

# APPENDIX C:

## Supplemental Traffic Information

# Traffic Forecast Report

*Western Kentucky Parkway Upgrade Study*

*Hopkins, Muhlenberg, Ohio Counties*

*Item No. N/A*

Prepared for:

Kentucky Transportation Cabinet



Prepared by:

HMB Professional Engineers



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## COMMONLY USED ABBREVIATIONS

AADT	Average Annual Daily Traffic	Adjusted for seasonal and monthly factors
AADTT	Average Annual Daily Truck Traffic	Total truck volume for a year
DHV	Design Hour Volume	30 <sup>th</sup> highest hour of a year
%T	Truck Percentage	Percentage of trucks to total volume
FC	Functional Class	Street or highway's group based on service
GR	Growth Rate	Calculated value to estimate future volumes
PHF	Peak Hour Factor	Considers 15 min. spike in an hourly count
K-Factor	30 <sup>th</sup> Highest Hour Factor	DHV divided by ADT (DHV/ADT)
D-Factor	Directional Factor	Percentage of dominant flow to total
MP	Mile Point	Miles increase easterly and northerly
ATR	Automatic Traffic Recorder	Permanent and continuous recording station
KYSTM	Kentucky Statewide Model	Computerized representation of KY roads

## INTRODUCTION AND STUDY AREA

Almost a half-century ago, Kentucky built a system of 4-lane roadways connecting major economic centers throughout western Kentucky. These state-financed “parkways” were constructed as toll roads with the tolls ultimately removed as the toll road bond debt was retired. To enhance the region’s economic attractiveness, the Kentucky Transportation Cabinet (KYTC) has worked closely with local officials and citizens, the Kentucky legislature, and Kentucky’s Congressional Delegation to upgrade segments of some of these parkways and federally designate them as interstates. Portions of the Wendell H. Ford Western Kentucky Parkway, Julian M. Carroll Purchase Parkway, and Edward T. Breathitt Pennyryle Parkway have been designated as I-69 and the William Natcher Parkway as I-165. KYTC expects that the upgrade of the Wendell H. Ford Western Kentucky Parkway (WKP or also referred to WK 9001) to interstate standards between I-69 and I-165 will require geometric evaluation with specific upgrades required for federal acceptance of this section of the WKP into the interstate highway system. Once implemented, these improvements will ensure that the new I-69 Spur route’s east-west interstate system linkage matches the geometric and safety characteristics of I-69 and I-165 in the area.

The objective of the study is to identify and evaluate potential improvement options to upgrade the parkway to interstate standards for inclusion into the interstate system. The study limits are between I-69 in Hopkins County (MP 38.326) and I-165 in Ohio County (MP 77.143). The study area for the project is depicted in **Figure 1**.

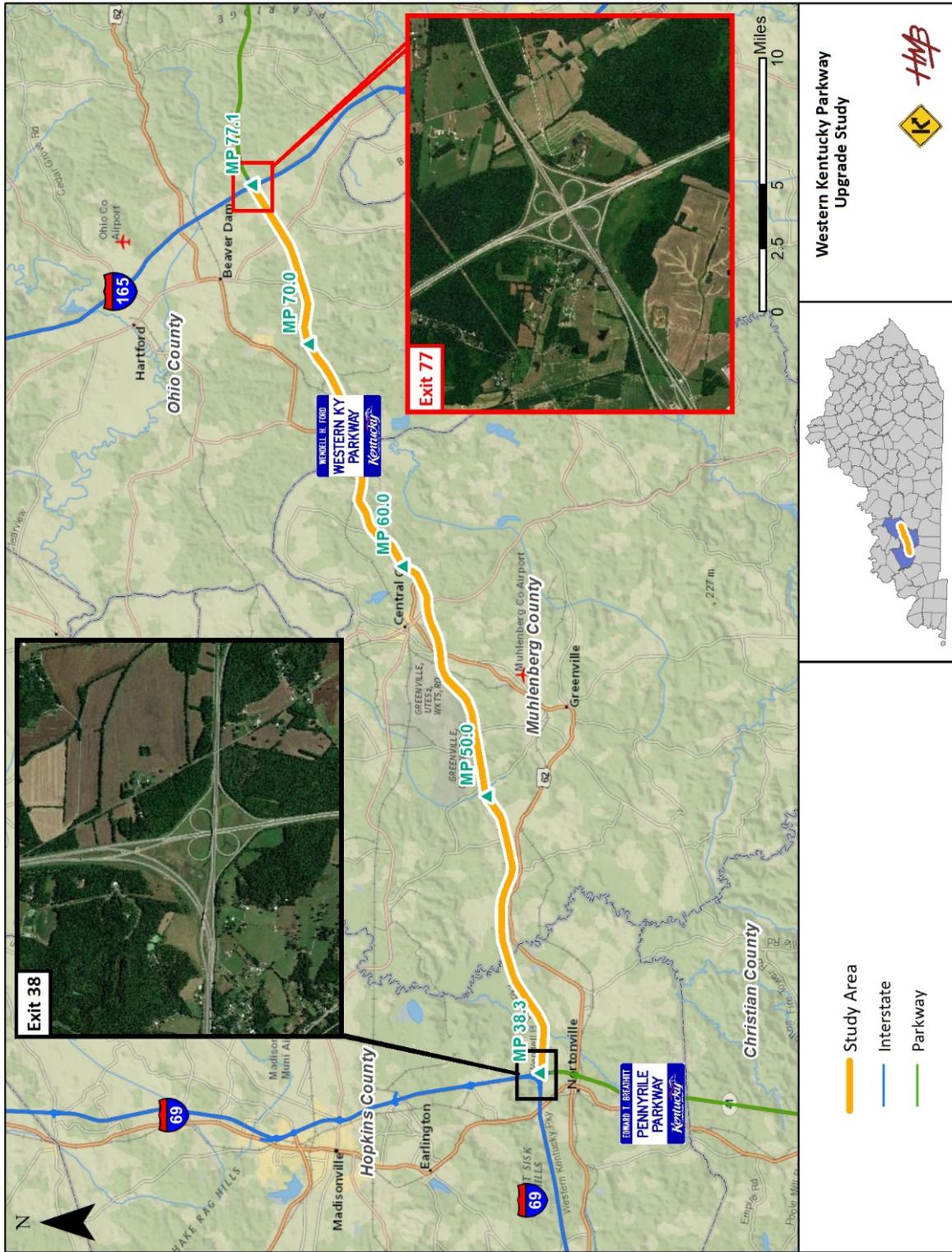
The current project phase is a scoping study. Traffic impacts will be evaluated for the existing conditions, Design Year No Build, and Design Year Build. No distinction is made between the No Build and Build volumes as differences are not expected to alter design decisions. For reference, the Design Year was determined to be 2045 per guidance from the scoping meeting (April 23, 2019 scoping meeting).

This document summarizes the WKP traffic forecast procedure and presents the following types of forecasts:

- 2019 AADT and DHV No Build / Build Volumes
- 2045 AADT and DHV No Build / Build Volumes
- 2019 / 2045 Truck Volume Growth

The following sections provide the information relative to the development and presentation of the traffic forecast numbers.

Figure 1. Study Area



## EXISTING TRAFFIC VOLUMES

The most recent Average Annual Daily Traffic (AADT) volumes on the mainline of the Western Kentucky Parkway (WKP) were obtained from KYTC counts performed at existing stations. Stations 558, 562, P40 and 046 were due to be counted in 2019 as part of the count program. To provide data for this study the counts were completed in April / May 2019. An additional count was performed between Exit 75 and Huck's Gas Station to provide vehicle classification data (Station 285). Raw count data is shown in **Table 1** and included in **Appendix A** for reference. The station numbers and factored and balanced AADTs are shown in **Table 1** and **Figure 2**. A review was also completed of historic traffic count data from the KYTC traffic count reporting system (CTS). **Table 1** shows the historic growth rates determined from this data.

**Table 1. Existing AADT Volumes and Historic Growth Rates**

Segment ID	Station ID	County	Begin MP	End MP	2019 AADT Counts	2019 AADT Balanced	Historic Growth Rates (%)
A	558	Hopkins (Muhlenberg)	38.326 (43.424)	43.424 (48.049)	10,840	11,200	0.50
B	562	Muhlenberg	48.049	52.518	11,530	10,800	0.50
C	P40	Muhlenberg	52.518	57.947	10,190	10,200	1.0
D	046	Muhlenberg (Ohio)	57.947 (65.675)	65.675 (74.583)	9,050	10,000	1.0
E	285	Ohio	74.583	76.758	10,600	11,000	N/A

Volume counts were also performed by KYTC to determine ramp volumes at several study interchanges. These include:

- Exit 48: May 13 – 16, 2019 (Stations 563, 564, 565, 566)
- Exit 58: May 13 – 16, 2019 (Stations D16, D50, D55, D54)
- Huck's Gas Station: February 22 – 27, 2019 (Stations P030, P031, P036, P037)

Turning movement counts were performed April 29 – May 1, 2019 at the US 231 / WKP Eastbound and Westbound ramp intersections. The counts were conducted to perform a traffic analysis for a MOT plan for an emergency bridge replacement at this location. Ramp volumes were calculated from the turning movement counts.

Previous counts at the Exit 53 interchange were completed in 2017 and determined to be recent enough to use rather than recount. These stations include:

- Exit 53: 2017 (Stations 804, 805, 806, 807)

Raw count data collected for this study is included in **Appendix A** for reference. The factored and balanced interchange volumes are shown on **Figures 3 – 7**.

It should be noted that traffic forecasts were not included for the I-69 / WKP and the I-165 / WKP interchange. These have been studied previously and not included in the scope of this work. Additionally, traffic volumes / forecast are not presented for the Kentucky State Police Post ramps as the entering and exiting traffic is minimal (only entering / exiting police and maintenance workers).

Figure 2. Balanced Mainline Volumes

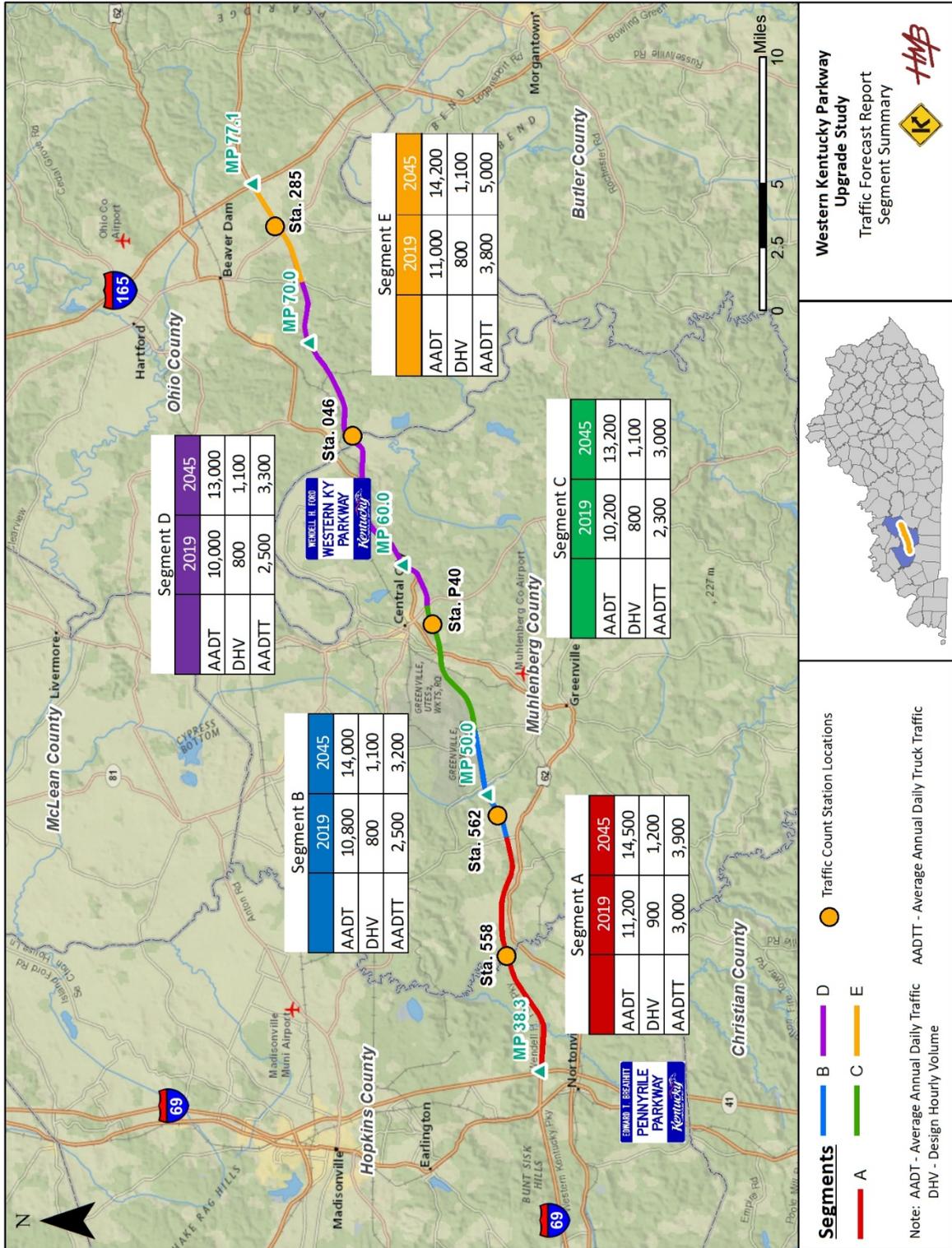


Figure 3. Balanced KY 175 (Exit 48) Volumes

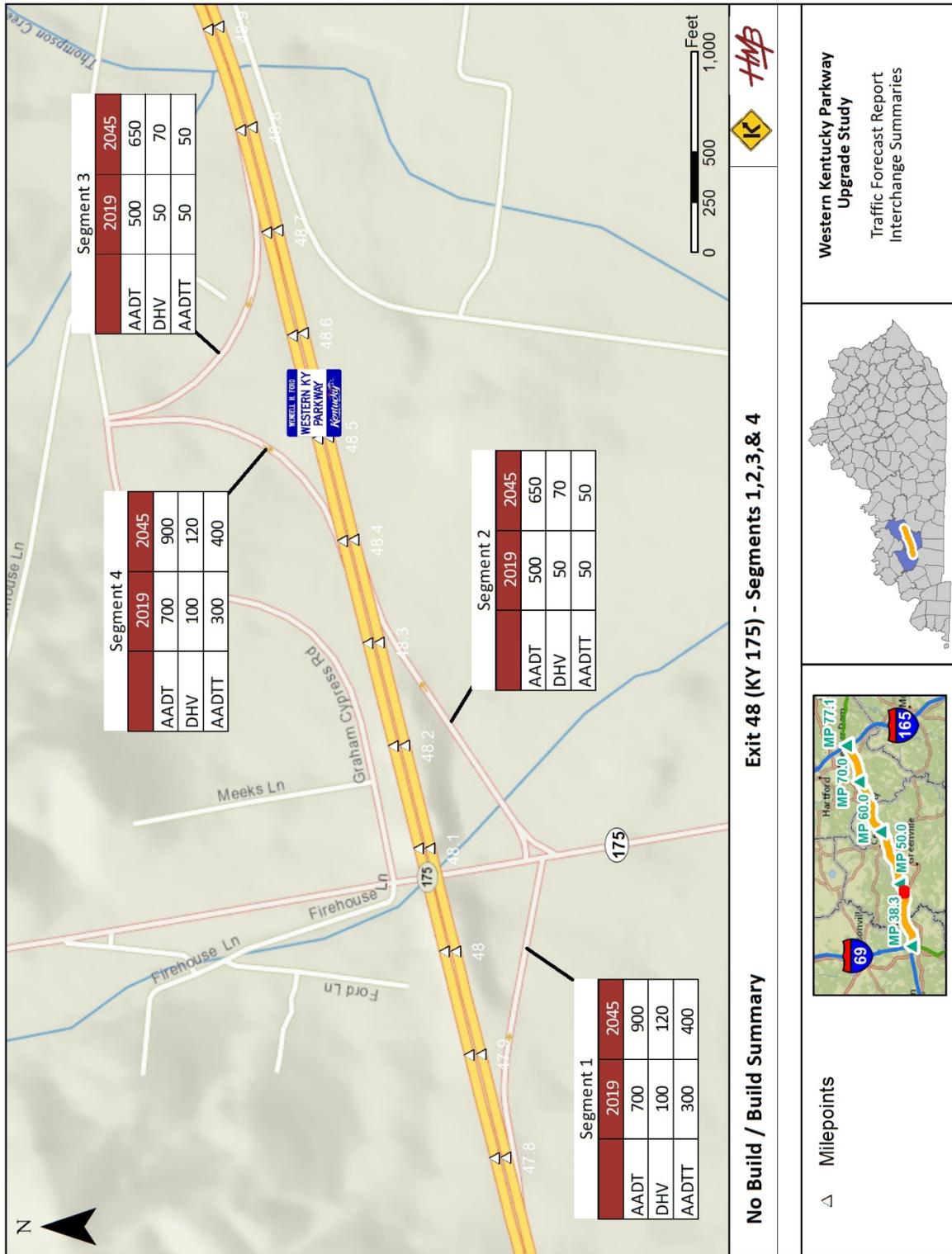


Figure 4. Balanced KY 181 (Exit 53) Volumes

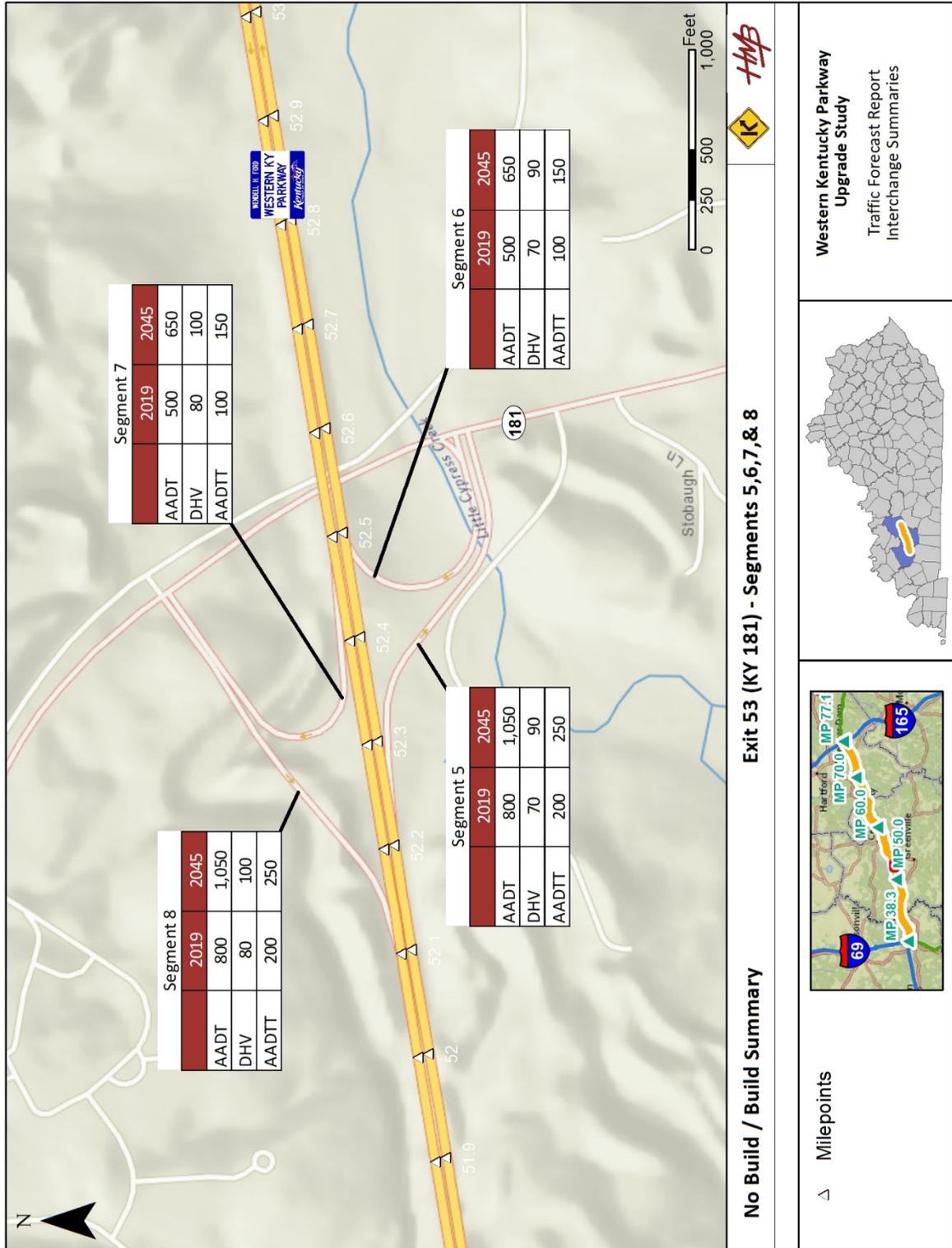


Figure 5. Balanced US 431 (Exit 58) Volumes

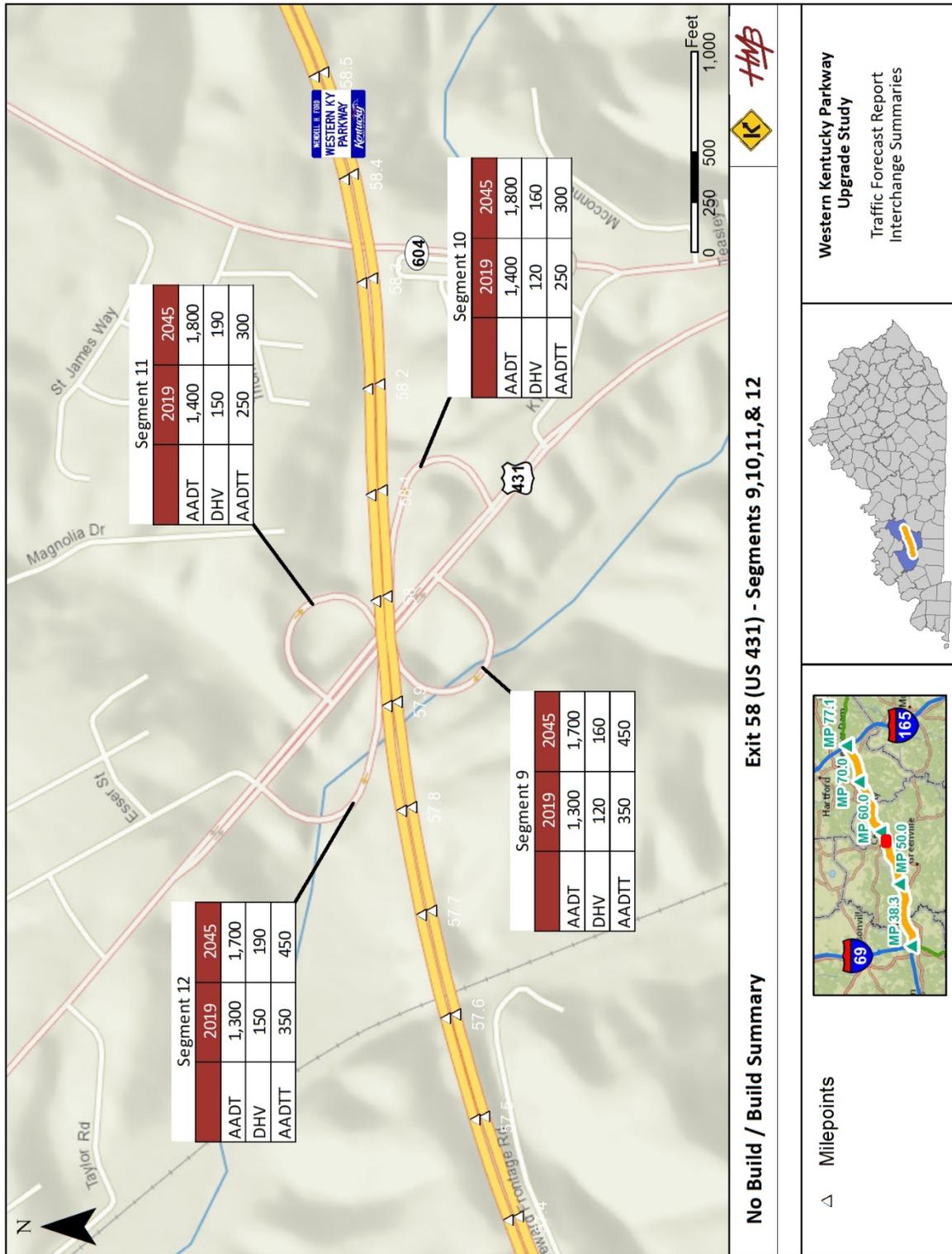


Figure 6. Balanced US 231 (Exit 75) Volumes

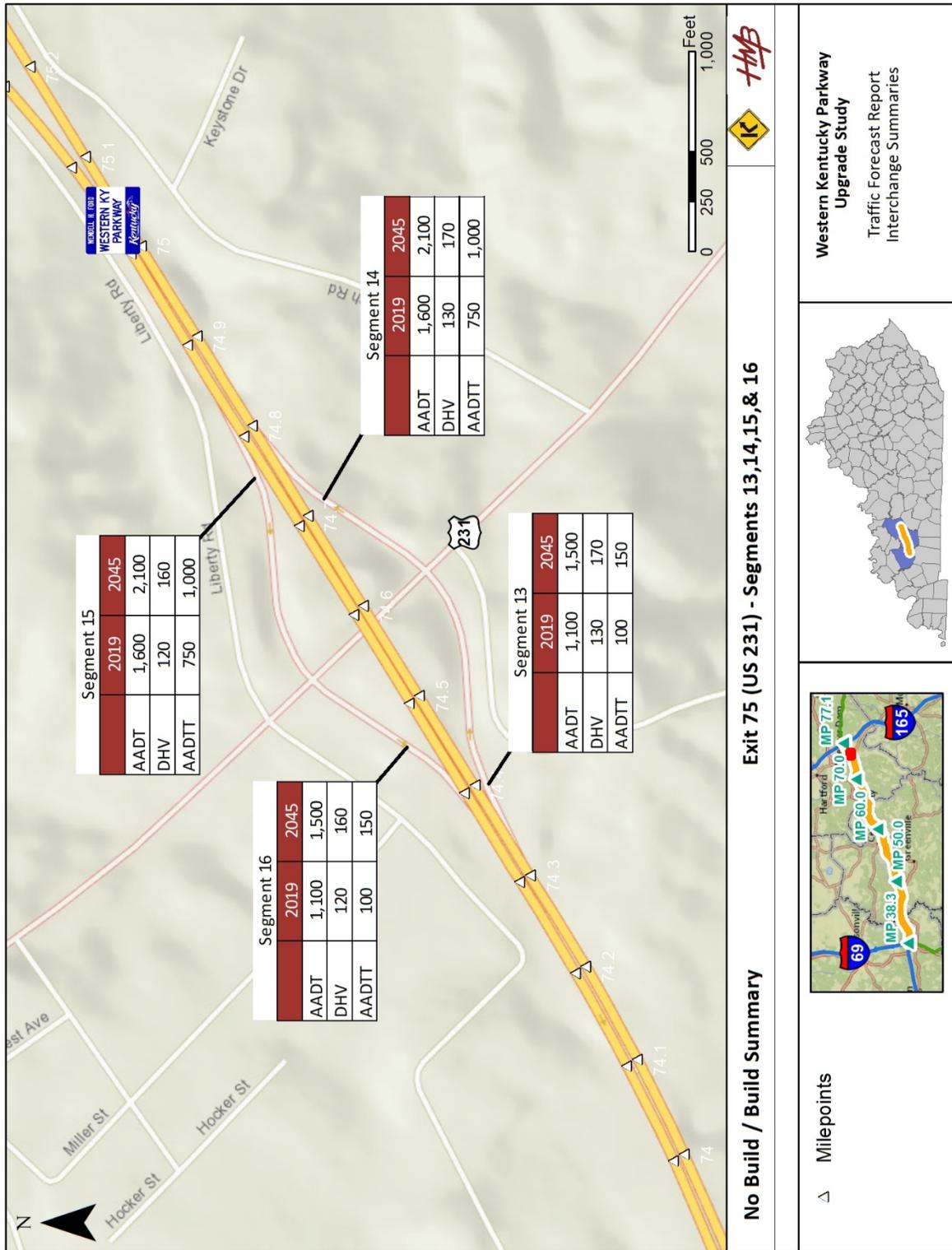
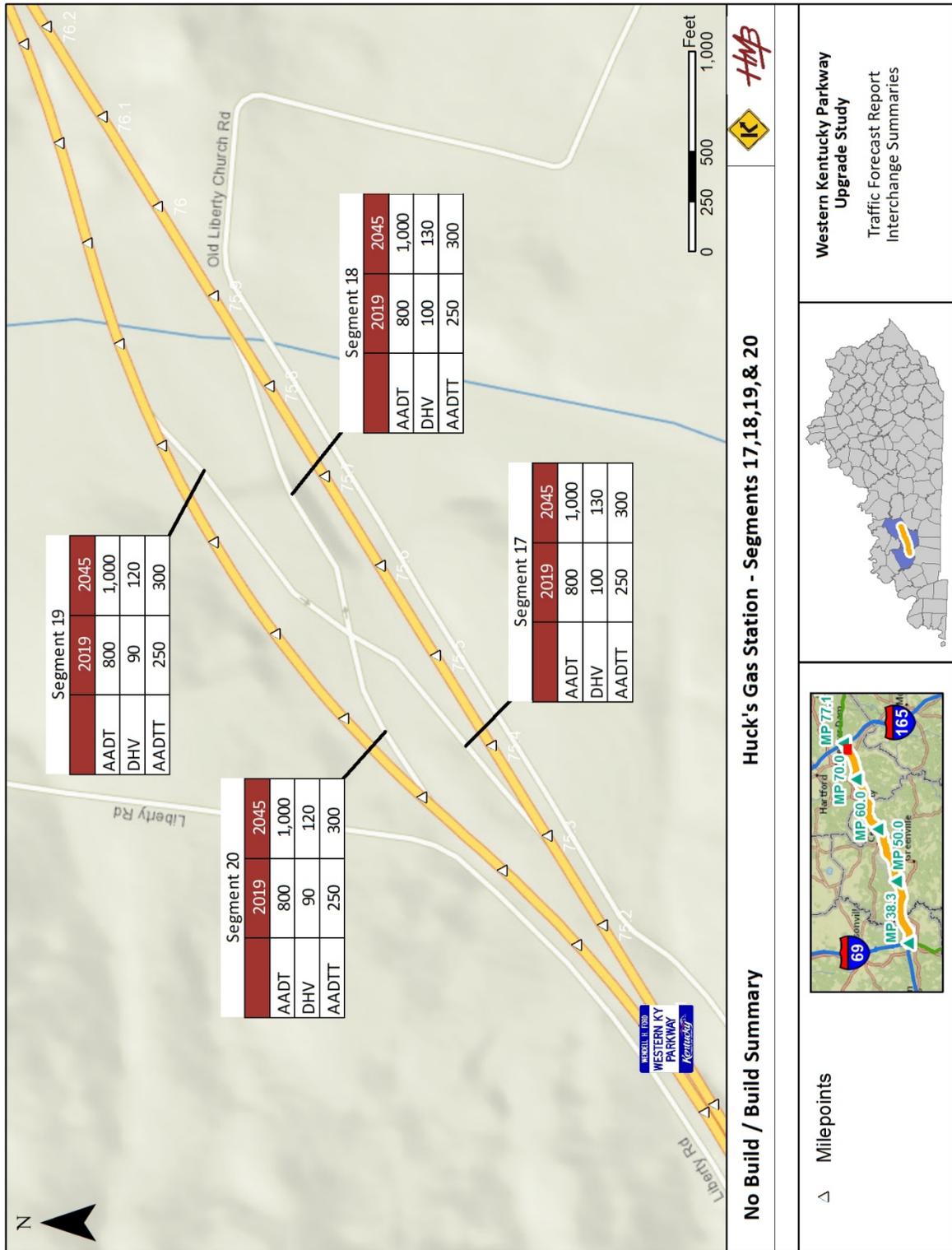


Figure 7. Balanced Huck's Gas Station Ramps Volumes



## FUTURE TRAFFIC VOLUMES

### *Design Year*

The Design Year for a construction project is typically 20 years beyond the project’s opening date per AASHTO’s “A Policy on Design Standards – Interstate System”. Given the uncertainty of funding and the construction schedule, a design year of 2045 was agreed upon by the Project Team at the initial scoping meeting.

### *Growth Rate / Model Output*

Initial forecasting efforts relied upon historic traffic count data from CTS. KYTC also provided AADT Estimation Graphs for count stations 558, 562, and P40 from 2002 to 2016. The estimate reports provide historical growth and Kentucky Statewide Traffic Model (KYSTM) growth based on linear regression and exponential analysis. The improvement options being considered do not increase capacity for the parkway and therefore the No Build and Build scenario growth rates are assumed to be the same. Growth rates from these methods are listed by count station in **Table 2**.

**Table 2. Model Output**

Station ID	County	CTS Historic Growth Rates (%)	Estimation Tool Historic Growth Rates (%)	Estimation Tool KYSTM Growth Rates (%)	Estimation Tool Adjusted Growth Rates (%)	Proposed Growth Rate (%)
558	Hopkins	0.5	7.6	0.2	0.8	1.0
562	Muhlenberg	0.5	-0.4	0.2	-0.4	1.0
P40	Muhlenberg	1.0	1.1	0.3	0.8	1.0

It should be noted that for Station 558, the estimation file showed an observed 2014 volume of 22,584 vehicles which does not correspond to online records. This high volume causes all forecast graphs to range between 27,000 and 150,000 in 2040. The latest count online for 2013 is 10,504.

A 1.0 percent growth rate for the entire study area was proposed and agreed upon by KYTC through email correspondence dated December 20, 2019. The decision was made to apply the same growth to the study area segments instead of splitting them into several smaller segments with different growth rates as 1.0 percent represents the highest traffic growth.

### *2045 Traffic Volumes*

The resulting 2045 No Build and Build volumes are provided on **Figure 2** through **Figure 7**. The figures include DHV along with AADT for mainline segments and ramps. **Appendix B** contains the traffic forecast summary sheet for reference.

## DESIGN FACTORS

### *K-Factor*

Hourly factors were calculated from the count data collected for the project mainline segments. Specific factors per each segment are included in **Table 3**.

### *D-Factor*

Directional factors were calculated from the count data collected and shown by segment in **Table 3**.

**Table 3. Design Factors**

Station ID	County	Begin MP	End MP	K Factor	D-Factor
558	Hopkins (Muhlenberg)	38.326 (43.424)	43.424 (48.049)	8.7	51
562	Muhlenberg	48.049	52.518	9.3	51
P40	Muhlenberg	52.518	57.947	9.6	56
046	Muhlenberg (Ohio)	57.947 (65.675)	65.675 (74.583)	8.8	50
285	Ohio	74.583	76.758	8.0	53

### *PHF*

Peak hour factors (PHF) for the mainline segments were calculated from the collected traffic counts. Factors range from 0.80 to 0.95 for the AM peak and 0.84 to 0.97 for the PM peak for the mainline segments.

## TRUCK VOLUMES

Vehicle classification was performed as part of the traffic count data collection process with an emphasis in the vicinity of the Huck's Gas Station. Classification counts were performed at the following locations:

- Huck's Gas Station: February 22 – 27, 2019 (Stations P030, P031, P036, P037)
- Station 285: April 29 - May 1, 2019

All other truck percentages and volumes were derived from count information available through the KYTC Traffic Count Reporting System and the KYTC Vehicle Classification spreadsheet.

Truck volumes by mainline segment are listed in **Table 4**.

**Table 4. Truck Volumes Mainline Segments**

Station ID	County	Begin MP	End MP	Truck %	2019 Daily Truck Volume EB	2019 Daily Truck Volume WB	2045 Daily Truck Volume EB	2045 Daily Truck Volume WB
558	Hopkins (Muhlenberg)	38.326 (43.424)	43.424 (48.049)	27	1,500	1,500	1,960	1,960
562	Muhlenberg	48.049	52.518	23	1,250	1,250	1,600	1,600
P40	Muhlenberg	52.518	57.947	23	1,150	1,150	1,520	1,520
046	Muhlenberg (Ohio)	57.947 (65.675)	65.675 (74.583)	25	1,250	1,250	1,630	1,630
285	Ohio	74.583	76.758	35	1,900	1,900	2,485	2,485

To determine specific growth rate factors for truck volumes, a review of historic classification counts was performed. Within the study area the only count station with sufficient information to provide a relative growth percentage (i.e. more than two data points and recent data) is Station P40. Station P40 has recorded counts from the years 2013, 2015, and 2018. The calculated historic growth rate from these counts is 0.71 percent. As this is similar to the growth rate used for overall traffic growth, it is recommended that a 1.0 percent per year growth be applied. **Figure 2** through **Figure 7** shows the resulting truck volumes for the year 2019 and 2045. Additional historic count information and the detailed forecast table is included in **Appendix C**.

## POPULATION

Population data was obtained from the Kentucky State Data Center for Kentucky and all three counties to assist with the determination of growth rates. **Table 5** provides historical population growth by decade. **Table 6** displays population projections by decade.

**Table 5. Historical Population Growth**

Area	1990	2000	2010	% Growth (2000 – 2010)
Kentucky	3,685,296	4,041,769	4,339,367	7.4%
Hopkins County	46,126	46,519	46,920	0.9%
Muhlenberg County	31,318	31,839	31,499	-1.1%
Ohio County	21,105	22,916	23,842	4.0%

Source: Kentucky State Data Center (Vintage 2016)

**Table 6. Population Forecasts**

<b>Area</b>	<b>2010 Census</b>	<b>2015 Estimate</b>	<b>2020 Projection</b>	<b>2030 Projection</b>	<b>2040 Projection</b>	<b>% Growth (2010 – 2040)</b>
Kentucky	4,339,367	4,425,092	4,533,464	4,762,382	4,886,381	12.6%
Hopkins County	46,920	46,222	45,565	43,549	40,890	-12.9%
Muhlenberg County	31,499	31,183	30,582	29,110	27,286	-13.4%
Ohio County	23,842	24,216	24,235	23,832	23,181	-2.8%

Source: Kentucky State Data Center (Vintage 2016)

Historically population growth in all three counties is less than that for the state, with Muhlenberg County showing a decreasing population between 2000 and 2010. Population forecasts show decreasing population numbers between 2010 and 2040 for all three counties.

# WKP UPGRADE STUDY

## APPENDIX A: COUNT DATA

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/14/2019 to 05/16/2019

Site names:	089558	Seasonal Factor Grp:	2
County:	Muhlenberg	Daily Factor Grp:	2
Funct Class:	R Principal Arterial - Other	Axle Factor Grp:	02
Location:	089-WK-9001 -000 @ 45.000 From: HOPKINS COUNTY LINE To:	Growth Factor Grp:	02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										90	41	49	95	57	38						
01:00										84	46	38	87	43	44						
02:00										92	49	43	74	36	38						
03:00										131	52	79	128	47	81						
04:00										241	117	124	262	118	144						
05:00										386	194	192	431	202	229						
06:00										609	289	320	621	291	330						
07:00										739	339	400	777	373	404						
08:00										719	330	389	783	411	372						
09:00										726	357	369	804	351	453						
10:00							662	313	349	662	349	313	783	392	391						
11:00							654	296	358	741	392	349									
12:00							707	336	371	708	364	344									
13:00							761	408	353	813	426	387									
14:00							809	417	392	875	448	427									
15:00							930	514	416	936	498	438									
16:00							903	447	456	900	462	438									
17:00							697	352	345	776	366	410									
18:00							532	276	256	583	308	275									
19:00							357	187	170	399	185	214									
20:00							319	179	140	326	149	177									
21:00							260	157	103	242	136	106									
22:00							171	85	86	180	82	98									
23:00							120	65	55	148	81	67									
Total							7,882	4,032	3,850	12,106	6,060	6,046	4,845	2,321	2,524						
AM Peak Vol							679	319	367	783	399	413									
AM Peak Fct							.903	.814	.882	.946	.95	.914									
AM Peak Hr							9: 45	9: 30	9: 45	7: 15	10: 45	7: 30									
PM Peak Vol							940	514	456	936	502	469									
PM Peak Fct							.971	.905	.934	.921	.951	.844									
PM Peak Hr							14: 45	15: 00	16: 00	15: 00	14: 30	16: 15									
Seasonal Fct							.915	.915	.915	.915	.915	.915	.915	.915	.915						
Daily Fct							.993	.993	.993	.987	.987	.987	.950	.950	.950						
Axle Fct							.500	.500	.500	.500	.500	.500	.500	.500	.500						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089562 Seasonal Factor Grp: 2  
 County: Muhlenberg Daily Factor Grp: 2  
 Funct Class: R Principal Arterial - Other Axle Factor Grp: 02  
 Location: 089-WK-9001 -000 @ 49.000 From: KY 175 OVERPASS To: KY Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							102	41	61	136	66	70	133	80	53						
01:00							110	54	56	115	53	62	137	64	73						
02:00							119	58	61	127	66	61	90	36	54						
03:00							147	56	91	164	66	98	158	64	94						
04:00							265	141	124	269	131	138	297	143	154						
05:00							437	214	223	420	216	204	476	219	257						
06:00							660	311	349	663	332	331	663	334	329						
07:00							792	364	428	792	367	425	865	435	430						
08:00							802	391	411	852	404	448	898	477	421						
09:00							848	401	447	899	453	446									
10:00							818	388	430	784	413	371									
11:00							755	369	386	941	501	440									
12:00				839	436	403	844	401	443	854	422	432									
13:00				869	460	409	879	458	421	951	506	445									
14:00				926	470	456	898	463	435	971	479	492									
15:00				1,022	531	491	1,077	595	482	1,060	542	518									
16:00				954	428	526	979	471	508	1,016	500	516									
17:00				800	393	407	849	448	401	938	458	480									
18:00				606	297	309	626	325	301	682	358	324									
19:00				448	221	227	447	240	207	470	221	249									
20:00				421	200	221	381	199	182	424	205	219									
21:00				293	158	135	296	182	114	317	178	139									
22:00				219	104	115	242	129	113	220	102	118									
23:00				163	81	82	150	77	73	179	89	90									
Total				7,560	3,779	3,781	13,523	6,776	6,747	14,244	7,128	7,116	3,717	1,852	1,865						
AM Peak Vol				0	0	0	871	413	458	941	512	487									
AM Peak Fct				0	0	0	.931	.826	.801	.915	.941	.84									
AM Peak Hr				0: 00	0: 00	0: 00	9: 15	9: 15	9: 15	11: 00	10: 45	7: 45									
PM Peak Vol				1,022	531	526	1,077	595	517	1,060	565	528									
PM Peak Fct				.913	.922	.913	.941	.891	.867	.898	.851	.936									
PM Peak Hr				15: 00	15: 00	16: 00	15: 00	15: 00	16: 15	15: 00	14: 45	15: 30									
Seasonal Fct				.915	.915	.915	.915	.915	.915	.915	.915	.915	.915	.915	.915						
Daily Fct				1.086	1.086	1.086	.993	.993	.993	.987	.987	.987	.950	.950	.950						
Axle Fct				.453	.453	.453	.453	.453	.453	.453	.453	.453	.453	.453	.453						
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

# Kentucky Transportation Cabinet

## Hourly Traffic Volume For the Week of 04/28/2019

Site names: 089P40 Seasonal Factor Grp: 2  
 County: Muhlenberg Daily Factor Grp: 2  
 Funct Class: R Principal Arterial - Other Axle Factor Grp: 02  
 Location: 089-WK-9001 -000 @ 57.100 From: KY 181 OVERPASS To: US Growth Factor Grp: 02

	Sun, 04/28/ 2019			Mon, 04/29/ 2019			Tue, 04/30/ 2019			Wed, 05/01/ 2019			Thu, 05/02/ 2019			Fri, 05/03/ 2019			Sat, 05/04/ 2019		
	Road	Pos	Neg																		
00:00	108	32	76	65	27	38	90	31	59	95	47	48	96	41	55	89	37	52	100	37	63
01:00	74	23	51	46	20	26	85	31	54	91	40	51	79	28	51	85	39	46	84	35	49
02:00	47	18	29	57	31	26	66	24	42	59	25	34	73	41	32	69	25	44	74	21	53
03:00	43	14	29	113	59	54	110	56	54	99	48	51	81	34	47	83	36	47	69	28	41
04:00	68	23	45	213	108	105	189	101	88	212	119	93	191	102	89	210	105	105	102	49	53
05:00	125	78	47	416	232	184	406	225	181	390	211	179	376	190	186	335	179	156	196	118	78
06:00	197	121	76	498	244	254	466	223	243	488	218	270	506	250	256	475	228	247	257	153	104
07:00	413	223	190	607	301	306	596	253	343	587	293	294	606	280	326	557	297	260	335	193	142
08:00	523	299	224	637	299	338	572	263	309	602	288	314	609	296	313	608	317	291	408	241	167
09:00	670	356	314	620	312	308	550	254	296	544	245	299	632	340	292	633	332	301	505	280	225
10:00	802	427	375	609	307	302	563	255	308	620	326	294	664	350	314	663	349	314	574	294	280
11:00	814	409	405	624	322	302	532	258	274	586	305	281	646	361	285	732	354	378	545	268	277
12:00	830	454	376	633	310	323	643	334	309	627	318	309	618	338	280	764	357	407	511	264	247
13:00	787	405	382	601	325	276	625	328	297	689	362	327	775	391	384	749	366	383	566	274	292
14:00	778	389	389	696	360	336	690	345	345	715	350	365	764	398	366	866	394	472	497	227	270
15:00	725	378	347	672	327	345	763	377	386	728	366	362	759	380	379	927	451	476	509	232	277
16:00	778	392	386	704	353	351	753	371	382	753	377	376	738	364	374	973	446	527	503	224	279
17:00	738	356	382	573	277	296	607	295	312	611	314	297	650	310	340	891	418	473	427	189	238
18:00	596	276	320	404	209	195	409	179	230	422	214	208	487	238	249	666	305	361	369	168	201
19:00	491	241	250	320	137	183	357	171	186	358	162	196	372	176	196	476	227	249	314	164	150
20:00	353	167	186	246	123	123	297	143	154	291	158	133	337	174	163	359	166	193	292	111	181
21:00	250	130	120	228	129	99	212	98	114	200	104	96	256	131	125	280	137	143	224	89	135
22:00	176	83	93	146	70	76	178	86	92	155	93	62	176	74	102	183	77	106	166	61	105
23:00	114	61	53	102	47	55	108	60	48	144	69	75	131	67	64	127	63	64	123	56	67
AM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
AM Peak Hr	11: 00	10: 00	11: 00	8: 00	11: 00	8: 00	7: 00	8: 00	7: 00	10: 00	10: 00	8: 00	10: 00	11: 00	7: 00	11: 00	11: 00	11: 00	10: 00	10: 00	10: 00
AM Peak Vol	814	427	405	637	322	338	596	263	343	620	326	314	664	361	326	732	354	378	574	294	280
PM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PM Peak Hr	12: 00	12: 00	14: 00	16: 00	14: 00	16: 00	15: 00	15: 00	15: 00	16: 00	16: 00	16: 00	13: 00	14: 00	13: 00	16: 00	15: 00	16: 00	13: 00	13: 00	13: 00
PM Peak Vol	830	454	389	704	360	351	763	377	386	753	377	376	775	398	384	973	451	527	566	274	292
Total	10500	5355	5145	9830	4929	4901	9867	4761	5106	10066	5052	5014	10622	5354	5268	11800	5705	6095	7750	3776	3974

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089046	Seasonal Factor Grp: 2
County: Muhlenberg	Daily Factor Grp: 2
Funct Class: R Principal Arterial - Other	Axle Factor Grp: 02
Location: 089-WK-9001 -000 @ 59.000 From: US 431 UNDERPASS To:	Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							70	32	38	81	35	46	93	55	38						
01:00							67	30	37	77	33	44	79	37	42						
02:00							70	40	30	80	49	31	55	27	28						
03:00							88	47	41	107	57	50	108	43	65						
04:00							163	99	64	163	89	74	188	102	86						
05:00							350	206	144	305	188	117	355	201	154						
06:00							476	205	271	456	209	247	438	198	240						
07:00							557	247	310	639	290	349	594	304	290						
08:00							573	270	303	574	283	291	645	314	331						
09:00							637	302	335	575	297	278	674	324	350						
10:00							558	266	292	564	298	266									
11:00							543	247	296	624	315	309									
12:00							632	325	307	620	327	293									
13:00							660	347	313	697	371	326									
14:00							719	339	380	750	351	399									
15:00				719	350	369	769	403	366	728	360	368									
16:00				635	293	342	684	323	361	693	321	372									
17:00				555	262	293	602	301	301	631	308	323									
18:00				456	197	259	441	206	235	486	221	265									
19:00				335	157	178	308	156	152	371	167	204									
20:00				302	135	167	267	144	123	303	133	170									
21:00				224	115	109	240	143	97	229	112	117									
22:00				163	64	99	192	82	110	186	73	113									
23:00				130	57	73	99	48	51	133	50	83									
Total				3,519	1,630	1,889	9,765	4,808	4,957	10,072	4,937	5,135	3,229	1,605	1,624						
AM Peak Vol							637	302	335	639	319	349									
AM Peak Fct							.895	.795	.855	.811	.848	.847									
AM Peak Hr							9: 00	9: 00	9: 00	7: 00	9: 15	7: 00									
PM Peak Vol							793	403	414	781	381	400									
PM Peak Fct							.901	.95	.855	.921	.899	.855									
PM Peak Hr							14: 30	15: 00	14: 30	14: 45	14: 45	14: 30									
Seasonal Fct				.915	.915	.915	.915	.915	.915	.915	.915	.915	.915	.915	.915						
Daily Fct				1.086	1.086	1.086	.993	.993	.993	.987	.987	.987	.950	.950	.950						
Axle Fct				.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500						
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 04/29/2019 to 05/01/2019

Site names: 092285 Seasonal Factor Grp: 2  
 County: Ohio Daily Factor Grp: 2  
 Funct Class: R Principal Arterial - Other Axle Factor Grp: 02  
 Location: 092-WK-9001 -000 @ 75.018 From: US 231 OVER-PASS To: I- Growth Factor Grp: 02

	Sun, Apr 28, 2019			Mon, Apr 29, 2019			Tue, Apr 30, 2019			Wed, May 1, 2019			Thu, May 2, 2019			Fri, May 3, 2019			Sat, May 4, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							103	28	75	92	54	38									
01:00							82	40	42	97	49	48									
02:00							79	28	51	84	45	39									
03:00							116	68	48	102	63	39									
04:00							170	93	77	178	110	68									
05:00							370	191	179	359	199	160									
06:00							502	268	234												
07:00							685	295	390												
08:00							619	313	306												
09:00							650	318	332												
10:00							650	342	308												
11:00							613	305	308												
12:00							651	334	317												
13:00							749	397	352												
14:00				741	391	350	748	385	363												
15:00				766	394	372	859	440	419												
16:00				745	378	367	841	436	405												
17:00				673	341	332	672	326	346												
18:00				482	256	226	498	215	283												
19:00				373	161	212	388	179	209												
20:00				250	115	135	309	163	146												
21:00				281	139	142	294	154	140												
22:00				185	77	108	187	81	106												
23:00				105	40	65	119	63	56												
Total				4,601	2,292	2,309	10,954	5,462	5,492	912	520	392									
AM Peak Vol							685	342	390												
AM Peak Fct							.916	.872	.911												
AM Peak Hr							7: 00	10: 00	7: 00												
PM Peak Vol							869	451	444												
PM Peak Fct							.82	.947	.689												
PM Peak Hr							15: 30	15: 15	16: 15												
Seasonal Fct				.976	.976	.976	.976	.976	.976	.915	.915	.915									
Daily Fct				1.021	1.021	1.021	1.006	1.006	1.006	.987	.987	.987									
Axle Fct				.500	.500	.500	.500	.500	.500	.500	.500	.500									
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000									

# Kentucky Transportation Cabinet

## Roadway Detail Daily Class Distribution Beginning 02/22/2019

Site Name: **RATP030**  
 County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/22	07-08	0	15	7	0	1	0	0	0	3	0	0	0	0	0	0	26	3.85	11.54	15.38	0.426
	08-09	0	18	10	1	2	1	0	0	4	1	0	0	0	0	0	37	8.11	13.51	21.62	0.407
	09-10	0	26	4	0	3	1	0	1	10	1	0	0	0	0	0	46	8.70	26.09	34.78	0.357
	10-11	0	30	7	0	1	0	0	1	1	0	0	0	0	0	0	40	2.50	5.00	7.50	0.472
	11-12	0	36	8	1	1	0	0	2	4	0	0	0	0	0	0	52	1.92	11.54	13.46	0.435
	12-13	0	29	12	1	2	5	1	0	6	0	0	0	0	0	0	56	14.29	10.71	25.00	0.407
	13-14	0	26	9	3	5	4	1	0	7	1	0	0	1	0	0	57	17.54	15.79	33.33	0.378
	14-15	0	25	6	0	0	2	0	1	5	0	0	0	0	0	0	39	5.13	15.38	20.51	0.403
	15-16	0	36	7	1	5	0	0	3	9	0	0	0	1	0	0	62	8.06	20.97	29.03	0.383
	16-17	1	28	18	0	4	1	0	0	3	0	0	0	0	0	0	55	9.09	5.45	14.55	0.458
	17-18	0	41	13	0	0	1	0	0	3	0	0	0	0	0	0	58	1.72	5.17	6.90	0.460
	18-19	0	25	10	1	1	0	0	2	8	0	0	0	0	0	0	47	2.13	21.28	23.40	0.387
	19-20	0	21	5	0	0	0	0	0	1	0	0	0	0	0	0	27	0.00	3.70	3.70	0.474
	20-21	0	9	6	0	1	0	0	2	4	0	0	0	0	0	0	22	4.55	27.27	31.82	0.369
	21-22	0	8	3	0	1	0	0	0	3	0	0	0	0	0	0	15	6.67	20.00	26.67	0.385
	22-23	0	6	2	0	1	0	0	0	1	0	0	0	0	0	0	10	10.00	10.00	20.00	0.435
	23-24	0	0	0	0	1	0	0	1	2	0	0	1	0	0	0	5	20.00	80.00	100.00	0.229
	<b>Day</b>	<b>1</b>	<b>379</b>	<b>127</b>	<b>8</b>	<b>29</b>	<b>15</b>	<b>2</b>	<b>13</b>	<b>74</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>654</b>	<b>7.03</b>	<b>14.22</b>	<b>21.25</b>	<b>0.409</b>
2/23	00-01	0	2	2	0	1	0	0	1	1	0	0	0	0	0	0	7	14.29	28.57	42.86	0.372
	01-02	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.500
	02-03	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0.00	0.00	0.00	0.500
	03-04	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00	0.500
	04-05	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0.00	50.00	50.00	0.286
	05-06	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0.00	0.00	0.00	0.500
	06-07	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	16	0.00	12.50	12.50	0.421
	07-08	0	7	4	2	1	0	0	1	2	0	0	0	0	0	0	17	5.88	17.65	23.53	0.407
	08-09	1	23	8	2	3	1	0	1	4	0	0	0	0	0	0	43	9.30	11.63	20.93	0.427
	09-10	0	26	11	2	1	0	0	0	3	1	0	0	0	0	0	44	2.27	9.09	11.36	0.436
	10-11	0	28	6	0	1	0	0	0	4	0	0	0	0	0	0	39	2.56	10.26	12.82	0.433
	11-12	0	44	11	1	2	0	0	1	7	0	0	0	0	0	0	66	3.03	12.12	15.15	0.426
	12-13	0	49	14	0	1	0	0	0	3	0	0	0	0	0	0	67	1.49	4.48	5.97	0.469
	13-14	0	55	18	3	0	2	0	3	6	0	0	0	0	0	0	87	2.30	10.34	12.64	0.436
	14-15	0	59	17	0	3	0	0	1	7	0	0	0	0	0	0	87	3.45	9.20	12.64	0.442
	15-16	0	70	19	0	3	0	0	3	5	2	0	0	0	0	0	102	2.94	9.80	12.75	0.439
	16-17	0	49	14	1	2	0	0	0	9	0	0	0	0	0	0	75	2.67	12.00	14.67	0.424
	17-18	0	42	6	0	1	3	0	0	2	0	0	0	0	0	0	54	7.41	3.70	11.11	0.462

	<b>ROADWAY</b>		<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>		2.94	9.8			

## Kentucky Transportation Cabinet

### Roadway Detail Daily Class Distribution Beginning 02/22/2019

Site Name: **RATP030**

County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/23	18-19	0	39	6	0	2	0	0	0	4	0	0	0	0	0	51	3.92	7.84	11.76	0.447
	19-20	0	19	7	1	0	0	0	0	4	0	0	0	0	0	31	0.00	12.90	12.90	0.419
	20-21	0	10	1	0	0	0	0	0	2	2	0	0	0	0	15	0.00	26.67	26.67	0.343
	21-22	0	8	1	0	0	0	0	0	2	2	0	0	0	0	13	0.00	30.77	30.77	0.327
	22-23	0	4	2	0	0	0	0	0	4	0	0	1	0	0	11	0.00	45.45	45.45	0.290
	23-24	0	2	1	0	0	0	0	0	4	0	0	0	0	0	7	0.00	57.14	57.14	0.269
	<b>Day</b>	<b>1</b>	<b>556</b>	<b>158</b>	<b>12</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>849</b>	<b>3.18</b>	<b>11.19</b>	<b>14.37</b>	<b>0.428</b>
2/24	00-01	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0.00	100.00	100.00	0.200
	01-02	1	0	1	0	0	1	0	0	1	0	0	0	0	0	4	25.00	25.00	50.00	0.333
	02-03	0	1	1	0	0	0	0	0	2	2	0	0	0	0	7	0.00	57.14	57.14	0.252
	03-04	1	2	1	0	0	0	0	2	0	1	0	0	0	0	7	0.00	42.86	42.86	0.326
	04-05	0	5	1	0	4	1	0	0	3	1	0	0	0	0	15	33.33	26.67	60.00	0.342
	05-06	0	12	9	0	5	1	0	0	5	1	0	0	0	0	33	18.18	18.18	36.36	0.384
	06-07	1	21	3	1	0	2	0	1	5	1	0	0	0	0	35	5.71	20.00	25.71	0.378
	07-08	0	14	13	0	2	1	0	2	7	2	1	0	0	0	42	7.14	28.57	35.71	0.349
	08-09	0	25	12	0	7	1	0	2	8	0	0	0	0	0	55	14.55	18.18	32.73	0.397
	09-10	1	24	10	1	0	1	0	0	8	0	0	0	0	0	46	2.17	17.39	19.57	0.393
	10-11	0	28	16	1	1	0	0	2	13	3	0	0	0	0	64	1.56	28.13	29.69	0.351
	11-12	0	27	11	1	3	1	0	0	10	3	0	0	0	0	57	7.02	22.81	29.82	0.364
	12-13	1	27	8	2	2	2	0	3	7	0	0	0	0	0	52	7.69	19.23	26.92	0.393
	13-14	3	31	2	4	2	2	0	1	11	2	0	0	0	0	58	6.90	24.14	31.03	0.361
	14-15	0	24	10	2	3	0	0	0	9	0	1	0	0	0	49	6.12	20.41	26.53	0.383
	15-16	0	17	10	1	3	1	0	0	19	0	0	0	0	0	51	7.84	37.25	45.10	0.319
	16-17	0	24	10	1	2	0	0	1	9	0	0	0	0	0	48	4.17	20.83	25.00	0.385
	17-18	0	19	8	1	3	0	0	1	8	1	0	0	0	0	41	7.32	24.39	31.71	0.367
	18-19	0	15	4	0	1	1	0	1	10	0	1	0	0	0	34	5.88	35.29	41.18	0.328
	19-20	0	8	2	0	2	0	0	0	6	1	0	0	1	0	20	10.00	40.00	50.00	0.297
20-21	0	12	5	0	0	0	0	0	1	4	0	0	0	0	22	0.00	22.73	22.73	0.351	
21-22	0	3	0	0	0	0	0	0	5	0	0	0	1	0	9	0.00	66.67	66.67	0.234	
22-23	0	3	0	0	0	0	0	0	10	1	0	0	2	0	17	0.00	76.47	76.47	0.216	
23-24	0	5	0	0	0	0	0	0	3	4	0	0	0	0	12	0.00	58.33	58.33	0.247	
	<b>Day</b>	<b>8</b>	<b>347</b>	<b>137</b>	<b>15</b>	<b>40</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>162</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>780</b>	<b>7.05</b>	<b>27.18</b>	<b>34.23</b>	<b>0.350</b>
2/25	00-01	0	4	0	0	0	0	0	0	2	0	0	3	0	0	9	0.00	55.56	55.56	0.213
	01-02	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3	0.00	66.67	66.67	0.226
	02-03	0	2	0	0	0	0	0	1	0	1	0	0	0	0	4	0.00	50.00	50.00	0.292
	03-04	0	5	1	1	0	0	0	0	1	0	0	0	1	0	9	0.00	22.22	22.22	0.340

	<b>ROADWAY</b>		<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	2.94	9.8				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP030**

County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/25	04-05	0	8	1	0	0	0	0	0	3	2	0	0	0	0	0	14	0.00	35.71	35.71	0.313
	05-06	0	8	5	0	2	0	0	0	3	2	2	0	1	0	0	23	8.70	34.78	43.48	0.310
	06-07	1	12	2	1	0	1	0	0	5	2	0	1	2	0	0	27	3.70	37.04	40.74	0.291
	07-08	0	17	18	0	4	0	0	0	5	2	0	0	0	0	0	46	8.70	15.22	23.91	0.401
	08-09	0	28	13	1	5	1	0	0	7	2	0	0	0	0	0	57	10.53	15.79	26.32	0.396
	09-10	1	24	5	1	9	2	0	0	5	2	0	0	0	0	1	50	22.00	14.00	36.00	0.401
	10-11	0	31	11	0	3	0	0	0	13	2	0	0	1	0	5	66	4.55	24.24	28.79	0.358
	11-12	0	23	9	0	1	0	0	2	14	3	0	0	2	0	0	54	1.85	38.89	40.74	0.306
	12-13	0	25	9	0	4	0	0	2	17	3	0	0	2	0	4	66	6.06	36.36	42.42	0.315
	13-14	0	25	8	1	2	2	0	5	18	0	0	0	0	0	0	61	6.56	37.70	44.26	0.326
	14-15	0	33	7	0	1	1	0	0	9	3	0	0	0	0	1	55	3.64	21.82	25.45	0.367
	15-16	0	21	10	1	1	0	0	0	9	1	0	0	0	0	0	43	2.33	23.26	25.58	0.368
	16-17	1	22	7	3	6	1	0	1	12	0	0	0	0	0	0	53	13.21	24.53	37.74	0.366
	17-18	0	19	7	2	5	1	0	1	12	0	1	1	0	0	0	49	12.24	30.61	42.86	0.341
	18-19	0	14	2	1	4	1	0	1	7	0	0	0	0	0	0	30	16.67	26.67	43.33	0.358
	19-20	0	11	2	1	1	0	0	2	6	1	0	0	0	0	0	24	4.17	37.50	41.67	0.327
	20-21	0	8	0	0	0	2	0	0	3	0	0	0	0	0	0	13	15.38	23.08	38.46	0.351
	21-22	0	9	0	0	1	0	0	0	7	2	0	0	0	0	1	20	5.00	45.00	50.00	0.291
	22-23	0	4	0	0	0	0	0	0	5	0	0	0	1	0	0	10	0.00	60.00	60.00	0.247
	23-24	0	0	1	0	1	0	0	0	5	2	0	0	2	0	0	11	9.09	81.82	90.91	0.197
	<b>Day</b>	<b>3</b>	<b>354</b>	<b>118</b>	<b>13</b>	<b>50</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>166</b>	<b>32</b>	<b>3</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>12</b>	<b>797</b>	<b>7.78</b>	<b>29.49</b>	<b>37.26</b>	<b>0.337</b>
2/26	00-01	0	9	3	0	1	2	0	0	2	1	0	0	0	0	0	18	16.67	16.67	33.33	0.376
	01-02	0	4	3	0	0	1	0	1	4	0	0	0	0	0	0	13	7.69	38.46	46.15	0.319
	02-03	0	3	1	0	1	0	0	0	2	0	0	0	0	0	0	7	14.29	28.57	42.86	0.350
	03-04	0	2	1	0	0	2	0	0	3	0	0	1	0	0	0	9	22.22	44.44	66.67	0.273
	04-05	0	5	1	0	1	0	0	0	4	2	0	0	0	0	0	13	7.69	46.15	53.85	0.284
	05-06	0	8	3	0	3	1	0	0	9	1	0	1	0	0	0	26	15.38	42.31	57.69	0.296
	06-07	0	11	4	2	7	0	0	1	6	0	0	0	0	0	0	31	22.58	22.58	45.16	0.379
	07-08	0	15	13	1	1	1	0	1	13	0	0	0	0	0	0	45	4.44	31.11	35.56	0.341
	08-09	0	24	8	3	6	0	0	0	14	1	0	0	0	0	0	56	10.71	26.79	37.50	0.355
	09-10	0	20	11	1	9	1	0	1	19	0	0	0	0	0	0	62	16.13	32.26	48.39	0.337
	10-11	0	24	16	2	4	0	0	4	11	2	0	0	0	0	0	63	6.35	26.98	33.33	0.362
	11-12	0	36	15	1	2	4	1	0	16	0	0	0	0	0	0	75	9.33	21.33	30.67	0.367
	12-13	2	22	18	0	1	2	0	1	10	7	0	0	1	0	0	64	4.69	29.69	34.38	0.329
	13-14	0	22	16	3	3	0	0	2	18	1	0	1	0	0	0	66	4.55	33.33	37.88	0.334
	14-15	1	28	20	2	1	1	0	0	17	0	0	0	0	0	0	70	2.86	24.29	27.14	0.365

	<b>ROADWAY</b>		<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	2.94	9.8				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP030**

County: **Ohio** Location: **KY 9001 EB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/26	15-16	0	24	12	1	3	0	0	0	10	0	0	0	0	0	0	50	6.00	20.00	26.00	0.385
	16-17	1	25	9	1	3	1	0	3	9	1	0	0	0	0	0	53	7.55	24.53	32.08	0.370
	17-18	0	22	16	0	6	0	0	2	11	0	1	0	0	0	0	58	10.34	24.14	34.48	0.373
	18-19	0	8	8	0	4	0	0	3	8	0	0	0	0	0	0	31	12.90	35.48	48.39	0.339
	19-20	0	14	6	0	1	0	0	0	6	0	0	0	0	0	0	27	3.70	22.22	25.93	0.375
	20-21	0	11	7	0	0	0	0	0	10	0	0	0	0	0	0	28	0.00	35.71	35.71	0.326
	21-22	0	7	2	0	2	0	0	1	7	0	0	1	0	0	0	20	10.00	45.00	55.00	0.299
	22-23	0	4	0	1	0	0	0	0	4	0	0	0	0	0	0	9	0.00	44.44	44.44	0.300
	23-24	0	4	0	0	0	0	0	0	5	2	0	0	0	0	0	11	0.00	63.64	63.64	0.246
<b>Day</b>	<b>4</b>	<b>352</b>	<b>193</b>	<b>18</b>	<b>59</b>	<b>16</b>	<b>1</b>	<b>20</b>	<b>218</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>905</b>	<b>8.40</b>	<b>28.95</b>	<b>37.35</b>	<b>0.346</b>	
2/27	00-01	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	7	0.00	85.71	85.71	0.227
	01-02	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	6	0.00	83.33	83.33	0.225
	02-03	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0.00	100.00	100.00	0.200
	03-04	0	1	0	0	1	0	0	0	5	0	2	0	0	0	1	10	10.00	70.00	80.00	0.245
	04-05	0	5	2	0	0	0	0	0	8	0	0	0	0	0	0	15	0.00	53.33	53.33	0.278
	05-06	0	7	4	2	3	0	0	2	10	0	1	0	0	0	0	29	10.34	44.83	55.17	0.307
	06-07	1	7	2	2	2	0	0	0	8	0	0	0	0	0	0	22	9.09	36.36	45.45	0.324
	07-08	0	15	10	1	3	1	0	1	6	1	0	0	0	0	0	38	10.53	21.05	31.58	0.377
	08-09	1	13	15	0	5	4	0	1	13	1	0	0	0	0	0	53	16.98	28.30	45.28	0.343
<b>Day</b>	<b>2</b>	<b>50</b>	<b>33</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>	<b>10.27</b>	<b>40.54</b>	<b>50.81</b>	<b>0.311</b>	
<b>Count</b>	<b>19</b>	<b>2,038</b>	<b>766</b>	<b>71</b>	<b>213</b>	<b>69</b>	<b>3</b>	<b>82</b>	<b>759</b>	<b>90</b>	<b>10</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>19</b>	<b>4,170</b>	<b>6.83</b>	<b>23.31</b>	<b>30.14</b>	<b>0.366</b>	

	<b>ROADWAY</b>		<b>POSDIR</b>	<b>NEGDIR</b>
	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	2.94	9.8		

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP031**  
 County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/22	07-08	0	11	15	0	6	1	0	0	10	0	0	0	0	0	43	16.28	23.26	39.53	0.368
	08-09	0	14	7	0	8	0	0	1	5	0	0	0	0	0	35	22.86	17.14	40.00	0.403
	09-10	0	12	18	5	3	1	0	1	9	1	0	0	0	0	50	8.00	22.00	30.00	0.374
	10-11	0	19	10	1	5	0	0	0	16	1	0	0	0	0	52	9.62	32.69	42.31	0.334
	11-12	0	22	14	2	5	0	0	1	10	0	0	0	0	1	55	9.09	20.00	29.09	0.388
	12-13	0	16	26	2	5	0	0	3	13	1	0	0	1	0	69	7.25	26.09	33.33	0.360
	13-14	0	36	20	2	4	0	0	3	8	0	0	0	0	1	74	5.41	14.86	20.27	0.417
	14-15	2	45	28	1	9	2	0	0	13	0	0	0	0	0	100	11.00	13.00	24.00	0.415
	15-16	0	39	20	0	10	0	0	5	5	1	0	0	0	0	80	12.50	13.75	26.25	0.426
	16-17	0	38	19	0	6	0	0	0	8	0	0	0	0	0	71	8.45	11.27	19.72	0.428
	17-18	0	29	30	1	12	1	0	2	9	1	0	0	0	0	85	15.29	14.12	29.41	0.414
	18-19	0	17	16	0	6	0	0	0	8	0	0	0	0	0	47	12.77	17.02	29.79	0.398
	19-20	0	13	14	0	4	0	0	1	4	0	0	0	0	1	37	10.81	13.51	24.32	0.421
	20-21	0	6	9	0	4	0	0	1	3	0	0	0	0	0	23	17.39	17.39	34.78	0.405
	21-22	0	7	4	0	4	0	0	0	4	0	0	0	1	0	21	19.05	23.81	42.86	0.353
	22-23	0	17	8	0	3	0	0	0	1	0	0	0	0	0	29	10.34	3.45	13.79	0.475
	23-24	0	4	5	0	1	0	0	0	2	0	0	0	1	0	13	7.69	23.08	30.77	0.347
	<b>Day</b>	<b>2</b>	<b>345</b>	<b>263</b>	<b>14</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>128</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>884</b>	<b>11.31</b>	<b>17.42</b>	<b>28.73</b>	<b>0.397</b>
2/23	00-01	0	3	0	0	0	0	0	1	2	0	0	0	0	0	6	0.00	50.00	50.00	0.303
	01-02	0	2	1	0	0	0	0	0	4	1	0	0	1	0	9	0.00	66.67	66.67	0.228
	02-03	0	1	1	0	0	0	0	0	1	1	0	0	0	0	4	0.00	50.00	50.00	0.269
	03-04	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0.00	100.00	100.00	0.184
	04-05	0	3	2	0	0	0	0	0	2	1	1	0	1	0	11	0.00	45.45	45.45	0.273
	05-06	0	0	2	1	1	0	0	0	3	1	0	0	0	1	9	11.11	44.44	55.56	0.291
	06-07	0	6	8	0	2	0	0	0	4	0	0	0	0	2	22	9.09	18.18	27.27	0.393
	07-08	0	11	10	0	4	0	0	0	5	0	0	0	0	0	30	13.33	16.67	30.00	0.400
	08-09	0	9	7	1	8	0	0	0	5	0	0	0	0	1	31	25.81	16.13	41.94	0.403
	09-10	0	20	6	0	3	0	0	1	6	1	0	0	0	1	38	7.89	21.05	28.95	0.381
	10-11	0	16	13	0	5	0	0	2	3	0	0	0	0	1	40	12.50	12.50	25.00	0.432
	11-12	0	21	18	1	5	0	0	0	3	0	0	0	0	0	48	10.42	6.25	16.67	0.457
	12-13	0	22	12	0	6	0	0	1	5	0	0	0	0	0	46	13.04	13.04	26.09	0.423
	13-14	0	16	16	2	6	7	0	0	9	0	0	0	0	1	57	22.81	15.79	38.60	0.385
	14-15	0	26	16	1	3	2	0	1	7	0	0	0	0	0	56	8.93	14.29	23.21	0.409
	15-16	0	21	23	0	3	0	0	2	6	1	0	0	1	0	57	5.26	17.54	22.81	0.393
	16-17	0	15	13	1	11	0	0	0	4	2	0	0	0	0	46	23.91	13.04	36.96	0.411
	17-18	0	23	21	0	4	0	0	0	4	1	0	0	0	0	53	7.55	9.43	16.98	0.435

	<b>ROADWAY</b>		<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU
<b>PEAK HOUR</b>	11	13			

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP031**

County: **Ohio** Location: **KY 9001 EB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/23	18-19	0	24	19	2	2	0	0	2	5	0	0	0	0	0	54	3.70	12.96	16.67	0.427	
	19-20	0	17	10	0	2	0	0	0	0	0	0	0	0	0	30	6.67	0.00	6.67	0.500	
	20-21	0	8	6	0	3	0	0	2	1	0	0	0	0	0	20	15.00	15.00	30.00	0.429	
	21-22	0	9	1	0	4	1	0	0	2	0	0	0	0	0	17	29.41	11.76	41.18	0.415	
	22-23	0	6	7	0	1	1	0	0	2	0	0	0	0	0	17	11.76	11.76	23.53	0.415	
	23-24	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.500	
	<b>Day</b>	<b>0</b>	<b>280</b>	<b>214</b>	<b>9</b>	<b>73</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>706</b>	<b>11.90</b>	<b>15.58</b>	<b>27.48</b>	<b>0.402</b>
2/24	00-01	0	1	1	0	1	0	0	1	1	0	0	1	0	0	6	16.67	50.00	66.67	0.289	
	01-02	0	2	1	0	2	0	0	0	1	0	0	0	0	0	6	33.33	16.67	50.00	0.400	
	02-03	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	50.00	0.00	50.00	0.500	
	03-04	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.000	
	04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0.00	0.00	0.00	0.500	
	05-06	0	2	3	0	2	1	0	0	0	0	0	0	0	0	8	37.50	0.00	37.50	0.471	
	06-07	0	6	4	0	2	0	0	0	1	0	0	0	0	0	13	15.38	7.69	23.08	0.448	
	07-08	0	7	10	2	1	1	0	1	5	1	0	0	1	0	30	6.67	26.67	33.33	0.344	
	08-09	0	9	13	0	7	0	0	1	2	0	0	0	0	0	32	21.88	9.38	31.25	0.446	
	09-10	0	13	14	2	6	0	0	1	4	0	0	0	0	0	40	15.00	12.50	27.50	0.426	
	10-11	0	11	12	0	4	0	0	0	4	1	0	0	0	0	32	12.50	15.63	28.13	0.401	
	11-12	0	22	22	3	4	0	0	0	7	0	0	0	0	0	58	6.90	12.07	18.97	0.423	
	12-13	0	34	23	1	5	0	0	0	3	1	0	0	0	0	67	7.46	5.97	13.43	0.456	
	13-14	0	30	32	0	4	0	0	1	5	0	0	0	0	0	73	5.48	8.22	13.70	0.448	
	14-15	0	33	35	0	9	0	0	1	2	0	0	0	1	0	82	10.98	4.88	15.85	0.463	
	15-16	0	39	39	1	5	0	0	5	4	1	0	0	0	0	94	5.32	10.64	15.96	0.442	
	16-17	0	31	27	1	12	0	0	1	5	0	0	0	0	0	77	15.58	7.79	23.38	0.451	
	17-18	0	32	16	0	2	0	0	0	3	0	0	0	0	0	53	3.77	5.66	9.43	0.461	
	18-19	0	32	15	0	7	0	0	0	2	0	0	0	0	0	57	12.28	3.51	15.79	0.475	
	19-20	0	13	12	1	3	0	0	1	4	0	0	0	0	0	34	8.82	14.71	23.53	0.416	
20-21	0	7	5	1	1	0	1	0	3	0	0	0	0	0	18	11.11	16.67	27.78	0.379		
21-22	0	2	2	0	1	0	0	0	2	0	0	0	0	0	7	14.29	28.57	42.86	0.350		
22-23	0	6	6	0	0	0	0	0	2	2	0	0	0	0	16	0.00	25.00	25.00	0.349		
23-24	0	2	0	0	1	0	0	0	1	0	0	0	1	0	5	20.00	40.00	60.00	0.270		
	<b>Day</b>	<b>0</b>	<b>335</b>	<b>292</b>	<b>12</b>	<b>80</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>811</b>	<b>10.23</b>	<b>10.36</b>	<b>20.59</b>	<b>0.432</b>	
2/25	00-01	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0.00	50.00	50.00	0.286	
	01-02	1	0	0	0	1	1	0	0	1	0	0	0	0	0	4	50.00	25.00	75.00	0.333	
	02-03	0	0	3	0	0	0	0	0	3	0	0	0	0	0	6	0.00	50.00	50.00	0.286	
	03-04	0	3	1	0	0	0	0	0	1	0	0	0	1	0	6	0.00	33.33	33.33	0.293	

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	11	13				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP031**

County: **Ohio** Location: **KY 9001 EB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/25	04-05	0	1	3	0	1	0	0	2	3	0	0	0	0	0	10	10.00	50.00	60.00	0.307
	05-06	0	5	9	0	11	0	0	0	4	1	0	0	0	1	31	35.48	16.13	51.61	0.398
	06-07	1	11	10	2	3	1	0	1	4	0	0	0	1	0	34	11.76	17.65	29.41	0.385
	07-08	0	12	10	1	6	0	0	1	9	1	1	0	0	1	42	14.29	28.57	42.86	0.351
	08-09	0	10	9	1	10	1	0	1	5	1	0	0	0	0	38	28.95	18.42	47.37	0.389
	09-10	0	12	18	0	7	0	0	2	6	0	0	0	1	0	46	15.22	19.57	34.78	0.386
	10-11	0	15	14	5	11	0	0	0	12	2	0	0	0	0	59	18.64	23.73	42.37	0.365
	11-12	0	22	14	1	9	0	0	1	4	1	0	0	2	0	56	16.07	14.29	30.36	0.398
	12-13	0	18	19	0	4	0	0	3	8	1	0	0	0	0	53	7.55	22.64	30.19	0.381
	13-14	2	17	9	4	2	0	0	1	9	1	0	0	0	0	45	4.44	24.44	28.89	0.367
	14-15	0	16	15	2	5	0	0	0	9	1	0	0	0	0	48	10.42	20.83	31.25	0.378
	15-16	0	9	9	1	8	0	0	0	11	0	1	0	0	0	39	20.51	30.77	51.28	0.342
	16-17	0	21	11	2	9	1	0	0	4	3	0	0	0	0	51	19.61	13.73	33.33	0.403
	17-18	0	15	5	1	6	0	0	0	2	2	0	0	1	0	33	18.18	15.15	33.33	0.387
	18-19	0	7	5	0	3	0	0	2	4	2	0	1	1	0	26	11.54	38.46	50.00	0.306
	19-20	0	7	8	0	3	0	0	0	5	0	0	0	0	1	24	12.50	20.83	33.33	0.381
	20-21	0	7	4	0	4	0	0	0	0	2	0	0	1	0	18	22.22	16.67	38.89	0.365
	21-22	0	4	3	0	0	0	0	0	3	1	0	0	0	1	12	0.00	33.33	33.33	0.325
	22-23	0	7	2	0	0	0	0	0	5	1	0	1	0	1	17	0.00	41.18	41.18	0.299
	23-24	0	3	1	0	0	0	0	0	2	2	0	0	1	0	10	0.00	50.00	50.00	0.255
	<b>Day</b>	<b>4</b>	<b>222</b>	<b>183</b>	<b>20</b>	<b>103</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>115</b>	<b>22</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>710</b>	<b>15.07</b>	<b>23.10</b>	<b>38.17</b>	<b>0.365</b>
2/26	00-01	0	3	2	0	0	0	0	0	4	1	0	0	0	0	10	0.00	50.00	50.00	0.279
	01-02	0	0	1	0	0	0	0	0	1	0	0	0	0	1	3	0.00	33.33	33.33	0.333
	02-03	0	0	1	0	0	0	0	0	1	0	0	0	0	2	4	0.00	25.00	25.00	0.364
	03-04	0	1	0	0	0	0	0	0	2	1	0	0	0	1	5	0.00	60.00	60.00	0.251
	04-05	1	0	1	1	4	0	0	0	5	0	0	0	0	0	12	33.33	41.67	75.00	0.308
	05-06	0	3	2	0	7	0	0	0	7	0	0	0	2	0	23	30.43	39.13	69.57	0.295
	06-07	0	7	5	1	0	2	0	1	5	1	0	0	0	2	24	8.33	29.17	37.50	0.340
	07-08	0	8	12	0	13	0	0	1	5	0	1	1	0	1	42	30.95	19.05	50.00	0.381
	08-09	0	10	11	1	13	0	0	0	13	1	0	0	0	0	49	26.53	28.57	55.10	0.348
	09-10	1	9	19	2	10	1	0	0	7	2	0	0	0	0	51	21.57	17.65	39.22	0.387
	10-11	0	11	12	3	5	0	0	0	9	1	0	0	0	0	41	12.20	24.39	36.59	0.363
	11-12	0	17	9	0	5	0	0	2	7	2	0	0	0	0	42	11.90	26.19	38.10	0.361
	12-13	0	15	7	1	8	1	0	0	17	2	0	0	0	0	51	17.65	37.25	54.90	0.315
	13-14	0	17	20	2	5	1	0	4	13	0	0	0	2	0	64	9.38	29.69	39.06	0.344
	14-15	0	16	17	1	1	0	0	3	12	0	0	0	0	0	50	2.00	30.00	32.00	0.354

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	11	13				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP031**

County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

		MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/26	15-16	0	20	16	2	4	0	0	0	9	3	0	0	1	0	0	55	7.27	23.64	30.91	0.357
	16-17	0	15	4	1	8	0	0	1	13	0	0	0	0	0	0	42	19.05	33.33	52.38	0.337
	17-18	0	11	9	2	7	0	0	0	4	0	1	0	0	0	0	34	20.59	14.71	35.29	0.410
	18-19	0	12	11	1	2	0	0	2	5	1	0	0	0	0	0	34	5.88	23.53	29.41	0.376
	19-20	0	5	8	0	1	0	0	1	3	1	0	0	0	0	0	19	5.26	26.32	31.58	0.361
	20-21	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	11	9.09	0.00	9.09	0.500
	21-22	0	8	2	1	1	0	0	0	5	3	0	0	0	0	0	20	5.00	40.00	45.00	0.300
	22-23	0	3	10	0	1	1	0	0	4	1	0	0	0	0	0	20	10.00	25.00	35.00	0.352
	23-24	0	0	1	0	0	0	0	0	7	3	0	1	0	0	0	12	0.00	91.67	91.67	0.198
	<b>Day</b>	<b>2</b>	<b>196</b>	<b>185</b>	<b>19</b>	<b>96</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>158</b>	<b>23</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>718</b>	<b>14.21</b>	<b>28.55</b>	<b>42.76</b>	<b>0.346</b>
2/27	00-01	0	4	6	0	1	0	0	0	0	0	0	0	0	0	1	12	8.33	0.00	8.33	0.500
	01-02	0	6	5	0	2	0	0	0	4	0	0	0	0	0	0	17	11.76	23.53	35.29	0.370
	02-03	0	1	1	0	3	0	0	0	1	0	0	0	0	0	1	7	42.86	14.29	57.14	0.412
	03-04	0	0	1	0	0	2	0	0	3	1	0	0	0	0	0	7	28.57	57.14	85.71	0.242
	04-05	0	0	0	0	3	0	0	0	2	3	0	0	0	0	1	9	33.33	55.56	88.89	0.252
	05-06	0	3	3	0	8	1	0	0	9	0	0	1	0	0	2	27	33.33	37.04	70.37	0.314
	06-07	0	6	5	0	6	0	0	0	7	0	0	0	3	0	2	29	20.69	34.48	55.17	0.304
	07-08	0	8	11	3	7	1	0	0	10	1	0	1	1	0	1	44	18.18	29.55	47.73	0.332
	08-09	0	7	14	0	11	0	0	2	11	1	0	0	0	0	2	48	22.92	29.17	52.08	0.352
	09-10	0	16	16	2	12	0	1	1	15	0	1	0	0	0	2	66	19.70	25.76	45.45	0.358
	10-11	0	12	21	3	9	0	1	2	11	2	0	0	0	0	0	61	16.39	24.59	40.98	0.361
	11-12	0	20	16	1	7	0	1	2	6	1	0	0	1	0	0	55	14.55	18.18	32.73	0.383
	12-13	1	22	22	2	6	4	0	0	9	2	0	0	0	0	1	69	14.49	15.94	30.43	0.390
	13-14	1	13	21	3	8	1	0	1	9	4	0	0	2	0	1	64	14.06	25.00	39.06	0.347
	14-15	0	18	25	1	7	0	0	1	15	0	0	1	1	0	1	70	10.00	25.71	35.71	0.357
	15-16	0	13	19	0	8	0	0	0	8	0	0	0	0	0	0	48	16.67	16.67	33.33	0.400
	16-17	0	14	18	1	3	0	0	2	6	1	0	0	0	0	0	45	6.67	20.00	26.67	0.390
	17-18	0	17	18	0	10	0	0	2	8	0	1	0	0	0	0	56	17.86	19.64	37.50	0.393
	18-19	0	6	5	0	4	0	0	2	9	0	0	0	1	0	0	27	14.81	44.44	59.26	0.300
	19-20	0	9	10	0	6	0	0	2	4	0	0	0	0	0	0	31	19.35	19.35	38.71	0.400
20-21	0	9	5	1	2	0	0	0	3	1	0	0	0	0	0	21	9.52	19.05	28.57	0.383	
21-22	0	3	6	0	2	0	0	0	4	1	0	0	0	0	0	16	12.50	31.25	43.75	0.334	
22-23	0	9	6	2	0	0	0	0	4	0	0	1	0	0	0	22	0.00	22.73	22.73	0.367	
23-24	0	1	1	0	0	0	0	0	6	0	0	0	0	0	0	8	0.00	75.00	75.00	0.235	
	<b>Day</b>	<b>2</b>	<b>217</b>	<b>255</b>	<b>19</b>	<b>125</b>	<b>9</b>	<b>3</b>	<b>17</b>	<b>164</b>	<b>18</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>859</b>	<b>15.95</b>	<b>24.91</b>	<b>40.86</b>	<b>0.358</b>
2/28	00-01	0	1	1	1	0	0	1	0	1	3	0	0	0	0	0	8	12.50	50.00	62.50	0.241

	<b>ROADWAY</b>		<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	11	13				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP031**

County: **Ohio**      Location: **KY 9001 EB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/28																					
01-02	0	2	0	0	0	0	0	1	4	2	0	0	0	0	0	9	0.00	77.78	77.78	0.227	
02-03	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	50.00	50.00	100.00	0.286	
03-04	0	0	0	0	1	0	0	0	8	1	2	0	1	0	0	13	7.69	92.31	100.00	0.199	
04-05	0	2	3	2	0	0	0	1	6	0	0	0	1	0	0	15	0.00	53.33	53.33	0.271	
05-06	0	2	8	2	6	1	0	2	9	0	0	0	0	0	0	30	23.33	36.67	60.00	0.328	
06-07	1	6	4	2	3	0	0	0	13	1	0	0	0	0	0	30	10.00	46.67	56.67	0.292	
07-08	0	7	9	1	7	0	0	2	9	2	0	0	1	0	0	38	18.42	36.84	55.26	0.317	
08-09	1	7	14	1	12	1	0	1	9	3	0	0	0	0	0	49	26.53	26.53	53.06	0.351	
<b>Day</b>	<b>2</b>	<b>27</b>	<b>39</b>	<b>9</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>60</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>17.01</b>	<b>43.30</b>	<b>60.31</b>	<b>0.297</b>	
<b>Count</b>	<b>12</b>	<b>1,622</b>	<b>1,431</b>	<b>102</b>	<b>602</b>	<b>39</b>	<b>5</b>	<b>96</b>	<b>770</b>	<b>96</b>	<b>8</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>54</b>	<b>4,882</b>	<b>13.23</b>	<b>20.79</b>	<b>34.02</b>	<b>0.378</b>	

	<b>ROADWAY</b>		<b>POSDIR</b>	<b>NEGDIR</b>		
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	11	13				

## Kentucky Transportation Cabinet

### Roadway Detail Daily Class Distribution Beginning 02/22/2019

Site Name: RATP036

County: Ohio

Location: KY 9001 WB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/22	07-08	1	6	13	0	6	2	0	0	6	0	0	0	0	0	34	23.53	17.65	41.18	0.386
	08-09	3	10	16	2	6	2	0	2	8	0	0	0	0	0	49	16.33	20.41	36.73	0.384
	09-10	0	16	20	1	5	3	0	1	11	0	0	0	0	0	57	14.04	21.05	35.09	0.376
	10-11	0	23	16	7	10	0	0	2	5	0	0	0	0	0	63	15.87	11.11	26.98	0.436
	11-12	0	24	20	1	5	1	0	6	9	0	0	0	0	0	66	9.09	22.73	31.82	0.386
	12-13	1	22	28	4	6	0	0	1	13	0	0	0	0	0	75	8.00	18.67	26.67	0.393
	13-14	0	24	25	7	6	0	0	1	10	0	0	0	0	0	73	8.22	15.07	23.29	0.411
	14-15	0	26	27	2	8	2	0	0	11	1	0	0	0	0	77	12.99	15.58	28.57	0.399
	15-16	1	33	31	2	8	1	0	1	1	0	0	0	0	0	78	11.54	2.56	14.10	0.482
	16-17	0	26	22	3	7	0	0	1	14	0	0	0	0	0	73	9.59	20.55	30.14	0.385
	17-18	0	23	15	2	9	0	1	1	6	0	0	0	0	0	57	17.54	12.28	29.82	0.418
	18-19	1	21	20	0	6	1	0	1	3	0	0	0	0	0	53	13.21	7.55	20.75	0.450
	19-20	0	22	16	0	5	1	0	0	1	0	0	0	0	0	45	13.33	2.22	15.56	0.479
	20-21	0	14	6	0	6	0	0	1	5	0	0	0	0	0	32	18.75	18.75	37.50	0.396
	21-22	1	7	7	0	2	0	0	0	5	0	0	0	0	0	22	9.09	22.73	31.82	0.373
	22-23	0	3	6	0	0	0	0	0	1	0	0	0	0	0	10	0.00	10.00	10.00	0.435
	23-24	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	0.00	0.00	0.00	0.500
	<b>Day</b>	<b>8</b>	<b>302</b>	<b>289</b>	<b>31</b>	<b>95</b>	<b>13</b>	<b>1</b>	<b>18</b>	<b>109</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>	<b>12.57</b>	<b>14.76</b>	<b>27.34</b>	<b>0.410</b>
2/23	00-01	0	1	1	0	0	0	0	1	1	0	0	0	0	0	4	0.00	50.00	50.00	0.313
	01-02	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00	0.500
	02-03	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00	0.500
	03-04	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0.00	100.00	100.00	0.200
	04-05	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3	0.00	33.33	33.33	0.333
	05-06	0	2	2	2	0	0	0	0	5	0	0	0	0	0	11	0.00	45.45	45.45	0.297
	06-07	0	8	11	1	3	0	0	0	3	0	0	0	0	0	26	11.54	11.54	23.08	0.426
	07-08	0	10	21	1	7	0	0	0	2	0	0	0	0	0	41	17.07	4.88	21.95	0.466
	08-09	0	29	28	1	10	0	0	1	4	1	0	0	0	0	74	13.51	8.11	21.62	0.447
	09-10	1	17	24	0	6	2	0	0	5	0	0	0	0	0	55	14.55	9.09	23.64	0.433
	10-11	0	11	12	0	6	1	0	2	3	0	0	0	0	0	35	20.00	14.29	34.29	0.419
	11-12	0	15	21	1	7	0	0	1	5	0	0	0	0	0	50	14.00	12.00	26.00	0.428
	12-13	0	17	15	0	6	0	0	1	2	0	0	0	0	0	41	14.63	7.32	21.95	0.457
	13-14	0	5	19	1	4	1	0	1	2	0	0	0	0	0	33	15.15	9.09	24.24	0.441
	14-15	0	19	10	0	3	1	0	1	1	0	0	0	0	0	35	11.43	5.71	17.14	0.462
	15-16	3	15	5	3	0	2	0	1	6	0	0	0	0	0	35	5.71	20.00	25.71	0.381
	16-17	0	13	7	0	1	0	0	2	0	0	0	0	0	0	23	4.35	8.70	13.04	0.464
	17-18	1	11	3	1	4	1	0	1	4	0	0	0	0	0	26	19.23	19.23	38.46	0.389

	<b>ROADWAY</b>	<b>POSDIR</b>	<b>NEGDIR</b>
	% SU	% MU	% SU
	% SU	% MU	% MU
<b>PEAK HOUR</b>	7.59	12.66	

# Kentucky Transportation Cabinet

## Roadway Detail Daily Class Distribution Beginning 02/22/2019

Site Name: RATP036

County: Ohio Location: KY 9001 WB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/23	18-19	0	6	9	0	2	0	0	2	2	0	0	0	0	0	21	9.52	19.05	28.57	0.407
	19-20	0	4	4	0	0	0	0	0	2	0	0	0	0	0	10	0.00	20.00	20.00	0.385
	20-21	0	4	13	0	2	0	0	0	0	0	0	0	0	0	19	10.53	0.00	10.53	0.500
	21-22	0	6	5	0	1	0	0	1	2	0	0	0	0	0	15	6.67	20.00	26.67	0.397
	22-23	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8	0.00	12.50	12.50	0.421
	23-24	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7	14.29	14.29	28.57	0.412
	<b>Day</b>	<b>5</b>	<b>202</b>	<b>217</b>	<b>11</b>	<b>63</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>577</b>	<b>12.31</b>	<b>12.31</b>	<b>24.61</b>	<b>0.425</b>
2/24	00-01	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	50.00	0.00	50.00	0.500
	01-02	0	0	4	0	2	0	0	0	2	0	0	0	0	0	8	25.00	25.00	50.00	0.364
	02-03	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	50.00	50.00	100.00	0.286
	03-04	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0.00	66.67	66.67	0.231
	04-05	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	33.33	0.00	33.33	0.429
	05-06	1	4	3	0	0	1	0	0	0	0	0	0	0	0	9	11.11	0.00	11.11	0.474
	06-07	0	2	7	0	2	0	0	0	0	0	0	0	0	0	11	18.18	0.00	18.18	0.500
	07-08	0	5	8	0	0	0	0	0	5	0	0	0	0	0	18	0.00	27.78	27.78	0.353
	08-09	0	12	13	3	3	0	0	1	2	0	0	0	0	0	34	8.82	8.82	17.65	0.449
	09-10	0	18	13	1	9	2	0	3	7	0	0	0	0	0	53	20.75	18.87	39.62	0.394
	10-11	0	22	22	2	5	0	0	0	7	0	0	0	0	0	58	8.62	12.07	20.69	0.423
	11-12	1	19	20	1	7	1	0	6	4	0	0	0	0	0	59	13.56	16.95	30.51	0.416
	12-13	0	25	16	4	9	2	0	0	5	0	0	0	0	0	61	18.03	8.20	26.23	0.439
	13-14	3	28	25	2	3	3	0	2	9	0	0	0	0	0	75	8.00	14.67	22.67	0.409
	14-15	0	36	27	0	6	0	0	0	10	0	0	0	0	0	79	7.59	12.66	20.25	0.420
	15-16	1	30	24	0	9	1	0	0	5	0	0	0	0	0	70	14.29	7.14	21.43	0.449
	16-17	1	23	17	1	1	2	0	1	3	0	0	0	0	0	49	6.12	8.16	14.29	0.442
	17-18	1	27	15	0	7	1	0	1	7	0	0	0	0	0	59	13.56	13.56	27.12	0.416
	18-19	0	16	9	0	4	0	0	1	3	0	0	1	0	0	34	11.76	14.71	26.47	0.411
	19-20	1	19	3	2	2	1	0	1	2	0	0	0	0	0	31	9.68	9.68	19.35	0.438
20-21	0	7	4	0	3	1	0	0	4	0	0	0	0	0	19	21.05	21.05	42.11	0.373	
21-22	0	7	4	0	0	0	0	0	3	0	0	0	0	0	14	0.00	21.43	21.43	0.378	
22-23	0	3	9	0	0	0	0	0	4	0	0	0	0	0	16	0.00	25.00	25.00	0.364	
23-24	1	5	0	0	1	1	0	0	1	0	0	0	0	0	9	22.22	11.11	33.33	0.409	
	<b>Day</b>	<b>11</b>	<b>310</b>	<b>244</b>	<b>16</b>	<b>75</b>	<b>17</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>776</b>	<b>11.86</b>	<b>13.27</b>	<b>25.13</b>	<b>0.417</b>
2/25	00-01	1	3	3	0	0	1	0	0	1	0	0	0	0	0	9	11.11	11.11	22.22	0.409
	01-02	0	3	0	0	1	0	0	1	1	0	0	0	0	0	6	16.67	33.33	50.00	0.357
	02-03	0	2	1	0	1	0	0	0	0	1	0	0	0	0	5	20.00	20.00	40.00	0.360
	03-04	0	2	5	1	1	0	0	0	2	0	0	0	0	0	11	9.09	18.18	27.27	0.393

	ROADWAY			POSDIR		NEGDIR	
	% SU	% MU	% SU	% MU	% SU	% MU	
PEAK HOUR	7.59	12.66					

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP036**

County: **Ohio**      Location: **KY 9001 WB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/25	04-05	0	2	0	0	5	0	0	1	0	0	0	0	0	0	8	62.50	12.50	75.00	0.449
	05-06	0	4	4	0	8	0	0	0	3	1	0	0	0	0	20	40.00	20.00	60.00	0.378
	06-07	0	5	11	0	7	0	0	0	3	0	0	0	0	0	26	26.92	11.54	38.46	0.426
	07-08	1	9	8	1	4	1	0	3	5	0	0	0	0	0	32	15.63	25.00	40.63	0.375
	08-09	0	12	13	0	6	2	0	2	5	1	0	1	0	0	42	19.05	21.43	40.48	0.373
	09-10	0	15	12	0	10	0	0	0	7	0	0	0	0	0	44	22.73	15.91	38.64	0.404
	10-11	1	16	16	0	9	1	0	4	8	1	0	0	0	0	56	17.86	23.21	41.07	0.378
	11-12	0	12	9	0	8	0	1	2	12	0	0	0	0	0	44	20.45	31.82	52.27	0.338
	12-13	1	18	12	0	4	1	0	0	11	0	0	0	0	0	47	10.64	23.40	34.04	0.367
	13-14	3	17	12	3	7	3	0	1	11	0	0	0	0	0	57	17.54	21.05	38.60	0.376
	14-15	6	11	20	3	7	6	0	2	15	0	0	0	0	0	70	18.57	24.29	42.86	0.360
	15-16	1	16	14	0	10	1	0	0	12	0	0	0	0	0	54	20.37	22.22	42.59	0.372
	16-17	2	15	9	3	6	2	0	3	7	0	0	0	0	0	47	17.02	21.28	38.30	0.384
	17-18	2	10	10	1	5	1	0	0	14	0	0	0	0	0	43	13.95	32.56	46.51	0.333
	18-19	0	5	5	0	2	0	0	4	3	0	0	0	0	0	19	10.53	36.84	47.37	0.351
	19-20	1	2	2	0	3	1	0	1	5	0	0	0	0	0	15	26.67	40.00	66.67	0.314
	20-21	1	5	3	1	1	0	0	0	7	0	1	0	0	0	19	5.26	42.11	47.37	0.307
	21-22	1	5	3	1	1	0	0	0	3	0	0	0	0	0	14	7.14	21.43	28.57	0.378
	22-23	2	0	0	2	1	0	0	1	4	0	0	0	0	0	10	10.00	50.00	60.00	0.296
	23-24	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6	16.67	16.67	33.33	0.400
	<b>Day</b>	<b>23</b>	<b>193</b>	<b>172</b>	<b>16</b>	<b>108</b>	<b>20</b>	<b>1</b>	<b>25</b>	<b>140</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>704</b>	<b>18.32</b>	<b>24.29</b>	<b>42.61</b>	<b>0.367</b>
2/26	00-01	1	1	1	0	2	1	0	0	2	0	0	0	0	0	8	37.50	25.00	62.50	0.348
	01-02	0	1	1	2	0	0	0	0	4	2	0	0	0	0	10	0.00	60.00	60.00	0.251
	02-03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.000
	03-04	0	3	0	0	1	0	0	1	1	0	0	0	0	0	6	16.67	33.33	50.00	0.357
	04-05	1	3	0	0	2	1	0	0	1	0	0	0	0	0	8	37.50	12.50	50.00	0.400
	05-06	1	6	6	0	1	1	0	0	3	0	0	0	0	0	18	11.11	16.67	27.78	0.391
	06-07	0	9	15	3	5	0	0	2	6	0	0	0	0	0	40	12.50	20.00	32.50	0.394
	07-08	1	4	11	1	7	1	0	4	1	0	0	0	0	0	30	26.67	16.67	43.33	0.421
	08-09	0	12	13	2	4	0	0	1	5	0	0	0	0	0	37	10.81	16.22	27.03	0.408
	09-10	1	12	18	2	4	0	0	1	13	1	0	0	0	0	52	7.69	28.85	36.54	0.350
	10-11	1	21	14	4	7	2	0	1	11	0	0	0	0	0	61	14.75	19.67	34.43	0.384
	11-12	2	23	15	3	10	1	0	1	7	0	0	0	0	0	62	17.74	12.90	30.65	0.420
	12-13	0	18	15	1	2	1	0	0	10	0	0	1	0	0	48	6.25	22.92	29.17	0.366
	13-14	0	22	20	3	7	0	0	0	10	0	0	0	0	0	62	11.29	16.13	27.42	0.403
	14-15	1	18	16	0	8	1	0	1	10	0	0	0	0	0	55	16.36	20.00	36.36	0.385

	<b>ROADWAY</b>			<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU	
<b>PEAK HOUR</b>	7.59	12.66					

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: RATP036

County: Ohio

Location: KY 9001 WB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/26	15-16	2	19	25	0	10	2	0	0	2	1	0	0	0	0	61	19.67	4.92	24.59	0.456
	16-17	1	17	21	1	12	1	0	1	6	0	0	0	0	0	60	21.67	11.67	33.33	0.426
	17-18	1	15	12	4	4	1	0	2	8	0	0	0	0	0	47	10.64	21.28	31.91	0.383
	18-19	0	11	8	1	4	0	0	1	1	0	0	0	0	0	26	15.38	7.69	23.08	0.458
	19-20	2	2	1	1	2	1	0	1	7	0	0	0	0	1	18	16.67	44.44	61.11	0.301
	20-21	0	4	8	0	0	0	0	0	3	0	1	0	0	0	16	0.00	25.00	25.00	0.365
	21-22	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6	0.00	16.67	16.67	0.400
	22-23	0	4	3	2	1	0	0	0	5	0	0	0	0	0	15	6.67	33.33	40.00	0.333
	23-24	0	1	2	0	0	0	0	0	2	0	0	0	0	0	5	0.00	40.00	40.00	0.313
	<b>Day</b>	<b>15</b>	<b>229</b>	<b>227</b>	<b>30</b>	<b>93</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>119</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>751</b>	<b>14.25</b>	<b>18.91</b>	<b>33.16</b>	<b>0.390</b>
2/27	00-01	0	1	1	0	0	0	0	0	3	1	0	0	0	0	6	0.00	66.67	66.67	0.241
	01-02	0	4	1	0	1	0	0	0	2	0	0	0	0	0	8	12.50	25.00	37.50	0.364
	02-03	0	1	0	0	1	1	0	0	2	0	0	0	0	0	5	40.00	40.00	80.00	0.294
	03-04	1	1	0	0	0	1	0	0	2	0	0	0	0	0	5	20.00	40.00	60.00	0.294
	04-05	0	2	1	0	0	0	0	0	5	0	0	0	0	0	8	0.00	62.50	62.50	0.258
	05-06	1	5	8	2	5	1	0	1	7	0	1	0	0	0	31	19.35	29.03	48.39	0.345
	06-07	0	6	18	1	7	0	0	1	4	0	0	0	0	0	37	18.92	13.51	32.43	0.421
	07-08	0	7	9	0	10	1	0	2	6	0	0	0	0	0	35	31.43	22.86	54.29	0.378
	08-09	1	8	10	6	12	1	0	0	6	1	0	0	0	1	46	28.26	15.22	43.48	0.400
	09-10	1	12	22	7	10	0	0	2	9	0	0	0	0	0	63	15.87	17.46	33.33	0.402
	10-11	0	14	14	0	6	1	0	0	16	0	0	0	0	0	51	13.73	31.37	45.10	0.338
	11-12	1	11	15	1	8	0	0	1	12	0	0	0	0	0	49	16.33	26.53	42.86	0.361
	12-13	2	17	13	5	7	1	0	2	12	0	1	0	0	0	60	13.33	25.00	38.33	0.367
	13-14	2	9	16	0	10	4	0	0	14	0	0	0	0	0	55	25.45	25.45	50.91	0.353
	14-15	2	11	13	2	8	1	0	2	10	0	0	0	0	0	49	18.37	24.49	42.86	0.370
	15-16	0	12	22	3	12	1	0	3	9	0	0	0	0	0	62	20.97	19.35	40.32	0.394
	16-17	0	12	14	0	5	0	1	0	10	0	0	0	0	0	42	14.29	23.81	38.10	0.361
	17-18	0	17	14	3	7	0	0	1	10	0	0	0	0	0	52	13.46	21.15	34.62	0.383
	18-19	0	9	6	1	4	0	0	2	9	1	0	0	0	0	32	12.50	37.50	50.00	0.325
	19-20	0	6	3	0	0	0	0	2	8	0	0	0	0	0	19	0.00	52.63	52.63	0.290
	20-21	0	5	4	3	2	1	0	1	4	1	0	0	0	0	21	14.29	28.57	42.86	0.346
	21-22	0	5	0	1	0	0	0	1	1	0	0	0	0	0	8	0.00	25.00	25.00	0.385
	22-23	0	5	3	1	1	0	0	1	4	0	1	0	0	0	16	6.25	37.50	43.75	0.321
	23-24	0	0	1	0	0	0	0	0	6	0	0	0	0	0	7	0.00	85.71	85.71	0.219
	<b>Day</b>	<b>11</b>	<b>180</b>	<b>208</b>	<b>36</b>	<b>116</b>	<b>14</b>	<b>1</b>	<b>22</b>	<b>171</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>767</b>	<b>17.08</b>	<b>26.08</b>	<b>43.16</b>	<b>0.360</b>
2/28	00-01	0	2	1	0	0	0	0	0	3	0	0	0	0	0	6	0.00	50.00	50.00	0.286

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>
	% SU	% MU	% SU	% MU	% SU
<b>PEAK HOUR</b>		7.59	12.66		

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP036**

County: **Ohio**      Location: **KY 9001 WB Beaver Dam Rest Area- EnteringTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/28	01-02	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	0.00	66.67	66.67	0.250
	02-03	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	6	50.00	0.00	50.00	0.462
	03-04	1	2	0	0	1	0	0	1	1	0	0	0	0	0	0	6	16.67	33.33	50.00	0.357
	04-05	1	3	1	0	1	1	0	0	2	0	0	0	0	0	0	9	22.22	22.22	44.44	0.360
	05-06	1	3	9	0	6	1	0	2	4	0	0	0	0	0	0	26	26.92	23.08	50.00	0.379
	06-07	1	8	11	3	5	0	0	1	10	0	0	0	0	0	0	39	12.82	28.21	41.03	0.355
	07-08	0	7	9	0	7	0	0	2	7	0	0	0	0	0	0	32	21.88	28.13	50.00	0.361
	<b>Day</b>	<b>5</b>	<b>26</b>	<b>33</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>19.69</b>	<b>27.56</b>	<b>47.24</b>	<b>0.358</b>
	<b>Count</b>	<b>78</b>	<b>1,442</b>	<b>1,390</b>	<b>143</b>	<b>572</b>	<b>89</b>	<b>3</b>	<b>119</b>	<b>708</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4,569</b>	<b>14.53</b>	<b>18.60</b>	<b>33.14</b>	<b>0.392</b>

	ROADWAY		POSDIR	NEGDIR	
	% SU	% MU	% SU	% MU	% MU
<b>PEAK HOUR</b>	7.59	12.66			

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP037**

County: **Ohio**

Location: **KY 9001 WB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/22	07-08	0	10	8	2	1	0	0	0	15	0	0	0	0	0	36	2.78	41.67	44.44	0.308
	08-09	0	17	7	1	0	0	0	1	14	0	0	0	0	0	40	0.00	37.50	37.50	0.323
	09-10	0	29	11	0	2	0	0	4	12	0	0	0	0	0	58	3.45	27.59	31.03	0.364
	10-11	0	34	13	2	2	2	1	1	7	1	0	1	0	0	64	7.81	15.63	23.44	0.392
	11-12	0	36	11	3	2	2	0	2	11	0	0	0	0	0	67	5.97	19.40	25.37	0.388
	12-13	0	35	8	3	5	0	0	3	14	0	0	0	0	0	68	7.35	25.00	32.35	0.371
	13-14	0	55	11	1	4	1	0	1	15	0	0	0	0	0	88	5.68	18.18	23.86	0.393
	14-15	0	44	10	3	3	0	0	0	20	0	0	0	0	1	81	3.70	24.69	28.40	0.365
	15-16	0	53	15	0	4	1	0	1	3	0	0	0	0	0	77	6.49	5.19	11.69	0.464
	16-17	0	51	8	1	2	0	0	1	11	0	0	0	0	0	74	2.70	16.22	18.92	0.405
	17-18	0	55	9	1	2	0	0	2	6	1	0	0	0	0	76	2.63	11.84	14.47	0.428
	18-19	0	38	7	0	4	0	0	0	7	0	0	0	0	0	56	7.14	12.50	19.64	0.421
	19-20	0	34	7	0	2	0	0	1	3	0	0	0	0	0	47	4.26	8.51	12.77	0.449
	20-21	0	28	6	0	1	0	0	1	1	0	0	0	0	0	37	2.70	5.41	8.11	0.470
	21-22	0	13	4	0	0	0	0	1	5	0	0	0	0	0	23	0.00	26.09	26.09	0.366
	22-23	0	7	3	0	0	0	0	0	4	0	0	0	0	0	14	0.00	28.57	28.57	0.350
	23-24	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7	14.29	0.00	14.29	0.500
	<b>Day</b>	<b>0</b>	<b>544</b>	<b>139</b>	<b>17</b>	<b>35</b>	<b>6</b>	<b>1</b>	<b>19</b>	<b>148</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>913</b>	<b>4.60</b>	<b>18.62</b>	<b>23.22</b>	<b>0.393</b>
2/23	00-01	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	33.33	0.00	33.33	0.500
	01-02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.00	0.00	0.000
	02-03	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0.00	0.00	0.00	0.500
	03-04	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6	0.00	16.67	16.67	0.400
	04-05	0	1	1	0	1	0	0	0	3	0	0	0	0	0	6	16.67	50.00	66.67	0.286
	05-06	0	4	1	0	0	0	0	0	6	0	1	0	0	0	12	0.00	58.33	58.33	0.267
	06-07	0	7	2	1	0	0	0	0	9	0	0	0	0	0	19	0.00	47.37	47.37	0.292
	07-08	0	19	8	2	0	0	0	0	1	0	0	0	0	0	30	0.00	3.33	3.33	0.476
	08-09	0	63	10	1	3	0	0	1	8	1	0	0	0	0	87	3.45	11.49	14.94	0.427
	09-10	0	40	10	0	1	0	0	0	8	1	0	0	0	0	60	1.67	15.00	16.67	0.406
	10-11	0	20	6	0	1	1	0	2	3	0	0	0	0	0	33	6.06	15.15	21.21	0.415
	11-12	0	27	11	0	3	0	0	0	3	0	0	0	0	0	44	6.82	6.82	13.64	0.454
	12-13	0	34	12	0	0	0	0	1	5	0	0	0	0	0	52	0.00	11.54	11.54	0.431
	13-14	0	20	4	1	2	0	0	1	2	0	0	0	0	0	30	6.67	10.00	16.67	0.443
	14-15	0	20	5	0	1	1	0	1	1	0	0	0	0	0	29	6.90	6.90	13.79	0.455
	15-16	0	24	4	0	2	0	0	0	5	0	1	0	0	0	36	5.56	16.67	22.22	0.396
	16-17	0	15	3	0	3	0	0	3	4	0	0	0	0	0	28	10.71	25.00	35.71	0.382
	17-18	0	23	6	0	2	0	0	0	1	0	0	0	0	0	32	6.25	3.13	9.38	0.478

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	1.1	18.68				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP037**

County: **Ohio**      Location: **KY 9001 WB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

		MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/23	18-19	0	10	6	0	3	0	0	3	1	0	0	0	0	0	0	23	13.04	17.39	30.43	0.423
	19-20	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0.00	0.00	0.00	0.500
	20-21	0	11	8	0	0	0	0	0	1	0	0	0	0	0	0	20	0.00	5.00	5.00	0.465
	21-22	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	16	0.00	12.50	12.50	0.421
	22-23	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0.00	0.00	0.00	0.500
	23-24	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	7	0.00	28.57	28.57	0.350
	<b>Day</b>	<b>0</b>	<b>367</b>	<b>108</b>	<b>5</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>587</b>	<b>4.26</b>	<b>13.97</b>	<b>18.23</b>	<b>0.416</b>
2/24	00-01	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0.00	0.00	0.00	0.500
	01-02	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0.00	0.00	0.00	0.500
	02-03	0	3	3	0	1	0	0	0	1	0	0	0	0	0	0	8	12.50	12.50	25.00	0.421
	03-04	0	1	1	0	0	0	0	0	2	0	0	1	0	0	0	5	0.00	60.00	60.00	0.250
	04-05	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	0.00	66.67	66.67	0.250
	05-06	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4	0.00	25.00	25.00	0.364
	06-07	0	6	4	0	0	0	0	0	2	0	0	0	0	0	0	12	0.00	16.67	16.67	0.400
	07-08	0	7	3	0	1	0	0	0	6	0	0	0	0	0	0	17	5.88	35.29	41.18	0.327
	08-09	0	18	3	1	0	0	0	0	2	0	0	0	0	0	0	24	0.00	8.33	8.33	0.444
	09-10	0	29	14	3	4	0	0	1	3	0	0	0	0	0	0	54	7.41	7.41	14.81	0.455
	10-11	0	29	17	2	1	1	0	1	11	0	0	0	0	0	0	62	3.23	19.35	22.58	0.388
	11-12	0	36	15	0	2	0	0	2	7	0	0	0	0	0	0	62	3.23	14.52	17.74	0.417
	12-13	0	34	20	2	1	3	0	0	7	0	0	0	0	0	0	67	5.97	10.45	16.42	0.424
	13-14	0	48	11	1	1	1	0	2	7	0	0	0	0	0	0	71	2.82	12.68	15.49	0.424
	14-15	0	55	13	0	2	1	0	0	8	0	0	0	0	0	0	79	3.80	10.13	13.92	0.432
	15-16	0	58	15	0	1	0	0	1	14	2	0	0	0	0	0	91	1.10	18.68	19.78	0.390
	16-17	0	45	3	0	0	1	0	0	4	0	0	0	0	0	0	53	1.89	7.55	9.43	0.445
	17-18	0	37	8	0	2	0	0	1	5	0	0	0	0	0	0	53	3.77	11.32	15.09	0.432
	18-19	0	28	5	0	2	0	0	0	5	0	0	1	0	0	0	41	4.88	14.63	19.51	0.406
	19-20	0	25	5	0	1	0	0	1	3	0	0	0	0	0	0	35	2.86	11.43	14.29	0.433
20-21	0	9	5	0	0	0	0	0	4	0	0	0	0	0	0	18	0.00	22.22	22.22	0.375	
21-22	0	10	1	1	0	0	0	0	2	0	0	0	0	0	0	14	0.00	14.29	14.29	0.412	
22-23	0	13	1	0	0	0	0	0	3	0	0	0	0	0	0	17	0.00	17.65	17.65	0.395	
23-24	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0.00	20.00	20.00	0.385	
	<b>Day</b>	<b>0</b>	<b>502</b>	<b>150</b>	<b>10</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>801</b>	<b>3.25</b>	<b>14.11</b>	<b>17.35</b>	<b>0.413</b>
2/25	00-01	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	10	0.00	50.00	50.00	0.286
	01-02	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4	0.00	75.00	75.00	0.235
	02-03	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0.00	25.00	25.00	0.408
	03-04	0	5	2	0	2	0	0	2	3	0	0	0	0	0	0	14	14.29	35.71	50.00	0.345

	<b>ROADWAY</b>		<b>POSDIR</b>		<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	1.1	18.68				

**Kentucky Transportation Cabinet**  
**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP037**

County: **Ohio**      Location: **KY 9001 WB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/25	04-05	0	2	5	0	3	0	0	0	2	0	0	0	0	0	12	25.00	16.67	41.67	0.400
	05-06	0	6	3	0	2	0	0	0	2	0	0	0	0	0	13	15.38	15.38	30.77	0.406
	06-07	0	10	8	0	2	0	0	0	8	1	0	0	0	0	29	6.90	31.03	37.93	0.338
	07-08	0	12	7	1	0	0	0	3	10	0	0	0	0	0	33	0.00	39.39	39.39	0.325
	08-09	0	24	10	0	3	0	0	2	8	1	0	0	0	0	48	6.25	22.92	29.17	0.377
	09-10	0	17	11	0	0	1	0	0	7	0	0	1	0	0	37	2.70	21.62	24.32	0.370
	10-11	0	34	18	0	3	0	0	3	13	1	0	0	0	0	72	4.17	23.61	27.78	0.374
	11-12	0	17	13	0	2	0	0	0	14	1	0	0	0	0	47	4.26	31.91	36.17	0.336
	12-13	0	17	9	0	2	0	1	2	9	0	0	0	0	0	40	7.50	27.50	35.00	0.354
	13-14	0	29	8	2	0	0	0	0	13	0	0	0	0	0	52	0.00	25.00	25.00	0.364
	14-15	0	28	11	1	1	0	0	1	18	0	0	0	0	0	60	1.67	31.67	33.33	0.341
	15-16	0	21	12	2	2	0	0	1	22	0	0	0	0	0	60	3.33	38.33	41.67	0.320
	16-17	0	27	12	0	2	0	0	3	12	0	0	0	0	0	56	3.57	26.79	30.36	0.365
	17-18	0	21	11	2	2	0	0	2	14	1	0	0	0	0	53	3.77	32.08	35.85	0.341
	18-19	0	8	3	0	2	0	0	3	7	0	0	0	0	0	23	8.70	43.48	52.17	0.318
	19-20	0	9	2	0	1	0	0	3	3	0	0	0	0	0	18	5.56	33.33	38.89	0.357
	20-21	0	8	2	0	0	0	0	0	10	0	0	0	0	0	20	0.00	50.00	50.00	0.286
	21-22	0	5	2	0	2	0	0	0	2	0	0	0	0	0	11	18.18	18.18	36.36	0.393
	22-23	0	3	1	0	1	0	0	0	7	0	0	0	0	0	12	8.33	58.33	66.67	0.267
	23-24	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5	0.00	40.00	40.00	0.338
	<b>Day</b>	<b>0</b>	<b>312</b>	<b>153</b>	<b>8</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>193</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>733</b>	<b>4.64</b>	<b>30.83</b>	<b>35.47</b>	<b>0.346</b>
2/26	00-01	0	0	1	0	1	0	0	0	3	0	0	0	0	0	5	20.00	60.00	80.00	0.263
	01-02	0	1	0	2	0	0	0	0	5	2	0	0	0	0	10	0.00	70.00	70.00	0.234
	02-03	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3	0.00	33.33	33.33	0.333
	03-04	0	1	1	0	1	0	0	2	2	0	0	0	0	0	7	14.29	57.14	71.43	0.297
	04-05	0	1	2	0	1	0	0	1	4	0	0	0	0	1	10	10.00	50.00	60.00	0.296
	05-06	0	9	2	0	2	1	0	0	4	0	1	0	0	0	19	15.79	26.32	42.11	0.353
	06-07	0	11	6	0	3	0	0	0	10	0	0	2	0	0	32	9.38	37.50	46.88	0.314
	07-08	0	10	13	0	2	0	0	2	7	0	0	0	0	0	34	5.88	26.47	32.35	0.367
	08-09	0	27	10	2	2	0	0	2	7	0	1	0	0	0	51	3.92	19.61	23.53	0.391
	09-10	0	25	9	0	2	1	0	0	10	1	0	0	0	0	48	6.25	22.92	29.17	0.367
	10-11	0	26	9	4	8	0	0	3	18	0	0	0	0	0	68	11.76	30.88	42.65	0.348
	11-12	0	37	11	2	2	0	0	5	15	1	0	0	0	0	73	2.74	28.77	31.51	0.358
	12-13	0	21	9	1	4	0	0	1	14	0	0	1	0	0	51	7.84	31.37	39.22	0.341
	13-14	0	34	15	1	3	1	0	0	16	1	0	0	0	0	71	5.63	23.94	29.58	0.364
	14-15	0	31	13	2	1	0	0	2	8	0	0	0	0	0	57	1.75	17.54	19.30	0.403

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	1.1	18.68				

# Kentucky Transportation Cabinet

## Roadway Detail Daily Class Distribution Beginning 02/22/2019

Site Name: RATP037

County: Ohio

Location: KY 9001 WB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828

		MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC
2/26	15-16	0	34	11	0	0	0	0	0	7	0	0	0	1	0	0	53	0.00	15.09	15.09	0.400
	16-17	0	35	16	0	5	0	0	0	7	1	0	0	0	0	0	64	7.81	12.50	20.31	0.419
	17-18	0	21	11	0	4	1	0	2	9	0	0	0	0	0	0	48	10.42	22.92	33.33	0.376
	18-19	0	18	6	0	3	0	0	0	5	0	0	1	0	0	0	33	9.09	18.18	27.27	0.388
	19-20	0	9	2	0	1	0	0	1	6	0	0	0	0	0	0	19	5.26	36.84	42.11	0.329
	20-21	0	8	2	0	1	0	0	0	3	0	1	0	0	0	1	16	6.25	25.00	31.25	0.365
	21-22	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6	0.00	33.33	33.33	0.333
	22-23	0	6	1	0	0	0	0	0	4	0	0	0	0	0	0	11	0.00	36.36	36.36	0.324
	23-24	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8	0.00	37.50	37.50	0.320
	<b>Day</b>	<b>0</b>	<b>374</b>	<b>152</b>	<b>14</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>170</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>797</b>	<b>6.27</b>	<b>25.72</b>	<b>31.99</b>	<b>0.362</b>
2/27	00-01	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0.00	66.67	66.67	0.250
	01-02	0	5	2	0	0	0	0	0	3	1	0	0	0	0	0	11	0.00	36.36	36.36	0.315
	02-03	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4	25.00	25.00	50.00	0.310
	03-04	0	1	1	0	0	0	0	0	4	0	0	0	0	0	0	6	0.00	66.67	66.67	0.250
	04-05	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0.00	100.00	100.00	0.200
	05-06	0	8	4	2	1	0	0	2	10	0	0	0	0	0	0	27	3.70	44.44	48.15	0.308
	06-07	0	11	12	0	3	0	0	2	8	0	0	1	0	0	0	37	8.11	29.73	37.84	0.350
	07-08	0	13	10	0	2	0	0	1	8	0	0	0	0	0	0	34	5.88	26.47	32.35	0.363
	08-09	0	13	13	4	5	0	0	0	9	0	0	0	0	0	0	44	11.36	20.45	31.82	0.383
	09-10	0	30	9	3	4	1	0	2	21	1	0	0	0	0	1	72	6.94	33.33	40.28	0.334
	10-11	0	28	10	0	2	1	0	0	12	0	0	0	0	0	0	53	5.66	22.64	28.30	0.371
	11-12	1	26	9	0	3	0	0	3	20	0	0	0	0	0	0	62	4.84	37.10	41.94	0.327
	12-13	0	16	14	1	1	0	0	1	16	0	1	0	0	0	0	50	2.00	36.00	38.00	0.327
	13-14	0	28	15	1	1	1	0	0	11	0	0	0	0	0	0	57	3.51	19.30	22.81	0.385
	14-15	0	23	11	1	4	0	0	0	21	0	0	1	0	0	0	61	6.56	36.07	42.62	0.323
	15-16	0	23	15	0	4	0	0	2	11	0	1	0	0	0	0	56	7.14	25.00	32.14	0.370
	16-17	0	24	9	1	3	0	0	1	8	1	0	0	1	0	0	48	6.25	22.92	29.17	0.366
	17-18	0	25	10	0	4	0	0	0	10	0	0	0	0	0	0	49	8.16	20.41	28.57	0.383
	18-19	0	17	7	1	1	0	0	2	12	1	0	0	0	0	0	41	2.44	36.59	39.02	0.327
	19-20	0	10	4	0	0	0	0	0	5	0	0	0	0	0	0	19	0.00	26.32	26.32	0.359
	20-21	0	9	1	0	1	0	0	1	4	1	1	0	0	0	0	18	5.56	38.89	44.44	0.318
21-22	0	4	3	2	0	1	0	0	2	0	0	0	0	0	0	12	8.33	16.67	25.00	0.387	
22-23	0	1	1	0	0	0	0	0	1	2	0	1	1	0	0	7	0.00	71.43	71.43	0.244	
23-24	0	4	1	0	0	0	0	0	8	0	0	0	0	0	0	13	0.00	61.54	61.54	0.260	
	<b>Day</b>	<b>1</b>	<b>321</b>	<b>162</b>	<b>16</b>	<b>39</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>213</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>790</b>	<b>5.57</b>	<b>31.01</b>	<b>36.58</b>	<b>0.342</b>
2/28	00-01	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.00	0.00	0.00	0.500

	ROADWAY		POSDIR		NEGDIR	
	% SU	% MU	% SU	% MU	% SU	% MU
PEAK HOUR	1.1	18.68				

**Kentucky Transportation Cabinet**

**Roadway Detail Daily Class Distribution Beginning 02/22/2019**

Site Name: **RATP037**

County: **Ohio**      Location: **KY 9001 WB Beaver Dam Rest Area- ExitingTraffic, 37.376/-86.828**

	MC	CAR	PU	BUS	2D	SU 3	SU 4+	ST 4-	ST 5	ST 6+	MT 5-	MT 6	MT 7+	NA	UNCLS	TOTAL	% SU	% MU	% TRK	AXL FAC	
2/28	01-02	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0.00	100.00	100.00	0.200
	02-03	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4	0.00	50.00	50.00	0.286
	03-04	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	6	0.00	50.00	50.00	0.286
	04-05	0	4	2	0	0	0	0	1	3	0	0	0	0	0	0	10	0.00	40.00	40.00	0.325
	05-06	0	6	1	1	2	0	0	0	8	0	1	0	0	0	0	19	10.53	47.37	57.89	0.293
	06-07	0	7	8	0	3	0	0	2	13	0	0	0	0	0	0	33	9.09	45.45	54.55	0.304
	07-08	0	11	7	0	2	0	0	2	5	0	0	0	0	0	0	27	7.41	25.93	33.33	0.372
	08-09	0	24	18	1	1	0	0	1	12	0	0	0	0	0	0	57	1.75	22.81	24.56	0.376
	<b>Day</b>	<b>0</b>	<b>56</b>	<b>39</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>164</b>	<b>4.88</b>	<b>35.98</b>	<b>40.85</b>	<b>0.330</b>
	<b>Count</b>	<b>1</b>	<b>2,476</b>	<b>903</b>	<b>72</b>	<b>202</b>	<b>25</b>	<b>2</b>	<b>112</b>	<b>942</b>	<b>23</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4,785</b>	<b>4.79</b>	<b>22.99</b>	<b>27.77</b>	<b>0.374</b>

	<b>ROADWAY</b>			<b>POSDIR</b>	<b>NEGDIR</b>	
	% SU	% MU	% SU	% MU	% SU	% MU
<b>PEAK HOUR</b>	1.1	18.68				

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089D16  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -241 @ .116 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							34	34		26	26		41	41							
01:00							3	3		8	8		16	16							
02:00							18	18		13	13		11	11							
03:00							8	8		7	7		9	9							
04:00							6	6		11	11		16	16							
05:00							14	14		17	17		21	21							
06:00							45	45		39	39		49	49							
07:00							103	103		97	97		91	91							
08:00							117	117		119	119		118	118							
09:00							73	73		63	63		92	92							
10:00							99	99		73	73		90	90							
11:00							74	74		88	88										
12:00							120	120		92	92										
13:00							70	70		77	77										
14:00				114	114		111	111		75	75										
15:00				113	113		126	126		150	150										
16:00				106	106		113	113		135	135										
17:00				104	104		121	121		99	99										
18:00				86	86		103	103		94	94										
19:00				84	84		67	67		81	81										
20:00				47	47		39	39		54	54										
21:00				35	35		32	32		54	54										
22:00				31	31		27	27		42	42										
23:00				29	29		47	47		49	49										
Total				749	749		1,570	1,570		1,563	1,563		554	554							
AM Peak Vol							135	135		119	119										
AM Peak Fct							.603	.603		.875	.875										
AM Peak Hr							7: 15	7: 15		8: 00	8: 00										
PM Peak Vol							146	146		179	179										
PM Peak Fct							.652	.652		.722	.722										
PM Peak Hr							15: 15	15: 15		15: 30	15: 30										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089D50  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -231 @ .095 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							7	7		5	5		11	11							
01:00							10	10		14	14		17	17							
02:00							17	17		11	11		15	15							
03:00							37	37		20	20		21	21							
04:00							36	36		47	47		45	45							
05:00							64	64		94	94		84	84							
06:00							113	113		108	108		106	106							
07:00							114	114		94	94		119	119							
08:00							82	82		97	97		109	109							
09:00							96	96		115	115		100	100							
10:00							96	96		76	76										
11:00							111	111		85	85										
12:00							93	93		78	78										
13:00				92	92		98	98		102	102										
14:00				109	109		113	113		113	113										
15:00				112	112		115	115		122	122										
16:00				142	142		133	133		120	120										
17:00				109	109		92	92		112	112										
18:00				50	50		64	64		70	70										
19:00				56	56		41	41		58	58										
20:00				29	29		51	51		35	35										
21:00				26	26		25	25		26	26										
22:00				28	28		17	17		23	23										
23:00				13	13		21	21		11	11										
Total				766	766		1,646	1,646		1,636	1,636		627	627							
AM Peak Vol							131	131		117	117										
AM Peak Fct							.744	.744		.914	.914										
AM Peak Hr							6: 30	6: 30		5: 45	5: 45										
PM Peak Vol							133	133		151	151										
PM Peak Fct							.831	.831		.755	.755										
PM Peak Hr							16: 00	16: 00		16: 30	16: 30										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089D54  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -221 @ .109 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							33	33		29	29		26	26							
01:00							14	14		17	17		13	13							
02:00							10	10		6	6		9	9							
03:00							8	8		4	4		15	15							
04:00							11	11		8	8		17	17							
05:00							45	45		45	45		41	41							
06:00							65	65		73	73		56	56							
07:00							92	92		104	104		111	111							
08:00							99	99		106	106		111	111							
09:00							95	95		87	87		127	127							
10:00							78	78		61	61										
11:00							78	78		92	92										
12:00							110	110		108	108										
13:00							95	95		97	97										
14:00				108	108		78	78		97	97										
15:00				115	115		108	108		79	79										
16:00				131	131		123	123		114	114										
17:00				143	143		119	119		135	135										
18:00				97	97		116	116		127	127										
19:00				36	36		75	75		77	77										
20:00				44	44		44	44		43	43										
21:00				43	43		36	36		37	37										
22:00				50	50		53	53		51	51										
23:00				35	35		34	34		28	28										
Total				802	802		1,619	1,619		1,625	1,625		526	526							
AM Peak Vol							113	113		111	111										
AM Peak Fct							.785	.785		.793	.793										
AM Peak Hr							8: 15	8: 15		7: 45	7: 45										
PM Peak Vol							126	126		141	141										
PM Peak Fct							.829	.829		.86	.86										
PM Peak Hr							16: 15	16: 15		17: 15	17: 15										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089D55  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -211 @ .120 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							19	19		19	19		24	24							
01:00							15	15		8	8		13	13							
02:00							7	7		12	12		8	8							
03:00							14	14		14	14		12	12							
04:00							27	27		28	28		30	30							
05:00							51	51		29	29		47	47							
06:00							94	94		86	86		96	96							
07:00							73	73		68	68		77	77							
08:00							83	83		105	105		116	116							
09:00							95	95		86	86		93	93							
10:00							74	74		60	60		83	83							
11:00							73	73		86	86										
12:00							73	73		81	81										
13:00							114	114		108	108										
14:00				103	103		94	94		101	101										
15:00				88	88		98	98		80	80										
16:00				111	111		99	99		86	86										
17:00				114	114		90	90		83	83										
18:00				61	61		82	82		88	88										
19:00				41	41		48	48		46	46										
20:00				37	37		32	32		45	45										
21:00				44	44		46	46		42	42										
22:00				43	43		34	34		29	29										
23:00				13	13		20	20		19	19										
Total				655	655		1,455	1,455		1,409	1,409		599	599							
AM Peak Vol							99	99		105	105										
AM Peak Fct							.773	.773		.729	.729										
AM Peak Hr							8: 15	8: 15		8: 00	8: 00										
PM Peak Vol							114	114		116	116										
PM Peak Fct							.731	.731		.853	.853										
PM Peak Hr							13: 00	13: 00		12: 45	12: 45										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089563  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -311 @ .172 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							13	13		8	8		9	9							
01:00							2	2		5	5		5	5							
02:00							8	8		8	8		8	8							
03:00							3	3		6	6		2	2							
04:00							16	16		9	9		11	11							
05:00							35	35		19	19		19	19							
06:00							56	56		35	35		48	48							
07:00							65	65		68	68		65	65							
08:00							41	41		47	47		55	55							
09:00							50	50		40	40										
10:00							46	46		36	36										
11:00				41	41		35	35		56	56										
12:00				67	67		41	41		59	59										
13:00				54	54		60	60		51	51										
14:00				63	63		53	53		97	97										
15:00				88	88		89	89		90	90										
16:00				98	98		92	92		91	91										
17:00				59	59		70	70		81	81										
18:00				40	40		42	42		44	44										
19:00				31	31		36	36		30	30										
20:00				35	35		39	39		28	28										
21:00				22	22		39	39		18	18										
22:00				17	17		9	9		21	21										
23:00				13	13		16	16		17	17										
Total				628	628		956	956		964	964		222	222							
AM Peak Vol				42	42		71	71		68	68										
AM Peak Fct				.438	.438		.845	.845		.708	.708										
AM Peak Hr				10: 45	10: 45		6: 30	6: 30		7: 00	7: 00										
PM Peak Vol				105	105		98	98		97	97										
PM Peak Fct				.938	.938		.845	.845		.866	.866										
PM Peak Hr				15: 30	15: 30		15: 15	15: 15		14: 00	14: 00										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089564  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -321 @ .196 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							5	5		6	6		5	5							
01:00							2	2		3	3		3	3							
02:00							4	4		2	2		2	2							
03:00							6	6		4	4		7	7							
04:00							12	12		16	16		11	11							
05:00							17	17		20	20		25	25							
06:00							34	34		33	33		38	38							
07:00							42	42		38	38		44	44							
08:00							26	26		25	25		12	12							
09:00							23	23		29	29										
10:00							24	24		25	25										
11:00				33	33		29	29		35	35										
12:00				33	33		24	24		27	27										
13:00				30	30		33	33		26	26										
14:00				39	39		26	26		29	29										
15:00				41	41		40	40		35	35										
16:00				28	28		49	49		42	42										
17:00				24	24		18	18		28	28										
18:00				17	17		18	18		16	16										
19:00				24	24		13	13		20	20										
20:00				11	11		12	12		12	12										
21:00				13	13		14	14		11	11										
22:00				8	8		9	9		9	9										
23:00				4	4		4	4		5	5										
Total				305	305		484	484		496	496		147	147							
AM Peak Vol				33	33		46	46		39	39										
AM Peak Fct				.688	.688		.719	.719		.696	.696										
AM Peak Hr				11: 00	11: 00		6: 45	6: 45		6: 30	6: 30										
PM Peak Vol				49	49		49	49		45	45										
PM Peak Fct				.817	.817		.613	.613		.592	.592										
PM Peak Hr				14: 30	14: 30		16: 00	16: 00		15: 30	15: 30										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089565  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -331 @ .186 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							2	2		9	9		8	8							
01:00							4	4		3	3		6	6							
02:00							2	2		0	0		4	4							
03:00							4	4		5	5		4	4							
04:00							5	5		1	1		2	2							
05:00							6	6		9	9		3	3							
06:00							16	16		18	18		17	17							
07:00							32	32		26	26		24	24							
08:00							18	18		28	28		22	22							
09:00							13	13		25	25		24	24							
10:00							25	25		27	27										
11:00							23	23		22	22										
12:00				24	24		26	26		39	39										
13:00				25	25		21	21		34	34										
14:00				19	19		31	31		28	28										
15:00				33	33		28	28		31	31										
16:00				34	34		34	34		38	38										
17:00				36	36		27	27		43	43										
18:00				27	27		32	32		45	45										
19:00				22	22		21	21		31	31										
20:00				16	16		18	18		25	25										
21:00				16	16		11	11		15	15										
22:00				7	7		10	10		13	13										
23:00				10	10		9	9		7	7										
Total				269	269		418	418		522	522		114	114							
AM Peak Vol				0	0		32	32		35	35										
AM Peak Fct							.727	.727		.547	.547										
AM Peak Hr				0: 00	0: 00		7: 00	7: 00		7: 45	7: 45										
PM Peak Vol				38	38		39	39		49	49										
PM Peak Fct				.633	.633		.813	.813		.681	.681										
PM Peak Hr				16: 45	16: 45		17: 45	17: 45		17: 30	17: 30										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/13/2019 to 05/16/2019

Site names: 089566  
 County: Muhlenberg  
 Funct Class: R Principal Arterial - Other  
 Location: 089-WK-9001 -332 @ .158 From: ??? To: ???

Seasonal Factor Grp: 2  
 Daily Factor Grp: 2  
 Axle Factor Grp: 02  
 Growth Factor Grp: 02

	Sun, May 12, 2019			Mon, May 13, 2019			Tue, May 14, 2019			Wed, May 15, 2019			Thu, May 16, 2019			Fri, May 17, 2019			Sat, May 18, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							1	1		5	5		2	2							
01:00							1	1		3	3		3	3							
02:00							2	2		2	2		1	1							
03:00							13	13		13	13		12	12							
04:00							23	23		27	27		32	32							
05:00							59	59		41	41		41	41							
06:00							66	66		83	83		73	73							
07:00							72	72		83	83		77	77							
08:00							50	50		55	55		54	54							
09:00							42	42		36	36										
10:00							36	36		41	41										
11:00							47	47		40	40										
12:00				36	36		45	45		35	35										
13:00				51	51		32	32		48	48										
14:00				38	38		46	46		56	56										
15:00				40	40		39	39		44	44										
16:00				60	60		54	54		62	62										
17:00				44	44		28	28		30	30										
18:00				14	14		31	31		27	27										
19:00				11	11		18	18		21	21										
20:00				4	4		10	10		9	9										
21:00				14	14		11	11		17	17										
22:00				5	5		9	9		5	5										
23:00				4	4		5	5		5	5										
Total				321	321		740	740		788	788		295	295							
AM Peak Vol				0	0		75	75		92	92										
AM Peak Fct				0	0		.694	.694		.719	.719										
AM Peak Hr				0: 00	0: 00		5: 45	5: 45		6: 15	6: 15										
PM Peak Vol				72	72		55	55		62	62										
PM Peak Fct				.783	.783		.724	.724		.705	.705										
PM Peak Hr				16: 30	16: 30		15: 45	15: 45		16: 00	16: 00										
Seasonal Fct				.915	.915		.915	.915		.915	.915		.915	.915							
Daily Fct				1.086	1.086		.993	.993		.987	.987		.950	.950							
Axle Fct				.453	.453		.453	.453		.453	.453		.453	.453							
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000		2.000	2.000							

# WKP UPGRADE STUDY

## APPENDIX B: TRAFFIC FORECAST SUMMARY TABLE

**WKP Upgrade Study  
Traffic Forecast Summary Table**

Segment	Route	Beginning Description	Ending Description	Most Recent AADT	2019 AADT	2019 K Factor	2019 K Factor (Adjusted)	2019 DHV	2019 DHV (Adjusted)	Growth Rate	2045 AADT	2045 K Factor	2045 K Factor (Adjusted)	2045 DHV	2045 DHV (Adjusted)
A	KY 9001 (WKP)	I-69	Exit 48 (KY 175)	10,838	11,200	8.7%	8.0%	1000	900	1.0%	14,500	8.1%	8.3%	1,170	1,200
B	KY 9001 (WKP)	Exit 48 (KY 175)	Exit 53 (KY 181)	11,528	10,800	9.3%	7.4%	1000	800	1.0%	14,000	7.4%	7.9%	1,040	1,100
C	KY 9001 (WKP)	Exit 53 (KY 181)	Exit 58 (US 431)	10,184	10,200	9.6%	7.8%	1000	800	1.0%	13,200	7.9%	8.3%	1,040	1,100
D	KY 9001 (WKP)	Exit 58 (US 431)	Exit 75 (US 231)	9,051	10,000	8.8%	8.0%	900	800	1.0%	13,000	8.0%	8.5%	1,040	1,100
E	KY 9001 (WKP)	Exit 75 (US 231)	I-165	10,596	11,000	7.5%	7.3%	800	800	1.0%	14,200	7.3%	7.7%	1,040	1,100
1	EB KY 175 Off Ramp	EB WKP	KY 175	795	700	12.3%	14.3%	90	100	1.0%	900	14.4%	13.3%	130	120
2	EB KY 175 On Ramp	KY 175	EB WKP	412	500	11.9%	10.0%	60	50	1.0%	650	9.2%	10.8%	60	70
3	WB KY 175 Off Ramp	WB WKP	KY 175	381	500	11.8%	10.0%	60	50	1.0%	650	9.2%	10.8%	60	70
4	WB KY 175 On Ramp	KY 175	WB WKP	625	700	13.3%	14.3%	90	100	1.0%	900	14.4%	13.3%	130	120
5	EB KY 181 Off Ramp	EB WKP	KY 181	769	800	8.4%	8.8%	70	70	1.0%	1,050	8.6%	8.6%	90	90
6	EB KY 181 On Ramp	KY 181	EB WKP	537	500	13.3%	14.0%	70	70	1.0%	650	13.8%	13.8%	90	90
7	WB KY 181 Off Ramp	WB WKP	KY 181	444	500	12.4%	16.0%	60	80	1.0%	650	15.4%	15.4%	100	100
8	WB KY 181 On Ramp	KY 181	WB WKP	788	800	11.1%	10.0%	90	80	1.0%	1,050	9.5%	9.5%	100	100
9	EB US 431 On Ramp	US 431	EB WKP	1210	1,300	9.6%	9.2%	120	120	1.0%	1,700	9.4%	9.4%	160	160
10	EB US 431 Off Ramp	EB WKP	US 431	1364	1,400	10.5%	8.6%	150	120	1.0%	1,800	8.9%	8.9%	160	160
11	WB US 431 On Ramp	US 431	WB WKP	1366	1,400	10.4%	10.7%	150	150	1.0%	1,800	10.6%	10.6%	190	190
12	WB US 431 Off Ramp	WB WKP	US 431	1298	1,300	11.6%	11.5%	150	150	1.0%	1,700	11.2%	11.2%	190	190
13	EB US 231 Off Ramp	EB WKP	US 231	1147	1,100	8.9%	11.8%	100	130	1.0%	1,500	11.3%	11.3%	170	170
14	EB US 231 On Ramp	US 231	EB WKP	1638	1,600	9.8%	8.1%	160	130	1.0%	2,100	8.1%	8.1%	170	170
15	WB US 231 Off Ramp	WB WKP	US 231	1659	1,600	9.4%	7.5%	150	120	1.0%	2,100	7.6%	7.6%	160	160
16	WB US 231 On Ramp	US 231	WB WKP	807	1,100	8.3%	10.9%	90	120	1.0%	1,500	10.7%	10.7%	160	160
17	EB Huck's Off Ramp	EB WKP	Huck's	788	800	12.7%	12.5%	100	100	1.0%	1,000	13.0%	13.0%	130	130
18	EB Huck's On Ramp	Huck's	EB WKP	905	800	11.3%	12.5%	90	100	1.0%	1,000	13.0%	13.0%	130	130
19	WB Huck's Off Ramp	WB WKP	Huck's	794	800	11.5%	11.3%	90	90	1.0%	1,000	12.0%	12.0%	120	120
20	WB Huck's On Ramp	Huck's	WB WKP	759	800	10.4%	11.3%	80	90	1.0%	1,000	12.0%	12.0%	120	120

Note: K-Factors listed above were calculated from the count data. Adjusted K-Factors were calculated from the rounded and balanced volumes and used as a check for the adjustments.

# WKP UPGRADE STUDY

## APPENDIX C: HISTORIC TRUCK INFORMATION AND FORECAST SUMMARY TABLE

### Historic Truck Classification Count Information

Year	Sta. ID	Route	AADT	Truck AADT	Single Truck AADT	Combo Truck AADT	Truck %	Single Truck %	Combo Truck %
2018	089P40	WK 9001	9849	2219	540	1679	22.54	5.49	17.05
2016	089P40	WK 9001	10031	2680	467	2213	26.71	4.65	22.06
2013	089P40	WK 9001	9661	2300	699	1601	23.81	7.24	16.57
2006	089P40	KY 9001	-	-	-	-	42.60	9.20	33.40
2005	089P40	KY 9001	-	-	-	-	43.10	5.80	37.20
2008	089046	KY 9001	8910	3145	-	-	35.3	16.8	18.5
2007	089046	KY 9001	-	-	-	-	39.7	6.6	33.2
2008	089558	KY 9001	10813	3612	-	-	33.4	8.8	24.6
2007	089558	KY 9001	-	-	-	-	31.4	5.9	25.5
2005	089558	KY 9001	-	-	-	-	34.8	8.4	26.4
2008	092285	KY 9001	9239	3067	-	-	33.2	6.2	27.0
2007	092285	KY 9001	-	-	-	-	34.5	5.8	28.7
2005	092285	KY 9001	-	-	-	-	36.5	5.5	31.0

Source Data: KYTC Vehcile Classification Information

**WKP Upgrade Study  
Truck Traffic Forecast Summary Table**

Segment	Route	Beginning Description	Ending Description	Most Recent AADT	2019 AADT	2019 Truck %	2019 AADTT	2019 DHV	2019 Truck DHV	Growth Rate	2045 AADT	2045 AADTT	2045 DHV	2045 Truck DHV
A	KY 9001 (WKP)	I-69	Exit 48 (KY 175)	10,838	11,200	27%	3,000	900	240	1.0%	14,500	3,900	1,200	320
B	KY 9001 (WKP)	Exit 48 (KY 175)	Exit 53 (KY 181)	11,528	10,800	23%	2,500	800	180	1.0%	14,000	3,200	1,100	260
C	KY 9001 (WKP)	Exit 53 (KY 181)	Exit 58 (US 431)	10,184	10,200	23%	2,300	800	180	1.0%	13,200	3,000	1,100	260
D	KY 9001 (WKP)	Exit 58 (US 431)	Exit 75 (US 231)	9,051	10,000	25%	2,500	800	200	1.0%	13,000	3,300	1,100	280
E	KY 9001 (WKP)	Exit 75 (US 231)	I-165	10,596	11,000	35%	3,800	800	280	1.0%	14,200	5,000	1,100	400
1	EB KY 175 Off Ramp	EB WKP	KY 175	795	700	43%	300	100	40	1.0%	900	400	120	50
2	EB KY 175 On Ramp	KY 175	EB WKP	412	500	10%	50	50	10	1.0%	650	50	70	20
3	WB KY 175 Off Ramp	WB WKP	KY 175	381	500	10%	50	50	10	1.0%	650	50	70	20
4	WB KY 175 On Ramp	KY 175	WB WKP	625	700	43%	300	100	40	1.0%	900	400	120	50
5	EB KY 181 Off Ramp	EB WKP	KY 181	769	800	25%	200	70	20	1.0%	1,050	250	90	30
6	EB KY 181 On Ramp	KY 181	EB WKP	537	500	20%	100	70	20	1.0%	650	150	90	30
7	WB KY 181 Off Ramp	WB WKP	KY 181	444	500	20%	100	80	20	1.0%	650	150	100	30
8	WB KY 181 On Ramp	KY 181	WB WKP	788	800	25%	200	80	20	1.0%	1,050	250	100	30
9	EB US 431 On Ramp	US 431	EB WKP	1210	1,300	27%	350	120	30	1.0%	1,700	450	160	40
10	EB US 431 Off Ramp	EB WKP	US 431	1364	1,400	18%	250	120	20	1.0%	1,800	300	160	30
11	WB US 431 On Ramp	US 431	WB WKP	1366	1,400	18%	250	150	20	1.0%	1,800	300	190	30
12	WB US 431 Off Ramp	WB WKP	US 431	1298	1,300	27%	350	150	40	1.0%	1,700	450	190	50
13	EB US 231 Off Ramp	EB WKP	US 231	1147	1,100	9%	100	130	10	1.0%	1,500	150	170	20
14	EB US 231 On Ramp	US 231	EB WKP	1638	1,600	47%	750	130	50	1.0%	2,100	1,000	170	80
15	WB US 231 Off Ramp	WB WKP	US 231	1659	1,600	47%	750	120	50	1.0%	2,100	1,000	160	80
16	WB US 231 On Ramp	US 231	WB WKP	807	1,100	9%	100	120	10	1.0%	1,500	150	160	20
17	EB Huck's Off Ramp	EB WKP	Huck's	788	800	31%	250	100	30	1.0%	1,000	300	130	40
18	EB Huck's On Ramp	Huck's	EB WKP	905	800	31%	250	100	30	1.0%	1,000	300	130	40
19	WB Huck's Off Ramp	WB WKP	Huck's	794	800	31%	250	90	30	1.0%	1,000	300	120	40
20	WB Huck's On Ramp	Huck's	WB WKP	759	800	31%	250	90	30	1.0%	1,000	300	120	40

# HCS7 Freeway Facilities Report

## Project Information

Analyst	Brad Johnson	Date	6/10/2019
Agency	HMB Professional Engineers	Analysis Year	2019
Jurisdiction	KYTC District 2	Time Period Analyzed	Design Hour
Project Description	Western Kentucky Parkway Eastbound	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	37.70		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Exit 38 to KSP Post	2124	2
2	Diverge	Diverge	KSP Post Off Ramp	1500	2
3	Basic	Basic	KSP Post Between Ramps	1082	2
4	Merge	Merge	KSP Post On Ramp	1500	2
5	Basic	Basic	Between KSP Post and Exit 48	38957	2
6	Diverge	Diverge	Exit 48 Off Ramp	1500	2
7	Basic	Basic	Exit 48 Between Ramps	3370	2
8	Merge	Merge	Exit 48 On Ramp	1500	2
9	Basic	Basic	Between Exit 48 and Exit 53	18588	2
10	Diverge	Diverge	Exit 53 Off Ramp	1500	2
11	Basic	Basic	Exit 53 Between Ramps	1909	2
12	Merge	Merge	Exit 53 On Ramp	1500	2
13	Basic	Basic	Between Exit 53 and Exit 58	26889	2
14	Weaving	Weaving	Exit 58 Weaving Section	1442	3
15	Basic	Basic	Between Exit 58 and Exit 75	84562	2
16	Diverge	Diverge	Exit 75 Off Ramp	1500	2
17	Basic	Basic	Exit 75 Between Ramps	2481	2
18	Merge	Merge	Exit 75 On Ramp	1500	2
19	Diverge	Diverge	Huck's Off Ramp	1098	2
20	Basic	Basic	Huck's Between Ramps	2993	2
21	Merge	Merge	Huck's On Ramp	1500	2
22	Basic	Basic	Between Huck's and Exit 77	44	2

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
-------------	-----	-----	------------------	-----------------	-----------	--------------	--------------------	-----

1	0.94	0.649	738	4507	0.16	70.4	5.2	A							
<b>Segment 2: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.909	738	23	4507	1972	0.16	0.01	61.9	61.9	6.0	3.4	A
<b>Segment 3: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94	0.649	705	4507	0.16	69.4	5.0	A							
<b>Segment 4: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.909	728	23	4507	1972	0.16	0.01	63.9	63.9	5.7	6.2	A
<b>Segment 5: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94	0.649	738	4507	0.16	71.6	5.2	A							
<b>Segment 6: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.556	738	191	4507	1972	0.16	0.10	61.4	61.4	6.0	8.5	A
<b>Segment 7: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94	0.667	558	4507	0.12	70.2	4.0	A							
<b>Segment 8: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.714	618	74	4507	1972	0.14	0.04	64.6	64.6	4.8	3.6	A
<b>Segment 9: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94	0.685	621	4498	0.14	69.5	4.5	A							
<b>Segment 10: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.633	621	118	4507	1972	0.14	0.06	61.6	61.6	5.0	7.7	A
<b>Segment 11: Basic</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.685		513		4507		0.11		69.8		3.6		A
<b>Segment 12: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.633	631	118	4507	1972	0.14	0.06	64.1	64.1	4.9	5.0	A
<b>Segment 13: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.685		621		4505		0.14		69.9		4.4		A
<b>Segment 14: Weaving</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.676		803		4996		0.16		64.8		4.1		A
<b>Segment 15: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.667		638		4507		0.14		71.6		4.5		A
<b>Segment 16: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.667	0.862	638	160	4507	2100	0.14	0.08	62.4	62.4	5.1	7.6	A
<b>Segment 17: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.625		460		4498		0.10		69.2		3.3		A
<b>Segment 18: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.568	731	243	4507	1972	0.16	0.12	63.9	63.9	5.7	6.1	A
<b>Segment 19: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.625	724	170	4507	1972	0.16	0.09	61.5	61.5	5.9	8.4	A
<b>Segment 20: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.588		543		4498		0.12		69.2		3.9		A
<b>Segment 21: Merge</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.625	713	170	4507	1972	0.16	0.09	63.7	63.7	5.6	6.6	A

### Segment 22: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.588		724		4498		0.16		67.8		5.2		A

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	70.3	4.7	3.1	32.20	A

### Facility Overall Results

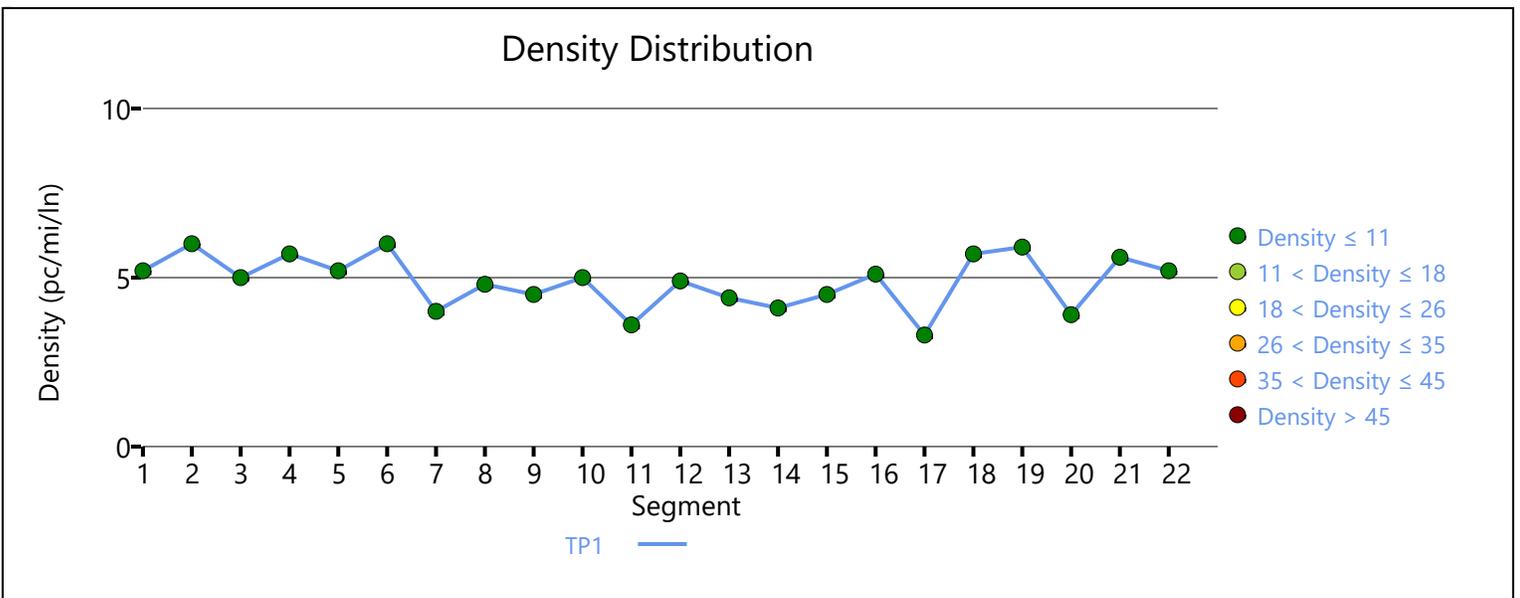
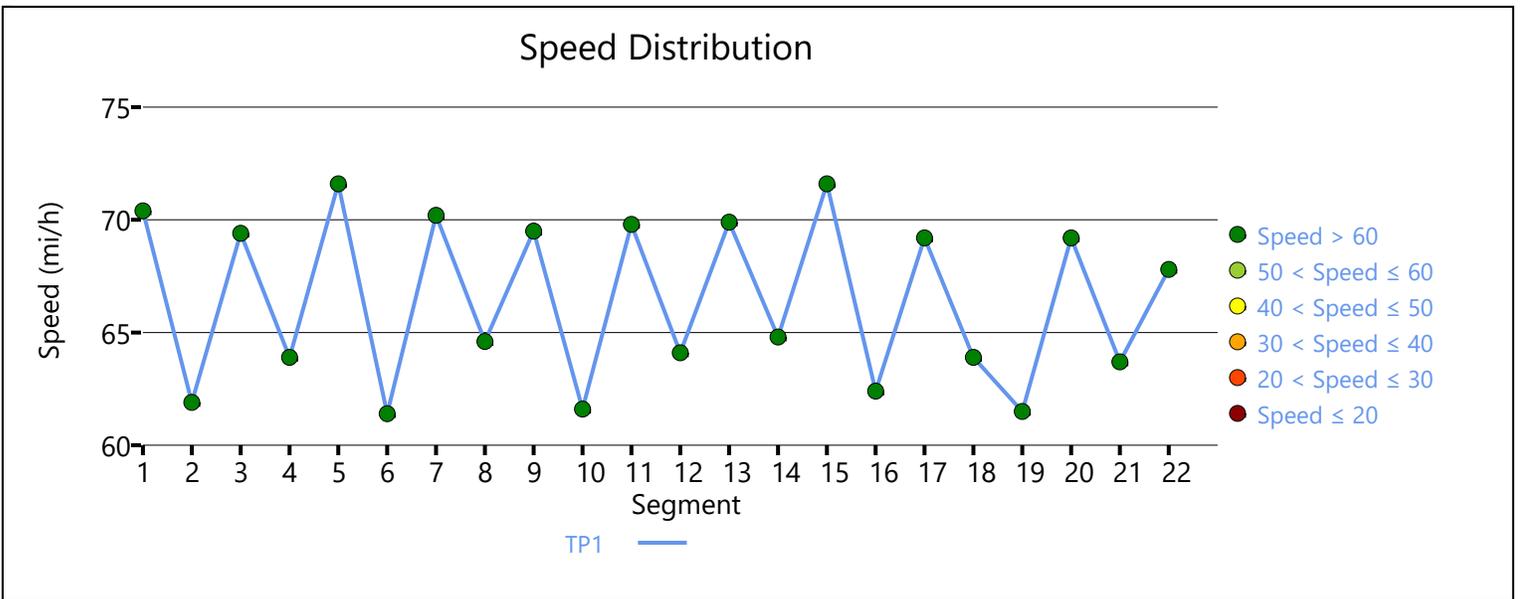
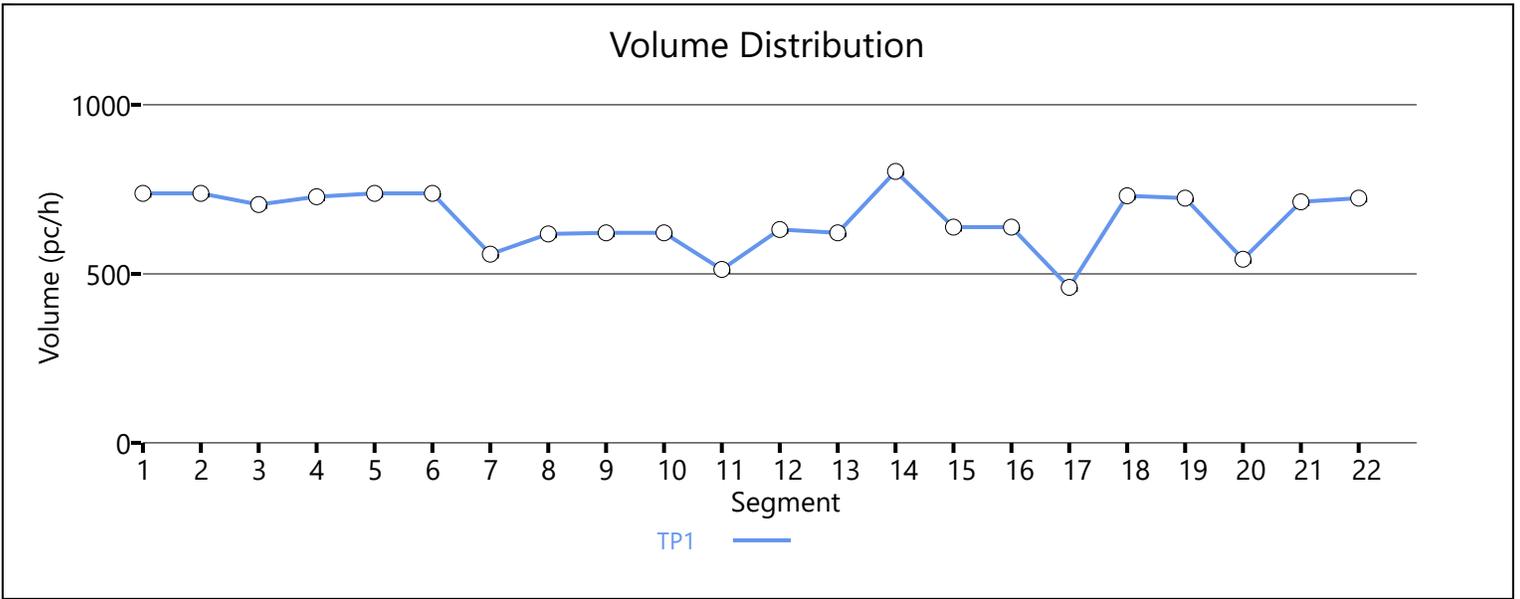
Space Mean Speed, mi/h	70.3	Density, veh/mi/ln	3.1
Average Travel Time, min	32.20	Density, pc/mi/ln	4.7

### Messages

WARNING 1	Facility Length is too long and may result in unreliable calculations. A vehicle traveling at the average speed should be able to traverse the entire facility in under 15 minutes. Consider breaking the segment into multiple facilities at appropriate break points (i.e. at undersaturated segments with no queuing).
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### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	Brad Johnson	Date	6/11/2019
Agency	HMB Professional Engineers	Analysis Year	2019
Jurisdiction	District 2	Time Period Analyzed	Design Hour
Project Description	Westbound Peak Hour Analysis	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	37.44		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between I-165 and Huck's	200	2
2	Diverge	Diverge	Huck's Off Ramp	1500	2
3	Basic	Basic	Huck's Between Ramps	2702	2
4	Merge	Merge	Huck's On Ramp	1349	2
5	Diverge	Diverge	Exit 75 Off Ramp	1348	2
6	Basic	Basic	Exit 75 Between Ramps	2618	2
7	Merge	Merge	Exit 75 On Ramp	1500	2
8	Basic	Basic	Between Exit 75 and Exit 58	84849	2
9	Weaving	Weaving	Exit 58 Weaving	1400	3
10	Basic	Basic	Between Exit 58 and Exit 53	27332	2
11	Diverge	Diverge	Exit 53 Off Ramp	1500	2
12	Basic	Basic	Exit 53 Between Ramps	1678	2
13	Merge	Merge	Eixt 53 On Ramp	1500	2
14	Basic	Basic	Between Exit 53 and Exit 48	14494	2
15	Diverge	Diverge	Exit 48 Off Ramp	1500	2
16	Basic	Basic	Exit 48 Between Ramps	2328	2
17	Merge	Merge	Exit 48 On Ramp	1500	2
18	Basic	Basic	Between Exit 48 and KSP Post	42315	2
19	Diverge	Diverge	KSP Post Off Ramp	1500	2
20	Basic	Basic	KSP Post Between Ramps	1024	2
21	Merge	Merge	KSP Post On Ramp	1500	2
22	Basic	Basic	Between KSP Post and I-69	2032	2

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	0.94	0.741	574	4498	0.13	69.5	4.1	A							
<b>Segment 2: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.752	574	127	4507	1878	0.13	0.07	57.9	57.9	5.0	7.2	A
<b>Segment 3: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.769		429		4498		0.10		69.1		3.1	A	
<b>Segment 4: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.752	572	127	4507	1878	0.13	0.07	63.1	63.1	4.5	6.2	A
<b>Segment 5: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.704	574	181	4507	1878	0.13	0.10	57.7	57.7	5.0	6.5	A
<b>Segment 6: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.769		387		4498		0.09		69.0		2.8	A	
<b>Segment 7: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.800	0.926	510	138	4507	1878	0.11	0.07	63.4	63.4	4.0	4.8	A
<b>Segment 8: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.800		532		4507		0.12		71.6		3.7	A	
<b>Segment 9: Weaving</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.806		702		4252		0.17		64.0		3.7	A	
<b>Segment 10: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		523		4505		0.12		69.9		3.7	A	
<b>Segment 11: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.800	523	106	4507	1878	0.12	0.06	58.0	58.0	4.5	5.6	A
<b>Segment 12: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		419		4507		0.09		69.5		3.0		A
<b>Segment 13: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.800	525	106	4507	1878	0.12	0.06	64.2	64.2	4.1	2.4	A
<b>Segment 14: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		523		4498		0.12		69.5		3.8		A
<b>Segment 15: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.833	523	64	4507	1878	0.12	0.03	58.1	58.1	4.5	6.9	A
<b>Segment 16: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.800		465		4507		0.10		69.8		3.3		A
<b>Segment 17: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.714	622	149	4507	1878	0.14	0.08	64.1	64.1	4.9	3.1	A
<b>Segment 18: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		608		4507		0.13		71.6		4.2		A
<b>Segment 19: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.952	608	22	4507	1878	0.13	0.01	58.2	58.2	5.2	7.7	A
<b>Segment 20: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		581		4507		0.13		68.8		4.1		A
<b>Segment 21: Merge</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.952	603	22	4507	1878	0.13	0.01	63.3	63.3	4.8	5.9	A

### Segment 22: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		608		4507		0.13		70.0		4.3		A

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	70.1	3.9	3.1	32.10	A

### Facility Overall Results

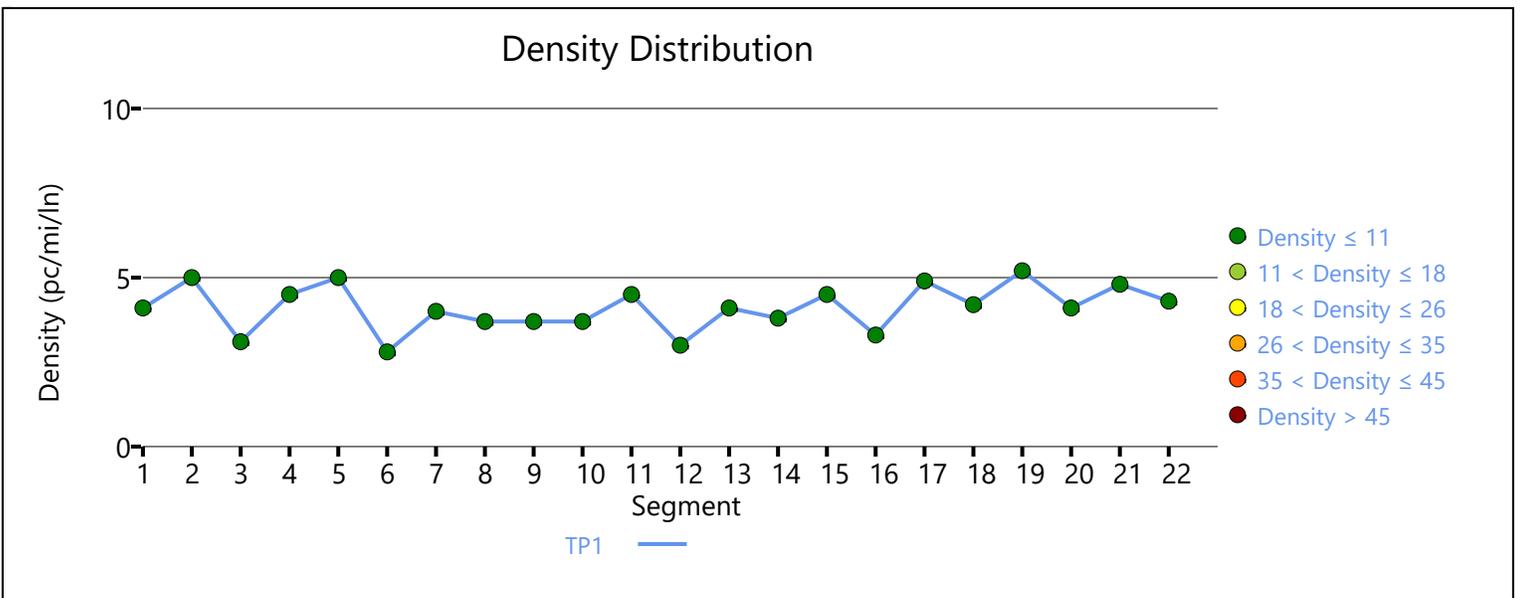
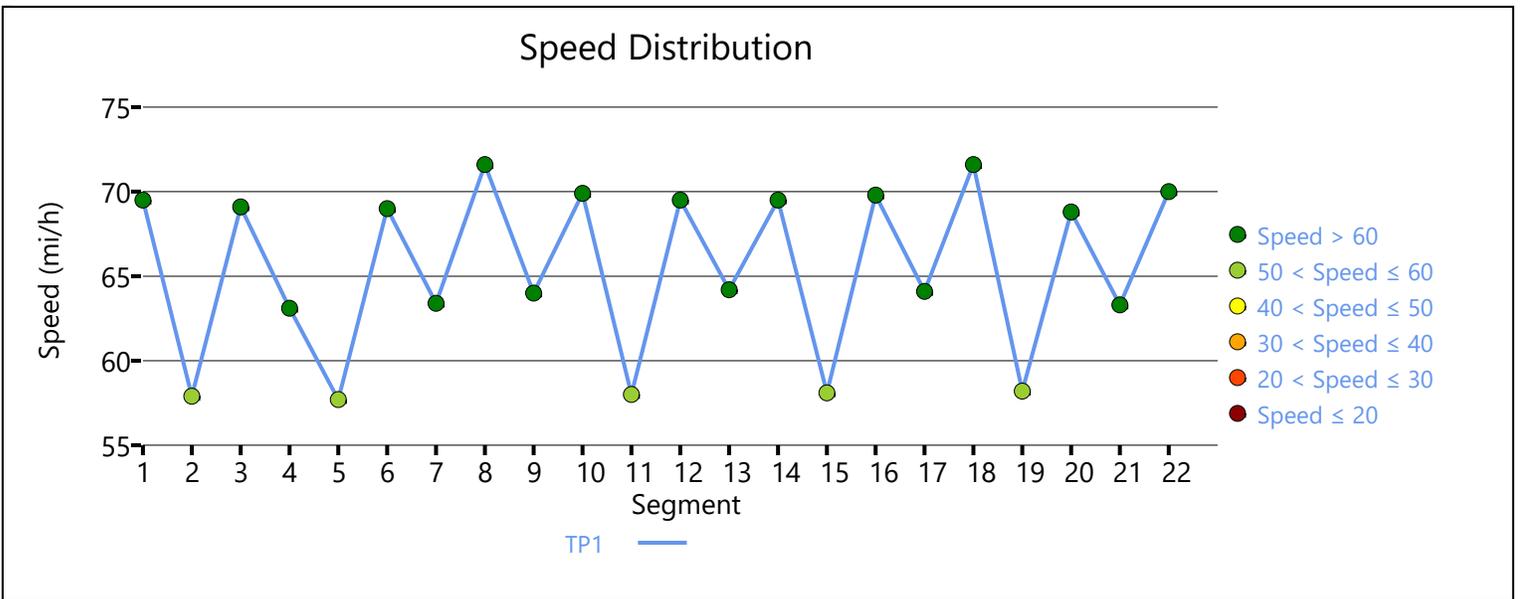
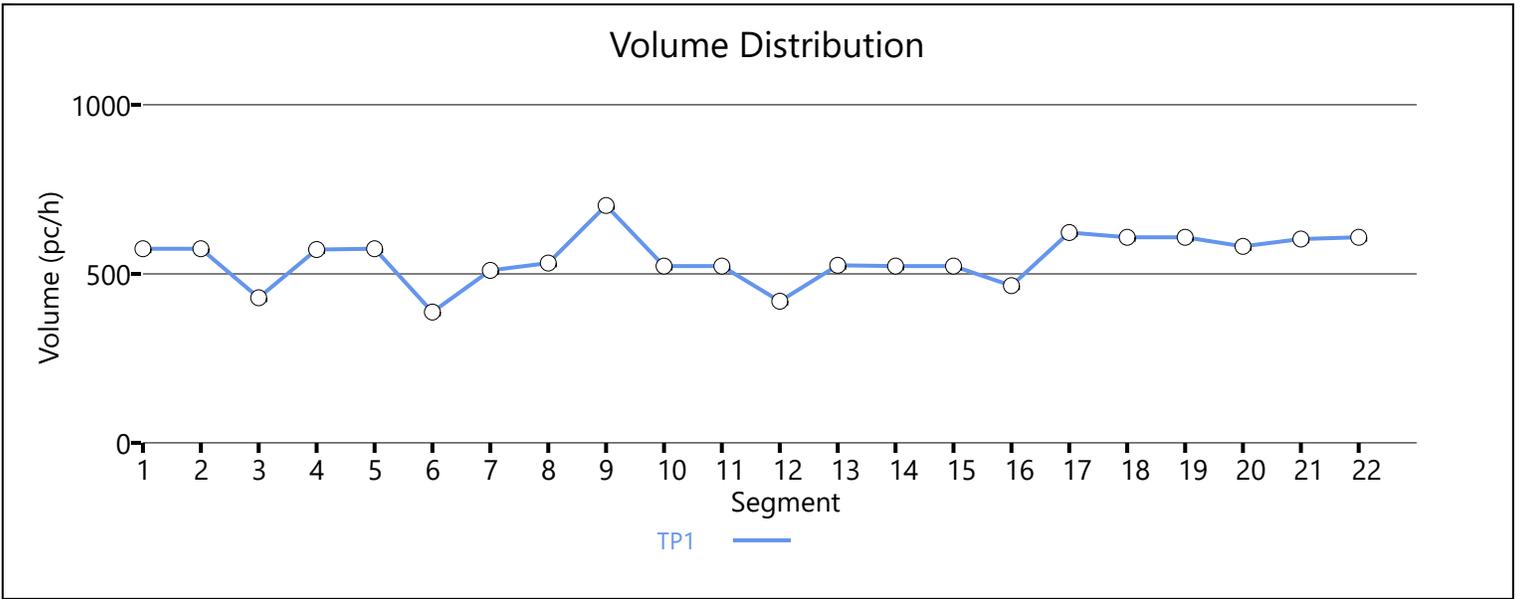
Space Mean Speed, mi/h	70.1	Density, veh/mi/ln	3.1
Average Travel Time, min	32.10	Density, pc/mi/ln	3.9

### Messages

WARNING 1	Facility Length is too long and may result in unreliable calculations. A vehicle traveling at the average speed should be able to traverse the entire facility in under 15 minutes. Consider breaking the segment into multiple facilities at appropriate break points (i.e. at undersaturated segments with no queuing).
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### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	Brad Johnson	Date	6/10/2019
Agency	HMB Professional Engineers	Analysis Year	2045
Jurisdiction	KYTC District 2	Time Period Analyzed	Design Hour
Project Description	2045 Eastbound Peak Hour Analysis	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	37.70		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Exit 38 to KSP Post	2124	2
2	Diverge	Diverge	KSP Post Off Ramp	1500	2
3	Basic	Basic	KSP Post Between Ramps	1082	2
4	Merge	Merge	KSP Post On Ramp	1500	2
5	Basic	Basic	Between KSP Post and Exit 48	38957	2
6	Diverge	Diverge	Exit 48 Off Ramp	1500	2
7	Basic	Basic	Exit 48 Between Ramps	3370	2
8	Merge	Merge	Exit 48 On Ramp	1500	2
9	Basic	Basic	Between Exit 48 and Exit 53	18588	2
10	Diverge	Diverge	Exit 53 Off Ramp	1500	2
11	Basic	Basic	Exit 53 Between Ramps	1909	2
12	Merge	Merge	Exit 53 On Ramp	1500	2
13	Basic	Basic	Between Exit 53 and Exit 58	26889	2
14	Weaving	Weaving	Exit 58 Weaving Section	1442	3
15	Basic	Basic	Between Exit 58 and Exit 75	84562	2
16	Diverge	Diverge	Exit 75 Off Ramp	1500	2
17	Basic	Basic	Exit 75 Between Ramps	2481	2
18	Merge	Merge	Exit 75 On Ramp	1500	2
19	Diverge	Diverge	Huck's Off Ramp	1098	2
20	Basic	Basic	Huck's Between Ramps	2993	2
21	Merge	Merge	Huck's On Ramp	1500	2
22	Basic	Basic	Between Huck's and Exit 77	44	2

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	0.94	0.649	984	4507	0.22	70.4	7.0	A							
<b>Segment 2: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.909	984	23	4507	1972	0.22	0.01	61.9	61.9	7.9	5.5	A
<b>Segment 3: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.649		951		4507		0.21		69.4		6.8		A
<b>Segment 4: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.909	974	23	4507	1972	0.22	0.01	63.8	63.8	7.6	8.1	A
<b>Segment 5: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.649		984		4507		0.22		71.6		6.9		A
<b>Segment 6: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.649	0.556	984	230	4507	1972	0.22	0.12	61.3	61.3	8.0	10.6	B
<b>Segment 7: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.667		766		4507		0.17		70.2		5.4		A
<b>Segment 8: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.714	849	104	4507	1972	0.19	0.05	64.6	64.6	6.6	5.4	A
<b>Segment 9: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94		0.685		854		4498		0.19		69.5		6.1		A
<b>Segment 10: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.633	854	151	4507	1972	0.19	0.08	61.5	61.5	6.9	9.7	A
<b>Segment 11: Basic</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.685		714		4507		0.16		69.8		5.1		A
<b>Segment 12: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.685	0.633	865	151	4507	1972	0.19	0.08	64.0	64.0	6.8	6.8	A
<b>Segment 13: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.685		854		4505		0.19		69.9		6.1		A
<b>Segment 14: Weaving</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.676		1097		5122		0.21		63.3		5.8		A
<b>Segment 15: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.667		877		4507		0.19		71.6		6.1		A
<b>Segment 16: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.667	0.862	877	210	4507	2100	0.19	0.10	62.2	62.2	7.0	9.6	A
<b>Segment 17: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.625		647		4498		0.14		69.2		4.7		A
<b>Segment 18: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.568	1006	318	4507	1972	0.22	0.16	63.8	63.8	7.9	8.2	A
<b>Segment 19: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.625	995	221	4507	1972	0.22	0.11	61.4	61.4	8.1	10.7	B
<b>Segment 20: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.588		760		4498		0.17		69.2		5.5		A
<b>Segment 21: Merge</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.588	0.625	981	221	4507	1972	0.22	0.11	63.6	63.6	7.7	8.6	A

### Segment 22: Basic

Time Period	PHF		fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94		0.588	995	4498	0.22	67.8	7.2	A

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	70.3	6.3	4.2	32.20	B

### Facility Overall Results

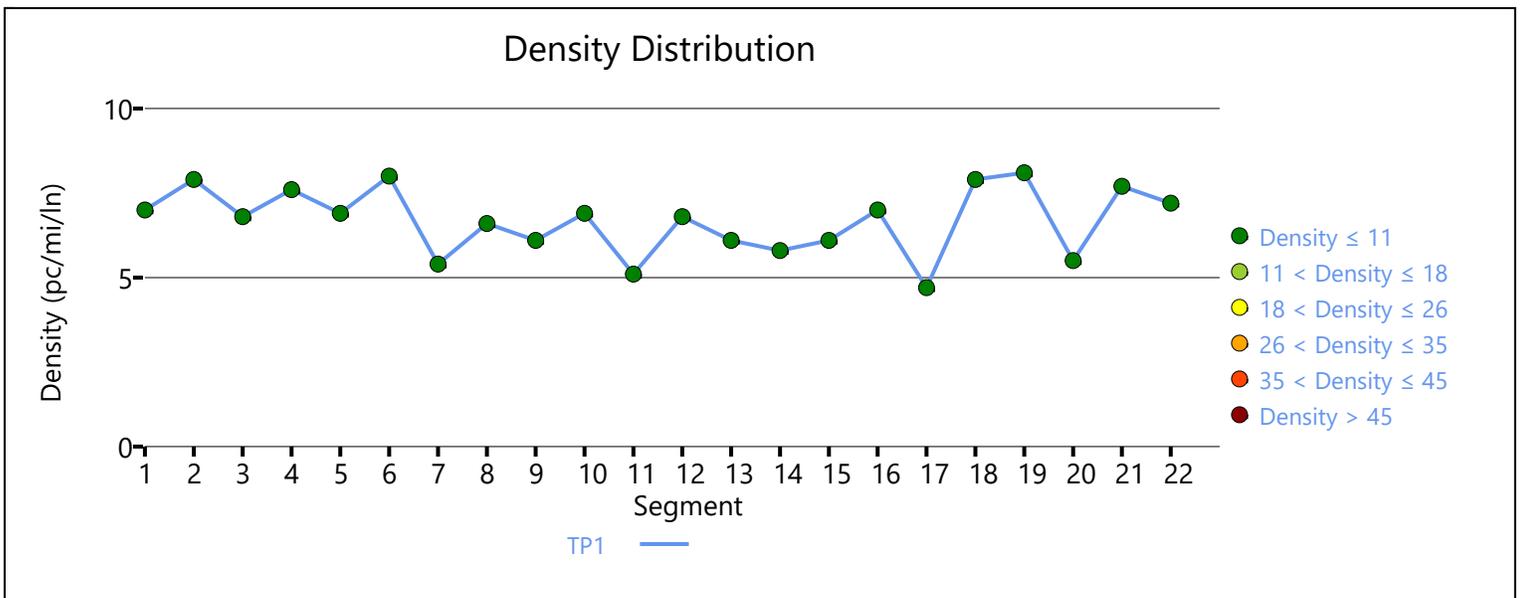
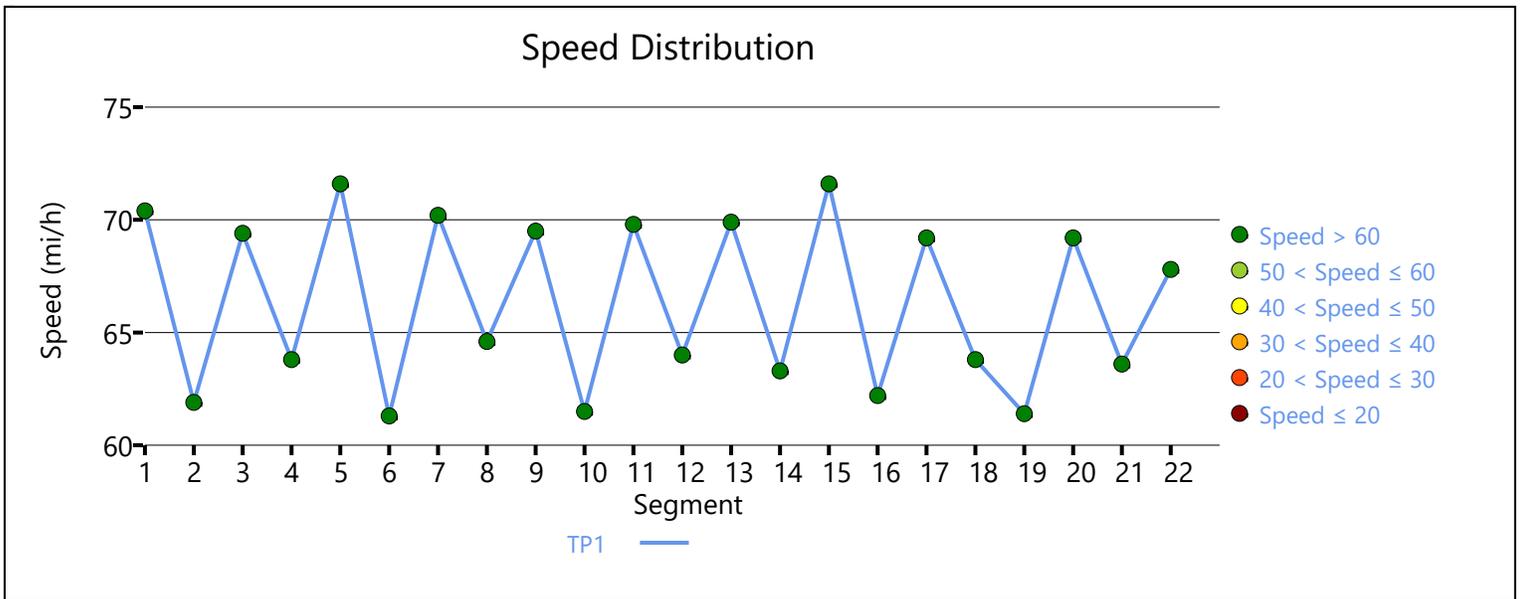
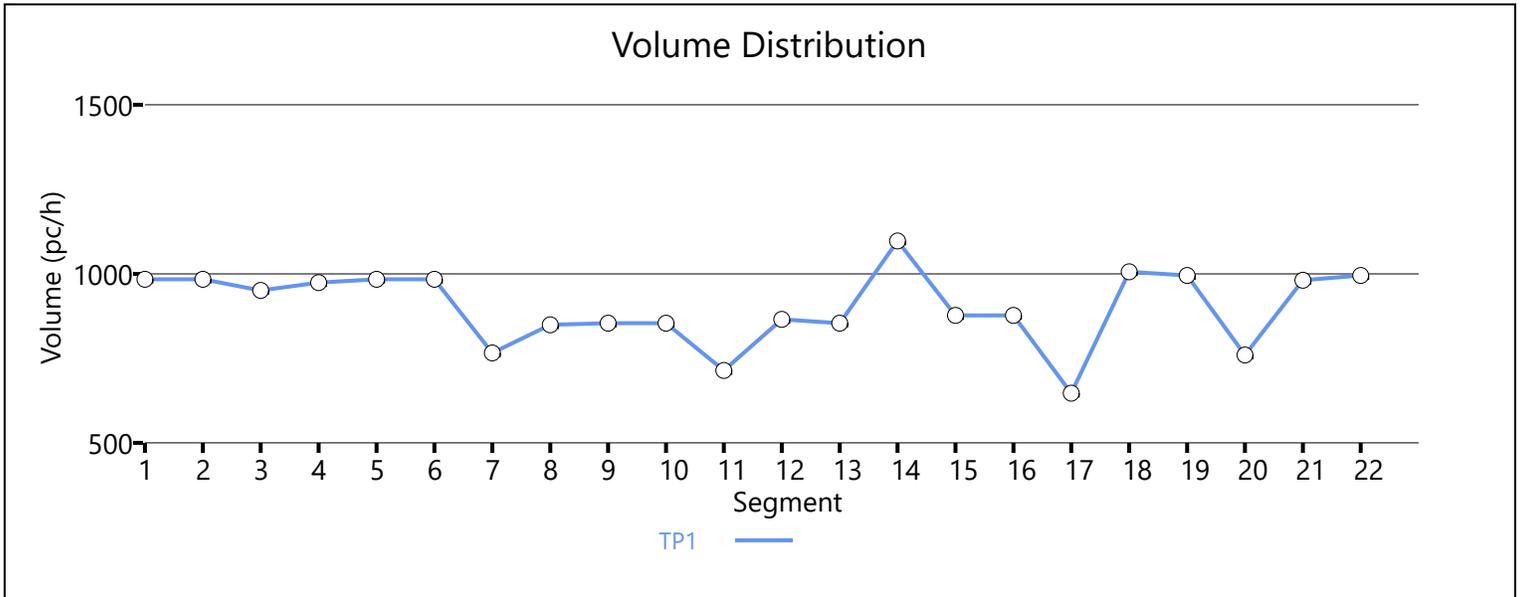
Space Mean Speed, mi/h	70.3	Density, veh/mi/ln	4.2
Average Travel Time, min	32.20	Density, pc/mi/ln	6.3

### Messages

WARNING 1	Facility Length is too long and may result in unreliable calculations. A vehicle traveling at the average speed should be able to traverse the entire facility in under 15 minutes. Consider breaking the segment into multiple facilities at appropriate break points (i.e. at undersaturated segments with no queuing).
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### Comments

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# HCS7 Freeway Facilities Report

## Project Information

Analyst	Brad Johnson	Date	6/11/2019
Agency	HMB Professional Engineers	Analysis Year	2045
Jurisdiction	District 2	Time Period Analyzed	Design Hour
Project Description	2045 Westbound Peak Hour Analysis	Unit	United States Customary

## Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	22
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	37.44		

## Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between I-165 and Huck's	200	2
2	Diverge	Diverge	Huck's Off Ramp	1500	2
3	Basic	Basic	Huck's Between Ramps	2702	2
4	Merge	Merge	Huck's On Ramp	1349	2
5	Diverge	Diverge	Exit 75 Off Ramp	1348	2
6	Basic	Basic	Exit 75 Between Ramps	2618	2
7	Merge	Merge	Exit 75 On Ramp	1500	2
8	Basic	Basic	Between Exit 75 and Exit 58	84849	2
9	Weaving	Weaving	Exit 58 Weaving	1400	3
10	Basic	Basic	Between Exit 58 and Exit 53	27332	2
11	Diverge	Diverge	Exit 53 Off Ramp	1500	2
12	Basic	Basic	Exit 53 Between Ramps	1678	2
13	Merge	Merge	Eixt 53 On Ramp	1500	2
14	Basic	Basic	Between Exit 53 and Exit 48	14494	2
15	Diverge	Diverge	Exit 48 Off Ramp	1500	2
16	Basic	Basic	Exit 48 Between Ramps	2328	2
17	Merge	Merge	Exit 48 On Ramp	1500	2
18	Basic	Basic	Between Exit 48 and KSP Post	42315	2
19	Diverge	Diverge	KSP Post Off Ramp	1500	2
20	Basic	Basic	KSP Post Between Ramps	1024	2
21	Merge	Merge	KSP Post On Ramp	1500	2
22	Basic	Basic	Between KSP Post and I-69	2032	2

## Facility Segment Data

### Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	0.94	0.741	790	4498	0.18	69.5	5.7	A							
<b>Segment 2: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.752	790	170	4507	1878	0.18	0.09	57.8	57.8	6.8	9.1	A
<b>Segment 3: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.769		595		4498		0.13		69.1		4.3	A	
<b>Segment 4: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.752	787	170	4507	1878	0.17	0.09	63.0	63.0	6.2	7.8	A
<b>Segment 5: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.741	0.704	790	242	4507	1878	0.18	0.13	57.6	57.6	6.9	8.3	A
<b>Segment 6: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.769		540		4498		0.12		69.0		3.9	A	
<b>Segment 7: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.800	0.926	703	184	4507	1878	0.16	0.10	63.3	63.3	5.6	6.3	A
<b>Segment 8: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.800		731		4507		0.16		71.6		5.1	A	
<b>Segment 9: Weaving</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.806		946		4525		0.21		62.9		5.0	A	
<b>Segment 10: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		720		4505		0.16		69.9		5.2	A	
<b>Segment 11: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.800	720	133	4507	1878	0.16	0.07	57.9	57.9	6.2	7.3	A
<b>Segment 12: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		589		4507		0.13		69.4		4.2		A
<b>Segment 13: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.800	722	133	4507	1878	0.16	0.07	64.1	64.1	5.6	3.9	A
<b>Segment 14: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.813		720		4498		0.16		69.5		5.2		A
<b>Segment 15: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.813	0.833	720	89	4507	1878	0.16	0.05	58.0	58.0	6.2	8.6	A
<b>Segment 16: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.800		638		4507		0.14		69.8		4.5		A
<b>Segment 17: Merge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.714	828	179	4507	1878	0.18	0.10	64.1	64.1	6.5	4.7	A
<b>Segment 18: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		811		4507		0.18		71.6		5.7		A
<b>Segment 19: Diverge</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.952	811	22	4507	1878	0.18	0.01	58.2	58.2	7.0	9.4	A
<b>Segment 20: Basic</b>															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		784		4507		0.17		68.8		5.6		A
<b>Segment 21: Merge</b>															

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.787	0.952	806	22	4507	1878	0.18	0.01	63.2	63.2	6.4	7.4	A

### Segment 22: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.787		811		4507		0.18		70.0		5.8		A

### Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	70.1	5.3	4.2	32.10	A

### Facility Overall Results

Space Mean Speed, mi/h	70.1	Density, veh/mi/ln	4.2
Average Travel Time, min	32.10	Density, pc/mi/ln	5.3

### Messages

WARNING 1	Facility Length is too long and may result in unreliable calculations. A vehicle traveling at the average speed should be able to traverse the entire facility in under 15 minutes. Consider breaking the segment into multiple facilities at appropriate break points (i.e. at undersaturated segments with no queuing).
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### Comments

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