

Rehl Road Feasibility Study
Existing (May 2009) Roadway Conditions

| Route | Beginning MP | Beginning Feature | Ending MP | Ending Feature | Length | Functional Class | State System | NHS ? | NTN ? | Truck Weight Class | # of Lanes | Lane Width | Shoulder Type | Shoulder Width | % Passing Sight Distance |
|--------|--------------|--|------------------------------|---|--------------------------|--------------------------|-----------------|-------|-------|--------------------|------------|-------------|---------------|----------------|--------------------------|
| I-64 | 17.074 | KY 913 (BLANKENBAKER ROAD) | 18.888 | I 265 UNDERPASS | 1.814 | Urban Interstate | State Primary | Y | Y | AAA | 6 | 12 | Paved | 10 | 100 |
| | 18.889 | I 265 UNDERPASS | 19.600 | SPEED LIMIT CHANGE | 0.711 | Rural Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| | 19.600 | SPEED LIMIT CHANGE | 20.765 | FLOYDS FORK BRIDGE | 1.165 | Rural Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| I-265 | 22.101 | MP 22.101 (One Mile South of Taylorsville Road Overpass) | 23.101 | KY 155 (TAYLORSVILLE ROAD) | 1.000 | Urban Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| | 23.102 | KY 155 (TAYLORSVILLE ROAD) | 24.334 | REHL ROAD BRIDGE | 1.232 | Urban Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| | 24.335 | REHL ROAD BRIDGE | 25.454 | I 64 OVERPASS | 1.119 | Urban Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| | 25.455 | I 64 OVERPASS | 26.795 | US 60 OVERPASS | 1.340 | Urban Interstate | State Primary | Y | Y | AAA | 4 | 12 | Paved | 10 | 100 |
| KY 155 | 5.149 | OLD TAYLORSVILLE RD | 5.711 | NEW HOPEWELL RD | 0.562 | Urban Principal Arterial | State Secondary | N | Y | AAA | 2 | 11 | Combination | 4 | 8 |
| | 5.712 | NEW HOPEWELL RD | 5.727 | BEGINNING OF DIVIDED HIGHWAY | 0.015 | Urban Principal Arterial | State Secondary | N | Y | AAA | 2 | 11 | Combination | 4 | 8 |
| | 5.727 | BEGINNING OF DIVIDED HIGHWAY | 5.737 | | 0.010 | Urban Principal Arterial | State Secondary | N | Y | AAA | 2 | 11 | Combination | | 8 |
| | 5.738 | | 5.781 | | 0.043 | Urban Principal Arterial | State Secondary | N | Y | AAA | 4 | 11 | Combination | 12 | 8 |
| | 5.782 | | 5.990 | I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP | 0.208 | Urban Principal Arterial | State Secondary | N | Y | AAA | 4 | 12 | Combination | 12 | NPZ** |
| | 5.991 | I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP | 6.058 | I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE) | 0.067 | Urban Principal Arterial | State Primary | N | Y | AAA | 4 | 12 | Combination | 12 | NPZ |
| | 6.059 | I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE) | 6.150 | I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP | 0.091 | Urban Principal Arterial | State Primary | N | Y | AAA | 4 | 12 | Combination | 12 | NPZ |
| | 6.151 | I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP | 6.279 | HOPEWELL ROAD | 0.128 | Urban Principal Arterial | State Primary | N | N | AAA | 4 | 12 | Combination | 12 | NPZ |
| | 6.280 | HOPEWELL ROAD | 6.407 | | 0.127 | Urban Principal Arterial | State Primary | N | N | AAA | 3 | 11 | Combination | 12 | NPZ |
| | 6.408 | | 6.450 | | 0.042 | Urban Principal Arterial | State Primary | N | N | AAA | 2 | 11 | Combination | 12 | NPZ |
| 6.451 | | 6.889 | TUCKER STATION RD/SWEENEY LN | 0.438 | Urban Principal Arterial | State Primary | N | N | AAA | 2 | 11 | Combination | 4 | NPZ | |
| KY 913 | 2.108 | COMMONWEALTH DR | 2.187 | RESOURCE WAY | 0.079 | Urban Principal Arterial | State Primary | N | N | AAA | 6 | 12 | Curbed | N/A | 75 |
| | 2.188 | RESOURCE WAY | 2.263 | BLUEGRASS PKY | 0.075 | Urban Principal Arterial | State Primary | N | N | AAA | 5 | 12 | Curbed | N/A | 75 |
| | 2.264 | BLUEGRASS PKY | 2.708 | I 64 BRIDGE | 0.444 | Urban Principal Arterial | State Primary | N | N | AAA | 4 | 12 | Paved | 10 | 75 |
| | 2.709 | I 64 BRIDGE | 2.845 | I-64 WESTBOUND OFF RAMP | 0.136 | Urban Principal Arterial | State Primary | N | N | AAA | 4 | 12 | Paved | 10 | 75 |
| | 2.846 | I-64 WESTBOUND OFF RAMP | 2.951 | ELLINGSWORTH LN | 0.105 | Urban Principal Arterial | State Primary | N | N | AAA | 4 | 12 | Paved | 10 | 75 |
| | 2.951 | ELLINGSWORTH LN | 3.260 | KY 1819 | 0.309 | Urban Principal Arterial | State Primary | N | N | AAA | 4 | 12 | Curbed | N/A | 100 |

* Critical Crash Rate Factor

** No Passing Zone

*** Estimated Weighted Average from Multiple Sections

Rehl Road Feasibility Study
Existing (May 2009) Roadway Conditions

| Route | Beginning MP | Beginning Feature | Ending MP | Ending Feature | Speed Limit | Roadway Type | Terrain Class | Pavement Type | Pavement Roughness Index | Avg R/W Width | ADT | Updated CCRF* |
|--------|--------------|--|-----------|---|-------------|---------------------------|---------------|--------------------|--------------------------|---------------|--------|---------------|
| I-64 | 17.074 | KY 913 (BLANKENBAKER ROAD) | 18.888 | I 265 UNDERPASS | 65 | Divided Highway w/ Median | ROLLING | High Type Flexible | 85 | 200 | 92,200 | 0.568 |
| | 18.889 | I 265 UNDERPASS | 19.600 | SPEED LIMIT CHANGE | 65 | Divided Highway w/ Median | | High Type Flexible | 89 | 200 | 53,800 | 1.361 |
| | 19.600 | SPEED LIMIT CHANGE | 20.765 | FLOYDS FORK BRIDGE | 70 | Divided Highway w/ Median | | High Type Flexible | 89 | 200 | 53,800 | 0.473 |
| I-265 | 22.101 | MP 22.101 (One Mile South of Taylorsville Road Overpass) | 23.101 | KY 155 (TAYLORSVILLE ROAD) | 65 | Divided Highway w/ Median | | High Type Rigid | 96*** | 306 | 59,800 | 0.409 |
| | 23.102 | KY 155 (TAYLORSVILLE ROAD) | 24.334 | REHL ROAD BRIDGE | 65 | Divided Highway w/ Median | | High Type Flexible | 93*** | 300-306 | 64,700 | 0.415 |
| | 24.335 | REHL ROAD BRIDGE | 25.454 | I 64 OVERPASS | 65 | Divided Highway w/ Median | | High Type Flexible | 91*** | 300 | 64,700 | 0.809 |
| | 25.455 | I 64 OVERPASS | 26.795 | US 60 OVERPASS | 65 | Divided Highway w/ Median | | High Type Flexible | 107*** | 300 | 79,000 | 0.572 |
| KY 155 | 5.149 | OLD TAYLORSVILLE RD | 5.711 | NEW HOPEWELL RD | 55 | Undivided Highway | | High Type Flexible | 133 | 85 | 17,900 | 0.102 |
| | 5.712 | NEW HOPEWELL RD | 5.727 | BEGINNING OF DIVIDED HIGHWAY | 55 | Undivided Highway | | High Type Flexible | 119*** | 85 | 17,900 | 0.081 |
| | 5.727 | BEGINNING OF DIVIDED HIGHWAY | 5.737 | | 55 | Divided Highway w/ Median | | High Type Flexible | 114 | 85 | 17,900 | |
| | 5.738 | | 5.781 | | 55 | Divided Highway w/ Median | | High Type Flexible | 114 | 85 | 17,900 | |
| | 5.782 | | 5.990 | I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP | 55 | Divided Highway w/ Median | | High Type Flexible | 109 | 120 | 17,900 | 0.496 |
| | 5.991 | I 265 EASTBOUND ONRAMP/I 265 EASTBOUND OFFRAMP | 6.058 | I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE) | 55 | Divided Highway w/ Median | | High Type Flexible | 109 | 120 | 17,900 | |
| | 6.059 | I 265 UNDERPASS (SOUTH END OF EASTBOUND BRIDGE) | 6.150 | I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP | 55 | Divided Highway w/ Median | | High Type Flexible | 115** | 120 | 17,200 | |
| | 6.151 | I 265 WESTBOUND OFFRAMP/I 265 WESTBOUND ONRAMP | 6.279 | HOPEWELL ROAD | 55 | Divided Highway w/ Median | | High Type Flexible | 123 | 120 | 17,200 | |
| | 6.280 | HOPEWELL ROAD | 6.407 | | 55 | Divided Highway w/ Median | | High Type Flexible | 114** | 80-120 | 17,200 | 0.100 |
| | 6.408 | | 6.450 | | 55 | Undivided Highway | | High Type Flexible | 113 | 80 | 17,200 | 0.228 |
| | 6.451 | | 6.889 | TUCKER STATION RD/SWEENEY LN | 55 | Undivided Highway | | High Type Flexible | 123** | 80 | 17,200 | |
| KY 913 | 2.108 | COMMONWEALTH DR | 2.187 | RESOURCE WAY | 45 | Divided Highway w/ Median | | High Type Rigid | 115 | 150 | 35,900 | 1.961 |
| | 2.188 | RESOURCE WAY | 2.263 | BLUEGRASS PKY | 45 | Divided Highway w/ Median | | High Type Rigid | 115 | 150 | 35,900 | |
| | 2.264 | BLUEGRASS PKY | 2.708 | I 64 BRIDGE | 45 | Divided Highway w/ Median | | High Type Rigid | 115 | 150 | 35,900 | 0.364 |
| | 2.709 | I 64 BRIDGE | 2.845 | I-64 WESTBOUND OFF RAMP | 45 | Divided Highway w/ Median | | High Type Rigid | 115 | 150 | 36,600 | 0.482 |
| | 2.846 | I-64 WESTBOUND OFF RAMP | 2.951 | ELLINGSWORTH LN | 45 | Divided Highway w/ Median | | High Type Rigid | 115 | 150 | 36,600 | 0.214 |
| | 2.951 | ELLINGSWORTH LN | 3.260 | KY 1819 | 45 | Divided Highway w/ Median | | High Type Flexible | 116 | 100 | 36,600 | 0.045 |

* Critical Crash Rate Factor

** No Passing Zone

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