

APPENDIX E:
MEETING SUMMARIES

Meeting Minutes

TO: Tracey Lovell
Project Manager
KYTC District #5 Office
8310 Westport Rd.
Louisville, KY 40242

Stephen DeWitte
Project Manager
KYTC Central Office Planning
200 Mero Street
Frankfort, KY 40622

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: April 29, 2024

SUBJECT: Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003.00
Project Team Meeting No. 1

The first Project Team Meeting for the subject project was held at the KYTC District 5 office and virtually via Microsoft Teams on April 12, 2024, at 1:30 p.m. EDT. The following individuals were in attendance:

Matt Bullock	KYTC – District 5
Jeff Brown*	Louisville Metro
Stephen DeWitte	KYTC – Central Office Planning
Tom Hall	KYTC – District 5
Donna Hardin	KYTC – District 5
Natalie House-Lewis*	KYTC – District 5
Jennifer Kern*	Louisville Metro
Michael King*	Louisville Metro
Andy Rush*	KIPDA
Jeremeih Shaw	KYTC – District 5
Beth Stuber*	Louisville Metro

Brian Aldridge	Stantec Consulting Services Inc.
Mark Butler*	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ali Vargas	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

*Joined via Microsoft Teams

Brian Aldridge welcomed everyone and led introductions. The purpose of this meeting was to discuss the existing conditions and the benefits of a new connection and defining the environmental, structural, and right-of-way considerations issues and restrictions in the study area.

The following enumerated items were discussed.

1. The objectives of the Plantside Drive Extension Study include:
 - Investigate the benefit of a new connection to the travelling public at large.
 - Determine the feasibility of connection concepts.
 - Define issues and restrictions in the study area, including environmental, structural, utility, and right-of-way considerations.
 - Engage stakeholders on the facts, benefits, and challenges of the potential project.
 - Estimate the realistic cost to complete and the potential schedule.

The study area is located in eastern Jefferson County and is bounded by Rehl Road to the north, I-265 to the east, Taylorsville Road to the south, and Tucker Station Road to the west, as shown in **Figure 1**. Plantside Drive is currently a 4.2-mile-long Major Collector that begins at the Bluegrass Parkway and ends at Rehl Road. This project would complete the connection to the south.

- Question: Why was the connection at Plantside Drive and Rehl Road made?
Answer: The connection was allowed because a traffic impact study demonstrated the traffic would work.

2. This project is listed in *Kentucky's FY 2022 – 2028 Highway Plan* as KYTC Item No. 5-80003.00, as shown in **Table 1**. There are no other projects listed in the *Highway Plan* or KIPDA's TIP on or near the study area.

Table 1: FY 2022-2028 Highway Plan

FUND	PH	2022	2023	2024	2025	2026	2027	2028	Phase Total
STPF	D	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
STPF	R	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
STPF	U	\$0	\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000
STPF	C	\$0	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$10,000,000
		\$1,000,000	\$1,000,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$12,000,000

3. The current draft of House Bill 266 was discussed. This project is listed as Item No. 5-80003 and includes \$10 million (2026) in construction funds, \$200,000 (2025) in right-of-way funds, and \$800,000 (2025) in utility funds.



Figure 1: Plantside Drive Study Area

4. A summary of the existing conditions was presented. Current traffic volumes show Taylorsville Road (KY 155) carrying 23,900 vehicles per day (VPD), Rehl Road carrying 1,600 VPD, Stone Lakes Road carrying 9,600 VPD, and Tucker Station carrying 6,000 VPD.
5. The Urton Lane Bridge was discussed. This bridge in southeastern Jefferson County was constructed in 2018 as part of a bigger project by private developers to develop 400 acres of land located in the southeastern portion of the Bluegrass Commercial Park and grant a new access route to Taylorsville Road and the Gene Snyder, as shown in **Figure 2**. The total cost of the project was \$1.5 million. Currently, there is no road leading to or from the Urton Lane Bridge. However, there is a Louisville Metro project to complete the connection between Rehl Road and Tucker Station Road via the Urton Lane Bridge.
 - Question: Should we follow the right-of-way in the plan and is it reasonable to continue the bridge and elevated road?
Answer: Yes, we intend to use the bridge and there is already an intent to drain the lake. The bridge will require eight percent grades on either side. Wings must be constructed to avoid spilling over into Norfolk Southern Row.



Figure 2: Urton Lane Bridge

6. There are several developments in various stages in and around the study area:
 - Tyler Crossing, a 42-unit subdivision, is under construction on Tucker Station Road just north of Dominion Way.
 - Shopping center on Tucker Station Road.
 - This development is requesting a zoning change and has faced opposition from the Blackace Conservancy.
7. Brian then discussed the environmental overview for the study. There is one perennial stream crossing, one intermittent stream crossing, and one freshwater pond in the study area. There are also forested habitats that have the potential for bat habitation throughout most of the study area. Much of the study area is also categorized as prime farmland, however, the land is categorized as urban and should not be an issue.
 - It was noted that because the pond in the study area is not connected to an active stream, draining it should not be an issue.
8. As depicted in **Figure 3**, the southwest portion of the study area falls within the Tyler Settlement Rural Historic District, established in 1986 to preserve the rural community formed by Edward Tyler in 1785. A portion of the land is now designated as Blackacre State Natural Preserve, which is located within the historic district.

When determining impacts of a construction project to a historic site, NEPA Regulations must be complied with, and direct, indirect, and cumulative effects in environmental reviews must be evaluated. Any changes made to this cultural historic site would be evaluated at the Federal level. Even if partial construction is done, the 4(f) process will have to be completed.

- Question: If Tucker Station develops, does it maintain cultural historic status?
Answer: Yes.
 - Question: Can the property get de-listed?
Answer: This is uncommon and not likely.
9. A conceptual future south Urton connector via Tucker Station and Sweeney Lane was analyzed, as shown in **Figure 4**. Due to the zoning change that would allow for the development of a large shopping center, there was a lot of opposition from Blackacre Conservancy which manages the historic settlement for the development.
 - Question: Do we get credit for providing an alternative route for traffic?
Answer: No.
 - Question: Is there potential to provide a truck route?
Answer: It would result in more trucks in the historic district. However, since the historic district already has trucks passing through, a new route would alleviate and could be an outlet to Business Park.

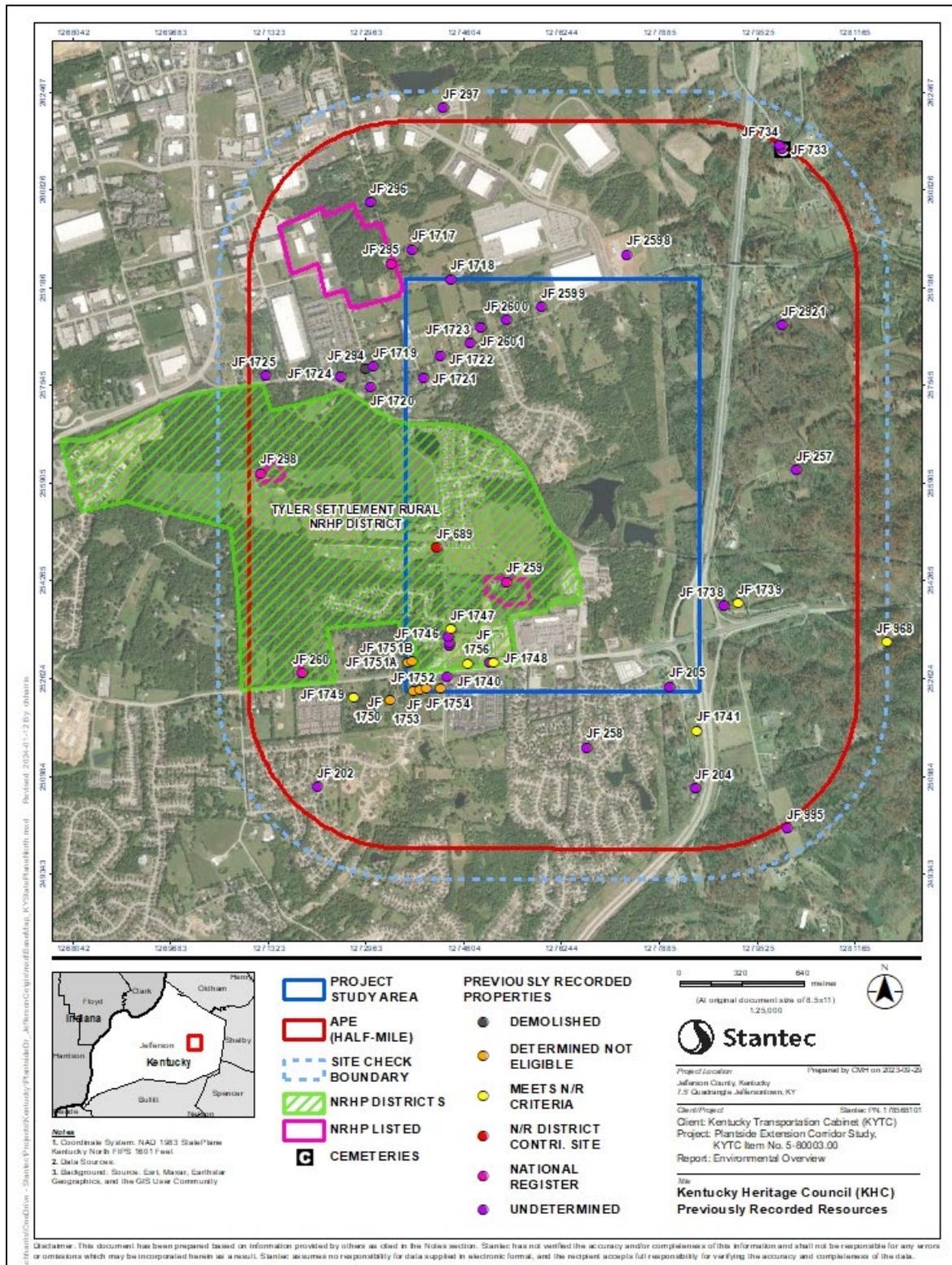


Figure 3: Cultural Historic Resources

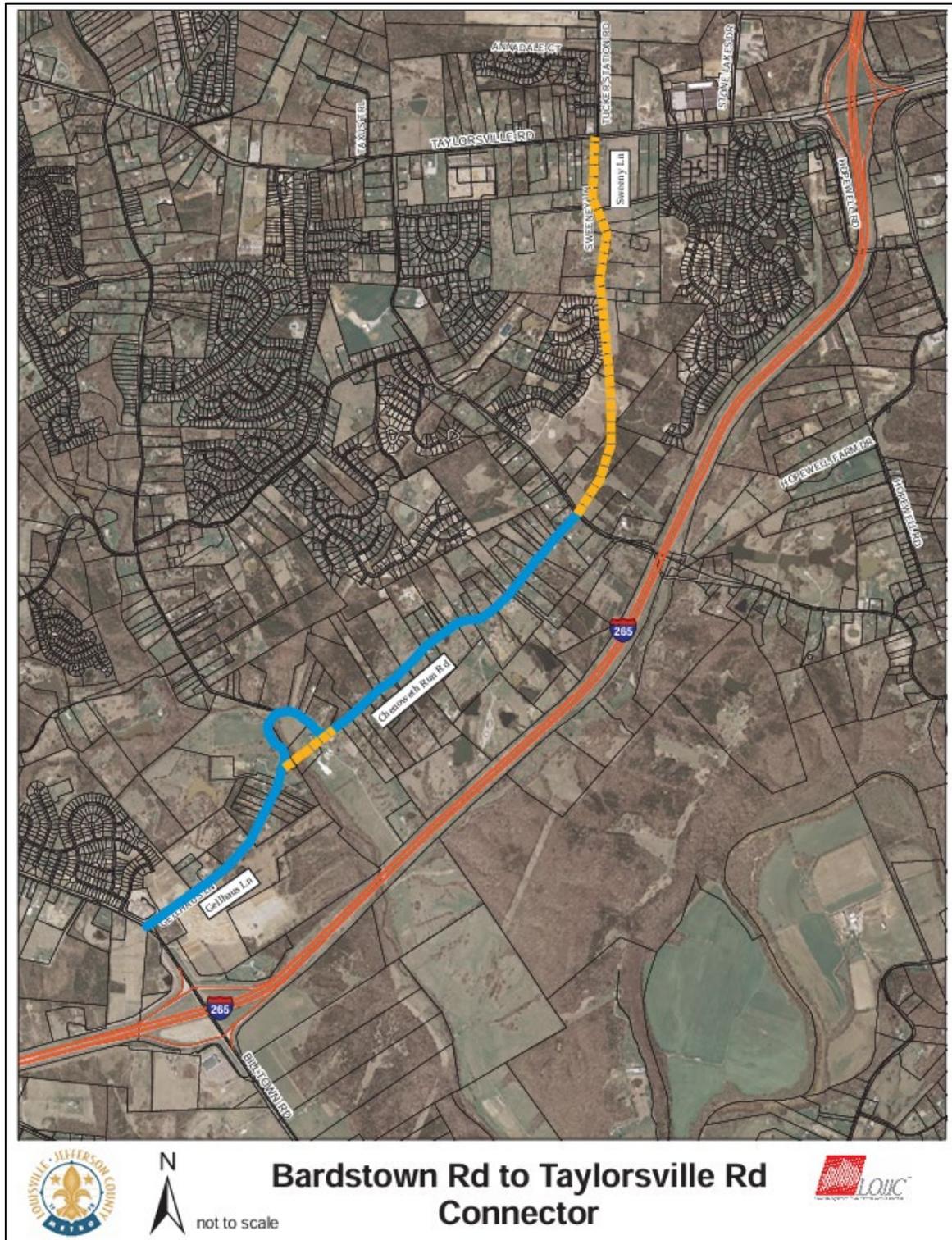


Figure 4: Conceptual Future South Urton Connector

10. Project purpose and need- what is the purpose of this project? What are the needs this project will address?
11. Traffic forecasting efforts were then discussed. The Traffic Analysis Zones (TAZs) in the KIPDA Travel Demand Model in the study area were large and did not accurately reflect the land-use. The primary TAZ in the study area was therefore split into four zones, with socioeconomic data allocated accordingly. The updated model was then run with a conceptual Plantside Drive connection between Rehl Road and Stone Lakes Drive, as shown in **Figure 5**, which is expected to carry up to 10,000 VPD in 2050.

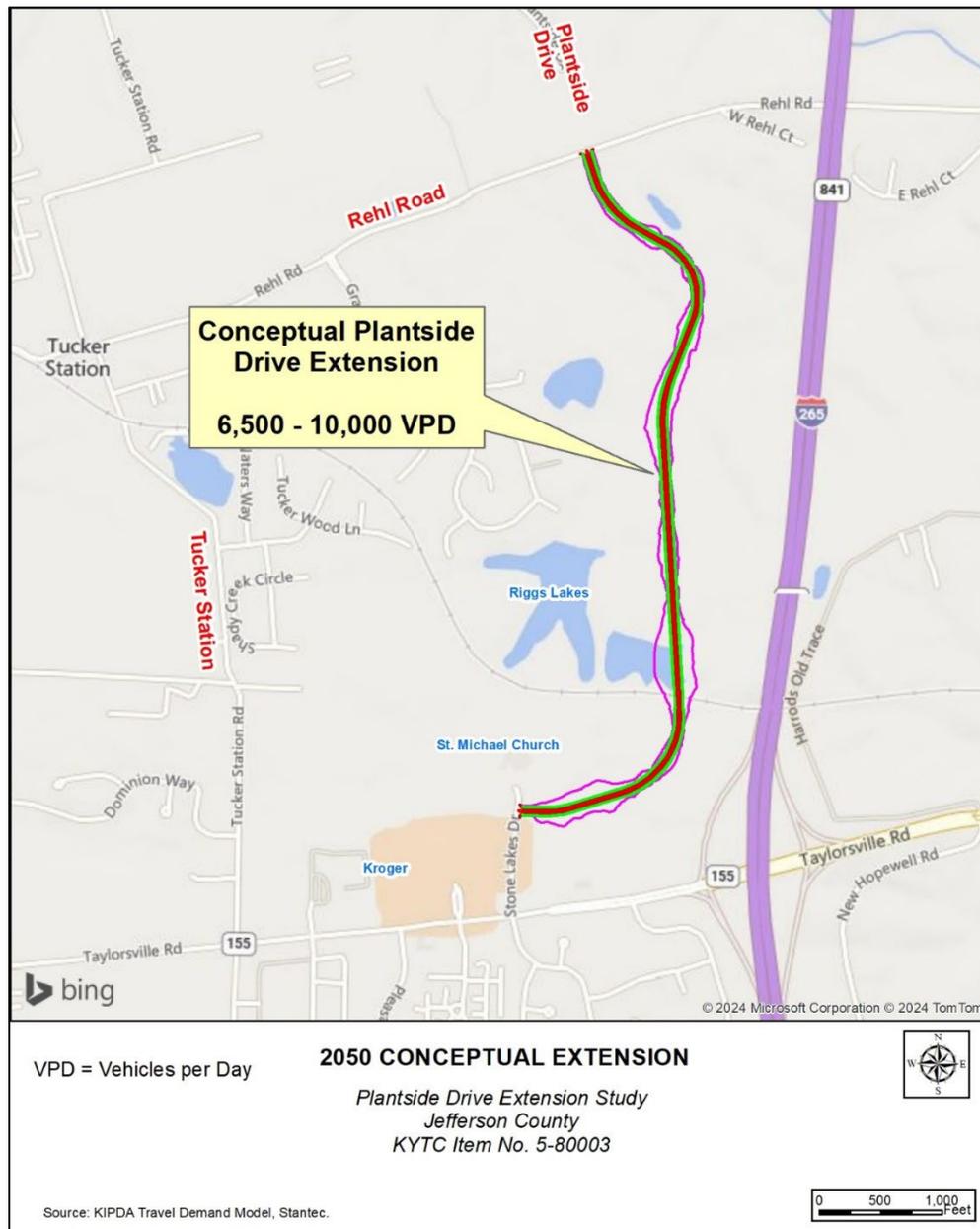


Figure 5: 2050 KIPDA Model Assignments

12. The Urton Lane Bridge was constructed to carry four 12-foot lanes of traffic with six-foot outside shoulders, as shown in **Figure 6**. In addition to an undivided four-lane option, the project team is also considering a three-lane option.

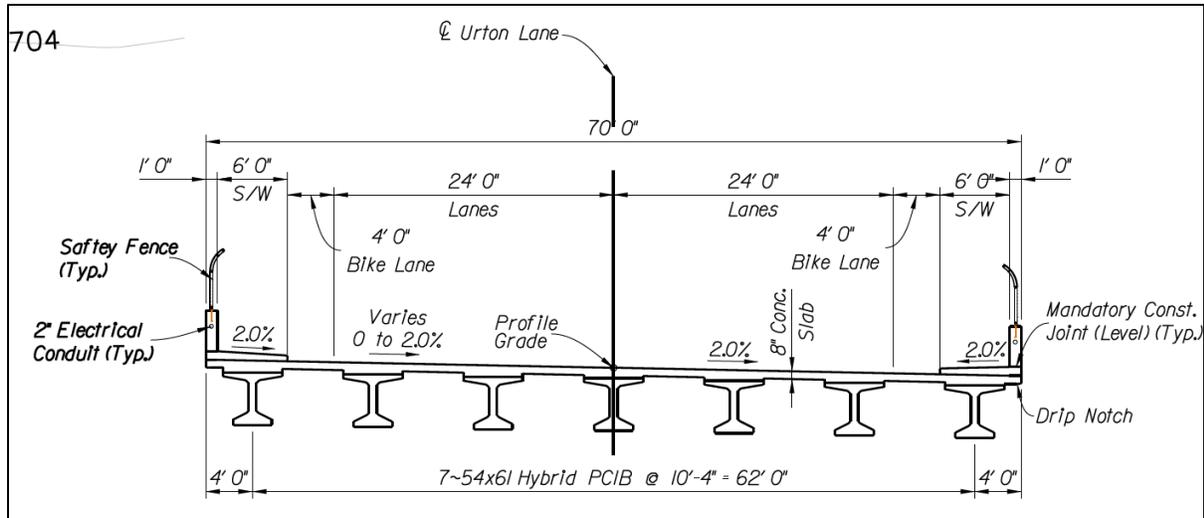


Figure 6: Urton Lane Bridge Typical Section

Undivided Four Lane Concept

Assuming a 30 percent contingency, a four-lane undivided roadway, as shown in **Figure 7**, is expected to cost approximately \$29.4 million.

- It was assumed that the pond is six-feet deep and was already drained. Additional environmental mitigation was also excluded from this estimate.

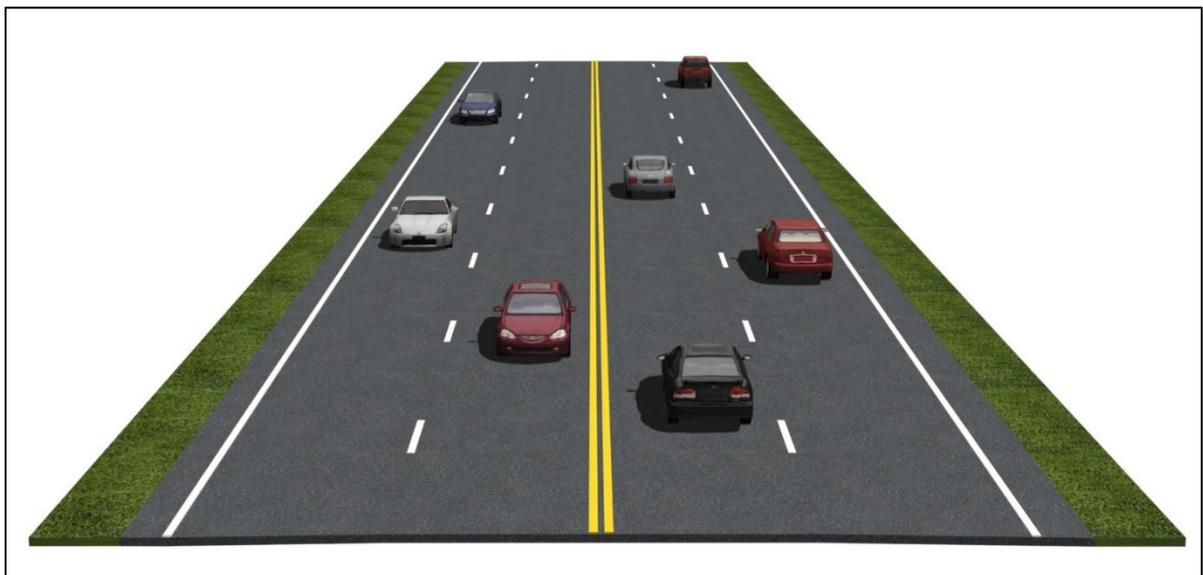


Figure 7: Four-Lane Undivided Concept

Three Lane Concept with TWLTL and Sidewalks

In addition to a four-lane option, a three-lane concept with a center two-way left-turn lane (TWLTL) and sidewalks is also under consideration, as shown in **Figure 7**.

- Question: Should there be a sidewalk and shared-use path?
Answer: Yes, the sidewalk on Plantside could be converted into a shared-use path. The existing bridge can be made into any number of lanes. Stone Lakes must also be improved.

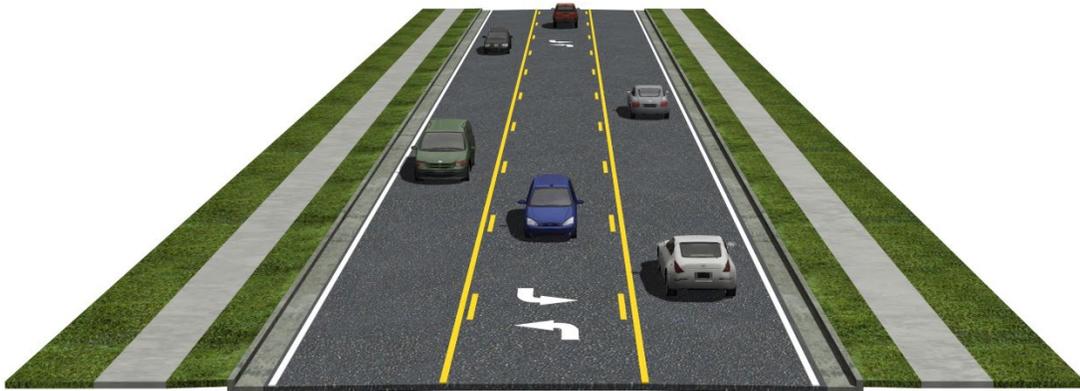


Figure 7: Three-Lane Concept with Sidewalks

13. The meeting was then opened for discussion:

- Question: What type of road do we expect? Would it be a local road or truck route?
Answer: The most desirable in terms of design would be 48-feet of pavement or three 12-foot lanes, one six-foot bike lane, and no median.
- Question: Should there be counts collected at the existing intersection?
Answer: Yes, there should be one at Plantside Drive intersection with Rehl Road. A class count will be acquired between Tucker Station Road and Blankenbaker Road.
- ROW costs will be significant because the four-lane typical earthwork spill past the 90-foot ROW.
- Archaeology uses a 250-foot buffer, so it can be assumed that historic will be similar.

14. The next steps include continuing to develop improvement concepts, obtaining federal input for the wetland and floodplains impact, and acquiring an updated class count between Tucker Station and Blankenbaker Road by KYTC. Additionally, stakeholder involvement will continue to be implemented, and there will be an opportunity for public involvement during the design phase.

The meeting ended at 3:00 p.m. EDT.

Meeting Minutes

TO: Tracy Lovell
Project Manager
KYTC District #5 Office
8310 Westport Rd.
Louisville, KY 40242

Stephen De Witte
Project Manager
KYTC Central Office Planning
200 Mero Street
Frankfort, KY 40622

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: June 26, 2024

SUBJECT: Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003.00
Local Officials Meeting No. 1

The first Local Officials Meeting for the subject project was held at the KYTC District 5 office and virtually via Microsoft Teams on May 22, 2024 at 3:00 p.m. EDT. The following individuals were in attendance:

Stuart Benson	Louisville Metro City Council
Brian Davis	Louisville Metro
John Hodgson	Kentucky House of Representatives
Angela Webster	Louisville Metro
Larry Chaney	KYTC – District 5
Stephen DeWitte	KYTC – Central Office Planning
Brian Eaton	KYTC – District 5
Tom Hall	KYTC – District 5
Donna Hardin	KYTC – District 5
Dave Heil	KYTC – Central Office Planning
Natalie House-Lewis	KYTC – District 5
Jennifer Kern	Louisville Metro
Tracy Lovell	KYTC – District 5
Patrick Matheny*	KYTC – District 5
Andy Rush	KIPDA
Jeremeih Shaw*	KYTC – District 5
Beth Stuber*	Louisville Metro
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ali Vargas	Stantec Consulting Services Inc.

Graham Winchester

Stantec Consulting Services Inc.

*Joined via Microsoft Teams

Brian Aldridge welcomed everyone and led introductions. The purpose of this meeting was to discuss progress to date on the Plantside Drive Extension Study, including the project purpose and need, existing conditions, current projects and development plans, and conceptual improvements.

The following enumerated items were discussed.

1. The study area is located in eastern Jefferson County and is bounded by Rehl Road to the north, I-265 to the east, Taylorsville Road (KY 155) to the south, and Tucker Station Road to the west, as shown in **Figure 1**. Plantside Drive is currently a 4.2-mile-long Major Collector that begins at Bluegrass Parkway and ends at Rehl Road. The proposed project would extend the corridor to Taylorsville Road to the south.
2. The Plantside Drive extension was listed in *Kentucky's FY 2022 – 2028 Highway Plan* as KYTC Item No. 5-80003.00 with \$12 million in total federal funding from 2022 to 2025.

The 2024 Highway Plan (and House Bill 266) was discussed. This project is listed as Item No. 5-80003 and includes \$200,000 (2025) in right-of-way funds, \$800,000 (2025) in utility funds, and \$10 million (2026) in construction funds. This project is now listed as state funded.

- Question: Did we “lose” the Federal Funding from the 2022 SYP?
Answer: KIPDA has not updated their TIP based on the latest Highway Plan, but the 2024 Highway Plan typically overrides funding allocated in previous Highway Plans.
3. The study scope of the Plantside Drive Extension Study includes:
 - A feasibility analysis and development of concepts
 - A “Red Flag” environmental analysis
 - Define issues and restrictions in study area
 - Environmental, structural, utility, right-of-way considerations
 - Investigate benefits of new construction
 - Traffic forecasting
 - Stakeholder engagement
 - Comprehensive cost / benefits
 4. Previous studies, including the Urton Lane Corridor Study, identified the need for a new north-south connection from I-64 to Taylorsville Road inside and parallel to I-265.

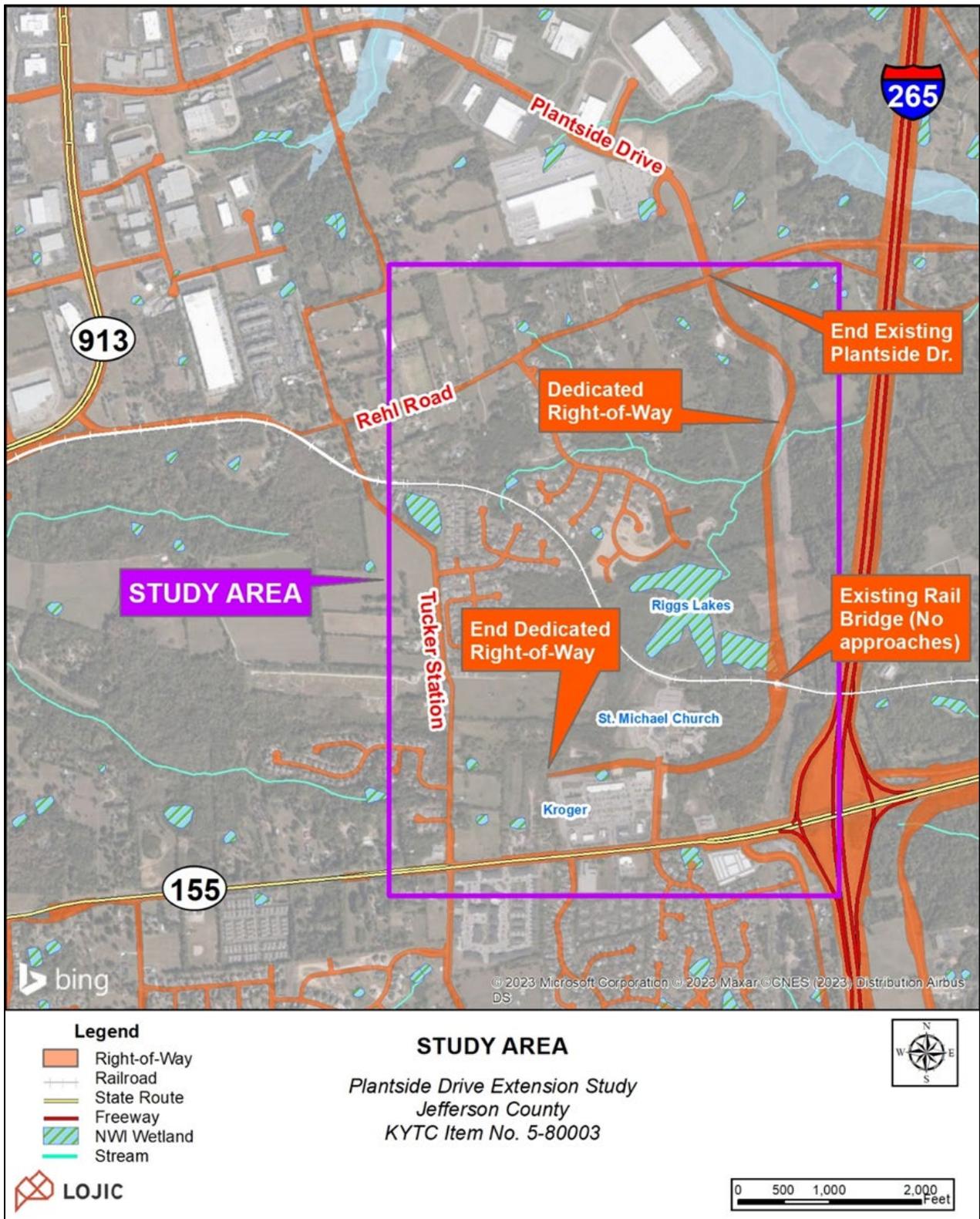


Figure 1: Plantside Drive Study Area

5. A summary of the existing conditions was presented. KYTC counts collected in April 2024 are shown in **Figure 2**. Plantside Drive currently carries 6,550 VPD with 18.5 percent trucks. Blankenbaker Parkway currently carries 45,000 VPD north of Plantside Drive and 13,700 VPD to the south with 8.9 percent trucks. Rehl Road carries 2,800 VPD with nearly 8 percent trucks.
6. The Plantside Drive bridge over the Norfolk-Southern railroad was discussed. The bridge construction was completed in 2018 at a cost of \$1.5 million. This study is examining the feasibility of providing a roadway corridor that would use the bridge (as it was originally intended.)
7. Brian discussed the environmental overview completed for the study. Rehl Creek, a tributary of Pope Lick, includes some 100-year floodplain within the northern portion of the study area. There is also one perennial stream crossing, one intermittent stream crossing, and one freshwater pond in the study area. The southwest portion of the study area falls within the Tyler Settlement Rural Historic District, established in 1986 to preserve the rural community formed by Edward Tyler in 1785. A portion of the land is now designated as Blackacre State Nature Preserve, which is located within the historic district, as shown in **Figure 3**.

When determining impacts of a construction project to a historic site, the National Environmental Policy Act (NEPA) process applies, and direct, indirect, and cumulative effects in environmental reviews must be evaluated. Any encroachment within a cultural historic site would require the Section 4(f) (of the National Historic Preservation Act of 1966) process to be completed.

- Comment: The easternmost Riggs Lake will be drained during construction. The lake is privately owned.
 - Question: Are there any environmental issues with Riggs Lake?
Answer: Since the pond we would be impacting is on private land with no stream connected to it and because it is not open to public use, we do not anticipate issues.
8. The proposed development plans for a new grocery and associated outlot development in the northeast corner of the Taylorsville Road / Tucker Station Road intersection was discussed. The request for a zoning change that would allow for the development has resulted in significant opposition from local residents and the Blackacre Conservancy. This development plan includes plans for realigning Tucker Station Road and developing a backage connector roadway between Tucker Station and Stone Lakes Road .
 - It was noted by local officials that although there was opposition to the magnitude / density of the proposed commercial development, there was no specific opposition to the roadway connection.

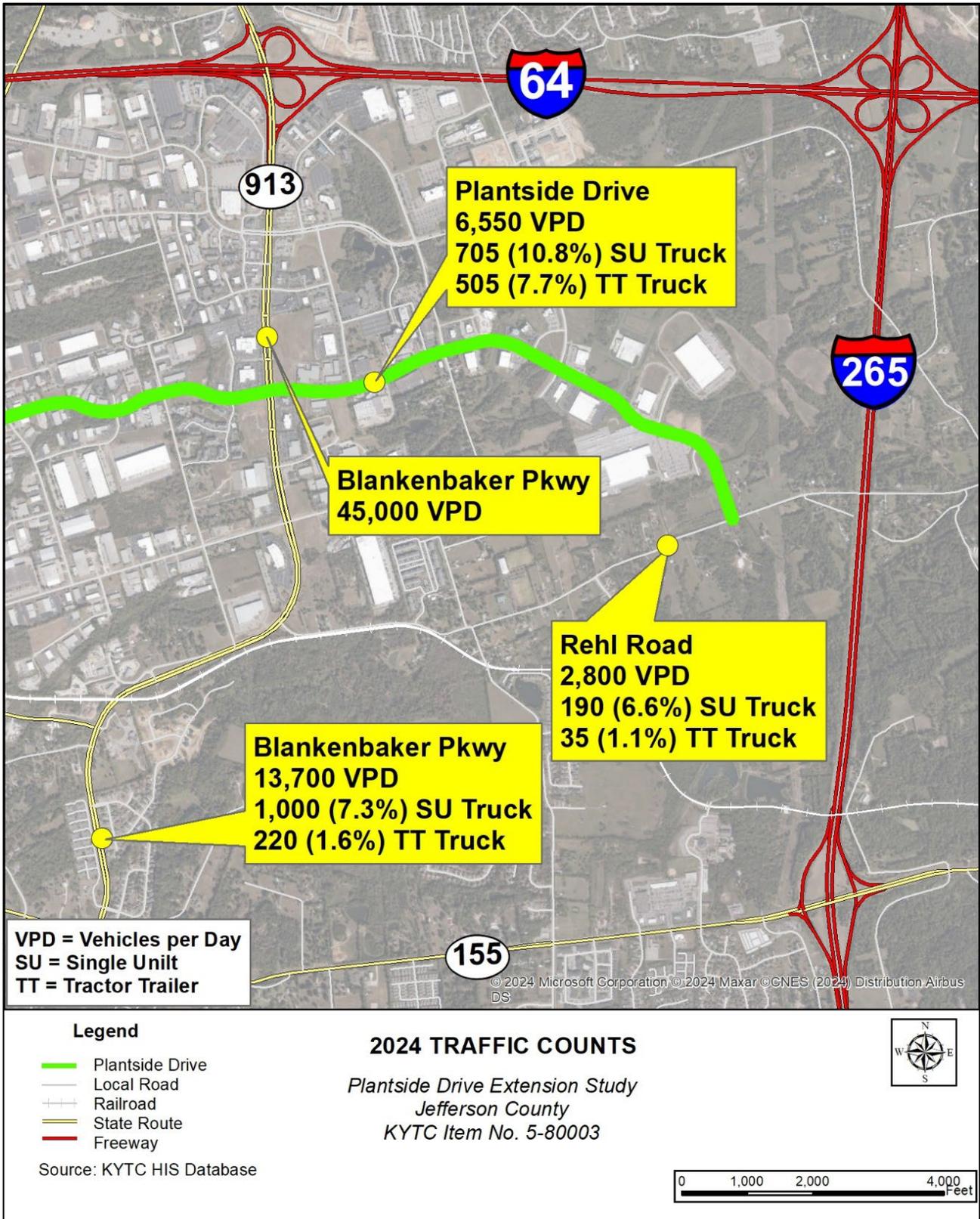


Figure 2: 2024 Traffic Counts

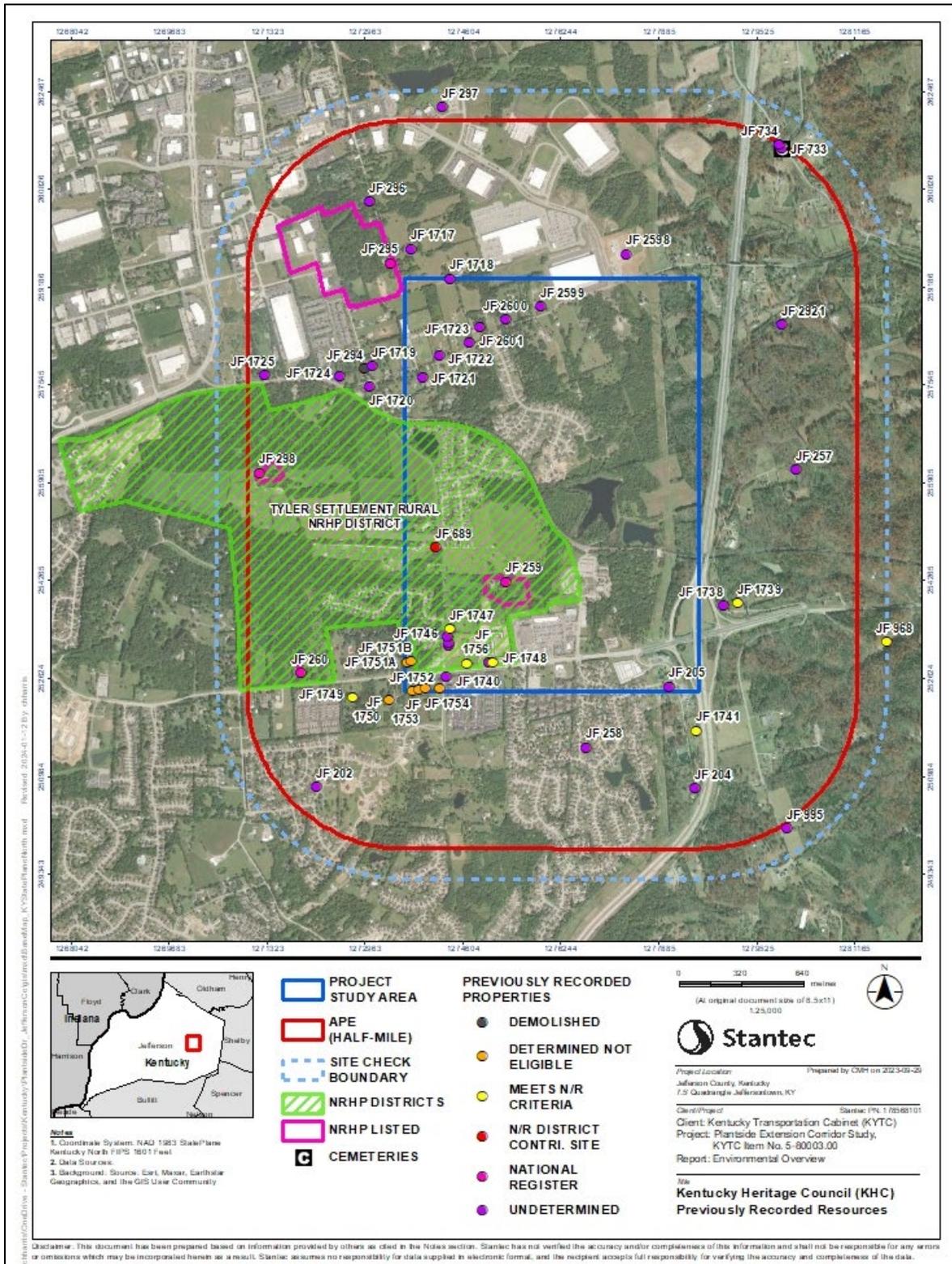


Figure 3: Cultural Historic Resources

9. The following draft Purpose & Need Statement was discussed:

Development along Bluegrass Parkway, Tucker Station, and existing Plantside Drive has increased traffic demand on all routes connecting to the interstate system in eastern Jefferson County, and trucks currently use roadways not designed to accommodate larger vehicles. The purpose of the Plantside Drive Extension is to provide an alternative connection from already developed and developing areas to Taylorsville Road and I-265.

The meeting attendees agreed the draft Purpose and Need captures what needs this project intends to address and how it would address those needs.

10. Traffic forecasting efforts were discussed. The Traffic Analysis Zones (TAZs) in the KIPDA Travel Demand Model in the study area were large and needed to be split to better reflect localized land uses, particularly to capture future development opportunities. The primary TAZ in the study area was therefore split into four zones, with socioeconomic data allocated accordingly. This process was completed with input from KIPDA and Louisville Metro Public Works. The updated model was then run with a conceptual Plantside Drive connection between Rehl Road and Stone Lakes Drive which is expected to carry between 6,500 VPD and 10,000 VPD in 2050.

- Question: Was induced demand considered?
Answer: We have considered significant employment growth in the area as well as pockets of residential growth. This route is not likely to serve as a through route for longer-distance trips.
- Question: If the Plantside Drive Extension project were constructed, would improvements be needed on Stone Lakes Road?
Answer: Stone Lakes Road will likely not need to be widened but improvements may be needed at the Taylorsville Road intersection.

11. The Norfolk-Southern bridge was constructed to carry four 12-foot lanes of traffic with six-foot outside shoulders. Based on results from the KIPDA Model, a new connector would only need one lane of traffic in each direction. A three-lane option, as shown in **Figure 4**, was therefore moved forward for development. This includes a shared use path on one side of the roadway and a sidewalk along the other.

- Question: Why not a 5-lane option to match existing Plantside Drive and putting a raised median to help control access?
Answer: Future year traffic forecasts do not justify four through lanes.



Figure 4: Conceptual Three-Lane Typical Section

12. There are two potential alignments for the Plantside Drive extension. Concept 1 includes utilizing the already designated right-of-way, as shown in **Figure 5**. Concept 2 includes a similar alignment without the horizontal curve immediately south of Rehl Road.

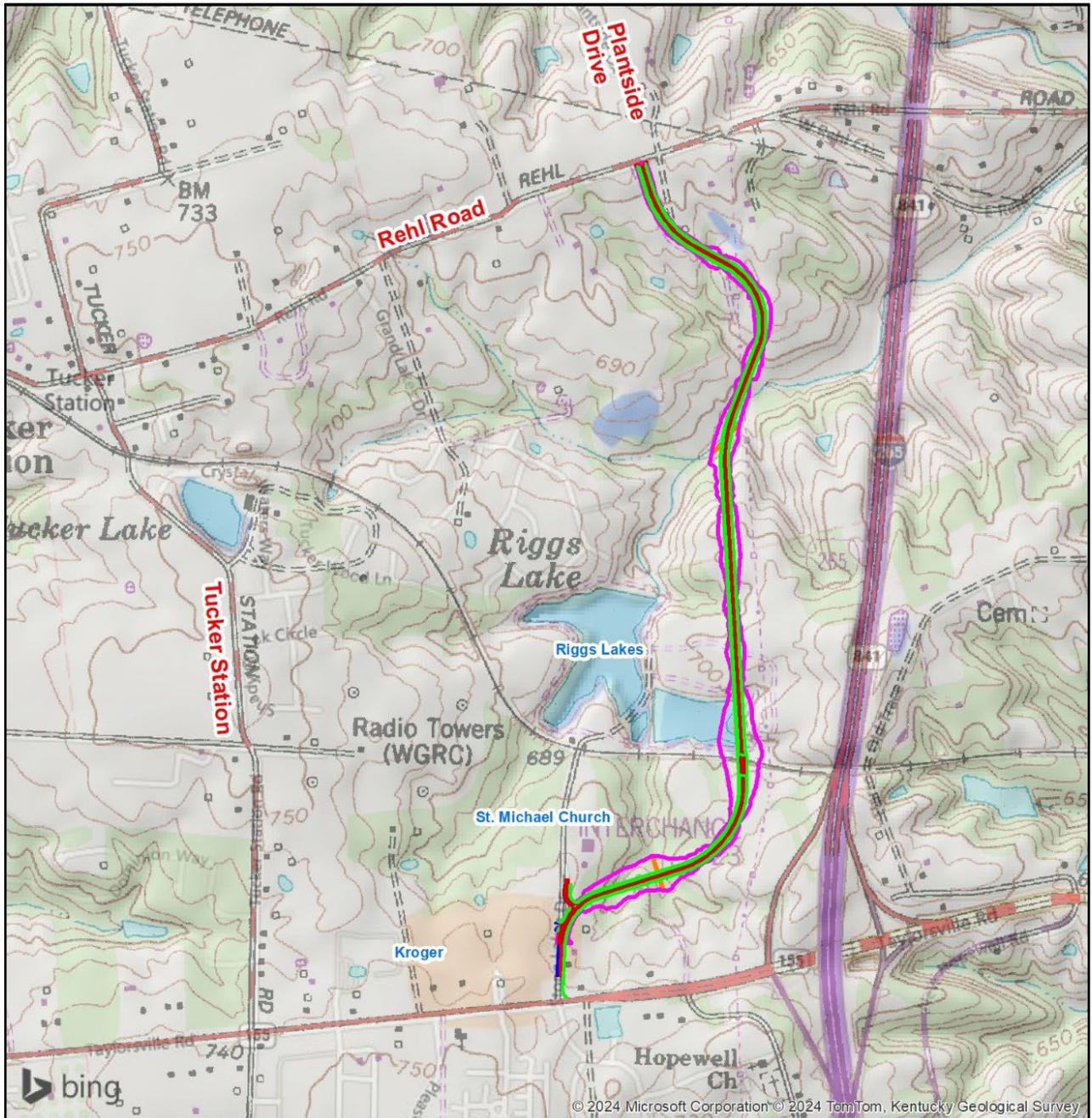
Assuming a 30 percent contingency, a three-lane roadway with a sidewalk on one side and a shared-use path on the other is expected to cost approximately \$21.5 million for construction only. This does not include cost for design, environmental mitigation, or utility relocations.

- There are public concerns about cutting off access to St. Michael Catholic Church. However, the proposed concept would not restrict direct access to the church or the adjacent sports fields.
- Question: Can the Plantside Drive extension, from Rehl Road to Stone Lakes Drive only, be constructed with federal funds?
Answer: Yes, but the indirect impacts related to the Historic District could potentially make the use of federal funds more difficult. Federal funding may require navigating the Section 4(f) / Section 106 process which could take multiple years, coordination with “consulting parties”, and the outcome of the process is not guaranteed or certain. A Memorandum of Agreement (MOA) between KYTC and Louisville Metro stating public funds would not be expended to implement a connection west of Stone Lakes (thereby reducing the potential for indirect effects to the Historic District) may be one option to mitigate Section 4(f) concerns.
- Question: Would environmental mitigation be required with state funding?
Answer: Jurisdictional permits would still be required.
- Question: Can this be built with private funds?
Answer: Yes, a private developer can build the road with private dollars without having to go through the NEPA process.
- Question: Since there will be a lot of truck traffic pulled off Rehl Road and Tucker station, what are the anticipated lane widths?
Answer: While that is ultimately a design-phase decision, the study has thus far assumed 12-foot wide lanes with the anticipation of significant truck traffic.

13. Councilman Benson suggested a meeting between Hollenbach-Oakley and the study team may be beneficial.

14. The next steps include updating and refining the three-lane option in preparation for the second Local Officials Meeting anticipated in late July or early August.

The meeting ended at 4:00 p.m. EDT.



THREE LANE - CONCEPT 1

*Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003*



Source: USGS, KGS.

Figure 5: Concept 1 Alignment

Meeting Minutes

TO: Tracy Lovell
Project Manager
KYTC District #5 Office
8310 Westport Rd.
Louisville, KY 40242

Stephen De Witte
Project Manager
KYTC Central Office Planning
200 Mero Street
Frankfort, KY 40622

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: June 25, 2024

SUBJECT: Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003.00
Local Stakeholder Meeting

A coordination meeting with local stakeholders for the subject project was held at the Hollenbach-Oakley office on Plantside Drive on June 19, 2024 at 3:00 p.m. EDT. The following individuals were in attendance:

John Hollenbach	Hollenbach-Oakley
John Hodgson	Kentucky House of Representatives
Jeff Mosley	Hollenbach-Oakley
Greg Oakley	Hollenbach-Oakley
Ben Turner	Hollenbach-Oakley
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.

The purpose of this meeting was to collaborate and share information pertinent to the Plantside Drive Extension Study.

The following enumerated items were discussed.

1. Greg Oakley provided a brief history of Hollenbach-Oakley's involvement with the Blankenbaker Station Development and the previous extension of Plantside Drive to Rehl Road. Phase IV includes the area that would be directly served by an extension of existing Plantside Drive:
<http://hollenbach-oakley.com/portfolio/business-parks/blankenbaker-station>
2. The Plantside Drive extension was listed in *Kentucky's FY 2022 – 2028 Highway Plan* as KYTC Item No. 5-80003.00 with \$12 million in total federal funding from 2022 to 2025.

The project remains listed in the 2024 Highway Plan. However, funding is now listed as State Priority Program (SPP) and includes \$200,000 (2025) in right-of-way funds, \$800,000 (2025) in utility funds, and \$10 million (2026) in construction funds. Brian noted the current planning-level construction estimate is more than \$20 million.

3. Brian discussed the scope of work for the Plantside Drive Extension Study. It was noted that the study includes both the feasibility assessment of extending Plantside Drive as well as a comprehensive evaluation of the costs and benefits associated with a potential extension. Len Harper added that the current phase serves as the first step in the project development process.
4. John Hollenbach indicated the concept plans for the Plantside Drive extension developed by another consultant included potential construction easements. The 90 feet of right-of-way shown in those plans is consistent with what was provided for previously constructed sections of Plantside Drive. Should additional temporary construction easements be required to accommodate drainage or slope construction, the property owners will be willing to work with KYTC and Louisville Metro. Electronic versions of these plans were provided to Stantec after the meeting.
5. Brian asked for input on the draft Purpose and Need Statement that was presented at the Local Officials meeting on May 22:
 - *Development along Bluegrass Parkway, Tucker Station, and existing Plantside Drive has increased traffic demand on all routes connecting to the interstate system in eastern Jefferson County, and trucks currently use roadways not designed to accommodate larger vehicles. The Purpose of the Plantside Drive Extension is to provide an alternative connection from already developed and developing areas to Taylorsville Road and I-265.*

The attendees agreed that the draft Purpose and Need Statement captures the issues to be addressed as well as the purpose for the conceptual project. An extension of Plantside Drive would better serve truck traffic and reduce the number of trucks traveling along Rehl Road and Tucker Station.

6. Brian asked about the concept alignment that has been shown at the north end of the study area, particularly why a curve has been shown that passes across the LG&E transmission line easement. John Hollenbach noted that the intent was to leave as much developable land available as possible for the property along the west side of the corridor in that area. Brian added that it may be desirable to revise the alignment in this area to minimize work within the floodplain area shown on **Figure 1** and to minimize stream impacts.
7. The southern terminus for the conceptual extension was discussed. Brian talked about the concerns with any impacts to the Tyler Settlement Historic District and described the concept for tying the Plantside Drive connector directly into Stone Lakes Drive, as shown on **Figure 2**. The attendees agreed this concept would satisfy the purpose of the project while avoiding the need for a connection between Stone Lakes and Tucker Station that would impact the historic district.



Figure 1: Floodplain Area South of Rehl Road
(Source: Kentucky Flood Hazard Portal)

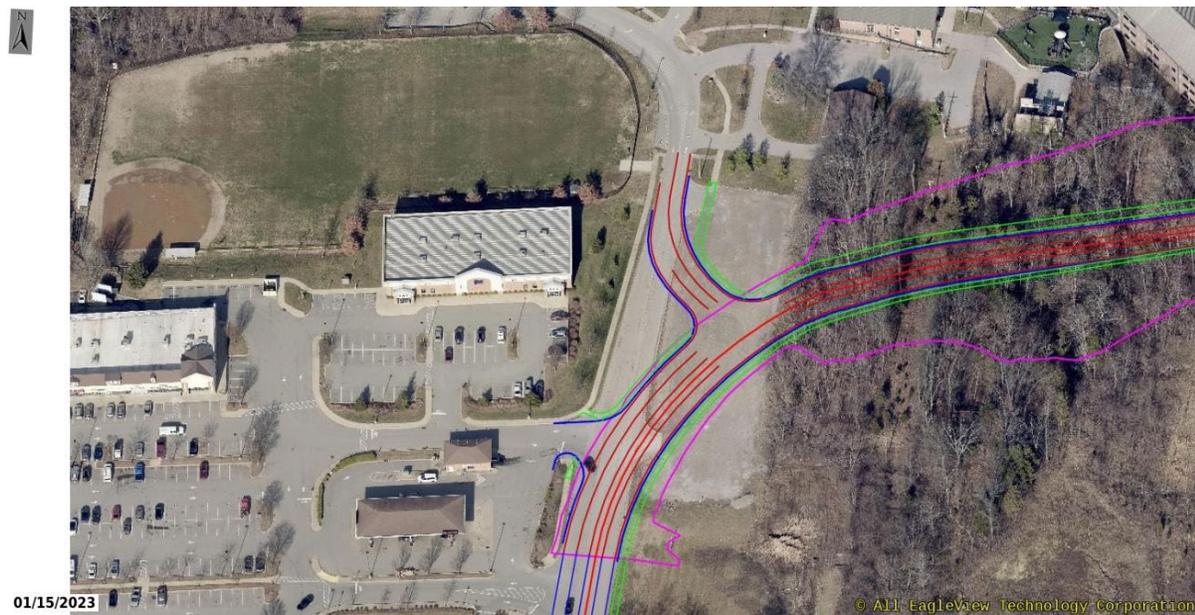


Figure 2: Conceptual Connection for Plantside Drive Extension to Stone Lakes Drive

8. Based on the preliminary traffic forecasts developed for the study, a new connector would only need one lane of traffic in each direction. A three-lane option, as shown in **Figure 3**, has therefore been explored for costs and impacts. This includes a shared use path on one side of the roadway and a sidewalk along the other.



Figure 3: Conceptual Three-Lane Typical Section

9. Brian mentioned the next steps include updating and refining the three-lane option in preparation for the second Local Officials Meeting anticipated in late July or early August.

The meeting ended at 4:00 p.m. EDT.

Meeting Minutes

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Project Manager
KYTC District #5 Office
8310 Westport Rd.
Louisville, KY 40242

Stephen DeWitte
Project Manager
KYTC Central Office Planning
200 Mero Street
Frankfort, KY 40622

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

SUBJECT: Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003.00
Project Team Meeting No. 2

The second Project Team Meeting for the subject project was held at the KYTC District 5 office and virtually via Microsoft Teams on August 30, 2024, at 1:30 p.m. EDT. The following individuals were in attendance:

Jay Balaji*	KYTC – Central Office Planning
Matt Bullock*	KYTC – District 5
Larry Chaney	KYTC – District 5
Stephen DeWitte*	KYTC – Central Office Planning
Brian Eaton*	KYTC – District 5
Tom Hall	KYTC – District 5
Donna Hardin	KYTC – District 5
Michael King*	Louisville Metro
Tracy Lovell*	KYTC – District 5
Andy Rush*	KIPDA
Jeremeih Shaw*	KYTC – District 5

Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.

*Joined via Microsoft Teams

Brian Aldridge welcomed everyone and led introductions. The purpose of this meeting was to get feedback on the revised improvement concepts.

The following enumerated items were discussed.

1. The objectives of the Plantside Drive Extension Study include:
 - Investigate the benefit of a new connection to the travelling public at large.
 - Determine the feasibility of connection concepts.
 - Define issues and restrictions in the study area, including environmental, structural, utility, and right-of-way considerations.
 - Engage stakeholders on the facts, benefits, and challenges of the potential project.
 - Estimate the realistic cost to complete and the potential schedule.

The study area is located in eastern Jefferson County and is bounded by Rehl Road to the north, I-265 to the east, Taylorsville Road to the south, and Tucker Station Road to the west, as shown in **Figure 1**. Plantside Drive is currently a 4.2-mile-long Major Collector that begins at the Bluegrass Parkway and ends at Rehl Road. This project would complete the connection to the south.

2. Stantec met with State Representative Hodgson and representatives from Hollenbach-Oakley in late June. The purpose of the meeting was to share information concerning the study and to obtain additional data that would assist in informing the study process. The following draft Purpose & Need Statement was discussed at the meeting:

Development along Bluegrass Parkway, Tucker Station, and existing Plantside Drive has increased traffic demand on all routes connecting to the interstate system in eastern Jefferson County, and trucks currently use roadways not designed to accommodate larger vehicles. The purpose of the Plantside Drive Extension is to provide an alternative connection from already developed and developing areas to Taylorsville Road and I-265.

Meeting attendees agreed the draft captures what needs this project intends to address and how it would address those needs. There was discussion concerning the possibility of extending Plantside Drive only to Stone Lakes Drive. Hollenbach-Oakley responded that this concept satisfies the overall goals for the Plantside Drive extension. After the meeting, Hollenbach-Oakley provided additional CAD files with data pertinent to the study area and the conceptual Plantside Drive extension.



Figure 1: Plantside Drive Study Area

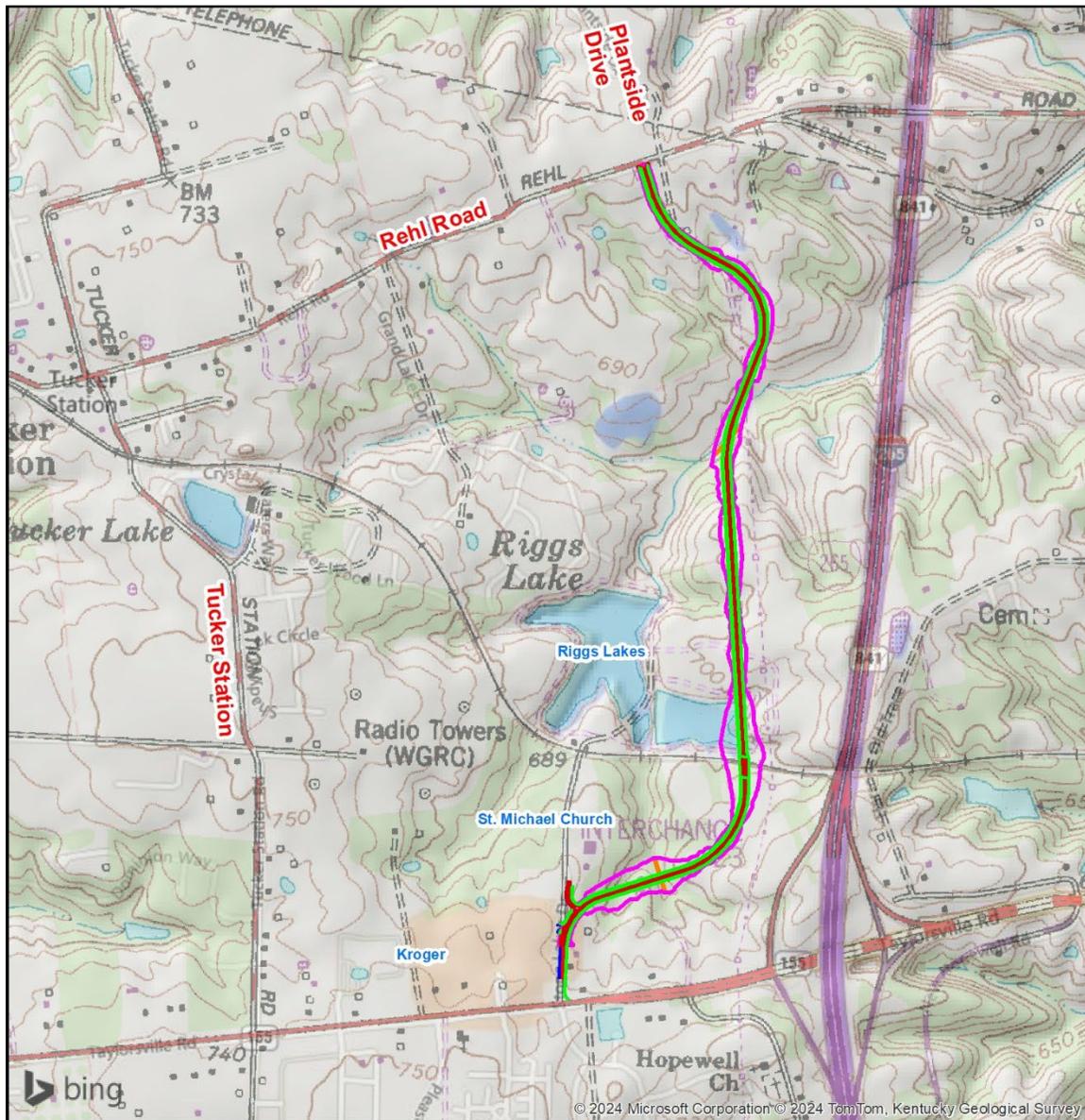
3. The proposed Plantside Drive connection between Rehl Road and Stone Lakes Drive is expected to carry between 6,500 VPD and 10,000 VPD in 2050.
 - Question: Where is this traffic coming from?
Answer: We have considered significant employment growth in the area as well as pockets of residential growth. The proposed Plantside Drive connection would primarily serve existing and future development in the area, which would reroute traffic from Tucker Station Road and Pope Lick Road.
 - Question: Would this project reduce traffic on Blankenbaker Parkway?
Answer: It's not expected to have a major effect on the traffic on Blankenbaker Parkway. This route is not likely to serve as a through route for longer-distance trips.

4. Based on the traffic forecast results, a new connector would only need one lane of traffic in each direction. A three-lane option, as shown in **Figure 2**, was therefore moved forward for development. This includes a shared use path on one side of the roadway and a sidewalk along the other.



Figure 2: Conceptual Three-Lane Typical Section

5. There are two potential alignments for the Plantside Drive extension. Concept 1 includes utilizing the already designated right-of-way, as shown in **Figure 3**. Concept 2 includes a similar alignment without the horizontal curve immediately south of Rehl Road, as shown in **Figure 4**.
 - Question: Is the curve that passes under the LG&E transmission line easement in the northern portion of Concept 1 critical to the Hollenback-Oakley Development?
Answer: The intent by Hollenback-Oakley was to leave as much developable land available as possible for the property along the west side of the corridor in that area.



THREE LANE - CONCEPT 1

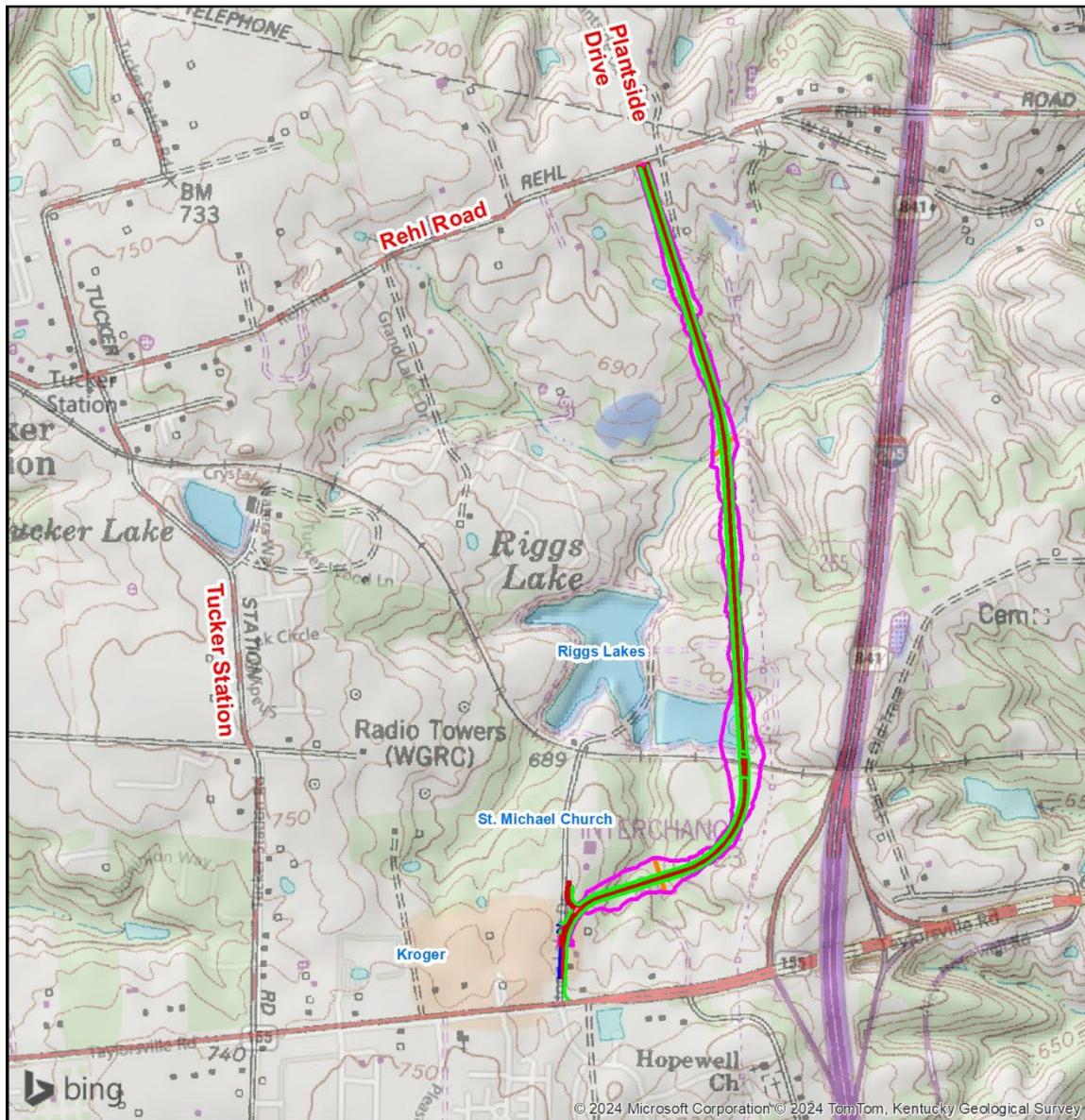
*Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003*



Source: USGS, KGS.



Figure 3: Concept 1 Alignment



THREE LANE - CONCEPT 2

*Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003*



Source: USGS, KGS.



Figure 4: Concept 2 Alignment

6. To avoid impacts to the Tyler Settlement Historic District both concepts include a realignment and connection into Stone Lakes Drive, as shown in **Figure 5**. This will satisfy the purpose of the project while avoiding the need for a connection between Stone Lakes and Tucker Station that would impact the historic district. To accommodate the additional traffic at the Stone Lakes / Taylorsville Road signalized intersection, southbound dual left-turn lanes are needed on Stone Lakes Drive as well as a westbound right-turn lane overlap on Taylorsville Road.
 - Question: Have you looked at alternative intersection designs, such as a roundabout, at the St. Micael's and shopping center entrances?
Answer: Yes. The intersection spacing is too close for a roundabout.
 - Question: Can we move the St. Micael's entrance further East?
Answer: We could move it a little but placed it in the center of the curve because of sight distance.
 - Question: Have you looked at moving the Plantside Drive Extension closer to the I-265 interchange and reconfiguring the interchange to avoid Stone Lakes Drive?
Answer: Similar concepts were discussed at the first Project Team Meeting and dismissed.
 - Comment: Maybe we should reconsider an interchange on Rehl Road.
 - Comment: We believe this configuration will accommodate the traffic demand. The needed intersection improvements will be further evaluated in the design phase.

7. The project remains listed in the 2024 Highway Plan. However, funding is now listed as State Priority Program (SPP) and includes \$200,000 (2025) in right-of-way funds, \$800,000 (2025) in utility funds, and \$10 million (2026) in construction funds. Brian noted the current planning-level construction estimate is \$24.65 million. The estimated travel time savings for this project is \$1.38 million per year.
 - Question: What would be the functional class of the Plantside Extension?
Answer: Likely a major collector road similar to the existing Planstisde Drive.
 - Question: Who would own/maintain this road?
Answer: It is expected that this road would be owned and maintained by Louisville Metro similar to existing Planstisde Drive.

8. The next steps include working with District 5 to obtain right-of-way and utility cost estimates in preparation for the second Local Officials Meeting anticipated in October.

The meeting ended at 3:00 p.m. EDT.

Meeting Minutes

TO: Tracy Lovell
Project Manager
KYTC District #5 Office
8310 Westport Rd.
Louisville, KY 40242

Stephen De Witte
Project Manager
KYTC Central Office Planning
200 Mero Street
Frankfort, KY 40622

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: November 5, 2024

SUBJECT: Plantside Drive Extension Study
Jefferson County
KYTC Item No. 5-80003.00
Local Officials Meeting No. 2

The second Local Officials Meeting for the subject project was held at the KYTC District 5 office and virtually via Microsoft Teams on October 28, 2024 at 10:30 a.m. EDT. The following individuals were in attendance:

Stuart Benson	Louisville Metro City Council
John Hodgson	Kentucky House of Representatives
Michael King*	Louisville Metro
Angela Webster	Louisville Metro
Elijah Beliles	KIPDA
Matt Bullock	KYTC – District 5
Larry Chaney*	KYTC – District 5
Catherine Davis	KYTC – Central Office Planning
Stephen DeWitte	KYTC – Central Office Planning
Brian Eaton*	KYTC – District 5
Donna Hardin	KYTC – District 5
Dave Heil	KYTC – Central Office Planning
Tracy Lovell	KYTC – District 5
Patrick Matheny	KYTC – District 5
Andy Rush	KIPDA
Jeremeih Shaw	KYTC – District 5
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Stuart Sparks	Stantec Consulting Services Inc.
Graham Winchester*	Stantec Consulting Services Inc.

*Joined via Microsoft Teams

Brian Aldridge welcomed everyone and led introductions. The purpose of this meeting was to discuss progress to date on the Plantside Drive Extension Study, including updated improvement concepts, future traffic operations, and the latest cost estimates.

The following enumerated items were discussed.

1. The study area is located in eastern Jefferson County and is bounded by Rehl Road to the north, I-265 to the east, Taylorsville Road (KY 155) to the south, and Tucker Station Road to the west, as shown in **Figure 1**. Plantside Drive is currently a 4.2-mile-long Major Collector that begins at Bluegrass Parkway and ends at Rehl Road. The proposed project would extend the corridor to Taylorsville Road to the south.
2. The Plantside Drive extension was listed in *Kentucky's FY 2022 – 2028 Highway Plan* as KYTC Item No. 5-80003.00 with \$12 million in total federal funding from 2022 to 2025. This project is listed as Item No. 5-80003 and includes \$200,000 (2025) in right-of-way funds, \$800,000 (2025) in utility funds, and \$10 million (2026) in construction funds. This project is now listed as state funded.
3. Previous studies, including the Urton Lane Corridor Study, identified the need for a new north-south connection from I-64 to Taylorsville Road inside and parallel to I-265. This study dismissed alternatives connecting to Tucker Station Road due to the impacts to the historic district.
4. The study goals and objectives include:
 - Investigation of the benefit of a new connection to the traveling public at large.
 - Viability/Feasibility of conceptual alternatives.
 - Red flag analysis of environmental, structural, and utility/ROW hurdles which may be encountered, as well as potential mitigation requirements.
 - Engage local stakeholders on the facts, benefits, and challenges of the potential project.
 - Estimate the realistic cost to complete, as well as potential schedule.
5. A summary of the existing conditions was presented. Plantside Drive currently carries 6,550 VPD with 18.5 percent trucks. Blankenbaker Parkway currently carries 45,000 VPD north of Plantside Drive and 13,700 VPD to the south with 8.9 percent trucks. Rehl Road carries 2,800 VPD with nearly 8 percent trucks.
 - It was noted that many truck operators avoid driving during peak hour traffic.
6. The Plantside Drive bridge over the Norfolk-Southern railroad was discussed. The bridge construction was completed in 2018 at a cost of \$1.5 million. This study is examining the feasibility of providing a roadway corridor that would use the bridge (as it was originally intended.)

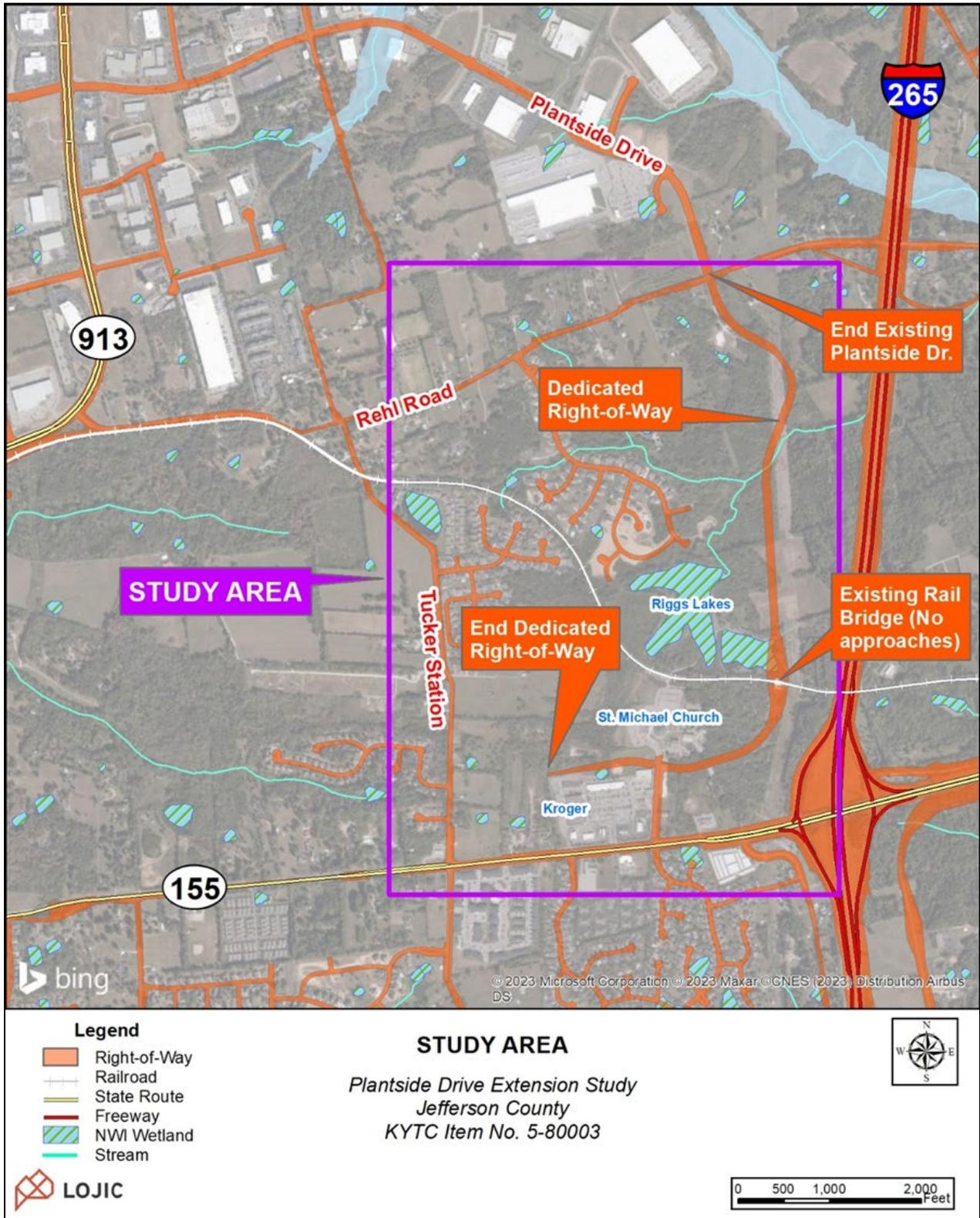


Figure 1: Plantside Drive Study Area

7. There was a discussion of potential development on Tucker Station Road. Tyler Crossing is a residential development anticipated on the east side of Tucker Station Road. It is expected to include 42 garden homes.

The request for a zoning change that would allow for the development of a new grocery store and associated outlot in the northeast corner of the Taylorsville Road / Tucker Station Road intersection resulted in significant opposition from local residents and the Blackacre Conservancy. This development plan was rejected by Louisville Metro City Council.

- It was noted that this area will likely still develop, however, it is currently unclear what type of development will be approved.
8. Brian then recapped the environmental overview. Rehl Creek, a tributary of Pope Lick, includes some 100-year floodplain within the northern portion of the study area. There is also one perennial stream crossing, one intermittent stream crossing, and one freshwater pond in the study area. The southwest portion of the study area falls within the Tyler Settlement Rural Historic District, established in 1986 to preserve the rural community formed by Edward Tyler in 1785. A portion of the land is now designated as Blackacre State Nature Preserve, which is located within the historic district.

When determining impacts of a construction project to a historic site, the National Environmental Policy Act (NEPA) process applies, and direct, indirect, and cumulative effects in environmental reviews must be evaluated. Any encroachment within a cultural historic site would require the Section 4(f) (of the National Historic Preservation Act of 1966) process to be completed.

9. The project team met with Hollenback-Oakley to coordinate on the development south of Rehl Road. Hollenback-Oakley indicated support for a Plantside Drive extension option that ties into Stone Lakes Drive rather than connecting to Tucker Station Road. They also agreed with the draft Purpose and Need as presented below.
10. The following draft Purpose & Need Statement was discussed:

Development along Bluegrass Parkway, Tucker Station, and existing Plantside Drive has increased traffic demand on all routes connecting to the interstate system in eastern Jefferson County, and trucks currently use roadways not designed to accommodate larger vehicles. The Purpose of the Plantside Drive Extension is to provide an alternative connection from already developed and developing areas to Taylorsville Road and I-265.

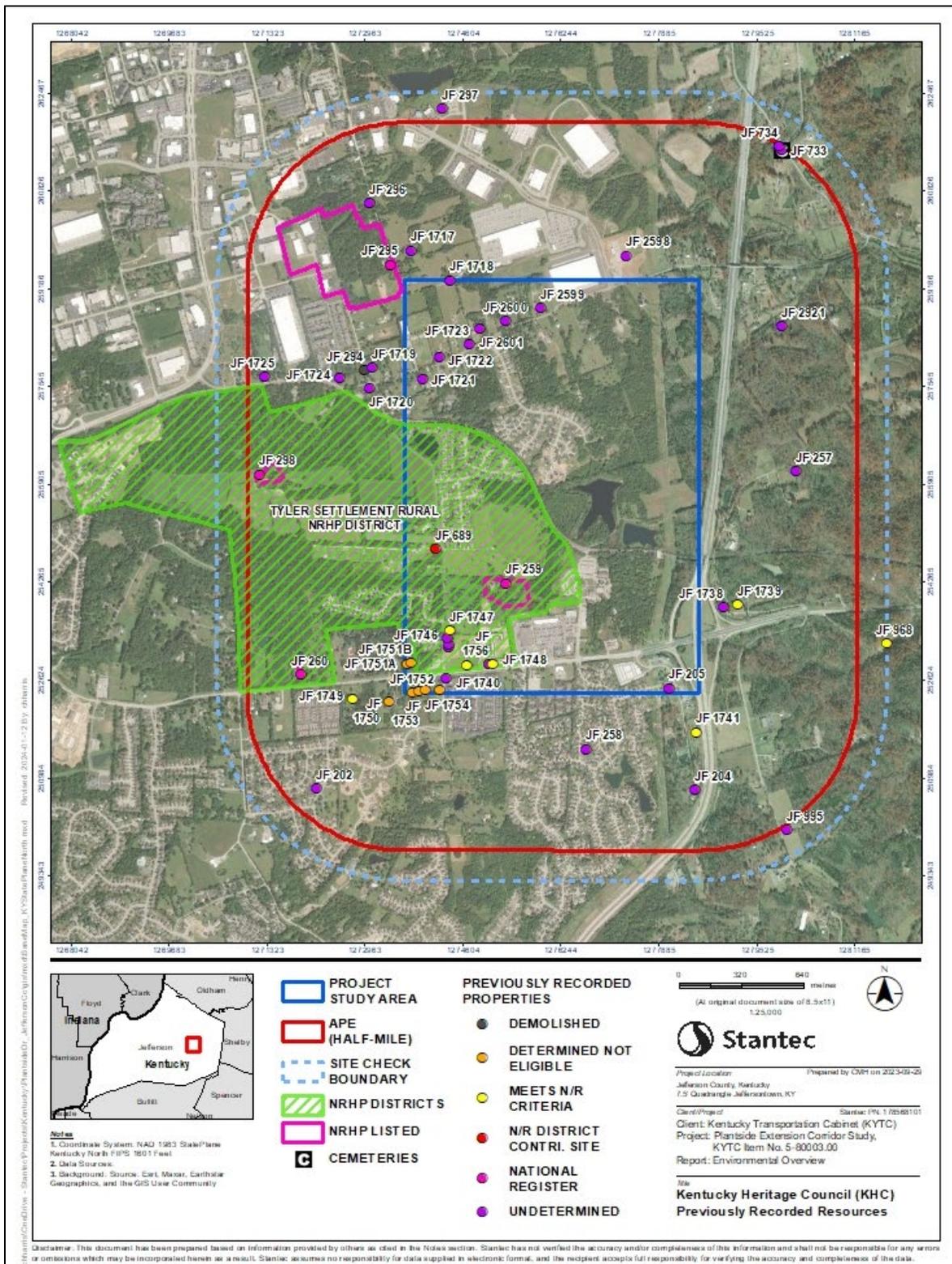


Figure 3: Cultural Historic Resources

11. Traffic forecasting efforts were discussed. The Traffic Analysis Zones (TAZs) in the KIPDA Travel Demand Model in the study area were large and needed to be split to better reflect localized land uses, particularly to capture future development opportunities. The primary TAZ in the study area was therefore split into four zones, with socioeconomic data allocated accordingly. This process was completed with input from KIPDA and Louisville Metro Public Works. The updated model was then run with a conceptual Plantside Drive connection between Rehl Road and Stone Lakes Drive which is expected to carry 8,000 VPD in 2050. Stone Lakes Drive is expected to carry 14,000 VPD in 2050.

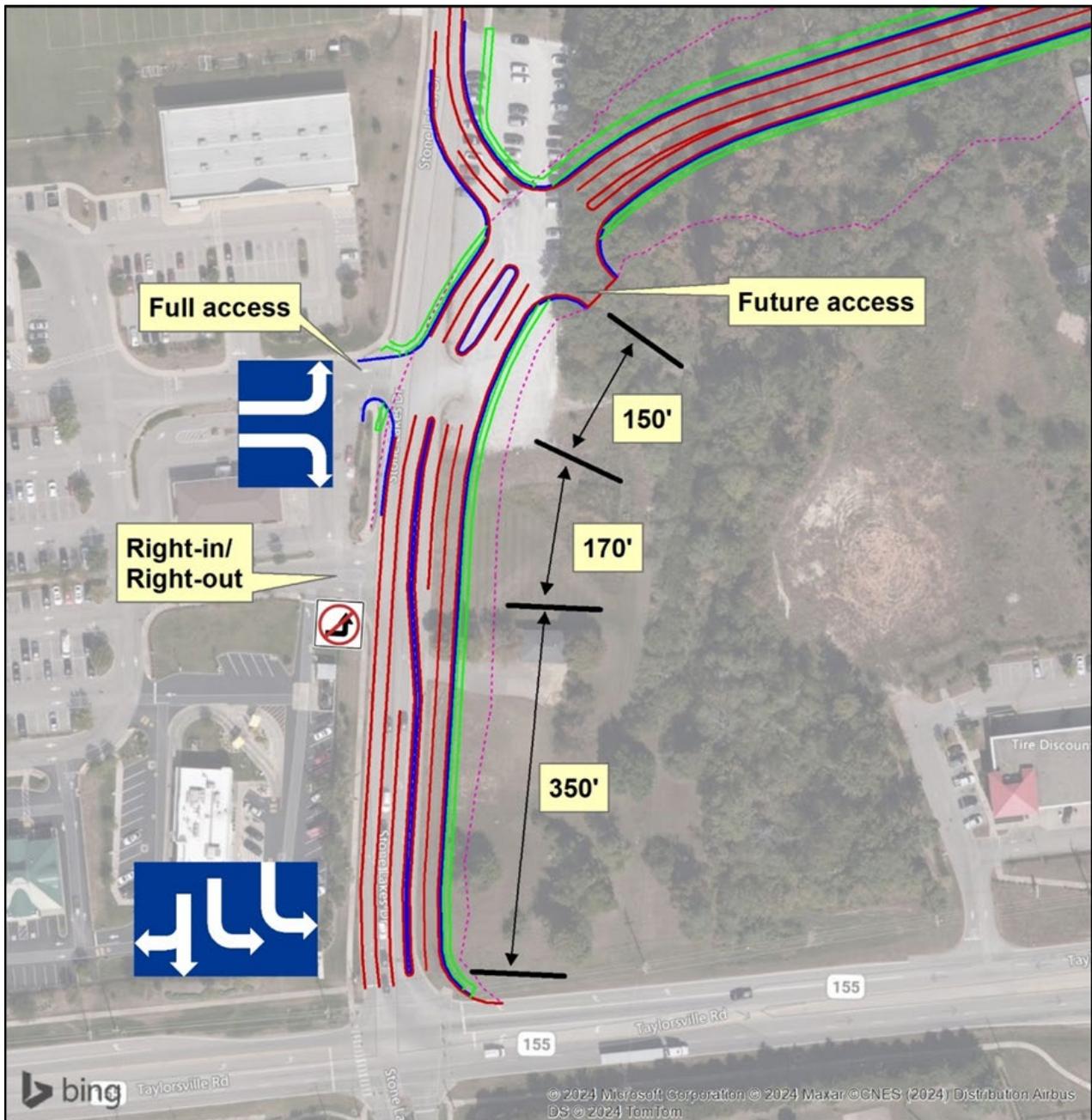
- A new Plantside Drive extension would reduce truck traffic from adjacent routes.
- Question: What is the breakout of school traffic vs. commuter traffic?
Answer: The KIPDA model is not specific about the reason for the trip, however, school trips do not typically conflict with other peak hour generators. The PM peak is typically higher, and schools dismiss students before commuters leave work.

12. Existing Louisville Metro counts, along with Streetlight Data, were used to develop 2050 peak hour turning movement forecasts at the Stone Lakes Drive intersection with Taylorsville Road, as shown in **Figure 2**. Based on a 2050 Synchro traffic analysis, Stone Lakes Drive will need southbound dual left-turn lanes and westbound Taylorsville Road will need a right-turn overlap phase. An option to construct dual left-turn lanes on Stone Lakes Drive is shown in **Figure 3**.

- No widening is required on Taylorsville Road as part of the Plantside extension.



Figure 2: 2050 Taylorsville Rd. / Stone Lakes Dr. Turning Movement Forecast



THREE LANE - DUAL LEFTS

*Plantside Drive Extension Study
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Source: USGS, KGS.

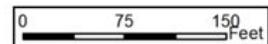


Figure 3: Dual Left-Turn Lane Option on Stone Lakes Drive

- Question: Is St. Michael Catholic Church agreeable to the realignment on Stone Lakes Drive that will take their parking lot?
 Answer: Representatives from the church have not been shown this alternative. Their original concern was that a road would traverse through their campus. This alternative avoids major impacts to the church campus.

13. The Norfolk-Southern bridge was constructed to carry four 12-foot lanes of traffic with six-foot outside shoulders. Based on results from the KIPDA Model, a new connector would only need one lane of traffic in each direction. A three-lane option, as shown in **Figure 4**, was therefore moved forward for development. This includes a shared use path on one side of the roadway and a sidewalk along the other.



Figure 4: Conceptual Three-Lane Typical Section

14. There are two potential alignments for the Plantside Drive extension. Concept 1 includes utilizing the already designated right-of-way while Concept 2 includes a similar alignment without the horizontal curve immediately south of Rehl Road, as shown in **Figure 5**. Assuming a 30 percent contingency, a three-lane roadway with a sidewalk on one side and a shared-use path on the other is expected to cost approximately \$24.65 million for construction mobilization / demobilization, and environmental mitigation. This does not include cost for design or utility relocations.

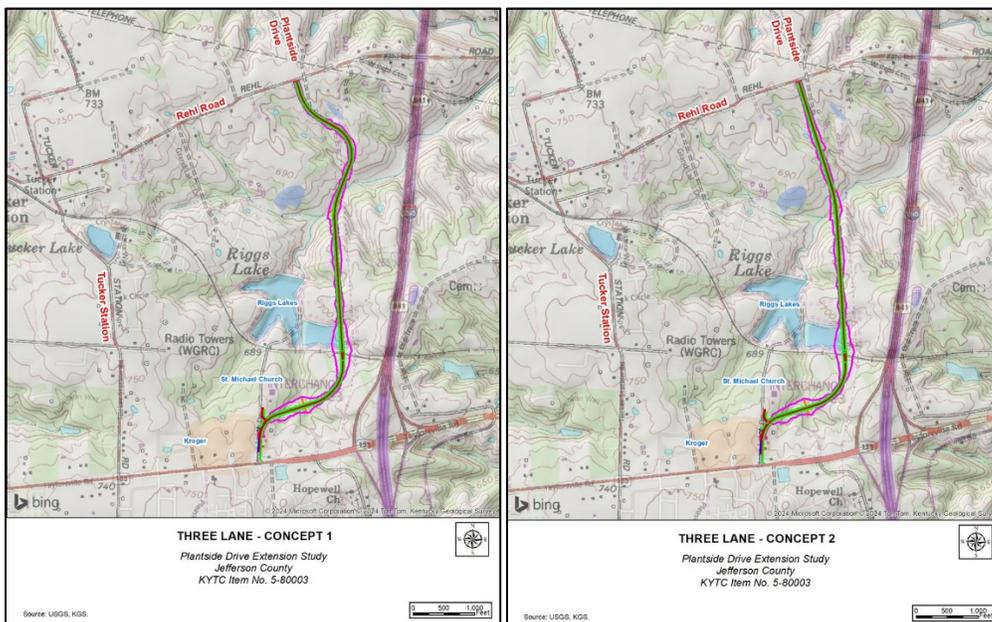


Figure 5: Concepts 1 and 2

15. The next step includes summarizing the study with a draft report.

The meeting ended at 12:00 p.m. EDT.