

JEFFERSONTOWN TRANSPORTATION STUDY

Prepared for:

City of Jeffersontown Jeffersontown, Kentucky



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CITY OF JEFFERSONTOWN



TRANSPORTATION STUDY

FOR

RENAISSANCE ON MAIN



1.0 Introduction

1.1	Project Area History.....	1-1
1.2	Study Background.....	1-1
1.3	Project Purpose.....	1-2
1.4	Study Area.....	1-3

2.0 Existing Conditions

2.1	Inventory and Analysis.....	2-1
2.2	Land Use Conditions.....	2-1
2.3	Transportation Conditions.....	2-3
2.3.1	Traffic Patterns.....	2-4
2.3.2	Traffic Volumes.....	2-5
2.3.3	Pedestrian Access.....	2-6

3.0 Analysis of Existing Conditions

3.1	Taylorsville Road at Ruckriegel Parkway.....	3-1
3.2	Watterson Trail at Ruckriegel Parkway.....	3-2
3.3	Billtown Road at Ruckriegel Parkway.....	3-3
3.4	Watterson Trail at Ruckriegel Parkway.....	3-5
3.5	Taylorsville Road at Watterson Trail.....	3-6
3.6	Watterson Trail at College Drive.....	3-8
3.7	Watterson Trail at Old Taylorsville/Shelby Street.....	3-9
3.8	Future Development.....	3-10

4.0 Downtown Roadway Network

4.1	Existing Roadways.....	4-1
4.2	Proposed Roadway Sections.....	4-3
4.3	Proposed Roadway Extensions.....	4-3
4.4	Recommendation Summary.....	4-4

5.0 Watterson Trail/Downtown Square Improvements

5.1	Streetscape.....	5-1
5.2	Parking.....	5-2
5.3	Parking Structure.....	5-3

6.0 Gateways

7.0 Conclusions





Exhibits:

Exhibit 1: Summary Recommendation Map 4-5

Exhibit 2: Watterson Trail (Ruckriegel Parkway – Taylorsville Road) 4-6

Exhibit 3: Watterson Trail (Taylorsville Road – Ruckriegel Parkway) 4-7

Exhibit 4: Taylorsville Road (College Drive – Watterson Trail) 4-8

Exhibit 5: Taylorsville Road (Watterson Trail – Ruckriegel Parkway) 4-9

Exhibit 6: Jefferson Street (College Drive – Shelby Street) 4-10

Exhibit 7: Peach Street (Maple Road – Shelby Street)..... 4-11

Exhibit 8: Neal Drive (College Drive – Old Taylorsville Road) 4-12

Exhibit 9: Eastview Avenue (College Drive – Old Taylorsville Road) 4-13

Exhibit 10: College Drive (Taylorsville Road – Eastview Avenue) 4-14

Exhibit 11: Brunners Street (Jefferson Street – Eastview Avenue) 4-15

Exhibit 12: Grape Street (Jefferson Street – Eastview Avenue)..... 4-16

Exhibit 13: Shelby Street/Old Taylorsville Rd (Jefferson Street – Ruckriegel Pkwy)... 4-17

Exhibit 14: Sprowl Road (Taylorsville Road – Bluebird Lane) 4-18

Exhibit 15: Shelby Street (Jefferson Street – Sprowl Road Extension)..... 4-19

Exhibit 16: Jefferson Street (Maple Road – College Drive)..... 4-20

Exhibit 17: Brunners Street (Jefferson Street – Eastview Avenue) 4-21

Exhibit 18: Eastview Avenue (Ruckriegel Parkway – Taylorsville Road) 4-22

Exhibit 19: Summary Priority Map 4-23

Exhibit 20: Watterson Trail Square Improvements 5-3

Figures:

Figure 1: Project Location Map 1-1

Figure 2: Study Area..... 1-3

Figure 3A: General Study Area Land Use 2-1

Figure 3B: Focus Area Land Use 2-2

Figure 4A: Study Area Transportation Network 2-3

Figure 4B: Focus Area Transportation Network 2-4

Tables:

Table 1: Average Daily Traffic 2-5

Appendices

Appendix A: Intersection Analysis (HCM) See Tabbed Section

Appendix B: Traffic Volume Counts..... See Tabbed Section





1.0 INTRODUCTION

1.1 Project Area History

Jeffersontown, Kentucky established on May 3, 1797, by Abraham Bruner, is the fifth oldest city in Kentucky and the oldest city within Jefferson County. The City began as a 40-acre tract located on a ridge, which was subdivided into streets and lots. This friendly village of dusty streets and stone sidewalks quickly gave way to shops and well kept homes of prosperous merchants. In the late 1800's a broken rock road named the Louisville and Taylorsville Pike replaced the dirt road through town. The City continued to grow and prosper when the

Southern Railroad built a depot, and in 1903 the Interurban established a route from Louisville to Jeffersontown's public square*. During the 1950's General Electric opened Appliance Park, Taylorsville Road was widened, and many new residents moved into the area. The following decade brought a new Interchange at I-64/Hurstbourne Lane and the first phase of Bluegrass Industrial Park. This Industrial Park has grown into the third largest employer in the State with over 33,000 employees. In 1972, a 700 acre dairy farm became Plainview, a planned community of homes, apartments, stores and offices. Today, the City of Jeffersontown is a thriving community with a population of over 29,000 with outstanding parks, schools, recreation facilities, housing, businesses, and commerce that offers a very high quality of life.

1.2 Study Background

The City of Jeffersontown has enjoyed a rich heritage since its inception. There have been many outstanding community leaders who built the City into a thriving and prosperous community. The current Mayor, Clay Foreman has made a commitment to build on the successes of his predecessors. The Mayor wanted to maintain the strong community pride, continue the growth of the annual Gaslight Festival, maintain the strong business environment, and revitalize the downtown area of the City.

This downtown revitalization effort is important, but can only occur with a commitment from the community leaders, businesses and citizens of Jeffersontown. The revitalization effort began several years ago when the City successfully obtained grant money from the State of Kentucky and from the Governor's Office of Renaissance Kentucky.



Figure 1 – Project Location Map

*From: Jeffersontown, Kentucky – The First 200 Years





Declining downtowns have been a concern in Kentucky and the United States for the past 50 years. In 1979, the Kentucky Heritage Council initiated the Kentucky Main Street Project to target the preservation and adaptive reuse of historic buildings in Kentucky's downtowns. This program has grown over the years and is now called Renaissance Kentucky. In February 2005, the Governor also unveiled the Renaissance on Main Program to enhance the already successful Renaissance Kentucky program to strengthen our cities throughout the state.

This firm became involved in Jeffersontown's revitalization in 2005 and prepared the "Downtown Parking and Access Management Plan," which is a key resource for the current revitalization efforts and strategy.

In 2006, the University of Kentucky's School of Architecture was brought in to assist the City of Jeffersontown for its Renaissance on Main, naming this effort "Envision Jeffersontown." In 2006, a series of charrette's and public meetings were conducted to solicit input, brainstorm on issues, evaluate ideas, and create a vision for Jeffersontown's future. The University's School of Architecture has done an outstanding job of reviewing historical features from the past and bringing those ideas forward to project a future vision. Their main focus was design, building features, streetscapes, mobility, pedestrian issues and land use recommendations for the future downtown area.

1.3 Project Purpose

As a part of the Renaissance on Main project, Qk4 will analyze the roadway system in the downtown area, make recommendations for enhancements to the existing streets, review alternative routes for new roadways, and determine the most effective roadway network for Jeffersontown's future.

To accomplish this, the study will review the pedestrian system, analyze opportunities to increase on-street parking, and make recommendations for streetscape improvements along Watterson Trail in the center of town. It will also analyze the street network and recommend solutions to optimize traffic flow (both vehicular and pedestrian) along the principle arterials, collectors, and secondary streets within the downtown area. The roadway network serving Jeffersontown must accommodate both through traffic and provide access to the local businesses.

The principle streets will convey the majority of traffic volumes while secondary streets will be used predominately for access to businesses, available parking areas and provide local access. All streets must be pedestrian friendly, lighted properly, be well signed, and designed to create a safe environment for the public.

In addition to providing for current travel needs, this study will also review the effect that future land use recommendations will have on the system. The Renaissance of the Downtown business district is critical to the long term growth of the city and quality of life needed for its citizens. In order to meet these long term goals the principle streets must work in concert with a strong secondary roadway network.





1.4 Study Area

The study will focus on the major primary streets, secondary streets and local streets serving downtown Jeffersonton. The study area extends from Ruckriegel Parkway / Billtown Road intersection to the south and to Sky View Park on the north. It also includes the area from the Taylorsville Road / Merioneth Drive intersection on the west and will run along Taylorsville Road to Ruckriegel Parkway on the east. The focus area, with its boundary in the center of town, is the Renaissance Area, which has been designated as a part of the Renaissance on Main initiative.

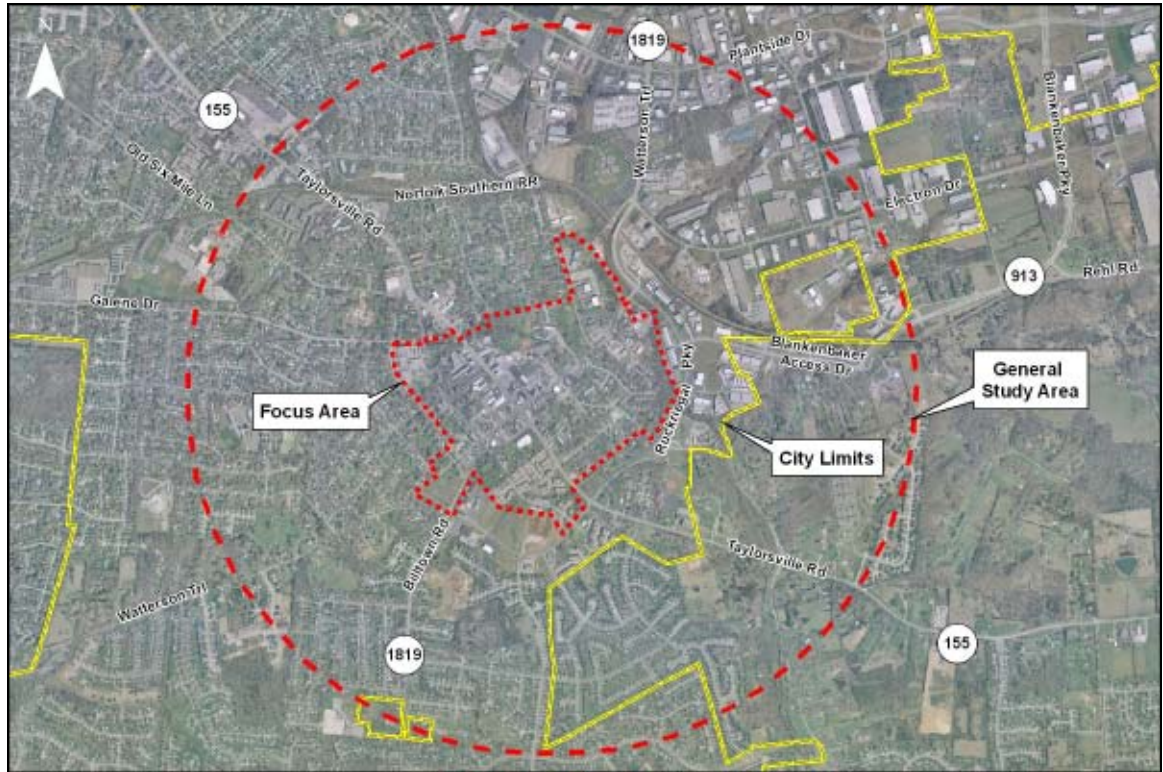


Figure 2 – Study Area





2.0 EXISTING CONDITIONS

2.1 Inventory and Analysis

The first step of the study was to inventory the existing street network. Information was collected on current traffic volumes, roadway geometrics, width of pavements and sidewalks, and current pattern of one-way and two-way streets. This information was obtained utilizing the available Louisville Metro Logic mapping data, and was supplemented by field data collection and verification of existing conditions. Field research included multiple site reconnaissance inspections, roadway measurements and digital photography.

Turning movement counts were conducted at seven (7) critical intersections in the downtown area. Future traffic projections were based on various preliminary land use scenarios, and a normal growth of 2% per year. The land use scenario's were supplied by the University of Kentucky and show a projection of possible land use options from a development perspective. These alternative land use options were analyzed and the resulting impacts are shown in Section 3 of this report.

2.2 Land Use Conditions

Figure 3A, Study Area Land Use, identifies the existing land use conditions within the study area. The study area is predominately residential with industrial and business/office to the northeast. There are also strong commercial/industrial corridors along Taylorsville Road and sections of Watterson Trail and Ruckreigel Parkway.

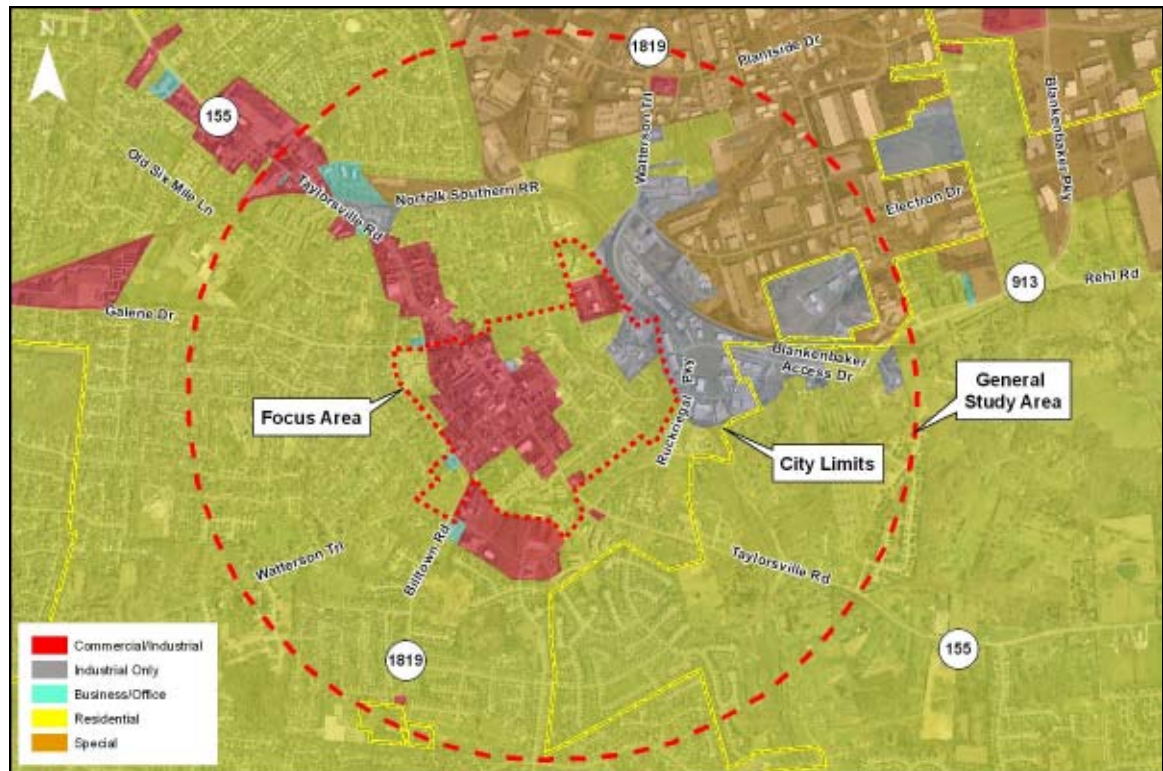


Figure 3A – General Study Area Land Use





2.3 Transportation Conditions

Figure 4A, Study Area Transportation Network, illustrates the major arterials, minor arterial and collector level roads leading to and surrounding the central business district. This downtown area is primarily served by Watterson Trail running from southeast to northwest, Billtown Road from the south, Taylorsville Road from west to east, Blankenbaker and Blankenbaker Access Drive from the northeast, and Ruckreigel Parkway, a circumferential highway connecting the radial arterials. This system of major highways is outstanding and serves to connect the neighborhoods with the downtown and connect the downtown with the Industrial Park.

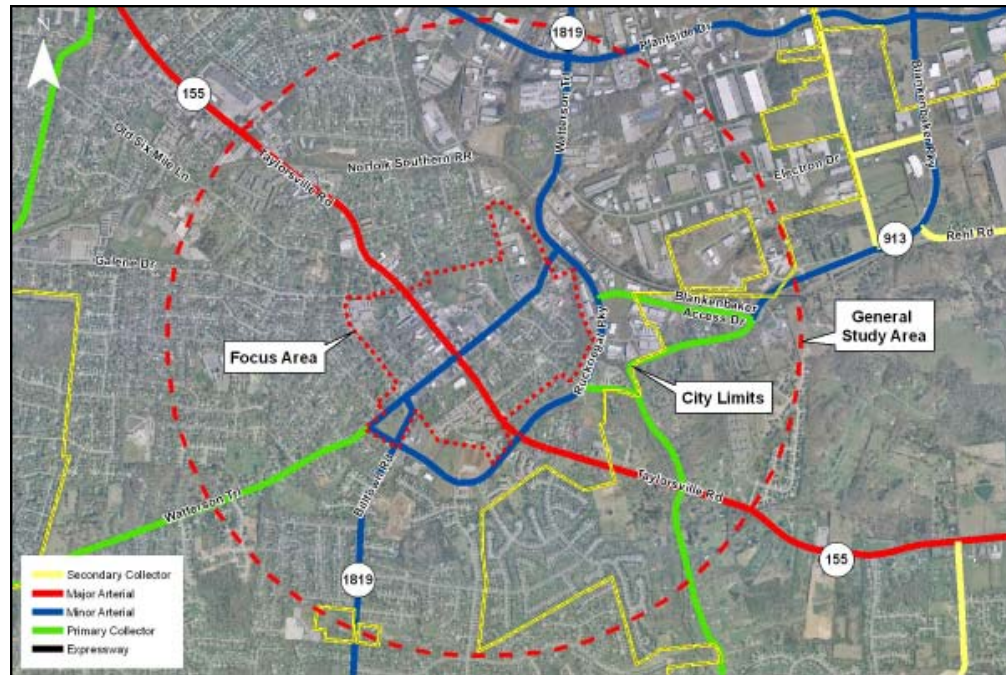


Figure 4A – Study Area Transportation Network

Figure 4B, Focus Area/Downtown Transportation Network, more clearly illustrates the primary arterial roadway network serving downtown and also shows the secondary roads in the downtown focus area. These secondary roads have been laid out in a north-south/east-west grid pattern. The grid roadway design is one of the most effective and efficient street networks. This downtown grid network is properly spaced and provides for many alternate roads as it presently exists. The deficiencies with the current secondary roadway system are the lack of adequate pavement widths for two-way streets, limited right-of-way and disconnected continuity of many street corridors.



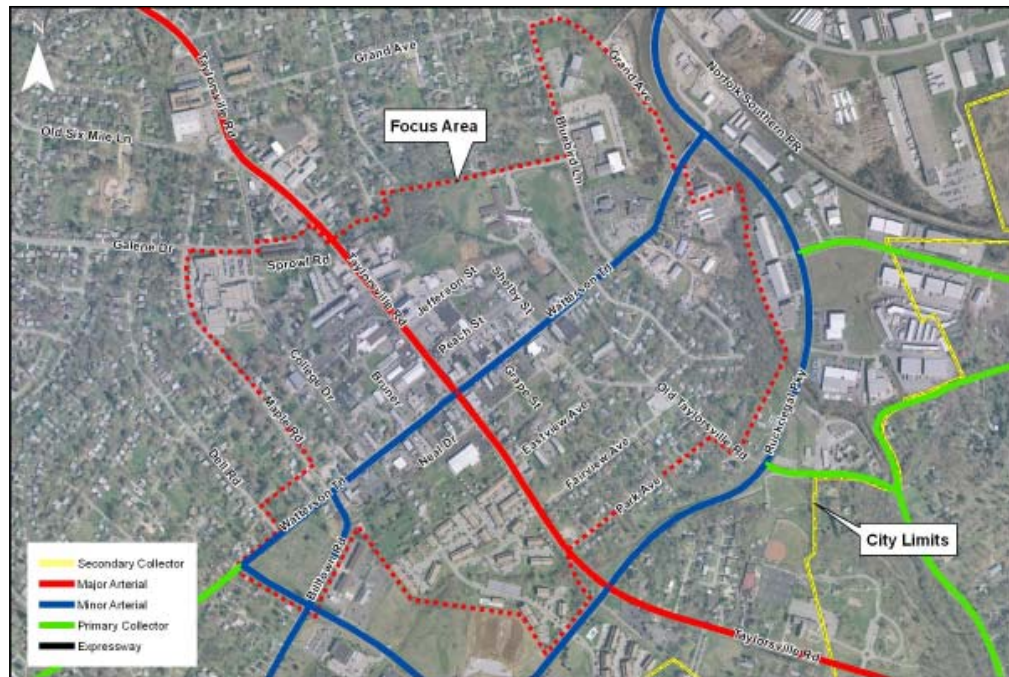


Figure 4B – Focus Area/Downtown Transportation Network

2.3.1 Traffic Patterns

The City of Jeffersontown is located in eastern Jefferson County, is along Interstate 64, and has easy access to both the Watterson Expressway and the Snyder Freeway. The Central Business District (CBD) has the benefit of two (2) major arterial highways bisecting its downtown, Watterson Trail and Taylorsville Road. The CBD also is in close proximity to several other major highways like Billtown Road, Blankenbaker Parkway, Ruckreigel Parkway, Electron Drive and Plantside Drive.

Over the years, major arterial highways have continued to grow in traffic volumes and caused congestions levels to increase. A major effort to divert many of these trips away from the downtown occurred in the early 1980's when Ruckreigel Parkway was built around the downtown area.

The trend of increased vehicle miles traveled each year by the public continues to create challenges for small towns in America. Small towns need traffic to support business and commercial areas. However, too much traffic can cause terrible congestion problems and delays to the public. Small towns need to be able to maintain their character and charm creating a special atmosphere that affects shoppers and visitors. The Kentucky Transportation Cabinet has recently initiated a study to analyze both the Taylorsville Road and Billtown Road corridors. These studies are just beginning and will primarily be evaluating the corridors outside our focus area.





2.3.2 Traffic Volumes

The City of Jeffersonton has always been a strong residential community with a vibrant business environment within the City core, and an even stronger industrial environment in the area of Bluegrass Industrial Park. As the City and Bluegrass Industrial Park has grown, traffic volumes on the roadway network have increased. Listed below in Table 1 are traffic volumes for many of the roads within the study area.

Table 1 Average Daily Traffic		
Street Name	From & To	ADT (2006)
Watterson Trail	Willow Ave & Ruckreigel Pkwy	12,000
Watterson Trail	Ruckreigel Pkwy & College Dr	17,800
Watterson Trail	College Dr & Taylorsville Rd	14,500
Watterson Trail	Taylorsville Rd & Ruckreigel Pkwy	12,500
Taylorsville Road	Old Taylorsville & Ruckreigel Pkwy	17,500
Taylorsville Road	Ruckreigel Pkwy & Watterson Tr	14,700*
Taylorsville Road	Watterson Tr & Six Mile Ln	28,000
Ruckreigel Parkway	Watterson Tr & Taylorsville Rd (West)	15,300
Ruckreigel Parkway	Taylorsville Rd & Watterson Tr (East)	10,200
Billtown Road	Robison Rd & Ruckreigel Pkwy	16,400
College Drive	Watterson Tr & Taylorsville Rd	4,600
Jefferson Street	College Dr & Taylorsville Rd	170
Jefferson Street	Taylorsville Rd & Shelby St	940
Peach Street	Maple Rd & Taylorsville Rd	540
Peach Street	Taylorsville Rd & Shelby St	630
Neal Drive	College Dr & Taylorsville Rd	410
Neal Drive	Taylorsville Rd & Shelby St	220
Eastview Avenue	Taylorsville Rd & Shelby St	390
Maple Road	Jefferson St & Watterson Tr	2,500
Grape Street	Eastview Ave & Watterson Tr	100
Grape Street	Watterson Trail & Jefferson St	520
Shelby Street	Eastview Ave & Watterson Tr	1,100
Shelby Street	Watterson Tr & Jefferson St	1,200

Source: Project Traffic Counts & *Kentucky Transportation Cabinet (KYTC)





2.3.3 Pedestrian Access

The City of Jeffersontown has worked diligently over the years to construct new sidewalks, improve and repair existing sidewalks, and to enhance connectivity throughout the community. These efforts have been successful and need to be continued in future years. Community leaders recognize the benefits their sidewalks, multi-use trails and safe pedestrian corridors bring to the City. Sidewalks must be functional as well as aesthetically pleasing.

Upgrades to existing sidewalks, expansion of sidewalks as part of roadway improvements, and continued maintenance of existing sidewalks will encourage residents to walk, exercise, enjoy the neighborhoods where they live, and visit adjacent areas for pleasure, recreation, and business.



Existing Sidewalk - Watterson Trail



Existing Sidewalk - Watterson Trail



Future Sidewalk Option



Future Sidewalk Option





3.0 ANALYSIS OF EXISTING INTERSECTIONS

3.1 Taylorsville Road at Ruckriegel Parkway

This intersection is operated under signalized control with four phases. North and Southbound Ruckriegel have separate “split” phases; East and Westbound Taylorsville have a leading left phase and then a through phase. Approaches to the intersection can be described as follows.

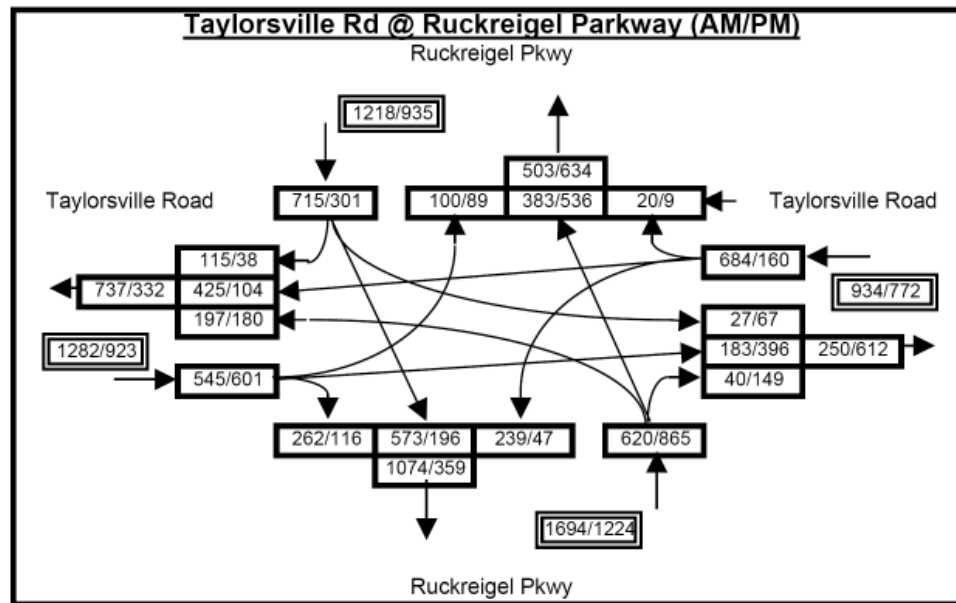
Northbound Ruckriegel: This approach consists of an exclusive left turn lane, an exclusive through lane, and an exclusive right turn lane.

Southbound Ruckriegel: This approach consists of an exclusive left turn lane and a shared through/right lane.

Eastbound Taylorsville: This approach consists of an exclusive left turn lane and a shared through/right lane.

Westbound Taylorsville: This approach consists of an exclusive left turn lane and a shared through/right lane.

AM and PM peak hour turning movement counts were made for the intersection on August 15, 2006.





These traffic volumes along with geometric and signal data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows.

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Northbound, Left	0.33	0.09	29.0	26.6	C	C
Northbound, Through/Right	0.34	1.26	29.7	186.3	C	F
Southbound, Left	0.37	0.95	18.0	102.1	B	F
Southbound, Through/Right	1.12	0.78	114.1	55.5	F	E
Eastbound, Left	0.28	0.80	59.3	76.7	E	E
Eastbound, Through/Right	0.65	1.37	68.0	253.6	E	F
Westbound, Left	0.26	0.33	45.3	57.9	D	E
Westbound, Through	1.08	0.58	125.3	62.9	F	E
Westbound, Left	0.36	0.96	46.6	108.7	D	F
Overall intersection			83.5	135.4	F	F

Recommended improvements for this intersection will be forthcoming as the KYTC's Taylorsville Road Scoping Study is completed.

3.2 Watterson Trail at Ruckriegel Parkway (East)

This intersection is operated under signalized control with three phases. Westbound Ruckriegel has a phase; East and Westbound Ruckriegel have a phase, and Northbound Watterson Trail has a phase. Approaches to the intersection can be described as follows.

Northbound Watterson: This approach consists of an exclusive left turn lane, and an exclusive right turn lane.

Eastbound Ruckriegel: This approach consists of an exclusive left turn lane, single through lane, and an exclusive right lane.

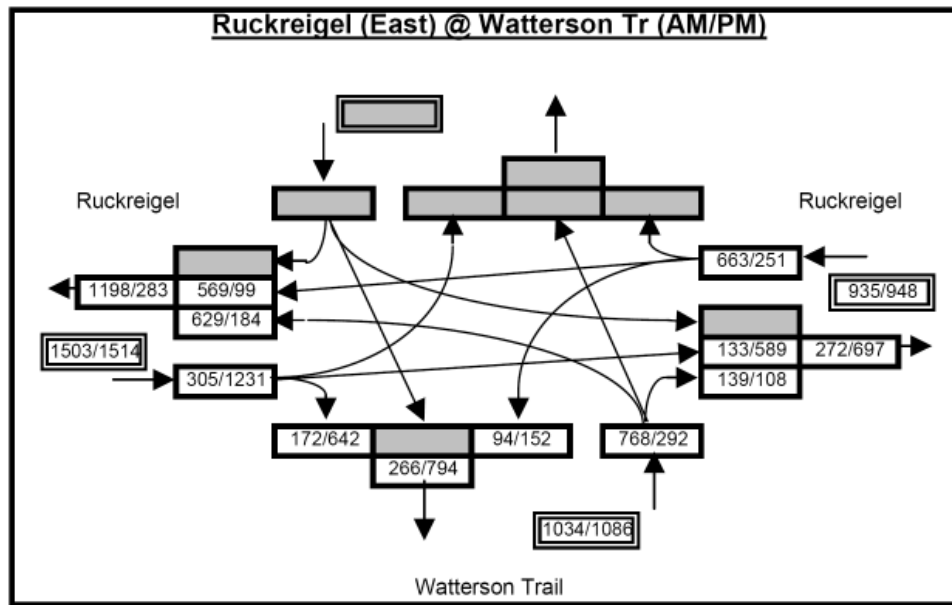
Westbound Ruckriegel: This approach consists of an exclusive left turn lane and a shared through/right lane.



Although there is a north leg to the intersection, it is used extremely little (only two cars during the counts). Therefore, the intersection was analyzed as if it was a three-legged intersection.

AM and PM peak hour turning movement counts were made for the intersection on January 25, 2007.





These traffic volumes along with geometric and signal data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows.

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Eastbound, Through	0.43	0.46	34.2	30.5	C	C
Eastbound, Right	0.50	0.46	35.2	39.0	D	D
Westbound, Left	0.25	0.69	19.7	11.9	B	B
Westbound, Through	0.94	0.70	50.2	4.9	D	A
Northbound, Left	0.82	0.56	25.2	36.3	C	D
Northbound, Right	0.16	0.30	11.8	32.6	B	C
Overall intersection			34.1	30.8	C	C

3.3 Billtown Road at Ruckriegel Parkway

This intersection is operated under signalized control with a total of two phases. East and Westbound traffic have a phase and North and Southbound traffic have a phase.

Northbound Billtown: This approach consists of an exclusive left turn lane, an exclusive through lane, and an exclusive right turn lane.

Southbound Billtown: This approach consists of an exclusive left turn lane and a shared through/right lane.



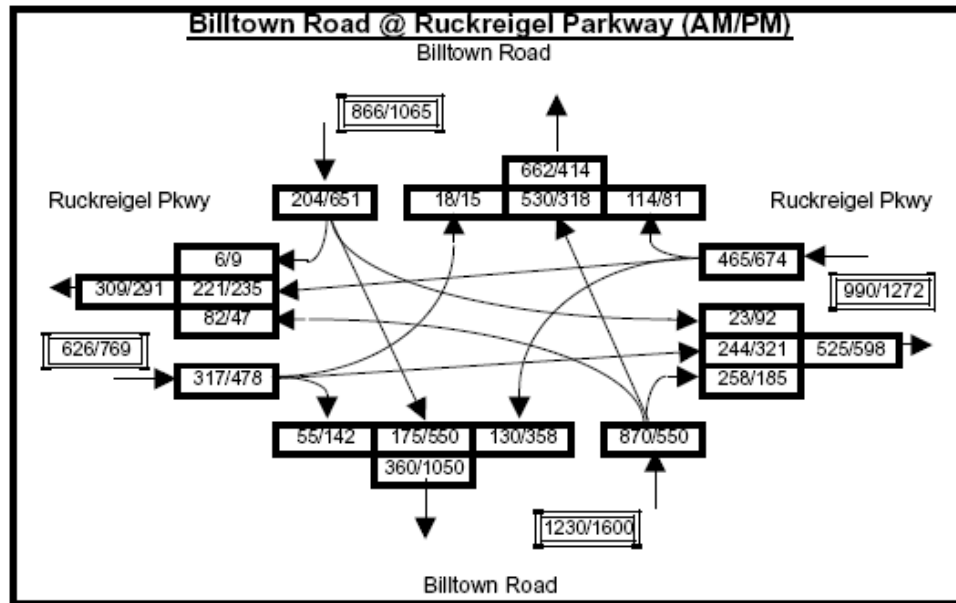


Jeffersonton Transportation Study

Eastbound Ruckriegel: This approach consists of an exclusive left turn lane and a shared through/right lane.

Westbound Ruckriegel: This approach consists of an exclusive left turn lane and a shared through/right lane.

AM and PM peak hour turning movement counts were made for the intersection on August 15, 2006.



These traffic volumes along with geometric and signal data at the intersection were computed into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows:

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Northbound, Left	0.19	0.43	8.4	16.8	A	B
Northbound, Through	0.78	0.43	16.8	15.2	B	B
Northbound, Right	0.38	0.23	9.3	13.5	A	B
Southbound, Left	0.12	0.26	8.2	13.8	A	B
Southbound, Through/Right	0.27	0.90	8.7	33.3	A	C
Eastbound, Left	0.07	0.05	11.1	16.3	B	B
Eastbound, Through/Right	0.58	0.78	14.6	28.9	B	C
Westbound, Left	0.49	2.17	13.8	574.6	B	F
Westbound, Through/Right	0.65	.50	16.1	20.3	B	C
Overall intersection			13.8	107.4	B	F

Recommended improvements for this intersection will be forthcoming as the KYTC's Taylorsville Road Scoping Study is completed.





3.4 Watterson Trail at Ruckriegel Parkway (West)

This intersection is operated under signalized control with three phases. Northbound Watterson Trail has a single phase, North and Southbound Watterson Trail has a split signal phase, and Westbound Ruckriegel Parkway has a single phase. Approaches to the intersection can be described as follows.

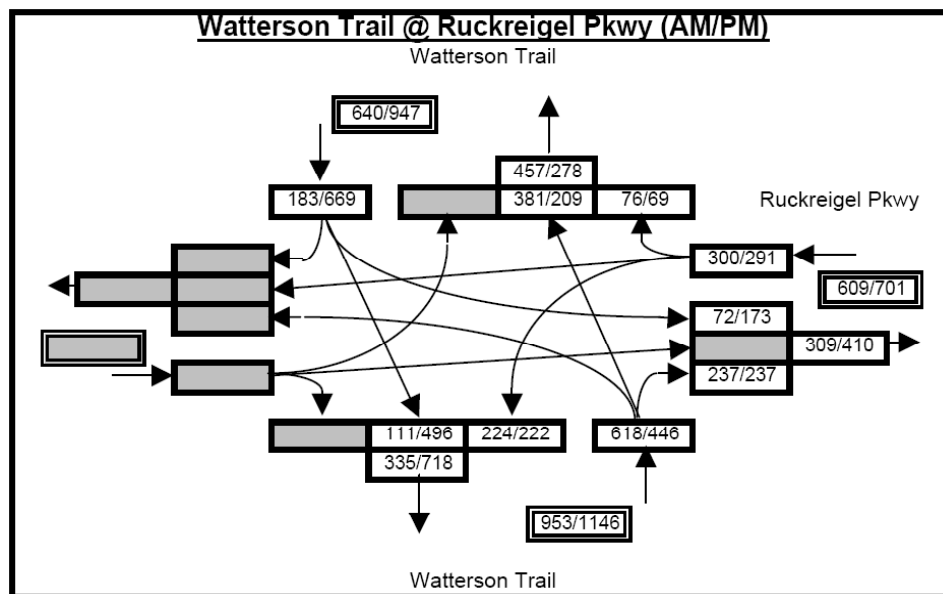
Northbound Watterson: This approach consists of a single shared through/right turn lane.

Southbound Watterson: This approach consists of an exclusive left turn lane and an exclusive through lane.

Westbound Ruckriegel: This approach consists of an exclusive left turn lane and an exclusive right turn lane.



AM and PM peak hour turning movement counts were made for the intersection on September 26, 2006.





These traffic volumes along with geometric and signal data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows.

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Westbound, Left	0.64	0.60	32.7	27.1	C	C
Westbound, Right	0.19	0.16	26.5	22.2	C	C
Northbound, Through/Right	0.77	0.69	22.3	22.4	C	C
Southbound, Left	0.20	0.40	9.1	9.8	A	A
Southbound, Through	0.12	0.55	6.9	10.1	A	B
Overall intersection			22.2	16.9	C	B

3.5 Taylorsville Road at Watterson Trail

This intersection is operated under signalized control with four phases. North and Southbound Watterson Trail have a leading left phase and then a through phase, East and Westbound Taylorsville have a leading left phase and then a through phase. Approaches to the intersection can be described as follows.

Northbound Watterson: This approach consists of an exclusive left turn lane, an exclusive through lane, and an exclusive right turn lane.

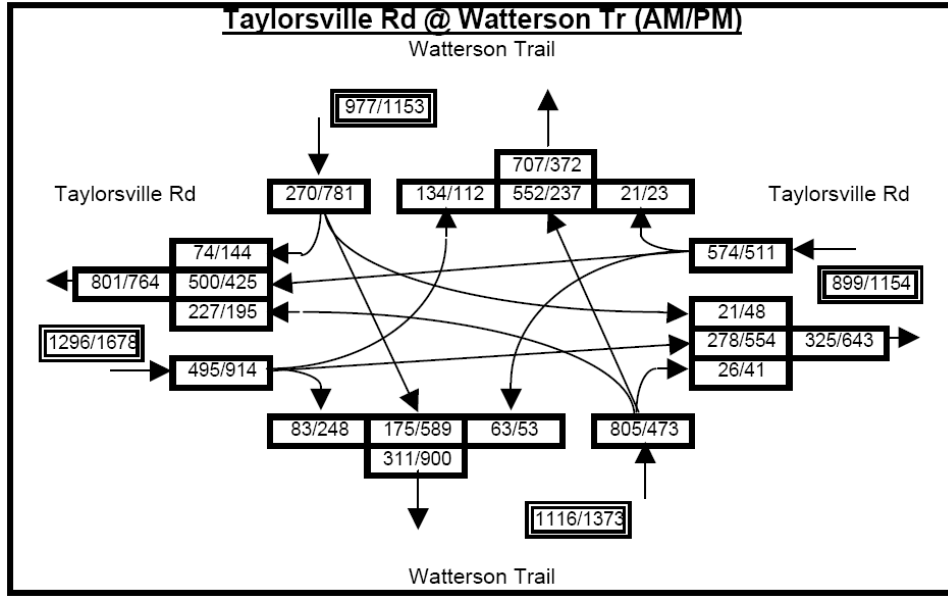
Southbound Watterson: This approach consists of an exclusive left turn lane, two exclusive through lanes, and an exclusive right turn lane.

Eastbound Taylorsville: This approach consists of an exclusive left turn lane, an exclusive through lane, and an exclusive right turn lane.

Westbound Taylorsville: This approach consists of an exclusive left turn lane and a shared through/right lane.

AM and PM peak hour turning movement counts were made for the intersection on August 15, 2006.





These traffic volumes along with geometric and signal data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows.

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Northbound, Left	0.50	0.71	23.2	31.1	C	C
Northbound, Through	1.46	0.61	264.1	40.5	F	D
Northbound, Right	0.06	0.11	34.6	33.5	C	C
Southbound, Left	0.07	0.13	23.1	20.5	C	C
Southbound, Through	0.24	0.79	36.3	45.8	D	D
Southbound, Right	0.18	0.39	35.8	36.5	D	D
Westbound, Left	0.15	0.32	18.7	25.6	B	C
Westbound, Through/Right	1.02	0.85	84.8	47.3	F	D
Eastbound, Left	0.65	0.47	31.1	22.7	C	C
Eastbound, Through	0.55	1.06	33.8	94.0	C	F
Eastbound, Right	0.15	0.51	28.4	31.5	C	C
Overall intersection			105.2	50.8	F	D





3.6 Watterson Trail at College Drive

This intersection is operated under stop control for the College Drive Approaches. Watterson Trail operates as free flow for through/right movements and yield for left turn movements at this intersection.

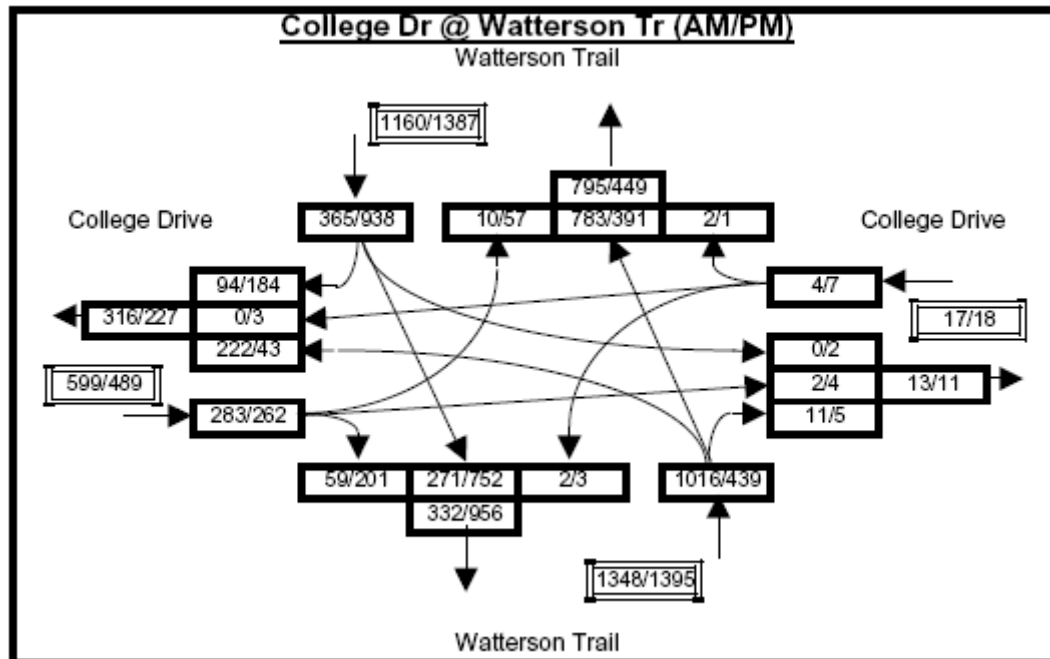
Northbound Watterson: This approach consists of a shared left/through turn lane and a shared through/right turn lane.

Southbound Watterson: This approach consists of a shared left/through turn lane and a shared through/right turn lane.

Eastbound College: This approach consists of a shared left/through turn lane and an exclusive right turn lane.

Westbound College: This approach consists of a shared left/through/right turn lane.

AM and PM peak hour turning movement counts were made for the intersection on September 19, 2006.



These traffic volumes along with geometric data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows. Since many major street movements are free-flowing, a level of service is not calculated for these movements and no overall level of service is calculated.





Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Northbound, Left/Through	0.01	0.07	8.0	10.7	A	B
Southbound, Left/Through	0.00	0.00	10.7	8.2	B	A
Westbound, Left/Through/Right	0.02	0.03	21.6	30.9	C	D
Eastbound, Left/Through	0.05	0.54	20.1	63.9	C	F
Eastbound, Right	0.08	0.44	9.6	17.6	A	C

3.7 Watterson Trail at Old Taylorsville Road/Shelby Street

This intersection is operated under signalized control with a total of two phases. East and Westbound traffic have a phase and North and Southbound traffic have a phase.



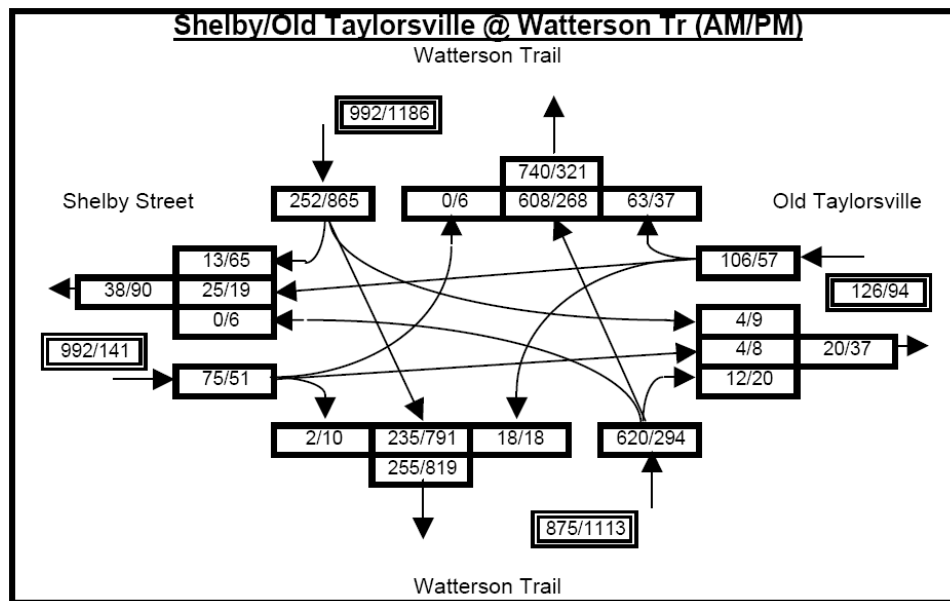
Northbound Watterson: This approach consists of a shared left/through turn lane and a right turn lane.

Southbound Watterson: This approach consists of a shared left/through turn lane and a right turn lane.

Eastbound Shelby: This approach consists of a single shared left/through/right lane.

Westbound Old Taylorsville: This approach consists of a single shared left/through/right lane.

AM and PM peak hour turning movement counts were made for the intersection on March 6, 2007.





These traffic volumes along with geometric and signal data at the intersection were inputted into the Highway Capacity Software to determine the LOS of the intersection. Results of this analysis are summarized as follows.

Movement	v/c Ratio		Delay		LOS	
	AM	PM	AM	PM	AM	PM
Eastbound, Left/Through/Right	0.01	0.05	11.1	16.0	B	B
Westbound, Left/Through/Right	0.29	0.25	12.3	17.0	B	B
Northbound, Left/Through	0.77	0.30	12.4	5.0	B	A
Northbound, Right	0.02	0.02	1.8	3.9	A	A
Southbound, Left/Through	0.30	0.86	6.1	15.8	A	B
Southbound, Right	0.00	0.03	4.8	3.9	A	A
Overall intersection			10.7	13.0	B	B

3.8 Future Development

The revitalization of downtown Jeffersontown is important to businesses, citizens, and community leaders of the city. While the revitalization effort will begin in the Downtown Business District, the reshaping and reforming of the city boundaries is an ever changing process. As more and more businesses achieve success in the Downtown Business District, additional businesses will make investments in the downtown area.

While there are many possible development scenarios in the Downtown Business District, listed below is a table of one possible redevelopment alternative. This scenario is based on a combination of offices, restaurants, condos, and retail stores and would result in increased businesses, shopping, residential, and live/work units in the center of town.

TRIP GENERATION TOTAL

Land Uses	ITE Site			ADT Rate	AM Gen. Rates				ADT Trips	PM Gen. Rates			
	Code	Intensity	Units		In	Out	In	Out		In	Out	In	Out
Office	710	200	1000 s.f.	11.01	1.364	0.186	0.253	1.237	2202	273	37	51	247
Restaurant	932	28	1000 s.f.	127.15	5.99	5.53	6.66	4.26	3560	168	155	186	119
Condos	230	102	units	5.86	0.0748	0.3652	0.3484	0.1716	598	8	37	36	18
Retail	814	30	1000 s.f.	44.32	1.5176	1.1924	1.1924	1.5176	1330	46	36	36	46
Totals									7690	494	265	308	430

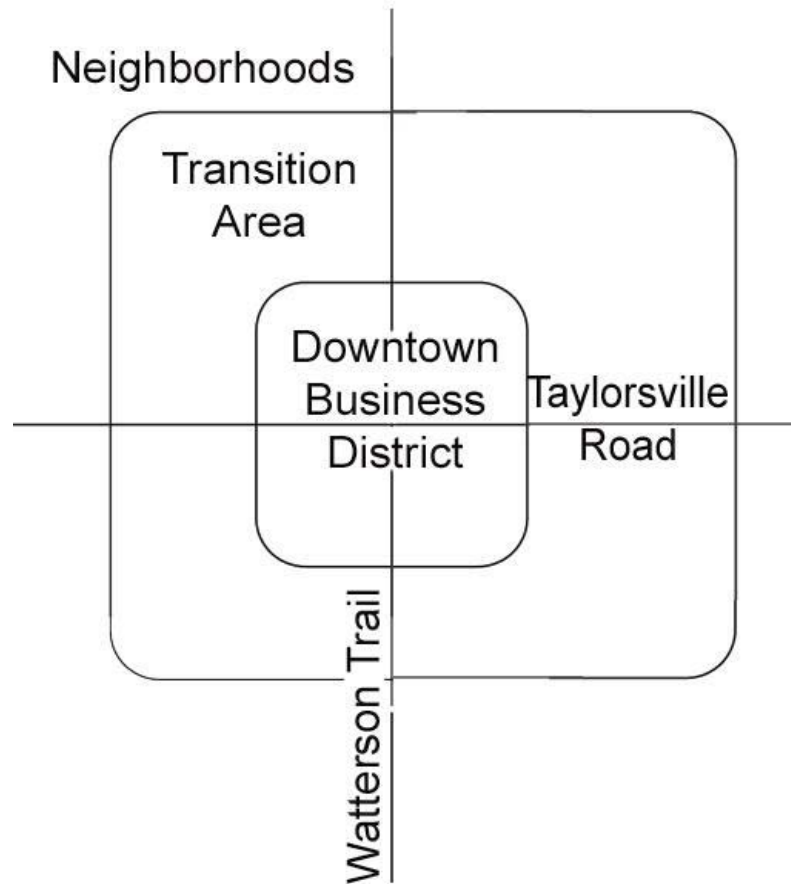
The redevelopment of downtown will have an impact on the operation of existing intersections. Current analysis indicates that a few intersections are nearing capacity while others have available road capacity. Also as a part of the revitalization of downtown, the overall street network will be upgraded. The improved downtown road network will include:

- New road corridors
- Improvements to existing roads
- Creation of a more pedestrian friendly atmosphere





With these enhancements, shoppers will be encouraged to walk and visit restaurants, shops, and other businesses in the Downtown area. Even with some intersections at or near capacity, the proposed road network enhancements will accommodate the increased development.



As the dynamics of the Downtown changes, and the center of town once again becomes a more thriving, vibrant area, there will be developments that could encroach into the adjacent neighborhood. To protect the Jeffersonton neighborhoods it will be important to establish a transition zone between the Downtown Business District and the surrounding neighborhoods. The most effective approach for protecting against neighborhood infringements is to conduct a Small Area Land Use Plan. The guidelines of a small area plan would ensure the preservation of the small town character, allow opportunities for new developments that would be compatible with existing homes, create a transition zone between existing neighborhoods and the Downtown Business District and enhance the quality of life for Jeffersonton.





4.0 DOWNTOWN ROADWAY NETWORK

4.1 Existing Roadways

Watterson Trail

Watterson Trail is the gateway to the City from the south and north. This street is the central focus of the Downtown Renaissance. This road is a rural four-lane urban highway from the Watterson Trail/Billtown Road/Maple Road intersection to the Shelby Street/Old Taylorsville Road intersection. The only exception is at the center of town where it widens to five lanes with angle parking on three of the four corners. From Shelby Street to Grand Avenue, Watterson Trail reverts back to the two-lane rural roadway with sidewalks on the west side. The last section of Watterson Trail is a three-lane facility from Grand Avenue to Ruckreigel Parkway and this area does not have any sidewalks.

Taylorsville Road

Taylorsville Road is the second gateway to the City. This arterial highway runs from the western edge of the City to the eastern edge. Taylorsville Road is a four-lane urban highway with curb and gutters on both sides of the street. This standard roadway section continues from College Drive to the center of town. At the Taylorsville Road/Watterson Trail intersection, Taylorsville Road is reduced from a fifty (50) foot wide four-lane facility to a thirty-six (36) foot wide three-lane facility. This narrower pavement section extends to the Taylorsville Road/Ruckreigel Parkway intersection.

Jefferson Street

Jefferson Street is a narrow one-lane facility from College Drive to Taylorsville Road. This section is designated as one-way from south to north. From Taylorsville Road to Shelby Street there is approximately sixteen (16) feet of pavement and it functions as a two-way street, although some areas are so narrow that only one car can pass at a time. There are no sidewalks on Jefferson Street, very limited right of way, buildings are in close proximity of the street, and parking areas are adjacent to the roadway.

Peach Street

Peach Street is a parallel one-lane to Jefferson Street and operates in the opposite direction one-way street to Jefferson Street from College Drive to Taylorsville Road. Peach Street does extend further south than Jefferson Street and actually begins at Maple Road as a ten (10) foot road. This section beginning at Maple Street looks more like a driveway and functions as a narrow alley from Maple Street to College Drive. Peach Street widens at Taylorsville Road when traveling north. From Taylorsville Road to Shelby Street the pavement width varies from sixteen (16) feet to eighteen (18) feet and the road functions as a two-way facility. The road also has limited right of way, no sidewalks, and buildings very close to the road.





Neal Drive

This two-lane facility has recently been widened by the City. This road is now two-lanes, eighteen (18) to twenty (20) feet wide and is very beneficial to the downtown businesses. There are curb and gutters on both sides of the facility and clear sight lines at all intersections. The only deficiency along Neal Drive today is the lack of sidewalks on one or both sides of the road.

Eastview Avenue

Eastview Avenue presently only exists as a through street from Taylorsville Road to Old Taylorsville Road. This road has a rural character with roadside ditches, driveway pipes and pavement widths varying from sixteen (16) to eighteen (18) feet. This facility has no sidewalks and is located in a residential area with both single family and multi-family residents along its frontage.

College Drive

College Drive is an urban two-lane improved roadway from Taylorsville Road to Watterson Trail and a rural unimproved narrow roadway from Watterson Trail to its termini approximately one thousand (1,000) feet east. The improved College Drive has curb and gutters, proper drainage, sidewalks and twenty-one (21) feet of pavement from Taylorsville Road to Watterson Trail. The only deficiency on this section of College Drive is the lack of sidewalks on the north side from Sprowl Road to Watterson Trail. However, at Watterson Trail the roadway character changes to a narrow two-lanes with poor drainage and no sidewalks.

Brunners Street

Brunners Street begins at Jefferson Street as a narrow two-lane alley with sixteen (16) feet of pavement, no curbs, and no sidewalks. At the Watterson Trail intersection, Brunners Street narrows to twelve (12) feet and becomes a one-way alley to the east. This alley runs adjacent to City Hall and terminates into Neal Drive. Brunners Street has pull-in and back-out parking, limited drainage facilities, and a narrow right of way.

Grape Street

Grape Street is another very narrow one-lane facility. There is only ten (10) feet of pavement where it begins at Jefferson Street and only fourteen (14) feet of pavement where it ends at Eastview Avenue. This facility functions as a one-way alley, runs parallel to Brunners Street, but is located on the north side of Taylorsville Road. There are no sidewalks, no curbs, inadequate drainage facilities, and limited right of way. The buildings are in close proximity to the pavement, limiting the ability to widen the roadway to two-lane in some areas.

Old Taylorsville Road/Shelby Street

Old Taylorsville Road/Shelby Street is a two-lane roadway running parallel to Taylorsville Road from Jefferson Street to Ruckreigel Parkway. Old Taylorsville Road is signalized at Watterson Trail and extends from Ruckreigel Parkway to Chenoweth Run Road along the eastern City limits. This roadway has good geometrics, property setbacks and sidewalks on both sides from Watterson Trail to Eastview Avenue. If this road is widened and extended, Old Taylorsville Road/Shelby Street could become a primary





collector facility, allowing commuters an alternate route to Taylorsville Road through the center of town.

Sprowl Road

Sprowl Road is an improved two-lane urban roadway with curb and gutters from College Drive to Taylorsville Road. This tree lined road has twenty-one (21) feet of pavement, good drainage, sidewalks and proper setbacks. Sprowl Road has the potential of being extended to serve as a major connector between Taylorsville Road and Bluebird Lane. This road has proper spacing for a potential signal along Taylorsville in the future. If extended, Sprowl Road corridor has the potential of spurring development in this area of the City.

4.2 Existing and Proposed Roadway Sections

The following existing and proposed exhibits two (2) through thirteen (13) provide for the geometric and photographic documentation of each roadway segment evaluated. Each exhibit includes a key map identifying the corridor limits, an aerial view of the corridor, an existing section, and a proposed typical cross section; providing a comparative view of improvements recommended for the corridor. The proposed typical sections address both vehicular and pedestrian improvements and are generally based on the Metro Streetscape Guidelines.

The downtown street network was platted in the late 1700's and early 1800's. While the street network was adequate for needs during that time period, it is not adequate today. What is lacking today in downtown Jeffersonton is a strong local road network. This is critical to both the development and redevelopment of the downtown area and must be addressed for continued growth. The existing roadways have been evaluated in regards to geometric design, safety standards, pavement widths, right of way, and pedestrian issues.

After review of current standards and based on field verification, the new cross sections were developed. These recommended improvements will improve both vehicular and pedestrian access to the businesses, residents and parking areas downtown.

4.3 Future Roadway Extensions

The following future roadway extension exhibits fourteen (14) through eighteen (18) show graphically how the existing roads listed could be extended in the future. The key to making a secondary roadway system successful is safety, connectivity, aesthetics, and design. The new roadway extension projects have been graphically shown to minimize disturbance to existing buildings, provide an expansion of the current downtown grid network, provide for bike lanes in the future where possible, improve mobility, enhance access to current businesses, and provide alternate routes to the arterial network for through trips when needed.





The expansion of the present grid system is important today as congestion levels continue to increase. Our population is a very mobile society and the single occupant vehicle is still the preferred mode of travel. As travel volumes continue to rise there will be pressure placed on community leaders to widen the two principle arterials serving the downtown. These important transportation roads are Watterson Trail and Taylorsville Road. These issues of mobility and congestions are important, but should not be given a priority over design and character.

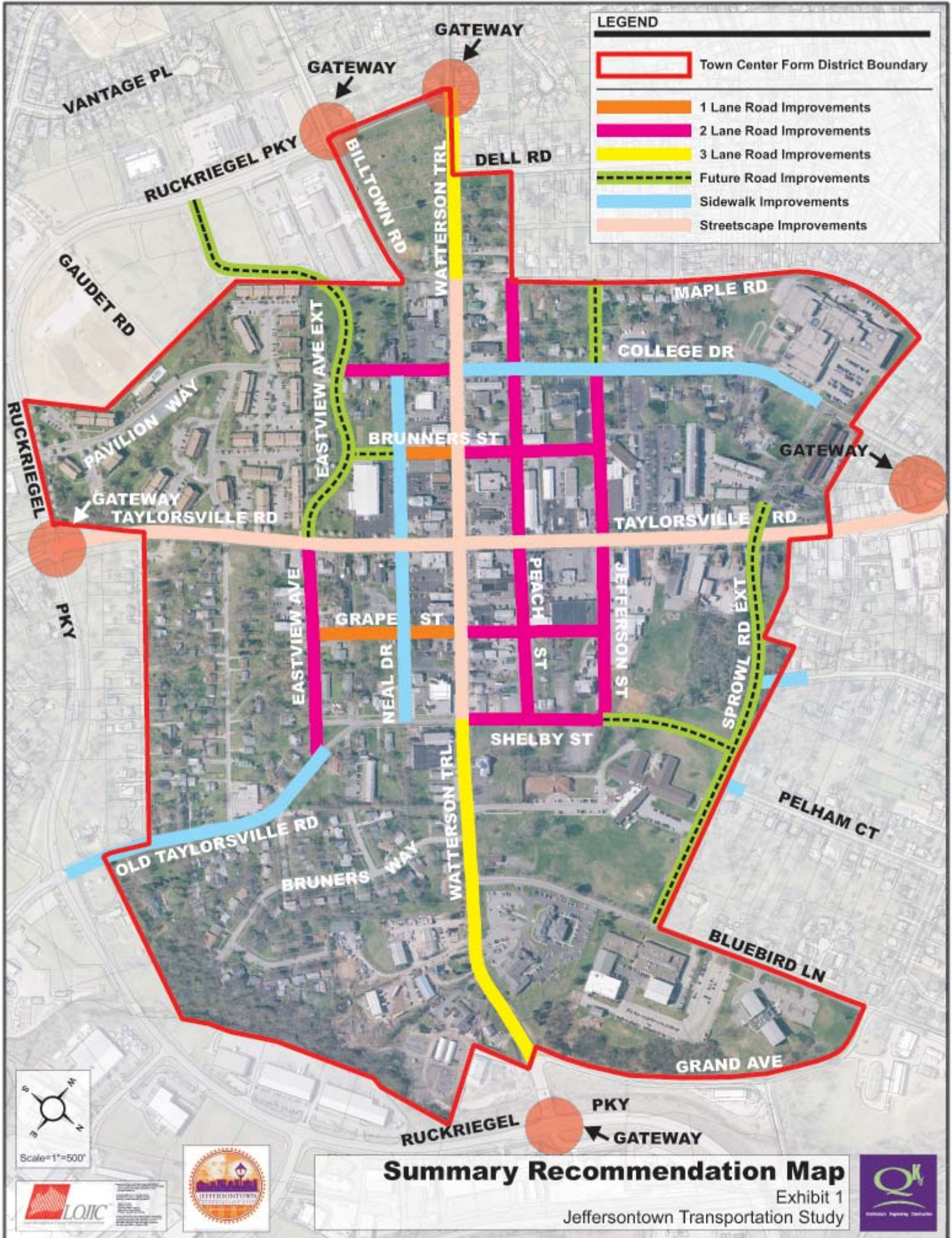
Providing for alternative routes of travel through the City is critically important. Peak travel needs occur during the morning and afternoon rush hour periods and alternate road corridors would be very beneficial during these time periods. In addition, these alternate routes would be of great assistance during snow and ice storms, when accidents occur, when roads are blocked by fallen trees, when utilities are replaced or repaired, or when other emergencies occur.

4.4 Recommendation Summary

The current downtown street network does provide a good foundation for the future. Existing roads are narrow and in many instances only one lane wide, but spacing and connectivity are very good. To summarize this section, exhibit one (1) was prepared to show the overview of the road network and to categorize the type of improvements recommended for each roadway section. These recommendations include an overall upgrade of the downtown grid pattern. Sidewalks have been added to at least one side of all roadways and on both sides where possible.

The final exhibit in this section is exhibit nineteen (19). This exhibit shows the order of priority for recommended improvements. Highest priority projects are listed as red projects and are described within this report. These projects should be initiated within the next five years. The second levels of priorities are shown in blue and should be initiated within 5-10 years. The long term or yellow projects are expected to begin in the 10+ year time frame. The overall time frame for these projects is difficult to determine because of factors such like funding availability, inflation rates, competition from competing community need, etc. However, these recommendations are very important for the long-term viability of downtown and should proceed as quickly as funding is available. Infrastructure investment has been proven over the years to spur investment and reinvestment in the immediate area. The long lasting benefits of infrastructure investments can be found in small towns throughout Kentucky.





LEGEND

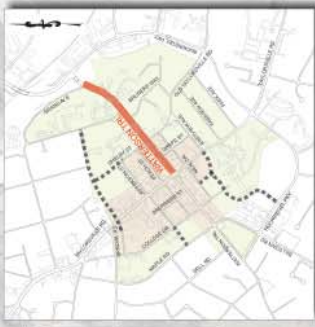
	Town Center Form District Boundary
	1 Lane Road Improvements
	2 Lane Road Improvements
	3 Lane Road Improvements
	Future Road Improvements
	Sidewalk Improvements
	Streetscape Improvements



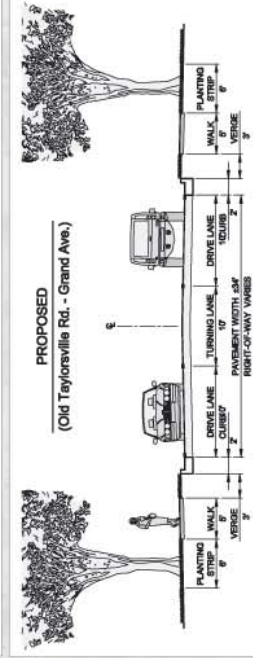
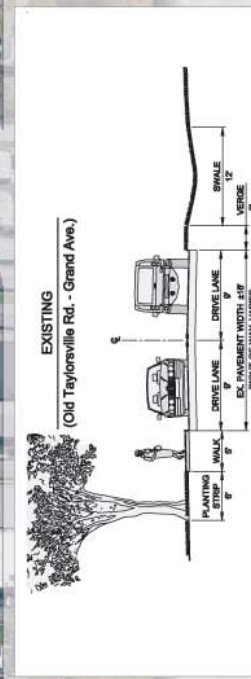
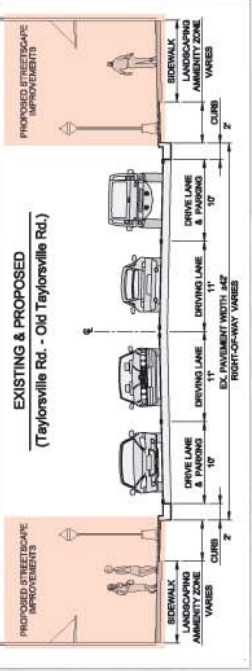
Summary Recommendation Map

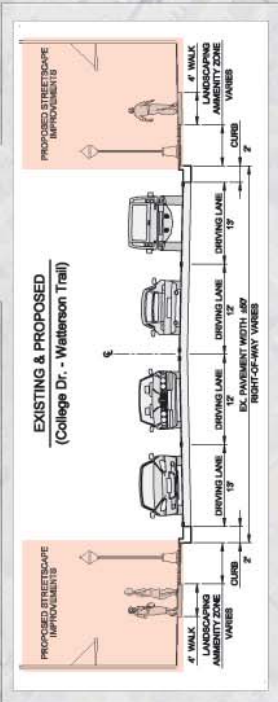
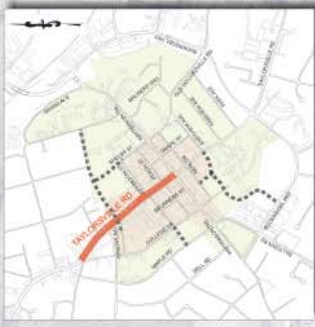
Exhibit 1
Jeffersontown Transportation Study





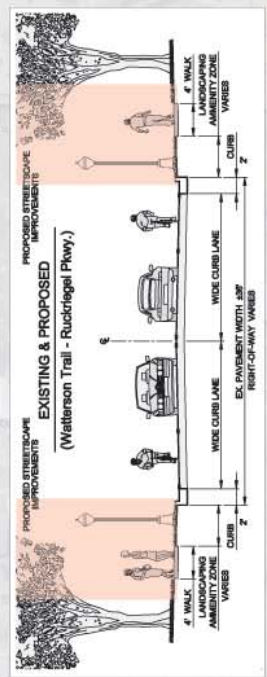
Location Map







Location Map

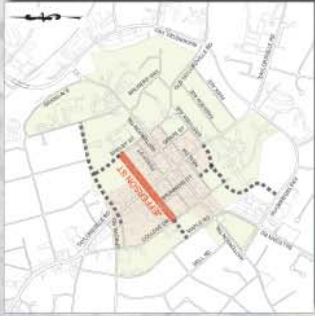


Taylorville Road
Exhibit 5
Wattersson Trail - Ruckriegel Pkwy.

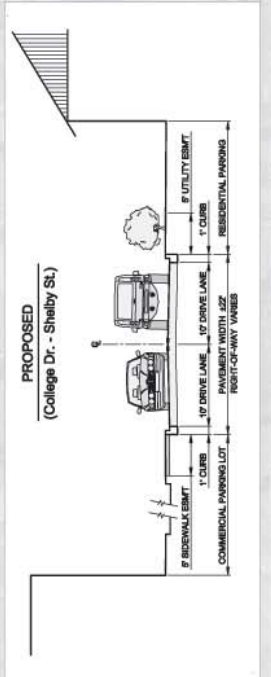
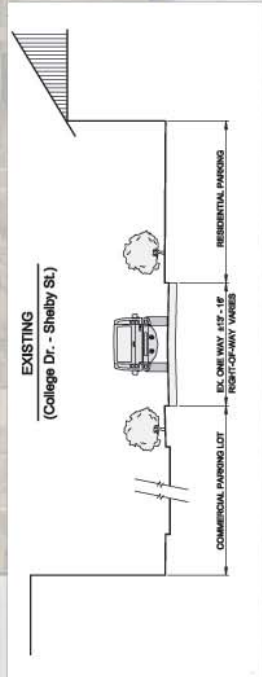


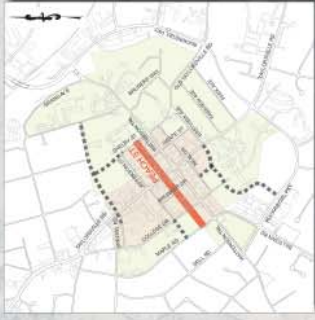


Jefferson Street
Exhibit 6
College Dr. - Shelby St.

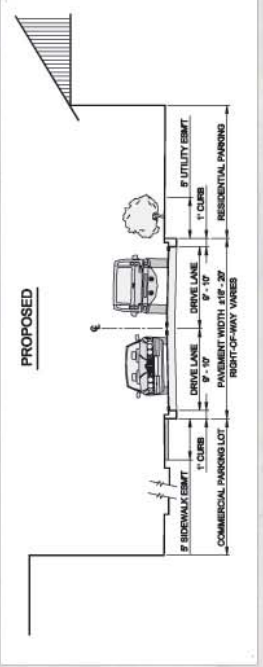
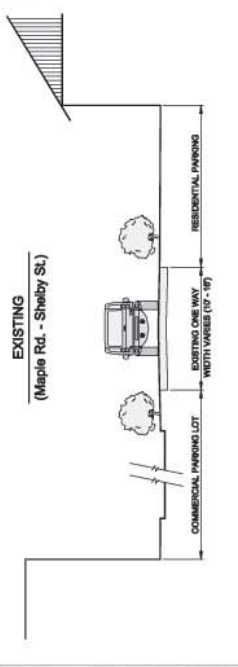


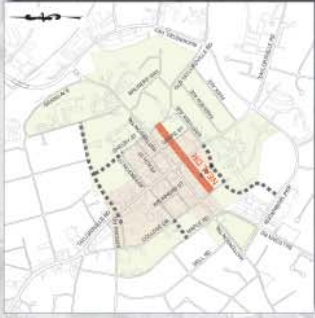
Location Map



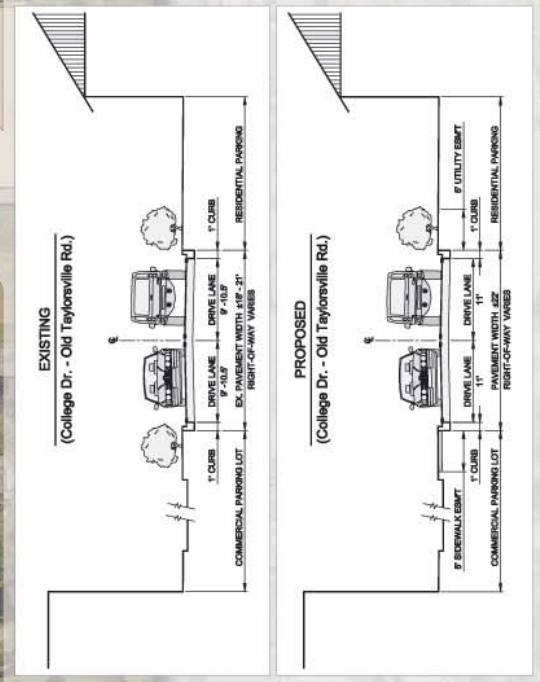
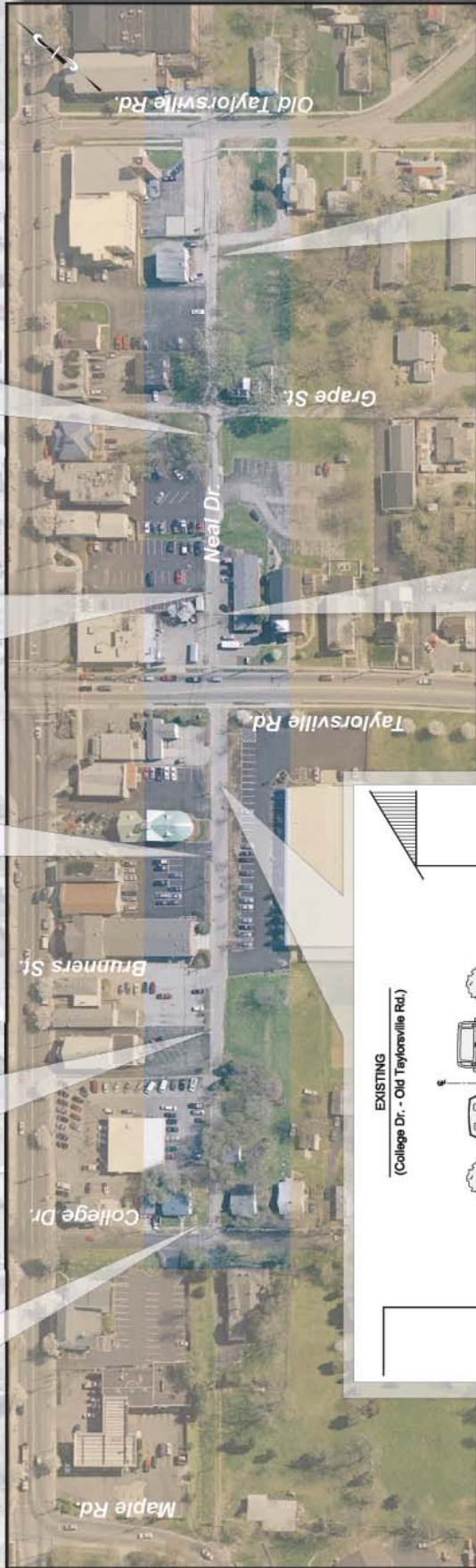


Location Map





Location Map

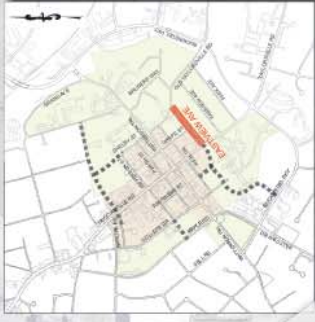


Neal Drive

Exhibit 8

College Dr. - Old Taylorville Rd.



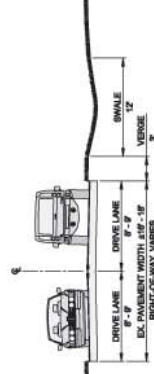


Location Map

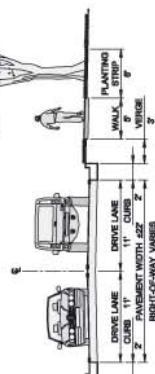


College Dr.

EXISTING
(Old Taylorville Rd. - Taylorville Rd.)



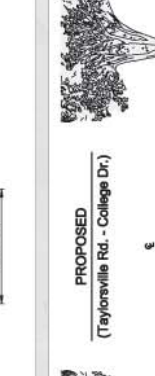
PROPOSED
(Old Taylorville Rd. - Taylorville Rd.)



EXISTING
(Taylorville Rd. - College Dr.)



PROPOSED
(Taylorville Rd. - College Dr.)



EXISTING
(Taylorville Rd. - College Dr.)



PROPOSED
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PROPOSED
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(Taylorville Rd. - College Dr.)

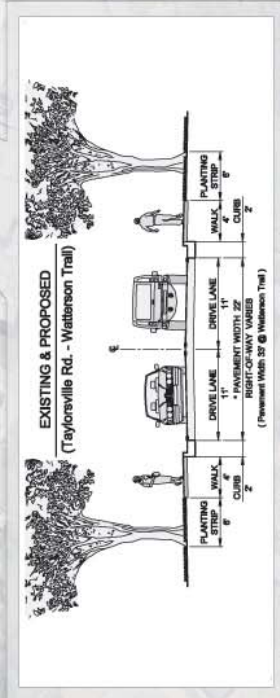
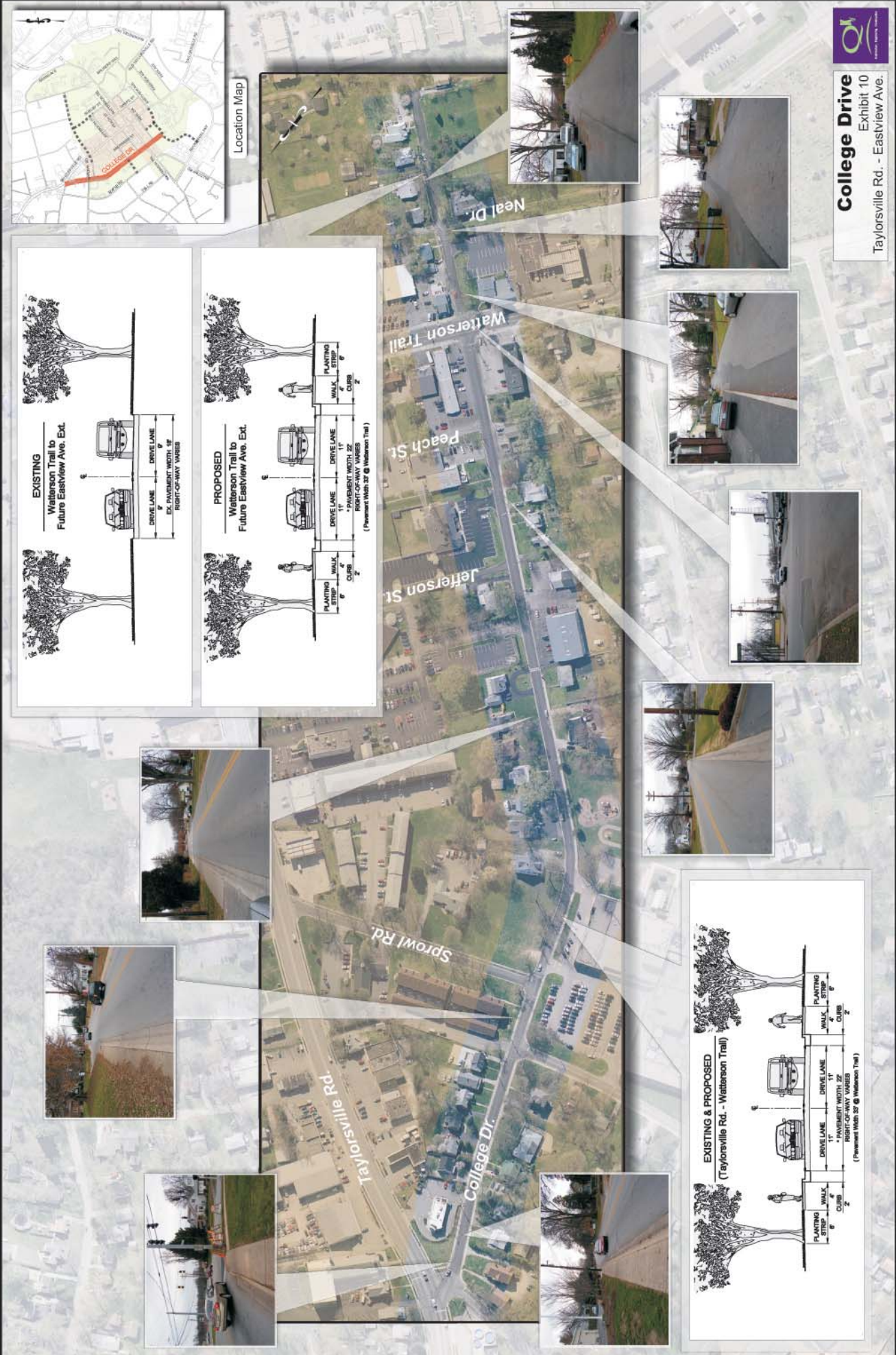
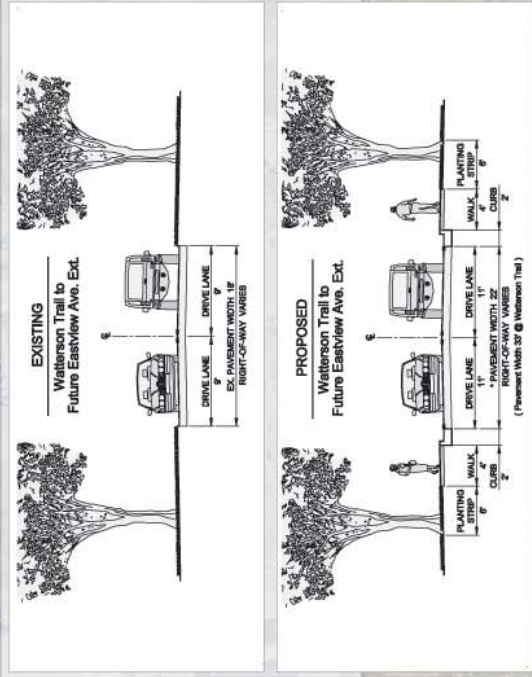


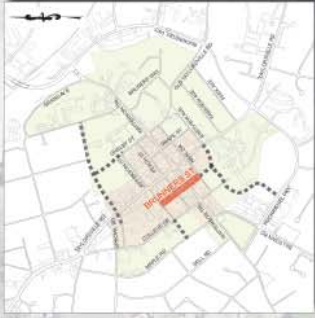
PROPOSED
(Taylorville Rd. - College Dr.)



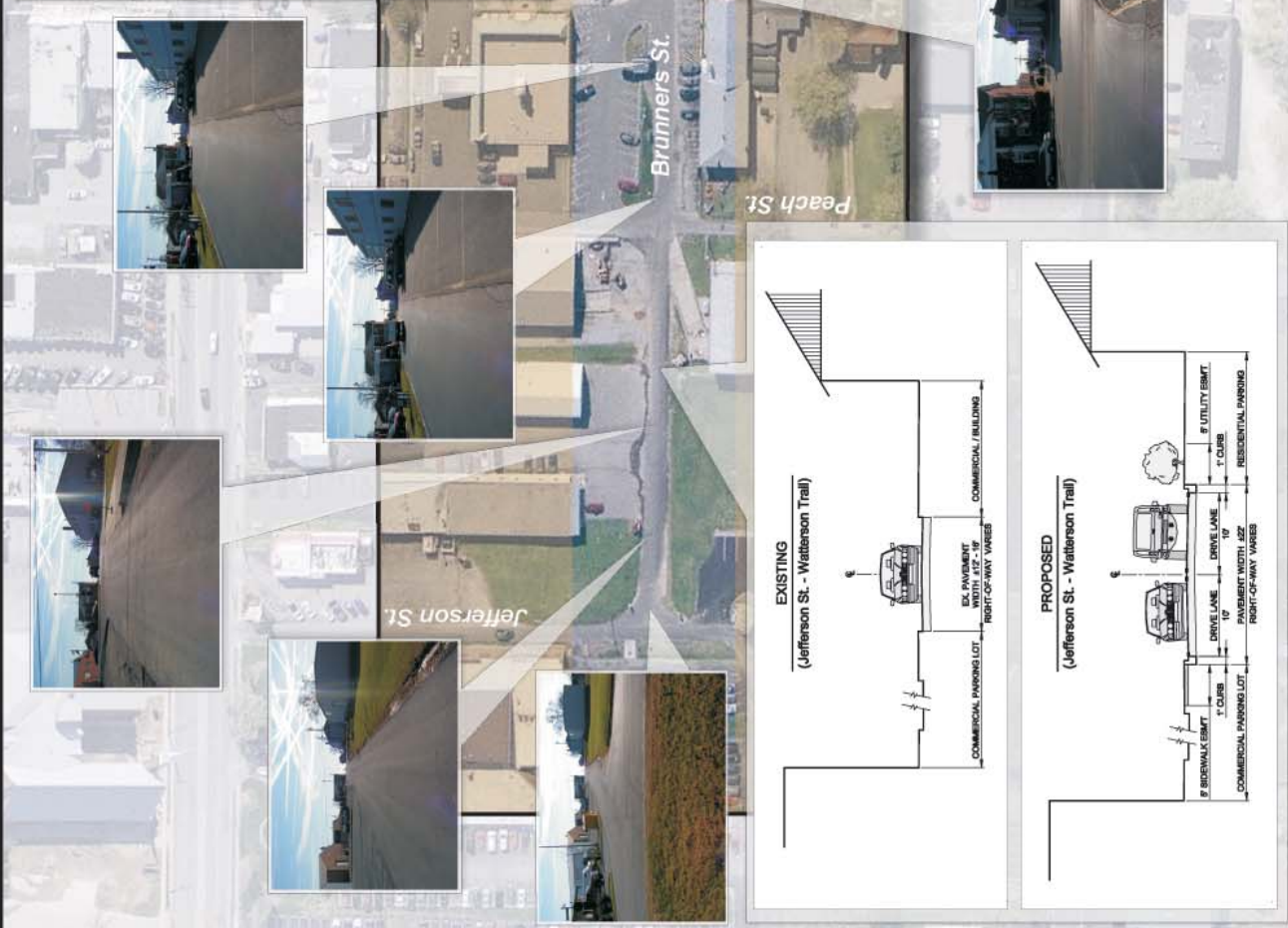
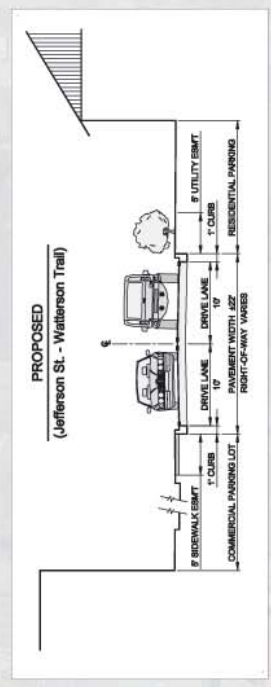
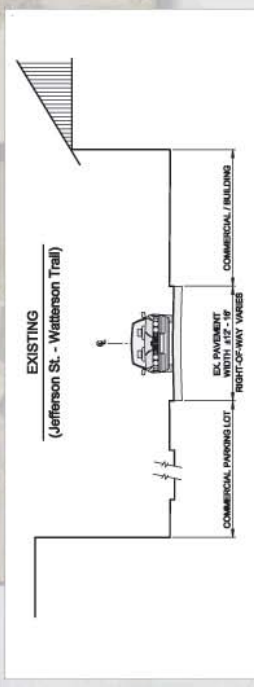
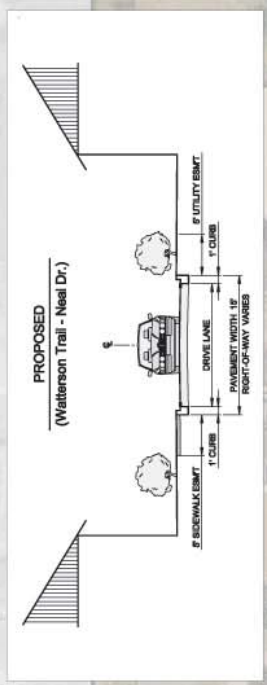
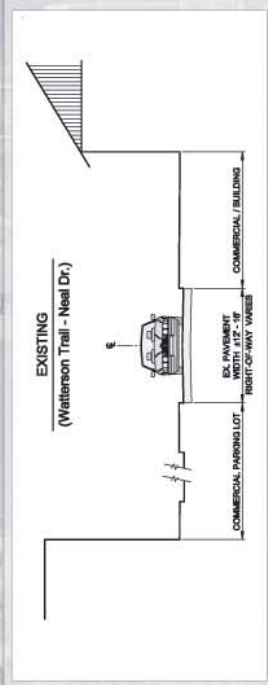


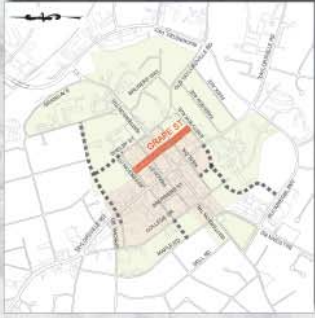
Location Map





Location Map



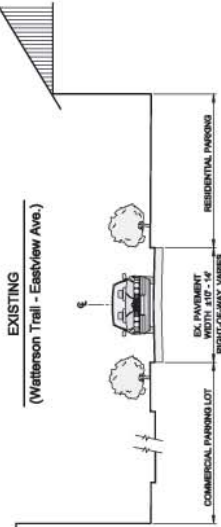


Location Map

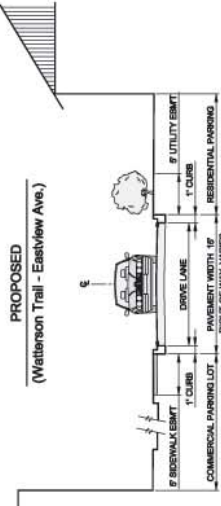


Eastview Ave.

EXISTING
(Watterson Trail - Eastview Ave.)



PROPOSED
(Watterson Trail - Eastview Ave.)



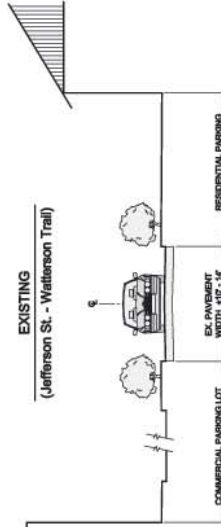
Peach St.

Jefferson St.

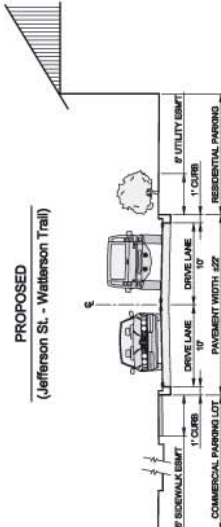
Grape St.

Watterson Trail

EXISTING
(Jefferson St. - Watterson Trail)

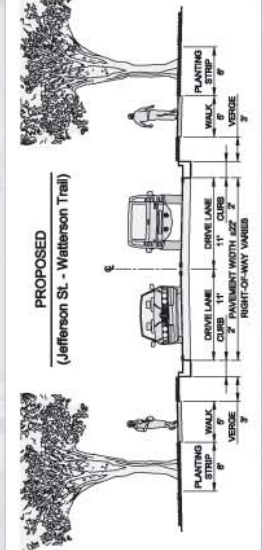
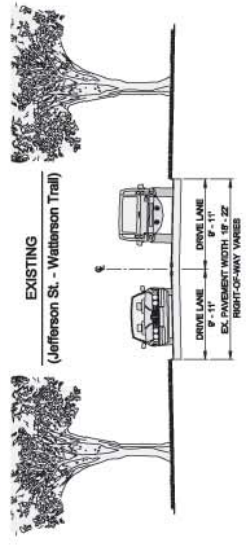
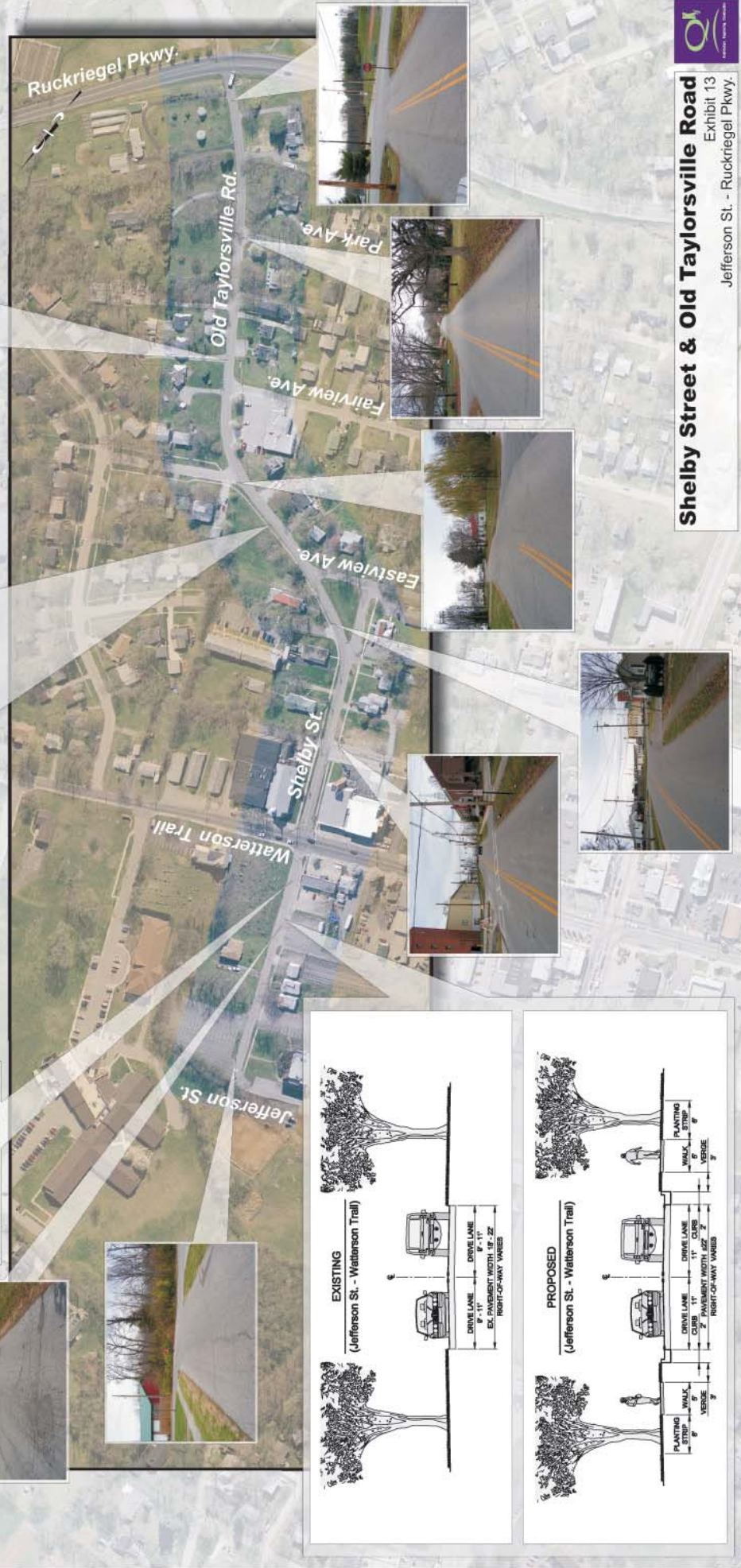
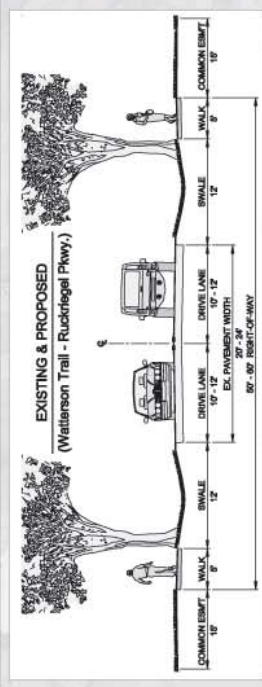


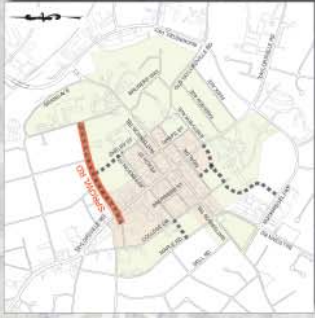
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(Jefferson St. - Watterson Trail)



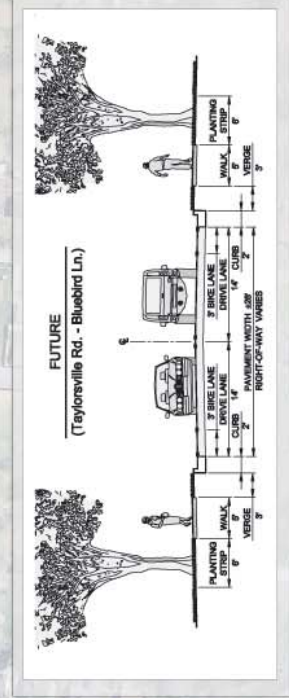


Location Map





Location Map



Taylorsville Rd.

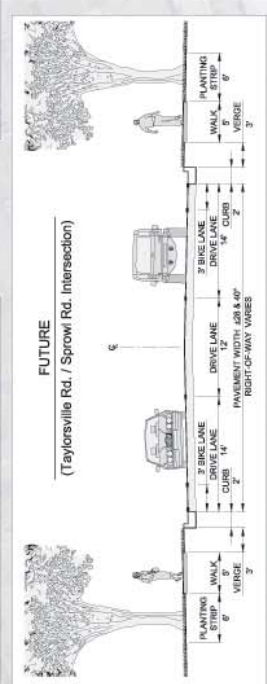
Sprowl Rd.

College Dr.

Sprowl Road Extension

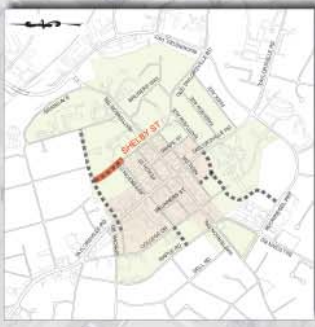
Shelby Street Extension

Bluebird Ln.



Sprowl Road Extension
Exhibit 14
Taylorsville Rd. - Bluebird Ln.

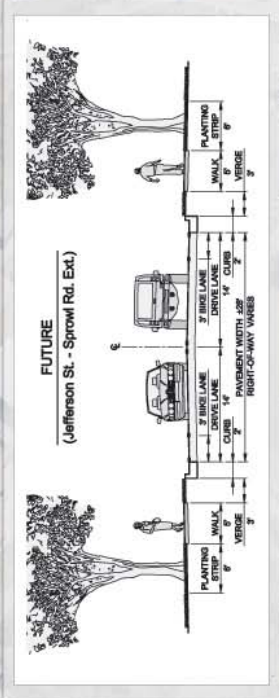
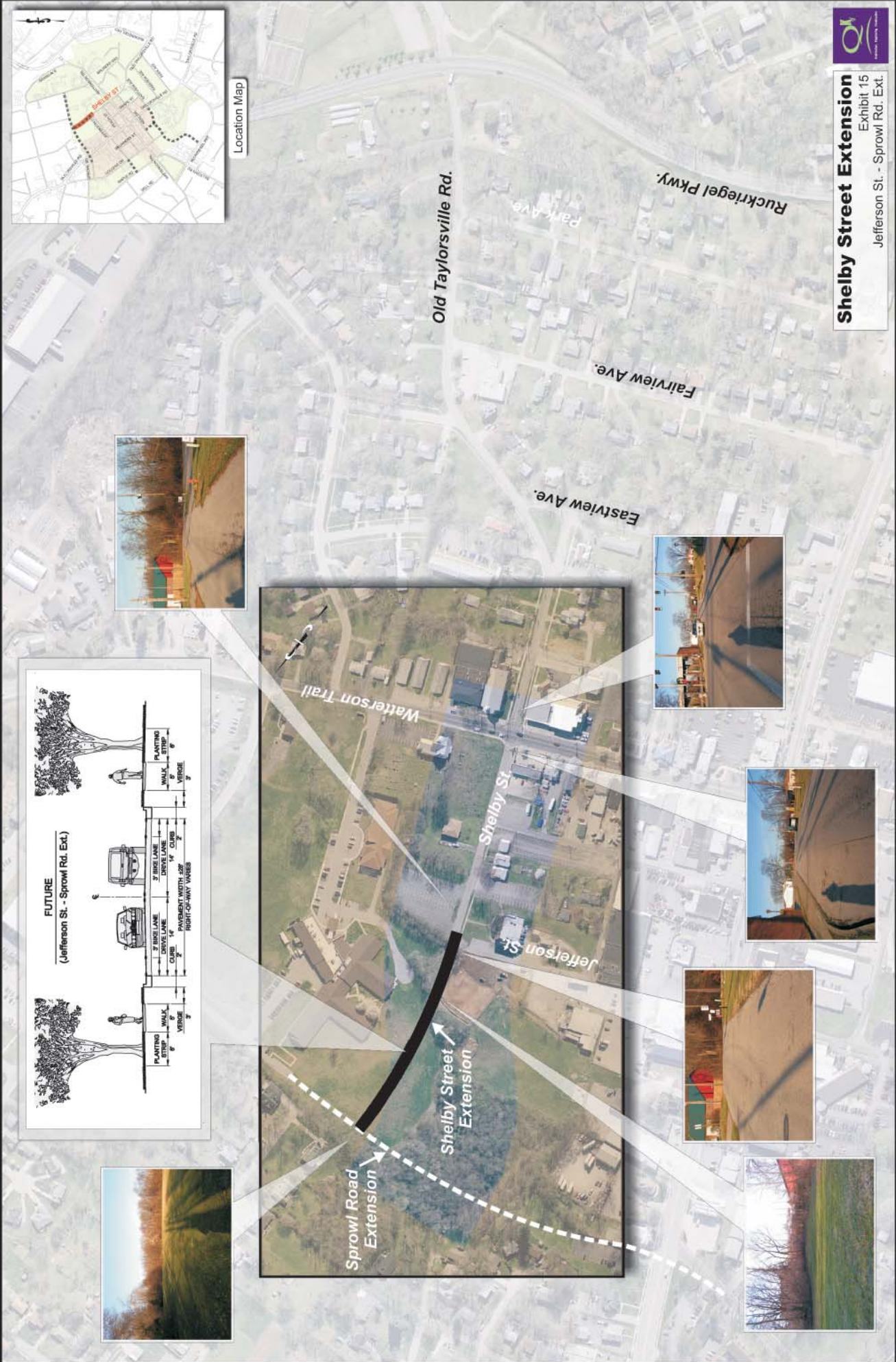


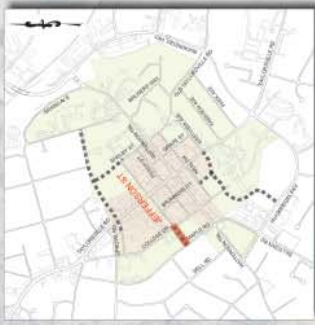


Location Map



Shelby Street Extension
 Exhibit 15
 Jefferson St. - Sprowl Rd. Ext.

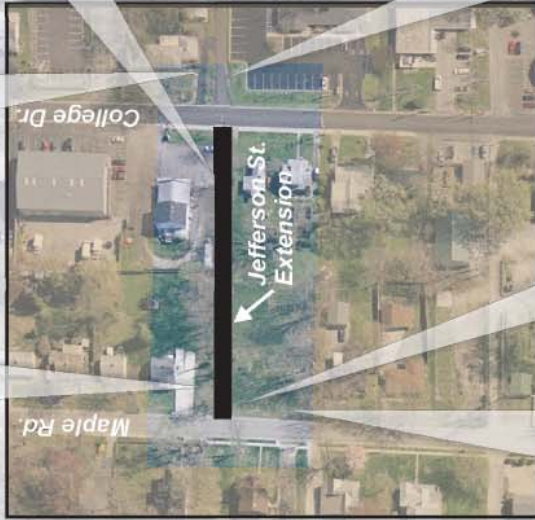
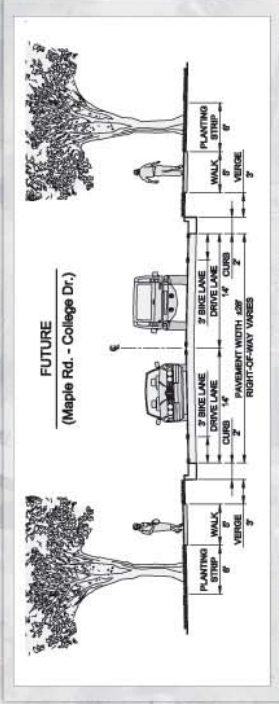




Location Map



Jefferson Street Extension
 Exhibit 16
 Maple Rd. - College Dr.



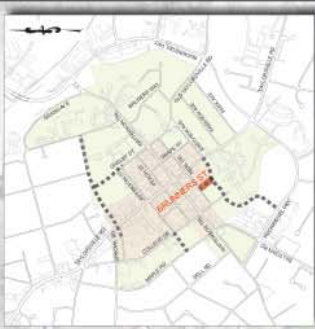
Shelby St.

Watterson Trail

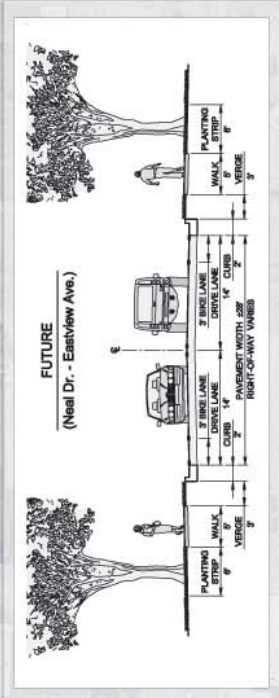
Taylorville Rd.

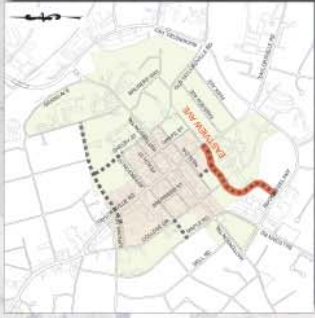
Jefferson St.

Brunners St.



Location Map

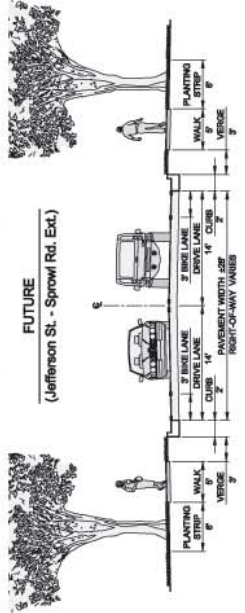




Location Map

Old Taylorville Rd.

Fairview Ave.



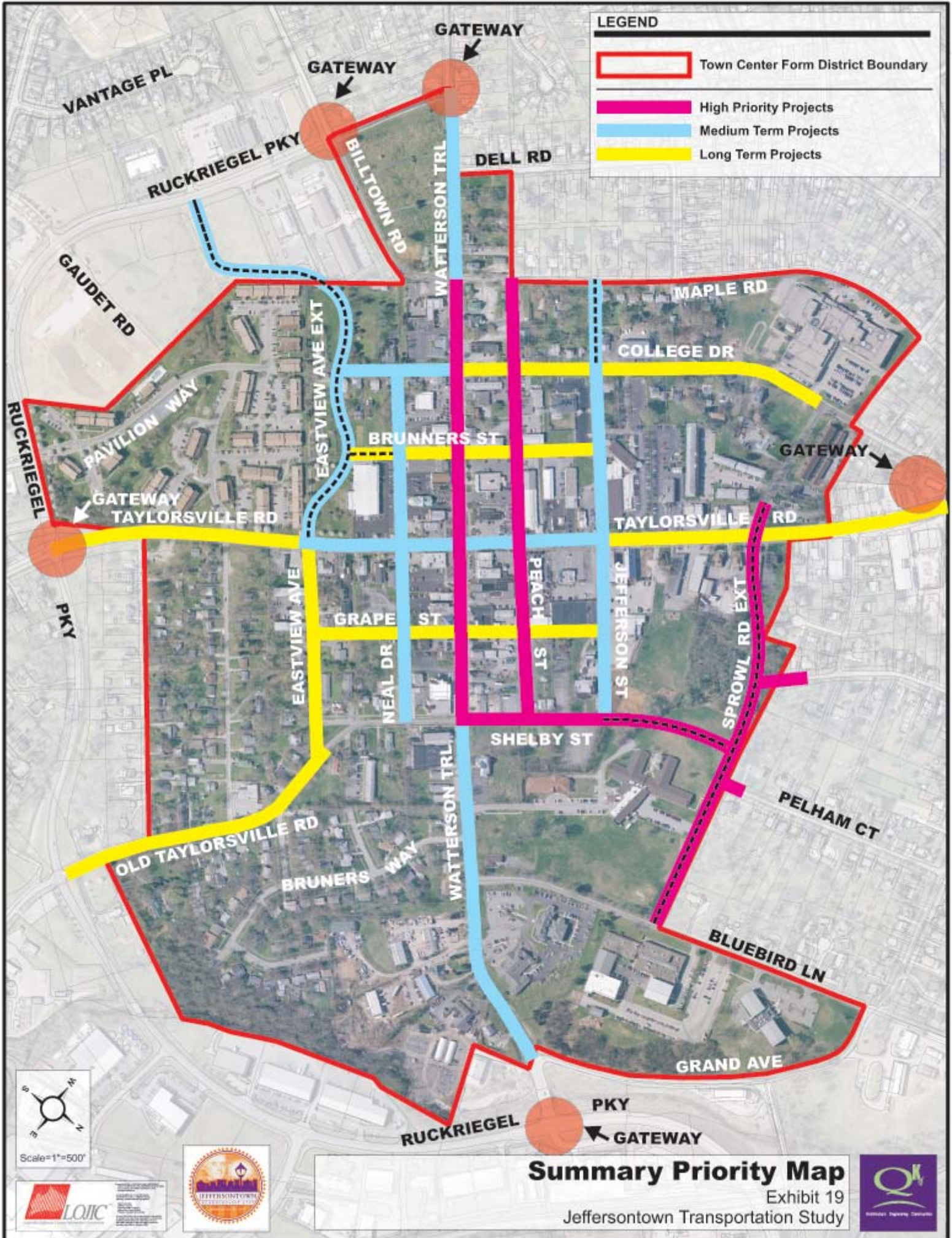
Taylorville Rd.

College Dr.

Ruckriegel Pkwy.

Vantage Plaza Development





LEGEND

- Town Center Form District Boundary
- High Priority Projects
- Medium Term Projects
- Long Term Projects



Summary Priority Map

Exhibit 19
Jeffersontown Transportation Study





5.0 WATTERSON TRAIL/DOWNTOWN SQUARE IMPROVEMENTS

Watterson Trail has historically been the center of business and commerce in Jeffersontown since the City was founded. Street design, building setbacks, right of way dedication, on-street parking and the center square are all elements of Main Street USA.

Successful revitalization programs throughout the country have begun with grassroots efforts to improve a single street. This process begins with a concentrated focus and then by incremental improvements over time, communities are transformed into pedestrian friendly, charming, mixed-use areas with shopping, businesses, restaurants, housing and entertainment venues all located in the middle of downtown.

These main street corridors in downtown areas have been the beginning of over 1800 revitalization efforts across the United States in the past 25 years. The downtown Watterson Trail square, being the original center of town, has been recommended as the beginning of the downtown revitalization efforts. As a part of this study we reviewed the roadway entrances, parking and streetscape in the center of town.

5.1 Streetscape

Streetscape is made up of both the roadway and the area adjacent to the streets between curbs and buildings. Streetscapes consist of roadway pavement, sidewalks, street furniture, landscaping, banners, decorative light fixtures, unique signage, etc. Good streetscape design must consider roadway aesthetics, safety features and character. It is important to maintain sight distance clearances when selecting the landscaping



Frankfort, Kentucky - Downtown



Louisville, Kentucky – Slugger Field



Louisville, Kentucky – Main Street

material. The aesthetics, context, and consistency of pattern, are all elements that contribute towards creating an especially inviting and pedestrian friendly environment. The streets in the central business districts of Jeffersontown play a key role in both the social and economic viability of downtown. Enhanced streetscapes will create the proper context for businesses to flourish, redevelopment to occur, and residents to enjoy.





Presently Watterson Trail is 40 feet wide from curb to curb. As a part of this study it is recommended that the curb to curb area would remain essentially the same along Watterson Trail from Billtown Road to Shelby Street. However, the area between the curbs and buildings need to be reconstructed in a similar fashion as shown above to create an improved “Main Street” design and character. The standards today are to always design a complete street which accomodates automobiles, bicycles and pedestrians. Due to the roadway width restrictions, building setbacks, and parking needs; the recommended cross sections for Watterson Trail are as shown in Exhibit two (2) and three (3). This is a high priority recommendation along Watterson Trail from Billtown Road to College Street.

5.2 Parking

The Downtown Parking Study conducted in 2005 identified multiple on-street and off-street parking opportunities. The study had many outstanding recommendations which are in the process of being implemented. One of the high priority recommendations was enhanced signage for available off-street parking and improved pavement marking for on-street parking.

Along Watterson Trail the on-street parking is restricted to non-peak driving hours with limited restrictions during the peak driving hours. The morning parking is prohibited from 7AM – 9AM on northbound Watterson Trail and the evening parking is prohibited from 4PM – 6PM on southbound Watterson Trail. This limited restriction is an excellent compromise between unrestricted curbside parking and a complete prohibition of parking during the AM and PM peak periods. If these parking lanes are marked, then business patrons will be more likely to use them. The current parking restriction signs are not in conformance with the Manual on Uniform Traffic Control Devices (MUTCD) and should be replaced with the standard R7 – 2 “No Parking” sign used for AM or PM peak restrictions.

The off-street parking lots along Watterson Trail must also be signed and clearly identified as public parking as part of the cities signage initiative. These adjacent lots are numerous and provide available parking for shopping, visiting, and commerce.

At the Town Square intersection of Watterson Trail and Taylorsville Road there are numerous diagonal parking spaces which should be maintained and expanded where possible. This parking expansion in the Town Square is shown on Exhibit twenty (20). These improvements include expanded diagonal parking, landscaping and special paving in the intersection of Watterson Trail and Taylorsville Road.





Watterson Trail Square Improvements
Exhibit 20
Watterson Trail - Taylorsville Rd. Intersection



SPECIALTY PAVING

GASLIGHT LOGO SPECIALTY PAVING

SPECIALTY PAVING

BRICK CROSS WALKS
(Pavers or Patterned Concrete)



5.3 Parking Structure

The identification and clear and distinct signage of all available parking will address the parking needs for the Central Business District for the present time. However, the long term goal of the City should be to increase the parking downtown with the construction of a state of the art parking structure with high ceilings, bright lighting, and commercial businesses on the ground floor. A new parking structure could be designed to blend into the streetscape, and would supplement the current parking for the long term development and redevelopment of the Renaissance Zone. A local example of a recently constructed award winning design is shown below.





6.0 GATEWAYS

City leaders have long recognized gateways as excellent ways to provide a unique identity and sense of place for their community. Gateways welcome visitors, residents, workers, provide opportunity for public art and enhance a sense of arrival into the city and establish a positive first impression.

The gateway concepts planned for Jeffersontown are along major arterial streets leading into the downtown so that they are seen by most people. Five gateway areas have been identified and are illustrated on Exhibit one (1) and Exhibit nineteen (19). They are along Ruckriegel Parkway at Billtown Road in the south, Watterson Trail at Ruckriegel Parkway in the south, Taylorsville Road near College Drive in the west, Watterson Trail near Ruckriegel Parkway in the north, and Taylorsville Road at Ruckriegel Parkway in the east.

Regarding the specific design, it is recommended the City establish an ad hoc aesthetic design committee to develop the specifics of the gateways. This would ensure buy-in from local citizens and that the end-product adequately represents the city. One option other cities have employed is to hold a design contest at local schools or community-wide to generate ideas. To aid in that process, general guidelines are provided herein, as follows:

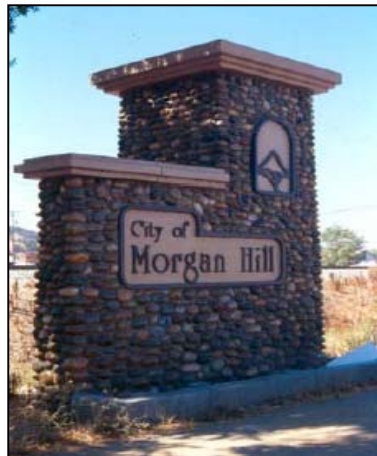
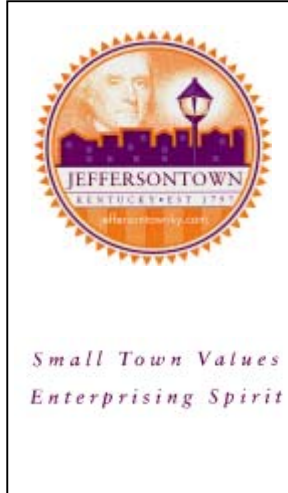
- Various types of gateways can include free-standing monuments, overhead signs, public art, water fountains, landscaped medians, and others. Each can and often includes specific lighting, signage, and landscaping.
- Free-standing monuments are often used along major roadways, so long as they do not create a safety hazard to drivers or block pedestrian use, and are designed to be consistent with the context in which they will be placed.
- The design of the Jeffersontown gateways may be influenced by the architecture of surrounding buildings, and include similar materials, embellishments, colors, and fonts.
- The gateways should include elements that represent the culture of Jeffersontown, such as gaslights, a square tower clock, cast iron, or flags.
- Each of the gateways should include similar wording, possibly including “Welcome to Jeffersontown,” the city catchphrase: “Small Town Values... Enterprising Spirit,” and the City Shield.

It is recommended the city consider inviting local business to sponsor and help fund the construction of the gateways, with appreciation expressed through a special block or brick with the company’s name and date of construction. Below are some images of gateways used in both Jeffersontown (the clock tower) and other places.





Jeffersontown Transportation Study





Future Gateway Options





7.0 CONCLUSIONS

The Jeffersontown Transportation Study has identified numerous projects which are to be constructed over a 20 year plus time frame. These projects have all been listed within each subcategory of the report. In order to summarize this study an additional exhibit was also prepared to categorize these recommendations as High Priority Projects, Medium Term Projects, and Long Term Projects. This attached Summary Priority Map (Exhibit 19) and the Comprehensive Summary list is as follows:

High Priority Projects:

- Initiate a gateway entrance design committee and upon consensus construct gateway features to the City.
- Clearly designate on-street parking spaces along Watterson Trail with striping and signage.
- Enhanced parking lot signage (off-street parking) along Watterson Trail and Taylorsville Road.
- Reserve the necessary right-of-way as soon as possible for all new roadway extension projects and future designated road corridors.
- Construct streetscape improvements along Watterson Trail from Billtown Road to Shelby Street. (See Section 5.1)
- Expand downtown diagonal parking in the center of town (See Exhibit 20).
- Improve Peach Street and Shelby Street as noted in Section 4.
- Extend Sprowl Road from Taylorsville Road to Bluebird Lane.
- Extend Shelby Street from Jefferson Street to the Sprowl Road extension.
- Install pedestrian linkages from Pelham Court and Valley Drive to Sprowl Road extension.
- Reduce speed along Watterson Trail and Taylorsville Road to 25 mph through the Renaissance Zone.
- Conduct a Small Area Land Use Study for the Downtown Business District and surrounding area.

Medium Term Projects:

- Construct streetscape improvements along Taylorsville Road from Jefferson Street to Eastview Avenue.
- Reconstruct Jefferson Street and widen to 2 lanes from College Drive to Shelby Street.
- Extend Jefferson Street from College Drive to Maple Road.
- Extend Eastview Avenue from Taylorsville Road to Ruckriegel Parkway.
- Widen College Drive from Watterson Trail to Eastview Avenue extension.





- Widen Watterson Trail to 3 lanes from Ruckreigel Parkway to Maple Road and from Shelby Street to Grand Avenue.

Long Term Projects:

- Construct streetscape improvements along Taylorsville Road from Ruckreigel Parkway to Eastview Avenue and from Jefferson Street to College Drive.
- Improve Eastview Avenue from Old Taylorsville Road to Taylorsville Road.
- Install sidewalks on Old Taylorsville Road from Ruckreigel Parkway to Eastview Avenue.
- Widen and improve Grape Street from Eastview Avenue to Jefferson Street.
- Widen and improve Brunners Street from Neal Drive to Jefferson Street.
- Extend Brunners Street from Eastview Avenue extension to Neal Drive.
- Install sidewalks along College Drive from Sprowl Road to Watterson Trail.
- Install sidewalks along one side of Neal Drive from College Drive to Old Taylorsville Road.
- Construct a parking structure on City owned property in the downtown area.

Signal Modifications:

- Watterson Trail @ Old Taylorsville/Shelby Street Intersection: Signal heads and pedestrian heads should be modified with LEDs. This change would increase the safety of the intersection by making signal heads more visible and would reduce long term costs as LEDs last much longer and require less maintenance.
- Watterson Trail @ Ruckreigel Parkway (West) Intersection: Signal heads and pedestrian heads should be modified with LEDs. Additionally, a pedestrian crossing should be added to Watterson Trail on the north side of the intersection. Again these changes would benefit the overall safety of the intersection.
- Watterson Trail @ Billtown Road Intersection: The signal at this intersection should be reconstructed. Additionally, crosswalks should be added across both Watterson Trail and Billtown Road.
- Watterson Trail @ Taylorsville Road Intersection: The southbound Watterson right turn lane could be eliminated and combined with a through lane to enable people parking in the angled parking adjacent to this lane a place to back out. This should only be done if improvements are made to other streets in town to lower the demand for this movement, as it currently operating near capacity in the PM peak hour.





APPENDIX A:

INTERSECTION ANALYSIS

(HCM)



HCS+: Signalized Intersections Release 5.2

Analyst: JJL
 Agency: Qk4
 Date: 12/6/2006
 Period: AM Peak Hour
 Project ID: Jeffersontown Study
 E/W St: Ruckreigel Parkway

Inter.: KY 155 @ Ruckreigel
 Area Type: CBD or Similar
 Jurisd: Jeffersontown
 Year : 2006
 N/S St: KY 155

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	0	1	1	0	1	1	0
LGConfig	L	T	R	L	TR		L	TR		L	TR	
Volume	89	396	116	47	104	9	180	536	149	67	196	38
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			5			0			5			20

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		35.0	17.3			16.0	60.0	
Yellow		4.0	3.0			4.0	4.0	
All Red		0.0	1.0			0.0	1.0	

Cycle Length: 145.3 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	386	1624	0.26	0.24	45.3	D		
T	406	1710	1.08	0.24	125.3	F	98.7	F
R	345	1454	0.36	0.24	46.6	D		
Westbound								
L	188	1624	0.28	0.12	59.3	E		
TR	195	1690	0.65	0.12	68.0	E	65.5	E
Northbound								
L	539	1624	0.37	0.55	18.0	B		
TR	678	1656	1.12	0.41	114.1	F	94.0	F
Southbound								
L	223	1624	0.33	0.55	29.0	C		
TR	691	1688	0.34	0.41	29.7	C	29.5	C

Intersection Delay = 83.5 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ
 Agency: Qk4
 Date: 12/6/2006
 Period: PM Peak Hour
 Project ID: Jeffersontown Study
 E/W St: Ruckreigel Parkway

Inter.: KY 155 @ Ruckreigel
 Area Type: CBD or Similar
 Jurisd: Jeffersontown
 Year : 2006
 N/S St: KY 155

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	0	1	1	0	1	1	0
LGConfig	L	T	R	L	TR		L	TR		L	TR	
Volume	100	183	262	239	425	20	197	383	40	27	573	115
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			5			15			5			20

Duration	0.25	Area Type: CBD or Similar									
Signal Operations											
Phase Combination	1	2	3	4	5	6	7	8			
EB Left	A				NB Left	A	A				
Thru	A				Thru		A				
Right	A				Right		A				
Peds					Peds						
WB Left		A			SB Left	A	A				
Thru		A			Thru		A				
Right		A			Right		A				
Peds					Peds						
NB Right					EB Right						
SB Right					WB Right						
Green	35.0	35.0			20.0	60.0					
Yellow	4.0	4.0			4.0	4.0					
All Red	1.0	1.0			0.0	1.0					

Cycle Length: 169.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	332	1624	0.33	0.20	57.9	E		
T	349	1710	0.58	0.20	62.9	E	83.8	F
R	297	1454	0.96	0.20	108.7	F		
Westbound								
L	332	1624	0.80	0.20	76.7	E		
TR	348	1707	1.37	0.20	253.6	F	190.4	F
Northbound								
L	230	1624	0.95	0.49	102.1	F		
TR	594	1688	0.78	0.35	55.5	E	70.4	E
Southbound								
L	317	1624	0.09	0.49	26.6	C		
TR	589	1673	1.26	0.35	186.3	F	180.1	F

Intersection Delay = 135.4 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Watterson Tr
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: AM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway East N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		133	172	94	569		629		139			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			40						30			

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.4	19.1			50.0			
Yellow	3.6	3.0			3.0			
All Red	2.1	1.0			1.0			

Cycle Length: 95.2 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	343	1710	0.43	0.20	34.2	C	34.7	C
R	292	1454	0.50	0.20	35.2	D		
Westbound								
L	417	1624	0.25	0.39	19.7	B		
T	668	1710	0.95	0.39	50.5	D	46.2	D
Northbound								
L	853	1624	0.82	0.53	25.2	C	23.2	C
R	764	1454	0.16	0.53	11.8	B		
Southbound								

Intersection Delay = 34.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Watterson Tr
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: PM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway East N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		589	642	152	99		184		108			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			100						20			

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left		A	A		SB Left			
Thru		A	A		Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		17.5	46.0			22.2		
Yellow		3.6	3.0			3.0		
All Red		2.1	1.0			1.0		

Cycle Length: 99.4 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
T	791	1710	0.83	0.46	30.5	C	34.6	C
R	673	1454	0.89	0.46	39.0	D		
Westbound								
L	430	1624	0.39	0.69	11.8	B		
T	1190	1710	0.09	0.70	4.9	A	9.1	A
Northbound								
L	363	1624	0.56	0.22	36.3	D	35.1	D
R	325	1454	0.30	0.22	32.7	C		
Southbound								

Intersection Delay = 30.8 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Billtown Rd
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: AM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway N/S St: Billtown Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	1	1	1	0
LGConfig	L	TR		L	TR		L	T	R	L	TR	
Volume	18	244	55	130	221	114	82	530	258	23	175	6
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vol			10			20			40			1

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		16.5				21.7		
Yellow		4.0				4.0		
All Red		1.0				1.0		

Cycle Length: 48.2 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	269	809	0.07	0.33	11.1	B		
TR	554	1670	0.58	0.33	14.6	B	14.4	B
Westbound								
L	291	878	0.49	0.33	13.8	B		
TR	542	1634	0.65	0.33	16.1	B	15.5	B
Northbound								
L	475	1081	0.19	0.44	8.4	A		
T	752	1710	0.78	0.44	16.8	B	14.0	B
R	640	1454	0.38	0.44	9.3	A		
Southbound								
L	213	484	0.12	0.44	8.2	A		
TR	749	1702	0.27	0.44	8.7	A	8.7	A

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Billtown Rd
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: PM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway N/S St: Billtown Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	1	1	1	1	0
LGConfig	L	TR		L	TR		L	T	R	L	TR	
Volume	15	321	142	358	235	81	47	318	185	92	651	9
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vol			10			20			40			1

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	35.0				42.2			
Yellow	4.0				4.0			
All Red	1.0				1.0			

Cycle Length: 87.2 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	311	786	0.05	0.40	16.3	B		
TR	647	1635	0.78	0.40	28.9	C	28.4	C
Westbound								
L	183	463	2.17	0.40	574.6	F		
TR	656	1657	0.50	0.40	20.3	C	323.8	F
Northbound								
L	121	254	0.43	0.48	16.8	B		
T	818	1710	0.43	0.48	15.2	B	14.9	B
R	695	1454	0.23	0.48	13.5	B		
Southbound								
L	389	814	0.26	0.48	13.8	B		
TR	816	1707	0.90	0.48	33.3	C	30.9	C

Intersection Delay = 107.4 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Watterson Tr
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: AM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	1	1	0
LGConfig				L		R		TR		L	T	
Volume				224		76	381	237		72	111	
Lane Width				12.0		12.0	12.0			12.0	12.0	
RTOR Vol						15		60				

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left	A				SB Left	A	A	
Thru					Thru	A	A	
Right	A				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	21.5				10.9	43.5		
Yellow	3.6				0.0	3.6		
All Red	2.1				0.0	1.9		

Cycle Length: 87.1 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	392	1624	0.64	0.24	32.7	C	31.3	C
R	351	1454	0.19	0.24	26.5	C		

Northbound

TR	808	1637	0.77	0.49	22.3	C	22.3	C
----	-----	------	------	------	------	---	------	---

Southbound

L	401	1624	0.20	0.62	9.1	A		
T	1058	1710	0.12	0.62	6.9	A	7.8	A

Intersection Delay = 22.2 (sec/veh) Intersection LOS = C

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Ruckreigel Pkwy @ Watterson Tr
 Agency: Qk4 Area Type: CBD or Similar
 Date: 1/9/2007 Jurisd: Jeffersontown
 Period: PM Peak Hour Year : 2006
 Project ID: Jeffersontown Access Management Study
 E/W St: Ruckreigel Parkway N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	1	0	1	1	0
LGConfig				L		R		TR		L	T	
Volume				222		69	209	237		173	496	
Lane Width				12.0		12.0	12.0			12.0	12.0	
RTOR Vol						15		60				

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left	A				SB Left	A	A	
Thru					Thru	A	A	
Right	A				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	19.5				15.0	29.7		
Yellow	3.6				0.0	3.6		
All Red	2.1				0.0	1.9		

Cycle Length: 75.4 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

Westbound

L	409	1624	0.60	0.25	27.1	C	26.1	C
R	366	1454	0.16	0.25	22.2	C		

Northbound

TR	621	1604	0.69	0.39	22.4	C	22.4	C
----	-----	------	------	------	------	---	------	---

Southbound

L	475	1624	0.40	0.59	9.8	A		
T	1002	1710	0.55	0.59	10.1	B	10.0-	A

Intersection Delay = 16.9 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: JJL
 Agency: Qk4
 Date: 12/6/2006
 Period: AM Peak Hour
 Project ID: Jeffersontown Study
 E/W St: Watterson Trail

Inter.: KY 155 @ Watterson Tr
 Area Type: CBD or Similar
 Jurisd: Jeffersontown
 Year : 2006
 N/S St: KY 155

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	2	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	227	552	26	21	175	74	53	500	21	134	278	83
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			5			15			5			20

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru			
Right			A		Right			
Peds					Peds			
WB Left		A			SB Left	A		
Thru					Thru			
Right			A		Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		18.8	30.0			13.0	40.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	1.0			0.0	1.0	

Cycle Length: 119.8 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	505	1624	0.50	0.44	23.2	C		
T	421	1710	1.46	0.25	264.1	F	189.8	F
R	358	1454	0.06	0.25	34.6	C		
Westbound								
L	308	1624	0.07	0.44	23.1	C		
T	802	3256	0.24	0.25	36.3	D	35.1	D
R	358	1454	0.18	0.25	35.8	D		
Northbound								
L	392	1624	0.15	0.47	18.7	B		
TR	561	1702	1.02	0.33	84.8	F	78.6	E
Southbound								
L	229	1624	0.65	0.47	31.1	C		
T	564	1710	0.55	0.33	33.8	C	32.3	C
R	479	1454	0.15	0.33	28.4	C		

Intersection Delay = 105.2 (sec/veh) Intersection LOS = F

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ
 Agency: Qk4
 Date: 12/6/2006
 Period: PM Peak Hour
 Project ID: Jeffersontown Study
 E/W St: Watterson Trail

Inter.: KY 155 @ Watterson Tr
 Area Type: CBD or Similar
 Jurisd: Jeffersontown
 Year : 2006
 N/S St: KY 155

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	2	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	195	237	41	48	589	144	63	425	23	112	554	248
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			5			15			5			20

Duration	0.25	Area Type: CBD or Similar									
Signal Operations											
Phase Combination	1	2	3	4	5	6	7	8			
EB Left		A	A		NB Left	A	A				
Thru			A		Thru		A				
Right			A		Right		A				
Peds					Peds						
WB Left		A	A		SB Left	A	A				
Thru			A		Thru		A				
Right			A		Right		A				
Peds					Peds						
NB Right					EB Right						
SB Right					WB Right						
Green		16.8	30.0			11.6	40.0				
Yellow		4.0	4.0			4.0	4.0				
All Red		0.0	1.0			0.0	1.0				

Cycle Length: 116.4 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	307	1624	0.71	0.43	31.1	C		
T	433	1710	0.61	0.25	40.5	D	36.0	D
R	368	1454	0.11	0.25	33.5	C		
Westbound								
L	395	1624	0.13	0.43	20.5	C		
T	825	3256	0.79	0.25	45.8	D	42.6	D
R	368	1454	0.39	0.25	36.5	D		
Northbound								
L	217	1624	0.32	0.47	25.6	C		
TR	577	1700	0.85	0.34	47.3	D	44.6	D
Southbound								
L	262	1624	0.47	0.47	22.7	C		
T	580	1710	1.06	0.34	94.0	F	69.2	E
R	493	1454	0.51	0.34	31.5	C		

Intersection Delay = 50.8 (sec/veh) Intersection LOS = D

TWO-WAY STOP CONTROL SUMMARY

Analyst: JJL
 Agency/Co.: Qk4
 Date Performed: 1/10/2007
 Analysis Time Period: AM Peak Hour
 Intersection: Watterson Tr @ College St
 Jurisdiction: Jeffersontown
 Units: U. S. Customary
 Analysis Year: 2006
 Project ID: Jeffersontown Access Management Study
 East/West Street: College Street
 North/South Street: Watterson Trail
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	11	783	222	0	217	94
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	12	870	246	0	241	104
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	2	0	0	2	0
Configuration	LT		TR	LT		TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	2	0	2	10	2	59
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	2	0	2	11	2	65
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/		
Lanes	0	1	0	0	1	1
Configuration	LTR			LT		R

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound			
	1 LT	4 LT	7 L	8 LTR	9 L	10 LT	11 L	12 R	
v (vph)	12	0	4			13			
C(m) (vph)	1225	633	221			251			
v/c	0.01	0.00	0.02			0.05			
95% queue length	0.03	0.00	0.06			0.16			
Control Delay	8.0	10.7	21.6			20.1			
LOS	A	B	C			C			
Approach Delay				21.6			11.4		
Approach LOS				C			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: JJJ
 Agency/Co.: Qk4
 Date Performed: 1/10/2007
 Analysis Time Period: PM Peak Hour
 Intersection: Watterson Tr @ College St
 Jurisdiction: Jeffersontown
 Units: U. S. Customary
 Analysis Year: 2006
 Project ID: Jeffersontown Access Management Study
 East/West Street: College Street
 North/South Street: Watterson Trail
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Northbound				Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R	
Volume	43	391	5	2	752	184	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly Flow Rate, HFR	47	434	5	2	835	204	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type/Storage	Undivided			/			
RT Channelized?							
Lanes	0	2	0	0	2	0	
Configuration	LT		TR	LT		TR	
Upstream Signal?	No			No			

Minor Street: Approach Movement	Westbound			Eastbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	3	0	1	57	4	201
Peak Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	3	0	1	63	4	223
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage			No	/		
Lanes	0	1	0	0	1	1
Configuration	LTR			LT		R

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	NB	SB	Westbound			Eastbound			
	1 LT	4 LT	7 L	8 LTR	9 R	10 LT	11 T	12 R	
v (vph)	47	2	4			67			
C(m) (vph)	677	1132	143			124			
v/c	0.07	0.00	0.03			0.54			
95% queue length	0.22	0.01	0.09			2.59			
Control Delay	10.7	8.2	30.9			63.9			
LOS	B	A	D			F			
Approach Delay				30.9			28.3		
Approach LOS				D			D		

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ
 Agency: Qk4
 Date: 12/6/2006
 Period: AM Peak Hour
 Project ID: Jeffersontown Study
 E/W St: Shelby / Old Taylorsville

Inter.: Watterson @ Shelby
 Area Type: CBD or Similar
 Jurisd: Jeffersontown
 Year : 2006
 N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT R			LT R		
Volume	0	4	2	18	25	63	0	608	12	4	235	13
Lane Width	12.0			12.0			12.0 12.0			12.0 12.0		
RTOR Vol	0			0			0			0		

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0				22.0			
Yellow	4.0				4.0			
All Red	0.0				0.0			

Cycle Length: 42.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 447 1633 0.01 0.27 11.1 B 11.1 B

Westbound

LTR 413 1510 0.29 0.27 12.3 B 12.3 B

Northbound

LT 875 1710 0.77 0.51 12.4 B 12.3 B
 R 762 1454 0.02 0.52 4.8 A

Southbound

LT 869 1698 0.30 0.51 6.1 A 6.0 A
 R 762 1454 0.02 0.52 4.8 A

Intersection Delay = 10.7 (sec/veh) Intersection LOS = B

HCS+: Signalized Intersections Release 5.2

Analyst: JJJ Inter.: Watterson @ Shelby
 Agency: Qk4 Area Type: CBD or Similar
 Date: 12/6/2006 Jurisd: Jeffersontown
 Period: PM Peak Hour Year : 2006
 Project ID: Jeffersontown Study
 E/W St: Shelby / Old Taylorsville N/S St: Watterson Trail

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT R			LT R		
Volume	6	8	10	18	19	37	6	268	20	9	791	65
Lane Width	12.0			12.0			12.0 12.0			12.0 12.0		
RTOR Vol	0			0			0			40		

Duration 0.25 Area Type: CBD or Similar
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0				32.1			
Yellow	4.0				4.0			
All Red	0.0				0.0			

Cycle Length: 52.1 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR	335	1516	0.08	0.22	16.2	B	16.2	B
-----	-----	------	------	------	------	---	------	---

Westbound

LTR	330	1494	0.25	0.22	17.0	B	17.0	B
-----	-----	------	------	------	------	---	------	---

Northbound

LT	1022	1685	0.30	0.61	5.0	A	5.0	A
R	896	1454	0.02	0.62	3.9	A		

Southbound

LT	1034	1704	0.86	0.61	15.7	B	15.4	B
R	896	1454	0.03	0.62	3.9	A		

Intersection Delay = 13.0 (sec/veh) Intersection LOS = B



APPENDIX B: TRAFFIC VOLUME COUNTS



QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/19/06

Cntr #: 000000102715
Site ID: 000000102715
Location: ON WATTERSON TRL. .1 MI N OF RUCKRIEGEL
Direction: POSIT

File: D0919001.prn
City: N/A
County: JEFF.

TIME	MON	TUE 19	WED 20	THU 21	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			17	13		15			15	30
02:00			11	13		12			12	24
03:00			24	26		25			25	50
04:00			20	29		24			24	49
05:00			130	121		125			125	251
06:00			420	411		415			415	831
07:00			973	977		975			975	1950
08:00			1181	1171		1176			1176	2352
09:00			674	707		690			690	1381
10:00			379	386		382			382	765
11:00			345	355		350			350	700
12:00			469	486		477			477	955
13:00		541	496			518			518	1037
14:00		512	474			493			493	986
15:00		485	424			454			454	909
16:00		451	443			447			447	894
17:00		381	410			395			395	791
18:00		544	505			524			524	1049
19:00		305	381			343			343	686
20:00		227	261			244			244	488
21:00		111	136			123			123	247
22:00		82	85			83			83	167
23:00		82	88			85			85	170
24:00		32	28			30			30	60

TOTALS	0	3753	8374	4695	0	8405	0	0	8405	16822

% AVG WKDY		44.6	99.6	55.8						
% AVG WEEK		44.6	99.6	55.8						

AM Times			08:00	08:00		08:00			08:00	
AM Peaks			1181	1171		1176			1176	

PM Times		18:00	18:00			18:00			18:00	
PM Peaks		544	505			524			524	

QK4
WEEKLY SUMMARY FOR LANE 2
Starting: 9/19/06

Cntr #: 000000102715
Site ID: 000000102715
Location: ON WATTERSON TRL. .1 MI N OF RUCKRIEGEL
Direction: NEGAT

File: D0919001.prn
City: N/A
County: JEFF.

TIME	MON	TUE 19	WED 20	THU 21	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			50	51		50			50	101
02:00			18	21		19			19	39
03:00			20	29		24			24	49
04:00			20	17		18			18	37
05:00			20	20		20			20	40
06:00			50	67		58			58	117
07:00			226	217		221			221	443
08:00			378	356		367			367	734
09:00			318	334		326			326	652
10:00			325	311		318			318	636
11:00			352	386		369			369	738
12:00			552	619		585			585	1171
13:00		521	458			489			489	979
14:00		501	457			479			479	958
15:00		716	701			708			708	1417
16:00		1063	1031			1047			1047	2094
17:00		1427	1349			1388			1388	2776
18:00		966	1102			1034			1034	2068
19:00		581	617			599			599	1198
20:00		511	493			502			502	1004
21:00		284	370			327			327	654
22:00		209	198			203			203	407
23:00		123	157			140			140	280
24:00		88	86			87			87	174
TOTALS	0	6990	9348	2428	0	9378	0	0	9378	18766
% AVG WKDY		74.5	99.6	25.8						
% AVG WEEK		74.5	99.6	25.8						
AM Times			12:00	12:00		12:00			12:00	
AM Peaks			552	619		585			585	
PM Times		17:00	17:00			17:00			17:00	
PM Peaks		1427	1349			1388			1388	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/19/06

Cntr #: 000001002315
Site ID: 000001002315
Location: ON BILLTOWN RD. 100' N OF BELLTOWER ST
Direction: POSIT

File: D0919002.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 19	WED 20	THU 21	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			35	28		31			31	63
02:00			16	19		17			17	35
03:00			16	19		17			17	35
04:00			22	26		24			24	48
05:00			85	82		83			83	167
06:00			252	229		240			240	481
07:00			591	596		593			593	1187
08:00			830	850		840			840	1680
09:00			777	828		802			802	1605
10:00			451	448		449			449	899
11:00			365	366		365			365	731
12:00		339	338			338			338	677
13:00		394	378			386			386	772
14:00		410	433			421			421	843
15:00		544	454			499			499	998
16:00		495	483			489			489	978
17:00		440	490			465			465	930
18:00		539	535			537			537	1074
19:00		435	494			464			464	929
20:00		368	362			365			365	730
21:00		260	260			260			260	520
22:00		169	192			180			180	361
23:00		132	128			130			130	260
24:00		63	79			71			71	142
TOTALS	0	4588	8066	3491	0	8066	0	0	8066	16145
% AVG WKDY		56.8	100	43.2						
% AVG WEEK		56.8	100	43.2						
AM Times		12:00	08:00	08:00		08:00			08:00	
AM Peaks		339	830	850		840			840	
PM Times		15:00	18:00			18:00			18:00	
PM Peaks		544	535			537			537	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/19/06

Cntr #: 000001002315
 Site ID: 000001002315
 Location: ON BILLTOWN RD. 100' N OF BELLTOWER ST
 Direction: NEGAT

File: D0919002.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 19	WED 20	THU 21	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			73	83		78			78	156
02:00			29	35		32			32	64
03:00			21	26		23			23	47
04:00			17	25		21			21	42
05:00			22	32		27			27	54
06:00			49	56		52			52	105
07:00			164	171		167			167	335
08:00			366	371		368			368	737
09:00			325	317		321			321	642
10:00			287	291		289			289	578
11:00			241	269		255			255	510
12:00		300	300			300			300	600
13:00		382	427			404			404	809
14:00		398	404			401			401	802
15:00		520	548			534			534	1068
16:00		739	721			730			730	1460
17:00		911	914			912			912	1825
18:00		960	1030			995			995	1990
19:00		689	760			724			724	1449
20:00		571	556			563			563	1127
21:00		486	512			499			499	998
22:00		324	329			326			326	653
23:00		200	193			196			196	393
24:00		118	130			124			124	248

TOTALS	0	6598	8418	1676	0	8341	0	0	8341	16692

% AVG WKDY		79.1	100.9	20						
% AVG WEEK		79.1	100.9	20						

AM Times		12:00	08:00	08:00		08:00			08:00	
AM Peaks		300	366	371		368			368	

PM Times		18:00	18:00			18:00			18:00	
PM Peaks		960	1030			995			995	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000000102122
Site ID: 000000102122
Location: ON EB TAYLORSVILLE RD. 75' E OF GRAND AV
Direction: EAST

File: D0926001.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			64	58		61			61	122
02:00			63	34		48			48	97
03:00			31	35		33			33	66
04:00			28	29		28			28	57
05:00			70	71		70			70	141
06:00			212	187		199			199	399
07:00			473	440		456			456	913
08:00			691	687		689			689	1378
09:00			809	755		782			782	1564
10:00			724	720		722			722	1444
11:00		692	844			768			768	1536
12:00		780	944			862			862	1724
13:00		887	917			902			902	1804
14:00		920	944			932			932	1864
15:00		1280	1261			1270			1270	2541
16:00		1454	1289			1371			1371	2743
17:00		1498	1534			1516			1516	3032
18:00		1396	1347			1371			1371	2743
19:00		1108	1121			1114			1114	2229
20:00		947	1029			988			988	1976
21:00		760	801			780			780	1561
22:00		425	374			399			399	799
23:00		181	179			180			180	360
24:00		112	113			112			112	225

TOTALS	0	12440	15862	3016	0	15653	0	0	15653	31318

% AVG WKDY		79.4	101.3	19.2						
% AVG WEEK		79.4	101.3	19.2						

AM Times		12:00	12:00	09:00		12:00			12:00	
AM Peaks		780	944	755		862			862	

PM Times		17:00	17:00			17:00			17:00	
PM Peaks		1498	1534			1516			1516	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000001002144
Site ID: 000001002144
Location: ON WB TAYLORSVILLE RD. 75' E OF GRAND AV
Direction: WEST

File: D0926002.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			31	29		30			30	60
02:00			29	17		23			23	46
03:00			21	27		24			24	48
04:00			54	50		52			52	104
05:00			140	138		139			139	278
06:00			425	409		417			417	834
07:00			919	887		903			903	1806
08:00			1027	985		1006			1006	2012
09:00			836	865		850			850	1701
10:00			696	684		690			690	1380
11:00		740	797			768			768	1537
12:00		822	783			802			802	1605
13:00		768	790			779			779	1558
14:00		724	746			735			735	1470
15:00		761	779			770			770	1540
16:00		874	802			838			838	1676
17:00		842	896			869			869	1738
18:00		874	846			860			860	1720
19:00		590	643			616			616	1233
20:00		502	552			527			527	1054
21:00		337	342			339			339	679
22:00		182	186			184			184	368
23:00		99	122			110			110	221
24:00		59	46			52			52	105
TOTALS	0	8174	12508	4091	0	12383	0	0	12383	24773
% AVG WKDY		66	101	33						
% AVG WEEK		66	101	33						
AM Times	12:00	08:00	08:00		08:00			08:00		
AM Peaks	822	1027	985		1006			1006		
PM Times	16:00	17:00			17:00			17:00		
PM Peaks	874	896			869			869		

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000001003311
 Site ID: 000001003311
 Location: ON JEFFERSON ST. 100' N OF BRUNNERS (ONE
 Direction: POSIT

File: D0926003.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			1	2		1			1	3
03:00			2	0		1			1	2
04:00			0	0		0			0	0
05:00			0	0		0			0	0
06:00			3	3		3			3	6
07:00			1	1		1			1	2
08:00			4	4		4			4	8
09:00			5	4		4			4	9
10:00			9	6		7			7	15
11:00			7	6		6			6	13
12:00		22	12			17			17	34
13:00		12	21			16			16	33
14:00		20	15			17			17	35
15:00		13	16			14			14	29
16:00		7	16			11			11	23
17:00		17	11			14			14	28
18:00		18	16			17			17	34
19:00		8	17			12			12	25
20:00		6	8			7			7	14
21:00		8	13			10			10	21
22:00		8	5			6			6	13
23:00		1	1			1			1	2
24:00		1	0			0			0	1
TOTALS	0	141	183	26	0	169	0	0	169	350
% AVG WKDY		83.4	108.2	15.3						
% AVG WEEK		83.4	108.2	15.3						
AM Times		12:00	12:00	10:00		12:00			12:00	
AM Peaks		22	12	6		17			17	
PM Times		14:00	13:00			14:00			14:00	
PM Peaks		20	21			17			17	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000000103415
Site ID: 000000103415
Location: ON JEFFERSON ST. 200' N OF TAYLORSVILLE
Direction: POSIT

File: D0926004.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	1		1			1	2
02:00			1	0		0			0	1
03:00			0	1		0			0	1
04:00			0	0		0			0	0
05:00			0	0		0			0	0
06:00			1	2		1			1	3
07:00			13	7		10			10	20
08:00			68	67		67			67	135
09:00			19	32		25			25	51
10:00			16	13		14			14	29
11:00			8	25		16			16	33
12:00		34	22			28			28	56
13:00		25	24			24			24	49
14:00		17	25			21			21	42
15:00		25	23			24			24	48
16:00		42	26			34			34	68
17:00		46	43			44			44	89
18:00		63	56			59			59	119
19:00		20	22			21			21	42
20:00		11	20			15			15	31
21:00		6	6			6			6	12
22:00		3	9			6			6	12
23:00		4	5			4			4	9
24:00		1	0			0			0	1

TOTALS	0	297	408	148	0	420	0	0	420	853

% AVG WKDY		70.7	97.1	35.2						
% AVG WEEK		70.7	97.1	35.2						

AM Times		12:00	08:00	08:00		08:00			08:00	
AM Peaks		34	68	67		67			67	

PM Times		18:00	18:00			18:00			18:00	
PM Peaks		63	56			59			59	

QK4
WEEKLY SUMMARY FOR LANE 2
Starting: 9/26/06

Cntr #: 000000103415
Site ID: 000000103415
Location: ON JEFFERSON ST. 200' N OF TAYLORSVILLE
Direction: NEGAT

File: D0926004.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	1		1			1	2
02:00			1	0		0			0	1
03:00			0	1		0			0	1
04:00			2	0		1			1	2
05:00			0	0		0			0	0
06:00			3	5		4			4	8
07:00			11	17		14			14	28
08:00			52	34		43			43	86
09:00			27	32		29			29	59
10:00			19	15		17			17	34
11:00			17	27		22			22	44
12:00		41	29			35			35	70
13:00		26	28			27			27	54
14:00		18	32			25			25	50
15:00		26	39			32			32	65
16:00		44	41			42			42	85
17:00		80	88			84			84	168
18:00		78	59			68			68	137
19:00		33	35			34			34	68
20:00		17	21			19			19	38
21:00		8	16			12			12	24
22:00		8	6			7			7	14
23:00		6	5			5			5	11
24:00		3	1			2			2	4
TOTALS	0	388	533	132	0	523	0	0	523	1053
% AVG WKDY		74.1	101.9	25.2						
% AVG WEEK		74.1	101.9	25.2						
AM Times	12:00	08:00	08:00		08:00			08:00		
AM Peaks	41	52	34		43			43		
PM Times	17:00	17:00			17:00			17:00		
PM Peaks	80	88			84			84		

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000001003515
 Site ID: 000001003515
 Location: ON PEACH ST. 200' N OF TAYLORSVILLE RD.
 Direction: POSIT

File: D0926005.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	0		0			0	1
02:00			0	0		0			0	0
03:00			0	0		0			0	0
04:00			8	0		4			4	8
05:00			5	6		5			5	11
06:00			1	5		3			3	6
07:00			28	20		24			24	48
08:00			32	34		33			33	66
09:00			17	29		23			23	46
10:00			20	29		24			24	49
11:00			19	19		19			19	38
12:00		32	32			32			32	64
13:00		21	27			24			24	48
14:00		33	26			29			29	59
15:00		26	36			31			31	62
16:00		27	36			31			31	63
17:00		26	29			27			27	55
18:00		27	30			28			28	57
19:00		23	26			24			24	49
20:00		29	20			24			24	49
21:00		7	6			6			6	13
22:00		5	5			5			5	10
23:00		3	4			3			3	7
24:00		0	0			0			0	0
TOTALS	0	259	408	142	0	399	0	0	399	809
% AVG WKDY		64.9	102.2	35.5						
% AVG WEEK		64.9	102.2	35.5						
AM Times		12:00	08:00	08:00		08:00			08:00	
AM Peaks		32	32	34		33			33	
PM Times		14:00	15:00			15:00			15:00	
PM Peaks		33	36			31			31	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000001003515
 Site ID: 000001003515
 Location: ON PEACH ST. 200' N OF TAYLORSVILLE RD.
 Direction: NEGAT

File: D0926005.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			0	0		0			0	0
03:00			0	0		0			0	0
04:00			3	0		1			1	3
05:00			2	1		1			1	3
06:00			0	2		1			1	2
07:00			4	3		3			3	7
08:00			7	11		9			9	18
09:00			4	11		7			7	15
10:00			7	7		7			7	14
11:00			13	6		9			9	19
12:00		12	28			20			20	40
13:00		12	14			13			13	26
14:00		13	12			12			12	25
15:00		16	24			20			20	40
16:00		16	32			24			24	48
17:00		35	40			37			37	75
18:00		34	26			30			30	60
19:00		5	19			12			12	24
20:00		11	15			13			13	26
21:00		8	2			5			5	10
22:00		2	2			2			2	4
23:00		1	1			1			1	2
24:00		0	0			0			0	0
TOTALS	0	165	255	41	0	227	0	0	227	461
% AVG WKDY		72.6	112.3	18						
% AVG WEEK		72.6	112.3	18						
AM Times		12:00	12:00	08:00		12:00			12:00	
AM Peaks		12	28	11		20			20	
PM Times		17:00	17:00			17:00			17:00	
PM Peaks		35	40			37			37	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000104115
 Site ID: 000000104115
 Location: ON SHELBY ST. 100' E OF PEACH ST
 Direction: EAST

File: D0926006.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			2	1		1			1	3
02:00			1	1		1			1	2
03:00			1	2		1			1	3
04:00			2	0		1			1	2
05:00			1	0		0			0	1
06:00			2	4		3			3	6
07:00			8	5		6			6	13
08:00			42	42		42			42	84
09:00			71	71		71			71	142
10:00			17	34		25			25	51
11:00			25	33		29			29	58
12:00			20	22		21			21	42
13:00		46	47			46			46	93
14:00		42	35			38			38	77
15:00		39	37			38			38	76
16:00		38	49			43			43	87
17:00		67	51			59			59	118
18:00		72	78			75			75	150
19:00		51	61			56			56	112
20:00		22	33			27			27	55
21:00		19	40			29			29	59
22:00		8	9			8			8	17
23:00		5	12			8			8	17
24:00		3	2			2			2	5
TOTALS	0	412	646	215	0	630	0	0	630	1273
% AVG WKDY		65.3	102.5	34.1						
% AVG WEEK		65.3	102.5	34.1						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			71	71		71			71	
PM Times		18:00	18:00			18:00			18:00	
PM Peaks		72	78			75			75	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000104115
 Site ID: 000000104115
 Location: ON SHELBY ST. 100' E OF PEACH ST
 Direction: WEST

File: D0926006.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			2	0		1			1	2
02:00			0	0		0			0	0
03:00			0	3		1			1	3
04:00			1	0		0			0	1
05:00			1	0		0			0	1
06:00			2	4		3			3	6
07:00			8	8		8			8	16
08:00			40	39		39			39	79
09:00			37	40		38			38	77
10:00			19	27		23			23	46
11:00			20	21		20			20	41
12:00			21	11		16			16	32
13:00		35	44			39			39	79
14:00		37	37			37			37	74
15:00		15	31			23			23	46
16:00		27	33			30			30	60
17:00		76	58			67			67	134
18:00		118	117			117			117	235
19:00		39	52			45			45	91
20:00		25	42			33			33	67
21:00		11	22			16			16	33
22:00		4	7			5			5	11
23:00		7	7			7			7	14
24:00		2	1			1			1	3

TOTALS	0	396	602	153	0	569	0	0	569	1151

% AVG WKDY		69.5	105.7	26.8						
% AVG WEEK		69.5	105.7	26.8						

AM Times			08:00	09:00		08:00			08:00	
AM Peaks			40	40		39			39	

PM Times		18:00	18:00			18:00			18:00	
PM Peaks		118	117			117			117	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000104215
 Site ID: 000000104215
 Location: ON SHELBY ST. 100' E OF WATTERSON TRL.
 Direction: EAST

File: D0926007.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			2	1		1			1	3
02:00			1	1		1			1	2
03:00			1	2		1			1	3
04:00			2	1		1			1	3
05:00			0	0		0			0	0
06:00			1	3		2			2	4
07:00			3	4		3			3	7
08:00			18	10		14			14	28
09:00			25	26		25			25	51
10:00			14	12		13			13	26
11:00			14	24		19			19	38
12:00			32	26		29			29	58
13:00		38	24			31			31	62
14:00		24	17			20			20	41
15:00		31	26			28			28	57
16:00		49	41			45			45	90
17:00		44	51			47			47	95
18:00		50	44			47			47	94
19:00		35	43			39			39	78
20:00		29	33			31			31	62
21:00		24	30			27			27	54
22:00		17	21			19			19	38
23:00		8	8			8			8	16
24:00		3	5			4			4	8
TOTALS	0	352	456	110	0	455	0	0	455	918
% AVG WKDY		77.3	100.2	24.1						
% AVG WEEK		77.3	100.2	24.1						
AM Times			12:00	09:00		12:00			12:00	
AM Peaks			32	26		29			29	
PM Times		18:00	17:00			17:00			17:00	
PM Peaks		50	51			47			47	

QK4
WEEKLY SUMMARY FOR LANE 2
Starting: 9/26/06

Cntr #: 000000104215
Site ID: 000000104215
Location: ON SHELBY ST. 100' E OF WATTERSON TRL.
Direction: WEST

File: D0926007.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			3	0		1			1	3
02:00			0	2		1			1	2
03:00			0	2		1			1	2
04:00			2	2		2			2	4
05:00			0	0		0			0	0
06:00			8	12		10			10	20
07:00			19	15		17			17	34
08:00			73	68		70			70	141
09:00			104	90		97			97	194
10:00			31	29		30			30	60
11:00			24	29		26			26	53
12:00			28	20		24			24	48
13:00		30	29			29			29	59
14:00		31	48			39			39	79
15:00		28	35			31			31	63
16:00		38	45			41			41	83
17:00		42	39			40			40	81
18:00		45	66			55			55	111
19:00		42	62			52			52	104
20:00		29	44			36			36	73
21:00		35	49			42			42	84
22:00		13	8			10			10	21
23:00		7	5			6			6	12
24:00		1	3			2			2	4
TOTALS	0	341	725	269	0	662	0	0	662	1335
% AVG WKDY		51.5	109.5	40.6						
% AVG WEEK		51.5	109.5	40.6						
AM Times			09:00	09:00		09:00		09:00		
AM Peaks			104	90		97		97		
PM Times		18:00	18:00			18:00		18:00		
PM Peaks		45	66			55		55		

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000104015
 Site ID: 000000104015
 Location: ON WATTERSON TRL. 300' N OF TAYLORSVILLE
 Direction: POSIT

File: D0926008.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			6	9		7			7	15
02:00			7	11		9			9	18
03:00			15	13		14			14	28
04:00			11	12		11			11	23
05:00			32	32		32			32	64
06:00			179	170		174			174	349
07:00			356	373		364			364	729
08:00			664	599		631			631	1263
09:00			572	528		550			550	1100
10:00			273	259		266			266	532
11:00			229	281		255			255	510
12:00			310	257		283			283	567
13:00		334	323			328			328	657
14:00		358	340			349			349	698
15:00		365	375			370			370	740
16:00		351	329			340			340	680
17:00		343	328			335			335	671
18:00		381	341			361			361	722
19:00		266	323			294			294	589
20:00		185	203			194			194	388
21:00		123	137			130			130	260
22:00		71	95			83			83	166
23:00		83	69			76			76	152
24:00		22	24			23			23	46

TOTALS	0	2882	5541	2544	0	5479	0	0	5479	10967

% AVG WKDY		52.6	101.1	46.4						
% AVG WEEK		52.6	101.1	46.4						

AM Times			08:00	08:00		08:00			08:00	
AM Peaks			664	599		631			631	

PM Times		18:00	15:00			15:00			15:00	
PM Peaks		381	375			370			370	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000104015
 Site ID: 000000104015
 Location: ON WATTERSON TRL. 300' N OF TAYLORSVILLE
 Direction: NEGAT

File: D0926008.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			53	44		48			48	97
02:00			17	29		23			23	46
03:00			21	18		19			19	39
04:00			14	16		15			15	30
05:00			12	15		13			13	27
06:00			35	39		37			37	74
07:00			98	85		91			91	183
08:00			315	291		303			303	606
09:00			369	336		352			352	705
10:00			226	209		217			217	435
11:00			238	263		250			250	501
12:00			389	354		371			371	743
13:00		420	437			428			428	857
14:00		339	332			335			335	671
15:00		433	466			449			449	899
16:00		691	715			703			703	1406
17:00		840	831			835			835	1671
18:00		855	841			848			848	1696
19:00		561	546			553			553	1107
20:00		356	423			389			389	779
21:00		294	368			331			331	662
22:00		194	135			164			164	329
23:00		116	111			113			113	227
24:00		98	102			100			100	200

TOTALS	0	5197	7094	1699	0	6987	0	0	6987	13990

% AVG WKDY		74.3	101.5	24.3						
% AVG WEEK		74.3	101.5	24.3						

AM Times			12:00	12:00		12:00			12:00	
AM Peaks			389	354		371			371	

PM Times		18:00	18:00			18:00			18:00	
PM Peaks		855	841			848			848	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000001003615
Site ID: 000001003615
Location: ON GRAPE ST. 75' E OF PEACH ST.
Direction: EAST

File: D0926009.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			1	0		0			0	1
03:00			0	0		0			0	0
04:00			1	0		0			0	1
05:00			2	2		2			2	4
06:00			2	6		4			4	8
07:00			7	3		5			5	10
08:00			8	5		6			6	13
09:00			6	13		9			9	19
10:00			13	12		12			12	25
11:00			10	12		11			11	22
12:00			26	22		24			24	48
13:00		25	14			19			19	39
14:00		16	13			14			14	29
15:00		18	15			16			16	33
16:00		15	42			28			28	57
17:00		32	32			32			32	64
18:00		33	30			31			31	63
19:00		20	28			24			24	48
20:00		14	16			15			15	30
21:00		5	16			10			10	21
22:00		3	2			2			2	5
23:00		3	4			3			3	7
24:00		1	0			0			0	1
TOTALS	0	185	288	75	0	267	0	0	267	548
% AVG WKDY		69.2	107.8	28						
% AVG WEEK		69.2	107.8	28						
AM Times			12:00	12:00		12:00			12:00	
AM Peaks			26	22		24			24	
PM Times		18:00	16:00			17:00			17:00	
PM Peaks		33	42			32			32	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000001003615
 Site ID: 000001003615
 Location: ON GRAPE ST. 75' E OF PEACH ST.
 Direction: WEST

File: D0926009.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			0	0		0			0	0
03:00			0	0		0			0	0
04:00			2	0		1			1	2
05:00			1	0		0			0	1
06:00			0	2		1			1	2
07:00			0	0		0			0	0
08:00			4	2		3			3	6
09:00			7	8		7			7	15
10:00			7	5		6			6	12
11:00			13	13		13			13	26
12:00			22	28		25			25	50
13:00		21	13			17			17	34
14:00		14	13			13			13	27
15:00		21	24			22			22	45
16:00		25	46			35			35	71
17:00		29	36			32			32	65
18:00		29	37			33			33	66
19:00		21	26			23			23	47
20:00		14	12			13			13	26
21:00		13	10			11			11	23
22:00		3	2			2			2	5
23:00		1	0			0			0	1
24:00		0	0			0			0	0
TOTALS	0	191	275	58	0	257	0	0	257	524
% AVG WKDY		74.3	107	22.5						
% AVG WEEK		74.3	107	22.5						
AM Times			12:00	12:00		12:00			12:00	
AM Peaks			22	28		25			25	
PM Times		17:00	16:00			16:00			16:00	
PM Peaks		29	46			35			35	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000001003715
Site ID: 000001003715
Location: ON GRAPE ST. 50' E OF WATTERSON TRL.
Direction: EAST

File: D0926010.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	1		0			0	1
02:00			1	0		0			0	1
03:00			0	1		0			0	1
04:00			0	0		0			0	0
05:00			1	1		1			1	2
06:00			1	1		1			1	2
07:00			1	1		1			1	2
08:00			2	3		2			2	5
09:00			8	4		6			6	12
10:00			3	4		3			3	7
11:00			0	2		1			1	2
12:00			6	1		3			3	7
13:00		3	4			3			3	7
14:00		1	3			2			2	4
15:00		7	2			4			4	9
16:00		5	1			3			3	6
17:00		2	5			3			3	7
18:00		2	2			2			2	4
19:00		4	5			4			4	9
20:00		3	1			2			2	4
21:00		0	3			1			1	3
22:00		5	0			2			2	5
23:00		3	1			2			2	4
24:00		1	0			0			0	1
TOTALS	0	36	50	19	0	46	0	0	46	105
% AVG WKDY		78.2	108.6	41.3						
% AVG WEEK		78.2	108.6	41.3						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			8	4		6			6	
PM Times		15:00	17:00			15:00			15:00	
PM Peaks		7	5			4			4	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000001003715
 Site ID: 000001003715
 Location: ON GRAPE ST. 50' E OF WATTERSON TRL.
 Direction: WEST

File: D0926010.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			1	1		1			1	2
03:00			0	0		0			0	0
04:00			0	0		0			0	0
05:00			0	0		0			0	0
06:00			0	0		0			0	0
07:00			3	2		2			2	5
08:00			1	1		1			1	2
09:00			8	9		8			8	17
10:00			2	4		3			3	6
11:00			2	5		3			3	7
12:00			2	6		4			4	8
13:00		4	7			5			5	11
14:00		3	4			3			3	7
15:00		6	3			4			4	9
16:00		6	2			4			4	8
17:00		5	2			3			3	7
18:00		2	4			3			3	6
19:00		1	4			2			2	5
20:00		5	4			4			4	9
21:00		3	2			2			2	5
22:00		2	0			1			1	2
23:00		1	0			0			0	1
24:00		1	1			1			1	2
TOTALS	0	39	52	28	0	54	0	0	54	119
% AVG WKDY		72.2	96.2	51.8						
% AVG WEEK		72.2	96.2	51.8						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			8	9		8			8	
PM Times		15:00	13:00			13:00			13:00	
PM Peaks		6	7			5			5	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000103915
 Site ID: 000000103915
 Location: ON EASTVIEW ST. 100' N OF TAYLORSVILLE R
 Direction: POSIT

File: D0926011.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	1		0			0	1
02:00			2	1		1			1	3
03:00			4	0		2			2	4
04:00			2	0		1			1	2
05:00			2	3		2			2	5
06:00			1	2		1			1	3
07:00			4	1		2			2	5
08:00			9	8		8			8	17
09:00			21	15		18			18	36
10:00			20	11		15			15	31
11:00			9	8		8			8	17
12:00			9	15		12			12	24
13:00			10	20		15			15	30
14:00		13	7			10			10	20
15:00		10	2			6			6	12
16:00		12	15			13			13	27
17:00		15	19			17			17	34
18:00		18	17			17			17	35
19:00		16	19			17			17	35
20:00		20	12			16			16	32
21:00		6	7			6			6	13
22:00		12	8			10			10	20
23:00		8	5			6			6	13
24:00		2	1			1			1	3
TOTALS	0	132	205	85	0	204	0	0	204	422
% AVG WKDY		64.7	100.4	41.6						
% AVG WEEK		64.7	100.4	41.6						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			21	15		18			18	
PM Times		20:00	17:00	13:00		17:00			17:00	
PM Peaks		20	19	20		17			17	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000103915
 Site ID: 000000103915
 Location: ON EASTVIEW ST. 100' N OF TAYLORSVILLE R
 Direction: NEGAT

File: D0926011.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	1		0			0	1
02:00			1	2		1			1	3
03:00			2	1		1			1	3
04:00			2	0		1			1	2
05:00			0	0		0			0	0
06:00			2	3		2			2	5
07:00			9	2		5			5	11
08:00			10	4		7			7	14
09:00			13	7		10			10	20
10:00			8	8		8			8	16
11:00			11	9		10			10	20
12:00			17	13		15			15	30
13:00			12	21		16			16	33
14:00		22	14			18			18	36
15:00		13	7			10			10	20
16:00		10	11			10			10	21
17:00		17	9			13			13	26
18:00		13	12			12			12	25
19:00		11	16			13			13	27
20:00		14	10			12			12	24
21:00		6	15			10			10	21
22:00		5	5			5			5	10
23:00		4	5			4			4	9
24:00		2	2			2			2	4
TOTALS	0	117	193	71	0	185	0	0	185	381
% AVG WKDY		63.2	104.3	38.3						
% AVG WEEK		63.2	104.3	38.3						
AM Times			12:00	12:00		12:00			12:00	
AM Peaks			17	13		15			15	
PM Times		14:00	19:00	13:00		14:00			14:00	
PM Peaks		22	16	21		18			18	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000103815
 Site ID: 000000103815
 Location: ON NEAL ST. 150' N OF TAYLORSVILLE RD.
 Direction: POSIT

File: D0926012.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	1		0			0	1
02:00			3	0		1			1	3
03:00			0	1		0			0	1
04:00			0	0		0			0	0
05:00			0	0		0			0	0
06:00			0	0		0			0	0
07:00			3	1		2			2	4
08:00			0	2		1			1	2
09:00			4	9		6			6	13
10:00			7	8		7			7	15
11:00			7	10		8			8	17
12:00			7	13		10			10	20
13:00			15	13		14			14	28
14:00		7	7			7			7	14
15:00		5	8			6			6	13
16:00		8	6			7			7	14
17:00		12	12			12			12	24
18:00		12	24			18			18	36
19:00		15	13			14			14	28
20:00		7	19			13			13	26
21:00		1	5			3			3	6
22:00		1	2			1			1	3
23:00		0	1			0			0	1
24:00		4	0			2			2	4
TOTALS	0	72	143	58	0	132	0	0	132	273
% AVG WKDY		54.5	108.3	43.9						
% AVG WEEK		54.5	108.3	43.9						
AM Times			10:00	12:00		12:00			12:00	
AM Peaks			7	13		10			10	
PM Times		19:00	18:00	13:00		18:00			18:00	
PM Peaks		15	24	13		18			18	

QK4
WEEKLY SUMMARY FOR LANE 2
Starting: 9/26/06

Cntr #: 000000103815
Site ID: 000000103815
Location: ON NEAL ST. 150' N OF TAYLORSVILLE RD.
Direction: NEGAT

File: D0926012.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			3	0		1			1	3
03:00			0	0		0			0	0
04:00			0	0		0			0	0
05:00			1	0		0			0	1
06:00			0	0		0			0	0
07:00			0	0		0			0	0
08:00			3	1		2			2	4
09:00			6	7		6			6	13
10:00			2	8		5			5	10
11:00			9	9		9			9	18
12:00			7	11		9			9	18
13:00			7	7		7			7	14
14:00		7	9			8			8	16
15:00		4	2			3			3	6
16:00		6	3			4			4	9
17:00		2	8			5			5	10
18:00		13	14			13			13	27
19:00		3	3			3			3	6
20:00		7	4			5			5	11
21:00		5	11			8			8	16
22:00		0	1			0			0	1
23:00		0	0			0			0	0
24:00		1	1			1			1	2
TOTALS	0	48	94	43	0	89	0	0	89	185
% AVG WKDY		53.9	105.6	48.3						
% AVG WEEK		53.9	105.6	48.3						
AM Times			11:00	12:00		11:00		11:00		
AM Peaks			9	11		9		9		
PM Times		18:00	18:00	13:00		18:00		18:00		
PM Peaks		13	14	7		13		13		

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000000103115
Site ID: 000000103115
Location: ON NEAL ST 75' S OF TAYLORSVILLE RD.
Direction: POSIT

File: D0926013.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			3	0		1			1	3
02:00			6	0		3			3	6
03:00			1	0		0			0	1
04:00			0	2		1			1	2
05:00			0	0		0			0	0
06:00			1	2		1			1	3
07:00			2	0		1			1	2
08:00			12	7		9			9	19
09:00			10	7		8			8	17
10:00			13	14		13			13	27
11:00			7	22		14			14	29
12:00			14	18		16			16	32
13:00			20	12		16			16	32
14:00		32	13			22			22	45
15:00		35	17			26			26	52
16:00		50	26			38			38	76
17:00		40	10			25			25	50
18:00		21	18			19			19	39
19:00		11	8			9			9	19
20:00		12	14			13			13	26
21:00		5	4			4			4	9
22:00		6	3			4			4	9
23:00		1	1			1			1	2
24:00		2	2			2			2	4
TOTALS	0	215	205	84	0	246	0	0	246	504
% AVG WKDY		87.3	83.3	34.1						
% AVG WEEK		87.3	83.3	34.1						
AM Times			12:00	11:00		12:00			12:00	
AM Peaks			14	22		16			16	
PM Times		16:00	16:00	13:00		16:00			16:00	
PM Peaks		50	26	12		38			38	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000103115
 Site ID: 000000103115
 Location: ON NEAL ST 75' S OF TAYLORSVILLE RD.
 Direction: NEGAT

File: D0926013.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	0		0			0	1
02:00			3	0		1			1	3
03:00			0	1		0			0	1
04:00			0	0		0			0	0
05:00			0	1		0			0	1
06:00			0	0		0			0	0
07:00			4	4		4			4	8
08:00			22	10		16			16	32
09:00			13	25		19			19	38
10:00			10	8		9			9	18
11:00			3	8		5			5	11
12:00			10	11		10			10	21
13:00			8	9		8			8	17
14:00		14	13			13			13	27
15:00		18	16			17			17	34
16:00		24	9			16			16	33
17:00		15	9			12			12	24
18:00		14	13			13			13	27
19:00		5	2			3			3	7
20:00		12	6			9			9	18
21:00		2	8			5			5	10
22:00		6	1			3			3	7
23:00		2	1			1			1	3
24:00		0	0			0			0	0
TOTALS	0	112	152	77	0	164	0	0	164	341
% AVG WKDY		68.2	92.6	46.9						
% AVG WEEK		68.2	92.6	46.9						
AM Times			08:00	09:00		09:00			09:00	
AM Peaks			22	25		19			19	
PM Times		16:00	15:00	13:00		15:00			15:00	
PM Peaks		24	16	9		17			17	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000103015
 Site ID: 000000103015
 Location: ON WATTERSON TRL. 100' N OF COLLEGE ST
 Direction: POSIT

File: D0926014.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			9	17		13			13	26
02:00			20	15		17			17	35
03:00			26	21		23			23	47
04:00			23	14		18			18	37
05:00			71	65		68			68	136
06:00			238	228		233			233	466
07:00			543	551		547			547	1094
08:00			764	736		750			750	1500
09:00			600	597		598			598	1197
10:00			368	373		370			370	741
11:00			345	330		337			337	675
12:00			364	354		359			359	718
13:00			372	395		383			383	767
14:00		414	416			415			415	830
15:00		435	451			443			443	886
16:00		441	455			448			448	896
17:00		549	508			528			528	1057
18:00		511	516			513			513	1027
19:00		349	353			351			351	702
20:00		280	301			290			290	581
21:00		169	192			180			180	361
22:00		134	126			130			130	260
23:00		88	74			81			81	162
24:00		32	36			34			34	68
TOTALS	0	3402	7171	3696	0	7129	0	0	7129	14269
% AVG WKDY		47.7	100.5	51.8						
% AVG WEEK		47.7	100.5	51.8						
AM Times			08:00	08:00		08:00			08:00	
AM Peaks			764	736		750			750	
PM Times		17:00	18:00	13:00		17:00			17:00	
PM Peaks		549	516	395		528			528	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000103015
 Site ID: 000000103015
 Location: ON WATTERSON TRL. 100' N OF COLLEGE ST
 Direction: NEGAT

File: D0926014.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			49	43		46			46	92
02:00			27	31		29			29	58
03:00			19	17		18			18	36
04:00			13	21		17			17	34
05:00			20	19		19			19	39
06:00			52	41		46			46	93
07:00			156	149		152			152	305
08:00			295	288		291			291	583
09:00			394	362		378			378	756
10:00			229	236		232			232	465
11:00			284	266		275			275	550
12:00			389	328		358			358	717
13:00			362	360		361			361	722
14:00		402	375			388			388	777
15:00		496	537			516			516	1033
16:00		801	786			793			793	1587
17:00		946	969			957			957	1915
18:00		873	816			844			844	1689
19:00		478	446			462			462	924
20:00		414	489			451			451	903
21:00		325	371			348			348	696
22:00		226	168			197			197	394
23:00		132	125			128			128	257
24:00		87	74			80			80	161
TOTALS	0	5180	7445	2161	0	7386	0	0	7386	14786
% AVG WKDY		70.1	100.7	29.2						
% AVG WEEK		70.1	100.7	29.2						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			394	362		378			378	
PM Times		17:00	17:00	13:00		17:00			17:00	
PM Peaks		946	969	360		957			957	

QK4
WEEKLY SUMMARY FOR LANE 1
Starting: 9/26/06

Cntr #: 000000103015
Site ID: 000000103015
Location: ON WATTERSON TRL. 100' N OF COLLEGE ST
Direction: POSIT

File: D0926014.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			9	17		13			13	26
02:00			20	15		17			17	35
03:00			26	21		23			23	47
04:00			23	14		18			18	37
05:00			71	65		68			68	136
06:00			238	228		233			233	466
07:00			543	551		547			547	1094
08:00			764	736		750			750	1500
09:00			600	597		598			598	1197
10:00			368	373		370			370	741
11:00			345	330		337			337	675
12:00			364	354		359			359	718
13:00			372	395		383			383	767
14:00		414	416			415			415	830
15:00		435	451			443			443	886
16:00		441	455			448			448	896
17:00		549	508			528			528	1057
18:00		511	516			513			513	1027
19:00		349	353			351			351	702
20:00		280	301			290			290	581
21:00		169	192			180			180	361
22:00		134	126			130			130	260
23:00		88	74			81			81	162
24:00		32	36			34			34	68
TOTALS	0	3402	7171	3696	0	7129	0	0	7129	14269
% AVG WKDY		47.7	100.5	51.8						
% AVG WEEK		47.7	100.5	51.8						
AM Times			08:00	08:00		08:00			08:00	
AM Peaks			764	736		750			750	
PM Times		17:00	18:00	13:00		17:00			17:00	
PM Peaks		549	516	395		528			528	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000103015
 Site ID: 000000103015
 Location: ON WATTERSON TRL. 100' N OF COLLEGE ST
 Direction: NEGAT

File: D0926014.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			49	43		46			46	92
02:00			27	31		29			29	58
03:00			19	17		18			18	36
04:00			13	21		17			17	34
05:00			20	19		19			19	39
06:00			52	41		46			46	93
07:00			156	149		152			152	305
08:00			295	288		291			291	583
09:00			394	362		378			378	756
10:00			229	236		232			232	465
11:00			284	266		275			275	550
12:00			389	328		358			358	717
13:00			362	360		361			361	722
14:00		402	375			388			388	777
15:00		496	537			516			516	1033
16:00		801	786			793			793	1587
17:00		946	969			957			957	1915
18:00		873	816			844			844	1689
19:00		478	446			462			462	924
20:00		414	489			451			451	903
21:00		325	371			348			348	696
22:00		226	168			197			197	394
23:00		132	125			128			128	257
24:00		87	74			80			80	161
TOTALS	0	5180	7445	2161	0	7386	0	0	7386	14786
% AVG WKDY		70.1	100.7	29.2						
% AVG WEEK		70.1	100.7	29.2						
AM Times			09:00	09:00		09:00			09:00	
AM Peaks			394	362		378			378	
PM Times		17:00	17:00	13:00		17:00			17:00	
PM Peaks		946	969	360		957			957	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000102915
 Site ID: 000000102915
 Location: ON COLLEGE ST. 75' E OF PEACH ST.
 Direction: EAST

File: D0926015.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			15	12		13			13	27
02:00			11	6		8			8	17
03:00			10	3		6			6	13
04:00			8	3		5			5	11
05:00			12	13		12			12	25
06:00			23	25		24			24	48
07:00			70	68		69			69	138
08:00			88	69		78			78	157
09:00			95	103		99			99	198
10:00			86	94		90			90	180
11:00			121	116		118			118	237
12:00			124	122		123			123	246
13:00			144	116		130			130	260
14:00		153	168			160			160	321
15:00		191	188			189			189	379
16:00		173	190			181			181	363
17:00		218	180			199			199	398
18:00		208	176			192			192	384
19:00		181	169			175			175	350
20:00		166	152			159			159	318
21:00		126	135			130			130	261
22:00		75	67			71			71	142
23:00		28	31			29			29	59
24:00		14	13			13			13	27
TOTALS	0	1533	2276	750	0	2273	0	0	2273	4559
% AVG WKDY		67.4	100.1	32.9						
% AVG WEEK		67.4	100.1	32.9						
AM Times			12:00	12:00		12:00			12:00	
AM Peaks			124	122		123			123	
PM Times		17:00	16:00	13:00		17:00			17:00	
PM Peaks		218	190	116		199			199	

QK4
 WEEKLY SUMMARY FOR LANE 2
 Starting: 9/26/06

Cntr #: 000000102915
 Site ID: 000000102915
 Location: ON COLLEGE ST. 75' E OF PEACH ST.
 Direction: WEST

File: D0926015.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			7	2		4			4	9
02:00			2	1		1			1	3
03:00			5	4		4			4	9
04:00			11	9		10			10	20
05:00			18	27		22			22	45
06:00			61	62		61			61	123
07:00			200	195		197			197	395
08:00			259	266		262			262	525
09:00			226	185		205			205	411
10:00			140	125		132			132	265
11:00			138	101		119			119	239
12:00			119	97		108			108	216
13:00			137	124		130			130	261
14:00		152	110			131			131	262
15:00		140	150			145			145	290
16:00		155	152			153			153	307
17:00		168	169			168			168	337
18:00		187	167			177			177	354
19:00		127	129			128			128	256
20:00		79	93			86			86	172
21:00		53	55			54			54	108
22:00		30	29			29			29	59
23:00		24	22			23			23	46
24:00		14	14			14			14	28

TOTALS	0	1129	2413	1198	0	2363	0	0	2363	4740

% AVG WKDY		47.7	102.1	50.6						
% AVG WEEK		47.7	102.1	50.6						

AM Times			08:00	08:00		08:00			08:00	
AM Peaks			259	266		262			262	

PM Times		18:00	17:00	13:00		18:00			18:00	
PM Peaks		187	169	124		177			177	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000102815
 Site ID: 000000102815
 Location: ON MAPLE ST. 250' E OF LOCUST ST
 Direction: EAST

File: D0926016.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			3	4		3			3	7
02:00			0	6		3			3	6
03:00			5	2		3			3	7
04:00			1	1		1			1	2
05:00			2	2		2			2	4
06:00			6	5		5			5	11
07:00			20	21		20			20	41
08:00			79	80		79			79	159
09:00			56	50		53			53	106
10:00			90	78		84			84	168
11:00			45	28		36			36	73
12:00			31	40		35			35	71
13:00			42	38		40			40	80
14:00			46	40		43			43	86
15:00		74	72			73			73	146
16:00		93	75			84			84	168
17:00		132	175			153			153	307
18:00		132	162			147			147	294
19:00		92	99			95			95	191
20:00		68	66			67			67	134
21:00		54	60			57			57	114
22:00		48	41			44			44	89
23:00		29	26			27			27	55
24:00		10	6			8			8	16
TOTALS	0	732	1208	395	0	1162	0	0	1162	2335
% AVG WKDY		62.9	103.9	33.9						
% AVG WEEK		62.9	103.9	33.9						
AM Times			10:00	08:00		10:00			10:00	
AM Peaks			90	80		84			84	
PM Times		17:00	17:00	14:00		17:00			17:00	
PM Peaks		132	175	40		153			153	

QK4
WEEKLY SUMMARY FOR LANE 2
Starting: 9/26/06

Cntr #: 000000102815
Site ID: 000000102815
Location: ON MAPLE ST. 250' E OF LOCUST ST
Direction: WEST

File: D0926016.prn
City: J-TOWN
County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			5	8		6			6	13
02:00			4	11		7			7	15
03:00			8	4		6			6	12
04:00			3	2		2			2	5
05:00			3	5		4			4	8
06:00			16	10		13			13	26
07:00			36	30		33			33	66
08:00			107	118		112			112	225
09:00			86	78		82			82	164
10:00			123	122		122			122	245
11:00			37	51		44			44	88
12:00			53	30		41			41	83
13:00			48	46		47			47	94
14:00			63	52		57			57	115
15:00		89	66			77			77	155
16:00		97	122			109			109	219
17:00		120	124			122			122	244
18:00		97	113			105			105	210
19:00		128	93			110			110	221
20:00		62	70			66			66	132
21:00		49	73			61			61	122
22:00		38	31			34			34	69
23:00		29	24			26			26	53
24:00		15	16			15			15	31
TOTALS	0	724	1324	567	0	1301	0	0	1301	2615
% AVG WKDY		55.6	101.7	43.5						
% AVG WEEK		55.6	101.7	43.5						
AM Times			10:00	10:00		10:00			10:00	
AM Peaks			123	122		122			122	
PM Times		19:00	17:00	14:00		17:00			17:00	
PM Peaks		128	124	52		122			122	

QK4
 WEEKLY SUMMARY FOR LANE 1
 Starting: 9/26/06

Cntr #: 000000103233
 Site ID: 000000103233
 Location: ON PEACH ST. 75' N OF BRUNNERS (ONE WAY)
 Direction: NEGAT

File: D0926017.prn
 City: J-TOWN
 County: JEFF.

TIME	MON	TUE 26	WED 27	THU 28	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	0		0			0	1
02:00			0	2		1			1	2
03:00			1	1		1			1	2
04:00			0	0		0			0	0
05:00			0	0		0			0	0
06:00			2	1		1			1	3
07:00			7	4		5			5	11
08:00			9	7		8			8	16
09:00			24	33		28			28	57
10:00			22	43		32			32	65
11:00			45	41		43			43	86
12:00			49	42		45			45	91
13:00			47	45		46			46	92
14:00			80	50		65			65	130
15:00		55	52			53			53	107
16:00		79	64			71			71	143
17:00		53	47			50			50	100
18:00		36	34			35			35	70
19:00		21	21			21			21	42
20:00		10	9			9			9	19
21:00		9	19			14			14	28
22:00		4	7			5			5	11
23:00		4	4			4			4	8
24:00		0	0			0			0	0
TOTALS	0	271	544	269	0	537	0	0	537	1084
% AVG WKDY		50.4	101.3	50						
% AVG WEEK		50.4	101.3	50						
AM Times			12:00	10:00		12:00			12:00	
AM Peaks			49	43		45			45	
PM Times		16:00	14:00	14:00		16:00			16:00	
PM Peaks		79	80	50		71			71	

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON RUCKREIGEL PKWY 0.10 MI E OF BILLTOWN
Location Code 242
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 10:58
Recording Start ... 09/19/ 6 11:00
Recording End 09/21/ 6 11:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 1
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
											349	384	378	545	543	508	642	364	309	220	146	95	41	4524

AM Peak Hour 11:00 to 12:00 (349 vehicles)

PM Peak Hour 17:00 to 18:00 (642 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
33	15	15	21	64	194	375	545	510	317	267	364	353	326	476	471	495	592	363	315	258	168	97	40	6674

AM Peak Hour 07:00 to 08:00 (545 vehicles)

PM Peak Hour 17:00 to 18:00 (592 vehicles)

Thursday 09/21/06 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
19	15	14	24	66	195	397	563	460	315	282														2350

AM Peak Hour 07:00 to 08:00 (563 vehicles)

PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON RUCK PKWY 0.10 MI E OF BILLTOWN
Location Code 244
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 11:59
Recording Start ... 09/20/ 6 11:00
Recording End 09/21/ 6 11:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 26
Channel 1
Divide By 2
Summation No
Two-Way No

Wednesday 09/20/ 6 Channel: 1 Direction: W

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
											343	456	477	500	665	674	819	968	572	407	366	190	130	6567

AM Peak Hour 11:00 to 12:00 (343 vehicles)

PM Peak Hour 18:00 to 19:00 (968 vehicles)

Thursday 09/21/06 Channel: 1 Direction: W

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
76	27	18	18	27	57	74	357	484	457	400														1995

AM Peak Hour 08:00 to 09:00 (484 vehicles)

PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON RUCK PKWY 0.10 MI N OF TVILLE RD
Location Code 261
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 11:58
Recording Start ... 09/19/ 6 12:00
Recording End 09/21/ 6 12:00
Sample Time 60 Minutes
Operator Number ... 21182
Machine Number 2
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: N

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals				
																318	274	336	295	270	363	232	158	87	51	44	31	2459

AM Peak Hour N/A
PM Peak Hour 17:00 to 18:00 (363 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: N

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
12	18	8	17	59	191	421	648	495	278	211	234	312	286	268	268	246	500	274	135	97	61	61	21	5121

AM Peak Hour 07:00 to 08:00 (648 vehicles)
PM Peak Hour 17:00 to 18:00 (500 vehicles)

Thursday 09/21/06 Channel: 1 Direction: N

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
13	6	12	22	60	181	420	663	528	266	214	261													2646

AM Peak Hour 07:00 to 08:00 (663 vehicles)
PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON RUCK PKWY 0.10 MI N OF TVILLE RD.
Location Code 263
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 11:59
Recording Start ... 09/19/ 6 12:00
Recording End 09/21/ 6 12:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 13
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>				
																313	265	334	501	656	600	410	325	259	177	85	50	3975

AM Peak Hour N/A
PM Peak Hour 16:00 to 17:00 (656 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
39	17	8	20	14	15	59	145	161	148	209	226	280	292	293	475	600	727	438	302	294	159	79	60	5060

AM Peak Hour 11:00 to 12:00 (226 vehicles)
PM Peak Hour 17:00 to 18:00 (727 vehicles)

Thursday 09/21/06 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>	
45	14	14	15	8	26	51	117	160	183	197	283														1113

AM Peak Hour 11:00 to 12:00 (283 vehicles)
PM Peak Hour N/A

Volume Count Report

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Location ON TVILLE RD 0.10 E OF RUCK PRKWY
Location Code 252
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 11:58
Recording Start ... 09/19/ 6 12:00
Recording End 09/21/ 6 12:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 10
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>				
																440	522	562	687	847	979	868	537	566	339	218	126	6691

AM Peak Hour N/A
PM Peak Hour 17:00 to 18:00 (979 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
51	24	19	19	30	63	133	343	407	413	367	417	452	445	576	700	783	964	862	650	564	399	228	101	9010

AM Peak Hour 11:00 to 12:00 (417 vehicles)
PM Peak Hour 17:00 to 18:00 (964 vehicles)

Thursday 09/21/06 Channel: 1 Direction: E

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>	
66	27	20	16	26	62	136	319	406	361	344	440														2223

AM Peak Hour 11:00 to 12:00 (440 vehicles)
PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON TVILLE RD 0.10 MI E OF RUCK PKWY
Location Code 254
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 11:59
Recording Start ... 09/19/ 6 12:00
Recording End 09/21/ 6 12:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 21
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: W

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
												469	466	463	544	578	643	525	454	307	164	105	83	4801

AM Peak Hour N/A
PM Peak Hour 17:00 to 18:00 (643 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: W

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
27	27	13	19	41	129	315	772	806	579	453	439	482	467	447	554	493	731	620	488	346	231	120	90	8689

AM Peak Hour 08:00 to 09:00 (806 vehicles)
PM Peak Hour 17:00 to 18:00 (731 vehicles)

Thursday 09/21/06 Channel: 1 Direction: W

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
31	17	9	14	40	135	287	761	776	558	434	464													3526

AM Peak Hour 08:00 to 09:00 (776 vehicles)
PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON WATTERSON TR 50' N OF BROWN
 Location Code 223
 Jurisdiction JEFFESONTOWN
 Recorder Set 09/19/06 10:58
 Recording Start ... 09/19/ 6 11:00
 Recording End 09/21/ 6 11:00
 Sample Time 60 Minutes
 Operator Number ... 2118
 Machine Number 23
 Channel 1
 Divide By 2
 Summation No
 Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
											242	314	309	356	468	591	787	520	397	310	209	155	82	4740

AM Peak Hour 11:00 to 12:00 (242 vehicles)
 PM Peak Hour 17:00 to 18:00 (787 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
54	21	18	13	17	64	90	336	336	268	212	234	317	294	346	505	615	752	618	398	333	268	144	110	6363

AM Peak Hour 07:00 to 08:00 (336 vehicles)
 PM Peak Hour 17:00 to 18:00 (752 vehicles)

Thursday 09/21/06 Channel: 1 Direction: S

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>																									
																									49	21	21	15	17	66	96	314	337	278	225														1439
49	21	21	15	17	66	96	314	337	278	225														1439																									

AM Peak Hour 08:00 to 09:00 (337 vehicles)
 PM Peak Hour N/A

Volume Count Report

Generated by MSC3000 Version 2.021 Alpha(Nov 29 1995 08:54:16) Copyright 1990-1993 Mitron

Location ON WATTERSON TR 50' N OF BROWN.
Location Code 221
Jurisdiction JEFFERSONTOWN
Recorder Set 09/19/06 10:59
Recording Start ... 09/19/ 6 11:00
Recording End 09/21/ 6 11:00
Sample Time 60 Minutes
Operator Number ... 2118
Machine Number 4
Channel 1
Divide By 2
Summation No
Two-Way No

Tuesday 09/19/ 6 Channel: 1 Direction: N

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
											256	260	314	343	378	410	495	375	284	210	117	87	46	3575

AM Peak Hour 11:00 to 12:00 (256 vehicles)

PM Peak Hour 17:00 to 18:00 (495 vehicles)

Wednesday 09/20/06 Channel: 1 Direction: N

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
35	16	18	9	27	94	221	633	539	331	239	220	270	279	292	409	378	454	400	290	234	151	89	53	5681

AM Peak Hour 07:00 to 08:00 (633 vehicles)

PM Peak Hour 17:00 to 18:00 (454 vehicles)

Thursday 09/21/06 Channel: 1 Direction: N

<u>0100</u>	<u>0200</u>	<u>0300</u>	<u>0400</u>	<u>0500</u>	<u>0600</u>	<u>0700</u>	<u>0800</u>	<u>0900</u>	<u>1000</u>	<u>1100</u>	<u>1200</u>	<u>1300</u>	<u>1400</u>	<u>1500</u>	<u>1600</u>	<u>1700</u>	<u>1800</u>	<u>1900</u>	<u>2000</u>	<u>2100</u>	<u>2200</u>	<u>2300</u>	<u>2400</u>	<u>Totals</u>
23	14	13	9	25	102	210	640	526	334	250														2146

AM Peak Hour 07:00 to 08:00 (640 vehicles)

PM Peak Hour N/A

