

# Appendix F

## Roadway Safety Audit

# Road Safety Audit – KY 151

On Tuesday, May 10, 2016, one member from Central Office and three members from the District 7 Office conducted a Road Safety Audit (RSA) of KY 151 in Anderson and Franklin Counties. The RSA extended from US 127 in Anderson County to the I-64 interchange in Franklin County. The RSA team consisted of the KYTC District 7 Office and the KYTC Central Office, representing the Divisions of Highway Design, Traffic Operations, Permits, and the Highway Safety Improvement Program. The RSA began at 9:30am and concluded at 11:30am. The weather that day was sunny to partly cloudy. At the time the RSA was conducted, STAA trucks had already been prohibited. However, the RSA team observed many STAA trucks present on KY 151. There was a state trooper present that constantly had an STAA truck pulled over.

## **Current Roadway Conditions/Observations**

The typical roadway section in Franklin County was measured to have 12' driving lanes, 2' paved shoulder, and an 8' earth shoulder. The typical roadway section in Anderson County, south of a curve revision project, had 11' driving lanes and 1' paved shoulder. This typical section continued until near the junction with US 127. Centerline and edgeline rumble strips were present in the 55MPH speed limit areas. Roadway signage was present and in moderate condition, but has not been updated to the 2009 MUTCD standards. Passing zones were observed in the 55MPH section. Three speed limit changes exist in this section of KY 151: 45 MPH from US 127B extending northward to a point 500' south of KY 512, 35 MPH from a point 500' south of KY 512 extending northward to a point 400' north of KY 512, and 45 MPH from a point 400' north of KY 512 extending northward for a distance of 850'. The description of the speed zones are taken from Official Order 102706. There were isolated areas of brush and canopy overgrowth. There were fourteen locations northbound and six locations southbound observed in

which embankment could be added. In Franklin County, the RSA team observed that the landfill has two entrances very near to each other. These entrances are also located in a lane drop area. Visibility of the roadway markings were obscured by dust tracking from trucks leaving the landfill. Superelevations and cross sections of the roadway were observed to be slightly incorrect in the 35 MPH zone.

### **Recommendations**

Low cost measures that could be completed within 12 months would be to slope mow and canopy cut the roadway segment in needed areas. Dead trees near the roadway could also be removed. In Franklin County, the pavement in the southbound right turn only lane of the landfill has localized spots of mat tearing and shoulder failure. The distressed pavement and shoulders and other low shoulder areas could be repaired using maintenance state forces and contract. In Anderson County, where the typical section narrows, millings could be used to fill in low shoulder areas. The landfill could be contacted to install a new truck wash system to prevent dust from tracking onto the roadway. The landfill could also combine their two entrances into one. Corridor signing could be updated to the 2009 MUTCD standards. Passing zones and speed limit zones could be re-evaluated.

Measures that could be implemented that will likely carry a higher cost would be to improve the typical section of the roadway within the 55 and 45 MPH zones to match the typical section in Franklin County (12' driving lanes, 2' paved shoulder, and 8' earth shoulder). This would require engineered design plans to be prepared with right-of-way acquisition and utility relocation. Embankment could be added to areas that need it. It is likely that right-of-way or easement would need to be acquired for addition of embankment material. Superelevation and curve transitions throughout the corridor could be evaluated for corrective resurfacing. The lane taper to the entrance of the landfill could be re-stripped to a lane-drop into the landfill. This may require some additional pavement width to be added and/or for this section to be resurfaced.