

Lynn Bark Transmission Line Traffic Impact Study

Prepared For:

ERM

Martin County, KY

Prepared BY:



July 2026

To: Ellen Mullins
Environmental Resources Management
Principal Consultant, Project Management

From: Josh Coburn, PE, PTOE, RSP1

Date: July 24, 2026

Re: Lynn Bark Energy Center Transmission Line Traffic Impact Study, Martin County, Kentucky

EXECUTIVE SUMMARY

A new transmission line is being proposed beginning at the Lynn Bark solar facility's onsite substation and continuing approximately 6.27 miles to the existing Inez Substation owned by East Kentucky Power Cooperative and American Electric Power. The site will have a primary access point along KY-3.

In this traffic impact study, analysis of the existing conditions, the construction year, and the operation phase were performed. The traffic impact study (TIS) evaluated the operating conditions for the AM and PM peak hours at the following five roadway segments. These segments were chosen as they are the segments with the highest traffic volumes along their routes within the area where traffic will be implemented by the proposed development.

- KYTC Count Station 036A27: KY-114 to KY-321 (MP 15.6090-16.1960)
- KYTC Count Station 010031: KY-767 to Campbell Branch Road (MP 6.032-9.1610)
- KYTC Count Station 036758: KY-321 to KY-3051 (MP 1.06-2.0740)
- KYTC Count Station 080777: KY-1884 to KY-40 (MP 1.0170-4.6820)
- KYTC Count Station 098797: Ratliff Creek Road to US-119 (MP 25.6730-26.2290)

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

- During construction, all highway segments are anticipated to continue to operate at acceptable level of service (LOS) standards during both the peak hours. Therefore, the construction for this project will not adversely affect traffic operations on the predicted travel route.
- After construction is complete, all highway segments are anticipated to continue to operate at acceptable level of service (LOS) standards during both the peak hours. Therefore, the post-construction operation of this transmission line installation will not adversely affect traffic operations on the predicted travel route.

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1 INTRODUCTION

A new transmission line is being proposed beginning at the Lynn Bark solar facility's onsite substation and continuing approximately 6.27 miles to the existing Inez Substation owned by East Kentucky Power Cooperative and American Electric Power. The project site is located east of KY-3, west of KY-292, south of KY-40 and north of US-119. The entirety of the project is located within Martin County, KY. The expected delivery route map (Figure 1) displays the location of the site and study area. The route displayed in Figure 1 was chosen based on knowledge of the Eastern Kentucky roadway network. For deliveries, the route displayed is the only route that provides a four-lane highway between the Interstate and the project site. Consideration was given to deliveries to the site from KY-292; however, to access the east side of the site, deliveries would have to traverse either KY-40, which is a two lane road that is approximately 21 feet wide with no shoulders or the deliveries would approach from the south and use US-52 on the West Virginia side of the Tug Fork River which is a two-lane road with twelve foot lanes and two foot paved shoulders. Utilizing US-52 would also require a bridge crossing at Kermit, KY before then traveling southbound on KY-292. KY-292 itself is a two-lane road measuring approximately 20 feet in width and doesn't provide any shoulders. All three of the mentioned routes; KY-40, US-52, and KY-292 are roads with tighter curves and harsher geometry for trucks delivering materials than the route presented in Figure 1.

The site will have a primary access point along KY-3. Existing traffic conditions, a construction year of 2027, and the operational phase of the site was evaluated as part of the study. Twenty-four-hour count and classification data were obtained from Kentucky Transportation Cabinet (KYTC) to establish the existing traffic conditions. Figure 2 shows the locations of the five KYTC count stations used in this analysis. The summarized count data for each of these KYTC count stations is included in Appendix A for the following KYTC count stations:

- KYTC Count Station 036A27: KY-114 to KY-321 (MP 15.6090-16.1960)
- KYTC Count Station 010031: KY-767 to Campbell Branch Road (MP 6.032-9.1610)
- KYTC Count Station 036758: KY-321 to KY-3051 (MP 1.06-2.0740)
- KYTC Count Station 080777: KY-1884 to KY-40 (MP 1.0170-4.6820)
- KYTC Count Station 098797: Ratliff Creek Road to US-119 (MP 25.6730-26.2290)

Of the routes impacted by deliveries and expected construction traffic, the segments above are the segments with the highest existing traffic volumes of the impacted routes.

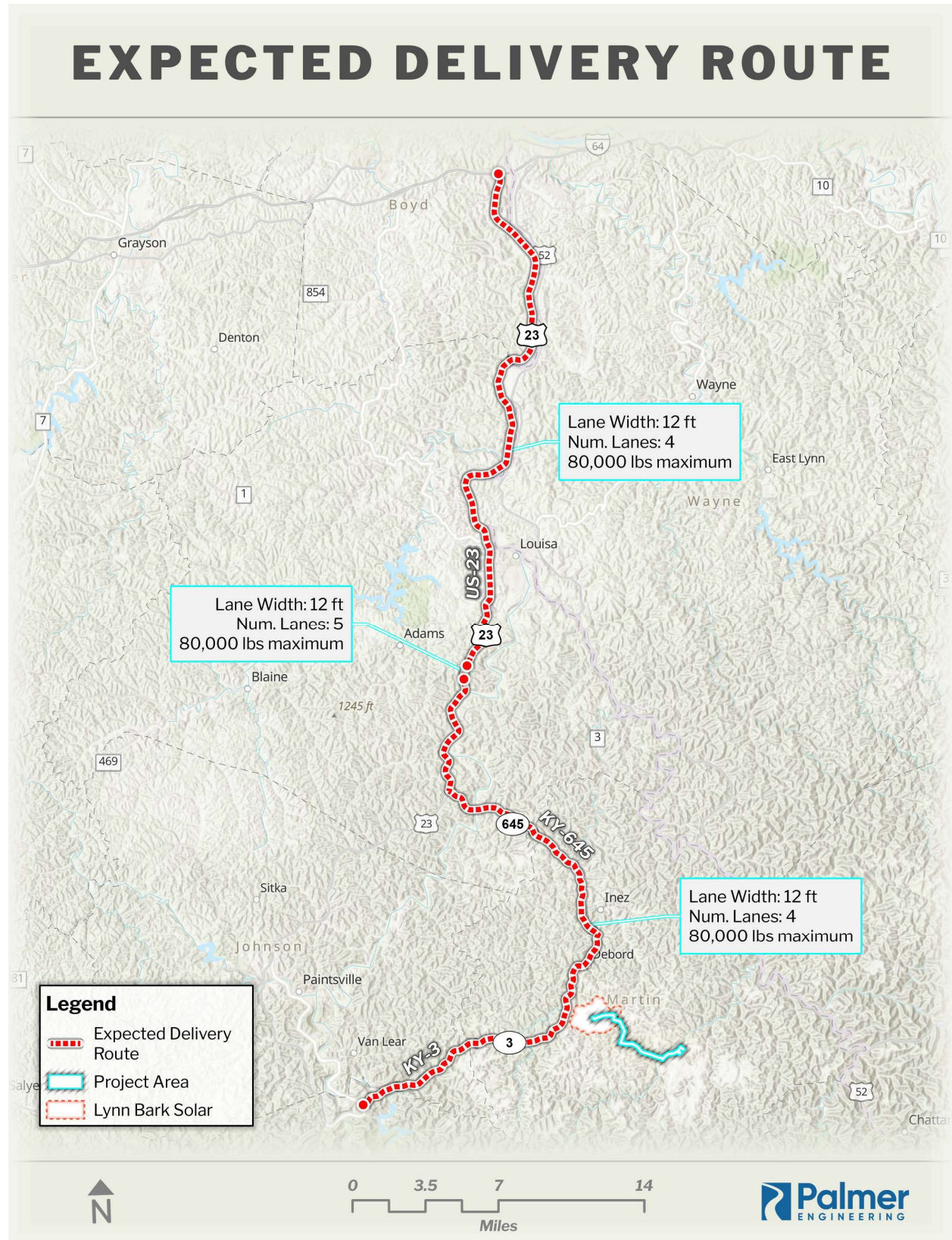


Figure 1: Expected Delivery Route Map

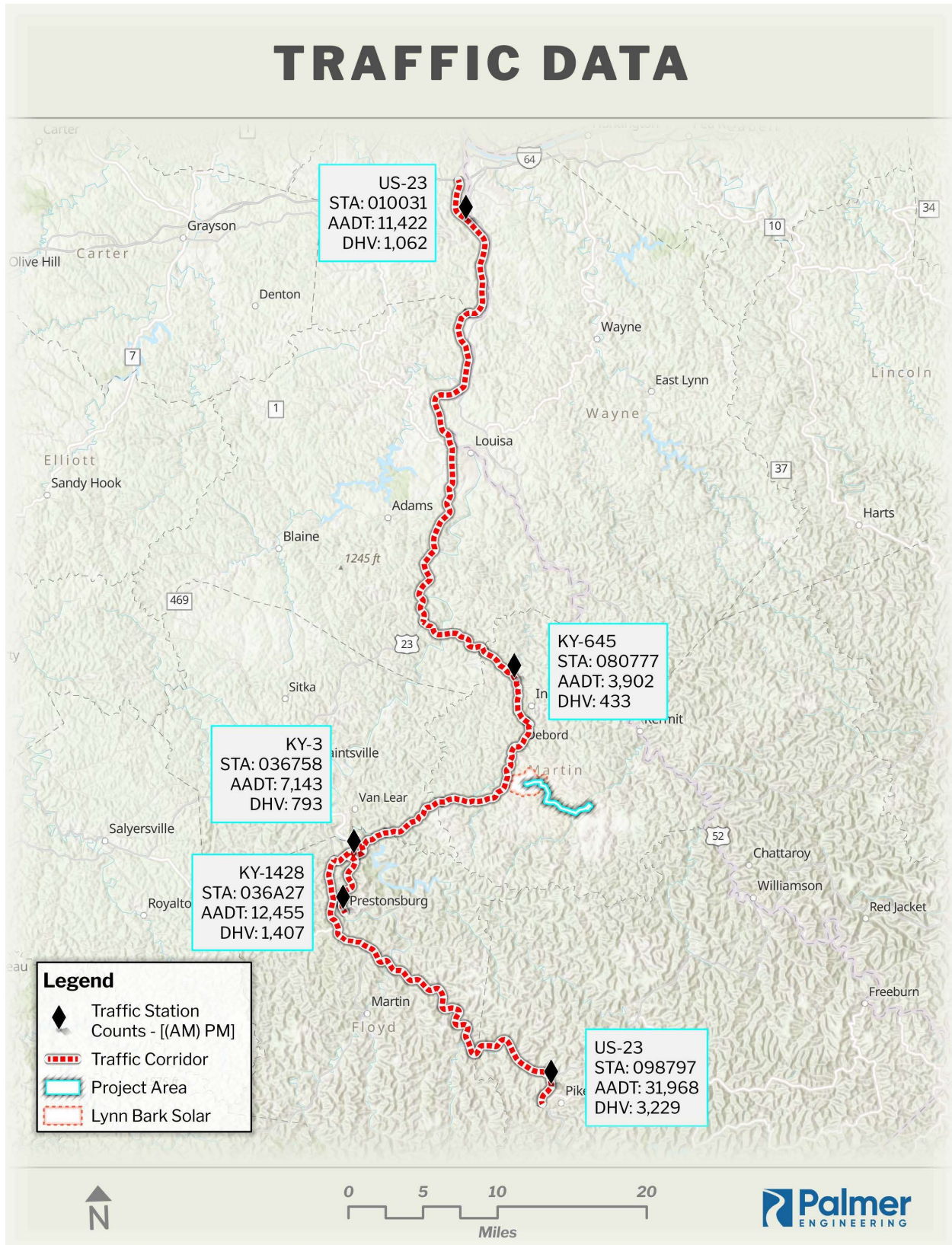


Figure 2: KYTC Count Station Location Map

2 EXISTING CONDITIONS

2.1 REGIONAL AND LOCAL ACCESS

KY-3 will provide the primary access point to the proposed project. All other roads are expected to be travel routes to the proposed site. A brief description of the surrounding roadways follows:

KY-3 – KY-3 is a rural minor arterial that provides local and regional access to the proposed project. KY-3 generally runs in the north-south direction. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of two thru lanes in each direction, a two-way left turn lane, and wide shoulders (approximately 10') on both sides of the roadway. The existing speed limit is posted at 55 mph.

KY-1428 – KY-1428 is a rural major collector that provides local and regional access to the proposed project. KY-1428 generally runs in the north-south direction in the vicinity of the project location. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of two thru lanes in each direction, a two-way left turn lane, and wide shoulders (approximately 10') on both sides of the roadway. The existing speed limit is posted at 35-55 mph.

US-23 – US-23 is a rural principal arterial that provides local and regional access to the proposed project. US-23 generally runs in the north-south direction. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of two thru lanes in each direction, a two-way left turn lane, and wide shoulders (approximately 10') on both sides of the roadway. The existing speed limit is posted at 55 mph.

KY-645 – KY-645 is a rural minor arterial that provides local and regional access to the proposed project. KY-645 generally runs in the north-south direction. Lane widths measure approximately 12 feet. In the vicinity of the project site, this road consists of two thru lanes in each direction, a two-way left turn lane, and wide shoulders (approximately 10') on both sides of the roadway. The existing speed limit is posted at 55 mph.

2.2 BASE TRAFFIC VOLUMES (EXISTING CONDITION)

Traffic counts were taken each hour for 24 consecutive hours, from 12:00 AM to 12:00 AM on the following day at the following locations and dates:

- KYTC Count Station 036A27: Thu Aug 22, 2024
- KYTC Count Station 010031: Thu Oct 12, 2023
- KYTC Count Station 036758: Thu Aug 22, 2024
- KYTC Count Station 080777: Tue May 20, 2025
- KYTC Count Station 098797: Fri Sep 5, 2025

All traffic volumes can be found in the Appendix A.

2.3 BACKGROUND TRAFFIC VOLUMES

The historic traffic volumes along each roadway has shown a flat growth rate over the past 10 years. The analysis assumes an annual flat growth rate for all traffic within the project vicinity.

2.4 METHODOLOGY AND EXISTING CONDITIONS ANALYSIS

Multilane highway analysis was used to evaluate the roadways using Highway Capacity Software (HCS2026), and the results can be found in Appendix B. Multilane highway analyses estimates capacity and Level of Service (LOS) for given traffic and geometric conditions. LOS provides a measure describing the quality of traffic flow provided by a roadway facility, expressed in terms of letter grades with LOS A representing the highest quality traffic flow and minimal delay, and LOS F representing poor traffic operations and significant delay. The multilane highways method utilizes density (pc/mi/ln) as the service measures for LOS. Table 1 displays the density ranges with their corresponding LOS, extracted from the Highway Capacity Manual (HCM). Figure 3 provides the traffic volumes on their studied routes under existing conditions.

The results of the existing traffic peak-hour multilane analyses are summarized in Table 2. The tables indicate that all highways currently operate at acceptable level-of-service standards during both the AM and PM peak hours.

LOS	Density (pc/mi/ln)
A	≤11
B	>11 - 18
C	>18 - 26
D	>26 - 35
E	>35 - 45
F	Demand Exceeds Capacity OR Density > 45

Table 1: LOS Criteria for Basic Freeway and Multilane Highway Segments

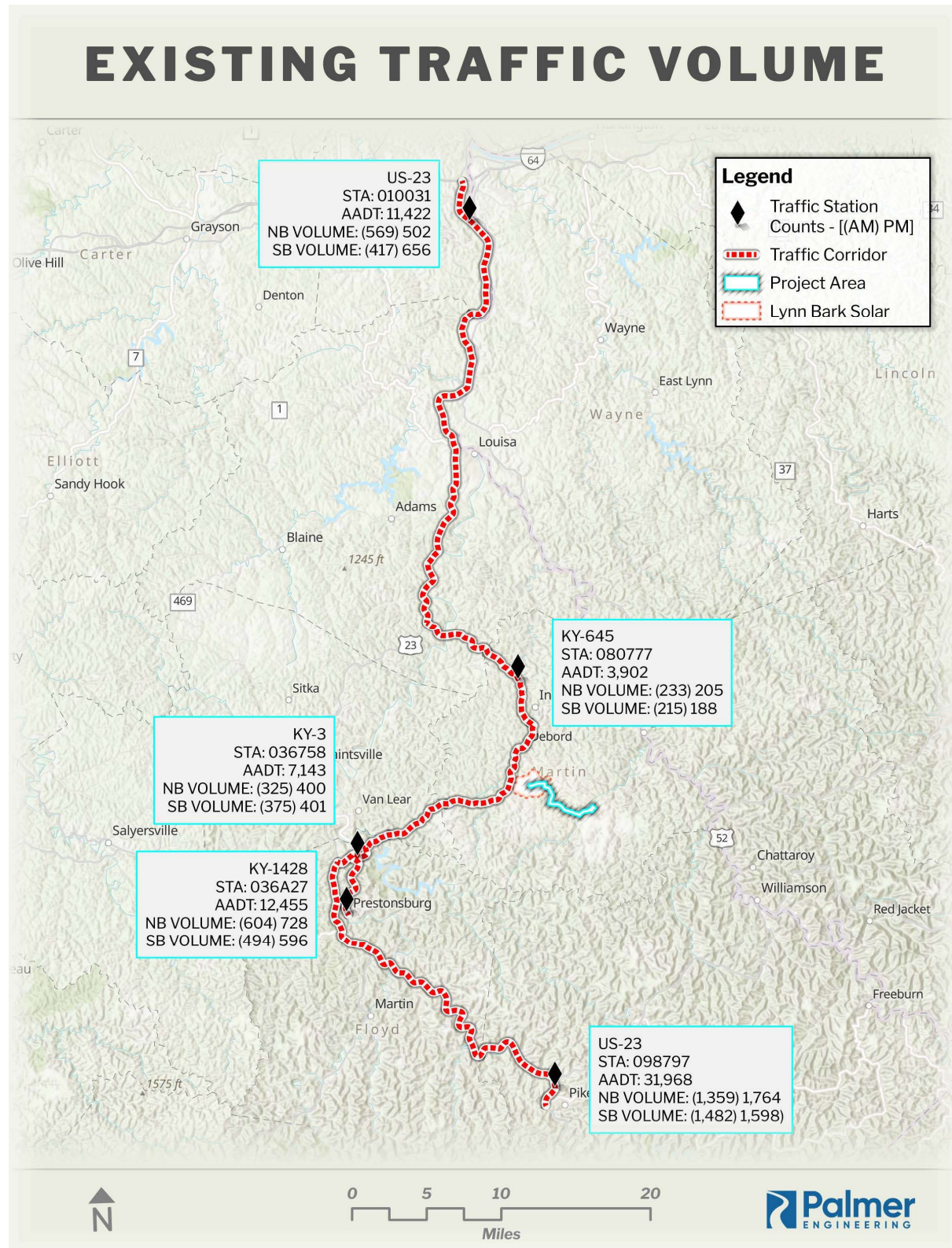


Figure 3: Existing Volumes Map

EXISTING VOLUMES					
D (PC/MI/LN) / LOS		NORTHBOUND		SOUTHBOUND	
STATION	ROUTE	AM	PM	AM	PM
036A27	KY-1428	7.9/A	7.8/A	6.4/A	6.4/A
O10031	US-23	7.3/A	6.8/A	6.9/A	8.0/A
O36758	KY-3	4.0/A	4.9/A	5.0/A	5.0/A
O80777	KY-645	3.4/A	3.0/A	2.8/A	2.3/A
O98797	US-23	15.7/B	17.6/B	17.3/B	18.0/B

Table 2: Existing Multilane Highway Analysis

3 TRIP GENERATION AND PROJECTED TRAFFIC VOLUMES

3.1 CONSTRUCTION

Trip estimates for the proposed project are based upon information provided by the developer. The trip generation analysis for this project is based on the number of workers and the associated construction and delivery truck trips expected during the construction of the project. Construction workers will consist of laborers, equipment operators, electricians, supervisory personnel, support personnel, and construction management personnel. It is envisioned that workers will arrive from passenger vehicles and trucks daily during the AM (7:00 – 9:00 AM) and depart during the PM (3:00 – 6:00 PM) peak hours. Equipment deliveries will occur at various times during the day. During construction, the vehicle traffic expected is approximately 100 pickup trucks and passenger cars and 5 to 10 tractor trailer trucks. Therefore, this study assumes 10 tractor trailer trucks per day. The construction of the proposed transmission line is expected to be completed withing 5 years. Figure 4 shows the amount of additional traffic added to the routes for the analysis. To provide a conservative analysis, all new traffic was assumed to use each route. This will not be the case during construction. Figure 5 displays the total traffic along each route when construction traffic is added to the existing traffic.

3.2 CONSTRUCTION ANALYSIS

The construction year analysis assumed the same roadway geometry that was used for the analysis of existing conditions. The results of the construction year for the peak-hour multilane analysis are summarized in Table 3. The tables indicate that all highway segments are anticipated to continue to operate at acceptable LOS standards during construction for both peak hours. Therefore, the construction for this project will not adversely affect the operation of the roadways along the expected route.

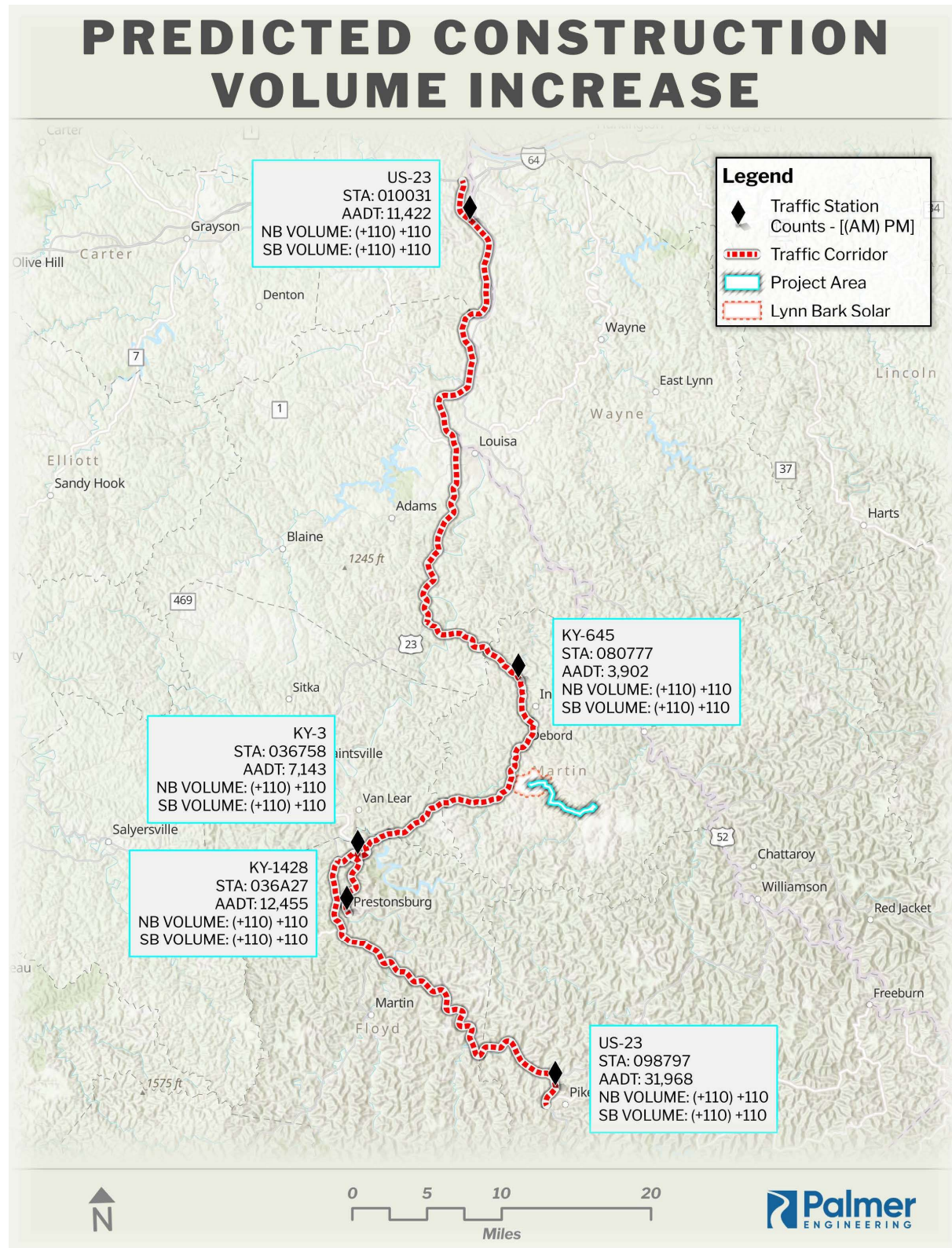


Figure 4: Added Construction Volumes Map

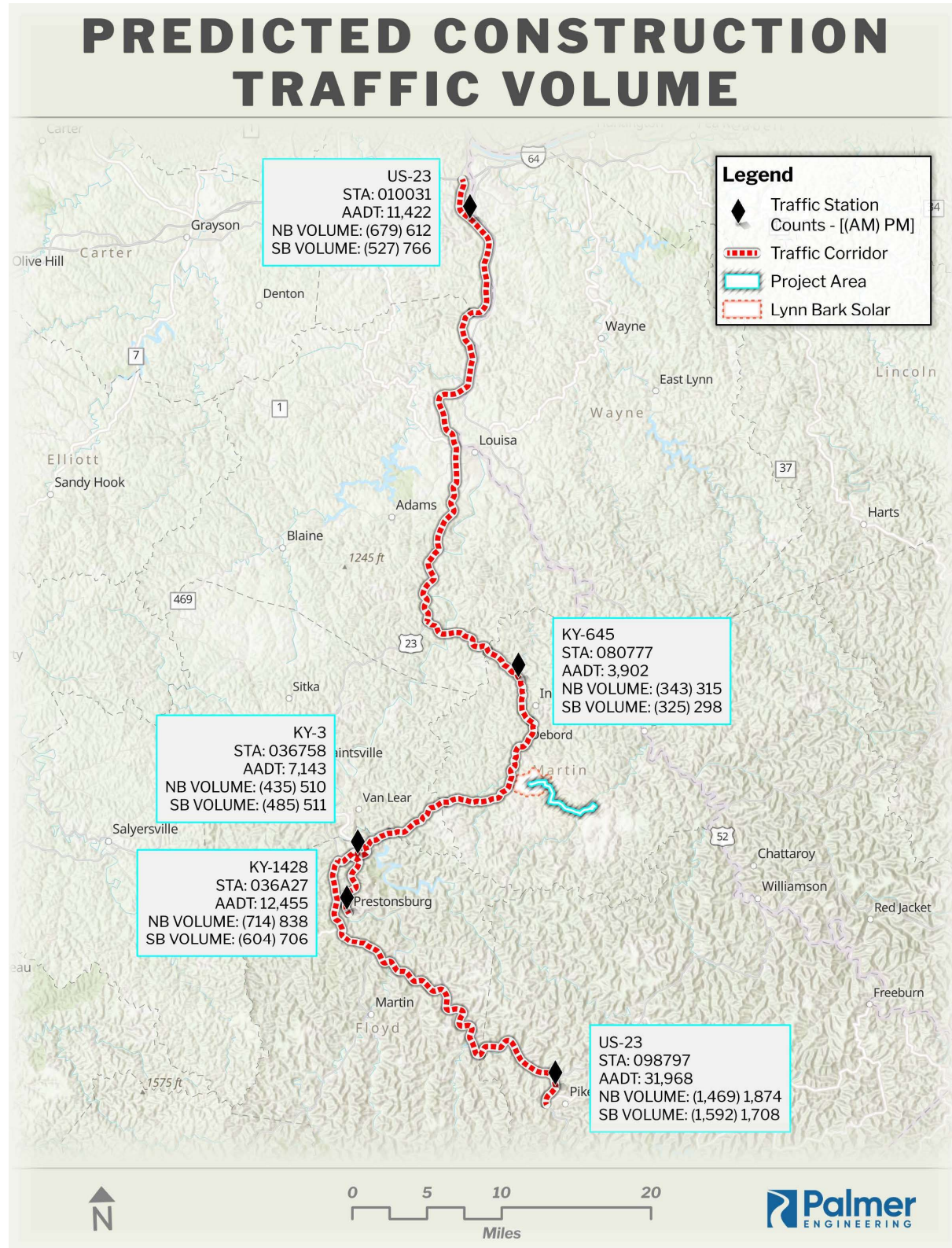


Figure 5: Construction Traffic Volumes Map

CONSTRUCTION (EXISTING + 110 TRIPS EACH DIRECTION AM AND PM)					
D (PC/MI/LN) / LOS		NORTHBOUND		SOUTHBOUND	
STATION	ROUTE	AM	PM	AM	PM
036A27	KY-1428	9.3/A	9.0/A	7.9/A	7.6/A
O10031	US-23	8.8/A	8.3/A	8.7/A	12.7/B
O36758	KY-3	5.4/A	6.3/A	5.7/A	6.3/A
O80777	KY-645	5.0/A	4.5/A	4.2/A	3.6/A
O98797	US-23	16.9/B	18.7/C	18.6/C	19.2/C

Table 3: Construction Multilane Highway Analysis

3.3 OPERATION

Once operational, the transmission line will only have to be managed and monitored. Trip estimates for the proposed project are based upon information provided by the developer. The facility will have 10 or less vehicles travel to the site each day post-construction. Figure 6 shows the amount of traffic being added to each route during operations of the development. To provide a conservative analysis, all generated traffic was applied to each route. This will not be the case. Figure 7 provides the total traffic along each route during the operations phase by combining the existing traffic with the added operations traffic.

3.4 OPERATION ANALYSIS

The operation analysis assumed the same roadway geometry that was used for the analysis of existing conditions. The results of the operation phase for the peak-hour multilane analysis are summarized in Table 6. The table indicates that all highway segments are anticipated to continue to operate at acceptable LOS standards post-construction for both peak hours. This additional volume for the operational phase of the project will have no measurable impact on the traffic and/or transportation infrastructure.

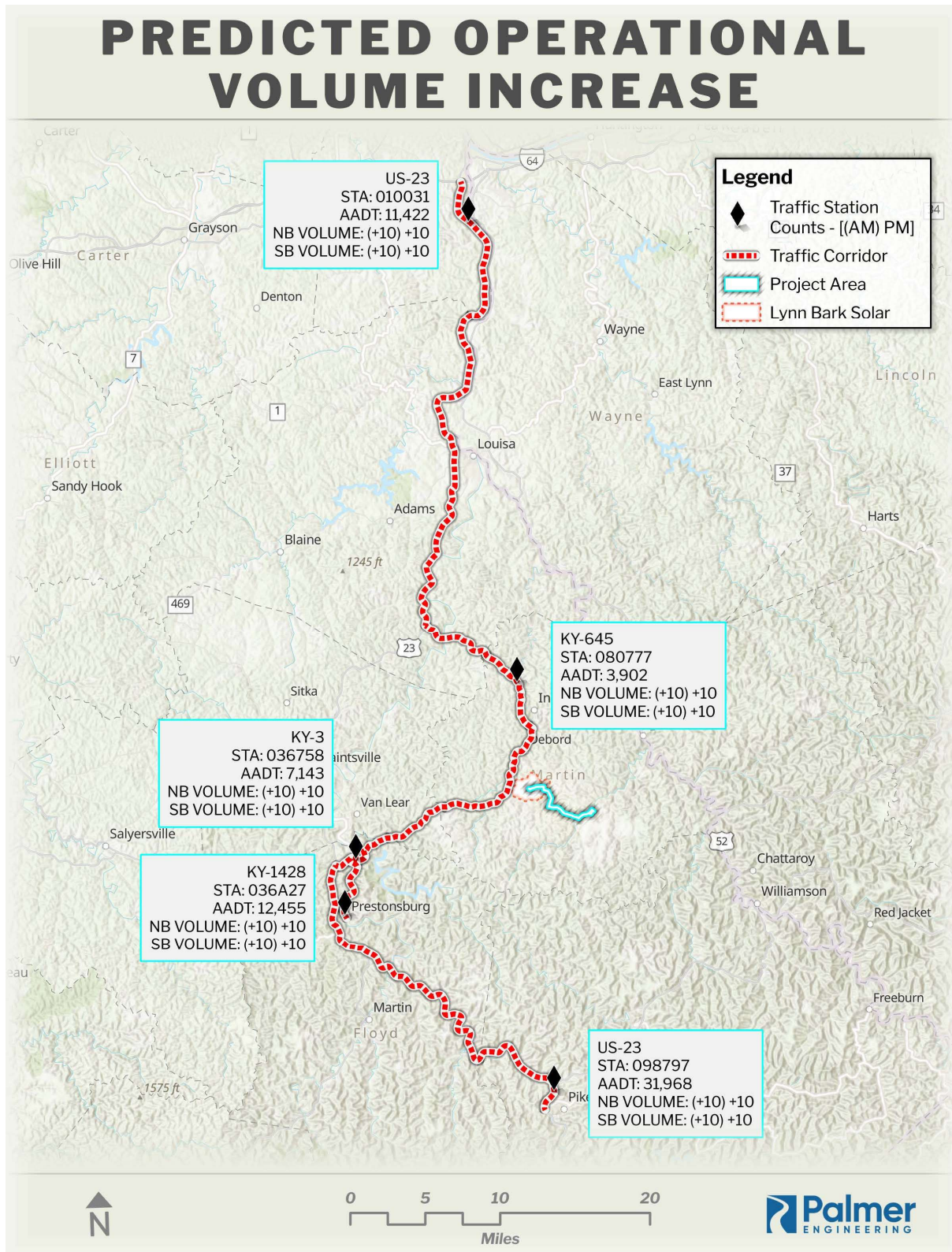


Figure 6: Added Operation Volumes Map

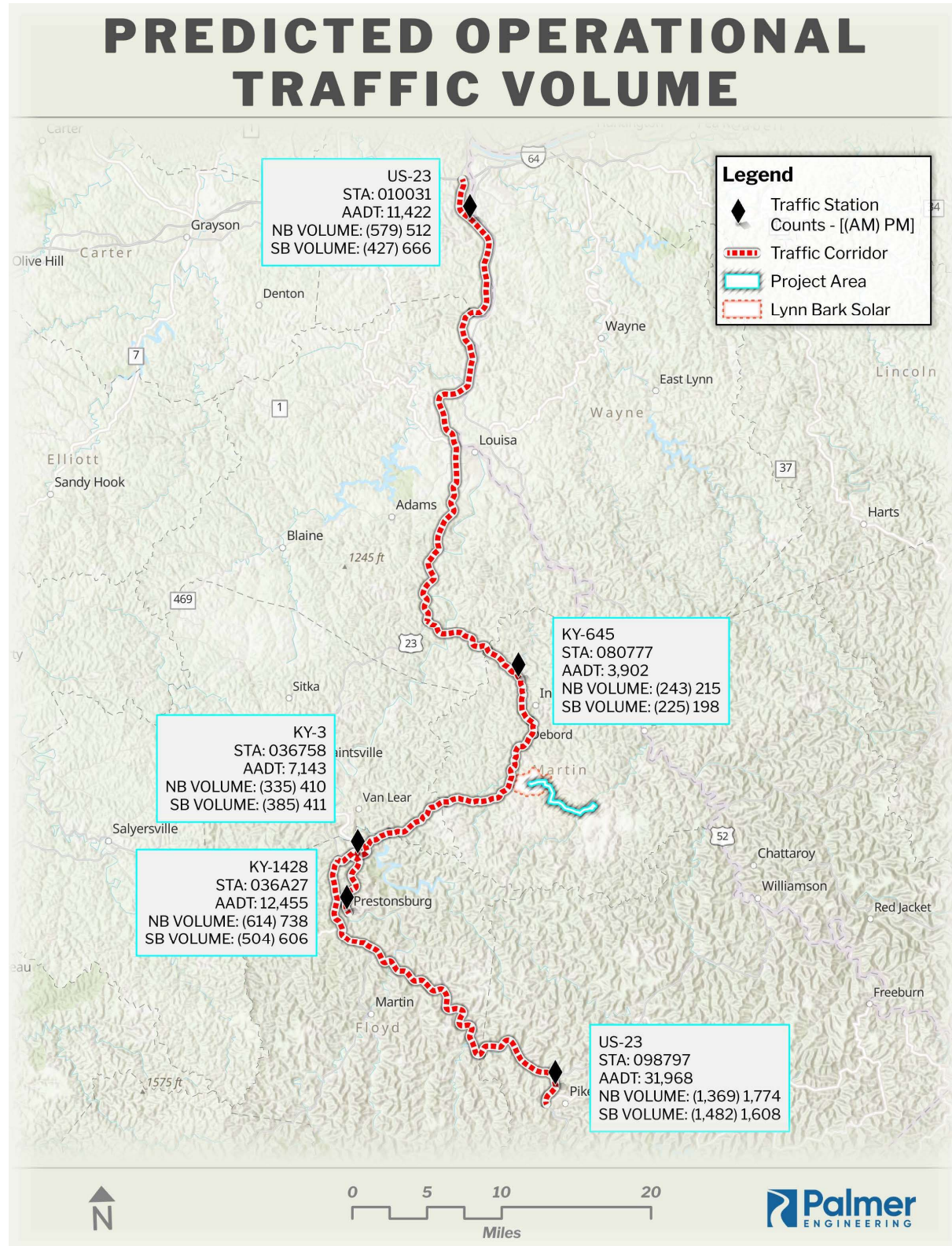


Figure 7: Operation Traffic Volumes Map

OPERATION (EXISTING + 10 TRIPS EACH DIRECTION AM AND PM)					
D (PC/MI/LN) / LOS		NORTHBOUND		SOUTHBOUND	
STATION	ROUTE	AM	PM	AM	PM
036A27	KY-1428	8.0/A	8.0/A	6.6/A	6.5/A
O10031	US-23	7.5/A	6.9/A	7.1/A	11.0/A
O36758	KY-3	4.1/A	5.1/A	4.5/A	5.1/A
O80777	KY-645	3.6/A	3.1/A	2.9/A	2.4/A
O98797	US-23	15.8/B	17.7/B	17.4/B	18.1/C

Table 4: Operation Multilane Highway Analysis

4 BRIDGE ANALYSIS

Figures 8-10 illustrate the bridges along the predicted travel route. The figures indicate that all of the bridges have an 80,000 LB. max load rating with the widths varying from 25 feet (bridge 080B00043N) to 99.9 feet (bridge 010B00071N). bridge 080B00043N is the critical bridge width at 25 feet wide.

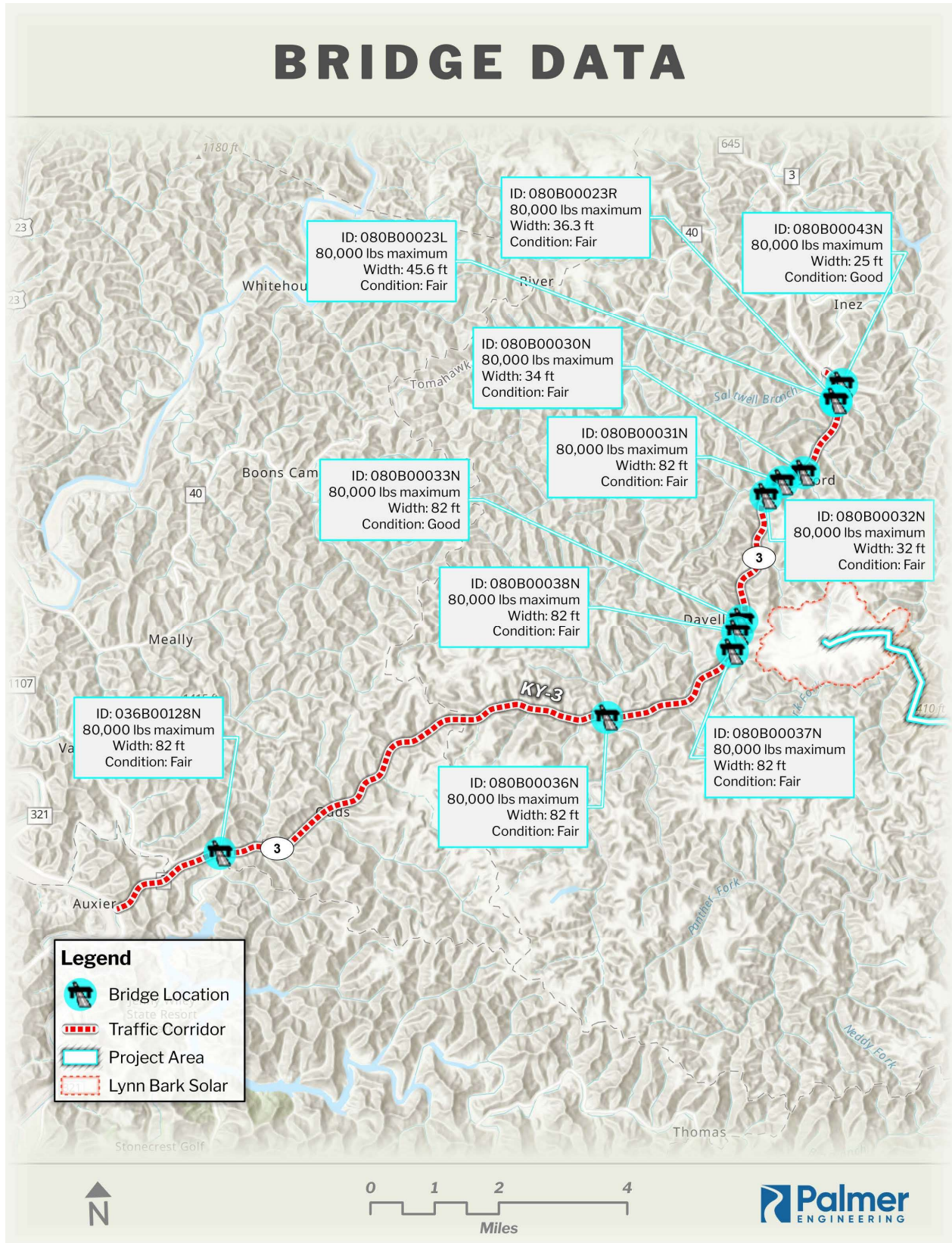


Figure 8: Bridge Data Map A

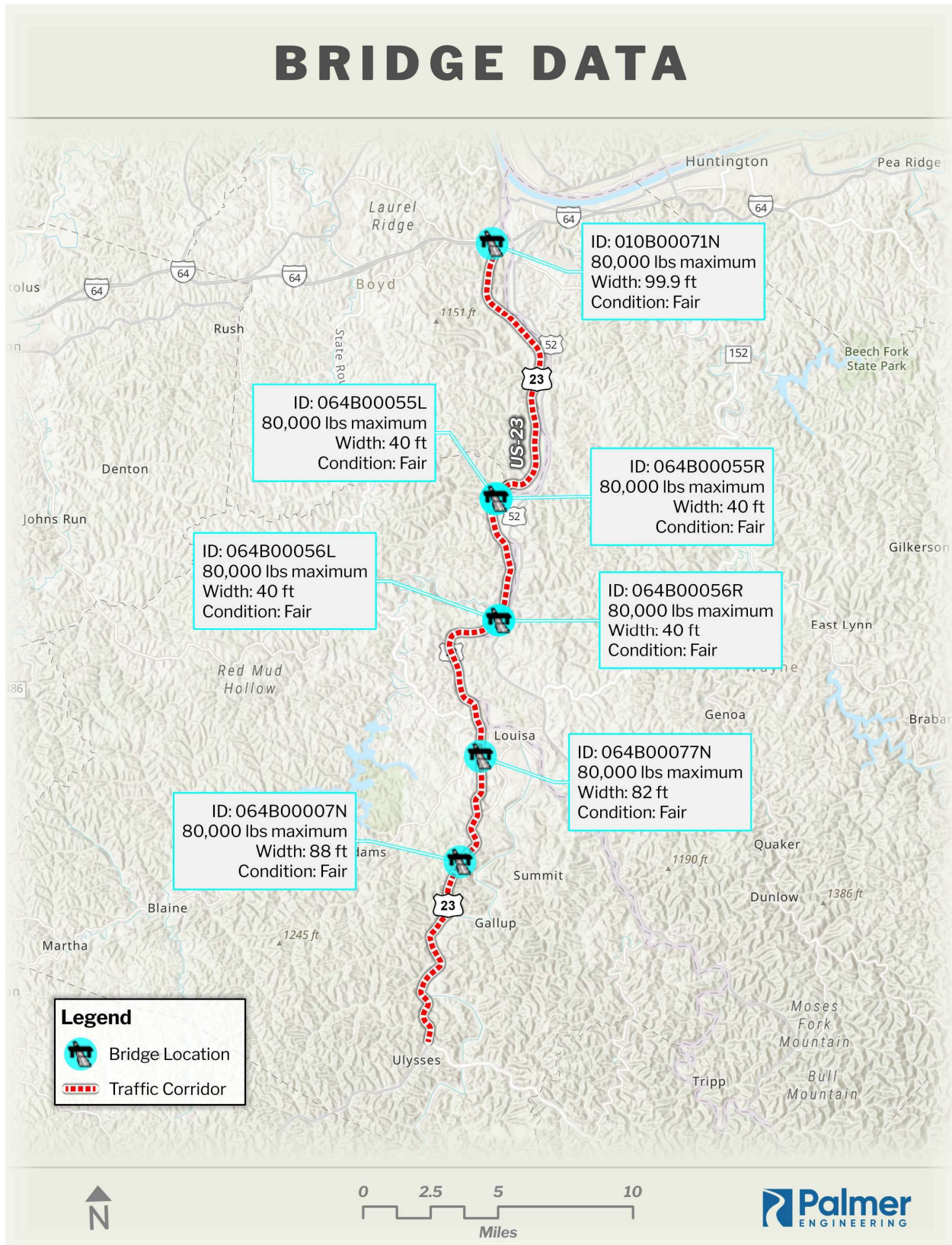


Figure 9: Bridge Data Map B

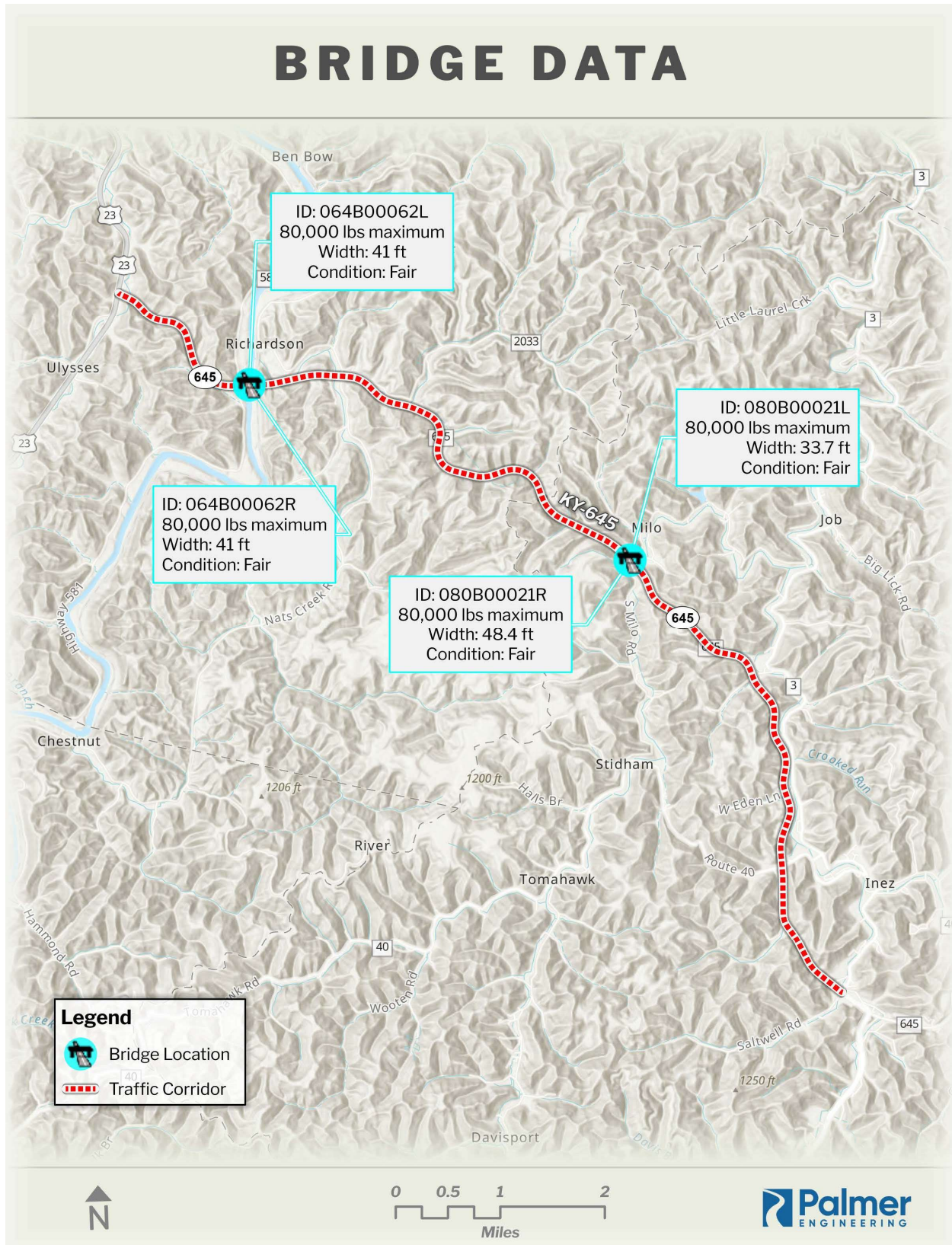


Figure 10: Bridge Data Map C

5 CONCLUSIONS AND RECOMMENDATIONS

As demonstrated in the traffic analysis, the construction period trip generation of workers and trucks will not generate a significant number of trips on the predicted roadways. All roadways will continue to operate at an acceptable LOS during the scenario of when construction traffic is added to the existing peak traffic counts and during the scenario when post-construction traffic is added to existing peak traffic counts. Although no significant or adverse traffic impacts are expected during project construction or operation, using mitigation measures such as ridesharing between construction workers, using appropriate traffic controls, or allowing flexible working hours outside of the peak hour could be implemented to minimize any potential for delays during the AM and PM peak hours. It is recommended that all over-sized deliveries be scheduled during off-peak hours to mitigate any impacts.

APPENDIX A

TRAFFIC COUNTS AND CLASSIFICATION DATA

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 08/21/2024 through 08/23/2024

Site names: 036A27 Seasonal Factor Grp: 3
County: Floyd Daily Factor Grp: 3
Funct Class: Minor Arterial Axle Factor Grp: 16
Location: 036-KY-1428 -000 @ 15.903 From: KY 114 Growth Factor Grp:

	Sun, Aug 18, 2024			Mon, Aug 19, 2024			Tue, Aug 20, 2024			Wed, Aug 21, 2024			Thu, Aug 22, 2024			Fri, Aug 23, 2024			Sat, Aug 24, 2024		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													29			32					
01:00													22			14					
02:00													14			10					
03:00													12			32					
04:00													39			25					
05:00													118			91					
06:00													257			253					
07:00													843			828					
08:00													957			933					
09:00													753			777					
10:00													829			822					
11:00													995			1,079					
12:00													1,272			1,237					
13:00													1,052			1,101					
14:00													1,038			1,063					
15:00										1,295			1,266			1,411					
16:00										1,223			1,245			1,258					
17:00										1,160			1,237								
18:00										873			1,008								
19:00										692			787								
20:00										643			561								
21:00										279			512								
22:00										165			219								
23:00										55			78								
Total										6,385			15,143			10,966					
AM Peak Vol													1,098			1,079					
AM Peak Fct													.76			.803					
AM Peak Hr													7: 30			11: 00					
PM Peak Vol													1,324								
PM Peak Fct													.917								
PM Peak Hr													16: 30								
Seasonal Fct										.959	.959	.959	.959	.959	.959	.959	.959	.959			
Daily Fct										.934	.934	.934	.925	.925	.925	.888	.888	.888			
Axle Fct										.474	.474	.474	.474	.474	.474	.474	.474	.474			
Pulse Fct										2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 10/10/2023 through 10/13/2023

Site names: 010031 Seasonal Factor Grp: 3
 County: Boyd Daily Factor Grp: 3
 Funct Class: Principal Arterial - Other Axle Factor Grp: 14
 Location: 010-US-0023 -000 @ 7.597 From: KY 757 Growth Factor Grp:

	Sun, Oct 8, 2023			Mon, Oct 9, 2023			Tue, Oct 10, 2023			Wed, Oct 11, 2023			Thu, Oct 12, 2023			Fri, Oct 13, 2023			Sat, Oct 14, 2023		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										130	57	73	121	56	65	117	62	55			
01:00										85	36	49	104	56	48	74	32	42			
02:00										116	45	71	83	40	43	106	43	63			
03:00										149	90	59	125	64	61	140	82	58			
04:00										243	134	109	234	131	103	238	108	130			
05:00										418	237	181	460	262	198	375	208	167			
06:00										947	506	441	879	485	394	832	435	397			
07:00										958	553	405	931	565	366	798	467	331			
08:00										887	536	351	832	466	366	840	474	366			
09:00										758	420	338	759	395	364	775	424	351			
10:00										756	401	355	796	411	385	835	448	387			
11:00										790	440	350	790	407	383	824	452	372			
12:00										872	438	434	835	444	391						
13:00										823	423	400	791	396	395						
14:00							876	454	422	896	466	430	913	454	459						
15:00							945	470	475	1,010	480	530	975	441	534						
16:00							1,044	454	590	990	420	570	1,062	462	600						
17:00							973	413	560	967	439	528	1,060	461	599						
18:00							687	299	388	725	339	386	839	399	440						
19:00							527	240	287	491	219	272	544	228	316						
20:00							384	145	239	372	143	229	422	160	262						
21:00							275	120	155	253	102	151	361	139	222						
22:00							225	107	118	209	91	118	273	112	161						
23:00							136	58	78	118	49	69	193	77	116						
Total							6,072	2,760	3,312	13,963	7,064	6,899	14,382	7,111	7,271	5,954	3,235	2,719			
AM Peak Vol										986	589	449	936	569	417	860	512	423			
AM Peak Fct										.756	.861	.724	.765	.852	.664	.827	.901	.755			
AM Peak Hr										7: 15	7: 15	6: 15	7: 15	7: 15	6: 15	7: 30	7: 30	6: 15			
PM Peak Vol										1,063	480	585	1,158	502	656						
PM Peak Fct										.953	.876	.926	.934	.81	.901						
PM Peak Hr										16: 45	15: 00	16: 30	16: 30	16: 30	16: 30						
Seasonal Fct							.960	.960	.960	.960	.960	.960	.960	.960	.960	.960	.960	.960			
Daily Fct							.983	.983	.983	.964	.964	.964	.934	.934	.934	.874	.874	.874			
Axle Fct							.450	.450	.450	.450	.450	.450	.450	.450	.450	.450	.450	.450			
Pulse Fct							.000	.000	.000	2.000	2.000	.000	.000	.000	2.000	.000	.000	.000			

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 08/21/2024 through 08/23/2024

Site names: 036758 Seasonal Factor Grp: 3
 County: Floyd Daily Factor Grp: 3
 Funct Class: Minor Arterial Axle Factor Grp: 16
 Location: 036-KY-0003 -000 @ 1.567 From: KY Growth Factor Grp:

	Sun, Aug 18, 2024			Mon, Aug 19, 2024			Tue, Aug 20, 2024			Wed, Aug 21, 2024			Thu, Aug 22, 2024			Fri, Aug 23, 2024			Sat, Aug 24, 2024		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													38	17	21	40	19	21			
01:00													10	6	4	18	5	13			
02:00													9	5	4	17	11	6			
03:00													17	7	10	22	7	15			
04:00													59	31	28	50	27	23			
05:00													132	66	66	128	57	71			
06:00													230	105	125	218	101	117			
07:00													633	305	328	600	267	333			
08:00													549	264	285	470	229	241			
09:00													417	196	221	436	198	238			
10:00													437	241	196	477	228	249			
11:00													532	257	275	543	267	276			
12:00													598	280	318	584	287	297			
13:00													535	261	274	555	312	243			
14:00										584	322	262	614	336	278	609	313	296			
15:00										664	295	369	615	315	300	684	353	331			
16:00										790	452	338	764	371	393						
17:00										613	319	294	646	336	310						
18:00										422	205	217	403	215	188						
19:00										308	173	135	289	174	115						
20:00										263	146	117	252	139	113						
21:00										144	87	57	189	124	65						
22:00										81	55	26	119	75	44						
23:00										50	35	15	61	41	20						
Total										3,919	2,089	1,830	8,148	4,167	3,981	5,451	2,681	2,770			
AM Peak Vol													700	325	375	649	306	343			
AM Peak Fct													.818	.855	.788	.836	.823	.752			
AM Peak Hr													7: 15	7: 15	7: 15	7: 30	7: 30	7: 30			
PM Peak Vol													800	400	401						
PM Peak Fct													.897	.855	.864						
PM Peak Hr													16: 15	16: 30	16: 15						
Seasonal Fct										.959	.959	.959	.959	.959	.959	.959	.959	.959			
Daily Fct										.934	.934	.934	.925	.925	.925	.888	.888	.888			
Axle Fct										.500	.500	.500	.500	.500	.500	.500	.500	.500			
Pulse Fct										2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 05/19/2025 through 05/21/2025

Site names: 080777 Seasonal Factor Grp: 2
County: Martin Daily Factor Grp: 2
Funct Class: Minor Arterial Axle Factor Grp: 06
Location: 080-KY-0645 -000 @ 2.850 From: KY 1884 Growth Factor Grp: 06

	Sun, May 18, 2025			Mon, May 19, 2025			Tue, May 20, 2025			Wed, May 21, 2025			Thu, May 22, 2025			Fri, May 23, 2025			Sat, May 24, 2025		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							16	5	11	9	4	5									
01:00							22	10	12	14	3	11									
02:00							20	9	11	12	5	7									
03:00							21	11	10	17	9	8									
04:00							46	31	15	50	31	19									
05:00							75	44	31	84	50	34									
06:00							137	70	67	138	61	77									
07:00							423	231	192	384	206	178									
08:00							289	120	169	275	156	119									
09:00							218	109	109	164	79	85									
10:00							214	109	105	242	116	126									
11:00							211	92	119	215	88	127									
12:00							229	109	120	273	114	159									
13:00							259	135	124	295	147	148									
14:00							310	149	161	300	166	134									
15:00				394	214	180	384	201	183												
16:00				434	210	224	323	147	176												
17:00				361	173	188	228	116	112												
18:00				196	100	96	162	91	71												
19:00				152	76	76	125	62	63												
20:00				123	74	49	103	59	44												
21:00				139	91	48	94	52	42												
22:00				76	36	40	43	26	17												
23:00				52	28	24	27	12	15												
Total				1,927	1,002	925	3,979	2,000	1,979	2,472	1,235	1,237									
AM Peak Vol							444	233	215	407	220	187									
AM Peak Fct							.776	.702	.79	.862	.821	.917									
AM Peak Hr							7: 15	7: 15	7: 30	7: 15	7: 15	7: 15									
PM Peak Vol							388	205	188												
PM Peak Fct							.802	.712	.839												
PM Peak Hr							14: 45	14: 45	15: 45	:	:	:									
Seasonal Fct				.927	.927	.927	.927	.927	.927	.927	.927	.927									
Daily Fct				1.041	1.041	1.041	1.020	1.020	1.020	.952	.952	.952									
Axle Fct				.500	.500	.500	.500	.500	.500	.500	.500	.500									
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000									

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/2025 through 09/12/2025

Site names: 098797 Seasonal Factor Grp: 3
County: Pike Daily Factor Grp: 3
Funct Class: Principal Arterial - Other Axle Factor Grp: 14
Location: 098-US-0023 -000 @ 25.838 From: RATLIFF Growth Factor Grp:

	Sun, Aug 31, 2025			Mon, Sep 1, 2025			Tue, Sep 2, 2025			Wed, Sep 3, 2025			Thu, Sep 4, 2025			Fri, Sep 5, 2025			Sat, Sep 6, 2025		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													134	65	69	126	53	73	206	98	108
01:00													78	36	42	90	40	50	123	61	62
02:00													73	29	44	67	25	42	81	40	41
03:00													91	49	42	69	37	32	85	46	39
04:00													208	109	99	197	109	88	107	56	51
05:00													474	243	231	437	210	227	141	72	69
06:00													1,106	497	609	950	430	520	386	190	196
07:00													2,461	1,104	1,357	2,529	1,178	1,351	626	360	266
08:00													2,216	1,006	1,210	2,158	1,066	1,092	1,032	574	458
09:00													1,945	964	981	2,060	1,048	1,012	1,348	718	630
10:00													1,975	1,012	963	2,213	1,167	1,046	1,610	938	672
11:00													2,177	1,189	988	2,559	1,359	1,200	1,860	1,035	825
12:00													2,423	1,207	1,216	2,833	1,467	1,366	2,090	1,118	972
13:00													2,363	1,245	1,118	2,705	1,402	1,303	2,099	1,060	1,039
14:00													2,435	1,207	1,228	2,725	1,338	1,387	2,004	1,014	990
15:00										3,129	1,681	1,448	2,904	1,571	1,333	3,174	1,687	1,487	1,964	922	1,042
16:00										3,177	1,700	1,477	3,126	1,710	1,416	3,125	1,704	1,421	1,973	897	1,076
17:00										3,213	1,549	1,664	3,013	1,529	1,484	3,087	1,533	1,554	1,843	867	976
18:00										2,201	996	1,205	2,100	922	1,178	2,667	1,177	1,490	1,796	767	1,029
19:00										1,552	713	839	1,636	750	886	2,123	934	1,189	1,625	784	841
20:00										1,162	573	589	1,254	608	646	1,536	694	842	1,143	469	674
21:00										777	368	409	892	378	514	1,115	523	592	989	441	548
22:00										429	196	233	529	235	294	665	256	409	652	295	357
23:00										233	102	131	257	132	125	569	318	251	413	162	251
Total										15,873	7,878	7,995	35,870	17,797	18,073	39,779	19,755	20,024	26,196	12,984	13,212
AM Peak Vol													2,775	1,211	1,564	2,737	1,359	1,482	1,860	1,035	825
AM Peak Fct													.909	.878	.885	.844	.829	.822	.882	.895	.852
AM Peak Hr													7: 15	7: 15	7: 15	7: 15	11: 00	7: 15	11: 00	11: 00	11: 00
PM Peak Vol													3,267	1,762	1,505	3,331	1,764	1,598	2,122	1,118	1,096
PM Peak Fct													.942	.943	.941	.899	.959	.852	.977	.947	.942
PM Peak Hr													16: 30	16: 30	16: 30	16: 30	16: 15	16: 30	13: 15	12: 00	15: 30
Seasonal Fct										.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951
Daily Fct										1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Axle Fct										.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500
Pulse Fct										2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/2025 through 09/12/2025

Site names: 098797 Seasonal Factor Grp: 3
County: Pike Daily Factor Grp: 3
Funct Class: Principal Arterial - Other Axle Factor Grp: 14
Location: 098-US-0023 -000 @ 25.838 From: RATLIFF Growth Factor Grp:

	Sun, Sep 7, 2025			Mon, Sep 8, 2025			Tue, Sep 9, 2025			Wed, Sep 10, 2025			Thu, Sep 11, 2025			Fri, Sep 12, 2025			Sat, Sep 13, 2025		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00	183	81	102	113	55	58	135	63	72	107	54	53	121	54	67	135	67	68			
01:00	103	48	55	79	35	44	85	45	40	77	31	46	66	36	30	78	30	48			
02:00	78	37	41	67	30	37	65	28	37	66	29	37	66	28	38	80	29	51			
03:00	51	28	23	110	60	50	98	53	45	89	46	43	89	49	40	85	44	41			
04:00	60	32	28	226	124	102	221	118	103	206	112	94	221	112	109	193	85	108			
05:00	91	52	39	493	241	252	463	245	218	470	255	215	478	247	231	404	187	217			
06:00	237	95	142	1,090	466	624	1,084	506	578	1,085	491	594	1,054	460	594	956	439	517			
07:00	380	214	166	2,596	1,201	1,395	2,752	1,209	1,543	2,732	1,222	1,510	2,459	1,107	1,352	2,481	1,174	1,307			
08:00	655	357	298	2,160	949	1,211	2,197	1,048	1,149	2,273	1,033	1,240	2,154	987	1,167	2,171	1,047	1,124			
09:00	922	432	490	1,998	963	1,035	1,977	931	1,046	1,973	960	1,013	1,961	984	977	2,043	1,002	1,041			
10:00	1,336	680	656	2,147	1,169	978	2,053	1,040	1,013	2,125	1,090	1,035	2,057	1,069	988	2,089	1,125	964			
11:00	1,341	744	597	2,376	1,238	1,138	2,292	1,249	1,043	2,340	1,262	1,078	2,392	1,247	1,145	2,493	1,328	1,165			
12:00	1,976	1,129	847	2,594	1,359	1,235	2,519	1,307	1,212	2,700	1,359	1,341	2,590	1,296	1,294	2,701	1,381	1,320			
13:00	2,319	1,307	1,012	2,510	1,277	1,233	2,506	1,234	1,272	2,615	1,330	1,285	2,586	1,279	1,307	2,735	1,414	1,321			
14:00	2,106	1,026	1,080	2,450	1,236	1,214	2,458	1,238	1,220	2,602	1,288	1,314	2,552	1,253	1,299						
15:00	2,070	970	1,100	2,898	1,544	1,354	2,897	1,592	1,305	2,927	1,574	1,353	2,980	1,588	1,392						
16:00	1,956	938	1,018	3,063	1,641	1,422	3,163	1,633	1,530	3,114	1,681	1,433	3,154	1,684	1,470						
17:00	1,862	877	985	2,944	1,494	1,450	2,990	1,469	1,521	2,970	1,511	1,459	3,059	1,534	1,525						
18:00	1,599	723	876	2,241	986	1,255	2,232	1,105	1,127	2,153	1,040	1,113	2,137	970	1,167						
19:00	1,510	758	752	1,609	785	824	1,587	798	789	1,611	778	833	1,752	907	845						
20:00	1,116	511	605	1,171	550	621	1,170	515	655	1,227	547	680	1,366	652	714						
21:00	706	297	409	720	336	384	792	381	411	758	320	438	927	415	512						
22:00	418	189	229	392	177	215	451	197	254	379	160	219	487	183	304						
23:00	210	89	121	215	100	115	224	101	123	243	115	128	259	122	137						
Total	23,285	11,614	11,671	36,262	18,016	18,246	36,411	18,105	18,306	36,842	18,288	18,554	36,967	18,263	18,704	18,644	9,352	9,292			
AM Peak Vol	1,396	744	671	2,879	1,259	1,620	2,890	1,306	1,584	2,950	1,327	1,623	2,691	1,247	1,497	2,710	1,328	1,429			
AM Peak Fct	.63	.6	.688	.817	.811	.822	.815	.841	.795	.841	.878	.813	.848	.881	.817	.837	.871	.81			
AM Peak Hr	10: 30	11: 00	10: 15	7: 15	7: 15	7: 15	7: 15	7: 15	7: 15	7: 15	7: 15	7: 15	7: 15	11: 00	7: 30	7: 15	11: 00	7: 15			
PM Peak Vol	2,319	1,313	1,103	3,126	1,667	1,526	3,278	1,693	1,605	3,228	1,768	1,460	3,241	1,762	1,543						
PM Peak Fct	.983	.957	.904	.958	.9	.983	.94	.918	.884	.914	.889	.926	.901	.914	.899						
PM Peak Hr	13: 00	12: 45	13: 45	16: 30	16: 15	16: 45	16: 30	16: 30	16: 15	16: 15	16: 15	16: 15	16: 15	16: 15	16: 45	:	:	:			
Seasonal Fct	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951	.951			
Daily Fct	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000			
Axle Fct	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500			
Pulse Fct	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

APPENDIX B

HIGHWAY CAPACITY SOFTWARE RESULTS

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 NB AM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	604	Demand (vp), pc/h/ln	461
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	922
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.21
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.9
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 NB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	728	Demand (vp), pc/h/ln	459
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	918
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.21
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.8
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB AM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	494	Demand (vp), pc/h/ln	377
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	754
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.17
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.17

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	6.4
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	596	Demand (vp), pc/h/ln	376
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	752
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.17
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.17

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	6.4
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	714	Demand (vp), pc/h/ln	545
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	1090
Passenger Car Equivalent (Et)	3.00	Demand-to-Capacity Ratio (d/c)	0.24
Heavy Vehicle Adjustment Factor (fhv)	0.862	Volume-to-Capacity Ratio (v/c)	0.24

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.3
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 NB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	838	Demand (vp), pc/h/ln	528
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	1057
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.24
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.24

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	9.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB AM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	604	Demand (vp), pc/h/ln	461
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	922
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.21
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.9
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	706	Demand (vp), pc/h/ln	445
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	890
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.20
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.20

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	7.6
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	614	Demand (vp), pc/h/ln	468
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	937
Passenger Car Equivalent (Et)	3.00	Demand-to-Capacity Ratio (d/c)	0.21
Heavy Vehicle Adjustment Factor (fhv)	0.862	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 NB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	738	Demand (vp), pc/h/ln	466
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	931
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.21
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.21

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	8.0
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
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Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB AM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	504	Demand (vp), pc/h/ln	384
Peak Hour Factor (PHF)	0.76	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	769
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.17
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.17

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	6.6
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Basic Freeway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	KY-1428 STA. 036A27 SB PM
Project Description		Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Rolling
Right-Side Lateral Clearance, ft	10	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12.0	Free-Flow Speed (FFS), mi/h	60.0

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	0.968
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAFCav)	1.000

Demand and Capacity

Demand (V), veh/h	606	Demand (vp), pc/h/ln	382
Peak Hour Factor (PHF)	0.92	Capacity (c), pc/h/ln	2300
Total Trucks, %	8.00	Initial Adjusted Capacity (cadj), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Final Adjusted Capacity (cadj), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume Served, pc/h	764
Passenger Car Equivalent (ET)	3.00	Demand-to-Capacity Ratio (d/c)	0.17
Heavy Vehicle Adjustment Factor (fHV)	0.862	Volume-to-Capacity Ratio (v/c)	0.17

Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Right-Side Lateral Clearance Adj. (fRLC)	0.0	Density (D), pc/mi/ln	6.5
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFSadj), mi/h	58.5	Mainline Queue, ft	-

HCS Multilane Highway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	US-23 STA. 010031 AM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	569	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	428
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	417	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.66	Flow Rate (Vp), pc/h/ln	404
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

HCS Multilane Highway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	US-23 STA. 010031 PM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	502	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.81	Flow Rate (Vp), pc/h/ln	397
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	656	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.90	Flow Rate (Vp), pc/h/ln	466
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

HCS Multilane Highway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	US-23 STA. 010031 AM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	679	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	512
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	527	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.66	Flow Rate (Vp), pc/h/ln	511
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

HCS Multilane Highway Report

Project Information

Analyst	NHW	Date	7/24/2026
Agency	PEC	Analysis Year	2026
Jurisdiction		Time Analyzed	US-23 STA. 010031 PM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	612	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.81	Flow Rate (Vp), pc/h/ln	484
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	8.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	766	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.66	Flow Rate (Vp), pc/h/ln	743
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	12.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	579	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	436
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	427	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.66	Flow Rate (Vp), pc/h/ln	414
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	512	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.81	Flow Rate (Vp), pc/h/ln	404
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	666	Heavy Vehicle Adjustment Factor (fHV)	0.781
Peak Hour Factor	0.66	Flow Rate (Vp), pc/h/ln	646
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	11.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Jurisdiction		Time Analyzed	KY-3 STA. 036758 AM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	325	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	234
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	375	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.79	Flow Rate (Vp), pc/h/ln	294
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	400	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	288
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	401	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	290
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	435	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	314
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	485	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.90	Flow Rate (Vp), pc/h/ln	334
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	510	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	368
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	511	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	368
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	6.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	335	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	242
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	385	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.90	Flow Rate (Vp), pc/h/ln	266
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	410	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	296
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	411	Heavy Vehicle Adjustment Factor (fHV)	0.806
Peak Hour Factor	0.86	Flow Rate (Vp), pc/h/ln	296
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	233	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.70	Flow Rate (Vp), pc/h/ln	200
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	3.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	215	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.79	Flow Rate (Vp), pc/h/ln	164
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.08
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	205	Heavy Vehicle Adjustment Factor (fhv)	0.833
Peak Hour Factor	0.71	Flow Rate (Vp), pc/h/ln	174
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.08

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	3.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	188	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.84	Flow Rate (Vp), pc/h/ln	134
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.06
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	343	Heavy Vehicle Adjustment Factor (fhv)	0.833
Peak Hour Factor	0.70	Flow Rate (Vp), pc/h/ln	294
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	5.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	325	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.79	Flow Rate (Vp), pc/h/ln	247
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.2
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	315	Heavy Vehicle Adjustment Factor (fhv)	0.833
Peak Hour Factor	0.71	Flow Rate (Vp), pc/h/ln	266
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.13

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	4.5
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	298	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.84	Flow Rate (Vp), pc/h/ln	213
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	3.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	243	Heavy Vehicle Adjustment Factor (fhv)	0.833
Peak Hour Factor	0.70	Flow Rate (Vp), pc/h/ln	208
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	3.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	225	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.79	Flow Rate (Vp), pc/h/ln	171
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.08
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	215	Heavy Vehicle Adjustment Factor (fhv)	0.833
Peak Hour Factor	0.71	Flow Rate (Vp), pc/h/ln	182
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.09

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	3.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	198	Heavy Vehicle Adjustment Factor (fHV)	0.833
Peak Hour Factor	0.84	Flow Rate (Vp), pc/h/ln	142
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.07
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	2.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1359	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.83	Flow Rate (Vp), pc/h/ln	917
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	15.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1482	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.82	Flow Rate (Vp), pc/h/ln	1012
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	17.3
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

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Jurisdiction		Time Analyzed	US-23 STA. 098797 PM
Project Description		Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1764	Heavy Vehicle Adjustment Factor (fhv)	0.893
Peak Hour Factor	0.96	Flow Rate (Vp), pc/h/ln	1029
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	17.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1598	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	1052
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	18.0
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1469	Heavy Vehicle Adjustment Factor (fhv)	0.893
Peak Hour Factor	0.83	Flow Rate (Vp), pc/h/ln	991
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	16.9
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1592	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.82	Flow Rate (Vp), pc/h/ln	1087
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	18.6
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1874	Heavy Vehicle Adjustment Factor (fhv)	0.893
Peak Hour Factor	0.96	Flow Rate (Vp), pc/h/ln	1093
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	18.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1708	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	1125
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	19.2
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1369	Heavy Vehicle Adjustment Factor (fhv)	0.893
Peak Hour Factor	0.83	Flow Rate (Vp), pc/h/ln	924
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	15.8
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1492	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.82	Flow Rate (Vp), pc/h/ln	1019
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	17.4
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

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Direction 1 Geometric Data

Direction 1	NB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLTL	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1774	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.96	Flow Rate (Vp), pc/h/ln	1034
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	17.7
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	0.0		

Direction 2 Geometric Data			
Direction 2	SB		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12.0	Access Point Density, pts/mi	0.0
Median Type	TWLT	Left-Side Lateral Clearance (LCR), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12
Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		
Direction 2 Demand and Capacity			
Volume (V) veh/h	1608	Heavy Vehicle Adjustment Factor (fHV)	0.893
Peak Hour Factor	0.85	Flow Rate (Vp), pc/h/ln	1059
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	2130
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	0.0	Average Speed (S), mi/h	58.5
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	18.1
Median Type Adjustment (fM)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	0.0		