

# SOUTHWEST SHEPHERDSVILLE SMALL AREA TRANSPORTATION PLAN Bullitt County, Kentucky

October 2008

## KY 61 / KY 1494 (BEECH GROVE ROAD) AREA



Final Report

Prepared For:



CITY of  
SHEPHERDSVILLE

In Partnership With:



Prepared By:



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# **SOUTHWEST SHEPHERDSVILLE SMALL AREA TRANSPORTATION STUDY**

*Final Report*  
**October 2008**

*Prepared for:*

**City of Shepherdsville, Kentucky**



*Prepared by:*



## **ACKNOWLEDGEMENTS**

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## 1.0 INTRODUCTION

This study was conducted for the City of Shepherdsville to identify transportation projects that can be implemented to address the current and future travel needs and safety concerns within the study area in southwest Shepherdsville. Qk4 was retained by the City of Shepherdsville as the project consultant. The focus on possible alternatives involves improvements to existing facilities and the construction of additional connections in the study area.

This report was produced in response to the acknowledgement of a collective need to reduce traffic congestion through an increase in connectivity in southwestern Shepherdsville. The complete planning process, including input from city officials as well as the public, was initiated by the local municipal leadership to determine the most effective alternative(s). This study sought to not only address current traffic control issues, but also to effectively plan for the future growth and development of the City of Shepherdsville.

### 1.1 Planning Process

The planning process included the following tasks:

- Review and evaluate the Kentucky Transportation Cabinet's (KYTC's) Highway Information System (H.I.S.) and Collision Reports Analysis for Safer Highways (CRASH) data.
- Collect traffic counts through tubes and conduct turning movements at KY 61\KY 1494.
- Establish a steering committee of local officials and engage the public. The following meetings were held:
  - September 2, 2008 – Steering Committee Meeting 1 to discuss existing conditions, project goals, and broad range of alternatives.
  - September 25, 2008 – Public Informational Meeting to present broad range of alternatives and obtain public comment.
  - October 14, 2008 – Steering Committee Meeting 2 to review input from the public meeting and establish final recommendations.
- Analyze alternatives in regard to public input, costs estimates, impacts, benefits and other issues.
- Develop recommendations and priorities.

### 1.2 Project Location

This project area is located in the southwest quadrant of the City of Shepherdsville in Bullitt County. The general study area includes the area shown at right, which is composed of the existing major road corridors: Beech Grove Road (KY 1494), Old Ford Road, Reichmuth Lane, Cundiff Lane, KY 61 (S. Preston Highway), and KY 480 (Cedar Grove Road).

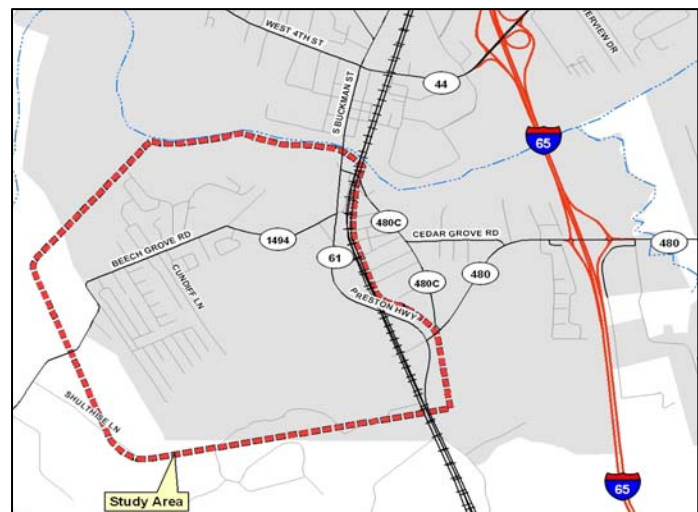


Figure 1: Project Study Area

### **1.3 Project Goals and Objectives**

After a review of the existing conditions during the public informational meeting, the steering committee and the public identified the following goals and objectives to be addressed by any of the proposed alternatives:

- ❖ Goal 1: Improve Safety
  - Reduce Crashes along KY 61 and KY 1494
  - Remove Stormwater Runoff Over KY 1494
- ❖ Goal 2: Reduce Congestion
  - Reduce Delay at the KY 61/KY 1494 Intersection and along KY 1494
- ❖ Goal 3: Improve Road Width – Especially Regarding Emergency Vehicle Access
- ❖ Goal 4: Increase Roadway Interconnectivity
  - Provide Additional Access Points to/from KY 61 and the Study Area
- ❖ Goal 5: Minimize Environmental Impacts Issues
  - Avoid Floodplain and Wetlands Impacts for New Roadway Alignments
- ❖ Goal 6: Be Compatible with Future Development within the Study Area
- ❖ Goal 7: Improve Pedestrian Facilities \ Link Sidewalks

## **2.0 EXISTING CONDITIONS**

Data on the existing conditions of the three facilities (KY 61, KY 1494, and KY 480) in the study area were taken from the KYTC's H.I.S. database. Data is illustrated on Table 1 and Exhibit 1 located in the back of this report. Conditions that are considered substandard on Table 1 are highlighted in yellow.

### **2.1 Average Daily Traffic and Lane Widths**

Average daily traffic (ADT) on Beech Grove Road (KY 1494) is around 1,000 vehicles per day (vpd) at the western end of the study area, and increases to over 8,000 vpd just west of KY 61. The volume/capacity (v/c) ratio<sup>1</sup> likewise changes from 0.03 to 0.29.

On KY 61, north of Beech Grove Road, the ADT is approximately 12,000 vpd, south of Beech Grove Road the volume is nearly half, at 6,200 vpd. The turning movements confirm that more southbound traffic moves from KY 61 to Beech Grove Road than continues south. The v/c ratio for KY 61 north and south of Beech Grove Road is 0.43 and 0.22, respectively.

The desirable lane width for the roads in this area is 11 feet, which is the lane width of both KY 61 and KY 480. Beech Grove Road currently has substandard, 9-foot-wide driving lanes with either no shoulders or shoulders no more than 1 foot wide.

### **2.2 Level of Service**

Level of service (LOS)<sup>2</sup> is an index to rate the driving experience, with A as free flowing and F as near total failure. An LOS of C is often considered the threshold for desirable traffic conditions in smaller cities such as Shepherdsville. The worst LOS in this study area is Beech Grove Road with an LOS E. Both KY 61 near KY 480 and KY 480 near I-65 have an LOS D.

### **2.3 Crash Analysis**

Summaries of vehicle crashes occurring during the five-year period (January 1, 2002 – December 31, 2006) were reviewed. Within the study area, 475 crashes have occurred, of which 351 were property damage only occurrences and 124 resulted in one or more injuries. There were no fatalities.

There are 26 segments of KY 61, KY 1494, KY480 with a Critical Rate Factor (CRF) in excess of 1.0 (illustrated on Table 1 and Exhibit 1). A CRF greater than 1.0 indicates that the segment of roadway has had a statistically significant number of crashes and they are likely not occurring at random. It should be noted that a number of locations along KY 1494 have a CRF well over 1.0, including some over 5.0 and 6.0.

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<sup>1</sup> The v/c ratio is a calculation to determine when capacity is met for a typical road. On average, a two-lane road can adequately handle approximately 1,000 vehicles during the peak hour in each direction. Once the volume is greater than 1,000 the v/c ratio becomes greater than 1.0. The higher the v/c ratio, the more congested the road.

<sup>2</sup> Level of service (LOS) is a qualitative measure of expected traffic conflicts, delay, driver discomfort, and congestion. Levels of service are described according to a letter rating system (similar to school grades) ranging from LOS A (free flow, minimal or no delays – best conditions) to LOS F (stop and go conditions, very long delays – worst conditions). For intersections the Highway Capacity Manual defines levels of service based on the average delay due to the signal or stop control. LOS C corresponds to less than 35 seconds of delay per vehicle at a signalized intersection and less than 25 seconds of delay at an unsignalized intersection.

## 2.4 KY 61/KY 1494 Intersection

The top traffic problem in the study area is the issue of congestion and safety at the intersection of KY 61 and KY 1494. As KY 1494 is the only access point to KY 61 in the study area, this connection is vital in the increasing population density in the southwest portion of Shepherdsville. Therefore, turning movements and analysis of this intersection was conducted.

The layout of the intersection is substandard because it is at a skew (rather than 90° perpendicular) and access to the commercial development in the northwest quadrant is uncontrolled. The proximity of the slightly skewed intersection of Old Beech Grove Road to the east also contributes to the substandard conditions.

The existing conditions (with substandard conditions highlighted) are tabulated in Table 1 below. The intersection is located at mile post (MP) 13.75 on KY 61 and (MP) 8.01 on KY 1494. In summary, approximately 80% of the traffic turns north from KY 1494 to KY 61, and more than half of the KY 61 traffic turns west onto KY 1494.

**Table 1: H.I.S. Base Data Route Information**

Route	Beginning MP	Ending MP	Functional Class	# of Lanes	Lane Width	Approx V/C Ratio	ADT	LOS	CRF
KY 1494	6	6.2	Rural Minor Collector	2	9	0.02	1000	C	3.49
KY 1494	6.2	6.3	Rural Minor Collector	2	9	0.02	1000	C	3.49
KY 1494	6.3	6.4	Rural Minor Collector	2	9	0.02	1000	C	2.10
KY 1494	6.4	6.5	Rural Minor Collector	2	9	0.02	1000	C	0.70
KY 1494	6.5	6.6	Rural Minor Collector	2	9	0.02	1000	C	1.05
KY 1494	6.6	6.7	Rural Minor Collector	2	9	0.02	1000	C	1.28
KY 1494	6.7	6.8	Urban Collector	2	9	0.11	3320	E	0.96
KY 1494	6.8	6.9	Urban Collector	2	9	0.11	3320	E	0.96
KY 1494	6.9	7.0	Urban Collector	2	9	0.18	5100	E	1.92
KY 1494	7.0	7.1	Urban Collector	2	9	0.18	5100	E	2.57
KY 1494	7.1	7.2	Urban Collector	2	9	0.18	5100	E	3.85
KY 1494	7.2	7.3	Urban Collector	2	9	0.26	7400	E	3.21
KY 1494	7.3	7.4	Urban Collector	2	9	0.26	7400	E	4.17
KY 1494	7.4	7.5	Urban Collector	2	9	0.29	8460	E	6.42
KY 1494	7.5	7.6	Urban Collector	2	9	0.29	8460	E	5.77
KY 1494	7.6	7.7	Urban Collector	2	9	0.29	8460	E	3.85
KY 1494	7.7	7.8	Urban Collector	2	9	0.29	8460	E	2.25
KY 1494	7.8	7.9	Urban Collector	2	9	0.29	8460	E	4.81
KY 1494	7.9	8.01	Urban Collector	2	9	0.29	8460	E	6.09
KY 61	12.5	12.7	Urban Principal Arterial	2	11	0.20	5610	C	0.40
KY 61	12.7	12.8	Urban Principal Arterial	2	11	0.20	5610	C	0.20
KY 61	12.8	12.9	Urban Principal Arterial	2	11	0.20	5610	C	1.59
KY 61	12.9	13.0	Urban Principal Arterial	2	11	0.22	6220	C	1.85
KY 61	13.0	13.1	Urban Principal Arterial	2	11	0.22	6220	C	1.54
KY 61	13.1	13.2	Urban Principal Arterial	2	11	0.22	6220	C	0.41

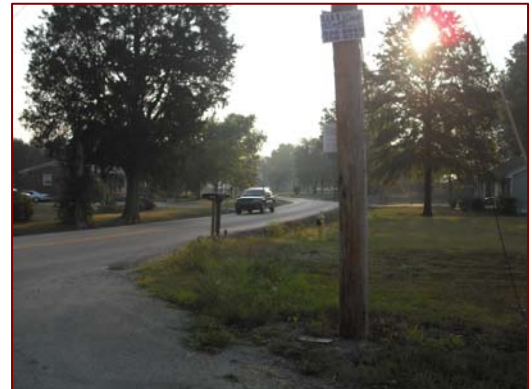
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Route	Beginning MP	Ending MP	Functional Class	# of Lanes	Lane Width	Approx V/C Ratio	ADT	LOS	CRF
KY 61	13.2	13.3	Urban Principal Arterial	2	11	0.22	6220	C	0.24
KY 61	13.3	13.4	Urban Principal Arterial	2	11	0.22	6220	C	0.24
KY 61	13.4	13.5	Urban Principal Arterial	2	11	0.22	6220	C	0.35
KY 61	13.5	13.6	Urban Principal Arterial	2	11	0.22	6220	C	0.53
KY 61	13.6	13.7	Urban Principal Arterial	2	11	0.22	6220	C	1.83
KY 61	13.7	13.8	Urban Principal Arterial	2	11	0.22	6220	C	1.27
KY 61	13.8	13.9	Urban Principal Arterial	2	11	0.43	12200	D	1.85
KY 61	13.9	14.0	Urban Principal Arterial	2	11	0.43	12200	D	1.27
KY 61	14.0	14.2	Urban Principal Arterial	2	11	0.43	12200	D	1.04
KY 480	0.0	0.2	Urban Minor Arterial	2	11	0.13	3500	C	1.04
KY 480	0.2	0.3	Urban Minor Arterial	2	11	0.13	3500	C	0.37
KY 480	0.3	0.4	Urban Minor Arterial	2	11	0.13	3500	C	0.52
KY 480	0.4	0.5	Urban Minor Arterial	2	11	0.13	3500	C	0.67
KY 480	0.5	0.6	Urban Minor Arterial	2	11	0.29	8230	D	0.93
KY 480	0.6	0.7	Urban Minor Arterial	2	11	0.29	8230	D	1.02
KY 480	0.7	0.8	Urban Minor Arterial	2	11	0.29	8230	D	1.32
KY 480	0.8	1.0	Urban Minor Arterial	2	11	0.29	8230	D	0.93

### 2.5 Summary

In summary, the traffic on Beech Grove Road has many substandard issues, as follows:

- ❖ Significantly high crash rates
- ❖ ADT over 8,000 vehicles per day
- ❖ LOS E
- ❖ 9-foot-wide lanes with no shoulders
- ❖ Substandard KY 61 intersection





## **3.0 STEERING COMMITTEE AND PUBLIC MEETING**

### **3.1 Shepherdsville Steering Committee**

A steering committee approach was used, consisting of representatives from the City of Shepherdsville, KYTC – District 5, Kentuckiana Regional Planning and Development Agency (KIPDA), and Qk4. Two steering committee meetings were held during the project at Shepherdsville City Hall, 634 Conestoga Parkway, Shepherdsville, KY, 40165 on September 2, 2008, and October 14, 2008. Each meeting was documented with meeting minutes, which are included in Appendix B. A summary of the major topics discussed at each meeting follows:

1. **September 2, 2008:** At the first steering committee meeting, the type of study was discussed, and the study's scope and schedule were reviewed. Major topics of discussion included the projects purpose, the general existing conditions, members' concerns about the area, and a range of improvements to consider. Also, public involvement and a tentative schedule of events were discussed.
2. **October 14, 2008:** At the second meeting, the summary of the public comments was reviewed as well as the project alternatives and recommendations. The major actions discussed included advancement of the short-term projects, and the identification of the next steps to be taken and meetings to be held.

### **3.2 Public Informational Meeting**

A public informational meeting was held in an open house format at Shepherdsville City Hall on September 25, 2008. This meeting was conducted to (1) inform the public about the options for improving traffic in the southwest Shepherdsville study area, and (2) to receive public input/comments about which improvements they would prefer. Citizens were provided a handout consisting of a project fact sheet summarizing the study purpose, issues, and draft project goals; and a comment form to submit.

A staffed information table with a sign-in sheet was present at the entrance, and the handout/comment forms were distributed to attendees. The meeting began at 6:30 p.m. at the Shepherdsville City Hall. Several exhibits on display illustrated the alternative improvements including both short-term spot improvements and long-term new corridors. Staff members from the City of Shepherdsville, KIPDA, and Qk4 were available to answer questions and elicit comments and discussion.

Sixty (60) people attended the meeting and signed the sign-in sheet. Forty-four (44) of the pre-printed comment forms were returned representing fifty-two (52) people. A summary of the public input received at the meeting and afterwards is included in Appendix C.

## **4.0 ALTERNATIVES ANALYSIS AND RECOMMENDATIONS**

Throughout the planning study the following types of projects were identified: Immediate, Short-Term, Mid-Term, and Long-Term, as follows. The recommended actions are described below, and the recommended short-, mid-, and long-term projects are illustrated on Exhibit 4 in Appendix A. Table 2 summarizes the recommended alternatives that are discussed below and are numbered according to prioritization as they are in the table.

### **4.1 All Alternatives Studied**

#### **4.1.1 Immediate Projects**

Five immediate projects were identified and included herein. They are listed and described in Table 2 in Section 4.2, below. In summary they include:

1. A request that KYTC evaluate the installation of signage and raised pavement markings at the curve on KY 1494 near Old Ford Road.
2. The removal of vegetation to improve sight distance at the intersection of Reichmuth Lane and KY 1494.
3. A meeting with the owners of the commercial business (Pickles Convenience Store) at KY 1494 and KY 61 to discuss alternatives to roadside parking and obtrusive signage in front of the store at the intersection of Beech Grove Road (KY 1494) and KY 61.
4. The initiation of a speed enforcement “blitz” along KY 1494 by the City police to suppress speeding and reduce speed-related crashes that contribute to the high CRF at several locations.
5. The application by the City to rezone the land south of KY 1494, between Cundiff and KY 61, to a more intense land use. In the recent past, proposed developments of this land have occurred, which would require rezoning. As this area has many of the necessities for development—water and sewer service, access to KY 61, and is outside the floodplain—future proposals to develop the land are likely. A proactive rezoning would provide more guidance and marketability for any future development in this area.

A proactive approach to the future land use management could provide for a very favorable mixed use development. This area could consist of neighborhood-scale commercial development to serve the residential areas, light industrial for employment, and open space for recreation. The benefits of a mixed-use development are reduced trips, increased walking and bicycling opportunities, and increased property values. In the future, access would be provided via the new connector road (See Project 8 below) joining KY 61 with Cundiff Lane and the Lakes of Dogwood Subdivision. This could be complemented with a multi-use trail to join the various land uses. A possible conceptual suggestion is included below and in Appendix A, Exhibit 5.

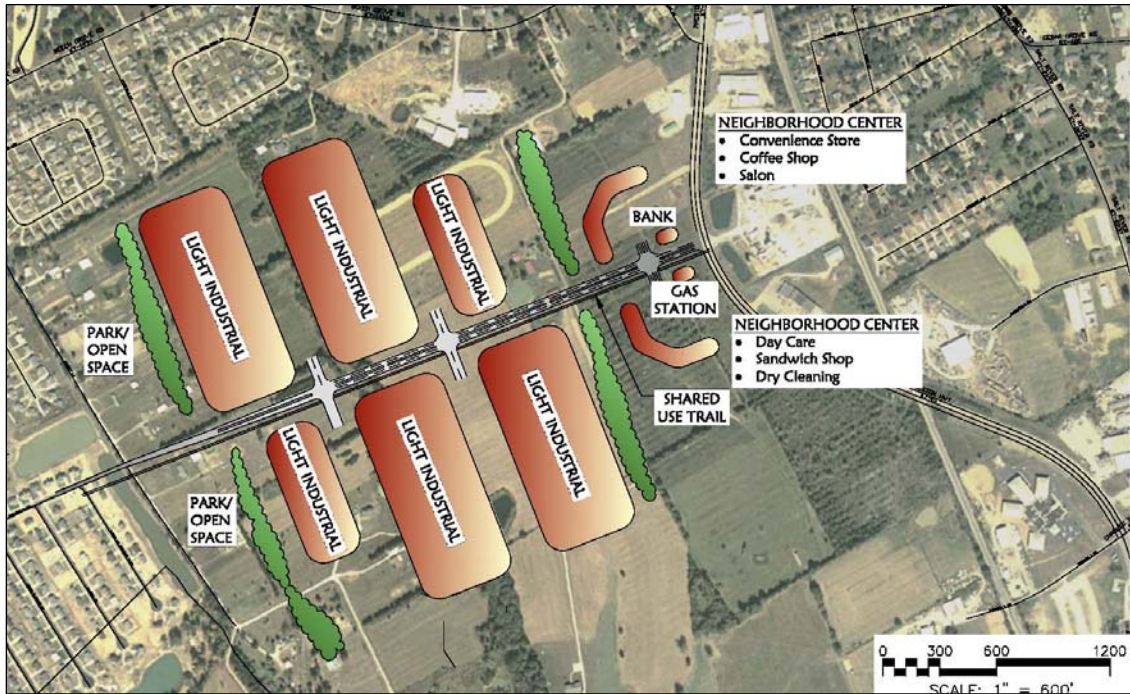


Figure 2: Conceptual Rezoning Master Plan (see Exhibit 5)

### 4.1.2 Short-Term Projects

#### Short-Term Projects Advanced / Recommended

6. Rebuild and Extend Old Ford Road from KY 1494 to KY 61

In 2006 this 0.6-mile-long project was being advanced by the City. The design was completed and most of the right-of-way has been acquired. The design of this project is included in Appendix D and is shown below. This design would make this extension the through movement from farther west on KY 1494.

This project was selected to be advanced as the Short-Term priority because it would address several needs, as follows: It would provide for a second and signalized intersection with KY 61 for some (but not all) of the study area; it would move most of the traffic from the high crash and high congestion section of KY 1464 (between Old Ford Road and KY 61); it would provide a second access point to the Oak Grove Road Subdivision; it would provide access to the wastewater treatment plant. If the option to install a traffic signal at KY 61 and KY 1464 (as described below) were to be advanced instead of this option, Old Ford Road from KY 1494 to the wastewater treatment plant would still need to be reconstructed, as would KY 1494 between Old Ford Road and KY 61.

The cost estimate for this project is \$1.95 million, which does not include the \$300,000 that has already been spent by the City for design and right-of-way

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acquisition. It should be noted that on December 5, 2006, KYTC approved a Categorical Exclusion (Level-1) for this project, thereby satisfying the National Environmental Policy Act (NEPA) requirements, which is a major factor in enabling the project to qualify for federal funding. This document is included in Appendix D.



Figure 3: Preliminary Design of the Old Ford Road Extension to KY 61 (see Exhibit 6)

### Short-Term Projects Not Advanced or Recommended

#### Install a Traffic Signal at KY 61/KY 1494

This project would include installing a traffic signal at this location, realigning the intersection (as shown), constructing turn lanes on both roads, and closing Old Beech Grove Road to the east.

As part of this planning study a Signal Warrant Analysis for this intersection was conducted. In summary, the intersection meets warrants for both Safety

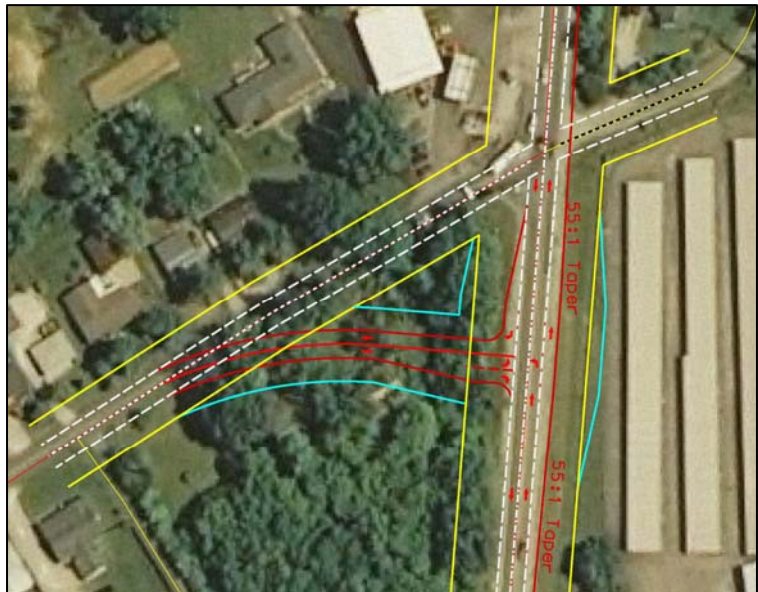


Figure 4: Preliminary Design of KY 1494/KY 61 Intersection

and Traffic Volume. The analysis indicates that the capacity of this intersection would improve. The cost estimate for implementing this project is: \$300,000, including right-of-way acquisition.

Despite the fact that most public comments supported this project, this project is not recommended to be advanced because it is less desirable than the reconstruction and extension of Old Ford Road to KY 61. Specifically, if this signal were installed, KY 1494 would still need to be reconstructed between KY 61 and Old Ford Road. Old Ford Road would also need to be reconstructed between KY 1494 and the wastewater treatment plant. The need to acquire right-of-way and relocate underground utilities would cause this project to take longer than anticipated. Further, this project would not meet the goal of providing a second access to KY 61.

#### Reopen Salt River Plant Drive Road as a One-Way Street from KY 1494 to KY 61

In the recent past the City closed Salt River Plant Drive. Public comments received during this planning study indicate that a benefit to overall traffic flow could be achieved by reopening this road as a one-way street to allow right-turning southbound traffic to exit KY 1494 and quickly access KY 61.

Because most of the traffic is turning north, and because the top priority is to reconstruct and extend Old Ford Road to KY 61, it is recommended that opening Salt River Plant Drive as a one-way southbound road should only be considered after the Old Ford Road is extended to KY 61, a traffic light and right-turn lanes are installed at the intersection, and follow-up traffic reconnaissance is conducted. It is anticipated that providing right-turn lanes on Old Ford Road and retaining existing KY 1494 for local access would offer the same benefit as opening Salt River Plant Drive—i.e., the ability to turn south onto KY 61.

### **4.1.3 Mid-Term Projects**

#### **Mid-Term Projects Advanced / Recommended**

##### 7. Construct Sidewalks along South Side of KY 1494

Sidewalks currently exist along more than half of the south side of KY 1494, but they are not continuous. When the City implemented sidewalks in the recent past, some landowners would not allow an easement for construction. Pedestrians “bridging” the gaps have worn dirt paths across several private properties. It is recommended that sidewalk construction be continued to close the gaps and provide pedestrians with continuous, safe, and legal access. The two largest segments that have the highest need for sidewalks are from South Shore Drive approximately 1,400 feet east; and between Cundiff Lane west approximately 1,600 feet to Dogwood Run. The sidewalk construction would include piping and filling in ditches in some places. The total estimated project cost is \$731,000. There would be additional costs to construct shorter sidewalk segments needed at several locations.

8. Construct a Connector Road on New Alignment Joining KY 61 to the Lakes of Dogwood Boulevard and Reconstruct Cundiff Lane to KY 1494

This option would create added interconnectivity for the residential areas to the west of KY 61, particularly the Lakes of Dogwood Subdivision. In addition, this option would remove traffic from Beech Grove Road by providing additional access to KY 61. It is compatible with future development in a predominantly agriculture area and is also out of the floodplain. However, there is concern that this alternative could present some significant right-of-way impacts, especially if it is extended to the Lakes of Dogwood Subdivision. Because of the relatively flat terrain and development interest in this land in the recent past, the potential exists for implementing this project via a public-private partnership. Specifically, should any development be proposed in this area, the City may require the developers to construct part or all of the road and then dedicate it to the City. The estimated construction cost for this 0.68-mile project is \$1.19 million.

#### **4.1.4 Long-Term Projects**

##### **Long-Term Projects Advanced / Recommended**

9. Rebuild Beech Grove Road from Shulthise Lane to Old Ford Road

To remedy the current safety and congestion deficiencies in Beech Grove Road, it should be reconstructed with wider shoulders and intersection improvements. After Project 6 is completed, this project would need to be constructed from the western terminus of Old Ford Road (MP 7.49) west to approximately Shulthise Lane (MP 6.17). The estimated project cost is \$4.46 million. Some issues to be dealt with include traffic maintenance during construction, utility relocations, and right-of-way acquisitions. This project should not be advanced until Project 8 is implemented; otherwise, maintenance of traffic would be extremely complex.

10. Conduct a Design and Feasibility Study of a New Shepherdsville Bypass Incorporating KY 480 with a Railroad Overpass.

Much discussion and consideration of an extension of KY 480 west from KY 61, including a railroad overpass, has occurred during this planning process. Because this would be a very expensive option with more long-term benefits than short-term, it is recommended that a Shepherdsville Bypass Study be advanced as Project 10. It is the recommendation of this plan, therefore, that a design and feasibility study of a bypass should be implemented to consider its overall costs, benefits, and alignment options.

The scope of the bypass study should include traffic forecasting/modeling, environmental analysis, public involvement, and alignment analysis. The end product should identify the project goals and objectives / purpose and need, an analysis of alignments (including the best crossing of the Salt River), and cost estimates; and recommend priority sections of independent utility.

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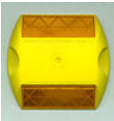


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One such section could be from the KY 480/KY 61 intersection west to KY 1494 west of Reichmuth Lane, as shown on Exhibit 4 in Appendix A. Concerns with this segment are the high costs and vertical challenge of bridging the CSX railroad as well as floodplain impacts. A new interchange with KY 61 and I-65 is currently included in the KIPDA Long-Range Plan. This interchange concept should be included in the bypass study.

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**4.2 All Projects Recommended for Advancement:**

**Table 2: Recommended Projects**

	Project	IMMEDIATE PROJECTS	Type	Sponsor	Cost
<b>1</b>	Beech Grove Rd. and Old Ford Rd. Curve	Request KYTC evaluation for revised signage and raised pavement markings at the Beech Grove Road (KY 1494)/Old Ford Road Curve; examples below:  <div style="display: flex; justify-content: space-around; align-items: center;">    </div>	Signage and Pavement Markings	KYTC	<\$10,000
	<i>Notes/ Activity Completed</i>				
<b>2</b>	Beech Grove Rd. at Reichmuth Ln.	To improve sight distance, maintain vegetation at the intersection of Beech Grove Road (KY 1494) and Reichmuth Lane.	Maintenance	KYTC	N/A
	<i>Notes/ Activity Completed</i>				
<b>3</b>	Sign Removal	To improve sight distance, consult with Pickles convenience store regarding roadside parking and obtrusive signage in front of the store at the intersection of Beech Grove Road (KY 1494) and KY 61.	Signage	City	N/A
	<i>Notes/ Activity Completed</i>				
<b>4</b>	Speed Enforcement "Blitz"	To mitigate the dangerous effects of speeding on Beech Grove Road (KY 1494) and surrounding vicinity, initiate a speed enforcement "Blitz."	Policy	City	N/A
	<i>Notes/ Activity Completed</i>				



**Southwest Shepherdsville Small Area Transportation Study**

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	<b>Project</b>	<b>IMMEDIATE PROJECTS</b>	<b>Type</b>	<b>Sponsor</b>	<b>Cost</b>
5	Area Rezoning	Consider an area wide multi-use rezoning to provide a framework to guide future development of the land south of KY 1494, between Cundiff and KY 61; consisting of commercial, industrial, residential, and open space to be linked with a new connector road and a multi-use trail. See Exhibit 5 in Appendix A.	Policy	City/County	N/A
	<i>Notes/ Activity Completed</i>				

	<b>Project</b>	<b>SHORT-TERM PROJECTS</b>	<b>Type</b>	<b>Sponsor</b>	<b>Cost</b>
6	Old Ford Rd. Connector Construction	Reconstruct Old Ford Road from the curve at Beech Grove Road as a connector to KY 61 with signalized intersection at KY 61 intersection. See Exhibit 6 in Appendix A.	Reconstruction	KYTC	D \$150,000 R \$100,000 U \$200,000 <u>C \$1.5M</u> T \$1.95M
	<i>Notes/ Activity Completed</i>				

**Southwest Shepherdsville Small Area Transportation Study**

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	Project	MID-TERM PROJECTS	Type	Sponsor	Cost
7	Beech Grove Rd. Sidewalk Connections	Install sidewalk connections with drainage improvements on south side of Beech Grove Road: from near Overhead Door west to South Shore Drive (1,400 feet); from Cundiff west to Dogwood Run (1,600 feet); and other discontinuous areas (<500 feet) as needed.	Construction	City	D \$56,000 R \$85,000 U \$30,000 <u>C \$560,000</u> T \$731,000
	<i>Notes/ Activity Completed</i>				
8	Cundiff Ln. Connector to KY 61	Construct a connector from KY 61 to the Lakes of Dogwood Boulevard, and reconstruct Cundiff Lane to KY 1494; consider Public-Private partnership with future developer.	Construction	City	D \$84,000 R \$140,000 U \$50,000 <u>C \$920,000</u> T \$1.19M
	<i>Notes/ Activity Completed</i>				

	Project	LONG-TERM PROJECTS	Type	Sponsor	Cost
9	Beech Grove Rd. Reconstruction	Rebuild Beech Grove Road (KY 1494) from Shulthise Lane (MP 6.17) to Old Ford Road (MP 7.49)	Reconstruction	KYTC	D \$260,000 R \$1.3M U \$300,000 <u>C \$2.6M</u> T \$4.46M
	<i>Notes/ Activity Completed</i>				
10	Shepherdsville Bypass with RR Bridge	Conduct preliminary design / feasibility study for a Shepherdsville Bypass that connects with KY 480 (with Bridge over RR), and identify sections of independent utility.	Study	KYTC City	\$100,000 to \$300,000
	<i>Notes/ Activity Completed</i>				

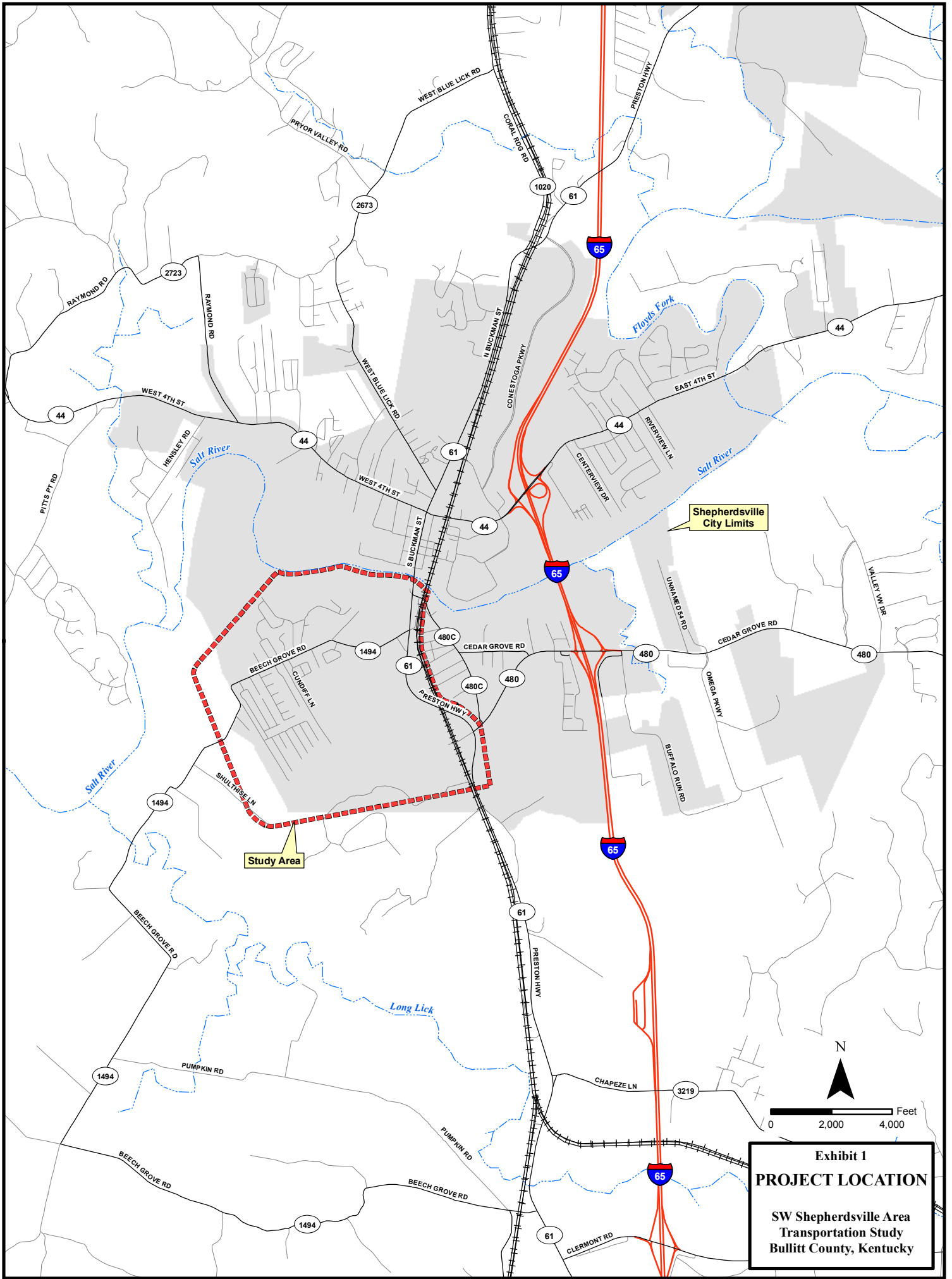
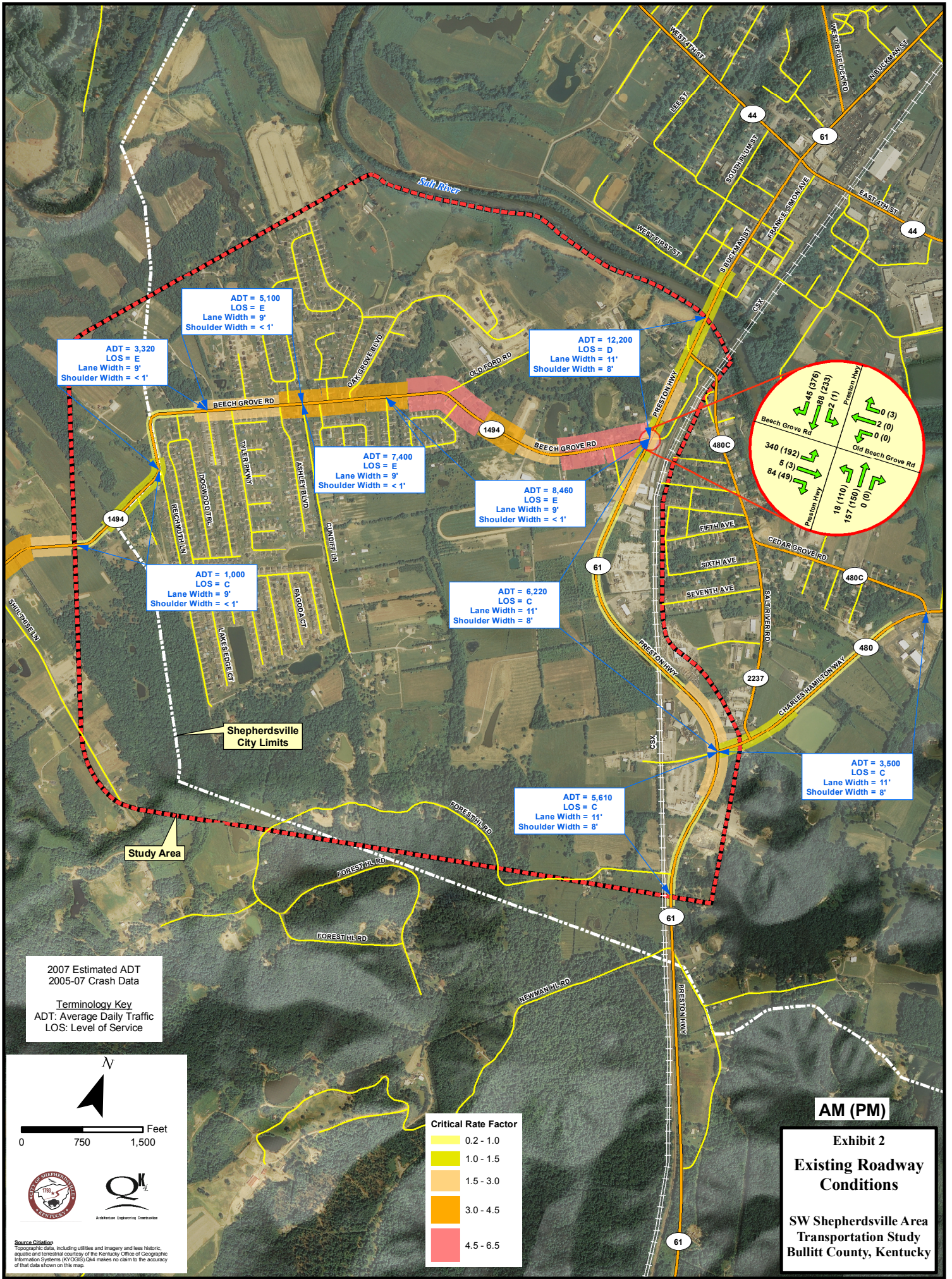


Exhibit 1  
**PROJECT LOCATION**  
 SW Shepherdsville Area  
 Transportation Study  
 Bullitt County, Kentucky



ADT = 5,100  
LOS = E  
Lane Width = 9'  
Shoulder Width = < 1'

ADT = 3,320  
LOS = E  
Lane Width = 9'  
Shoulder Width = < 1'

ADT = 12,200  
LOS = D  
Lane Width = 11'  
Shoulder Width = 8'

ADT = 7,400  
LOS = E  
Lane Width = 9'  
Shoulder Width = < 1'

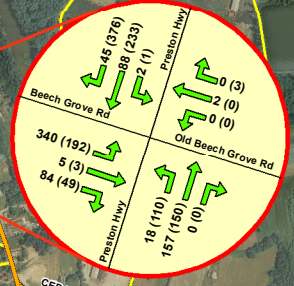
ADT = 8,460  
LOS = E  
Lane Width = 9'  
Shoulder Width = < 1'

ADT = 1,000  
LOS = C  
Lane Width = 9'  
Shoulder Width = < 1'

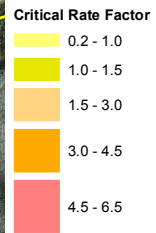
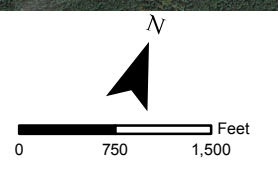
ADT = 6,220  
LOS = C  
Lane Width = 11'  
Shoulder Width = 8'

ADT = 5,610  
LOS = C  
Lane Width = 11'  
Shoulder Width = 8'

ADT = 3,500  
LOS = C  
Lane Width = 11'  
Shoulder Width = 8'



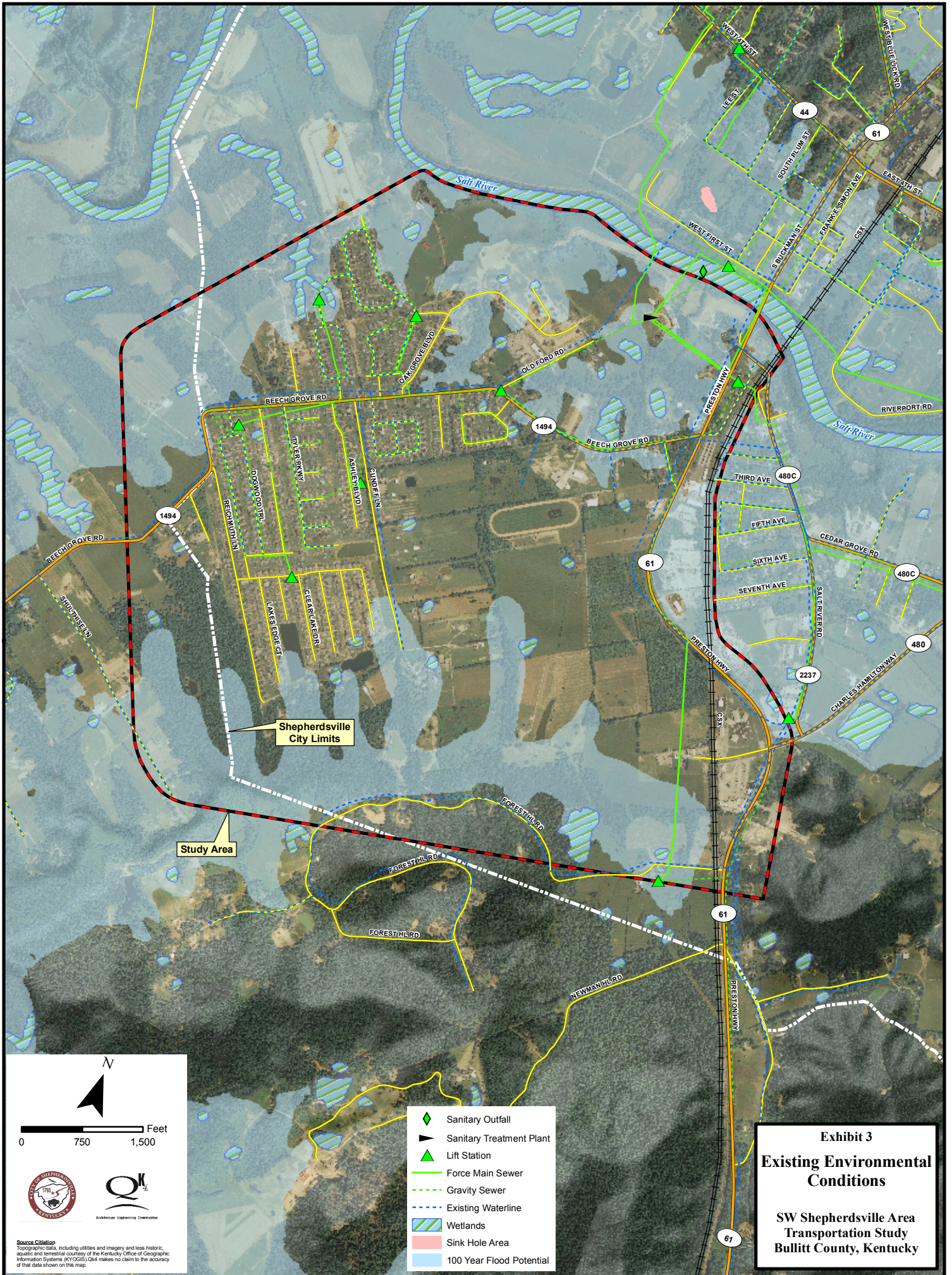
2007 Estimated ADT  
2005-07 Crash Data  
  
Terminology Key  
ADT: Average Daily Traffic  
LOS: Level of Service



**AM (PM)**  
  
**Exhibit 2**  
**Existing Roadway**  
**Conditions**  
  
SW Shepherdsville Area  
Transportation Study  
Bullitt County, Kentucky



Source Citation  
Topographic data, including utilities and imagery and less historic, aquatic and terrestrial courtesy of the Kentucky Office of Geographic Information Systems (KOGIS) Q4 makes no claim to the accuracy of that data shown on this map.



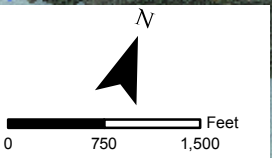
Shepherdsville City Limits

Study Area

**Exhibit 3**  
**Existing Environmental**  
**Conditions**

**SW Shepherdsville Area**  
**Transportation Study**  
**Bullitt County, Kentucky**

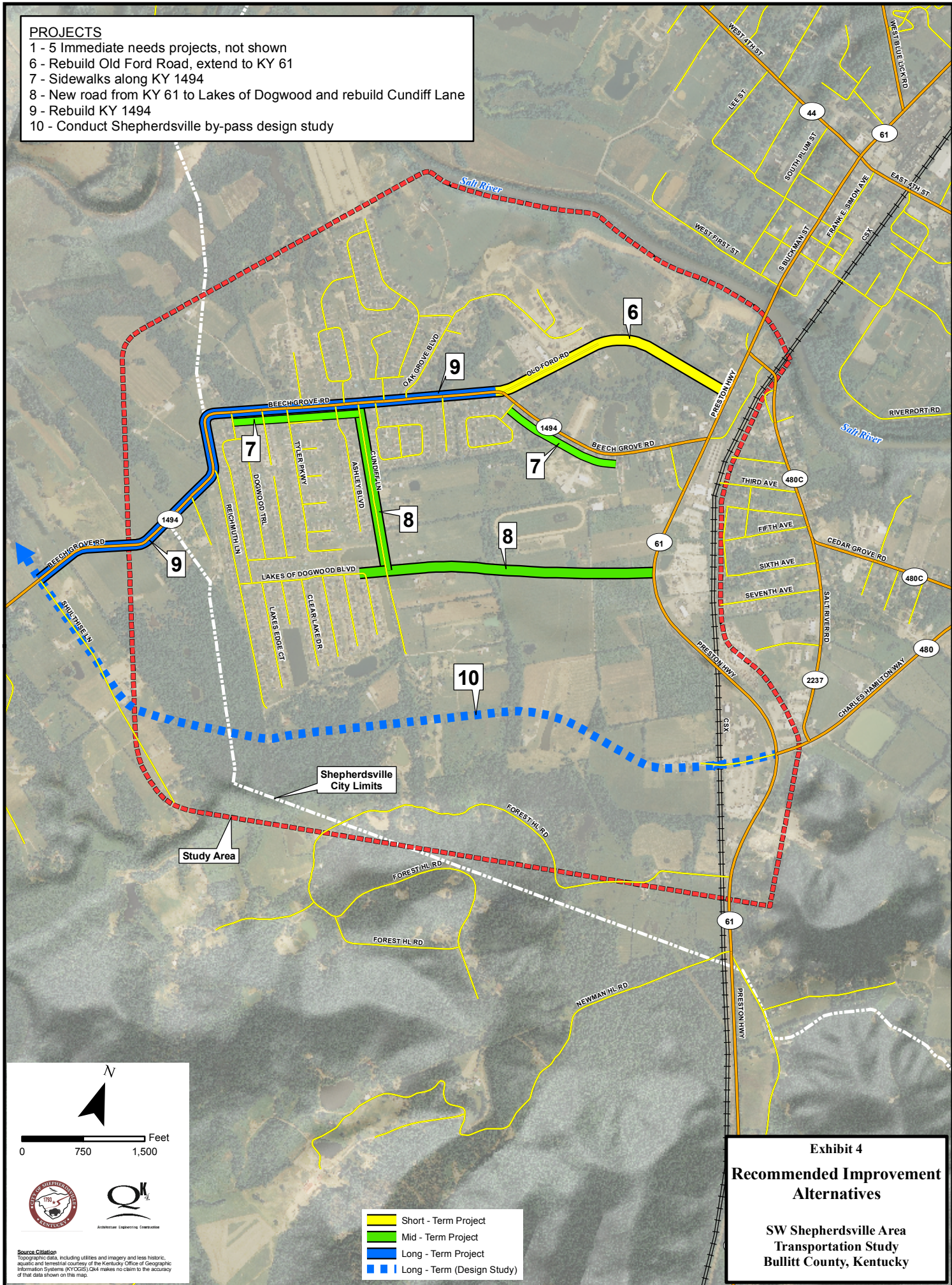
- Sanitary Outfall
- Sanitary Treatment Plant
- Lift Station
- Force Main Sewer
- Gravity Sewer
- Existing Waterline
- Wetlands
- Sink Hole Area
- 100 Year Flood Potential



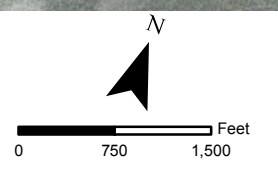
**Source Citation**  
 Topographic data, including utilities and imagery and less historic, aquatic and terrestrial courtesy of the Kentucky Office of Geographic Information Systems (KYOGIS). QMI makes no claim to the accuracy of that data shown on this map.

**PROJECTS**

- 1 - 5 Immediate needs projects, not shown
- 6 - Rebuild Old Ford Road, extend to KY 61
- 7 - Sidewalks along KY 1494
- 8 - New road from KY 61 to Lakes of Dogwood and rebuild Cundiff Lane
- 9 - Rebuild KY 1494
- 10 - Conduct Shepherdsville by-pass design study



**Exhibit 4**  
**Recommended Improvement Alternatives**  
 SW Shepherdsville Area  
 Transportation Study  
 Bullitt County, Kentucky



Source Citation  
 Topographic data, including utilities and imagery and less historic, aquatic and terrestrial courtesy of the Kentucky Office of Geographic Information Systems (KYOGIS). QMA makes no claim to the accuracy of that data shown on this map.

- Short - Term Project
- Mid - Term Project
- Long - Term Project
- Long - Term (Design Study)





Exhibit 6  
Preliminary Design of  
Old Ford Road Extension  
KYTC Item No.: 5-293.00  
SW Shepherdsville  
Bullitt County, Kentucky  
Not to Scale





Architecture

Engineering

Construction

## MEETING MINUTES

**Project:** Southwest Shepherdsville Small Area Transportation Study, Bullitt County

**Purpose:** Steering Committee Meeting # 1

**Place:** Shepherdsville City Hall Conference Room

**Meeting Date:** September 2, 2008

**Prepared By:** Doug Heberle

**In Attendance:**

Sherman Tinnell	Mayor, City of Shepherdsville
Chuck Keith	City of Shepherdsville Public Works
Bill Wilson	City of Shepherdsville Attorney
Maxine Jeffries	City of Shepherdsville City Clerk
Tony Miller	City of Shepherdsville
Bonnie J. Enlow	City of Shepherdsville
Brad A. Whitaker	City of Shepherdsville Fire Department
Ken Bernardi	City of Shepherdsville Police Department
Tom Hall	KYTC, District 5
Andy Rush	KIPDA
Rob Campbell	Qk4
Tom Springer	Qk4
Jeremy Lukat	Qk4
Doug Heberle	Qk4

**Introductions:** Tom Springer opened the meeting by asking the attendees to introduce themselves and express to the committee what each person thought was the most urgent issue in the study area that the plan should address. A comprehensive list of the issues the steering committee would most like to see addressed is:

- Safety
- Congestion on Beech Grove Road (KY 1494)
- Road width and emergency vehicle access
- Drainage
- Turning lanes at the intersection of KY 1494 and KY 61
- Evaluate the need for a signal at the intersection of KY 1494 and KY 61
- Environmental (Topographic, geologic, and hydrologic) issues
- Consideration for future need and available right of way
- Lack of interconnectivity resulting in congestion and safety issues

The Steering Committee reviewed maps showing environmental conditions and existing traffic data. The team then entered into discussion regarding possible alternatives and corresponding pros and cons which are listed below:

**Possible Project Alternatives:**

1. Turning Lanes and signal at the intersection of KY 61 and Beech Grove Road (KY 1494)

Pros: Increases safety, efficiency, and predictability, can be implemented in the short-term with relatively little costs

Con: Increases travel time for KY 61 through traffic

2. Salt River Plant Road; make one way with right turn only onto KY 61

Pro: New access to KY 61 which also removes traffic from KY 1494

Cons: potentially confusing and dangerous intersection at a skew and non-conventional confusing one-way system in an otherwise two-way road network.

3. Old Ford Road to KY 61

- End at 480C

Cons: too close to the KY 61 Salt River Bridge, it could require the widening of 480C under the railroad

Pro: would provide for a circular-like connection with KY 480C

- End near the Insight Cable Building

Pros : ROW is already owned by the City, it would remove traffic from the high crash and high congested area on KY 1494

Con: Close proximity to the existing KY 1494/KY 61 intersection (Note: it would be 700 feet to the north)

4. New Corridor to KY 61 at KY 480 with a Railroad Overpass, possible alignment options include:

- Shulthise Lane extension east to KY 480
- Sherleys Court extension east to KY 480
- Cundiff Lane extension east to KY 480
- Forest Hill Lane realignment into one of the new connectors and close existing intersection with KY 61

Pros: Provides new access to KY 61, compatible with future growth, provides railroad overpass instead of at grade crossing

Cons: vertical issue with the railroad crossing and proximity of KY 61, High construction and right-of-way costs, ROW acquisition and impacts, and could have floodplain and wetland impacts

- New Extension from KY 1494 north over Salt River to KY 44 to provide a southern and western bypass around Shepherdsville

Pros: Long-term vision that would serve future transportation network, would benefit the congested KY 61/KY 44 intersection in Shepherdsville, and would provide another crossing of Salt River during times of emergency or when the interstate is shut down.

Cons: would have environmental impacts from the crossing of Salt River, including wetland and floodplain and water quality impacts; very expensive; right-of-way and land acquisition impacts.

5. New Corridor to KY 61 north of the Railroad Overpass

- From KY 1494 near Overhead Door south to connect to KY 61, including the reconstruction of KY 1494 back to the Old Ford Road intersection.

Pros: Provides another access point to KY 61

Cons: Traffic management, ROW, Utilities, and construction schedule would all be factors

- Cundiff Road extension east to KY 61

Pros: Connects with KY 1494 at a point where it would attract traffic

Cons: ROW impacts and relocations

- Sherleys Court extension south of the subdivision, then east to KY 61

Pros: Provides a long-term bypass option

Cons: ROW impacts and relocations, high construction and ROW costs.

- The Lakes of Dogwood Blvd. extension east to KY 61

Pros: Removes traffic from KY 1494 via a new access, it would be outside of the floodplain, provides new access point to subdivisions, would be compatible with future development

Cons: ROW impacts and relocations, and conversion of a cul-de-sac neighborhood road to a through road

**Public Meeting:** A Public Meeting to present the project alternatives will be held in an open house format at the gymnasium at 6:30 pm on September 25, 2008, with a presentation beginning at 7:00. Public opinion will be documented via a public comment form which will include an option for ranking of the project alternatives. Prior to the public meeting on September 22, at 5:00 pm at City Hall the City Council will have the opportunity to review and comment the public meeting handouts and maps.

**End of Minutes**

## Agenda

### SW Shepherdsville Small Area Transportation Study Steering Committee Meeting # 1

**Date:** September 2, 2008  
**Time:** 11:00 a.m.  
**Location:** Shepherdsville City Hall

1. Introductions
2. Problem Identification
3. Goal Identification
4. Existing Conditions
5. Alternative Identification  
Short-Term, Long-Term, Pedestrian
  - A. Constraints and Issues
  - B. Goal Satisfaction
6. Project Schedule \ Next Steps
  - A. Public Meeting – September 22 (Mon.) —25 (Thur.)
  - B. Web Based Survey?
  - C. Steering Committee Mtg. #2 – Oct 9 (Thur.) —15 (Wed.)

SW Shepherdsville Small Area Transportation Study  
Steering Committee Meeting # 1  
September 2, 2008

NAME	REPRESENTING	PHONE #	EMAIL	INITIAL
Doug Heberle	OK4	(502) 585-2222	dheberle@gk4.com	NAH
Andy Rush	KIPDA	(502) 266-6084	andy.rush@ky.gov	AR
Tom Springer	OK4	502-585-2222	tspringer@gk4.com	THS
Ken Bernardi	Shepherdsville PD	921-1000	KBERNARDI@sheppolice.com	KB
Bonnie J. Enlow	CITY OF SHEPHERDVILLE	502-643-1105	bonnie.enlow@gmail.com	BE
Brad A. Whittaker	Shepherdsville Fire Dept	502-215-1502	bwhittaker@sheppfire.com	BW
TOM HALL	KYTC DS	502 210 5400	tom.hall@ky.gov	TBH
Jeremy Lukat	OK4	502 5852222	j.lukat@gk4.com	SL
Tony Miller	CITY OF SHED	(502) 543-4541		TEM
MAKINE JEFFRIES	CITY OF SHED	543-2923	mjeffries@sheppcity.com	MJ
PHILIPPA TUNNELL	CITY OF SHED	543-2923		PT
Chuck Keith	City of Shep	434-6582		CK
Bill Wilson	City	543-1000	wilsonky@bellsouth.net	BW



Architecture

Engineering

Construction

# MEETING MINUTES

**Project:** Southwest Shepherdsville Small Area Transportation Study, Bullitt County  
**Purpose:** Steering Committee Meeting # 2  
**Place:** Shepherdsville City Hall Conference Room  
**Meeting Date:** October 14, 2008  
**Prepared By:** Doug Heberle  
**In Attendance:**

Sherman Tinnell	Mayor, City of Shepherdsville
Bill Wilson	City of Shepherdsville Attorney
Maxine Jeffries	City of Shepherdsville City Clerk
James E. McAuliffe	City of Shepherdsville
Bonnie J. Enlow	City of Shepherdsville
Brad A. Whitaker	City of Shepherdsville Fire Department
Tom Hall	KYTC, District 5
Andy Rush	KIPDA
Rob Campbell	Qk4
Tom Springer	Qk4
Jeremy Lukat	Qk4
Doug Heberle	Qk4

**Introductions:** Tom Springer opened the second steering committee meeting by informing the attendees of the meeting agenda: review of the public comments and the recommended project alternatives. Each attendee was given a packet containing a public comment summary form and a list detailing the recommended project alternatives. This handout was intended to supplement each person's project folder.

**Public Comment Summary:** Doug Heberle presented the highlights from the handout by reviewing each question that was asked and the most popular answers. The majority of respondents indicated that congestion at Beech Grove Road and KY 61 is a major problem. He also mentioned that in addition to the public comment forms, two petitions and one email was submitted to Maxine Jeffries, the City Clerk, requesting that no new roads be built due to the high cost and perceived tax burden.

**Recommended Project Alternatives:** Tom Springer then presented the list of recommended projects and their applicable ranking in terms of Immediate, Short-Term, Mid-Term, and Long-Term. The team then entered into discussion regarding the revision of the recommended alternatives (to be included in the report) which are listed below:

Immediate Projects:

1. Request KYTC evaluation for revised signage and raised pavement markings at the Beech Grove Road (KY 1494)/Old Ford Road Curve
2. To improve sight distance, maintain vegetation at the intersection of Beech Grove Road (KY 1494) and Reichmuth Lane.
3. To improve sight distance, consult with Pickles convenience store regarding roadside parking and obtrusive signage in front of the store at the intersection of Beech Grove Road (KY 1494) and KY 61.
4. To mitigate the dangerous effects of speeding on Beech Grove Road (KY 1494) and surrounding vicinity, the City may consider initiating a speed enforcement "Blitz".
5. Consider adopting an area wide rezoning to provide a framework to guide future development.

Short-Term Project:

6. Reconstruct Old Ford Road from the curve at Beech Grove Road as a connector to KY 61 with signalized intersection at KY 61 intersection. To see if federal SLO funding would be available for this project, the City will meet with KIPDA and KYTC in the near future.

Mid-Term Projects:

7. Install sidewalk connections with drainage improvements on south side of Beech Grove Road: from near Overhead Door west to South Shore Drive (1,400 feet); from Cundiff west to Dogwood Run (1,600 feet); and other intermittent areas (<500 feet) as needed.
8. Construct a Connector (Corridor 3) from KY 61 to Cundiff Lane and/or the Lakes of Dogwood Boulevard; Consider Public-Private partnership with future developer

Long-Term Projects:

9. Rebuild Beech Grove Road (KY 1494) (after Corridor 3 is open) from Long Lick Farm Road (MP 5.974) to the western end of the rebuilt section that is part of Corridor 1 (i.e., Old Ford Road) (MP 7.489).
10. Conduct preliminary design / feasibility study for a Shepherdsville Bypass that connects with KY 480 (with Bridge over RR) and identify sections of independent utility.

**Miscellaneous:** Phased planning level cost estimates were requested to be assigned to applicable projects to detail the design, right-of-way, utility relocation, and construction.

Discussion of possible funding scenarios was made in addition to the fact that these projects must be included in KIPDA's Transportation Improvement Program (TIP) and/or the Long Range Plan (LRP).



**Meeting Minutes**

Steering Committee Meeting # 2, October 14, 2008

Page 3

Also, SLO funds will be pursued by the City. KIPDA will initiate a meeting with the City and Mary Lou Hauber of KIPDA to discuss addition of the roadway projects to the Long Range Plan with KIPDA and get added to the TIP.

**End of Minutes**

**Agenda**  
**SW Shepherdsville Small Area Transportation Study**  
**Steering Committee Meeting # 2**

**Date:**           **October 14, 2008**  
**Time:**           **11:00 a.m.**  
**Location:**      **Shepherdsville City Hall**

1. Introductions
  
2. Public Comment Summary (Handout)
  
3. Confirm Preferred Alternative Identification  
(Immediate, Short-Term, Mid-Term, Long-Term)

SW Shepherdsville Small Area Transportation Study  
Steering Committee Meeting # 2  
October 14, 2008

NAME	REPRESENTING	PHONE #	EMAIL	INITIAL
Andy Rush	KIPDA	266-6084	andyh.rush@ky.gov	AR
Tom Hall	KYTC DS	2105400	tom.hall@ky.gov	TBH
MAXINE JEFFRIES	Shepherdsville	543-2923	mjeffries@shepcity.com	MJ
Bonnie Enlow	Shepherdsville	643-1105	bonnie.enlow@gmail.com	BE
Brad A. Whittaker	Shepherdsville	643-9203	bwhittaker@shepfire.com	BAd
James E. McAuliffe	" "	955-7803	mac@shepcity.com	JEM
Tom SPRINGER	QK4	585-2222	tSpringer@qk4.com	TR
DOUG HEBERLE	QK4	585-2222	dheberle@qk4.com	DH
MAYOR TINNELL	SHEP.	543-2923	STINNEL @ SHEPCITY.COM	
Bill Wilson	Shop.	543-1000	wilsonky@bellsouth.net	BW
Jeremy Lukat	QK4	992-2894	jlukat@qk4.com	JL



# SUMMARY OF COMMENT FORMS

## Public Information Meeting

### Southwest Shepherdsville Transportation Study

Bullitt County

September 25, 2008

This public information meeting was conducted to (1) inform the public about the options for improving traffic in the southwest Shepherdsville study area and (2) to receive public input/comments about which improvements that they prefer. Citizens were provided a handout consisting of a project fact sheet with the study purpose, issues, and draft project goals, and a comment form to submit.

A staffed information table with a sign-in sheet was present at the entrance, and the handout/comment forms distributed to attendees. The meeting began at 6:30pm at the Shepherdsville City Hall located at 634 Conestoga Parkway, Shepherdsville, KY 40165. Several exhibits on display illustrated the various alternative improvements including both short-term spot improvements and long-term new corridors. Staff members from Qk4 and KIPDA were available to answer questions and elicit comments and discussion.

Sixty (60) people attended the meeting and signed the sign-in sheet. Forty-four (44) of the pre-printed comment forms were returned representing fifty-two (52) people. The questions from the comment form are listed below with the representative statements of all the comments received:

*1. What are the most important transportation issues and/or locations in this area that concern you?*

- Congestion at Beech Grove Road and KY 61 (24)
- Narrow road width of Beech Grove Road (8)
- Install signal at Beech Grove Road and KY 61 (4)
- Access to KY 61 (5)
- Speeding (4)
- Lack of sidewalks on Beech Grove Road (2)
- Blind curve entering Reichmuth Lane from Beech Grove Road (2)
- Do not want property taken (2)
- Vehicles cutting through parking lots and improper passing
- Old Ford Road to KY 61
- This problem was created by the city when they changed the area to residential
- Beech Grove Road has no guardrails
- 55 MPH speed limit on KY 61 North before reaching 1494
- Lack of secondary access to KY 1494 without driving to Bardstown
- Need lights at KY 480 and KY 61 intersection
- The convenient store sign that obstructs vision at Beech Grove Road and KY 61

- Reduce Congestion
- Old Ford Road is one lane and full of potholes
- Exiting Beech Grove Road safely
- Narrow streets and congestion
- Old Ford Road needs to be two lanes to KY 61
- All the subdivisions being built and Beech Grove Road can not handle the traffic
- When there is a major accident on I-65, KY 61 is blocked (3)

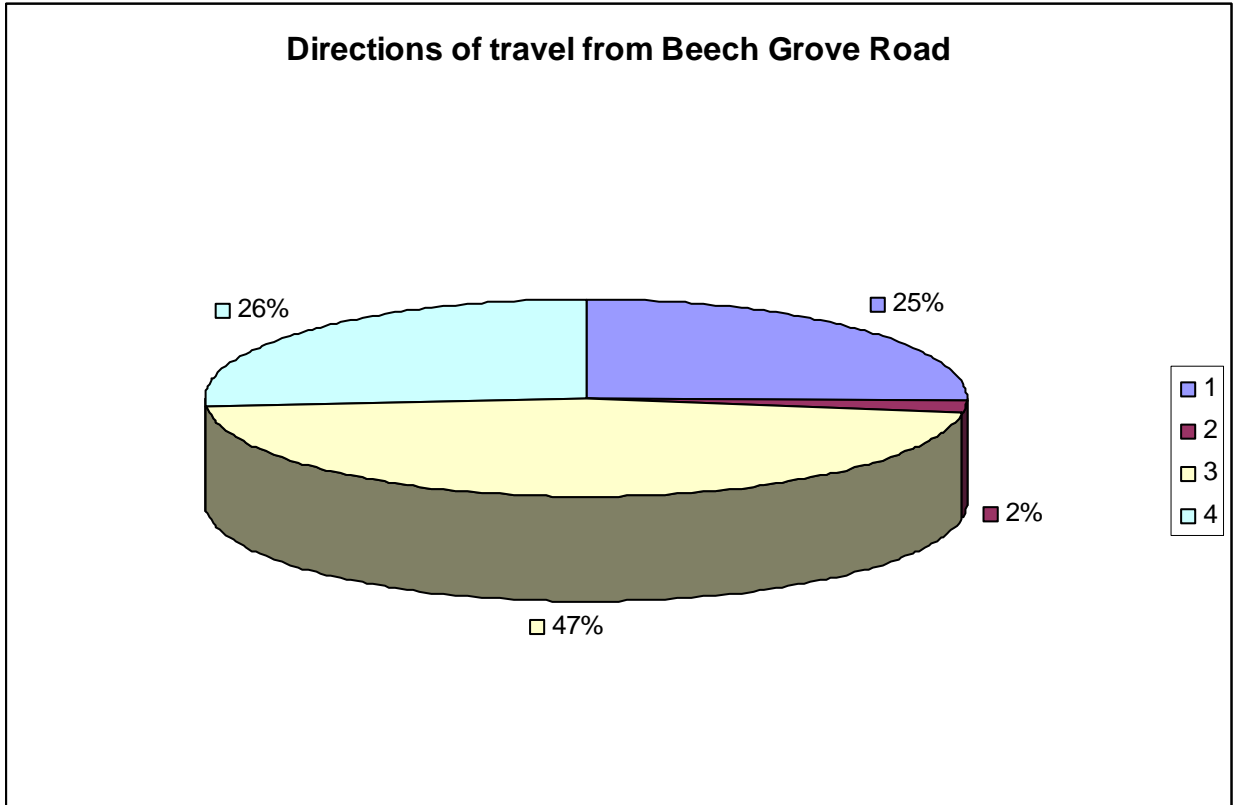
2. *What type of road improvements should we consider to reduce congestion on Beech Grove Road?*

- Signalization at Beech Grove Road and KY 61 (26)
- Construct turning lanes on Beech Grove Road at KY 61 (15)
- Develop Old Ford Road as an alternative (9)
- Re-open Salt River Plant Road to KY 61 (8)
- Alternate Route to KY 61 (7)
- Widen Beech Grove Road (6)
- Straighten the curve at Old Ford Road (2)
- Add sidewalks down Beech Grove Road (2)
- Decrease 55 mph speed limit on KY 61 North before KY 1494 (2)
- Add signs at the sharp curve
- Control speeding
- Stop building so many subdivisions

3. Four out of five cars (80%) go north on KY 61 from Beech Grove Road. To help us better plan, we would like to know on average how many times per week you take the following routes:

- 1. (196) Directly to I-65 to Louisville
- 2. (19) Directly to I-65 to Elizabethtown
- 3. (358) Local routes in and around Shepherdsville
- 4. (205) To I-65 with stops in Shepherdsville

Note: numbers in parentheses indicate respondents' total trips per week.



4. Please list any other comments you may have: (e.g. pedestrian concerns, drainage, problems, places that are confusing, places where you can't see other traffic, etc...)

- There are not enough sidewalks on Beech Grove Rd. for pedestrians and bicycles (11)
- Speeding (6)
- Drainage (4)
- Pickles Corner sign blocks view at Beech Grove Road and KY 61 (4)
- Narrow width of Beech Grove Road (2)
- People backing out onto Beech Grove Road (2)
- Blind spot on Beech Grove Road and Reichmuth, tree branches too close to power lines on Beech Grove Road, Narrow width of Beech Grove Road does not provide safety for bicycles (2)
- Drop off on Salt River Plant Road needs to be filled-in and concrete debris removed from that area (2)
- Deep shoulders, curves too sharp
- Leave Salt River Plant Road closed due to narrow width and its intersection with KY 61 would be too close to Beech Grove Road intersection
- The city would need to reimburse properly as if we were selling to a developer
- Children need to stay in their own subdivision; need to remove Pickles corner sign; don't go north, go south to interstate
- Drainage in front of my house, can't get out of my driveway, falling down building, old septic tank across from Pickles Corner, trees, overgrown property, and swamp
- Bad curve at Beech Grove Road and Old Ford Road and past Dogwood Run entrance, Pedestrians and bicycles are a problem due to the narrowness of Beech Grove Road.
- Fog increases problems turning because you can't see if any people or vehicles are coming
- What is the financial burden to taxpayers?
- Road erosion on Beech Grove Road and lack of shoulder, also hard to see to turn from westbound Beech Grove Road into Lakes of Dogwood subdivision due to foliage
- Beech Grove Road needs repair and emergency vehicle access is a concern
- truck traffic is extremely dangerous
- People not using their turn signals
- Beech Grove Road is not at a 90° intersection with KY 61
- It would be an inconvenience for me to have to go down 480 to I-65 North.
- Time deadline of study and need voters' input
- Taxpayers need to be notified of any decisions made
- Parking at Pickles Corner blocks view



5. There are several general long term and short term options presented tonight. Please provide us your comments on each.

Short-Term:

*Spot 1: Turning Lanes and signal at the intersection of KY 61 and Beech Grove Road (KY 1494)*

Favorable (30)	75%
Unfavorable (1)	2%
Unclear (9)	23%

*Spot 2: Reconstruct the high crash intersection of Beech Grove Road and Old Ford Road*

Favorable (16)	49%
Unfavorable (9)	27%
Unclear (8)	24%

*Spot 3: Convert Salt River Plant Road to one-way with right-turn only onto KY 61*

Favorable (25)	60%
Unfavorable (8)	20%
Unclear (8)	20%

Long-Term:

*Corridor 1: Rerouting Beech Grove Road via the Old Ford Road Corridor to KY 61*

Favorable (17)	49%
Unfavorable (15)	43%
Unclear (3)	8%

*Corridor 2: Rebuilding Beech Grove Road*

Favorable (16)	43%
Unfavorable (12)	33%
Unclear (9)	24%

*Corridor 3: A new connector road from Cundiff Lane and/or the Lakes of Dogwood Subdivision to KY 61 just south of and parallel to Beech Grove Road*

Favorable (16)	45%
Unfavorable (13)	36%
Unclear (7)	19%

*Corridor 4: A new bridge over the railroad from KY 480 with a connector road to either Cundiff or Beech Grove Road*

Favorable (12)	34%
Unfavorable (16)	46%
Unclear (7)	20%

### **Total Public Input Summary**

The open-ended questions asked on the public comment form resulted in each response being unique. However, despite a lack of uniformity the common suggestions involved:

1. The most important transportation issues in this location are:
  - Congestion at the intersection of Beech Grove Road and KY 61
  - Narrow width of Beech Grove Road
  - Limited access to KY 61 from the subdivisions
  - Speeding
2. The preferred types of road improvements to reduce congestion on Beech Grove Road are:
  - Install signal and turning lanes at the intersection of Beech Grove Rd. and KY 61 (Spot 1)
  - Develop Old Ford Road as an alternate (Corridor 1)
  - Re-open Salt River Plant Road (Spot 3)
  - Construct an alternate route to KY 61 (Corridor 3 was the most popular of the options)
  - Widen Beech Grove Road (Corridor 2)
3. Forty-seven percent (47%) of respondents make trips that involve stops in and around Shepherdsville rather than traveling directly to I-65.
4. There is much concern among respondents regarding:
  - The lack of pedestrian facilities on Beech Grove Road
  - Speeding
  - Drainage
  - Financial burden to taxpayers regarding any construction alternative
5. Short-Term improvements rank in popularity with most popular first: 1, 3, 2  
Long-Term improvements rank in popularity with most popular first: 2, 3, 1, 4
6. Miscellaneous:  
There were two (2) petitions and one (1) email, requesting that no new roads be built. In addition to requesting that no new roads be built, one petition and the email illustrated support for the installation of a signal and turning lanes at the intersection of Beech Grove Road and KY 61.

Petition 1 states: “We do not want many millions spent on added roads. (Turning lane OK and road the city already has Old Ford Road OK)” This petition is signed by forty-one (41) people.

Petition 2 states: “We the undersigned, being residents, taxpayers and voters of Shepherdsville, KY, protest any proposal of putting an overpass over CSX Railroad. We know that the cost to the taxpayers would be in excess of 5 million dollars. We also know that there are less expensive ways of curing traffic problems on Beech Grove Road. We believe that the economy is in bad shape and we do not want more taxes. The City acknowledges that they do not have the money and we do not want to go in debt with bonds”. This petition is signed by fifty-four (54) people.

The email to Maxine Jeffries, City Clerk of Shepherdsville, states: “I have been walking around and talking to residents of the subdivisions off of Beech Grove Rd. They do not want a new road with the new taxes a/o bonds that will be associated with such an endeavor. However, everyone wants a turning lane at the top of Beech Grove Rd and a street light. They also want (especially those three subdivisions that connect with Oak Grove) Old Ford Rd which the city already owns finished. They also want to know who agreed to close Salt River Plant Rd. It seems that the city had been having meetings and keeping us that are affected out of the loop. This promotes distrust. I really hope that our politicians and such do not vote against what we want. After all, I am in for keeping all such activities public including what is said. Then we can keep everything honest”.

# **The City of Shepherdsville Needs Your Input!**

Concerning a Traffic Needs Study in the  
Beech Grove Road / KY 61 Area



## **When:**

**Thursday, September 25, 2008,  
6:30 – 8:30 PM (Presentation at 7:00)**

## **Where:**

**Shepherdsville City Hall  
634 Conestoga Parkway  
Shepherdsville, KY 40165**

Take this opportunity to share your ideas  
and concerns about traffic issues  
that affect you

*For additional information or any ADA requirements,  
contact Maxine Jeffries, City of Shepherdsville,  
634 Conestoga Parkway  
P.O. Box 400 Shepherdsville, KY 40165  
(502) 215-1527*



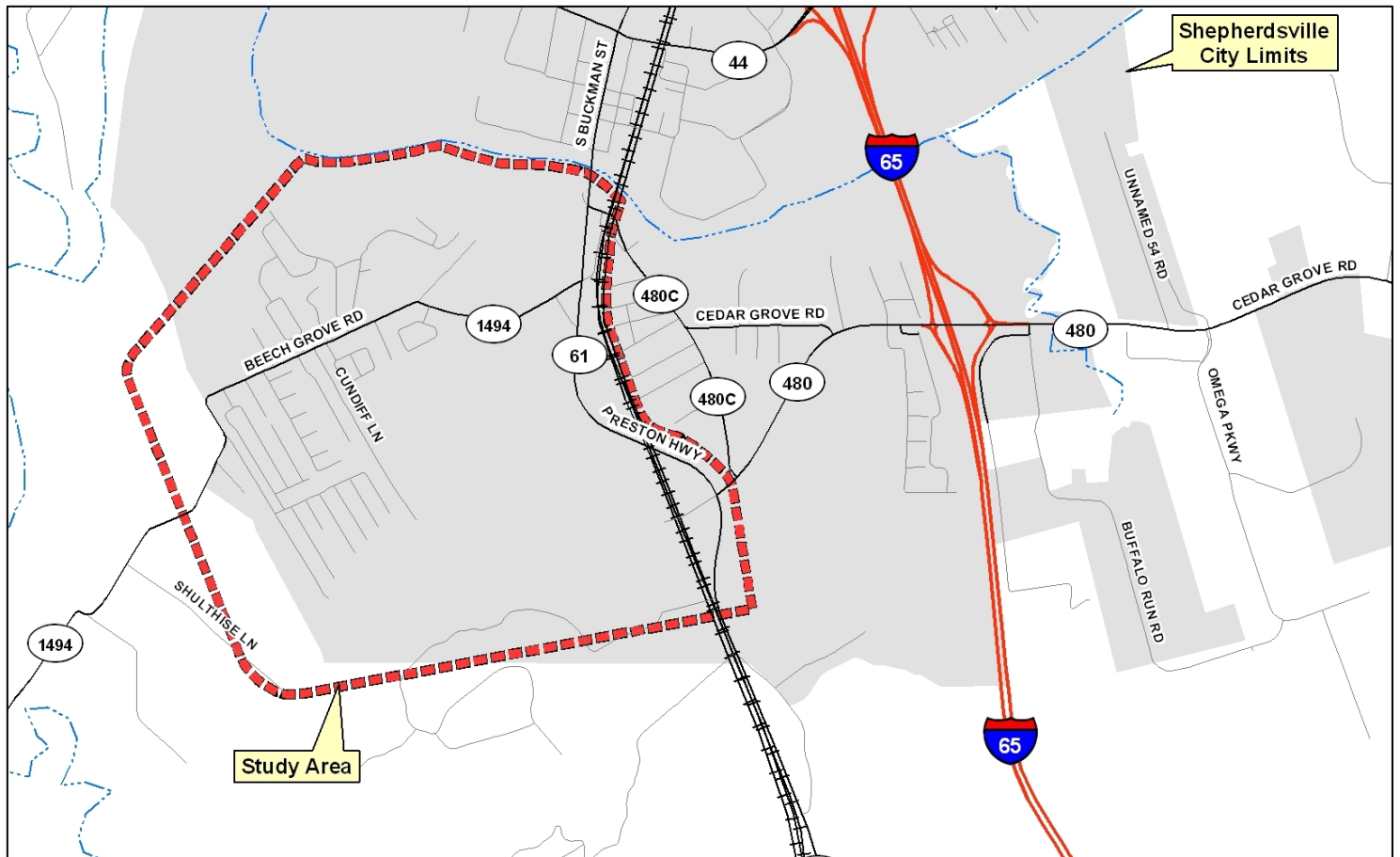






## Southwest Shepherdsville Transportation Study

The City of Shepherdsville has initiated a transportation study of the southwestern section of the city to address the traffic congestion on Beech Grove Road and vicinity. The scope will include evaluation of existing traffic conditions and identification of potential improvements that would reduce congestion and improve safety in the area. The general study area will include the area shown below, which includes the following existing major road corridors: Beech Grove Road (KY 1494), Old Ford Road, Reichmuth Lane, Cundiff Lane, KY 61 (S. Preston Highway), and KY 480 (Cedar Grove Road). The study area is illustrated below:



For additional information, contact:  
Maxine Jeffries, City of Shepherdsville  
634 Conestoga Parkway  
P.O. Box 400 Shepherdsville, KY  
(502) 215-1527

**Public Comment Response Deadline is October 2, 2008**



# PUBLIC COMMENT FORM

## Southwest Shepherdsville Transportation Study

Name:

Address:

**Public Comment Response Deadline is October 2, 2008**

1. *What are the most important transportation issues and/or locations in this area that concern you?*

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2. *What type of improvements should we consider to reduce congestion on Beech Grove Road?*

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3. *Four out of five cars (80%) go north on KY 61 from Beech Grove Road. To help us better plan, we would like to know on average how many times per week you take the following routes:*

*Directly to I-65 to Louisville*       *Local routes in and around Shepherdsville*  
 *Directly to I-65 to Elizabethtown*       *To I-65 with stops in Shepherdsville*

4. *Please list any other comments you may have: (e.g. pedestrian concerns, drainage, problems, places that are confusing, places where you can't see other traffic, etc...)*

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5. There are several general long term and short term options presented tonight. Please provide us your comments on each.

**Short-Term:**

**Spot 1: Turning Lanes and signal at the intersection of KY 61 and Beech Grove Road (KY 1494)**

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**Spot 2: Reconstruct the high crash intersection of Beech Grove Road and Old Ford Road**

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**Spot 3: Convert Salt River Plant Road to one-way with right-turn only onto KY 61**

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**Long-Term:**

**Corridor 1: Rerouting Beech Grove Road via the Old Ford Road Corridor to KY 61**

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**Corridor 2: Rebuilding Beech Grove Road**

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**Corridor 3: A new connector road from Cundiff Lane and/or The Lakes of Dogwood Subdivision to KY 61 just south of and parallel to Beech Grove Road**

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**Corridor 4: A new bridge over the railroad from KY 480 with a connector road to either Cundiff or Beech Grove Road**

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