

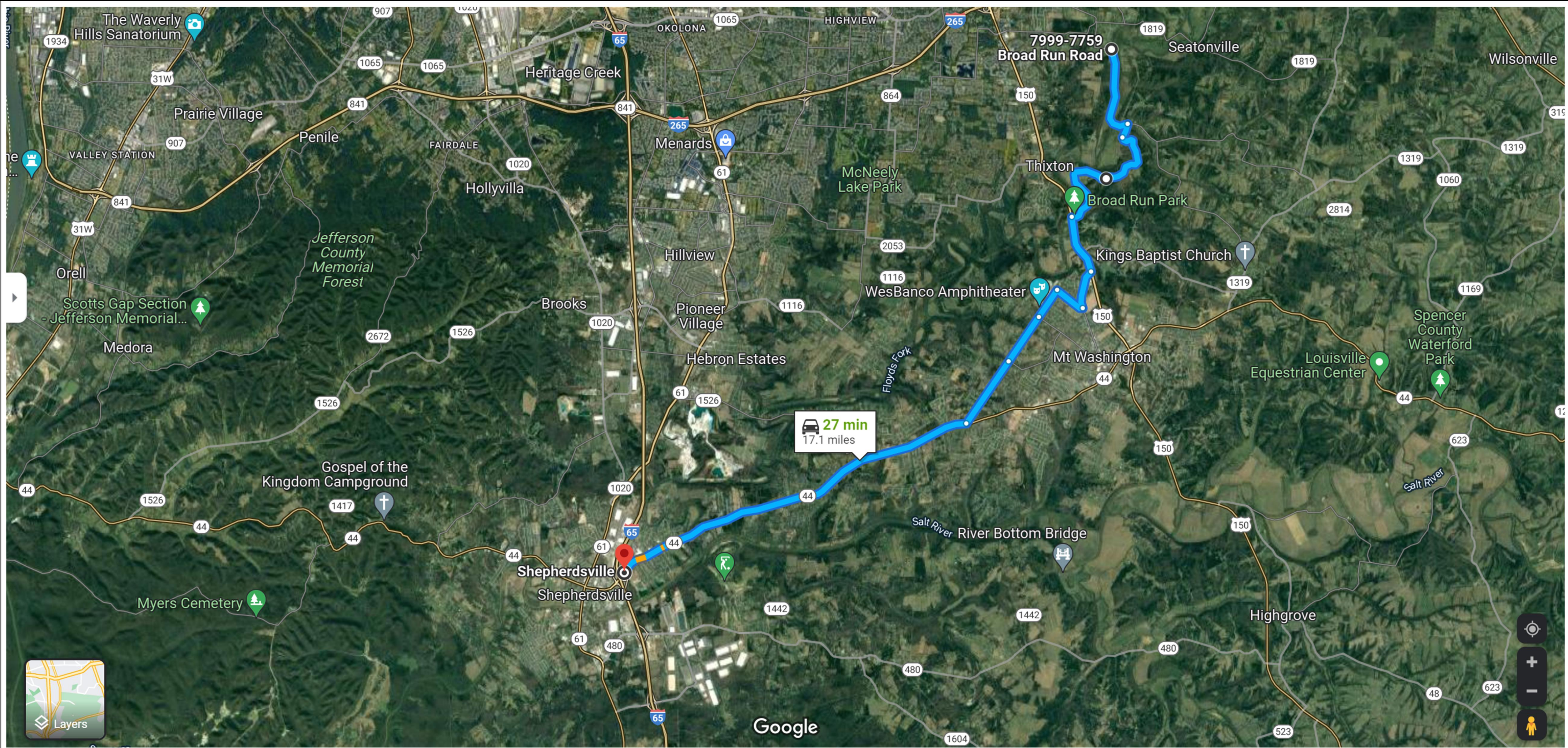
Proposed Major Subdivision 8000 Broad Run Rd.

**Neighbors of Broad Run - Opposition to Irresponsible
Development**

Cellular Data not evaluated to identify true traffic patterns

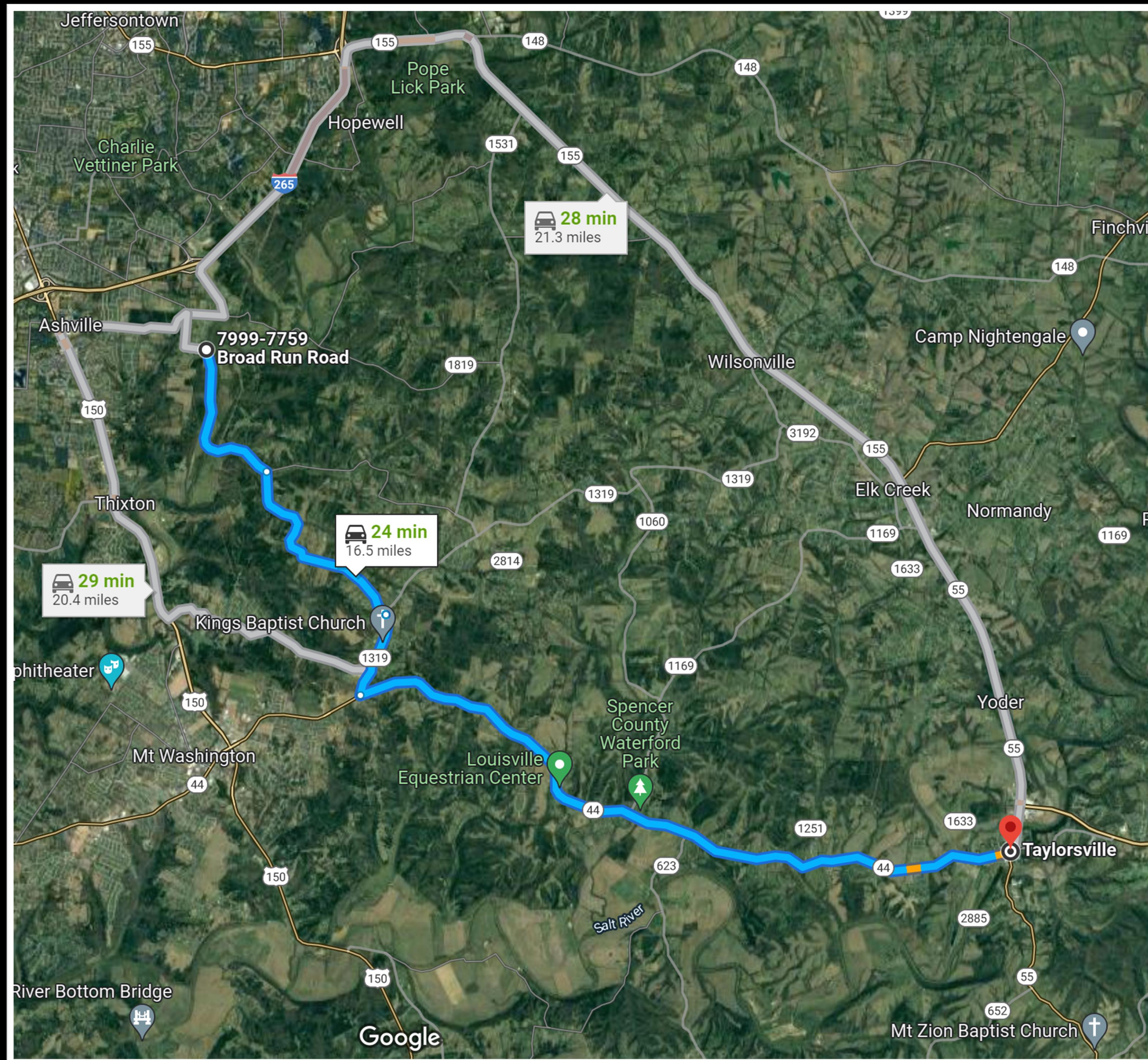
- Turn RIGHT out of Subdivision to visit:
 1. Turkey Run Park,
 2. Broad Run Park,
 3. Mt. Washington (Bullitt Co.),
 4. Taylorsville, (Shelby Co.),
 5. Shepherdsville, and
 6. I-65 South.

8000 Broad Run Rd. to Shepherdsville, KY

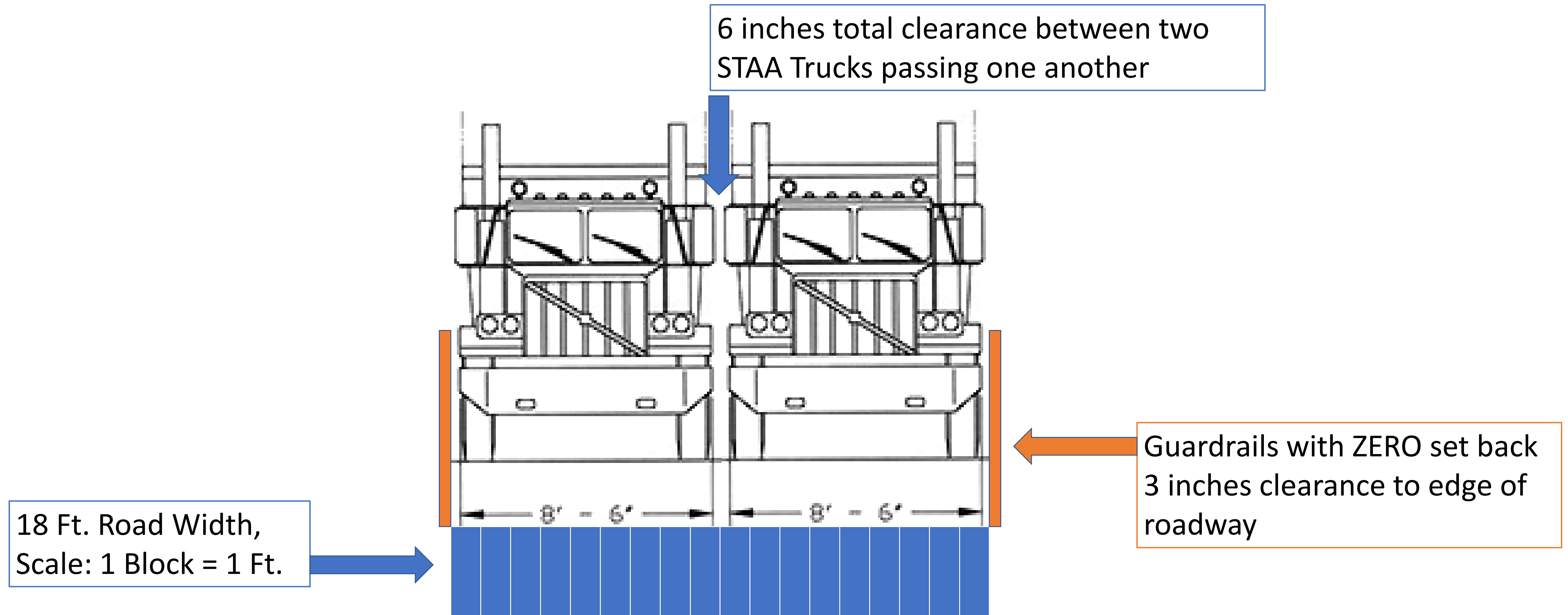


8000 Broad Run to Taylorsville, KY

- Nearly 4 miles shorter compared to I-265 to Taylorsville Rd.



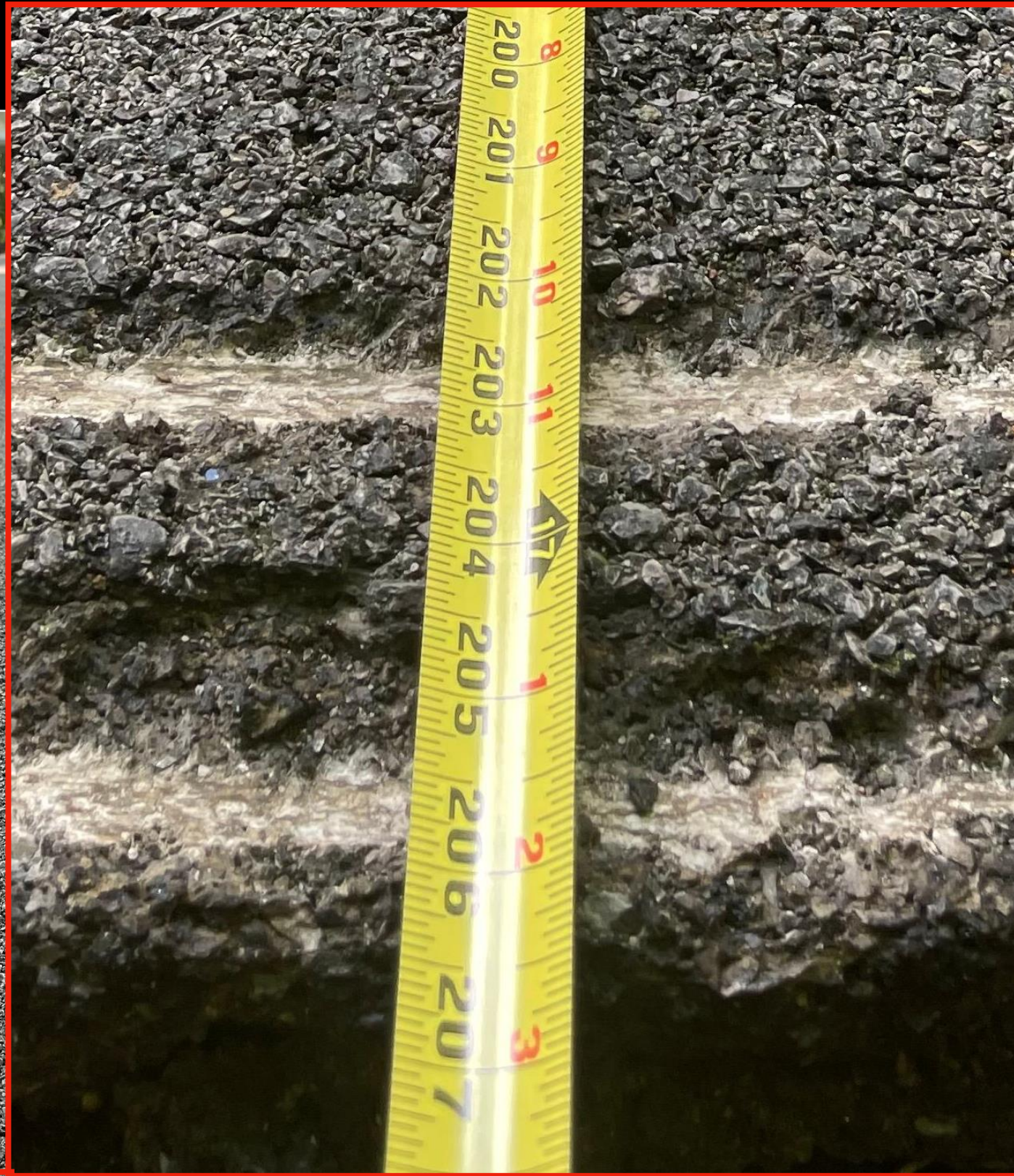
Lack of Roadway Clearance on Broad Run Rd.



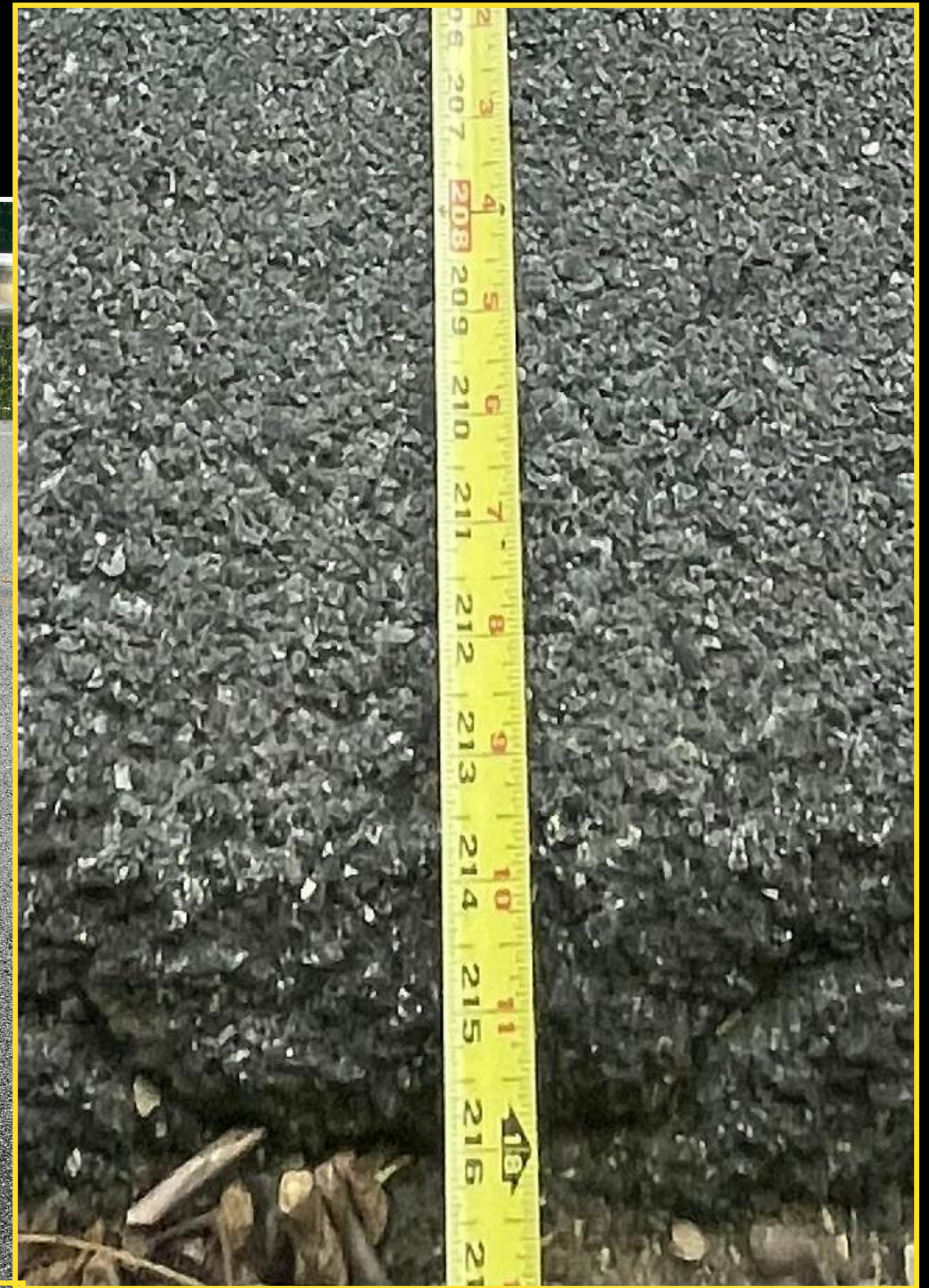
Broad Run Rd. is <18' width in several locations, with no room for evasive maneuvers on about 50% of the roadway from Seatonville Rd. to 8000 Broad Run Rd. with a design speed of 40 mph and posted speed limit of 35 mph

Traffic Impact Study

“Nine-foot lanes and a one-foot shoulder”

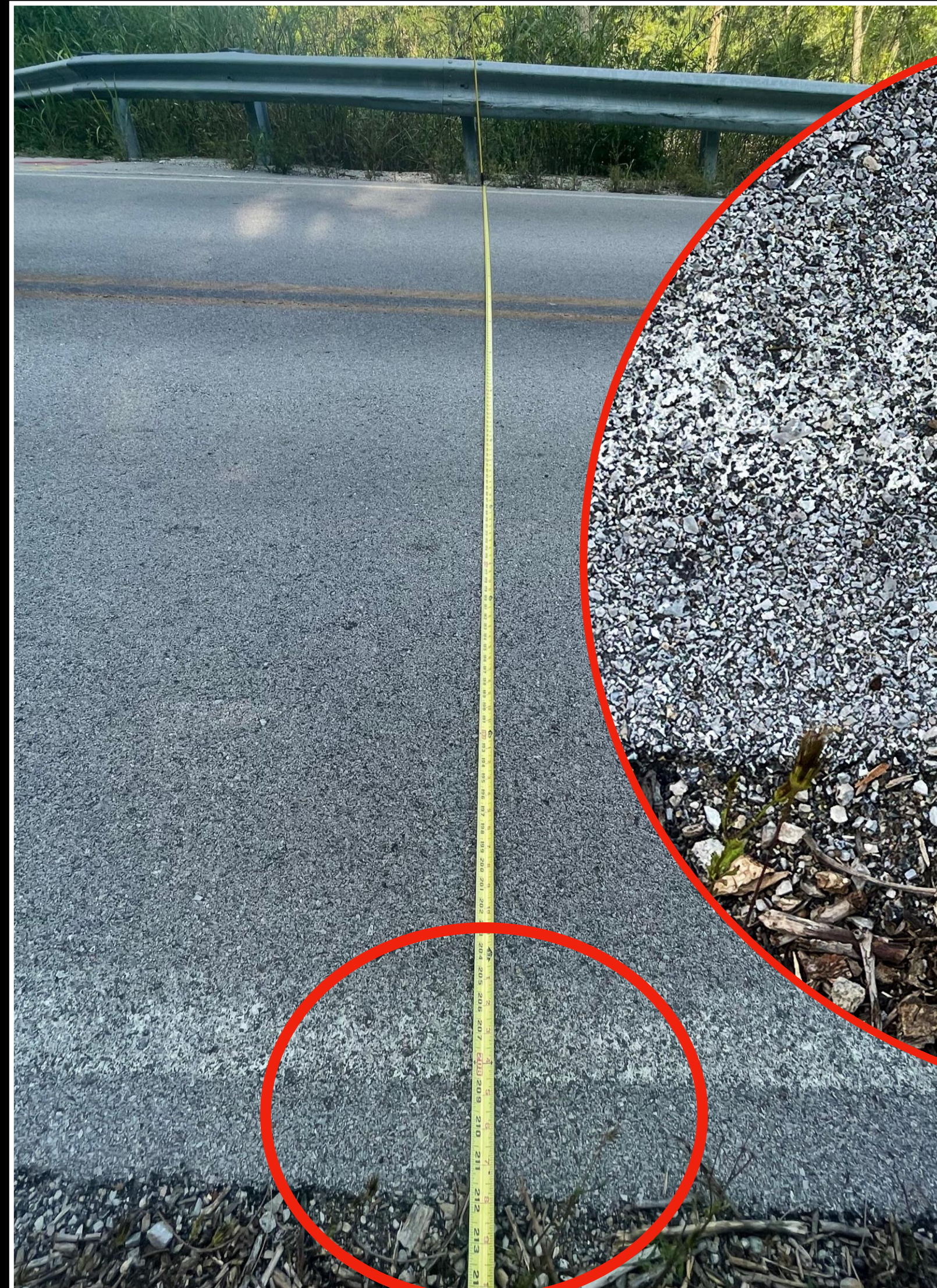


Clearly Broad Run Rd.
Does NOT meet this
description



Broad Run is Out of Compliance

Less than 18' in MULTIPLE Locations



17 Ft. 8 in.







“New” Guardrails – Their many scars tell the story



Shoulders

Broad Run does NOT have consistent 1 Ft. shoulder(s)

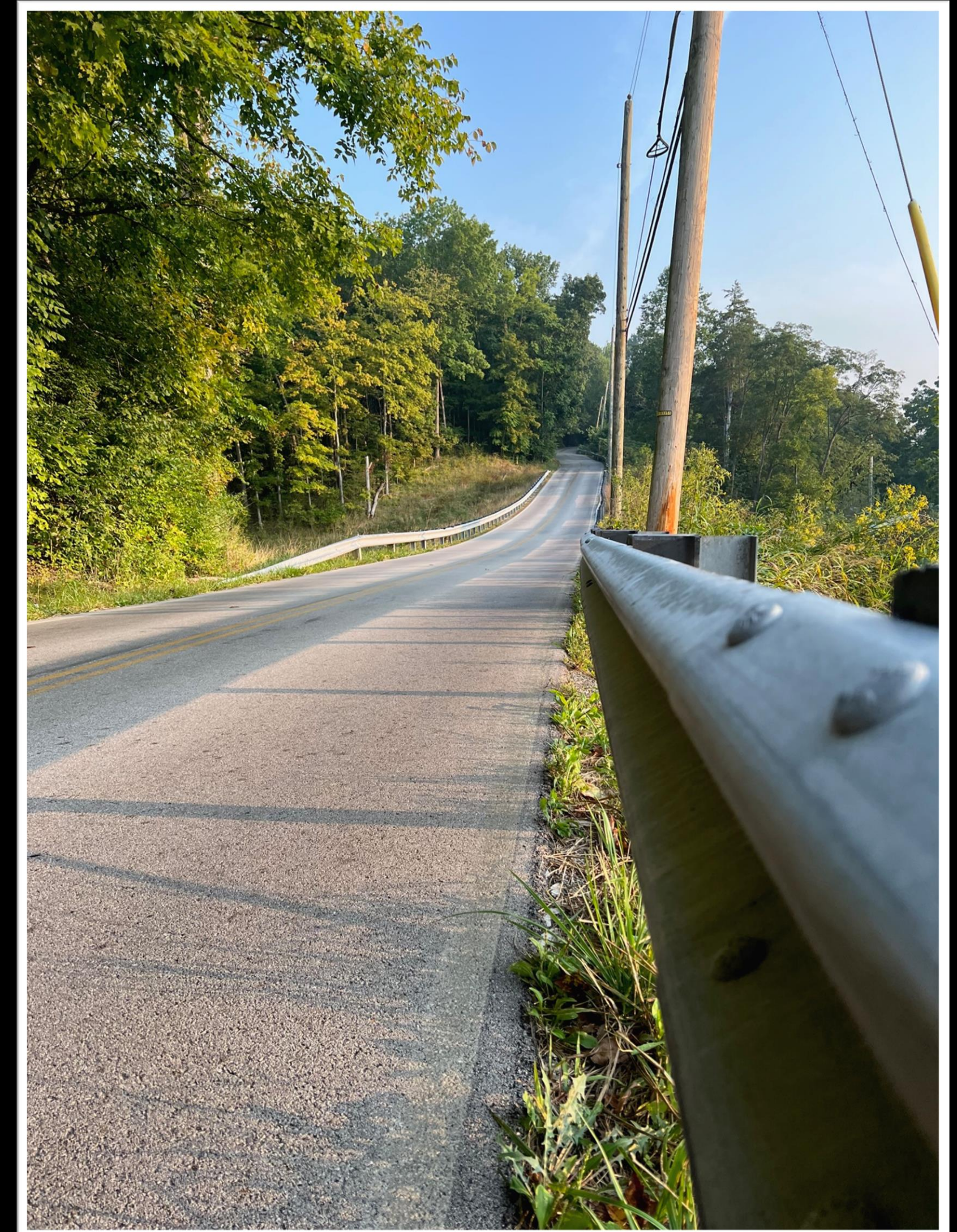
- Most importantly, “Space is [NOT] provided for evasive maneuvers to avoid potential crashes or reduce their severity.”
 - Approximately 80% of Broad Run Rd. that abuts the proposed Subdivision has guardrail or rock bluffs with little or no shoulder.
 - Sections of Broad Run Rd with a narrow shoulder are not all-weather, they do not meet stability criteria, they are not properly designed for the proposed traffic volume.
- **“Roads with a narrow traveled way, narrow shoulders, and an appreciable traffic volume tend to provide poor service, have a relatively higher crash rate, and need frequent and costly maintenance.”**

Broad Run's Lack of Shoulders

“Nine-foot lanes and a one-foot shoulder” - Traffic Impact Study



Broad Run is
NOT 20' wide.



Broad Run's Lack of Shoulders

7840 Broad Run Rd.



Broad Run Rd. and Marki Ln.

7714 Broad Run Rd.



Broad Run Rd. and Marki Ln.

7840 & 7714 Broad Run Rd.



4 Ft. Minimum Lateral Offset

13 of 18 Utility Poles (8000 Broad Run Rd. - Seatonville Rd., East side)



Utility poles must be moved to accommodate 4' lateral offset



Omitted from “Trip Generation Table 1”

	Land Use Code	Land Use	Units	Average Daily Traffic (ADT)
	210	Single Family Detached	243	2,294
	220	Multi-Family Low-Rise	190	1,178
Estimated 2021 ADT Volume				1,300
Total ADT Volume				4,772

This is a traffic increase of

267%!

Crash Modification Factor - Table 6 Impact

- <400 to >2,000 Average Daily Traffic
- According to Highway Safety Manual, crashes will increase by 95%!
- This is NOT A TRIVIAL RISK! This IS a known risk.

Table 6. CMF for lane width on rural two-lane roadway segments (12, 18, 19).

Lane width	Average annual daily traffic (AADT) (veh/day)		
	< 400	400 to 2000	> 2000
9 ft or less	1.05	$1.05 + 2.81 \times 10^{-4}(AADT - 400)$	1.50
10 ft	1.02	$1.02 + 1.75 \times 10^{-4}(AADT - 400)$	1.30
11 ft	1.01	$1.01 + 2.5 \times 10^{-5}(AADT - 400)$	1.05
12 ft or more	1.00	1.00	1.00

NOTE: The collision types related to lane width to which these CMFs apply are single-vehicle run-off-the-road crashes and multiple-vehicle head-on, opposite-direction sideswipe, and same-direction sideswipe crashes. Standard error of the CMF is unknown. To determine the CMF for changing lane width and/or AADT, divide the "new" condition CMF by the "existing" condition CMF.

SOURCE: Based on HSM Table 10-8.

Table 6-5 Minimum Width of Traveled Way and Shoulders

U.S. Customary			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000
20	20 ^a	20	22
25	20 ^a	20	22
30	20 ^a	20	22
35	20 ^a	22	22
40	20 ^a	22	22
45	20	22	22
50	20	22	22
55	22	22	22 ^b
60	22	22	22 ^b
65	22	22	22 ^b
All Speeds	Width of Shoulder on Each Side of Road (ft)		
	2	4	6

- Note a – “An 18-ft minimum width may be used for roadways with design volumes under 250 veh/day.”

We need Independent Analysis of Broad Run Rd. Compliance



Or we get
this!