Proposed RICE Development
Traffic Impact Study
Madisonville, KY

Prepared for

KYMEA

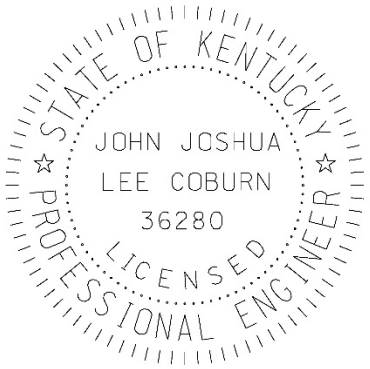
August 2024

Palmer ENGINEERING

Traffic Impact Study Certification

I John Coburn certify that this Traffic Impact Study has been prepared under my direct supervision and that I am a Professional Engineer registered in the State of Kentucky and have successfully completed the Traffic Impact Study Requirements training course required by KYTC. Furthermore, I certify that this study has been completed in accordance with the KYTC Traffic Impact Study Requirements and in accordance with engineering standards of practice. The results presented have been determined to be accurate representations of existing and anticipated conditions based on the assumptions and methodologies presented in this report.

John Coburn
KY PE No. 36280



College of Engineering
Kentucky Transportation Center

TECHNOLOGY TRANSFER PROGRAM

TRAFFIC IMPACT STUDY COURSE
Certificate of Completion (3.5 PDH)

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Completed: 08/12/2022
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The official status of this certificate can be verified with the KYTC Division of Traffic Operations

EXECUTIVE SUMMARY

A natural gas electric generating facility is proposed in Hopkins County, KY and will take up three parcels of unused agricultural land that has recently been rezoned for industrial uses. The project site will have a primary access point along AC Slaton Road near the intersection with Bean Cemetery Road. Construction of the plant is expected to occur in 2027.

This traffic study analyzes the traffic conditions of AC Slaton Road and Bean Cemetery Road for the construction year no build and build scenarios. Both the AM and PM peak hour were evaluated to determine if the trips generated during construction will have a significant impact on the roadway's traffic conditions.

Based on the results of the analysis, the following conclusions were developed:

- All highway segments are anticipated to operate at acceptable level of service (LOS) standards during both the peak hours for the build and no build scenarios. Therefore, the construction for this project will not adversely affect traffic operations on Bean Cemetery or AC Slaton Road.
- All roadways provide adequate sight distance for passenger cars and trucks to enter and exit the facility.
- No turn lanes are warranted based on low traffic volumes along AC Slaton Road and Bean Cemetery Road.

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INTRODUCTION

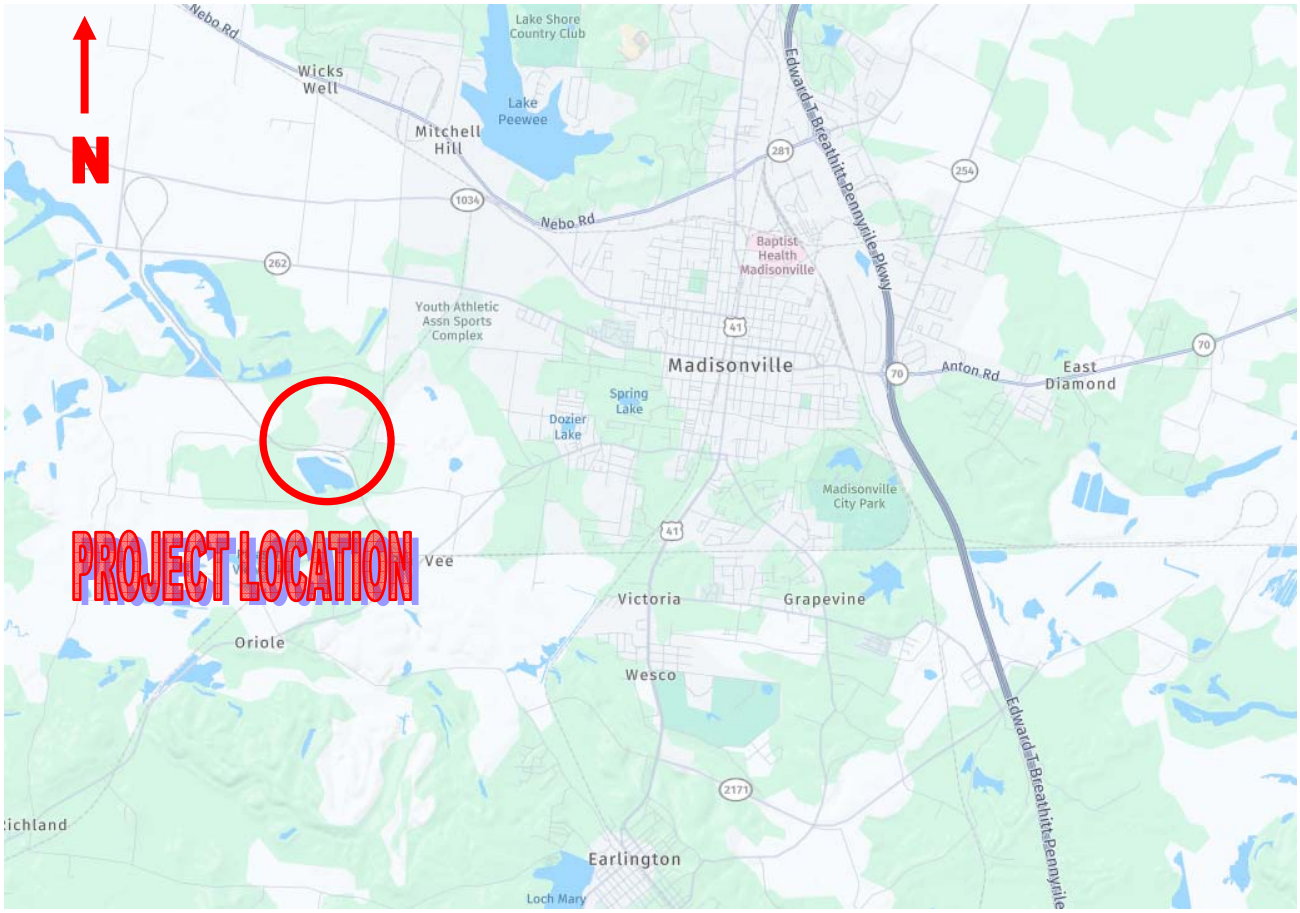
This traffic impact study has been completed for a proposed development in Hopkins County, Kentucky, in the city of Madisonville, KY. The majority of the development will be located within AC Slaton Road and Bean Cemetery Road. The vicinity map (Map 1) displays the location of the proposed development and study area.

The proposed development is a natural gas electric generating facility to be built on three empty parcels located adjacent to an existing water treatment plant. This traffic impact study analyzes two roadways in the area that will be impacted by the trips the development generates. These roadways include the following:

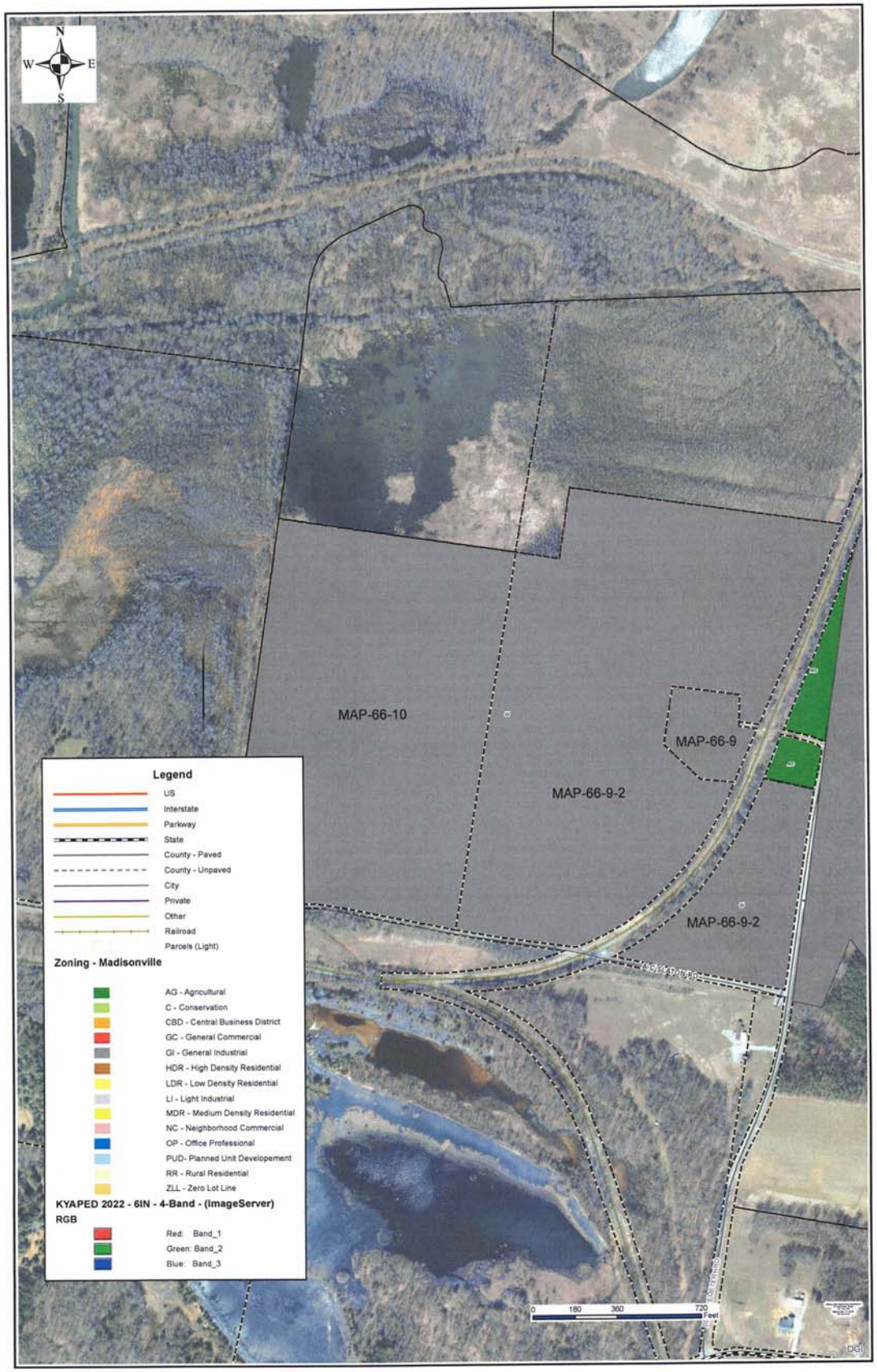
- AC Slaton Road
- Bean Cemetery Road

In the vicinity of the proposed development, the surrounding area consist of farmland and single family housing. The site of the proposed development has recently been rezoned to General Industrial (GI). Map 2 provides the updated zoning map for the three parcels.

Bean Cemetery Road near AC Slaton Road



Map 1. **Vicinity Map**



***Map 2.* Zoning Map**

EXISTING CONDITIONS

Regional and Local Access

The proposed development can be accessed from AC Slaton Road and Bean Cemetery Road. AC Slaton Road will provide local access into the site and Bean Cemetery Road will provide regional and local access into the site. A brief description of the surrounding roadways follows:

AC Slaton Road – AC Slaton Road is a local road that provides local access to the project site and generally runs in an east to west direction in the study area. The roadway measures approximately 16 feet wide without any striping. The current speed limit along this roadway is 25 mph.

Bean Cemetery Road – Bean Cemetery Road is a local road that provides regional and local access to the project site and generally runs in a north to south direction in the study area. The roadway measures 20 feet wide without any striping. The current speed limit along this roadway is posted at 35 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, and D is acceptable in an urban setting.

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 AC Slaton Road and Bean Cemetery Road were taken August 15th, 2024 through August 18th, 2024, Thursday through Sunday. The traffic tubes were placed in sections of the roadways that will be affected by trips generated for the proposed development. All traffic volumes can be found in the Appendix.

Background Traffic Volumes

The estimated completion date for the proposed development is by the end of 2027. The Kentucky Transportation Cabinet (KYTC) does not have historical traffic data for AC Slaton Road or Bean Cemetery Road. To determine the traffic growth in this area, Pleasant View Road historical traffic data was analyzed. Pleasant View Road is a local road that is connected to both AC Slaton Road and Bean Cemetery Road. The historic traffic volumes along Pleasant Valley Road has shown a flat growth rate over the nine years between 2014 and 2023 (KYTC Count Station 054533).

Based on this data, this analysis assumes that there is no growth rate for both roadways. The KYTC count station data for station 054533 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 (HCS2024).

Trips were generated for the proposed development 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 well as a future build out year in which the traffic volumes were grown at a rate determined by historic traffic counts in the area. Based on the historic traffic growth, the expected growth of the background traffic is flat. Therefore, the opening year (2027) background traffic is the same as the existing counts (2024 No Build). The assigned volumes from the proposed development and the background traffic volumes combined to produce the total proposed traffic volumes for existing and build out conditions. HCS2024 was used to analyze the roadway network for existing and proposed conditions in both the current year and build out year (2027). The 2024 background, level-of-service, and travel times can be found in the Appendix along with 2024 No Build (Fig 1) and 2027 Build (Fig 3).

TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

Natural gas electric generating 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 proposed site will consist of a natural gas electric generating facility. The proposed energy center will require construction equipment and workers to travel to and from the site throughout the construction phases. The client provided information for man-hours during construction. The highest estimated manpower during construction is 97. Heavy trucks were assumed to be an additional 10% of the estimated manpower. The trips generated during both peak hours was assumed to be 110 trips. It is expected that this would be a conservative number of trips generated during the construction process. Once construction is complete, the manpower required to maintain the facility is drastically lower than the manpower of construction.

LEVEL OF SERVICE AND DELAY ANALYSIS

All roadway traffic volumes, average vehicle speeds, and level of service information can be found in the Appendix. The 2027 base traffic volume information will be the focus upon comparisons between the projected background traffic and the proposed traffic volumes (full build out). The 2027 No-Build volumes would exist on the roadway system in the absence of the proposed development and the 2027 Build volumes are the volumes with the proposed development included.

The No-Build Scenario analysis assumes that no proposed improvements to the roadway system have been implemented. This would be the case assuming the proposed development was not built.

INTERSECTION ANALYSIS

2024 No Build Analysis

The HCS analysis reveals that all roadways operate with a level of service (LOS) “A” for both peak hours of the day. Travel times for AC Slaton Road are 2.72 minutes per mile of roadway and the average speed is 22.1 mph. Travel times for Bean Cemetery Road are 1.75 minutes per mile of roadway and the average speed is around 34 mph.

2027 Build Analysis

The HCS analysis shows that the build conditions are similar to the 2024 no build. AC Slaton experiences minor degrading, operating with a level of service (LOS) “B” for both peak hours of the day. Travel times increase from 2.72 minutes to 2.79 minutes per mile of roadway along AC Slaton Road and the average speed drops from 22.1 to 21.5 mph. Bean Cemetery Road continues to operate at a LOS “A” during both peak hours. Travel times increase from 1.75 minutes to 1.83 minutes per mile of roadway. The average speed decreases from 34 mph to 32.8 mph.

2024 EXISTING COUNTS (NO BUILD)					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
AC SLATON RD	22.1	7.50%	2.72	0	A
BEAN CEMETERY RD	34.4	17.00%	1.75	0.3	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
AC SLATON RD	22.1	8.20%	2.72	0	A
BEAN CEMETERY RD	33.9	19.70%	1.77	0.4	A

Table 2. 2024 No Build Summary

2027 BUILD					
AM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
AC SLATON RD	21.5	35.20%	2.79	2.7	B
BEAN CEMETERY RD	32.8	37.20%	1.83	2.2	A
PM PEAK	Average Speed mph	Percent Followers %	Travel Time to Travel 1 mile, min	Followers Density Foll/min/ln	Vehicle LOS
AC SLATON RD	21.5	35.30%	2.79	2.8	B
BEAN CEMETERY RD	32.8	38.50%	1.83	2.5	A

Table 3. 2027 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 AC Slaton Road and Bean Cemetery Road where the study assumed traffic would be added for the proposed development. Due to the low volumes existing on AC Slaton Road and Bean Cemetery, the minimum threshold of through volumes required to warrant turn lanes were not met. Therefore, turn lanes were not warranted. Turn lane warrants for AC Slaton Road and Bean Cemetery Road 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 proposed development are summarized in Table 4 below. Figure 4 in the Appendix of this report provides a plan view of the sight triangles. The sight distance for the roadways were evaluated based on the posted speed limit. From Figure 4, in the Appendix of this report, it is evident that all roadways provide adequate sight distance for all traffic entering the roadways 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
AC Slaton	240	280	390	425
Beans Cemetery	335	390	545	595

Table 4. Sight Distance Requirements

CONCLUSIONS AND RECOMMENDATIONS

When comparing the no build analysis to the build analysis it was determined that the roadways in the study area will continue to operate at a LOS similar to existing conditions. The analysis determined that under proposed conditions AC Slaton Road experience minor degrading to a LOS "B" and Bean Cemetery Road will continue to operate at a LOS "A". 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 passenger cars and trucks entering the roadways from the development can do so safely.

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 KYMEA ENERGY CENTER I
HOPKINS COUNTY, KENTUCKY

FIGURE 1
2024 EXISTING COUNTS
(AM) PM

PROPOSED KYMEA ENERGY CENTER I
HOPKINS COUNTY, KENTUCKY

FIGURE 2
TRIPS GENERATED
(AM) PM

PROPOSED KYMEA ENERGY CENTER I
HOPKINS COUNTY, KENTUCKY

FIGURE 3
2027 BUILD
(AM) PM

PROPOSED KYMEA ENERGY CENTER I
HOPKINS COUNTY, KENTUCKY

FIGURE 4
SIGHT DISTANCE TRIANGLES

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2024
Jurisdiction		Time Analyzed	AM
Project Description	AC SLATON RD NO BUILD	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	25	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	10	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.70	Total Trucks, %	5.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	22.1
Speed Slope Coefficient (m)	1.75692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28486	PF Power Coefficient (p)	0.60712
In Passing Lane Effective Length?	No	Follower Density, followers/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	-	-	22.1

Vehicle Results			
Average Speed, mi/h	22.1	Percent Followers, %	7.5
Segment Travel Time, minutes	2.72	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

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

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2024
Jurisdiction		Time Analyzed	PM
Project Description	AC SLATON RD NO BUILD	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	25	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.70	Total Trucks, %	5.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	22.1
Speed Slope Coefficient (m)	1.75692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28486	PF Power Coefficient (p)	0.60712
In Passing Lane Effective Length?	No	Follower Density, followers/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	-	-	22.1

Vehicle Results			
Average Speed, mi/h	22.1	Percent Followers, %	8.2
Segment Travel Time, minutes	2.72	Adj. Follower Density, followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

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

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2024
Jurisdiction		Time Analyzed	AM
Project Description	BEAN CEMETERY RD NO BUILD	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	35	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	51	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.75	Total Trucks, %	3.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	34.4
Speed Slope Coefficient (m)	2.42321	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38708	PF Power Coefficient (p)	0.67322
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.3
%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	-	-	34.4

Vehicle Results			
Average Speed, mi/h	34.4	Percent Followers, %	17.0
Segment Travel Time, minutes	1.75	Adj. Follower Density, followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.3	A

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2024
Jurisdiction		Time Analyzed	PM
Project Description	BEAN CEMETERY RD NO BUILD	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	35	Access Point Density, pts/mi	1.8

Demand and Capacity			
Directional Demand Flow Rate, veh/h	64	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.75	Total Trucks, %	3.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	33.9
Speed Slope Coefficient (m)	2.39882	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38545	PF Power Coefficient (p)	0.67109
In Passing Lane Effective Length?	No	Follower Density, followers/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	-	-	33.9

Vehicle Results			
Average Speed, mi/h	33.9	Percent Followers, %	19.7
Segment Travel Time, minutes	1.77	Adj. Follower Density, followers/mi/ln	0.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.4	A

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2027
Jurisdiction		Time Analyzed	AM
Project Description	AC SLATON RD BUILD	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	25	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	167	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.70	Total Trucks, %	5.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	22.1
Speed Slope Coefficient (m)	1.75692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28486	PF Power Coefficient (p)	0.60712
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.7
%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	-	-	21.5

Vehicle Results			
Average Speed, mi/h	21.5	Percent Followers, %	35.2
Segment Travel Time, minutes	2.79	Adj. Follower Density, followers/mi/ln	2.7
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.04	2.7	B

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2027
Jurisdiction		Time Analyzed	PM
Project Description	AC SLATON RD BUILD	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	25	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.70	Total Trucks, %	5.10
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	22.1
Speed Slope Coefficient (m)	1.75692	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.28486	PF Power Coefficient (p)	0.60712
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.8
%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	-	-	21.5

Vehicle Results			
Average Speed, mi/h	21.5	Percent Followers, %	35.3
Segment Travel Time, minutes	2.79	Adj. Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.04	2.8	B

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2027
Jurisdiction		Time Analyzed	AM
Project Description	BEAN CEMETERY RD BUILD	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	35	Access Point Density, pts/mi	1.8

Demand and Capacity			
Directional Demand Flow Rate, veh/h	197	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.75	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	33.7
Speed Slope Coefficient (m)	2.38763	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38384	PF Power Coefficient (p)	0.67097
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%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	-	-	32.8

Vehicle Results			
Average Speed, mi/h	32.8	Percent Followers, %	37.2
Segment Travel Time, minutes	1.83	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	37	0.03	2.2	A

HCS Two-Lane Highway Report

Project Information			
Analyst	BH	Date	8/22/2024
Agency	PEC	Analysis Year	2027
Jurisdiction		Time Analyzed	PM
Project Description	BEAN CEMETERY RD BUILD	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	5280
Lane Width, ft	10	Shoulder Width, ft	0
Speed Limit, mi/h	35	Access Point Density, pts/mi	1.8

Demand and Capacity			
Directional Demand Flow Rate, veh/h	211	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.75	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	33.7
Speed Slope Coefficient (m)	2.38763	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38384	PF Power Coefficient (p)	0.67097
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.5
%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	-	-	32.8

Vehicle Results			
Average Speed, mi/h	32.8	Percent Followers, %	38.5
Segment Travel Time, minutes	1.83	Adj. Follower Density, followers/mi/ln	2.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	40	0.03	2.5	A

Left Turn Lane Warrants

Bean Cemetery 2027 AM Build

Input Fields

Left Turn Volume (vph)	110	Speed Limit (mph)	35
Advancing Volume (vph)	148	No. of through lanes	1
Opposing Volume (vph)	136	Percent Heavy Vehicles (decimal percent)	0.1

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.

Left Turn Lane Warrants

Bean Cemetery 2027 PM Build

Input Fields

Left Turn Volume (vph)	110	Speed Limit (mph)	35
Advancing Volume (vph)	137	No. of through lanes	1
Opposing Volume (vph)	158	Percent Heavy Vehicles (decimal percent)	0.1

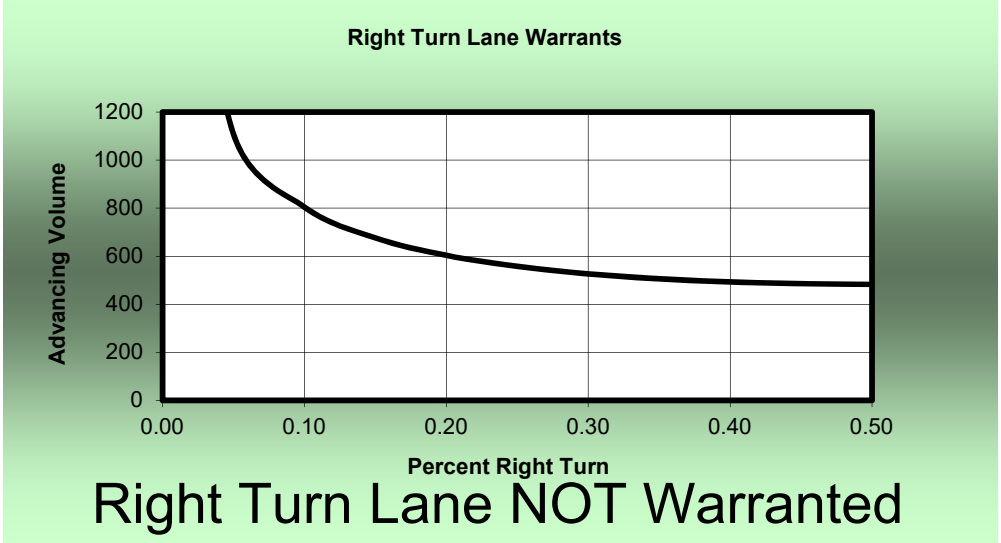
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

AC Slaton Rd 2027 AM Build

Input Fields

Right Turn Volume (vph)	110	Speed Limit (mph)	25
Advancing Volume (vph)	117		



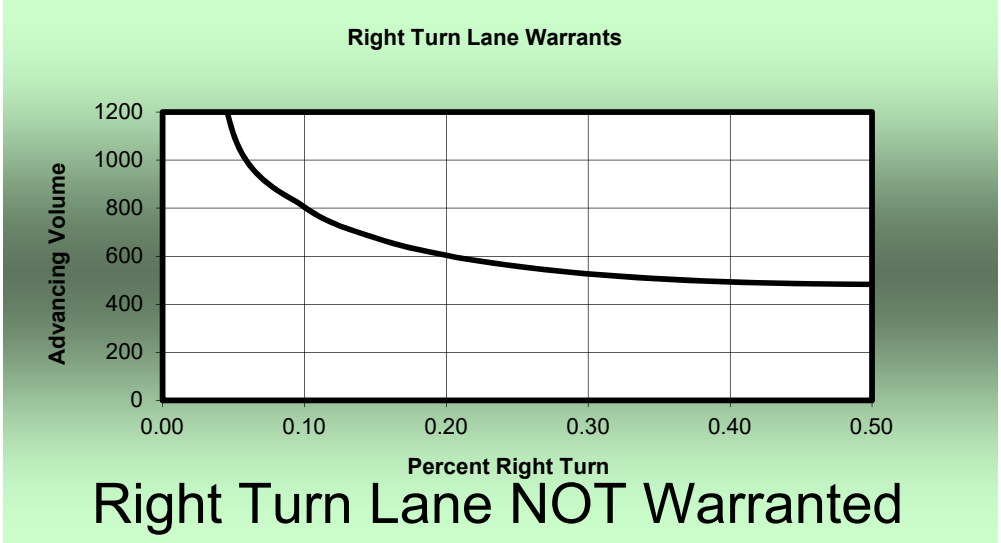
Note: This spreadsheet is intended to supplement the guidance provided in the Auxiliary Turn Lane policy outlined in the KYTC Highway Design Manual. This policy should be fully reviewed and understood prior to using this application.

Right Turn Lane Warrants

AC Slaton Rd 2027 AM Build

Input Fields

Right Turn Volume (vph)	110	Speed Limit (mph)	25
Advancing Volume (vph)	116		



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.

Historical Traffic Volume Summary

Station Details:

Sta ID:	054533
Sta Type:	Full Coverage
Map:	MapIt
District:	2
County:	Hopkins
Route:	054-KY-1302 -000
Route Desc:	PLEASANT VIEW RD

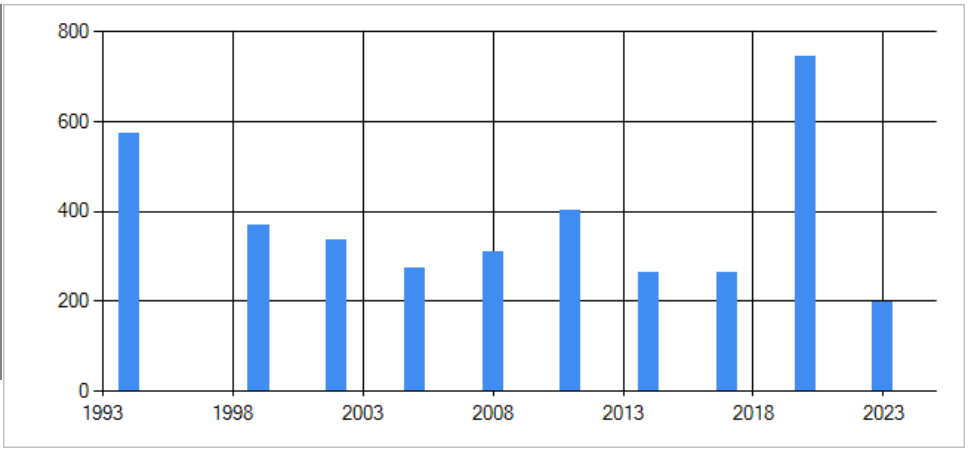
Begin MP:	0
Begin Desc:	JOHN HARDY ROAD
End Mp:	1.8630
End Desc:	PLEASANT VIEW ROAD BRIDGE
Impact Year:	
Year Added:	

Newest Count:

AADT:	198
Year:	2023
% Single:	
% Combo:	
K Factor:	12.60
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
2024		2014	265	2004	
2023	198	2013		2003	
2022		2012		2002	338
2021		2011	401	2001	
2020	744	2010		2000	
2019		2009		1999	370
2018		2008	309	1998	
2017	265	2007		1997	
2016		2006		1996	
2015		2005	275	1995	



AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/15/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	2	0	2
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	0	2
6:00	0	0	0
6:15	0	0	0
6:30	1	0	1
6:45	0	0	0
7:00	1	1	2
7:15	0	0	0
7:30	1	0	1
7:45	2	0	2
8:00	2	0	2
8:15	1	1	2
8:30	1	0	1
8:45	2	1	3
9:00	1	0	1
9:15	2	0	2
9:30	1	0	1
9:45	0	3	3
10:00	2	2	4
10:15	0	1	1
10:30	3	2	5
10:45	2	2	4
11:00	0	0	0
11:15	0	0	0
11:30	0	2	2
11:45	2	1	3
Total	28	17	45
Percent	62.2%	37.8%	
Peak	10:00	9:45	10:00
Volume	7	8	14
Peak Factor	0.583	0.667	0.700

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/15/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 PM	2	4	6
12:15	1	3	4
12:30	1	1	2
12:45	0	1	1
1:00	2	2	4
1:15	1	2	3
1:30	0	1	1
1:45	1	1	2
2:00	2	1	3
2:15	0	0	0
2:30	1	1	2
2:45	0	1	1
3:00	0	1	1
3:15	0	0	0
3:30	0	1	1
3:45	2	1	3
4:00	1	2	3
4:15	2	1	3
4:30	0	1	1
4:45	1	3	4
5:00	1	0	1
5:15	1	4	5
5:30	0	2	2
5:45	0	0	0
6:00	1	2	3
6:15	0	1	1
6:30	0	0	0
6:45	1	2	3
7:00	0	1	1
7:15	1	0	1
7:30	1	1	2
7:45	0	1	1
8:00	2	3	5
8:15	0	0	0
8:30	2	0	2
8:45	0	0	0
9:00	0	1	1
9:15	0	0	0
9:30	0	1	1
9:45	0	1	1
10:00	0	0	0
10:15	1	0	1
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	28	48	76
Percent	36.8%	63.2%	
Peak	3:30	12:00 PM	12:00 PM
Volume	5	9	13
Peak Factor	0.625	0.563	0.542

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/16/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	1	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	2	0	2
6:00	0	0	0
6:15	0	1	1
6:30	1	0	1
6:45	1	0	1
7:00	1	0	1
7:15	1	0	1
7:30	1	1	2
7:45	1	0	1
8:00	1	0	1
8:15	2	0	2
8:30	3	0	3
8:45	1	1	2
9:00	2	1	3
9:15	0	1	1
9:30	2	1	3
9:45	0	1	1
10:00	1	0	1
10:15	0	1	1
10:30	1	1	2
10:45	1	1	2
11:00	0	0	0
11:15	0	1	1
11:30	1	1	2
11:45	3	0	3
Total	26	13	39
Percent	66.7%	33.3%	
Peak	8:15	8:45	8:15
Volume	8	4	10
Peak Factor	0.667	1.000	0.833

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/16/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 PM	0	1	1
12:15	2	2	4
12:30	0	3	3
12:45	2	0	2
1:00	0	0	0
1:15	2	1	3
1:30	2	2	4
1:45	1	1	2
2:00	0	0	0
2:15	1	0	1
2:30	1	0	1
2:45	2	2	4
3:00	0	2	2
3:15	2	1	3
3:30	4	1	5
3:45	0	0	0
4:00	2	3	5
4:15	0	1	1
4:30	0	1	1
4:45	1	2	3
5:00	1	2	3
5:15	1	2	3
5:30	0	0	0
5:45	1	2	3
6:00	0	1	1
6:15	3	2	5
6:30	0	2	2
6:45	0	0	0
7:00	1	2	3
7:15	1	0	1
7:30	1	0	1
7:45	0	0	0
8:00	0	1	1
8:15	0	0	0
8:30	0	1	1
8:45	0	1	1
9:00	2	1	3
9:15	0	0	0
9:30	1	2	3
9:45	0	0	0
10:00	0	0	0
10:15	1	2	3
10:30	0	0	0
10:45	0	0	0
11:00	0	1	1
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	35	45	80
Percent	43.8%	56.3%	
Peak	2:45	4:00	2:45
Volume	8	7	14
Peak Factor	0.500	0.583	0.700

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/17/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	1	0	1
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	0	0	0
7:45	1	0	1
8:00	0	0	0
8:15	2	1	3
8:30	1	0	1
8:45	0	1	1
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	2	1	3
10:00	1	0	1
10:15	2	0	2
10:30	0	1	1
10:45	0	0	0
11:00	2	0	2
11:15	2	0	2
11:30	2	0	2
11:45	1	0	1
Total	19	4	23
Percent	82.6%	17.4%	
Peak	11:00	8:00	9:45
Volume	7	2	7
Peak Factor	0.875	0.500	0.583

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/17/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 PM	0	1	1
12:15	2	3	5
12:30	3	1	4
12:45	1	1	2
1:00	2	1	3
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	2	2	4
2:15	1	0	1
2:30	1	2	3
2:45	0	0	0
3:00	0	0	0
3:15	1	1	2
3:30	0	1	1
3:45	0	1	1
4:00	3	1	4
4:15	0	1	1
4:30	2	2	4
4:45	1	1	2
5:00	0	1	1
5:15	1	3	4
5:30	0	1	1
5:45	0	0	0
6:00	0	1	1
6:15	0	1	1
6:30	2	0	2
6:45	0	0	0
7:00	0	0	0
7:15	1	1	2
7:30	1	0	1
7:45	0	2	2
8:00	0	0	0
8:15	1	0	1
8:30	1	0	1
8:45	0	1	1
9:00	0	2	2
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	0	0	0
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	1	1
Total	26	33	59
Percent	44.1%	55.9%	
Peak	12:15	4:30	12:15
Volume	8	7	14
Peak Factor	0.667	0.583	0.700

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/18/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	0	0
9:15	1	0	1
9:30	0	0	0
9:45	1	0	1
10:00	1	0	1
10:15	0	1	1
10:30	1	2	3
10:45	0	4	4
11:00	2	0	2
11:15	2	1	3
11:30	1	1	2
11:45	0	0	0
Total	9	10	19
Percent	47.4%	52.6%	
Peak	10:30	10:00	10:30
Volume	5	7	12
Peak Factor	0.625	0.438	0.750

AC Slaton
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/18/2024 Time	Eastbound, None Specified	Westbound, None Specified	Total
12:00 PM	0	3	3
12:15	1	0	1
12:30	1	1	2
12:45	0	2	2
1:00	9	0	9
1:15	7	1	8
1:30	0	0	0
1:45	0	1	1
2:00	0	0	0
2:15	2	2	4
2:30	0	1	1
2:45	1	1	2
3:00	1	1	2
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	2	2
4:15	0	1	1
4:30	1	3	4
4:45	0	0	0
5:00	0	1	1
5:15	1	1	2
5:30	0	1	1
5:45	2	0	2
6:00	0	0	0
6:15	0	0	0
6:30	4	0	4
6:45	1	1	2
7:00	2	0	2
7:15	0	2	2
7:30	0	2	2
7:45	1	0	1
8:00	0	2	2
8:15	0	0	0
8:30	0	0	0
8:45	1	0	1
9:00	2	0	2
9:15	0	0	0
9:30	0	0	0
9:45	0	1	1
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	37	31	68
Percent	54.4%	45.6%	
Peak	12:30	12:00 PM	12:30
Volume	17	6	21
Peak Factor	0.472	0.500	0.583
Grand Total	208	201	409
Percent	50.9%	49.1%	
AADT		ADT: 103	AADT: 103

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/15/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 AM	0	2	2
12:15	1	2	3
12:30	0	1	1
12:45	1	3	4
1:00	1	1	2
1:15	4	0	4
1:30	1	0	1
1:45	1	0	1
2:00	0	0	0
2:15	1	0	1
2:30	0	0	0
2:45	1	1	2
3:00	2	1	3
3:15	2	0	2
3:30	1	0	1
3:45	3	0	3
4:00	1	0	1
4:15	0	1	1
4:30	0	1	1
4:45	2	0	2
5:00	0	4	4
5:15	0	1	1
5:30	0	2	2
5:45	0	6	6
6:00	0	1	1
6:15	0	3	3
6:30	0	3	3
6:45	2	3	5
7:00	4	6	10
7:15	4	3	7
7:30	3	10	13
7:45	11	14	25
8:00	5	7	12
8:15	7	7	14
8:30	4	7	11
8:45	4	14	18
9:00	6	7	13
9:15	4	6	10
9:30	4	5	9
9:45	6	4	10
10:00	8	8	16
10:15	7	7	14
10:30	5	7	12
10:45	8	10	18
11:00	2	2	4
11:15	2	1	3
11:30	5	4	9
11:45	10	5	15
Total	133	170	303
Percent	43.9%	56.1%	
Peak	10:00	7:30	7:30
Volume	28	38	64
Peak Factor	0.875	0.679	0.640

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/15/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 PM	3	6	9
12:15	5	6	11
12:30	5	6	11
12:45	3	5	8
1:00	8	11	19
1:15	11	3	14
1:30	7	4	11
1:45	7	9	16
2:00	6	8	14
2:15	3	5	8
2:30	7	3	10
2:45	9	2	11
3:00	6	11	17
3:15	3	13	16
3:30	4	5	9
3:45	4	8	12
4:00	10	10	20
4:15	7	8	15
4:30	12	6	18
4:45	17	6	23
5:00	14	3	17
5:15	15	12	27
5:30	13	5	18
5:45	12	6	18
6:00	7	8	15
6:15	13	3	16
6:30	6	7	13
6:45	3	9	12
7:00	4	3	7
7:15	7	14	21
7:30	4	5	9
7:45	7	0	7
8:00	9	7	16
8:15	2	4	6
8:30	9	5	14
8:45	2	2	4
9:00	3	6	9
9:15	1	4	5
9:30	2	4	6
9:45	2	2	4
10:00	2	3	5
10:15	1	1	2
10:30	0	4	4
10:45	1	5	6
11:00	1	1	2
11:15	1	4	5
11:30	1	1	2
11:45	2	2	4
Total	281	265	546
Percent	51.5%	48.5%	
Peak	4:45	3:00	4:30
Volume	59	37	85
Peak Factor	0.868	0.712	0.787

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/16/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 AM	1	1	2
12:15	3	0	3
12:30	0	1	1
12:45	0	2	2
1:00	2	0	2
1:15	4	0	4
1:30	0	0	0
1:45	2	0	2
2:00	0	0	0
2:15	2	0	2
2:30	0	1	1
2:45	3	0	3
3:00	1	2	3
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	0	1	1
4:45	0	2	2
5:00	0	2	2
5:15	1	2	3
5:30	0	0	0
5:45	0	4	4
6:00	0	2	2
6:15	2	2	4
6:30	2	2	4
6:45	0	7	7
7:00	2	7	9
7:15	1	1	2
7:30	3	9	12
7:45	3	10	13
8:00	3	7	10
8:15	5	6	11
8:30	4	4	8
8:45	6	11	17
9:00	5	5	10
9:15	7	11	18
9:30	8	6	14
9:45	2	4	6
10:00	2	3	5
10:15	5	4	9
10:30	4	4	8
10:45	3	5	8
11:00	4	9	13
11:15	10	5	15
11:30	4	3	7
11:45	5	7	12
Total	110	153	263
Percent	41.8%	58.2%	
Peak	8:45	8:45	8:45
Volume	26	33	59
Peak Factor	0.813	0.750	0.819

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/16/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 PM	5	7	12
12:15	9	7	16
12:30	7	9	16
12:45	1	6	7
1:00	1	5	6
1:15	4	9	13
1:30	7	12	19
1:45	7	6	13
2:00	3	9	12
2:15	7	7	14
2:30	7	4	11
2:45	9	5	14
3:00	11	7	18
3:15	6	6	12
3:30	12	4	16
3:45	7	10	17
4:00	11	11	22
4:15	8	10	18
4:30	8	3	11
4:45	16	4	20
5:00	7	6	13
5:15	18	7	25
5:30	7	10	17
5:45	6	8	14
6:00	7	5	12
6:15	11	5	16
6:30	8	7	15
6:45	2	7	9
7:00	7	7	14
7:15	5	3	8
7:30	7	3	10
7:45	6	9	15
8:00	7	5	12
8:15	5	5	10
8:30	3	3	6
8:45	5	4	9
9:00	4	4	8
9:15	3	7	10
9:30	7	1	8
9:45	3	4	7
10:00	0	4	4
10:15	5	2	7
10:30	1	1	2
10:45	3	1	4
11:00	2	3	5
11:15	1	4	5
11:30	2	0	2
11:45	3	2	5
Total	291	268	559
Percent	52.1%	47.9%	
Peak	4:30	1:15	4:45
Volume	49	36	75
Peak Factor	0.681	0.750	0.750

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/17/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 AM	1	0	1
12:15	2	0	2
12:30	5	0	5
12:45	1	1	2
1:00	0	1	1
1:15	6	0	6
1:30	1	1	2
1:45	0	1	1
2:00	1	2	3
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	0	0
6:00	0	1	1
6:15	1	1	2
6:30	0	4	4
6:45	2	2	4
7:00	2	0	2
7:15	0	0	0
7:30	1	3	4
7:45	2	4	6
8:00	0	1	1
8:15	3	3	6
8:30	3	4	7
8:45	4	4	8
9:00	1	7	8
9:15	4	7	11
9:30	4	5	9
9:45	7	4	11
10:00	3	5	8
10:15	2	8	10
10:30	4	4	8
10:45	4	5	9
11:00	7	5	12
11:15	6	5	11
11:30	3	7	10
11:45	4	6	10
Total	86	103	189
Percent	45.5%	54.5%	
Peak	10:30	8:45	11:00
Volume	21	23	43
Peak Factor	0.750	0.821	0.896

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/17/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 PM	3	6	9
12:15	7	7	14
12:30	10	6	16
12:45	5	4	9
1:00	3	5	8
1:15	6	5	11
1:30	4	8	12
1:45	2	2	4
2:00	7	6	13
2:15	6	8	14
2:30	4	9	13
2:45	3	7	10
3:00	2	8	10
3:15	5	4	9
3:30	7	1	8
3:45	4	6	10
4:00	5	10	15
4:15	4	7	11
4:30	6	5	11
4:45	6	5	11
5:00	7	5	12
5:15	9	4	13
5:30	4	1	5
5:45	1	3	4
6:00	10	3	13
6:15	4	6	10
6:30	2	3	5
6:45	2	4	6
7:00	6	4	10
7:15	7	3	10
7:30	2	8	10
7:45	4	3	7
8:00	6	0	6
8:15	4	4	8
8:30	4	8	12
8:45	6	4	10
9:00	6	2	8
9:15	2	2	4
9:30	4	9	13
9:45	4	3	7
10:00	1	1	2
10:15	1	3	4
10:30	1	1	2
10:45	3	3	6
11:00	1	1	2
11:15	4	1	5
11:30	0	2	2
11:45	2	1	3
Total	206	211	417
Percent	49.4%	50.6%	
Peak	4:30	2:15	2:00
Volume	28	32	50
Peak Factor	0.778	0.889	0.893

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/18/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 AM	3	1	4
12:15	3	1	4
12:30	0	1	1
12:45	1	1	2
1:00	0	1	1
1:15	1	1	2
1:30	1	1	2
1:45	0	0	0
2:00	1	0	1
2:15	0	1	1
2:30	1	1	2
2:45	1	0	1
3:00	1	0	1
3:15	0	0	0
3:30	0	1	1
3:45	0	1	1
4:00	1	0	1
4:15	0	0	0
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	1	1
6:45	2	1	3
7:00	0	1	1
7:15	0	1	1
7:30	1	2	3
7:45	2	1	3
8:00	4	0	4
8:15	1	3	4
8:30	2	1	3
8:45	1	1	2
9:00	1	1	2
9:15	0	3	3
9:30	0	5	5
9:45	2	3	5
10:00	1	2	3
10:15	1	2	3
10:30	5	4	9
10:45	10	9	19
11:00	7	4	11
11:15	6	2	8
11:30	10	6	16
11:45	6	7	13
Total	77	71	148
Percent	52.0%	48.0%	
Peak	10:45	10:45	10:45
Volume	33	21	54
Peak Factor	0.825	0.583	0.711

Bean Cemetary
Madisonville, KY
KYMEA RICE Site

Site Code:
Station ID:
Location 1:
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/18/2024 Time	Southbound, None Specified	Northbound, None Specified	Total
12:00 PM	4	2	6
12:15	5	6	11
12:30	10	6	16
12:45	8	7	15
1:00	5	6	11
1:15	10	11	21
1:30	3	4	7
1:45	2	6	8
2:00	4	8	12
2:15	6	9	15
2:30	5	3	8
2:45	5	7	12
3:00	3	6	9
3:15	3	9	12
3:30	3	8	11
3:45	5	6	11
4:00	4	9	13
4:15	3	7	10
4:30	11	6	17
4:45	5	8	13
5:00	3	4	7
5:15	7	5	12
5:30	5	4	9
5:45	3	6	9
6:00	2	6	8
6:15	5	4	9
6:30	9	10	19
6:45	1	1	2
7:00	6	4	10
7:15	5	5	10
7:30	5	3	8
7:45	0	4	4
8:00	7	4	11
8:15	3	1	4
8:30	6	5	11
8:45	2	3	5
9:00	3	2	5
9:15	3	1	4
9:30	4	5	9
9:45	1	1	2
10:00	1	0	1
10:15	2	2	4
10:30	3	4	7
10:45	2	4	6
11:00	2	1	3
11:15	0	3	3
11:30	1	1	2
11:45	0	0	0
Total	195	227	422
Percent	46.2%	53.8%	
Peak	12:30	3:15	12:30
Volume	33	32	63
Peak Factor	0.825	0.889	0.750
Grand Total	1379	1468	2847
Percent	48.4%	51.6%	
AADT		ADT: 712	AADT: 712

Palmer ENGINEERING

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