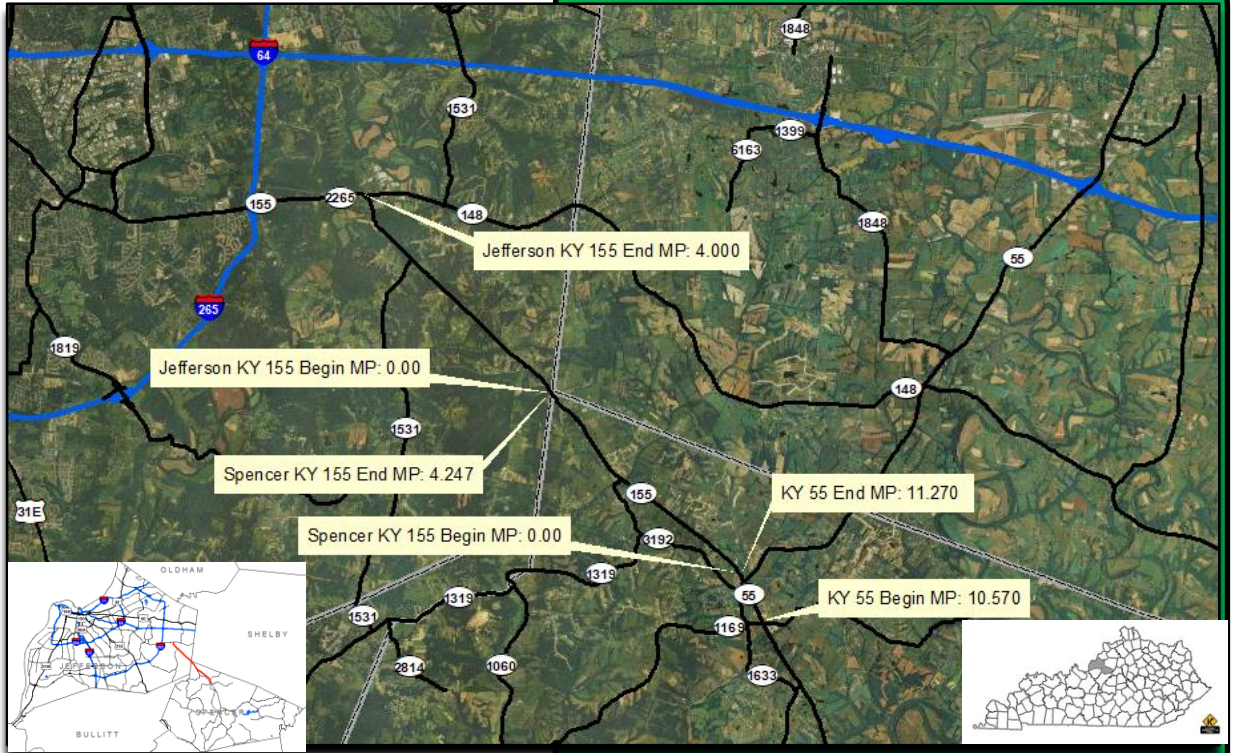


Data Needs Analysis



Scoping Study



KY 55-KY 155, Jefferson & Spencer County
From KY 1169 to KY 148
Item No. 5-8954.00

Prepared by the KYTC
Division of Planning and
KYTC District 5

June 2021



I. PRELIMINARY PROJECT INFORMATION			
County:	Jefferson, Spencer	Item No.:	5-8954.00
Route Number(s):*	KY 55/KY 155	Road Name:	Taylorsville Road, Taylorsville Lake Road
Program No.:	130128	UPN:	FD52 108 155 (MPs)
Federal Project No.:		Type of Work:	Reconstruction
2020 Highway Plan Project Description:			
CONSTRUCT A 2+1 ROAD ON KY 55/155 (TAYLORSVILLE ROAD) IN SPENCER COUNTY AND KY 155 (TAYLORSVILLE LAKE ROAD) IN JEFFERSON COUNTY BY ADDING A CONTINUOUS THIRD LANE THAT SERVES AS AN ALTERNATING PASSING LANE.(16CCN)(18CCN) (2020CCR)			
Jefferson Co Beginning MP:	0	Ending MP:	4.000
Spencer Co (KY 155) Beginning MP:	0	Ending MP:	4.247
Spencer Co (KY 55) Beginning MP:	10.560	Ending MP:	11.270
		Project Length:	4
		Project Length:	4.247
		Project Length:	0.710
		Total Project Length:	8.957
In TIP:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
State Class.:	<input type="checkbox"/> Primary <input checked="" type="checkbox"/> Secondary		
Functional Class.:	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural <input type="checkbox"/> Arterial		
MPO	Louisville/Southern Indiana (KIPDA)		
ADT (current):	12046 (2018) - 16914 (2019)		
Access Control:	<input type="checkbox"/> None <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Fully Controlled <input type="checkbox"/> Partial		
Median Type:	<input checked="" type="checkbox"/> Undivided <input type="checkbox"/> Divided (Type):		
Existing Bike Accommodations:	None		
Posted Speed:	<input type="checkbox"/> 35 mph <input type="checkbox"/> 45 mph <input checked="" type="checkbox"/> 55 mph <input type="checkbox"/> Other (Specify):		
KYTC Guidelines Preliminarily Based on :	55 MPH Proposed Design Speed		
COMMON GEOMETRIC PRACTICES**			
Roadway Data:	EXISTING	PRACTICES**	
No. of Lanes	2	3	Existing Rdwy. Plans available?
Lane Width	11'-12'	12'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Shoulder Width	10'	10'	Year of Plans: 1979-1981
Max. Superelevation***		8%	<input checked="" type="checkbox"/> Traffic Forecast Requested
Minimum Radius***		960'	Date Requested:
Maximum Grade		5%	<input type="checkbox"/> Mapping/Survey Requested
Minimum Sight Dist.		495	Date Requested:
Clear-zone [†]		22'	
Bridge No.:#	056B00294N	108B00031N	
Sufficiency Rating	85	88.3	Existing Geotech Data Available?
Total Length	86.5'	167.8'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Width, curb to curb	0	44	
Span Lengths	42.2'	57'	
Year Built	1979	1982	
Posted Weight Limit			Detour Length(s): 17.2, 0.60
Structurally Deficient?	No	No	
Functionally Obsolete?	No	No	
Existing Bridge Type	Culvert	Stringer/Multi-beam or girder	

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Spencer, Jefferson

KY 55/KY 155

Bridge No.: [‡]	<u>108B00030N</u>	<u>056B00295N</u>	
Sufficiency Rating	<u>99.4</u>	<u>85</u>	
Total Length	<u>38.4'</u>	<u>355.9'</u>	Existing Geotech Data Available?
Width, curb to curb	<u>0</u>	<u>56.5</u>	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Span Lengths	<u>18.8'</u>	<u>100'</u>	
Year Built	<u>1982</u>	<u>1981</u>	
Posted Weight Limit			Detour Length(s): <u>0.60, 17.4</u>
Structurally Deficient?	<u>No</u>	<u>No</u>	
Functionally Obsolete?	<u>No</u>	<u>No</u>	
Existing Bridge Type	Culvert	Stringer/Multi-beam or girder	

*If more than one road is included in the project, include additional sheets.
 **Based on proposed Design Speed
 ***AASHTO's A Policy on Geometric Design of Highways and Streets
 +AASHTO's Roadside Design Guide
 ‡If more than two bridges are located on the project, include additional sheets.

II. PROJECT PURPOSE AND NEED

A. Legislation

This project is located in House District 36 and House District 53 of Kentucky, which is currently represented by Senator Julie Raque Adams [R] and State Representative Jerry T. Miller [R] in District 36, and State Senator Jimmy Higdon [R]	<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
	STBG-ST	D	2021	\$1,000,000
	State	R	2023	\$40,000
	State	U	2024	\$820,000
	State	C	2025	\$16,030,000

and State Representative James Tipton [R] in District 53. State Representative James Tipton and State Senator James Higdon originally asked D5 in 2015 to prepare a legislative cost estimate to reconstruct KY55/KY155 in Spencer and Jefferson counties as a 2+1 Roadway. D5 Planning prepared the planning level estimate based on a similar KYTC project, 8-8851, that was constructed in 2016. Phase and cost shown currently appear in the KY 2020-2025 STIP.

B. Project Status

A Design phase was legislatively added as a new project to the 2016 Highway Plan under 5-8954.00 with 2022 SPP state funding. No other phases of work were proposed for funding. There was no state funding available in KYTC's road fund to cover the project, so work did not start. A Design phase was again legislatively added to the 2018 Highway Plan under 5-8954.00 with 2024 SPP state funding and again there was no state funding available in KYTC's road fund to start the project. When 2020 Highway Plan funding was published in August 2020, the Design phase funding was revised to federal funding (which is available). Design Phase funding is scheduled for FY2021, so that's why KYTC is starting work now.

The project was sponsored by KIPDA ADD for scoring in 2018 SHIFT and was boosted by KIPDA ADD for a total score of 59.6. Project was again sponsored by KIPDA ADD in 2020 SHIFT, boosted by KIPDA ADD and scored 49.3. In the D5 Recommended 2020 SHIFT Funding Plan (with limited funding available to advance projects) the District did not recommend funding this new project in the next six years. KYTC intends to sponsor the project in the 2022 SHIFT cycle.

The project funding has been added to the 2020-25 KIPDA MPO TIP under KIPDA TIP Amendment 2 (KYTC 2019-22 STIP MOD 2018.271) adopted January 2021.

In the 2019 *Middletown to Simpsonville Needs Analysis Study*, a portion of this project is covered under concept L. It is

also noted that KY 155 should be widened before any improvements at the I-265/KY 155 interchange are made in order to better identify needs at the interchange. The project is not directly mentioned in the *2020 I-65/I-71 Connector Study*, but KY 155 is mentioned as a route that will experience relief upon the connector being built.

Current active projects on this segment are:

5-808 - Safety project for reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek.

5-8908 – Widen Taylorsville Road to 3 lanes from I-265 to KY-148.

Recently completed projects on this segment are:

5-476 – Improve safety at the intersection of KY 55 and KY 1169 and provide for turn lanes.

C. System Linkage

All sections of KY 55 and KY 155 in this project are Rural Minor Arterials (not on the National Highway System) in Jefferson and Spencer counties, and are designated as State Secondary roadways in the State Highway System. KY 155 begins at US 31-E/US 150 in Jefferson County near Strathmoor Village and continues southeast for twenty miles until it ends at KY 55 in Spencer County. The route passes through Fisherville and Jeffersontown. KY 55 begins at US 127 in Russell County and continues for 140 miles until it ends at US 42 in Carrol County. The route passes through Taylorville, Shelbyville, and Eminence, and provides a connection for Spencer County to the interstate system in Jefferson County.

D. Modal Interrelationships

The project sections of KY 55 and KY 155 are state maintained. It is not part of the Kentucky Coal Haul Highway System.

There are no bike or pedestrian improvements for the project area included in the Kentucky FY 2020-2026 Enacted Highway Plan or the KY 2019 State Transportation Improvement Plan. Item# 5-8908 mentions the possibility of bike and pedestrian facilities in the project description.

This project is part of the Kentucky Highway Freight Network (KHFN). It is ranked Tier 4 on the KHFN, which classifies it as a local access road with an annual average daily truck traffic of less than five hundred. There is an emerging freight connection in Spencer County that overlaps the project length. This is to fill in a currently existing gap in the KY Freight Network. District 7 has improved the south end of the connection, KY 555. This project is improving a northern section of the gap.

This project is not located near any airports and does not provide direct connectivity to any airports. There is a private landing strip located 2.0 miles NE of the project corridor, on the section of KY 55 outside of the project area.

NS (Norfolk Southern) Railroad is located directly north of the project start point in Jefferson County, but then heads east and away from the route.

This project is not located near any riverports and does not provide direct connectivity to any riverports.

This project is not located on any bus routes and does not provide direct connectivity to any bus routes.

E. Social Demands & Economic Development

The northern end of the segment connects to the Fisherville neighborhood. KY 155 is the main route connecting Spencer County to the I-265 interchange, which connects throughout Louisville. The southern end of the project leads to Taylorsville (approx. 3.5 miles away). This project will help people who live in the communities along KY 155 travel to and from Jefferson County and southwestern Shelby County.

The project segment contains no major employment clusters or shopping centers. There are several isolated businesses, including TruePoint Insurance, Miller Mowing and Landscaping, Inc, Peoples Bank, two gas stations, New Look Fence, Adams Plumbing, Strictly Cedar Woodwards, and Rogers Royalty. Further down from the southern end of the project, there is Elk Creek Grocery and a Dollar General Store.

Zoning along the project segment is single-family residential in the Jefferson County portion, and several residential developments are located along the project segment. There are areas of both single-family residential and commercial zoning along the Spencer County portion. There are several churches in the area. Near the northern end of the project is Team Expansion, a religious missionary-focused organization.

The project is located near recreational facilities like Pope Lick Park and the Fisherville Canoe Access in Jefferson County. The southern end of the project provides a link to Taylorsville Lake State Park.

The only existing educational facility along this route is Little Stars Preschool Development. Off the southern end of the project is Training Wheels Childcare. School busses frequently use the route, with the Spencer County Public Schools all being located in and around the City of Taylorsville.

There are no medical facilities along the project route, but there are several in the City of Taylorsville on KY 55. There is a veterinary service along the project, Elk Creek Animal Hospital.

II. PROJECT PURPOSE AND NEED (cont.)

F. Transportation Demand

This project has three designated KYTC traffic count stations along it. Station 056373 represents about seven miles of the nine mile project. The two other traffic stations, 056361 and 108782, occupy the northern mile and the southern mile of the project, respectively. Station 056373 shows growth, having its 2017 AADT of 14168 increase from the 2014 AADT of 12530. Both of the other traffic count stations are more consistent. Station 056361 in Jefferson County had an 2019 AADT of 16914, which was the exact same as its 2016 AADT of 16914. Station 107782 in Spencer County had a 2018 AADT of 12046, which is a decrease from its 2015 AADT of 12858.

KY 55/KY 155 provides a link from the more populated areas of Spencer County to the interstate highway system. As that link also provides access for delivery of goods to those areas, the number of tractor-trailers is more than might be expected on a route of this type. It also unique in that it accommodates recreational traffic such as RVs, camping trailers and boat trailers with Taylorsville Lake and surrounding creeks as destinations. Being a rural area, the route also handles the movement of farm machinery and farm product delivery.

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Scoping Study

Spencer, Jefferson

KY 55/KY 155

G. Capacity

This section of KY 155 and KY 55 has one travel lane in each direction for the entire length. There are various configurations of right- and left-hand turning lanes along the entire corridor, as well as climbing/passing lanes. At station 056373 on KY 155, historical traffic data shows significant, steady growth in vehicle volume from 2000 to the most recent count in 2017. It increased from 8,760 in 2000 to 14,168 in 2017, an increase of 62%. At station 108782 on KY 55, traffic rates remained mostly consistent with a general trend upward from 2000 to its most recent count in 2018. It increased from 10,600 in 2000 to 12,046 in 2018, an increase of 14%.

KIPDA MPO has modeled current traffic conditions using their regional transportation model. The model looks at a comprehensive network of roads in Jefferson, Oldham, and Bullitt counties in Kentucky and some southern Indiana counties as well. The model forecasts the annual growth rate of AADT. It's important to note that, due to being at the edge of the modeling domain, this segment is a weak spot in the overall model.

Based on the KIPDA MPO model, KY 155 at the Spencer County line is projected to have an AADT of 18,907 in 2030 and 22,913 in 2040, based on an AADT of 14,901 in 2020. The 2020 to 2030 growth rate is 2.4%, the 2030 to 2040 growth rate is 1.9%, and the average 2020 to 2040 growth rate is 2.2%. North of the KY 1531 intersection, there is a projection of an AADT of 21,770 in 2030 and 24,297 in 2040, based on an AADT of 16,492 in 2020. The 2020 to 2030 growth rate is 2.8%, the 2030 to 2040 growth rate is 1.1%, and the average 2020 to 2040 growth rate is 2.0%.

H. Safety

The period used in the crash data analysis for this DNA was January 1st, 2016 to December 31st, 2020. There were 239 crashes on this road segment during that time period, with the two major types of crashes being rear-end and single vehicle collisions. These two types of crashes accounted for almost three-fourths of total crashes in the segment. There were 3 fatal collisions and 57 injury collisions. Another 179 collisions resulted in property damage only.

I. Roadway Deficiencies

A wide variety of vehicles are found on this route, including tractor-trailer units, farm machinery, and recreational vehicles such as RVs and trucks pulling boat trailers. Inherent with that mix of vehicles is speed differential, which is exacerbated by a number of sustained grades over 3%. That speed differential along with limited passing opportunities degrades traffic operations and causes drivers to take questionable risks to overtake and pass slower vehicles.

The operating speed coupled with the number and nature of entrances/road approaches along the route also creates conflict turning to and from the road. This results in an increased potential for rear-end crashes.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

A. Air Quality

Project is in: Attainment area Nonattainment or Maintenance Area PM 2.5 County

STIP Pg.#:

TIP Pg.#:

Jefferson County is a non-attainment area.

B. Archeology/Historic Resources

Known Archeological or Historic Resources are present

There are 5 archaeological sites recorded that touch or are immediately adjacent to the existing road. They were recorded in 1976, so this was prior to modern survey standards and they were not assessed for the National Register. There is a cemetery at MP 0.1, across from Deer Trace Lane that dates between 1827 and 2011. It sits approximately 70 feet east of KY 55.

Data Needs Analysis
Scoping Study

Spencer, Jefferson

KY 55/KY 155

C. Threatened and Endangered Species	
Mammals - Gray Bat, Indiana Bat, Northern Long-eared Bat. Clams - Clubshell, Fanshell, Orangefoot Pimpleback (pearlymussel), Pink Mucket (pearlymussel), Rabbitsfoot, Ring Pink (mussel). Flowering Plants - Running Buffalo Clover.	
D. Hazardous Materials	
<input checked="" type="checkbox"/> Potentially Contaminated Sites are present <input checked="" type="checkbox"/> Potential Bridge or Structure Demolition	
<ul style="list-style-type: none">• Spencer County - Elk Creek under KY 155 (culvert) MP 0.021- 108B00030N• Spencer County - KY 155 bridge over Plum Creek MP 2.431 - 108B00031N• Jefferson County - Cane Run Creek under KY 155 (culvert) MP 0.964 - 056B00294N• Jefferson County - KY 155 bridge over Floyds Fork & Old Taylorsville Rd MP 4.050 - 056B00295N <p>There are also two monitoring wells in the area and three water wells. I do not think any are within our APE, but in close proximity. There are several gas stations along the corridor, so potential for contamination if right of way is required from those parcels.</p>	
E. Permitting	
Check all that may apply: <input type="checkbox"/> Waters of the US <input type="checkbox"/> MS4 area <input type="checkbox"/> Floodplain Impacts <input type="checkbox"/> Navigable Waters of the US Impacts	
Are 401/404 Permits likely to be required? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Impacts to: <input type="checkbox"/> Wetlands <input checked="" type="checkbox"/> Stream/Lake/Pond	
<input type="checkbox"/> ACE LON <input checked="" type="checkbox"/> ACE NW <input type="checkbox"/> ACE IP <input checked="" type="checkbox"/> DOW IWQC <input type="checkbox"/> Special Use Waters	
There are four structures (including one bridge) and several that run parallel to KY 155. There is a high potential for permits to be required, depending on how many feet of stream is disturbed.	
F. Noise	
Are existing or planned noise sensitive receptors adjacent to the proposed project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Is this considered a "Type I Project" according to KYTC Noise Analysis and Abatement Policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Will require some effort towards a noise analysis, if we are adding a passing/climbing lane.	
G. Socioeconomic	
Check all that may apply: <input type="checkbox"/> Low Income/Minority Populations <input type="checkbox"/> Relocations <input type="checkbox"/> Local Land Use Plan available	
The project is in a non EJ area.	
H. Section 4(f) or 6(f) Resources	
The following are present on the project: <input type="checkbox"/> Section 4(f) Resources <input type="checkbox"/> Section 6(f) Resources	
There are no public parks or refuges in the project area. There is a potential of 4(f) if we have an adverse effect on a historic property.	
Anticipated Environmental Document:	<input type="text" value="CE Level 2"/> ▼

Data Needs Analysis
Scoping Study

Spencer, Jefferson

KY 55/KY 155

IV. PROJECT NEED, PURPOSE & SCOPE		
A. Need:		
<p>There were over 143 crashes on this road segment during a recent three-year period, with the two major types of crashes being rear-end and single vehicle collisions. There was one fatality and 63 injuries during that period. There is a wide variety of vehicles on the roadway, varying from farm equipment to boats on trailers to tractor-trailer rigs. The speed limit is 55 MPH, but the range of vehicles can also result in a range of speeds. The speed differential, coupled with the volume of traffic, frequency of access points, and occasional left-turn lanes, limits passing opportunities. At the same time, the lack of dedicated turning lanes on a high-speed facility such as KY 155/KY 55 may be linked to rear-end crashes.</p>		
B. Purpose:		
<p>The project is intended to enhance safety and improve traffic operations on the two-lane section of KY155/KY 55 from 3.5 miles north of the City of Taylorsville to the intersection with KY 148 in Jefferson County.</p>		
C. Scope:		
<p>Construct a 2+1 road on KY 155/KY 55 (Taylorsville Road) in Spencer County and KY 155 (Taylorsville Lake Road) in Jefferson County by adding a continuous third lane that serves as an alternating passing lane.</p>		
V. PROJECT ESTIMATE & METHODOLOGY		
Estimate Methodology:	Current Estimate	
<p>Construction costs based on 2+1 Roadway 8-8851.00 let by KYTC in October 2015. That project was approximately 6.1 miles of road with construction cost of \$7,697,007 resulting in a per mile cost of \$1,261,804. Construction costs are somewhat conservative. Per the "Application of European 2+1 Roadway Designs", National Cooperative Highway Research Program, RESEARCH RESULTS DIGEST April 2003—Number 275: "It is recommended that narrower lanes and shoulders be considered in the United States, where appropriate, through the design exception process." Much of the roadway currently has a minimum 11' lanes with 10' shoulders. However the shoulders have not been well maintained and would need a new roadbed.</p>	<u>Phase</u>	
	<u>Estimate</u>	
	Planning	
	Design	\$1,000,000
	R/W	\$40,000
	Utilities	\$820,000
	Const	\$16,030,000
Total	\$17,890,000	

Data Needs Analysis
Scoping Study

Spencer, Jefferson

KY 55/KY 155

VI. UTILITIES POTENTIALLY AFFECTED - CONTACT INFORMATION

Company Name -	AT&T KY
Contact -	Scott Roche
Address -	1340 E. John Rowan Blvd, Bardstown, KY 40004
Phone No. -	Office (502) 348-4528 Cell (502) 827-4703
Company Name -	Charter Communications
Contact -	Nathen L Howerton
Address -	10168 Linn Station Road, Suite 120, Louisville KY 40223
Phone No. -	Office (502) 357-4318 Cell (502) 639-6838
Company Name -	City of Taylorsville Sewer & Water
Contact -	Harold Compton
Address -	70 Taylorsville Road, PO Box 279, Taylorsville, KY 40071
Phone No. -	(502) 477-3235
Company Name -	Intercarrier Networks, LLC
Contact -	Suzanne Morris
Address -	1600 Great Plains Center PO Box 500, Blair NE 68008
Phone No. -	Office (217) 993-7663 Cell (217) 691-5631
Company Name -	Finley Engineering Company, Inc.
Contact -	Justin Walker
Address -	2456 Fortune Drive, Suite 105, Lexington, KY 40509
Phone No. -	Office (859) 407-4163
Company Name -	Kentucky Wired, KCNA
Contact -	Mike Hayden
Address -	500 Mero Street – Suite 1-1 NC #59, Frankfort, KY 4060
Phone No. -	Office (502) 782-2535
Company Name -	Ledcor, Service Provider
Contact -	Nick Blake
Address -	2008 Mercer Rd. 2nd floor, Lexington, KY 40511
Phone No. -	Office (859) 286-8158 Cell (859) 447-0781
Company Name -	LG&E KY (Electric)
Contact -	Caroline Justice
Address -	820 West Broadway, Louisville, KY 40202
Phone No. -	Office (502) 627-3708
Company Name -	Louisville Water Company
Contact -	Daniel Tegen
Address -	550 South Third Street, Louisville, KY 40202
Phone No. -	(502) 569-3649
Company Name -	Mid-Valley Pipeline Company
Contact -	Richard (Todd) Calfee
Address -	4910 Limaburg Road, Burlington, KY 41005
Phone No. -	Office (859) 371-4469 x14 Cell (859) 630-8271

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VI. UTILITIES POTENTIALLY AFFECTED - CONTACT INFORMATION (cont.)

Company Name - Norfolk - Southern Railway Company
Contact - Mr. J. N. Carter, Jr. Chief Engineer
Address - 1200 Peachtree Street, Atlanta Georgia 30309
Phone No. -

Company Name -
Contact -
Address -
Phone No. -

Company Name -
Contact -
Address -
Phone No. -

Company Name -
Contact -
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Phone No. -

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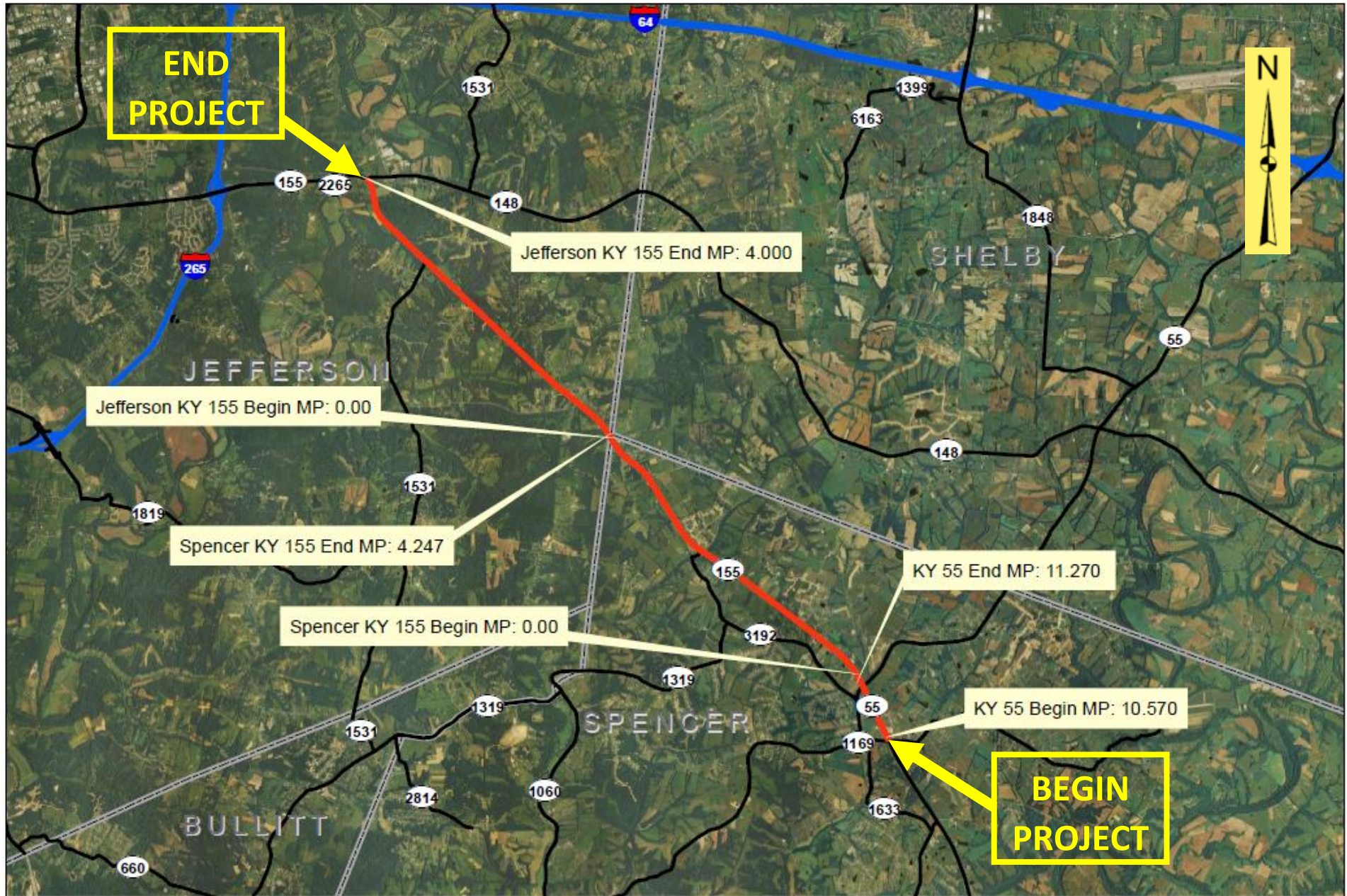
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Contact -
Address -
Phone No. -

VII. TABLES AND EXHIBITS

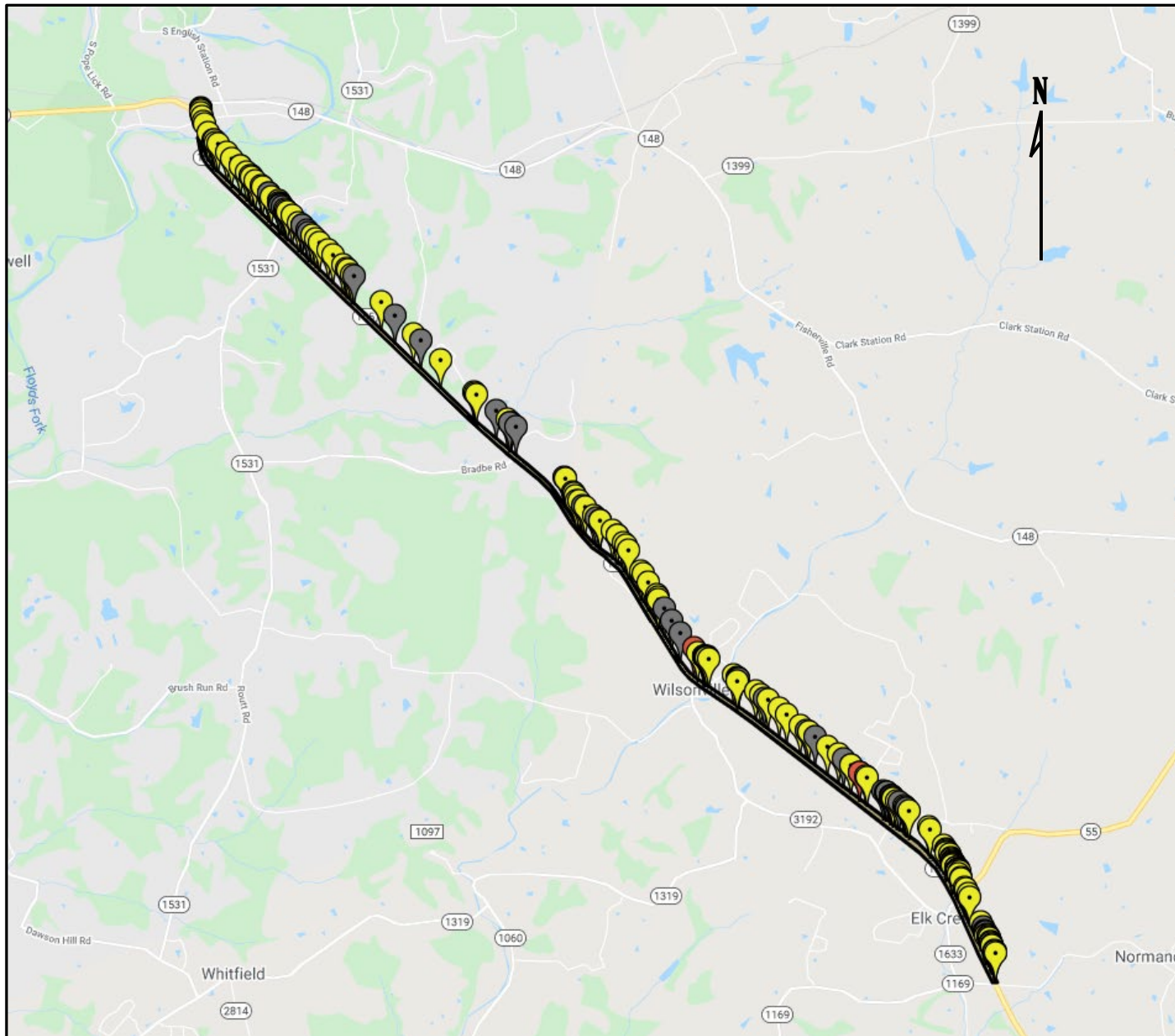
Index to Additional Material:

1. **Project Area Map**
2. **Crash Location Map**
3. **Traffic Count Data**





1. Project Area Map



2. Crash Location Map



Collision Categories:

- Killed (3)** 
- Injured (57)** 
- Property Damage (179)** 
- All** 

CRASH DATA
1/01/2016 through 12/31/2020

3. Traffic Count Data

TRAFFIC VOLUME DATA

KYTC Count Station #108782

Historical Traffic Volume Summary

Station Details:

Sta ID:	108782
Sta Type:	Full Coverage
Map:	MapIt
District:	5
County:	Spencer
Route:	108-KY-0055 -000
Route Desc:	TAYLORSVILLE RD

Newest Count:

Begin MP:	10.56	AADT:	12046
Begin Desc:	KY 1169	Year:	2018
End Mp:	11.27	% Single:	6.7740
End Desc:	KY 1633/KY 155	% Combo:	3.0740
Impact Year:		K Factor:	10.80
Year Added:		D Factor:	57

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year - year of significant change to traffic pattern within station segment

AADT - Annual Average Daily Traffic - the annualized average 24-hour volume of vehicles on a segment of roadway

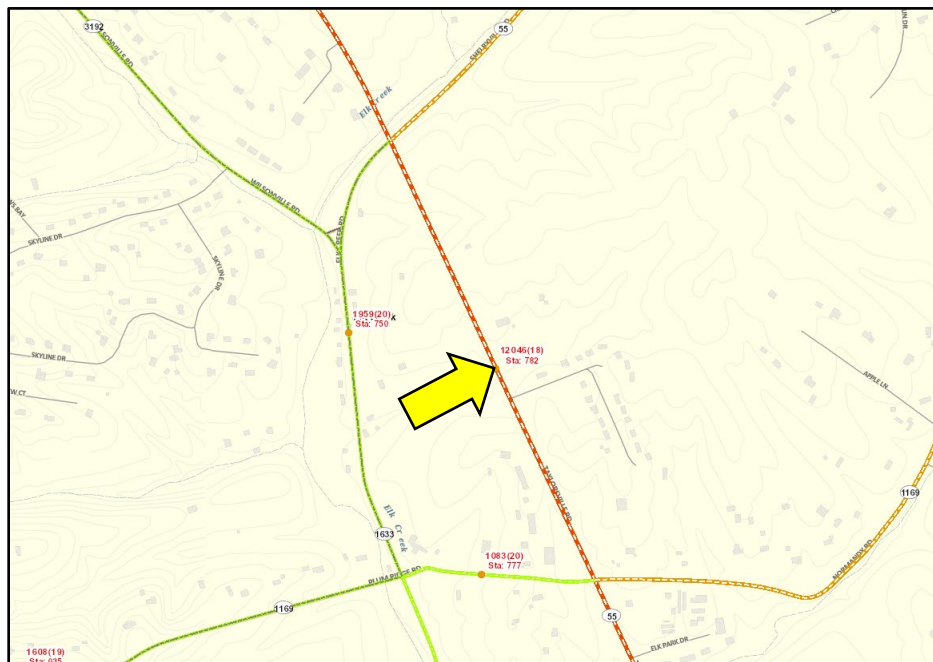
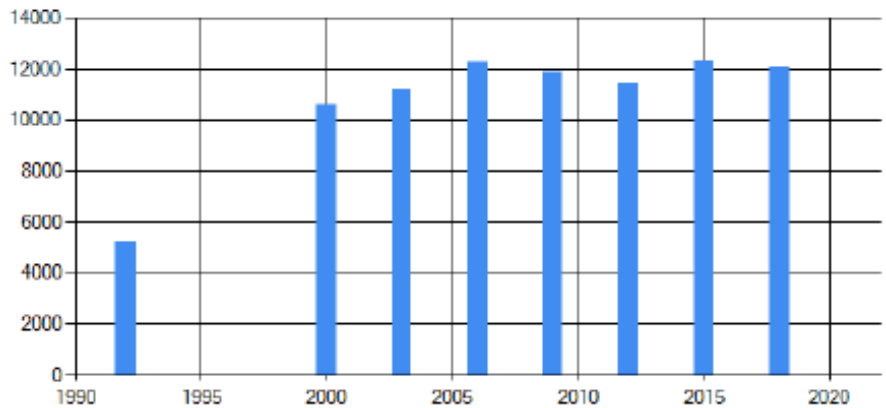
% Single - single unit truck volume as a percentage of the AADT

% Combo - combination truck volume as a percentage of the AADT

K Factor - peak hour volume as a percentage of the AADT

D Factor - percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2021		2011		2001	
2020		2010		2000	10600
2019		2009	11900	1999	
2018	12046	2008		1998	
2017		2007		1997	
2016		2006	12300	1996	
2015	12374	2005		1995	
2014		2004		1994	
2013		2003	11200	1993	
2012	11420	2002		1992	5250



TRAFFIC VOLUME DATA

KYTC Count Station #056373

Historical Traffic Volume Summary

Station Details:

Sta ID:	056373
Sta Type:	Classification
Map:	MapIt
District:	5
County:	Jefferson
Route:	056-KY-0155 -000
Route Desc:	TAYLORSVILLE LAKE RD

Begin MP:	0
Begin Desc:	SPENCER COUNTY LINE
End Mp:	3.0330
End Desc:	KY 1531 (ROUTT ROAD)
Impact Year:	
Year Added:	

Newest Count:

AADT:	12279
Year:	2020
% Single:	5.5380
% Combo:	1.88
K Factor:	10.10
D Factor:	71

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year - year of significant change to traffic pattern within station segment

AADT - Annual Average Daily Traffic - the annualized average 24-hour volume of vehicles on a segment of roadway

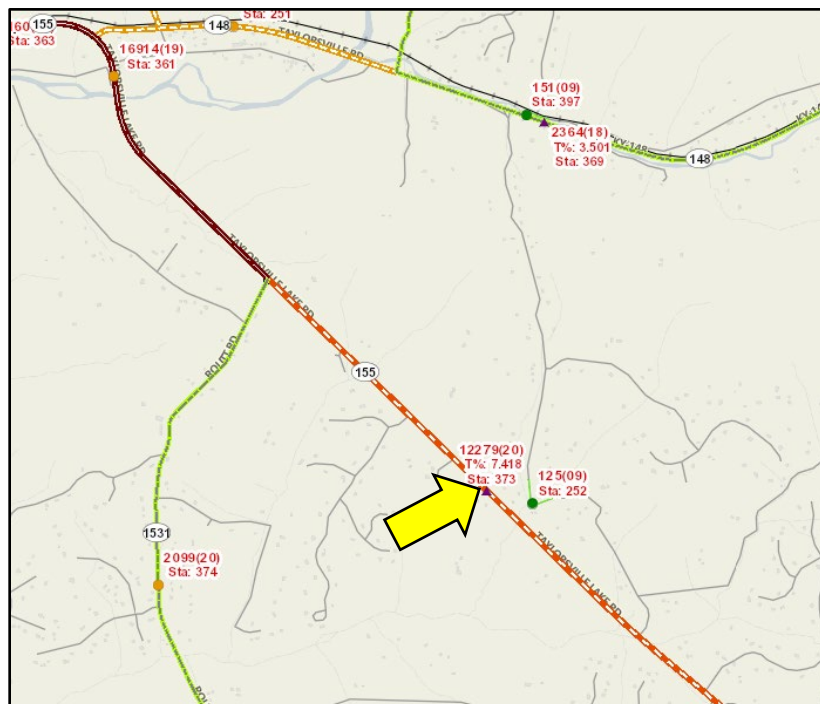
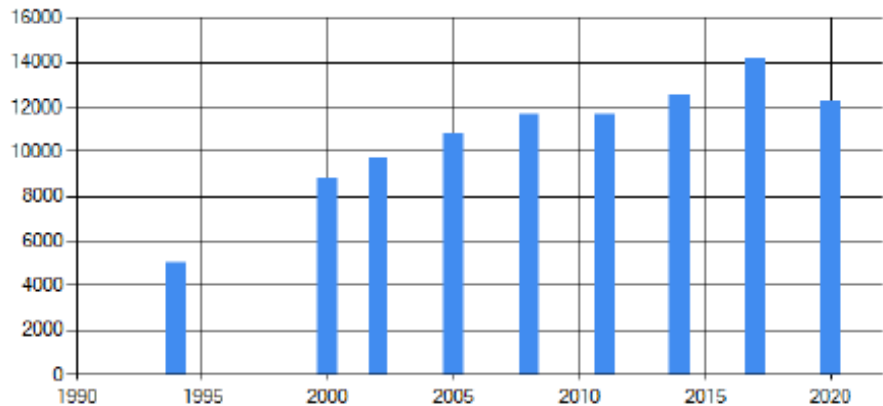
% Single - single unit truck volume as a percentage of the AADT

% Combo - combination truck volume as a percentage of the AADT

K Factor - peak hour volume as a percentage of the AADT

D Factor - percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2021		2011	11700	2001	
2020	12279	2010		2000	8760
2019		2009		1999	
2018		2008	11700	1998	
2017	14168	2007		1997	
2016		2006		1996	
2015		2005	10800	1995	
2014	12530	2004		1994	5050
2013		2003		1993	
2012		2002	9690	1992	



TRAFFIC VOLUME DATA

KYTC Count Station #056361

Historical Traffic Volume Summary Station Details:

Sta ID:	056361
Sta Type:	Full Coverage
Map:	MapIt
District:	5
County:	Jefferson
Route:	056-KY-0155 -000
Route Desc:	TAYLORSVILLE LAKE RD

Begin MP:	3.0330
Begin Desc:	KY 1531 (ROUTT ROAD)
End Mp:	4.2760
End Desc:	KY 148 (FISHERVILLE ROAD)
Impact Year:	
Year Added:	

Newest Count:

AADT:	16914
Year:	2019
% Single:	5.5380
% Combo:	1.88
K Factor:	10.10
D Factor:	58

Definitions:

Sta. ID - Three digit county number + station number

MP - milepoint

Impact Year - year of significant change to traffic pattern within station segment

AADT - Annual Average Daily Traffic - the annualized average 24-hour volume of vehicles on a segment of roadway

% Single - single unit truck volume as a percentage of the AADT

% Combo - combination truck volume as a percentage of the AADT

K Factor - peak hour volume as a percentage of the AADT

D Factor - percentage of peak hour volume flowing in the peak direction

Year	AADT	Year	AADT	Year	AADT
2021		2011	20400	2001	12000
2020		2010	16400	2000	
2019	16914	2009		1999	
2018		2008		1998	13300
2017		2007	16600	1997	
2016	16977	2006		1996	
2015		2005		1995	
2014		2004	14800	1994	
2013	15165	2003		1993	
2012		2002		1992	

