

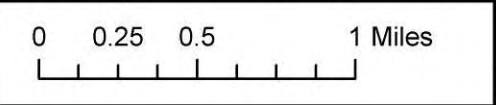
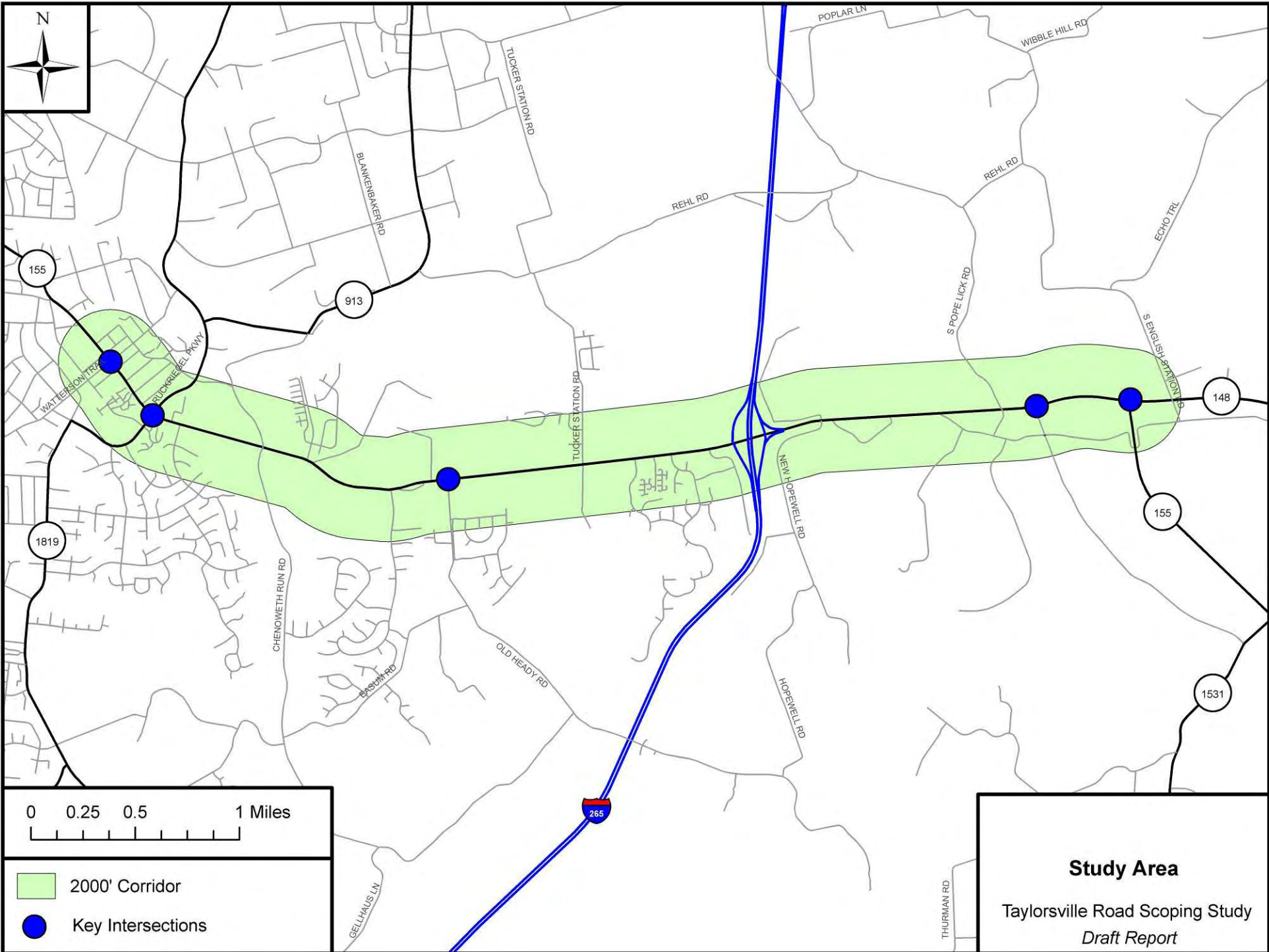
Taylorsville Road Scoping Study

December 14, 2006



Introduction

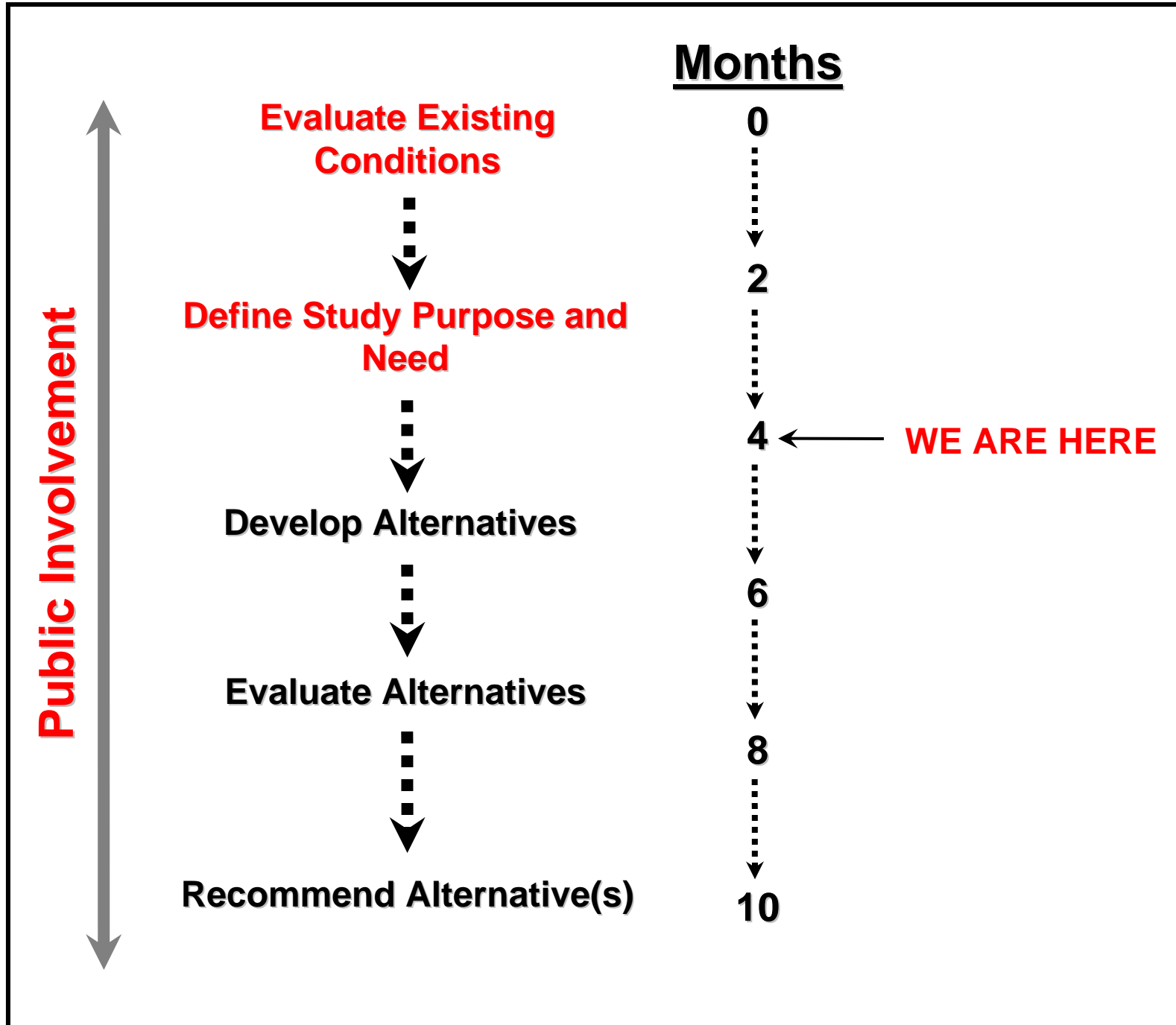
- Study to examine a range of solutions along the Taylorsville Road corridor from Watterson Trail to the intersection of Taylorsville Road and KY 148 to address various traffic, access, and safety issues.
- Will evaluate improvements at the intersection level as well as corridor-wide.
- Both recommendations that can be implemented in the near term as well as long-term recommendations that address the future need for capacity will be examined.



- 2000' Corridor
- Key Intersections

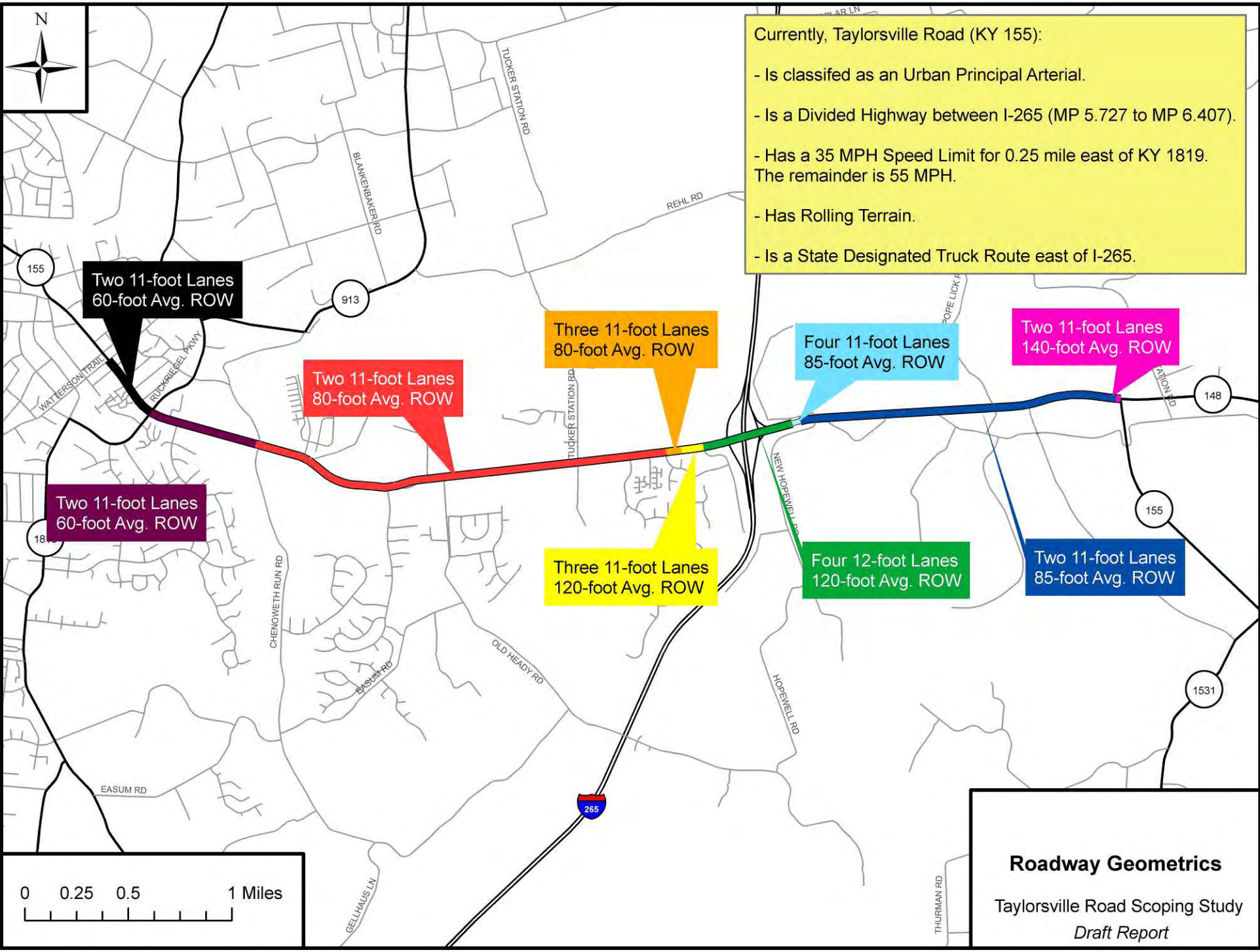
Study Area
 Taylorsville Road Scoping Study
 Draft Report

Study Process



Existing Conditions

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



Currently, Taylorsville Road (KY 155):

- Is classified as an Urban Principal Arterial.
- Is a Divided Highway between I-265 (MP 5.727 to MP 6.407).
- Has a 35 MPH Speed Limit for 0.25 mile east of KY 1819. The remainder is 55 MPH.
- Has Rolling Terrain.
- Is a State Designated Truck Route east of I-265.

Two 11-foot Lanes
60-foot Avg. ROW

Two 11-foot Lanes
80-foot Avg. ROW

Three 11-foot Lanes
80-foot Avg. ROW

Three 11-foot Lanes
120-foot Avg. ROW

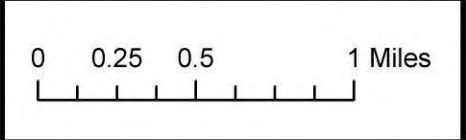
Four 11-foot Lanes
85-foot Avg. ROW

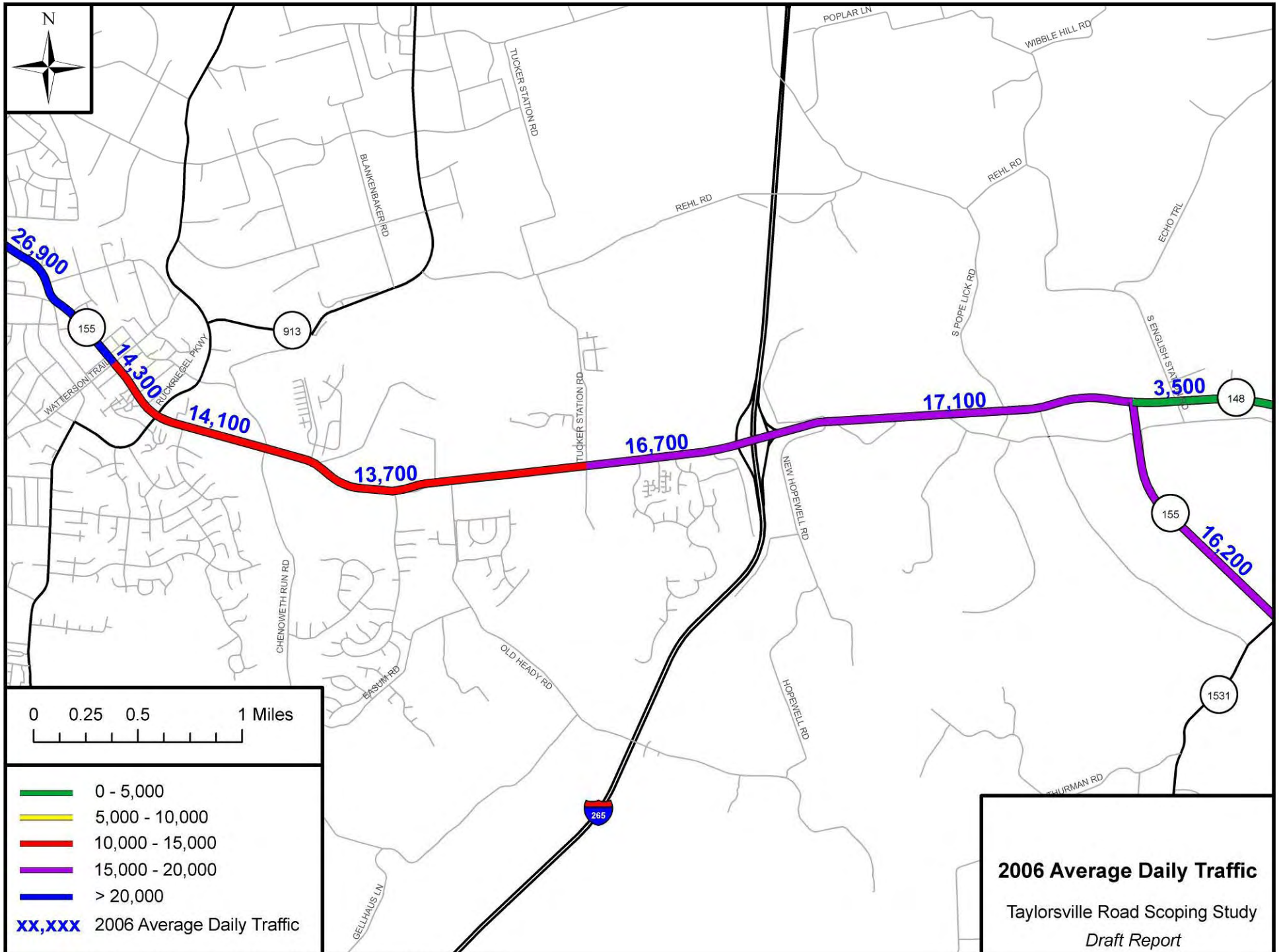
Four 12-foot Lanes
120-foot Avg. ROW

Two 11-foot Lanes
140-foot Avg. ROW

Two 11-foot Lanes
85-foot Avg. ROW

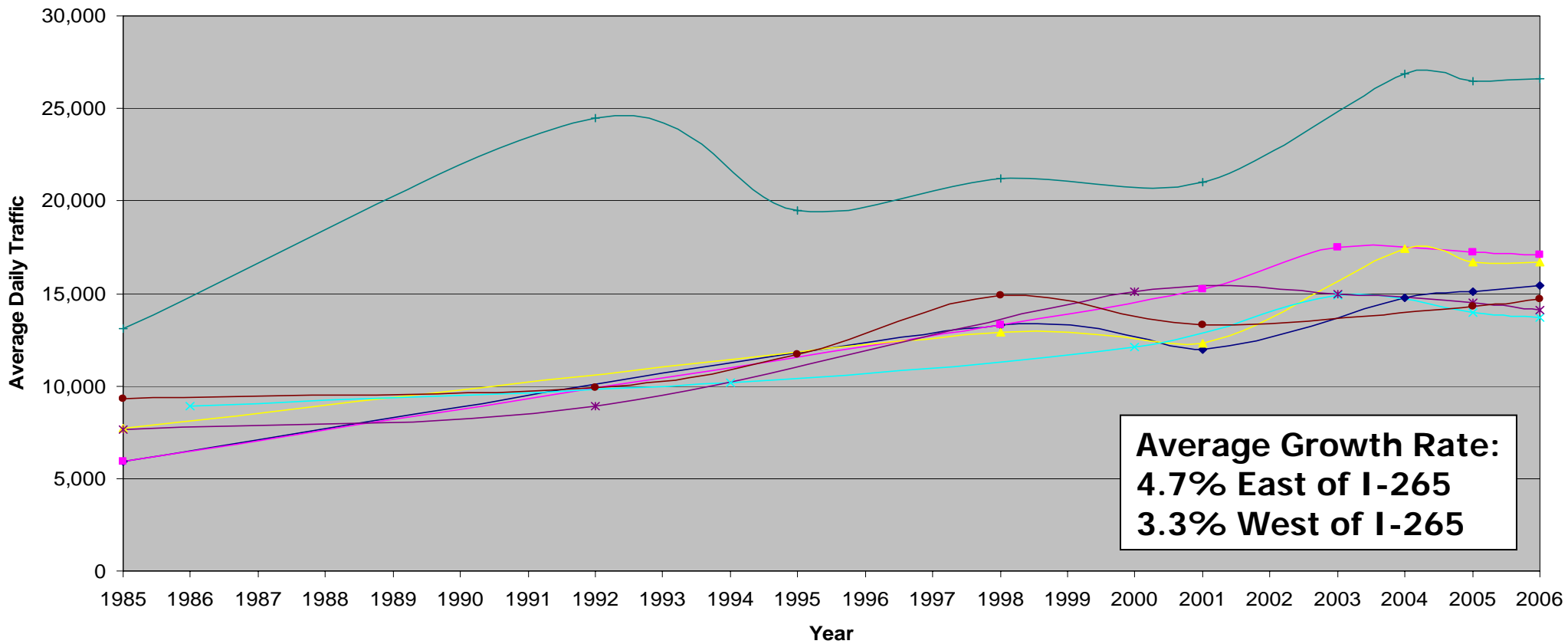
Roadway Geometrics
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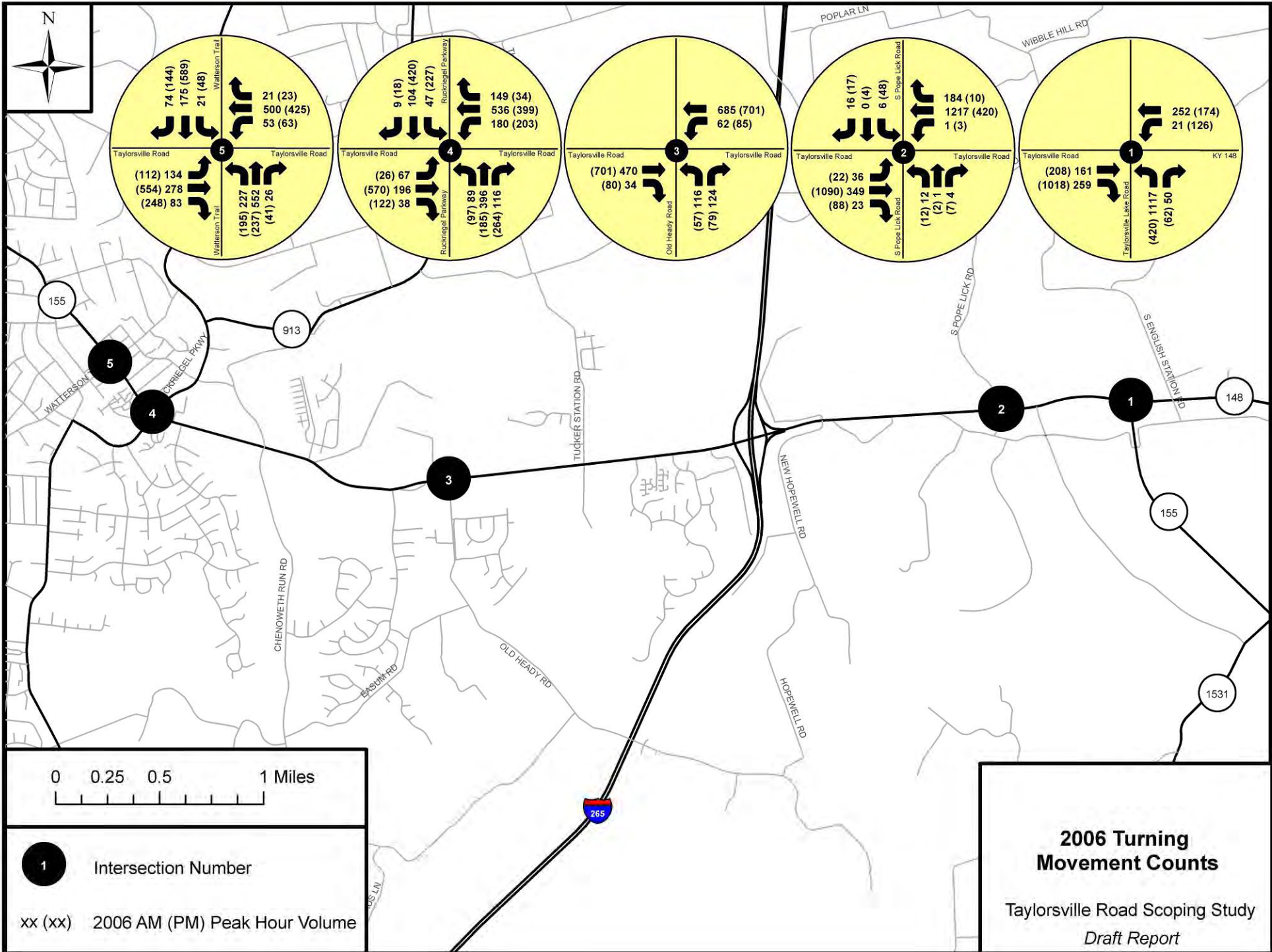


Source: KYTC Highway Information System / KYTC Traffic Counts System (CTS)

Historic Traffic Volumes



- ◆ STA. 361 (b/w KY 1531 & KY 148)
- STA. 996 (b/w KY 148 & I-265 Underpass)
- ▲ STA. 253 (b/w I-265 Underpass & Tucker Station Road)
- ✧ STA. 348 (b/w Tucker Station Road & Chenoweth Run Road)
- ✱ STA. 346 (b/w Chenoweth Run Road & KY 1819)
- STA. 334 (b/w KY 1819 & Watterson Trail)
- + STA. 332 (b/w Watterson Trail & Six Mile Lane)

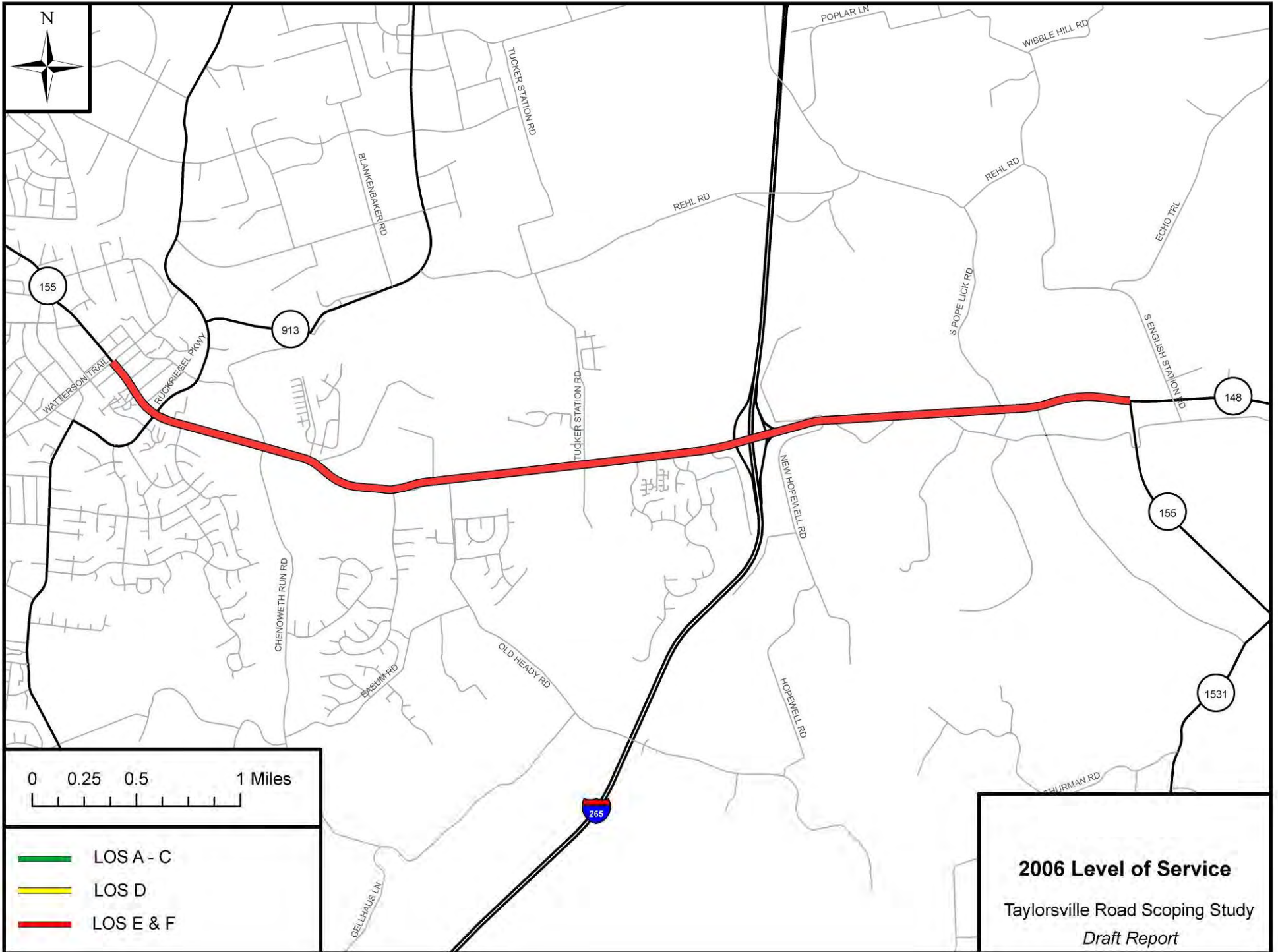


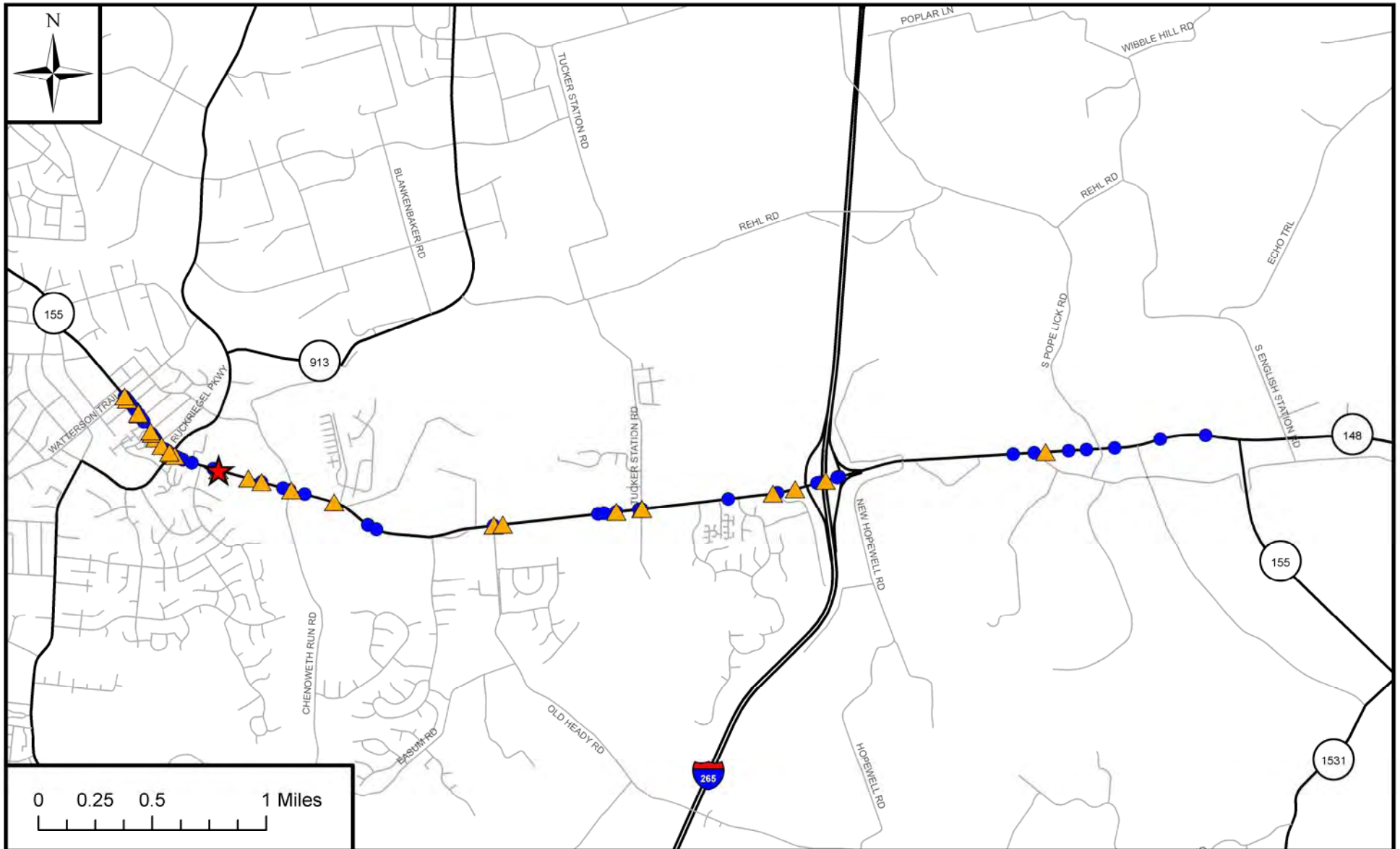
Truck Traffic and Speed Statistics

- Truck percentages along Taylorsville Road range from 6% near Ruckriegel Parkway to 13% near KY 148.
- Observed vehicle speeds along Taylorsville Road were generally lower than the posted speed limit indicating that speeding is not a major issue.

2006 Intersection Level of Service

Intersection	Type	Approach	AM LOS	PM LOS
Taylorsville Road / Watterson Trail	Signalized	Eastbound Westbound Northbound Southbound Whole Int.	C F E D F	E F C D E
Taylorsville Road / Ruckriegel Parkway	Signalized	Eastbound Westbound Northbound Southbound Whole Int.	D F F D E	F D E F F
Taylorsville Road / Old Heady Road	STOP Controlled	Westbound Northbound	A F	B F
Taylorsville Road / Pope Lick Road	STOP Controlled	Eastbound Westbound Northbound Southbound	B A F F	A B F F
Taylorsville Road / KY 148	Signalized	Eastbound Westbound Northbound Whole Int.	E F E E	F E F F





0 0.25 0.5 1 Miles

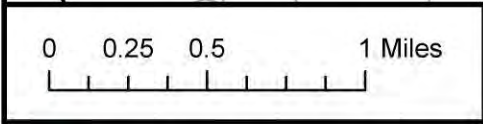
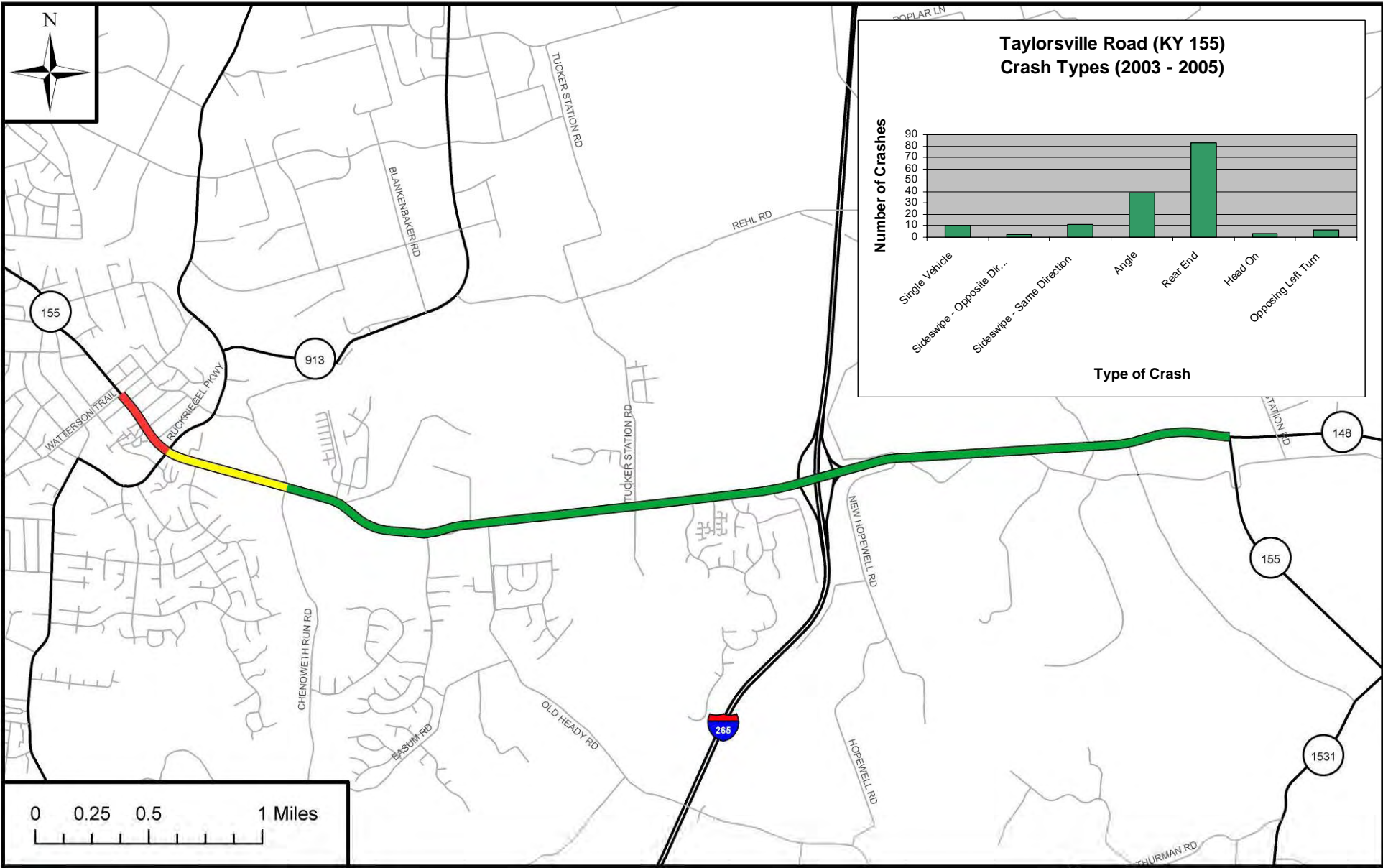
- ★ Fatal Crash
- ▲ Injury Crash
- Property Damage Only

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 Jeffersontown Police (7 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

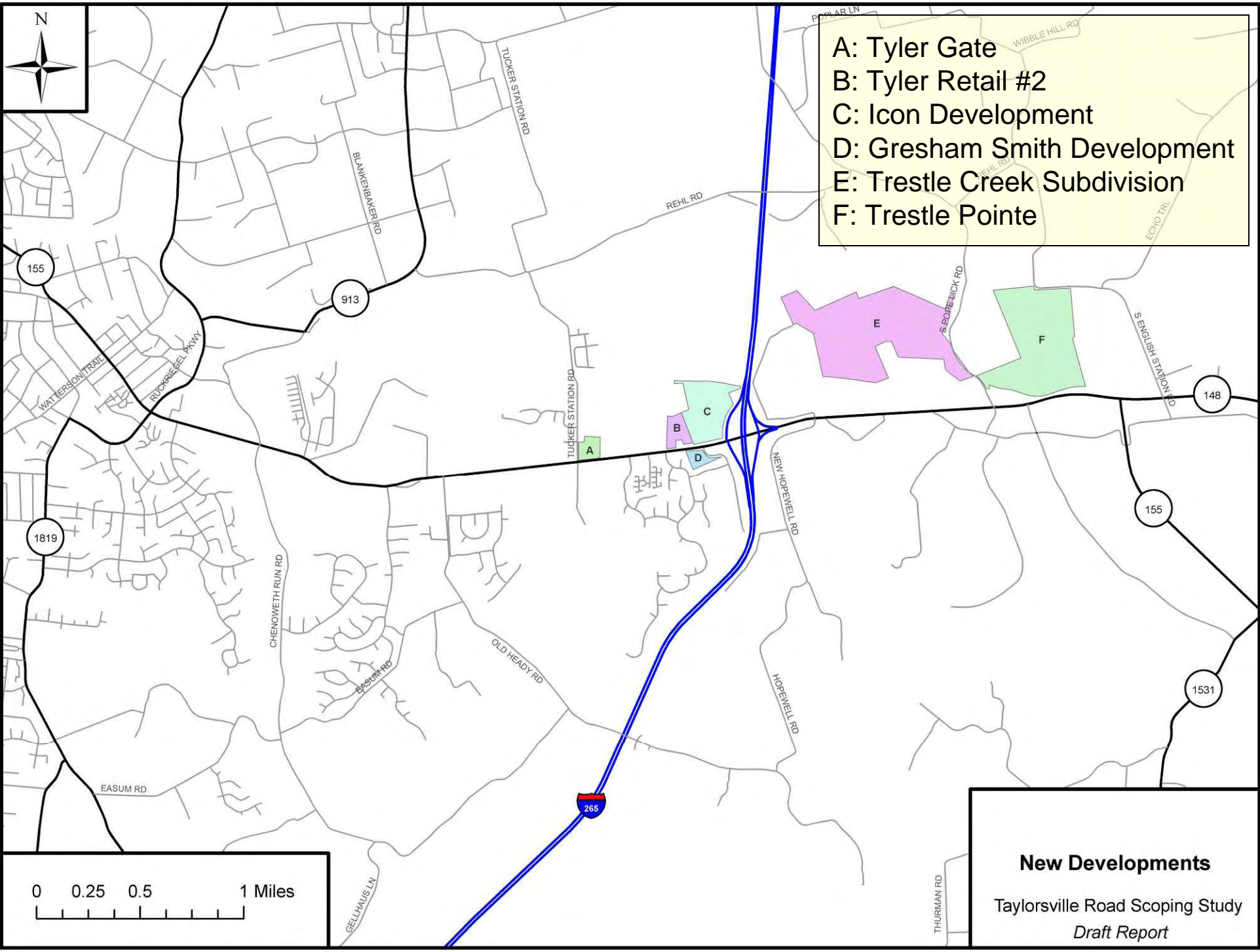
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- █ Crash Rate Exceeds Critical Crash Rate for Road Type
- █ Crash Rate Exceeds Average for Road Type
- █ Crash Rate Below Average for Road Type

NOTES:

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

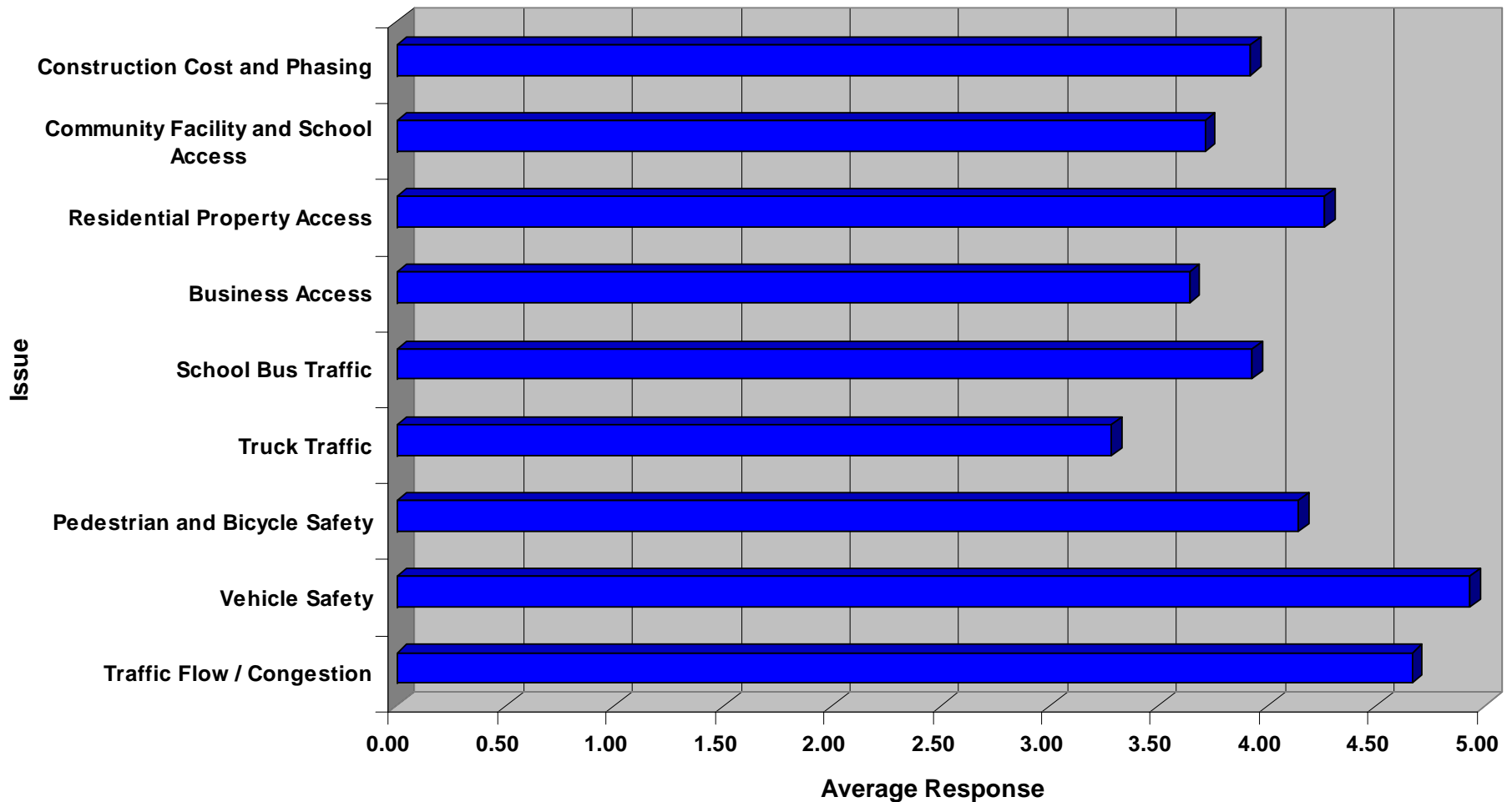


- A: Tyler Gate
- B: Tyler Retail #2
- C: Icon Development
- D: Gresham Smith Development
- E: Trestle Creek Subdivision
- F: Trestle Pointe

New Developments
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Gaslight Festival Survey Responses

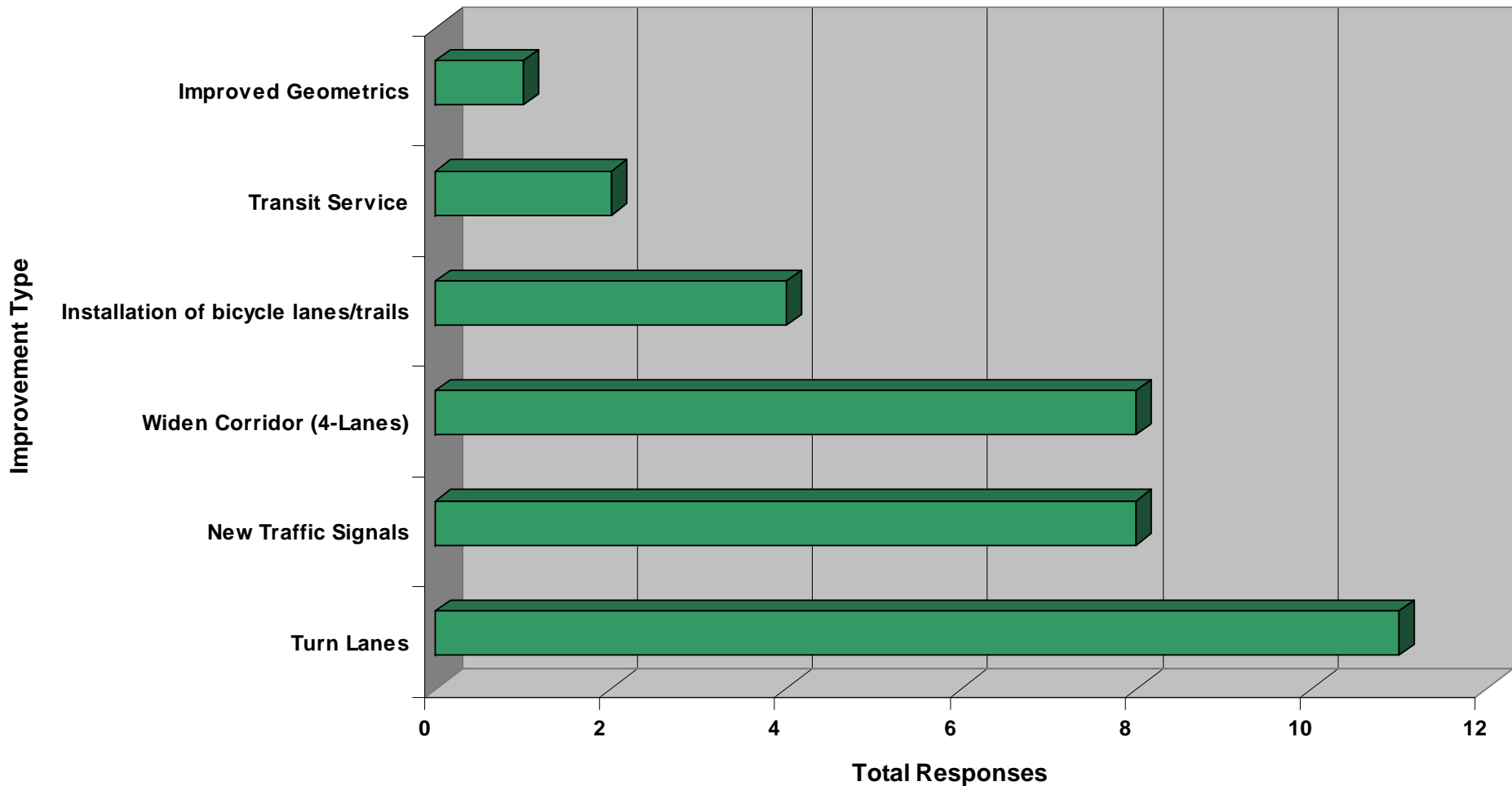
Study Issues



Note: 15 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 Taylorsville Road corridor.

Need:

- High Truck Percentages
- Poor Levels of Service
- Queuing Issues
- High Crash Rates
- Limited Multimodal Facilities

Issues / Needs?

Improvement Options?
