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)
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).

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

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

Recommendation

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

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

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

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.

Project Summary

Enhanced Signage and Striping

Classification
Safety

Length
0.46 mile

Recommendation
Priority: High
2008 Est. Cost: $50,000
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”.

Project Summary

Intersection Improvement

Classification
Congestion Management

Length
Single Intersection

Recommendation
Priority: High
2008 Est. Cost: $54,000
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.

**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.

**Project Summary**

*Intersection Corridor Improvements*

<table>
<thead>
<tr>
<th>Classification</th>
<th>Length</th>
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</thead>
<tbody>
<tr>
<td>Congestion Mitigation</td>
<td>0.3 mile</td>
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</tbody>
</table>

**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.

Project Summary
Intersection Improvement
Classification
Congestion Management
Length
Single Intersection

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.

Project Summary

Intersection Improvement

Classification
Congestion Mitigation

Length
Single 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

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.

Project Summary

Roadway Widening

Classification
Safety and Congestion Management

Length
0.3 mile

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.

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
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.

Project Summary

Intersection Improvement

Classification
Congestion Mitigation

Length
Single 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.

Project Summary

Intersection Improvement

Classification
Safety

Length
Single Intersection

Recommendation
Priority: Low
2008 Est. Cost: $44,000
**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

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**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
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
**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.

**Project Summary**

*Ongoing Improvements*
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
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.

Project Summary

Intersection Improvements

No Operational Improvements Necessary
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.

Project Summary

Sidewalk / Drainage Improvement

<table>
<thead>
<tr>
<th>Phase I</th>
<th>Phase II</th>
<th>Phase III</th>
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<tbody>
<tr>
<td>Christland Road to Outer Loop</td>
<td>Arnoldtown Road to Stonestreet</td>
<td>Outer Loop to Arnoldtown Road</td>
</tr>
<tr>
<td>Length</td>
<td>Length</td>
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<td>$753,000</td>
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Recommendation
Priority: High
Total 2008 Est. Cost: $3,826,000
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.

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

Recommendation

Priority: High
Total 2008 Est. Cost: $374,000
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.

Project Summary

Sidewalk Improvement

<table>
<thead>
<tr>
<th>Phase</th>
<th>St. Andrews Church Road to Iroquois Park Road</th>
<th>Iroquois Park Road to Park Road</th>
<th>New Cut Road to Southside Drive</th>
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<tr>
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Priority: High
Total 2008 Est. Cost: $305,000

Recommendation