

3RD STREET ROAD / ST. ANDREWS CHURCH ROAD AREA

Jefferson County, Kentucky



TRANSPORTATION STUDY

FINAL September 2008



1.0 INTRODUCTION

Recognizing the need for improvements, the Kentucky Transportation Cabinet (KYTC), Kentuckiana Regional Planning and Development Agency (KIPDA), and Louisville Metro initiated a transportation study for the 3rd Street Road / St. Andrews Church Road area, in southwest Jefferson County. The study includes an evaluation of existing traffic conditions, identification of potential improvements that would reduce congestion and improve safety in the short term (within the next 10 years), and recommends priorities for possible major projects in the long term (by 2030). Also evaluated were the present bicycle and pedestrian facilities, as well as accessibility to the transit service in the area. The study also identifies the existing and projected level of service (LOS) and average daily traffic (ADT) at major intersections and corridors. Based on these existing conditions, anticipated traffic growth patterns, anticipated future land use, and public and agency input, recommendations for area improvements have been developed.

These recommendations primarily focus on low-cost operational improvements (for example, the installation of traffic signals, the addition of turning lanes, or the addition of sidewalks) and suggest priorities to guide potential long-term widening or rebuild projects. The road system in the area has been examined as a cohesive network with particular attention paid to the operation of 15 key intersections.

1.1 STUDY AREA LOCATION

The study area lies in the southwest portion of Jefferson County in a high density area of commercial and residential land usage. The main arterial corridors that bound the study area are:

- 1. St. Andrews Church Road (KY 1931)**
- 2. Palatka Road (KY 1142)**
- 3. New Cut Road (KY 1865)**
- 4. 3rd Street Road (KY 907)**

One of the main objectives of this study was to examine the following 15 key intersections within the study area. The intersections are listed below and shown on Figure 1:

1. 3rd Street Road (KY 907) and Stonestreet Road
2. 3rd Street Road (KY 907) and East Pages Lane
3. 3rd Street Road (KY 907) and Arnoldtown Road
4. 3rd Street Road (KY 907) and West Manslick Road (KY 2055)
5. 3rd Street Road (KY 907) and Outer Loop (KY 1065)
6. 3rd Street Road (KY 907) and Wisertown Road
7. 3rd Street Road (KY 907) and McNair Road
8. 3rd Street Road (KY 907) and New Cut Road (KY 1865)
9. Palatka Road (KY 1142) and Southside Drive (KY 907)
10. St. Andrews Church Road (KY 1931) and Arnoldtown Road
11. St. Andrews Church Road (KY 1931) and St. Anthony Church Road
12. St. Andrews Church Road (KY 1931) and Blanton Lane
13. St. Andrews Church Road (KY 1931) and Palatka Road (KY 1142)
14. New Cut Road (KY 1865) and Palatka Road (KY 1142)
15. Outer Loop (KY 1065) and New Cut Road (KY 1865)

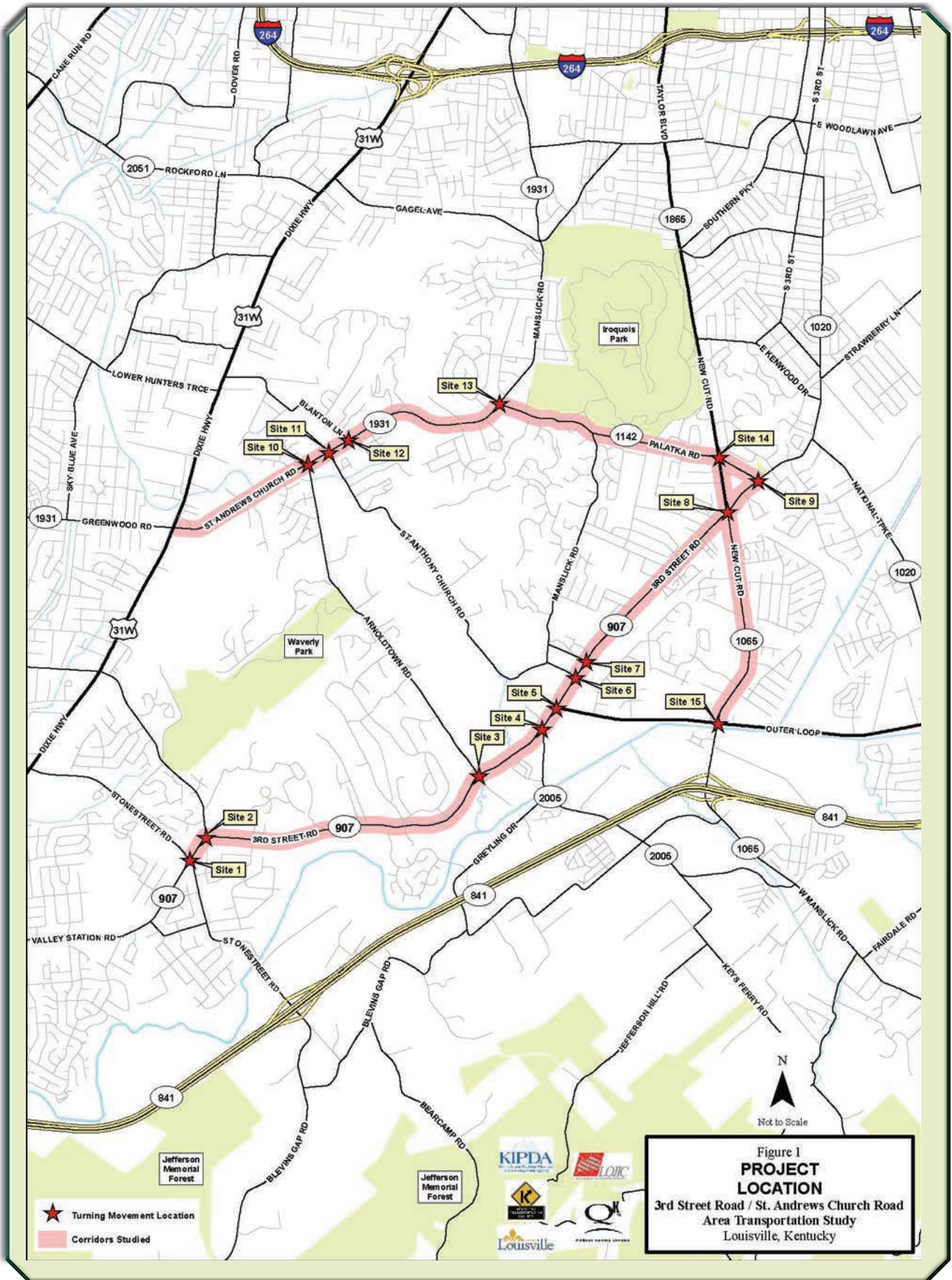
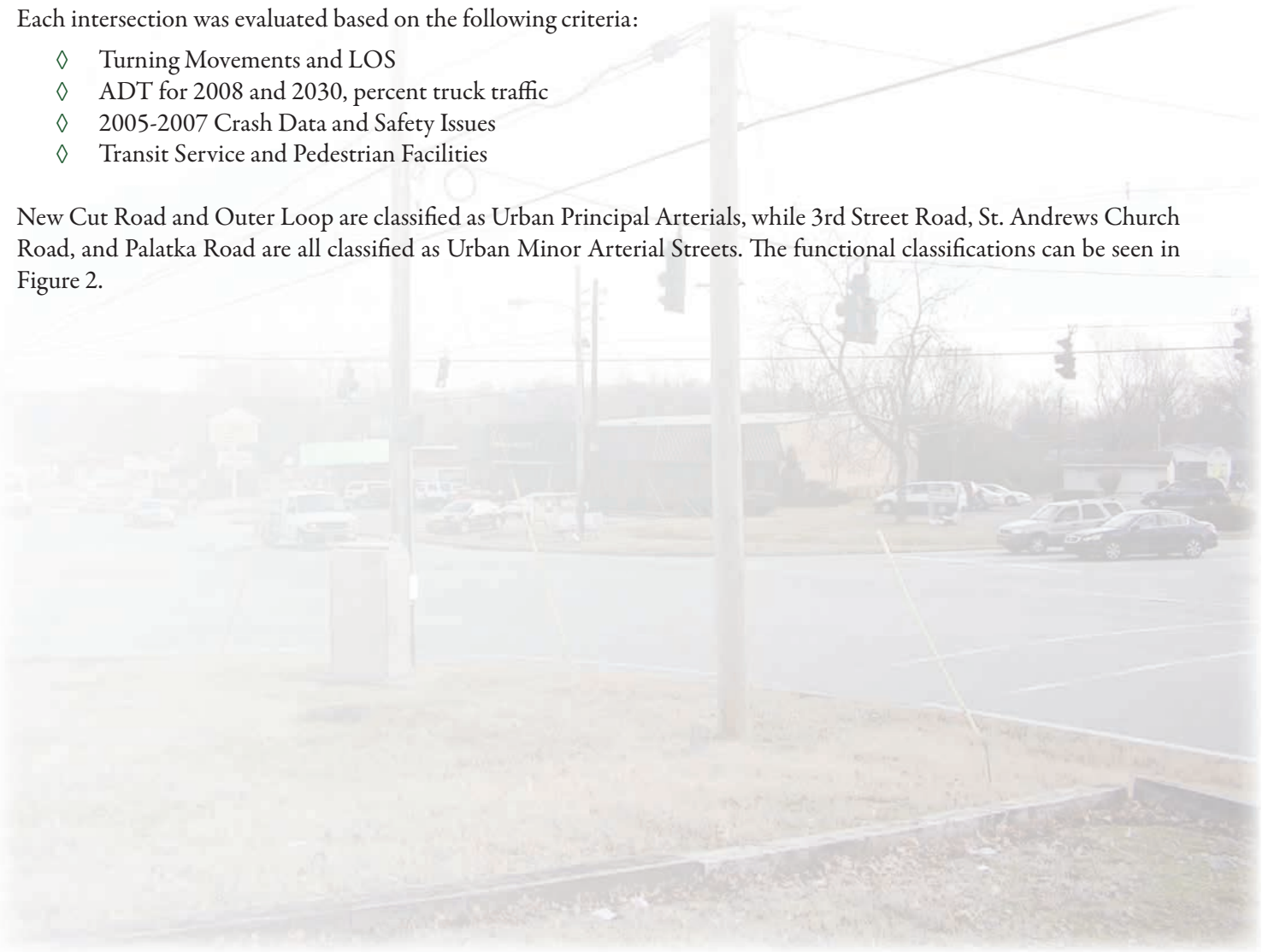


Figure 1
PROJECT LOCATION
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky

Each intersection was evaluated based on the following criteria:

- ◇ Turning Movements and LOS
- ◇ ADT for 2008 and 2030, percent truck traffic
- ◇ 2005-2007 Crash Data and Safety Issues
- ◇ Transit Service and Pedestrian Facilities

New Cut Road and Outer Loop are classified as Urban Principal Arterials, while 3rd Street Road, St. Andrews Church Road, and Palatka Road are all classified as Urban Minor Arterial Streets. The functional classifications can be seen in Figure 2.



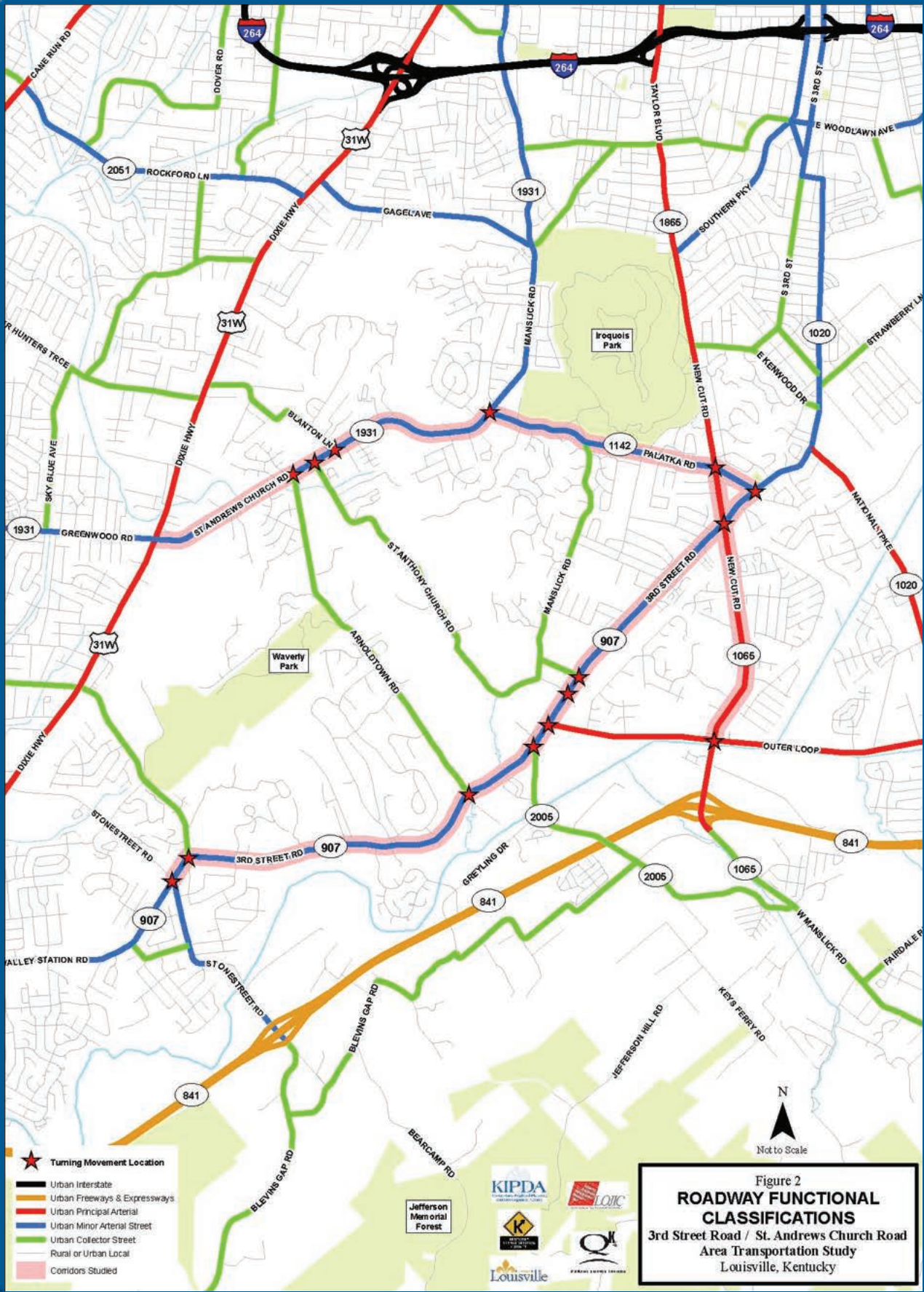


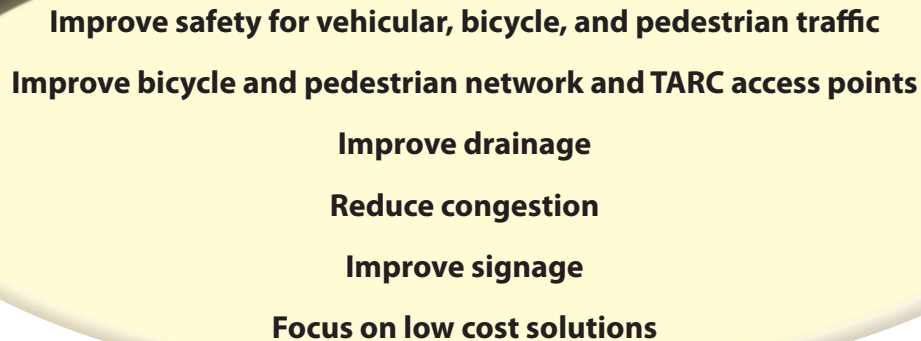
Figure 2
ROADWAY FUNCTIONAL CLASSIFICATIONS
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky

1.2 PLANNING PROCESS AND PROJECT GOALS

A project team approach was used, consisting of representatives from the KYTC District 5, KIPDA, Louisville Metro, and Qk4. Public involvement activities included meetings with local officials and stakeholders, and one open house public information meeting.

Intersection and corridor issues and concerns were identified through discussions with KYTC, KIPDA, Louisville Metro officials, and stakeholders; site visits, traffic records, and a public information meeting. Safety overshadowed all other issues, prompted mainly by the substandard conditions of some of the area intersections and corridors.

The project study team, following a careful consideration of area issues, developed the following project goals:



- Improve safety for vehicular, bicycle, and pedestrian traffic**
- Improve bicycle and pedestrian network and TARC access points**
- Improve drainage**
- Reduce congestion**
- Improve signage**
- Focus on low cost solutions**

2.0 EXISTING CONDITIONS

2.1 INVENTORY AND ANALYSIS METHODOLOGY

The approach to collecting the existing conditions data has included available Louisville/Jefferson County Information Consortium (LOJIC) mapping and data base, KYTC Highway Information System (HIS) data, Metro Call database, existing “as built” plans, existing sign inventory, and existing thermoplastics inventory. This information was supplemented by field data collection, to verify existing conditions data. Field research included multiple site reconnaissance inspections, documented by digital photography and various mapping exhibits.

Data collection also included the collection of existing traffic volumes, turning movements at the 15 key intersections, LOS, and crash data for the area. Inventory efforts included the identification of transit service routes, existing bicycle and pedestrian facilities, as well as planned developments in the area.

The advisory authority of this study was managed with an interdisciplinary project team. The project team was comprised of members from KYTC, KIPDA, Louisville Metro, and the consulting firm, Qk4. There were five (5) project team meetings held on: February 4, 2008; March 17, 2008; April 21, 2008; May 28, 2008; and June 30, 2008. The corresponding meeting minutes are attached in Appendix B.

2.2 ADT AND CRASH DATA

Throughout the study area, ADT ranges from 5,760 to 22,100 vehicles per day (vpd), while the percentage of truck traffic ranges from 4.3% to 7.7%. These figures are displayed in Exhibit 1, in Appendix A. The ADT and crash data are also shown below, in Table 1. The study area has only one high crash area, which is at 3rd Street Road at the southern end of the study area boundary. The area extends from just north of the intersection of 3rd Street Road and Stonestreet Road to the intersection of 3rd Street Road and East Pages Lane (Mile Point [MP]1.915 -2.090), totaling a distance of 0.175 mile. A critical rate factor greater than 1 indicates a high crash area. In this case, the critical rate factor is 1.224, which is highlighted in Table 1.

There were several safety concerns identified by the project team based on analysis of the crash data, public input, and field reviews. Most of these locations were found to coincide with locations that had the worst combinations of horizontal and vertical deficiencies. The data analysis validated the public-identified high crash locations in the absence of a high number of recorded crashes.

Table 1: ADT and Crash Analysis Summary

Begin MP	End MP	Length (miles)	2007 ADT (veh/day)	Number Lanes	Rural/Urban	Roadway Functional Class	Crashes	Critical Rate Factor ¹
KY 907, 3rd Street Road								
1.915	2.090	0.175	10,600	2	U	Urban Minor Arterial	14	1.244
2.090	3.994	1.904	12,700	2	U	Urban Minor Arterial	33	0.368
3.994	4.496	0.502	18,100	2	U	Urban Minor Arterial	9	0.231
4.496	4.660	0.164	18,100	2	U	Urban Minor Arterial	12	0.737
4.660	4.888	0.228	12,200	2	U	Urban Minor Arterial	0	0.000
4.888	5.010	0.122	12,200	2	U	Urban Minor Arterial	2	0.201
5.010	6.310	1.300	12,200	2	U	Urban Minor Arterial	13	0.209
6.310	6.598	0.288	15,000	2	U	Urban Minor Arterial	2	0.093
KY 1142, Palatka Road								
0.000	1.446	1.446	12,500	2	U	Urban Minor Arterial	29	0.411
1.446	1.736	0.290	5,720	2	U	Urban Minor Arterial	0	0.000
KY 1865, New Cut Road								
0.852	1.264	0.412	16,400	4	U	Urban Principal Arterial	9	0.192
1.264	2.668	1.404	17,200	4	U	Urban Principal Arterial	40	0.281
2.668	3.010	0.342	21,400	4	U	Urban Principal Arterial	10	0.199
KY 1931, St. Andrews Church Road								
3.139	4.11	0.97	16,700	2	U	Urban Minor Arterial	25	0.389
4.110	4.261	0.15	16,700	2	U	Urban Minor Arterial	2	0.137
4.261	4.41	0.15	16,700	2	U	Urban Minor Arterial	12	0.829
4.410	5.477	1.07	16,700	2	U	Urban Minor Arterial	16	0.229

Source: KYTC Highway Information System (HIS). Research period is January 1, 2005 to December 31, 2007.

¹Critical Rate Factors that are statistically high (i.e., equal to or greater than 1.00) are shaded.

2.3 TURNING MOVEMENTS AND LOS

The AM and PM turning movements, LOS, and signalization status of each of the 15 intersections are shown in Exhibits 2a – 2d, in Appendix A. The turning movements here collected for 12 hours during normal weekdays between Monday PM and Friday AM, by Jozi Legner Associates (JYLA), with oversight by Qk4. LOS was calculated by Qk4 using Highway Capacity Software.

2.4 TRANSIT SERVICE AND PEDESTRIAN FACILITIES

TARC SERVICE

The major corridors of the study area as well as all the intersections, with the exception of two—3rd Street Road at Wisertown Road and 3rd Street Road at McNair Road—are served by two TARC Express Routes:

- ◇ Express Route 38 (Deering Road Express), a rush-hour express that operates from Valley Station to downtown Louisville via 3rd Street Road, New Cut Road, and Taylor Boulevard.
- ◇ Express Route 54 (Manslick Express), which operates from Arnoldtown Road to downtown Louisville via St. Andrews Church Road, Manslick Road and 7th Street, during rush hours only. The transit routes in the study area are illustrated in Exhibit 3, in Appendix A.

PEDESTRIAN AND BICYCLE ACCESS (SIDEWALKS AND BIKE LANES)

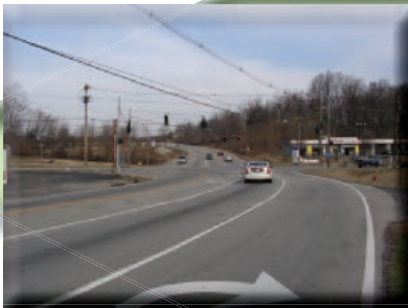
Pedestrian accessibility within the study area exists, but is intermittent and inconsistent along the corridors. In general, primary pedestrian facilities exist for the more recent developments and the more urbanized sections in the study area. They are much more limited within the older and/or more rural areas of the study area. Existing sidewalks are illustrated in Exhibit 3, in Appendix A.

There are currently no bicycle facilities serving the study area, however, bicycle lanes are planned for the section of Stonestreet Road in the southwest portion of the study area. Louisville Metro has planned a cohesive bike trail system which will encompass the whole of Jefferson County. As part of this initiative, a planned bike lane is scheduled for implementation on Stonestreet Road beginning near Terry Road (KY 1727) and ending at the intersection with 3rd Street Road.

2.5 INTERSECTION CONDITIONS

Each intersection is listed below and characterized by issues that were identified during field surveys and data analysis. The intersections are described in terms of crash data, existence of shoulders and sidewalks, access control, and LOS presented as AM / (PM).

Many of these intersections have limited turning lanes, substandard shoulders, and lack of sidewalks. Utilities are often located adjacent to the travel lanes, and residences and businesses are offset at varying distances. Topography in the study area is relatively uniform and flat, typically providing a benefit for vertical sight distances. However, these arterials and corresponding intersections are routinely congested with traffic.



Picture 1: Stonestreet Road looking northwest at the 3rd Street Road intersection



Picture 2: 3rd Street Road looking northeast to the Stonestreet Road intersection

1. 3rd Street Road (KY 907) at Stonestreet Road

- ◇ No sidewalks
- ◇ LOS C / (C)



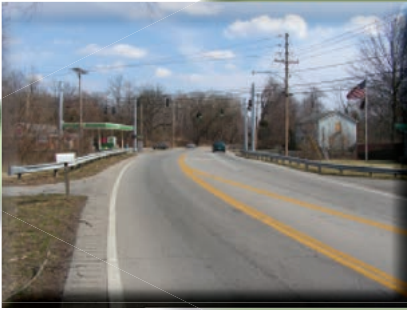
Picture 3: East Pages Lane looking south to the 3rd Street Road intersection



Picture 4: Highcrest Avenue looking north to the 3rd Street Road intersection

2. 3rd Street Road (KY 907) at East Pages Lane

- ◇ High Crash Area
- ◇ No shoulders/sidewalks
- ◇ Numerous curb cuts/ access points
- ◇ LOS B / (E)



Picture 5: 3rd Street Road looking northeast to the Arnoldtown Road intersection



Picture 6: Arnoldtown Road looking southeast to the 3rd Street Road intersection

3. 3rd Street Road (KY 907) at Arnoldtown Road

- ◇ No shoulders/sidewalks
- ◇ Lack of a dedicated right-turn lane on Arnoldtown Road
- ◇ LOS B / (C)



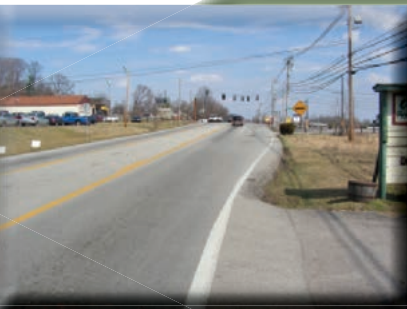
Picture 7: Manslick Road looking north at the 3rd Street Road intersection



Picture 8: 3rd Street Road looking northeast at the Manslick Road intersection

4. 3rd Street Road (KY 907) at West Manslick Road (KY 2055)

- ◇ No shoulders/sidewalks
- ◇ Low volume from West Manslick Road KY to 3rd Street
- ◇ LOS E / (F)



Picture 9: 3rd Street Road looking northeast to the Outer Loop intersection



Picture 10: Outer Loop looking west at the 3rd Street Road intersection

5. 3rd Street Road (KY 907) at Outer Loop (KY 1065)

- ◇ No shoulders/sidewalks
- ◇ Deficient bus access to Johnson's Day Care results in significant traffic back-ups
- ◇ LOS B (C)



Picture 11: Wisertown Road looking at the 3rd Street Road intersection



Picture 12: 3rd Street Road looking northeast from the Wisertown Road intersection

6. 3rd Street Road (KY 907) and Wisertown Road

- ◇ No shoulders/sidewalks
- ◇ Lacks separate, dedicated turning lanes
- ◇ Wisertown Road is very narrow with no pavement markings
- ◇ LOS B (C)



Picture 13: McNair Road looking southeast to the 3rd Street Road intersection



Picture 14: 3rd Street Road looking northeast at the McNair intersection

7. 3rd Street Road (KY 907) and McNair Road

- ◇ No shoulders/sidewalk
- ◇ Limited access control
- ◇ 3rd Street Road is currently being widened at this intersection for a new left-turn lane
- ◇ LOS B (C)



Picture 15: New Cut Road looking northbound at the 3rd Street Road intersection



Picture 16: New Cut Road looking southbound at the 3rd Street intersection

8. 3rd Street Road (KY 907) and New Cut Road (KY 1865)

- ◇ High volume intersection
- ◇ LOS D (F)



Picture 17: Southside Drive looking southbound at the Palatka intersection



Picture 18: Palatka Road looking eastbound at Southside Drive

9. Palatka Road (KY 1142) and Southside Drive (KY 907)

- ◇ No dedicated turning lanes
- ◇ LOS B (C)



Picture 19: Arnoldtown Road looking northwest to St. Andrews Church Road



Picture 20: St. Andrews Church Road looking southwest at Arnoldtown Road

10. St. Andrews Church Road (KY 1931) and Arnoldtown Road

- ◇ No shoulders/sidewalks
- ◇ Lacks separate, dedicated turning lanes on Arnoldtown Road
- ◇ LOS B (C)



Picture 21: St. Anthony Church Road looking northwest at St. Andrews Church Road



Picture 22: St. Andrews Church Road looking southwest at the St. Anthony Church Road intersection

11. St. Andrews Church Road (KY 1931) and St. Anthony Church Road

- ◇ No shoulders/sidewalks
- ◇ Lacks separate, dedicated turning lanes
- ◇ No signalization
- ◇ LOS B (C)



Picture 23: St. Andrews Church Road looking southwest at Blanton Lane



Picture 24: St. Andrews Church Road looking northeast at Blanton Lane

12. St. Andrews Church Road (KY 1931) and Blanton Lane

- ◇ LOS B (C)



Picture 25: Looking southwest on St. Andrews Church Road from the Palatka Road intersection



Picture 26: Looking east at the Palatka Road and St. Andrews Church Road intersection

13. St. Andrews Church Road (KY 1931) and Palatka Road (KY 1142)

- ◇ Limited access management and control for retail area at this intersection
- ◇ LOS B (C)



Picture 27: Palatka Road looking westbound at the New Cut Road intersection



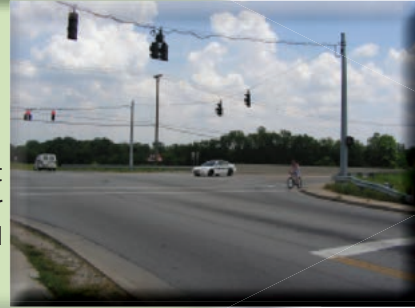
Picture 28: Looking west at Palatka Road and the New Cut Road intersection

14. New Cut Road (KY 1865) and Palatka Road (KY 1142)

- ◇ High volume intersection
- ◇ LOS F (F)



Picture 29: Outer Loop looking eastbound to the New Cut Road intersection



Picture 30: Looking east at the intersection of Outer Loop and New Cut Road

15. Outer Loop (KY 1065) and New Cut Road (KY 1865)

- ◇ High volume intersection
- ◇ LOS C (D)

3.0 STAKEHOLDER CONSULTATION

Stakeholder consultation efforts were approached using a two-tier system. Stakeholder groups were consulted 1) via individual group meetings and 2) through an open house style public meeting held on May 8, 2008. Through these consultation efforts, an understanding of the existing conditions and a sense of needed improvements were gained.

3.1 GROUP MEETINGS

Five group meetings were held with various stakeholders in the project area. The groups met with were Louisville Metro Council Districts 13 and 25, Jefferson County Public Schools, Johnson's Day Care, and TARC. Below is the list of those stakeholders, individuals present at the meetings, and the date and location of the meetings. Individual meeting minutes are attached in Appendix C.

- ◇ Louisville Metro District 25: Councilman Doug Hawkins, Legislative Assistant Scott Harrington, and Staff Assistant Diana Newton on February 14, 2008, at Louisville Metro Hall
- ◇ Johnson's Day Care: Owner Billy Johnson on March 4, 2008, at Johnson's Day Care, 8010 3rd Street Road
- ◇ TARC: Operations Planning Manager Carrie Butler on March 21, 2008, at TARC Corporate Offices, 1000 West Broadway
- ◇ Jefferson County Public Schools (JCPS), Division of Facilities/Transportation: Executive Director Michael Mulheirn, and staff Rick Caple and Chuck Fleischer on March 26, 2008, at 3001 Crittenden Drive Building 1
- ◇ Louisville Metro District 13: Councilwoman Vicki Welch, Legislative Assistant Steve Clark, Louisville Metro Police Department (LMPD) Scott Sturgeon, and Jeff Alexander on March 3, 2008, at Louisville Metro Hall.

3.1.1 COMMON CONCERNS EXPRESSED AT GROUP MEETINGS

INTERSECTIONS

3RD STREET ROAD AND EAST PAGES LANE: Traffic signals at this intersection are confusing and dangerous. Heavy commercial traffic utilizes this area. The squaring up of the west geometrics of 3rd Street Road and East Pages Lane is widely supported.

3RD STREET ROAD AND OUTER LOOP: The issue of traffic congestion at 3rd Street Road and Outer Loop at Johnson's Day Care was of primary concern at the group meetings. The Johnson's Day Care facility has been located at its present location for 13 years and serves children with disabilities as well as those without disabilities. Many children, including disabled children in wheelchairs, arrive and depart the facility by JCPS school buses. There are eight wheelchairs in the morning and nine wheelchairs in the afternoon.

These buses approach the facility from the north on 3rd Street Road and stop in the right lane of 3rd Street Road to load and unload. This staging arrangement for pick up and drop off of children causes long lines of traffic to queue up behind the stopped buses. These traffic back-ups quickly spill into the intersection of 3rd Street Road and Outer Loop, at times backing up traffic on Outer Loop past the railroad tracks and causing cars to be stopped on the tracks. The buses must stop on the road because they are not able to approach the building through the parking lot due to the single driveway, non-negotiable turns around the landscape island in the lot, abundance of parked cars, and the overhang on the building façade that does not have the clearance necessary to allow buses to pass beneath it.

One of the results of the long lines of vehicles queuing up behind the stopped buses is that some vehicles will go around the stopped buses via the center turning lanes. A suggestion was made to provide rumble strips or install some other raised pavement markings in the turning lane to discourage that practice.

The accommodation of buses was not a priority in designing the day-care facility's parking lot because it was understood that public school buses were not allowed on private property. Upon initial development of the site, the problems along Outer Loop did not exist. However, as the facility has grown and the bus traffic increased, the delays on Outer Loop have also increased.

Through the stakeholder consultation process a consensus solution was discussed that consisted of the following: to construct a dedicated entrance driveway to be located on the northeastern end of the property just adjacent to the 3rd

Street Road and Outer Loop intersection. This would allow the buses to directly access the parking lot and exit back onto 3rd Street Road from the existing driveway.

To address this issue, the following steps would be required:

- ◇ Louisville Metro must agree to fund any new entrance to the property. However, any such improvements within the public right of way must be permitted by the KYTC.
- ◇ JCPS must receive written approval from Johnson's Day Care to allow school buses on the facility's property. This typical restriction could be effectively resolved since both parties (public and private) are amiable to the suggested solution.
- ◇ Prior to the entrance construction, Johnson's Day Care must make modifications to the parking lot that would involve reconfiguring the landscape island and elevating or eliminating the overhang on the building façade to accommodate buses.

Note: Since the public and group meetings were held, another future potential alternative for addressing the bus access has developed. Johnson's Day Care is in negotiations to obtain the site to the southwest of the current property, which has an existing access with 3rd Street Road. Through a horseshoe-type driveway, bus traffic could enter Johnson's Day Care via the existing driveway, load/offload children, and then exit directly onto 3rd Street Road. This option may be a future alternative, provided the public entities involved achieve a mutual consensus.

ST. ANDREWS CHURCH ROAD AND ARNOLDTOWN ROAD: Due to the heavy volumes of left-turning traffic from Arnoldtown Road to St. Andrews Church Road, the need for a dedicated left and right turning lane on Arnoldtown Road should be considered.

ST. ANDREWS CHURCH ROAD AND ST. ANTHONY CHURCH ROAD: This unsignalized intersection is currently operating at a level of service D in the AM and F in the PM. The need for a traffic light is warranted.

ST. ANDREWS CHURCH ROAD AND PALATKA ROAD: This intersection is operating at a level of service B in the AM peak and C during the PM peak. This intersection also has multiple curb cuts and substandard access management.

OUTER LOOP AND NEW CUT ROAD: There was much support for establishing a right-turn lane on the eastbound Outer Loop to New Cut Road.

CORRIDORS

THIRD STREET CORRIDOR: Roadway shoulders are inadequate along many corridors in the study area, particularly on 3rd Street Road. In addition, much support was expressed for the widening of Southside Drive between New Cut Road and National Turnpike. Concern of drainage issues and the lack of pedestrian facilities along this corridor is a widely held concern.

ST. ANDREWS CORRIDOR: Because traffic backs up while accessing Doss High School and Trunnell Elementary, a need for an extended right-turn lane at both the schools was noted. Currently, there exists a short (four car) right-turn lane for eastbound traffic into Trunnell Elementary School. The need for a left-turn lane for traffic into Trunnell Elementary School was expressed. It was also suggested that sidewalks should continue further around to the west and east of Doss High School and Trunnell Elementary School.

PALATKA ROAD CORRIDOR: Palatka Road in the vicinity of the Park Road intersection was mentioned as being a high crash area. Speed reductions, raised pavement markings, and reflectors were suggested as short-term improvements to increase safety. It was also suggested that Dogwood Road at Palatka Road be made one way (eastbound), only. This would reduce the opportunity for crashes at this area of reduced visibility.

NEW CUT ROAD CORRIDOR: It was suggested that the school zones for Auburndale Elementary School, On Fire Christian Academy, and St. Nicholas Elementary School on New Cut Road be consolidated into one continuous school zone to maintain lower speeds and increased safety.

SUMMARY OF GROUP MEETING CONCERNS

Overall throughout the study area, there are recognized issues consisting of limited pedestrian facilities, lack of bike facilities, and drainage problems along the primary corridors. There is support for improvements to pedestrian facilities, bike paths, and drainage improvements.

It was suggested at the TARC meeting that improvements to Outer Loop between 3rd Street Road and New Cut Road be considered. This is primarily because Outer Loop is a significant arterial as well as a current TARC Express Route and will see two new developments in the near future. One of these is a residential development called Park Ridge Village located at the northeast corner of McNair Road and 3rd Street Road. The other site is a new commercial development at the northeast corner of 3rd Street Road and Outer Loop. These developments will increase transportation needs along Outer Loop corridor and throughout the study area.

3.2 PUBLIC MEETING

Names and addresses of local residents in the Council Districts 13 and 25 were obtained from the offices of the respective Metro Council representatives. A public meeting flyer inviting local citizens was sent out to the local residents as well as the Council members. The public meeting flyer also ran in the April 30, 2008, "Neighborhood" sections of the *Courier-Journal* newspaper's Southwest and South Central editions. Attendees of the previously mentioned stakeholder meetings were also notified of the public meeting. In addition, verbal invitations were extended to interested individuals.

This public information meeting was conducted 1) to identify priority segments for improvements of the 15 intersections and the corridors in the study area, and 2) to receive public input/comments about which improvements they prefer. The open house type meeting was conducted from 6:00-8:00 p.m. at the St. Nicholas Academy Gymnasium, located at 5501 New Cut Road. A staffed information table with a sign-in sheet was present at the entrance, and the handout/comment forms distributed to attendees. The handout sheets consisted of a project fact sheet with the study purpose, issues, and project goals. A form for submittal of comments by the public was also included as well as the District 5 point of contact for additional information. Several exhibits on display illustrated the various alternative improvements from both an intersection-based and corridor-based approach. Staff members from KYTC, KIPDA, and Qk4 were available to answer questions and elicit comments and discussion.

There were 42 attendees at the public meeting, and 14 comment forms were received at the end of the meeting or within the specified time period. In addition to the public comment forms, five phone calls, one e-mail, and a one letter were received by the KYTC. All public comments received, public meeting notices, and sign-in sheets are included in Appendix C.

When: Thursday, May 8, 2008, 6:00 – 8:00 PM (Open House Format)
Where: St. Nicholas Academy Gymnasium, 5501 New Cut Rd., Louisville, KY 40214

4704 Southern Parkway, Apt. 85, Rickie L. Blanton to Donald R. and Cindy Blanton, \$50,000.
1504 Melody Lane, David C. Buzan to Melinda J. Adams, \$48,000.
5607 Elmer Lane, Dennis and Cynthia K. Kulmer to Linda S. Taylor, \$100,500.
916 Jones Drive, Katherine R. Lish to Nora F. Calles, \$80,000.
510 W. Tenny Ave., the estate of Russell L. Preston Sr. to Justin L. Sims and Erika E. Lobato, \$92,000.
40215 1622 Huntoon Ave., the estate of Mary J. Busch to Larry Whelan, \$100,000.
1059 Queen Ave., Derrell E. and Tamra L. Freed to Robert and Hazel B. Watson, \$67,000.
1419 Huntoon Ave., Homesales \$22,500.
616 W Woodlawn Ave., Grace Jenkins to Alan C. Knopper and Carolyn Schammer, \$20,000.
3462 Glendale Ave., Cheng S. and Terre Meacogno to Con and Pamela S. Mangin, \$37,900.
1033 Hathaway Ave., Practical Properties LLC to Merrin L. and Matthew T. Prather, \$61,000.
4512 Taylor Blvd., Sand Dollar Properties LLC to Laura R. Thompson, \$95,000.
4624 Rutland Ave., Secretary of Housing and Urban Development to Bryan W. and Michelle Whittel, \$43,100.
40216 554 La Vel Lane, Dale R. and Lori L. Diehl to Robert J. Brooks, \$105,000.
3150 Northland Drive, Curtis Hudson to Ronald and Titania Bethel, \$36,500.
616 W Woodlawn Ave., Grace Jenkins to Alan C. Knopper and Carolyn Schammer, \$20,000.
3462 Glendale Ave., Cheng S. and Terre Meacogno to Con and Pamela S. Mangin, \$37,900.
1033 Hathaway Ave., Practical Properties LLC to Merrin L. and Matthew T. Prather, \$61,000.
4512 Taylor Blvd., Sand Dollar Properties LLC to Laura R. Thompson, \$95,000.
4624 Rutland Ave., Secretary of Housing and Urban Development to Bryan W. and Michelle Whittel, \$43,100.
40216 554 La Vel Lane, Dale R. and Lori L. Diehl to Robert J. Brooks, \$105,000.
3150 Northland Drive, Curtis Hudson to Ronald and Titania Bethel, \$36,500.
40218 Timothy Lane, Jeff Lankin to Erica I. Lankin, \$60,000.
1624 Heaton Road, MCP Properties LLC to Martin L. Korffage and Todd D. Korffage, \$82,000.
4318 Lees Lane, Republic Bank and Trust Co. to Darrel D. Corlie Jr. and Jessica D. Corie, \$35,000.
1605 Louise Ave., John A. Saelert to Frank T. Smith, \$97,000.
4517 Swain Lane, Secretary of Housing and Urban Development to Leonard and Doris A. Shipp, \$99,250.
40258 8309 Grandel Forest Way, Rhonda K. Barlow to Vicki K. Brasel, \$245,000.
6816 Barfield Road, Marian L. Higdon to Lizzie Coats, \$92,500.

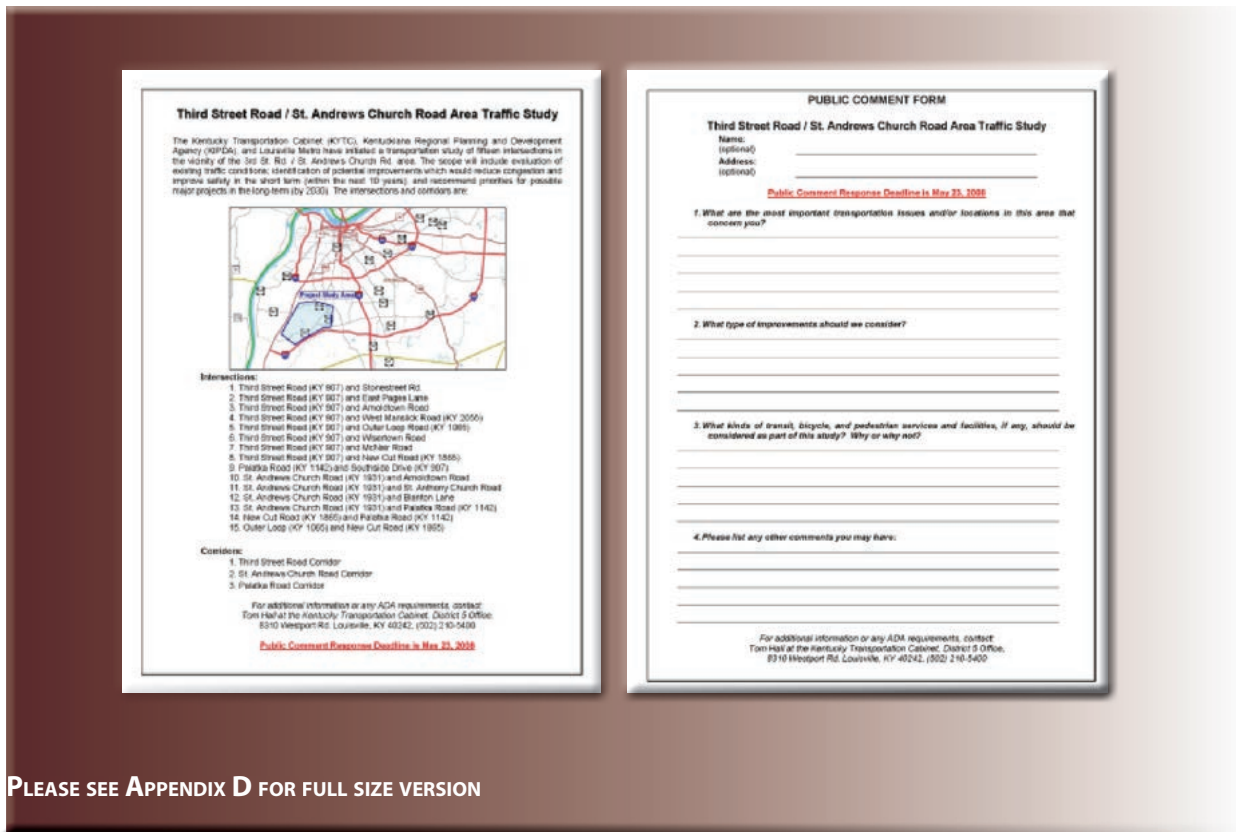
3.3 PUBLIC INPUT SUMMARY

There were several common concerns expressed at the open house public meeting. The corridor area issues most often mentioned were the following with regard to 3rd Street Road:

- ◇ The deep ditches and lack of shoulders and sidewalks along 3rd Street Road were of primary concern.
- ◇ Speed should be reduced on 3rd Street Road.
- ◇ Curves on 3rd Street Road at James Hill Road and at Windsor Forest Subdivision should be redesigned and reconstructed.
- ◇ The intersection of primary concern was the traffic congestion at 3rd Street Road and Outer Loop due to the busing activity at Johnson's Day Care.

Other suggestions included:

- ◇ Increase access to local parks via contiguous sidewalks, multi-use lanes and/or bike trails, and increased bus service in the area.
- ◇ Incorporate curbing and landscaping at all area intersections.
- ◇ Add turning lanes at more intersections.



PLEASE SEE APPENDIX D FOR FULL SIZE VERSION

4.0 ALTERNATIVES DEVELOPMENT

4.1 RECOMMENDED IMPROVEMENT ALTERNATIVES

The following recommended improvement sections have been divided into three (3) subsections: Roadway and Intersection Recommendations, Sidewalk Project Recommendations, and KIPDA *Horizon 2030* Project Re-evaluations.

4.1.1 ROADWAY AND INTERSECTION RECOMMENDATIONS

Upon review of the existing conditions of the 15 key intersections and the corridors which connect them, various improvements were suggested based on increasing safety and improving travel conditions in the area for the short term (within the next 10 years) and the long term (2030). Improvements have been suggested for vehicular traffic improvements as well as bike and pedestrian improvements. Recommended alternative improvements at various intersections consist of sidewalk construction, addition of turning lane(s), addition of signalization, improvement of markings, as well as channelization, realignment, and other improvements to various intersection geometrics.

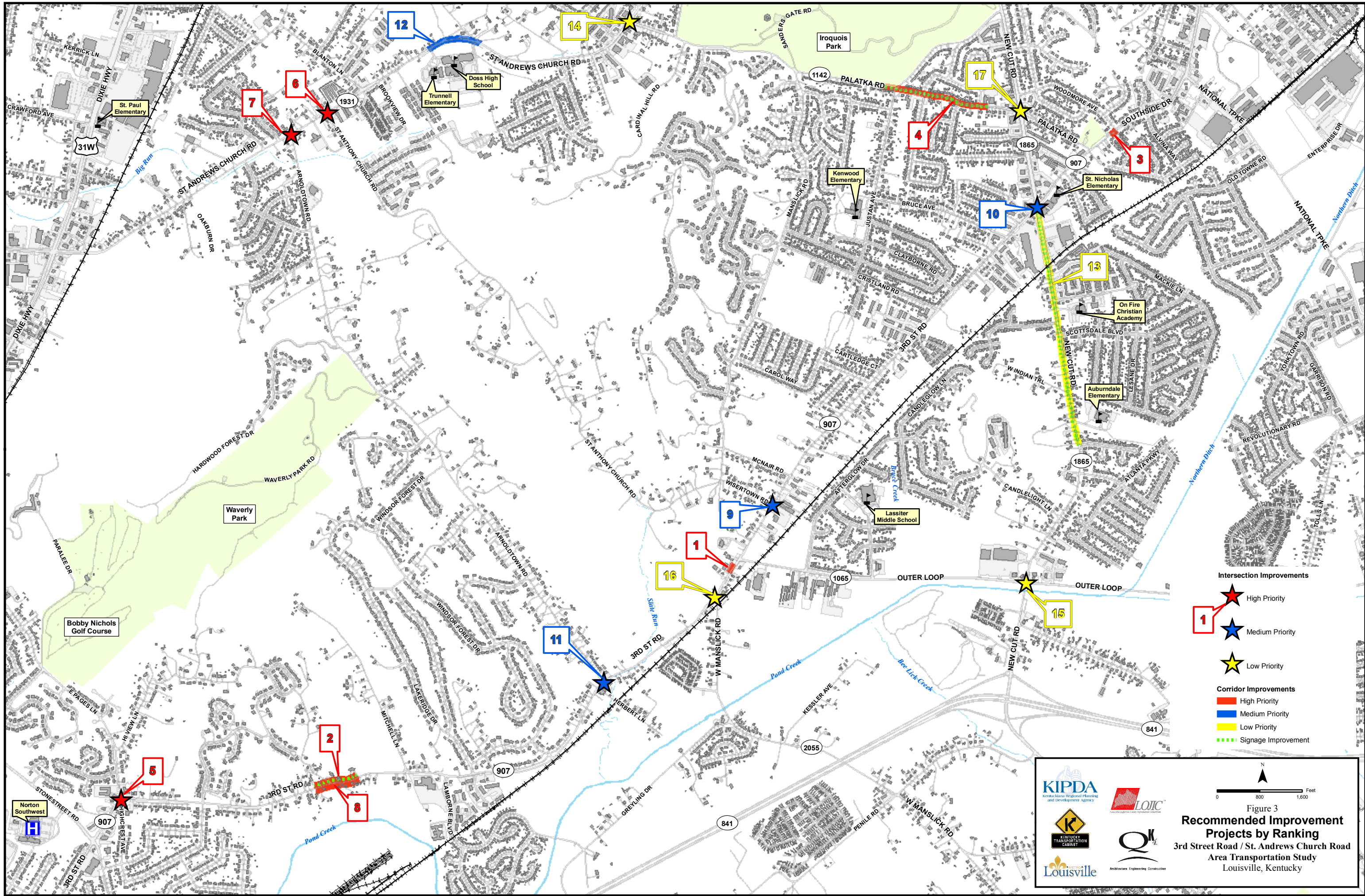
Detailed field surveys and turning movement counts were conducted in the study area. Highway Capacity Software (HCS) was used to determine LOS (shown on Exhibits 1 and 2, respectively in Appendix A). These existing conditions and stakeholder consultation input were utilized to identify and analyze potential alternative improvements.

The recommended study area improvements have been divided into High, Medium, and Low priority. High priority projects have been identified to meet an immediate and pressing need and are recommended to be addressed in the short term (within the next 10 years). The medium and low priority recommendations, while important, are not as pressing and consequently are recommended for the long term (to be completed by 2030). Table 2 below represents the ranked corridor and intersection improvements.

Table 2: Recommended Roadway and Intersection Projects

Ranking/ Priority	Project Number	Improvement Recommendations	Project Description	2008 Cost Estimate
1/ High	18	Johnson's Day Care Entrance Revisions	Add bus only entrance and make improvements to existing entrance	\$33,000
2/ High	16	3rd Street Road and James Hill Road Curve Safety Improvements	Restore and/or improve drainage and install signage and raised pavement markings on 3rd Street Road at James Hill Road	\$138,000
3/ High	22	Southside Drive Safety Improvements	Install guardrails at the culvert headwalls at (MP 6.65)	\$10,000
4/ High	20	Palatka Curve Safety Improvements	Install signage and raised pavement markings on Palatka Curve from Park Road to New Cut Road	\$50,000
5/ High	2	3rd Street Road at East Pages Lane	Make improvements of right-turn lane on southbound East Pages Lane, intersection channelization, access management control, and landscaping	\$54,000
6/ High	11	St. Andrews Church Road Intersection at St. Anthony Church Road	Widen St. Andrews Church Road to 3 lanes; add signal and turn lanes on St. Anthony Church Road	\$750,000
7/ High	10	St. Andrews Church Road Intersection at Arnoldtown Road	Widen St. Andrews Church Road to 3 lanes; add turn lanes on Arnoldtown Road	\$750,000
8/ High	17	3rd Street Road and James Hill Road Curve	Reconstruct vertical and horizontal curve deficiencies and drainage improvements to increase safety	\$1,000,000
9/ Med	6	3rd Street Road at Wisertown Road	Widen and add turn lanes to Wisertown Road, widen 3rd Street Road to 3 lanes at the intersection	\$463,000
10/ Med	8	3rd Street Road at New Cut Road	Add right-turn lanes on New Cut Road	\$217,000
11/ Med	3	3rd Street Road at Arnoldtown Road	Add right-turn lane for southbound Arnoldtown Road	\$88,000
12/ Med	19	Curve at Doss High School	Widen through curve and add middle turn lane on St. Andrews Church Road at Doss High School	\$233,000
13/ Low	21	New Cut Road School Zones	Revise school zone signage on New Cut Road per current MUTCD	<\$20,000
14/ Low	13	St. Andrews Church Road at Palatka Road	Define shopping center entrances with better access management, striping, and signage	\$20,000
15/ Low	15	Outer Loop at New Cut Road	Add right-turn lane from eastbound Outer Loop to southbound New Cut Road and widen bridge over Pond Creek	\$500,000
16/ Low	4	3rd Street Road at West Manslick Road	Eliminate skewed intersection; remove island and restripe	\$44,000
17/ Low	14	New Cut Road at Palatka Road	Add right-turn lane for southbound New Cut Road to Palatka Road	\$1,000,000

The following Figure 3 shows the recommended projects on a map of the Study Area.



- Intersection Improvements**
- ★ High Priority
 - ★ Medium Priority
 - ★ Low Priority
- Corridor Improvements**
- High Priority
 - Medium Priority
 - Low Priority
 - Signage Improvement

KIPDA
Kentucky Regional Planning and Development Agency

LOJIC
Louisville Office of Joint Interagency Coordination

KENTUCKY TRANSPORTATION CABINET

Louisville
METRO

Architecture Engineering Construction

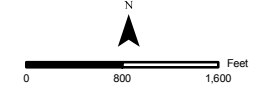


Figure 3
Recommended Improvement Projects by Ranking
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky

The recommended projects are listed below according to rank and prioritization, therefore, the corresponding project identification numbers do not appear in numerical order.

HIGH PRIORITIES:

18. JOHNSON'S DAY CARE ENTRANCE REVISIONS

- ◇ Add bus only entrance and make improvements to existing entrance to the parking lot for Johnson's Day Care. This would prevent the issue of buses loading and unloading children (some handicapped) in the roadway and significantly backing up traffic.

16. 3RD STREET ROAD AT JAMES HILL ROAD CURVE RAISED PAVEMENT MARKINGS AND RESTORE AND/OR IMPROVE DRAINAGE

- ◇ Restore and/or improve drainage, install raised pavement markings and signage to mitigate the vertical and horizontal roadway deficiencies and increase safety at this dangerous spot on 3rd Street Road.

22. SOUTHSIDE DRIVE SAFETY IMPROVEMENTS

- ◇ In the short term, install guardrails at the culvert head walls on both sides of the roadway at (MP 6.65), to increase the safety of vehicles that run off the road in this spot. Southside Drive from New Cut Road (MP 6.31) to National Turnpike (MP 7.0) is a narrow, two-lane road with no shoulders and deep drainage ditches on both sides. The long-term proposal is to widen Southside Drive from two to three lanes with a two-way left-turn lane and curb and gutter and bike lanes. This would tie into the similarly improved National Turnpike intersection. This is a project in the KIPDA *Horizon 2030 Long Range Plan* (LRP) # 465 and in the (most) current (2008) KYTC Highway Plan Item No. 5-437.01. However, both plans currently suggest a five-lane widening, in contrast to this report's recommendation of three lane widening.

20. PALATKA CURVE RAISED PAVEMENT MARKINGS

- ◇ Install raised pavement markings and signage from MP 0.94 to MP 1.4. This area has vertical and horizontal roadway deficiencies; therefore this short-term improvement is a safety enhancement.

2. 3RD STREET ROAD AND EAST PAGES LANE INTERSECTION

- ◇ Add a right-turn lane from southbound East Pages Lane to 3rd Street Road. Improvements involve revising access management, squaring up the intersection geometrics on the west side of the intersection to promote better traffic channelization, and improve the landscaping.

11. ST. ANDREWS CHURCH ROAD AND ST. ANTHONY CHURCH ROAD

- ◇ Construct center lane on St. Andrews Church Road
- ◇ Signalize the intersection
- ◇ Construct a right-turn lane on St. Anthony Church Road

10. ST. ANDREWS CHURCH ROAD AND ARNOLDTOWN ROAD

- ◇ Construct separate left- and right-turn lanes on Arnoldtown Road
- ◇ Extend the center turning lane on St. Andrews Church Road to the north, to connect with the St. Anthony Church Road Intersection.

17. JAMES HILL CURVE RECONSTRUCTION

- ◇ Reconstruct the vertical and horizontal curve deficiencies, and make drainage improvements to increase safety in the area. This project will be remedied during the widening of 3rd Street Road (KIPDA Item # 481) in the KIPDA LRP.

MEDIUM PRIORITIES:

6. 3RD STREET ROAD AND WISERTOWN ROAD

- ◇ Construct a left-turn lane at the 3rd Street Road and Wisertown Road intersection.
- ◇ Widen Wisertown Road to 24 feet from 3rd Street Road to Manslick Road.

8. 3RD STREET ROAD AND NEW CUT ROAD

- ◇ Construct a right-turn lane from southbound New Cut Road to 3rd Street Road.
- ◇ Construct a right-turn lane from northbound New Cut Road to Southside Drive.

3. 3RD STREET ROAD AND ARNOLDTOWN ROAD

- ◇ Construct a right-turn lane from southbound Arnoldtown Road to 3rd Street Road.

19. WIDEN ST. ANDREWS CHURCH ROAD CURVE AT DOSS HIGH SCHOOL

- ◇ Construct a 3-lane road section across the frontage of Doss High School and Trunnell Elementary.
- ◇ Extend the right-turn lane into Trunnell Elementary.

LOW PRIORITIES:

21. NEW CUT ROAD SCHOOL ZONE SIGNAGE REVISIONS

- ◇ Revise the school zone signage per the current Manual of Uniform Traffic Control Devices (MUCTD) to reduce driver confusion and speeding violations.

13. ST. ANDREWS CHURCH ROAD AND PALATKA ROAD

- ◇ Channelize and provide new markings to the shopping center entrance, close curb cuts and increase access management.

15. OUTER LOOP AND NEW CUT ROAD

- ◇ Construct a right-turn lane on eastbound Outer Loop for southbound New Cut Road

4. 3RD STREET ROAD AND WEST MANSLICK ROAD

- ◇ Square up the intersection geometrics at Manslick Road, including adding striping and removing the existing island.
- ◇ Monitor for the possibility of future signalization

14. NEW CUT ROAD AND PALATKA ROAD

- ◇ Construct a right-turn lane for southbound New Cut Road to westbound Palatka Road.

4.1.2 SIDEWALK PROJECT RECOMMENDATIONS

In addition to the intersection and corridor improvements, pedestrian facility issues were identified along the major corridors of the study area. These issues include insufficient drainage, and a lack of sidewalks and shoulders. Considerations for bicycle lane accommodations will be incorporated into roadway reconstruction where applicable. One such example is the planned bicycle lane to be implemented by Louisville Metro on the Stonestreet Road corridor from near Terry Road (KY 1727) and ending at the 3rd Street Road intersection. This will provide continuity with the planned bicycle loop around Jefferson County. Sidewalks are recommended for the 3rd Street Road Corridor, St. Andrews Church Road Corridor, and Palatka Road Corridor. The implementation of sidewalks has been subdivided into three priority phases for each corridor. Table 3 below represents the phased sidewalks at the three corridors in need of pedestrian accommodations.

Table 3: Recommended Phased Sidewalk Projects

Ranking/ Priority	Corridor	Recommended Sidewalk Phase	Sidewalk Project Location	2008 Cost Estimate
1/ High	3rd Street Road	Phase 1	Outer Loop (MP 4.66) to Christland Road (MP 5.8)	\$753,000
2/ High	St. Andrews Church Road	Phase 1	Windmere Drive (MP 5.19) to Palatka Road (MP 5.486)	\$71,000
3/ High	Palatka Road	Phase 1	St. Andrews Church Road (MP 0) to Iroquois Park Road (MP 0.176)	\$42,000
4 / Med	3rd Street Road	Phase 2	Stonestreet Road (MP1.9) to Arnoldtown Road(MP 3.99)	\$1,373,000
5/ Med	St. Andrews Church Road	Phase 2	Arnoldtown Road (MP 4.119) to Blanton Lane (MP 4.419)	\$72,000
6/ Med	Palatka Road	Phase 2	Iroquois Park Road (MP 0.176) to Park Road (0.991)	\$194,000
7/ Low	3rd Street Road	Phase 3	Arnoldtown Road (MP 3.994) to Outer Loop (MP 4.66)	\$1,700,000
8/ Low	St. Andrews Church Road	Phase 3	Dixie Highway (MP 3,148) to Arnoldtown Road (MP 4.119)	\$231,000
9/ Low	Palatka Road	Phase 3	New Cut Road (MP 1.446) to Southside Drive (MP 1.736)	\$69,000

1. 3rd Street Road Corridor

Phase 1 sidewalks and drainage: The highest priority sidewalk improvements on this corridor are proposed for the west side of 3rd Street Road from Outer Loop (MP 4.66) to Christland Road (MP 5.80). The estimated cost is \$753,000.

Phase 2 sidewalks and drainage: This section of sidewalk improvements is proposed for the east side of Third Street Road from just south of Stonestreet Road (MP 1.9) to Arnoldtown Road (MP 3.994). The sidewalk is proposed to cross to the west side of 3rd Street Road at approximately Olde English Court (MP 3.37). Also, sidewalk construction would tie into existing neighborhood frontage roads where applicable. The estimated cost is \$1,373,000.

Phase 3 sidewalks and drainage: The final sidewalk improvements on 3rd Street Road are proposed to be constructed on the west side of 3rd Street Road and link from Arnoldtown Road (MP 3.994) to Outer Loop (MP 4.66). The estimated cost is \$1,700,000.

2. St. Andrews Church Road Corridor

Phase 1 sidewalk: Proposed sidewalk improvements are to be on the east side of St. Andrews Church Road from Windmere Drive (MP 5.19) to Palatka Road (MP 5.486). The estimated cost is \$71,000.

Phase 2 sidewalk: This section of sidewalk is also proposed to be located on the east side of St. Andrews Church Road and link Arnoldtown Road (MP 4.119) to Blanton Lane (MP 4.419). The estimated cost is \$72,000.

Phase 3 sidewalk: Sidewalk continuity is proposed from Dixie Highway (MP 3.148) to Arnoldtown Road (MP 4.119). Sidewalk construction is proposed to connect with the existing sidewalk on the east side of St. Andrews Church Road, in the vicinity of (MP 3.3), near Christian Academy. The estimated cost is \$231,000.

3. Palatka Road Corridor

Phase 1 sidewalk: Sidewalk improvements are proposed on the north side of Palatka Road beginning at St. Andrews Church Road (MP 0) and extending to Iroquois Park Road (MP 0.17). The estimated cost is \$42,000.

Phase 2 sidewalk: Improvements are proposed to link Iroquois Park Road (MP 0.17) to Park Road (MP 0.99) where the sidewalk will tie into existing sidewalks that provide pedestrian access to the New Cut Road intersection (MP 1.44). The estimated cost is \$194,000.

Phase 3 sidewalk: The sidewalk is proposed to continue east from New Cut Road (MP 1.446), on the north side of Palatka Road, to Southside Drive (MP 1.73) thereby providing pedestrian access to the residences and the public park. The estimated cost is \$69,000.

The recommended improvement projects are listed in individual project data sheets. Each sheet contains the project description including background and recommended solutions as well as planning level cost estimates and other project details. The projects sheets are organized in order of prioritized ranking.

4.1.3 KIPDA *HORIZON 2030* PROJECT RE-EVALUATIONS

In addition to recommended projects described above, consideration for projects in the *Horizon 2030 Long Range Plan* was made in producing long-term and short-term alternatives. Several *Horizon 2030* planned projects were similar to or the same as some of the alternatives resulting from this study, which validated those particular *Horizon 2030* projects. The items in the KIPDA LRP were re-evaluated and prioritized according to project need. These revisions and rankings are listed below in Table 4.

Table 4: KIPDA Long-Range Plan Projects in 3rd Street Road / St. Andrews Church Road Study Area

Ranking	Priority	KIPDA ID	KYTC ID*	Open to Public	Existing KIPDA Project Description	KIPDA Cost Estimate. (year of expenditure dollars)	Qk4 Recommendation	Qk4 Revised Cost Estimate (2008 dollars)
1	High	128	5-323.01	2015	Widen KY 1931 (Greenwood Road) from 2 to 5 lanes from Greenbelt Highway to Dixie Highway	31.1M	Widen from 2 to 3 lanes	12.2M
2	High	465	5-437.01	2016	Widen KY 907 (Southside Drive) from 2 to 5 lanes from KY 1865 to KY 1020 including bike/pedestrian considerations (KYTC SYP ID# 05-437.01)	4.7M	Widen from 2 to 3 lanes	4.1M
3	High	978		2015	Dixie Highway Corridor advanced transit (Orange Line)	N/A	No Change Recommended	N/A
4	High	1194		2012	St. Andrews Church Road intersection improvement at Quillman Drive providing turn lanes into the school	175K	Combine with KIPDA Project 467a	See Below
4	High	467		2020	Widen KY 1931 (St. Andrews Church Road) from 2 to 4 lanes from US 31W to KY 1142 (Palatka Road)	32.0M	467a: 3 lanes, from Arnoldtown Road to KY 1142 (Palatka Road) 467b: 3 lanes, from US 31W to Arnoldtown Road	4.2M
9	Med							5.4M
5	High	481		2020	Widen KY 907 (Valley Station Road) from 2 to 5 lanes from US 31W to KY 1865 (New Cut Road)	56.0M	481a: 3 lanes, from KY 1065 (Outer Loop) to KY 1865 (New Cut Road) 481b: 3 lanes, from US 31W to KY 1065 (Outer Loop)	17.2M
10	Med							4.1M
6	Med	273		2012	TSM improvements on US 31W (Dixie Highway) from US 150 to KY 44 to include consideration of access management	7.0M	No Change Recommended	N/A
7	Med	446		2020	Widen KY 1931 (Manslick Road) from 2 to 4 lanes from St. Andrews Church Road to I-264	32.0M	Widen from 2 to 3 lanes	9.7M
8	Med	435		2018	Widen KY 1065 (Outer Loop) from 2 to 5 lanes from 3rd Street Road to KY 1020	29.6M	Widen from 2 to 3 lanes	8.8M
11	Low	454		2020	Widen KY 1142 (Palatka Road) from 2 to 3 lanes from St. Andrews Church Road to 3rd Street Road	9.6M	No Change Recommended	N/A
12	Low	249		2018	Reconstruct Arnoldtown Road as 2-lane road from KY 1931 to KY 907 adding turn lanes at high-volume intersections	5.2M	No Change Recommended	N/A
13	Low	274		2015	Reconstruct East Pages Lane as a 2-lane road with several improvements of intersections from US 31W to KY 907	7.9M	No Change Recommended	N/A

*Some KIPDA projects appear on the current KYTC Highway Plan, and are so noted

4.2 LONG-RANGE (2030) PROPOSED CONDITIONS

Improvement alternatives were evaluated based on the roadway system and travel demand requirements as described in the *Horizon 2030 Long Range Transportation Plan*, and projected traffic volumes provided by KIPDA are shown in Table 5, below. As is evidenced by the forecast numbers from KIPDA, traffic volumes are expected to increase sharply in the area by the year 2030.

In Table 5, the figures in the column labeled *2030 Long-Range Plan Network* reflect the projected 2030 ADT that would exist with only the implemented Long Range Plan projects as currently described in *Horizon 2030*. The figures in the column labeled *2030 Proposed Network* reflect the updated ADT projections with the implementation of the recommended improvement projects listed in this report as well as the revised Long Range Plan projects.

Table 5: KIPDA Projected Traffic Volumes

Intersections	Link	2008 Count	2030 Long Range Plan Network	2030 Proposed Network
1	3rd Street Road south of Stonestreet	10,664	24,200	17,800
1, 2	3rd Street Road from Stonestreet to East Pages Lanes	14,180	27,500	21,900
2	3rd Street Road north of East Pages Lane	14,454	29,400	21,400
3	3rd Street Road south of Arnoldtown Road	11,730	26,900	15,400
3, 4	3rd Street Road from Arnoldtown Road to West Manslick	16,986	34,900	20,000
4	3rd Street Road north of West Manslick Road	17,340	37,100	24,600
5	3rd Street Road south of Outer Loop	21,256	37,700	30,000
5, 6	3rd Street Road from Outer Loop to Wisertown Road	17,806	34,000	23,800
6, 7	3rd Street Road from Wisertown Road to McNair Road	13,134	27,900	20,800
7	3rd Street Road north of McNair Road	11,744	24,000	17,300
8	3rd Street Road south of New Cut Road	20,256	26,300	24,900
8, 9	Southside Drive from New Cut Road to Palatka Road	15,400	25,700	18,900
9	Southside Drive north of Palatka Road	18,786	28,400	25,000
N/A	St. Andrews Church Road east of US 31W	16,800 (2006)	26,800	22,400
10	St. Andrews Church Road west of Arnoldtown	16,920	26,600	22,500
10, 11	St. Andrews Church Road from Arnoldtown Road to St. Anthony Church Road	17,406	26,800	24,600
11, 12	St. Andrews Church Road from St. Anthony Church Road to Blanton Lane	17,716	26,700	24,600
12	St. Andrews Church Road east of Blanton Lane	18,322	28,000	25,100
13	St. Andrews Church Road west of Palatka Road	20,502	32,100	27,500
13	Manslick Road north of Palatka Road	18,470	32,400	26,800
1	Stonestreet Road north of 3rd Street Road	13,304	16,300	15,500
1	Stonestreet Road south of 3rd Street Road	11,376	15,200	14,400
2	East Pages Lane north of 3rd Street Road	9,386	15,000	12,500
3	Arnoldtown Road north of 3rd Street Road	8,170	9,700	9,200
10	Arnoldtown Road south of St. Andrews Church Road	9,080	10,300	11,300
4	West Manslick Road south of 3rd Street Road	3,914	5,400	5,400
6	Wisertown Road west of 3rd Street Road	2,062	3,000	3,400
7	McNair Road west of 3rd Street Road	1,970	2,800	4,500
5	Outer Loop east of 3rd Street Road	16,696	30,200	22,500
15	Outer Loop west of New Cut Road	16,122	29,000	21,900
15	Outer Loop east of New Cut Road	12,080	23,900	17,000
15	New Cut Road south of Outer Loop	17,340	29,000	21,900
15	New Cut Road north of Outer Loop	15,580	25,100	18,500
8	New Cut Road south of 3rd Street Road	21,040	26,300	22,700
8	New Cut Road north of 3rd Street Road / Southside Drive	20,130	29,100	22,900
14	New Cut Road south of Palatka Road	20,862	30,800	24,100
14	New Cut Road north of Palatka Road	22,400	34,600	24,600
9, 14	Palatka Road from New Cut Road to Southside Drive	5,630	13,600	11,500
14	Palatka Road west of New Cut Road	16,554	18,500	17,400
13	Palatka Road east of St. Andrews Church Road / Manslick Road	15,156	21,800	18,200
12	Blanton Lane north of St. Andrews Church Road	11,166	11,900	12,900
11	St. Andrews Church Road south of St. Anthony Church Road	4,914	5,800	5,800

TRANSPORTATION STUDY

FINAL REPORT

3RD STREET ROAD / ST. ANDREWS CHURCH ROAD AREA

JEFFERSON COUNTY, KENTUCKY

PREPARED FOR:

KENTUCKIANA REGIONAL PLANNING AND DEVELOPMENT AGENCY

KENTUCKY TRANSPORTATION CABINET

DIVISION OF PLANNING

LOUISVILLE METRO

PREPARED BY:



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EXECUTIVE SUMMARY

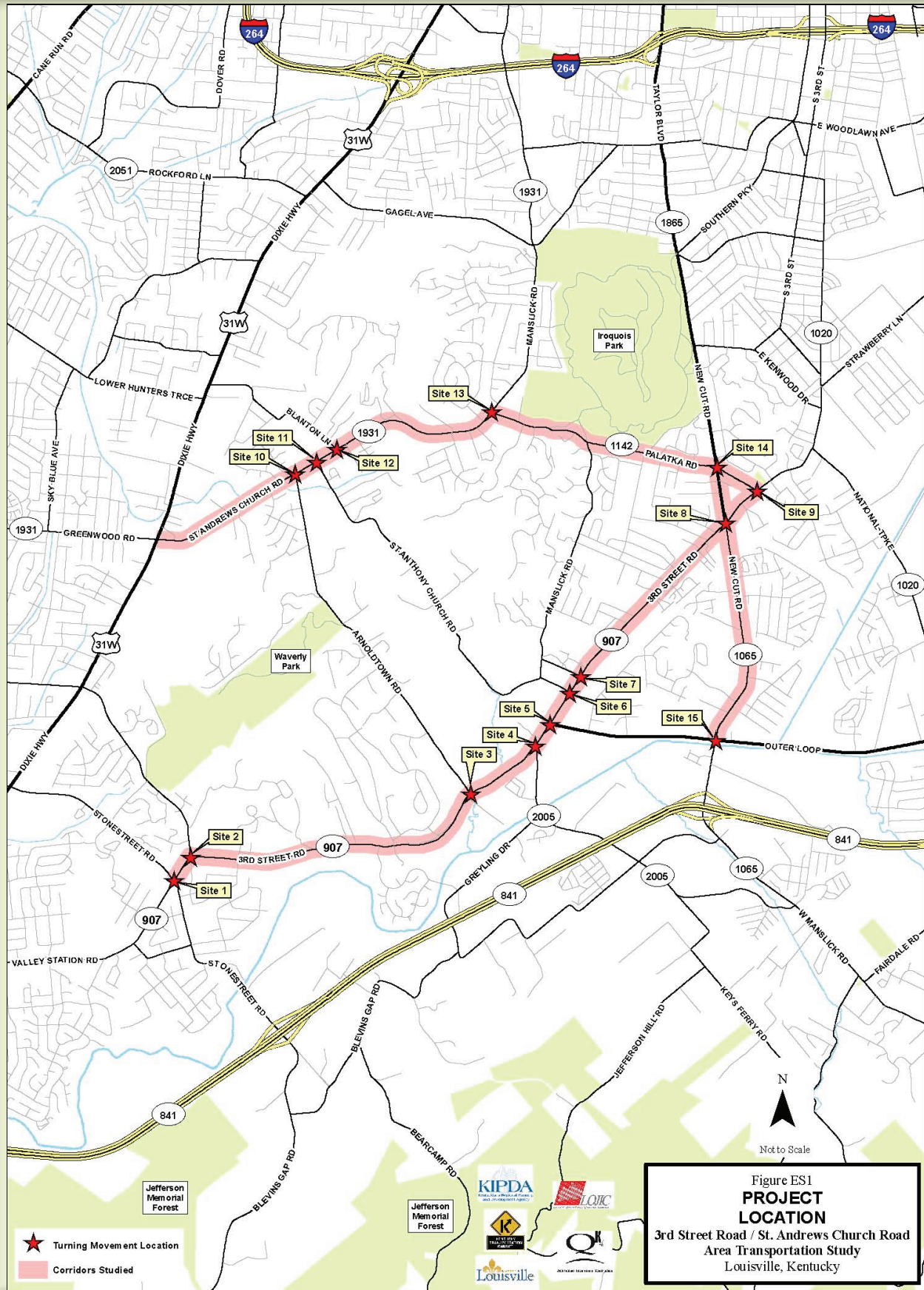
INTRODUCTION AND STUDY AREA

The Third Street Road / St. Andrews Church Road Area Transportation Study was prepared to assist the Kentucky Transportation Cabinet (KYTC) District 5, Kentuckiana Regional Planning & Development Agency (KIPDA), and Louisville Metro in the evaluation of existing traffic conditions, identification of potential improvements that would reduce congestion and improve safety in the short term (within the next 10 years), and prioritization of major projects in the long term (2030).

The study area lies in the southwest portion of Jefferson County in a high density area of commercial and residential land usage. The main arterial corridors that bound the study area are: St. Andrews Church Road (KY 1931), Palatka Road (KY 1142), New Cut Road, (KY 1865), and 3rd Street Road (KY 907).

One of the main objectives of this study was to examine the following 15 key intersections within the study area. The intersections are listed below and shown on Figure ES1:

1. Third Street Road (KY 907) and Stonestreet Road
2. Third Street Road (KY 907) and East Pages Lane
3. Third Street Road (KY 907) and Arnoldtown Road
4. Third Street Road (KY 907) and West Manslick Road (KY 2055)
5. Third Street Road (KY 907) and Outer Loop (KY 1065)
6. Third Street Road (KY 907) and Wisertown Road
7. Third Street Road (KY 907) and McNair Road
8. Third Street Road (KY 907) and New Cut Road (KY 1865)
9. Palatka Road (KY 1142) and Southside Drive (KY 907)
10. St. Andrews Church Road (KY 1931) and Arnoldtown Road
11. St. Andrews Church Road (KY 1931) and St. Anthony Church Road
12. St. Andrews Church Road (KY 1931) and Blanton Lane
13. St. Andrews Church Road (KY 1931) and Palatka Road (KY 1142)
14. New Cut Road (KY 1865) and Palatka Road (KY 1142)
15. Outer Loop (KY 1065) and New Cut Road (KY 1865)



PLANNING PROCESS AND PROJECT GOALS

A project team approach was used, consisting of representatives from the KYTC District 5, KIPDA, Louisville Metro, and Qk4. Public involvement activities included meetings with local officials and stakeholders, and one open house public information meeting.

Intersection and corridor issues and concerns were identified through discussions with KYTC, KIPDA, Louisville Metro officials, and stakeholders; site visits, traffic records, and a public information meeting. Safety overshadowed all other issues, prompted mainly by the substandard conditions of some of the area intersections and corridors.

The project study team, following a careful consideration of area issues, developed the following project goals:

- ◇ Improve safety for vehicular, bicycle, and pedestrian traffic
- ◇ Improve bicycle and pedestrian network and TARC access points
- ◇ Improve drainage
- ◇ Reduce congestion
- ◇ Improve signage
- ◇ Focus on low cost solutions

EXISTING CONDITIONS

The roadway network in this area was established many years ago with few major improvements other than some widening and resurfacing. Consequently, some major issues are deep drainage ditches, substandard shoulders, limited sidewalks, and a lack of adequate lane capacity. The majority of the area is served by public transit (TARC), although the sidewalks in the area are limited. There are no bicycle facilities. New Cut Road and Outer Loop are classified as Urban Principal Arterials, while 3rd Street Road, St. Andrews Church Road, and Palatka Road are all classified as Urban Minor Arterial Streets.

Throughout the study area, Average Daily Traffic (ADT) ranges from 5,760 to 22,100 Vehicles per Day (VPD), while the percentage of truck traffic ranges from 4.3% to 7.7%. The study area has only one high crash area, which is at 3rd Street Road at the southern end of the study area boundary. The area extends south of the Stonestreet Road intersection and ends at the East Pages Lane Intersection (Mile Point [MP] 1.915 -2.090), totaling a distance of 0.175 mile. A critical rate factor greater than 1 indicates a high crash area. In this case, the critical rate factor is 1.224.

There were several safety concerns identified by the project team based upon analysis of the crash data, public input, and field reviews. Most of these locations were found to coincide with locations that had the worst combinations of horizontal and vertical deficiencies. The data analysis validated the public-identified high crash locations in the absence of a high number of recorded crashes.

RECOMMENDED IMPROVEMENT ALTERNATIVES

The 15 key intersections and the major corridors were evaluated for vehicular traffic improvements as well as bike and pedestrian improvements. Recommended alternative improvements at various intersections consist of sidewalk construction, addition of turning lane(s), addition of signalization, improvement of markings, as well as channelization, realignment, and other improvements to various intersection geometrics.

In addition to the 15 key intersections, other problem areas were identified along the four major arterial corridors of the study area. Problem areas include narrow roadways, drainage issues, lack of access control, lack of sidewalks, and sight distance deficiencies associated with horizontal and vertical curves.

The following recommended improvement sections have been divided into three (3) subsections: Roadway and Intersection Recommendations, Sidewalk Project Recommendations, and KIPDA Horizon 2030 Project Re-evaluations.

ROADWAY AND INTERSECTION RECOMMENDATIONS

The recommended study area improvements have been divided into High, Medium, and Low priority. High priority projects have been identified to meet an immediate and pressing need and are recommended to be addressed in the short term (within the next 10 years). The medium and low priority recommendations, while important, are not as pressing and consequently are recommended for the long term (to be completed by 2030). The following table represents the ranked corridor and intersection improvements.

Table ES 1: Recommended Intersection and Corridor Projects

Ranking/ Priority	Project Number	Improvement Recommendations	Project Description	2008 Cost Estimate
1/ High	18	Johnson's Day Care Entrance Revisions	Add bus only entrance and make improvements to existing entrance	\$33,000
2/ High	16	3rd Street Road and James Hill Road Curve Safety Improvements	Restore and/or improve drainage and install signage and raised pavement markings on 3rd Street Road at James Hill Road	\$138,000
3/ High	22	Southside Drive Safety Improvements	Install guardrails at the culvert headwalls at (MP 6.65)	\$10,000
4/ High	20	Palatka Curve Safety Improvements	Install signage and raised pavement markings on Palatka Curve from Park Road to New Cut Road	\$50,000
5/ High	2	3rd Street Road at East Pages Lane	Make improvements of right-turn lane on southbound East Pages Lane, intersection channelization, access management control, and landscaping	\$54,000
6/ High	11	St. Andrews Church Road Intersection at St. Anthony Church Road	Widen St. Andrews Church Road to 3 lanes; add signal and turn lanes on St. Anthony Church Road	\$750,000
7/ High	10	St. Andrews Church Road Intersection at Arnoldtown Road	Widen St. Andrews Church Road to 3 lanes; add turn lanes on Arnoldtown Road	\$750,000
8/ High	17	3rd Street Road and James Hill Road Curve	Reconstruct vertical and horizontal curve deficiencies, and make drainage improvements to increase safety	\$1,000,000
9/ Med	6	3rd Street Road at Wisertown Road	Widen and add turn lanes to Wisertown Road, widen 3rd Street Road to 3 lanes at the intersection	\$463,000
10/ Med	8	3rd Street Road at New Cut Road	Add right-turn lanes on New Cut Road	\$217,000
11/ Med	3	3rd Street Road at Arnoldtown Road	Add right-turn lane for southbound Arnoldtown Road	\$88,000
12/ Med	19	Curve at Doss HS	Widen through curve and add middle turn lane on St. Andrews Church Road at Doss High School	\$233,000
13/ Low	21	New Cut Road School Zones	Revise school zone signage on New Cut Road per current MUTCD	<\$20,000
14/ Low	13	St. Andrews Church Road at Palatka Road	Define shopping center entrances with better access management, striping, and signage	\$20,000
15/ Low	15	Outer Loop at New Cut Road	Add right-turn lane from eastbound Outer Loop to southbound New Cut Road and widen bridge over Pond Creek	\$500,000
16/ Low	4	3rd Street Road at West Manslick Road	Eliminate skewed intersection; remove island and restripe	\$44,000
17/ Low	14	New Cut Road at Palatka Road	Add right-turn lane for southbound New Cut Road to Palatka Road	\$1,000,000

SIDEWALK PROJECT RECOMMENDATIONS

In addition to the intersection and corridor improvements, sidewalk priorities and construction phasing were evaluated for the project area. Sidewalks do exist in the area, but are not continuous along the corridors in the project area. Sidewalks are recommended for the 3rd Street Road Corridor, St. Andrews Church Road Corridor, and Palatka Road Corridor. The implementation of sidewalks has been subdivided into three priority phases for each corridor. Table ES 2 represents the phased sidewalks at the three corridors in need of pedestrian accommodations.

Table ES 2: Recommended Phased Sidewalk Projects

Ranking/ Priority	Corridor	Recommended Sidewalk Phase	Sidewalk Project Location	2008 Cost Estimates
1/ High	3rd Street Road	Phase 1	Outer Loop (MP 4.66) to Christland (MP 5.8)	\$753,000
2/ High	St. Andrews Church Road	Phase 1	Windmere Drive (MP 5.19) to Palatka Road (MP 5.486)	\$71,000
3/ High	Palatka Road	Phase 1	St. Andrews Church (MP 0) to Iroquois Park Road (MP 0.176)	\$42,000
4/ Med	3rd Street Road	Phase 2	Stonestreet Road (MP 1.9) to Arnoldtown Road (MP 3.99)	\$1,373,000
5/ Med	St. Andrews Church Road	Phase 2	Arnoldtown Road (MP 4.119) to Blanton Lane (MP 4.419)	\$72,000
6/ Med	Palatka Road	Phase 2	Iroquois Park Road (MP 0.176) to Park Road MP 0.991)	\$194,000
7/ Low	3rd Street Road	Phase 3	Arnoldtown Road (MP 3.994) to Outer Loop (MP 4.66)	\$1,700,000
8/ Low	St. Andrews Church Road	Phase 3	Dixie Highway (MP 3.148) to Arnoldtown Road (MP 4.119)	\$231,000
9/ Low	Palatka Road	Phase 3	New Cut Road (MP 1.446) to Southside Drive (MP 1.736)	\$69,000

KIPDA HORIZON 2030 RECOMMENDATIONS

Several of the projects recommended for this study have been identified previously in other plans. As a comprehensive analysis of the projects in this report, the existing projects listed in the KIPDA Long Range Plan (LRP), *Horizon 2030*, and located in and around the study area were reevaluated as part of this study. Many of these long-range corridor projects listed in *Horizon 2030* overlap and have a direct impact on many of the recommended projects of this report. Therefore, it was necessary to review and revise the appropriate long-term projects as they relate to this project. The following table lists the KIPDA LRP projects, recommended revisions, rankings, and information from the previous FY 2007-2012 KYTC Highway Plan and current 2008 Highway Plan where appropriate.

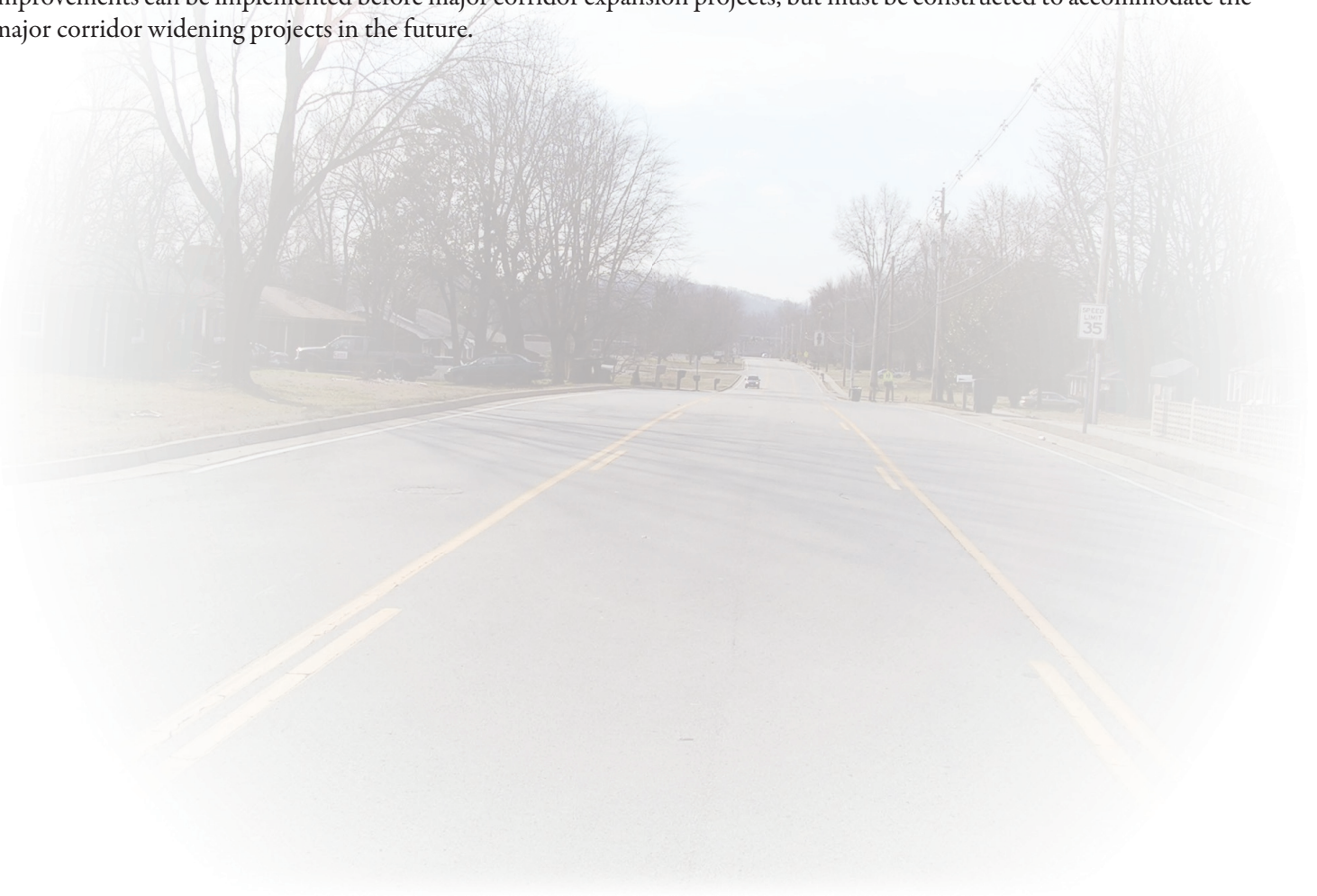
Table ES 3: KIPDA Long-Range Plan Projects in 3rd Street Road / St. Andrews Church Road Study Area

Ranking	Priority	KIPDA ID	KYTC ID*	Open to Public	Existing KIPDA Project Description	KIPDA Cost Estimate (year of expenditure dollars)	Qk4 Recommendation	Qk4 Revised Cost Estimate (2008 dollars)
1	High	128	5-323.01	2015	Widen KY 1931 (Greenwood Road) from 2 to 5 lanes from Greenbelt Highway to Dixie Highway	31.1M	Widen from 2 to 3 lanes	12.2M
2	High	465	5-437.01	2016	Widen KY 907 (Southside Drive) from 2 to 5 lanes from KY 1865 to KY 1020 including bike/pedestrian considerations (KYTC SYP ID# 05-437.01)	4.7M	Widen from 2 to 3 lanes	4.1M
3	High	978		2015	Dixie Highway Corridor advanced transit (Orange Line)	N/A	No Change Recommended	N/A
4	High	1194		2012	St. Andrews Church Road intersection improvement at Quillman Drive providing turn lanes into the school	175K	Combine with KIPDA Project 467a	See Below
4	High	467		2020	Widen KY 1931 (St. Andrews Church Road) from 2 to 4 lanes from US 31W to KY 1142 (Palatka Road)	32.0M	467a: 3 lanes, from Arnoldtown Road to KY 1142 (Palatka Road)	4.2M
9	Med						467b: 3 lanes, from US 31W to Arnoldtown Road	5.4M
5	High	481		2020	Widen KY 907 (Valley Station Road) from 2 to 5 lanes from US 31W to KY 1865 (New Cut Road)	56.0M	481a: 3 lanes, from KY 1065 (Outer Loop) to KY 1865 (New Cut Road)	17.2M
10	Med						481b: 3 lanes, from US 31W to KY 1065 (Outer Loop)	4.1M
6	Med	273		2012	TSM improvements on US 31W (Dixie Highway) from US 150 to KY 44 to include consideration of access management	7.0M	No Change Recommended	N/A
7	Med	446		2020	Widen KY 1931 (Manslick Road) from 2 to 4 lanes from St. Andrews Church Road to I-264	32.0M	Widen from 2 to 3 lanes	9.7M
8	Med	435		2018	Widen KY 1065 (Outer Loop) from 2 to 5 lanes from 3rd Street Road to KY 1020	29.6M	Widen from 2 to 3 lanes	8.8M
11	Low	454		2020	Widen KY 1142 (Palatka Road) from 2 to 3 lanes from St. Andrews Church Road to 3rd Street Road	9.6M	No Change Recommended	N/A
12	Low	249		2018	Reconstruct Arnoldtown Road as 2-lane road from KY 1931 to KY 907 adding turn lanes at high-volume intersections	5.2M	No Change Recommended	N/A
13	Low	274		2015	Reconstruct East Pages Lane as a 2-lane road with several improvements of intersections from US 31W to KY 907	7.9M	No Change Recommended	N/A

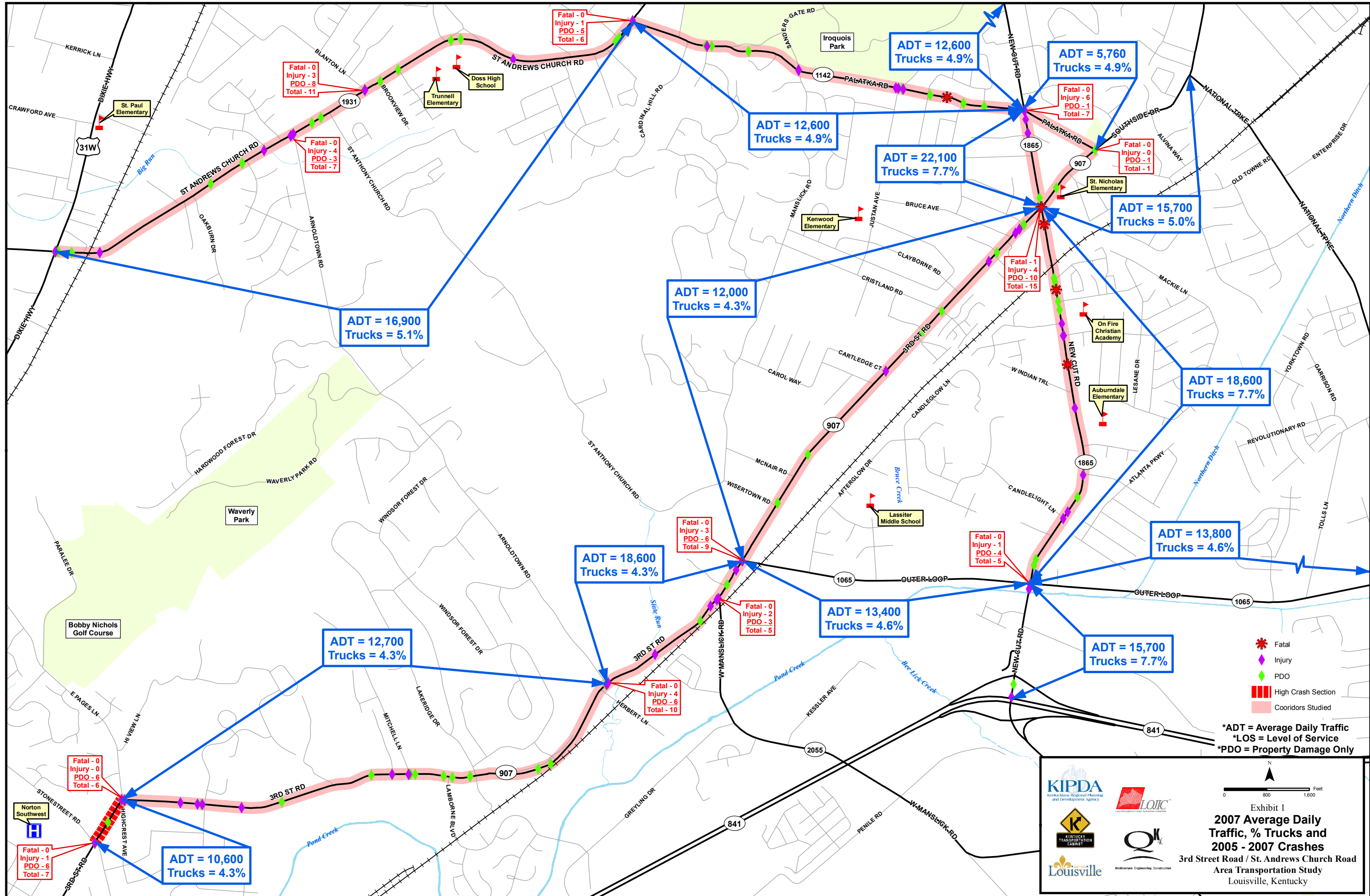
*Some KIPDA projects appear on the current KYTC Highway Plan, and are so noted

IMPLEMENTATION

Some of the recommended projects dovetail into planned projects listed in the KYTC Highway Plan and KIPDA Long Range Plan. The planning level cost estimates for these projects are expressed in 2008 dollars. Intersection and sidewalk improvements can be implemented before major corridor expansion projects, but must be constructed to accommodate the major corridor widening projects in the future.



APPENDIX A EXHIBITS



*ADT = Average Daily Traffic
 *LOS = Level of Service
 *PDO = Property Damage Only






Exhibit 1

2007 Average Daily Traffic, % Trucks and 2005 - 2007 Crashes

3rd Street Road / St. Andrews Church Road Area Transportation Study

Louisville, Kentucky



0 800 1,600 Feet



KIPDA
Kentucky Regional Planning and Development Agency

LOIC

KENTUCKY TRANSPORTATION CABLE

Louisville

Architecture, Engineering, Construction

0 400 800 Feet

Exhibit 2a
February 2008 Peak Hour Turning Movements and Levels of Service
3rd Street Road / St. Andrews Church Road Area Transportation Study
Louisville, Kentucky



KIPDA
Kentucky Regional Planning and Development Agency

LOIC

KENTUCKY TRANSPORTATION CABLE

Louisville
Architecture Engineering Construction

0 400 800 Feet

Exhibit 2a
February 2008 Peak Hour Turning Movements and Levels of Service
3rd Street Road / St. Andrews Church Road Area Transportation Study
Louisville, Kentucky

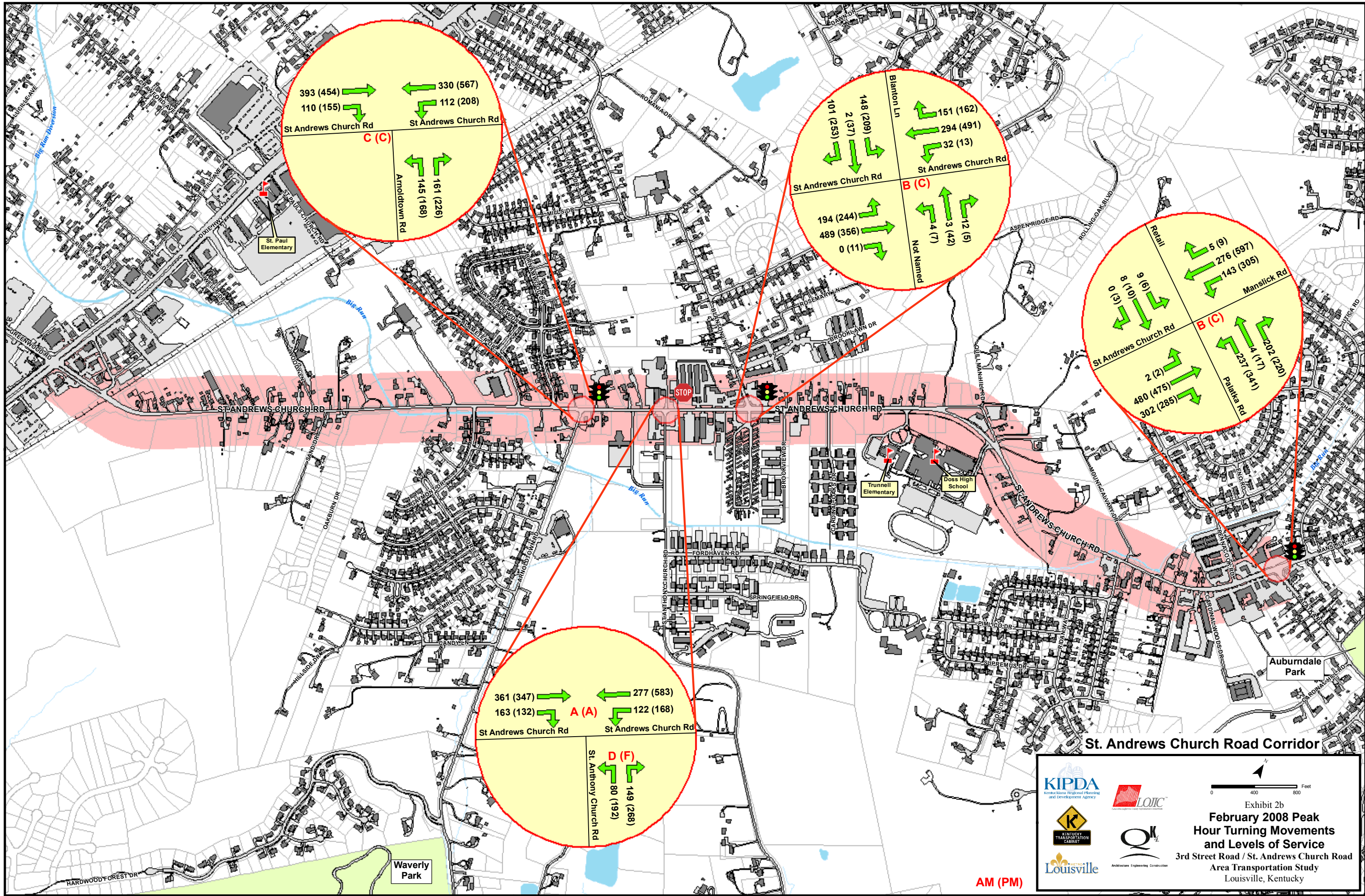


Exhibit 2b
February 2008 Peak Hour Turning Movements and Levels of Service
 3rd Street Road / St. Andrews Church Road Area Transportation Study
 Louisville, Kentucky

KIPDA
 Kentucky Infrastructure Planning and Development Agency

LOIC
 Louisville Office of Infrastructure Construction

K
 Kentucky Transportation Cabinet

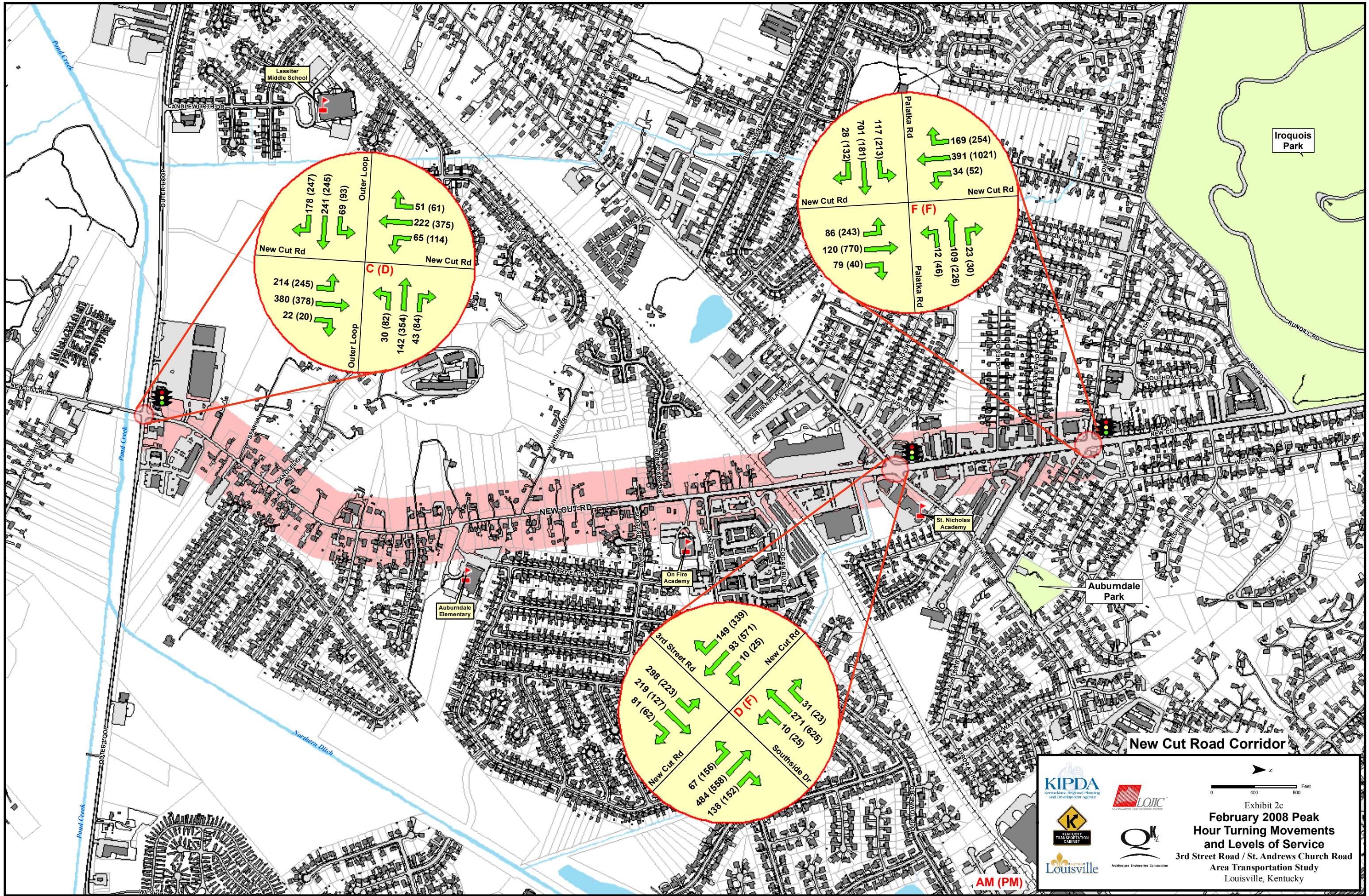
Q
 Architecture, Engineering, Construction

Louisville

0 400 800 Feet

Waverly Park

Auburndale Park



New Cut Road Corridor



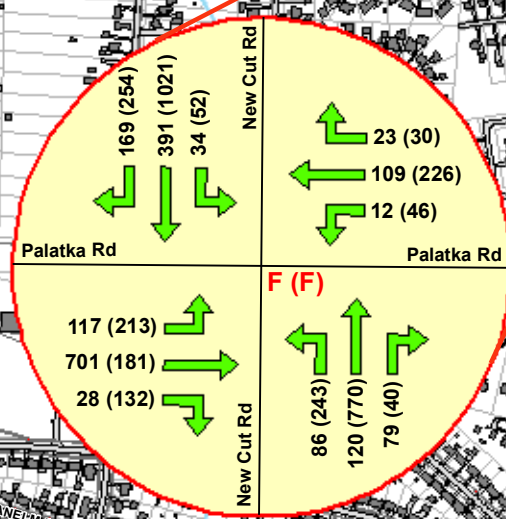
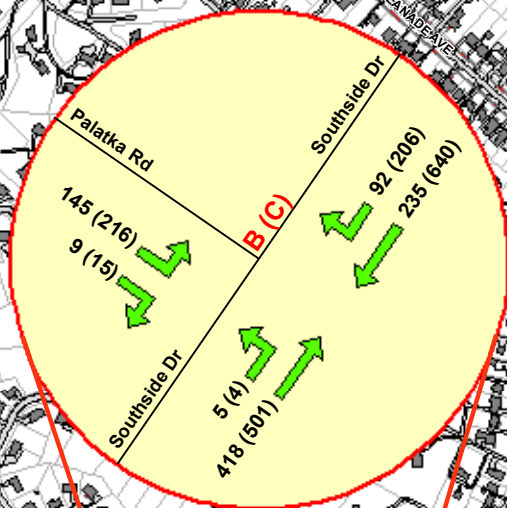
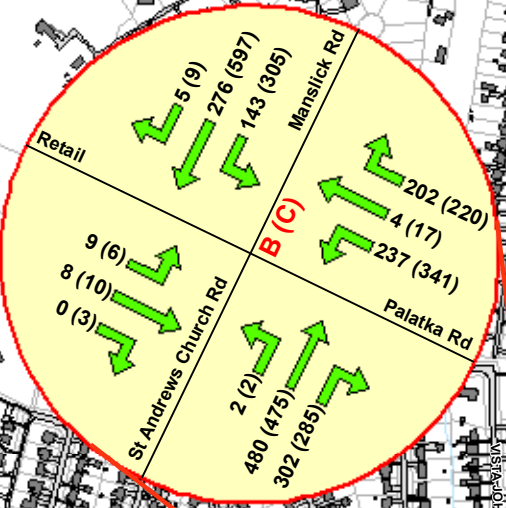
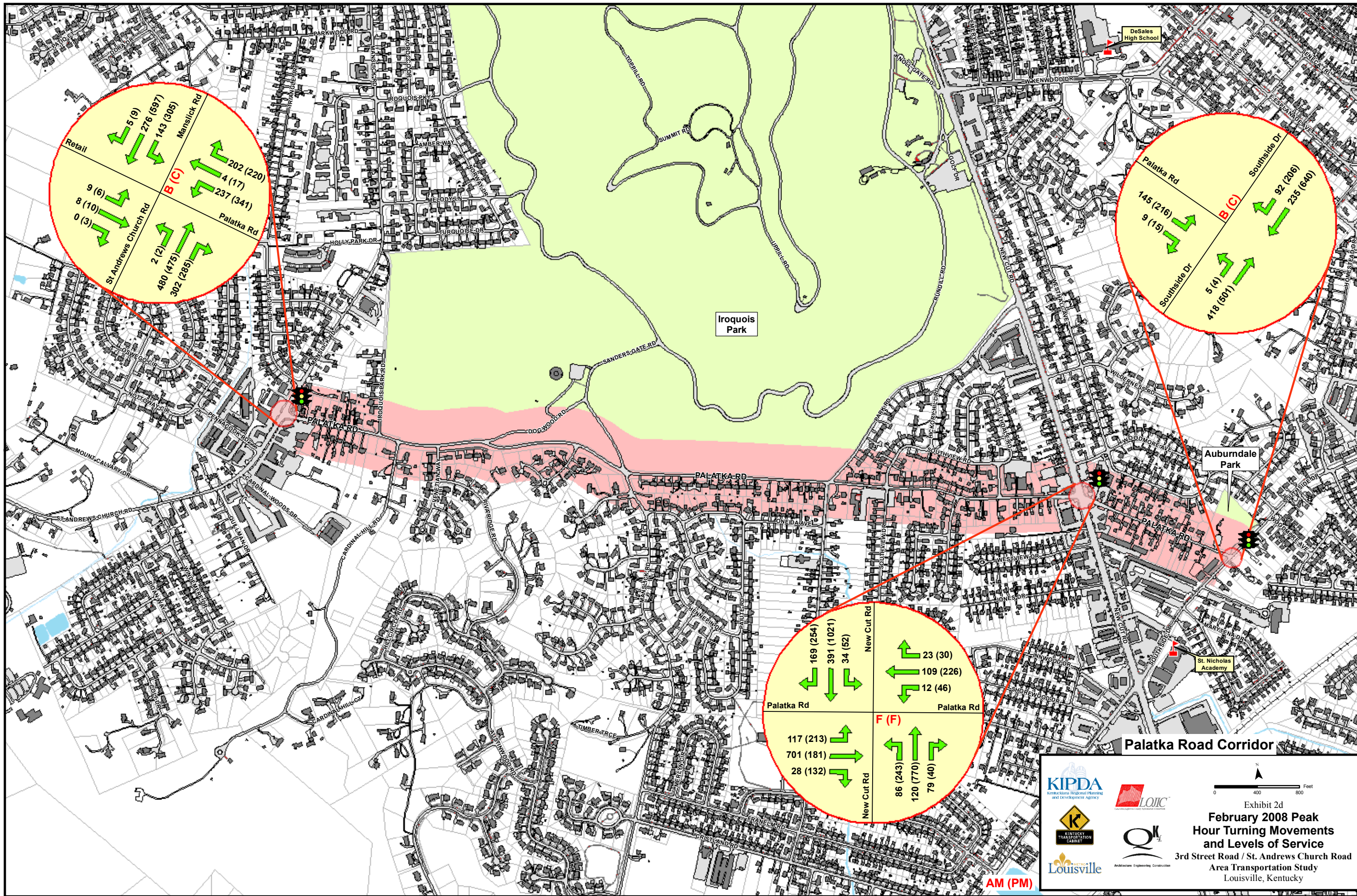


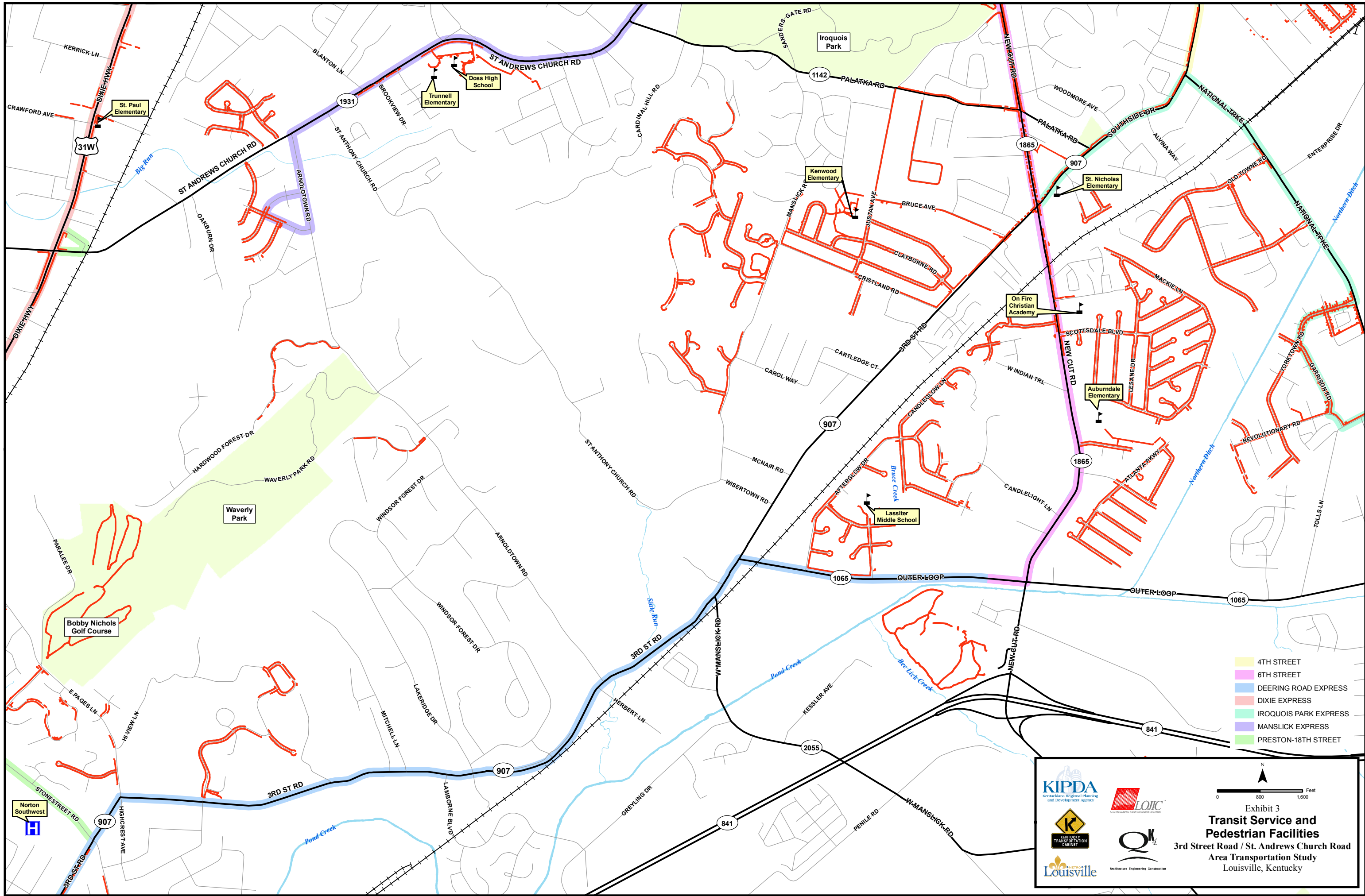





0 400 800 Feet

Exhibit 2c
**February 2008 Peak
 Hour Turning Movements
 and Levels of Service**
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky





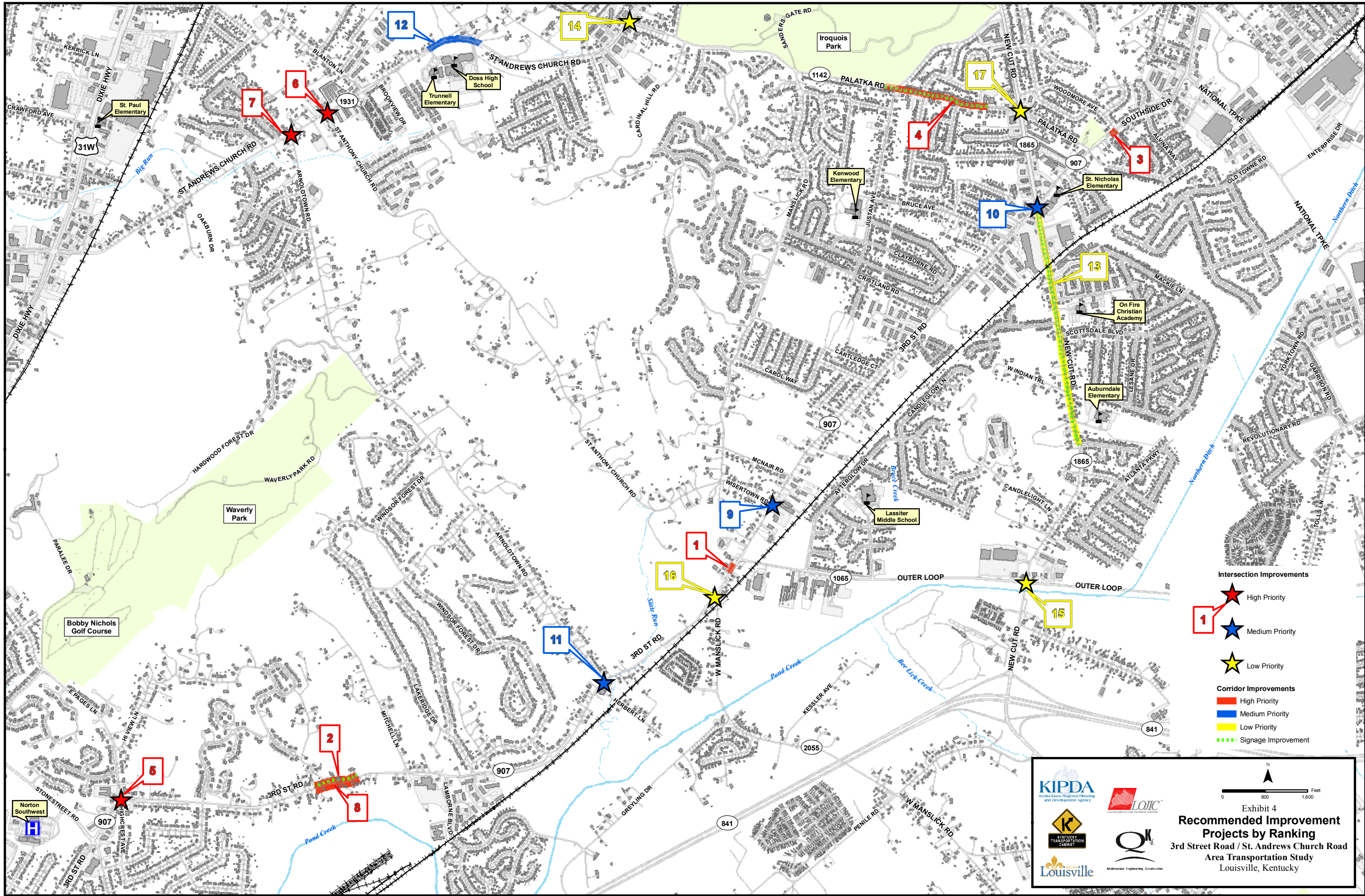
- 4TH STREET
- 6TH STREET
- DEERING ROAD EXPRESS
- DIXIE EXPRESS
- IROQUOIS PARK EXPRESS
- MANSLICK EXPRESS
- PRESTON-18TH STREET








Exhibit 3
**Transit Service and
 Pedestrian Facilities**
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky



- Intersection Improvements**
- ★ High Priority
 - ★ Medium Priority
 - ★ Low Priority
- Corridor Improvements**
- High Priority
 - Medium Priority
 - Low Priority
 - - - Signage Improvement



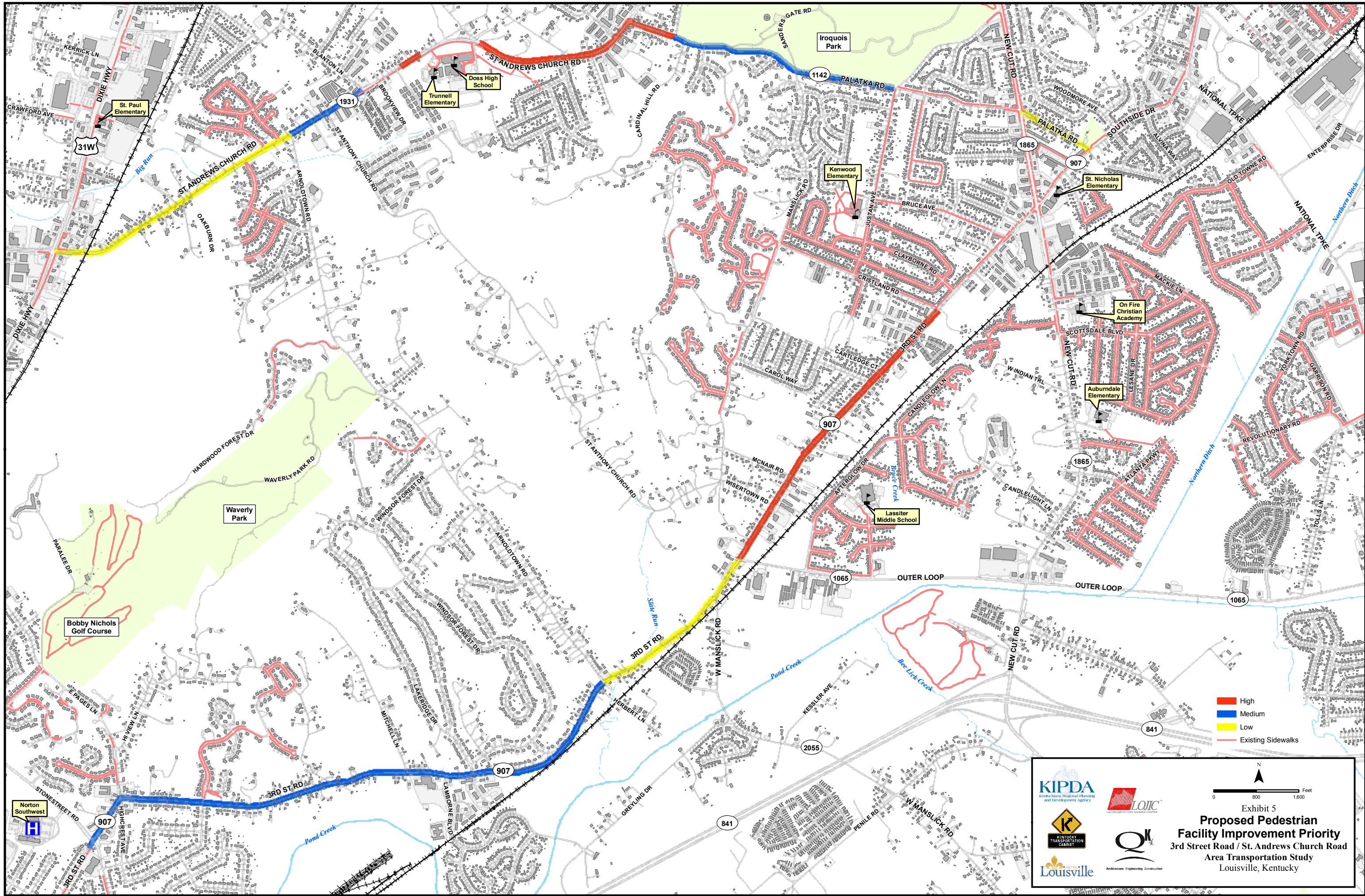





0 800 1600 Feet

North Arrow

Exhibit 4
Recommended Improvement
Projects by Ranking
3rd Street Road / St. Andrews Church Road
Area Transportation Study
 Louisville, Kentucky



- █ High
- █ Medium
- █ Low
- █ Existing Sidewalks



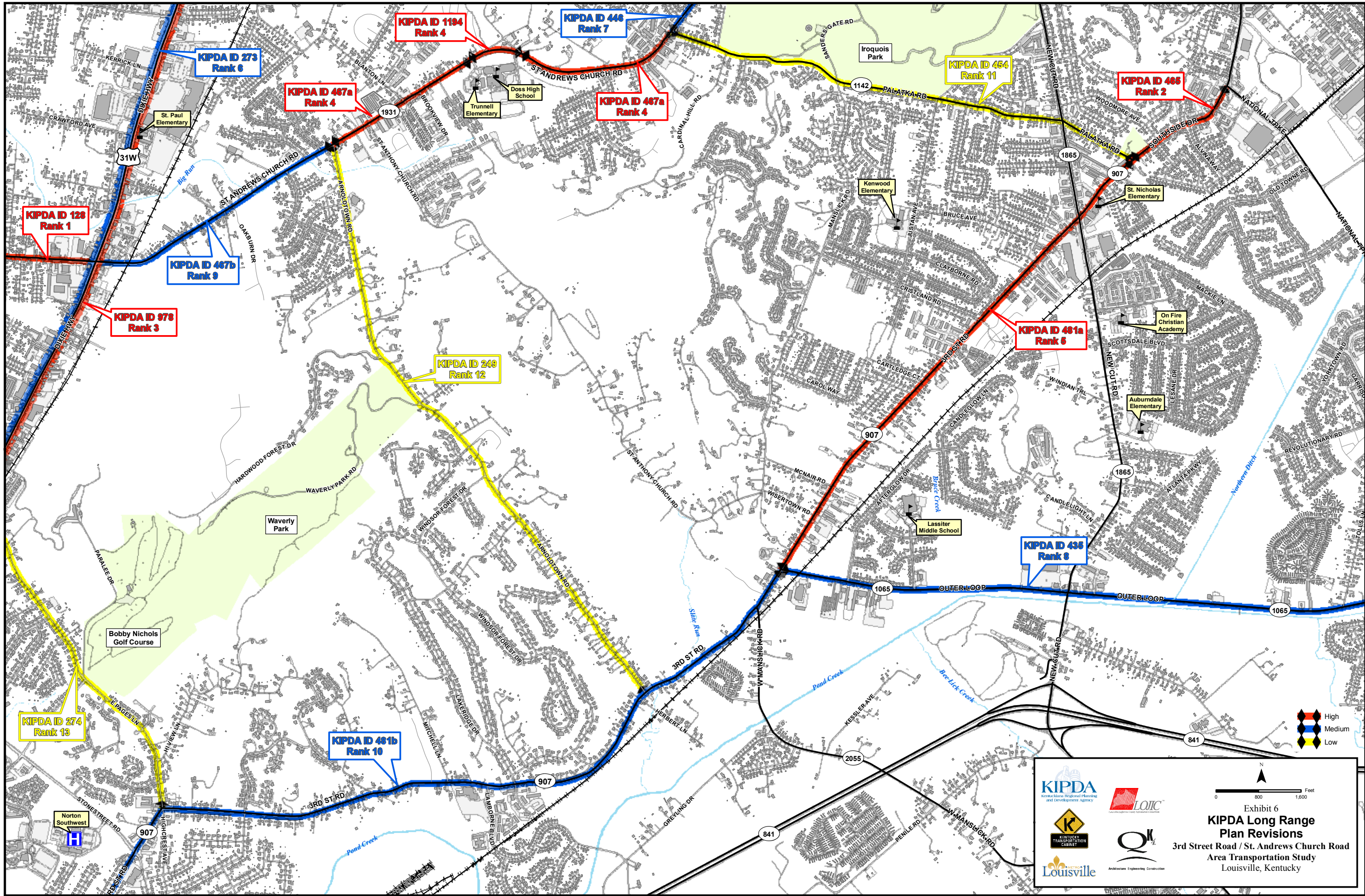










0 800 1,600 Feet

Exhibit 5
Proposed Pedestrian Facility Improvement Priority
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky








Exhibit 6
**KIPDA Long Range
 Plan Revisions**
 3rd Street Road / St. Andrews Church Road
 Area Transportation Study
 Louisville, Kentucky

North Arrow

0 800 1600 Feet

APPENDIX B
PROJECT SUMMARY SHEETS

Project Overview

The Johnson Day Care Center has been the subject of numerous meetings and discussions over the past couple years due to the congestion and traffic delays on Third Street Road at the entrances. Currently buses stop on Third Street Road, causing significant traffic delays and back-ups on both Third Street Road and the Outer Loop when the children are dropped-off and picked-up. A solution to this problem would involve a joint agreement between Mr. Johnson, the Metro Council, and the Kentucky Transportation

Cabinet. The recommended solution would be for Mr. Johnson to remove the building canopy overhang and sign a waiver with JCPS to allow them on the property., Metro Council would construct entrance improvements, and KYTC would permit a new bus only right-in entrance to the north of the existing driveway.

Project Summary

Entrance Improvement

Classification

Safety and Congestion Management

Participants

Public and Private Agreement

Recommendation

Priority: High

2008 Est. Cost: \$33,000 (Public)



Figure 1:
Johnson's
Day Care
Center

Figure 2: 3rd Street Road adjacent to Johnson's Day Care Center showing site of proposed bus only entrance



Project Overview

The James Hill Road and Third Street Road intersection has been identified as a needed safety improvement. Many of the residents of this area were in attendance at the public meeting and they expressed concern about the limited sight distances and requested action. The recommended action is to improve drainage and enhance the roadway signage and pavement marking for the short term phase (Project 16). The long term phase of improvements would require complete reconstruction of the vertical and horizontal curves through this roadway section (Project 17).



Figure 3: 3rd Street Road looking east at James Hill Curve Intersection

Project Summary

Corridor Improvements

Project 16

Short Term
Drainage, Signage and Pavement Marking Improvements

Length

.17 mile

Cost Estimate

\$138,000

Project 17

Long Term
Horizontal and Vertical Curve reconstruction

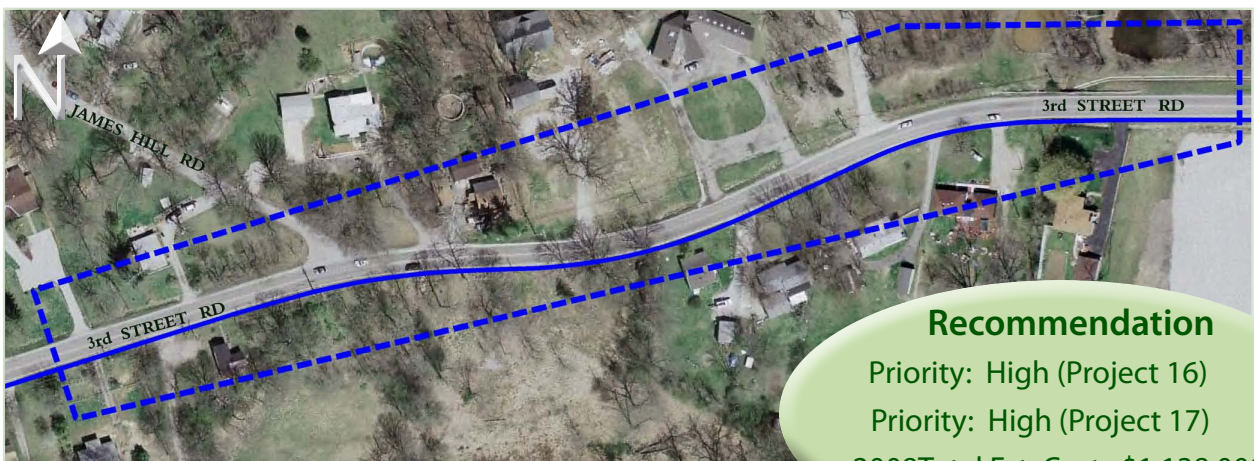
Length

.17 mile

Cost Estimate

\$1,000,000

Figure 4: Looking north at James Hill Road intersection



Recommendation
Priority: High (Project 16)
Priority: High (Project 17)
2008 Total Est. Cost: \$1,138,000

Project Overview

Southside Drive is a heavily traveled facility with narrow shoulders, deep drainage ditches, and substandard roadway geometrics. There have been some recent crashes, one fatal, in recent history due to these conditions. To address this issue, improvements in this area are recommended as a high priority. The long term recommendation which is to widen the facility to three lanes with curb and gutter, would improve the safety and congestion issues. However, due to the current funding constraints the recommended widening project will take years to

complete. Therefore, from a short term perspective, shoulder improvements, guardrail installations, and/or culvert extensions should be installed. The first specific location for this interim treatment is located at approximately mile post 6.65, which is the site of a box culvert with concrete headwalls on both sides of the roadway. A recent accident occurred when a vehicle ran into this headwall. A guardrail is proposed for both sides of the road to the inside of the culvert headwalls.

Project Summary

Corridor Improvement

Classification

Safety
Management



Figure 5: Looking on northbound Southside Drive at both culvert headwalls



Figure 6: The headwall on the east side of Southside Drive

Recommendation

Priority: High
2008 Est. Cost: \$10,000



Figure 7: Rehl Road, Louisville Kentucky, where a similar project recently occurred.

Project Overview

Palatka Road is classified as a collector road and serves as a vital link between St. Andrews Church Road, Iroquois Park and New Cut Road. This facility is a two lane road signed at 35 mile per hour and is adjacent to many residents and the southside of Iroquois Park. Due to the substandard roadway geometrics, restricted sight distances, and accident history, it is recommended to reduce the speed limit from 35 miles per hour to 25 miles per hour between Park Road to New Cut Road and to install enhanced roadway signage and raised pavement markings.



Figure 8: Palatka Road looking west from New Cut Road

Project Summary

Enhanced Signage and Striping

Classification

Safety

Length

0.46 mile

Recommendation

Priority: High

2008 Est. Cost: \$50,000



Figure 9: Palatka Road looking west from Sunnybrook Drive



Project Overview

The Third Street Road / East Pages Lane Intersection is one of the most heavily traveled intersections in the area. It is a high crash area, exhibiting a Critical Rate Factor >1. The current LOS has been evaluated and it currently has a LOS of "E" during the PM peak hour. In addition, this intersection is located along a curve in Third Street Road and has numerous wide curb cuts and entrances. The recommended improvements involve reducing the curb widths, closing entrances where possible, and adding a southbound right turn lane. These improvements

will enhance safety, reduce congestion and improve the LOS during the PM peak to "C".



Figure 10:
Looking west at East Pages Lane Intersection

Project Summary

Intersection Improvement

Classification

Congestion Management

Length

Single Intersection



Figure 11:
East Pages Lane looking south to the 3rd Street Road Intersection



Recommendation

Priority: High

2008 Est. Cost: \$54,000

ST. ANDREWS CHURCH ROAD (KY 1931) CORRIDOR Intersection Improvement at St. Anthony Church Road / Arnoldtown Road

ID NO.:
**10
&
11**

Project Overview

The St. Andrews Church Road corridor is a heavily traveled two lane facility with traffic volumes averaging 16,900 vehicles per day and trucks exceeding 5% of the daily travel. Based on these traffic volumes, the number of businesses and residents in the area and the Level Of Service (LOS) at both St. Anthony Church Road (AM = "D" / PM = "F") and Arnoldtown Road (AM = "C" / PM = "C"); St. Andrews Church Road should be widened to 3 lanes from

Arnoldtown Road to Blanton Lane. The approach roads on Arnoldtown Road and St. Anthony Church Road leading to St Andrews Church Road should also be widened to 3 lanes. These improvements and the signalization of St. Anthony Church Road will dramatically improve the traffic flow through the area.



Figure 12: St. Andrews Church Road looking southbound at St. Anthony Church Road



Figure 13: Arnoldtown Road looking north at St. Andrews Church Road

Project Summary

Intersection Corridor Improvements

Classification	Length
Congestion Mitigation	0.3 mile

Recommendation

Priority: High

2008 Est. Cost: \$1,500,000



Project Overview

The Wisertown Road and Third Street Road intersection is currently unsignalized. The intersection has a LOS "B" during the AM Peak and LOS "C" during the PM peak. The proposal is to install a left turn lane on Third Street Road and continue this improvement to the widened section of Third Street Road just west of McNair Road. In addition, Wisertown Road should be improved to a three lane road section at Third Street Road, allowing both left and right turns onto Third Street Road and an improved two lane section to Manslick

Road. The intersection would continue to operate at the same LOS even with the improvements.



Figure 14: Wisertown Road looking south at 3rd Street Road intersection

Project Summary

Intersection Improvement

Classification

Congestion
Management

Length

Single Intersection



Figure 15: 3rd Street Road looking south from Wisertown Road



Recommendation

Priority: Medium
2008 Est. Cost: \$463,000

Project Overview

The New Cut Road/Third Street Road Intersection during the morning peak operates at a "D" LOS and a "F" LOS during the evening peak. The operation of this intersection can be improved with the addition of a right turn lane both northbound and southbound. During the PM peak 339 vehicles traveling southbound, turn right at this intersection. The addition of a right turn lane northbound and southbound on New Cut Road would improve the overall efficiency of the intersection and the LOS.



Figure 16: New Cut looking north to the 3rd Street Road intersection

Project Summary

Intersection Improvement

Classification

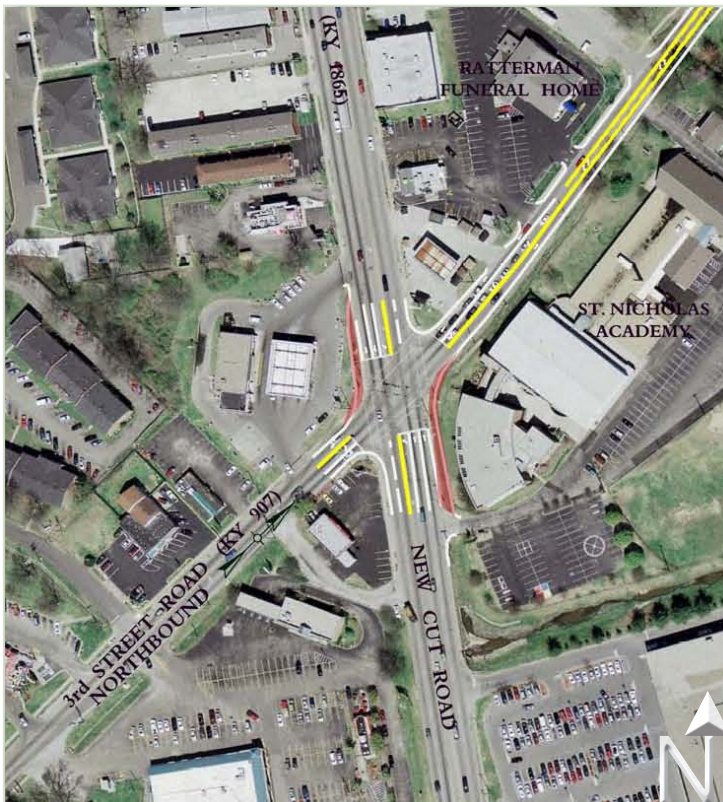
Congestion Mitigation

Length

Single Intersection



Figure 17: New Cut Road looking south to the 3rd Street Intersection



Recommendation

Priority: Medium

2008 Est. Cost: \$217,000

Project Overview

The Arnoldtown Road / Third Street Road Intersection is currently operating at a LOS "B" during the morning peak period and LOS "D" during the afternoon peak period. The proposal would be to install a right turn lane on the southbound Arnoldtown Road approach. This intersection currently has left turn storage on Third Street Road. This project would improve the overall efficiency of the signal and result in a LOS "C" for the PM peak.

Project Summary

Intersection Improvement

Classification

Congestion
Management

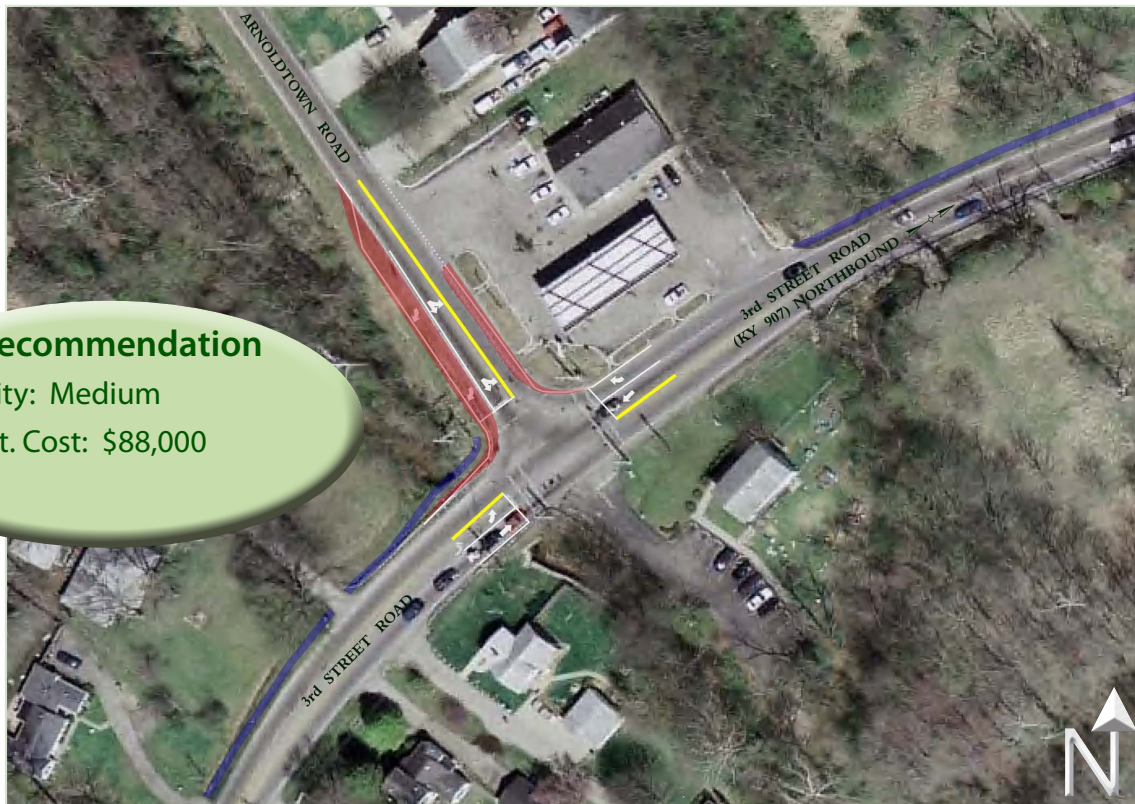
Length

Single Intersection



Figure 18:
3rd Street
Road looking
northbound to
the
Arnoldtown
Road
Intersection

Figure 19:
Arnoldtown Road
looking south to
3rd Street Road
Intersection



Recommendation

Priority: Medium

2008 Est. Cost: \$88,000

Project Overview

The existing Doss High School and Trunnell Elementary School are in need of roadway widening on St. Andrews Church Road at their respective entrances. A left turn lane needs to be added across the combined school frontages and the right turn lanes should also be extended for both schools.

Figure 20:
St. Andrews Church Road looking east at Doss High School



Project Summary

Roadway Widening

Classification

Safety and
Congestion
Management

Length

0.3 mile

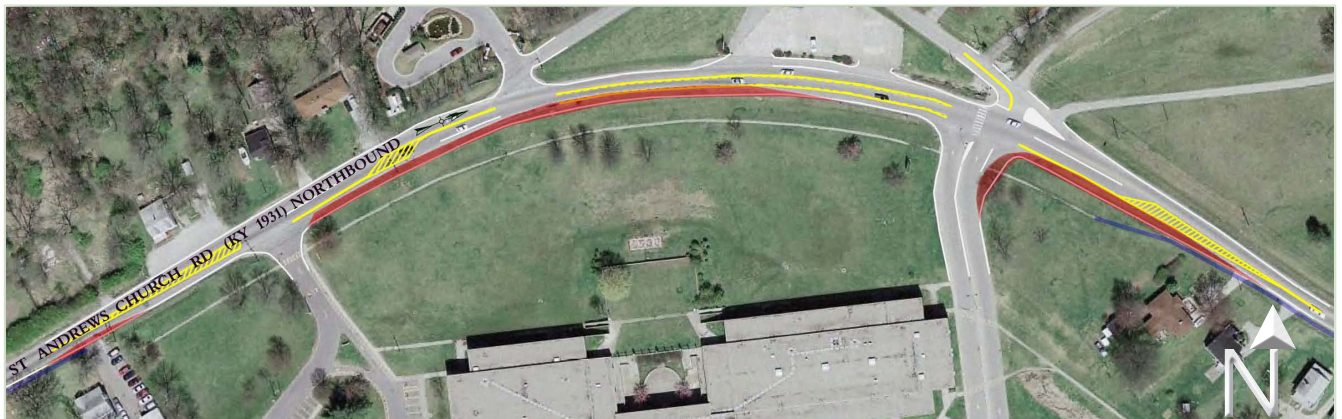


Figure 21:
St. Andrews Church Road looking west at Trunnell Elementary School

Recommendation

Priority: Medium

2008 Est. Cost: \$233,000



Project Overview

Three schools, St. Nicholas Elementary, On Fire Christian Academy, and Auburndale Elementary are located in close proximity along New Cut Road. Due to some inadequate signage within the three school zones, driver confusion can sometimes occur concerning the beginning and end points of each of the school zones. In some instances, signage indicating the end of the school zone is not present. The police have received numerous complaints from residents that have been ticketed for school zone violations. A signage revision would clearly delineate

the school zone boundaries and should improve the enforcement process.



Figure 22: New Cut Road corridor looking north



Figure 23: New Cut Road corridor looking north

Project Summary

School Zone Signage Revision
per current Manual of Uniform Traffic Control Devices (MUTCD)

Classification

Safety

Length

0.86 mile

Recommendation

Priority: Low

2008 Est. Cost: <\$20,000



Project Overview

The existing St. Andrews Church Road shopping center is active and has many neighborhood serving businesses. The connectivity works very well and there are many interconnected driveways. A couple recommendations to enhance this center are: new decorative sidewalks and landscaping along the roadway frontage, a protected island entrance opposite Palatka Road and the removal of a fence dividing the property connection on the southside of St. Andrews Church Road.

Project Summary

Development Center Improvements

Classification

Safety and Access
Management

Length

600 feet

Recommendation
Priority: Low
2008 Est. Cost: \$20,000

Figure 24:
St. Andrews Church Road looking north at Palatka Road



Figure 25:
St. Andrews Church Road looking south from Palatka Road

Figure 26:
London, Kentucky

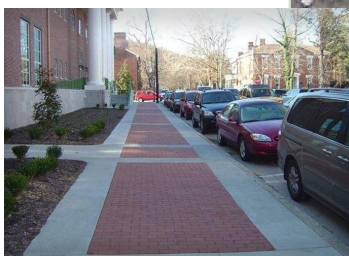


Figure 27: Frankfort, Kentucky

Project Overview

The New Cut Road and Outer Loop Intersection has been recently improved and currently functions at acceptable levels for both the AM ("C" = LOS) and PM ("D" = LOS) peak periods. From a long term perspective a dedicated right turn lane on eastbound Outer Loop will be needed. The right turn lane will be adjacent to the Pond Creek and the future project must be designed to minimize the impact to the new bridge constructed over Pond Creek. However, the bridge must be modified to accommodate the radius needed for truck turning movements. An option of

widening to the north was examined but found to be more expensive.



Figure 28:
New Cut Road looking south from the Outer Loop intersection

Project Summary

Intersection Improvement

Classification

Congestion Mitigation

Length

Single Intersection

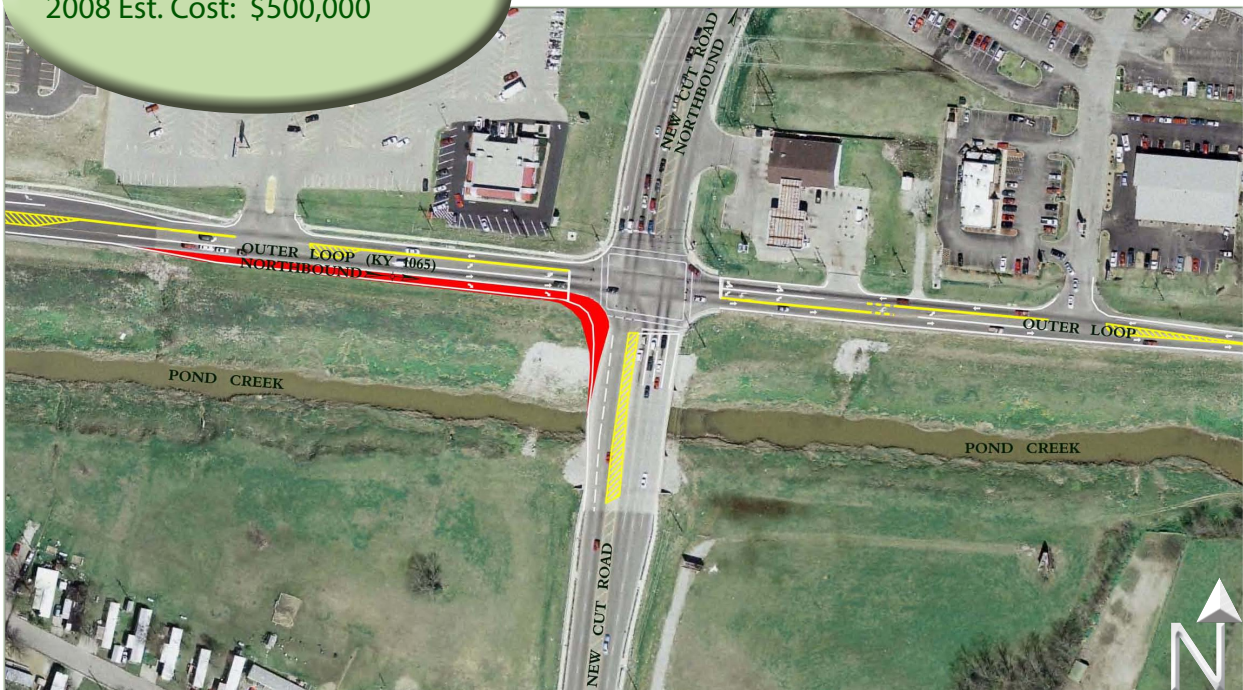
Figure 29:
Outer Loop looking east at the New Cut Road intersection



Recommendation

Priority: Low

2008 Est. Cost: \$500,000



Project Overview

The West Manslick / Third Street Road Intersection is currently unsignalized and operates at a LOS "E" during the morning peak and LOS "F" during the afternoon peak. The primary reason for the poor LOS is the delay for vehicles turning left from West Manslick Road onto Third Street Road. This intersection was reviewed against the signal warrant standards and today the signal would not meet approval requirements. From an access management perspective the entrances on both corner tracts should be reduced and the

alignment of West Manslick and Third Street Road improved.



Figure 30: Manslick looking north at the Intersection

Project Summary

Intersection Improvement

Classification

Safety

Length

Single Intersection

Recommendation

Priority: Low

2008 Est. Cost: \$44,000

Figure 31:

3rd Street Road looking northbound at Manslick Intersection



Project Overview

The New Cut Road / Palatka Road intersection is a very busy, heavily traveled intersection. This intersection has been evaluated and has a LOS of "F" during both the AM and PM peak periods. This intersection was also reviewed for possible widening to include a dedicated right turn lane both northbound and southbound on New Cut Road. The addition of a southbound turn lane would be the most beneficial improvement, but also the most difficult to construct. A restaurant is located on this northwest corner and therefore the intersection improvement would be rated as a low priority due to the expense to build at this time.

Project Summary

Intersection Improvement

Classification

Congestion Mitigation

Length

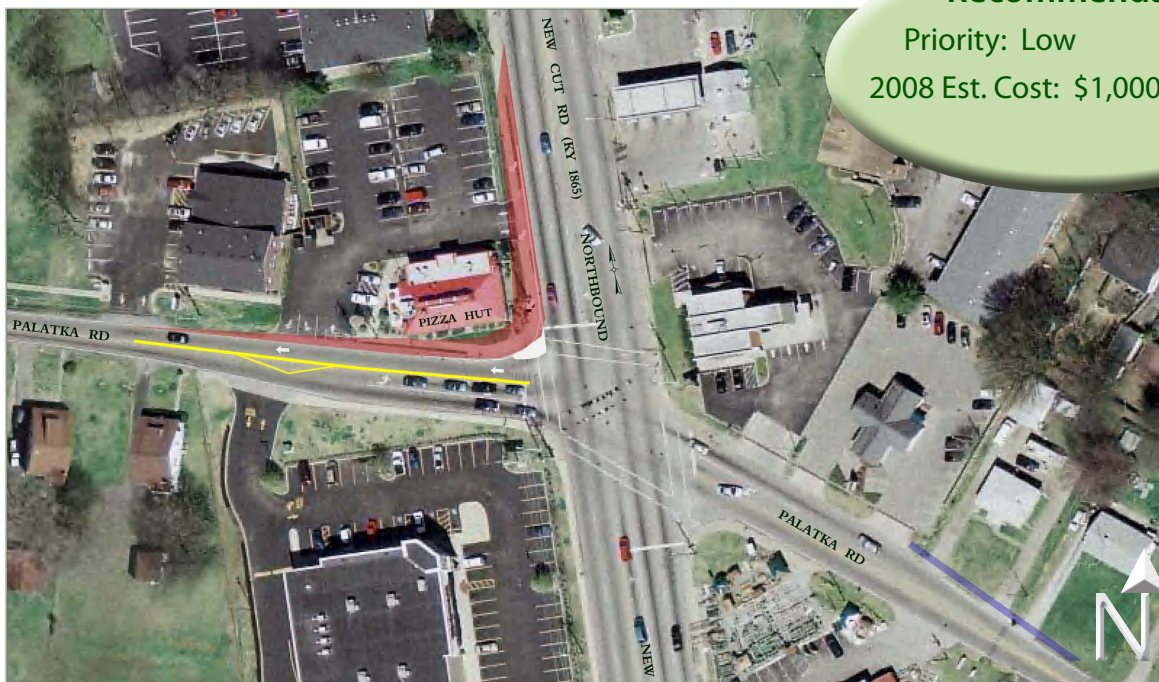
Single Intersection



Figure 32: Palatka Road looking west at New Cut Road intersection



Figure 33: New Cut Road looking south at the Palatka intersection



Recommendation

Priority: Low

2008 Est. Cost: \$1,000,000

Project Overview

This intersection was evaluated and is currently operating at acceptable LOS of "C" during the morning peak and evening peak period a LOS of "C". The Stonestreet approaches have a left, through and right turn lane on the northbound and southbound approaches. The eastbound Third Street Road approach has a left and a through lane and westbound has a left, through, and right turn lane. Since the overall operation and design is acceptable, the only improvement recommended at this time is for the pedestrian mobility to be improved.

Project Summary

Sidewalk Construction

No Operational

Improvements

Necessary



Figure 34: 3rd Street Road looking north to Stonestreet intersection



Figure 35: Stonestreet looking west at 3rd Street Road intersection

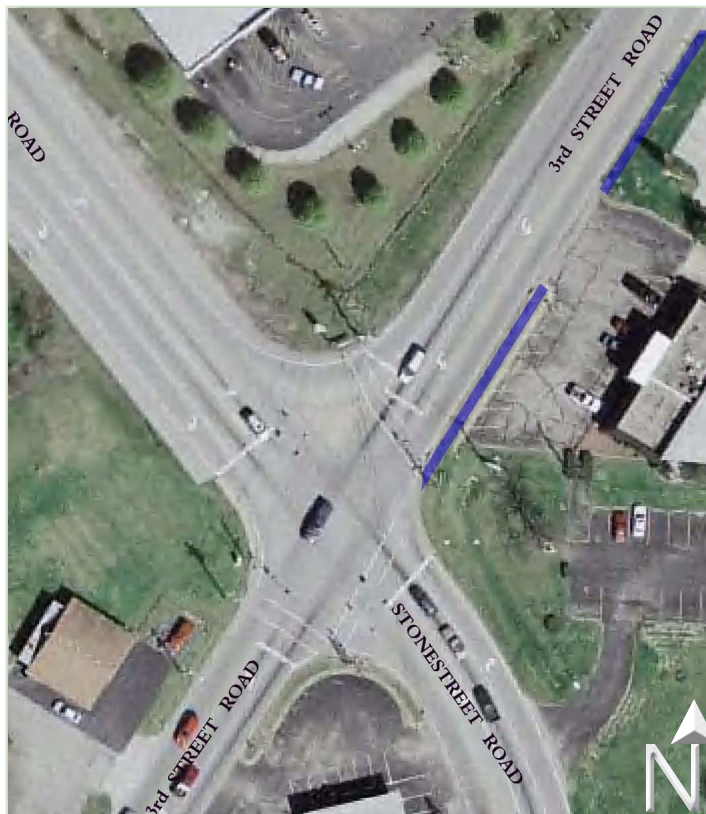


Figure 36: 3rd Street Road looking south at Stonestreet Road intersection

Project Overview

The Outer Loop Road tees into Third Street Road at the intersection. All approach streets have three lanes and the overall intersection operates at a "B" LOS during the morning peak and a "C" LOS during the evening peak.* A separate recommendation has been made to add sidewalks along Third Street Road (see page 21) and there are no additional recommended improvements needed at this time.

*Existing operational problems at this intersection are related to the backups caused by Johnson's Day Care, which are addressed as Project 18, page 1.

Project Summary

Outer Loop Intersection

*No Operational
Improvements
Necessary*



Figure 37:
3rd Street
Road looking
north to Outer
Loop

Figure 38:
Outer Loop
looking west
at the 3rd
Street Road
intersection



Project Overview

The unsignalized intersection of Third Street Road and McNair Road was evaluated and is currently under construction. The current LOS is a "B" during the morning peak and LOS "C" during the evening peak hour. The recent mixed use rezoning project on the northwest corner of Third Street Road and McNair Road is being required to widen Third Street Road and McNair Road as a condition of approval. These are the only improvements needed at this time.



Figure 39:
3rd Street Road looking northbound at McNair Road Intersection

Project Summary

Ongoing Improvements

Figure 40:
3rd Street Road looking southbound at McNair Road intersection



Project Overview

The Southside Drive / Palatka Road intersection was analyzed and the intersection currently is operating at a LOS of "B" during the AM peak and a LOS of "C" during the PM peak. The present traffic volumes are 15,700 Average Daily Traffic (ADT) with a 5% truck percentage

The KYTC, in the current (2006-2012) Six-Year Highway Plan has programmed the widening of Southside Drive from New Cut to National Turnpike from a 2-lane road to a 5-lane road as Item No. 5-437.01 This project is a high priority for Southwest Louisville and is needed from both a safety and congestion management perspective. This widening would also

allow an improved road connecting New Cut Road to National Turnpike, it would improve the safety, resolve numerous drainage problems, add roadway shoulders, and address pedestrian and biking issues. However, based on the analyses conducted for this study, it is recommended the KYTC consider widening it to a 3-lane road with bike lanes and sidewalks instead of 5-lanes. It appears the same objectives could be reached with a 3-lane facility.

Project Summary

Consider 3-lane Facility



Figure 41: Southside Drive looking southwest at Palatka Road intersection



Figure 42: Palatka Road looking southeast at Southside Drive



ST. ANDREWS CHURCH ROAD (KY 1931) CORRIDOR Blanton Lane Intersection

Project Overview

The Blanton Lane / St. Andrews Church Road intersection is currently configured with left turn lanes and a combined through / right turn lane on all approaches. This intersection is operating at acceptable LOS in both the morning and afternoon peak periods (AM = "B" / PM = "C"). There are no improvements recommended at this time.



Figure 43: St. Andrews Church Road looking southwest at Blanton Lane

Project Summary

Intersection Improvements

*No Operational
Improvements
Necessary*



Figure 44:
St. Andrews
Church Road
looking
northeast at
Blanton Lane



THIRD STREET ROAD (KY 907) CORRIDOR

Sidewalk and Drainage Improvements

Project Overview

The Third Street Road Corridor has numerous substandard shoulder areas, lacks sidewalks and conveys over 18,000 vehicles per day. This roadway is in need of an overall widening and reconstruction from a long-term perspective and in need of drainage improvements, shoulder construction, and sidewalk installations on a short term basis. The recommended sidewalk improvements should utilize the existing frontage roads on an interim basis where possible until the complete widening project can be constructed. The overall phasing plan is described below, in the Project Summary.



Figure 45: 3rd Street Road looking north

Figure 46: 3rd Street Road looking north from Wisertown Road intersection



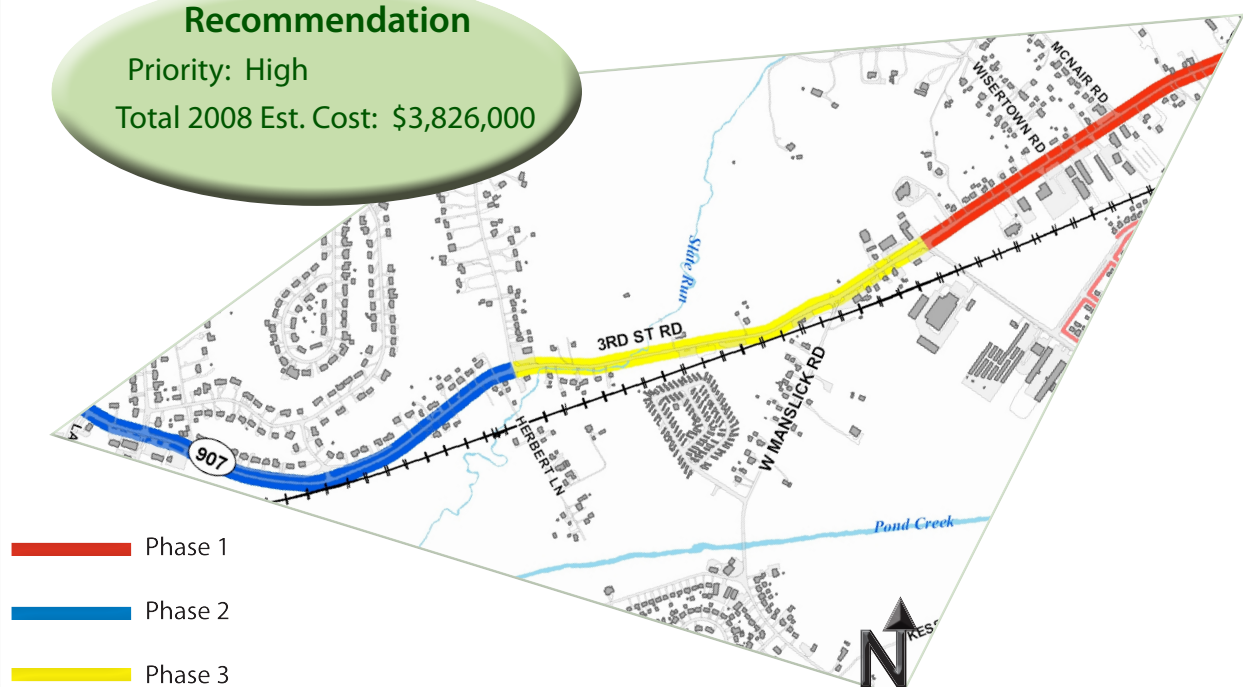
Project Summary

Sidewalk / Drainage Improvement

Phase I	Phase II	Phase III
Christland Road to Outer Loop	Arnoldtown Road to Stonestreet	Outer Loop to Arnoldtown Road
Length 1.14 miles	Length 2.1 miles	Length 0.66 mile
Cost Estimate \$753,000	Cost Estimate \$1,373,000	Cost Estimate \$1,700,000

Recommendation

Priority: High
Total 2008 Est. Cost: \$3,826,000



- Phase 1
- Phase 2
- Phase 3

ST. ANDREWS CHURCH ROAD (KY 1931) CORRIDOR Sidewalk Improvements

Project Overview

The St. Andrews Church Road corridor is an area which is served by an intermittent sidewalk network. The few sidewalks along the corridor need to be extended from Dixie Highway to Palatka Road. These sidewalk improvements also need to be designed and constructed to be compatible with the future widening of St. Andrews Church Road. The first phase of sidewalk construction has begun and pictures are as shown.



Figure 47: St. Andrews Church Road looking west

Project Summary

Sidewalk Improvements

Phase I

Windmere Drive to Palatka Road

Length:

0.3 mile

Cost Estimate:

\$71,000

Phase II

Arnoldtown Road to Blanton Lane

Length:

0.3 mile

Cost Estimate:

\$72,000

Phase III

Dixie Highway to Arnoldtown Road

Length:

0.97 mile

Cost Estimate:

\$231,000

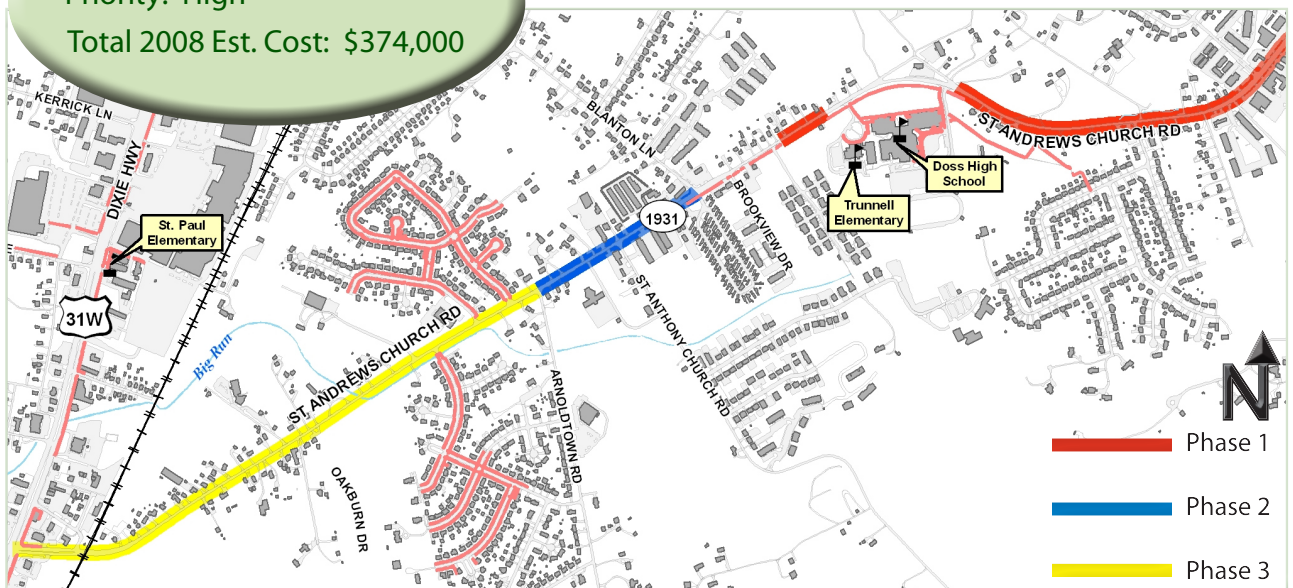
Figure 48: Sidewalk under construction near Doss High School



Recommendation

Priority: High

Total 2008 Est. Cost: \$374,000



PALATKA ROAD (KY 1142) CORRIDOR

Sidewalk Improvements

Project Overview

The Palatka Road Corridor is a heavily traveled roadway with traffic volumes exceeding 12,000 vehicles per day. This corridor also borders Iroquois Park to the south and is a heavily populated residential area. The corridor is also deficient from a walking and biking perspective, with walks existing only from Park Road to New Cut Road. Therefore, a recommendation has been made to install sidewalks from St. Andrews Church Road to Southside Drive in 3 phases as described below.



Figure 49: Palatka Road looking east

Project Summary

Sidewalk Improvement

Phase I

St. Andrews Church Road to Iroquois Park Road

Length

0.176

Estimated Cost

\$42,000

Phase II

Iroquois Park Road to Park Road

Length

0.815

Estimated Cost

\$194,000

Phase III

New Cut Road to Southside Drive

Length

0.29

Estimated Cost

\$69,000

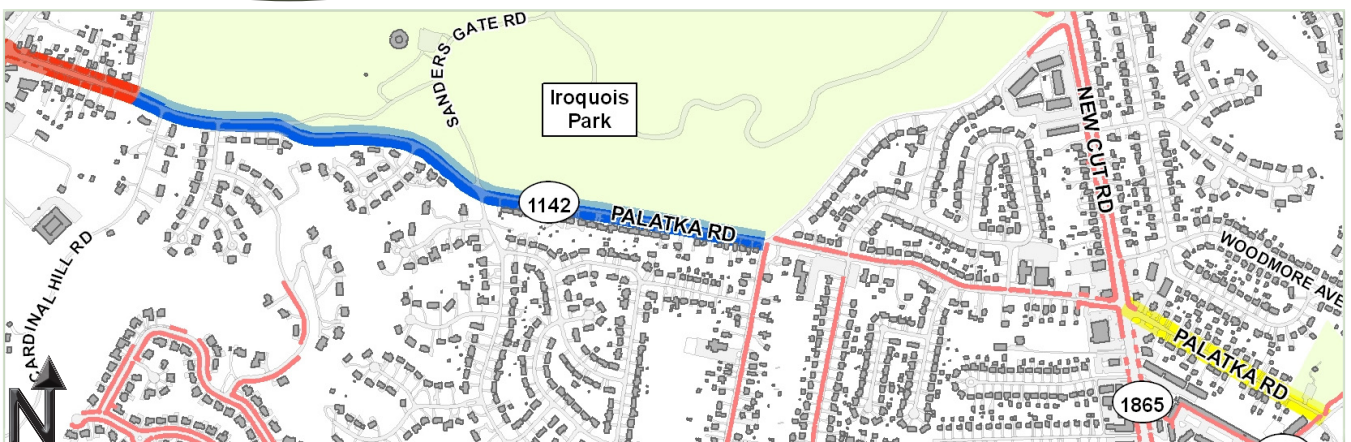


Figure 50: Palatka Road looking east from Iroquois Park Road

Recommendation

Priority: High

Total 2008 Est. Cost: \$305,000



- Phase 1
- Phase 2
- Phase 3

APPENDIX C
PROJECT TEAM MEETING MINUTES



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road/ St. Andrews Church Road Area Transportation Study
Project Number 08401.000
Purpose: Project Team Meeting No.1
Place: KYTC D5 Conference Room, 8310 Westport Rd., Louisville, KY
Meeting Date: February 4, 2008 1:00 p.m.
Prepared By: Doug Heberle
In Attendance:

Tom Hall	KYTC D5
Andrea S. Clifford	KYTC D5
Jason Richardson	KYTC D5
Patrick Clark	KYTC D5
Paul Davis	KYTC D5
Harold Tull	KIPDA
Andy Rush	KIPDA
Rick Storm	Louisville Metro
Dirk Gowin	Louisville Metro
Tom Springer	Qk4
Mark Adams	Qk4
Doug Heberle	Qk4
Jeremy Lukat	Qk4

The meeting began with self introductions and by Mark Adams providing a review of the previous meeting.

The initiative to revise the name of this study resurfaced and it was agreed that the study would be renamed: “3rd St. Road / St. Andrews Church Rd. Area Traffic Study”. It was agreed that KYTC and Metro will provide any databases of known problems in the study area that could be shared during the evaluation process, if in fact, that information exists. KYTC will provide the “as built” area development plans, sign inventory, and thermo plastic inventory, in pdf form, to Qk4 for study purposes. Metro will provide any development plans, the bicycle and pedestrian plans, Metro Call information regarding public complaints, and signal timing data.

In order to identify the formal project goals, Tom Springer solicited suggested goals from those in attendance. The goals and focal points of the study are as follows:

1. Improved bicycle and pedestrian network

3rd Street Road/ St. Andrews Church Road Area Transportation Study

PTM # 1 Meeting Minutes

February 4, 2008

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2. Improved safety for vehicular, bicycle, pedestrian traffic, and TARC access points.
 - A. Address geometrical issues
 - B. Address sight distance, turning lanes, combined entrance/access management
 - C. Address signal issues and identify possible modifications
 - D. Address bicycle, pedestrian and TARC access safety problems.
3. Improved Drainage
 - A. Review public complaints
4. Reduction in Congestion
 - A. Address signal issues and identify traffic bottlenecks
5. Improved Signage
 - A. Conduct signage and pavement marking audits
 - B. Verify inventory to be provided by KYTC
 - C. Make recommendations
6. Low Cost solutions

Jeremy Lukat announced that the 12-hour traffic counts at the 15 intersections will be conducted this week by JYLA, Inc. employees.

Doug Heberle presented the initial draft list of stakeholders to be included in the public consultation process. The list was itemized into three categories of consultation: individual in-person meetings, telephone contacts, and a mailing list of individuals for invitation to the public meeting. It was confirmed that the public meeting would be of an open house type meeting to be held where the public would be invited to submit their thoughts and opinions.

It was suggested that representatives from several subdivisions in Council District 25 be added to the contact list. Those subdivisions are: Windsor Lakes, Windsor Forest, Hardwood Forest, Bridgegate, and Stonebridge Landing. The list will be updated accordingly.

Project Team Meeting No. 2 is scheduled for 3/17/08 at KYTC D5. The public meeting will be scheduled for either March 23 or 24.

END OF MINUTES

Agenda
Valley Station Area Transportation Study
PTM 1 (Kickoff Meeting)
February 4, 2008
KYTC District 5

- A) INTRODUCTION / MEETING MINUTES

- B) PROJECT GOALS

- C) FIELD DATA COLLECTION METHODOLOGY
 - 1. TURNING MOVEMENT COUNTS
 - 2. KEY 15 INTERSECTION ASSESSMENTS
 - ROAD LAYOUT
 - BIKE, PEDESTRIAN, & TRANSIT FACILITIES
 - TRAFFIC COUNTS
 - ACCESS MANAGEMENT
 - 3. ROADWAY LINK ASSESSMENT
 - BICYCLE, PEDESTRIAN, & TRANSIT FACILITIES
 - SAFETY CONCERNS

- D) PRE-EXISTING OFFICE DATA
 - 1. ROAD PLANS
 - 2. DEVELOPMENT PLANS (I.E. JOHNSON'S DAYCARE)
 - 3. SIGN INVENTORY DATA
 - 4. CRASH DATA
 - 5. TRAFFIC VOLUMES
 - 6. SIGNAL TIMING DATA

- E) PUBLIC INVOLVEMENT PLAN
 - 1. LIST OF STAKEHOLDERS
 - 2. PUBLIC MEETING FLYER
 - 3. SCHEDULE PUBLIC MEETING



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road/ St. Andrews Church Road Area Transportation Study
Project Number 08401.000
Purpose: Project Team Meeting No.2
Place: KYTC D5 Conference Room, 8310 Westport Rd., Louisville, KY
Meeting Date: March 17, 2008 1:00 p.m.
Prepared By: Doug Heberle
In Attendance:

Tom Hall	KYTC D5
John Callihan	KYTC D5
Jason Richardson	KYTC D5
Patrick Clark	KYTC D5
Paul Davis	KYTC D5
Harold Tull	KIPDA
Andy Rush	KIPDA
Rick Storm	Louisville Metro
Dirk Gowin	Louisville Metro
Tom Springer	Qk4
Mark Adams	Qk4
Doug Heberle	Qk4
Jeremy Lukat	Qk4

The meeting began with self introductions and by Mark Adams providing a review of the project status and schedule.

Tom Springer provided an introduction of the meeting agenda and handouts to be included in the presentation.

PTM 3 has been scheduled for Monday, April 21, at 1:00. Tentative dates for the Public Meeting are May 6, May 8, or May 5. This is yet to be determined. The format of the meeting will be an Open House from 6:00 to 8:00 with a short presentation at about 6:30 to provide an overview of the project. No comments or questions will be addressed during the presentation.

Mark proceeded with the photo tour of the project area and pointed out problem areas along the roadway corridors. The following highlights were observed:

1. Vertical and horizontal curve on 3rd St. Rd. at James Hill Rd. is problematic
2. Vertical curve and minimal sight distance at 3rd St. Rd. and Lamborne Blvd is a concern.

3rd Street Road/ St. Andrews Church Road Area Transportation Study

PTM # 2 Meeting Minutes

March 17, 2008

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3. Johnson's Day Care needs an additional driveway for bus entrance. A concerted effort would be necessary to achieve this. The owners of the business are very receptive and interested in a solution of this type. In order for this to become a reality, JCPS would need to approach KYTC D5 with a request to begin this process of adding a driveway.
4. Wisertown Road needs to be widened. Fortunately, there is ample Right of Way to achieve this.
5. Cartledge Ct. exhibits safety issues due to the narrow turning radius of the intersection with 3rd St. Rd.
6. Many sections of 3rd St. Rd. and Southside Drive need to be updated with an additional lane and the drainage ditches piped to provide adequate shoulders.

After the photo tour, the following elements of the study area were illustrated and discussed: the functional classifications of the study area arterials, ADT, Crash Data, LOS, turning movements, transit service, and pedestrian facilities.

There is one high crash area in the study area: 3rd St. Rd. between the Stonestreet Rd. intersection and E. Pages Ln. Intersection. Some very low LOS ratings, such as Manslick Rd. at 3rd St. Rd., can be attributed to lengthy delay times at some intersections. Others, such as Palatka Rd. at New Cut Rd., are due to high ADT volumes.

It was noted that all the intersections, except for Wisertown at 3rd St. Rd. and McNair at 3rd St. Rd. are served by transit. Sidewalks, however, are limited along the major corridors with the exception of New Cut Rd.

The current (2008) and future (2030) ADT's of the study area were produced by KIPDA and presented at the meeting. This was followed by a discussion that the model could be run with alternative assumptions in order to explore other possibilities of future growth which would result in different ADT volumes.

The focus of the next project team meetings will be to review stakeholder consultations, provide and identify short-term intersection improvement options, as well as intersection improvement alternatives for potential inclusion in the long range plan, and prepare for the public informational meeting

END OF MINUTES

Agenda
3rd St. Rd./St. Andrews Church Rd. Area
Traffic Study
PTM 2 (Existing Conditions)
March 17, 2008
KYTC District 5

- A) REVIEW OF WORK COMPLETED
- B) PHOTO TOUR
- C) DATA / EXISTING CONDITIONS
 - ADT COUNTS, CRASH DATA
 - TURNING MOVEMENT AND LOS AT INTERSECTIONS
 - TRANSIT SERVICE AND SIDEWALKS
- D) STAKEHOLDER COORDINATION
 - WHAT HAS BEEN DONE
 - WHAT IS LEFT TO DO
- E) PROBLEM AREAS
- F) HANDOUTS
 - EXECUTIVE SUMMARY OF EXISTING CONDITIONS
 - FIGURE 1 – STUDY AREA
 - FIGURE 2 – FUNCTIONAL CLASSIFICATIONS
 - EXHIBIT 1 - ADT COUNTS, % TRUCK TRAFFIC, CRASH DATA
 - EXHIBIT 2 - TURNING MOVEMENT AND LOS
 - EXHIBIT 3 - TRANSIT SERVICE AND PEDESTRIAN FACILITIES
 - PHOTOS OF INTERSECTIONS
 - CRITICAL RATE ANALYSIS
 - CURRENT AND FUTURE TRAFFIC PROVIDED BY KIPDA



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road/ St. Andrews Church Road Area Transportation Study
Project Number 08401.000
Purpose: Project Team Meeting No.3
Place: KYTC D5 Conference Room, 8310 Westport Rd., Louisville, KY
Meeting Date: April 21, 2008 1:00 p.m.
Prepared By: Doug Heberle
In Attendance:

Tom Hall	KYTC D5
John Callihan	KYTC D5
Patrick Clark	KYTC CO - Maintenance
Paul Davis	KYTC D5
Brian Meade	KYTC D5
Harold Tull	KIPDA
Andy Rush	KIPDA
Rick Storm	Louisville Metro
Tom Springer	Qk4
Mark Adams	Qk4
Doug Heberle	Qk4
Albert Zimmerman	Qk4

The meeting began with self introductions and by Mark Adams providing a review of the project status, particularly the stakeholder meetings.

Doug Heberle presented the stakeholder meeting mailing list for confirmation from the project team. The list of names is made up of citizens active in public affairs and was provided by the representatives of Louisville Metro Districts 13 and 25 at the respective stakeholder meetings. Doug then presented the drafts of the public meeting flyer and the public comment questionnaire for the teams review. Public Involvement Meeting related comments:

- Add Metro and KIPDA's logo to the flyer.
- Have a handout page the people can take with them and then a comment form that they can complete and leave at the meeting. Put the title on both.
- Move the Name and Address lines from the handout to the comment form. On the back of the handout, put Figure 1 (location map showing 15 intersections and streets).
- Provide contact information on both the handout and the comment form.
- Put a deadline for comments 15 days after the May 8 meeting, which would be May 23.
- Produce 200 copies of the public comment form

3rd Street Road/ St. Andrews Church Road Area Transportation Study

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Albert Zimmerman then presented the improvement alternatives for each of the intersections. Following is the summary of recommended overall comments for each exhibit board:

- Show turning movement numbers
- Show some pictures if possible and helpful.
- Label landmark buildings.
- Use a clearer font for the street names; provide a legend for the colors.
- Try to use hatch patterns so people can see the existing conditions on the aerial.
- Show future sidewalks when possible.
- Do not show LOJIC-based property lines.
- Show all sidewalks as “planned” and none as “future” or “programmed.”
- Change name in title from “Valley Station” to “Third Street / St. Andrews Church Road Area.”

Intersection-specific comments are:

- #1 Metro is looking at striping Stonestreet with bike lanes when it is resurfaced in 2009.
 - #2 Check for a Bell South switch station in the way of the proposed future turn lane. This equipment is located on the west side of E. Pages Lane, just prior to the 3rd Street Road intersection. Show future stop bars bolder, and label them as such.
 - #3 Check for widening on the east side to avoid drainage impacts
 - #5 Remove option 5A, but maintain option 5B. However, on option 5B, show an alternative alignment to connect with neighboring property adjacent to Johnson’s Day Care.
 - #6-7 Current widening is underway by a developer, need to check status. Possibly show on one exhibit. Do not show access management improvements, but do include them in the report.
 - #8-9 Refer to what is in the TIP, check to see in which Councilman’s district this lies, and possibly coordinate with Councilman Johnson, if in his district. Rick Storm is to provide Qk4 with a copy of the plans developed for this section. This will be labeled on the exhibit that it is currently under study.
 - #11 Illustrate future traffic signal with a user-friendly icon and with callout text.
 - #10-12 Show all three intersections on one map, with sidewalks and future signal.
 - #13 Qk4 to reconsider access management on this exhibit.
 - #15 Show both alternatives which achieve a right turn lane from eastbound Outer Loop to southbound New Cut Road: A) Widening towards the creek necessitating widening the bridge over Pond Creek. B) Widen Outer Loop to the north to gain area for the right turn lane. Rick will provide Qk4 with a copy of the proposed Wal-Mart plans, including the bridge over the Creek.
- Wisertown at St. Anthony Church Road – Do not show this proposed improvement at the public meeting.
 - Consider separate right and left turns out of Doss High School
 - Show James Hill Road spot improvement as “future study” instead of specific reconstruction options. The sidewalk is planned on the south side of 3rd Street Road.

The next meeting will be May 28 at 9:00 am at District 5 to prioritize the proposed projects.

END OF MINUTES

Agenda
3rd St. Rd./St. Andrews Church Rd. Area
Traffic Study
PTM 3 (Alternatives Development)
April 21, 2008
KYTC District 5

A) STAKEHOLDER CONSULTATION

B) PUBLIC MEETING PREPARATION

C) SUMMARY OF RECOMMENDED ALTERNATIVES

EXHIBITS:

PUBLIC MEETING FLYER

PUBLIC MEETING QUESTIONNAIRE

OVERALL MAP: 15 INTERSECTIONS & CORRIDOR SECTIONS

SIDEWALKS MAP: (EXISTING AND FUTURE)

INTERSECTION AND CORRIDOR IMPROVEMENTS



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road/ St. Andrews Church Road Area Transportation Study
Project Number 08401.000
Purpose: Project Team Meeting No.4
Place: KYTC D5 Conference Room, 8310 Westport Rd., Louisville, KY
Meeting Date: May 28, 2008 9:00 a.m.
Prepared By: Doug Heberle
In Attendance: Tom Hall KYTC D5
John Callihan KYTC D5
Jason Richardson KYTC D5
Patrick Clark KYTC CO - Maintenance
Paul Davis KYTC D5
Andrea Clifford KYTC D5
Harold Tull KIPDA
Rick Storm Louisville Metro
Dirk Gowin Louisville Metro
Mark Adams Qk4
Doug Heberle Qk4
Albert Zimmerman Qk4

The meeting began with Mark Adams providing a review of the project status, particularly the results from the open house public meeting and the prioritization of the improvement alternatives. A recurring comment from the public meeting emphasized the public's concern over the deep ditches and lack of shoulders on 3rd Street Road, as well as the need for sidewalks.

Mark Adams and Doug Heberle then presented the alternative prioritization matrix, detailing the various alternative improvements and their suggested rankings. The project team was then asked to provide comments and input regarding the suggested prioritization. The matrix was reviewed in conjunction with the display boards which illustrate the suggested improvements. Following is the summary of recommended overall comments for the prioritization matrix:

The following are comments regarding specific intersections with the respective number:

1. Change <\$10,000 cost to N/A
2. The utility should be checked on E. Pages Lane, which could result in a potential cost increase.
3. No Change
4. No Change
5. No Change
6. No Change

3rd Street Road/ St. Andrews Church Road Area Transportation Study

PTM # 4 Meeting Minutes

May 28, 2008

Page 2

7. The new development on McNair Road is in financial trouble. The need for a right turn lane from 3rd Street Road to McNair Road will be evaluated, and the proposed developer widening of McNair Road will be checked.
8. Confirm the cost of 3rd Street Road and New Cut Road. \$45,000 looks too low.
9. Change "Work in Progress" to "High" priority and note (SLO) programmed. Also, evaluate the abutment area on Southside Drive at the guardrail, which is the site of two fatalities.
10. No Change
11. No Change
12. No Change
13. Check cost of curb and gutter for closing the entrances.
14. No Change
- 15A. Correct ROW typo from 1.7 to 0.17.
- 15B. Check needed ROW. The property in this area surrounding Pond Creek should be owned by MSD.

The following are comments regarding corridor improvements:

- Review the MUTCD to see if a consolidated school zone on New Cut Road is practical.
- Sidewalk continuity is needed throughout the study area and it is proposed to be implemented in phases which will be presented in more detail at the next meeting.

The following are general comments:

- Gene Snyder should be referred to as KY 841 and not I-265.
- Add the projected improved LOS column to the alternative matrix.
- The comment was made reminding the project team of the future bike lane on West Manslick to connect with the Jefferson Memorial Forest.

In addition to the intersection priorities, the overall corridors will be prioritized.

It was decided that the matrix of improvement alternatives will be revised by Qk4 and sent electronically to Tom Hall for his review and distribution to the project team. We will request that the high priorities to be rated numerically with "1" being the highest priority.

Some items to identify: Determine the possibility for bus stop improvements and/or increased locations. Also, an opportunity may be identified for a sidewalk which could possibly link bus stops.

The next meeting date is to be announced.

Note: Attached is the Alternative Prioritization Matrix as presented at this meeting.

END OF MINUTES

Agenda
3rd St. Rd. /St. Andrews Church Rd. Area
Traffic Study
PTM 4 (Alternatives Selection)
May 28, 2008
KYTC District 5

A) SUMMARY OF THE PUBLIC MEETING COMMENTS

B) ALTERNATIVE SELECTION PRIORITIZATION

C) FINAL REPORT ORGANIZATION

HANDOUTS:

SUMMARY OF PUBLIC COMMENTS

IMPROVEMENT ALTERNATIVE PRIORITIZATION MATRIX



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road/ St. Andrews Church Road Area Transportation Study
Project Number 08401.000
Purpose: Project Team Meeting No.5
Place: KYTC D5 Conference Room, 8310 Westport Rd., Louisville, KY
Meeting Date: June 30, 2008 1:00 p.m.
Prepared By: Doug Heberle
In Attendance:

Tom Hall	KYTC D5
John Callihan	KYTC D5
Jason Richardson	KYTC D5
Paul Davis	KYTC D5
Harold Tull	KIPDA
Andy Rush	KIPDA
Rick Storm	Louisville Metro
Dirk Gowin	Louisville Metro
Mark Adams	Qk4
Doug Heberle	Qk4

The meeting began with Mark Adams providing a review of the project status and that the information presented at this meeting would conclude the content of this transportation study.

Mark Adams and Doug Heberle then presented the recommended projects as they ranked within three categories: corridor improvements (which consist of area and intersection improvements), phased sidewalk improvements, and revised and ranked KIPDA Long Range Plan (LRP) projects located in the study area. The recommended projects were presented on individual project data sheets detailing the location, background, and recommended improvement. The project sheets were reviewed in conjunction with the display maps illustrating the location of the corridor improvements, sidewalk phasing improvements, and the revisited KIPDA LRP projects planned for the area. The project team was then asked to provide comments and input regarding the suggested prioritization. Following is the summary of recommended overall revisions for the format of the project data sheets and some general comments:

- Include State Route number in the title header of each page.
- Include the study name (Third St. Rd. / St. Andrews Church Rd. Area Transportation Study) and date on each page.
- Include a project page on the safety issues along Southside Dr. Include discussion of guardrail and headwall treatment options. Qk4 recommends that this be a high priority to be ranked immediately after the James Hill Curve project on 3rd St. Rd.

3rd Street Road/ St. Andrews Church Road Area Transportation Study

PTM # 5 Meeting Minutes

June 30, 2008

Page 2

- On the sidewalk phasing data sheets, include a color code indicating the phases shown on the inset map.
- Provide the detailed breakdown of the planning level cost estimates to KYTC for review and concurrence before inclusion into the final report.
- Describe roadway directions as they apply to the state route designations, not necessarily the true heading.
- Revisions were suggested for the indicated roadway striping on several of the aerial maps depicting the recommended improvements.

Individual project data sheet recommendations are as follows:

- James Hill Rd. Curve Improvement - Project ID #16 and 17 (page 3): Options A and B should both be a High Priority
- 3rd St. Rd. and New Cut Rd. Intersection - Project ID #8 (page 7): Change Congested to Congestion
- School Zone Consolidation - Project ID #21 (page 9): Change from Medium to Low priority
- St. Andrews Church Rd. at Palatka Rd. Intersection - Project ID #13 (page 11): Insert aerial map of this project. Correct Figure 22 to say "south from" instead of "north at".
- New Cut Rd. and Outer Loop Intersection - Project ID #15 (page 12): In Figure 26, change west to east.
- 3rd St. Rd. and McNair Rd. Intersection - Project ID #7 (page 17): Remove "No operational improvements necessary" and replace with "Ongoing Improvements". On Figure 35, change "north" to "east". On Figure 36, change "south" to "west".
- Southside Drive Improvements - Project ID #9 (page 18): Reference the Item number in the Highway Plan for the widening of Southside Drive. Also, add another project sheet for the discussion of guardrail and headwall treatment options (see reference above, under "overall revisions").

KIPDA Long Range Plan (LRP) Revisions and Recommendations are as follows:

- Include revised cost estimates for the corresponding revised projects from the KIPDA LRP.

Mark Adams thanked everyone for their commitment and participation in guiding this project to completion. The next step is for Qk4 to compile the information into a draft report and distribute it electronically to the team members. The timeframe for this should be in the vicinity of three weeks from this meeting date.

Post Meeting Note: Due to the future flexibility of the implementation of recommended projects, all cost estimates will be given in 2008 dollars and noted as such, both in the report text and the project data sheets.

END OF MINUTES

Agenda
3rd St. Rd. /St. Andrews Church Rd. Area
Traffic Study
PTM 5 (Report Summary)
June 30, 2008
KYTC District 5

A) RECOMMENDED ALTERNATIVES PRIORITIZATION

- IMPROVEMENT ALTERNATIVE PRIORITIZATION MATRIX
- PROJECT DATA SHEETS
- KIPDA LONG RANGE PLAN PROJECTS PRIORITIZATION

B) FINAL REPORT ORGANIZATION & REQUIREMENTS

EXHIBITS:

MAP OF PRIORITIZED INTERSECTION AND CORRIDOR IMPROVEMENTS

MAP OF PHASED SIDEWALK IMPROVEMENTS

MAP OF REVISED AND PRIORITIZED KIPDA LRP PROJECTS

**APPENDIX D
PUBLIC MEETING**



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road / St. Andrews Church Road Area Traffic Study
Item Number: N/A
Purpose: Louisville Metro, District 25, Councilman Doug Hawkins, Stakeholder Meeting
Place: 601 W. Jefferson Street, Louisville, Kentucky
Meeting Date: February 14, 2008 4:00 p.m. EST
Prepared By: Doug Heberle
In Attendance: Doug Hawkins Councilman, District 25, Louisville Metro
Scott Harrington Legislative Assistant, District 25, Louisville Metro
Diana Newton Staff Assistant, District 25, Louisville Metro
Mark Adams Qk4
Doug Heberle Qk4

Mark Adams and Doug Heberle attended a meeting at Louisville Metro Hall, 601 West Jefferson Street, with Councilman Hawkins, Legislative Assistant Scott Harrington, and Staff Assistant Diana Newton 2/14/08 at 4:00PM.

The issue of traffic congestion at 3rd Street Road and the Outer loop at Johnson Day Care was of primary concern.

The present situation leaves no other alternative but for the busses to load and offload children, several of them handicapped, from the westbound lane of 3rd Street Road. Obviously, this practice creates a traffic jam for several minutes, whenever the transported children arrive and depart the facility. These busses approach the facility from the north on 3rd Street Road and park in the right lane of 3rd Street Road to load and offload. This staging arrangement for pick up and drop off of children causes long lines of traffic which queue up behind the stopped busses. These traffic back-ups quickly spill into the intersection of 3rd Street Road and the Outer Loop. They can even back up traffic on the Outer loop past the rail road tracks.

The obvious solution to this situation is to construct a dedicated entrance driveway to be located on the northeastern end of the property just adjacent to the 3rd Street Road and the Outer Loop intersection. The JCPS Administration would need to agree to allow busses to enter the property. This would allow the busses to directly access the parking lot and exit back onto 3rd Street Road from the existing driveway. However, several issues with the parking lot would have to be addressed. In particular, the landscape island would need to be reconfigured, additional parking spaces would need to be provided on the northeast side of the building and the overhang on the building façade would need to be elevated or eliminated to accommodate busses underneath it.

Roadway shoulders are inadequate in many areas, particularly on 3rd Street Road.

Other intersections that were of concern, with their issues, are listed below:

- 3rd Street Road and Stonestreet Road; Evaluate possible substandard striping
- 3rd Street Road and E. Pages Lane; Traffic signals are confusing and dangerous. Heavy commercial traffic utilizes this area
- 3rd Street Road and McNair Road; Developer has been required to install a turning lane from 3rd onto McNair
- 3rd Street Road and New Cut Road; Inadequate drainage issues cause flooding
- St. Andrews Church Road and Arnoldtown Road; Evaluate need for a turning lane on Arnoldtown Rd.
- St. Andrews Church Road and St. Anthony Church Road; Evaluate the possible need for a traffic light
- St. Andrews Church Road and Palatka Road; Evaluate current striping
- Outer Loop and New Cut Road; Evaluate need for a right turn lane

END OF MINUTES



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road / St. Andrews Church Road Area Traffic Study
Item Number N/A
Purpose: Johnson's Day Care, Stakeholder Meeting
Place: 8010 3rd Street Road, Louisville, Kentucky
Meeting Date: March 4, 2008 10:00 a.m. EST
Prepared By: Doug Heberle
In Attendance: Bill Johnson Johnson's Day Care
Mark Adams Qk4
Doug Heberle Qk4

Mark Adams and Doug Heberle attended a meeting at Johnson's Daycare, 8010 3rd St. Rd. with the owner, Billy Johnson on 3/4/08 at 10:00AM.

The facility has been located at its present location for 13 years and serves children with disabilities as well as those without disabilities. Many children, including disabled children in wheelchairs, arrive and depart the facility by bus. There are 8 wheelchairs in the AM and 9 wheelchairs in the PM. Mr. Johnson provided us an itemized bus schedule showing the number of children and the times they transition to and from the day care facility.

These busses approach the facility from the north on 3rd Street Road and park in the right lane of 3rd Street Road to load and offload. This staging arrangement for pick up and drop off of children causes long lines of traffic which queue up behind the stopped busses. These traffic back-ups quickly spill into the intersection of 3rd Street Road and the Outer Loop. They can even back up traffic on the Outer loop past the rail road tracks, while causing cars to be stopped on the tracks. The busses must stop on the road because they are not able to approach the building through the parking lot due to the single driveway, non-negotiable turns around the landscape island in the lot, abundance of parked cars, and the portico/overhang on the building which does not have the clearance necessary to allow busses to pass beneath it.

The accommodation of busses was not a priority in designing the parking lot because Mr. Johnson was told that busses were not allowed on private property. Even if they were, they could not access the lot because there was required to be only one driveway. A second driveway on the northern end of the property was not possible because the KYTC would not allow a driveway in close proximity to the intersection of 3rd Street Road and the Outer Loop. Together, these restrictions prevented the busses from staging anywhere except on 3rd Street Road itself, directly in front of the day care facility.

The question was raised as to whether or not these restrictions are insurmountable.

Mr. Johnson informed us that he has met in the past with KYTC, MSD, JCPS, and others to address the problems of the traffic jams caused by the parked busses. The problem has persisted despite several suggested mitigation efforts. In order to address this issue, a consensus agreement for funding must be reached between Louisville Metro and the KYTC to provide for access modifications.

The most popular and most obvious solution would be for a dedicated right-in only entrance driveway to be located on the northeastern end of the property just adjacent to the 3rd Street Road and the Outer Loop intersection. This would allow the busses to directly access the parking lot and exit back onto 3rd Street Road from the existing driveway. If this driveway was to become a reality, then modifications to the parking lot would be necessary as well. In particular, the landscape island would need to be reconfigured, a new parking area built on the northeast side of the building, and the overhang on the building façade would need to be elevated or eliminated to accommodate busses underneath.

In conclusion, Mr. Johnson agreed to the onsite changes if government would construct the new right-in entrance and address only grade issues to the current entrance.

END OF MINUTES



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road / New Cut Road Area Traffic Study
Item Number N/A
Purpose: TARC, Stakeholder Meeting
Place: 1000 W. Broadway, Louisville, Kentucky
Meeting Date: March 21, 2008 10:00 a.m. EST
Prepared By: Doug Heberle
In Attendance: Carrie Butler Operations Planning Manager, TARC
Mark Adams Qk4
Doug Heberle Qk4

Mark Adams and Doug Heberle attended a meeting at the TARC Corporate Offices, 1000 W. Broadway with Carrie Butler, Operations Planning Manager on 3/21/08 at 10:00AM.

There are recognized issues in the study area consisting of basic bus stops, limited pedestrian facilities, lack of bike facilities, and drainage problems along the primary corridors in the study area.

TARC currently has very limited funding and is unable to address all the desired improvements throughout their service area. TARC currently has no plans to make updates or improvements to the facilities in the study area.

On the average, TARC is more interested in improvements along the larger arterials. However, the preferred place for improvements in the study area from TARC's perspective is on the Outer Loop between 3rd Street Road and New Cut Road. This is primarily due to the fact that it is a significant arterial as well as a current TARC Express Route and will see two new developments in the near future. One of these is a residential development called Park Ridge Village located at the northeast corner of McNair Road and 3rd Street Road. The other site is a new commercial development at the northeast corner of 3rd Street road and the Outer Loop. These sites will increase transportation needs along the Outer Loop corridor and throughout the study area.

With respect to the type improvements that will be suggested for our study area, TARC is most supportive of improvements to pedestrian and bike paths and drainage improvements.

Carrie Butler will provide electronically the locations for Bus Stops and System Routes to Qk4 for mapping purposes.

END OF MINUTES



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road / St. Andrews Church Road Area Traffic Study
Item Number N/A
Purpose: JCPS Division of Facilities/Transportation, Stakeholder Meeting
Place: 3001 Crittenden Drive, Building 1, Louisville, Kentucky
Meeting Date: March 26, 2008 9:30 a.m. EST
Prepared By: Doug Heberle
In Attendance: Mike Mulheirn JCPS
Rick Caple JCPS
Chuck Fleischer JCPS
Mark Adams Qk4
Doug Heberle Qk4

Mark Adams and Doug Heberle attended a meeting at the JCPS/Division of Facilities/ Transportation, 3001 Crittenden Drive, Building 1, with Executive Director, Mike Mulheirn; Transportation Director, Rick Caple; and Chuck Fleischer on 3/26/08 at 9:30AM.

The issue of traffic congestion at 3rd Street road and the Outer loop at Johnson Day Care was of primary concern. Mark Adams explained that we had met with the owner, Billy Johnson on 3/4/08. At that meeting, we discussed a consensus solution which consisted of the following: The obvious solution to this situation is to construct a dedicated entrance driveway to be located on the northeastern end of the property just adjacent to the 3rd Street Road and the Outer Loop intersection. This would allow the busses to directly access the parking lot and exit back onto 3rd Street Road from the existing driveway. Funding would most likely need to be a joint venture between the KYTC and Louisville Metro. If this driveway were to become a reality, then modifications to the parking lot would be necessary as well. In particular, the landscape island would need to be reconfigured as well as elevating or eliminating the overhang on the building façade to accommodate busses underneath, at the cost of Johnson's Day Care.

The present situation leaves no other alternative but for the busses to load and offload children, several of them handicapped, from the westbound lane of 3rd Street Road. Obviously, this practice creates a traffic jam for several minutes, whenever children arrive and depart the facility. These busses approach the facility from the north on 3rd Street Road and park in the right lane of 3rd Street Road to load and offload. This staging arrangement for pick up and drop off of children causes long lines of traffic which queue up behind the stopped busses. These traffic back-ups quickly spill into the intersection of 3rd Street Road and the Outer Loop. They can even back up traffic on the Outer loop past the rail road tracks, while causing cars to be stopped on the tracks.

Under these circumstances, meeting attendees were amiable to the prospect that school busses be able to access Johnson Day Care, despite the fact that it is a private facility.

The discussion progressed to the present and future status of county schools in the study area. Due to the fact that traffic backs up while accessing Doss High School and Trunnell Elementary, it has been noted that there is a need for a larger right turn lane at both the schools. Currently, there exists a short (four car) right turn lane for eastbound traffic into Trunnell Elementary. There is a need for a left turn lane for traffic into Trunnell Elementary, as well. It was also suggested that sidewalks should continue further around to the west and east of Doss High School and Trunnell Elementary.

There are plans for minimal expansion at Auburndale Elementary, located on New Cut Road. This expansion is not anticipated to impact mobility in the study area. There are no other major expansion plans for any schools in the area.

The school system is very supportive of improved sidewalk access to the schools in the study area and the Safe Routes to School Program would be an excellent option for funding possibilities.

P.S. As a follow up, two days after the meeting on 3/28/08, Chuck Fleisher explained that the principal of Trunnell Elementary stated that in the afternoon, traffic backs up to the Dixie Highway. Doss High School dismisses at 2:20pm and Trunnell Elementary dismisses at 3:45pm. This illustrates the dire need for a left turn lane for westbound traffic on St. Andrews Church Road.

END OF MINUTES



Architecture

Engineering

Construction

MEETING MINUTES

Project: 3rd Street Road / St. Andrews Church Road Area Traffic Study
Item Number: N/A
Purpose: Louisville Metro, District 13, Councilwoman Vicki Welch, Stakeholder Meeting
Place: 601 W. Jefferson Street, Louisville, Kentucky
Meeting Date: April 3, 2008, 2:00 p.m. EST
Prepared By: Doug Heberle
In Attendance: Vicki Welch Councilwoman, District 13, Louisville Metro
Steve Clark Legislative Assistant, District 13, Louisville Metro
Scott Sturgeon Louisville Metro Police Department
Jeff Alexander Louisville Metro Police Department
Mark Adams Qk4
Doug Heberle Qk4

Mark Adams and Doug Heberle attended a meeting at Louisville Metro Hall, 601 West Jefferson Street, with Councilwoman Welch, Legislative Assistant Steve Clark, Scott Sturgeon and Jeff Alexander of the LMPD on 4/3/08 at 2:00PM.

The issue of traffic congestion at 3rd Street Road and the Outer loop at Johnson Day Care was the first intersection of discussion. Primarily the problem of not only the long lines of vehicles queuing up behind the stopped busses, but the fact that some vehicles will go around the stopped busses via the center turning lanes. A suggestion was made to provide rumble strips or install some other raised pavement markings in the turning lane to discourage that particular practice.

Mark introduced the preferred solution to this problem which is to install a right-in only driveway specifically for bus use, therefore eliminating the situation of the busses loading and off loading in the west bound lane of 3rd Street Road. However, several issues with the parking lot would have to be addressed. In particular, the landscape island would need to be reconfigured, additional parking spaces would need to be provided on the northeast side of the building and the overhang on the building façade would need to be elevated or eliminated to accommodate busses underneath it. The responsibility for these parking lot modifications would belong to Johnson's Day Care. However, Johnson's Day Care does not have the financial resources to construct the public driveway; therefore the responsibility would belong to Louisville Metro and KYTC to provide funding for the access driveway. In addition to the funding issues, the one policy issue that was initially a challenge was that JCPS would not allow school busses on private property. This typical restriction is resolved since both parties (public and private) are amiable to the suggested solution.

Much support was expressed for the widening of Southside Drive between New Cut Road and National Turnpike.

The squaring up of the west geometrics of 3rd Street Road and East Pages Lane was suggested and widely supported, as well as a right turning lane on the eastbound Outer Loop to New Cut Road.

It was also suggested that the school zones for Auburndale Elementary, On Fire Christian Academy, and St. Nicholas Elementary on New Cut Road be consolidated into one continuous school zone to maintain lower speeds and increased safety.

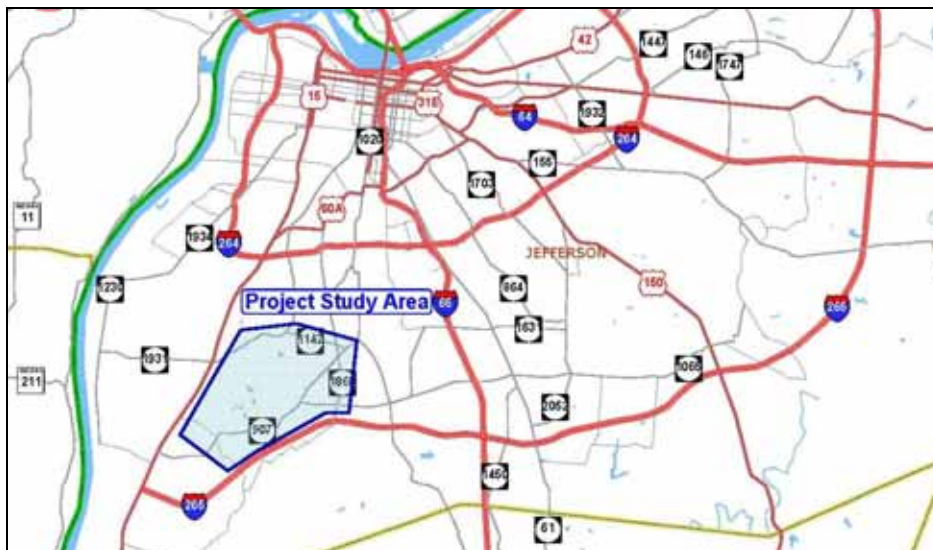
Palatka Road in the vicinity of the Park Road intersection was mentioned as being a high crash area. Speed reductions, raised pavement markings, and reflectors were suggested.

It was also suggested that Dogwood Road at Palatka Road be made one way (eastbound) only. This would reduce the opportunity for crashes at this area of reduced visibility.

END OF MINUTES

Third Street Road / St. Andrews Church Road Area Traffic Study

The Kentucky Transportation Cabinet (KYTC), Kentuckiana Regional Planning and Development Agency (KIPDA), and Louisville Metro have initiated a transportation study of fifteen intersections in the vicinity of the 3rd St. Rd. / St. Andrews Church Rd. area. The scope will include evaluation of existing traffic conditions; identification of potential improvements which would reduce congestion and improve safety in the short term (within the next 10 years); and recommend priorities for possible major projects in the long-term (by 2030). The intersections and corridors are:



Intersections:

1. Third Street Road (KY 907) and Stonestreet Rd.
2. Third Street Road (KY 907) and East Pages Lane
3. Third Street Road (KY 907) and Arnoldtown Road
4. Third Street Road (KY 907) and West Manslick Road (KY 2055)
5. Third Street Road (KY 907) and Outer Loop Road (KY 1065)
6. Third Street Road (KY 907) and Wisertown Road
7. Third Street Road (KY 907) and McNair Road
8. Third Street Road (KY 907) and New Cut Road (KY 1865)
9. Palatka Road (KY 1142) and Southside Drive (KY 907)
10. St. Andrews Church Road (KY 1931) and Arnoldtown Road
11. St. Andrews Church Road (KY 1931) and St. Anthony Church Road
12. St. Andrews Church Road (KY 1931) and Blanton Lane
13. St. Andrews Church Road (KY 1931) and Palatka Road (KY 1142)
14. New Cut Road (KY 1865) and Palatka Road (KY 1142)
15. Outer Loop (KY 1065) and New Cut Road (KY 1865)

Corridors:

1. Third Street Road Corridor
2. St. Andrews Church Road Corridor
3. Palatka Road Corridor

*For additional information or any ADA requirements, contact:
Tom Hall at the Kentucky Transportation Cabinet, District 5 Office,
8310 Westport Rd. Louisville, KY 40242, (502) 210-5400*

Public Comment Response Deadline is May 23, 2008

PUBLIC COMMENT FORM

Third Street Road / St. Andrews Church Road Area Traffic Study

Name:

(optional)

Address:

(optional)

Public Comment Response Deadline is May 23, 2008

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

2. What type of improvements should we consider?

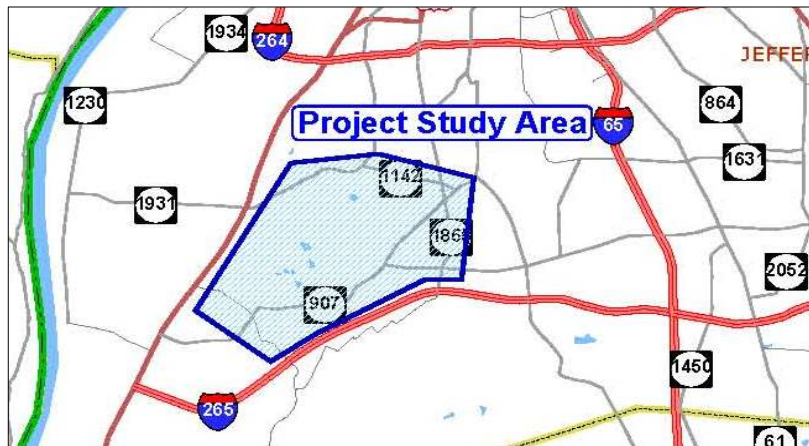
3. What kinds of transit, bicycle, and pedestrian services and facilities, if any, should be considered as part of this study? Why or why not?

4. Please list any other comments you may have:

*For additional information or any ADA requirements, contact:
Tom Hall at the Kentucky Transportation Cabinet, District 5 Office,
8310 Westport Rd. Louisville, KY 40242, (502) 210-5400*

The Kentucky Transportation Cabinet Needs Your Input!

Concerning a Traffic Needs Study in the
“3rd Street Road / St. Andrews Church Rd.
Study Area”



Thursday, May 8, 2008,

When: 6:00 – 8:00 PM (Open House Format)
Welcoming at 6:15 & 7:15

Where: St. Nicholas Academy Gymnasium,
5501 New Cut Rd. Louisville, KY 40214

- Make proposals that are best for your community
- Take ownership in your transportation system
- Share Your Ideas and Concerns

*For additional information or any ADA requirements,
contact Tom Hall at the Kentucky Transportation Cabinet,
District 5 Office, 8310 Westport Rd.
Louisville, KY 40242, (502) 210-5400*



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Owen Funeral Homes
5317 Dixie Highway - 447-2600
9318 Taylorsville Rd. - 266-9655

Ratterman Funeral Home
4832 Cane Run Rd. - 447-7114
2114 West Market St. - 776-4661
Bethany Mem. Cemetery
10917 Dixie Highway - 937-4128

Continued from Page 17

shares his book on a lost treasure supposedly here in Kentucky.

► **Southwest Kentucky Author Talk.** 10375 Dixie Highway, 6:30 p.m. Tuesday. Ages 9 and older. Speaker: Local author Monie Mathews on his book, "Robert Hendershot: Youngest Civil War Hero."

► **Southwest toddler storytime.** 10375 Dixie Highway, 10 a.m. next Wednesday.

► **Iroquois preschool storytime.** 601 W. Woodlawn Ave., 10:15 a.m. next Wednesday.

► **Western preschool storytime.** 604 S. 10th St., 10:30 a.m. next Wednesday.

► **Southwest preschool storytime.** 10375 Dixie Highway, 11 a.m. next Wednesday.

► **Iroquois toddler storytime.** 601 W. Woodlawn Ave., 11:15 a.m. next Wednesday.

► **Iroquois Teen Wednesday.** 601 W. Woodlawn Ave., 3:30 p.m. next Wednesday. Old school games and relay races for middle and high school students.

HAPPENINGS

► **Shively Get Ready to Grow for the Southwest Farmers Market.** 3920 Dixie Highway, 7 p.m. next Wednesday. Denise Peterson, from the Jefferson County Cooperative Extension Office, will explain how to use your garden to participate in the new farmers market.

Schools

► **School-Based Decision-Making Council meetings.**

Sanders Elementary. 8408 Terry Road, 8 a.m. tomorrow.

Gutermuth Elementary. 1500 Sanders Lane, 5 p.m. tomorrow.

Shawnee High. 4018 W. Market St., 2:30 p.m. Monday.

Shacklette Elementary. 5310 Mercury Drive, 4 p.m. Monday.

Brown School. 546 S. First St., 4:30 p.m. Tuesday.

Manual High. 120 W. Lee St., 3 p.m. next Wednesday.

Self-help groups

► **Now and Beyond support group.** Southwest regional library, 10375 Dixie Highway, 2 p.m. tomorrow. For those who have lost a spouse through death. Gene Nisbet, 447-7759.

► **Widow/Widower's Luncheon.** Golden Corral, 5362 Dixie Highway, 1 p.m. Friday. For those who grieve the loss of a spouse. Each person pays for his/her own order. Gene Nisbet, 447-7759.

► **A Parent's Grief support group.** Hillview Baptist Church, 5319 Dixie Highway, 6:30 p.m. Monday. For parents who grieve the death of a child. Meet in the church's Fellowship Hall. Gene Nisbet, 447-7759.

Seniors

► **South Louisville Community Ministries Adult Day Health Center.** Emmanuel Community Center, 4100 Southern Parkway, 8 a.m.-5 p.m. Monday through Friday. Licensed health care for the elderly; respite for caregivers. Breakfast, lunch, snacks daily. Transportation available. Bingo, exercise, recreation, arts, crafts, entertainment. Cost varies. 368-7989.

► **The Louisville Metro Nutrition Program.** Weekdays. Meals, activities for ages 60 or older. Lunch: 11:30 a.m. and noon. Make reservations the previous day. The centers are: Beechmont, 205 W. Wellington Ave., 8:30 a.m.-12:30 p.m. Lunch reservations: 367-2373. Fairdale, 10616 W. Mans-

lick Road, 9 a.m.-2 p.m. Lunch reservations: 361-7730. Pleasure Ridge Park High School, 5901 Greenwood Road, 8 a.m.-2:30 p.m. Lunch reservations: 485-8550. Shively, St. Basil Catholic Church, 3901 Wayside Drive, 8:30 a.m.-12:30 p.m. Lunch reservations: 778-2361. Sun Valley, 6505 Bethany Lane, 8:30 a.m.-12:30 p.m. Lunch reservations: 933-0535. Walking Club, exercise room: 8 a.m. -8 p.m.; board games. 574-6325.

► **Wilderness Road Club.** 8111 Blue Lick Road, 9 a.m.-4 p.m. weekdays. For seniors and the disabled. Cards, crafts, a pool table. 964-5151.

► **Local 761 Retirees Club.** Local 761 Union Hall, 5153 Poplar Level Road, 1 p.m. Tuesday. Entertainers Mac McDaniel and Allen Hilbert will perform Charlie Pride and George Jones songs.

Items for publication may be emailed to listings@courier-journal.com, faxed to 582-4151, or sent to The Courier-Journal, 525 W. Broadway, P.O. Box 740031, Louisville, Ky. 40201-7431. For information, call 582-4777. The deadline to submit items for next week's column is noon today.

The Kentucky Transportation Cabinet Needs Your Input!

Concerning a Traffic Needs Study in the "3rd Street Road / St. Andrews Church Rd. Study Area"



Louisville



Thursday, May 8, 2008,
6:00 – 8:00 PM (Open House Format)
Welcoming at 6:15 & 7:15

When:

Where:

St. Nicholas Academy Gymnasium,
5501 New Cut Rd. Louisville, KY 40214

- Make proposals that are best for your community
- Take ownership in your transportation system
- Share Your Ideas and Concerns

For additional information or any ADA requirements, contact Tom Hall at the Kentucky Transportation Cabinet, District 5 Office, 8310 Westport Rd. Louisville, KY 40242, (502) 210-5400



REALESTATE TRANSFERS

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40214

4704 Southern Parkway, Apt. B8, Rickie L. Blanton to Donald R. and Cindy Blanton, \$50,000.

1504 Melody Lane, David C. Buzan to Melinda J. Adams, \$148,000.

5607 Elmer Lane, Dennis and Cynthia K. Kulmer to Linda S. Taylor, \$100,500.

916 Jones Drive, Katherine R. Lish to Nora F. Callebs, \$80,000.

510 W. Tenny Ave., the estate of Russell L. Preston Sr. to Justin L. Sims and Erika E. Lobato, \$92,000.

40215

1622 Huntoon Ave., the estate of Mary J. Busch to Larry Whalen, \$100,000.

1059 Queen Ave., Darrell E. and Tandra L. Freed to Robert and Hazel B. Watson, \$67,000.

1419 Huntoon Ave., Homesales

Inc. to James E. and Tonya J. Miller, \$28,500.

616 W Woodlawn Ave., Grace Jenkins to Alan G. Knapper and Carolyn Schemmer, \$120,000.

3462 Glendale Ave., Chong S. and Torre Mercogliano to Dan and Pamela S. Maupin, \$37,900.

1033 Hathaway Ave., Practical Properties LLC to Martina L. and Matthew T. Prather, \$61,000.

4512 Taylor Blvd., Sand Dollar Properties LLC to Laura R. Thompson, \$95,000.

4624 Rutland Ave., Secretary of Housing and Urban Development to Bryan W. and Michelle Whittet, \$43,100.

40216

5514 La Vel Lane, Dale R. and Lori L. Diehl to Robert J. Brooks, \$105,000.

3150 Northland Drive, Curtis Hudson to Ronald and Titanie Bethel, \$136,500.

6309 Hunters Grove Road, David A. and Karen R. Johnson to Heidi M. Moss, \$12,900.

4121 Timothy Lane, Jeff Lamkin to Erica I. Lamkin, \$60,000.

1824 Heaton Road, MCP Properties LLC to Martin L. Korfhage and Todd D. Korfhage, \$82,000.

4318 Lees Lane, Republic Bank and Trust Co. to Darrel D. Cortie Jr. and Jessica D. Cortie, \$35,000.

1605 Louise Ave., John A. Saettel to Frank T. Smith, \$97,000.

4517 Swako Lane, Secretary of Housing and Urban Development to Leonard and Doris A. Shipp, \$99,250.

40258

8309 Grandel Forest Way, Rhoad K. Barlow to Vicki K. Brasel, \$245,000.

6816 Barfield Road, Marian L. Higdon to Lizzie Coats, \$92,500.

Continued on next page

**Cancer
hates us.
The feeling
is mutual.**



Louisville Radiation Oncology
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N0000207526

REAL ESTATE TRANSFERS

A weekly listing of property sales in your neighborhood

40209

4307 Allmond Ave., Edward R. Davidson to Coleman B. Thornton and Rena K. Taylor, \$56,000.

40213

4819 Hummingbird Circle, the estate of Helyn A. Jenkins to Daryl and Carol Hadley, \$60,000.

916 Greenleaf Road, Mildred L. Wuest to Fred J. and Bonnie Harig, \$108,000.

40214

4704 Southern Parkway, Apt. B8, Rickie L. Blanton to Donald R. and Cindy Blanton, \$50,000.

1504 Melody Lane, David C. Buzan to Melinda J. Adams, \$148,000.

5607 Elmer Lane, Dennis and Cynthia K. Kulmer to Linda S. Taylor, \$100,500.

916 Jones Drive, Katherine R. Lish to Nora F. Calles, \$80,000.

510 W. Tenny Ave., the estate of

Russell L. Preston Sr. to Justin L. Sims and Erika E. Lobato, \$92,000.

40217

879 Minoma Ave., Alaska Seaboard Partners Ltd. to James A. Reynolds, \$60,000.

40219

9003 Falcon Crest Court, Unit 107, Birdseye Properties LLC to Robert Ladnier, \$95,940.

5412 Minyard Drive, the estate of Wilbert L. Chasteen to Timothy R. Bowen, \$108,500.

3738 Sonoma Lane, Federal National Mortgage Association to Clay E. and Sarah R. Cannon and Melody E. Sarah, \$109,375.

8406 Blue Lick Road, Hester Higginbotham Living Trust, et al, to Christina L. Hutchinson, \$118,000.

7803 Laurel Ridge Road, Sean and Shelly Jackson to Peggy H. Williams and Christopher C. and Lawanda Hynes, \$139,900.

8817 Woodpointe Blvd., Secretary of Housing and Urban Development to Etian J. Aguilera, \$108,000.

6608 Buisson, Secretary of Housing and Urban Development to Pom S. and Chris K. Kim, \$137,077.

6804 Orange Blossom Road,

Larry and Amy Varner to Rhyn E. Simon, \$134,950.

4115 Shady Villa Drive, Shelly M. and Kenneth L. Webb Jr. to Maurice V. Lockett, \$128,500.

40228

8409 Pennsylvania Run Road, Robert R. and Amy Blackshear to Sean Sullivan, \$123,600.

7212 Correll Place, Correll Place LLC to Martin and Mona Nalley, \$114,900.

7442 Apple Mill Drive, Dogwood Homes of Kentucky LLC to Larry A. Sears, \$188,950.

6615 Brook Valley Drive, Kaisa N. and Edward M. Mackie to William D. Parker, \$219,000.

8101 Arbor Brook Lane, McBride and Son Homes Louisville LLC to Gerald R. and Patricia A. Smith, \$139,900.

8110 Arbor Meadow Way, McBride and Son Homes Louisville LLC to Steven D. and Marika C. Morris, \$129,833.

7910 Grand Cascade Drive, Unit 503, Glen A. Miller to Jamie S. Street, \$119,000.

6817 Arbor Creek Drive, Prudential Relocation Inc. to Kristen L. McCravy and Pam McCravy, \$104,600.

6800 Switch Bark Court, Charles R. Robinson to Damon C. Boldrick, \$105,900.

9607 Long Rifle Lane, Todd Schen to Cory M. and Melissa F. Hardin, \$186,000.

40229

11608 Deutsch Farm Road, Ball Homes LLC to William Roldan, \$210,617.

11511 Top Walnut Loop, Ball Homes LLC to Rose M. and John P. Stich Sr., \$160,950.

8706 Vision Place, Bank of New York Trust Co. to Daymila Garcia, \$134,900.

9506 Slayton Court, David T. Dow to Jason S. Ward, \$66,500.

10102 Charleswood Road, Lawrence R. and Nancy S. Maynard to John R. and Mary J. Codey, \$129,000.

11200 Blue Lick Road, Julita Nord to Shawn Howett and Danielle Miller, \$89,929.

11202 Minford Court, Jason M. and Julie West to Nicholas J. Taylor and Julie Y. Kagawa, \$119,400.

9103 Maiden Court, Denis J. and Pamela R. Wiseman to Christopher W. and Kristie G. Richmond, \$95,000.

Because a tax bill may be sent to a business office or other location different from the property being transferred, some addresses may differ from the property transferred.

The Kentucky Transportation Cabinet Needs Your Input!

Concerning a Traffic Needs Study in the
"3rd Street Road / St. Andrews Church Rd.
Study Area"



Louisville



Thursday, May 8, 2008,
6:00 – 8:00 PM (Open House Format)
Welcoming at 6:15 & 7:15

When:

6:00 – 8:00 PM (Open House Format)
Welcoming at 6:15 & 7:15

Where:

St. Nicholas Academy Gymnasium,
5501 New Cut Rd. Louisville, KY 40214

- Make proposals that are best for your community
- Take ownership in your transportation system
- Share Your Ideas and Concerns

For additional information or any ADA requirements,
contact Tom Hall at the Kentucky Transportation Cabinet,
District 5 Office, 8310 Westport Rd.
Louisville, KY 40242, (502) 210-5400



HAPPENINGS

Continued from Page 17

Classes

► **Women's self-defense class.** Okolona Fire Department Station 1, 8501 Preston Highway, 7-9 p.m. May 8. Ages 12 and older. Sponsors: Louisville Metro Police Department and Metro Councilwoman Madonna Flood of District 24. Register: 574-1124.

► **Yoga at Work.** Sts. Mary & Elizabeth Hospital, 1850 Bluegrass Ave., noon-12:30 p.m. tomorrow. Taught by a certified yoga instructor. Sponsor: Health Resource Center. 363-7930.

► **Gentle yoga classes.** Sts. Mary & Elizabeth Hospital, 1850 Bluegrass Ave., 5-6 p.m. Tuesday.

For the beginner. Sponsor: the hospital's Health Resource Center. \$8 per class; \$30 per month. 361-4361.

Clubs and meetings

► **Peace Speakers Toastmasters Club.** The Presbyterian Center, 100 Witherspoon St., 1-2 p.m. next Wednesday. Meet in the second floor, Conference Room B. 241-5075.

► **Disabled American Veterans Chapter 6 and Auxiliary.** Southwest Government Center, 7219 Dixie Highway, 8 p.m. next Wednesday.

Health

► **Cholesterol, Glucose and Blood Pressure Screenings.** Sts.

Mary & Elizabeth Hospital, 1850 Bluegrass Ave., 9 a.m.-2 p.m. Friday. In the Health Resource Center. Cholesterol (\$9), free glucose and blood pressure. No registration required. 363-7930.

► **Jewish Hospital and St. Mary's Healthcare diabetes classes.** 1850 Bluegrass Ave., 5-7 p.m. Monday; 8 a.m.-5 p.m. Tuesday. In the Health Resource Center. Group classes, individual consultations. Most insurance covers fees. 259-9619 or 361-6025.

► **American Red Cross blood pressure screenings.** Metro United Way Southwest Resource Center, 10936 Dixie Highway, 1-3 p.m. Wednesdays. Free.

Continued on Page 19

**3RD STREET ROAD / ST. ANDREWS CHURCH ROAD TRANSPORTATION STUDY
PUBLIC MEETING SIGN IN SHEET
MAY 8, 2008**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
1) Steve Bittenbender	Citizen	4807 Andalusia Lane, 40272	552-1450
2) CAROL NORD	St. Nicholas Academy	7305 Templeton Dr.	935-1462
3) CHARLES MILLER		3608 GATEVIEW 40272	937-2788
4) Martha Berry		336 W Southside Ct	363-0185
5) Don Wilton	FAIROALE FIRE DEPT	10015 MITCHELL HILL RD	366-0122
6) Sharon Bryant		2211 Windsor Forest	935-0055
7) Homer Bryant		2900 Ernestown	935-0055
8) Glenn Morrison		1907 Herbert Ln	773-1103
9) Beverly Morrison		1907 Herbert Ln	361-9409
10) Cameron Bryant		9106 Third Street Rd.	419-6007
11) Barbara Norton		5415 Southview Dr.	363-2289
12) Arthur A. Taylor Jr		9208 3 rd St. Rd.	749-3485
13) Mike Greco		9307 Suzd. St. (De)	_____
14) Russell Bairo		9508 Thine	500 8184
15) Ron Weston		423 CHIEFTAIN DR	366-2039

**3RD STREET ROAD / ST. ANDREWS CHURCH ROAD TRANSPORTATION STUDY
PUBLIC MEETING SIGN IN SHEET
MAY 8, 2008**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
16) Dwayne Clemons	Citizen		
17) Rick Hazelwood	"	714 Flicker Rd	502-363-2405
18) John Luetach	"	5412 Coral Way	502-366-2044
19) Mary C Phillips	"	127 Southview Terr	368-3793
20) Namar Bryant Jr	"	2211 Windsor Forest Dr	935-0055
21) Frank & Debbie Green	"	9210 3rd St Rd	937-1106
22) Russell & Elizabeth Bryan	"	9204 3rd St Rd	314 1543
23) MARK Irwin	NORTH ILLINOIS NEIGH. ASS.	3679 KAHLERT	367-1651
24) Tim Firkins	ST. REP.	212 E. Esplanade Ave	367-2981
25) Joe Mornear	TARC	1000 W. Broadway	561-5146
26) Bill JOHNSON	CITIZEN	5533 BRUCE	361-2832
27) Susan "	"	"	"
28) Scott Harrington	District 25 - cm Hawkins	601 W Jefferson St	574-1125
29) Mattie Sevelly	CITIZEN	9714 EL PRADO ST.	594-5320
30) Kay & Lindy Whitener	CITIZENS	5403 Sunnybrook Dr.	574-20081

**3RD STREET ROAD / ST. ANDREWS CHURCH ROAD TRANSPORTATION STUDY
PUBLIC MEETING SIGN IN SHEET
MAY 8, 2008**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
31) <i>Stew Clark</i>	<i>Metro Council</i>	<i>601 W. Jefferson</i>	<i>574-3458</i>
32) <i>KEVIN DECHSLI</i>	<i>DEPT. OF NEIGHBORHOODS</i>	<i>400 S. 1ST. ST</i>	<i>574-2578</i>
33) <i>Darlene Doherty</i>		<i>1918 Palatka</i>	<i>361-4266</i>
34) <i>Bill Doherty</i>		<i>" "</i>	<i>" "</i>
35)			
36)			
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**3RD STREET ROAD / ST. ANDREWS CHURCH ROAD TRANSPORTATION STUDY
PUBLIC MEETING SIGN IN SHEET
MAY 8, 2008**

NAME	REPRESENTING	ADDRESS	PHONE NUMBER
46) Lindsay English	WAVES	—	—
47) Mary Ann Vetter	Cm Blackwell Dr	601 W. JEFFERSON	574-1112
48) Penny Batts	g.c. Devel. Dept	444 S. 5 TH / 600	574. 1379
49) Kirt Jacobs	" " "	" " "	574. 1292
50) Vicki Ambrey Welch	Dist 13 Council	601 W Jefferson	574 - 1113
51) Rich Blodwell	Dist 12 Council	"	574 - 1112
52) Claire Morgan	Bridgegate Sub	3408 Batterwell Rd	937-1423
53) Ann Lawrence Ramser		307 S. Kenwood Dr	595 3316
54)			
55)			
56)			
57)			
58)			
59)			
60)			

SUMMARY OF COMMENT FORMS

Public Information Meeting

Third Street Road / St. Andrews Church Road Study Area

Jefferson County

May 8, 2008

This public information meeting was conducted to (1) identify priority segments for improvements of the 15 intersections and the corridors in the 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; and the District 5 point of contact for additional information on both.

A staffed information table with a sign-in sheet was present at the entrance, and the handout/comment forms distributed to attendees. The open house type meeting was conducted from 6:00-8:00 pm at the St. Nicholas Academy Gymnasium, located at 5501 New Cut Rd. Louisville, KY 40214. Several exhibits on display illustrated the various alternative improvements from both an intersection based and corridor based approach. Staff members from KYTC, KIPDA, and Qk4 were available to answer questions and elicit comments and discussion.

Forty-two (42) people attended the meeting and signed the sign-in sheet. The pre-printed comment forms were returned by 14 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?

- *The intersection of Herbert Lane at Third Street Road.*
- *The curve between Windsor Forest and Arnoldtown [Road] is critical; difficult to turn left from 3rd Street Road onto Herbert Lane. Also, the intersection of the Outer Loop and 3rd Street Road.*
- *Roads that are more pedestrian and bike friendly*
- *Widen Southside Drive to National Turnpike. Widen Outer Loop to the North for the turning lanes.*
- *The deep ditches along 3rd Street Road are a major safety problem.*
- *Major issues are a lack of sidewalks and bike lanes. New Cut Road and 3rd Street Road is an extremely dangerous intersection. Also the lack of shoulders on 3rd Street Road is a concern.*

- *Standing water across 7900 block of Arnoldtown Road.*
- *Deep ditches on 3rd Street Road.*
- *Either flatten out 3rd Street Road from Kenwood [Drive] to South Parkway or widen it to three lanes, with a center left-turn lane.*
- *Traffic on 3rd Street Road.*
- *Lack of shoulders and deep ditches on either side of 3rd Street Road.*
- *Quality of pavement on 3rd Street Road is poor.*

2. What type of improvements should we consider?

- *Extend Arnoldtown Road to KY 841 with an interchange.*
- *Straighten the curve at Windsor Forest and widen 3rd Street Road. Then, lengthen Arnoldtown Road to KY 841 with an interchange.*
- *More curbing and landscaping at major intersections. Use metal arms to hold the traffic signals.*
- *Need a bike route on Strawberry Lane. Need a sidewalk on Strawberry Lane north of Steedly.*
- *Pipe and fill ditches along 3rd Street Road.*
- *Need center left-turning lanes, sidewalks on both sides of the road as well as bicycle lanes. All intersections should have turning lanes.*
- *Improve drainage throughout the area.*
- *Fill the ditches, lower the speed limit, and straighten curve at James Hill Road.*
- *Multi-use lanes are more preferable than sidewalks.*
- *Consider a traffic signal at Christland Avenue.*
- *Bike lanes all along St. Andrews Church Road to connect Iroquois Park to Riverview Park, which connects to the larger city-wide bike loop.*
- *Fill in ditches and widen the shoulder.*
- *3rd Street road needs wider shoulders and drainage fixes.*

3. What kinds of transit, bicycle, and pedestrian services and facilities, if any, should be considered as part of this study? Why or why not?

- *A walkway from the Outer Loop to Stonestreet Road.*
- *Sidewalks – I'll be able to ride my tri-bike.*
- *Provide decent bus shelters and sidewalks to promote mass transit and safe access to it.*
- *Increased bus service in the area.*
- *Sidewalks.*
- *Bike lanes and sidewalks should be mandatory with all improvements, therefore, giving access to local parks (Waverly and Iroquois).*
- *3rd Street Road from Kenwood [Drive] to Downtown needs to be widened and flattened out.*

- *Consider sidewalk from Outer Loop to Christland Avenue.*
- *Add pedestrian and bicycle lanes.*
- *Sidewalks.*

4. Please list any other comments you may have:

- *There needs to be more interchanges with KY 841 in this area.*
- *We need a similar study of the Dixie Highway Area.*
- *Speed limit changes will make no difference – drivers ignore the signs.*
- *Lower the speed limit on 3rd Street Road to 35 mph.*
- *Standing water, due to inadequate drainage in the vicinity of 7900 Arnold town Road.*
- *Close Kenwood Drive to heavy truck traffic.*
- *New Cut Road school zone should be left alone, but do something about the traffic light at Kroger.*
- *Speed limit could be lowered to 35 mph on all of 3rd Street Road.*

Verbal Comments Received at the Public Meeting

In addition to the public comment forms submitted by meeting attendees, KIPDA and Qk4 staff members submitted summarizations of comments heard from the public that may or may not have been documented in the public comment forms. These summarizations are provided below:

- Billy Johnson, owner of Johnson's Day Care, conversed with the Qk4 about needed improvements to the Day Care Facility, noting the following: It would be beneficial to Johnson Day Care to relocate the parallel parking, which is currently in the front of the building, to the side of the building. Also, a right-in-only driveway and an improved exit would be the responsibility of state and local governments. The existing and only entrance is steep, but it is able to accommodate buses; therefore, there is a possibility that the existing driveway may not need to be reconstructed when it is converted to an exit-only driveway for future bus traffic.

It was agreed to follow up on the property access issue with the Jefferson County Public School System. Johnson Day Care would be responsible for removal of the canopy and improvements of the turning radius to access the front door drop-off area. JCPS has agreed to move the bus drop-off area to the front door once the required driveway and parking lot improvements have been completed. Mr. Johnson agreed to sign a waiver for JCPS allowing JCPS buses to enter onto the day-care facility property. The next step will be for Mr. Johnson to obtain bids on the canopy removal and radius improvements. He will also send us a letter of commitment as to when the canopy and radius work would be completed. These points were discussed in more detail during the onsite meeting with Johnson's Day Care on March 4, 2008.

Additional questions/comments received by Project Team Members include:

- It was suggested that the New Cut Road traffic signal between 3rd Street Road and the railroad be eliminated.
- The need to rebuild the bridge on New Cut Road as part of adding a right-turn lane on eastbound Outer Loop was questioned. The question was addressed by explaining that, unless the Outer Loop is widened to the north, the bridge would have to be rebuilt to provide a radius sufficient to allow trucks to make the right turn onto southbound New Cut Road. It was also noted that the last flood overtopped the bridge and Outer Loop.
- Interest was expressed in having consistent signing / flashers and a 35 mph speed limit for the school zones on New Cut Road.
- New Cut Road backs up heavily in the afternoon in the southbound direction approaching the 3rd Street Road intersection. It was suggested that the signal be re-timed.
- It was suggested to add reflective pavement markers and/or street lights at the "bad" curve just south of the school zones on New Cut Road.
- The recommendation was made to add a right-turn lane from westbound Outer Loop to northbound New Cut Road in anticipation of a new Lowe's Store coming soon.

Comments from letter, email, and telephone (not received via the comment form)

In addition to the comment forms provided and received at the public meeting, KYTC, D5 also received a letter, an email, and five phone calls that consisted of four actual suggestions.

The letter suggested that there is a need for a sidewalk on St. Anthony Church Road as it approaches St. Andrews Church Road.

The email received suggested that on the 3rd Street Road Corridor, there is a need for right and left turning lanes at New Cut Road and the Outer Loop, as well as a right turn lane at East Pages Lane. Similarly, on St. Andrews Church Road, there is a need for right turn lanes on Palatka Road and Blanton Lane. Also, it was suggested that on Palatka Road from St. Andrews Church Road eastward through the wooded park is a very hazardous area, especially in the winter. The area is also poorly lit and has high banks. It was also recommended to eliminate the first road into the formal park area on the west side, but to retain the access by traffic light. A 25 MPH zone should be considered from Bruce Avenue to New Cut Road. At the intersection at Palatka and New Cut Road, it is suggested to extend the left turn lane on Palatka to north bound New Cut Road. The New Cut Road Corridor is neither pedestrian nor bicycle friendly.

The KYTC District 5 received five telephone calls; four of which suggested improvement alternatives. Two calls suggested addressing the horizontal and vertical curve on 3rd Street Road at James Hill Road; one requested improved bus service on 3rd Street Road and an intersection improvement on 3rd Street Road at Holiday Drive. The other phone call requested a speed limit reduction on the Outer Loop from 3rd Street Road to I-265.

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:

- Straighten the curves on 3rd Street Road at James Hill Road and at Windsor Forest Subdivision
- Reduce the speed on 3rd Street Road
- Fill the ditches and install shoulders on 3rd Street Road
- Install pedestrian and bicycle facilities to create a system of non-vehicular connectivity.
- Turning lanes would be a benefit at more intersections.

APPENDIX E
KIPDA LRP AND KYTC SYP INFORMATION

Project Type: ROADWAY CAPACITY

Description: Widen KY 1931 (Greenwood Road) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.

Purpose: Provide improved access between Dixie and Greenbelt highways.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #: 323.01

Project Cost: \$23,600,000

Estimated Open to Public Year: 2012

**Project has been AMENDED.
Please see the AMENDMENTS Section
in the rear of this section.**

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: YES

Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: YES



Widen KY 1931 (Greenwood Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Highway) to US 31W (Dixie Highway), a total of 2.6 miles.

Project Purpose:

Provide improved access between Dixie Highway and Greenbelt Highway.

Contact Agency: KYTC

County : Jefferson

Project Cost: \$27,608,662

Estimated Open to Public Year: 2012

State ID #: 00323.01

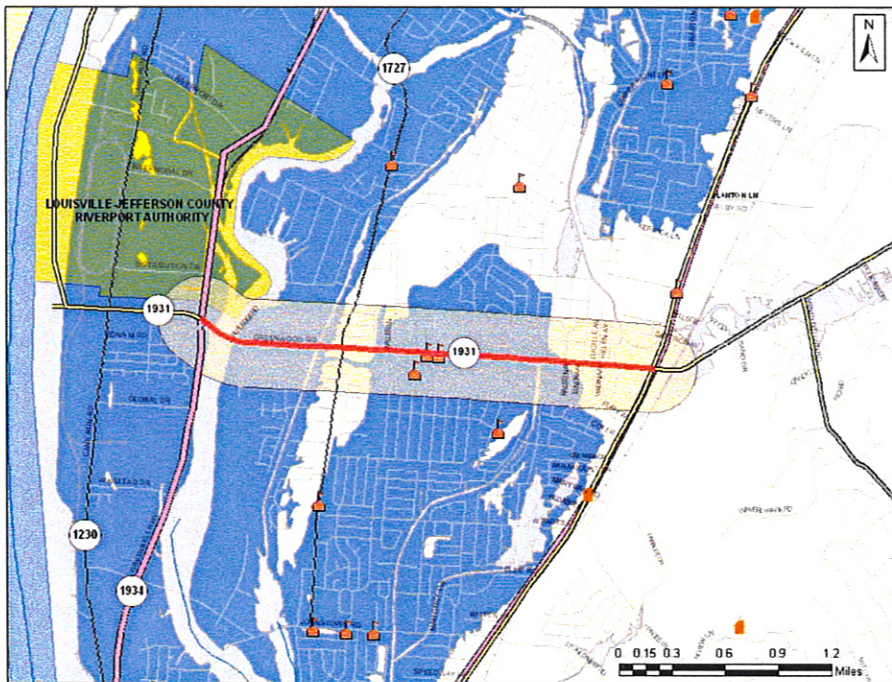
Regional Priority

Included in AQ Analysis / Regionally Significant

Bicycle Accomodations

Pedestrian Accomodations

AMENDMENT



Description of Amendments

- 4 2007 Change description from "Widen KY 1931 (Greenwood Rd.) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1934 (Greenbelt Hwy.) to US 31W (Dixie Hwy.), a total of 2.6 miles." to "Widen KY 1931 (Greenwood Rd.) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1934 (Greenbelt Hwy.) to US 31W (Dixie Hwy.), a total of 2.6 miles." per PIF

Project Type: OPERATIONS

Description: Reconstruct Arnoldtown Road as a 2 lane road (no additional lanes) from KY 1931 (St. Andrews Church Road) to KY 907 (3rd Street Road) with turning lanes at high volume intersections including Windsor Lakes, Windsor Forest, Mountain Brook & Hardwood Forest.

Purpose: The Arnoldtown Road reconstruction project is intended to improve the geometrics of the existing roadway. The project will correct poor curves, narrow lanes, and the lack of shoulders.

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$3,500,000

Estimated Open to Public Year: 2018

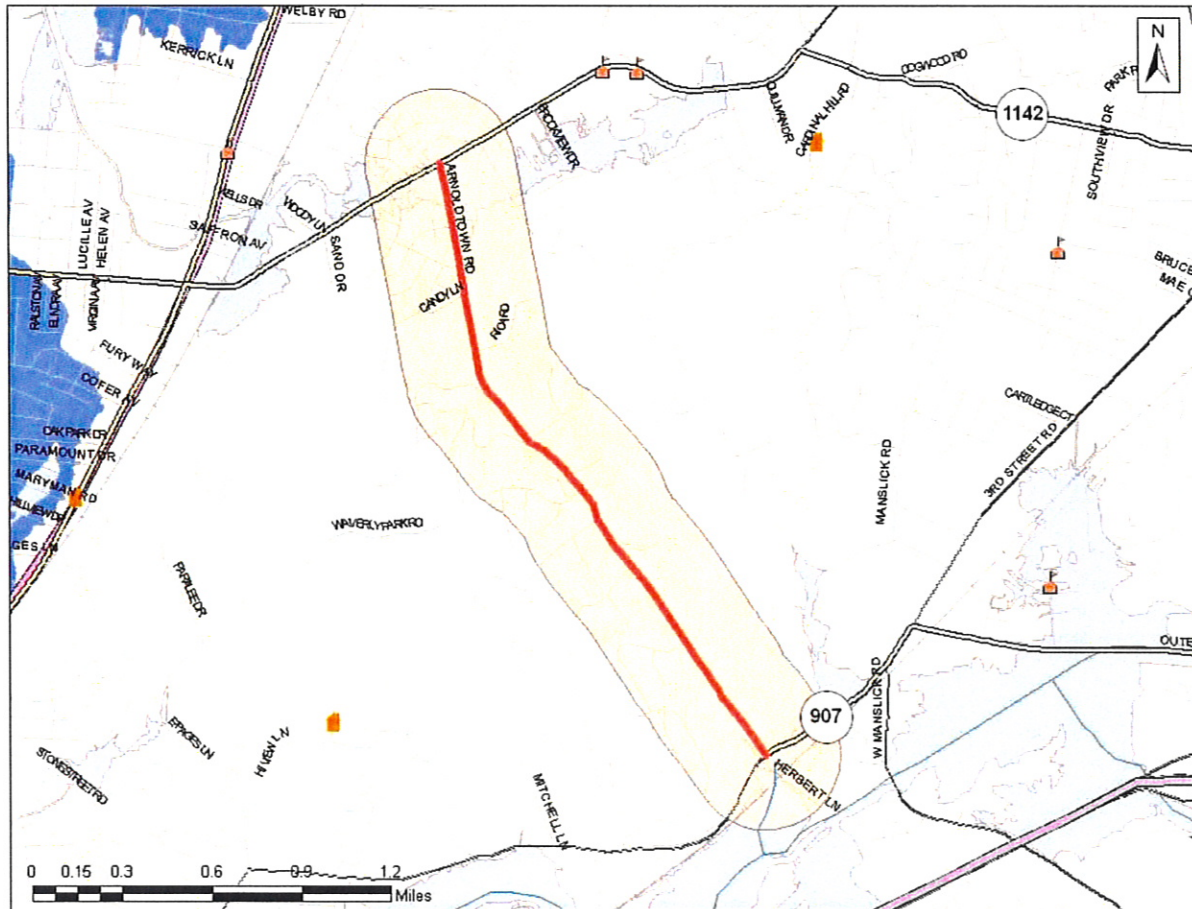
Regional Priority: NO

Included in AQ Analysis/Regionally Significant: NO

Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: NO

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES



Project Type: OPERATIONS

Description: Transportation System Management improvements on US 31W (Dixie Highway) from KY 150 (Broadway) in the city of Louisville to KY 44 in southern Jefferson County to include consideration of access management. Approximately 17.7 miles.

Purpose: US 31W is a heavily developed major arterial, which carries US 31W/US 60 in a north-south direction from the City of Louisville to Fort Knox. Some segments of this five- (5) lane facility are projected to have nearly 50,000 Average Daily Traffic in the year 2020. Contributing to high numbers of vehicular and pedestrian accidents along the roadway are access control, lighting and drainage concerns.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$6,000,000

Estimated Open to Public Year: 2012

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: NO

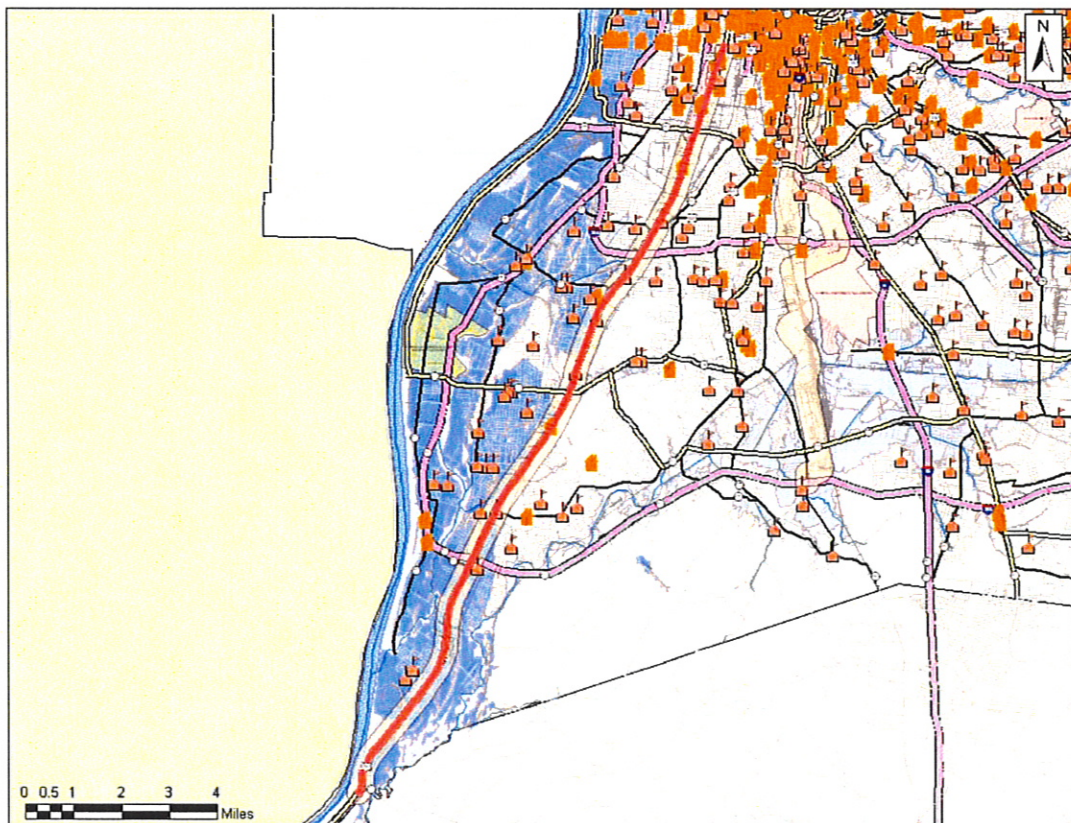
Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: YES

Includes Pedestrian Facilities: NO



Project Type: OPERATIONS

Description: Reconstruct East Pages Lane as a 2 lane road (no additional lanes) with several improvements to intersections from US 31W (Dixie Highway) to KY 907 (3rd Street Road).

Purpose: East Pages Lane is a narrow 2 lane roadway with inadequate shoulders and poor geometrics. It connects US 31W to KY 907(Third Street Road) at KY 907(Valley Station Road).

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$6,000,000

Estimated Open to Public Year: 2015

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: NO

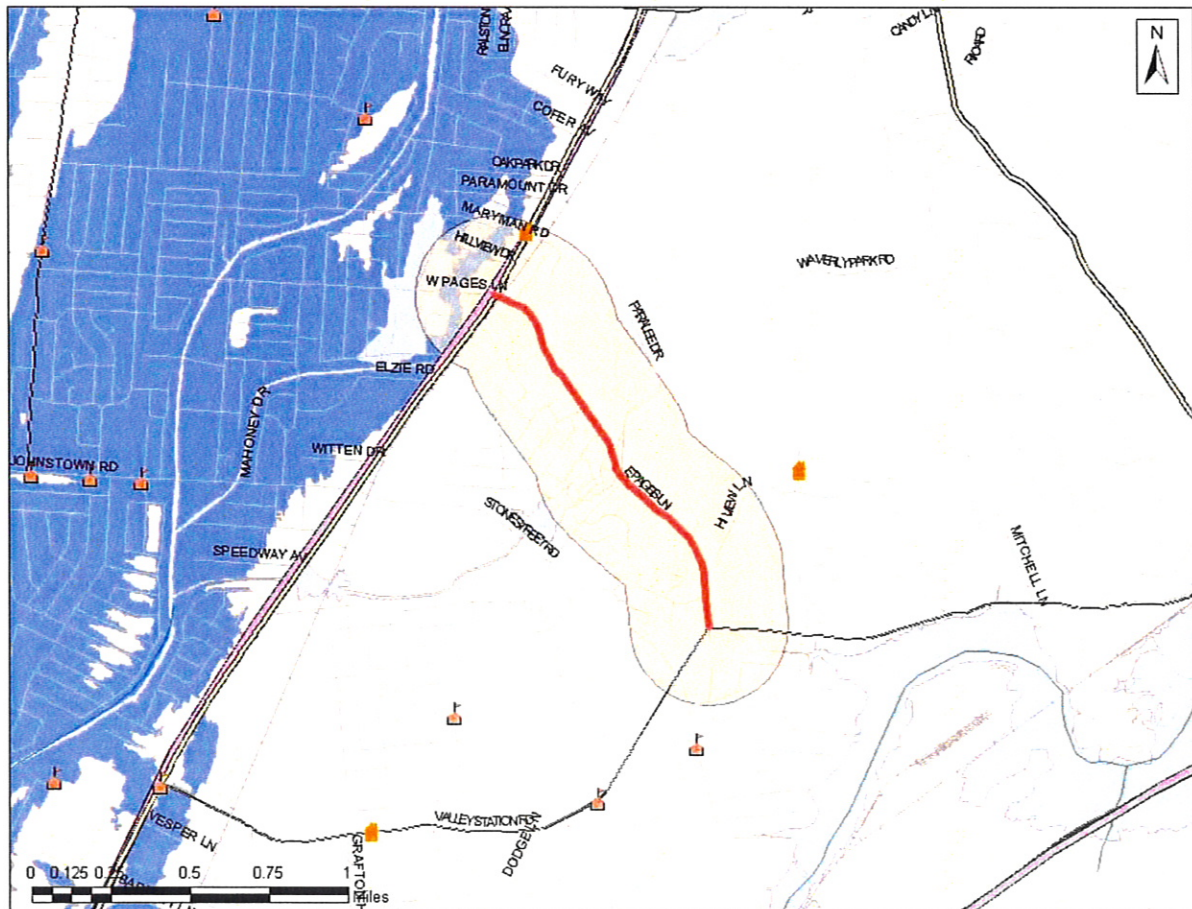
Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



Project Type: ROADWAY CAPACITY

Description: Widen KY 1065 (Outer Loop) from 2 to 5 lanes (5th lane will be a center turn lane) from 3rd Street Road to KY 1020.

Purpose: This project will reduce traffic congestion.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$20,000,000

Estimated Open to Public Year: 2018

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

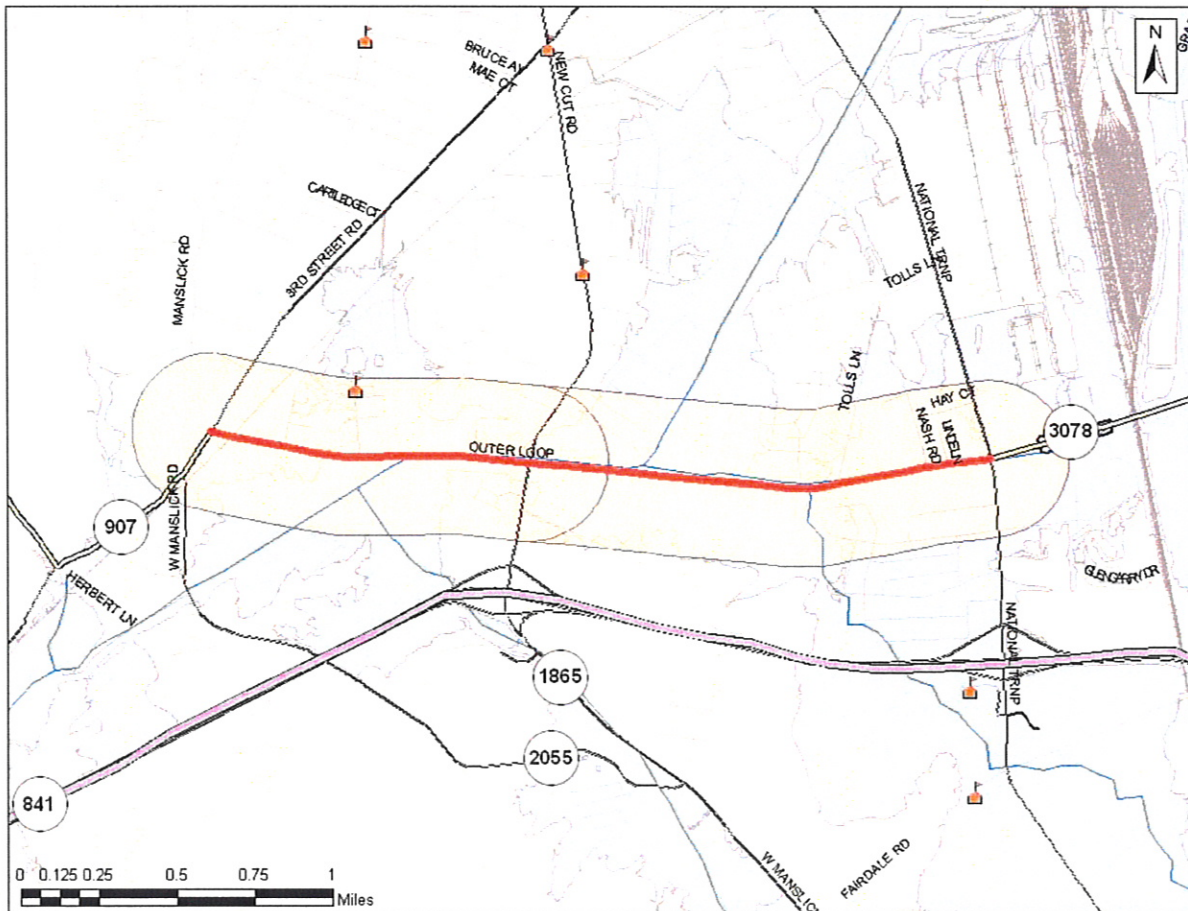
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: NO

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



Project Type: ROADWAY CAPACITY

Description: Widen KY 1931 (Manslick Road) from 2 to 4 lanes from KY 1931 (St. Andrews Church Road) to I-264.

Purpose: This project will reduce traffic congestion.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$20,000,000

Estimated Open to Public Year: 2020

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

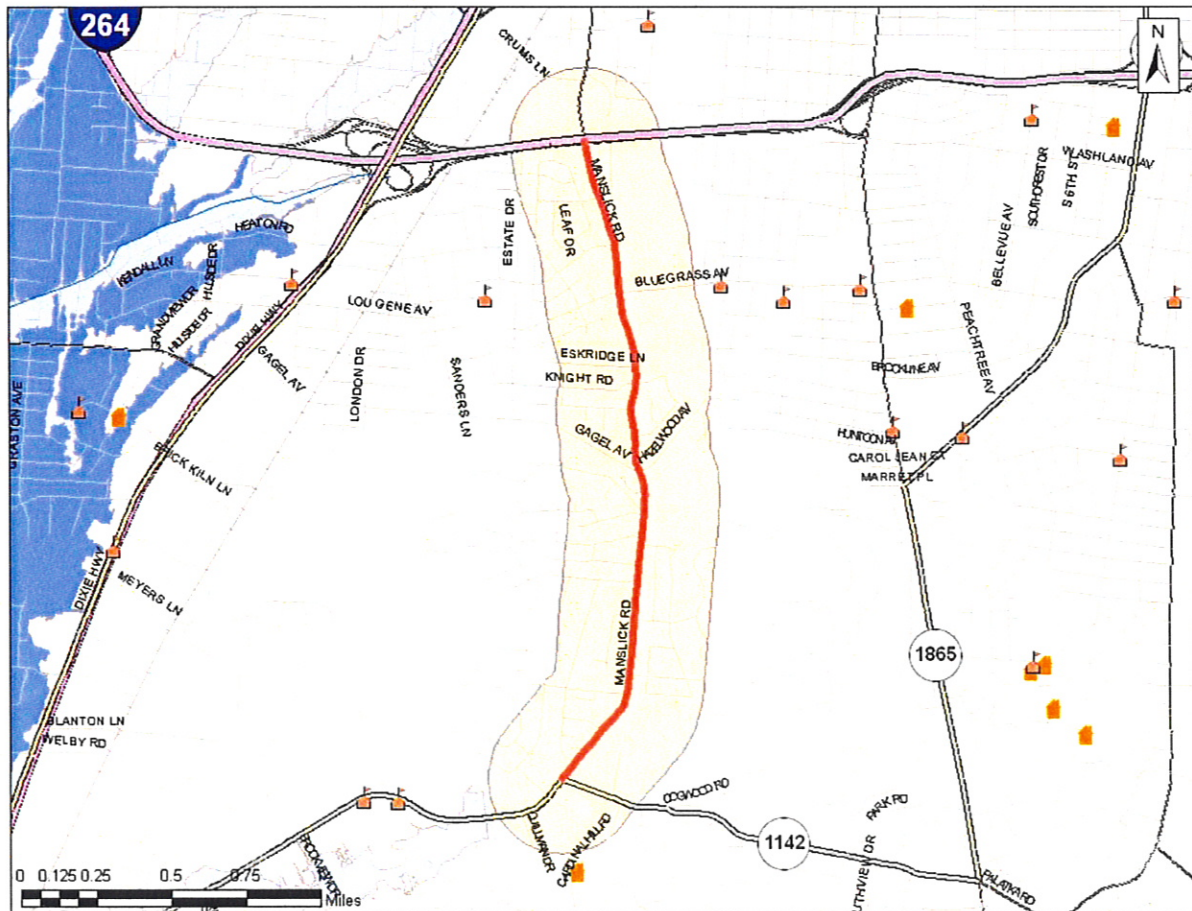
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: YES



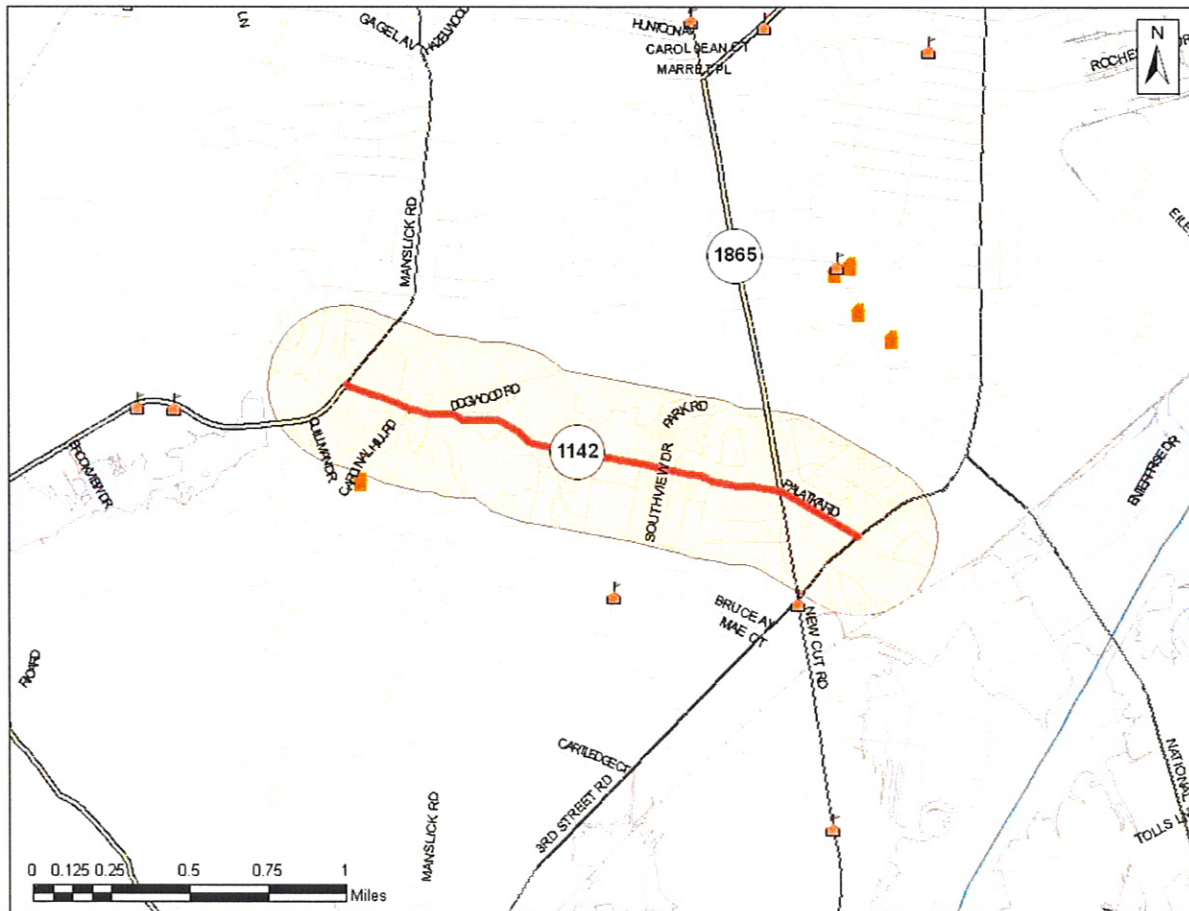
Project Type: OPERATIONS

Description: Widen KY 1142 (Palatka Road) from 2 to 3 lanes (3rd lane will be a center turn lane) from KY 1931 (St. Andrews Church Road) to KY 907 (3rd Street Road).

Purpose: This project will increase traffic safety and reduce congestion.

Primary Contact Agency: Kentucky Transportation Cabinet
County: Jefferson **State ID #:**
Project Cost: \$6,000,000
Estimated Open to Public Year: 2020

Regional Priority: YES
Included in AQ Analysis/Regionally Significant: YES
Subject to CMS Review: NO
Within 1/4 Mile or on a Freight Corridor: NO
Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES
Includes Bicycle Facilities: YES **Includes Pedestrian Facilities:** NO



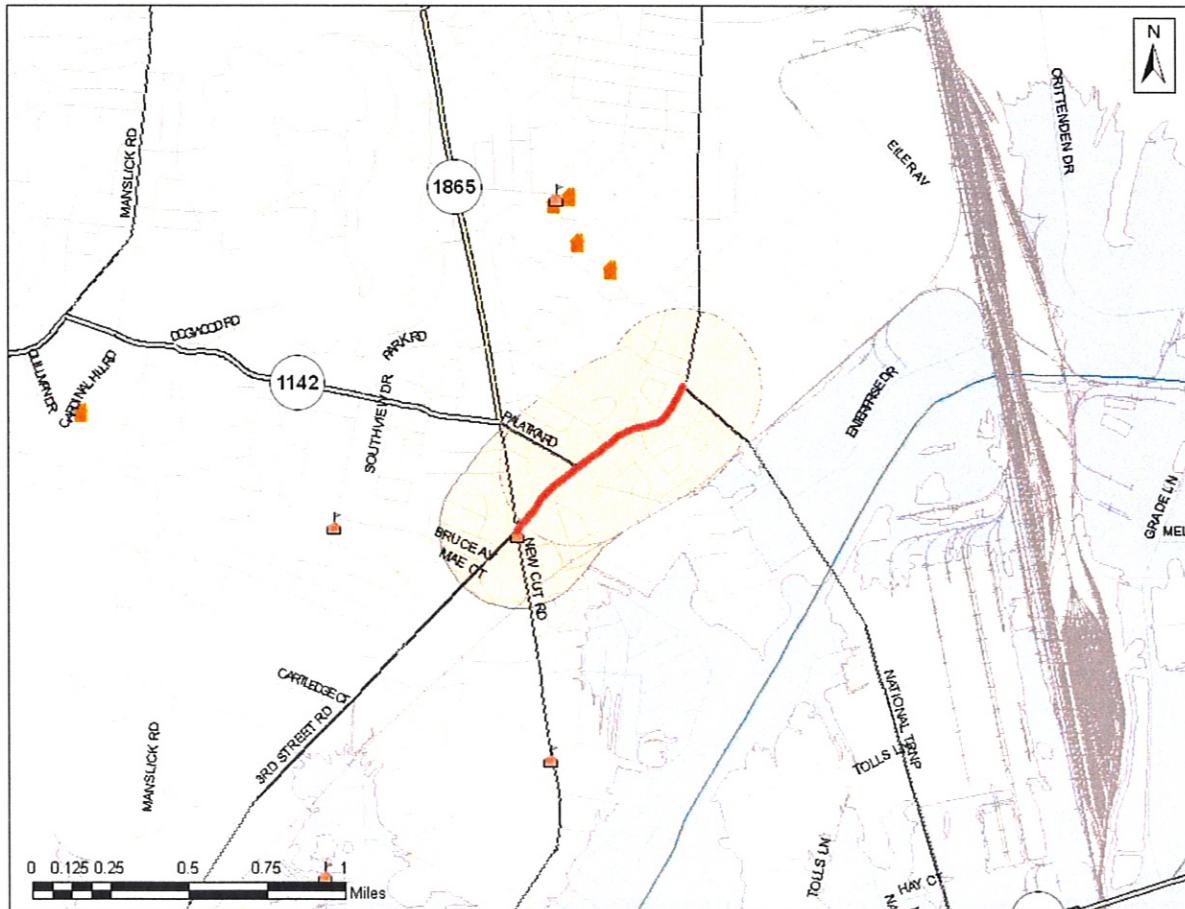
Project Type: ROADWAY CAPACITY

Description: Widen KY 907 (Southside Drive) from 2 to 5 lanes (5th lane will be a center turn lane) from KY 1865 (New Cut Road) to KY 1020 (National Turnpike). The design will include the consideration of bicycle & pedestrian facilities.

Purpose:

Primary Contact Agency: Kentucky Transportation Cabinet
County: Jefferson **State ID #:** 437
Project Cost: \$3,430,000
Estimated Open to Public Year: 2011

Regional Priority: YES
Included in AQ Analysis/Regionally Significant: YES
Subject to CMS Review: YES
Within 1/4 Mile or on a Freight Corridor: NO
Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: NO
Includes Bicycle Facilities: YES **Includes Pedestrian Facilities:** YES



Project Type: ROADWAY CAPACITY

Description: Widen KY 1931 (St. Andrews Church Road) from 2 to 4 lanes from US 31W (Dixie Highway) to KY 1142 (Palatka Road).

Purpose: This project will reduce congestion and improve safety.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$20,000,000

Estimated Open to Public Year: 2020

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: YES

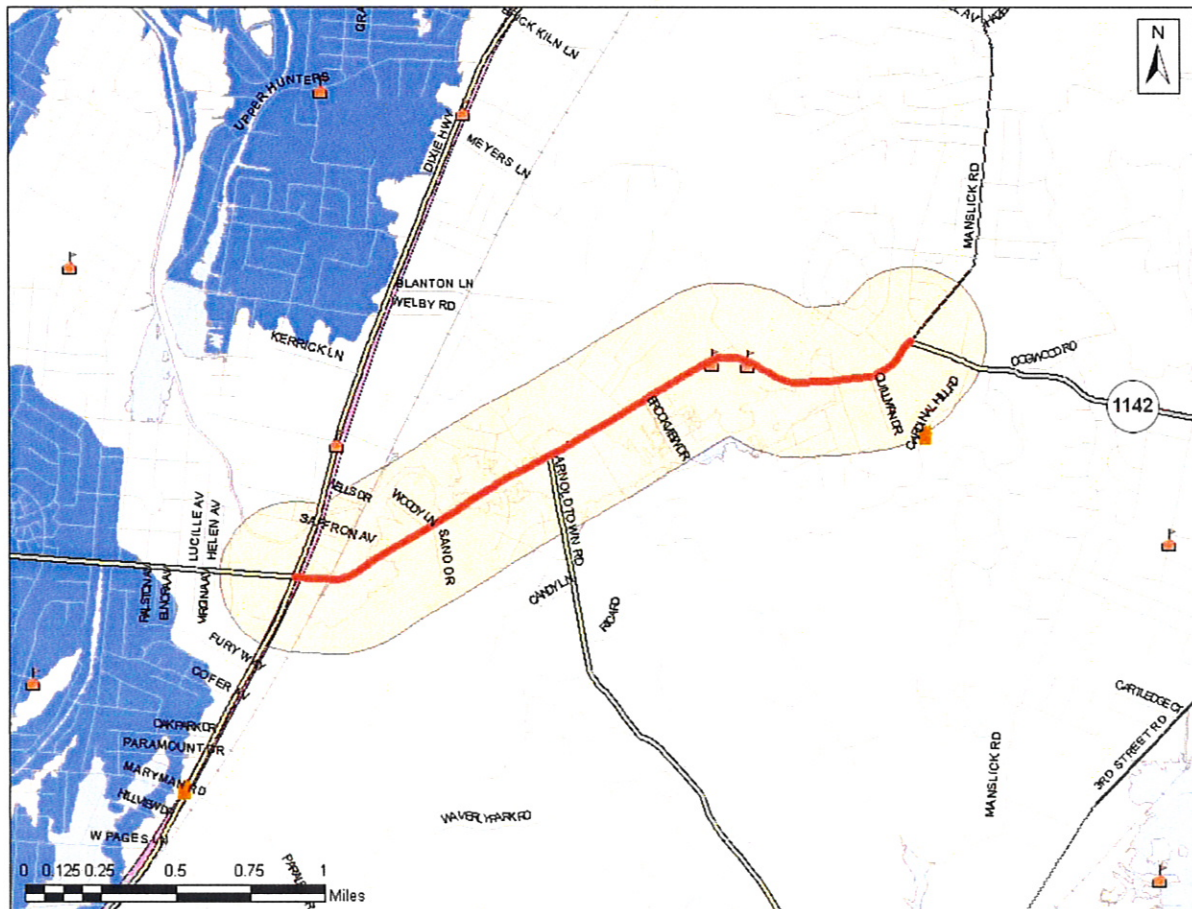
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: YES

Includes Pedestrian Facilities: NO



Project Type: ROADWAY CAPACITY

Description: Widen KY 907 (Valley Station Road/3rd Street Road) from 2 to 5 lanes (5th lane will be a center turn lane) from US 31W (Dixie Highway) to KY 1865 (New Cut Road).

Purpose: This six (6) mile portion of KY 907(Third Street Road) is a two (2) lane roadway with numerous subdivisions on both sides of the route. It is a principal road between US 31W (Dixie Highway) and Southside Drive. This project will reduce traffic congestion and improve safety.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$35,000,000

Estimated Open to Public Year: 2020

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

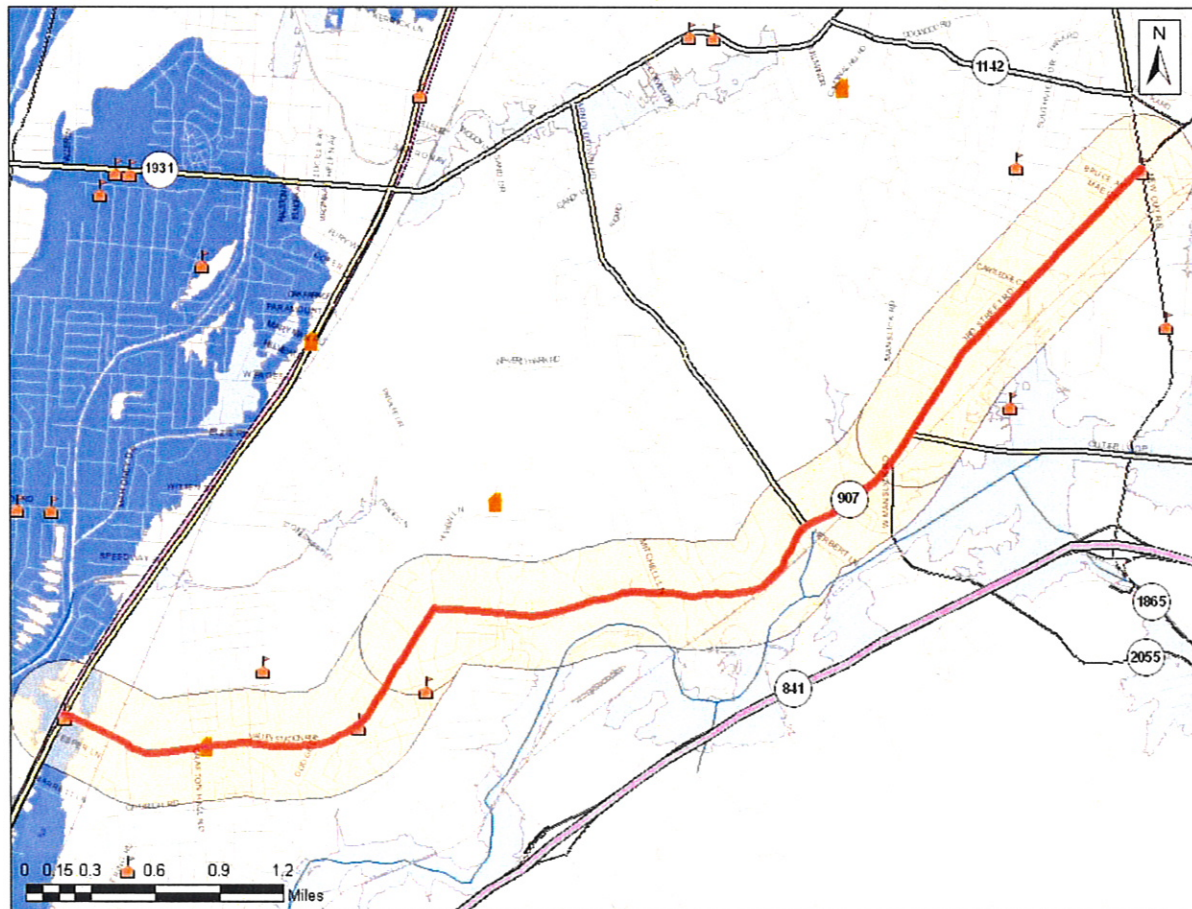
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: YES

Includes Pedestrian Facilities: NO



Project Type: TRANSIT

Description: Approximately 22 miles of advanced transit extending from downtown Louisville to south of the I-265. The project will also include enhanced feeder service (neighborhood circulators and demand-response service for persons with disabilities).

Purpose: To improve mobility options through the implementation of alternative travel modes and improvement to existing travel modes, including bicycle, pedestrian, and local bus service. To reduce demand placed on roadways and interstates by SOVs by moving commuter and functional trips to transit; this may also conserve roadway capacity for freight travel and improve safety by decreasing the number of vehicles on a roadway. To improve traffic flow on roadways and interstates by moving SOV trips to transit and thus increasing the people-carrying capacity of the roadway. To improve air quality by lowering the emissions per person by shifting people in SOV to transit.

Primary Contact Agency: Transit Authority of River City

County: Jefferson

State: I

Project Cost: \$72,700,000

Estimated Open to Public Year: 2015

**Project has been AMENDED.
Please see the AMENDMENTS Section
in the rear of this section.**

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: YES

Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: YES

Includes Pedestrian Facilities: YES

Orange Line

Approximately 22 miles of advanced transit extending from downtown Louisville to south of the Gene Snyder Fwy. The project will also include enhanced feeder service (neighborhood circulators and demand-response service for persons with disabilities).

Project Purpose:

To improve mobility options through the implementation of alternative travel modes and improvement to existing travel modes, including bicycle, pedestrian, and local bus service.

Contact Agency: TARC

County : Jefferson

Project Cost: \$72,700,000

Estimated Open to Public Year:

State ID #:

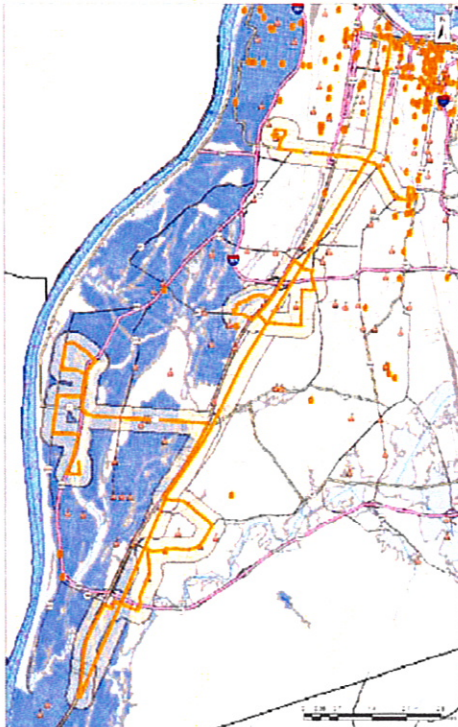
Regional Priority

Included in AQ Analysis / Regionally Significant

Bicycle Accomodations

Pedestrian Accomodations

A M E N D M E N T



Description of Amendments

11 2006 Project deleted from plan and added to Illustrative list until a transit financial plan is approved.

Project Type: OPERATIONS

Description: St. Andrews Church Road intersection improvement at Quillman providing turn lanes into the school.

Purpose:

Primary Contact Agency: Louisville Metro Public Works

County: Jefferson

State ID #:

Project Cost: \$150,000

Estimated Open to Public Year: 2012

Regional Priority: YES

Included in AQ Analysis/Regionally Significant: NO

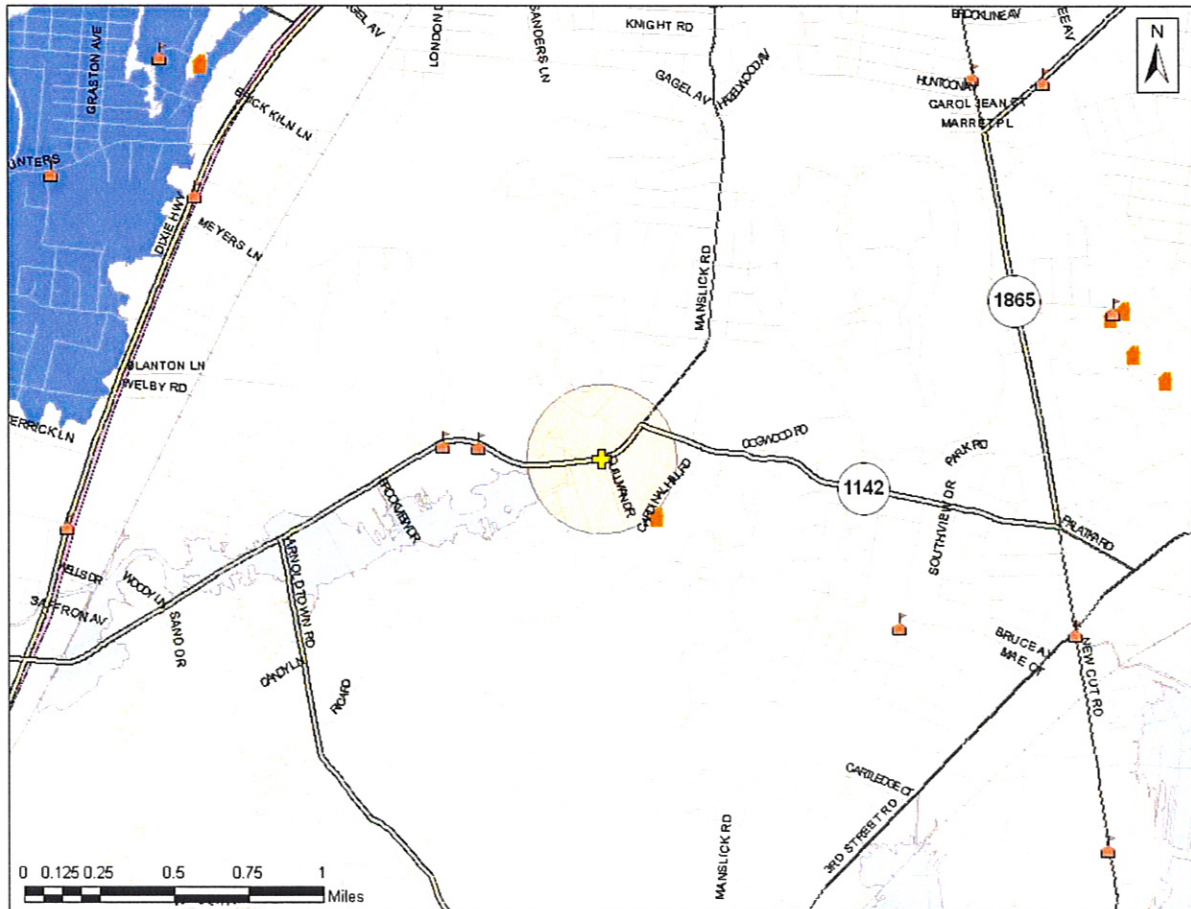
Subject to CMS Review: NO

Within 1/4 Mile or on a Freight Corridor: NO

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: YES

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



KENTUCKY TRANSPORTATION CABINET
SIX YEAR HIGHWAY PLAN

FY - 2006 THRU FY - 2012

COUNTY	ITEM NO. & PARENT NO.	ROUTE	LENGTH	DESCRIPTION	FUND-SCHEDULING INFORMATION			
JEFFERSON	2006 05 - 284.00	KY-841	.800	IMPROVE KY-841/STONESTREET ROAD INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY. Milepoints: From:2.7 To:3.5 Purpose and Need: SAFETY / SAFETY(P)	FUNDING	PHASE	YEAR	AMOUNT
	2006 05 - 284.00				STP	C	2011	\$250,000
					Total			\$250,000
JEFFERSON	2006 05 - 286.00	I-64	.700	IMPROVE I-64/KY-913 (BLANKENBAKER RD) INTERCHANGE AS RECOMMENDED BY KIPDA'S INTERCHANGE STUDY. Milepoints: From:16.8 To:17.55 Purpose and Need: SAFETY / SAFETY(P)	FUNDING	PHASE	YEAR	AMOUNT
	2006 05 - 286.00				IM	C	2009	\$1,800,000
					Total			\$1,800,000
JEFFERSON	2004 05 - 294.00	-		CONSTRUCT NOISE WALLS ALONG I-264 AND I-64 IN THE VICINITY OF THE COMMUNITIES OF AVONDALE AND ST. REGIS PARK. (05KYD-KY084) Milepoints: From: To: Purpose and Need: RELIABILITY / TRANSP ENHANCEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	2004 05 - 294.00				KYD	C	2006	\$132,000
					Total			\$132,000
JEFFERSON	2004 05 - 306.00	-	.500	CONSTRUCT BRIDGE AND APPROACHES OVER I-65 FROM GRADE LANE TO EAST OF I-65. (2004BOPC) Milepoints: From: To: Purpose and Need: RELIABILITY / NEW ROUTE(O)	FUNDING	PHASE	YEAR	AMOUNT
	2000 99 - 86.09				SP	R	2007	\$400,000
					SP	U	2007	\$400,000
					SP	C	2007	\$6,300,000
					Total			\$7,100,000
JEFFERSON	2002 05 - 320.20	KY-22	.520	IMPLEMENT TRAFFIC FLOW IMPROVEMENT FROM CHAMBERLAIN LANE TO KY-1694. (LOCAL PARTICIPATION) (2002BOPC) Milepoints: From:4.41 To:4.93 Purpose and Need: SAFETY / SAFETY(P)	FUNDING	PHASE	YEAR	AMOUNT
	2000 05 - 320.00				SP	C	2006	\$4,800,000
					Total			\$4,800,000
JEFFERSON	2004 05 - 320.40	KY-22	.200	RECONSTRUCT KY-22 FROM HITT ROAD TO MURPHY LANE. (06CCN) (2004BOPC) Milepoints: From:5.7 To:5.946 Purpose and Need: RELIABILITY / MINOR WIDENING(O)	FUNDING	PHASE	YEAR	AMOUNT
	2000 05 - 320.00				SP	C	2007	\$850,000
					Total			\$850,000
JEFFERSON	2000 05 - 323.01	KY-1931	2.600	WIDEN GREENWOOD ROAD FROM GREENBELT HWY TO DIXIE HWY (US-31W) (5-LANE IMPROVEMENT) (98CCR)(R-04DEOB)(04CCR) Milepoints: From:.54 To:3.139 Purpose and Need: RELIABILITY / MAJOR WIDENING(O)	FUNDING	PHASE	YEAR	AMOUNT
	2000 05 - 323.01				SP	R	2007	\$9,500,000
					SP	U	2007	\$3,500,000
					SP	C	2009	\$10,000,000
					Total			\$23,000,000
JEFFERSON	2000 05 - 325.01	KY-1447	2.500	WESTPORT ROAD FROM HERR LANE TO HURSTBOURNE PARKWAY. Milepoints: From:2.63 To:5.22 Purpose and Need: RELIABILITY / MAJOR WIDENING(O)	FUNDING	PHASE	YEAR	AMOUNT
	2000 05 - 325.01				SP	C	2006	\$7,000,000
					Total			\$7,000,000
JEFFERSON	2000 05 - 344.01	KY-1747	1.600	WIDEN SOUTHBOUND HURSTBOURNE LANE TO 3 LANES FROM US-60 TO I-64 INCLUDING IMPROVEMENTS TO THE US-60 AND HURSTBOURNE LANE INTERSECTION. (06CCR)(03KYD) Milepoints: From:4.443 To:6.014 Purpose and Need: RELIABILITY / RECONSTRUCTION(O)	FUNDING	PHASE	YEAR	AMOUNT
	2000 05 - 344.00				SP	R	2007	\$1,600,000
					SP	U	2007	\$1,600,000
					SP	C	2008	\$3,400,000
					Total			\$6,600,000

KENTUCKY TRANSPORTATION CABINET
SIX YEAR HIGHWAY PLAN

FY - 2006 THRU FY - 2012

COUNTY	ITEM NO. & PARENT NO.		ROUTE	LENGTH	DESCRIPTION	FUND-SCHEDULING INFORMATION			
						FUNDING	PHASE	YEAR	AMOUNT
JEFFERSON	2000	05 - 405.00	CR-1001K	1.000	WIDEN JOHNSONTOWN ROAD ADDING CENTER TURN LANE FROM MAHONEY DR TO BLACK POND CREEK. (LOU T.I.P.)(ALL PRECONSTRUCTION WORK BY JEFFERSON COUNTY) (LOCAL MATCH)(\$793,046 OF FY02 'TCSP' FUNDS AUTHORIZED FOR R PHASE)(02KYD)(03KYD)(04KYD-KY072) Milepoints: From:.322 To:1.3 Purpose and Need: RELIABILITY / MINOR WIDENING(O)	KYD	C	2006	\$2,500,000
	2000	05 - 405.00				Total		\$2,500,000	
JEFFERSON	2000	05 - 406.00	CR-1001B	.100	RIVER ROAD BRIDGE (C131); RECONSTRUCT 1-LANE BRIDGE TO 2 LANES OVER HARRODS CREEK (LOU T.I.P.)(ALL WORK BY LOUISVILLE METRO)(LOCAL MATCH)(04KYD) Milepoints: From:5.15 To:5.25 Purpose and Need: RELIABILITY / BRIDGE REHAB(P)	SLO	R	2006	\$187,000
	2000	05 - 406.00				SLO	U	2006	\$50,000
						Total		\$1,177,418	
JEFFERSON	2004	05 - 406.01	CR-1001B	.100	RIVER ROAD BRIDGE (C131); RECONSTRUCT 1-LANE BRIDGE TO 2 LANES OVER HARRODS CREEK (LOU T.I.P.)(ALL WORK BY LOUISVILLE METRO)(LOCAL MATCH)(04KYD) Milepoints: From:5.15 To:5.25 Purpose and Need: RELIABILITY / BRIDGE REHAB(P)	SLO	C	2007	\$1,000,000
	2000	05 - 406.00				Total		\$1,000,000	
JEFFERSON	2004	05 - 413.00	US-150	.100	ALIGN INTERSECTION OF BROADWAY AND 18TH STREET IN DOWNTOWN LOUISVILLE. Milepoints: From:1 To:1.1 Purpose and Need: SAFETY / SAFETY(P)	SLO	U	2007	\$50,000
	2004	05 - 413.00				SLO	C	2008	\$250,000
JEFFERSON	2004	05 - 417.00	US-60		FRANKFORT AVENUE; REALIGN INTERSECTION WITH STILZ AND HILLCREST. Milepoints: From:1.9 To:2 Purpose and Need: RELIABILITY / PE & ENVIRONMENTAL(O)	SLO	D	2007	\$62,500
	2004	05 - 417.00				Total		\$62,500	
JEFFERSON	2004	05 - 437.01	KY-907	.700	WIDEN SOUTHSIDE DRIVE (KY-907) TO 5 LANES FROM NEW CUT ROAD TO NATIONAL TURNPIKE. (2004BOPC) Milepoints: From:6.31 To:7.036 Purpose and Need: RELIABILITY / MAJOR WIDENING(O)	SLO	D	2007	\$500,000
	2004	05 - 437.00				SLO	R	2009	\$600,000
						Total		\$1,700,000	
JEFFERSON OLDHAM BULLITT	2004	05 - 439.01	-		INSTALLATION OF SIDEWALKS TO FIX GAPS IN PEDESTRIAN NETWORK ON VARIOUS LOCALLY MAINTAINED ROADS IN THE LOUISVILLE URBANIZED AREA. Milepoints: From: To: Milepoints: From: To: Milepoints: From: To: Purpose and Need: SAFETY / BIKE/PED FACIL(O)	SLO	C	2006	\$32,000
	2004	05 - 439.01				Total		\$32,000	
JEFFERSON OLDHAM BULLITT	2004	05 - 439.02	-		INSTALLATION OF SIDEWALKS TO FIX GAPS IN PEDESTRIAN NETWORK ON VARIOUS LOCALLY MAINTAINED ROADS IN THE LOUISVILLE URBANIZED AREA. Milepoints: From: To: Milepoints: From: To: Milepoints: From: To: Purpose and Need: SAFETY / BIKE/PED FACIL(O)	SLO	C	2007	\$32,000
	2004	05 - 439.02				Total		\$32,000	