



Architecture

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MEETING NOTES

Project: Manslick Road Interchange at I-264, Feasibility Study

Item Number 5-436.00

Purpose: Stakeholder Meeting #1

Place: Metro Public Works
Metro Development Center
444 South 5th Street, Rom 416
Louisville, Kentucky

Meeting Date: September 6, 2006

Prepared By: Tom Springer

In Attendance:

| | |
|-------------------|-------------------------------------|
| Paul Davis | KYTC, D5, Pre-Construction & Design |
| Rick Storm | Metro Public Works |
| Mohammad Nouri | Metro Planning and Design |
| Aida Copic | Metro Planning and Design |
| Gregoriy Ardashev | Metro Development Authority |
| Tom Springer | Qk4 |

The meeting included an open discussion of the issues surrounding the feasibility of a new interchange, as follows:

- The key objective of the planning study is to determine the feasibility of constructing an interchange at this location based on design constraints, traffic operations, and community and environmental constraints. The end result will include benefits of a proposed interchange, as well as constraints and anticipated impacts.
- An interchange at Manslick (KY-1931) would improve safety, operations and relieve congestion at the Dixie Highway (US-31W)/I-264 interchange. An interchange would also benefit potential industrial development areas to the north, including the Park Hill Area, and the Caritas Medical Center to the south off Bluegrass Avenue. Some benefit could be extended to the Riverport area off Greenbelt Highway.
- Following are some areas outside of what was shown on the Environmental Overview map that should be considered during this feasibility study:
 - Dixie Highway/Crums Lane/7th Street intersection
 - 9th Street connection/extension
 - Park Hill Area (MDA is conducting a traffic pattern study of this area for KIPDA)
 - Greenwood Road, which is programmed in the Six Year Highway Plan to widen to a 3-lane facility with bike lanes

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- Manslick Road south of I-264 is a two-lane road. Improvement of this road is included on KIPDA's list for SLO funds, but funding is "future" (i.e., beyond 2011), and this project is not in the State Six-Year Highway Plan.
- Project History
 - An interchange with Manslick was included in the 1973 EIS for the widening of the Watterson Expressway as a half interchange allowing travelers to go east and come from the west, only. (As scanned image of that drawing will be distributed with these meeting notes.) It is not known why this interchange was not included in the final design of the widening of this section of I-264 (which occurred in the late 1970s).
 - A few years ago this project was the top priority of the City of Louisville. Now, of the various proposed new interchanges under study through Louisville Metro, an interchange at Manslick and I-264 is less than the top priority.
- Others to Contact
 - It was recommended that Louisville Metro Animal Services' Animal Care Center be contacted since they own a facility adjacent to I-264 and have plans to build a new facility at a different location.
 - Jefferson County Board of Education, Transportation, Mr. Rick Cable, should be contacted regarding the bus facility located north of I-264.
- Rick Storm has agreed to be the Metro representative to the Project Team for this feasibility study.
- An additional meeting may be set up with Metro Development Authority (MDA) to discuss their plans and initiatives that relate to the Project interchange.

End of Meeting Notes



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MEETING NOTES

Project: Manslick Road Interchange at I-264, Feasibility Study

Item Number 5-436.00

Purpose: Stakeholder Meeting #2

Place: Jefferson County Board of Education
C. B. Young, Jr., Building
3001 Crittenden Drive
Louisville, Kentucky 40209

Meeting Date: September 13, 2006

Prepared By: Tom Springer

In Attendance:

| | |
|-----------------|---|
| Paul Davis | KYTC, D5, Pre-Construction & Design |
| Rick Caple | Jefferson County Board of Education, Transportation Director |
| Chuck Fleischer | JCBOE, Safety and Environmental Services Department, Director |
| Ike Pinkston | JCBOE, Vehicle Maintenance, Director |
| Tom Springer | Qk4, Inc. |

The meeting included an open discussion of the issues surrounding the school facilities, including Jacob Elementary School and the Nicholas Bus Compound, and the feasibility of a new interchange with I-264 and Manslick Road, as follows:

- Approximately 275 buses park at the compound daily (25 percent of the entire fleet). An additional 100 buses per week, approximately, go to the compound for maintenance. Between those buses and the buses to serve Jacob Elementary, there a total of approximately 1,000 bus trip per day to and from the site. These do not include the trips bus drivers make in their personal vehicles going to and from the compound twice a day. In addition, there are another approximately 500 trips generated to and from the school for teachers, staff, parents, visitors, and others. The total trips to/from the complex are more than 2,000 per day during the school year, making this the single largest traffic generator in the study area.
- Access to and from the school and the bus compound is by way of one of three choices: 1) east on Strader Avenue to Taylor Boulevard, north on Georgetown Place to Berry Boulevard, or west on March Boulevard/south on Manslick and then continuing west on Crums Lane to Dixie Highway. Each of these are through residential areas. Recently, the number of stop signs on Strader Avenue have been reduced to minimize noise from the buses' diesel engines and brakes. The buses test drive route is as follows: east on Strader Ave. south on Taylor, west on I-264, north on Dixie, and west on Crums back to the compound.
- The biggest traffic/movement problem for the buses is the left turn from Crums Lane to Dixie. The Board would like for an connection to be made across from Crums Lane to the compound, but that would require bisecting the historic cemetery.
- The Air Pollution Control Board commissioned a report in the recent past on the air quality impacts of the bus compound. The report could be obtained from the APCB.

- The Board of Education stated it is in favor of a new interchange with Manslick and I-264 because it would improve their safety by moving buses out of residential areas, and travel time and costs by providing quicker access to I-264.

End of Meeting Notes



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MEETING MINUTES

Project: Manslick Road Interchange at I-264, Feasibility Study

Item Number 5-436.00

Purpose: Project Team Meeting

Place: KYTC, District-5
977 Phillips Avenue
Louisville, Kentucky 40209

Meeting Date: October 3, 2006

Prepared By: Tom Springer

In Attendance:

| | |
|-----------------|---|
| Paul Davis | KYTC, D5, Pre-Construction & Design |
| John Callahan | KYTC, D5, Pre-Construction Branch Manager |
| Kevin Dant | KYTC, D5, Environmental Coordinator |
| Harold Tull | KIPDA, Transportation Planning Director |
| David Smith | Qk4, Inc. |
| Darrell Renfrow | Qk4, Inc. |
| Tom Springer | Qk4, Inc. |

The objective of the Project Team meeting was to review the work that has been done for the feasibility study, discuss pertinent issues, and identify the next steps that need to be taken, as follows:

- Stakeholders Meeting Summaries.
 - A meeting was held September 6, 2006 with staff members from Louisville Metro Public Works, Planning and Design Service, and the Metro Development Authority. The minutes from that meeting were distributed to the Project Team, and the following issues from that meeting were noted: 1) MDA is conducting a traffic circulation plan for the Park Hill Area to the north, and 2) of the five new interchanges currently under study within Jefferson County, the Manslick Road interchange project is one of the least priorities of Louisville Metro.
 - A meeting was held on September 13, 2006 with representatives from Jefferson County Public Schools. The draft minutes from that meeting were distributed to the Project Team, and the following issues were noted: The bus compound, together with Jacob Elementary School, are significant traffic generators. The buses make numerous trips on nearby roads through residential areas. JCPS is very much in favor of a proposed interchange between Manslick and I-264.

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- **Traffic Data.** Traffic data was collected in late September and included 24-hour tube counts on the ramps of the Dixie Highway and Taylor Boulevard interchanges, and on select surface streets. Turning movements were also taken at the I-264 ramps to/from Taylor Blvd. This data was distributed to the Project Team and the following points were noted:
 - At both the Dixie Highway and Taylor Blvd interchanges, the significant traffic movements are to and from the south on Dixie and Taylor, and the east on I-264.
 - The ADTs on the mainlines of Taylor Blvd are nearly the same north and south of I-264 (30,000 vs. 33,000), but on Dixie Highway the ADT is significantly higher in the south (59,000) than the north (31,000).
 - On I-264 the ADTs reduce notably from east to west, as follows: 107,000 east of Taylor Blvd., 96,000 west of Taylor Blvd., and 54,000 west of Dixie Highway.
- **Environmental Overview.** The following elements of the natural and human environments were noted:
 - Watterson Lake Park is located adjacent to the interchange, and efforts should be made to avoid or minimize acquiring land from and adversely impacting the park.
 - The Manslick Cemetery is located north of the Animal Shelter along Old Manslick Road, and efforts should be made to avoid use of this cemetery. The grave markers are very old and scattered. It is highly likely there are numerous unidentified graves on the property. The cemetery is owned and maintained by Metro Parks.
 - The Cloverleaf community is located south of I-264 between Manslick and Dixie Highway. This area is a middle-income neighborhood made up of single-family homes. A noise wall adjacent to I-264 provides a notable reduction of noise from the interstate.
 - The Hazelwood community is located south of I-264 between Manslick and Taylor Blvd. This area is a lower-income neighborhood with a mix of public housing/apartments and single-family homes. A heavily used pedestrian walkway and bridge links this area with Watterson Lake Park, Jacob School, and shopping areas north of I-264.
 - Mill Creek runs parallel along the north side of I-264 from Watterson Lake west through the Dixie Highway interchange.
- **Design Concepts.**
 - A copy of an exhibit from the 1973 EIS for the I-264 expansion was distributed. This exhibit illustrated a design concept that included a half interchange at Manslick.
 - Darrell Renfrow presented a draft design concept that includes a full tight diamond interchange with Manslick, and braded ramps between Manslick and Dixie. There are weaving problems that would prevent some of the design elements, but other options could be explored, such as a T-intersection with Dixie Highway in lieu of the flyover ramp for the southbound movement, or eliminating the movement from Manslick to Dixie Highway on I-264.
- **Next Steps.**
 - KIPDA will forecast future traffic and turning movements for the interchange concepts. Qk4 will provide KIPDA a refined full interchange option and a half interchange option with movements to and from the east.

End of Meeting Notes



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MEETING NOTES

Project: Manslick Road Interchange at I-264, Feasibility Study
Item Numbers: 5-436.00
Purpose: Stakeholder Meeting with Metro Parks, Planning and Design, Public Works, and Development Authority
Place: Metro Parks
1294 Trevillian Way
Louisville, Kentucky 40209
Meeting Date: October 18, 2006
Prepared By: Tom Springer
In Attendance:

| | |
|-----------------|-----------------------------|
| Lisa Hite | Metro Parks |
| Bruce Traugher | Metro Development Authority |
| Charles Cash | Metro Planning and Design |
| Mohammad Nouri | Metro Planning and Design |
| Rick Storm | Metro Public Works |
| John Callihan | KYTC, District-5 |
| Tala Quino | KYTC, District-5 |
| Paul Davis | KYTC, District-5 |
| Kevin Dant | KYTC, District-5 |
| Andrea Clifford | KYTC, District-5 |
| David Smith | Qk4, Inc. |
| Bill Crawford | Qk4, Inc. |
| Tom Springer | Qk4, Inc. |

Manslick Road/I-264 Interchange

Plans for a new interchange with I-264 and Manslick Road in southern Louisville were also discussed. This planning study is a feasibility study with little public involvement. Like the I-64 planning study the KYTC is also managing the project since it will require Federal Highway Administration involvement in the form of an IJS and NEPA environmental document, both of which are required before the project can be constructed.

Watterson Lake Park and the Manslick Cemetery are located in the northeast quadrant of the proposed interchange, and both are owned and managed by Metro Parks. Watterson Lake Park is adjacent to the existing I-264 right-of-way. The current design concepts show that both facilities can be avoided by a proposed new interchange.

MDA noted that a partial interchange (allowing access to/from the east) would provide needed benefit for numerous redevelopment plans and activities in Shively. A new transportation connection would relieve congestion at the Dixie interchange and help with traffic issues in Old Louisville, including removing trucks traffic from Hill Street and 7th Street areas that are going to I-65. A previously completed study of the 7th Street Corridor will be provided to KYTC from Metro Planning and Design.

Manslick Road Interchange Meeting Notes

Metro Parks Meeting

October 18, 2006

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MDA also noted the City has plans for relocating the Animal Control Facility that is adjacent to Manslick and I-264 in the northeast quadrant. Therefore, a new interchange that would require the acquisition of that property would be welcome.

End of Meeting Notes



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MEETING MINUTES

Project: Manslick Road Interchange at I-264, Feasibility Study

Item Number 5-436.00

Purpose: Project Team Meeting

Place: KYTC, District-5
977 Phillips Avenue
Louisville, Kentucky 40209

Meeting Date: April 24, 2007

Prepared By: Tom Springer

In Attendance:

| | |
|---------------|---|
| Paul Davis | KYTC, D5, Pre-Construction & Design |
| John Callahan | KYTC, D5, Pre-Construction Branch Manager |
| Mary Ann Bond | KYTC, D5, Planning |
| Randy Simon | KIPDA |
| Andy Rush | KIPDA |
| Jeremy Lukat | Qk4, Inc. |
| Tom Springer | Qk4, Inc. |

The objective of the Project Team meeting was to present and discuss project data that will lead to a selection of a preferred alternative.

- Project Status. Since the last meeting Qk4 has been working with KIPDA to refine the traffic data, and then to prepare the LOS analyses, and detailed cost estimates for the alternatives. Each Build Alternative was reviewed, and updated designs were presented:
 - Alt 1: a complete interchange but without access from Manslick to I-264 west
 - Alt 2: a complete interchange
 - Alt 3: a half interchange to and from the east only
 - Alt 4: a complete interchange but without access from Manslick to Dixie
- Cost Estimates. Qk4 prepared construction cost estimates for alternatives 1, 2, and 3 (cost estimates for Alt 4, and right of way and utility estimates will be prepared if it is advanced):
 - Alt 1: \$26,962,200 (plus significant right-of-way and utility costs)
 - Alt 2: \$33,962,400 (plus significant right-of-way and utility costs)
 - Alt 3: \$3,946,200 (plus a minor amount of right-of-way and utility costs)

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The high costs for Alts 1 and 2 are mostly attributable to the bridges and retaining walls needed.

- Existing Roadway Characteristics. A map showing the existing functional classifications, number of lanes, lane widths, speed limit and percent trucks was included in the handouts and reviewed.
- Crash data from the years 2001-2005 were presented on an exhibit. High crash corridors include nearly all of Dixie Highway (US 31W), all of 7th Street between Dixie and Manslick, I-264 through the US 31W interchange, and I-264 through the Taylor Boulevard Interchange.
- Other Highway Projects.
 - Within the current KIPDA Long-Range Plan is the widening of Manslick Road from I-264 south to St. Andrews Church Road from 2 to 4 lanes.
 - The Long-Range Plan also includes widening St. Andrews Church Road from Manslick to Dixie from 2 to 4 lanes.
 - Widening Greenwood Road (KY 1931) from Dixie at St. Andrews Church Road west to Greenbelt Highway is included in the current and proposed Long-Range Plan, the TIP, and the Six-Year Highway Plan with construction to occur in 2009.
- Traffic and LOS. The majority of the meeting focused on the details of the traffic forecasts, LOS, and volume/capacity analysis. Qk4 had used the unadjusted and un-rounded traffic volumes and will therefore need to revise the LOS analysis, but no major changes are expected.

In a very general summary, the traffic volumes of the overall area are at a point of saturation and any new connections to I-264 at Manslick will shift traffic to other roads, but the overall volumes and Levels of Service would change little. If a new interchange is constructed at Manslick, the traffic volumes on US 31W increase slightly and the LOS decreases slightly. The traffic volumes on Manslick would increase with an interchange but the LOS would be acceptable, only because of the planned improvements to Manslick south of I-264.

- Volume/Capacity (V/C) Analysis. KIPDA prepared V/C data for the major roads in the area, based on the assumption of a LOS of C for each leg. That data showed the following:
 - For I-264, any build alternative would provide some relief between Dixie and Manslick, as compared to the No Build, but would provide more traffic/less capacity between Manslick and Taylor and east of Taylor.
 - For Dixie Highway a full interchange at Manslick provided relief north of I-264. South of I-264 is significantly over capacity with any alternative, Build or No-Build. The half interchange was no different than the 2030 No Build.
 - On Manslick the capacity south of I-265 is notably over capacity with every build alternative, and the No-Build Alternative. North of I-265 the capacity would be slightly better than the No-Build.
 - For the I-265/Dixie ramps, the two major movements are to/from I-264 to the east and Dixie to the South. The only alternative that provides any relief to these two movements is Alt 3, the half interchange.
 - For the I-264/Manslick ramps, each would function below capacity for each of the build alternatives.
 - For the I-264/Taylor Blvd ramps the existing and No Build volumes for the ramp from Taylor to I-264 east is notably over capacity but each of the build alternatives would provide relief to that movement.
- Recommendations. The construction costs alone for Alternatives 1, 2 and 4 are between 6 and 9-fold higher than that for Alternative 3, but the benefit to the existing road network is not commensurate. Further, the right-of-way impacts for Alts 1, 2, and 4 would include between 6 and 12 residential relocations along the south side of I-264, and significantly more costs than for Alt 3. Therefore, the Project Team does not feel Alts 1, 2, or 4 are practical or prudent. Before making that decision, however, the Team would like to meet with representatives from Louisville Metro to explain the data and preliminary recommendations. No decisions on the alternatives will be made until that meeting,

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- Next Steps.
 - After the meeting with Metro and recommendations are made, Qk4 will perform an operational analysis on the preliminary preferred alternative as part of the preliminary IJS analysis. This analysis will need to be completed before it is decided whether or not to advance the preferred to “recommended” in the planning study.
 - After the meeting with Metro, elected officials will be called to inform them of the recommendations and a letter will be sent to other stakeholders.
 - Coordination with FHWA, Bill Hanson, will occur prior to submission of the final plan.

End of Meeting Notes



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MEETING MINUTES

Project: Manslick Road Interchange at I-264, Feasibility Study

Item Number 5-436.00

Purpose: Coordination with Louisville Metro

Place: Louisville Metro Public Works
444 South 5th Street
Louisville, Kentucky 40202

Meeting Date: May 15, 2007

Prepared By: Tom Springer

In Attendance:

| | |
|----------------|--|
| Rick Storm | Louisville Metro Public Works |
| Charles Cash | Louisville Metro Planning and Design Service |
| Bruce Traugher | Louisville Metro Economic Development |
| Jim Wilson | KYTC, CO, Planning |
| Paul Davis | KYTC, D5, Pre-Construction & Design |
| John Callahan | KYTC, D5, Pre-Construction Branch Manager |
| David Smith | Qk4, Inc. |
| Kirk Reinke | Qk4, Inc. |
| Jeremy Lukat | Qk4, Inc. |
| Tom Springer | Qk4, Inc. |

The objective of the meeting was to update Louisville Metro on the planning study and the proposed recommendations.

- Project Status. Qk4 has completed the preliminary design, cost estimates, and LOS analysis for the proposed build alternatives and coordinated the results with KYTC, District-5.
- Background information. The following information was briefly reviewed:
 - Project location and goals and objectives
 - Existing functional classification, number of lanes, percent trucks, and speed limits
 - Crash data from the years 2001-2005 were presented on an exhibit. High crash corridors include nearly all of Dixie Highway (US 31W), all of 7th Street between Dixie and Manslick, I-264 through the US 31W interchange, and I-264 through the Taylor Boulevard Interchange.

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- Other Highway Projects.
 - Within the current KIPDA Long-Range Plan is the widening of Manslick Road from I-264 south to St. Andrews Church Road from 2 to 4 lanes.
 - The Long-Range Plan also includes widening St. Andrews Church Road from Manslick to Dixie from 2 to 4 lanes.
 - Widening Greenwood Road (KY 1931) from Dixie at St. Andrews Church Road west to Greenbelt Highway is included in the current and proposed Long-Range Plan, the TIP, and the Six-Year Highway Plan with construction to occur in 2009.
- Build Alternatives. Each of the design concepts were reviewed:
 - Alt 1: a complete interchange but without access from Manslick to I-264 west
 - Alt 2: a complete interchange
 - Alt 3: a half interchange to and from the east only
 - Alt 4: a complete interchange but without access from Manslick to Dixie
- Cost Estimates. Qk4 prepared construction cost estimates for alternatives 1, 2, and 3 (cost estimates for Alt 4, and right of way and utility estimates will be prepared if it is advanced):
 - Alt 1: \$26,962,200 (plus significant right-of-way and utility costs)
 - Alt 2: \$33,962,400 (plus significant right-of-way and utility costs)
 - Alt 3: \$3,946,200 (plus a minor amount of right-of-way and utility costs)

The high costs for Alts 1 and 2 are mostly attributable to the bridges and retaining walls needed.

- Traffic and LOS. In a very general summary, the traffic volumes of the overall area are at a point of saturation and any new connections to I-264 at Manslick will shift traffic to other roads, but the overall volumes and Levels of Service would change little. If a new interchange is constructed at Manslick, the traffic volumes and LOS on the existing road networks change only slightly if at all.
- Recommendations. Because there is no appreciable benefit from Alts 1, 2, and 4 as compared to Alt 3, but the cost for 1, 2, and 4 are between 6 and 9-fold higher than that for Alternative 3, neither of those three alternatives are proposed to be recommended. Alternative 3 is the only practical alternative. Furthermore the major traffic movement by a factor of four was to and from the east. Each of the Louisville Metro officials agreed with this conclusion.

It was noted that FHWA does not favor for partial interchanges, but the information would be shared with FHWA and the rationale as to why it is the preferred alternatives. Louisville Metro noted they would express their support to FHWA for the half interchange. Louisville Metro also noted that fair market value for the Animal Shelter would be necessary.

- Next Steps.
 - Qk4 will perform an operational analysis on the preliminary preferred alternative as part of the preliminary IJS analysis. This analysis will need to be completed before it is decided whether or not to advance the preferred to “recommended” in the planning study.
 - Qk4 will prepare and include right-of-way and utility relocation cost estimates.

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- Metro will provide Qk4 with the 7th Street Corridor plan that identified the need for a partial interchange.
- Coordination with FHWA, Bill Hanson, will occur prior to submission of the final plan.

End of Meeting Notes