

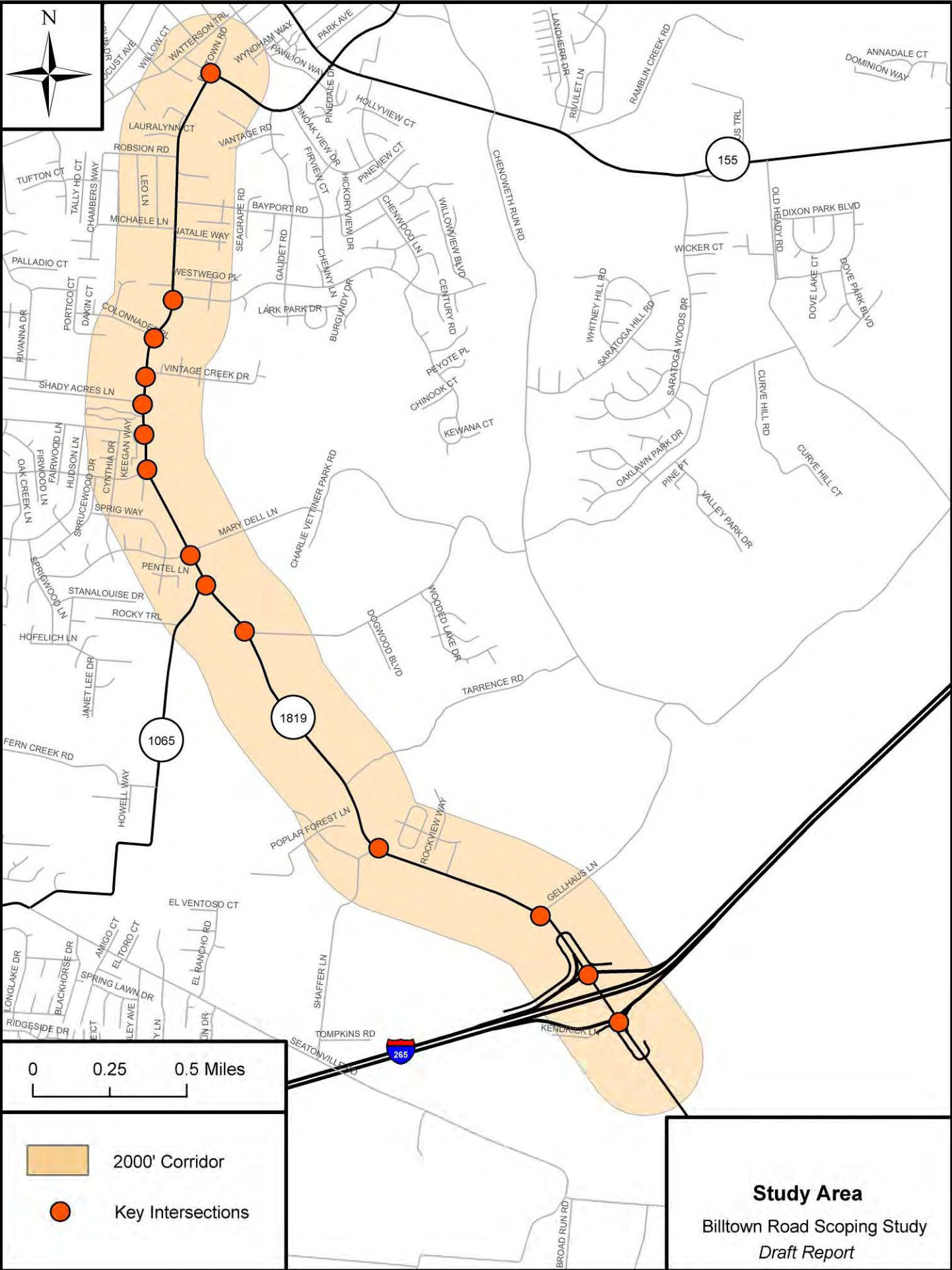
Billtown Road Scoping Study

December 14, 2006





Introduction

- Study to examine a range of solutions along the Billtown Road corridor from Ruckriegel Parkway to the Gene Snyder Freeway (I-265) to address various transportation issues.
- Will evaluate improvements at the intersection level as well as corridor-wide.
- Both recommendations that can be implemented in the near term as well as long-term recommendations that address the future need for capacity will be examined.



0 0.25 0.5 Miles

-  2000' Corridor
-  Key Intersections

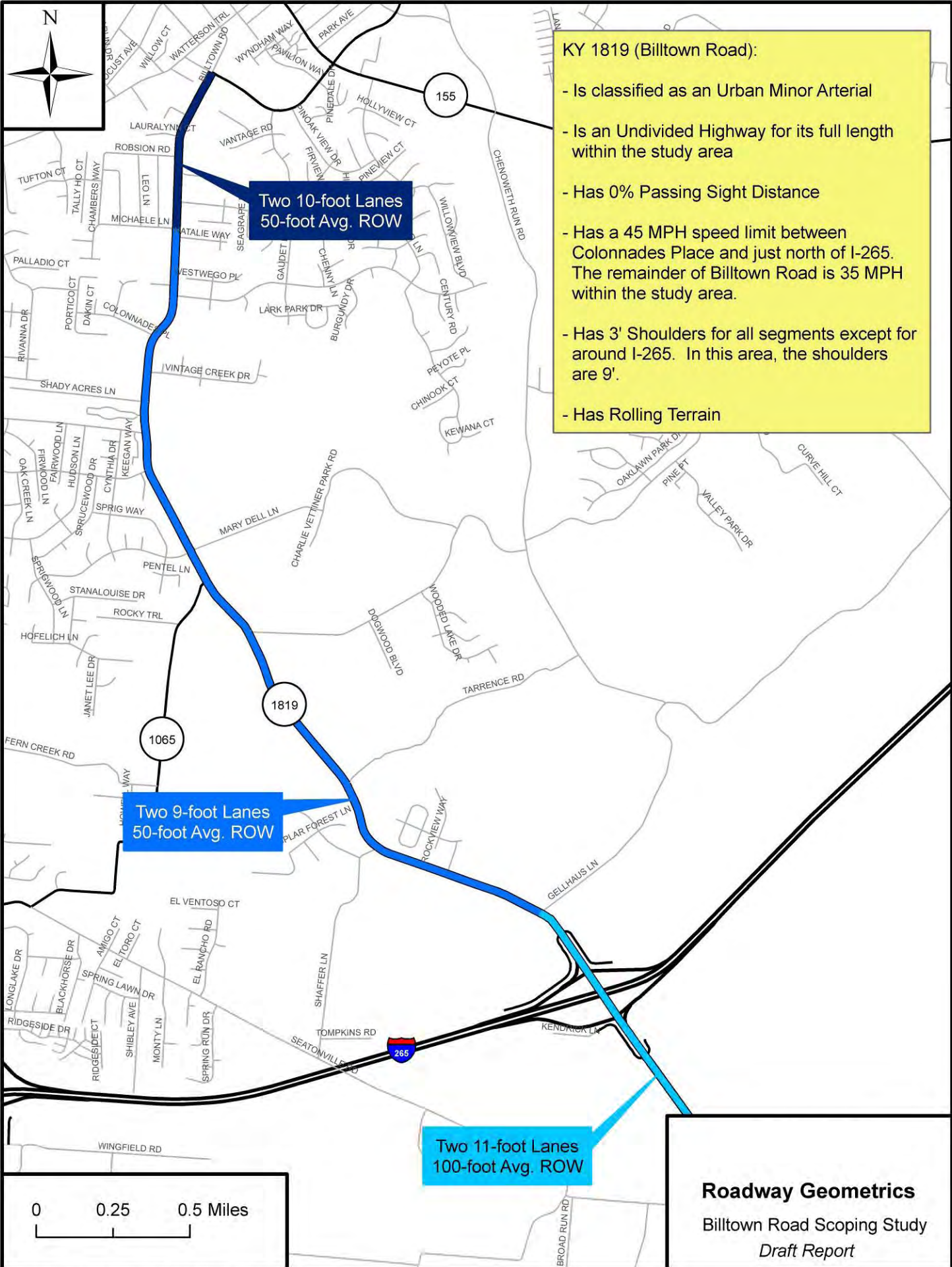
Study Area
Billtown Road Scoping Study
Draft Report

Study Process



Existing Conditions

- Existing Highway Characteristics and Geometrics
- Traffic Volumes
- Truck Traffic
- Speed
- Levels of Service
- Crash Rates
- Other Key Issues



KY 1819 (Billtown Road):

- Is classified as an Urban Minor Arterial
- Is an Undivided Highway for its full length within the study area
- Has 0% Passing Sight Distance
- Has a 45 MPH speed limit between Colonnades Place and just north of I-265. The remainder of Billtown Road is 35 MPH within the study area.
- Has 3' Shoulders for all segments except for around I-265. In this area, the shoulders are 9'.
- Has Rolling Terrain

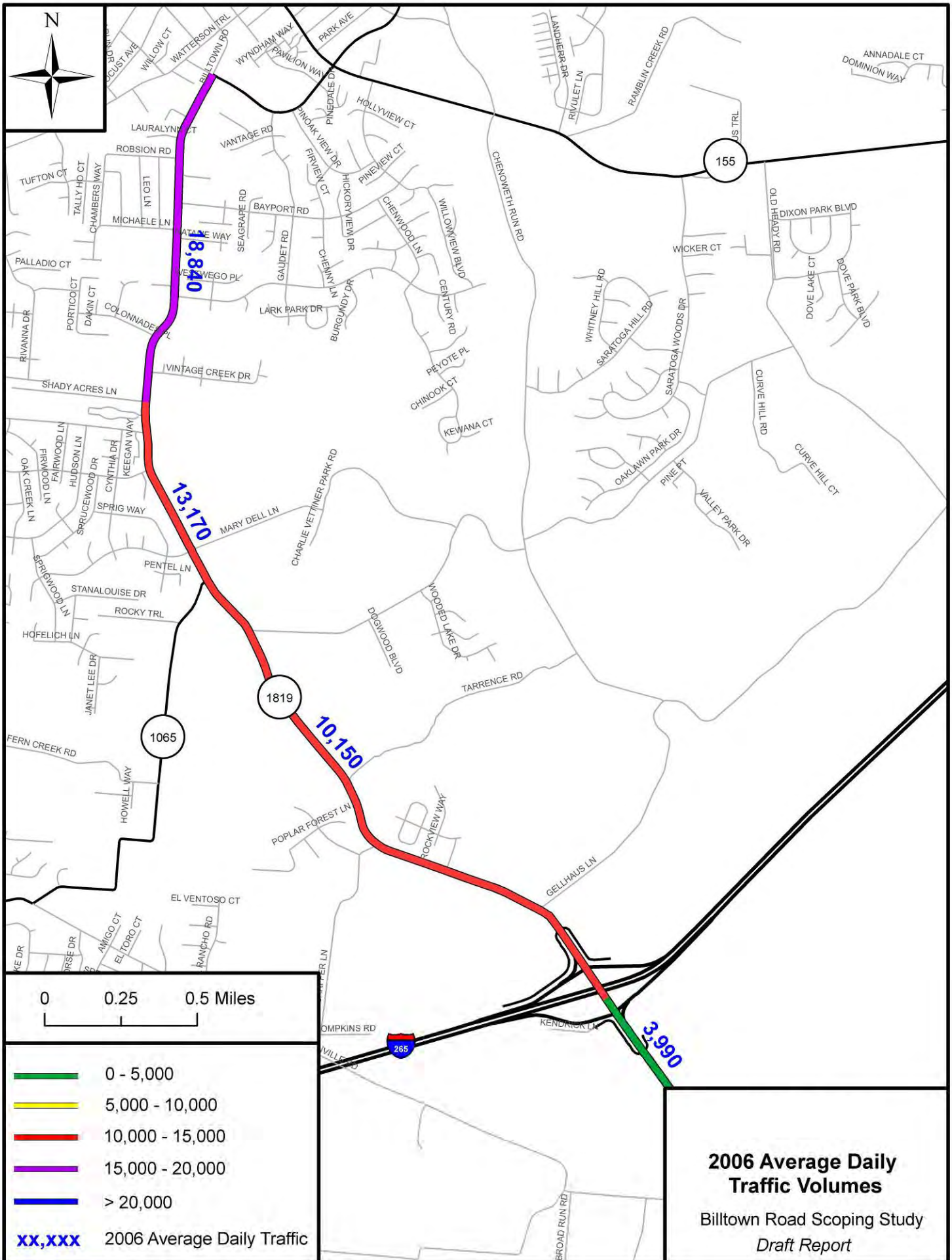
Two 10-foot Lanes
50-foot Avg. ROW

Two 9-foot Lanes
50-foot Avg. ROW

Two 11-foot Lanes
100-foot Avg. ROW

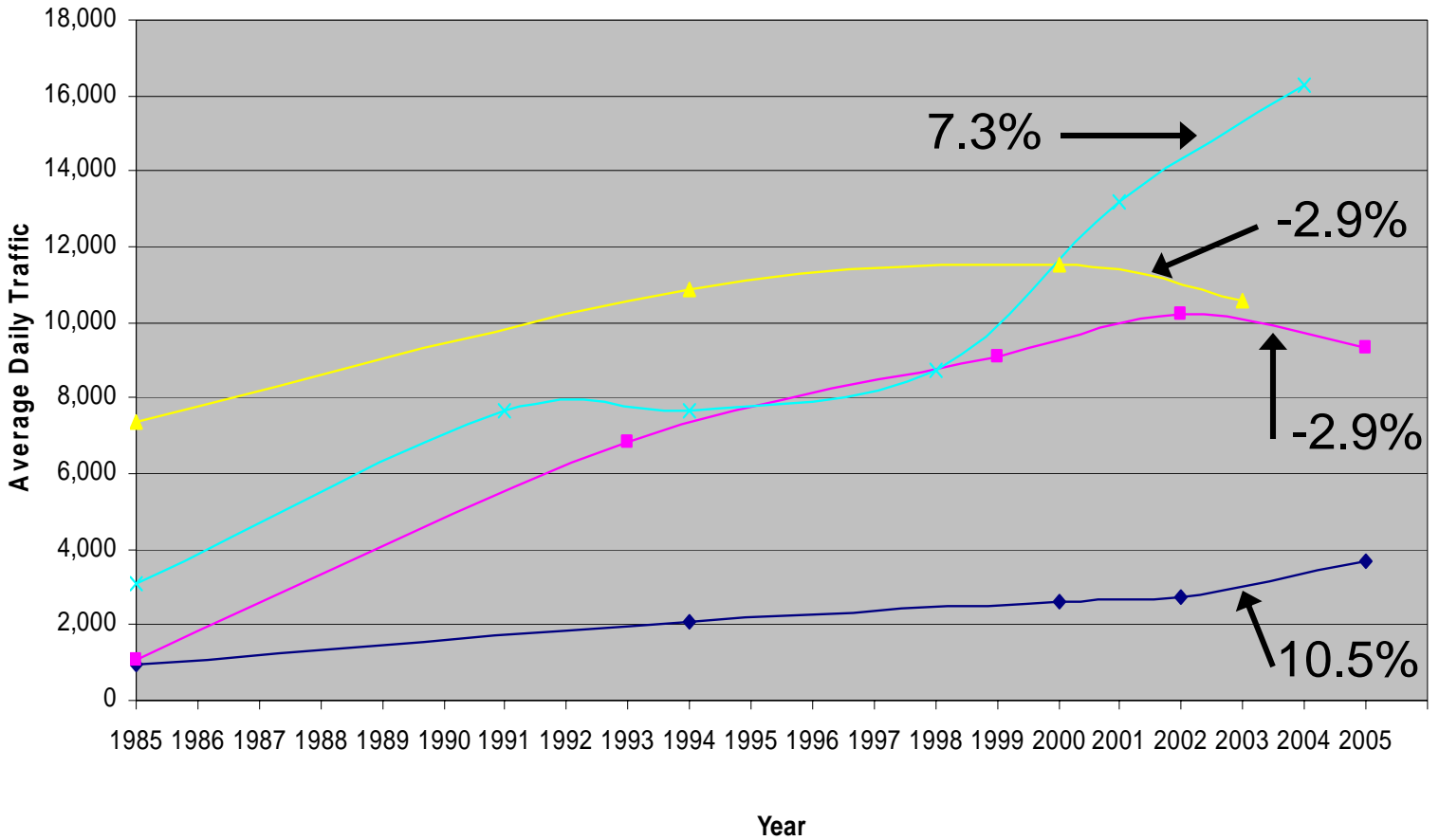
Roadway Geometrics
Billtown Road Scoping Study
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Source: KYTC Highway Information System

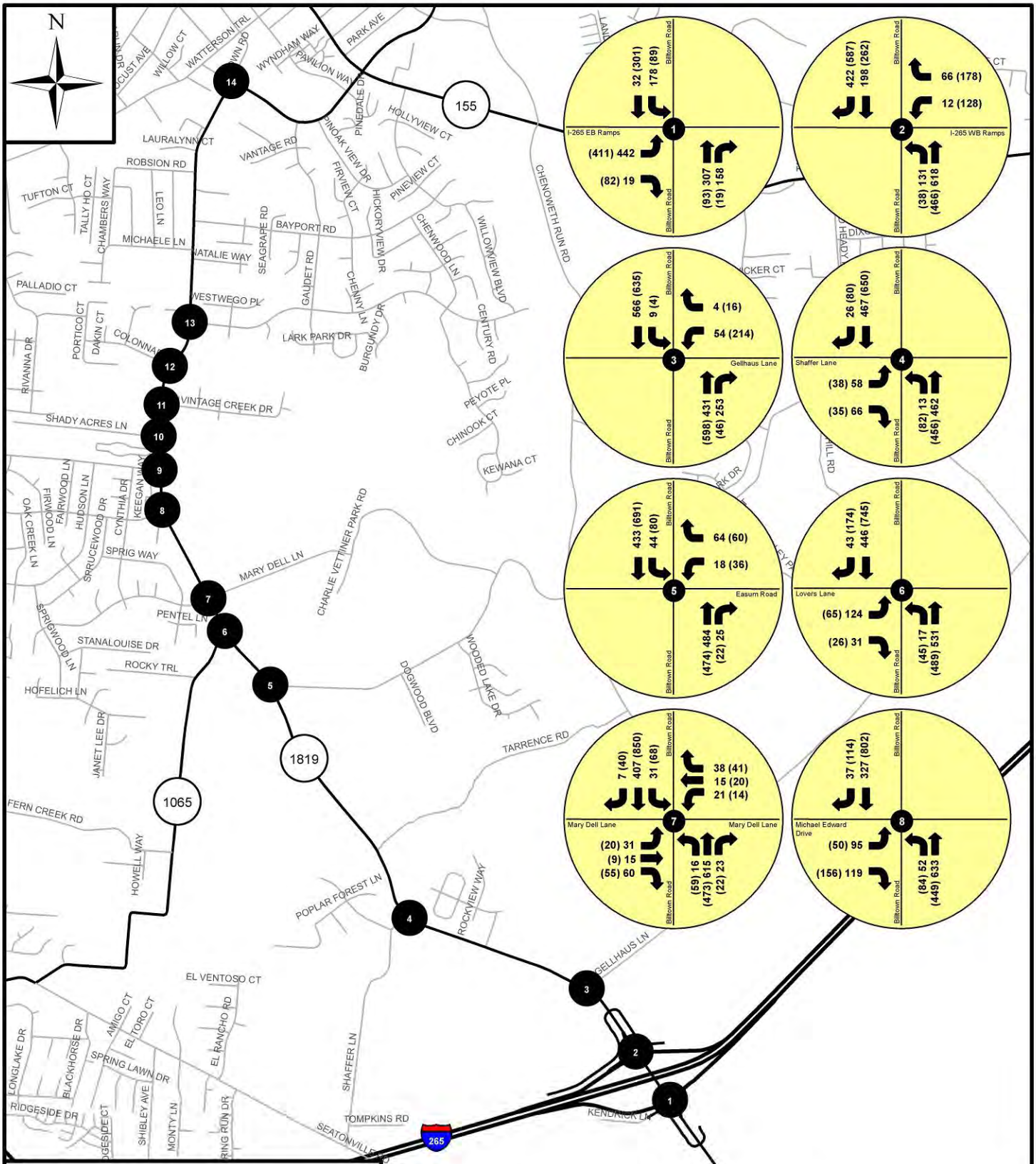


Source: KYTC Highway Information System / KYTC Traffic Counts System (CTS)

Historic Traffic Volumes



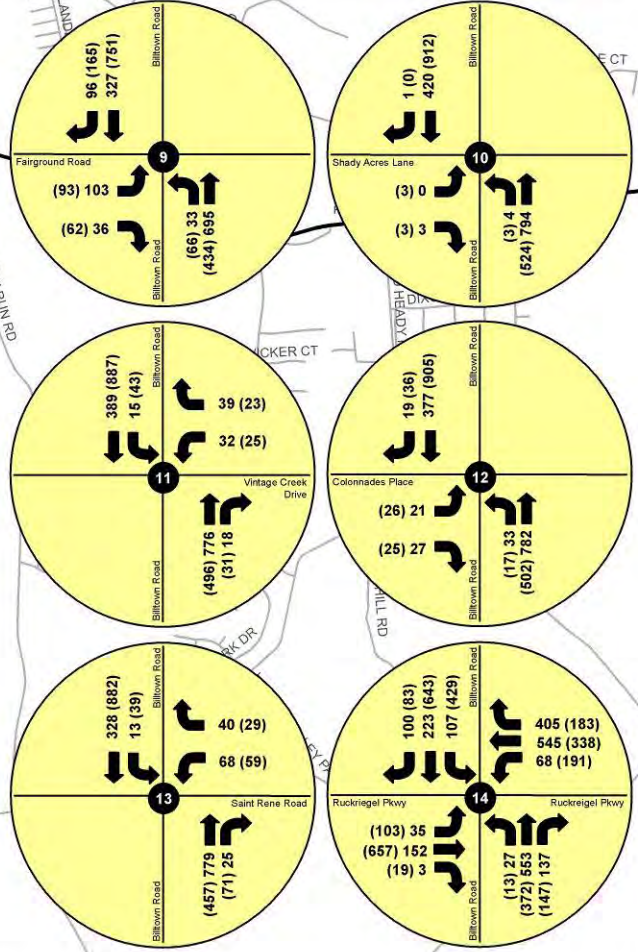
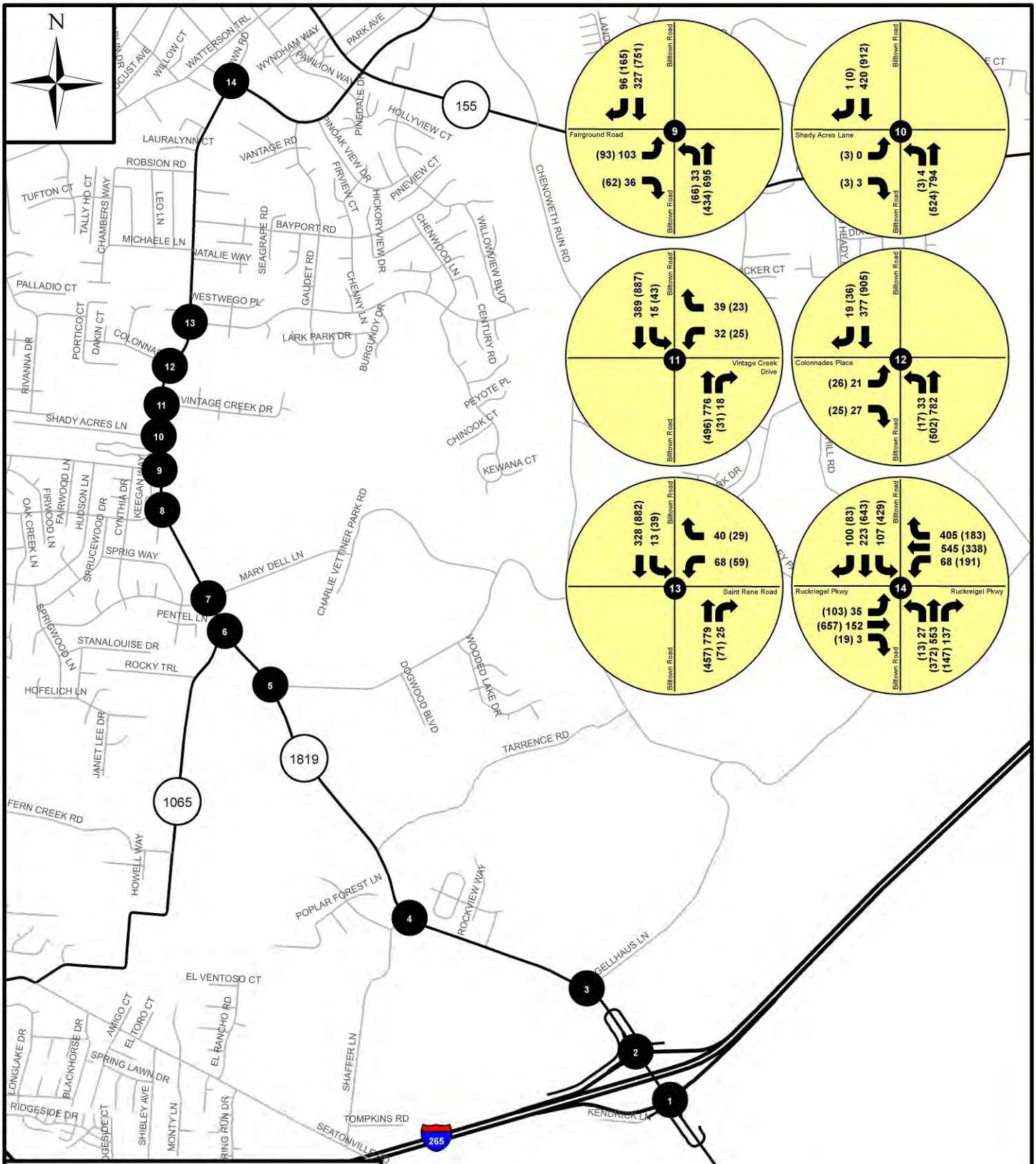
- ◆ STA. 323 (b/w Seatonville Rd & I-265 Overpass)
- STA. 325 (b/w I-265 Overpass & KY 1065)
- ▲ STA. 498 (b/w KY 1065 & Shady Acres Lane)
- × STA. 496 (b/w Shady Acres Lane & KY 155)



0 0.25 0.5 Miles

1 Intersection Number
 xx (xx) 2006 AM (PM) Peak Hour Volume

**2006 Peak Period
 Intersection Volumes (1 - 8)**
 Billtown Road Scoping Study
 Draft Report



0 0.25 0.5 Miles

1 Intersection Number
 xx (xx) 2006 AM (PM) Peak Hour Volume

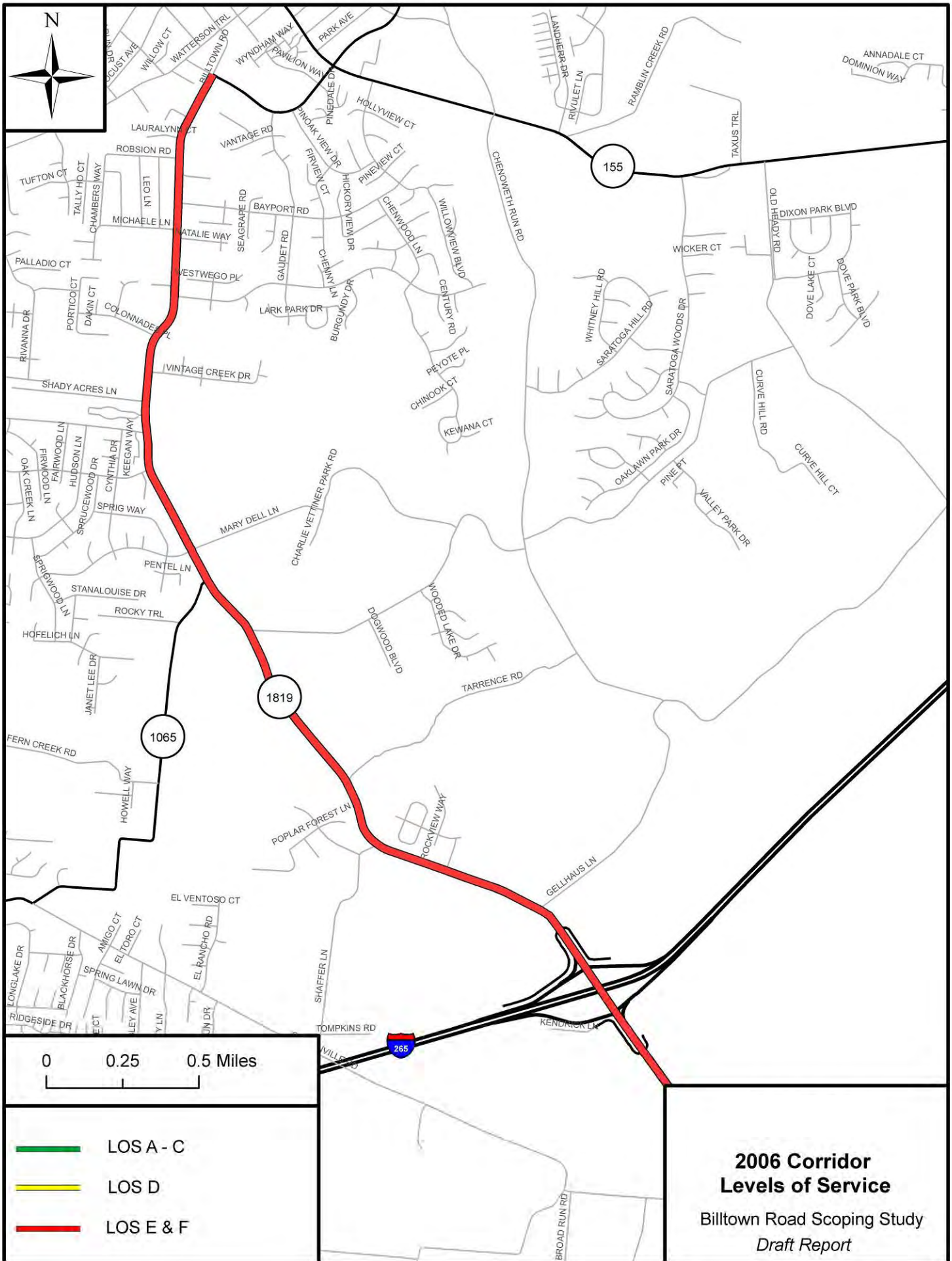
**2006 Peak Period
 Intersection Volumes (9 - 14)**
 Billtown Road Scoping Study
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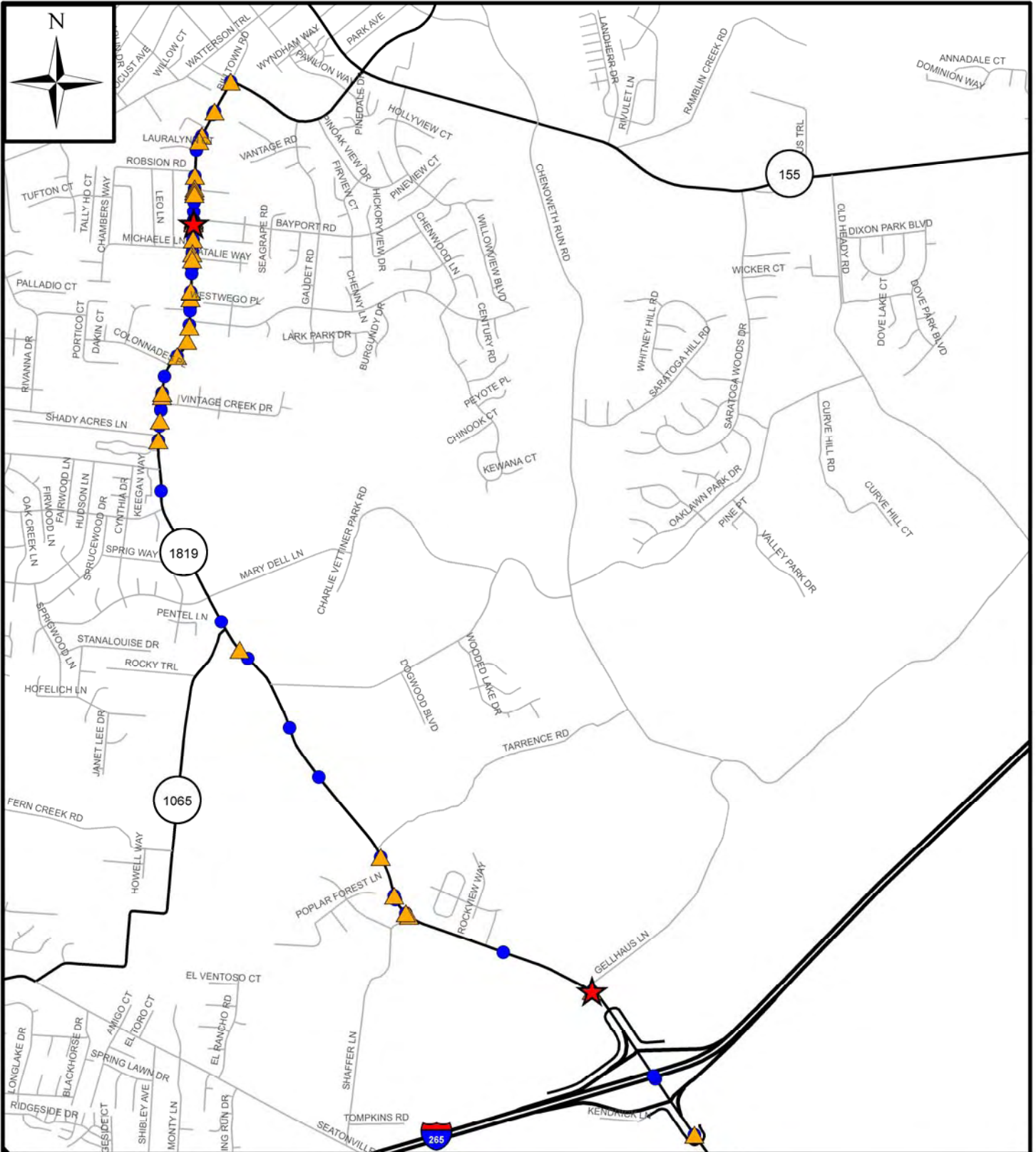
Truck Traffic and Speed Statistics

- Truck percentages along Billtown Road are approximately 5.0%.
- Observed vehicle speeds exceeded the posted speed limit in multiple locations by 2 – 10 mph on average.

2006 Intersection Level of Service

Intersection	Type	Approach	AM LOS	PM LOS
Billtown Road / I-265 EB/SB Ramps	STOP Controlled	Eastbound Southbound	F A	F A
Billtown Road / I-265 WB/NB Ramps	STOP Controlled	Westbound Northbound	C A	E B
Billtown Road / Gellhaus Lane	Signalized	Westbound Northbound Southbound Whole Int.	C E B D	C D B C
Billtown Road / Shaffer Lane	STOP Controlled	Eastbound Northbound	C A	E A
Billtown Road / Easum Road	STOP Controlled	Westbound Southbound	C A	D A
Billtown Road / Lovers Lane	STOP Controlled	Eastbound Northbound	E A	F B
Billtown Road / Mary Dell Lane	STOP Controlled	Eastbound Westbound Northbound Southbound	E E A A	F F B A
Billtown Road / Michael Edward Drive	STOP Controlled	Eastbound Northbound	E A	F B
Billtown Road / Fairground Road	STOP Controlled	Eastbound Northbound	E A	F B
Billtown Road / Shady Acres Lane	STOP Controlled	Eastbound Northbound	B A	D B
Billtown Road / Vintage Creek Drive	STOP Controlled	Westbound Southbound	D A	E A
Billtown Road / Colonnades Place	STOP Controlled	Eastbound Northbound	C A	D B
Billtown Road / St. Rene Road	STOP Controlled	Westbound Southbound	D A	F A
Billtown Road / Ruckriegel Parkway	Signalized	Eastbound Westbound Northbound Southbound Whole Int.	E F F E F	F F E F F





0 0.25 0.5 Miles

Fatal Crash
 Injury Crash
 Property Damage Only

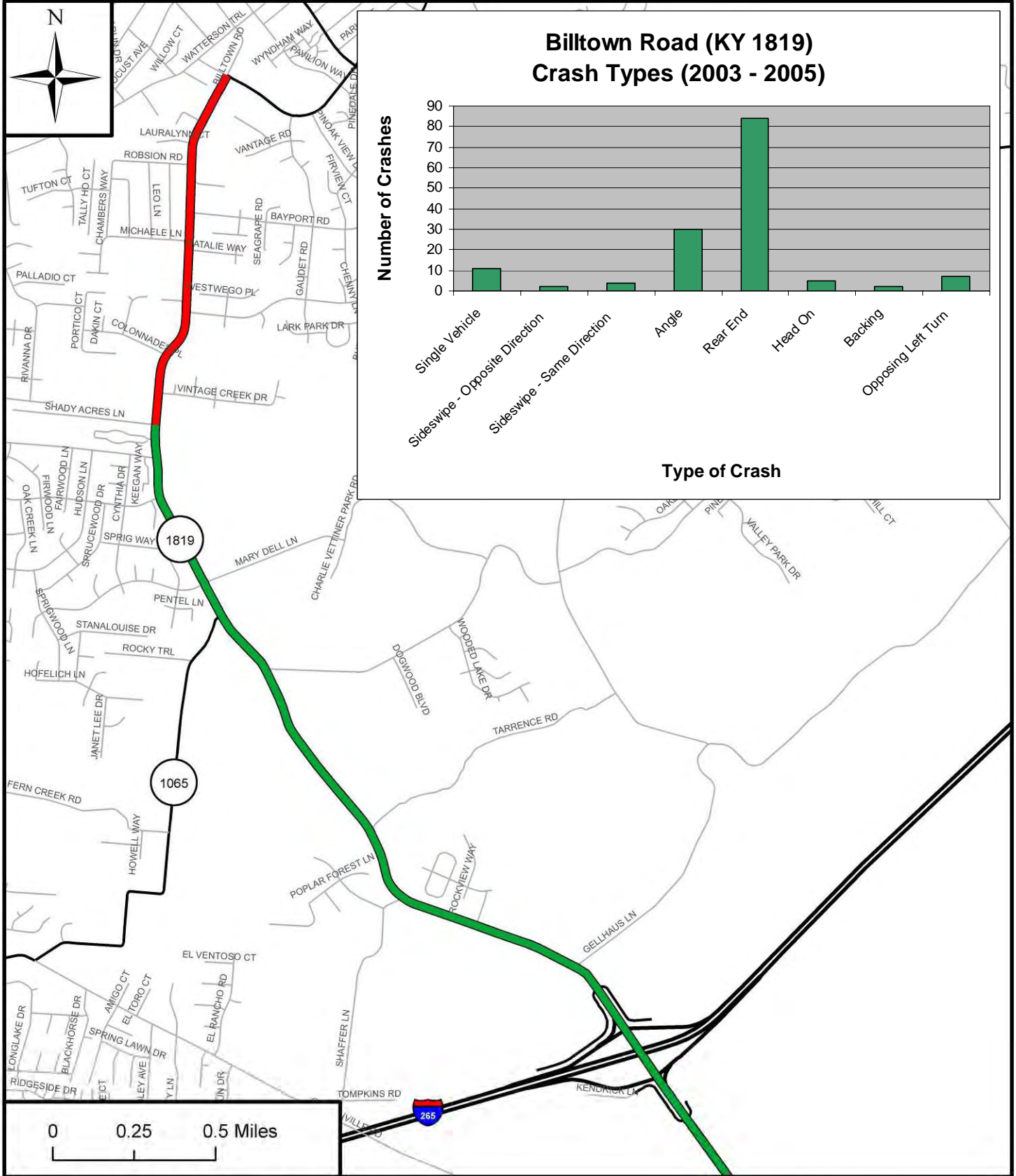
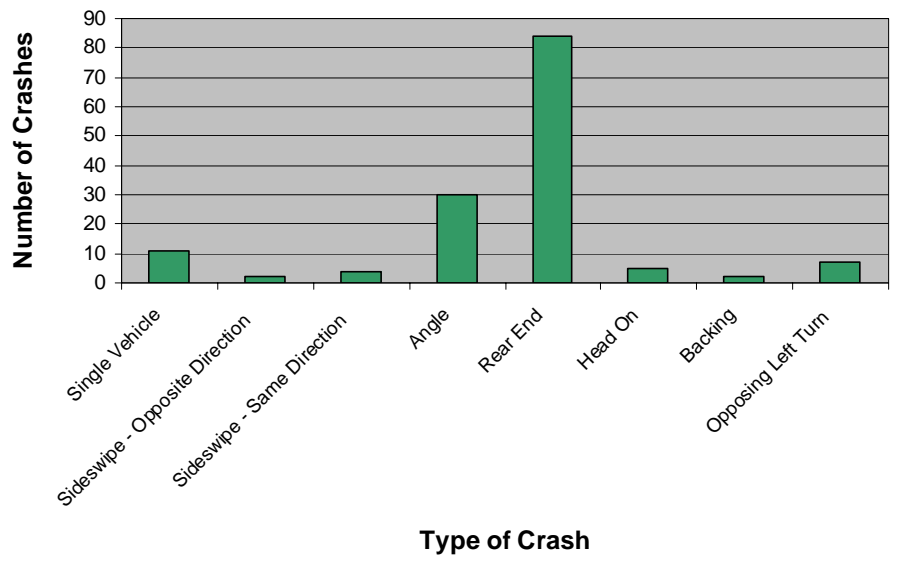
NOTES:

1. The crash locations represent crashes occurring January 1, 2003 to December 31, 2005 based on KYTC data.
2. Additional data was obtained from the Jeffersonton Police (23 crashes for same time period) but is not shown on this map since the data does not include specific crash location.
3. The purpose of this figure is to provide an approximate location of crashes within the study area. In some cases, more than one crash is represented by a symbol.

Crash Locations

Billtown Road Scoping Study
Draft Report

Billtown Road (KY 1819) Crash Types (2003 - 2005)



- █ Crash Rate Exceeds Critical Crash Rate for Road Type
- █ Crash Rate Exceeds Average for Road Type
- █ Crash Rate Below Average for Road Type

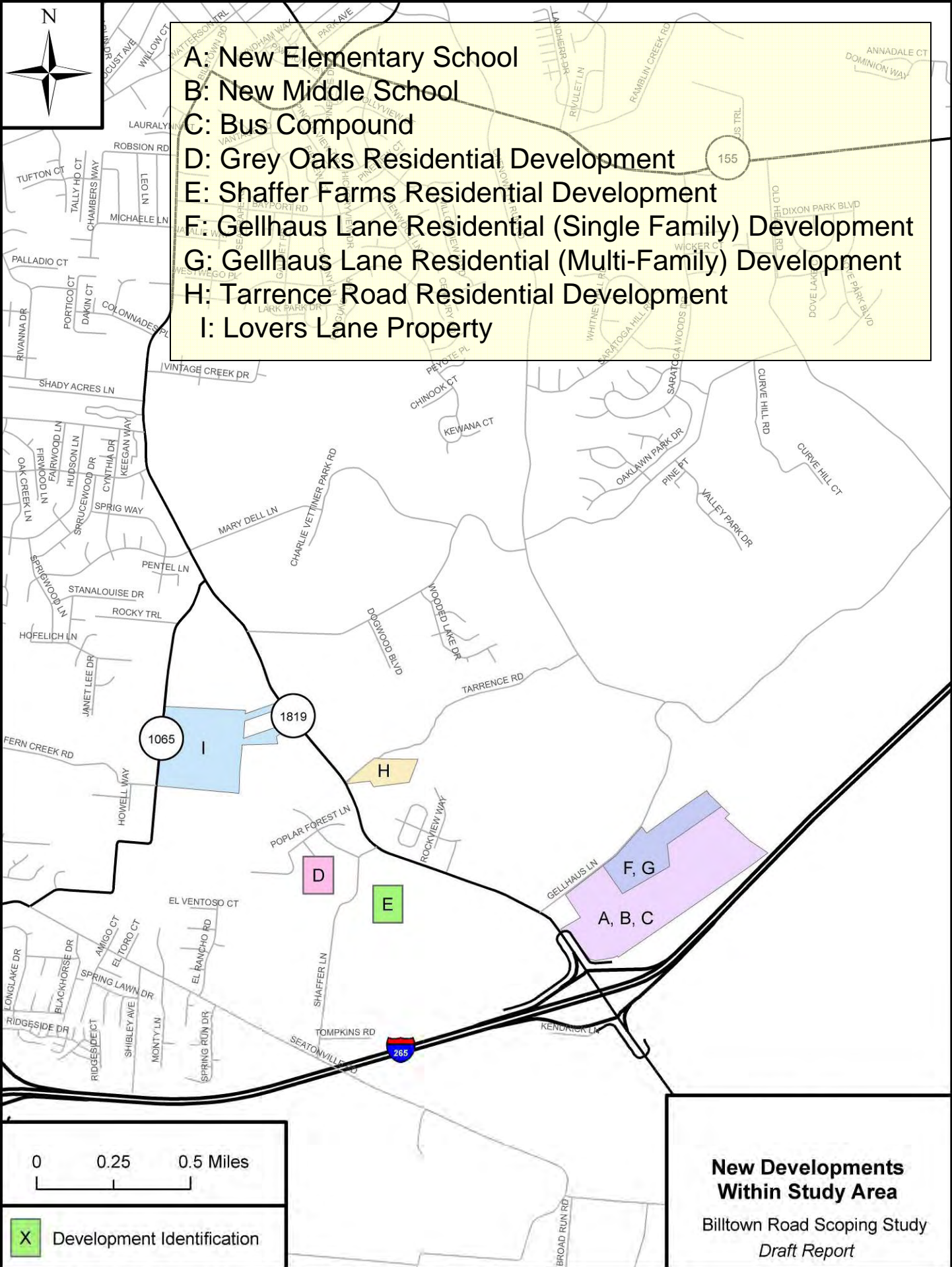
NOTES:

1. The crash locations represent crashes occurring January 1, 2003 to December 31, 2005.

Crash Rates by Segment
Billtown Road Scoping Study
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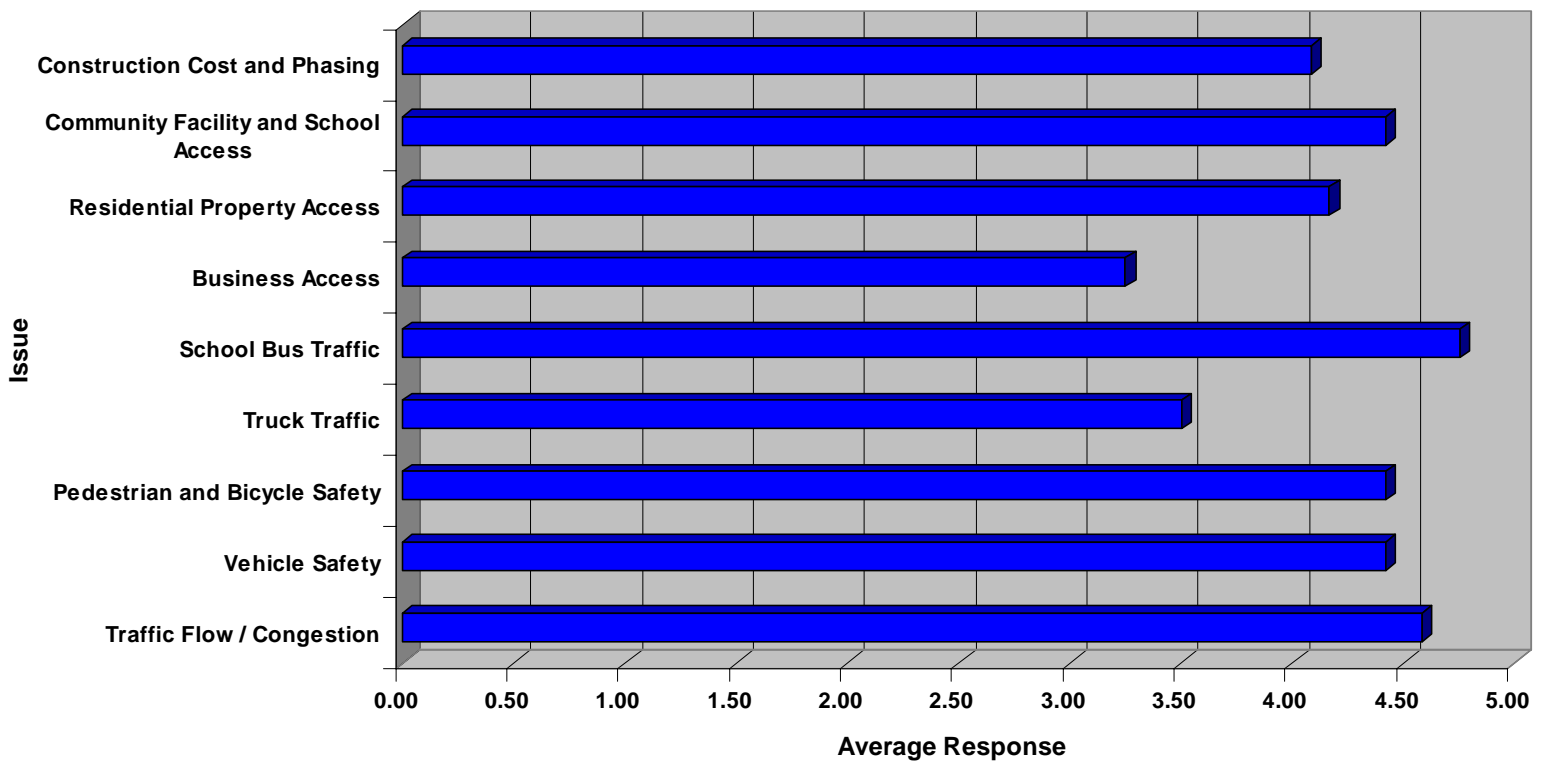
- A: New Elementary School
- B: New Middle School
- C: Bus Compound
- D: Grey Oaks Residential Development
- E: Shaffer Farms Residential Development
- F: Gellhaus Lane Residential (Single Family) Development
- G: Gellhaus Lane Residential (Multi-Family) Development
- H: Tarrence Road Residential Development
- I: Lovers Lane Property



Source: Schools / Bus Compound information provided by Jefferson County Public Schools.

Gaslight Festival Survey Responses

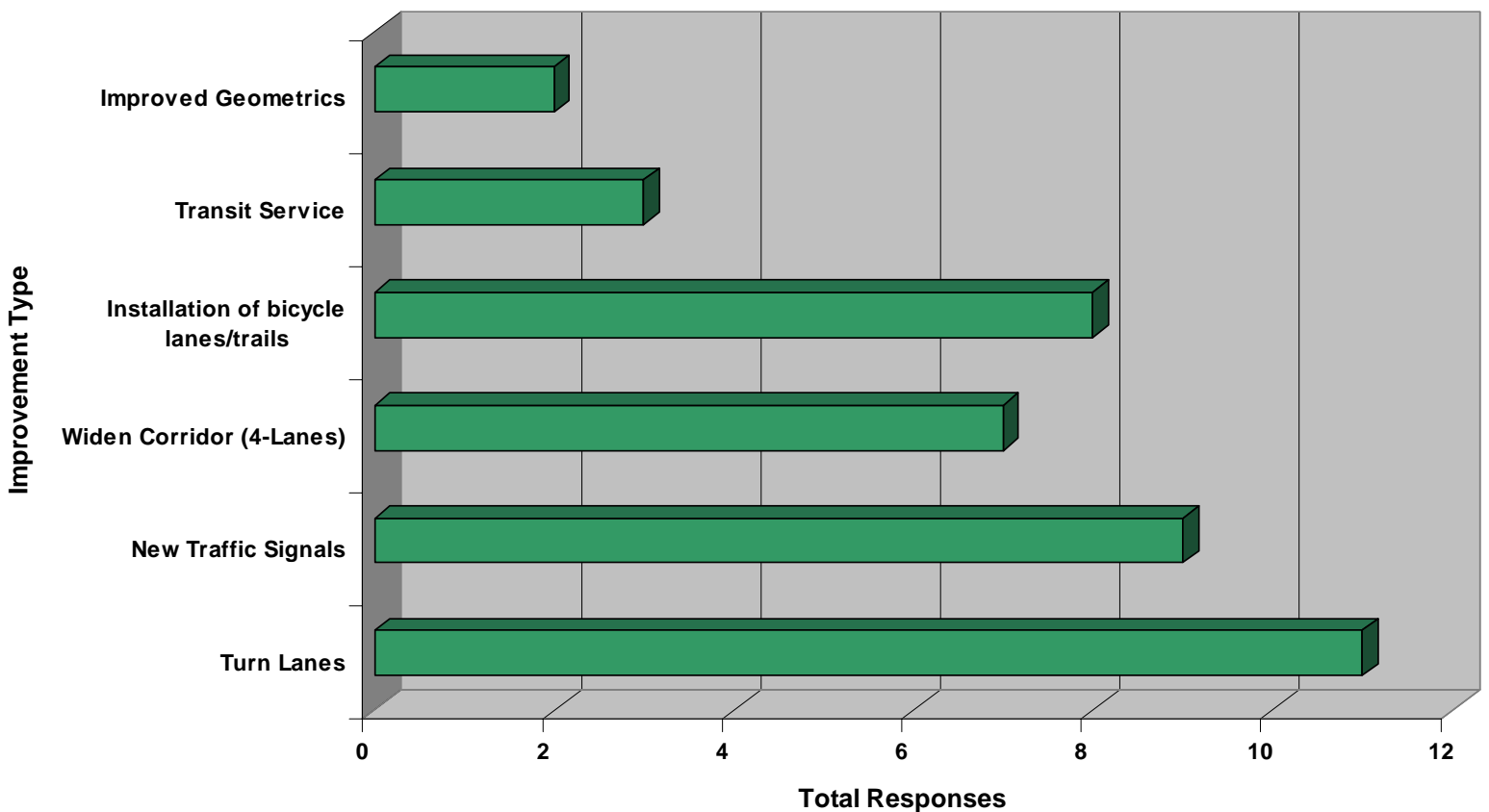
Study Issues



Note: 13 responses were received for this study.

Gaslight Festival Survey Responses (cont.)

Potential Improvement Options



Study Purpose and Need

Purpose:

The purpose of this study is to address various traffic access, safety, and operational factors along the Billtown Road corridor.

Need:

- Limited Right-of-Way and Narrow Shoulders
- High Traffic Growth
- High Vehicle Speeds
- Poor Traffic Operations
- High Crash Rates
- Limited Multimodal Facilities

Issues / Needs?

Improvement Options?
