

Appendix M

Resource Agency Responses

SUMMARY OF RESOURCE AGENCY COMMENTS
KY 1932 (Chenoweth Lane) Corridor Study
US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
Item Number 5-531.00

Total # of responses: 26

Responses from Cities - 2 resolutions

- Bellewood (Mayor, 2 Commissioners, Resolution 1-2015),
- Rolling Fields (Mayor, 1 Commissioner, Municipal Order #15-1)
- Brownsboro Village (Mayor)
- Metro Louisville (Councilman)

KY State Police - 1

Resource Agencies – 17 resource agencies

Representing	Response Date	Name	Summary of Responses	Suggested Improvement
US Fish & Wildlife Service KY Ecological Services Field Section	November 23, 2015	Jennifer Garland	Stamped: No significant adverse impacts to wetlands or federally listed endangered or threatened species are anticipated from this proposal.	
Kentucky Airport Zoning Commission	November 25, 2015	John Houlihan	Jurisdiction starts at 626 feet MSL at the intersection of Chenoweth Lane and Shelbyville Road. If a permanent structure or any construction equipment exceeds 626 feet MSL then a permit will be required from the KAZC.	
Energy and Environment Cabinet Dept. For Natural Resources	December 1, 2015	Wes Jones	<ul style="list-style-type: none"> • Wetland areas and endangered species may be of concern • Several water wells and utility lines exist 	
Kentucky Geological Survey	December 2, 2015	Jerry Weisenfluh	Your staff is already aware of the potential for karst features. Aside from that, we are not aware of any other geologic issues.	
Kentucky Household Goods Carrier Association (KHGCA)	December 5, 2015	Albert F. (Bud) Mirus, Sr.	Resigned his position and cannot be of assistance	
US Dept. of HUD	December 10, 2015	Sandra L. Frye	Do not have specific comments at this time.	
US Dept. of Agriculture Natural Resources Conservation Service (NRCS)	December 10, 2015	Steve Jacobs	Does not affect or require additional prime farmland, unique, or statewide important farmlands.	
Tourism, Arts, and Heritage Cabinet Kentucky Heritage Council	December 21, 2015	Craig A. Potts	Indeed concerned that the proposed undertaking will have impacts to historic resources	
Kentucky State Nature Preserves Comm.	December 22, 2015	Donald S. Dott, Jr.	<ul style="list-style-type: none"> • Louisville Crayfish • Recommend impacted streams be thoroughly surveyed • Kirtland's snake • Running Buffalo Clover • Indiana, Gray, Evening have been recorded in the area. 	
US Environmental Protection Agency	December 23, 2015	Christopher A. Militscher	12 pages on recommendations for what to include in NEPA document. EPA did mention Karst topography, water quality and endangered species habitat associated with them but no names specific to the area.	
KY Dept. of Education	January 4, 2016	Stephen L. Pruitt	Nothing in report that impacts anything under their direct control	Contact the Jefferson County School District to solicit feedback.
Energy and Environment Cabinet – Division of Water	January 4, 2016	Ronald T. Price	No Outstanding State Resource Waters, Wild Rivers or known Exceptional Waters	

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Energy and Environment Cabinet – Division of Waste Management	January 4, 2016	Ronald T. Price	Construction related	
Energy and Environment Cabinet – Division of air Quality	January 4, 2016	Ronald T. Price	Construction related	
Energy and Environment Cabinet – Kentucky Heritage Council	January 4, 2016	Ronald T. Price	Cites Regulations	
Kentucky Education and Workforce Development Cabinet	January 4, 2016	Stephen L. Pruitt	Staff reported that there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes	Contact the Jefferson County School District directly to solicit feedback from school district officials who have a better knowledge of how this project could impact schools in the affected area.
US Coast Guard	January 4, 2015	Allan O. Monterroza	This project does not include a bridge crossing over water. Therefore, the Coast Guard has no interest in this project.	
Kentucky State Police	December 29, 2015	Lt. Chad Mills	Factors listed as driving your study agree exactly what they identified as being the main issues they have encountered as they drive those roadways.	<ul style="list-style-type: none"> • No Turn Lane on Main Corridor - A turn lane would alleviate some of the congestion, allowing traffic to continue its flow as individuals wishing to exit with a left turn could enter the turn lane in order to exit. • Roadway Markings – move fog line closer to the sidewalk as you round corner as it is approximately 130 down the road where the entrance to the bank starts. • Install delineator posts on US 60 originating from the area of the traffic island in order to keep traffic traveling on US 60 in their lane and to increase confidence for drivers turning from Chenoweth Lane. • Signage – install signage that would notify individuals on Chenoweth when a train is approaching.
Trinity High School	December 28, 2015	Dan Zoeller	We would welcome improvements for our families who travel this way. It might be wise to schedule such work in the summer (June-July) as much as possible as that might lessen the impact on our many families that travel that route and on the work being done there.	

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City of Rolling Fields – Municipal Order #15-1	December 19, 2015	Bill Conway, Mayor	<p>Provided Municipal Order #15-1 opposing the widening of Chenoweth Lane for the following reasons:</p> <ul style="list-style-type: none"> • Significant environmental damage to residential property which adjoins Chenoweth Lane • Removal of many large trees • Relocating telephone/power line poles • Adding significant pavement with third traffic lane and bicycle lanes plus an additional shoulder/buffer of 10 feet that the Chenoweth Lane corridor and irreparably alter the Historic character of the neighborhoods and corridor area that the cost of the project would be very significant and is completely unwarranted. 	
City of Rolling Fields	December 21, 2015	Carolyn Wetterer, Commissioner on Behalf of Rolling Fields	<ul style="list-style-type: none"> • Strongly opposed to widening including the additional traffic lane, bicycle lanes, as well as 10 foot shoulder/buffers for the reasons following: • Not currently operating at capacity even at peak hours • Travel time is less than 2.5 minutes, in peak time 3.0 minutes or a little above that. • Lex Rd, Chenoweth Lane, and Brownsboro Road traffic is expected to decrease in coming years. • Addition of turn lanes onto US 42, and US 60 from Chenoweth Lane had solved most of the problems regarding backups. • The addition of one traffic lane in addition to bicycle lanes and 10-foot buffer/shoulder areas would require the taking of significant amounts of residential property at great expense. It would necessitate the removal of numerous large and mature trees and the relocation of telephone and power line poles would end up being much closer to the homes. Widening would change the entire character of Chenoweth Lane decreasing the green space, destroying mature tree canopy, changing a historic neighborhood corridor to a busier, bigger street with more and faster-moving traffic. • As proposed would significant harm the Chenoweth Lane corridor environmentally, adversely impacting the environmental and trees which are home to several species of bats. • CHENOWETH LANE is an historic district residents in all of the surrounding neighborhoods are vehemently opposed to this project which would alter or destroy the historic character of their neighborhood and Chenoweth Lane. 	<ul style="list-style-type: none"> • If timing of US 60 and US 42 were adjusted there would be no backup on Chenoweth Lane. • Sidewalks need to be repaired and completed along Chenoweth Lane to allow for pedestrian and bicycle usage. • Crosswalk at Druid Hills needs to be ADA compliant and more clearly marked to allow residents and school children to safely cross. Chenoweth Lane & access Chenoweth Elementary School • Kennison Ave. to Shelbyville Road needs to be closely examined regarding traffic egress & ingress, turning and sidewalks. Much could be done to that area to improve existing issues, without widening the entire length of Chenoweth Lane.
City of Brownsboro Village	December 22, 2015	Mark W. Joyce, Mayor	<ul style="list-style-type: none"> • Do Nothing • Everything was stated not an issue except those placed in the last column. 	<ul style="list-style-type: none"> • Could put up signs to alert motorists of mid-block crossing • Condition of existing sidewalk could be improved.

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City of Bellewood - Resolution 1-2015	December 28, 2015	Kevin R. Orr, Mayor	<ul style="list-style-type: none"> • Does not support the proposed project to widen Chenoweth Lane • Significant environmental issues, including the enjoyment and obvious benefits of having many mature trees along the Lane, • Additional neighborhood heat generated by increased asphalt, • Unknown wildlife impacts, • Increased storm drainage runoff, all of which would be affected by any widening process. • The impact of these proposed changes far outweigh any perceived benefits for the 500 citizens of Bellewood, KY 	<ul style="list-style-type: none"> • Important traffic issues that need to be addressed are at the commercial southern terminus of KY 1932 within 4-5 blocks of Shelbyville Road. Any other perceived benefits would be marginal at best and harmful to the peaceful enjoyment and current property values of the residential cities along Chenoweth Lane.
City of Bellewood	December 29, 2015	Stephen C. Dougherty, Commissioner	<ul style="list-style-type: none"> • Does not support the proposed project to widen Chenoweth Lane 	
City of Bellewood	December 30, 2015	Karen Koch, Commissioner	<ul style="list-style-type: none"> • Unanimous resolution to not support the proposed project or to make any short or long term projected improvements to Chenoweth Lane. <ul style="list-style-type: none"> ○ V/C ratio is less than 1.0 for both AM and PM traffic indicating that Chenoweth Lane is carrying much less traffic than it is designed to carry. ○ Flat growth and 1.1 to 1.8 stops along the stretch during peak times ○ Nothing can be done to decrease traffic congestion due to the trains ○ Environmental concerns such as impacts to trees, additional heat generated by increased asphalt, wildlife impacts, and increased storm drainage runoff affected our decision. ○ Social & health benefits of living in a small city with its quiet tree-lined streets, the ability to safely take walks and enjoyment of visiting with neighbors to ask about their children and grandchildren far outweigh any perceived improvements 	
Louisville Metro Council	December 29, 2015	Bill Hollander Ninth District Councilman	<ul style="list-style-type: none"> • Defer to St Matthews on improvements they feel are important and appropriate, although he hopes it includes improved pedestrian facilities. • Agrees with the opposition to expanding the roadway to the north 	<ul style="list-style-type: none"> • Divide project into St Matthews and the section further north • Pedestrian and bicycle facilities could be improved and hope these will continue to be studied • If utilities could be relocated from the existing ditch and drainage could be provided for and improved there may be opportunity to build a protected and improved path. I support more study of this possibility.

Mailing List and Attachments



RECEIVED

NOV 30 2015

TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 23, 2015

*****Please see attached mail list for recipients of below letter*****

«Mailing_Title» «First_Name» «Last_Name», «Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

Dear «Letter_Title» «Last_Name»:

Subject: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
KYTC Item No. 5-531.00

The Kentucky Transportation Cabinet (KYTC) has assembled a study team to evaluate potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). The study will determine the need and potential impacts, and identify short-term improvements that can be quickly and effectively implemented as well as long-term solutions that seek to address future transportation needs while addressing existing safety and congestion issues along this corridor.

We are requesting your agency’s valuable input and comments on this study as part of the KYTC process.

The draft purpose and need of this project is as follows:

The purpose of this project is to improve safety, reduce congestion, and improve mode choice for non-motorists on KY 1932 (Chenoweth Lane) in Jefferson County between US 60 (Shelbyville Road) and US 42 (Brownsboro Road).



An Equal Opportunity Employer M/F/D

November 23, 2015

The project need derives from the following:

Safety

- 76 crashes (many rear ends) from 2012 to 2014;
- Left and right turns inhibit traffic flow during peak hours both on Chenoweth Lane and cross streets;
- 59 driveways exist between the railroad tracks and US 42 (Brownsboro Rd);
- Sidewalks are not continuous on both sides of the road;
- One mid-block pedestrian crossing;
- Obstructions too close to the roadway; and
- Deep and shallow ditches.

Congestion

- Left and right turns inhibit traffic flow during peak hours; and
- Interruption from trains last 2 – 3.5 minutes each time causing traffic to backup for nearly half the length of the corridor.

Other Considerations

- Lack of bicycle facilities and connectivity to bicycle facilities;
- No transit options along the route; and
- Incomplete sidewalk network and limited pedestrian crosswalks.

During the development of this study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may have contacted you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

The planning study includes a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can potentially minimize negative impacts on alternatives as we move forward. As a part of this study, an environmental overview was developed by subject matter experts. The results of the overview are summarized for your use in an attached exhibit.

The current 2015 Average Daily Traffic volume on KY 1932 is 11,900 vehicles per day; fewer than six percent of these vehicles are trucks. We have also enclosed the following project information for your review and comment:

- Study Area
- Existing Conditions
- AM Existing Traffic
- PM Existing Traffic
- 2012-2014 Crash Data
- Environmental Overview

November 23, 2015

In particular, we are asking that you provide the following information:

- Comments on the draft purpose and need for the project
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternatives so that the impacts can be minimized, mitigated, or avoided early in the process
- Any mitigation strategies that should be considered during project development

We respectfully ask that you provide us with your comments by December 31, 2015, to ensure timely progress in this planning effort. We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to the following: Mikael Pelfrey, P.E.; Kentucky Transportation Cabinet; Division of Planning; 200 Mero Street, 5th Floor West; Frankfort, KY 40622, mikael.pelfrey@ky.gov.

Please include a return address on such correspondence. Thank you in advance for your response.

Sincerely,



John W. Moore, P.E.
Director
Division of Planning

JWM/MP/BC

Enclosures

c: John Ballantyne, FHWA, w/ encl
Gary Valentine, w/ encl
Matt Bullock, w/encl
Travis Thompson, w /encl
Tom Hall, w / encl
Judi Hickerson, w/ encl
Susan Oatman, w/ encl
Annette Coffey, Qk4, w / encl

Mailing Title	Letter Title	First Name	Last Name	Suffix	Title	Organization	Address1	Address2	City	State	Zip
Mr.	Mr.	Phillip	Braden		District Office Manager	Memphis Airports District Office, Federal Aviation Administration	2600 Thousand Oaks Blvd., Suite 2250		Memphis	TN	38118
Ms.	Ms.	Kathy	Smith		Trucking Manager	American Association of Truckers			Benton	KY	42025
Mr.	Mr.	Edward	Tonini		Adjutant General	Department of Military Affairs		P.O. Box 146	Frankfort	KY	40601
Ms.	Ms.	Elaine	Walker		Commissioner	Department of Parks	Boone Nat'l Guard Ctr., 100 Minuteman Pkwy.		Frankfort	KY	40601
Mr.	Mr.	David	Pollack		Director	Kentucky Archaeological Survey	500 Mero Street-10th Floor Capital Tower Plaza		Frankfort	KY	40601
Dr.	Dr.	Stephanie	Madson		Regional Environmental Officer	Federal Emergency Management Agency, Region IV	1020-A Export Street		Lexington	KY	40506
Mr.	Mr.	Clint	Goodin		Chair	Kentuckians for Better Transportation	3003 ChambleeTucker Road		Atlanta	GA	30341
Ms.	Ms.	Juva	Barber		Executive Director	Kentuckians for Better Transportation	9300 Shelbyville Road Ste 1204		Louisville	KY	40222-5169
Mr.	Mr.	Burt	Lauderdale		Executive Director	Kentuckians for Better Transportation	9300 Shelbyville Road Ste 1204		Louisville	KY	40222-5169
Ms.	Ms.	Audrey Tayse	Haynes		Secretary	Cabinet for Health and Family Services		P.O. Box 1450	London	KY	40743
Mr.	Mr.	John	Houlihan		Administrator	Kentucky Airport Zoning Commission	275 East Main St., 5W-A		Frankfort	KY	40621
Mr.	Mr.	Hubert	Pollett		President	Kentucky Association of Counties	90 Airport Rd. Bldg 400	200 Mero Street	Frankfort	KY	40601
Ms.	Ms.	Brad	Schneider		President	Kentucky Chamber of Commerce Executives, Inc.	400 Englewood Dr.		Frankfort	KY	40601
Mr.	Mr.	James	Comer		Commissioner	Kentucky Department of Agriculture	464 Chenault Road		Frankfort	KY	40601
Mr.	Mr.	R. Bruce	Scott		Commissioner	Kentucky Department for Environmental Protection	105A Corporate Drive		Frankfort	KY	40601
Mr.	Mr.	Gregory	Johnson		Commissioner	Kentucky Department of Fish and Wildlife Resources	300 Fair Oaks Lane		Frankfort	KY	40601
Mr.	Mr.	Steve	Hohmann		Commissioner	Kentucky Department for Natural Resources	#1 Sportsman's Lane		Frankfort	KY	40601
Ms.	Ms.	Kimberly	Richardson		Director	Kentucky Department of Nat'l. Resources, Division of Conservation	#2 Hudson Hollow		Frankfort	KY	40601
Mr.	Mr.	Rodney	Brewer		Commissioner	Kentucky Department of State Police	#2 Hudson Hollow		Frankfort	KY	40601
Mr.	Mr.	Wes	Jones		Director	Division of Mine Reclamation and Enforcement	919 Versailles Road		Frankfort	KY	40601
Mr.	Mr.	Sean	Alteri		Director	Kentucky Division for Air Quality	# 2 Hudson Hollow		Frankfort	KY	40601
Ms.	Ms.	Leah W.	MacSwords		Director	Kentucky Division of Forestry	200 Fair Oaks Ln, 1st Floor		Frankfort	KY	40601
Lt. Colonel	Lt. Colonel	Curtis	O' Bannon		Director	Kentucky Department of Vehicle Enforcement	627 Comanche Trail		Frankfort	KY	40601
Mr.	Mr.	Anthony	Hatton		Director	DEP Division of Waste Management	919 Versailles Road		Frankfort	KY	40622
Ms.	Ms.	Peter	Goodmann		Director	DEP Division of Water	200 Fair Oaks, 2nd Flr		Frankfort	KY	40601
Mr.	Mr.	Larry	Hayes		Secretary	Kentucky Cabinet for Economic Development	200 Fair Oaks, 4th Flr		Frankfort	KY	40601
Ms.	Ms.	Terri	McLean		News Editor	Kentucky Forward	Old Capitol Annex	300 West Broadway	Frankfort	KY	40601
Mr.	Mr.	Jerry	Weisenfuh		Interim State Geologist & Director	Kentucky Geological Survey, University of Kentucky	465 E. High Street, #100		Lexington	KY	40507
Mr.	Mr.	Craig	Potts		State Historic Preservation Officer	Kentucky Heritage Council	228 Mining and Mineral Resources Bldg.	504 Rose Street	Lexington	KY	40506
Mr.	Mr.	Kent	Whitworth		Executive Director	Kentucky Historical Society	300 Washington Street		Frankfort	KY	40601
Mr.	Mr.	Hal	Goode		President/CEO	Kentucky Association for Economic Development	100 W. Broadway		Frankfort	KY	40601
Mr.	Mr.	Jonathan	Steiner		Executive Director/CEO	Kentucky League of Cities, Inc.	101 Burch Court		Frankfort	KY	40601
Mr.	Mr.	Jamie	Fiepke		President/CEO	Kentucky Trucking Association	100 East Vine Street, Ste. 800		Lexington	KY	40507
Mr.	Mr.	Leonard	Peters		Secretary	Kentucky Energy and Environmental Cabinet	617 Shelby Street		Frankfort	KY	40601
Mr.	Mr.	Donald S.	Dott	Jr.	Director	Kentucky State Nature Preserves Commission	Capital Plaza Tower, 5th Floor	500 Mero Street	Frankfort	KY	40601
Ms.	Ms.	Vickie	Bourne		Executive Director	Kentucky Office of Transportation Delivery	801 Teton Trail		Frankfort	KY	40601
Mr.	Mr.	Beecher	Hudson		CEO	Kentucky Public Transit Association	Transportation Office Building, 3rd Floor	200 Mero Street	Frankfort	KY	40622
Ms.	Ms.	Hank	Phillips		President/CEO	Kentucky Travel Industry Association	1134 S. Preston St		Louisville	KY	40203
Mr.	Mr.	Bob	Stewart		Secretary	Tourism, Arts and Heritage Cabinet	931 East Main Street		Frankfort	KY	40601
Mr.	Mr.	Thomas O.	Zawacki		Secretary	Kentucky Education and Workforce Development Cabinet	Capital Plaza Tower, 24th Floor	500 Mero Street	Frankfort	KY	40601
Mr.	Mr.	Jim	Aldrich		Director of Stream & Wetland Restoration	The Nature Conservancy - Kentucky Chapter	Capital Plaza Tower, 3rd Floor	500 Mero Street	Frankfort	KY	40601
Mr.	Mr.	Paul	Bergmann		Executive Director	Scenic Kentucky	114 Woodland Avenue		Lexington	KY	40502
Mr.	Mr.	Christopher	Militscher		Chief of NEPA Program Office	Office of Environmental Accountability		P. O. Box 23317	Louisville	KY	40223-0317
Ms.	Ms.	Judy	Lyons		Chapter Chair	Sierra Club		61 Forsyth Street, SW	Atlanta	GA	30303
Ms.	Ms.	Karen	Woodrich		State Conservationist	U.S. Dept. of Agriculture, Natural Resources Conservation Service	P.O. Box. 1368		Lexington	KY	40588-1368
Dr.	Dr.	Pamela	Roshell		Regional Director	U.S. Dept. of Health & Human Serv., Region IV, Atlanta Federal Center	771 Corporate Drive, Suite 210		Lexington	KY	40503
Mr.	Mr.	Lee	Andrews		Field Supervisor	U.S. Fish & Wildlife Service, Kentucky Ecological Services Field Section	61 Forsyth Street		Atlanta	GA	30303-8909
Mr.	Mr.	Eric	Washburn		Bridge Administrator	United States Coast Guard, Eighth District Western Rivers Bridge Branch	330 W. Broadway, Room 265		Frankfort	KY	40601
The Hon	Senator	Rand	Paul		United States Senator	United States Senate	1222 Spruce Street, Suite 2.102D		St. Louis	MO	63103
The Hon	Senator	Mitch	McConnell		United States Senator	United States Senate	167 Russell Senate Office Building		Washington	DC	20510
Ms.	Ms.	Yvette	Taylor		Regional Administrator	Federal Transit Administration, Region IV	317 Russell Senate Office Building		Washington	DC	20510
Ms.	Ms.	Linda	Murphy		Deputy District Engineer	U. S. Army Corps of Engineers, Louisville District	230 Peachtree, NW, Suite 1400		Atlanta	GA	30303
The Hon	Congres	John	Yarmouth		United States Representative - District 3	U. S. House of Representatives	P.O. Box. 59		Louisville	KY	40201
Mr.	Mr.	Christopher	Taylor		Field Office Director	U.S. Department of Housing & Urban Development, KY Louisville Field Office	403 Cannon House Office Building		Washington	DC	20515
Ms.	Ms.	Pamela	Rice		Kentucky Division Administrator	Federal Motor Carrier Safety Administration	601 West Broadway, Room 110		Louisville	KY	40202
Mr.	Mr.	A.F. "Bud"	Mirus		Executive Consultant	Kentucky Household Goods Carrier Association Inc.	330 West Broadway Room 124		Frankfort	KY	40601
							5310 St. Gabriel Lane		Louisville	KY	40291

Mr.	Mr.	David	Hall		KY Liason	CSX Transportation							
The Hor	Mr.	Kevin	Orr		Mayor	City of Bellewood	11492 Bluegrass Parkway			Louisville	KY	40299	
Ms.	Ms.	Karen	Koch		Commissioner	City of Bellewood	3911 Leland Rd.			Louisville	KY	40207-2005	
Mr.	Mr.	Wayne	Rudloff		Commissioner	City of Bellewood	3912 Elmwood Ave.			Louisville	KY	40207-2702	
Ms.	Ms.	Susan	Judge		City Clerk	City of Brownsboro Village	3907 Brookfield Ave.			Louisville	KY	40207-2002	
Ms.	Ms.	Carol	McCarty		Commissioner	City of Brownsboro Village	411 Lotus Way			Louisville	KY	40207-1910	
Mr.	Mr.	Brian	Willis		Commissioner	City of Brownsboro Village	400 Lotus Way			Louisville	KY	40207-1911	
Mr.	Mr.	Gregory	May		Commissioner	City of Brownsboro Village	406 Chenoweth Lane			Louisville	KY	40207-2014	
Mr.	Mr.	Brian	Shanks		Treasurer	City of Brownsboro Village	314 Lotus Way			Louisville	KY	40207	
The Hor	Mr.	Mark	Joyce		Mayor	City of Brownsboro Village	416 Lotus Way			Louisville	KY	40207	
Mr.	Mr.	Charles	Jobson		City Attorney	City of Druid Hills	300 Sprite Way			Louisville	KY	40207-1919	
Ms.	Ms.	Caroline	Westfall		City Clerk	City of Druid Hills	3917 Druid Hills Road			Louisville	KY	40207-2017	
Mr.	Mr.	Chase	Kirkwood		Commissioner	City of Druid Hills	401 Chenoweth Lane			Louisville	KY	40207-2013	
Mr.	Mr.	David	Westfall		Commissioner	City of Druid Hills	3908 Olympic Avenue			Louisville	KY	40207-2031	
Mr.	Mr.	Bruce	Barbour		Commissioner	City of Druid Hills	401 Chenoweth Lane			Louisville	KY	40207-2013	
Ms.	Ms.	Catherine	Davidson		Commissioner	City of Druid Hills	3906 Brownsboro Road			Louisville	KY	40207-1824	
Mr.	Mr.	Jack	Kirchgeßner		City Treasurer	City of Druid Hills	4006 Elfin Avenue			Louisville	KY	40207	
The Hor	Mr.	Ben	Franklin		Mayor	City of Druid Hills	3931 Druid Hills Road			Louisville	KY	40207-2017	
Mr.	Mr.	Foster	Haunz		City Attorney	City of Indian Hills	4006 Druid Hills Road			Louisville	KY	40207-2020	
Ms.	Ms.	Robin	Roberts		City Treasurer	City of Indian Hills	401 West Main Street, Suite 2016			Louisville	KY	40202-2928	
Mr.	Mr.	Lyle	Spalding		Council Member	City of Indian Hills	7509 Pine Knoll Circle			Prospect	KY	40059	
Mr.	Mr.	Joel	Deming		Council Member	City of Indian Hills	5409 Apache Road			Louisville	KY	40207-1611	
Mr.	Mr.	Lee	Garlove		Council Member	City of Indian Hills	2208 Merrick Road			Louisville	KY	40207-1253	
Mr.	Mr.	Stephen	Gruebbel		Council Member	City of Indian Hills	2008 Indian Chute			Louisville	KY	40207-1185	
Mr.	Mr.	David	Kraft		Council Member	City of Indian Hills	2107 Rudy Lane			Louisville	KY	40207-1205	
Ms.	Ms.	Abby	Jackson		Council Member	City of Indian Hills	4320 Commanche Trail			Louisville	KY	40207-1655	
Mr.	Mr.	Frank	Doheny	Jr.	Council Member	City of Indian Hills	2304 Merrick Road			Louisville	KY	40207-1255	
Mr.	Mr.	Bruce	Madison		Council Member	City of Indian Hills	143 Westwind Road			Louisville	KY	40207-1545	
Mr.	Mr.	Chip	Hancock		Council Member	City of Indian Hills	137 Sagamore Road			Louisville	KY	40207-1522	
The Hor	Mr.	Thomas	Eifler	Sr.	Mayor	City of Indian Hills	160 Westwind Road			Louisville	KY	40207-1545	
Mr.	Mr.	Kelly	Spratt		Police Chief	City of Indian Hills	4702 Old Brownsboro Court			Louisville	KY	40207-1800	
Mr.	Mr.	J. Matthew	Carey		City Attorney	City of Maryhill Estates	3738 River Road			Louisville	KY	40207-1055	
Ms.	Ms.	Angela	Gibson		Commissioner	City of Maryhill Estates	401 West Main Street			Louisville	KY	40202-2948	
Mr.	Mr.	William	Hambleton		Commissioner	City of Maryhill Estates	608 Fatima Lane			Louisville	KY	40207	
Ms.	Ms.	Anne	O'Connor		Commissioner	City of Maryhill Estates	4101 Crestview Road			Louisville	KY	40207	
Mr.	Mr.	Terrence	Madden		Commissioner	City of Maryhill Estates	607 Maryhill Lance			Louisville	KY	40207-2119	
Mr.	Mr.	Chris	Allen		City Treasurer	City of Maryhill Estates	614 Fatima Lane			Louisville	KY	40207-2116	
The Hor	Mr.	John	Gutermuth		Mayor	City of Maryhill Estates	607 Fatima Lane			Louisville	KY	40207-2115	
Mr.	Mr.	Foster	Haunz		City Attorney	City of St. Matthews	4205 Mary Knoll Lane			Louisville	KY	40207-2117	
Ms.	Ms.	Susan	Clark		City Clerk	City of St. Matthews	401 West Main Street, Suite 2016			Louisville	KY	40202-2928	
Mr.	Mr.	Frank	Flynn		Council Member	City of St. Matthews	P.O. Box 7097			Louisville	KY	40257-0097	
Mr.	Mr.	Patrick	Wissing		Council Member	City of St. Matthews	3609 Graham Road			Louisville	KY	40207-4324	
Mr.	Mr.	Tim	Holland		Council Member	City of St. Matthews	3705 Hycliffe Road			Louisville	KY	40207-3660	
Mr.	Mr.	Bernard	Bowling	Jr.	Council Member	City of St. Matthews	3535 Graham Road			Louisville	KY	40207	
Mr.	Mr.	Stuart	Monohan		Council Member	City of St. Matthews	3814 Hycliffe Avenue			Louisville	KY	40207	
Ms.	Ms.	Martha	Schade		Council Member	City of St. Matthews	4034 Leland Road			Louisville	KY	40207-2008	
Ms.	Ms.	Mary Jo	Nay		Council Member	City of St. Matthews	1002 Round Table Court			Louisville	KY	40207-4422	
Mr.	Mr.	Tony	Weiter		Council Member	City of St. Matthews	430 Virginia Avenue			Louisville	KY	40207-4722	
The Hor	Mr.	Richard	Tonini		Mayor	City of St. Matthews	4022 Brownlee Road			Louisville	KY	40207-4532	
Mr.	Mr.	Norm	Mayer		Police Chief	City of St. Matthews	3608 Saint Germaine Court			Louisville	KY	40207-3722	
Mr.	Mr.	Michael	Chesser		Executive Director	City of St. Matthews	P.O. Box 7097			Louisville	KY	40257-0097	
Mr.	Mr.	William	Seng		Chief	St. Matthews Fire Department	3940 Grandview Ave			Louisville	KY	40207	
Mr.	Mr.	David	Jones	Jr.	School Board Member	Jefferson County Public Schools	4400 Brownsboro Road			Louisville	KY	40207	
Mr.	Mr.	Bill	Hollander		Council Member	Louisville Metro Council	1012 Alta Circle			Louisville	KY	40205	
Ms.	Ms.	Angela	Leet		Council Member	Louisville Metro Council	601 W. Jefferson Street			Louisville	KY	40202	
Mr.	Mr.	John	Singler		City Attorney	City of Rolling Fields	601 W. Jefferson Street			Louisville	KY	40202	
Mr.	Mr.	Barker	Price		City Clerk	City of Rolling Fields	209 Old Harrods Creek Road, Suite 100			Louisville	KY	40223	
Ms.	Ms.	Carolyn	Wetterer		Commissioner	City of Rolling Fields	3729 Fairway Lane			Louisville	KY	40207-1414	
Mr.	Mr.	Daniel	Tafel		Commissioner	City of Rolling Fields	508 Club Lane			Louisville	KY	40207-1407	
Ms.	Ms.	Beth	Moffett		Commissioner	City of Rolling Fields	3704 Fairway Lane			Louisville	KY	40207-1415	
Mr.	Mr.	W. David	Dunn	Jr.	Commissioner	City of Rolling Fields	3705 Fairway Lane			Louisville	KY	40242-1414	
Ms.	Ms.	Joanna	Nugent		City Treasurer	City of Rolling Fields	512 Tiffany Lane			Louisville	KY	40207-1426	
The Hor	Mr.	William	Conway		Mayor	City of Rolling Fields	503 Rolling Lane			Louisville	KY	40207-1421	
							425 Club Lane			Louisville	KY	40207-1801	

Mr.	Mr.	Jack	Richards		Principal	Holy Trinity Parish School	423 Cherrywood Road		Louisville	KY	40207-2103
Ms.	Ms.	Penny	Deatrick		Principal	Chenoweth Elementary School	3622 Brownsboro Road		Louisville	KY	40207
Mr.	Mr.	Dan	Zoeller		Principal	Trinity High School	4011 Shelbyville Road		Louisville	KY	40207
Ms.	Ms.	Lisa	Warner		Director	Second Presbyterian School	3701 Old Brownsboro Rd.		Louisville	KY	40207-1890
Ms.	Ms.	Debbie	Fox		Director of Emergency Services	Metro Louisville EMS	514 West Liberty Street		Louisville	KY	40202
The Hon	Senator	Ernie	Harris		Kentucky State Senator, 26th District	Kentucky State Legislature	P.O. Box 1073		Crestwood	KY	40014
The Hon	Represe	Tom	Riner		Kentucky State Representative, 41st District	Kentucky State Legislature	1143 E Broadway		Louisville	KY	40204
The Hon	Represe	Darryl	Owens		Kentucky State Representative, 43rd District	Kentucky State Legislature	1018 S 4th Street, Ste 100		Louisville	KY	40203
Mr.	Mr.	Richard	Caple		Transportation Director	Jefferson County Public Schools	3001 Crittenden Drive		Louisville	KY	40209
Ms.	Ms.	Vanessa	Burns		Director	Louisville Metro Public Works	444 South 5th Street		Louisville	KY	40202
Mr.	Mr.	John	Johnson		Executive Director	Kentucky Commission on Human Rights	332 West Broadway, Suite 1400		Louisville	KY	40202

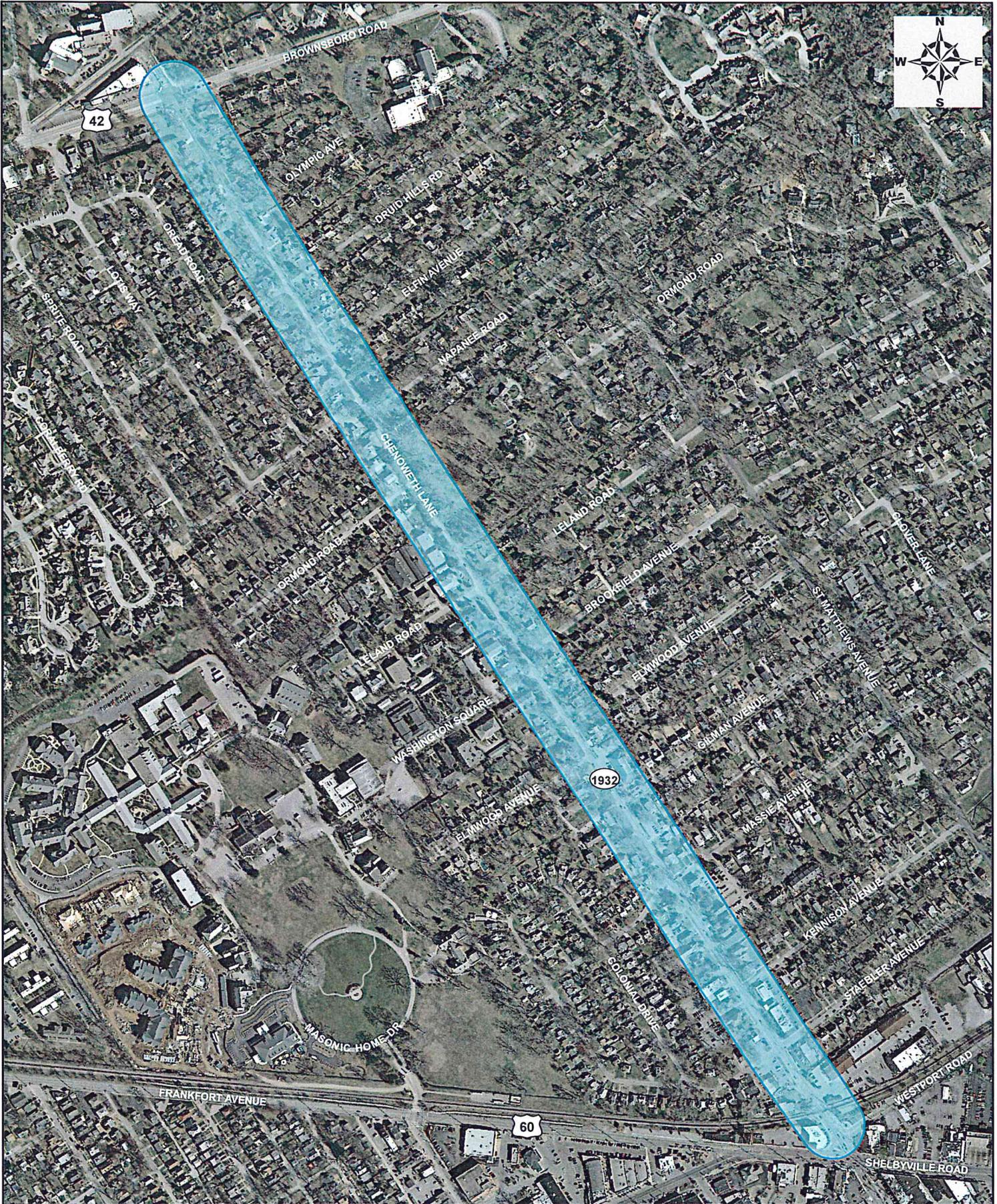
Send via email:

KYTC CO - Executive Director, Office of Project Development
 KYTC CO - Director, Division of Planning
 KYTC CO - Director, Division of Structural Design
 KYTC CO - Director, Division of Highway Design
 KYTC CO - Director, Division of Environmental Analysis
 KYTC CO - Director, Division of Construction
 KYTC CO - Director, Division of Traffic Operations
 KYTC CO - Branch Manager, Geotech Branch (Division of Structural Design)
 KYTC CO - Branch Manager, Strategic Planning (Division of Planning)
 KYTC CO - Branch Manager, Permits Branch (Division of Maintenance)
 FHWA: Division Administrator, KY Division
 FHWA: Project Delivery-Team Leader, KY Division

Gary Valentine
 John Moore
 Mark Hite
 William Gulick
 David Waldner
 Ryan Griffith
 Jeff Wolfe
 Bart Asher
 Steve Ross
 Greg Preece
 Thomas L. Nelso
 John Ballantyne

District 5
 KYTC CO Planning Liaison for Dist 5
 KYTC D5 Chief District Engineer
 KYTC D5 Project Development Branch Manager
 KYTC D5 Planning Supervisor
 KYTC D5 Planning
 KYTC D5 Environmental

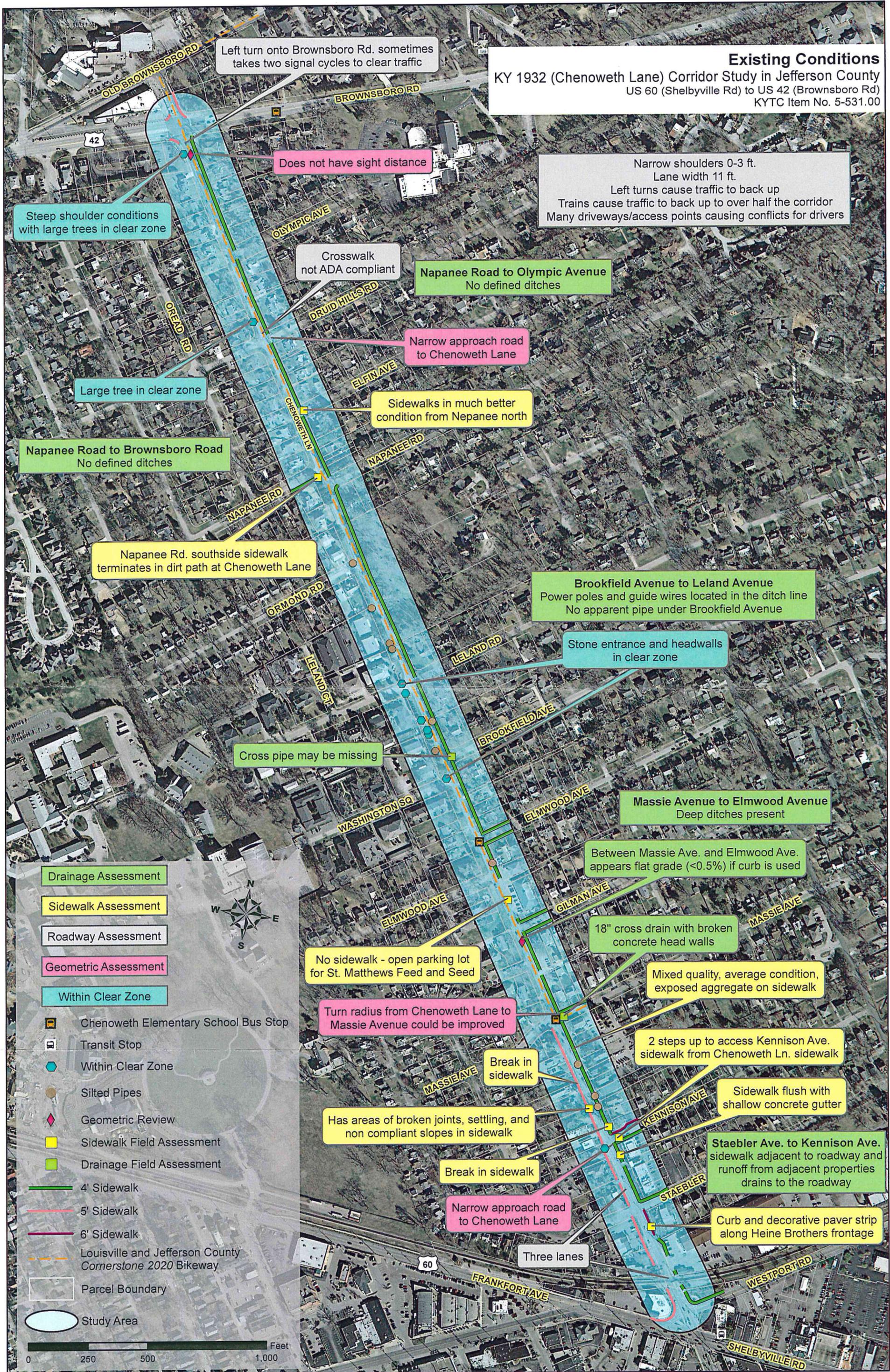
Mikael Pelfrey
 Matt Bullock
 Travis Thompsor
 Thomas Hall
 Judi Hickerson
 Susan Oatman



 Study Area

Study Area
 KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
 US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 KYTC Item No. 5-531.00

Existing Conditions
 KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
 US 60 (Shelbyville Rd) to US 42 (Brownsboro Rd)
 KYTC Item No. 5-531.00



Left turn onto Brownsboro Rd. sometimes takes two signal cycles to clear traffic

Does not have sight distance

Narrow shoulders 0-3 ft.
 Lane width 11 ft.
 Left turns cause traffic to back up
 Trains cause traffic to back up to over half the corridor
 Many driveways/access points causing conflicts for drivers

Steep shoulder conditions with large trees in clear zone

Crosswalk not ADA compliant

Napanee Road to Olympic Avenue
 No defined ditches

Large tree in clear zone

Narrow approach road to Chenoweth Lane

Sidewalks in much better condition from Napanee north

Napanee Road to Brownsboro Road
 No defined ditches

Napanee Rd. southside sidewalk terminates in dirt path at Chenoweth Lane

Sidewalks in much better condition from Napanee north

Brookfield Avenue to Leland Avenue
 Power poles and guide wires located in the ditch line
 No apparent pipe under Brookfield Avenue

Stone entrance and headwalls in clear zone

Cross pipe may be missing

Massie Avenue to Elmwood Avenue
 Deep ditches present

Between Massie Ave. and Elmwood Ave.
 appears flat grade (<0.5%) if curb is used

Drainage Assessment

Sidewalk Assessment

Roadway Assessment

Geometric Assessment

Within Clear Zone



Chenoweth Elementary School Bus Stop

Transit Stop

Within Clear Zone

Silted Pipes

Geometric Review

Sidewalk Field Assessment

Drainage Field Assessment

4' Sidewalk

5' Sidewalk

6' Sidewalk

Louisville and Jefferson County Cornerstone 2020 Bikeway

Parcel Boundary

Study Area

No sidewalk - open parking lot for St. Matthews Feed and Seed

Turn radius from Chenoweth Lane to Massie Avenue could be improved

Break in sidewalk

18" cross drain with broken concrete head walls

Mixed quality, average condition, exposed aggregate on sidewalk

2 steps up to access Kennison Ave. sidewalk from Chenoweth Ln. sidewalk

Has areas of broken joints, settling, and non compliant slopes in sidewalk

Sidewalk flush with shallow concrete gutter

Break in sidewalk

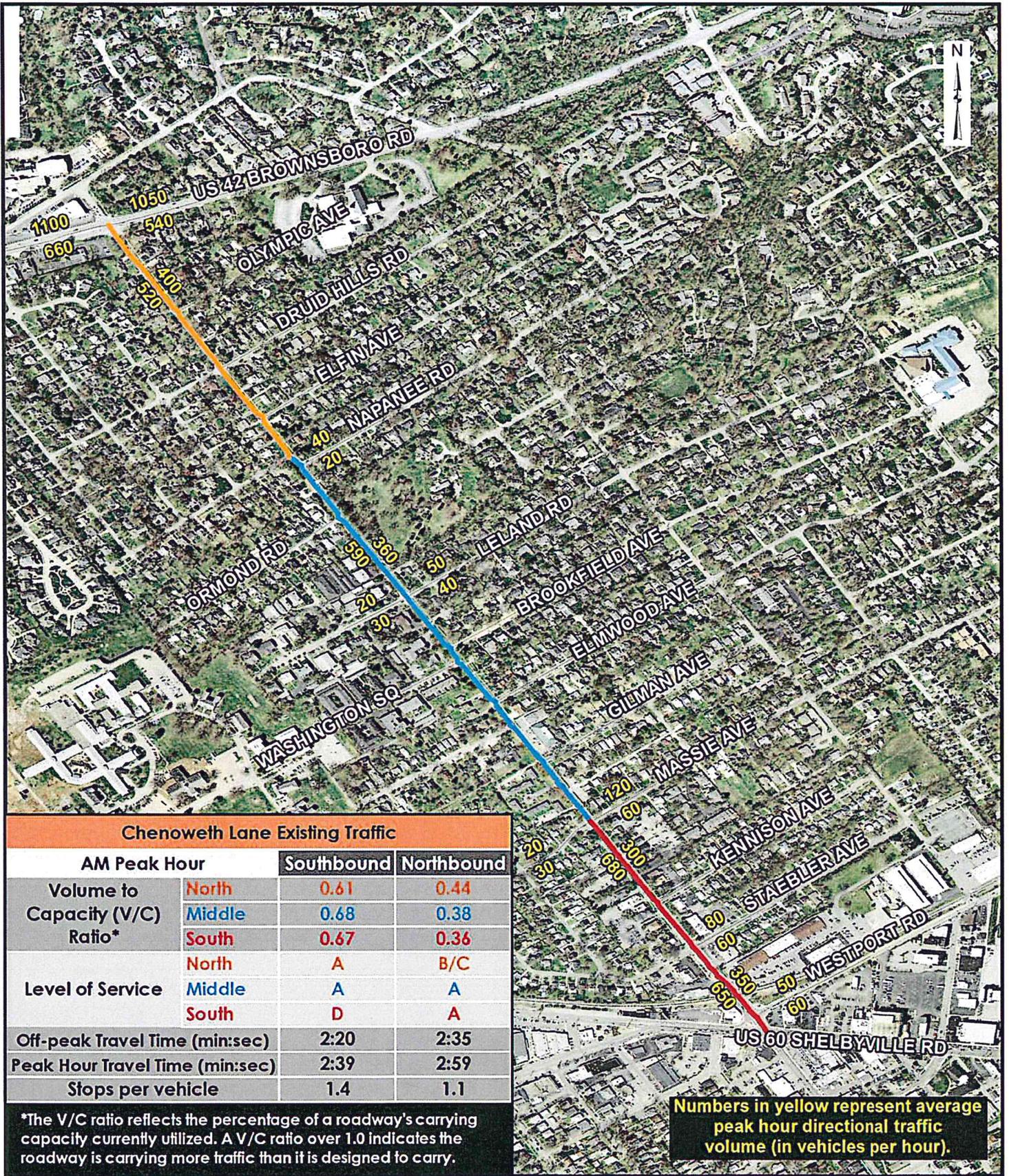
Staebler Ave. to Kennison Ave. sidewalk adjacent to roadway and runoff from adjacent properties drains to the roadway

Narrow approach road to Chenoweth Lane

Curb and decorative paver strip along Heine Brothers frontage

Three lanes



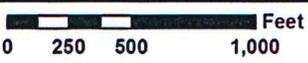
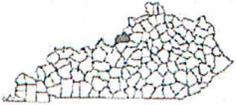


Chenoweth Lane Existing Traffic

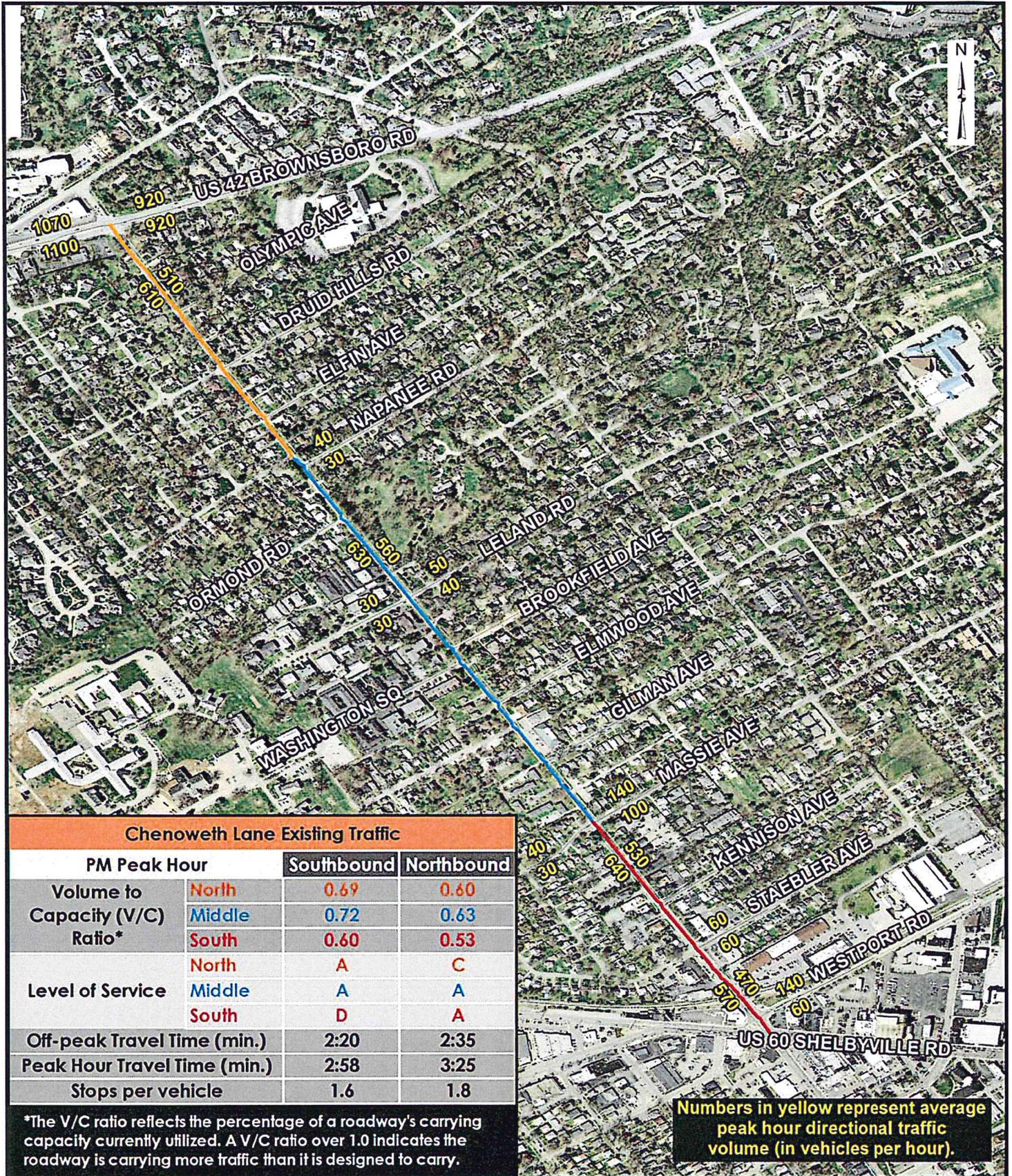
AM Peak Hour		Southbound	Northbound
Volume to Capacity (V/C) Ratio*	North	0.61	0.44
	Middle	0.68	0.38
	South	0.67	0.36
Level of Service	North	A	B/C
	Middle	A	A
	South	D	A
Off-peak Travel Time (min:sec)		2:20	2:35
Peak Hour Travel Time (min:sec)		2:39	2:59
Stops per vehicle		1.4	1.1

*The V/C ratio reflects the percentage of a roadway's carrying capacity currently utilized. A V/C ratio over 1.0 indicates the roadway is carrying more traffic than it is designed to carry.

Numbers in yellow represent average peak hour directional traffic volume (in vehicles per hour).



AM Existing Traffic
 KY 1932 (Chenoweth Lane) Corridor Study
 From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 Jefferson County

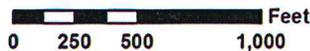


Chenoweth Lane Existing Traffic

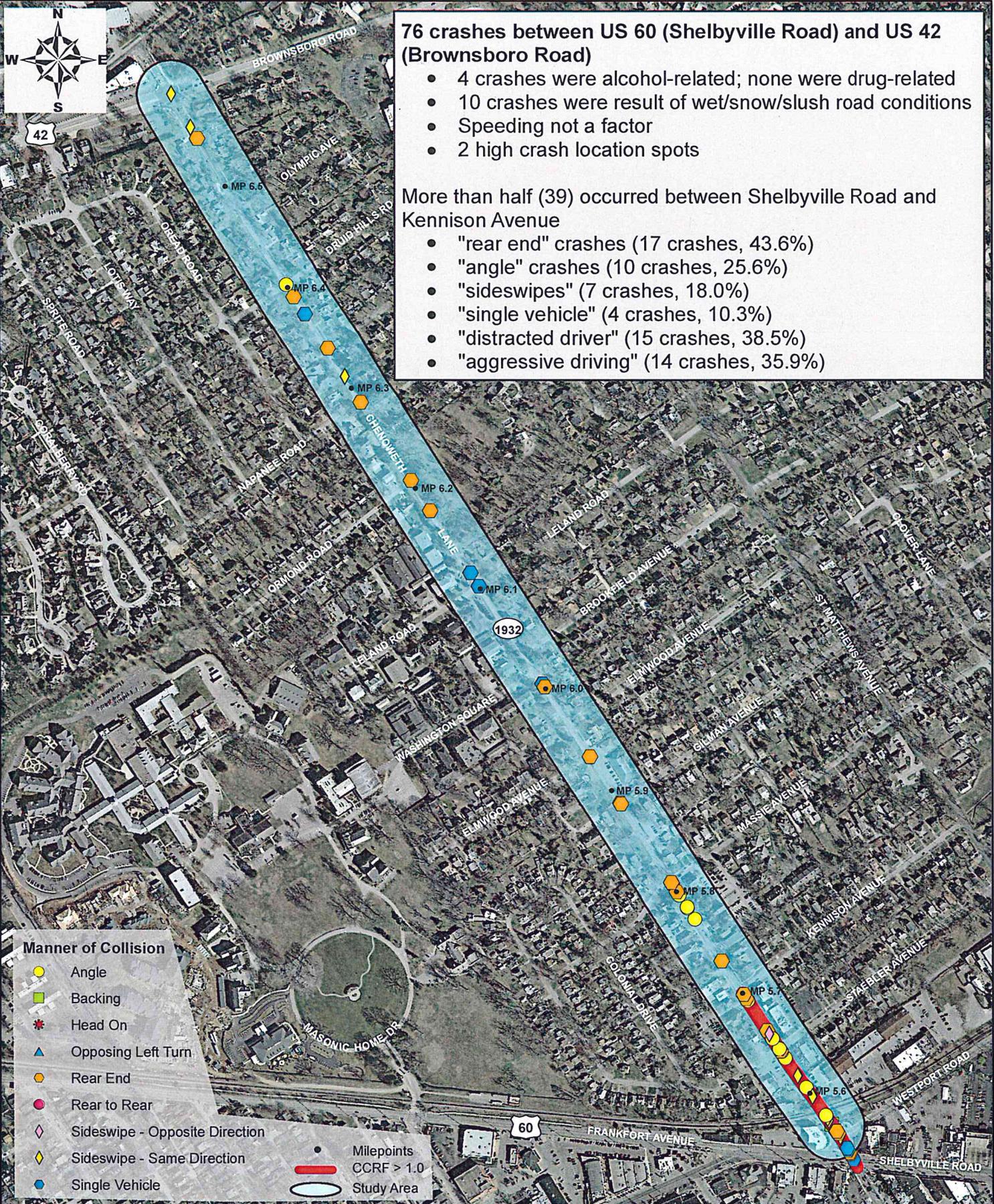
PM Peak Hour		Southbound	Northbound
Volume to Capacity (V/C) Ratio*	North	0.69	0.60
	Middle	0.72	0.63
	South	0.60	0.53
Level of Service	North	A	C
	Middle	A	A
	South	D	A
Off-peak Travel Time (min.)		2:20	2:35
Peak Hour Travel Time (min.)		2:58	3:25
Stops per vehicle		1.6	1.8

*The V/C ratio reflects the percentage of a roadway's carrying capacity currently utilized. A V/C ratio over 1.0 indicates the roadway is carrying more traffic than it is designed to carry.

Numbers in yellow represent average peak hour directional traffic volume (in vehicles per hour).



PM Existing Traffic
 KY 1932 (Chenoweth Lane) Corridor Study
 From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 Jefferson County



76 crashes between US 60 (Shelbyville Road) and US 42 (Brownsboro Road)

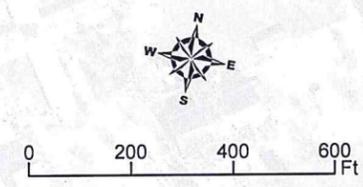
- 4 crashes were alcohol-related; none were drug-related
- 10 crashes were result of wet/snow/slush road conditions
- Speeding not a factor
- 2 high crash location spots

More than half (39) occurred between Shelbyville Road and Kennison Avenue

- "rear end" crashes (17 crashes, 43.6%)
- "angle" crashes (10 crashes, 25.6%)
- "sideswipes" (7 crashes, 18.0%)
- "single vehicle" (4 crashes, 10.3%)
- "distracted driver" (15 crashes, 38.5%)
- "aggressive driving" (14 crashes, 35.9%)

Environmental Overview

KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
 US 60 (Shelbyville Rd) to US 42 (Brownsboro Rd)
 KYTC Item No.: 5-531.00



- Corridor Study Area
- ▲ Potential HAZMAT/ Underground Storage Tank
- The Entire corridor has High Karst Potential, this Depression has been noted from previous topography.
- Threatened and Endangered Species**
- Tree considered suitable for Indiana Bat and Northern Long-Eared Bat Summer Habitat
- Suitable for Forest Dwelling Bat Habitat
- Potential Running Buffalo Clover Habitat
- National Register of Historic Places (NRHP) Eligibility**
- NRHP Listed Property
- NRHP Listed - Recommended Boundary Expansion
- NRHP Eligible
- Historic District Contributing
- Historic District Contributing Potentially Individually Eligible
- Potentially Eligible NRHP District

Responses From Resource Agencies



KENTUCKY STATE NATURE PRESERVES COMMISSION

Matthew G. Bevin
Governor

801 Teton Trail
Frankfort, Kentucky 40601-1132
Phone (502) 573-2886
Fax (502) 573-2355
<http://naturepreserves.ky.gov>

Charles G. Snaveley
Secretary
Energy and Environment
Cabinet

Donald S. Dott, Jr.
Director

December 22, 2015

Mikael Pelfrey, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, KY 40622

RE: KY 1932 Chenoweth Lane Corridor Study from US 60 to US 42 Jefferson County
KYTC Item No. 5-531.00

Thank you for the opportunity to comment on the proposed project. After a review of our natural heritage database, we have determined that there are several issues that require consideration.

Orconectes jeffersoni (Louisville crayfish, KSNPC endangered, USFWS Species of Management Concern) occurs in several locations within two miles of this project, in tributaries to both Muddy Fork and Middle Fork of Beargrass Creek, and in Muddy Fork of Beargrass Creek. This species is globally ranked as critically imperiled because it is endemic to several drainages in urban areas of Jefferson, Bullitt and Oldham counties, Kentucky. We recommend that impacted streams be thoroughly surveyed by a qualified biologist prior to any in-stream disturbance.

Kirtland's snake (*Clonophis kirtlandii*, KSNPC Threatened, federal species of management concern) is known from several locations between two and three miles of the project. This species formerly inhabited many of the moist, grassy meadows and margins of wetlands in the southern and western portions of Jefferson County. Today the species persists in relict populations in minimally to moderately disturbed areas, mostly along stream drainages, but also in higher spots relatively far from streams. These snakes are regularly encountered in residential areas, mostly in grassy strips in floodplains, vacant lots, and similar sites where they find refuge beneath debris and in crayfish burrows. Disturbance, most notably heavy construction, in these habitats can impact the species.

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DEC 28 2015

Div. of Planning

An Equal Opportunity Employer M/F/D

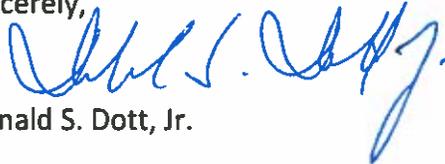


Trifolium stoloniferum (Running buffalo clover, federally endangered, KSNPC threatened) is known to occur from several locations between two and three miles of the project area. This plant grows in mesic soils that receive filtered light. If suitable habitat is to be disturbed, a thorough search should be conducted by a qualified biologist in the months of May through July. The optimal time to search is in May, during its flowering period.

Myotis sodalis (Indiana myotis, federally listed endangered, KSNPC endangered) and *Myotis grisescens* (Gray myotis, federally listed endangered, KSNPC threatened) have both been recorded as a maternity mist-net records within three and four miles of the project, respectively. Also, *Nycticeius humeralis* (Evening Bat, KSNPC special concern) has been recorded in this search area.

Please feel free to contact me if you have any questions or if you need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Donald S. Dott, Jr.", written in a cursive style.

Donald S. Dott, Jr.

From The Desk Of



BUD MIRUS

December 5, 2015

Mr. John W. Moore, P.E.
Director
Division Of Planning, KYTC

Dear Mr. Moore:

In reply to your letter of November 23, 2015,
subject "Chenoweth Lane Project".

Please be advised that as of January 1, 2010
I resigned my position as a consultant for
KHGCA. Therefore, I cannot be of any assistance t
you on the referenced project.

Albert F. Mirus Sr
ALBERT F. MIRUS, SR.

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Div. of Planning



STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

BOB STEWART
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG A. POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

December 21, 2015

John W. Moore, P.E., Director
Division of Planning,
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor West
Frankfort, KY 40622

**Re: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Rd.) to US 42 (Brownsboro Rd.)
Jefferson County
KYTC Item No. 5-531.00**

Dear Mr. Moore:

Thank you for submitting the letter and planning documents for the above-listed proposed project, which we received on December 7, 2015. We understand that you would like preliminary comment on the planning study as part of your NEPA compliance process to determine the need and potential impacts for the proposed road project. We are indeed concerned that the proposed undertaking will have impacts to historic resources, though the specific properties and the full scope and scale of those effects have not yet been determined. We understand that documentation regarding these resources and assessments of effects will be coordinated with our office as part of the Section 106 consultation process under the National Historic Preservation Act. We look forward to receiving that additional information and further coordination. If you have any questions please contact Amanda Kincaid of my staff at (502)564.7005 ext. 147.

Sincerely,

Craig A. Potts,
Executive Director and
State Historic Preservation Officer

CP: ak 45671
cc: Mikael Pelfrey (KYTC)

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DEC 28 2015

Div. of Planning

Matthew G. Bevin
Governor



Hal Heiner
Secretary
Education and
Workforce Development Cabinet

Stephen L. Pruitt, Ph.D.
Commissioner of Education

KENTUCKY DEPARTMENT OF EDUCATION
Capital Plaza Tower • 500 Mero Street • Frankfort, Kentucky 40601
Phone: (502) 564-4770 • www.education.ky.gov

January 4, 2016

Mr. Mikael Pelfrey
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street 5th Floor
Frankfort, KY 40601

Dear Mr. Pelfrey:

Thank you for the opportunity to review the "KY 1932 (Chenoweth Lane) Corridor Study from US 60 (Shelbyville Road) to US 42 (Brownsboro Road)" for Jefferson County. I forwarded the information to the District Facilities Branch and the Student Tracking and Transportation Branch here at the Kentucky Department of Education (KDE) for their review and input. Staff reported there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes. However, it is the recommendation of KDE staff that the Transportation Cabinet contact the Jefferson County School District directly to solicit feedback from school district officials who have a better knowledge of how this project could impact schools in the affected area. The contact information is:

Superintendent Donna M. Hargens
Jefferson County School District
3332 Newburg Road
P.O. Box 34020
Louisville, KY 40232
(502) 485-3011

If you have any questions concerning school facilities or school bus transportation in general, please contact Donna Duncan, KDE Director, Division of District Support, at donna.duncan@education.ky.gov or (502) 564-3930, ext. 4433.

Sincerely,

A handwritten signature in blue ink that reads "Stephen L. Pruitt".

Stephen L. Pruitt, Ph.D.
Commissioner of Education

RECEIVED

JAN 07 2016

Div. of Planning

cc: Hal Heiner, Secretary, Education and Workforce Development Cabinet
John W. Moore, Director, Transportation Cabinet



**ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR NATURAL RESOURCES**

Steven L. Beshear
Governor

2 Hudson Hollow
Frankfort, Kentucky 40601
Phone (502) 564-6940
Fax (502) 564-5698
www.eec.ky.gov
www.dnr.ky.gov

Leonard K. Peters
Secretary

Sandy Gruzesky
Acting Commissioner

December 1, 2015

Attn: Mikael Pelfrey, PE
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

RE: Study Corridor
Jefferson County
US 60 to US 42 Corridor

Comments about Proposed Study Corridor:

- No mining operations are located within the study area.
- No acid mine drainage occurs within the proposed study area due to past mining operations.
- Wetland areas and endangered species may be a concern along the corridor.
- Several water wells and utility lines exist along the study area involved.
- The attached map shows all facilities within the project area.

Sincerely,



Wes Jones – Director

#2 Hudson Hollow Complex
Frankfort, Kentucky 40601

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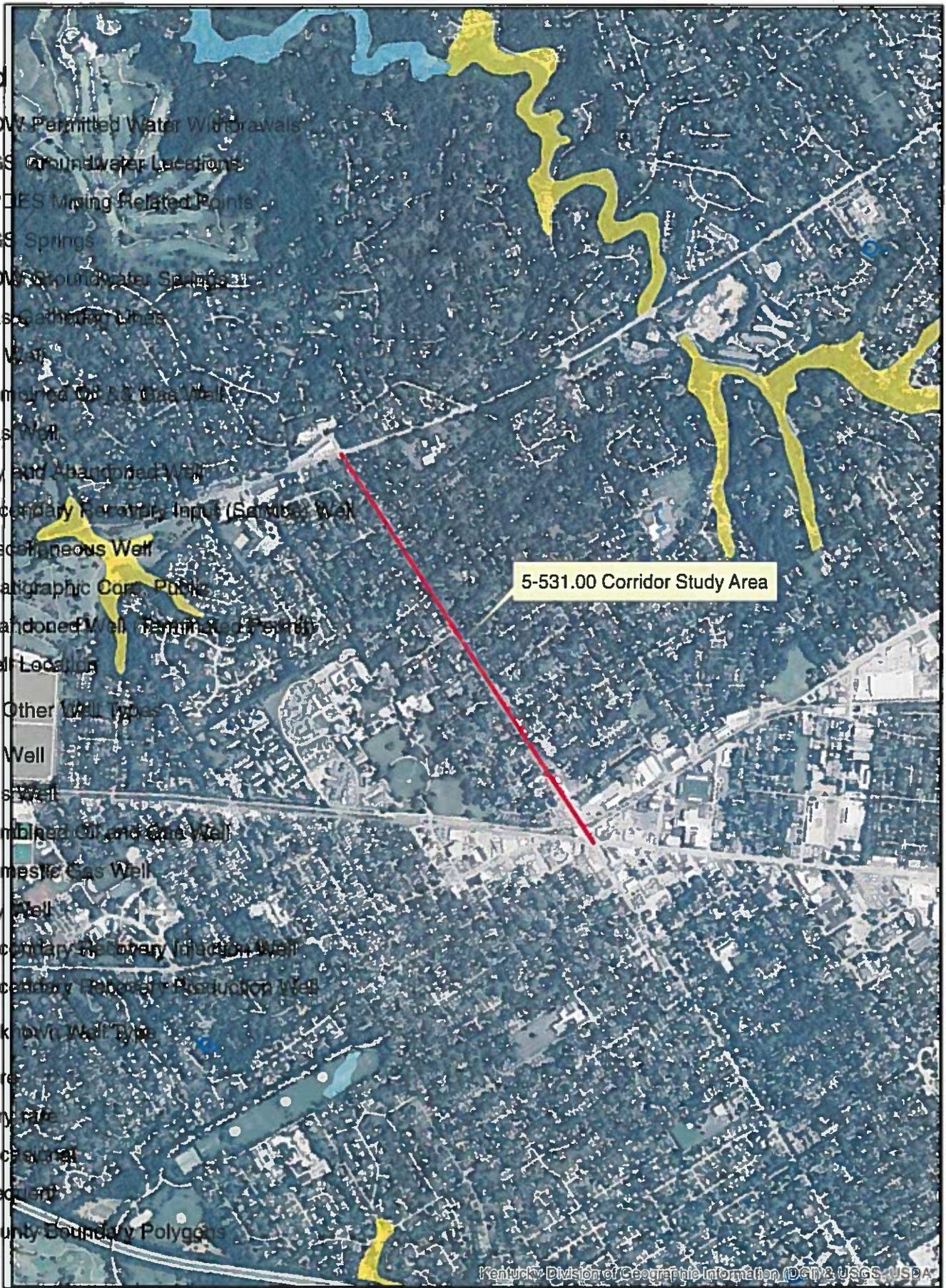
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Div. of Planning

5-531.00 Jefferson County Corridor

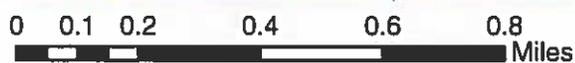
Legend

- ▲ DOW Permitted Water Withdrawals
- ⊙ KGS Groundwater Locations
- KPDES Mining Related Points
- ⊙ KGS Springs
- ⊙ DOW Groundwater Springs
- Gas gathering Lines
- Oil Well
- ★ Combined Oil & Gas Well
- ⊙ Gas Well
- ⊙ Dry and Abandoned Well
- Secondary Recovery Input (Scribe) Well
- Miscellaneous Well
- ⊙ Stratigraphic Core - Public
- ♂ Abandoned Well - Formerly Operating
- Well Location
- All Other Well Types
- Oil Well
- ⊙ Gas Well
- ★ Combined Oil and Gas Well
- ⊙ Domestic Gas Well
- ⊙ Dry Well
- ★ Secondary Recovery Injection Well
- Secondary Recovery Production Well
- Unknown Well Type
- Rare
- Very rare
- Occasional
- Frequent
- County Boundary Polygons



5-531.00 Corridor Study Area

Kentucky Division of Geographic Information (DGI) & USGS - USA



From: [Zoeller, Dan](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Subject: KY1932 Study
Date: Monday, December 28, 2015 12:45:16 PM

Thank you for the information and proposals concerning Chenoweth Lane.

For Trinity High School's purposes, we'd welcome improvements for our families who travel this way. It might be wise to schedule such work in the summer (June-July) as much as possible as that might lessen the impact on our many families that travel that route and on the work being done there.

Thanks again and best wishes for a great New Year,

Dan Zoeller
Principal
Trinity High School
502.736.2103
Currently reading *Purity* by Jonathan Franzen



To: John Moore, P.E.
KY Transportation Cabinet
Frankfort, Kentucky 40622

December 10, 2015

Re: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
KYTC Item No. 5-531.00

Mr. Moore,

NRCS does not officially do environmental assessments for these types of projects, but only provides information on the soils and/or impact to farmland according to the criteria set forth in 1985 National Food Security Act Manual.

According to the information in your request, the entire project area is within the urban area of the City of Louisville, KY and is on existing right-a-ways or other previously disturbed areas that are considered as converted farmlands and not affecting prime farmland, unique, or statewide important farmlands or any additional prime farmland, unique, or statewide important farmlands.

This office has no additional concerns at this time. If needed, additional information on the soils of Jefferson County, KY is available on-line at USDA's Web Soil Survey for Jefferson County KY

If this office may be of additional assistance, please do not hesitate to contact my office in Maysville, KY or contact the NRCS Service Center in Shelbyville, KY at 1-502-633-3294.



Steve Jacobs

Resource Soil Scientist, NRCS, Maysville, KY.

Email: steve.jacobs@ky.usda.gov

cc: Greta Steverson, NRCS Supervisory Natural Resource Manager, Shelbyville, KY
David Gehring, Area 2 Resource Soil Scientist, Owensboro, KY
Steve Blanford, NRCS State Soil scientist, Lexington, KY

Received 12-10-15



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 23, 2015

Ms. Karen Woodrich
State Conservationist
U.S. Dept. of Agriculture, Natural Resources Conservation Service
771 Corporate Drive, Suite 210
Lexington, KY 40503

Dear Ms. Woodrich:

Subject: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
KYTC Item No. 5-531.00

The Kentucky Transportation Cabinet (KYTC) has assembled a study team to evaluate potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). The study will determine the need and potential impacts, and identify short-term improvements that can be quickly and effectively implemented as well as long-term solutions that seek to address future transportation needs while addressing existing safety and congestion issues along this corridor.

We are requesting your agency's valuable input and comments on this study as part of the KYTC process.

The draft purpose and need of this project is as follows:

The purpose of this project is to improve safety, reduce congestion, and improve mode choice for non-motorists on KY 1932 (Chenoweth Lane) in Jefferson County between US 60 (Shelbyville Road) and US 42 (Brownsboro Road).



The project need derives from the following:

Safety

- 76 crashes (many rear ends) from 2012 to 2014;
- Left and right turns inhibit traffic flow during peak hours both on Chenoweth Lane and cross streets;
- 59 driveways exist between the railroad tracks and US 42 (Brownsboro Rd);
- Sidewalks are not continuous on both sides of the road;
- One mid-block pedestrian crossing;
- Obstructions too close to the roadway; and
- Deep and shallow ditches.

Congestion

- Left and right turns inhibit traffic flow during peak hours; and
- Interruption from trains last 2 – 3.5 minutes each time causing traffic to backup for nearly half the length of the corridor.

Other Considerations

- Lack of bicycle facilities and connectivity to bicycle facilities;
- No transit options along the route; and
- Incomplete sidewalk network and limited pedestrian crosswalks.

During the development of this study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may have contacted you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

The planning study includes a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can potentially minimize negative impacts on alternatives as we move forward. As a part of this study, an environmental overview was developed by subject matter experts. The results of the overview are summarized for your use in an attached exhibit.

The current 2015 Average Daily Traffic volume on KY 1932 is 11,900 vehicles per day; fewer than six percent of these vehicles are trucks. We have also enclosed the following project information for your review and comment:

- Study Area
- Existing Conditions
- AM Existing Traffic
- PM Existing Traffic
- 2012-2014 Crash Data
- Environmental Overview

In particular, we are asking that you provide the following information:

- Comments on the draft purpose and need for the project
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternatives so that the impacts can be minimized, mitigated, or avoided early in the process
- Any mitigation strategies that should be considered during project development

We respectfully ask that you provide us with your comments by December 31, 2015, to ensure timely progress in this planning effort. We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to the following: Mikael Pelfrey, P.E.; Kentucky Transportation Cabinet; Division of Planning; 200 Mero Street, 5th Floor West; Frankfort, KY 40622, mikael.pelfrey@ky.gov.

Please include a return address on such correspondence. Thank you in advance for your response.

Sincerely,

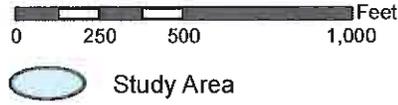
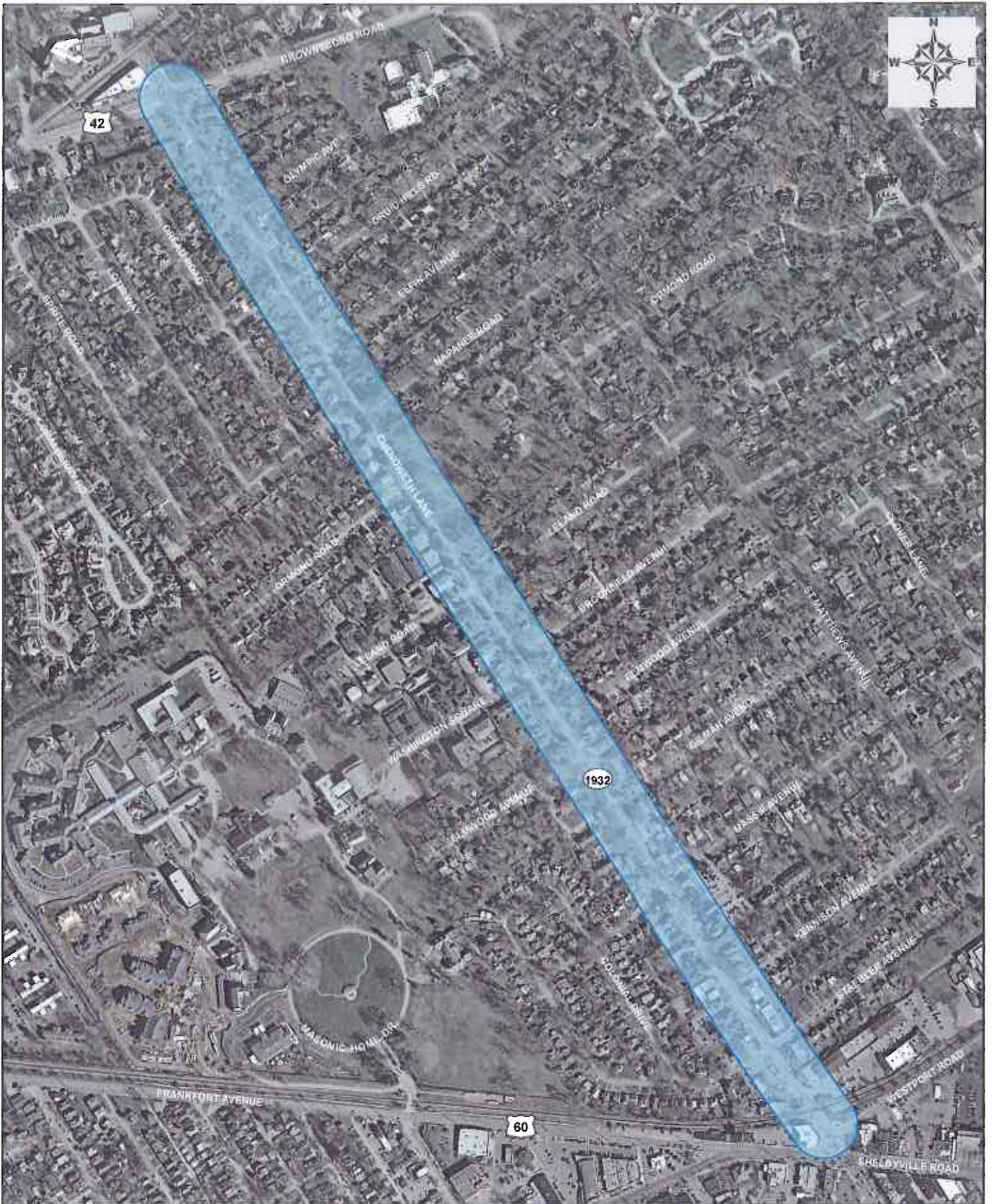


John W. Moore, P.E.
Director
Division of Planning

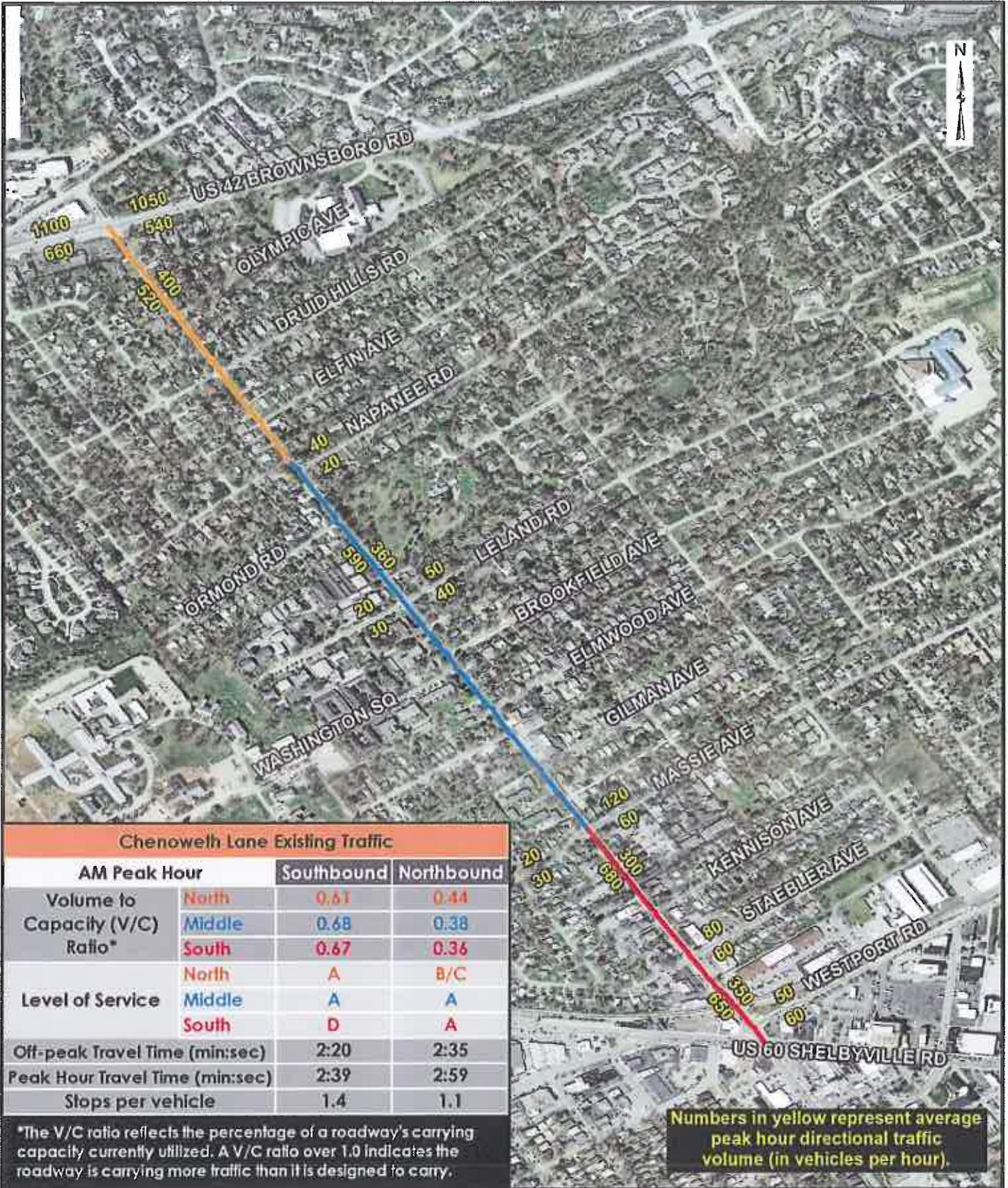
JWM/MP/BC

Enclosures

c: John Ballantyne, FHWA, w/encl
Gary Valentine, w/encl
Matt Bullock, w/encl
Travis Thompson, w /encl
Tom Hall, w/encl
Judi Hickerson, w/encl
Susan Oatman, w/encl
Annette Coffey, Qk4, w/encl



Study Area
 KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
 US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 KYTC Item No. 5-531.00



Chenoweth Lane Existing Traffic

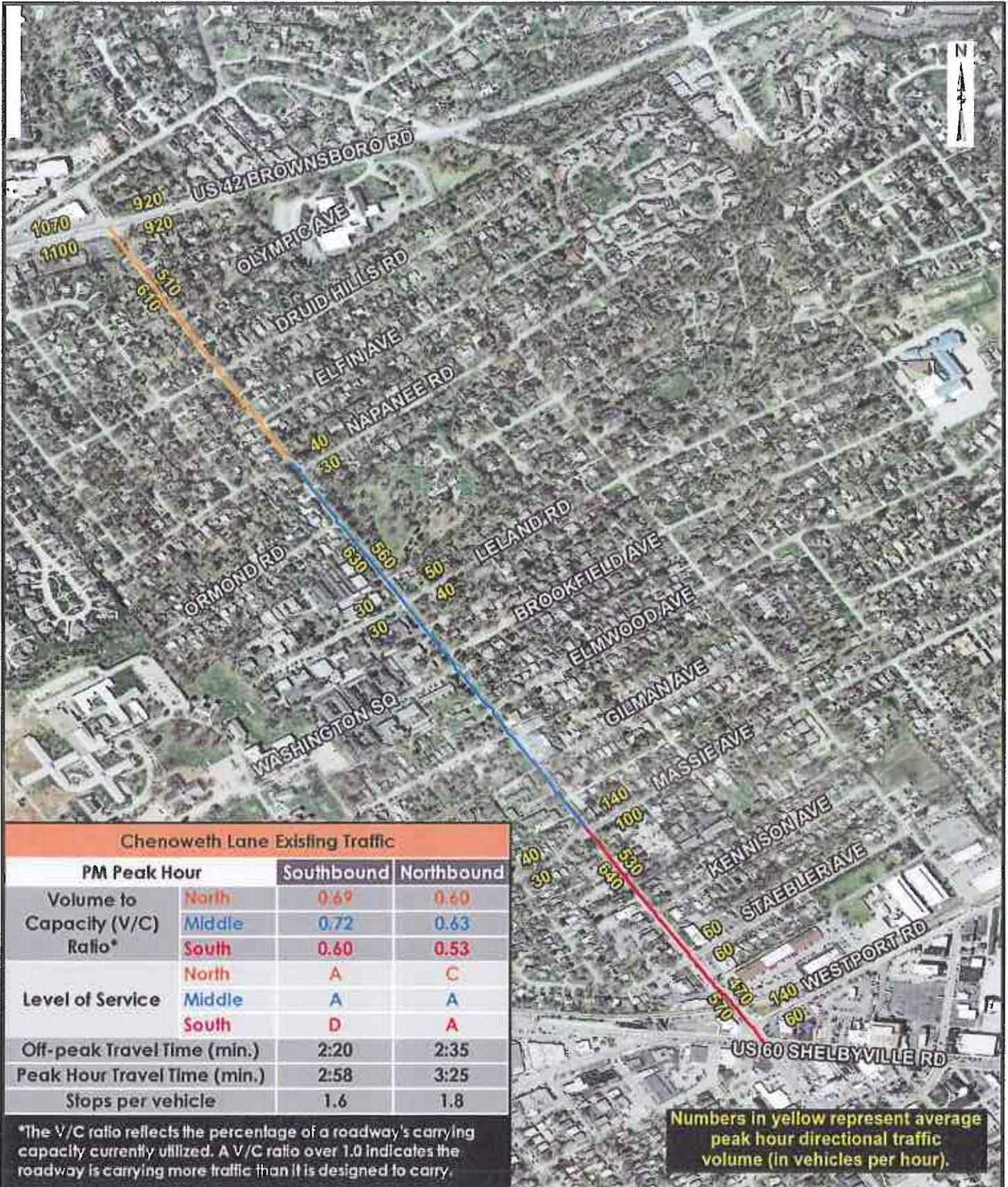
AM Peak Hour		Southbound	Northbound
Volume to Capacity (V/C) Ratio*	North	0.61	0.44
	Middle	0.68	0.38
	South	0.67	0.36
Level of Service	North	A	B/C
	Middle	A	A
	South	D	A
Off-peak Travel Time (min:sec)		2:20	2:35
Peak Hour Travel Time (min:sec)		2:39	2:59
Stops per vehicle		1.4	1.1

*The V/C ratio reflects the percentage of a roadway's carrying capacity currently utilized. A V/C ratio over 1.0 indicates the roadway is carrying more traffic than it is designed to carry.

Numbers in yellow represent average peak hour directional traffic volume (in vehicles per hour).



AM Existing Traffic
 KY 1932 (Chenoweth Lane) Corridor Study
 From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 Jefferson County

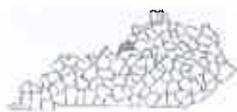


Chenoweth Lane Existing Traffic

PM Peak Hour		Southbound	Northbound
Volume to Capacity (V/C) Ratio*	North	0.69	0.60
	Middle	0.72	0.63
	South	0.60	0.53
Level of Service	North	A	C
	Middle	A	A
	South	D	A
Off-peak Travel Time (min.)		2:20	2:35
Peak Hour Travel Time (min.)		2:58	3:25
Stops per vehicle		1.6	1.8

*The V/C ratio reflects the percentage of a roadway's carrying capacity currently utilized. A V/C ratio over 1.0 indicates the roadway is carrying more traffic than it is designed to carry.

Numbers in yellow represent average peak hour directional traffic volume (in vehicles per hour).



PM Existing Traffic
 KY 1932 (Chenoweth Lane) Corridor Study
 From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
 Jefferson County



2012-2014 Crash Data

KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County

US 60 (Shelbyville Road) to US 42 (Brownsboro Road)

KYTC Item No. 5-531.00

Left turn onto Brownsboro Rd. sometimes takes two signal cycles to clear traffic

Does not have sight distances

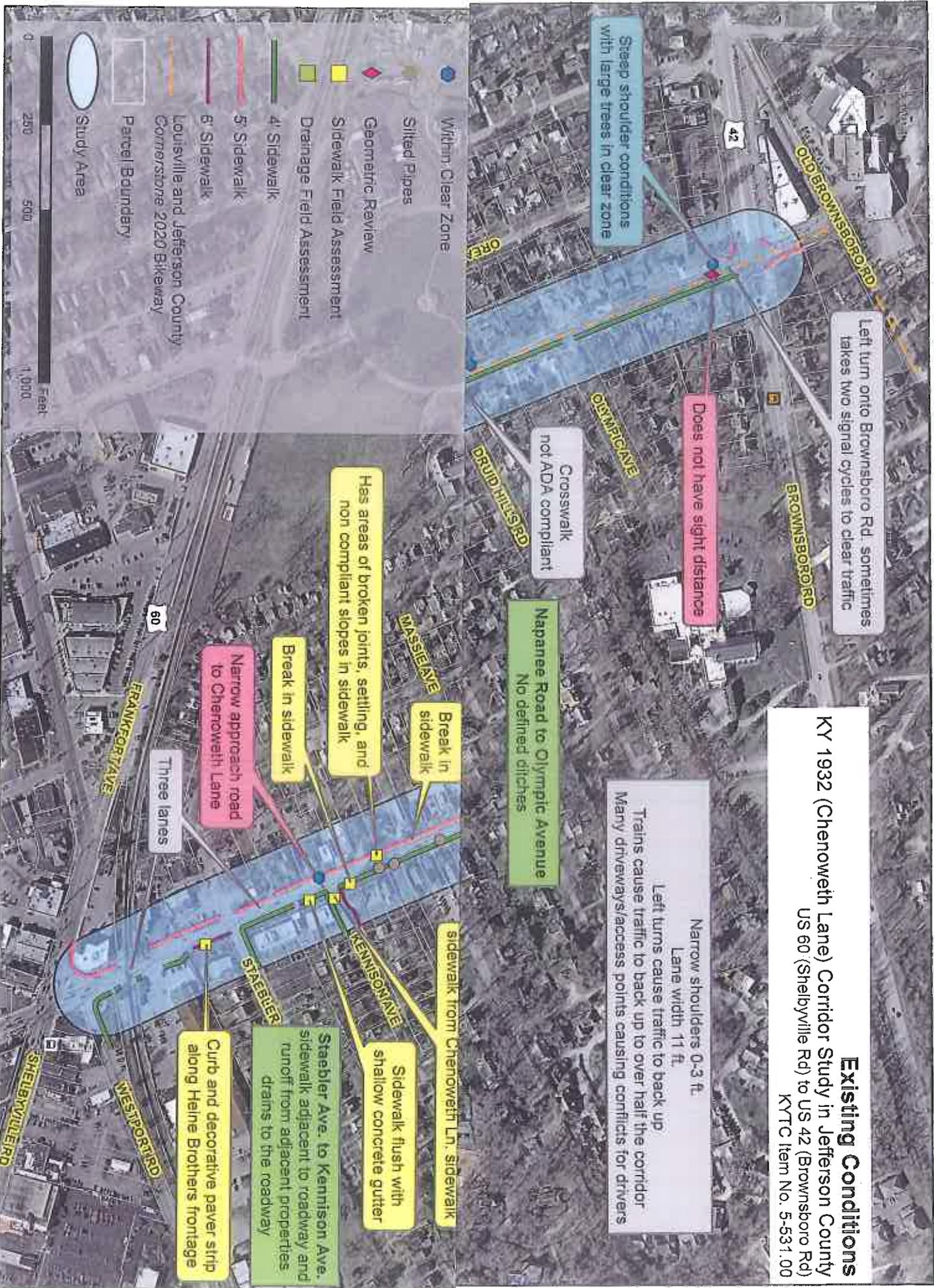
Crosswalk not ADA compliant

Napanea Road to Olympic Avenue
No defined ditches

Narrow shoulders 0-3 ft.
Lane width 11 ft.
Left turns cause traffic to back up
Trains cause traffic to back up to over half the corridor
Many driveways/access points causing conflicts for drivers

Existing Conditions

KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
US 60 (Shelbyville Rd) to US 42 (Brownsboro Rd)
KYTC Item No. 5-531.00



Steep shoulder conditions with large trees in clear zone

Has areas of broken joints, settling, and non compliant slopes in sidewalk

Narrow approach road to Chenoweth Lane

Break in sidewalk

Break in sidewalk

Staebler Ave. to Kennison Ave. sidewalk adjacent to roadway and runoff from adjacent properties drains to the roadway

Curb and decorative paver strip along Heine Brothers frontage

Three lanes

Study Area

Parcel Boundary

Louisville and Jefferson County Commerce 2020 Bikeway

6' Sidewalk

5' Sidewalk

4' Sidewalk

Drainage Field Assessment

Sidewalk Field Assessment

Geometric Review

Silted Pipes

Within Clear Zone

0 250 500 Feet

Environmental Overview
 KY 1932 (Chenoweth Lane) Corridor Study in Jefferson County
 US 60 (Shelbyville Rd) to US 42 (Brownsboro Rd)
 KYTC Item No.: 5-531.00

-  Bat and Northern Long-Eared Bat Summer Habitat
-  Suitable for Forest Dwelling Bat Habitat
-  Potential Running Buffalo Clover Habitat
-  National Register of Historic Places (NRHP) Eligibility
-  NRHP Listed Property
-  NRHP Listed - Recommended Boundary Expansion
-  NRHP Eligible
-  Historic District Contributing
-  Historic District Contributing Potentially Individually Eligible
-  Potentially Eligible NRHP District





MATT BEVIN
Governor

COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

JOHN TILLEY
SECRETARY

RODNEY BREWER
COMMISSIONER

Spellcheck

Mr. John W. Moore

Kentucky Department of Transportation

200 Mero St, 5th Floor West

Frankfort, KY 40601

Subject: KY 1932 (Chenoweth Ln) Corridor Study
From US 60 to US 42
KYTC Item No. 5-531.00

Mr. Moore,

Thank you for the opportunity to allow the Kentucky State Police to submit input toward the ongoing traffic developments in Jefferson County. After speaking with units that reside in that area, it appears that the factors listed as driving your study are exactly what they identified as being the main issues they have encountered as they drive those roadways from time to time. Especially the backup as you attempt to get from Chenoweth Lane onto US 60 which result in the high collision rate shown in the diagram from congestion. Below are some of the ideas submitted by our personnel. Some are somewhat extensive while some would be easy to implement if found to be helpful.

- No turn lane on main corridor
 - With numerous intersecting roads and private drives on Chenoweth Lane, small backups from individuals attempting to turn left and cross the opposite lane of traffic as they exit Chenoweth, quickly become larger backups since they have to wait for a break in opposing traffic. A turn lane would alleviate some of this congestion, allowing traffic to continue its flow as individuals wishing to exit with a left turn could enter the turn lane in order to exit. Obviously, this would



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

require a road widening project and many other issues with the surrounding environment would come into play.

- Roadway Markings
 - As you travel on Chenoweth Lane toward US 60, you approach a set of train tracks after you pass Staebler Avenue, nearing Westport Rd. If you desire to turn right onto US 60, you come to the intersection of US 60, inside the traffic island. As you make that right turn onto US 60 and in front of the Eclipse Bank, the fog line is marked well into the lane of US 60, forcing anyone turning from Chenoweth Lane to immediately establish themselves onto US 60 without any time to “merge.” Residents advised that this is somewhat intimidating for some drivers and they hesitate to enter US 60 due to the traffic volume which adds to traffic congestion while some wait for a large break in traffic. After examining that area we propose the following. Move the fog line closer to the sidewalk as you round the corner inside the traffic island as it is approximately 130 feet down the road where the entrance to the bank starts. This might give enough room to have a third lane for vehicles turning right from Chenoweth onto US 60, and help them to start moving in that direction and then merge into traffic. It might also help to install a set of Delineator Posts originating from the area of the traffic island in order to keep traffic traveling on US 60 in their lane and to increase confidence for drivers turning from Chenoweth Lane. Refer to Attachment for diagram.
- Signage
 - Residents advised that they are accustomed to getting stopped by trains as it is a normal occurrence. In order to alleviate further congestion and adding to a longer backup, install signage that would notify individuals on Chenoweth when a train is approaching. This would assist those with knowledge of the area to take an alternate route and go to a more eastern or western route in order to get to US 60 and avoid the backup.

Once again we thank you for opportunity to submit suggestions in order to make our roadways better for the citizens of our Commonwealth.

Sincerely,

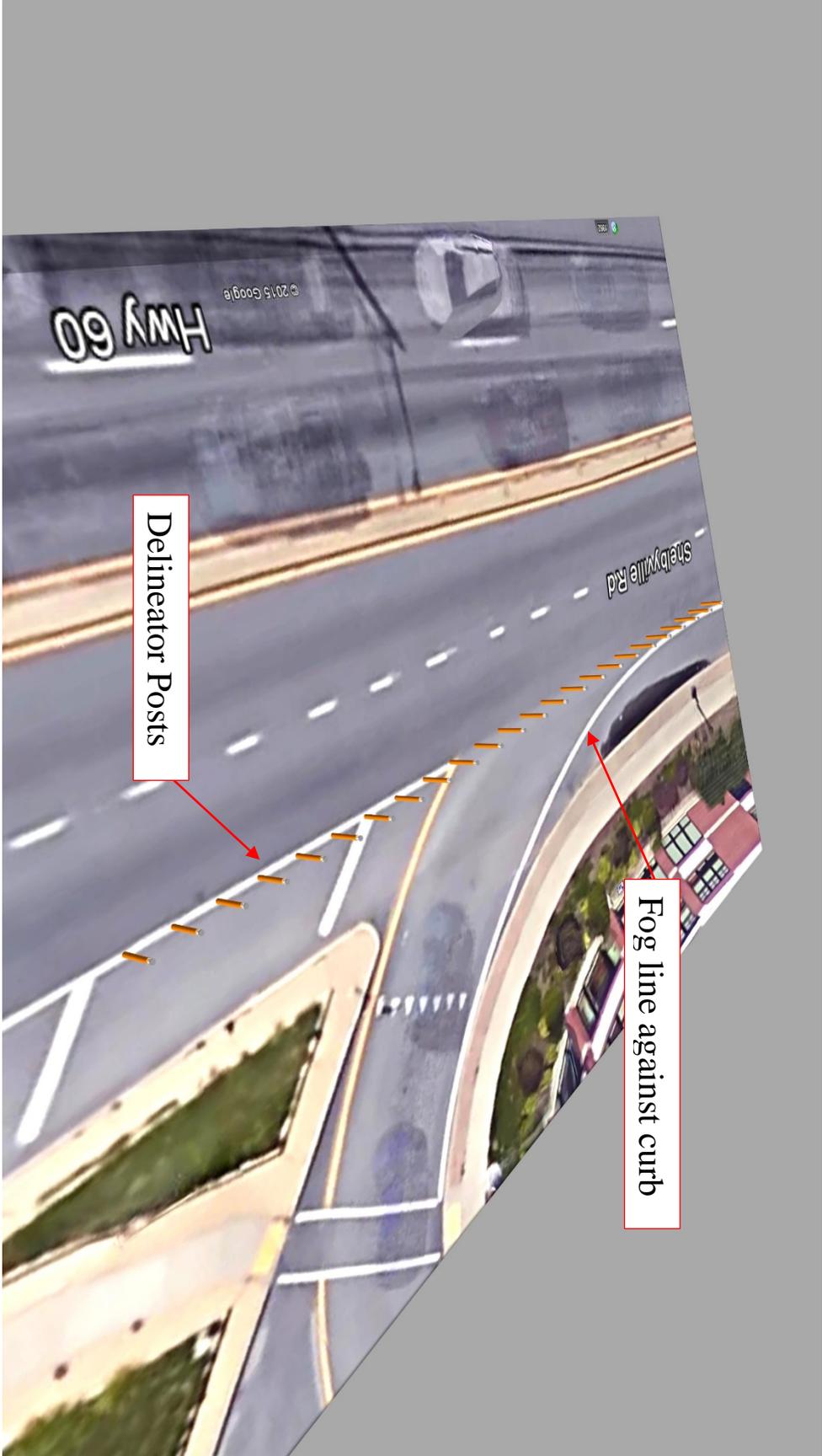
Lt. Chad B. Mills

Chad Mills

Lieutenant

Kentucky State Police

Attachment: (1)



From: [Weisenfluh, Jerry](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Subject: KY 1932 Corridor Study
Date: Wednesday, December 02, 2015 2:05:31 PM

Mikael,

I'm responding to your request for input on the Jefferson County KY 1932 Corridor Study. From the documentation that you provided, it appears that your staff are already aware of the potential for karst features along the route. Aside from that, we are not aware of any other geologic issues that might impact the project.

Jerry

Jerry Weisenfluh
Interim Director
Kentucky Geological Survey
228 MMRB
University of Kentucky
540 Rose St.
Lexington, KY 40506-0107
Office: 859-323-0505 (direct)
Cell: 859-233-3317

From: [Price, Ronald \(EEC\)](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Cc: [Price, Ronald \(EEC\)](#)
Subject: SERO 2015-34 - Potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road) in Jefferson County, Kentucky
Date: Monday, January 04, 2016 9:59:10 AM
Attachments: [DEP SERO 2015-34 Response.pdf](#)

Mr. Pelfrey,

Attached are comments received on the proposed project for potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road) in Jefferson County, Kentucky.

If you have any questions, please let me know.

Ronald T. Price
Staff Assistant
Office of the Commissioner
Kentucky Department for Environmental Protection
300 Fair Oaks Lane
Frankfort, KY 40604
(502) 564-2150 x.3125
(502) 564-4245 (fax)

From: [Houlihan, John \(KYTC\)](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Subject: KY 1932 (Chenoweth Lane) Corridor Study KYTC Item No. 5-531.00
Date: Wednesday, November 25, 2015 9:55:51 AM

Mr. Pelfrey, The KAZC jurisdiction start at 626 feet MSL (Mean Sea Level) at the intersection of Chenoweth and Shelbyville Rd. If a permanent structure (some examples, relocation of overhead utilities lines or light poles) or any construction equipment exceeds 626 feet MSL, then a permit will have to be issued from the KAZC. You will need to look at our webpage for a list our meeting schedule and how to apply for a permit. Thank you.

Kentucky Airport Zoning Commission (KAZC)

John Houlihan, Administrator
90 Airport Road, Building 400
Frankfort, KY 40601

Direct Line 502-564-0310, Cell 502-330-3955, Office 502-564-4480, Fax 502-564-7953

KAZC webpage: <http://transportation.ky.gov/Aviation/Pages/Zoning-Commission.aspx>

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From: [Frye, Sandra L](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Subject: FW: KY 1932 Chenoweth Lane Corridor Study
Date: Thursday, December 10, 2015 8:23:03 AM
Attachments: [image001.jpg](#)

From: Frye, Sandra L
Sent: Thursday, December 10, 2015 8:17 AM
To: 'mikael.pelfry@ky.gov'
Cc: Taylor, Christopher D
Subject: KY 1932 Chenoweth Lane Corridor Study

Hello Mikael,

Our office received a request for comment dated November 23, 2015, regarding a study being conducted by the Kentucky Transportation Cabinet for the subject project.

We would like to thank you for the opportunity to comment; however, we do not have any specific comments at this time. If you have any additional comments or questions, please feel free to give me a call.

Sincerely

Sandra L. Frye

Regional Environmental Officer
Region IV, Atlanta
U.S. Department of HUD
40 Marietta Street
Five Points Plaza Bldg.
Atlanta, Georgia 30303-2806
Telephone: (678) 732-2727
Fax: (202) 485-9079

Region IV Environmental Website:

<http://www.hud.gov/local/shared/working/r4/environment/index.cfm?state=ga>

Environmental Compliance Website:

<https://www.hudexchange.info/environmental-review/>



ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

DEPARTMENT FOR ENVIRONMENTAL PROTECTION
300 FAIR OAKS LANE
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2150
FAX (502) 564-4245
www.dep.ky.gov

Leonard K. Peters
Secretary

R. Bruce Scott
Commissioner

January 4, 2016

Mikael Pelfrey, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor
Frankfort, KY 40622

Re: SERO 2015-34

Potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road) in Jefferson County, Kentucky

Mr. Pelfrey,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies.

We received your correspondence dated November 23, 2015. Your letter requested the review of potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road) in Jefferson County, Kentucky. The following comments are submitted in reference to this project.

Comments from the Division of Water:

There are no Outstanding State Resource Waters, Wild Rivers or known Exceptional Waters within the project area. Best management practices shall be utilized to reduce runoff from the project into surface waters.

Kentucky Revised Statute KRS 151.250, provides for exemption for the Department of Highways; therefore, a stream construction permit will not be required.

Comments from the Division of Waste Management:

All solid waste generated by this project must be disposed at a permitted facility. If underground storage tanks are encountered, they must be properly addressed. If asbestos, lead paint, and/or other contaminants are encountered during this project, they must be properly addressed.

Comments from the Division of Air Quality:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the [Fugitive Emissions Fact Sheet](#).

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the [Open Burning Brochure](#).

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.

- § Utilize alternatively fueled equipment.
- § Utilize other emission controls that are applicable to your equipment.
- § Reduce idling time on equipment.

Kentucky Heritage Council:

The agency must ensure compliance with relevant state and federal regulations regarding cultural resources. These may include any or all of the following: the Advisory Council on Historic Preservation's Rules and Regulations for the Protection of Historic and Cultural Properties(36CFR, Part 800) pursuant to the

National Historic Preservation Act of 1966; the National Environmental Policy Act of 1969 Executive Order 11593; Kentucky Antiquities Act; Kentucky Cave Protection Act; and graves protection legislation.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments.

If you should have any questions, please contact me at (502) 564-2150, ext. 3125.

Sincerely,

A handwritten signature in cursive script that reads "Ronald T. Price".

Ronald T. Price
State Environmental Review Officer
Kentucky Department for Environmental Protection

Coffey, Annette

From: Monterroza, Allan O CIV <Allan.O.Monterroza@uscg.mil>
Sent: Monday, January 04, 2016 1:59 PM
To: Pelfrey, Mikael (KYTC)
Subject: KY 1932 (Chenoweth Lane) Corridor Study From US 60 to US 42 Jefferson County - KYTC Item No. 5-531.00

Dear Mr. Pelfrey:

We have reviewed the information in your correspondence dated November 23, 2015 and determined that this project does not include a bridge crossing over water. Therefore the Coast Guard has no interest in the project.

If there are any questions, please contact Mr. Allan Monterroza at the below listed number. We appreciate the opportunity to comment on the project.

Respectfully,

Allan O. Monterroza
Bridge Management Specialist
U.S. Coast Guard
District 8 Bridge Branch
1222 Spruce Street, RM 2.102D
St. Louis, MO 63103
(W)314-269-2434
(C)573-467-1414

Jess



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

2016-B-0120

Michael W. Hancock, P.E.
Secretary

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NOV 27 2015

USFWS KYFO

November 23, 2015

Mr. Lee Andrews
Field Supervisor
U.S. Fish & Wildlife Service, Kentucky Ecological Services Field Section
330 W. Broadway, Room 265
Frankfort, KY 40601

Dear Mr. Andrews:

Subject: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
KYTC Item No. 5-531.00

The Kentucky Transportation Cabinet (KYTC) has assembled a study team to evaluate potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). The study will determine the need and potential impacts, and identify short-term improvements that can be quickly and effectively implemented as well as long-term solutions that seek to address future transportation needs while addressing existing safety and congestion issues along this corridor.

We are requesting your agency's valuable input and comments on this study as part of the KYTC process.

The draft purpose and need of this project is as follows:

The purpose of this project is to improve safety, reduce congestion, and improve mode choice for non-motorists on KY 1932 (Chenoweth Lane) in Jefferson County between US 60 (Shelbyville Road) and US 42 (Brownsboro Road).

No significant adverse impacts to wetlands or federally listed endangered or threatened species are anticipated from this proposal.

James Harland 12/1/15
Field Supervisor Date
U. S. Fish and Wildlife Service
Frankfort, KY 40601

RECEIVED

DEC 07 2015

Div. of Planning



The project need derives from the following:

Safety

- 76 crashes (many rear ends) from 2012 to 2014;
- Left and right turns inhibit traffic flow during peak hours both on Chenoweth Lane and cross streets;
- 59 driveways exist between the railroad tracks and US 42 (Brownsboro Rd);
- Sidewalks are not continuous on both sides of the road;
- One mid-block pedestrian crossing;
- Obstructions too close to the roadway; and
- Deep and shallow ditches.

Congestion

- Left and right turns inhibit traffic flow during peak hours; and
- Interruption from trains last 2 – 3.5 minutes each time causing traffic to backup for nearly half the length of the corridor.

Other Considerations

- Lack of bicycle facilities and connectivity to bicycle facilities;
- No transit options along the route; and
- Incomplete sidewalk network and limited pedestrian crosswalks.

During the development of this study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may have contacted you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

The planning study includes a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can potentially minimize negative impacts on alternatives as we move forward. As a part of this study, an environmental overview was developed by subject matter experts. The results of the overview are summarized for your use in an attached exhibit.

The current 2015 Average Daily Traffic volume on KY 1932 is 11,900 vehicles per day; fewer than six percent of these vehicles are trucks. We have also enclosed the following project information for your review and comment:

- Study Area
- Existing Conditions
- AM Existing Traffic
- PM Existing Traffic
- 2012-2014 Crash Data
- Environmental Overview

Mr. Andrews
Page 3
November 23, 2015

In particular, we are asking that you provide the following information:

- Comments on the draft purpose and need for the project
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternatives so that the impacts can be minimized, mitigated, or avoided early in the process
- Any mitigation strategies that should be considered during project development

We respectfully ask that you provide us with your comments by December 31, 2015, to ensure timely progress in this planning effort. We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to the following: Mikael Pelfrey, P.E.; Kentucky Transportation Cabinet; Division of Planning; 200 Mero Street, 5th Floor West; Frankfort, KY 40622, mikael.pelfrey@ky.gov.

Please include a return address on such correspondence. Thank you in advance for your response.

Sincerely,



John W. Moore, P.E.
Director
Division of Planning

JWM/MP/BC

Enclosures

c: John Ballantyne, FHWA, w/encl
Gary Valentine, w/encl
Matt Bullock, w/encl
Travis Thompson, w /encl
Tom Hall, w/encl
Judi Hickerson, w/encl
Susan Oatman, w/encl
Annette Coffey, Qk4, w/encl



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

December 23, 2015

Mr. John Moore, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

RE: KY 1932 from US 60 to US 42, Jefferson County, Kentucky
KYTC No. 5-5311.00
Scoping comments for NEPA document

Dear Moore:

The U.S. Environmental Protection Agency (EPA), Region 4 office has reviewed the information that you provided for the potential improvements on KY 1932 (Chenoweth Lane) in Jefferson County, Kentucky. The EPA's comments are provided pursuant to the National Environmental Policy Act (NEPA) Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Thank you for the opportunity to comment on this proposed project and our detailed comments are enclosed (See enclosure).

To assist the KYTC in the preparation of the NEPA document, the EPA's comments include some areas of environmental concerns that should be addressed based upon the information that you have provided. The EPA notes that the proposed roadway improvements would cover a distance of approximately 1.07 miles, and that the purpose of the project is to improve safety, reduce congestion, and improve mode choice for non-motorists in the project area including residential and commercial property.

We appreciate your early coordination with us. If you have any questions, please contact Ms. Ramona McConney of my staff at (404) 562-9615 or McConney.Ramona@epa.gov.

Sincerely,

Christopher A. Militscher
Chief, NEPA Program Office
Resource Conservation and Restoration Division

Enclosure: EPA's Detailed Scoping Comments

Cc: Mikael Pelfrey, P.E., KYTC w/Enclosure

RECEIVED

JAN 04 2015

Div. of Planning

Enclosure
Detailed Scoping Comments
KY 1932 from US 60 to US 42, Jefferson County, Kentucky

Statement of Purpose and Need

The Kentucky Transportation Cabinet's (KYTC's) NEPA document should clearly identify the underlying purpose and need to which the project team is responding in proposing the alternatives (40 CFR 1502.13). The *purpose* of the proposed action is typically the specific objectives of the activity, while the *need* for the proposed action may be to eliminate a broader underlying problem or to take advantage of an opportunity.

Recommendations:

The purpose and need should be a clear, objective statement of the rationale for the proposed project. The NEPA document should discuss the proposed project in the context of the existing transportation infrastructure.

Alternatives Analysis

The NEPA requires evaluation of reasonable alternatives, including those that may not be within the jurisdiction of the lead agency (40 CFR Section 1502.14(c)). A robust range of alternatives will include options for avoiding significant environmental impacts. The NEPA document should provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail. The alternatives analysis should describe the approach used to identify the alternatives and the criteria used to select the preferred alternative.

The environmental impacts of the proposal and alternatives should be presented in comparative form, thus, sharply defining the issues and providing a clear basis for choice among options by the decision-maker and the public (40 CFR 1502.14). The potential environmental impacts of each alternative should be quantified to the greatest extent possible (e.g., water resources impacted, tons per year of emissions produced, etc.).

Recommendations:

The NEPA document should describe how each alternative was developed, how it addresses each project objective, and how it will be implemented. The alternatives analysis should include a discussion of alternative, environmentally-preferable alternatives for the proposed project.

The NEPA document should clearly describe the rationale used to determine whether impacts of an alternative are significant or not. The NEPA document should describe the methodology and criteria used for determining the preferred alternative. Thresholds of significance should be determined by considering the context and intensity of an action and its effects (40 CFR 1508.27).

Water Resources

Stormwater Considerations

The NEPA document should describe the existing drainage patterns in the project locale, as well as the expected drainage patterns of the area during the proposed project's operations. Also, the NEPA document should identify whether any components of the proposed project are within a 50 or 100-year floodplain. The NEPA document should note that under the federal Clean Water Act any construction project disturbing a land area of one or more acres requires a construction stormwater discharge permit.

Recommendations:

The NEPA document should document the project's consistency with applicable stormwater permitting requirements. Requirements of a stormwater pollution prevention plan should be reflected as appropriate in the document. The NEPA document should discuss specific mitigation measures that may be necessary or beneficial in reducing adverse impacts to water quality and aquatic resources.

Karst Drainage

We note that some areas of Jefferson County include karst topography. The NEPA document should clarify whether the proposed project area includes karst areas. In karst areas where sinkholes are common and subsurface drainage prevails, stormwater is often directed to the subsurface through improved sinkholes and drainage wells. Stormwater runoff directed to the subsurface must be authorized by the EPA Region 4's Underground Injection Control Program before any injection begins.

Recommendations:

We recommend that the KYTC coordinate closely with the Kentucky Division of Water to protect ground water quality. The NEPA document should address stormwater issues associated with karst topography in relation to the propose project. The NEPA document should fully describe potential impacts associated with the karst geology in the study area, and also discuss measures to prevent impacts.

Biological Resources, Habitat and Wildlife

The NEPA document should identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area. The document should identify and quantify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative and mitigate impacts to these species. Emphasis should be placed on the protection and recovery of species due to their status or potential status under the federal or state Endangered Species Act. Rights of way (ROW) are anthropogenic disturbances which may alter the spatial structure of habitat elements thereby impacting ecological integrity by modifying ecological processes (abiotic & biotic) at various scales.

Habitat displacement and loss is a concern associated with construction projects. Therefore, planning should include measures for avoiding habitat impacts to the extent feasible. Construction may result in habitat fragmentation and increased habitat edge effects, affecting individual species in various ways.

We note that the study area lies within an active karst area, and that water quality and endangered species habitat are specific concerns associated with karst features. In addition, the Kentucky River Palisades are also a unique formation in the region with several nature preserves existing along the Kentucky River to protect this habitat.

Recommendations:

The EPA recommends that the project team consult with the U.S. Fish and Wildlife Service (USFWS), and document the results of this process in the KYTC's NEPA document. Analysis of impacts and mitigation on covered species should include:

- Baseline conditions of habitats and populations of the covered species.
- A clear description of how avoidance, mitigation and conservation measures will protect and encourage the recovery of the covered species and their habitats in the project area.
- Monitoring, reporting and adaptive management efforts to ensure species and habitat conservation effectiveness.

Incorporate, into the NEPA document, mitigation, monitoring, and reporting measures that result from consultation with the USFWS that incorporate lessons learned from similar projects and recently released guidance to avoid and minimize adverse effects to sensitive biological resources.

The NEPA document should describe the potential for habitat fragmentation and obstructions for wildlife movement from the construction of this project and other projects in the area.

Discuss the need for monitoring, mitigation, and if applicable, translocation management plans for the sensitive biological resources, approved by the USFWS and the biological resource management agencies.

Construction and Maintenance Activities

The EPA has possible environmental concerns about the potential impact of construction and maintenance activities on wildlife habitat. The NEPA document should describe the extent of these activities and the associated impacts on habitat and threatened and endangered species. We encourage habitat conservation alternatives that avoid and protect high value habitat and create or preserve linkages between habitat areas to better conserve the covered species. EPA is also concerned with management of the ROW, specifically vegetation control.

Recommendations:

The NEPA document should describe the extent of potential impacts from construction and maintenance activities. The NEPA document should describe the ROW vegetation management techniques to be used and potential associated environmental impacts, especially if mechanical methods or herbicides are planned to be used. The NEPA document should indicate the location of important wildlife habitat areas. The NEPA document should describe what measures will be taken to protect important wildlife habitat areas and to preserve linkages between them.

Invasive Species

Human actions are the primary means of invasive species introductions. Construction causes disturbance of soils and vegetation through the movement of people and vehicles along the route. These activities can contribute to the spread of invasive plant species. Parts of plants, seeds, and root stocks can contaminate construction equipment and essentially "seed" invasive species wherever the vehicle travels. Invasive species infestations can also occur during periodic transmission ROW maintenance activities, especially if these activities include mowing and clearing of vegetation. Once introduced, invasive species will likely spread and impact adjacent properties with the appropriate habitat.

Executive Order 13112, *Invasive Species* (February 3, 1999), mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. Executive Order 13112 also calls for the restoration of native plants and tree species. If the proposed project will entail new landscaping, the NEPA document should describe how the project will meet the requirements of Executive Order 13112.

In addition, the EPA also encourages alternative management practices that limit herbicide use, focusing instead on other methods to limit invasive species vegetation and decrease potential fire risk. Possible alternatives include mowing and weed control fabric which may need a layer of soil to prevent degradation due to the effects of ultraviolet light.

Recommendations:

The KYTC's NEPA document should describe the invasive plant management plan used to monitor and control noxious weeds. If herbicides or pesticides will be used to manage vegetation, the NEPA document should disclose the projected quantities and types of chemicals. The invasive plant management plan should identify methods that can be used to limit the introduction and spread of invasive species during and post-construction. These measures can include marking and avoidance of invasive species, timing construction activities during periods that would minimize their spread, proper cleaning of equipment, and proper disposal of woody material removed from the ROW.

Because construction measures may not be completely effective in controlling the introduction and spread of invasive plants, the NEPA document should describe post-construction activities that will be required such as surveying for invasive species following restoration of the construction site and measures that will be taken if

infestations are found.

Air Quality

The NEPA document should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project (including cumulative and indirect impacts). Such an evaluation is necessary to assure compliance with State and Federal air quality regulations, and to disclose the potential impacts from temporary or cumulative degradation of air quality.

The NEPA document should describe and estimate air emissions from potential construction and maintenance activities, as well as proposed mitigation measures to minimize those emissions. The EPA recommends an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants ('air toxics').

Recommendations:

- *Existing Conditions* – The NEPA document should provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards, and criteria pollutant nonattainment areas in the vicinity of the proposed project.
- *Quantify Emissions* – The NEPA document should estimate emissions of criteria pollutants from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project. The NEPA document should describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions.
- *Specify Emission Sources* – The NEPA document should specify the emission sources by pollutant from mobile sources, stationary sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- *Construction Emissions Mitigation Plan* – The NEPA document should include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. In addition to all applicable local, state, or federal requirements, we also recommend the following control measures (Fugitive Dust, Mobile and Stationary Source and Administrative) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from construction-related activities:
 - Fugitive Dust Source Controls: The NEPA document should identify the need for a Fugitive Dust Control Plan to reduce Particulate Matter 10 and Fine Particulate Matter 2.5 emissions during construction and operations. We recommend that the plan include these general commitments:

- Stabilize heavily used unpaved construction roads with a non-toxic soil stabilizer or soil weighting agent that will not result in loss of vegetation, or increase other environmental impacts.
 - During grading, use water, as necessary, on disturbed areas in construction sites to control visible plumes.
 - Vehicle Speed
 - Limit speeds to 25 miles per hour on stabilized unpaved roads as long as such speeds do not create visible dust emissions.
 - Limit speeds to 10 miles per hour or less on unpaved areas within construction sites on un-stabilized (and unpaved) roads.
 - Post visible speed limit signs at construction site entrances.
 - Inspect and wash construction equipment vehicle tires, as necessary, so they are free of dirt before entering paved roadways, if applicable.
 - Provide gravel ramps of at least 20 feet in length at tire washing/cleaning stations, and ensure construction vehicles exit construction sites through treated entrance roadways, unless an alternative route has been approved by appropriate lead agencies, if applicable.
 - Use sandbags or equivalent effective measures to prevent run-off to roadways in construction areas adjacent to paved roadways. Ensure consistency with the project's Storm Water Pollution Prevention Plan, if such a plan is required for the project
 - Sweep the first 500 feet of paved roads exiting construction sites, other unpaved roads en route from the construction site, or construction staging areas whenever dirt or runoff from construction activity is visible on paved roads, or at least twice daily (less during periods of precipitation).
 - Stabilize disturbed soils (after active construction activities are completed) with a non-toxic soil stabilizer, soil weighting agent, or other approved soil stabilizing method.
 - Cover or treat soil storage piles with appropriate dust suppressant compounds and disturbed areas that remain inactive for longer than 10 days. Provide vehicles (used to transport solid bulk material on public roadways and that have potential to cause visible emissions) with covers. Alternatively, sufficiently wet and load materials onto the trucks in a manner to provide at least one foot of freeboard.
 - Use wind erosion control techniques (such as windbreaks, water, chemical dust suppressants, and/or vegetation) where soils are disturbed in construction, access and maintenance routes, and materials stock pile areas. Keep related windbreaks in place until the soil is stabilized or permanently covered with vegetation.
- Mobile and Stationary Source Controls:

- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal¹ or State Standards². In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible³.
 - Where Tier 4 engines are not available, use construction diesel engines with a rating of 50 hp or higher that meet, at a minimum, the Tier 3 California Emission Standards for Off-Road Compression-Ignition Engines, unless such engines are not available.
 - Where Tier 3 engine is not available for off-road equipment larger than 100 hp, use a Tier 2 engine, or an engine equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 2 levels.
 - Consider using electric vehicles, natural gas, biodiesel, or other alternative fuels during construction and operation phases to reduce the project's criteria and greenhouse gas emissions.
 - Plan construction scheduling to minimize vehicle trips.
 - Limit idling of heavy equipment to less than 5 minutes and verify through unscheduled inspections.
 - Maintain and tune engines per manufacturer's specifications to perform at CARB and/or EPA certification levels, prevent tampering, and conduct unscheduled inspections to ensure these measures are followed.
- Administrative controls:
 - Develop a construction traffic and parking management plan that maintains traffic flow and plan construction to minimize vehicle trips.
 - Identify any sensitive receptors in the project area, such as children, elderly, and the infirm, and specify the means by which impacts to these populations will be minimized (e.g. locate construction equipment and staging zones away from sensitive receptors and building air intakes).
 - Include provisions for monitoring fugitive dust in the fugitive dust control plan and initiate increased mitigation measures to abate any visible dust plumes.

Climate Change

The EPA suggests that the Council on Environmental Quality's December 2014 revised draft guidance for Federal agencies' consideration of Greenhouse Gas (GHG) emissions and climate change impacts in NEPA outlines a reasonable approach. The EPA recommends that KYTC use

¹ EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

² For California, see ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

³ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and \geq 750 hp 2011- 2015).

that draft guidance to help outline the framework for its analysis of these potential issues, as appropriate. In addition, we also recommend that the NEPA analysis address the appropriateness of considering changes to the design of the proposal to incorporate GHG reduction measures and resilience to foreseeable climate change effects. The draft and final NEPA documents should make clear whether commitments have been made to ensure implementation of the design or other measures to reduce GHG emissions or to adapt to potential climate change impacts.

More specifically, we suggest the following approach:

“Affected Environment” Section

- Include in the “Affected Environment” section of the draft EIS/EA a summary discussion of climate change and ongoing and reasonably foreseeable climate change impacts relevant to the project, based on U.S. Global Change Research Program⁴ assessments, to assist with identification of potential project impacts that may be exacerbated by climate change and to inform consideration of measures to adapt to climate change impacts. (Among other things, this will assist in identifying resilience-related changes to the proposal that should be considered).

“Environmental Consequences” Section

- Estimate the GHG emissions associated with the proposal and its alternatives. Example tools for estimating and quantifying GHG emissions can be found on CEQ’s NEPA.gov website⁵. For actions which are likely to have less than 25,000 metric tons of CO₂-e emissions/year, provide a qualitative estimate unless quantification is easily accomplished. In most cases, quantification of GHG emissions involves a relatively straightforward calculation.
- The estimated GHG emissions can serve as a reasonable proxy for climate change impacts when comparing the proposal and alternatives. In disclosing the potential impacts of the proposal and reasonable alternatives, consideration should be given to whether and to what extent the impacts may be exacerbated by expected climate change in the action area, as discussed in the “affected environment” section.
- Recognizing that climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, we do not recommend comparing GHG emissions from a proposed action to global emissions. As noted by the CEQ revised draft guidance, “[t]his approach does not reveal anything beyond the nature of the climate change challenge itself: [t]he fact that diverse individual sources of emissions each make relatively small additions to global atmospheric GHG concentrations that collectively have huge impact.” We also recommend

⁴ <http://www.globalchange.gov/>

⁵ https://ceq.doe.gov/current_developments/GHG_accounting_methods_7Jan2015.html

that you do not compare GHG emissions to total U.S. emissions, as this approach does not provide meaningful information for a project level analysis. Consider providing a frame of reference, such as an applicable Federal, state, tribal or local goal for GHG emission reductions, and discuss whether the emissions levels are consistent with such goals.

Describe measures to reduce GHG emissions associated with the project, including reasonable alternatives or other practicable mitigation opportunities and disclose the estimated GHG reductions associated with such measures. For example, [insert specific examples of relevant mitigation measures for the specific project, such as energy efficiency, using solar energy onsite, using renewable energy from offsite sources, etc.] The NEPA document alternatives analysis should, as appropriate, consider practicable changes to the proposal to make it more resilient to anticipated climate change. The EPA further recommends that the Record of Decision/FONSI commits to implementation of reasonable mitigation measures that would reduce or eliminate project-related GHG emissions.

Cumulative and Indirect Impacts

The cumulative impacts analysis in the NEPA document should identify how resources, ecosystems, and communities in the vicinity of the project have already been, or will be, affected by past, present, or future activities in the project area. These resources should be characterized in terms of their response to change and capacity to withstand stresses. Trends data should be used to establish a baseline for the affected resources, to evaluate the significance of historical degradation, and to predict the environmental effects of the project components.

For the cumulative impacts assessment, we recommend focusing on resources of concern or resources that are “at risk” and/or are significantly impacted by the proposed project, before mitigation. For this project, project team should conduct a thorough assessment of the cumulative impacts to aquatic and biological resources, especially in the context of the other developments occurring and proposed in the area.

The EPA supports a regional assessment of the potential cumulative effects of other projects in the area to a range of resources, including aquatic, biological, and cultural resources. These findings should help inform current and future development proposed in the region.

Recommendations:

The NEPA document should consider the cumulative impacts associated with other development projects proposed in the area and the potential impacts on various resources including: water supply, endangered species, and habitat.

The NEPA document should quantify cumulative impacts across resources areas, as well as describe and evaluate feasible mitigation measures to avoid and minimize the identified adverse cumulative impacts. Although these mitigation measures may be outside the jurisdiction of the lead agencies or project proponents, describing them in the NEPA document would serve to alert other agencies or officials who can implement

these extra measures (CEQ 40 Questions No. 19(b)).

National Historic Preservation Act and Executive Order 13007

Consultation for historic and cultural resources is required under Section 106 of the National Historic Preservation Act (NHPA). Historic properties under the NHPA are properties that are included in the National Register of Historic Places, or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, consult with the appropriate State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO). Under NEPA, any impacts to tribal, cultural, or other treaty resources must be discussed and mitigated. Section 106 of the NHPA requires that Federal agencies consider the effects of their actions on cultural resources, following regulations in 36 CFR 800.

Recommendations:

The NEPA document should address the existence of cultural and historic resources in the project area, and address compliance with Section 106 of the NHPA. The NEPA document should provide a summary of all coordination with the SHPO/THPO, including identification of NRHP eligible sites, and development of a Cultural Resource Management Plan, if applicable.

Environmental Justice (EJ) and Impacted Communities

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) direct federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process. Guidance⁶ by the CEQ clarifies the terms low-income and minority population and describes the factors to consider when evaluating disproportionately high and adverse human health effects.

Recommendations:

The NEPA document should include an evaluation of EJ populations within the geographic scope of the projects. If such populations exist, the NEPA document should address the potential for disproportionate adverse impacts to minority and low-income populations, and the approaches used to foster public participation by these populations. Assessment of the projects impact on minority and low-income populations should reflect coordination with those affected populations.

In addition, the NEPA document should also describe outreach activities conducted to all other communities that could be affected by the project. We note that the FHWA Planning and Environmental Linkages Questionnaire (pages 17 and 19) states that

⁶ Environmental Justice Guidance under the National Environmental Policy Act, Appendix A (Guidance for Federal Agencies on Key Terms in Executive Order 12898), CEQ, December 10, 1997.

easements on farmland and landowners participating in Kentucky's Agricultural District Program will be researched, documented, and considered during the NEPA process. Outreach to these landowners should be documented and discussed in the NEPA document.

Coordination with Land Use Planning Activities

The NEPA document should discuss how the proposed action would support or conflict with the objectives of federal, state or local land use plans, policies and controls in the project areas. The term "land use plans" includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the appropriate government body in a written form (CEQ's Forty Questions, #23b).

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314) 269-2434
Fax: (314) 269-2379
Email: allan.o.monterroza@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.6
January 11, 2016

Mr. Mikael Pelfrey, P. E.
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor West
Frankfort, KY 40622

RECEIVED

JAN 19 2016

Div. of Planning

Subj: KY 1932 (CHENOWETH LANE) CORRIDOR STUDY, FROM US 60
(SHELBYVILLE ROAD) TO US 42 (BROWNSBORO ROAD) JEFFERSON
COUNTY, KYTC ITEM NO. 5-531.00

Dear Mr. Pelfrey:

We have reviewed the information in your letter dated November 23, 2015 and determined that this project does not include a bridge crossing over water. Therefore the Coast Guard has no interest in the project.

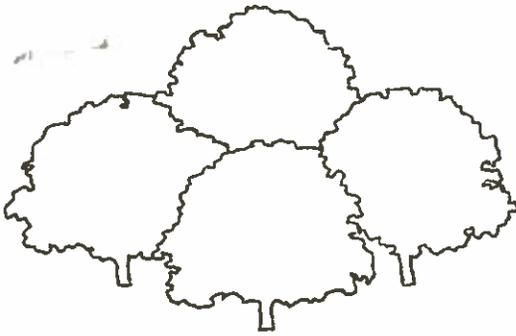
If there are any questions, please contact Mr. Allan Monterroza at the above listed number. We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander

Responses From Cities



The City of Brownsboro Village

P.O. Box 6635
Louisville, Kentucky 40206-0635

December 22, 2015

John W. Moore, P.E.
Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor
Frankfort, KY 40622

Dear Mr. Moore:

I am writing in response to your letter requesting input on KYTC Item No. 5-531.00 (Chenoweth Lane Corridor Study).

I am the Mayor of the City of Brownsboro Village. I have lived along Chenoweth Lane since 1954, so I believe I have a strong association with the road and its issues. First and foremost, my position is TO DO NOTHING! I will now share a few thoughts from the letter I received.

SAFETY

76 CRASHES FROM 2012 TO 2014

- All statistics indicate this is not an issue.
- More than half occurred in the busy commercial area.

LEFT AND RIGHT TURNS

- Stops per vehicle averages 1.5 which is not an issue.

59 DRIVEWAYS

- Even if Chenoweth Lane changed to 3 or 4 lanes, there would still be 59 driveways, so this is not an issue.

SIDEWALKS NOT CONTINUOUS ON BOTH SIDES OF ROAD

- Sidewalks needed on only one side of the road.
- If road widened, that would create a further distance for pedestrians to cross the road to get to and from the sidewalk, thus increasing danger.
- Only people on the west side are affected by no sidewalk.
- The population density on the west side is dramatically less than the east side, therefore the existing sidewalk in on the more advantageous side.
- How many people actually use the sidewalk to justify having it on both sides? Very few.
- Condition of existing sidewalk could be improved.

ONE MID-BLOCK PEDESTRIAN CROSSING

- Could put up signs to alert motorists

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DEC 28 2015

Div. of Planning

OBSTRUCTIONS TOO CLOSE TO THE ROADWAY

- Has anyone crashed into obstructions? I doubt it.
- Has a crash resulted from impaired visibility from obstructions? I doubt it.
- Obstructions are not an issue.

DEEP AND SHALLOW DITCHES

- Flooding is not an issue.
- People falling into ditches is not an issue.

CONGESTION**LEFT AND RIGHT TURNS INHIBIT TRAFFIC FLOW DURING PEAK HOURS**

- Your study shows the road is capable of handling the traffic as it was designed to do.
- Not an issue.

INTERRUPTION FROM TRAINS

- Nothing can be done about trains as it relates to Chenoweth Lane.
- Not an issue.

OTHER CONSIDERATIONS**LACK OF BICYCLE FACILITIES**

- There is an existing bicycle route within the neighborhood streets.
- Not an issue.

NO TRANSIT OPTIONS

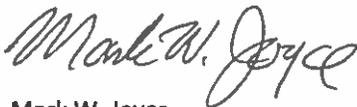
- Few, if any, people living along Chenoweth Lane use mass transit.
- By adding transit stops, this would dramatically increase the number of "stops per vehicle," which is counterproductive to traffic flow.
- Adding busses would be equal to adding large trucks, which is one of the points made in your study.
- Busses hinder visibility for other drivers due to their large size, thus increasing dangerous situations.
- Not an issue.

INCOMPLETE SIDEWALK/PEDESTRIAN CROSSWALKS

- (See SIDEWALKS above)

The character of the Chenoweth Lane corridor is, in my opinion, similar to Mayberry from *The Andy Griffith Show*. We are peaceful, law-abiding citizens who respect each other and have a love for our community. We do not need or want any changes to the aesthetic beauty of our main thoroughfare.

Cordially,



Mark W. Joyce
Mayor

CITY OF BELLEWOOD, KY

P.O. Box 8095
Louisville, KY 40257

December 28, 2015

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DEC 30 2015

Div. of Planning

Mikael Pelfrey, P.E.

Kentucky Transportation Cabinet; Division of Planning

200 Metro Street, 5th Floor West

Frankfort, KY 40622

Re: KY 1932 (Chenoweth Lane) Corridor Study

Mr. Pelfrey –

In regard to the KYTC Item # 5-531.00 (more informally known as Chenoweth Lane Study) and as the Mayor of Bellewood, Ky, I want to formally respond to the request for comments from John W. Moore, Director, Division of Planning. We have attended the KYTC & Qk4 presentations, carefully reviewed of the documents provided, evaluated the stated need statements, and have had significant interaction with multiple residents of Bellewood. The City of Bellewood has passed a unanimous resolution (attached) to **not support** the proposed project to widen Chenoweth Lane.

There are multiple inaccuracies and assumptions made in the presentations, documents, and stated need statements that do not reflect the existing status of Chenoweth Lane. The traffic counts are indicative of a significantly lower current and projected traffic volume than the 1.0 threshold for action. In addition there are significant environmental issues, including the enjoyment and obvious benefits of having many mature trees along the Lane, additional neighborhood heat generated by increased asphalt, unknown wildlife impacts, and increased storm drainage runoff, all of which would be affected by any widening process. The impact of these proposed changes far outweigh any perceived benefits for the 500 citizens of Bellewood, Ky.

According to the accident statistics and congestion assumptions it becomes very obvious that the important traffic issues that need to be addressed are at the commercial southern terminus of KY 1932 within 4-5 blocks of Shelbyville Rd. Any other perceived benefits would be marginal at best and harmful to the peaceful enjoyment and current property values of the residential cities along Chenoweth Lane.

KEVIN R. ORR - MAYOR

I have also been party to several engaging conversations and legal concerns related to the selection/objectivity of Qk4, the source and reliability of the budgeting estimates, and their impact on the consequent Chenoweth Lane traffic study provided to the State of Kentucky regarding KY 1932. There appears to be a significant conflict of interest by Qk4 regarding their analysis of Chenoweth Lane and their prior engagement for the Masonic Homes Chenoweth Lane access zoning hearings done last year. Further discussions regarding the overlap and objectivity of this current consulting engagement would certainly be of significant interest for the adjoining residential neighborhoods.

Thank you for your engagement and consideration of the residents of Bellewood, Ky.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin R. Orr', with a stylized flourish at the end.

Kevin R. Orr, Mayor; Bellewood KY

Cc: John W. Moore, Director Division of Planning KYTC

CITY OF BELLEWOOD
RESOLUTION NO. 1-2015

WHEREAS, the City of Bellewood, a sixth class city located in Jefferson County, Kentucky is governed by a duly elected Mayor and Board of Commissioners, and

WHEREAS, that the City of Bellewood (which adjoins the east side of Chenoweth Lane for approximately one third of the length of the proposed project) is opposed to the widening of Chenoweth Lane between Shelbyville Road and Brownsboro Road, and

WHEREAS, our review of the proposed project data presented by the Kentucky Transportation Cabinet indicates only a marginal reduction of traffic accidents or traffic congestion for a road that is currently not at capacity nor is projected to reach capacity in the foreseeable future, indicates significant environmental damage to the property of our residents adjoining Chenoweth Lane by removing many large trees, relocating telephone/power-line poles much closer to homes, adding significant pavement with either a third lane and/or wider sidewalks and decreasing green space along the traffic corridor, and

WHEREAS, the above listed damages far out-weigh any potential advantages to this project, **THEREFORE BE IT RESOLVED BY THE CITY OF BELLEWOOD BOARD OF COMMISSIONERS**, that it does not support the Kentucky Transportation Cabinet's proposed project to widen Chenoweth Lane.

Adopted by the City of Bellewood Board of Commissioners at its meeting on the 15th day of December, 2015 by a vote of 4 ayes and 0 nays.

ATTEST:



Kevin R. Orr, Mayor



Dixie Rueff, City Clerk 12/15/15

December 29, 2015

Mikael Pelfrey, P.E.

Kentucky Transportation Cabinet; Division of Planning

200 Metro Street, 5th Floor West

Frankfort, KY 40622

Re: KY 1932 (Chenoweth Lane) Corridor Study

Mr. Pelfrey: Re: Chenoweth Lane (KYTC Item # 5-531.00)

My name is Steve Dougherty. I am a Commissioner of the City of Bellewood, KY. As a commissioner and citizen of Bellewood, I want to join my voice to the many other Bellewood citizens in rejecting this inaccurate and not necessary project proposal to widen and "improve" Chenoweth Lane (KYTC Item # 5-531.00). Along with other public officials, I. witnessed the KYTC & Qk4 presentations and found them faulty, so much so, I have joined the other Bellewood commission members in a unanimous resolution to **not support** the proposed project to widen Chenoweth Lane.

As a person of influence, you have the opportunity to help reject this proposal and deep-six the project.

Sincerely.



Stephen C. Dougherty, Commissioner, Bellewood KY

Cc: John W. Moore, Director Division of Planning KYTC

Kevin R. Orr, Mayor, Bellewood KY & Commission Members

RECEIVED

JAN 04 2016

Div. of Planning

3912 Elmwood Avenue
Louisville, Kentucky 40207
December 30, 2015

Mr. Mikael Pelfrey, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Metro Street, 5th Floor West
Frankfort, KY 40622

Re: KY 1932 (Chenoweth Lane) Corridor Study, from US 60 (Shelbyville Road) to US 42 (Brownsboro Road), Jefferson County, KYTC Item No. 5-531.00

Dear Mr. Pelfrey:

As requested by John W. Moore, Director of Division of Planning, as a Commissioner of the City of Bellewood, KY, I wish to respond to his request for comments.

The City of Bellewood Mayor and commissioners attended the KYTC & Qk4 presentations held November 16, 2015. We carefully reviewed the documents presented and again at our December city meeting. We also met with city residents to discuss their concerns. Based on these meetings and the documents reviewed, the City of Bellewood passed a unanimous resolution to **not support** the proposed project to widen or to make any short or long term projected improvements to Chenoweth Lane.

Our decision was in part based on the following:

- The volume to capacity (V/C) ratio completed by Stantec was much less than 1.0 for both AM and PM traffic, indicating that Chenoweth Lane is carrying much less traffic than it is designed to carry. Flat growth or a slight decline in traffic was predicted by 2035 as most of Chenoweth Lane is residential. Stantec also noted that most cars only average 1.1 to 1.8 stops along this stretch of road during peak times.
- A traffic analysis indicated that within a time period of fifty-five hours, a total of 53 passing trains were recorded at Chenoweth Lane and Shelbyville Road causing significant traffic congestion. The same congestion occurs only much worse at the Shelbyville Road - Breckinridge Lane intersection where there is a middle turning lane. It seems nothing can be done to decrease traffic congestion due to the trains.
- Environmental concerns such as impact to the trees along Chenoweth Lane, additional heat generated by increased asphalt, wildlife impacts and increased storm drainage runoff affected our decision.
- Last, and perhaps most importantly, the social and health benefits of living in a small city with its quiet tree-lined streets, the ability to safely take walks along Chenoweth Lane and the enjoyment of visiting with neighbors to ask about their children and grandchildren far outweigh any perceived improvements.

Thank you for the opportunity to provide input regarding this matter.

Sincerely,



Karen Koch
Commissioner, City of Bellewood, KY

RECEIVED

JAN 04 2015

Div. of Planning

CITY OF ROLLING FIELDS, KENTUCKY

MUNICIPAL ORDER #15-1

Whereas, the City of Rolling Fields, a sixth class city located in Jefferson county, Kentucky, governed by a duly elected Mayor and City Commissioners, and

Whereas, the City of Rolling Fields is in close proximity to Chenoweth Lane, and Rolling Fields residents travel on Chenoweth Lane numerous times daily, and

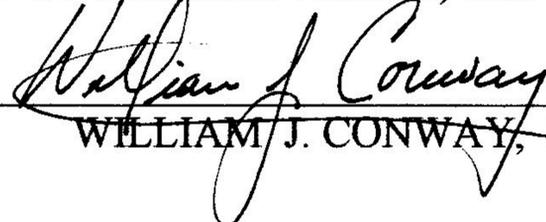
Whereas, the City of Rolling Fields is strongly opposed to the widening of Chenoweth Lane between Shelbyville Road and Brownsboro Road, and

Whereas, our review of the proposed Project data and information presented by the Kentucky Transportation Cabinet and its consultants shows that Chenoweth Lane is not currently at capacity nor is projected to reach capacity in the foreseeable future, that any congestion on either end of Chenoweth Lane is the result of the timing of the traffic lights on Brownsboro and Shelbyville Roads and trains, that the widening of Chenoweth Lane would result in significant environmental damage to residential property which adjoins Chenoweth Lane, including the removal of many large trees, relocating telephone/power line poles, adding significant pavement with a third traffic lane and bicycle lanes *plus* an additional shoulder/buffer of 10 feet, that the proposed project would significantly decrease the green space, tree canopy and wildlife habitat along the Chenoweth Lane corridor and irreparably alter the Historic character of the neighborhoods and corridor area, that the cost of this Project would be very significant and is completely unwarranted, and

Whereas, the factors and damages listed above far outweigh any potential advantages of this Project. Therefore be it resolved that the City of Rolling Fields strongly opposes the Kentucky Transportation Cabinet's proposed Project to widen Chenoweth Lane.

Adopted by the City of Rolling Fields Board of Commissioners at its meeting on the 10th day of December, 2015, by a unanimous vote.

CITY OF ROLLING FIELDS, KENTUCKY

BY: 
WILLIAM J. CONWAY, MAYOR

ATTEST:

BY: 
CITY CLERK

CITY OF ROLLING FIELDS, KENTUCKY

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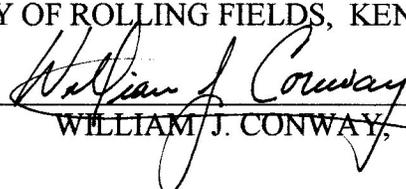
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Adopted by the City of Rolling Fields Board of Commissioners at its meeting on the 10th day of December, 2015, by a unanimous vote.

CITY OF ROLLING FIELDS, KENTUCKY

BY: 
WILLIAM J. CONWAY, MAYOR

ATTEST:

BY: 
CITY CLERK

From: [Carolyn Wetterer](#)
To: [Pelfrey, Mikael \(KYTC\)](#); [Hickerson, Judi \(KYTC-D05\)](#); [Hall, Tom \(KYTC-D05\)](#)
Cc: williamconway@twc.com; [David Dunn](#); [Dan Tafel](#); [Beth Moffett](#); rbprice50@gmail.com; [Joanna Nugent](#); john.moore@ky.gov
Subject: KY 1932 (Chenoweth Lane) Corridor Study, Item No. 5-531.00
Date: Monday, December 21, 2015 2:11:43 PM

On behalf of the City of Rolling Fields, we would like to offer our comments regarding the proposed Project to widen Chenoweth Lane. Three of our commissioners attended your meeting on November 16, 2015, and heard the presentations by the KYTC and the consultants on the project. After hearing the presentations, studying the information, and speaking with our residents, Rolling Fields is opposed to the widening of Chenoweth Lane as proposed, which would include an additional traffic lane, bicycle lanes, as well as 10 foot shoulders/buffers. We have included a Resolution, passed by the Board of Commissioners of the City of Rolling Fields, in opposition to the project.

One of the most compelling presentations at the meeting was the information presented by Stantec, in its traffic study. In summary, Chenoweth Lane is not even currently operating at capacity, i.e., it is not currently carrying more traffic than it is designed to carry, even at peak hours in the morning or in the evening. Most of the traffic can travel the entire length of Chenoweth Lane in less than 2-1/2 minutes; in peak times, travel time is 3 minutes or a little above that. In addition, the volume of traffic on Lexington Rd., Chenoweth Lane, and Brownsboro Road is expected to decrease in terms of traffic count in the coming years, not increase, per the data. Some traffic congestion or backup was noted during peak times, at the traffic lights at Chenoweth Lane and Shelbyville Road and Brownsboro Road. When questioned, the consultant revealed that the traffic was only occasionally backed up at those lights, and that any backup at the traffic lights was due to the timing of the lights on both Brownsboro Road and Shelbyville Road. Since those are major thoroughfares, the lights are timed to allow the traffic on Shelbyville Road and Brownsboro road to flow unimpeded. If the timing of those lights were adjusted, there would be no back up on Chenoweth Lane. In addition, the consultant commented that the addition of the new turn lanes at Chenoweth and Brownsboro Road had solved most of the problems regarding backups at that end.

Regarding the crash data study, in a three-year period, there were only 76 crashes, which was surprising, given the amount of traffic that travels on Chenoweth Lane and the businesses located there. Four of the accidents were alcohol related, 4 were single vehicle and 10 accidents were the results of snow, slush or wet road conditions. Most importantly, 39 of the accidents occurred between Shelbyville Road and Kennison Avenue, which is basically a 2-1/2 block area, which includes the railroad tracks and a shopping center. Clearly, some modifications need to be made to that 2-1/2 block area, such as limiting turning access or only allowing right or left turns in certain areas, or maybe even caution lights. Widening the entire length of Chenoweth Lane would not solve those issues.

The addition of one traffic lane, in addition to bicycle lanes and 10-foot buffer/shoulder areas would require the taking of significant amounts of residential property, at great expense. Also, it would necessitate the removal of numerous large and mature trees, and the relocation of telephone and powerline poles, which would end up being much closer to the actual homes. The widening would change the entire character of Chenoweth Lane, decreasing the green space, destroying the mature tree canopy, changing a historic Neighborhood corridor to a busier, bigger street with more and faster-moving traffic. Furthermore, the widening as

proposed would significantly harm the Chenoweth Lane corridor environmentally, adversely impacting the environment and trees which are home to several species of bats.

Finally, Chenoweth Lane is an Historic District. The project as proposed would adversely impact many residences and properties which are eligible for the National Register of Historic Places and have historical significance, as noted in the Environmental Overview presented by your consultants. The residents in all of the surrounding neighborhoods are vehemently opposed to this Project which would alter or destroy the historic character of their neighborhood and Chenoweth Lane.

We do acknowledge that there are some issues that need to be addressed along the Chenowith Lane Corridor. The sidewalks need to be repaired and completed along Chenowith Lane to allow for pedestrian and bicycle usage. That would not necessitate adding traffic lanes, just repairing and perhaps rebuilding existing sidewalks so that residents could walk/run/bike along Chenoweth. Also, the crosswalk at Druid Hills needs to be ADA compliant and more clearly marked, to allow residents and school children to safely cross Chenoweth Lane and access Chenoweth Elementary School. As noted above, the [2-1/2](#) block area from Kennison Avenue to Shelbyville Road needs to be closely examined regarding traffic egress and ingress, turning, and sidewalks. Much could be done to that area to improve existing issues, without widening the entire length of Chenoweth Lane.

Based on our review of the information provided by the KYTC and its consultants, and our conversations with the Residents of Rolling Fields, our City strongly opposes the widening of Chenowith Lane as proposed in the KYTC Project. Thank you for allowing us to submit the feedback of our Residents. If you have any further questions for us or you have additional information to submit to us, please do not hesitate to contact us. Also, please keep us advised as to any further action with regard to this proposed Project.

Sincerely,

Carolyn Wetterer, Commissioner
On behalf of the
City of Rolling Fields
508 Club Lane
Louisville KY 40207

From: [William Conway](#)
To: [Pelfrey, Mikael \(KYTC\)](#)
Cc: [Hickerson, Judi \(KYTC-D05\)](#); [Hall, Tom \(KYTC-D05\)](#)
Subject: Chenoweth
Date: Saturday, December 19, 2015 11:55:23 AM

Dear Mr. Pelfrey,

I have attached the Municipal Order our Rolling Fields City Commission passed in our 12/10/15 meeting regarding the widening of Chenoweth Lane (40207) Chenoweth Lane terminates in Rolling Fields/Indian Hills.

We have have substantial feedback regarding this proposal - most all negative. Please give me a call if you have any questions.

Best regards,

Bill Conway

William J. Conway
Mayor, Rolling Fields
425 Club Lane
Louisville, KY 40207
502-384-5054 (office)
502-432-2222 (cell)
502-895-5661 (fax)

The information transmitted is intended only for the person or entity to which it is addressed and may contain CONFIDENTIAL material. If you receive this material/information in error, please contact the sender and delete or destroy the material/information.



LOUISVILLE METRO COUNCIL

BILL HOLLANDER
DISTRICT 9 COUNCILMAN

December 29, 2015

KYLE ETHRIDGE
LEGISLATIVE ASSISTANT

Mr. Mikael Pelfrey, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622

Re: Improvement on KY 1932 (Chenoweth Lane)

Dear Mr. Pelfrey,

Thank you for the opportunity to comment on the study to evaluate potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road).

I would suggest that the project be divided between the section which falls in St. Matthews and the section further to the north. The St. Matthews section, from US 60 to the Bellewood city limits, is more commercial in nature. I would defer to St. Matthews on what improvements it feels are most appropriate in that section, although I hope those include improved pedestrian facilities.

Regarding the section to the north, there seems to be virtually unanimous opposition to expanding the roadway and I agree with that opposition. The data presented at the meeting earlier this year did not show a present need for another lane or projected increases in traffic volumes and congestion which justify an expansion.

Pedestrian and bicycle facilities could be improved, however, and I hope that these will continue to be studied. If utilities could be relocated from the existing ditch, and drainage could be provided for and improved, there may be an opportunity to build a protected and improved path. I support more study of that possibility.

Thank you for the opportunity to attend the meetings last month and for the opportunity to offer these comments.

Sincerely,

Bill Hollander
Ninth District Councilman

BH:ke

cc: Mr. Tom Hall, KYTC
Ms. Judi Hickerson, KYTC

Responses From Local Entities



LOUISVILLE METRO COUNCIL

BILL HOLLANDER
DISTRICT 9 COUNCILMAN

December 29, 2015

KYLE ETHRIDGE
LEGISLATIVE ASSISTANT

Mr. Mikael Pelfrey, P.E.
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, Kentucky 40622

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Sincerely,

Bill Hollander
Ninth District Councilman

BH:ke

cc: Mr. Tom Hall, KYTC
Ms. Judi Hickerson, KYTC

Matthew G. Bevin
Governor



Hal Heiner
Secretary
Education and
Workforce Development Cabinet

Stephen L. Pruitt, Ph.D.
Commissioner of Education

KENTUCKY DEPARTMENT OF EDUCATION
Capital Plaza Tower • 500 Mero Street • Frankfort, Kentucky 40601
Phone: (502) 564-4770 • www.education.ky.gov

January 4, 2016

Mr. Mikael Pelfrey
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street 5th Floor
Frankfort, KY 40601

Dear Mr. Pelfrey:

Thank you for the opportunity to review the "KY 1932 (Chenoweth Lane) Corridor Study from US 60 (Shelbyville Road) to US 42 (Brownsboro Road)" for Jefferson County. I forwarded the information to the District Facilities Branch and the Student Tracking and Transportation Branch here at the Kentucky Department of Education (KDE) for their review and input. Staff reported there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes. However, it is the recommendation of KDE staff that the Transportation Cabinet contact the Jefferson County School District directly to solicit feedback from school district officials who have a better knowledge of how this project could impact schools in the affected area. The contact information is:

Superintendent Donna M. Hargens
Jefferson County School District
3332 Newburg Road
P.O. Box 34020
Louisville, KY 40232
(502) 485-3011

If you have any questions concerning school facilities or school bus transportation in general, please contact Donna Duncan, KDE Director, Division of District Support, at donna.duncan@education.ky.gov or (502) 564-3930, ext. 4433.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stephen L. Pruitt".

Stephen L. Pruitt, Ph.D.
Commissioner of Education

RECEIVED

JAN 07 2016

Div. of Planning

cc: Hal Heiner, Secretary, Education and Workforce Development Cabinet
John W. Moore, Director, Transportation Cabinet



TRANSPORTATION CABINET

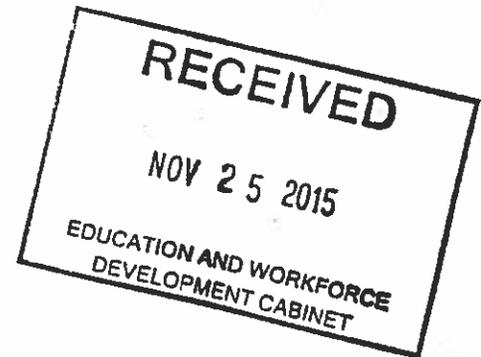
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 23, 2015

Mr. Thomas O. Zawacki
Secretary
Kentucky Education and Workforce Development Cabinet
Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, KY 40601



Dear Mr. Zawacki:

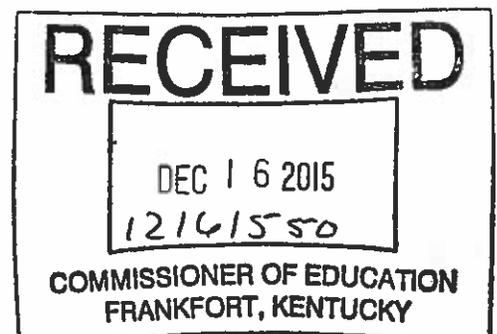
Subject: KY 1932 (Chenoweth Lane) Corridor Study
From US 60 (Shelbyville Road) to US 42 (Brownsboro Road)
Jefferson County
KYTC Item No. 5-531.00

The Kentucky Transportation Cabinet (KYTC) has assembled a study team to evaluate potential improvements on KY 1932 (Chenoweth Lane) from US 60 (Shelbyville Road) to US 42 (Brownsboro Road). The study will determine the need and potential impacts, and identify short-term improvements that can be quickly and effectively implemented as well as long-term solutions that seek to address future transportation needs while addressing existing safety and congestion issues along this corridor.

We are requesting your agency's valuable input and comments on this study as part of the KYTC process.

The draft purpose and need of this project is as follows:

The purpose of this project is to improve safety, reduce congestion, and improve mode choice for non-motorists on KY 1932 (Chenoweth Lane) in Jefferson County between US 60 (Shelbyville Road) and US 42 (Brownsboro Road).



An Equal Opportunity Employer M/F/D

The project need derives from the following:

Safety

- 76 crashes (many rear ends) from 2012 to 2014;
- Left and right turns inhibit traffic flow during peak hours both on Chenoweth Lane and cross streets;
- 59 driveways exist between the railroad tracks and US 42 (Brownsboro Rd);
- Sidewalks are not continuous on both sides of the road;
- One mid-block pedestrian crossing;
- Obstructions too close to the roadway; and
- Deep and shallow ditches.

Congestion

- Left and right turns inhibit traffic flow during peak hours; and
- Interruption from trains last 2 – 3.5 minutes each time causing traffic to backup for nearly half the length of the corridor.

Other Considerations

- Lack of bicycle facilities and connectivity to bicycle facilities;
- No transit options along the route; and
- Incomplete sidewalk network and limited pedestrian crosswalks.

During the development of this study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may have contacted you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

The planning study includes a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can potentially minimize negative impacts on alternatives as we move forward. As a part of this study, an environmental overview was developed by subject matter experts. The results of the overview are summarized for your use in an attached exhibit.

The current 2015 Average Daily Traffic volume on KY 1932 is 11,900 vehicles per day; fewer than six percent of these vehicles are trucks. We have also enclosed the following project information for your review and comment:

- Study Area
- Existing Conditions
- AM Existing Traffic
- PM Existing Traffic
- 2012-2014 Crash Data
- Environmental Overview

In particular, we are asking that you provide the following information:

- Comments on the draft purpose and need for the project
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternatives so that the impacts can be minimized, mitigated, or avoided early in the process
- Any mitigation strategies that should be considered during project development

We respectfully ask that you provide us with your comments by December 31, 2015, to ensure timely progress in this planning effort. We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to the following: Mikael Pelfrey, P.E.; Kentucky Transportation Cabinet; Division of Planning; 200 Mero Street, 5th Floor West; Frankfort, KY 40622, mikael.pelfrey@ky.gov.

Please include a return address on such correspondence. Thank you in advance for your response.

Sincerely,



John W. Moore, P.E.
Director
Division of Planning

JWM/MP/BC

Enclosures

- c: John Ballantyne, FHWA, w/encl
- Gary Valentine, w/encl
- Matt Bullock, w/encl
- Travis Thompson, w /encl
- Tom Hall, w/encl
- Judi Hickerson, w/encl
- Susan Oatman, w/encl
- Annette Coffey, Qk4, w/encl

Responses From Citizens

From: [Hickerson, Judi \(KYTC-D05\)](#)
To: [Coffey, Annette](#); [Pelfrey, Mikael \(KYTC\)](#)
Subject: FW: Widening of Chenoweth Lane
Date: Monday, November 23, 2015 12:12:23 PM

FYI

Judi Hickerson
KYTC D-5
8310 Westport Rd
Louisville, KY 40242
502-210-5429
judi.hickerson@ky.gov

From: Hollander, Bill H. [<mailto:Bill.Hollander@louisvilleky.gov>]
Sent: Friday, November 20, 2015 2:33 PM
To: Nancy Moise Haws
Cc: Hall, Tom (KYTC-D05); Hickerson, Judi (KYTC-D05)
Subject: RE: Widening of Chenoweth Lane
Nancy –

Thank you for contacting me. The study is being conducted by the Kentucky Transportation Cabinet, at the request of the City of St. Matthews, which didn't want to make some planned streetscape improvements at the section of the road near Shelbyville if the State planned something which would tear them up. Neither our office nor anyone else in Metro has been involved. I was briefed on the study the same day as the public meeting this week. At the meeting, State officials made it clear that this is a study and one option is to do nothing. Other options are to add a left turning lane and better pedestrian and bicycle facilities. I am confident that no one will propose eliminating sidewalks or removing any houses. However, there really is no proposal at this point.

Below is an excerpt from our eNews this week. You can follow the study and make your views known at the links. Thank you again for contacting me.

Chenoweth Lane Corridor Study Survey

On Monday, November 16, KYTC hosted a public planning meeting to discuss Chenoweth Lane between Shelbyville Road and Brownsboro Road. The corridor is being studied for safety, congestion and pedestrian and bicycle access. No plan has been created and one option is to do nothing. Follow the study online: <http://transportation.ky.gov/district-5/pages/default.aspx>. Please take a moment to take a survey and share your feedback about the corridor: <https://www.surveymonkey.com/r/ky1932>.

I share your interest in more and better pedestrian facilities, including along Zorn. At least one option being studied for the Louisville Loop might help in that regard.

Bill

(NOTE: if you didn't, please be sure to copy my Legislative Assistant, Ms. Kyle Ethridge, on all emails to me. Her email is: Kyle.Ethridge@louisvilleky.gov)

Councilman Bill Hollander

Ninth District Councilman
601 W. Jefferson Street
Louisville, Kentucky 40202
(502) 574-1109

From: Nancy Moise Haws [<mailto:tremadotdot@gmail.com>]

Sent: Friday, November 20, 2015 2:10 PM

To: tom.hall@ky.gov; judi.hickerson@ky.gov; Hollander, Bill H.

Subject: Widening of Chenoweth Lane

I was unable to attend the public meeting regarding the widening of Chenoweth Lane. Is there information available online where I can see the proposal?

I have an avocation for urban planning, particularly brown fields and water policy. My Father is professor emeritus from University of Louisville, and both were areas of his expertise. I am an attorney with a solo practice.

Upon learning about the gist of the proposal, I can't see where it could be widened much more without removing either sidewalks, which I am against, or worse, houses. If either is the case, I oppose this project. I would prefer money be spent fixing what is truly broken, not making the charming street a major characterless artery.

One area worthy of attention is adding a sidewalk, or a removable boardwalk (due to the nine foot water pipe) down Zoen Avenue. Every day, I see pedestrians in peril making their trek to Galen or to King Fish. They walk among the thick grass, road debris, on the best of days, wet muck and snow on the best. There are water shed issues compromising the base of Zorn Avenue at River Road.

Surely this or many other projects deserve attention before what is bound to be a multi million dollar mess that makes St. Matthews look like what? Hurstbourne? Dixie Highway?

No thanks.

Thank you,

Nancy Haws

Personal email: tremadotdot@gmail.com

Work email: nancy@nancyesq.com

724 Fairhill Drive

Louisville, KY 40207

502-439-6900