

# APPENDIX

## **A** EXISTING CONDITIONS



# 1 ROADWAY GEOMETRICS

An inventory of roadway characteristics was completed to identify factors contributing to the safety and congestion issues along Kentucky Route (KY) 44. A detailed inventory of the existing physical and geometric design characteristics was completed using the following sources:

- KYTC Highway Information System (HIS) data
- Strava Metro data
- KYTC record plans
- Google Earth aerial imagery and Street View
- Field review

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## 1.1 FUNCTIONAL CLASS

KY 44 is classified as an urban minor arterial from KY 61 (Mile Post [MP] 12.263) to Twin Eagles Parkway (MP 24.799) and a rural minor arterial from Twin Eagles Parkway (MP 24.799) to the Spencer County line (MP 26.286).

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## 1.2 TRUCK ROUTES

KY 44 is not on the National Highway Freight Network (NHFN), but the corridor does intersect Interstate (I)-65 which is part of the NHFN. KY 44 is part of the Kentucky Highway Freight Network (KHFN) and is considered a Designation 4 along Old Mill Road, meaning the Average Annual Daily Traffic (AADT) is less than 500 for local access or regional connections. On East 4<sup>th</sup> Street in Shepherdsville, KY 44 is considered a Designation 3 meaning the AADT is greater than 500 but less than 4000 for local or regional connections.

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## 1.3 SPEED LIMIT

The speed limit varies throughout the KY 44 corridor study area. To the west of the I-65 intersection, in Shepherdsville, the speed limit is set to 35 mph through the higher density town area. To the west of the intersection with United States Route (US) 31E/US 150, in Mt. Washington, the speed limit is also set at 35-miles per hour (mph) for the duration of the higher density commercial area. Heading east on KY 44 from I-65 is designated as a 45 mph speed limit. The zone between the intersection of US 31E/US 150 and the 35-mph zone described previously, is set to 45 mph as well as a portion of the corridor past the Mt. Washington commercial area. The corridor between I-65 and Mt. Washington becomes a 55-mph zone in less dense, straighter portions of the corridor. Finally, heading east from the intersection with US 31E/US 150 is a 55-mph zone.

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## 1.4 NUMBER OF LANES, LANE WIDTH, & SHOULDERS

For most of the corridor, two lanes of traffic are present with varying lane widths. East of the I-65 intersection, the corridor consists of 10' wide lanes with brief sections of 11' wide lanes. In the commercial zone in Mt. Washington, the two-lane road has 12' wide lanes. Around the I-65 intersection of the

corridor, there is a portion of four lane traffic with 12' wide lanes with a very small connection of three lane traffic at 12' wide lanes to the west of the four-lane portion, transitioning the road to a two-lane road. Paved shoulder widths vary from zero to ten feet along the corridor with wider shoulders in commercial segments near Shepherdsville and Mt. Washington and smaller shoulders in the residential two-lane segments. **Table 1** below highlight the lanes.

**Table 1: Lane Information for KY 44**

Begin MP	End MP	Lane Width (feet)	Number of Lanes	Lanes Cardinal Direction	Lanes Non-Cardinal Direction
11.859	12.574	11	2	1	1
12.574	12.631	12	3	1	2
12.631	13.164	12	4	2	2
13.164	13.618	11	2	1	1
13.618	17.752	10	2	1	1
17.752	18.036	11	2	1	1
18.036	18.362	10	2	1	1
18.362	18.821	11	2	1	1
18.821	20.858	10	2	1	1
20.858	21.132	11	2	1	1
21.132	22.865	10	2	1	1
22.865	23.378	12	2	1	1
23.378	26.286	10	2	1	1

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## 1.5 MEDIAN WIDTH

Most of the corridor is an undivided highway, but some sections have a two-way left turn lane and one section has a raised, non-mountable median from MP 12.692 to MP 13.164.

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## 1.6 TRANSIT ROUTES

No fixed route transit service currently operates on the corridor. The Transit Authority of River City previously operated Route 66 from Mt. Washington to Shepherdsville to Downtown Louisville.

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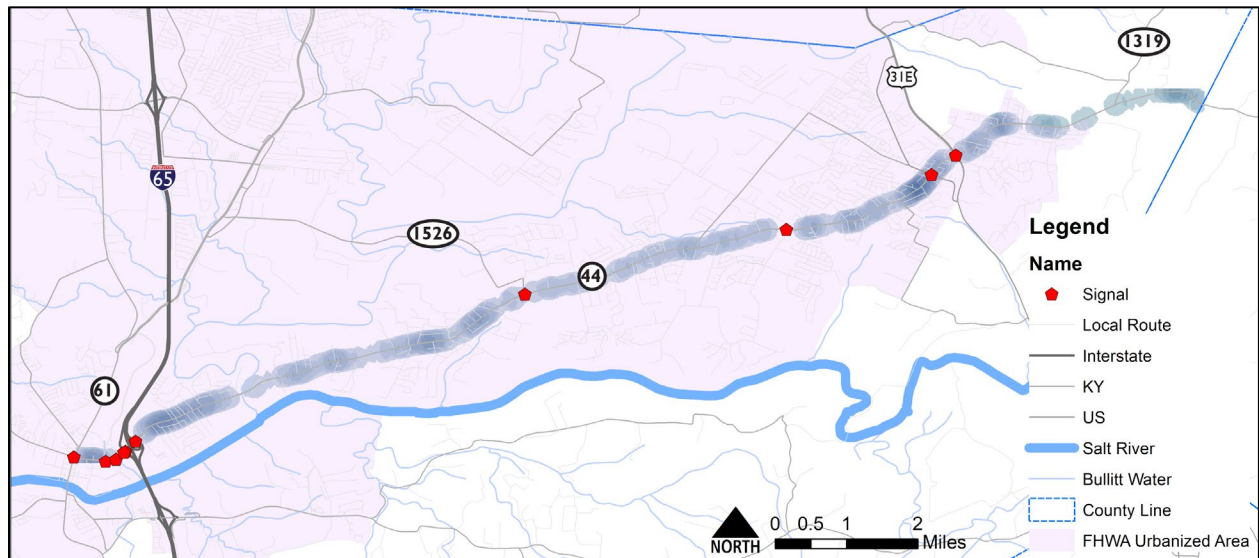
## 1.7 INTERSECTIONS AND ACCESS POINTS

Along the KY 44 corridor, there are 545 total access points. Nine are signalized, and the other 536 unsignalized access points line KY 44 on both sides with concentrations in commercial zones and some residential areas. There are 433 driveway access points from private households and businesses and 103 non-signalized intersection points. There are nine signalized intersections concentrated mostly in Shepherdsville and Mt. Washington. Below is a list of the signalized intersections and **Figure 1** highlights the concentration of access points and signalized intersections.

- KY 61
- Hester Street

- Adam Shepherd Parkway
- I-65 Southbound
- I-65 Northbound
- KY 1526 (Bells Mill Road)
- Fisher Lane / Armstrong Lane
- South Bardstown Road
- Mt. Washington Bypass (US 31E / US 150)

Figure 1: Access Point Density on KY 44



### 1.7.1 INTERSECTION SKEW AND SIGHT DISTANCE

Several intersections along KY 44 have an intersection skew that is not 90 degrees with the mainline, causing some sight distance issues. Intersection sight distance is also an issue at some intersections due to horizontal and vertical geometry or objects within the line of sight. **Table 2** below highlights the intersections with a skew while the bullets below highlight intersections with horizontal sight distance issues unless noted otherwise.

- KY 319
- East Sanders Lane
- CE Smith Lane (Vertical Sight Distance)
- Halls Lane
- Rivers Edge
- Azure Drive
- Maple Leaf Lane
- Simmons Lane
- Bleemel Lane

**Table 2: Intersections with a Skew**

<b>Intersection</b>	<b>Skew (Degrees)</b>
<b>Hiland Drive</b>	20
<b>Watergate Drive</b>	20
<b>Johns Lane</b>	10
<b>Proctor Lane</b>	20
<b>CE Smith Lane / Alpar Lane</b>	30
<b>Ellis Cook Road</b>	10
<b>Azure Drive</b>	10
<b>Greenbriar Road</b>	30
<b>Forest Drive</b>	10
<b>Bleemel Lane</b>	20
<b>College Street</b>	15
<b>Hardy Lane</b>	30
<b>Primrose Drive</b>	20
<b>Bluegrass Way</b>	10
<b>KY 1319 (King's Church Road)</b>	30

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## 1.8 PARKING

The KY 44 corridor has four sections of parking close to the street but are not considered on-street parking since there is at least one shoulder length between parking and corridor traffic.