

## SECTION 3

### TRAFFIC VOLUMES AND LEVEL-OF-SERVICE

#### Traffic Volumes

Within the study corridor, the Kentucky Transportation Cabinet has conducted traffic counts at seven locations along US27. Count data are available for various years, dating back to the 1970's and continuing to the present. Table 3-1 shows average daily traffic counts for 1980, 1990, 2004 and projected to 2030 for each of the seven locations. Where counts were not available for 1980, 1990 and 2004, an interpolated count is provided based on a linear trend. Projections for 2030 are from OKI's Travel Demand Model, based on future demographic and employment distributions and the completion of committed transportation projects such as the NKU Loop Road and the widening of US27 south of the study area.

<b>Table 3-1 Historical and Forecasted Traffic along US27</b>						
<u>Between</u>	<u>Distance (mi)</u>	<u>1980 Count</u>	<u>1990 Count</u>	<u>2004 Count</u>	<u>2030 Projected</u>	<u>2004-2030 % change</u>
Lickert Rd. and Washington Street	3.04	10550	15280	23100	28100	22%
Washington Street and KY 709	1.34	16000	21900	34400	38800	13%
KY 709 and KY 9	1.92	*	*	29200	41200	41%
KY 9 and East Alexandria Pike	1.36	12200	24267	29800	40900	37%
East Alexandria Pike and KY 1998	0.72	21507	26322	36000	43700	21%
KY 1998 and KY 2345	0.37	21800	29100	38400	47300	23%
KY 2345 and KY 471	0.60	30200	40367	50200	60300	20%
* count not available						

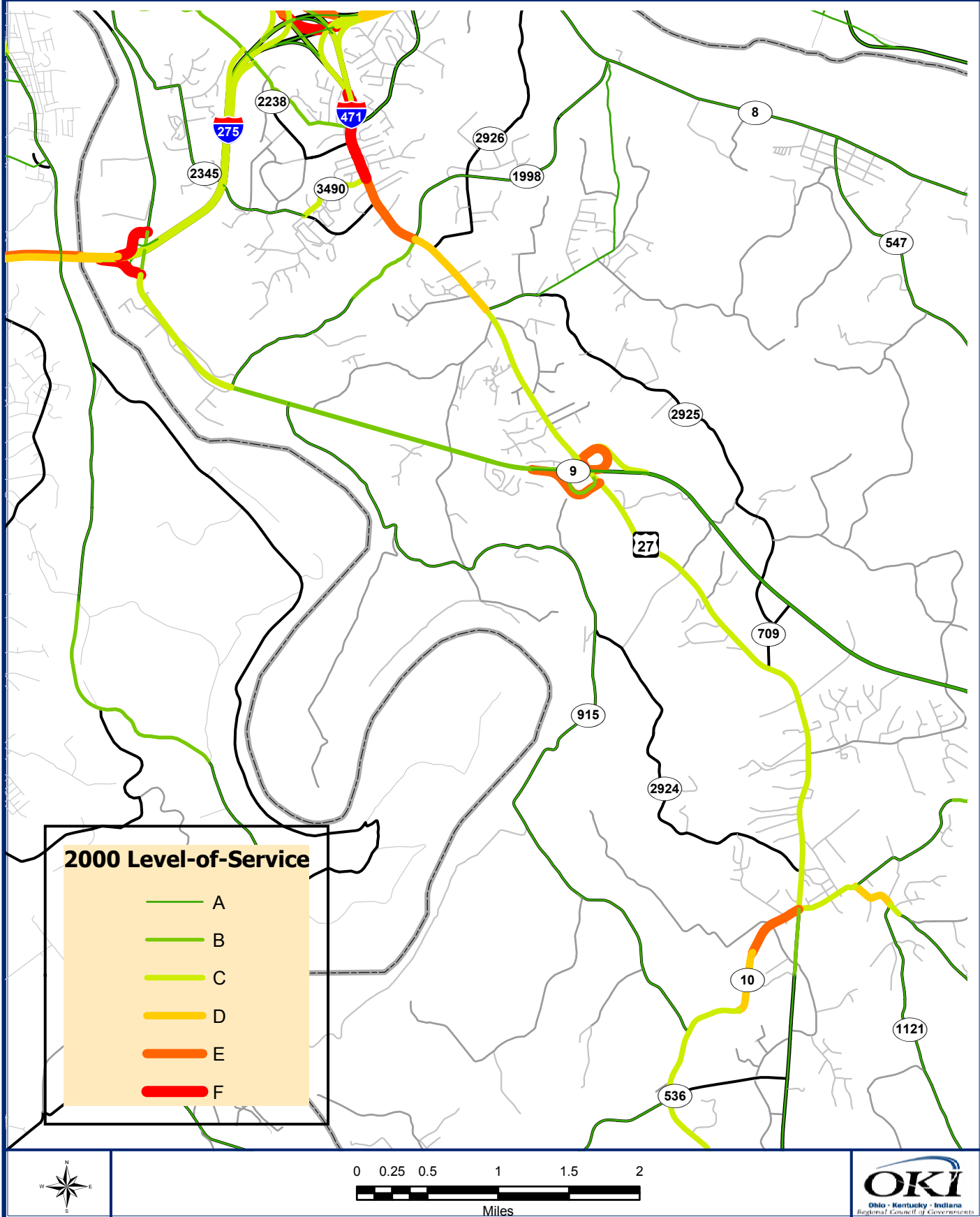
From 1980 to 2004, traffic volumes increased between 66% and 119%. The section between KY 9 and East Alexandria Pike showed the greatest increase in volume. A major factor in this traffic growth was the opening of the new KY 9, with the Campbell County portion opening in 1990. For the period to 2030, traffic volumes are projected to increase between 13% and 41%. For the future period, the two sections between KY 709 and East Alexandria Pike are projected to experience the greatest increase.

#### Level-of-Service

Level-of-service (LOS) is a performance measure derived from the application of OKI's travel demand model. The ratio of a roadway's peak hour traffic volume to available capacity is divided into six ranges and assigned a level-of-service

category A through F with level-of-service F being indicative of the most congestion. The OKI travel demand model provides an output report of daily highway congestion for an average day. Figure 3-1 shows LOS for the model base year 2000. LOS F and E occur in the section between KY1998 (Industrial Rd.) and I-471. The section between East Alexandria Pike and KY1998 experiences LOS D. The remainder of the study corridor is LOS C, B, and A. LOS for 2030 is presented in Figure 3-2. The 2030 scenario assumes no changes in capacity for the study corridor. In 2030, LOS F is projected for the entire section between KY1998 and I-471, with most of the remaining corridor operating at LOS D.

# Figure 3-1 2000 Level-of-Service



# Figure 3-2 2030 Level-of-Service

