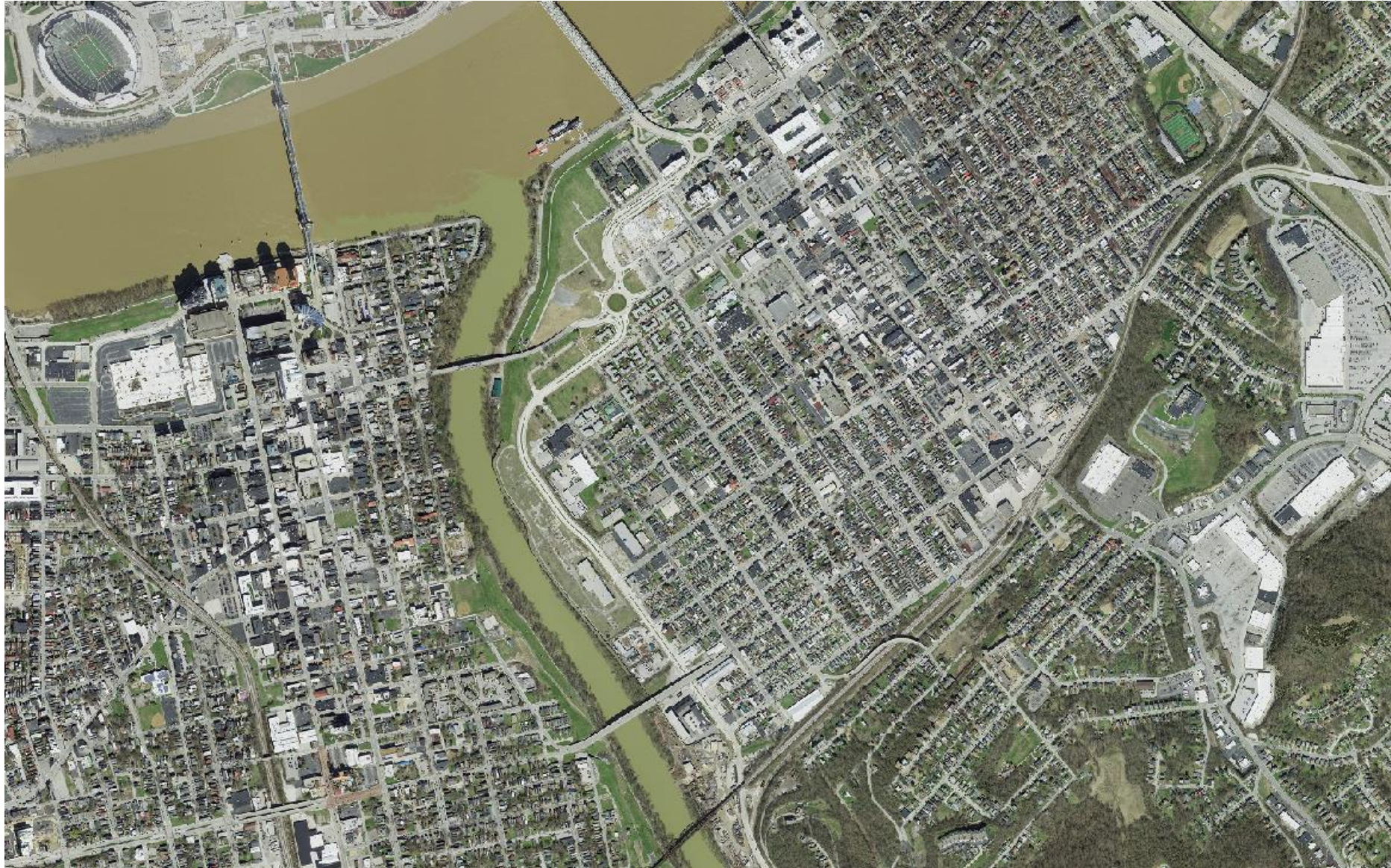


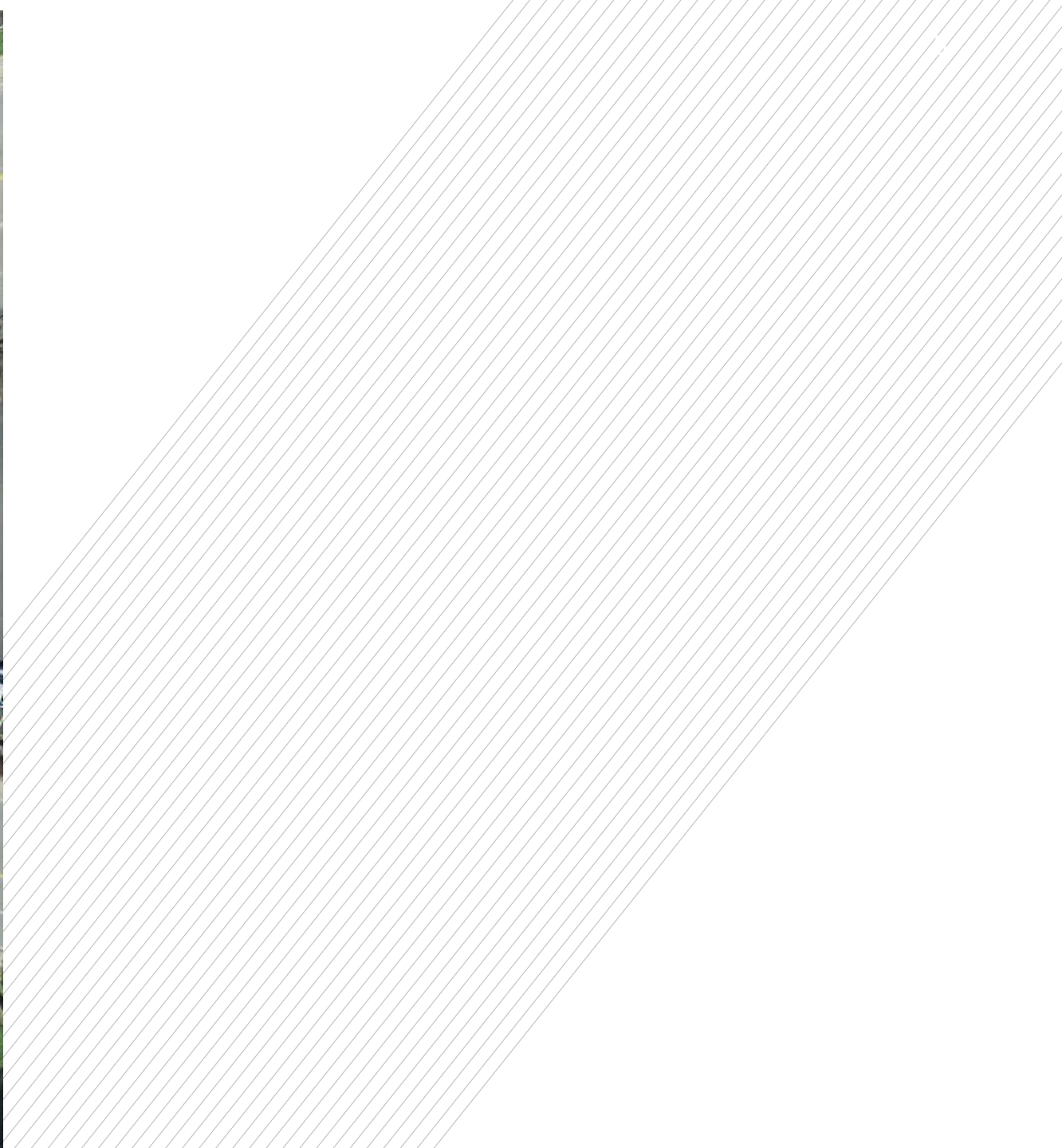
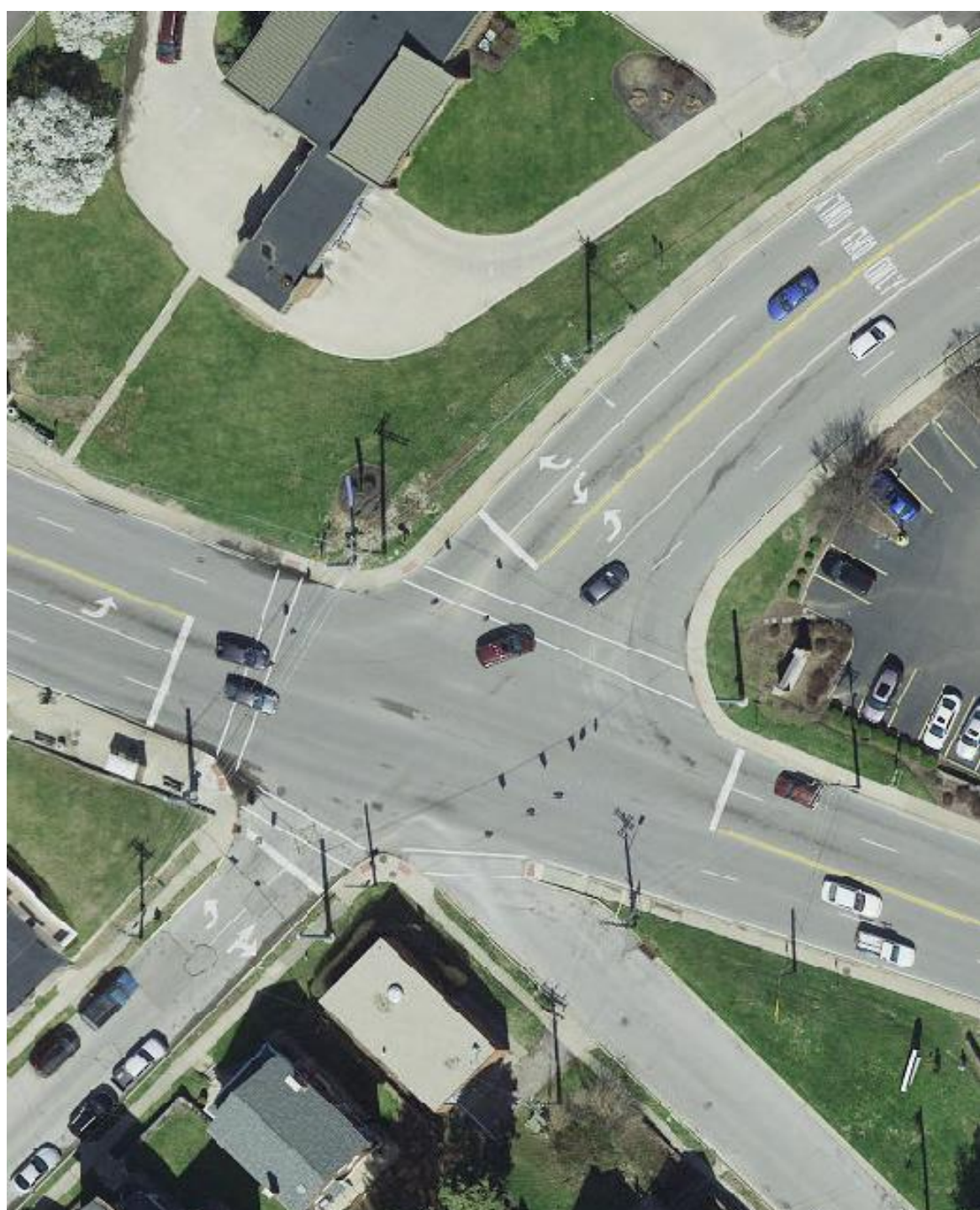
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Traffic study

- Considerations
 - Avoid Right of Way Impacts
 - Not ok with added delay
 - Traffic Volume / Level of Service
 - Turning Movements at Signalized intersections and Access Management
- Compared existing to alternative road configurations
 - Reducing/ removing lanes to increase ROW available for multimodal traffic / utilities

Under 20,000 ADT is typically a good candidate for a “road diet”

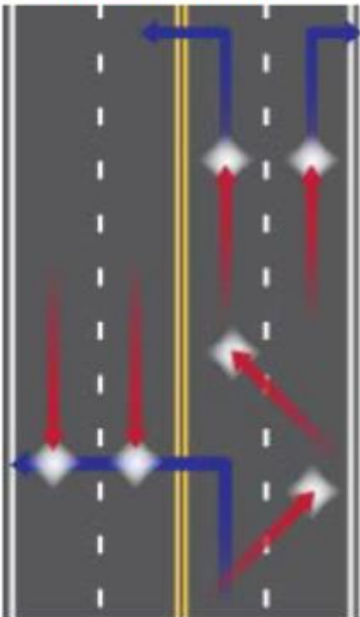
	Average Daily Traffic	
KYTC Count Station	019A30	019A27
Location	Carothers - Southgate	11th - Carothers
2019		
2018	10763	
2017		19593
2016		
2015	11720	
2014		14977

Safety

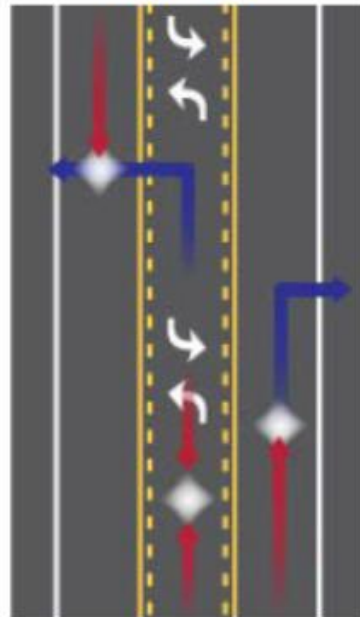
- FHWA studies have shown that converting 4 lane sections to 3 lane sections with a TWLTL reduces overall crashes 19-47% by reducing potential conflict points.

<u>Roadway Segment</u>	<u># Crashes (2014-18)</u>	<u># Injuries</u>	<u>Fatalities</u>	<u>Crashes per 100M Vehicle Miles</u>
11 th to Carothers	87	4	0	1,192
Carothers to Southgate	134	3	1	1,591

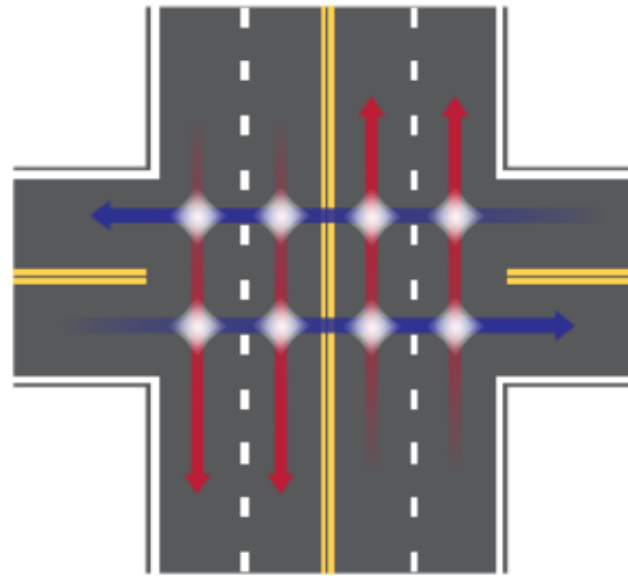
Four-Lane Undivided



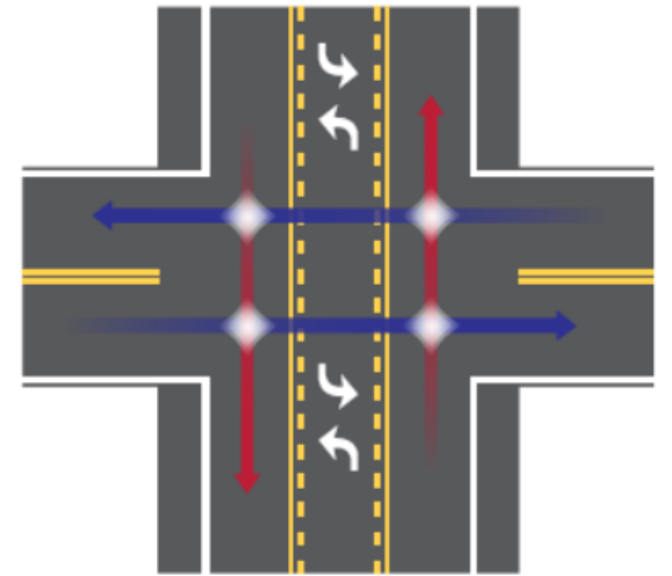
Three-Lane



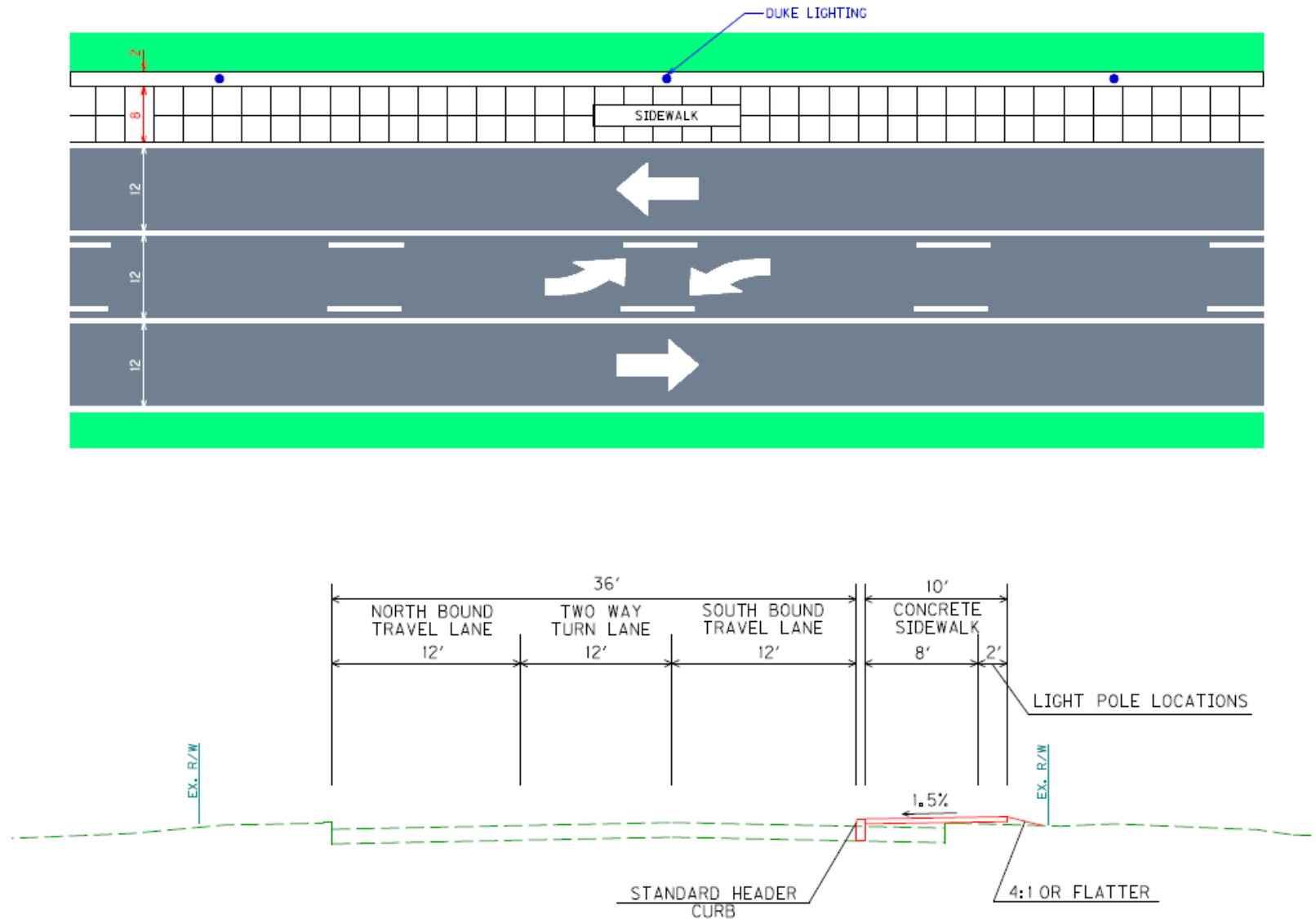
Four-Lane Undivided



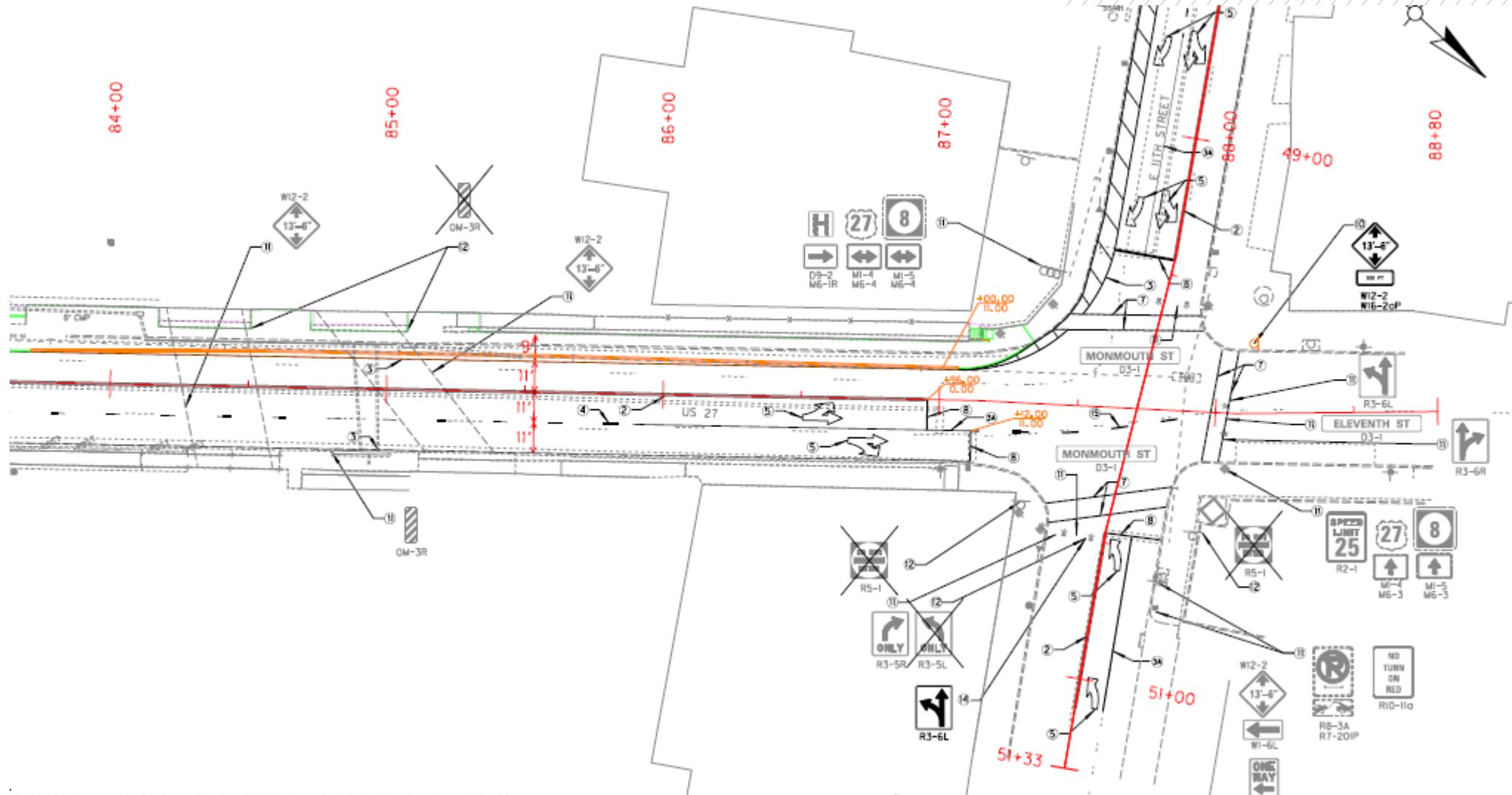
Three-Lane



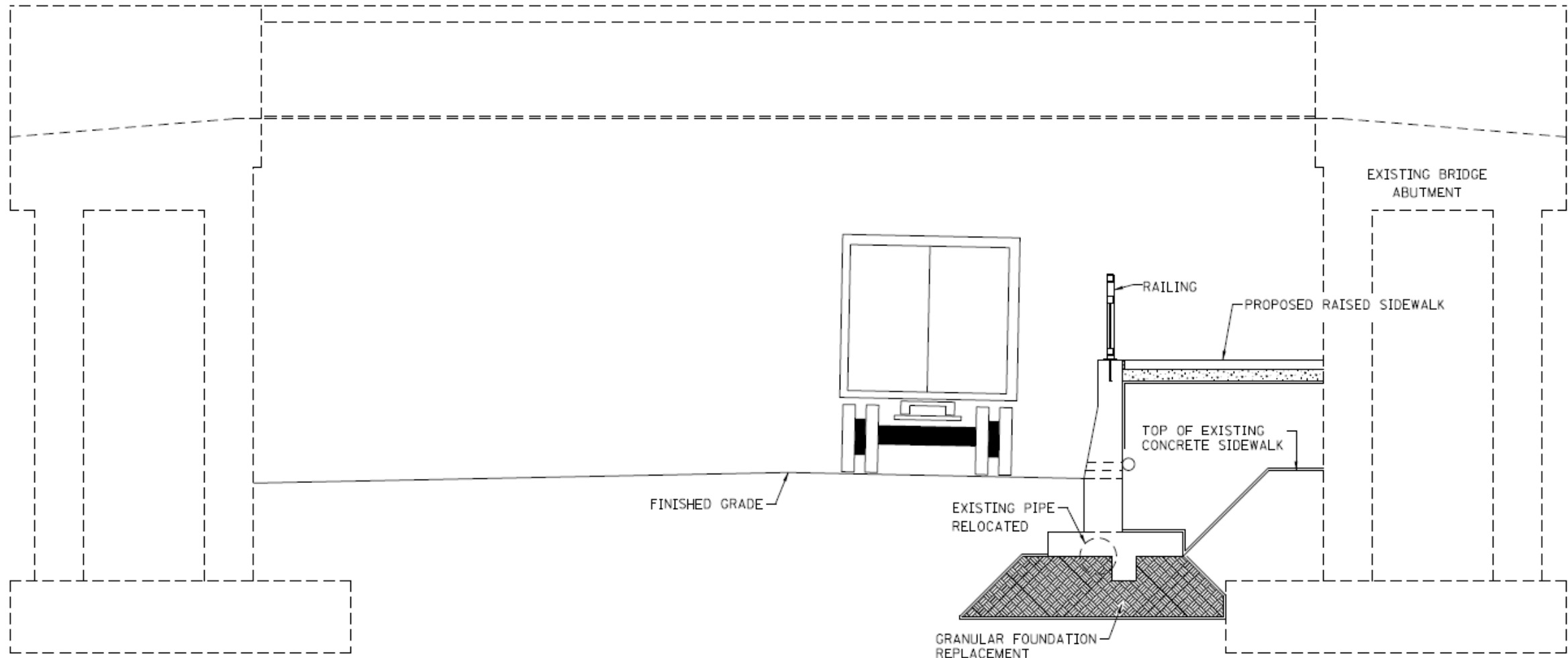
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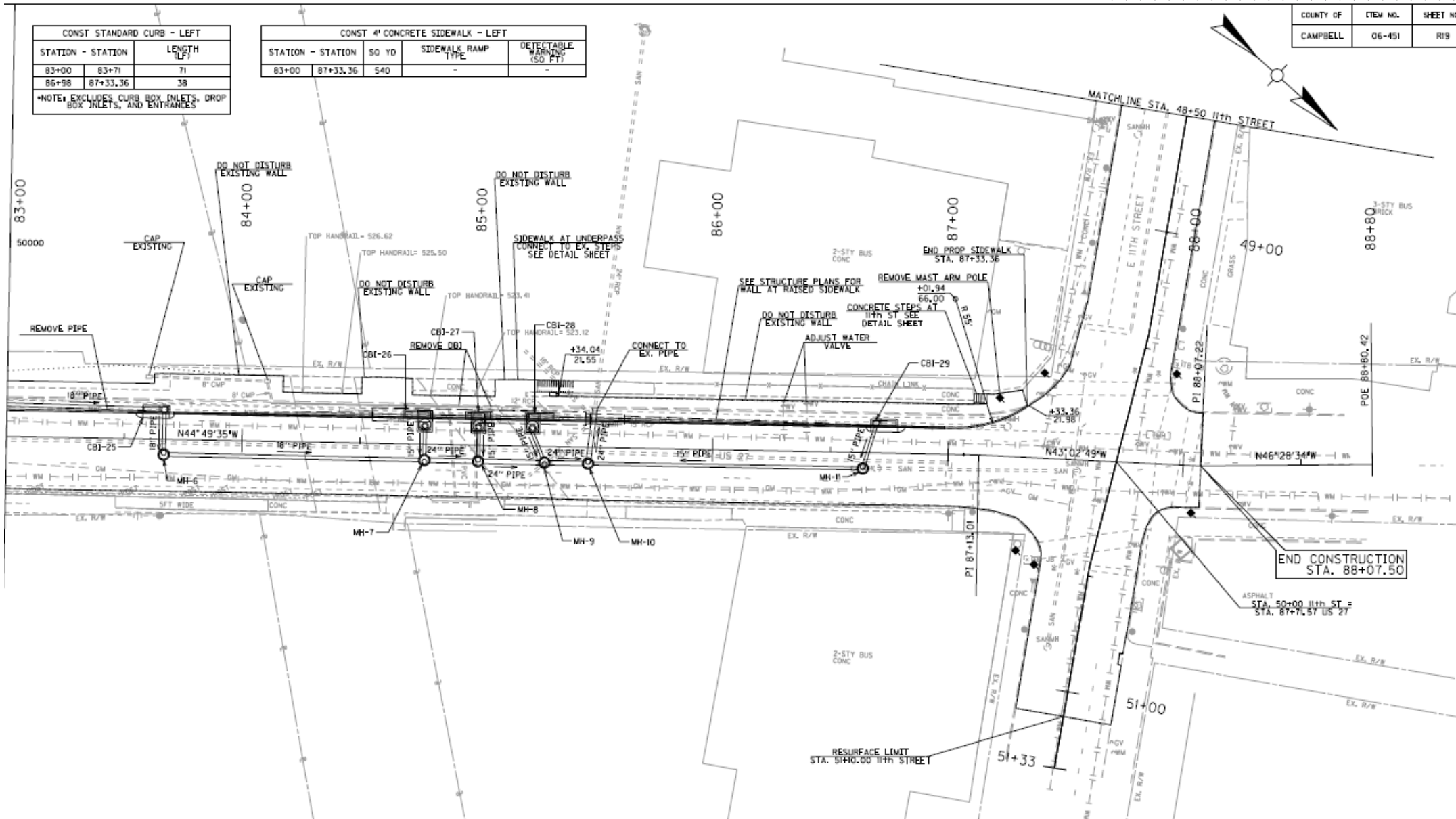


CONST STANDARD CURB - LEFT		
STATION - STATION	LENGTH (LF)	
83+00 - 83+71	71	
86+98 - 87+33.36	38	

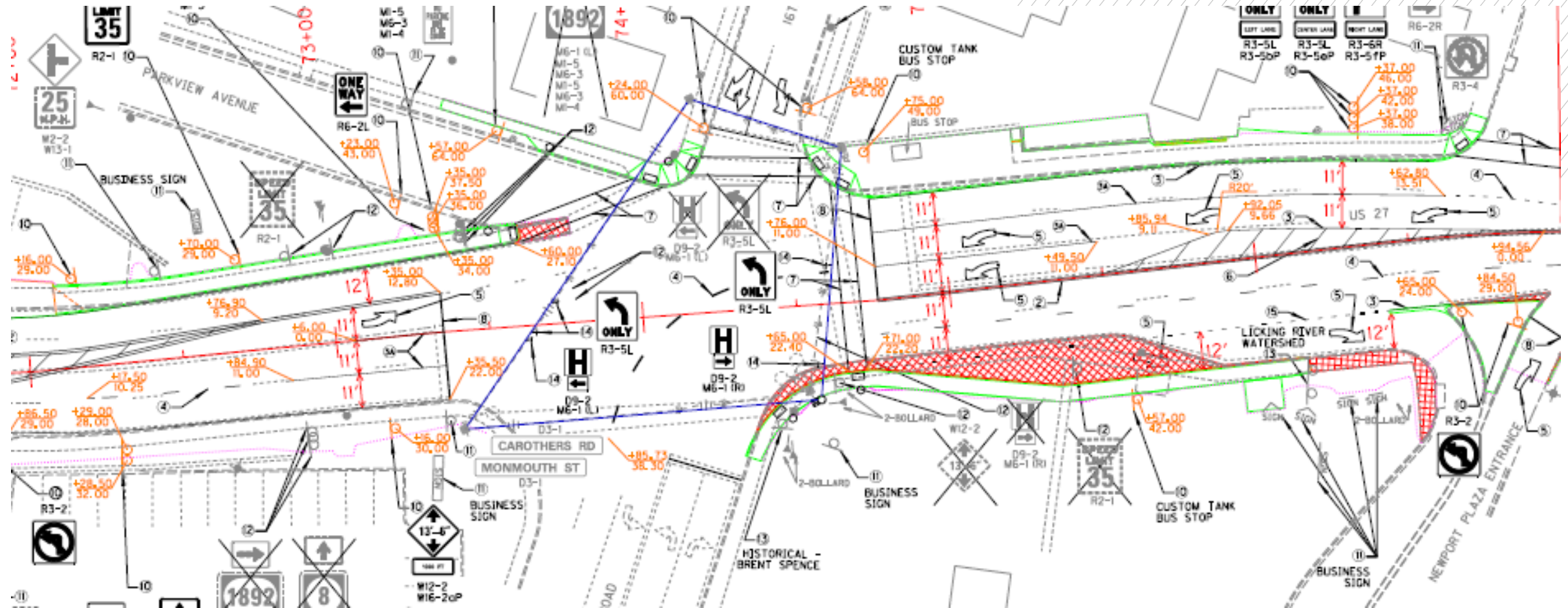
*NOTE: EXCLUDES CURB BOX INLETS, DROP BOX INLETS, AND ENTRANCES

CONST 4' CONCRETE SIDEWALK - LEFT			
STATION - STATION	SO YD	SIDEWALK RAMP TYPE	DETECTABLE WARNING (50 FT)
83+00 - 87+33.36	540	-	-

COUNTY OF	ITEM NO.	SHEET NO
CAMPBELL	06-451	R19



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LIGHTING

