



thoroughbred solar

Attachment K

Traffic Study

Exhibit 12 – Site Assessment Report

Traffic Impact Study

Thoroughbred Solar - Hart County, KY

Prepared for

Haley & Aldrich, Inc.

October 2022



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INTRODUCTION

This traffic impact study has been completed for proposed development of a solar facility known as Thoroughbred Solar (the Project) in Hart County, Kentucky, west of the town of Rowletts, KY. The majority of the development will be located within Rowletts Cave Springs Road, Interstate 65, State Highway 335 and G Wilson Lane. An additional piece of development is enclosed by State Highway 335, Johns Lane, and Maple Grove Lane. The vicinity map (Map 1) displays the location of the Project and study area. The site map (Map 2) illustrates the proposed layout of the Project and its access drives.

The Project will be built on existing farm/ agricultural land. While construction activities will generate additional traffic on local roads, once the Project is generating electricity using solar energy the number of trips to the site will be minimal. This traffic impact study analyzes five roadways in the area that will be impacted by entrances to the Project or the trips generated by Project construction. These roadways include the following:

- G Wilson Lane
- Johns Lane
- State Highway 335
- Maple Grove Lane
- Rowletts Cave Springs Road

In the vicinity of the Project, the surrounding area consists of farmland and scattered single family housing, with a greater density of single-family homes in Rowletts.



***Johns Lane near the Proposed Substation/Switchyard Entrance (left)
State Highway 335 near the proposed entrance (right)***



Map 1. Vicinity Map

EXISTING CONDITIONS

Regional and Local Access

The proposed development can be accessed directly from State Highway 335, G Wilson Lane, Rowletts Cave Spring Road, and Johns Lane. State Highway 335 will provide regional access to the proposed development. A brief description of the surrounding roadways follows:

State Highway 335 – State Highway 335 provides local and regional access to the Project site and generally runs in a southwest to northeast direction in the study area. Lane widths measure approximately 9 feet. In the vicinity of the Project site, this road consists of a single thru lane in each direction. The current speed limit along this roadway is 55 miles per hour (mph). State Highway 335 access Interstate 65 both north and south of the Project site.



State Highway 335

Rowletts Cave Spring Road – Rowletts Cave Spring Road provides local access to the Project site and generally runs in an east-west direction in the study area. The roadway measures 17 feet wide without any striping. The current speed limit along this roadway is unposted; per Kentucky law the speed limit defaults to 55 mph.



Rowletts Cave Spring Road

G Wilson Lane – G Wilson Lane will provide local access to the Project site and generally runs in an east-west direction in the study area. The roadway measures approximately 17 feet wide without any striping. In the vicinity of the Project the posted speed limit is 30 mph.



G Wilson Lane

Johns Lane – Johns Lane will provide local access to the Project site and generally runs in a northwest direction in the study area. The roadway measures approximately 12 feet wide without any striping. The current speed limit along this roadway is unposted; per Kentucky law the speed limit defaults to 55 mph.



Johns Lane

Maple Grove Lane – Maple Grove Lane will not provide direct access to the site but may be impacted by the traffic generated by the site. The roadway measures approximately 12 feet wide without any striping. In the vicinity of the Project site, this road runs in a northeast and a north-south direction. The current speed limit along this roadway is unposted; per Kentucky law the speed limit defaults to 55 mph.



Maple Grove Lane

Interstate 65 – Interstate 65 will provide regional access to the Project site and generally runs in a north-south direction in the study area. The roadway provides three lanes in each direction with lane widths measuring 12 feet, an inside paved shoulder of 16 feet and outside paved shoulder measuring 12 feet with a barrier wall separating the directions of travel. In the vicinity of the Project the posted speed limit is 70 mph.

LEVEL OF SERVICE AND DELAY

Level of Service (LOS) was used as the measure of effectiveness for each roadway. According to the Highway Capacity Manual, the level of service is defined in terms of average travel speed, percent time spent following and percent of free-flow speed for two lane highways (See Table 1). The average travel speed (ATS) reflects mobility on a two-way highway. The percent time spent following (PTSF) represents the maneuverability on the highway along with comfort and convenience of travel. The percent free-flow speed (PFFS) represents the ability of the vehicle to travel at or near the posted speed limit. A Level of Service C is desirable

LOS	CLASS I HIGHWAYS		CLASS II HIGHWAYS	CLASS III HIGHWAYS
	AVG TRAVEL SPEED (MPH)	PERCENT TIME SPENT FOLLOWING (%)	PERCENT TIME SPENT FOLLOWING (%)	PERCENT FREE-FLOW SPEED (%)
A	>55	≤35	≤40	>91.7
B	>50-55	>35-50	>40-55	>83.3-91.7
C	>45-50	>50-65	>55-70	>75.0-83.3
D	>40-45	>65-80	>70-85	>66.7-75.0
E	≤40	>80	>85	≤66.7
F	Demand exceeds capacity			

Table 1. Two-Lane Highway Level of Service

Base Traffic Volumes (existing condition)

Manual traffic counts were taken using traffic tubes for four consecutive days. Traffic counts at G Wilson Lane, Johns Lane, and Maple Grove Lane were taken Saturday, May 7th, 2022 through Tuesday, May 10th, 2022. Traffic counts at State Highway 335 and Rowletts Cave Springs Road were taken Wednesday, May 12th, 2022 through Sunday, May 15th, 2022. The traffic tubes were placed in sections of the roadways that will be affected by trips generated for the Project. All traffic volumes can be found in the Appendix.

Background Traffic Volumes

Construction is estimated to occur in 2023, with the estimated completion date for the Project by the end of 2024. Based on Kentucky Transportation Cabinet (KYTC) count stations along State Highway 335 (050256), the average annual daily traffic (AADT) has been increasing over the past ten years along State Highway 335. KYTC did not have historical traffic data for Rowletts Cave Springs Road, G Wilson Lane, Johns Lane or Maple Grove Lane.

Based on this data, this analysis assumes that the traffic volumes along all roads will increase by two percent over the next ten years. The KYTC count station data for station 050256 can be found in the Appendix.

METHODOLOGY

Level of Service, average speed, and travel time were measures of effectiveness analyzed using the highway capacity software (HCS2022).

Construction trips were generated for the Project and then distributed to the roadway system based on the existing traffic patterns and engineering judgment. For the analysis, the study uses traffic volumes from the current year as background volumes grown to the completion year, 2024. The design year for this Project was determined to be 2034, ten years after the completion year for the Project. As noted above, based on KYTC traffic counts, all roads were increased by two percent to determine the background traffic for the design year (2034). The assigned volumes from the Project and the background traffic volumes combined to produce the total proposed traffic volumes for existing and build out conditions. HCS2022 was used to analyze the roadway network for existing and proposed conditions in both the current year and build out year (2034). The existing background volumes, LOS, and travel times can be found in the Appendix along with 2022 existing traffic (Fig 1), 2024 background traffic (Fig 1A), 2024 build (Fig 3), 2034 background (Fig 4), and 2034 build (Fig 5) traffic volumes.

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

Solar facilities are not included in the *Trip Generation, 11th Edition*, a nationally recognized resource of trip generation rates published by the Institute of Transportation Engineers. Therefore, trip estimates were based on information provided by the client and engineering judgement.

SITE TRIP GENERATION

The Project will consist of a 50 megawatt solar facility. A solar facility consists of areas of ground-mounted solar panels constructed to generate electricity using solar energy; the electricity will be fed into the existing overhead transmission line that extends across the Project site. The Project will require construction equipment and workers to travel to and from the site throughout the construction phases. The applicant, Thoroughbred Solar, LLC, provided information for each of the different construction phases. It was determined that the one that generated the most trips was 100 vehicles during certain portions of the construction phase of the Project. This value includes construction delivery vehicles and construction worker's vehicles entering and exiting the site. Based upon consideration of 100 vehicles, it was further assumed that 50 vehicles would enter and exit each of the two portions of the Project sites (on either side of State Highway 335) shown on Map 2. Use of the maximum number of trips during construction is expected to result in a maximum-impact scenario, as lesser numbers of deliveries and workers may be present for much of the estimated 12 months of Project construction. Once the Project is operational, worker trips would be extremely limited.

Westwood
 1710 N. ...
 ...
 ...

LEEWARD
 CONSULTING

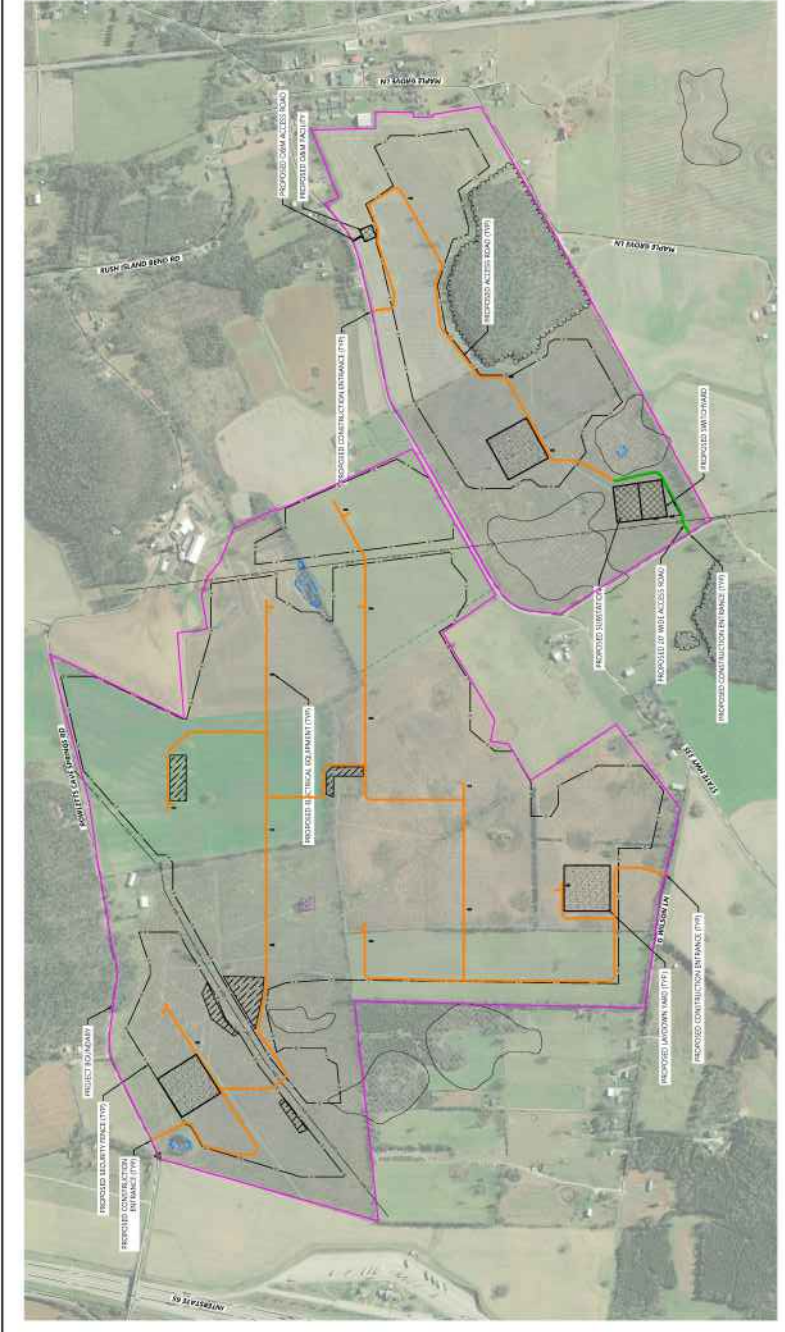
1658 North Central Expressway, Suite 300
 Dublin, KY 40018
 Tel: 502.538.1234
 Fax: 502.538.1235
 A 07/27/2022 Conceptual Plan No. 000000



Thoroughbred Solar Project
 Hart County, Kentucky

Conceptual Site Plan

NOT FOR CONSTRUCTION
 DATE: 10/07/2022
 SHEET: C300



SYSTEM SPECIFICATIONS

DC System Voltage	615 V
AC System Voltage	120V
AC System Frequency	60 Hz
AC System Phase	3-Phase 4-Wire
Module Model	PV1-SM-Solar 60 Pin
Module Capacity (W)	4962
Module Quantity	127,812
Inverter Model	SMA
Inverter Capacity (W)	1850
Inverter Quantity	145
DC/AC Ratio @ 10% Loss	1.71
DC/AC Ratio @ 1% Loss	1.72
Number of Transformers	1
Number of Transformers	1
Number of Transformers	1
Number of Transformers	1

- LEGEND:**
- PROPOSED FACILITY BOUNDARY
 - PROPOSED ACCESS ROAD
 - PROPOSED ELECTRICAL FACILITY
 - PROPOSED ELECTRICAL EQUIPMENT
 - PROPOSED ELECTRICAL FACILITY
 - PROPOSED ELECTRICAL FACILITY
 - PROPOSED ELECTRICAL FACILITY
 - PROPOSED ELECTRICAL FACILITY
 - PROPOSED ELECTRICAL FACILITY

Map 2. Site Map

LEVEL OF SERVICE AND DELAY ANALYSIS

All roadway traffic volumes, average vehicle speeds, and LOS information can be found in the Appendix. With background traffic expected to increase as mentioned earlier, the 2034 base traffic volume information will be the focus for comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2034 No-Build volumes would exist on the roadway system in the absence of the proposed development, and the 2034 Build Volumes are the volumes with the Project's construction traffic included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented, and without Project construction traffic.

INTERSECTION ANALYSIS**2024 No Build Analysis**

The HCS analysis reveals that, for 2024 No Build conditions, all roadways operate with a LOS A for both peak hours of the day. Travel times are between one and two and a half minutes per mile of roadway and the average speed is more than 55 mph for all roadways except G Wilson Lane which was calculated to have an average speed of approximately 28 mph.

2024 Build Analysis

The HCS analysis shows that the 2024 Build conditions are similar to the 2024 No Build. All roadways operate with a LOS A for both peak hours of the day. Travel times are between one and two and a half minutes per mile of roadway and the average speed is more than 55 mph for all roadways except G Wilson Lane which continued to have a calculated average speed of approximately 28 mph.

Although major traffic associated with the Project would occur only during the construction phase, because access is on a state route, KYTC standards were followed for this analysis. Therefore, the following scenarios reflect traffic growth over an additional 10-year period.

2034 No Build Analysis

The HCS analysis reveals that all roadways operate similar to the 2024 No Build conditions. All roadways operate with a LOS A for both peak hours of the day. Travel times are between one and two and a half minutes per mile of roadway and the average speed is more than 55 mph for all roadways except G Wilson Lane which has an average speed of approximately 28 mph.

2034 Build Analysis

The HCS analysis shows that the Build conditions are similar to the 2034 No Build. All roadways operate with a LOS A for both peak hours of the day. Travel times are between one and two and a half minutes per mile of roadway and the average speed is more than 55 mph for all roadways except G Wilson Lane which has an average speed of approximately 28 mph.

2024 NO BUILD					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	5.1	2.16	0	A
JOHNS LN	56	0	1.07	0	A
MAPLE GROVE LN	55.8	3.7	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	8.8	1.07	0	A
STATE HIGHWAY 335	56.4	14.5	1.06	0.1	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	7.3	2.16	0	A
JOHNS LN	56	2.1	1.07	0	A
MAPLE GROVE LN	55.8	2.8	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	8	1.07	0	A
STATE HIGHWAY 335	56.4	12.1	1.06	0.1	A

Table 2. 2024 No Build Summary

2024 BUILD					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	24.4	2.16	0.8	A
JOHNS LN	56	0	1.07	0	A
MAPLE GROVE LN	55.8	3.7	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	8.8	1.07	0	A
STATE HIGHWAY 335	55.4	26.3	1.08	0.7	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.6	27	2.17	1	A
JOHNS LN	56	2.1	1.07	0	A
MAPLE GROVE LN	55.8	2.8	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	8	1.07	0	A
STATE HIGHWAY 335	55.9	21.9	1.07	0.4	A

Table 3. 2024 Build Summary

2034 NO BUILD					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	5.9	2.16	0	A
JOHNS LN	56	0	1.07	0	A
MAPLE GROVE LN	55.8	4.4	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	10.1	1.07	0.1	A
STATE HIGHWAY 335	56.4	16.7	1.06	0.2	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	8	2.16	0	A
JOHNS LN	56	2.1	1.07	0	A
MAPLE GROVE LN	55.8	3.3	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	9.3	1.07	0.1	A
STATE HIGHWAY 335	56.4	13.9	1.06	0.1	A

Table 4. 2034 No Build Summary

2034 BUILD					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.8	24.6	2.16	0.8	A
JOHNS LN	56	0	1.07	0	A
MAPLE GROVE LN	55.8	4.4	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	10.1	1.07	0.1	A
STATE HIGHWAY 335	55.3	27.8	1.08	0.8	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
G WILSON LN	27.6	27.3	2.18	1	A
JOHNS LN	56	2.1	1.07	0	A
MAPLE GROVE LN	55.8	3.3	1.08	0	A
ROWLETTS CAVE SPRINGS RD	56.3	9.3	1.07	0.1	A
STATE HIGHWAY 335	55.7	23.3	1.08	0.5	A

Table 5. 2034 Build Summary

ADDITIONAL STUDY ITEMS

Turn Lane Analysis

Kentucky Transportation Cabinet’s “*Warrant Calcs Interactive*” spreadsheet was used to determine if turn lanes were warranted along State Highway 335 or G Wilson Lane where the study assumed traffic would be added in association with Project construction & operation. Based on the low volumes along the five roadways analyzed, new turn lanes in the vicinity were not warranted because minimum volume thresholds for the turn lanes were not met. Turn lane warrants for State Highway 335 and G Wilson Lane can be found in the Appendix of this report.

Sight Distance Analysis

Sight distance triangles were determined utilizing AASHTO’s *Geometric Design of Highways and Streets, 7th Edition*. The amount of recommended sight distances for the roads with access to the Project are summarized in Table 6 below. Figure 6 in the Appendix of this report provides a plan view of the sight triangles. From this figure it is evident that all roadways provide adequate sight distance for passenger cars and trucks entering the roadways from the development. Although this access point did not provide the recommended sight distance for combination trucks it did provide more than adequate sight distance for passenger cars. A 60 mph design speed was assumed for State Highway 335; however, based on roadway geometry it is expected that cars approaching this access point from the east are likely travelling closer to 40 mph, which would provide adequate sight distance for trucks entering the roadway from the development.

REQUIRED SIGHT DISTANCE (FT)				
ROADWAY	RIGHT TURNING CAR SIGHT DISTANCE	LEFT TURNING CAR SIGHT DISTANCE	RIGHT TURNING TRUCK SIGHT DISTANCE	LEFT TURNING TRUCK SIGHT DISTANCE
G Wilson	335	390	545	600
Johns Ln*	575	665	930	1020
Rowletts Cave*	575	665	930	1020
HWY 335	575	665	930	1020

*These roads have no posted speed limit; therefore, since the speed limit is assumed to be 55 mph the design speed was assumed to be 60 mph, which is unlikely on these rural roads.

Table 6. Sight Distance Requirements

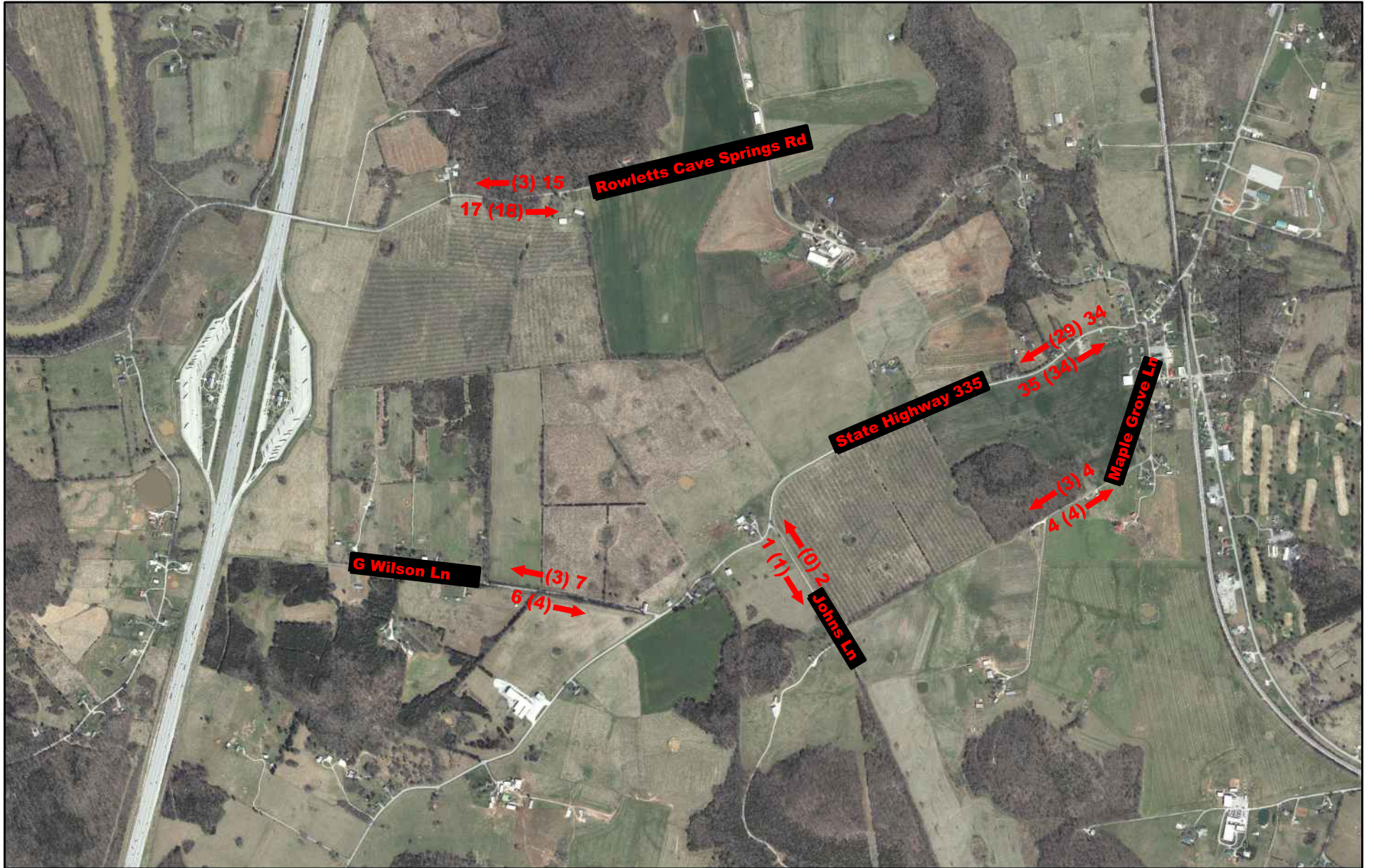
CONCLUSIONS AND RECOMMENDATIONS

The site plan provides multiple access points to the Project during construction and even more access points during operations, which will split the generated traffic and avoid placing too much demand on any one point along the existing roadway network. By spreading the traffic across the network the capacity analysis determined, when comparing the No Build analysis to the Build analysis, the roadways in the study area will continue to operate at a LOS similar to existing conditions. The analysis determined that existing and proposed conditions operated with a LOS A for all roadways in the study area and the average speed for all roadways are near or above the speed limit for all roadways. This analysis was conservative in its approach by assuming that the construction traffic would all enter and exit during each peak hour. Through coordination with the local community the developer will ensure that construction schedule and major deliveries will not occur during peak hours.

The turn lane analysis determined that no additional turn lanes are warranted for any roadways based on the traffic volumes on the road. The sight distance analysis determined that traffic entering the roadways from the development can do so safely. Some clearing along right of way may be required at these entrances to ensure proper sight distance is provided.

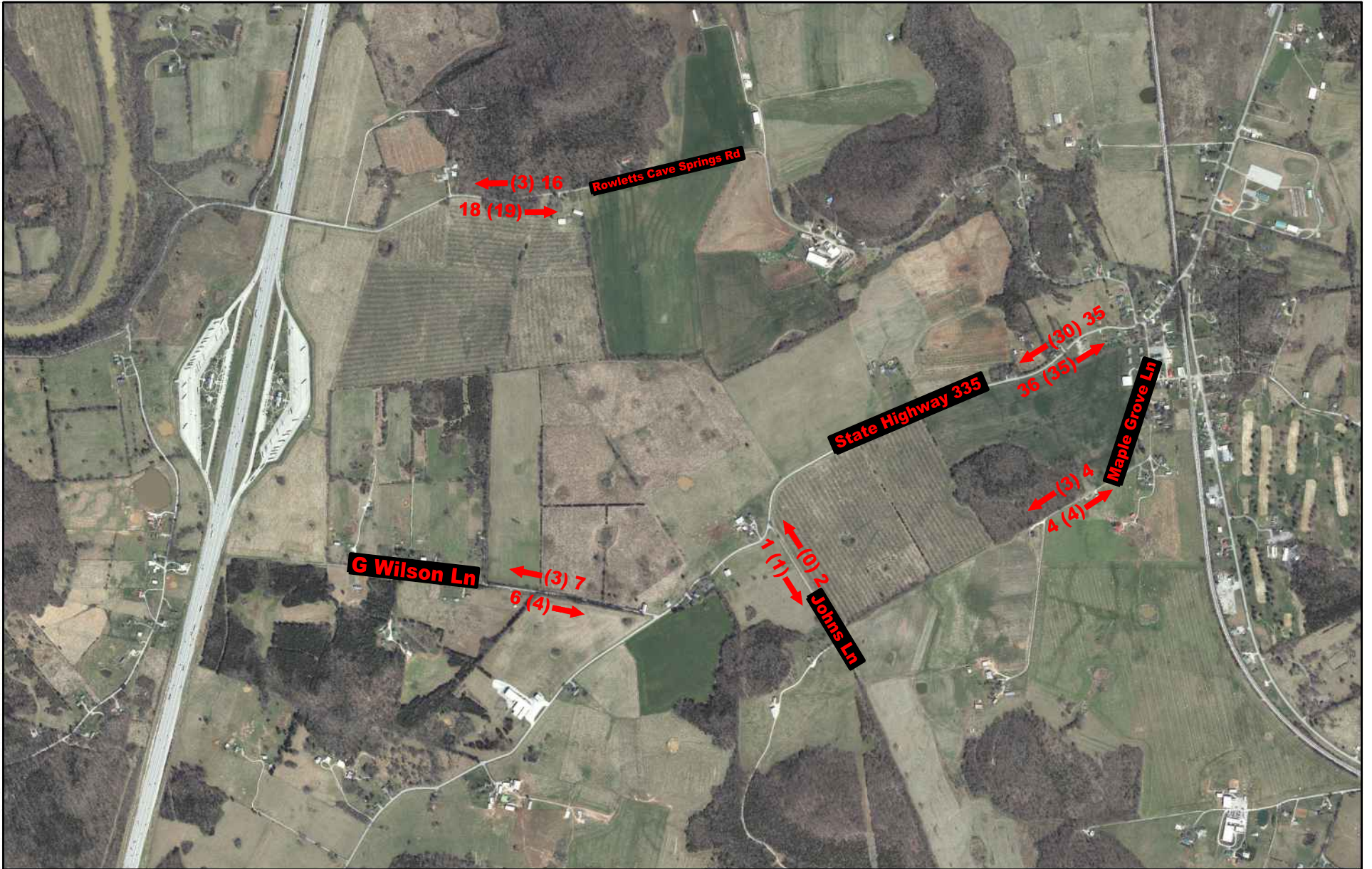
Based on the analyses performed, no changes to the roadway network are recommended within the study area in order for traffic conditions to operate within acceptable conditions.

APPENDIX



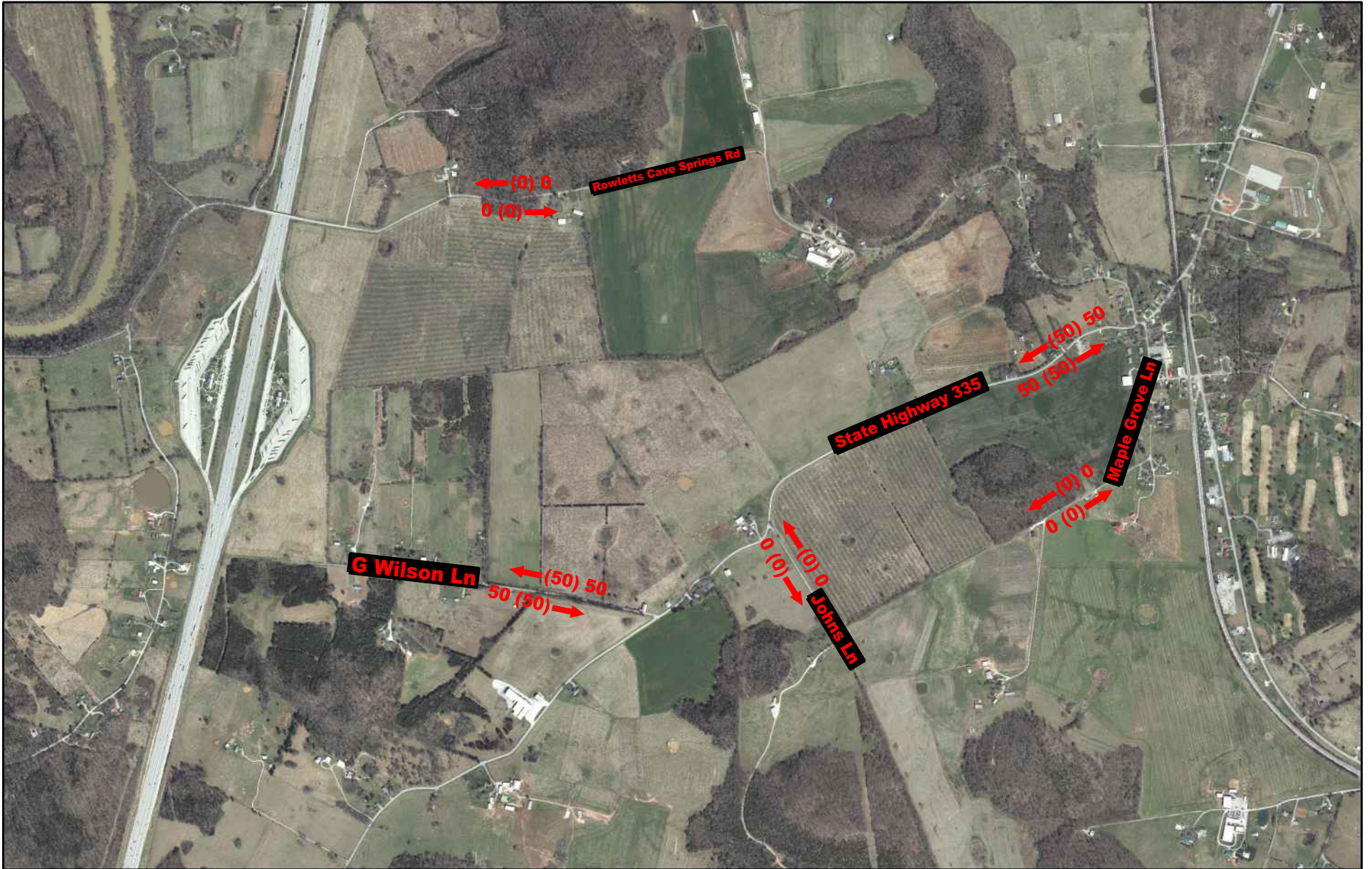
PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 1
2022 EXISTING COUNTS
(AM) PM



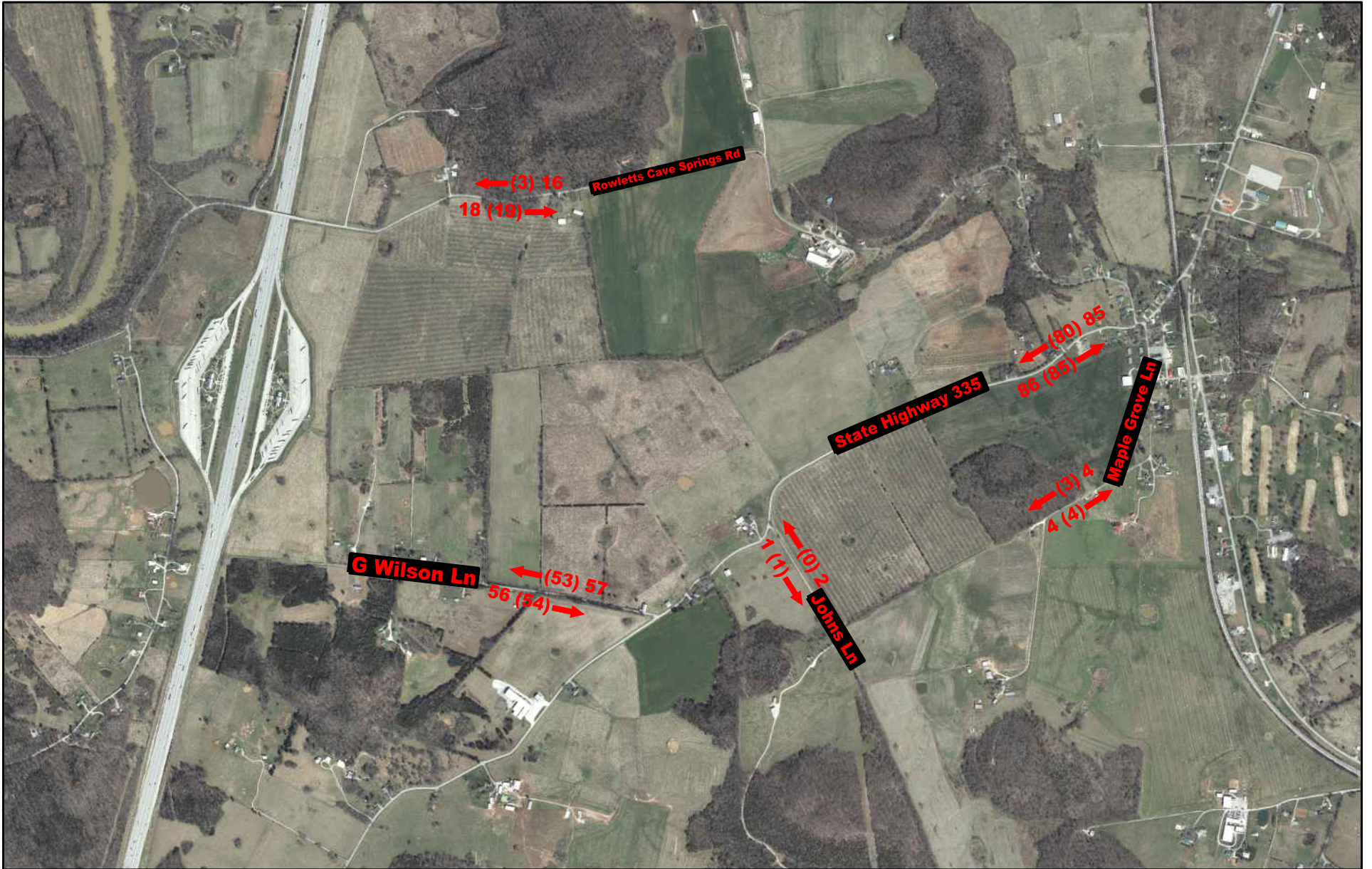
PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 1A
2024 BACKGROUND TRAFFIC
(AM) PM



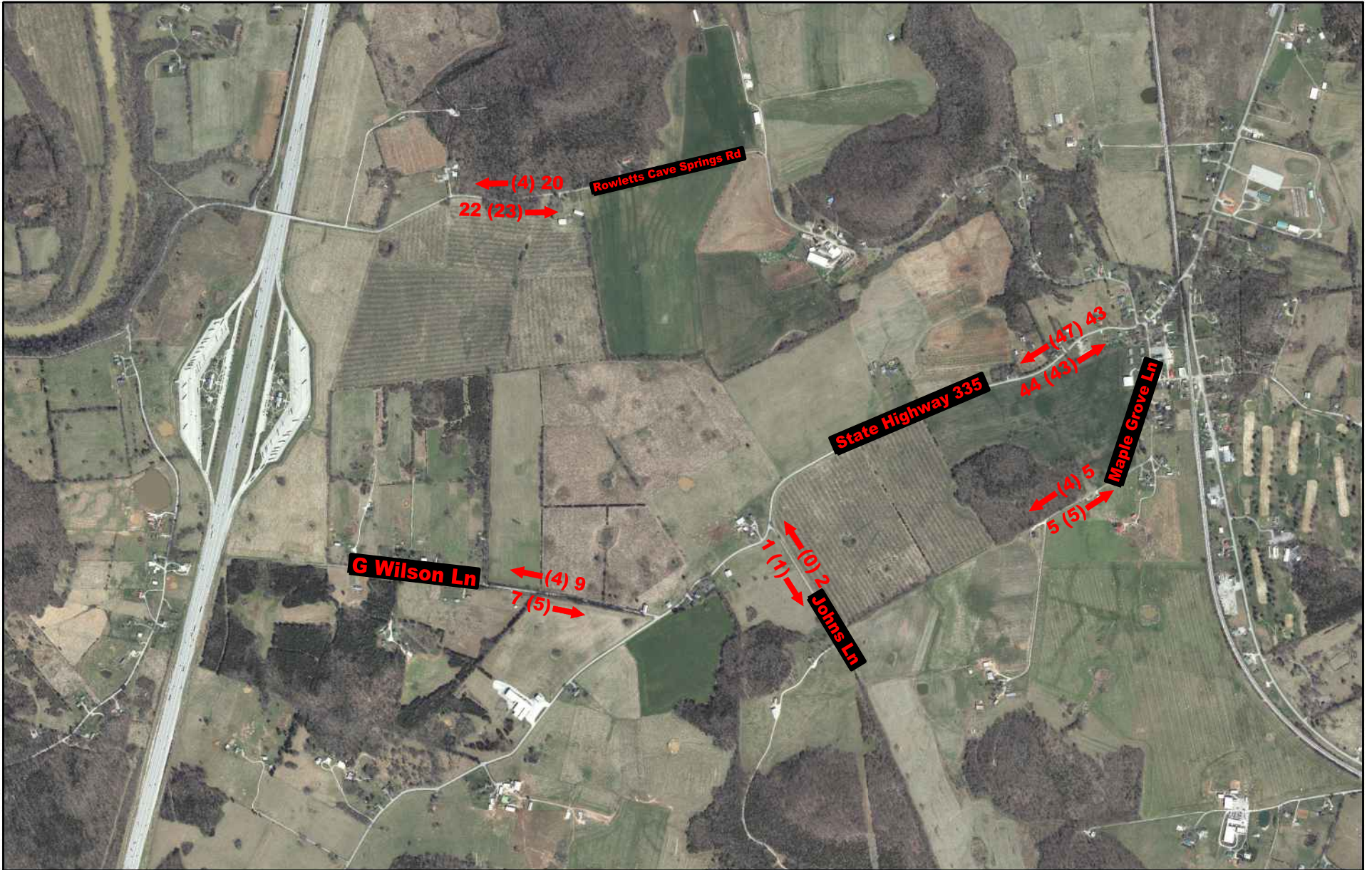
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HART COUNTY, KENTUCKY

FIGURE 2
2024 TRIPS GENERATED
(AM) PM



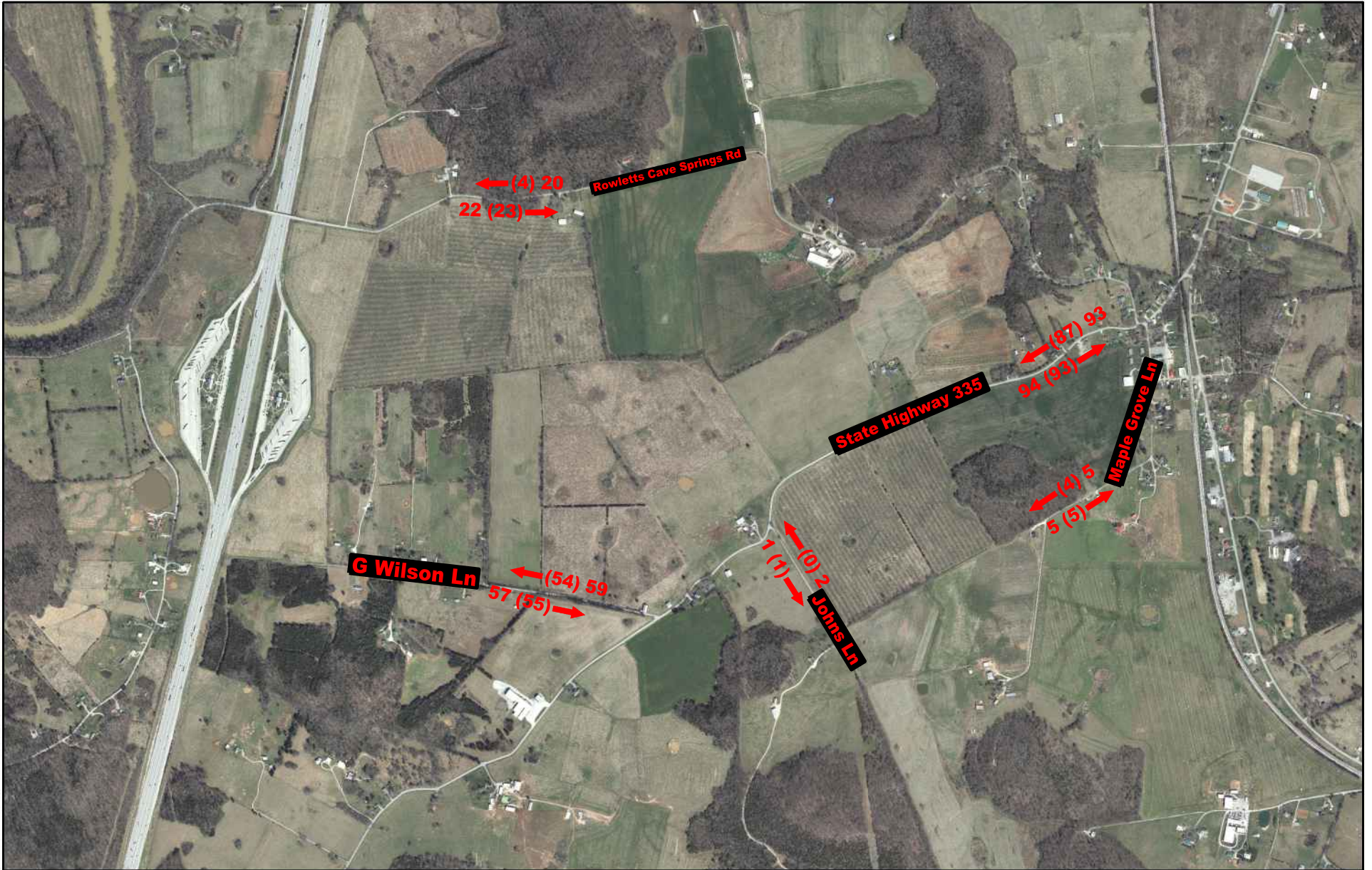
PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 3
2024 BUILD VOLUMES
(AM) PM



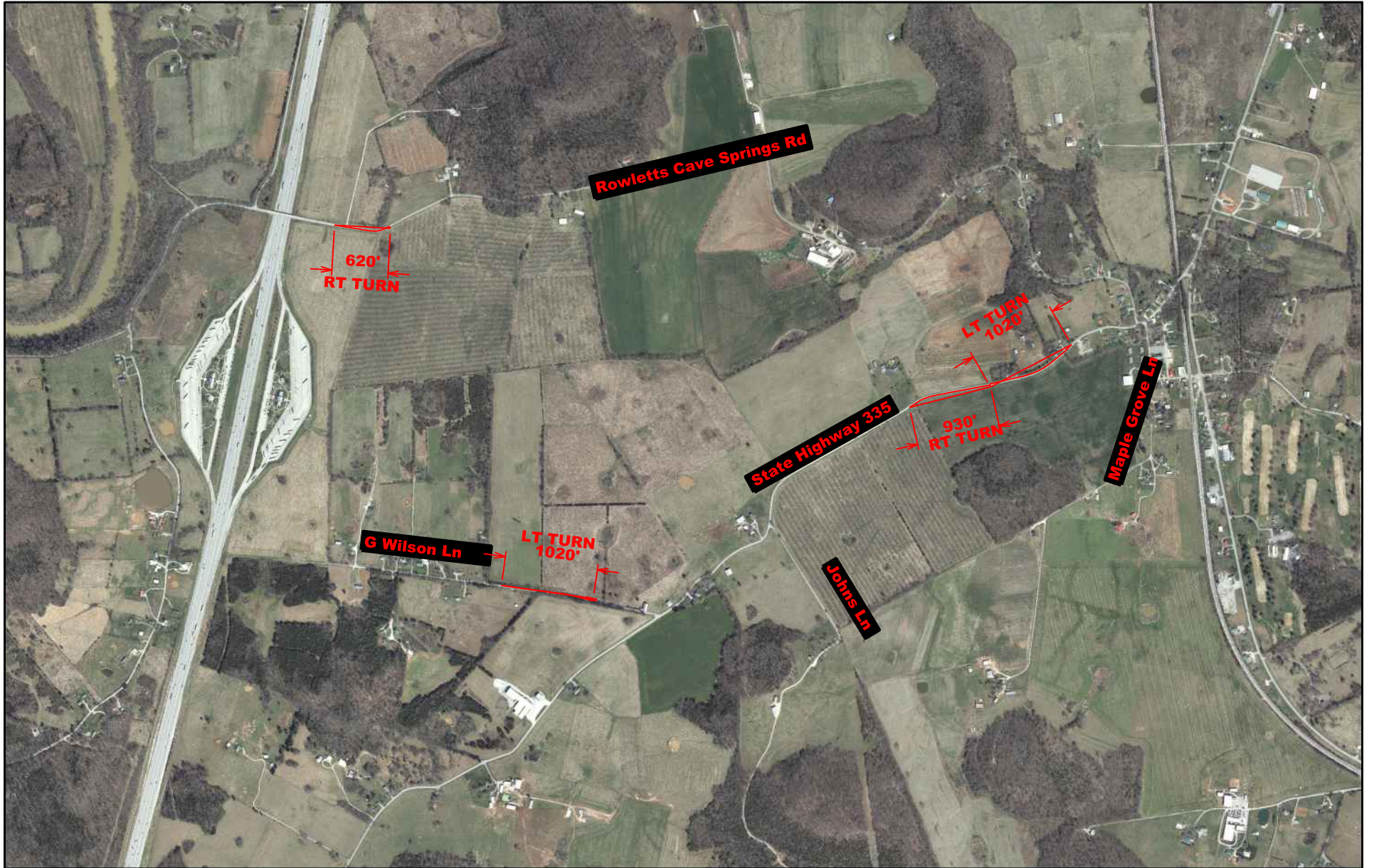
PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 4
2034 NO BUILD VOLUMES
(AM) PM



PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 5
2034 BUILD VOLUMES
(AM) PM



PROPOSED THOROUGHbred SOLAR
HART COUNTY, KENTUCKY

FIGURE 6
SIGHT TRIANGLES



File Name: G Wilson
 Start Date: 5/6/2022
 End Date: 5/11/2022

Combined Lanes 5/6/2022 to 5/11/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/6/2022	No Volume					5:32 PM	11	5:36 PM	5	0.55
5/7/2022	8:25 AM	4	9:06 AM	2	0.50	3:16 PM	11	3:51 PM	4	0.69
5/8/2022	10:57 AM	8	11:20 AM	3	0.67	3:15 PM	12	3:38 PM	4	0.75
5/9/2022	7:53 AM	10	7:53 AM	4	0.63	4:29 PM	16	4:54 PM	7	0.57
5/10/2022	7:49 AM	10	7:49 AM	4	0.63	4:39 PM	15	5:02 PM	7	0.54
5/11/2022	7:48 AM	13	7:48 AM	5	0.65	12:02 PM	5	12:08 PM	3	0.42

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
6	6	281	64	12	33	0	3	0	0	0	0	0
1.5%	1.5%	69.4%	15.8%	3.0%	8.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%

Mean, Median, and Mode Averages

Mean:	31.8
Median (50th %):	32.4
Mode:	26.4

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/6/2022	Westbound, None Specified (partial day adjusted)	40		1.00		1.00		40		1.00		40
5/6/2022	Eastbound, None Specified (partial day adjusted)	44		1.00		1.00		44		1.00		44
5/6/2022	Day Total	84						84				84
5/7/2022	Westbound, None Specified	28		1.00		1.00		28		1.00		28
5/7/2022	Eastbound, None Specified	31		1.00		1.00		31		1.00		31
5/7/2022	Day Total	59						59				59
5/8/2022	Westbound, None Specified	30		1.00		1.00		30		1.00		30
5/8/2022	Eastbound, None Specified	29		1.00		1.00		29		1.00		29
5/8/2022	Day Total	59						59				59
5/9/2022	Westbound, None Specified	53		1.00		1.00		53		1.00		53
5/9/2022	Eastbound, None Specified	51		1.00		1.00		51		1.00		51



File Name: G Wilson
 Start Date: 5/6/2022
 End Date: 5/11/2022

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/9/2022	Day Total	104						104				104
5/10/2022	Westbound, None Specified	55		1.00		1.00		55		1.00		55
5/10/2022	Eastbound, None Specified	52		1.00		1.00		52		1.00		52
5/10/2022	Day Total	107						107				107
5/11/2022	Westbound, None Specified (partial day adjusted)	42		1.00		1.00		42		1.00		42
5/11/2022	Eastbound, None Specified (partial day adjusted)	48		1.00		1.00		48		1.00		48
5/11/2022	Day Total	90						90				90
	Total	503						503				503
	Average	83						83				83



File Name: G Wilson
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/10/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.232243
 Longitude: -85.914994

Time	5/2/2022		5/3/2022		5/4/2022		5/5/2022		5/6/2022		Weekday Average		5/7/2022		5/8/2022	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	1	1	0	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0	1	0	1
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	1	1
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	2	0	2
8:00	*	*	*	*	*	*	*	*	*	*	*	*	1	0	1	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	3	0	1	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	1	3	4	4
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	2	1	2	1
1:00	*	*	*	*	*	*	*	*	*	*	*	*	1	2	3	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	1	4	0	2
3:00	*	*	*	*	*	*	*	*	*	*	*	*	5	2	3	5
4:00	*	*	*	*	*	*	*	*	*	*	*	*	3	4	3	3
5:00	*	*	*	*	*	*	*	*	*	*	*	*	1	1	3	4
6:00	*	*	*	*	*	*	*	*	*	*	*	*	1	3	2	1
7:00	*	*	*	*	*	*	*	*	*	*	*	*	3	2	2	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	4	1	4	2
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0	2	1	3
10:00	*	*	*	*	*	*	*	*	*	*	*	*	1	2	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	28	31	30	29
Day	0		0		0		0		0		0		59		59	
AM Peak													9:00	11:00	11:00	11:00
Volume													3	3	4	4
PM Peak													3:00	2:00	8:00	3:00
Volume													5	4	4	5



File Name: G Wilson
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/10/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.232243
 Longitude: -85.914994

	5/9/2022		5/10/2022		5/11/2022		5/12/2022		5/13/2022		Weekday Average		5/14/2022		5/15/2022	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	1	0	1	0	*	*	*	*	*	*	1	0	*	*	*	*
1:00	1	1	1	1	*	*	*	*	*	*	1	1	*	*	*	*
2:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
3:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
4:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
5:00	1	1	1	0	*	*	*	*	*	*	1	0	*	*	*	*
6:00	1	2	1	3	*	*	*	*	*	*	1	2	*	*	*	*
7:00	2	2	2	3	*	*	*	*	*	*	2	2	*	*	*	*
8:00	3	4	3	4	*	*	*	*	*	*	3	4	*	*	*	*
9:00	1	2	0	2	*	*	*	*	*	*	0	2	*	*	*	*
10:00	3	6	2	2	*	*	*	*	*	*	2	4	*	*	*	*
11:00	2	2	2	2	*	*	*	*	*	*	2	2	*	*	*	*
12:00 PM	4	3	2	2	*	*	*	*	*	*	3	2	*	*	*	*
1:00	0	1	1	4	*	*	*	*	*	*	0	2	*	*	*	*
2:00	6	2	7	6	*	*	*	*	*	*	6	4	*	*	*	*
3:00	5	4	3	1	*	*	*	*	*	*	4	2	*	*	*	*
4:00	6	4	2	5	*	*	*	*	*	*	4	4	*	*	*	*
5:00	7	5	10	2	*	*	*	*	*	*	8	4	*	*	*	*
6:00	5	7	3	3	*	*	*	*	*	*	4	5	*	*	*	*
7:00	2	1	3	7	*	*	*	*	*	*	2	4	*	*	*	*
8:00	3	1	5	0	*	*	*	*	*	*	4	0	*	*	*	*
9:00	0	1	5	3	*	*	*	*	*	*	2	2	*	*	*	*
10:00	0	1	1	2	*	*	*	*	*	*	0	2	*	*	*	*
11:00	0	1	0	0	*	*	*	*	*	*	0	0	*	*	*	*
Total Day	53	51	55	52	0	0	0	0	0	0	50	48	0	0	0	0
AM Peak	8:00	10:00	8:00	8:00							8:00	8:00				
Volume	3	6	3	4							3	4				
PM Peak	5:00	6:00	5:00	7:00							5:00	6:00				
Volume	7	7	10	7							8	5				
Comb Total ADT	104		107		0		0		0		98		59		59	
		ADT: 82		AADT: 82												



File Name: Johns Lane
 Start Date: 5/6/2022
 End Date: 5/11/2022

Combined Lanes 5/6/2022 to 5/11/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/6/2022	No Volume					No Volume				
5/7/2022	9:02 AM	2	9:33 AM	1	0.50	3:09 PM	6	3:53 PM	5	0.30
5/8/2022	9:29 AM	2	10:06 AM	1	0.50	4:21 PM	3	4:57 PM	2	0.38
5/9/2022	10:00 AM	2	10:00 AM	1	0.50	3:13 PM	3	3:13 PM	2	0.38
5/10/2022	No Volume					2:22 PM	4	2:49 PM	2	0.50
5/11/2022	No Volume					2:18 PM	2	2:53 PM	1	0.50

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
0	1	23	15	0	11	0	0	0	0	0	0	0
0.0%	2.0%	46.0%	30.0%	0.0%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Mean, Median, and Mode Averages

Mean:	26.5
Median (50th %):	27.1
Mode:	28.9

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/6/2022	Channel 1 (partial day adjusted)	3		1.00		1.00		3		1.00		3
5/6/2022	Channel 2 (partial day adjusted)	3		1.00		1.00		3		1.00		3
5/6/2022	Day Total	6						6				6
5/7/2022	Channel 1	7		1.00		1.00		7		1.00		7
5/7/2022	Channel 2	6		1.00		1.00		6		1.00		6
5/7/2022	Day Total	13						13				13
5/8/2022	Channel 1	5		1.00		1.00		5		1.00		5
5/8/2022	Channel 2	4		1.00		1.00		4		1.00		4
5/8/2022	Day Total	9						9				9
5/9/2022	Channel 1	5		1.00		1.00		5		1.00		5
5/9/2022	Channel 2	5		1.00		1.00		5		1.00		5



File Name: Johns Lane
 Start Date: 5/6/2022
 End Date: 5/11/2022

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/9/2022	Day Total	10						10				10
5/10/2022	Channel 1	6		1.00		1.00		6		1.00		6
5/10/2022	Channel 2	6		1.00		1.00		6		1.00		6
5/10/2022	Day Total	12						12				12
5/11/2022	Channel 1 (partial day adjusted)	3		1.00		1.00		3		1.00		3
5/11/2022	Channel 2 (partial day adjusted)	3		1.00		1.00		3		1.00		3
5/11/2022	Day Total	6						6				6
	Total	56						56				56
	Average	9						9				9



File Name: Johns Lane
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/10/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.231859
 Longitude: -85.906143

Time	5/2/2022		5/3/2022		5/4/2022		5/5/2022		5/6/2022		Weekday Average		5/7/2022		5/8/2022	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	1	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0	1	1	1
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	1	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	1
4:00	*	*	*	*	*	*	*	*	*	*	*	*	4	2	0	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	2	1
6:00	*	*	*	*	*	*	*	*	*	*	*	*	1	1	1	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	1	0	1
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0	1	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	1	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	7	6	5	4
Day	0		0		0		0		0		0		13		9	
AM Peak													9:00	10:00	10:00	10:00
Volume													1	1	1	1
PM Peak													4:00	4:00	5:00	3:00
Volume													4	2	2	1



File Name: Johns Lane
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/10/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.231859
 Longitude: -85.906143

Time	5/9/2022		5/10/2022		5/11/2022		5/12/2022		5/13/2022		Weekday Average		5/14/2022		5/15/2022	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
1:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
2:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
3:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
4:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
5:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
6:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
7:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
8:00	0	0	0	1	*	*	*	*	*	*	0	0	*	*	*	*
9:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
10:00	0	2	0	0	*	*	*	*	*	*	0	1	*	*	*	*
11:00	1	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
12:00 PM	1	0	1	0	*	*	*	*	*	*	1	0	*	*	*	*
1:00	0	1	0	0	*	*	*	*	*	*	0	0	*	*	*	*
2:00	0	0	1	1	*	*	*	*	*	*	0	0	*	*	*	*
3:00	1	1	2	1	*	*	*	*	*	*	2	1	*	*	*	*
4:00	2	0	0	0	*	*	*	*	*	*	1	0	*	*	*	*
5:00	0	1	0	1	*	*	*	*	*	*	0	1	*	*	*	*
6:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
7:00	0	0	2	1	*	*	*	*	*	*	1	0	*	*	*	*
8:00	0	0	0	1	*	*	*	*	*	*	0	0	*	*	*	*
9:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
10:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
11:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
Total	5	5	6	6	0	0	0	0	0	0	5	3	0	0	0	0
Day	10		12		0		0		0		8		0		0	
AM Peak	11:00	10:00		8:00								10:00				
Volume	1	2		1							1					
PM Peak	4:00	1:00	3:00	2:00							3:00	3:00				
Volume	2	1	2	1							2	1				
Comb Total	10		12		0		0		0		8		13		9	
ADT		ADT: 11		ADT: 11												



File Name: KY 335
 Start Date: 5/11/2022
 End Date: 5/16/2022

Combined Lanes 5/11/2022 to 5/16/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/11/2022	No Volume					3:59 PM	66	3:59 PM	23	0.72
5/12/2022	8:18 AM	64	8:38 AM	28	0.57	3:46 PM	69	4:30 PM	21	0.82
5/13/2022	7:57 AM	67	8:41 AM	28	0.60	3:31 PM	83	3:31 PM	26	0.80
5/14/2022	10:45 AM	54	10:47 AM	20	0.68	3:19 PM	64	4:03 PM	22	0.73
5/15/2022	10:38 AM	38	10:41 AM	14	0.68	3:02 PM	56	3:16 PM	17	0.82
5/16/2022	8:33 AM	71	8:34 AM	28	0.63	12:00 PM	50	12:08 PM	18	0.69

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
7	63	2210	894	39	186	10	0	64	17	0	0	0
0.2%	1.8%	63.3%	25.6%	1.1%	5.3%	0.3%	0.0%	1.8%	0.5%	0.0%	0.0%	0.0%

Mean, Median, and Mode Averages

Mean:	41.0
Median (50th %):	41.0
Mode:	40.6

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/11/2022	Channel 1 (partial day adjusted)	312		1.00		1.00		312		1.00		312
5/11/2022	Channel 2 (partial day adjusted)	335		1.00		1.00		335		1.00		335
5/11/2022	Day Total	647						647				647
5/12/2022	Channel 1	370		1.00		1.00		370		1.00		370
5/12/2022	Channel 2	397		1.00		1.00		397		1.00		397
5/12/2022	Day Total	767						767				767
5/13/2022	Channel 1	446		1.00		1.00		446		1.00		446
5/13/2022	Channel 2	432		1.00		1.00		432		1.00		432
5/13/2022	Day Total	878						878				878
5/14/2022	Channel 1	325		1.00		1.00		325		1.00		325
5/14/2022	Channel 2	324		1.00		1.00		324		1.00		324



File Name: KY 335
 Start Date: 5/11/2022
 End Date: 5/16/2022

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/14/2022	Day Total	649						649				649
5/15/2022	Channel 1	258		1.00		1.00		258		1.00		258
5/15/2022	Channel 2	265		1.00		1.00		265		1.00		265
5/15/2022	Day Total	523						523				523
5/16/2022	Channel 1 (partial day adjusted)	327		1.00		1.00		327		1.00		327
5/16/2022	Channel 2 (partial day adjusted)	343		1.00		1.00		343		1.00		343
5/16/2022	Day Total	670						670				670
	Total	4134						4134				4134
	Average	689						689				689



File Name: KY 335
 Date Printed: 5/18/2022
 Start Date: 5/12/2022
 End Date: 5/15/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 0.000000
 Longitude: 0.000000

Time	5/9/2022		5/10/2022		5/11/2022		5/12/2022		5/13/2022		Weekday Average		5/14/2022		5/15/2022	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	*	*	1	3	2	4	2	4	4	6	2	5
1:00	*	*	*	*	*	*	4	2	1	0	2	1	4	4	4	
2:00	*	*	*	*	*	*	0	0	0	1	0	0	1	0	3	2
3:00	*	*	*	*	*	*	0	3	4	1	2	2	1	2	2	4
4:00	*	*	*	*	*	*	4	1	4	0	4	0	2	0	3	2
5:00	*	*	*	*	*	*	11	2	8	6	10	4	2	2	2	3
6:00	*	*	*	*	*	*	14	7	10	6	12	6	0	1	1	0
7:00	*	*	*	*	*	*	20	8	25	5	22	6	6	7	7	5
8:00	*	*	*	*	*	*	25	34	29	34	27	34	16	10	8	8
9:00	*	*	*	*	*	*	27	20	19	21	23	20	25	15	8	5
10:00	*	*	*	*	*	*	18	19	22	20	20	20	24	20	19	13
11:00	*	*	*	*	*	*	15	16	41	19	28	18	23	20	13	17
12:00 PM	*	*	*	*	*	*	24	21	32	24	28	22	26	16	12	21
1:00	*	*	*	*	*	*	17	25	22	32	20	28	20	24	29	21
2:00	*	*	*	*	*	*	25	31	25	43	25	37	21	23	23	16
3:00	*	*	*	*	*	*	26	25	36	31	31	28	34	20	31	24
4:00	*	*	*	*	*	*	24	36	34	35	29	36	15	29	16	14
5:00	*	*	*	*	*	*	32	23	23	34	28	28	18	35	9	15
6:00	*	*	*	*	*	*	21	35	26	43	24	39	20	26	13	23
7:00	*	*	*	*	*	*	17	24	27	17	22	20	15	16	14	15
8:00	*	*	*	*	*	*	22	23	15	20	18	22	19	16	14	18
9:00	*	*	*	*	*	*	9	23	16	15	12	19	19	9	9	17
10:00	*	*	*	*	*	*	11	8	16	10	14	9	6	9	13	9
11:00	*	*	*	*	*	*	3	8	9	11	6	10	7	14	3	4
Total	0	0	0	0	0	0	370	397	446	432	409	413	325	324	258	265
Day	0	0	0	0	0	0	767	878	822	822	649	649	523	523		
AM Peak							9:00	8:00	11:00	8:00	11:00	8:00	9:00	10:00	10:00	11:00
Volume							27	34	41	34	28	34	25	20	19	17
PM Peak							5:00	4:00	3:00	2:00	3:00	6:00	3:00	5:00	3:00	3:00
Volume							32	36	36	43	31	39	34	35	31	24
Comb Total	0	0	0	0	0	0	767	878	822	822	649	649	523	523		
ADT	ADT: 704	ADT: 704	AADT: 704	AADT: 704	AADT: 704	AADT: 704										



File Name: Maple Grove
 Start Date: 5/6/2022
 End Date: 5/11/2022

Combined Lanes 5/6/2022 to 5/11/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/6/2022	No Volume					4:28 PM	4	5:06 PM	3	0.33
5/7/2022	10:59 AM	3	11:24 AM	2	0.38	3:39 PM	14	3:54 PM	5	0.70
5/8/2022	9:02 AM	5	9:41 AM	2	0.63	1:58 PM	11	2:08 PM	6	0.46
5/9/2022	7:42 AM	6	7:56 AM	3	0.50	4:40 PM	8	5:10 PM	5	0.40
5/10/2022	9:16 AM	9	9:39 AM	5	0.45	4:41 PM	8	5:25 PM	3	0.67
5/11/2022	8:08 AM	7	8:32 AM	4	0.44	12:00 PM	4	12:01 PM	4	0.25

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
1	6	85	70	22	42	0	0	0	0	0	0	0
0.4%	2.7%	37.6%	31.0%	9.7%	18.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Mean, Median, and Mode Averages

Mean:	29.7
Median (50th %):	30.7
Mode:	33.1

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/6/2022	Eastbound, None Specified (partial day adjusted)	22		1.00		1.00		22		1.00		22
5/6/2022	Westbound, None Specified (partial day adjusted)	23		1.00		1.00		23		1.00		23
5/6/2022	Day Total	45						45				45
5/7/2022	Eastbound, None Specified	19		1.00		1.00		19		1.00		19
5/7/2022	Westbound, None Specified	24		1.00		1.00		24		1.00		24
5/7/2022	Day Total	43						43				43
5/8/2022	Eastbound, None Specified	24		1.00		1.00		24		1.00		24
5/8/2022	Westbound, None Specified	23		1.00		1.00		23		1.00		23
5/8/2022	Day Total	47						47				47
5/9/2022	Eastbound, None Specified	21		1.00		1.00		21		1.00		21
5/9/2022	Westbound, None Specified	23		1.00		1.00		23		1.00		23



File Name: Maple Grove
 Start Date: 5/6/2022
 End Date: 5/11/2022

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/9/2022	Day Total	44						44				44
5/10/2022	Eastbound, None Specified	28		1.00		1.00		28		1.00		28
5/10/2022	Westbound, None Specified	28		1.00		1.00		28		1.00		28
5/10/2022	Day Total	56						56				56
5/11/2022	Eastbound, None Specified (partial day adjusted)	22		1.00		1.00		22		1.00		22
5/11/2022	Westbound, None Specified (partial day adjusted)	23		1.00		1.00		23		1.00		23
5/11/2022	Day Total	45						45				45
	Total	280						280				280
	Average	47						47				47



File Name: Maple Grove
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/11/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.235317
 Longitude: -85.896803

Time	5/2/2022		5/3/2022		5/4/2022		5/5/2022		5/6/2022		Weekday Average		5/7/2022		5/8/2022		
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	0	1	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	1	0	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	0	0	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	0	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	0	3	1
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	1	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	2	0	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	2	2	0	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	0	1	3
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	3	4	5	6
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	3	0	2
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	5	5	1	1
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	1	2	5
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	2	1	2
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	0	1	2
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	1	1	1
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	1	1	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	1	7	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	1	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	19	24	24	23
Day	0		0		0		0		0		0		0	43		47	
AM Peak														7:00	11:00	9:00	9:00
Volume														1	2	3	1
PM Peak														4:00	4:00	10:00	2:00
Volume														5	5	7	6



File Name: Maple Grove
 Date Printed: 5/18/2022
 Start Date: 5/7/2022
 End Date: 5/11/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.235317
 Longitude: -85.896803

Time	5/9/2022		5/10/2022		5/11/2022		5/12/2022		5/13/2022		Weekday Average		5/14/2022		5/15/2022	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
1:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
2:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
3:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
4:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
5:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
6:00	0	0	1	0	*	*	*	*	*	*	0	0	*	*	*	*
7:00	3	1	1	1	*	*	*	*	*	*	2	1	*	*	*	*
8:00	2	2	4	3	*	*	*	*	*	*	3	2	*	*	*	*
9:00	0	0	3	4	*	*	*	*	*	*	2	2	*	*	*	*
10:00	0	0	2	1	*	*	*	*	*	*	1	0	*	*	*	*
11:00	3	3	3	4	*	*	*	*	*	*	3	4	*	*	*	*
12:00 PM	2	1	2	0	*	*	*	*	*	*	2	0	*	*	*	*
1:00	0	1	0	0	*	*	*	*	*	*	0	0	*	*	*	*
2:00	3	3	1	2	*	*	*	*	*	*	2	2	*	*	*	*
3:00	2	2	2	0	*	*	*	*	*	*	2	1	*	*	*	*
4:00	2	4	2	4	*	*	*	*	*	*	2	4	*	*	*	*
5:00	3	3	4	4	*	*	*	*	*	*	4	4	*	*	*	*
6:00	1	1	0	1	*	*	*	*	*	*	0	1	*	*	*	*
7:00	0	0	1	1	*	*	*	*	*	*	0	0	*	*	*	*
8:00	0	1	1	3	*	*	*	*	*	*	0	2	*	*	*	*
9:00	0	0	1	0	*	*	*	*	*	*	0	0	*	*	*	*
10:00	0	0	0	0	*	*	*	*	*	*	0	0	*	*	*	*
11:00	0	1	0	0	*	*	*	*	*	*	0	0	*	*	*	*
Total Day	21	23	28	28	0	0	0	0	0	0	23	23	0	0	0	0
AM Peak	7:00	11:00	8:00	9:00							8:00	11:00				
Volume	3	3	4	4							3	4				
PM Peak	2:00	4:00	5:00	4:00							5:00	4:00				
Volume	3	4	4	4							4	4				
Comb Total ADT	44	ADT: 48	56	AADT: 48	0		0		0		46		43		47	



File Name: Rowletts Cave Springs Rd
 Date Printed: 5/18/2022
 Start Date: 5/12/2022
 End Date: 5/15/2022
 GPS Accuracy: 0 ft
 Location Verified: No

Latitude: 37.243667
 Longitude: -85.922928

Time	5/9/2022		5/10/2022		5/11/2022		5/12/2022		5/13/2022		Weekday Average		5/14/2022		5/15/2022	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	1	1	2	2	2	2	1	1	1	3
1:00	*	*	*	*	*	*	0	0	0	0	0	0	1	0	2	0
2:00	*	*	*	*	*	*	0	1	1	0	0	0	0	0	0	1
3:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	2	2
4:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
5:00	*	*	*	*	*	*	0	2	0	1	0	2	1	0	0	0
6:00	*	*	*	*	*	*	5	4	5	6	5	5	1	3	0	0
7:00	*	*	*	*	*	*	5	4	4	2	4	3	6	0	0	0
8:00	*	*	*	*	*	*	19	5	18	3	18	4	6	4	4	2
9:00	*	*	*	*	*	*	9	7	6	5	8	6	9	4	5	2
10:00	*	*	*	*	*	*	6	4	5	6	6	5	14	8	4	7
11:00	*	*	*	*	*	*	7	6	9	6	8	6	10	8	6	5
12:00 PM	*	*	*	*	*	*	6	7	6	6	6	6	12	10	6	4
1:00	*	*	*	*	*	*	6	4	5	7	6	6	12	19	4	12
2:00	*	*	*	*	*	*	8	5	6	5	7	5	8	9	10	6
3:00	*	*	*	*	*	*	11	11	10	8	10	10	10	10	11	4
4:00	*	*	*	*	*	*	8	14	17	15	12	14	10	6	6	8
5:00	*	*	*	*	*	*	7	18	13	13	10	16	7	10	5	7
6:00	*	*	*	*	*	*	10	8	11	6	10	7	10	7	7	8
7:00	*	*	*	*	*	*	6	5	3	7	4	6	8	7	5	10
8:00	*	*	*	*	*	*	13	8	4	3	8	6	3	6	11	7
9:00	*	*	*	*	*	*	2	7	3	7	2	7	5	6	8	4
10:00	*	*	*	*	*	*	0	11	3	4	2	8	0	1	5	8
11:00	*	*	*	*	*	*	2	6	5	5	4	6	2	2	1	3
Total Day	0	0	0	0	0	0	132	138	136	117	132	130	136	121	103	103
AM Peak Volume							8:00	9:00	8:00	6:00	8:00	9:00	10:00	10:00	11:00	10:00
PM Peak Volume							8:00	5:00	4:00	4:00	4:00	5:00	12:00 PM	1:00	3:00	1:00
Comb Total ADT	0	0	0	0	0	0	270	270	253	253	262	262	257	257	206	206
	ADT: 246		AADT: 246													



File Name: Rowletts Cave Springs Rd
 Start Date: 5/11/2022
 End Date: 5/16/2022

Combined Lanes 5/11/2022 to 5/16/2022

Peak Analysis

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
5/11/2022	No Volume					4:47 PM	40	4:55 PM	13	0.77
5/12/2022	8:18 AM	27	8:31 AM	12	0.56	5:13 PM	30	5:13 PM	12	0.63
5/13/2022	8:00 AM	21	8:36 AM	8	0.66	4:25 PM	34	4:39 PM	12	0.71
5/14/2022	10:21 AM	27	10:22 AM	11	0.61	12:46 PM	34	1:24 PM	13	0.65
5/15/2022	10:16 AM	13	10:38 AM	5	0.65	1:43 PM	24	1:44 PM	10	0.60
5/16/2022	8:09 AM	27	8:40 AM	10	0.68	12:00 PM	15	12:02 PM	7	0.54

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
7	23	642	463	9	113	2	0	14	1	8	0	0
0.5%	1.8%	50.1%	36.1%	0.7%	8.8%	0.2%	0.0%	1.1%	0.1%	0.6%	0.0%	0.0%

Mean, Median, and Mode Averages

Mean:	32.8
Median (50th %):	33.2
Mode:	32.3

AADT

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/11/2022	Channel 1 (partial day adjusted)	138		1.00		1.00		138		1.00		138
5/11/2022	Channel 2 (partial day adjusted)	127		1.00		1.00		127		1.00		127
5/11/2022	Day Total	265						265				265
5/12/2022	Channel 1	132		1.00		1.00		132		1.00		132
5/12/2022	Channel 2	138		1.00		1.00		138		1.00		138
5/12/2022	Day Total	270						270				270
5/13/2022	Channel 1	136		1.00		1.00		136		1.00		136
5/13/2022	Channel 2	117		1.00		1.00		117		1.00		117
5/13/2022	Day Total	253						253				253
5/14/2022	Channel 1	136		1.00		1.00		136		1.00		136
5/14/2022	Channel 2	121		1.00		1.00		121		1.00		121



File Name: Rowletts Cave Springs Rd
 Start Date: 5/11/2022
 End Date: 5/16/2022

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
5/14/2022	Day Total	257						257				257
5/15/2022	Channel 1	103		1.00		1.00		103		1.00		103
5/15/2022	Channel 2	103		1.00		1.00		103		1.00		103
5/15/2022	Day Total	206						206				206
5/16/2022	Channel 1 (partial day adjusted)	136		1.00		1.00		136		1.00		136
5/16/2022	Channel 2 (partial day adjusted)	132		1.00		1.00		132		1.00		132
5/16/2022	Day Total	268						268				268
	Total	1519						1519				1519
	Average	253						253				253

Historical Traffic Volume Summary

Station Details:

Sta ID:	050256
Sta Type:	Full Coverage
Map:	MapIt
District:	4
County:	Hart
Route:	050-KY-0335 -000
Route Desc:	L AND N TURNPIKE

Newest Count:

Begin MP:	2.5450	AADT:	650
Begin Desc:	KY 218 DEPARTURE	Year:	2020
End Mp:	6.6270	% Single:	
End Desc:	US 31W	% Combo:	
Impact Year:		K Factor:	10.80
Year Added:		D Factor:	56

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year – year of significant change to traffic pattern within station segment

AADT – Annual Average Daily Traffic – the annualized average 24-hour volume of vehicles on a segment of roadway

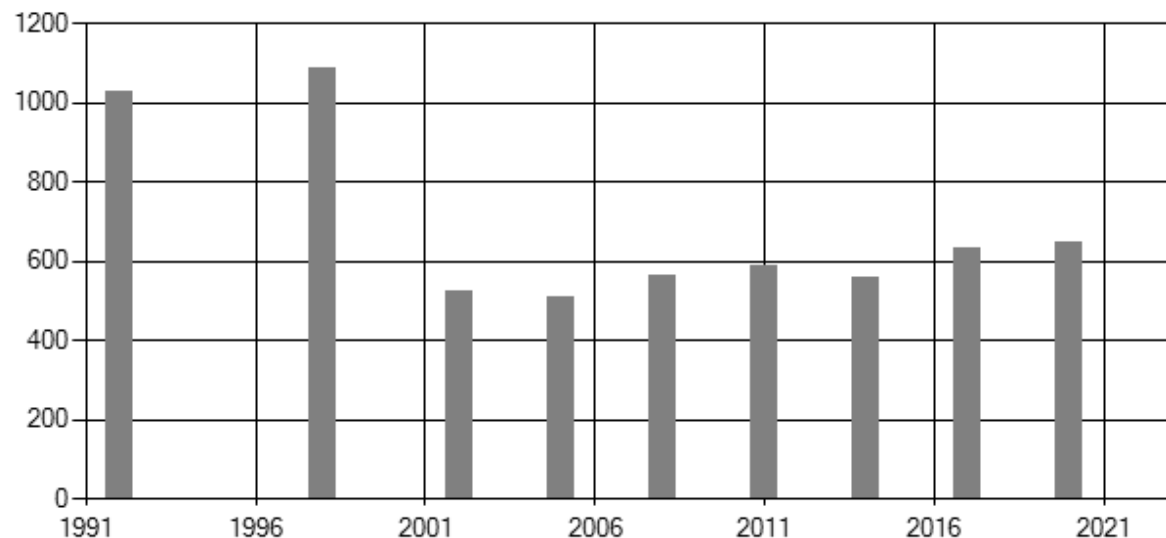
% Single – single unit truck volume as a percentage of the AADT

% Combo – combination truck volume as a percentage of the AADT

K Factor – peak hour volume as a percentage of the AADT

D Factor – percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2022		2012		2002	525
2021		2011	588	2001	
2020	650	2010		2000	
2019		2009		1999	
2018		2008	566	1998	1090
2017	632	2007		1997	
2016		2006		1996	
2015		2005	511	1995	
2014	561	2004		1994	
2013		2003		1993	



Proposed Thoroughbred Solar State Highway 335 Access 2034 AM Build - Left Turn Lane

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	55
Advancing Volume (vph)	87	No. of through lanes	1
Opposing Volume (vph)	93	Percent Heavy Vehicles (decimal percent)	0.09

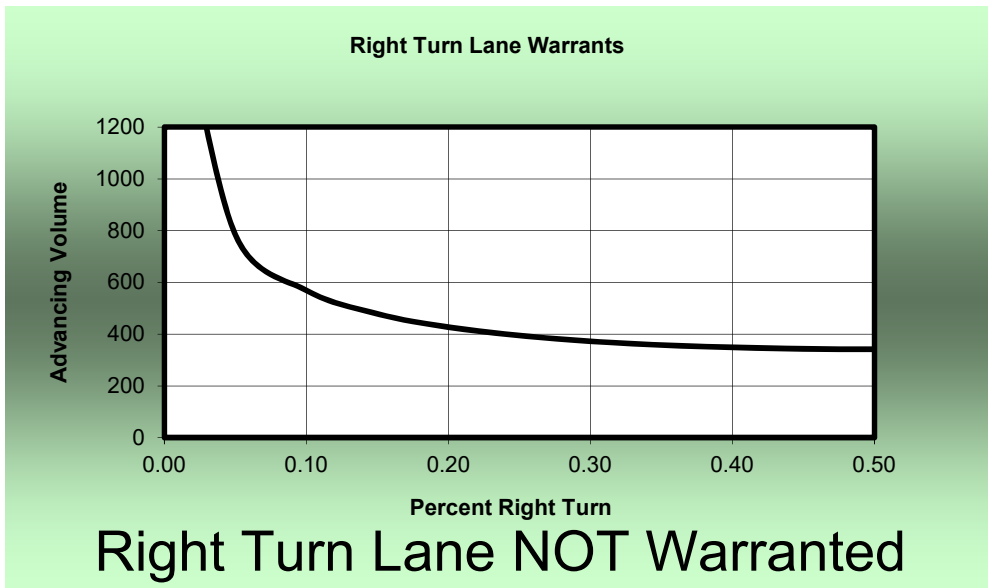


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

**Proposed Thoroughbred Solar
State Highway 335 Access
2034 AM Build - Right Turn Lane**

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	55
Advancing Volume (vph)	93		



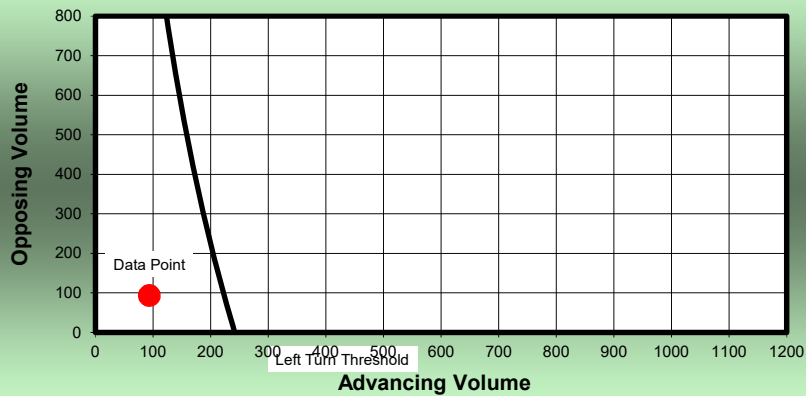
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Proposed Thoroughbred Solar State Highway 335 Access 2034 PM Build - Left Turn Lane

Input Fields

Left Turn Volume (vph)	50	Speed Limit (mph)	55
Advancing Volume (vph)	93	No. of through lanes	1
Opposing Volume (vph)	94	Percent Heavy Vehicles (decimal percent)	0.09

Left Turn Lane Warrants



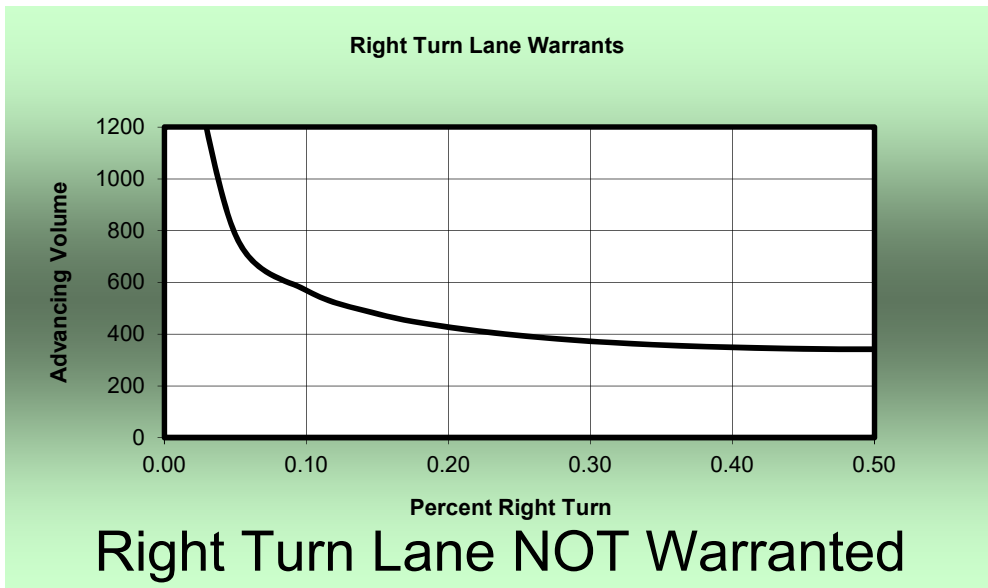
Left Turn Lane NOT Warranted

Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

**Proposed Thoroughbred Solar
State Highway 335 Access
2034 PM Build - Right Turn Lane**

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	55
Advancing Volume (vph)	94		

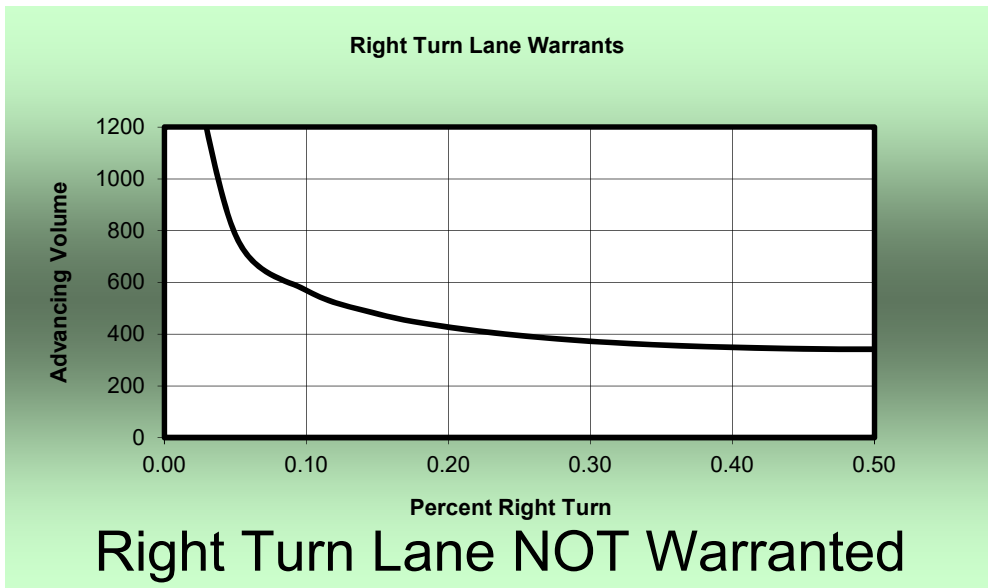


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

**Proposed Thoroughbred Solar
G Wilson Ln Access
2034 AM Build - Right Turn Lane**

Input Fields

Right Turn Volume (vph)	50	Speed Limit (mph)	55
Advancing Volume (vph)	54		

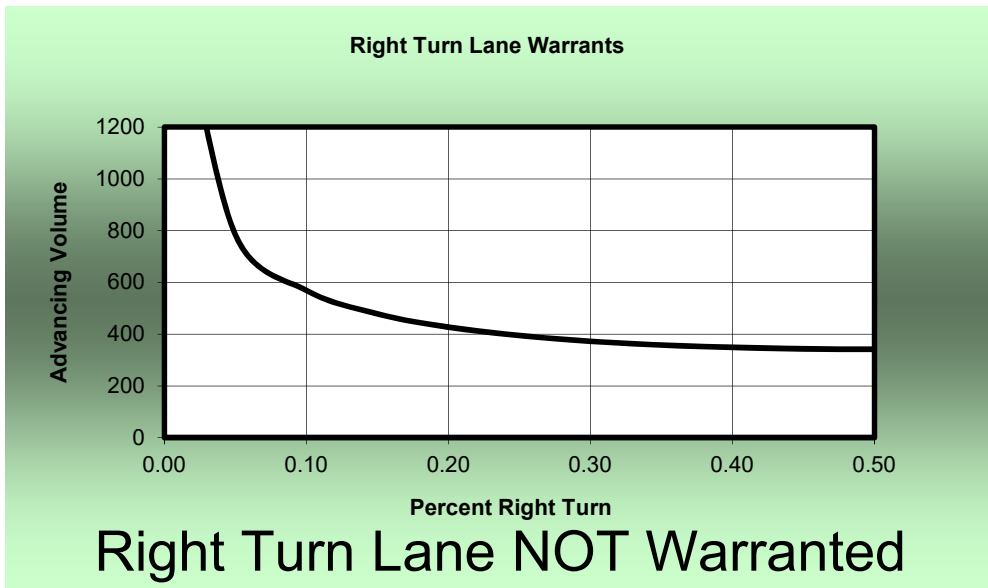


Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

**Proposed Thoroughbred Solar
G Wilson Ln Access
2034 PM Build - Right Turn Lane**

Input Fields

Right Turn Volume (vph)	<u>50</u>	Speed Limit (mph)	<u>55</u>
Advancing Volume (vph)	<u>59</u>		



Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2024 existing am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.60	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.4

Vehicle Results

Average Speed, mi/h	56.4	Percent Followers, %	14.5
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2024 existing am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.66	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	8.8
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
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Jurisdiction		Time Analyzed	2024 existing am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	6	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.63	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	5.1
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

HCS Two-Lane Highway Report

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	0.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	9	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.45	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	3.7
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.80	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.4

Vehicle Results

Average Speed, mi/h	56.4	Percent Followers, %	12.1
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

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Project Information

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.71	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	8.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.54	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	7.3
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction		Time Analyzed	2024 existing pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	2.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	6	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.67	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	2.8
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

HCS Two-Lane Highway Report

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	142	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.60	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.4

Vehicle Results

Average Speed, mi/h	55.4	Percent Followers, %	26.3
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	21	0.01	0.7	A

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Jurisdiction		Time Analyzed	2024 build am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	29	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.66	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	8.8
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	86	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.63	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	24.4
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.8	A

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Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	0.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

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Jurisdiction		Time Analyzed	2024 build am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	9	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.45	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	3.7
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Jurisdiction		Time Analyzed	2024 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	108	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.80	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.9

Vehicle Results

Average Speed, mi/h	55.9	Percent Followers, %	21.9
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.4	A

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2024 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.71	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	8.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

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Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	104	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.54	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.6

Vehicle Results

Average Speed, mi/h	27.6	Percent Followers, %	27.0
Segment Travel Time, minutes	2.17	Follower Density (FD), followers/mi/ln	1.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	1.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	2.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	6	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.67	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	2.8
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.60	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.4

Vehicle Results

Average Speed, mi/h	56.4	Percent Followers, %	16.7
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.2	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.66	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	10.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.63	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	5.9
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	0.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.45	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	4.4
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	55	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.80	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.4

Vehicle Results

Average Speed, mi/h	56.4	Percent Followers, %	13.9
Segment Travel Time, minutes	1.06	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	31	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.71	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	9.3
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	13	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.54	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	8.0
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	2.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	7	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.67	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	3.3
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	155	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.60	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.3

Vehicle Results

Average Speed, mi/h	55.3	Percent Followers, %	27.8
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	23	0.01	0.8	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.66	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	10.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2034 build am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	87	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.63	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.8

Vehicle Results

Average Speed, mi/h	27.8	Percent Followers, %	24.6
Segment Travel Time, minutes	2.16	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.8	A

HCS Two-Lane Highway Report

Project Information

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Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2034 build am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	0.0
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2034 build am
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.45	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	4.4
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

HCS Two-Lane Highway Report

Project Information

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Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2034 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.80	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.4
Speed Slope Coefficient (m)	3.61707	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32528	PF Power Coefficient (p)	0.75218
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.7

Vehicle Results

Average Speed, mi/h	55.7	Percent Followers, %	23.3
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.01	0.5	A

HCS Two-Lane Highway Report

Project Information

Analyst	gb	Date	6/3/2022
Agency	pec	Analysis Year	2022
Jurisdiction		Time Analyzed	2034 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	31	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.71	Total Trucks, %	11.50
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.3
Speed Slope Coefficient (m)	3.61256	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32560	PF Power Coefficient (p)	0.75231
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.3

Vehicle Results

Average Speed, mi/h	56.3	Percent Followers, %	9.3
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction		Time Analyzed	2034 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	30	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	106	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.54	Total Trucks, %	11.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	27.8
Speed Slope Coefficient (m)	2.06731	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34714	PF Power Coefficient (p)	0.64082
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	27.6

Vehicle Results

Average Speed, mi/h	27.6	Percent Followers, %	27.3
Segment Travel Time, minutes	2.18	Follower Density (FD), followers/mi/ln	1.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	1.0	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction		Time Analyzed	2034 build pm
Project Description	prop solar	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.50	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	56.0
Speed Slope Coefficient (m)	3.59360	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32691	PF Power Coefficient (p)	0.75288
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.0

Vehicle Results

Average Speed, mi/h	56.0	Percent Followers, %	2.1
Segment Travel Time, minutes	1.07	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	9	Shoulder Width, ft	0
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	7	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.67	Total Trucks, %	28.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.8
Speed Slope Coefficient (m)	3.58223	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32769	PF Power Coefficient (p)	0.75322
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.8

Vehicle Results

Average Speed, mi/h	55.8	Percent Followers, %	3.3
Segment Travel Time, minutes	1.08	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A



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