Rural or Urban | Class Rate | Critical Crash Rate | Crashes | | | | Critical Rate Factor (CRF) |
|-----------------|------------|--------|--------|--------|--------|-------|----------------|------------|---------------------|---------|--------|-----|-------|----------------------------|
| | County | BMP | EMP | | | | | | | Fatal | Injury | PDO | Total | |
| Segment | Muhlenberg | 17.484 | 18.278 | 0.794 | 9,280 | 2 | Urban | 256 | 386.31 | 2 | 14 | 30 | 46 | 1.11 |
| Segment | Muhlenberg | 18.278 | 18.679 | 0.401 | 12,100 | 2 | Urban | 256 | 417.91 | 0 | 10 | 48 | 58 | 1.96 |
| Segment | Muhlenberg | 18.679 | 18.962 | 0.283 | 7,840 | 2 | Urban | 256 | 500.44 | 0 | 6 | 29 | 35 | 2.16 |
| Segment | Muhlenberg | 18.962 | 19.462 | 0.500 | 5,270 | 2 | Urban | 256 | 479.13 | 0 | 5 | 6 | 11 | 0.60 |
| Segment | Muhlenberg | 19.462 | 20.661 | 1.199 | 3,430 | 2 | Urban | 256 | 432.53 | 0 | 1 | 3 | 4 | 0.15 |
| Segment | Muhlenberg | 20.661 | 21.481 | 0.820 | 2,770 | 2 | Urban | 256 | 497.41 | 0 | 1 | 2 | 3 | 0.18 |
| Segment | Muhlenberg | 21.481 | 22.398 | 0.917 | 2,770 | 2 | Rural | 236 | 454.98 | 1 | 11 | 12 | 24 | 1.42 |
| Segment | Muhlenberg | 22.398 | 24.232 | 1.834 | 4,970 | 2 | Rural | 236 | 348.24 | 1 | 15 | 14 | 30 | 0.65 |
| Segment | Muhlenberg | 24.232 | 26.411 | 2.179 | 4,390 | 2 | Rural | 236 | 345.47 | 1 | 5 | 20 | 26 | 0.54 |
| Segment | Muhlenberg | 26.411 | 27.779 | 1.368 | 5,030 | 2 | Rural | 236 | 365.83 | 0 | 1 | 11 | 12 | 0.33 |
| Spot | Muhlenberg | 17.484 | 17.584 | 0.100 | 9,280 | 2 | Urban | 0.25 | 0.64 | 2 | 2 | 5 | 9 | 1.04 |
| Spot | Muhlenberg | 17.670 | 17.770 | 0.100 | 9,280 | 2 | Urban | 0.25 | 0.64 | 0 | 2 | 4 | 6 | 0.70 |
| Spot | Muhlenberg | 17.800 | 17.900 | 0.100 | 9,280 | 2 | Urban | 0.25 | 0.64 | 0 | 2 | 3 | 5 | 0.58 |
| Spot | Muhlenberg | 17.900 | 18.000 | 0.100 | 9,280 | 2 | Urban | 0.25 | 0.64 | 0 | 4 | 5 | 9 | 1.04 |
| Spot | Muhlenberg | 18.240 | 18.340 | 0.100 | 12,100 | 2 | Urban | 0.25 | 0.58 | 0 | 4 | 25 | 29 | 2.81 |
| Spot | Muhlenberg | 18.350 | 18.450 | 0.100 | 12,100 | 2 | Urban | 0.25 | 0.58 | 0 | 3 | 7 | 10 | 0.97 |
| Spot | Muhlenberg | 18.490 | 18.590 | 0.100 | 12,100 | 2 | Urban | 0.25 | 0.58 | 0 | 4 | 18 | 22 | 2.13 |
| Spot | Muhlenberg | 18.600 | 18.700 | 0.100 | 10,000 | 2 | Urban | 0.25 | 0.62 | 0 | 4 | 13 | 17 | 1.87 |
| Spot | Muhlenberg | 18.700 | 18.800 | 0.100 | 7,840 | 2 | Urban | 0.25 | 0.67 | 0 | 1 | 8 | 9 | 1.17 |
| Spot | Muhlenberg | 18.900 | 19.000 | 0.100 | 6,000 | 2 | Urban | 0.25 | 0.74 | 0 | 5 | 12 | 17 | 2.61 |
| Spot | Muhlenberg | 22.300 | 22.400 | 0.100 | 2,770 | 2 | Rural | 0.23 | 0.97 | 0 | 9 | 10 | 19 | 4.85 |
| Spot | Muhlenberg | 24.132 | 24.232 | 0.100 | 4,970 | 2 | Rural | 0.23 | 0.76 | 0 | 4 | 4 | 8 | 1.46 |
| Segment | McLean | 0.000 | 2.766 | 2.766 | 5,030 | 2 | Rural | 236 | 326.27 | 1 | 8 | 21 | 30 | 0.45 |
| Segment | McLean | 2.766 | 4.354 | 1.588 | 6,120 | 2 | Rural | 236 | 344.58 | 0 | 3 | 4 | 7 | 0.14 |
| Segment | McLean | 4.354 | 4.954 | 0.600 | 6,800 | 2 | Rural | 236 | 406.54 | 0 | 0 | 2 | 2 | 0.08 |
| Segment | McLean | 4.954 | 6.038 | 1.084 | 7,110 | 2 | Rural | 236 | 358.41 | 0 | 8 | 16 | 24 | 0.60 |
| Segment | McLean | 6.038 | 9.852 | 3.814 | 6,910 | 2 | Rural | 236 | 301.10 | 0 | 19 | 41 | 60 | 0.52 |
| Segment | McLean | 9.852 | 11.573 | 1.721 | 6,180 | 2 | Rural | 236 | 339.64 | 1 | 10 | 15 | 26 | 0.49 |
| Spot | McLean | 2.400 | 2.500 | 0.100 | 5,030 | 2 | Rural | 0.23 | 0.75 | 1 | 4 | 4 | 9 | 1.63 |
| Spot | McLean | 5.500 | 5.600 | 0.100 | 7,110 | 2 | Rural | 0.23 | 0.66 | 0 | 2 | 4 | 6 | 0.87 |
| Spot | McLean | 6.000 | 6.100 | 0.100 | 7,000 | 2 | Rural | 0.23 | 0.67 | 0 | 3 | 8 | 11 | 1.62 |
| Spot | McLean | 6.258 | 6.358 | 0.100 | 6,910 | 2 | Rural | 0.23 | 0.67 | 0 | 1 | 5 | 6 | 0.89 |
| Spot | McLean | 8.000 | 8.100 | 0.100 | 6,910 | 2 | Rural | 0.23 | 0.67 | 0 | 0 | 5 | 5 | 0.74 |
| Spot | McLean | 8.265 | 8.365 | 0.100 | 6,910 | 2 | Rural | 0.23 | 0.67 | 0 | 1 | 4 | 5 | 0.74 |
| Spot | McLean | 9.800 | 9.900 | 0.100 | 6,500 | 2 | Rural | 0.23 | 0.68 | 0 | 3 | 3 | 6 | 0.92 |

Based on: KTY Analysis of Traffic Crash Data in KY (2001-2005)
Geometric info from KYTC HIS Program, June 2007

Exhibit B.16
High Crash Spots & Segments
 2003-2006 Data

| Spot or Segment | Location | | | Length | ADT | Lanes | Rural or Urban | Class Rate | Critical Crash Rate | Crashes | | | | Critical Rate Factor (CRF) |
|-----------------|----------|--------|--------|--------|--------|---------|----------------|------------|---------------------|---------|--------|-----|-------|----------------------------|
| | County | BMP | EMP | | | | | | | Fatal | Injury | PDO | Total | |
| Segment | Daviess | 0.000 | 2.599 | 2.599 | 6,550 | 2 | Rural | 236 | 317.39 | 0 | 13 | 25 | 38 | 0.48 |
| Segment | Daviess | 2.599 | 7.215 | 4.616 | 8,960 | 2 | Rural | 236 | 287.75 | 1 | 29 | 47 | 77 | 0.44 |
| Segment | Daviess | 7.215 | 8.027 | 0.812 | 8,700 | 2 | Rural | 236 | 364.07 | 0 | 2 | 3 | 5 | 0.13 |
| Segment | Daviess | 8.027 | 9.120 | 1.093 | 10,300 | 2 | Rural | 236 | 336.65 | 0 | 3 | 9 | 12 | 0.22 |
| Segment | Daviess | 9.120 | 10.246 | 1.126 | 10,300 | 2 | Urban | 256 | 359.11 | 1 | 2 | 10 | 13 | 0.21 |
| Segment | Daviess | 10.246 | 10.367 | 0.121 | 10,400 | 2 | Urban | 256 | 587.29 | 0 | 0 | 2 | 2 | 0.19 |
| Segment | Daviess | 10.367 | 10.507 | 0.140 | 10,400 | 3 | Urban | 478 | 887.80 | 0 | 1 | 2 | 3 | 0.16 |
| Segment | Daviess | 10.507 | 10.621 | 0.114 | 10,400 | 4 Undiv | Urban | 429 | 863.42 | 0 | 0 | 1 | 1 | 0.07 |
| Segment | Daviess | 10.621 | 10.952 | 0.331 | 10,400 | 4 Div | Urban | 265 | 462.00 | 0 | 0 | 2 | 2 | 0.09 |
| Segment | Daviess | 10.952 | 11.322 | 0.370 | 29,900 | 4 Div | Urban | 265 | 372.44 | 0 | 3 | 5 | 8 | 0.13 |
| Segment | Daviess | 11.322 | 11.367 | 0.045 | 29,900 | 4 Undiv | Urban | 429 | 835.13 | 0 | 1 | 1 | 2 | 0.12 |
| Segment | Daviess | 11.367 | 11.923 | 0.556 | 27,400 | 4 Div | Urban | 265 | 356.16 | 0 | 9 | 8 | 17 | 0.21 |
| Segment | Daviess | 11.923 | 13.900 | 1.977 | 27,400 | 4 Undiv | Urban | 429 | 489.63 | 0 | 6 | 19 | 25 | 0.06 |
| Segment | Daviess | 13.900 | 14.519 | 0.619 | 18,700 | 4 Undiv | Urban | 429 | 561.75 | 0 | 4 | 3 | 7 | 0.07 |
| Segment | Daviess | 14.519 | 14.670 | 0.151 | 8,140 | 4 Undiv | Urban | 429 | 855.15 | 0 | 1 | 0 | 1 | 0.07 |
| Spot | Daviess | 0.000 | 0.100 | 0.100 | 6,550 | 2 | Rural | 0.23 | 0.68 | 0 | 3 | 5 | 8 | 1.23 |
| Spot | Daviess | 1.950 | 2.050 | 0.100 | 6,550 | 2 | Rural | 0.23 | 0.68 | 0 | 2 | 5 | 7 | 1.07 |
| Spot | Daviess | 2.599 | 2.699 | 0.100 | 8,960 | 2 | Rural | 0.23 | 0.61 | 0 | 5 | 9 | 14 | 1.76 |
| Spot | Daviess | 3.400 | 3.500 | 0.100 | 8,960 | 2 | Rural | 0.23 | 0.61 | 1 | 4 | 2 | 7 | 0.88 |
| Spot | Daviess | 3.680 | 3.780 | 0.100 | 8,960 | 2 | Rural | 0.23 | 0.61 | 0 | 2 | 3 | 5 | 0.63 |
| Spot | Daviess | 4.000 | 4.100 | 0.100 | 8,960 | 2 | Rural | 0.23 | 0.61 | 0 | 3 | 3 | 6 | 0.75 |
| Spot | Daviess | 4.905 | 5.005 | 0.100 | 8,960 | 2 | Rural | 0.23 | 0.61 | 0 | 3 | 3 | 6 | 0.75 |
| Spot | Daviess | 8.027 | 8.127 | 0.100 | 10,300 | 2 | Rural | 0.23 | 0.58 | 0 | 1 | 5 | 6 | 0.69 |
| Spot | Daviess | 10.085 | 10.185 | 0.100 | 10,300 | 2 | Urban | 0.25 | 0.62 | 0 | 1 | 4 | 5 | 0.54 |
| Spot | Daviess | 11.300 | 11.400 | 0.100 | 29,900 | 4 | Urban | 0.41 | 0.67 | 0 | 9 | 6 | 15 | 0.51 |
| Spot | Daviess | 12.550 | 12.650 | 0.100 | 27,400 | 4 | Urban | 0.41 | 0.68 | 0 | 1 | 6 | 7 | 0.26 |
| Spot | Daviess | 13.440 | 13.540 | 0.100 | 27,400 | 4 | Urban | 0.41 | 0.68 | 0 | 3 | 2 | 5 | 0.18 |

**Exhibit B.17
Adequacy Ratings**

| County | BMP | EMP | Condition Index | Max Possible Condition Index | Safety Index | Max Possible Safety Index | Service Index | Max Possible Service Index | Composite Adequacy Rating | Percentile |
|------------|--------|--------|-----------------|------------------------------|--------------|---------------------------|---------------|----------------------------|---------------------------|------------|
| Logan | 0.000 | 0.400 | 30.00 | 30.00 | 45.00 | 45.00 | 20.00 | 25.00 | 95.00 | 100.00 |
| Logan | 0.400 | 1.150 | 30.00 | 30.00 | 22.00 | 45.00 | 20.00 | 25.00 | 72.00 | 27.68 |
| Logan | 1.150 | 1.323 | 30.00 | 30.00 | 39.00 | 45.00 | 20.00 | 25.00 | 89.00 | 75.93 |
| Logan | 1.323 | 1.809 | 30.00 | 30.00 | 41.00 | 45.00 | 20.00 | 25.00 | 91.00 | 80.64 |
| Logan | 1.809 | 2.300 | 30.00 | 30.00 | 41.80 | 45.00 | 20.00 | 25.00 | 91.80 | 83.15 |
| Logan | 2.300 | 4.145 | 30.00 | 30.00 | 39.80 | 45.00 | 20.00 | 25.00 | 89.80 | 78.57 |
| Logan | 4.145 | 8.252 | 30.00 | 30.00 | 41.80 | 45.00 | 20.00 | 25.00 | 91.80 | 83.15 |
| Logan | 8.252 | 11.922 | 30.00 | 30.00 | 41.80 | 45.00 | 20.00 | 25.00 | 91.80 | 83.15 |
| Logan | 11.922 | 12.391 | 30.00 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 87.00 | 87.39 |
| Logan | 12.391 | 12.520 | 30.00 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 87.00 | 87.39 |
| Logan | 12.520 | 13.237 | 30.00 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 87.00 | 87.39 |
| Logan | 13.237 | 13.896 | 30.00 | 30.00 | 18.00 | 35.00 | 9.45 | 35.00 | 57.45 | 29.07 |
| Logan | 20.900 | 21.478 | 35.00 | 35.00 | 33.20 | 35.00 | 25.00 | 30.00 | 93.20 | 56.69 |
| Logan | 21.478 | 21.636 | 35.00 | 35.00 | 33.20 | 35.00 | 25.00 | 30.00 | 93.20 | 56.69 |
| Logan | 21.636 | 22.630 | 35.00 | 35.00 | 33.20 | 35.00 | 25.00 | 30.00 | 93.20 | 56.69 |
| Logan | 22.630 | 23.859 | 35.00 | 35.00 | 33.20 | 35.00 | 25.00 | 30.00 | 93.20 | 56.69 |
| Logan | 23.859 | 25.400 | 35.00 | 35.00 | 33.20 | 35.00 | 25.00 | 30.00 | 93.20 | 56.69 |
| Logan | 25.400 | 28.207 | 35.00 | 35.00 | 24.50 | 35.00 | 25.00 | 30.00 | 84.50 | 28.78 |
| Logan | 28.207 | 31.050 | 35.00 | 35.00 | 13.30 | 35.00 | 25.00 | 30.00 | 73.30 | 9.77 |
| Muhlenberg | 0.000 | 1.700 | 35.00 | 35.00 | 12.40 | 35.00 | 25.00 | 30.00 | 72.40 | 7.67 |
| Muhlenberg | 1.700 | 2.873 | 35.00 | 35.00 | 23.60 | 35.00 | 25.00 | 30.00 | 83.60 | 26.29 |
| Muhlenberg | 2.873 | 6.700 | 35.00 | 35.00 | 3.90 | 35.00 | 25.00 | 30.00 | 63.90 | 2.27 |
| Muhlenberg | 6.700 | 7.100 | 26.25 | 35.00 | 9.00 | 35.00 | 25.00 | 30.00 | 60.25 | 1.14 |
| Muhlenberg | 7.100 | 7.400 | 26.25 | 35.00 | 26.00 | 35.00 | 25.00 | 30.00 | 77.25 | 12.56 |
| Muhlenberg | 7.400 | 8.400 | 26.25 | 35.00 | 23.30 | 35.00 | 25.00 | 30.00 | 74.55 | 10.07 |
| Muhlenberg | 8.400 | 8.550 | 26.25 | 35.00 | 23.30 | 35.00 | 25.00 | 30.00 | 74.55 | 10.07 |
| Muhlenberg | 8.550 | 9.300 | 26.25 | 35.00 | 20.60 | 35.00 | 25.00 | 30.00 | 71.85 | 6.97 |
| Muhlenberg | 9.300 | 9.700 | 26.25 | 35.00 | 26.00 | 35.00 | 25.00 | 30.00 | 77.25 | 12.56 |
| Muhlenberg | 9.700 | 10.000 | 26.25 | 35.00 | 9.00 | 35.00 | 25.00 | 30.00 | 60.25 | 1.14 |
| Muhlenberg | 10.000 | 11.300 | 26.25 | 35.00 | 23.30 | 35.00 | 25.00 | 30.00 | 74.55 | 10.07 |
| Muhlenberg | 11.300 | 11.550 | 26.25 | 35.00 | 6.30 | 35.00 | 25.00 | 30.00 | 57.55 | 0.81 |
| Muhlenberg | 11.550 | 11.982 | 26.25 | 35.00 | 23.30 | 35.00 | 25.00 | 30.00 | 74.55 | 10.07 |
| Muhlenberg | 11.982 | 15.184 | 26.25 | 35.00 | 32.00 | 35.00 | 25.00 | 30.00 | 83.25 | 24.29 |
| Muhlenberg | 15.184 | 16.538 | 26.25 | 35.00 | 32.00 | 35.00 | 25.00 | 30.00 | 83.25 | 24.29 |
| Muhlenberg | 16.538 | 16.605 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| Muhlenberg | 16.605 | 17.250 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| Muhlenberg | 17.250 | 17.705 | 26.25 | 30.00 | 9.00 | 35.00 | 25.00 | 35.00 | 60.25 | 1.14 |
| Muhlenberg | 17.705 | 18.241 | 26.25 | 30.00 | 29.60 | 35.00 | 25.00 | 35.00 | 80.85 | 16.98 |

**Exhibit B.17
Adequacy Ratings**

| County | BMP | EMP | Condition Index | Max Possible Condition Index | Safety Index | Max Possible Safety Index | Service Index | Max Possible Service Index | Composite Adequacy Rating | Percentile |
|------------|--------|--------|-----------------|------------------------------|--------------|---------------------------|---------------|----------------------------|---------------------------|------------|
| Muhlenberg | 18.241 | 18.278 | 26.25 | 30.00 | 15.30 | 35.00 | 5.00 | 35.00 | 46.55 | 0.14 |
| Muhlenberg | 18.278 | 18.391 | 22.50 | 30.00 | 12.00 | 35.00 | 27.00 | 35.00 | 61.50 | 38.39 |
| Muhlenberg | 18.391 | 18.679 | 22.50 | 30.00 | 12.00 | 35.00 | 17.55 | 35.00 | 52.05 | 21.50 |
| Muhlenberg | 18.679 | 18.879 | 22.50 | 30.00 | 12.00 | 35.00 | 27.00 | 35.00 | 61.50 | 38.39 |
| Muhlenberg | 18.879 | 19.389 | 22.50 | 30.00 | 21.00 | 35.00 | 25.65 | 35.00 | 69.15 | 51.76 |
| Muhlenberg | 19.389 | 19.462 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 19.462 | 20.600 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 20.600 | 20.661 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 20.661 | 20.693 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 20.693 | 21.293 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 21.293 | 21.481 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Muhlenberg | 21.481 | 22.450 | 35.00 | 35.00 | 12.60 | 35.00 | 25.00 | 30.00 | 72.60 | 8.37 |
| Muhlenberg | 22.450 | 24.232 | 35.00 | 35.00 | 26.90 | 35.00 | 25.00 | 30.00 | 86.90 | 34.23 |
| Muhlenberg | 24.232 | 27.779 | 35.00 | 35.00 | 29.60 | 35.00 | 25.00 | 30.00 | 89.60 | 39.24 |
| McLean | 0.000 | 1.045 | 14.00 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 71.30 | 6.93 |
| McLean | 1.045 | 1.800 | 14.00 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 71.30 | 6.93 |
| McLean | 1.800 | 2.500 | 14.00 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 71.30 | 6.93 |
| McLean | 2.500 | 4.354 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 4.354 | 4.954 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 4.954 | 5.400 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 5.400 | 6.650 | 35.00 | 35.00 | 29.60 | 35.00 | 25.00 | 30.00 | 89.60 | 39.24 |
| McLean | 6.650 | 8.265 | 35.00 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 92.30 | 55.81 |
| McLean | 8.265 | 8.300 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 8.300 | 9.852 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 9.852 | 10.507 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| McLean | 10.507 | 11.573 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| Daviess | 0.000 | 2.599 | 26.25 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 83.55 | 25.74 |
| Daviess | 2.599 | 7.215 | 35.00 | 35.00 | 29.60 | 35.00 | 25.00 | 30.00 | 89.60 | 39.24 |
| Daviess | 7.215 | 8.027 | 35.00 | 35.00 | 35.00 | 35.00 | 25.00 | 30.00 | 95.00 | 85.33 |
| Daviess | 8.027 | 10.246 | 35.00 | 35.00 | 32.30 | 35.00 | 25.00 | 30.00 | 92.30 | 55.81 |
| Daviess | 10.246 | 10.952 | 30.00 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 87.00 | 87.39 |
| Daviess | 10.952 | 11.923 | 22.50 | 30.00 | 30.60 | 35.00 | 25.65 | 35.00 | 78.75 | 66.64 |
| Daviess | 11.923 | 13.900 | 22.50 | 30.00 | 30.00 | 35.00 | 22.95 | 35.00 | 75.45 | 62.67 |
| Daviess | 13.900 | 14.519 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |
| Daviess | 14.519 | 14.670 | 22.50 | 30.00 | 30.00 | 35.00 | 27.00 | 35.00 | 79.50 | 70.55 |