

APPENDIX

A TRAFFIC



KENTUCKY TRANSPORTATION CABINET (KYTC)

FRANKLIN SUA FORECAST REPORT

FRANKLIN SUA PLANNING STUDY

FEBRUARY 09, 2024

FRANKLIN, KY





FRANKLIN SUA TRAFFIC FORECAST REPORT FRANKLIN PLANNING STUDY

KYTC

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1 INTRODUCTION AND STUDY AREA

The Kentucky Transportation Cabinet (KYTC) initiated the Franklin Small Urban Area (SUA) Study in February 2023 for the City of Franklin and surrounding area between US 31W and Interstate 65 (I-65). Small urban area studies comprehensively examine roadways in the study area, analyzing existing and future traffic and multimodal conditions, safety issues, and roadway characteristics to identify needs and potential solutions to improve the safe and efficient movement of people and goods. The SUA study includes prioritized short-term potential improvement concepts that can be quickly implemented for a relatively low cost, and longer-term improvement concepts for consideration in future project development and implementation.

The City of Franklin is in Simpson County, bordering Tennessee and less than 10 miles south of Bowling Green along I-65. The city's population stands at just over 10,000 people, according to the 2020 Decennial Census. The urbanized area, slightly larger than the city boundary, has a population of 11,597.

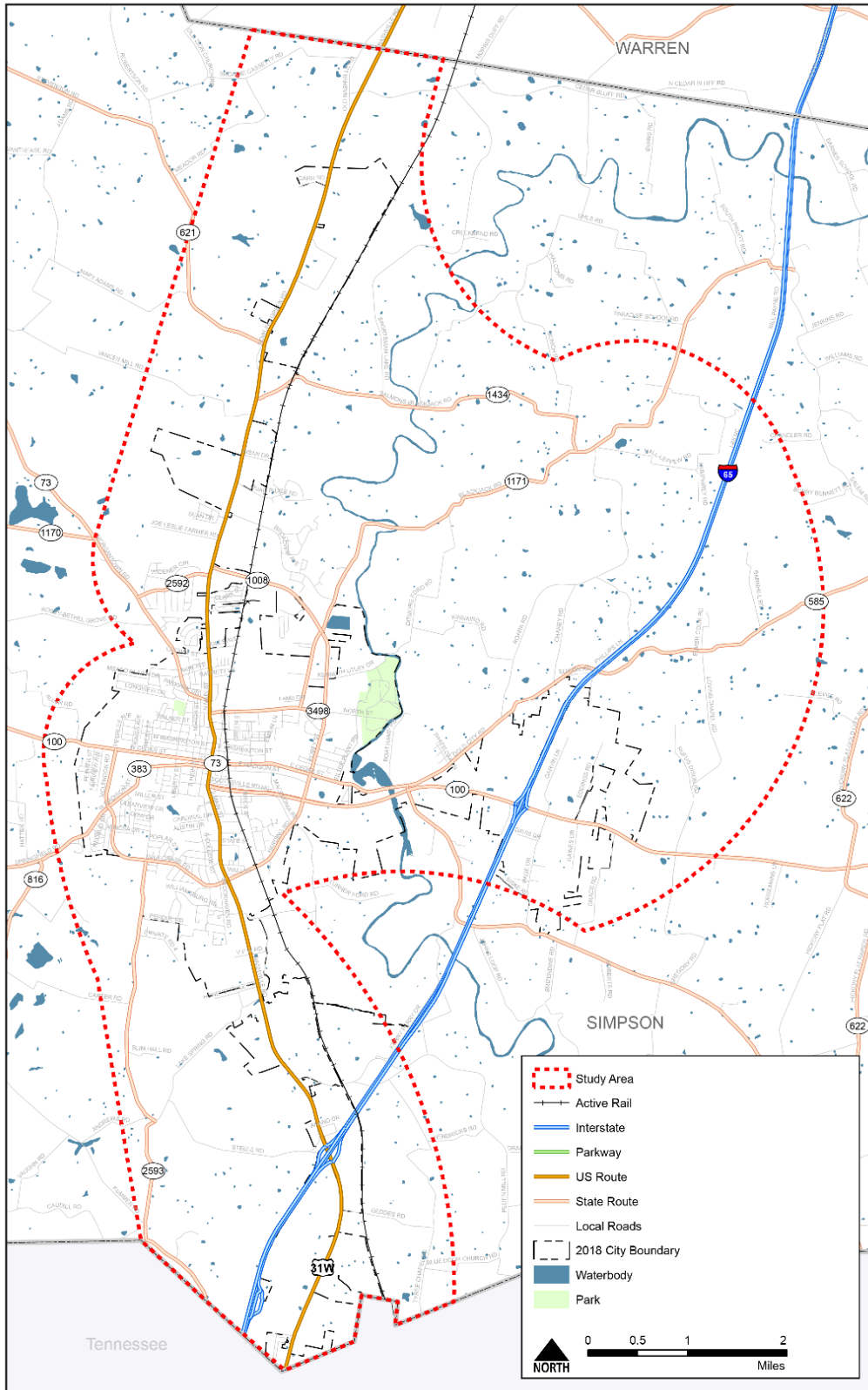
The study area, shown in **Figure 1** extends from the Warren County line to the Tennessee line along US 31W through Franklin and encompasses the urbanized area boundary. The study area extends eastward to include a larger area surrounding I-65 to allow for the evaluation of potential growth and connections east of the city at I-65.

1.1 TRAFFIC FORECAST TYPE

The traffic forecasts developed for the Franklin SUA corridor addressed total vehicular volume as well as truck volumes for 2023 and a No Build and two Build scenarios for 2045. The forecast results include:

- 2045 annual Average Daily Traffic (AADT) and Design Hourly Volume (DHV) volumes
- 2023 and 2045 Truck AADT and DHV volumes
- 2023 and 2045 Turning Movement forecasts

Figure 1: Study Area



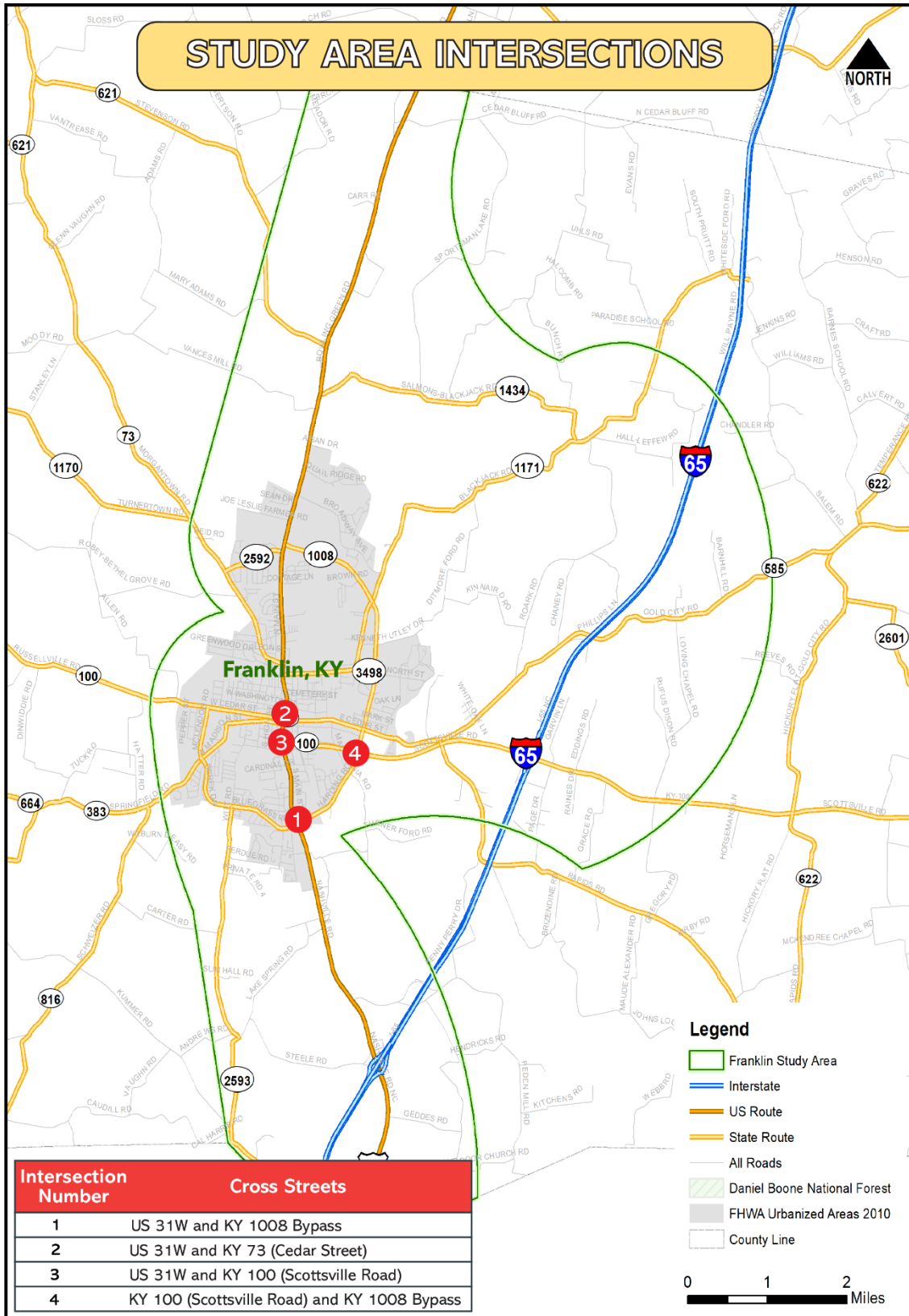
2 BASE TRAFFIC DATA

KYTC provided historical count data for each count station, as well as 48-hour traffic count data from the most recent years available. **Table 1** highlights the study area traffic count station details, along with the segments selected for evaluation. **Figure 2** shows the intersections evaluated as part of this study. Peak period intersection turning movement counts (TMC's) were obtained from KYTC for the US 31W and KY 1008 intersection, and Miovision for the remaining intersections.

Table 1: Study Area Count Stations

Count Station	Year	AADT	Route	Beginning Description	End Description
107A23	2021	12,326	US 31	KY 1008 (BLUEGRASS ROAD)	KY 100 - KY 73
107A07	2022	12,189	US 31	KY 100 - KY 73	KY 1171 (NORTH ST) & ROOSEVELT
107A49	2020	15,093	US 31	KY 1171 (NORTH ST) & ROOSEVELT	KY 73 (MORGANTOWN ROAD)
107A86	2022	11,079	US 31	KY 73 (MORGANTOWN ROAD)	AKIN AVENUE
107A93	2020	8,223	US 31	AKIN AVENUE	KY 1008 (BLUEGRASS ROAD)
107256	2021	9,334	US 31	TENNESSEE STATE LINE	I 65 INTERCHANGE
107A82	2020	11,623	US 31	I 65 INTERCHANGE	KY 1008 (BLUEGRASS ROAD)
107003	2021	8,238	US 31	KY 1008 (BLUEGRASS ROAD)	WARREN COUNTY LINE
107A69	2020	2,681	KY 73	KY 585 (GOLD CITY ROAD)	MACEDONIA ROAD
107A77	2022	1,933	KY 73	MACEDONIA ROAD	KY 100/US 31W JUNCTION
107779	2022	1,681	KY 73	KY 2592	KY 621 (PILOT KNOB ROAD)
107555	2022	2,808	KY 383	KY 816 (SCHWEIZER ROAD)	BRIGGS AVENUE
107A28	2021	3,227	KY 383	JOHNSON STREET IN FRANKLIN	US 31W (MAIN STREET)
107A53	2022	2,221	KY 383	BRIGGS AVENUE	JOHNSON STREET IN FRANKLIN
107A47	2021	1,214	KY 1171	KY 3498 (WOODLAND DRIVE)	KY 1008 (BLUEGRASS ROAD)
107A09	2021	2,387	KY 1171	US 31W (MAIN STREET)	KY 3498 (WOODLAND DRIVE)
107017	2017	441	KY 1171	LEFFEWE ROAD	BURNLEY SAWMILL ROAD
107012	2022	461	KY 1171	KY 1008 (BLUEGRASS ROAD)	LEFFEWE ROAD
107A44	2020	6,305	KY 1008	KY 100 (SCOTTSVILLE ROAD)	STRAWBERRY LANE
107A51	2021	4,684	KY 1008	KY 3498 (NORTH STREET)	US 31W
107A18	2020	1,996	KY 1008	KY 100 (RUSSELLVILLE ROAD)	KY 383 (SPRINGFIELD ROAD)
107A46	2022	7,919	KY 1008	STRAWBERRY LANE	KY 3498 (NORTH STREET)
107A20	2021	5,387	KY 1008	KY 383 (SPRINGFIELD ROAD)	US 31W (MAIN STREET)
107A56	2022	9,683	KY 1008	US 31W (MAIN STREET)	KY 100 (SCOTTSVILLE ROAD)
107B16	2022	3,860	KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)
107B16	2022	3,860	KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)
107A84	2021	3,335	KY 100	ALLEN ROAD	KY 1008 (BLUEGRASS ROAD)
107A66	2022	3,493	KY 100	KY 1008 (BLUEGRASS ROAD)	US 31W (MAIN ST)/KY 73 JCT
107253	2021	9,307	KY 100	KY 1008 (FRANKLIN BYPASS)	I-65 INTERCHANGE
107273	2020	4,085	KY 100	I-65 INTERCHANGE	RAPIDS-HICKORY FLAT RD/KY 622
107A95	2021	1,753	KY 3498	KY 1171 & WOODLAND DRIVE	KY 1008
107541	2020	550	KY 2593	TENNESSEE STATE LINE	KY 1008
107B14	2022	1,342	KY 2592	KY 73	US 31W
107010	2020	253	KY 1434	US 31W	KY 1171 (BLACKJACK ROAD)
107009	2020	523	KY 621	ROBERTSON ROAD	US 31W
107252	2020	950	KY 585	KY 73	KY 622 (HICKORY FLAT-GOLD CITY)
107B18	2022	742	CR 1054	US 31W (BOWLING GREEN ROAD)	KY 1171 (BLACKJACK ROAD)

Figure 2: Study Area Intersections for



2.1 BASE CORRIDOR VOLUME

2.1.1 SEGMENT VOLUMES

The base year volumes were calculated by using the approach as outlined below:

The 2018 AADTs were calculated using two methods and served as a basis for estimating both 2023 and 2045 AADTs.

- Method 1: 2018 count data if applicable.
- Method 2: If no 2018 count was available, the historic volume growth was applied to the last count year. The historic volume growth is determined by estimating the regression slope of AADT and year data spanning from 2006 to 2022, encompassing all recorded AADTs during that period.

The 2023 base year volumes were calculated using two methods. The maximum value was selected for each link where count data was available.

- Method 1 used the 2018 AADT and applied the historic volume growth. The historic volume growth is determined by estimating the regression slope of AADT and year data spanning from 2006 to 2022, encompassing all recorded AADTs during that period.
- Method 2 applied a minimum growth rate of 0.25% to 2018 AADT.

Table 2 highlights the 2023 Base segment volume summary.

Table 2: 2023 Base Corridor Volume

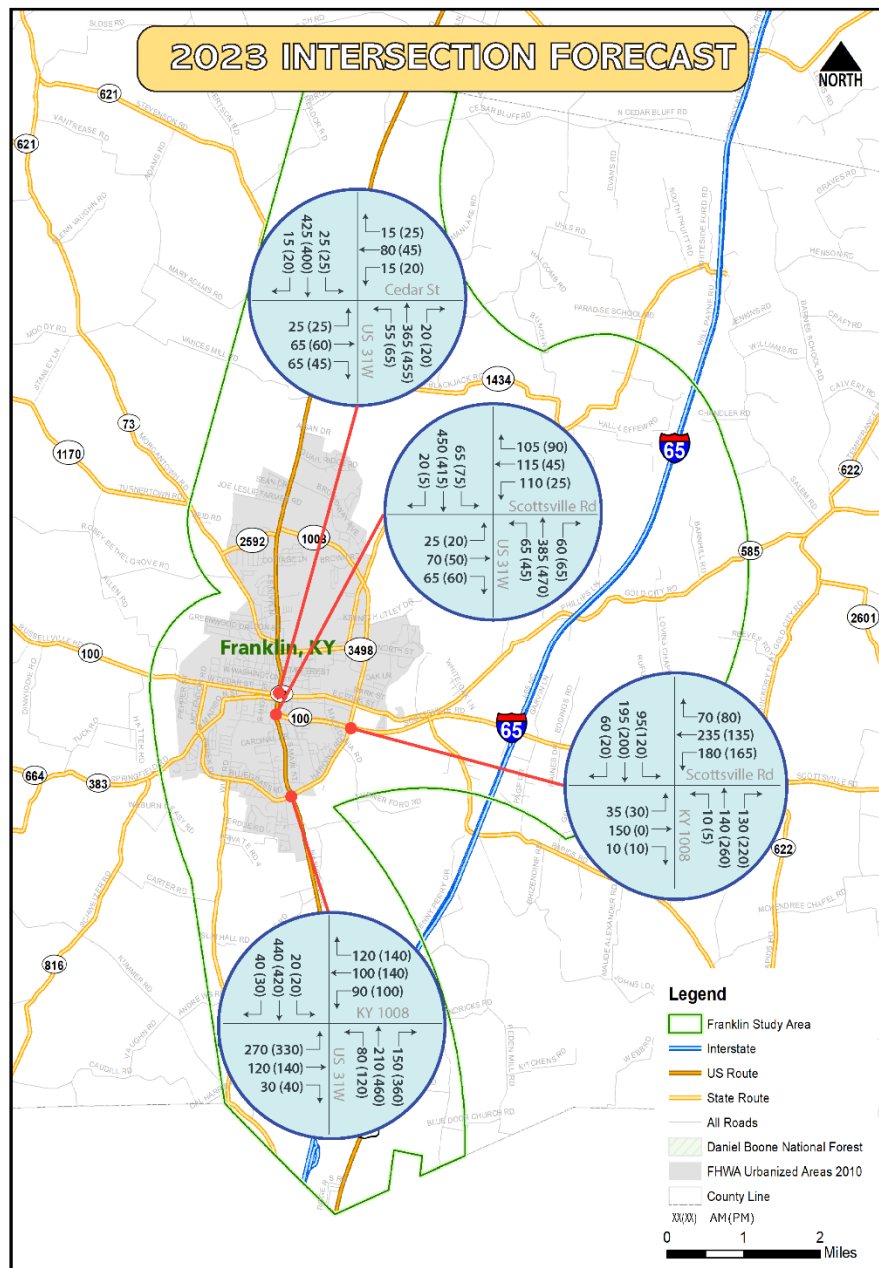
Route	Beginning Description	End Description	AADT	AADTT	K Factor	DHV	TDHV
US 31	KY 1008 (BLUEGRASS ROAD)	KY 100 - KY 73	13,100	1,000	9%	1,150	90
US 31	KY 100 - KY 73	KY 1171 (NORTH ST) & ROOSEVELT	12,700	950	9%	1,080	85
US 31	KY 1171 (NORTH ST) & ROOSEVELT	KY 73 (MORGANTOWN ROAD)	16,200	1,250	9%	1,440	110
US 31	KY 73 (MORGANTOWN ROAD)	AKIN AVENUE	11,800	900	8%	990	75
US 31	AKIN AVENUE	KY 1008 (BLUEGRASS ROAD)	8,800	650	8%	730	55
US 31	TENNESSEE STATE LINE	I 65 INTERCHANGE	11,200	1,750	9%	960	150
US 31	I 65 INTERCHANGE	KY 1008 (BLUEGRASS ROAD)	12,500	950	8%	1,000	75
US 31	KY 1008 (BLUEGRASS ROAD)	WARREN COUNTY LINE	7,900	950	9%	700	85
KY 73	KY 585 (GOLD CITY ROAD)	MACEDONIA ROAD	2,800	300	11%	310	35
KY 73	MACEDONIA ROAD	KY 100/US 31W JUNCTION	2,200	250	10%	210	25
KY 73	KY 2592	KY 621 (PILOT KNOB ROAD)	1,800	300	10%	190	30
KY 383	KY 816 (SCHWEIZER ROAD)	BRIGGS AVENUE	2,800	300	10%	280	30
KY 383	JOHNSON STREET IN FRANKLIN	US 31W (MAIN STREET)	3,200	350	9%	300	35
KY 383	BRIGGS AVENUE	JOHNSON STREET IN FRANKLIN	2,200	250	9%	200	20
KY 1171	KY 3498 (WOODLAND DRIVE)	KY 1008 (BLUEGRASS ROAD)	1,100	100	11%	120	10
KY 1171	US 31W (MAIN STREET)	KY 3498 (WOODLAND DRIVE)	2,500	200	10%	240	20
KY 1171	LEFFEWE ROAD	BURNLEY SAWMILL ROAD	400	0	10%	40	0
KY 1171	KY 1008 (BLUEGRASS ROAD)	LEFFEWE ROAD	600	0	13%	80	0
KY 1008	KY 100 (SCOTTSDRIVE ROAD)	STRAWBERRY LANE	6,400	1,200	10%	620	115
KY 1008	KY 3498 (NORTH STREET)	US 31W	4,300	950	9%	400	90
KY 1008	KY 100 (RUSSELLVILLE ROAD)	KY 383 (SPRINGFIELD ROAD)	2,000	300	9%	190	30
KY 1008	STRAWBERRY LANE	KY 3498 (NORTH STREET)	8,000	1,500	10%	770	145
KY 1008	KY 383 (SPRINGFIELD ROAD)	US 31W (MAIN STREET)	5,600	850	9%	490	75
KY 1008	US 31W (MAIN STREET)	KY 100 (SCOTTSDRIVE ROAD)	9,900	1,850	8%	830	155
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	3,900	400	10%	390	40
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	3,900	400	10%	390	40
KY 100	ALLEN ROAD	KY 1008 (BLUEGRASS ROAD)	3,500	300	9%	330	30
KY 100	KY 1008 (BLUEGRASS ROAD)	US 31W (MAIN ST)/KY 73 JCT	3,600	300	9%	340	30
KY 100	KY 1008 (FRANKLIN BYPASS)	I-65 INTERCHANGE	10,600	850	10%	1,060	85
KY 100	I-65 INTERCHANGE	RAPIDS-HICKORY FLAT RD/KY 622	4,100	300	9%	380	30
KY 3498	KY 1171 & WOODLAND DRIVE	KY 1008	2,000	100	10%	210	10
KY 2593	TENNESSEE STATE LINE	KY 1008	600	50	11%	60	5
KY 2592	KY 73	US 31W	1,400	100	10%	150	10
KY 1434	US 31W	KY 1171 (BLACKJACK ROAD)	300	0	13%	40	0
KY 621	ROBERTSON ROAD	US 31W	500	50	11%	50	5
KY 585	KY 73	KY 622 (HICKORY FLAT-GOLD CITY)	1,200	50	10%	120	5
CR 1054	US 31W (BOWLING GREEN ROAD)	KY 1171 (BLACKJACK ROAD)	1,000	50	10%	100	5

2.1.2 INTERSECTION VOLUMES

The project team chose 4 intersections to evaluate based on safety issues, potential development, and operational impact to the corridor. Intersection TMC's were collected from KYTC and Miovision.

Figure 3 summarizes base (2023) intersection and corridor volume used for this study. **Appendix A** contains the raw turning movement counts for the three intersections that were collected using Miovision. **Appendix B** shows the KY 1008 and US 31W turning movements that were developed as part of a forecast by KYTC.

Figure 3: 2023 Base Intersection Volumes



3 TRAFFIC GROWTH RATES

Historical growth, population growth, and the Warren County Travel Demand Model were all consulted to develop growth rates for each segment.

3.1 HISTORICAL TRAFFIC COUNT TRENDS

Current and historical AADT information, up to 16 years in the past (back to 2006), was obtained from KYTC for count stations in the corridor study area. AADTs collected did not include a count each year.

Figure 4 highlights the calculated annual historical growth of each count station in the study area.

Note: For any negative growth years, 0.0% growth rate was shown.

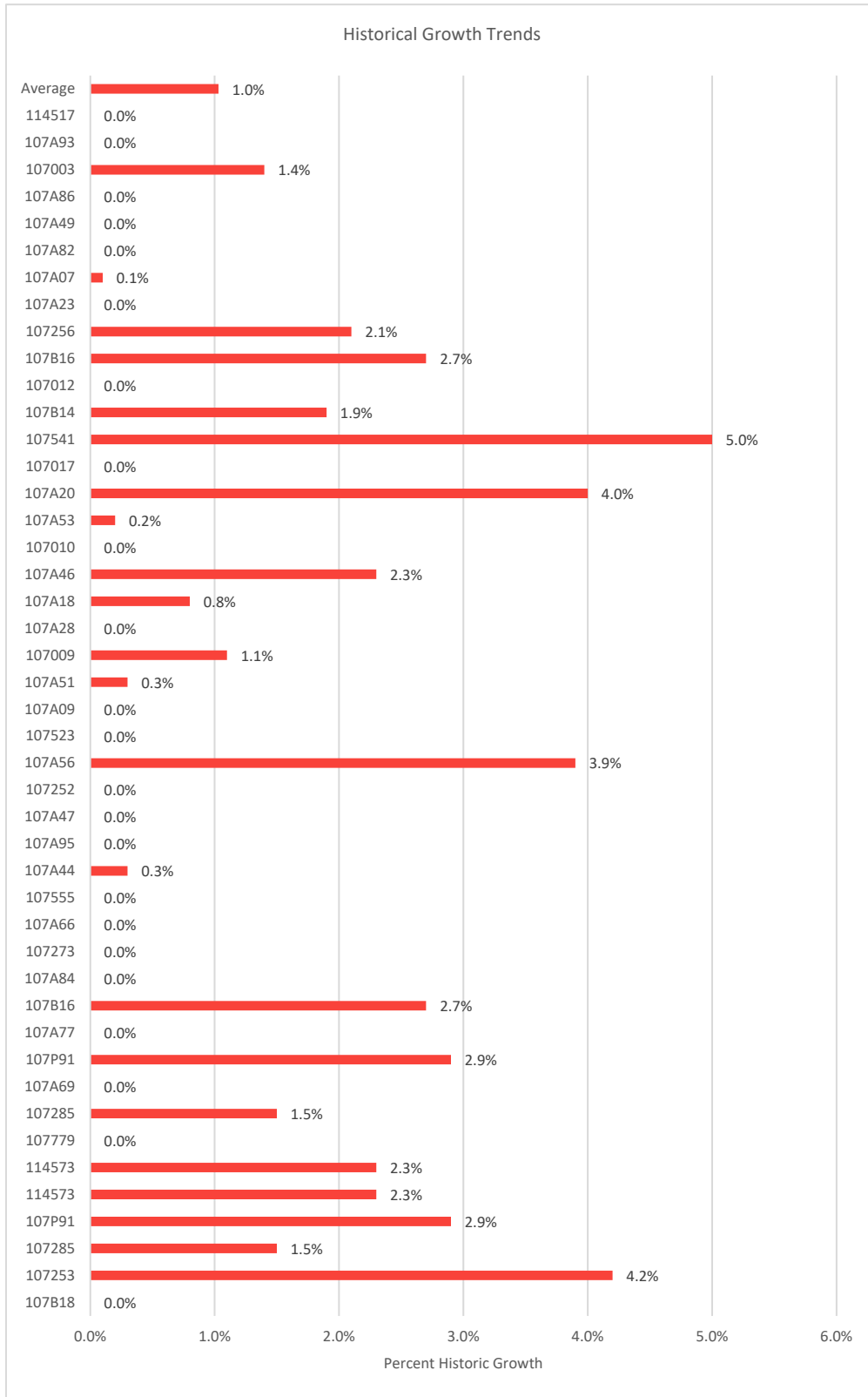
3.2 POPULATION GROWTH

Historical census data and population projections for Simpson County were examined to assess the past and expected future population growth in the area, shown in **Table 3**. The data was obtained from the University of Louisville State Data Center. The average annual population growth for Simpson County from 2010 to 2020 was approximately 1.24%. For the 2020 to 2045 projected time period, population growth in the county is expected to be approximately 1.3% per year.

Table 3: Kentucky and Simpson County Population Data

Location	Census		Projections				Extrapolation	Annual Growth		Total Growth
	2010	2020	2025	2030	2035	2040	2045	2010 to 2020	2020 to 2045	2020 to 2045
Kentucky	4,339,367	4,505,836	4,580,143	4,641,150	4,686,067	4,721,118	4,750,369	0.4%	0.2%	5.4%
Simpson	17,327	19,594	20,663	21,706	22,737	23,784	24,847	1.24%	1.3%	21.38%

Figure 4: Historical Growth by Count Station



3.3 WARREN COUNTY TRAVEL DEMAND MODEL

The Warren Country Travel Demand Model was used to help establish growth rates for the study area segments. 2018 and 2045 models were run. The base year model was reviewed and identified as sufficiently well-calibrated for the study area. Socioeconomic data was also reviewed in the model. The calibration methodology and results are presented in the Travel Demand Model Calibration Review (see **Appendix C**). Future model network projects in the study area were examined and used to create the following scenarios:

- **2045 No-Build**
- **2045 Build Scenario 1:**
 - Completion of KY 1008 (northwest portion of the bypass)
 - Widening of KY 100 from KY 1008 to I-65
- **2045 Build Scenario 2:**
 - Completion of KY 1008 (northwest portion of the bypass)
 - Widening of KY 100 from KY 1008 to I-65
 - New connection from I-65 at KY 585 to Franklin

Future volumes were estimated using two methods and the maximum value was selected for each link where count data was available:

- Factoring Procedure - Difference Method (NCHRP 765)
- Minimum Growth Rate (0.25%)

The factoring procedure termed the Difference Method is outlined in the National Cooperative Highway Research Program (NCHRP) *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The Difference Method is used to predict future year volumes by using the future year model assignment and then adjusting it based on the relationship between the base year count and the base year model volume assignments. Therefore, if the base model is overpredicting traffic then that overprediction will be subtracted from the future model volume to yield a more realistic forecast. Similarly, if the base model is underpredicting traffic then the magnitude of that underprediction would be added to the future year model volume. Therefore, the future year volume is estimated by adding the difference between the base year count and the base year model.

Difference Method Equation

$$FF = FA + (BC - BA)$$

where:

FF = future year forecast volume

FA = future year model assignment

BC = base year count

BA = base year model assignment

In addition to the Difference Method, the team also set a minimum growth rate of 0.25% per year for all highways. This was done to ensure a conservative modest positive growth for all study facilities.

The analysis steps used to predict the future traffic volumes using the Difference Method and Minimum Growth Rate Method as well as the forecast results are presented in **Appendix D**.

4 2045 TRAFFIC VOLUMES

4.1 DESIGN YEAR

AASHTO's *A Policy on Geometric Design of Highways and Streets, 7th Edition (2018)* recommends that the design for new construction or improvements to existing roadways consider future traffic volumes expected to use the facility, with these future traffic volumes typically being at least 20 years into the future.

The project team forecasted the 2023 segment and intersection volumes to design year 2045 using the Difference Method outlined in **Section 3.3**.

4.2 2045 FORECAST VOLUME

4.2.1 2045 NO-BUILD SEGMENT VOLUMES

Table 4 highlights the 2045 AADT, Average Annual Daily Truck Traffic (AADTT), DHV, and Truck DHV (TDHV). K-factor values were assumed to be the same in 2045 as in 2023.

Truck AADTT and DHV is rounded to nearest 5 vehicles per hour (vph). The 2045 DHVs were estimated by applying the K-factor to the calculated 2045 AADTs.

Table 4: 2045 No-Build Segment Forecast

Route	Beginning Description	End Description	AADT	AADTT	K FACTOR	DHV	TDHV
US 31	KY 1008 (BLUEGRASS ROAD)	KY 100 - KY 73	13,500	1,040	9%	1,190	90
US 31	KY 100 - KY 73	KY 1171 (NORTH ST) & ROOSEVELT	13,400	1,030	9%	1,140	85
US 31	KY 1171 (NORTH ST) & ROOSEVELT	KY 73 (MORGANTOWN ROAD)	17,100	1,310	9%	1,520	115
US 31	KY 73 (MORGANTOWN ROAD)	AKIN AVENUE	12,500	960	8%	1,050	80
US 31	AKIN AVENUE	KY 1008 (BLUEGRASS ROAD)	9,300	710	8%	770	60
US 31	TENNESSEE STATE LINE	I 65 INTERCHANGE	12,500	1,970	9%	1,080	170
US 31	I 65 INTERCHANGE	KY 1008 (BLUEGRASS ROAD)	13,900	1,070	8%	1,110	85
US 31	KY 1008 (BLUEGRASS ROAD)	WARREN COUNTY LINE	8,300	1,000	9%	730	90
KY 73	KY 585 (GOLD CITY ROAD)	MACEDONIA ROAD	2,900	310	11%	320	35
KY 73	MACEDONIA ROAD	KY 100/US 31W JUNCTION	2,300	250	10%	220	25
KY 73	KY 2592	KY 621 (PILOT KNOB ROAD)	1,900	300	10%	200	30
KY 383	KY 816 (SCHWEIZER ROAD)	BRIGGS AVENUE	8,400	940	10%	830	95
KY 383	JOHNSON STREET IN FRANKLIN	US 31W (MAIN STREET)	7,100	800	9%	670	75
KY 383	BRIGGS AVENUE	JOHNSON STREET IN FRANKLIN	6,200	700	9%	570	65
KY 1171	KY 3498 (WOODLAND DRIVE)	KY 1008 (BLUEGRASS ROAD)	1,200	100	11%	130	10
KY 1171	US 31W (MAIN STREET)	KY 3498 (WOODLAND DRIVE)	2,600	220	10%	250	20
KY 1171	LEFFEWE ROAD	BURNLEY SAWMILL ROAD	500	0	10%	50	0
KY 1171	KY 1008 (BLUEGRASS ROAD)	LEFFEWE ROAD	700	0	13%	90	0
KY 1008	KY 100 (SCOTTSVILLE ROAD)	STRAWBERRY LANE	6,800	1,270	10%	660	125
KY 1008	KY 3498 (NORTH STREET)	US 31W	4,500	1,010	9%	420	95
KY 1008	KY 100 (RUSSELLVILLE ROAD)	KY 383 (SPRINGFIELD ROAD)	2,700	400	9%	250	35
KY 1008	STRAWBERRY LANE	KY 3498 (NORTH STREET)	8,300	1,550	10%	800	150
KY 1008	KY 383 (SPRINGFIELD ROAD)	US 31W (MAIN STREET)	9,000	1,340	9%	780	115
KY 1008	US 31W (MAIN STREET)	KY 100 (SCOTTSVILLE ROAD)	10,000	1,870	8%	840	155
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,500	440	10%	450	45
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,400	430	10%	440	45
KY 100	ALLEN ROAD	KY 1008 (BLUEGRASS ROAD)	4,900	440	9%	460	40
KY 100	KY 1008 (BLUEGRASS ROAD)	US 31W (MAIN ST)/KY 73 JCT	4,500	400	9%	420	35
KY 100	KY 1008 (FRANKLIN BYPASS)	I-65 INTERCHANGE	13,400	1,060	10%	1,340	105
KY 100	I-65 INTERCHANGE	RAPIDS-HICKORY FLAT RD/KY 622	6,700	530	9%	620	50
KY 3498	KY 1171 & WOODLAND DRIVE	KY 1008	2,100	120	10%	220	15
KY 2593	TENNESSEE STATE LINE	KY 1008	2,000	120	11%	210	10
KY 2592	KY 73	US 31W	1,400	80	10%	150	10
KY 1434	US 31W	KY 1171 (BLACKJACK ROAD)	300	20	13%	40	0
KY 621	ROBERTSON ROAD	US 31W	600	30	11%	60	5
KY 585	KY 73	KY 622 (HICKORY FLAT-GOLD CITY)	1,900	110	10%	180	10
CR 1054	US 31W (BOWLING GREEN ROAD)	KY 1171 (BLACKJACK ROAD)	1,100	60	10%	110	5

4.2.2 2045 NO-BUILD INTERSECTION VOLUMES

A linear growth rate was calculated for each approach of each intersection using the 2023 and 2045 AADTs for the Build and both No Build scenarios. The higher of the two Build scenario growth rates was used, and the highest approach growth rate was used for the overall intersection growth rate at each intersection. These rates were used to forecast intersection turning volumes to the year 2045 for both a Build and No Build scenario. **Table 5** shows the growth rates that were applied to each intersection. The US 31W and KY 1008 intersection used the 2045 forecasted volumes from the KYTC traffic forecast.

Table 5: Intersection Growth Rates

Intersection	No Build Growth Rate	Build Growth Rate
US 31W and KY 73 (Cedar Street)	1.1%	0.6%
US 31W and KY 100 (Scottsville Road)	0.7%	0.7%
KY 100 (Scottsville Road) and KY 1008 Bypass	1.1%	0.6%

The 2045 No Build intersection forecast is shown in **Figure 5**, and the 2045 Build intersection forecast is shown in **Figure 6**.

Figure 5: 2045 No Build Intersection Forecast Volumes

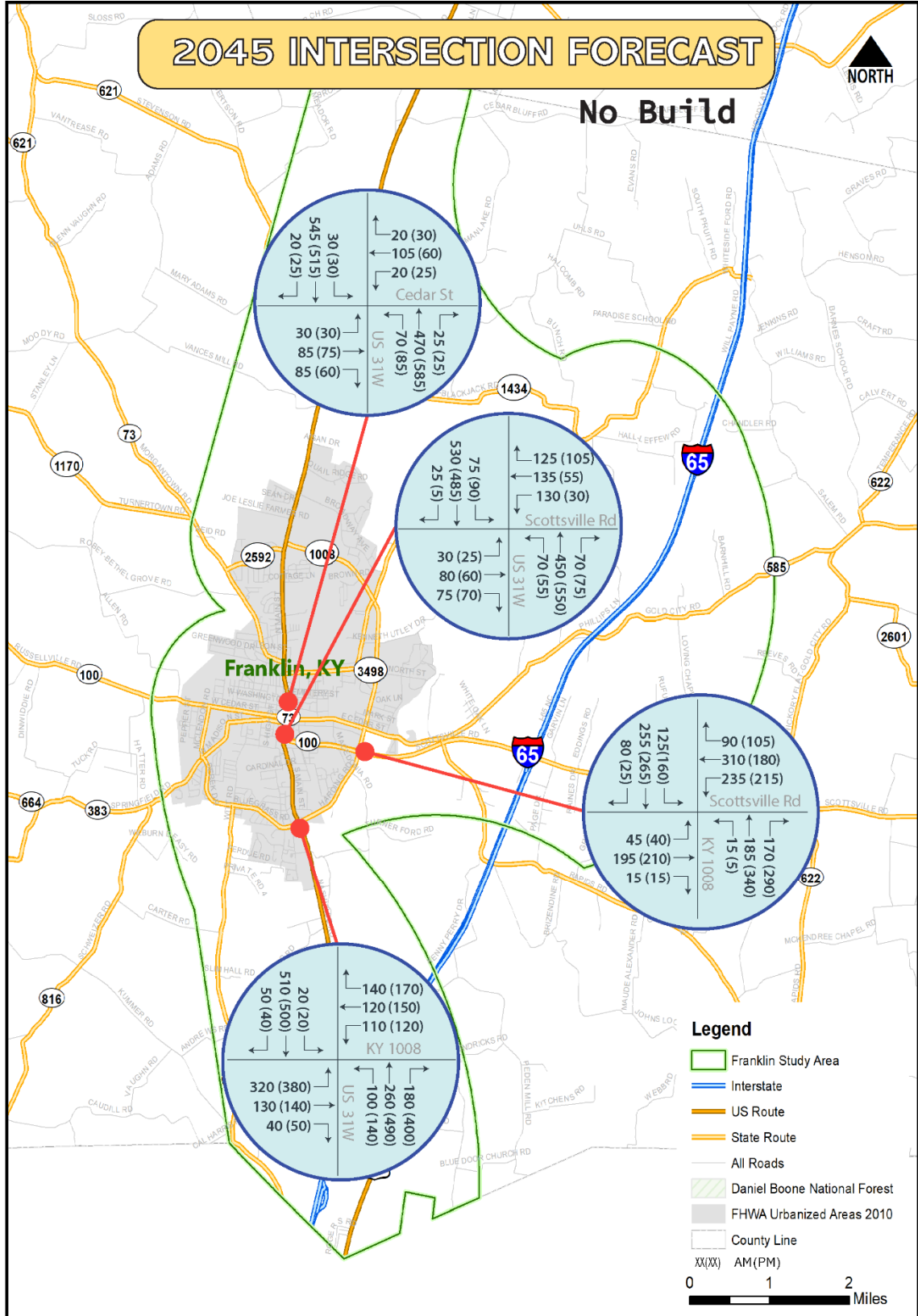
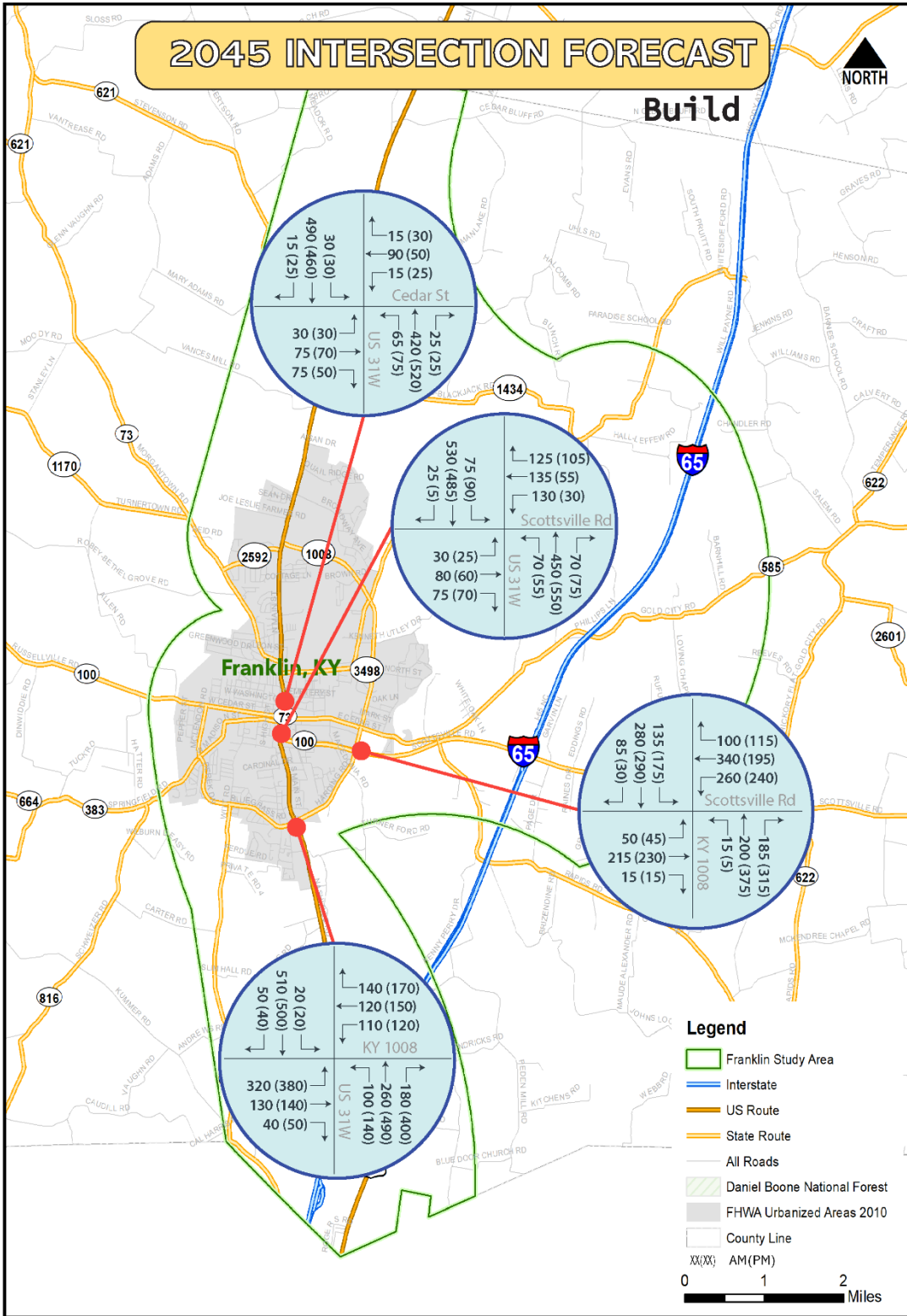


Figure 6: 2045 Build Intersection Forecast Volumes



4.2.3 2045 BUILD 1 AND BUILD 2 SEGMENT VOLUMES

Table 6 highlights the Build 1 AADT, AADTT, DHV, and TDHV. K-factor values were assumed to be the same in 2045 as in 2023. Truck AADTT and DHV is rounded to nearest 5 vehicles per hour (vph). The 2045 DHVs were estimated by applying the K-factor to the calculated 2045 AADTs. Many segments had the same predicted volumes for both the Build 1 and Build 2 scenarios. **Table 7** highlights the segments with values for the Build 2 volumes that differ from the Build 1 volumes.

Table 6: Build 1 Segment Forecast

Route	Beginning Description	End Description	AADT	AADTT	K FACTOR	DHV	TDHV
US 31	KY 1008 (BLUEGRASS ROAD)	KY 100 - KY 73	13,500	1,040	9%	1,190	90
US 31	KY 100 - KY 73	KY 1171 (NORTH ST) & ROOSEVELT	13,400	1,030	9%	1,140	85
US 31	KY 1171 (NORTH ST) & ROOSEVELT	KY 73 (MORGANTOWN ROAD)	17,100	1,310	9%	1,520	115
US 31	KY 73 (MORGANTOWN ROAD)	AKIN AVENUE	12,500	960	8%	1,080	170
US 31	AKIN AVENUE	KY 1008 (BLUEGRASS ROAD)	9,300	710	8%	770	60
US 31	TENNESSEE STATE LINE	I 65 INTERCHANGE	12,500	1,970	9%	1,080	170
US 31	I 65 INTERCHANGE	KY 1008 (BLUEGRASS ROAD)	13,200	1,010	8%	1,060	80
US 31	KY 1008 (BLUEGRASS ROAD)	WARREN COUNTY LINE	8,300	1,000	9%	730	90
KY 73	KY 585 (GOLD CITY ROAD)	MACEDONIA ROAD	2,900	310	11%	320	35
KY 73	MACEDONIA ROAD	KY 100/US 31W JUNCTION	2,300	250	10%	220	25
KY 73	KY 2592	KY 621 (PILOT KNOB ROAD)	1,900	300	10%	200	30
KY 383	KY 816 (SCHWEIZER ROAD)	BRIGGS AVENUE	5,000	560	10%	500	55
KY 383	JOHNSON STREET IN FRANKLIN	US 31W (MAIN STREET)	4,100	460	9%	390	45
KY 383	BRIGGS AVENUE	JOHNSON STREET IN FRANKLIN	3,100	350	9%	290	35
KY 1171	KY 3498 (WOODLAND DRIVE)	KY 1008 (BLUEGRASS ROAD)	1,200	100	11%	130	10
KY 1171	US 31W (MAIN STREET)	KY 3498 (WOODLAND DRIVE)	2,600	220	10%	250	20
KY 1171	LEFFEWE ROAD	BURNLEY SAWMILL ROAD	500	0	10%	50	0
KY 1171	KY 1008 (BLUEGRASS ROAD)	LEFFEWE ROAD	700	0	13%	90	0
KY 1008	KY 100 (SCOTTSVILLE ROAD)	STRAWBERRY LANE	7,000	1,310	10%	680	125
KY 1008	KY 3498 (NORTH STREET)	US 31W	4,600	1,040	9%	430	95
KY 1008	KY 100 (RUSSELLVILLE ROAD)	KY 383 (SPRINGFIELD ROAD)	3,700	550	9%	350	50
KY 1008	STRAWBERRY LANE	KY 3498 (NORTH STREET)	8,400	1,570	10%	810	150
KY 1008	KY 383 (SPRINGFIELD ROAD)	US 31W (MAIN STREET)	7,900	1,170	9%	690	105
KY 1008	US 31W (MAIN STREET)	KY 100 (SCOTTSVILLE ROAD)	10,400	1,950	8%	870	165
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,500	440	10%	450	45
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,500	440	10%	450	45
KY 100	ALLEN ROAD	KY 1008 (BLUEGRASS ROAD)	5,000	440	9%	470	40
KY 100	KY 1008 (BLUEGRASS ROAD)	US 31W (MAIN ST)/KY 73 JCT	4,100	360	9%	390	35
KY 100	KY 1008 (FRANKLIN BYPASS)	I-65 INTERCHANGE	14,400	1,140	10%	1,440	115
KY 100	I-65 INTERCHANGE	RAPIDS-HICKORY FLAT RD/KY 622	12,600	1,000	9%	1,160	90
KY 3498	KY 1171 & WOODLAND DRIVE	KY 1008	2,100	120	10%	220	15
KY 2593	TENNESSEE STATE LINE	KY 1008	2,000	120	11%	210	10
KY 2592	KY 73	US 31W	1,400	80	10%	150	10
KY 1434	US 31W	KY 1171 (BLACKJACK ROAD)	300	20	13%	40	0
KY 621	ROBERTSON ROAD	US 31W	600	30	11%	60	5
KY 585	KY 73	KY 622 (HICKORY FLAT-GOLD CITY)	1,200	70	10%	120	5
CR 1054	US 31W (BOWLING GREEN ROAD)	KY 1171 (BLACKJACK ROAD)	1,100	60	10%	110	5
KY 1008 (New)	US 31W	KY 73	1,800	270	10%	180	25
KY 1008 (New)	KY 73	KY 100	1,900	280	10%	190	30

Table 7: Build 2 Segment Forecast

Route	Beginning Description	End Description	AADT	AADTT	K FACTOR	DHV	TDHV
KY 1008	KY 100 (SCOTTSVILLE ROAD)	STRAWBERRY LANE	6,800	1,270	10%	660	125
KY 1008	KY 3498 (NORTH STREET)	US 31W	5,900	1,330	9%	550	125
KY 1008	STRAWBERRY LANE	KY 3498 (NORTH STREET)	8,300	1,550	10%	800	150
KY 1008	US 31W (MAIN STREET)	KY 100 (SCOTTSVILLE ROAD)	10,300	1,930	8%	870	165
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,100	400	10%	410	40
KY 100	US 31W DEPARTURE	KY 1008 (FRANKLIN BYPASS)	4,200	410	10%	420	40
KY 100	ALLEN ROAD	KY 1008 (BLUEGRASS ROAD)	5,000	440	9%	470	40
KY 100	KY 1008 (BLUEGRASS ROAD)	US 31W (MAIN ST)/KY 73 JCT	4,000	360	9%	380	35
KY 100	KY 1008 (FRANKLIN BYPASS)	I-65 INTERCHANGE	13,000	1,030	10%	1,300	105
KY 100	I-65 INTERCHANGE	RAPIDS-HICKORY FLAT RD/KY 622	11,200	890	9%	1,030	80
New Connector	I-65 INTERCHANGE	KY 1008	2,100	170	10%	210	15
KY 1008 (New)	US 31W	KY 73	2,100	310	10%	210	30