

CITY OF CAMPBELLSVILLE

Taylor County, Kentucky

SMALL URBAN AREA TRANSPORTATION STUDY



Prepared for:

KENTUCKY TRANSPORTATION CABINET
DIVISION of PLANNING

Prepared by:



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EXECUTIVE SUMMARY

Project Description

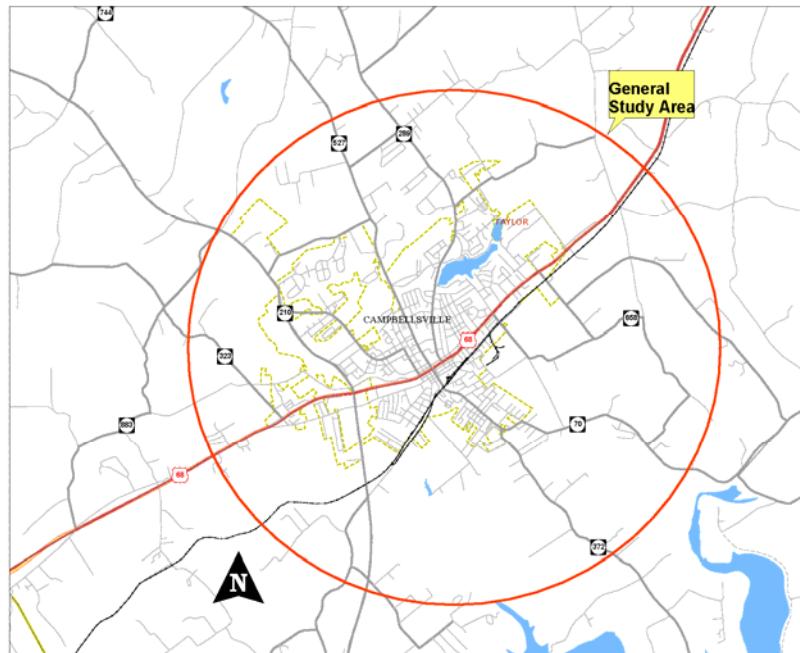
The *Campbellsville Small Urban Area (SUA) Transportation Study* was conducted for the Kentucky Transportation Cabinet (KYTC), Division of Planning. Small Urban Area Transportation Studies are conducted in municipalities that range in population from 5,000 to 50,000 residents. Campbellsville was an eligible municipality to undergo an SUA Study because it has a population of 10,000 residents.

The goal of an SUA is to identify improvements to the transportation system within and surrounding the Campbellsville urban area. Special attention is given to those improvements that address the travel needs and safety concerns within the study area. The focus on the transportation improvements is not specifically adding transportation systems, but maximizing the current transportation assets on the existing state controlled route system.

Qk4 served KYTC as the project consultant. A project team approach was employed and was comprised of members from KYTC and Qk4. Steps taken by the project team included analyzing road system data, identification of problem spots, multiple field reviews, and identification and prioritization of improvement strategies. An advisory committee was also involved and was comprised of elected officials and local stakeholders. Public input was gathered via an online public comment survey.

Study Location

The general study area includes all of the incorporated limits plus the surrounding developed areas of the City of Campbellsville in Taylor County. This area consists of the designated Urban Area plus the vicinity of the proposed bypass (Item No. 4-142.10, in the Kentucky's 2008 Highway Plan). The study area is illustrated in the figure to the right and in Exhibit 1, in Appendix A of the report.



Project Recommendations

A list of small urban area safety and congestion improvement projects have been compiled and ranked in order of local preference and will be considered for state funding. The recommended projects identified in the study have been organized into three (3) categories according implementation time frame and the responsible party. Project type, cost, and a brief description have been identified.

- **KYTC Long-Term** — Projects of the scale that would likely have to be included in the Highway Plan. These projects are listed below and in Table 3A of the report, and one page descriptions of each are included on pages 20 to 23 of the report.

Rank	Project	KYTC LONG-TERM PROJECTS—Description	Type	Cost
1	5b	Reconstruct KY 70 intersections with Martin Luther King Jr. Boulevard and Tie Street.	Reconstruct	\$130-460K
2	18	KY 527 has minimal shoulder width and ditches and utility poles too close to the roadway between KY 3350 and US 68. Widen shoulder and relocate utilities.	Reconstruct	\$2.1M
3	12	Convert KY 658 (Roberts Road) from 2 lanes to 3 lanes from US 68 to junction with KY 3518.	Reconstruct	\$2.0 - 3.7M
4	16b	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Reconstruct roadway for a long-term solution.	Reconstruct	\$407.5K

- **KYTC Short-Term** — Projects that can be executed fairly quickly by the District personnel due to their less intricate nature. These projects typically range in cost from <\$10,000 - \$200,000. These projects are listed in Table 3B, with a red title row, and one page descriptions of each are included on pages 25 to 37 in the report.
- **Local** — Projects that would be the responsibility of the City of Campbellsville, Taylor County, and/or private developers and that may be undertaken at the discretion of any of those entities. These projects are listed in Table 3C, with a yellow title row, and one page descriptions of each are included on pages 39 to 55 of the report.

1.0 INTRODUCTION

1.1 Study Purpose

This Small Urban Area (SUA) Transportation Study (Transportation Study of Campbellsville) was conducted for the Kentucky Transportation Cabinet (KYTC), Division of Planning, with the goal of identifying and improving the transportation system in and surrounding the Campbellsville urban area. Qk4 has been retained by KYTC as the project consultant.

The focus on the improvements is not specifically adding transportation systems, but maximizing the current transportation assets on the existing state controlled route system. One particular criterion that must be met in order for a municipality to be eligible for a SUA transportation study is that it must range in size of 5,000 to 50,000 in population. Campbellsville falls within this range with a population of 10,000 residents.

This planning process included the following tasks:

- Review and evaluate KYTC's Division of Planning's Highway Information System (HIS) and Collision Reports Analysis for Safer Highways (CRASH) data.
- Establish project team to guide the study effort.
- Consult with an advisory committee made up of local officials to obtain their input.
- Identify potential problem areas.
- Conduct field reviews to study problems.
- Identify possible solutions and estimate project costs.
- Develop recommendations and prioritize projects with input from the local officials.

1.2 Programming and Other Projects

A Design / Build construction contract was awarded in 2007 to widen KY 55 from KY 1625 North to US 68 and KY 210 from US 68 North to KY 3183, for a total of 3.511 miles. Further, preliminary engineering and an environmental assessment for four-laning KY 55 south of KY 1625, including the Campbellsville Bypass, was under contract at the outset of this Transportation Study. In addition, several projects in and near Campbellsville are listed in Kentucky's 2008 Highway Plan. In addition to the Design / Build project, these projects listed below were taken into consideration during the evaluation of the study area for compatibility and/or redundancy with the proposed projects.

- Item No. 04-142.10: Final Design of the Campbellsville Bypass (FY 2012) (As of this report, the project is in the preliminary design and environmental documentation stage, although it is currently on hold.)

- Construction of safety improvements to the intersection of KY 289 and KY 3350 (FY 2008)
(As of this report the project has been canceled due to the reduction of crashes since a traffic signal was installed at this intersection.)

In addition to the 2008 KYTC Highway Plan projects that were identified on the Unscheduled Project List (UPL), these significant projects identified in the study area with Project Identification Form (PIF) data are:

- D3350 108.00: Extend KY 3350 east from KY 289 to US 68.
- D0289 112.00: Extend South Lebanon Avenue south to South Central Avenue at Hotchkiss Street.
- D2222 109.00: Address geometric deficiencies and enhance access to Taylor County Airport by widening KY 2222/KY 1799.
- D3212 113.00: Widen and realign Old Pitman Road (KY 3212) from KY 210 to KY 527 in Campbellsville.

These projects are illustrated in Exhibit 4 in Appendix A and detailed in Appendix E.



2.0 PROJECT LOCATION AND EXISTING CONDITIONS

2.1 Project Location

The general study area includes all of the incorporated limits plus the surrounding developed areas of the City of Campbellsville in Taylor County. This area consists of the designated Urban Area plus the vicinity of the proposed bypass (Item No. 4-142.10, in the Kentucky's 2008 Highway Plan. The study area is illustrated below and in Exhibit 1, in Appendix A

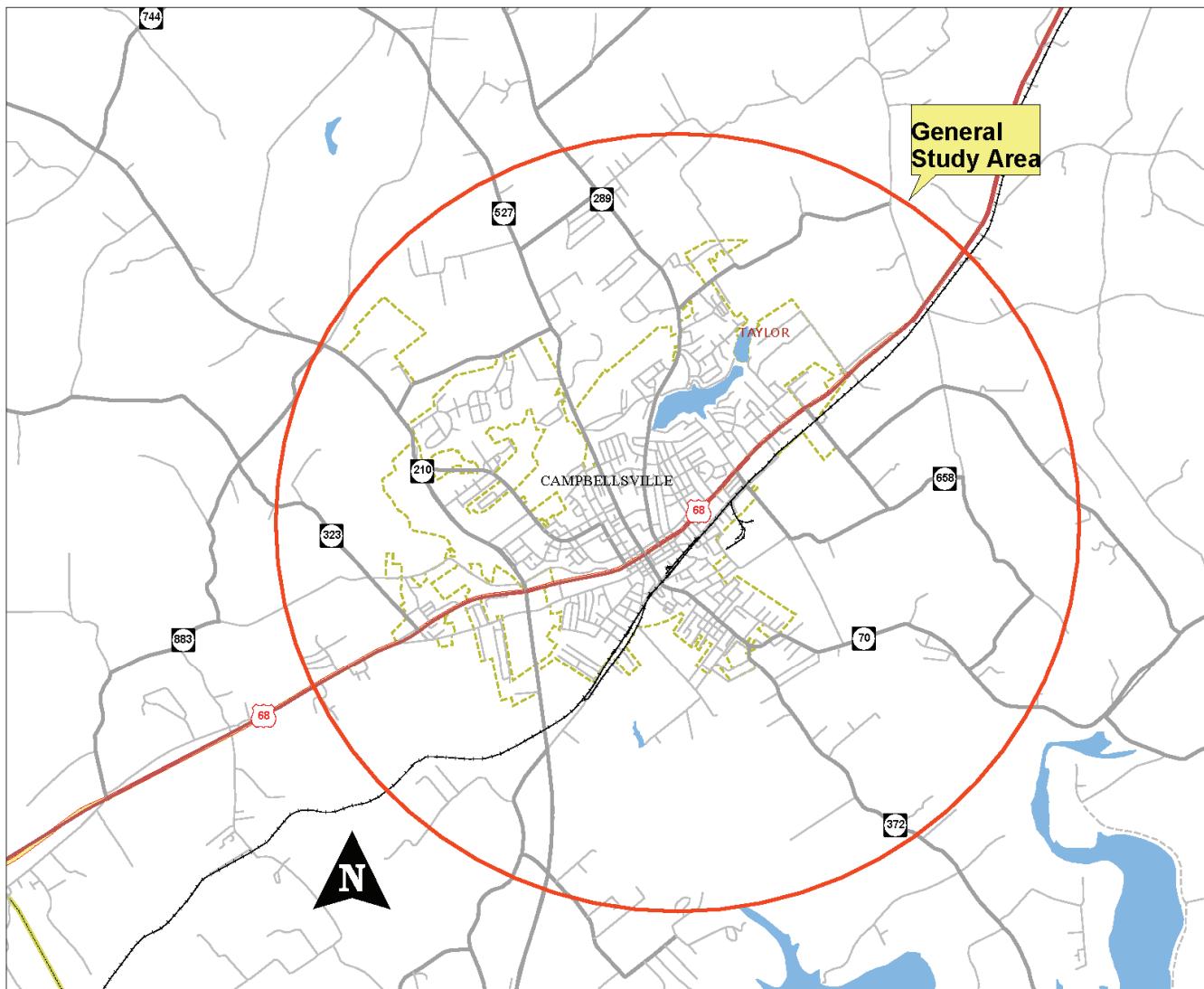


Figure 1: Project Study Area

2.2 Existing Conditions

Data on the existing conditions of the state route in the study area were taken from the Division of Planning's Highway Information System (HIS) database. Table 1 shows some general state route information for the City of Campbellsville.

Current roadway deficiencies are illustrated in Exhibit 2 in Appendix A. In particular, Exhibit 2 shows roadway segments with the following deficiencies: poor adequacy ratings (less than 20 percent), poor levels of service (LOS D and E), narrow lane widths (less than 11 feet), excessive volume/service flow ratios indicating congested conditions (V/SF greater than 0.7), and areas of high crashes (critical rate factor (CRF) greater than 1.00). Road segments where these thresholds are exceeded are also highlighted on Table 1.

2.2.1 Average Daily Traffic

Current (2007) average daily traffic (ADT) in the study area ranges from 1,000 vehicles per day (vpd) to 23,100 vpd. The two roadways with the highest volumes are US 68 and KY 55. These are the primary north-south and east-west arterials serving Campbellsville. The bulk of the 2-lane facilities in the study area do not exceed volumes of 9,000 vpd.

2.2.2 Level of Service

Level of service (LOS) is a qualitative measure of expected traffic conflicts, delay, driver discomfort, and congestion. Levels of service are described according to a letter rating system (similar to school grades) ranging from LOS A (free flow, minimal or no delays – best conditions) to LOS F (stop and go conditions, very long delays – worst conditions). For intersections, the Highway Capacity Manual defines levels of service based on the average delay due to the signal or stop control. LOS C is often considered the threshold for desirable traffic conditions in smaller cities such as Campbellsville. In this study, levels of service below this threshold are noted as undesirable and warrant improvement. LOS C corresponds to less than 35 seconds of delay per vehicle at a signalized intersection and less than 25 seconds of delay at an unsignalized intersection.

The facilities in the study area that exhibit poor levels of service (LOS) are primarily the 2-lane collector facilities within the city, such as KY 70, KY 3183, KY 527, KY 372, and KY 658. Facilities in the rural areas typically exhibit much better LOS than their urban counterparts. The principal arterials in the study area—US 68, KY 55, and KY 210—exhibit primarily acceptable levels of service, not below LOS D.

Table 1: HIS Base Data Route Information

Route	Beginning Mile Point (MP)	Ending MP	Functional Class	# of Lanes	Lane Width (feet)	Approx V/SF Ratio	ADT (vpd)	LOS	Crash Rate Factor (CRF)	% Truck	Composite Adequacy Rating Percentile
US 68											
US 68	2.379	3.441	Rural Minor Arterial	2	12	0.50	10,700	C	0.397	7%	88.64
	3.441	3.780	Rural Minor Arterial	2	12	0.52	10,700	C	0.380		88.64
	3.780	3.941	Urban Minor Arterial	2	12	0.35	10,700	A	0.102		96.77
	3.941	4.415	Urban Minor Arterial	2	12	0.60	10,900	A	0.447		83.89
	4.415	4.571	Urban Minor Arterial	4	12	0.19	10,900	A	0.000		99.15
	4.571	4.870	Urban Minor Arterial	4	12	0.47	10,900	A	0.104		99.15
	4.870	4.956	Other Urban Principal Arterial	4	12	0.26	15,200	B	1.391		93.05
KY 55	5.075	5.396	Other Urban Principal Arterial	4	12	0.26	16,500	B	0.820	7.6%	93.05
	5.396	5.687	Other Urban Principal Arterial	4	10	0.69	16,500	B	0.188		93.05
	5.687	5.923	Other Urban Principal Arterial	4	10	0.82	23,100	C	2.382		57.30
	5.923	7.040	Other Urban Principal Arterial	4	10	0.98	19,000	B	2.232		7.76
	7.040	7.210	Other Urban Principal Arterial	4	10	0.27	13,100	A	2.002		7.67
	7.210	7.404	Other Urban Principal Arterial	4	10	0.25	13,100	A	0.227		27.78
	7.404	7.715	Other Urban Principal Arterial	2	12	0.32	8,930	C	0.886		61.46
	7.715	10.675	Rural Other Principal Arterial	2	12	0.43	8,800	C	0.324		64.24
											81.66
KY 55	9.066	10.293	Other Urban Principal Arterial	2	12	1.27	10,600	C	0.710		21.92
KY 70	0.000	0.213	Urban Collector	2	10	1.38	4,930	E	7.141	5.8%	0.55
	0.213	1.080	Urban Collector	2	10	0.40	8,650	E	1.616		11.26
	1.080	1.367	Urban Collector	2	10	0.24	5,180	D	1.628		11.26
	1.367	1.794	Rural Major Collector	2	10	0.42	5,180	D	0.531		46.39
	1.794	1.823	Rural Major Collector	2	9	0.40	5,180	D	0.222		83.37
	1.823	2.215	Rural Major Collector	2	9	0.42	5,180	B	0.470		83.37

Highlighted cells indicate substandard conditions

Table 1: HIS Base Data Route Information (Continued)

Route	Beginning MP	Ending MP	Functional Class	# of Lanes	Lane Width (feet)	Approx V/SF Ratio	ADT (vpd)	LOS	Crash Rate Factor (CRF)	% Truck	Composite Adequacy Rating Percentile
KY 210											
	7.626	14.436	Rural Other Principal Arterial	2	11	0.28	5,500	C	0.440	12%	22.62
	14.436	15.405	Other Urban Principal Arterial	2	11	0.27	7,190	C	0.919		87.43
	15.405	16.626	Other Urban Principal Arterial	2	11	0.74	7,950	C	3.387		42.16
KY 289											
	0.000	1.896	Urban Collector	2	9	0.42	8,820	E	1.106	5.4%	13.73
	1.896	2.125	Rural Major Collector	2	9	0.33	4,760	B	0.457		88.92
	2.125	2.331	Rural Major Collector	2	9	0.33	4,760	B	0.306		88.92
	2.331	2.637	Rural Major Collector	2	9	0.33	4,760	B	0.470		88.92
KY 323											
	6.863	7.038	Urban Collector	2	10	0.19	1,000	B	0.375	6.3%	83.98
	7.038	8.825	Urban Collector	2	10	0.31	1,600	D	0.592		83.98
KY 372											
	3.327	3.508	Urban Collector	2	9	0.45	2,290	E	0.246	5.6%	35.65
KY 527											
	0.000	1.124	Urban Collector	2	9	0.37	4,060	E	1.431	5.3%	15.94
KY 658											
	0.000	0.655	Urban Collector	2	10	0.30	6,820	E	0.813	14.5%	61.47
	0.655	0.665	Urban Collector	2	8	0.32	6,820	C	0.803		35.65
KY 3183											
	3.503	3.577	Urban Collector	2	10	0.74	7,310	E	0.547	14%	9.68
	3.577	3.958	Urban Collector	2	10	0.25	5,350	E	0.085	4.3%	61.47
	3.958	5.681	Urban Collector	2	10	0.62	5,980	E	4.053		15.94
KY 3212											
	0.000	1.408	Urban Collector	2	9	0.17	1,010	B	0.387	N/A	74.42
KY 3350											
	0.000	0.373	Urban Minor Arterial	2	12	0.24	8,120	C	1.223	7.8%	71.06
	0.373	2.411	Urban Minor Arterial	2	12	0.19	5,530	B	0.355		96.77
	2.411	2.621	Urban Minor Arterial	2	9	0.05	1,320	B	0.306		59.74

2.2.3 Crash Analysis

Summaries of vehicle crashes were recorded with valid reference points in the study area during the five-year period (2002-2006). Of the 1,077 recorded crashes, 883 were property damage only (PDO) occurrences, 189 resulted in one or more injuries, and 5 resulted in one or more fatalities.

There are twelve segments of the seven state routes (US 68, KY 70, KY 210, KY 289, KY 527, KY 3183, and KY 3350) with a Critical Rate Factor (CRF) in excess of 1.00, as shown below in Table 2 and on Exhibit 2 in Appendix A. A CRF greater than 1.00 indicates that the segment of roadway has had a statistically significant number of crashes and they are likely not occurring at random.

Table 2: Crash Data

Route	Begin MP	End MP	Crashes				CRF > 1
			PDO	Fatal	Injury	Total	
US 68	4.87	4.95	21	0	0	21	1.391
US 68	5.68	5.92	50	0	3	53	2.382
US 68	5.92	7.04	130	1	28	159	2.232
US 68	7.04	7.21	24	0	2	26	2.002
KY 70	0.00	0.21	50	0	10	60	7.141
KY 70	0.21	1.08	37	0	13	50	1.616
KY 70	1.08	1.36	9	0	6	15	1.628
KY 210	15.40	16.62	94	0	28	122	3.387
KY 289	0.00	1.89	50	2	15	67	1.106
KY 527	0.00	1.12	27	0	2	29	1.431
KY 3183	3.95	5.68	80	0	14	94	4.053
KY 3350	0.00	0.37	15	0	2	17	1.223

3.0 PROJECT TEAM, ADVISORY COMMITTEE, AND PUBLIC INVOLVEMENT

3.1 KYTC Project Team

A project team approach was used, consisting of representatives from the KYTC Central Office, KYTC District 4, Lake Cumberland Area Development District (LCADD), and Qk4. Three project team meetings were held during the project: two were held at the Kentucky Transportation Cabinet's District 4 Office on March 19, 2008, and June 20, 2008; and the third was held in Campbellsville at the Taylor County Extension Office on August, 7, 2008. Each meeting was documented with meeting minutes, which are included in Appendix B. A summary of the major topics discussed at each meeting follows:

- 1) **March 19, 2008, at KYTC District 4:** At the first project team meeting, members were introduced, the type of study was discussed, and the study's scope and schedule were reviewed. Major topics of discussion included the project's purpose and range of improvements to consider; the general existing conditions; other current, scheduled, and proposed projects in and around the Campbellsville study area; public involvement; and a tentative schedule of events. It was determined that the public involvement process would consist of a web-based survey that would be available for residents to complete online. The public survey is detailed in Appendix C.
- 2) **June 20, 2008, at KYTC District 4:** At the second project team meeting, each of the identified projects was reviewed in detail. It was determined that the projects would be organized in three categories based on project origination and party responsibility. The categories chosen were: KYTC Long-Term, KYTC Short-Term, and Local projects. Plans for presenting the projects at the second Advisory Committee meeting (see Section 3.2, below) were discussed.
- 3) **August, 7, 2008, at Taylor County Extension Office:** At the final project team meeting, the content of the final project report was discussed and agreed upon. The priority ranking of recommended projects was modified as were some of the recommended project data sheets.

3.2 Advisory Committee

A group of elected officials and local stakeholders formed the Advisory Committee that met twice during the study process. The meetings were held on April 18, 2008, and July 23, 2008, at the Taylor County Extension Office in Campbellsville. Meeting minutes including agendas and persons in attendance are included in Appendix C. A summary of the major topics discussed at each of the two meeting follows:

- 1) **April 18, 2008:** Members were informed that the intended outcome of the meeting was to identify low-cost, short-term, “quick fixes” for local transportation issues on state roads in the City of Campbellsville. The improvements could consist of but would not be limited to signalizations, turn lanes, and traffic calming measures. Meeting attendees used large maps to identify the locations of areas where they thought transportation improvement projects were needed. A preliminary list of projects was generated by this activity and provided a starting point for the formal identification of problem areas. An introduction to the web-based public survey was explained in hopes the county would solicit the public for their input.
- 2) **July 23, 2008:** At the second Advisory Committee meeting, the members were presented the list of recommended projects organized into the three categories identified by the project team: KYTC Long-Term, KYTC Short-Term and Local projects. The committee provided feedback on the contents of each project and ranked the KYTC projects according to priority within the long and short-term categories. Members were informed that the Local projects were the responsibility of the City of Campbellsville and/or Taylor County, not KYTC. The committee elected to organize these projects into high, medium, and low priorities.

3.3 Public Involvement

Public involvement consisted of a web-based survey form voluntarily completed on-line by residents and then submitted to the KYTC and Qk4. The survey was available to be taken from March 27, 2008 through June 13, 2008. Through a series of questions, this form identified some areas in and around Campbellsville that were perceived as problems by local individuals. There were a total of six surveys submitted by area residents. These individual submissions are included in Appendix C.

4.0 ENVIRONMENTAL AND SOCIOECONOMIC OVERVIEW

4.1 Environmental Footprint

A brief environmental footprint review was conducted to locate places of significant historical or cultural value. Places of potential hazards including floodplains, wetlands, and sinkholes were also identified. These environmental issues are illustrated in Exhibit 3 in Appendix A.

4.2 Environmental Justice

The *Environmental Justice Report* was prepared by the Lake Cumberland Area Development District (LCADD) to assess the community demographics in the Campbellsville Small Urban Area (SUA). The study area contains thirteen block groups within three census tracts, all of which are listed below:

- Census Tract: 9803 – Block Group: 1, 2, 3, & 4
- Census Tract: 9804 – Block Group: 1, 2, 3, & 4
- Census Tract: 9805 – Block Group: 1, 2, 3, 4, & 6

Based on data obtained by LCADD from the U.S. Census Bureau for income, race, and age, as well as on discussions with local officials and field observations, it appears there are small concentrations of populations over 65 years of age in Campbellsville. Analysis of the minority population data showed several of the block groups as having identified concentrations, some of which were significant and some only minor. The more significant concentrations identified were noted in the narrative analysis of the *Environmental Justice Report* in Appendix D. The concentrations identified should not be adversely affected by improvements. The elevated percentages in the populations below poverty level might be indicative of concentrations throughout the study area. However, based on the economic status of this rural, economically depressed county, these percentages are not uncommon for this area. The complete *Environmental Justice Report* produced by LCADD comprises Appendix D.

5.0 RECOMMENDATIONS

Following the first Advisory Committee meeting and receipt of the public input, the Project Team took into account all of the available project information. The team then identified alternatives to be carried forward or eliminated from further consideration. The criteria that were considered in the decision included the project ease of implementation, costs, impacts, traffic volumes, and public comments.

In determining the alternatives to be carried forward, the project team first separated the recommended projects into three categories based on project origination and party responsibility. The categories are as follows:

- **KYTC Long-Term**—Projects of the scale that would likely have to be included in the Highway Plan. These projects are listed in Table 3A, with a blue title row, and one page descriptions of each are included on pages 20 to 23.
- **KYTC Short-Term**—Projects that can be executed fairly quickly by the District personnel due to their less intricate nature. These projects are listed in Table 3B, with a red title row, and one page descriptions of each are included on pages 25 to 37.
- **Local**—Projects that would be the responsibility of the City of Campbellsville, Taylor County, and/or private developers and that may be undertaken at the discretion of any of those entities. These projects are listed in Table 3C, with a yellow title row, and one page descriptions of each are included on pages 39 to 55.

The projects recommended by the Advisory Committee and Project Team are listed below in Table 3, shown in detail in the following project summary sheets, and illustrated in Exhibit 4 in Appendix A.

Table 3A: Recommended KYTC Long-Term Projects

Rank	Project	KYTC LONG-TERM PROJECTS—Description	Type	Cost
1	5b	Reconstruct KY 70 intersections with Martin Luther King Jr. Boulevard and Tie Street.	Reconstruct	\$130-460K
	<i>Notes/ Activity Completed</i>			
2	18	KY 527 has minimal shoulder width and ditches and utility poles too close to the roadway between KY 3350 and US 68. Widen shoulder and relocate utilities.	Reconstruct	\$2.1M
	<i>Notes/ Activity Completed</i>			
3	12	Convert KY 658 (Roberts Road) from 2 lanes to 3 lanes from US 68 to junction with KY 3518.	Reconstruct	\$2 - 3.7M
	<i>Notes/ Activity Completed</i>			
4	16b	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Reconstruct roadway for a long-term solution.	Reconstruct	\$407.5K
	<i>Notes/ Activity Completed</i>			

Table 3B: Recommended KYTC Short-Term Projects

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost
1	3	The signal at North Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing up traffic when the signal is red. Enable the Fire Department to manually override the red signal to green, from inside the station, thereby making it possible for traffic to leave the area in front of the station and allowing for egress of fire trucks during a call.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
2	2	Conduct signal warrant analysis for possible split phase signal at US 68/KY 289 (Lebanon Avenue) intersection to facilitate left-turns.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
3	4	Conduct a signal warrant analysis for a split phase signal to be installed at London Drive and US 68.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
4	13	Add a left-turn lane on eastbound US 68 to northbound Palestine Road (KY 3211).	Reconstruct	\$190K
	<i>Notes/ Activity Completed</i>			
5	9c	Add right-turn lane on southbound US 68 and left-turn lane on northbound US 68.	Reconstruct	\$200K
	<i>Notes/ Activity Completed</i>			
5	16a	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Install signage, and cut back the embankment on the west side of KY 527 between MPs 1.7 and 1.8 to improve sight distance.	Maintenance / Signage	\$200K
	<i>Notes/ Activity Completed</i>			

Table 3B: Recommended KYTC Short-Term Projects (Continued)

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost
6	26	Submit speed limit study request to KYTC for possible speed limit reevaluation on Water Tower Bypass (KY 3518).	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
7	1	KY 1799 has no speed limit signs. (According to HIS, speed limit is currently 55 mph and route is state maintained – State Primary Road System class is rural secondary.) Install speed limit sign.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
7	17	Install signage and striping to remedy the confusion at the intersection of Meader Street and North Columbia Avenue.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
7	27	Improve intersection definition at US 68/Airport Road (KY 1799) by extending the pavement on the south side shoulder of US 68 from Airport Road east approximately 100 feet.	Reconstruction	<\$10K
	<i>Notes/ Activity Completed</i>			
7	29	Install signage on West Broadway and Federal Place to advise motorists of their proximity to Campbellsville Elementary and High Schools.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
7	35	Install “Stop Ahead” sign on northbound KY 3211 approaching KY 289.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3B: Recommended KYTC Short-Term Projects (*Continued*)

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost	
7 (cont.)	36	Install “Stop Ahead” sign on northbound KY 2222 approaching KY 658.	Signage	<\$10K	
	<i>Notes/ Activity Completed</i>				
	37	Vertical sight distance deficiencies exist on KY 527 just north of KY 3211 to the Woodhill Road intersection. Install signage to increase awareness and safety.	Signage	<\$10K	
	<i>Notes/ Activity Completed</i>				

Table 3C: Recommended Local Projects

Rank	Project	LOCAL PROJECTS—Description	Type	Cost
High	8	Provide lot interconnectivity in commercial retail area on west side of KY 210 between Lowe's and Ponderosa. (Commercial responsibility.)	New Construction	\$100K
	<i>Notes/ Activity Completed</i>			
High	11	To reduce congestion on South Columbia Avenue due to traffic entering/exiting Amazon.com, Inc., the following are recommended: Pave the 1,800 feet-long, gravel, county road across from Amazon.com, Inc., linking South Columbia Avenue north to KY 55; add turning lanes and a caution light on South Columbia Avenue at the Amazon.com, Inc., entrance; and relocate the western entrance to Amazon.com, Inc. to align with the proposed paved gravel road.	Reconstruct	\$350K
	<i>Notes/ Activity Completed</i>			
High	14	Reconstruct Davis Road (CR 1223) from US 68 to Hatcher Road.	Reconstruct	<\$1M
	<i>Notes/ Activity Completed</i>			
High	15	Parked cars at school on KY 289 at Lakeview Drive create a visual obstruction for traffic entering KY 289 from Lakeview Drive. Prohibit parking in front of school.	Maintenance	<\$10K
	<i>Notes/ Activity Completed</i>			
High	19	Cut back cemetery embankment and fix sidewalk on South Central Avenue. This could be included in KYTC Long-Term Project 5b.	Reconstruct	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3C: Recommended Local Projects(Continued)

Rank	Project	LOCAL PROJECTS—Description	Type	Cost
High	21	Revitalize streetscapes along Meader Street and North Columbia Avenue, including sidewalk and crosswalk construction, asphalt resurfacing, and improvements of sight distance and drainage problems.	Reconstruct	\$300K
	<i>Notes/ Activity Completed</i>			
High	30	Prepare a needs analysis/design study for sidewalks along north side of West Broadway, between KY 210 and North Columbia Avenue	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	31	Prepare a needs analysis/design study for sidewalks connecting Taylor County High School with the surrounding neighborhood.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	32	Prepare a needs analysis/design study for sidewalks along Main Street.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	33	Prepare a needs analysis/design study for sidewalks on US 68/East Broadway from Ingram Avenue to Cherokee Drive.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	34	Prepare needs analysis/design study for sidewalks along South Columbia Avenue.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3C: Recommended Local Projects (*Continued*)

Rank	Project	LOCAL PROJECTS—Description		Type	Cost
Med	5a	Reconstruct the merger of S. Columbia and Martin Luther King Jr. Boulevard to the intersection of Tie and Carnation Streets.		Reconstruct	\$75-125K
	<i>Notes/ Activity Completed</i>				
Med	6	Reconstruct the intersection of Clem Haskins and Martin Luther King Jr. Boulevard.		Reconstruct	\$100-200K
	<i>Notes/ Activity Completed</i>				
Med	7	Reconstruct the intersection at Martin Luther King Jr. Boulevard and Roberts Road.		Reconstruct	\$25-150K
	<i>Notes/ Activity Completed</i>				
Low	9a	Realign junction of Eastport Road and Bluegrass Drive (just north of US 68 @ MP 7.71) prior to opening of the potential new school to be constructed at the site. (Dependent upon school construction.)		Reconstruct	\$75K
	<i>Notes/ Activity Completed</i>				
Low	9b	Upgrade Eastport Road (a 3,000-foot-long locally maintained road) prior to opening of the new schools. (Dependent on school construction.)		Reconstruct	\$500K
	<i>Notes/ Activity Completed</i>				
Low	10	Add a northbound entrance to the Campbellsville University campus to improve access from US 68/West Broadway.		Reconstruct	\$100K
	<i>Notes/ Activity Completed</i>				
Low	20	Reconstruct the intersection of Red Lane and Lincoln Avenue to correct the horizontal and vertical curvature deficiencies.		Reconstruct	\$100K
	<i>Notes/ Activity Completed</i>				

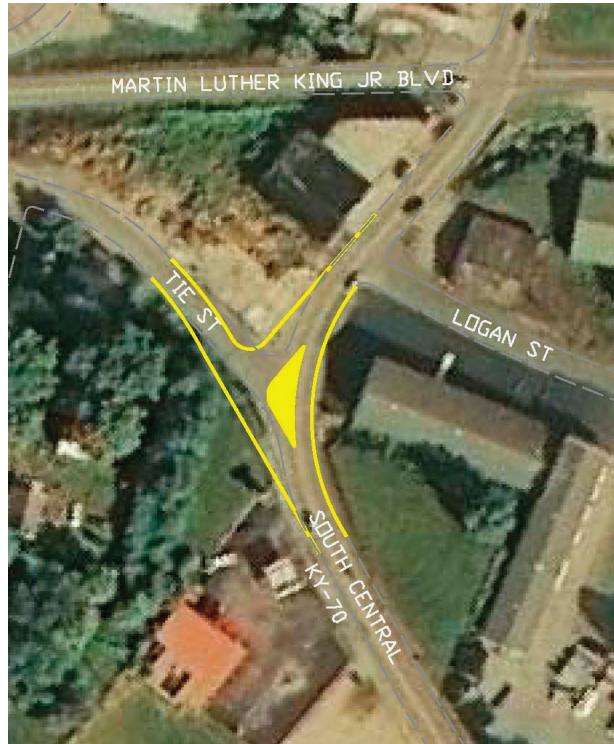
5.1 KYTC LONG-TERM PROJECTS



Looking south on KY 70 at the Tie Street Intersection



Looking south on KY 70 from the MLK Jr. Blvd. Intersection



MLK JR. BLVD. AND KY 70 INTERSECTION

Background: Martin Luther King Junior Boulevard (MLK Jr. Blvd.) occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous. The line of sight at the intersection of MLK Jr. Blvd. and KY 70 is reduced due to the location of existing buildings close to the roadway. Sight deficiencies also exist at the intersection of KY 70 and Tie Street due to a horizontal curve.

Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$296,000
Design:	\$23,000
ROW:	\$25,000
Utility:	\$25,000
Construction:	\$223,000

Notes:

Existing Conditions and Issues on KY 70:

- Lane Width < 11'
- Volume/Service Flow > 0.7
- Critical Rate Factor > 1
- Adequacy Rating \leq 20th Percentile
- LOS = E
- KY 70 (2007) ADT 8,650

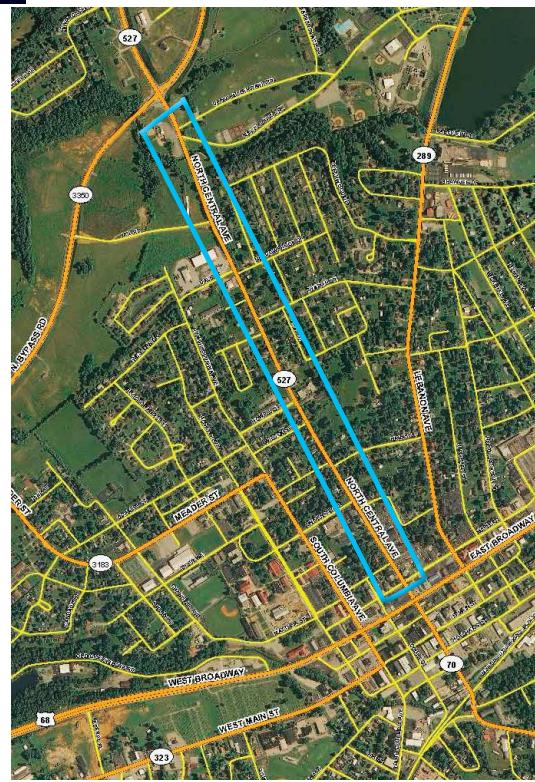
Proposed Project: Reconstruct the sections of KY 70 that intersect with MLK Jr. Blvd. and Tie Street.



Looking northbound on KY 527



Looking south on KY 527



WIDEN KY 527

Background: Currently, KY 527 from KY 3350 to US 68 exhibits narrow to no shoulders, utility poles at the road's edge, and in some places deep ditches, resulting in dangerous conditions to motorists and pedestrians.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating \leq 20th percentile
- ▶ ADT = 4,060

Proposed Project: Widen the shoulder of KY 527 from KY 3350 to US 68. The bulk of this project is the relocation of utilities.

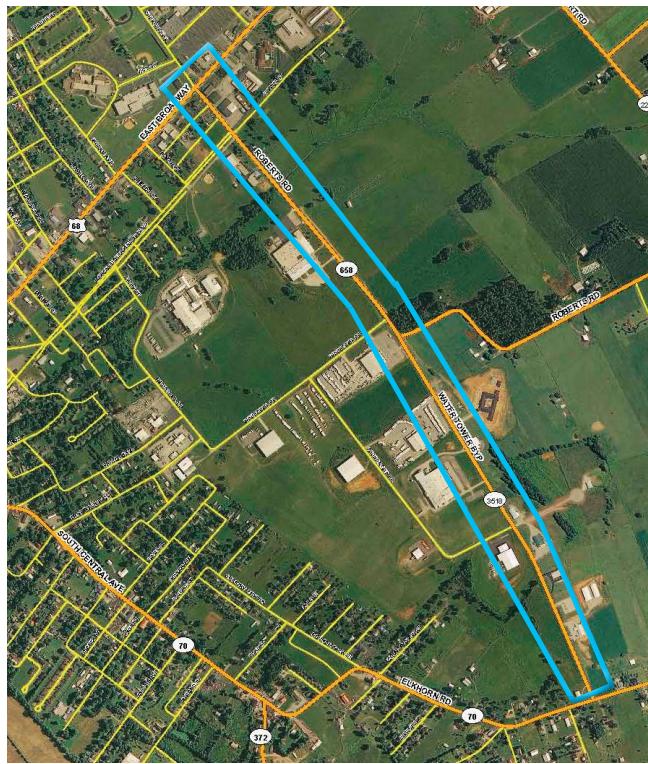
Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$2,127,000
Design:	\$89,000
ROW:	\$84,000
Utility:	\$1,063,000
Construction:	\$891,000

Notes:

Looking north on KY 658 towards US 68



WIDEN KY 658, ROBERTS ROAD

Background: Narrow lane width and high traffic volumes on the section of Roberts Road (KY 658) from US 68 to KY 3518 needs to be addressed.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Adequacy Rating \leq 20th percentile
- ▶ LOS = E
- ▶ ADT = 6,820

Proposed Project: Reconstruct KY 658 (Roberts Road) from US 68 to junction with KY 3518 (Water Tower Drive) from 2 lanes to 3. Project # 7 could be included in this project.

See following diagrams for conceptual design

Project Type: Reconstruction

Planning Cost Estimates:

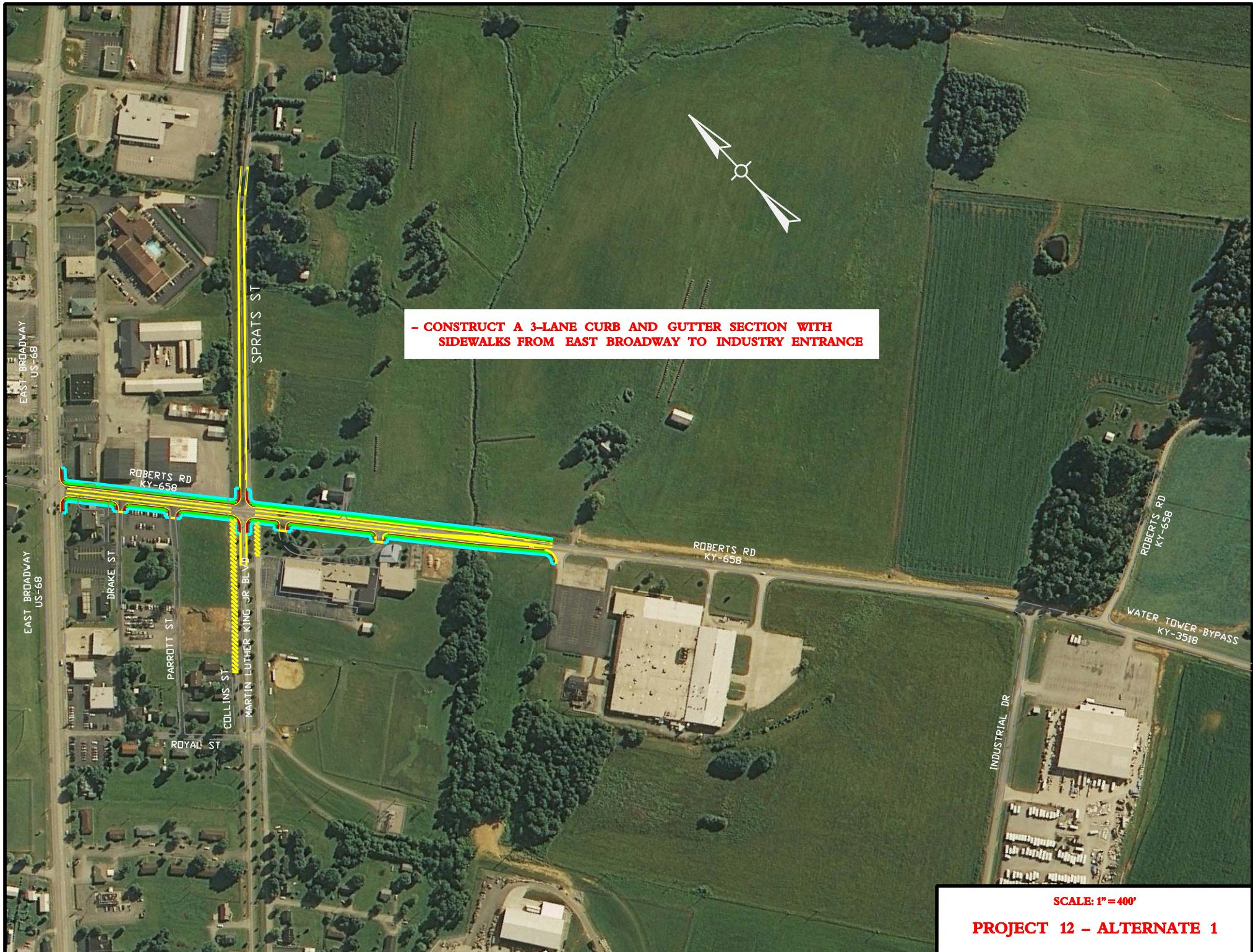
Alternate 1:

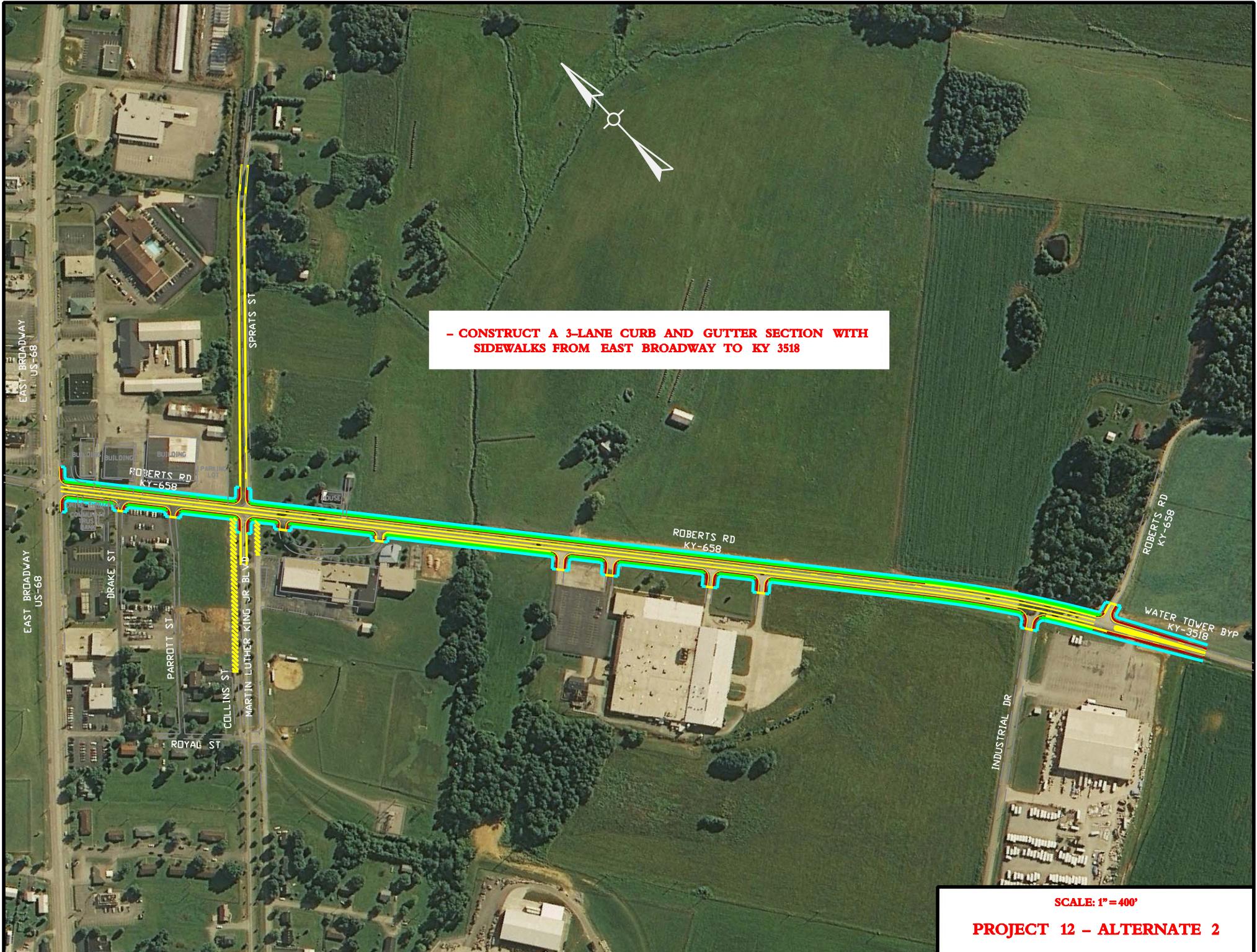
TOTAL:	\$1,997,000
Design:	\$98,000
ROW:	\$628,000
Utility:	\$293,000
Construction:	\$978,000

Alternate 2:

TOTAL:	\$3,748,000
Design:	\$225,000
ROW:	\$672,000
Utility:	\$596,000
Construction:	\$2,255,000

Notes:





5.1 KYTC LONG-TERM

RANK: 4

KY 527
Looking north at the embankment and horizontal curve



KY 527
Looking north from Wedgewood Drive



KY 527 CURVE IMPROVEMENTS

Background: A high crash area exists along KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive due to vertical and horizontal curvature deficiencies.

Existing Conditions and Issues:

- Critical Rate Factor > 1

Proposed Project: Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. The long-term project is to reconstruct and straighten the curves on KY 527.

Project Type: Reconstruction

Planning Cost Estimates:

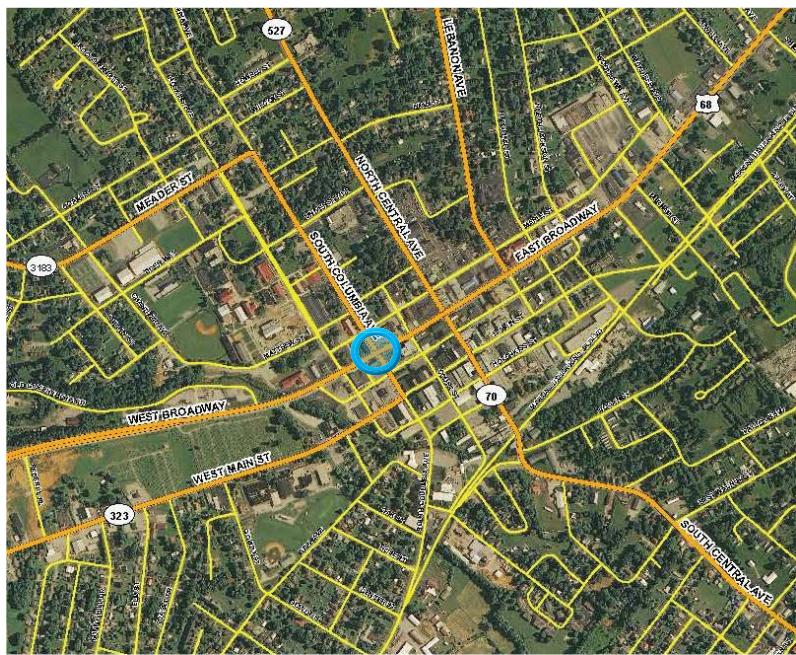
TOTAL:	\$408,000
Design:	\$33,000
ROW:	\$25,000
Utility:	\$25,000
Construction:	\$325,000

Notes:

5.2 KYTC SHORT-TERM PROJECTS



Looking eastbound on west Broadway at the Fire Station and the signal in question



FIRE STATION SIGNAL ACCESS

Background: Signal at N. Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing traffic when the signal is red.

Existing Conditions and Issues:

- Volume/Service Flow > 0.7
- Adequacy Rating $\leq 20^{\text{th}}$ percentile
- ADT = 16,500

Proposed Project: It is proposed that the Fire Department be able to manually override the red signal to green, to allow traffic to depart the area in front of the station allowing for egress of fire trucks during a call. Installation of signage directing motorists not to block the exit for fire equipment is also recommended.

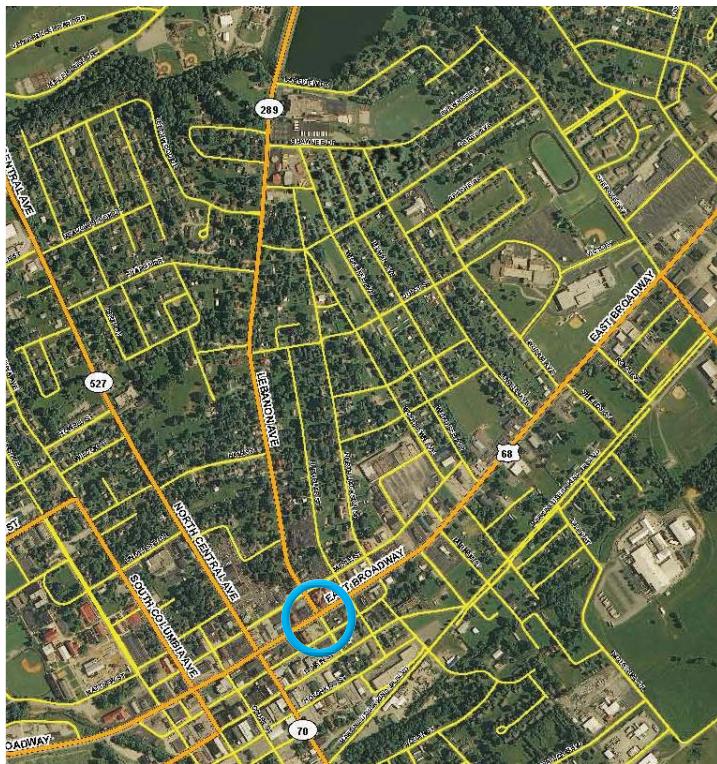
Project Type: Signal Warrant Analysis

Planning Cost Estimates: <\$10,000

Notes:



Looking westbound on west Broadway at KY 289 Intersection.



US 68 AT LEBANON AVENUE (KY 289)

Background: There is considerable congestion at the intersection of US 68 and KY 289 due to the restrictions of left turn movements during the traffic signal cycle. Increased left turn movements would reduce congestion at this intersection.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating \leq 20TH percentile
- ▶ LOS = E
- ▶ ADT = 19,800

Proposed Project: Consider split phase signal at US 68/KY 289 (Lebanon Avenue) intersection to better facilitate left-turns.

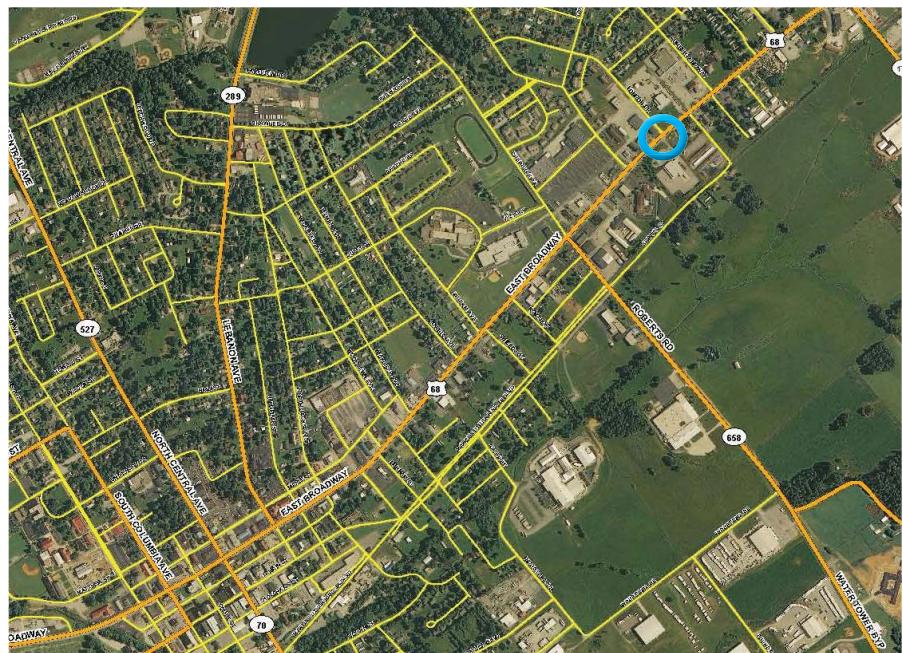
Project Type: Signal Warrant Analysis

Planning Cost Estimates: <\$10,000

Notes:



Looking south at the intersection of US 68 and London Drive



LONDON DRIVE AT US 68

Background: Due to negative roadway conditions at this offset intersection, improvements to reduce driver confusion need to be addressed.

Existing Conditions and Issues:

- Lane Width < 11'
- Volume/Service Flow > 0.7
- Critical Rate Factor > 1
- Adequacy Rating \leq 20th percentile
- ADT = 14,600

Proposed Project: A signal warrant analysis should be conducted for installation of a split phase signal at the intersection of London Drive and US 68.

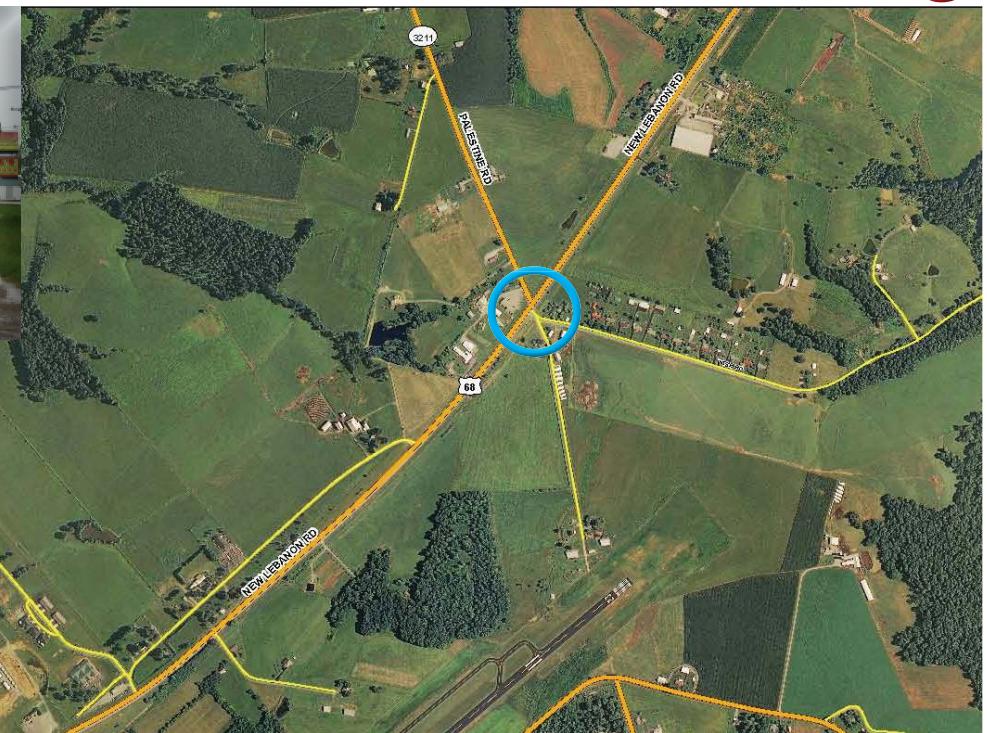
Project Type: Signal Warrant Analysis

Planning Cost Estimates: \$<10,000

Notes:



Looking westbound at the intersection of US 68 and Palestine Road



LEFT TURN LANE ON US 68 TO PALESTINE ROAD (KY 3211)

Background: A high crash rate exists on US 68 in the vicinity of the Palestine Road intersection due to eastbound US 68 traffic turning left on Palestine Road.

Existing Conditions and Issues:

- Critical Rate Factor > 1

Proposed Project: A left-turn lane may be needed from eastbound US 68 to KY 3211 North (Palestine Road).

Project Type: Reconstruction

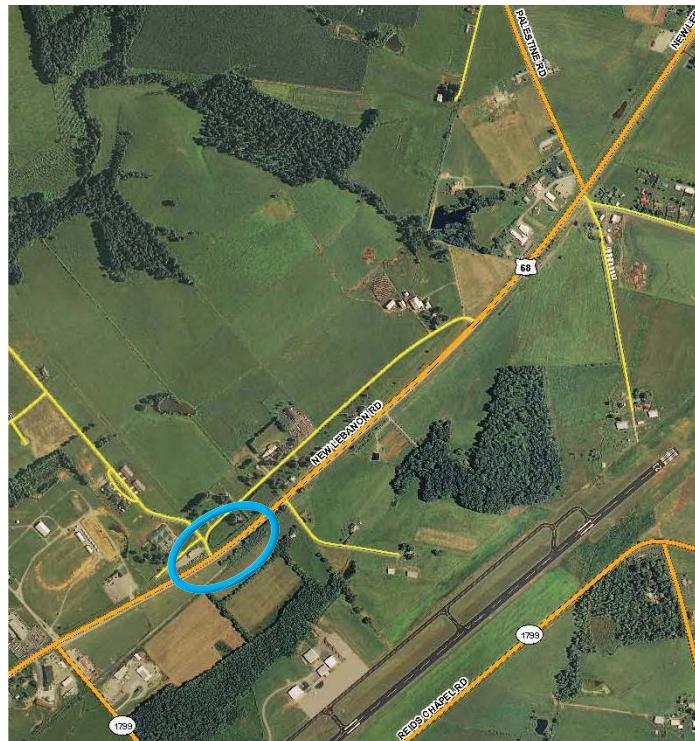
Planning Cost Estimates:

TOTAL:	\$190,000
Design:	\$15,000
ROW:	\$0
Utility:	\$25,000
Construction	\$150,000

Notes:



(Top) and
(Bottom)
Intersection
of US
68 and
Bluegrass
Drive



TURN LANES ON US 68 AT EASTPORT DRIVE

Background: A school building is planned for the area near Eastport Road and Bluegrass Drive. Currently there are scattered residential properties and low traffic volumes. In order to effectively plan for the increase in traffic and activity, the following recommendations are proposed.

Existing Conditions and Issues:

- Offset Intersection, substandard road, and the need for turning lanes exists in anticipation of higher traffic volumes due to this area being the site of a future school.

Proposed Project: Evaluate the need to add a right-turn lane on southbound US 68 and a left-turn lane on northbound US 68. This project is contingent upon the construction of the proposed school.

Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$200,000
Design:	\$15,000
ROW:	\$0
Utility:	\$35,000
Construction:	\$150,000

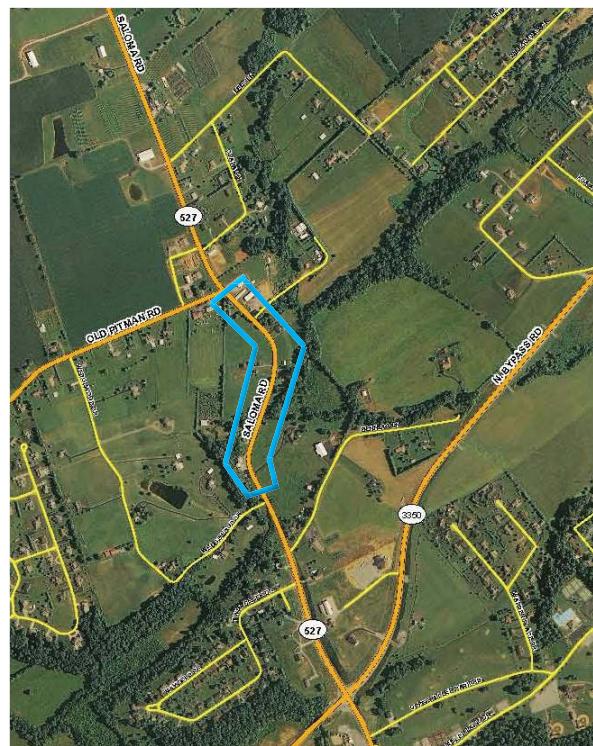
Notes:



KY 527 looking north from Wedgewood Drive



KY 527 looking north at the embankment and horizontal curve



KY 527 CURVE IMPROVEMENTS

Background: A high crash area exists along KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive due to vertical and horizontal curvature deficiencies.

Existing Conditions and Issues:

- Critical Rate Factor > 1

Proposed Project: Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. An embankment on the west side of KY 527 between MP 1.7 and 1.8 could be cut back to improve sight distance. Recommended short-term improvements include signage and cutting back the berm. Long-term reconstruction improvements are included on Project 16B.

Project Type: Maintenance/Signage

Planning Cost Estimates: \$200,000

Notes:



WATER TOWER BYPASS (KY 3518) SPEED LIMIT CHANGE

Background: Driver confusion occurs when the speed limit reduction is not evident for northbound traffic due to inadequate signage.

Existing Conditions and Issues:

- ADT = 3,760

Proposed Project: The City of Campbellsville should submit a speed limit study request to KYTC for the purpose of reevaluating the speed limit on KY 3518.

Project Type: Study/Signage

Planning Cost Estimates: < \$10,000

Notes:



(Top) and

(Bottom) Eastbound view on US 68 at the Airport Road intersection



US 68 AND AIRPORT ROAD (KY 1799) INTERSECTION IMPROVEMENTS

Background: There is considerable congestion near the intersection of Eastbound US 68 and KY 1799 due to the lack of definition indicating the drop from four lanes to two lanes.

Existing Conditions and Issues:

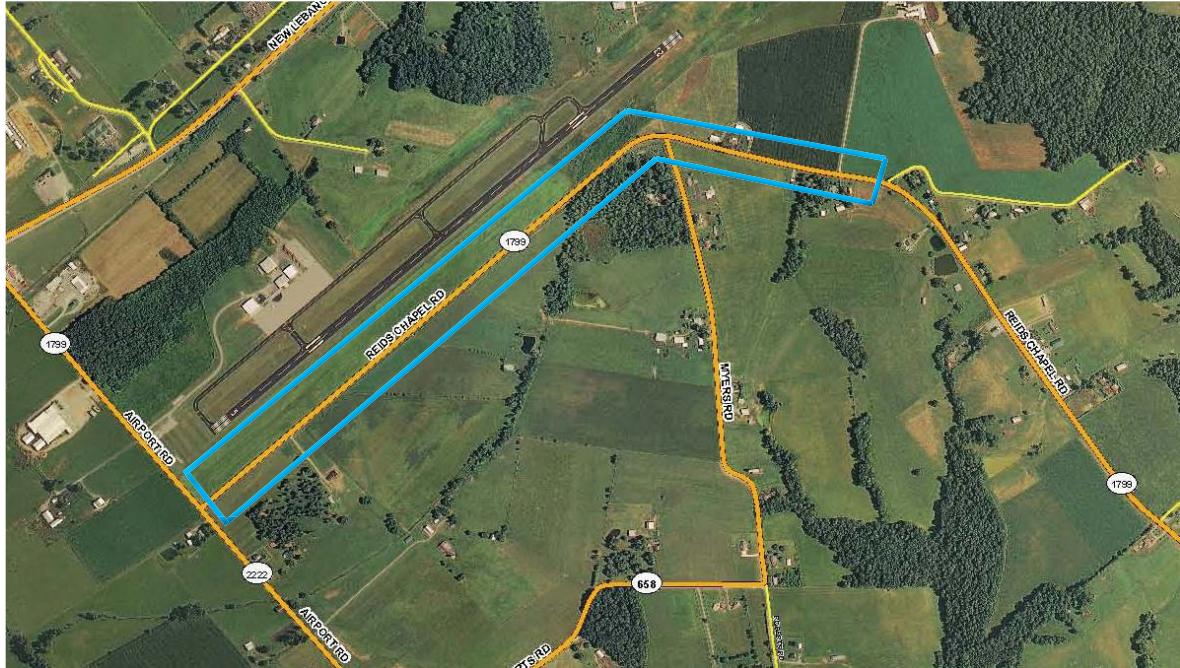
- Lane Width < 11'
- Volume/Service Flow > 0.7
- Critical Rate Factor > 1
- Adequacy Rating \leq 20th percentile
- ADT = 13,100

Proposed Project: Intersection needs overall better definition through updated roadway striping and possibly extended pavement on the south side shoulder east of the Airport Road intersection.

Project Type: Reconstruction

Planning Cost Estimates: < \$10,000

Notes:



SPEED LIMIT SIGN ON KY 1799

Background: Currently there is no signage on Reids Chapel Road (KY 1799) indicating the speed limit.

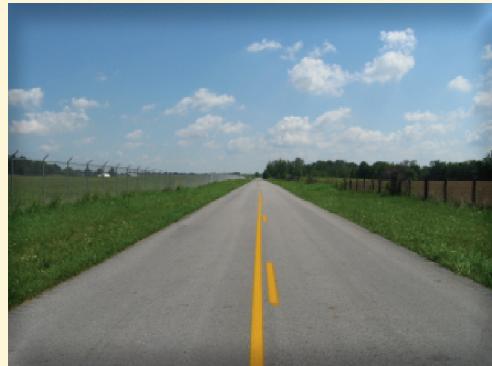
Existing Conditions and Issues:

A lack of speed limit signage on Reids Chapel Road (KY 1799) results in driver confusion.

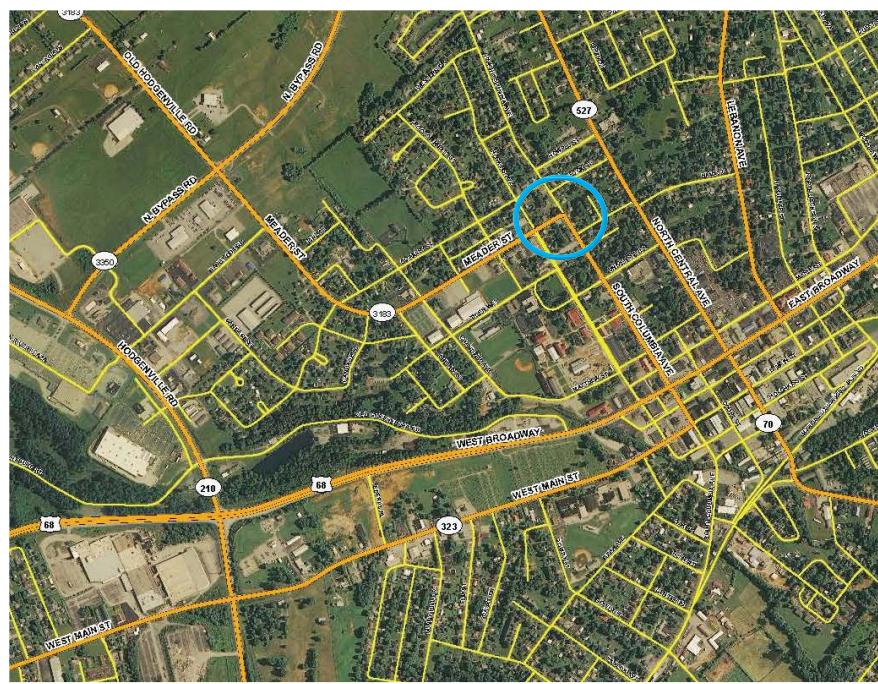
Proposed Project: KY 1799 needs speed limit signs between MP 2.0 (or sooner) and MP 3.6. (According to HIS, the speed limit is currently 55 mph and route is state maintained - SPRS class is rural secondary.)

Project Type: Signage

Planning Cost Estimates: < \$10,000



Notes:



N. COLUMBIA AVE./MEADER ST. INTERSECTION IMPROVEMENTS

Background: Currently, North Columbia Avenue converges into a confusing three way intersection with Meader Street. There is no striping, and little indication for motorists to negotiate this intersection.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Adequacy Rating \leq 20th percentile
- ▶ ADT = 5,350

Proposed Project: Install additional signage and striping to remedy the confusion at the three way intersection of Meader Street and North Columbia Avenue.

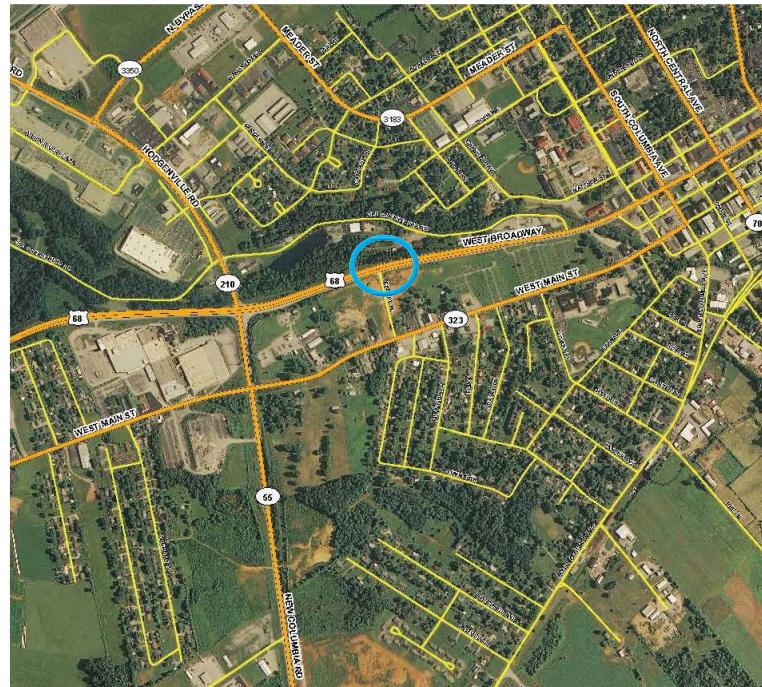
Project Type: Signage

Planning Cost Estimates: < \$10,000

Notes:



Intersection of Federal Place and US 68, looking east



INSTALL SCHOOL WAYFINDING SIGNAGE ON WEST BROADWAY

Background: Some confusion exists for motorists traveling West Broadway as to the location of and directions to Campbellsville Elementary and High School.

Existing Conditions and Issues:

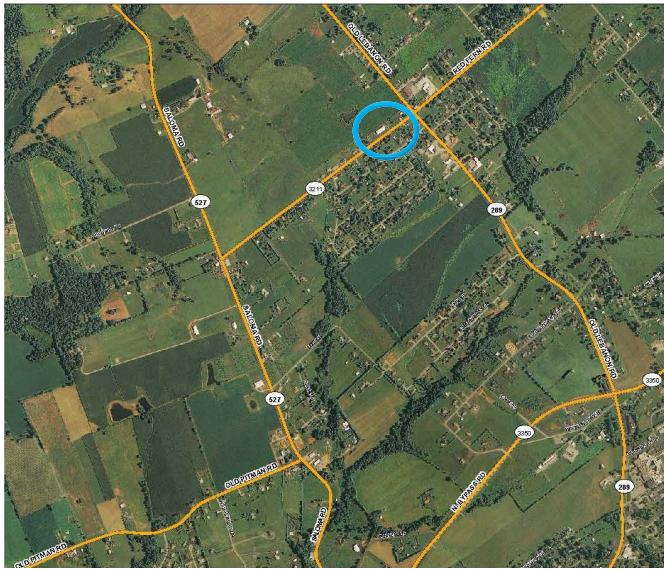
- Lane Width < 11'
- Adequacy Rating \leq 20th percentile
- ADT = 16,500

Proposed Project: Some drivers are not aware of the locations of Campbellsville Elementary and High School. Signage is suggested on West Broadway and Federal Place indicating the locations of Campbellsville Elementary and High Schools.

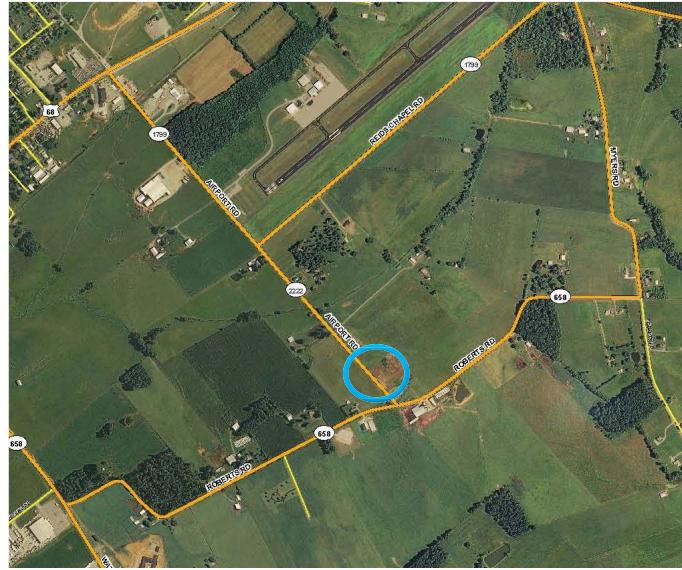
Project Type: Signage

Planning Cost Estimates: < \$10,000

Notes:



Eastbound on KY 3211



Southbound on KY 2222

STOP AHEAD SIGNAGE ON KY 3211 & KY 2222

Background: Due to vertical curves for northbound KY 3211 traffic approaching KY 289 and KY 2222 traffic approaching KY 658, deficient sight distance exists for vehicles to safely stop at these intersections.

Existing Conditions and Issues:

Vertical curve causes deficient line of sight for vehicles approaching the stop sign

Proposed Project: Install “Stop Ahead” signs for northbound KY 3211 traffic approaching the intersection of KY 289, as well as for southbound KY 2222 traffic approaching KY 658.

Project Type: Signage

Planning Cost Estimates: < \$10,000

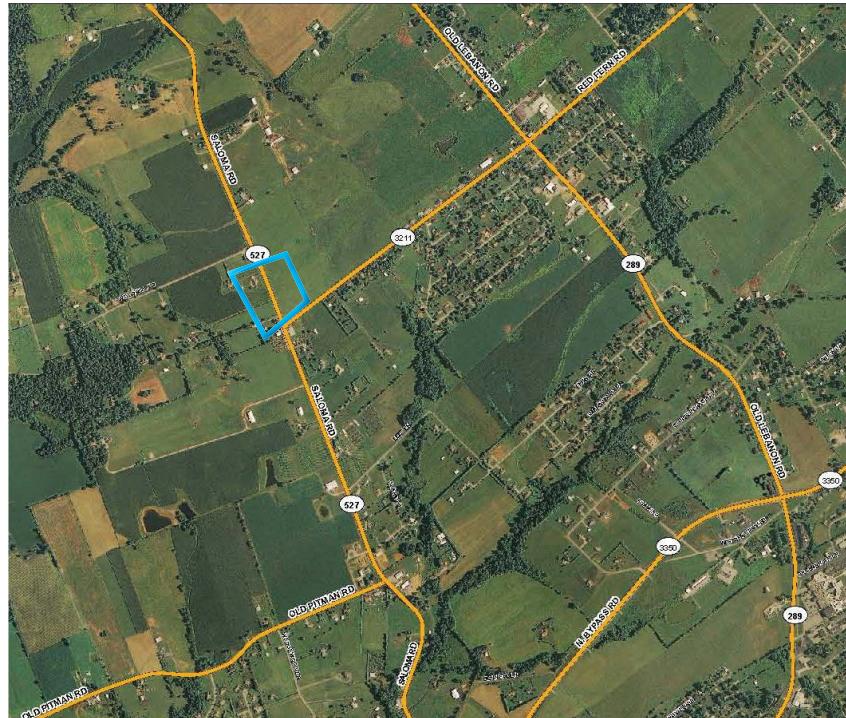


Sight distance deficiencies due to vertical curve approaching an unannounced stop sign

Notes:



Looking north up KY 527 from the KY 3211 intersection



KY 527 SIGNAGE ON KY 527 AT KY 3211

Background: Vertical sight distance deficiencies exist on KY 527 just north of KY 3211 to the Woodhill Road intersection. Signage could be installed to increase awareness and safety

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating \leq 20th percentile
- ▶ ADT = 4,060

Proposed Project: Due to the vertical sight distance problem, signage could be installed to increase awareness and safety.

Project Type: Signage

Planning Cost Estimates: < \$10,000



Looking south on KY 527 from the Woodhill Road intersection

Notes:

5.3 LOCAL PROJECTS

5.3 LOCAL

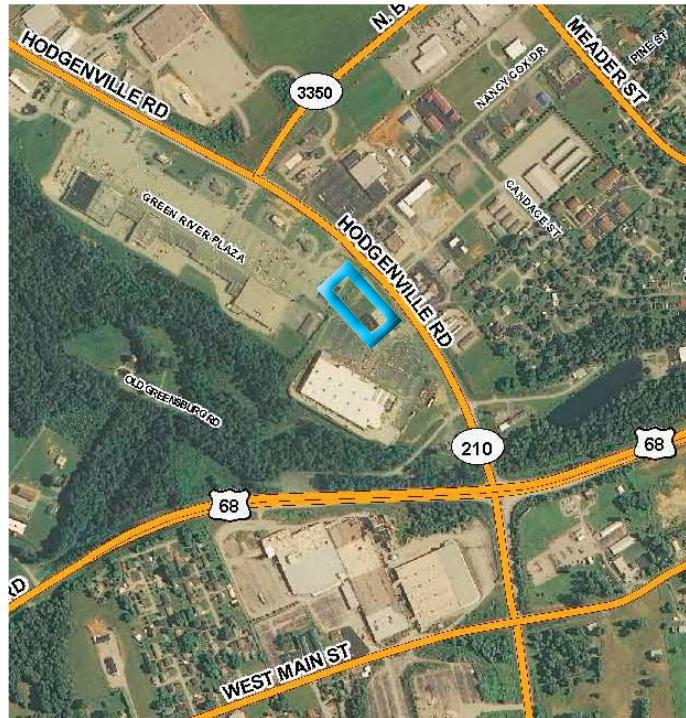
PRIORITY: HIGH



Looking east from the Ponderosa at KY 210



No interconnectivity from the Lowe's lot to the Ponderosa



KY 210 AND COMMERCIAL PARKING LOTS

Background: This quickly developing commercial area along KY 210 between KY 3183 and US 68 is experiencing increasing volumes of traffic. Growth is such that this section of KY 210 (a length of 1.24 miles) will be improved in a proposed Design Build Project.

Existing Conditions and Issues:

- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ ADT = 7,950

Proposed Project: Suggested lot interconnectivity in commercial retail on west side of KY 210 beginning with constructing a connection between Lowe's and Ponderosa (Commercial Responsibility).

Project Type: Reconstruction

Planning Cost Estimates: \$100,000

Notes:

5.3 LOCAL



Looking west from South Columbia Avenue at the gravel road



Looking southeast at the Amazon.com facility

PRIORITY: **HIGH**



PAVE GRAVEL ROAD LINKING SOUTH COLUMBIA AND KY 55

Background: Congestion on South Columbia Avenue occurs during shift changes at nearby Amazon.com. Currently, there is an existing County controlled gravel road that links South Columbia Avenue and KY 55. This road could provide increased connectivity for Amazon.com traffic, thereby decreasing congestion at peak hours.

Existing Conditions and Issues: The County Maintained road is currently graveled, which could be resurfaced to accommodate higher traffic volumes to achieve increased interconnectivity.

Proposed Project: To relieve congestion on South Columbia Ave., it is suggested to pave the gravel road across from Amazon.com, which connects S. Columbia to KY 55. Also suggested are turning lanes and a caution light on S. Columbia at the Amazon entrance. This would also include relocating the western entrance to Amazon.com.

Project Type: Reconstruction

Planning Cost Estimates: \$350,000

Notes:

5.3 LOCAL

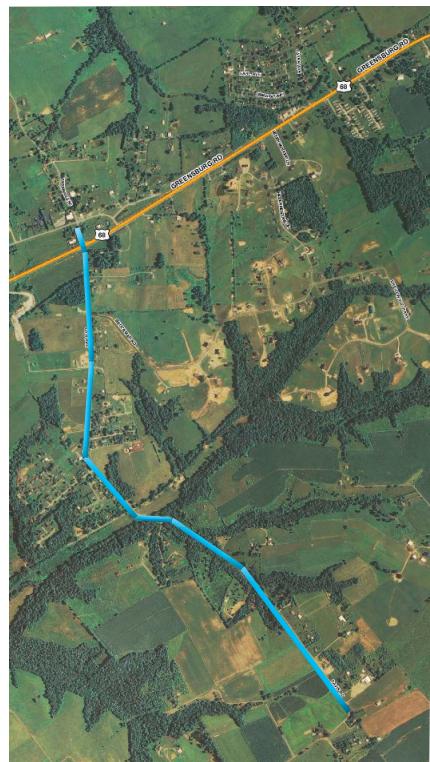
PRIORITY: **HIGH**



(Above image) Looking southbound on Davis Road



(Right image)
Looking southbound on
Davis Road



DAVIS ROAD (CR 1223) IMPROVEMENTS

Background: Davis Road south from US 68 is narrow and dangerous. Residents report crashes occur quite frequently due to fast moving traffic that is unfamiliar with the roadway.

Existing Conditions and Issues: This is a narrow two-lane road with no shoulders and vertical curvature deficiencies.

Proposed Project: Improvements to Davis Road (CR 1223) south from US 68 to Hatcher Road. The possibilities of widening and curve straightening should be addressed.

Project Type: Reconstruction

Planning Cost Estimates: <\$1,000,000

Notes:

5.3 LOCAL

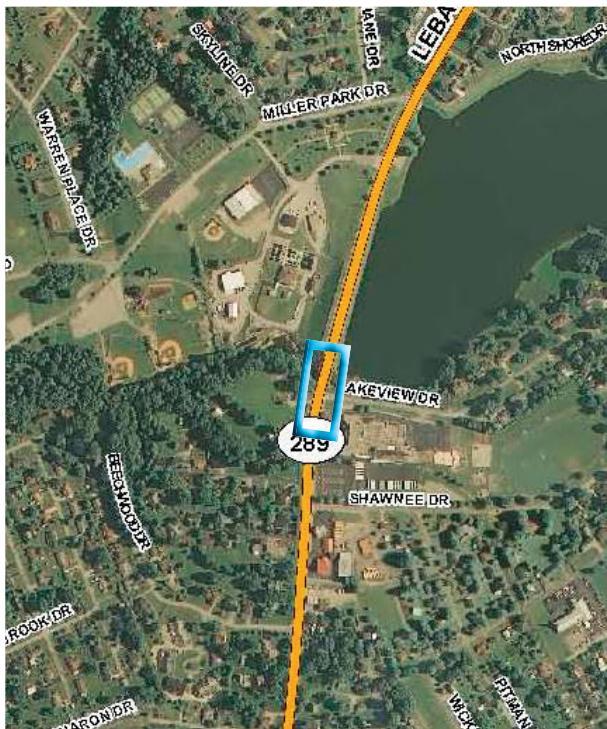
PRIORITY: HIGH



The
intersection
of Lakeview
Drive and KY
289



The shoulder
of KY
289 where
vehicles park,
causing sight
deficiencies



PROHIBIT PARKING ON KY 289 AT LAKEVIEW DRIVE

Background: Traffic entering KY 289 from Lakeview Drive may encounter sight distance restrictions due to parked vehicles along KY 289 in front of the Taylor County Elementary School.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
 - ▶ Adequacy Rating \leq 20th percentile
 - ▶ LOS = E
 - ▶ ADT = 9,000 (KY 289)

Proposed Project: Prohibit parking in front of school on KY 289 at Lakeview Drive. Parked cars create a visual obstruction for traffic entering KY 289 from Lakeview Drive.

Project Type: Maintenance

Planning Cost Estimates: < \$ 10,000

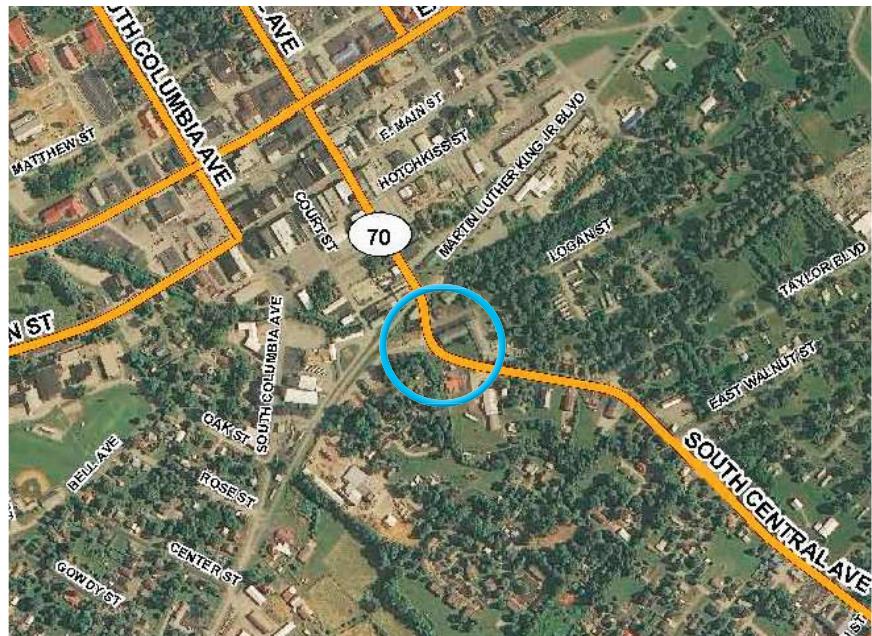
Notes:

5.3 LOCAL

PRIORITY: HIGH



Looking eastbound on KY 70 at the
substandard sidewalk



IMPROVE SIDEWALKS ON SOUTH CENTRAL AVENUE (KY 70)

Background: The sidewalk at the curve along South Central Avenue adjacent to Tie Street is substandard and deteriorated posing a hazard to pedestrians.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
 - ▶ Critical Rate Factor > 1
 - ▶ Adequacy Rating \leq 20th percentile
 - ▶ LOS = E
 - ▶ ADT = 8,650

Proposed Project: Cut back Cemetery embankment and fix sidewalk on South Central Avenue. This project would be addressed in conjunction with Project 5b, should project 5b progress first.

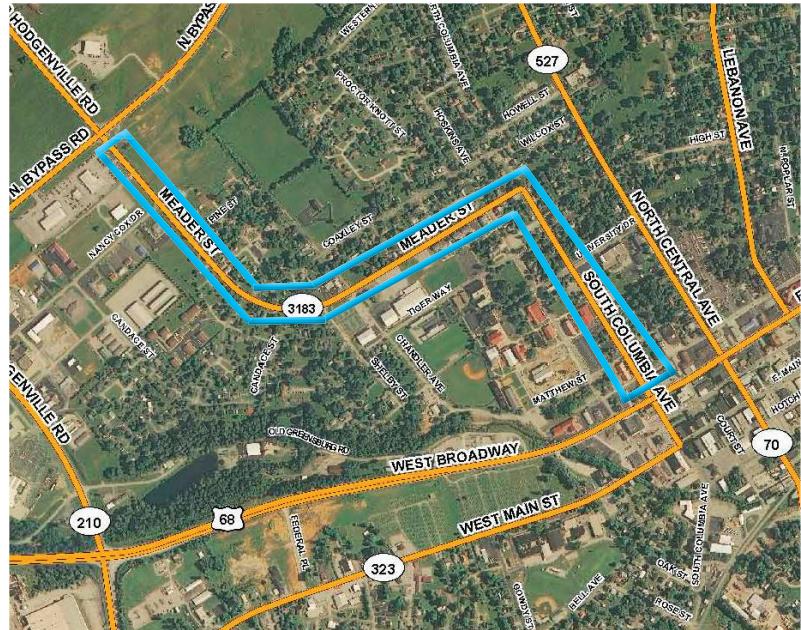
Project Type: Reconstruction

Planning Cost Estimates: < \$ 10,000

Notes:



Looking westbound along Meader Street



STREETSCAPE IMPROVEMENTS ON MEADER STREET AND COLUMBIA AVENUE

Background: For some time, the City of Campbellsville has favored taking control of the jurisdiction of Meader Street (KY 3183) to make important streetscape improvements.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
 - ▶ Critical Rate Factor > 1
 - ▶ Adequacy Rating \leq 20th percentile

Proposed Project: Conduct streetscape improvements to Meader Street and North Columbia Ave. to include sidewalks, crosswalks, curb and gutter, lighting, and landscaping.

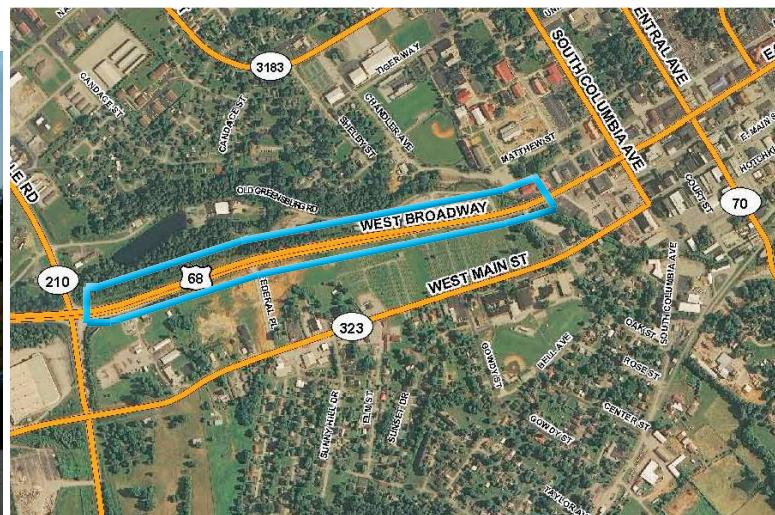
Project Type: Policy / Reconstruction

Planning Cost Estimates: \$300,000

Notes:



Looking eastbound on US 68 at Federal Place



SIDEWALK NEEDS ASSESSMENT

Background: This proposal addresses the potential need for sidewalk construction along West Broadway (US 68) to tie into the pending sidewalks along KY 210. Sidewalks along KY 210 are to be included in the 2007 Design Build Project.

Existing Conditions and Issues:

- ▶ Volume/Service Flow > 0.7
 - ▶ Critical Rate Factor > 1
 - ▶ Adequacy Rating \leq 20th percentile
 - ▶ ADT = 16,500

Proposed Project: Assess the need for sidewalks along West Broadway, eastbound from the intersection of KY 210. Sidewalks along KY 210 will be addressed in the Design Build Project.

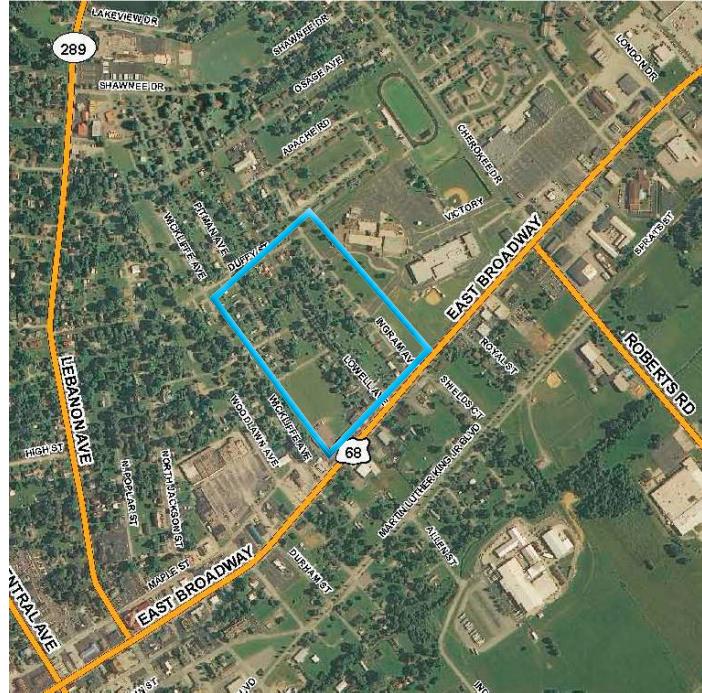
Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

Notes:



Lack of sidewalks in the residential area west of Taylor County High School



SIDEWALK NEEDS ASSESSMENT

Background: Currently no sidewalks exist in the residential area surrounding the Taylor County High School.

Existing Conditions and Issues: The residential area surrounding Taylor County High School has very minimal pedestrian facilities.

Proposed Project: Assess the needs of constructing sidewalks connecting Taylor County High School with the surrounding neighborhood.

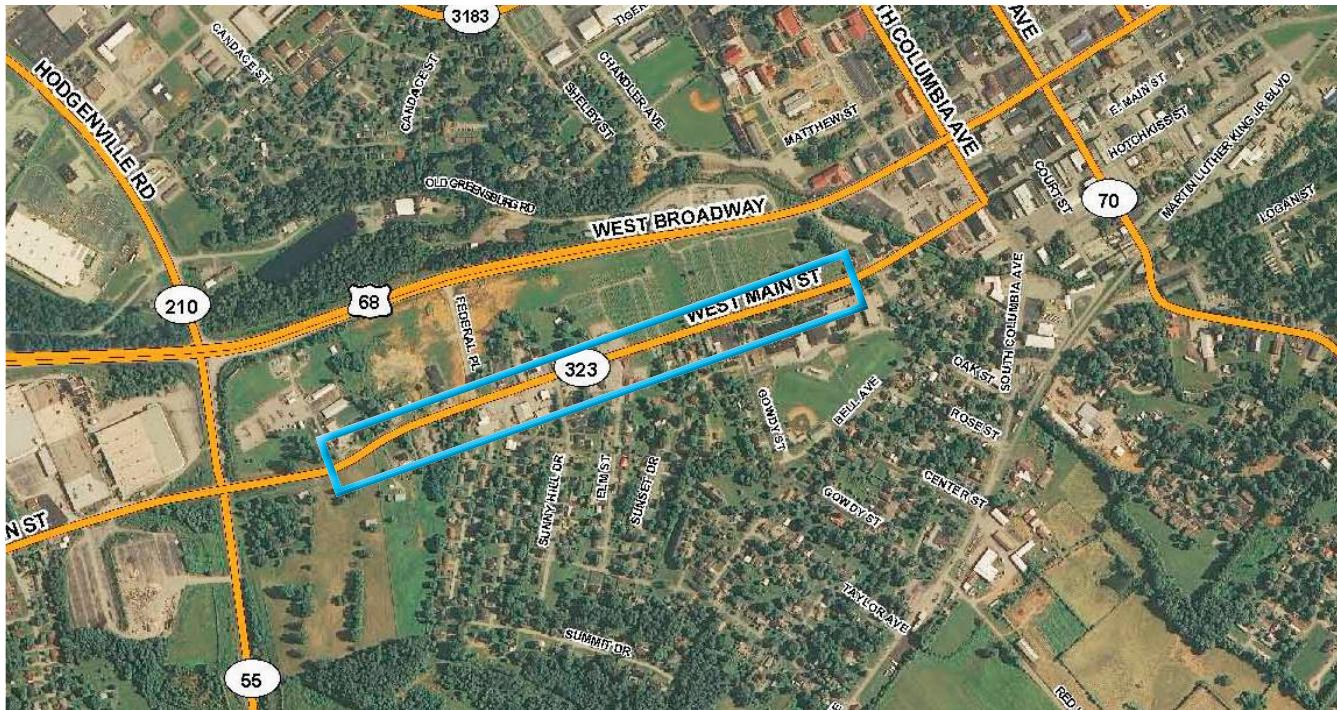
Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

Notes:

5.3 LOCAL

PRIORITY: HIGH



SIDEWALK NEEDS ASSESSMENT

Background: Public interest has been expressed to construct/ expand the pedestrian facilities along Main Street.

Existing Conditions and Issues:

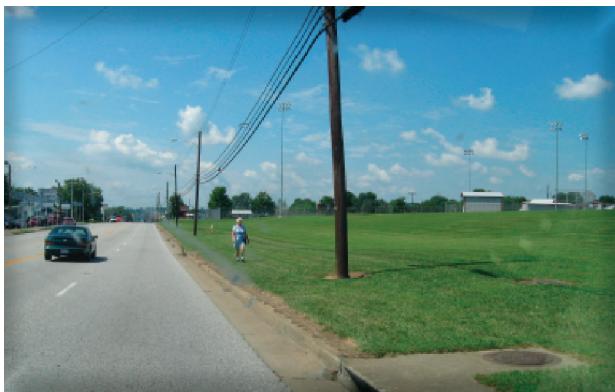
- Lane Width < 11'
- Critical Rate Factor > 1
- Adequacy Rating $\leq 20^{\text{th}}$ percentile
- LOS = D
- ADT = 730

Notes:

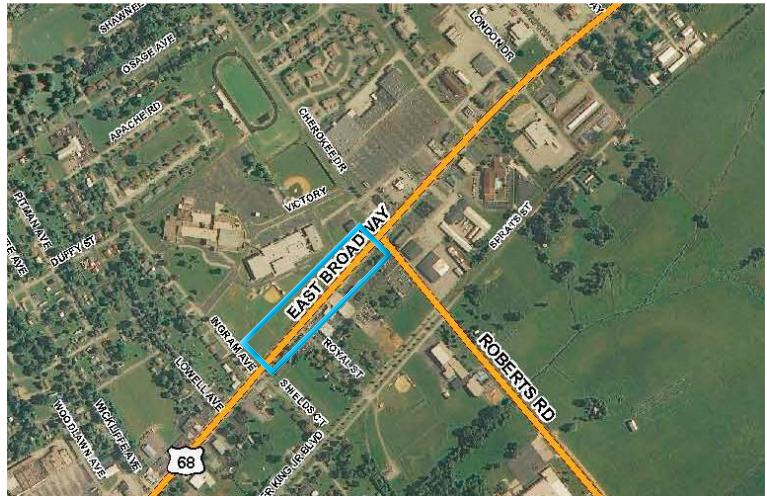
Proposed Project: Conduct a sidewalk needs assessment for sidewalk construction along Main Street.

Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000



Lack of sidewalks along US 68



SIDEWALK NEEDS ASSESSMENT

Background: There are no sidewalks on the north side of US 68, east of Ingram Avenue. As a result, public interest was expressed for sidewalks in this area.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
 - ▶ Volume/Service Flow > 0.7
 - ▶ Adequacy Rating \leq 20th percentile
 - ▶ ADT = 19,800

Proposed Project: Conduct sidewalk needs assessment on US 68/East Broadway to determine if a sidewalk connection should be constructed between Ingram Avenue and Cherokee Drive on US 68.

Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

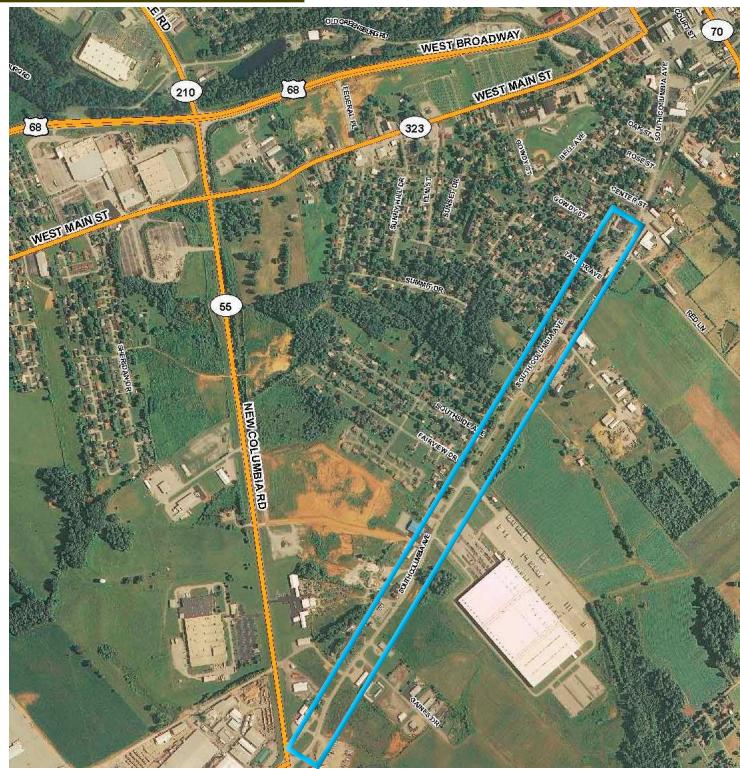
Notes:

5.3 LOCAL

PRIORITY: HIGH



Looking northeast on South Columbia Avenue



SIDEWALK NEEDS ASSESSMENT

Background: Currently, there are no sidewalks along South Columbia Avenue. Pedestrian facilities here would provide connectivity for pedestrian access from residences and the Amazon warehouse.

Existing Conditions and Issues: There are no pedestrian facilities that serve the residences and businesses on South Columbia Avenue.

Proposed Project: Conduct a sidewalk needs assessment for sidewalk construction along South Columbia Avenue.

Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

Notes:

5.3 LOCAL

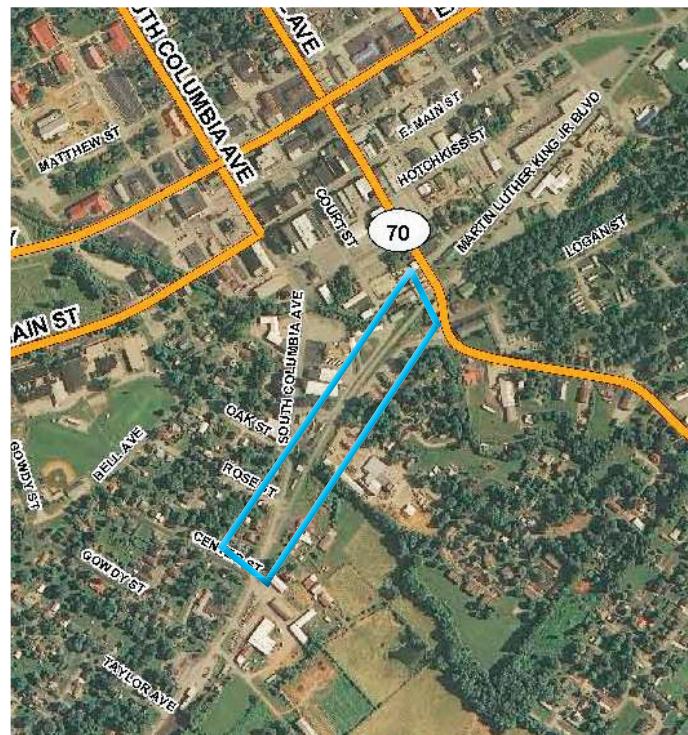
PRIORITY: MEDIUM



Merger of South Columbia Avenue and MLK Jr. Blvd., showing confusing curb cuts



Looking south at the 3 parallel roads at the Carnation Street and MLK Jr. Blvd. intersection



MLK JR. BLVD. AND KY 70 INTERSECTION IMPROVEMENTS

Background: Martin Luther King Boulevard (MLK Jr. Blvd.) occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous. Current substandard designs on MLK Jr. Blvd. between South Columbia Avenue and KY 70 include multiple curb cuts, a confusing 6-legged intersection, and sight distance deficiencies.

the intersection at Tie Street and Carnation Street. Continue reconstruction of MLK Jr. Blvd. and Tie Street from the 6-legged intersection with Carnation Street eastward toward KY 70 intersections.

See four conceptual design options on the following pages.

Project Type: Reconstruction

Planning Cost Estimates: \$425,000

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating \leq 20th percentile
- ▶ LOS = E
- ▶ KY 70 (2007) ADT 8,650

Proposed Project: Reconstruct MLK Jr. Blvd. from the merger of S. Columbia Avenue, (including the three curb cuts immediately after the merger) to

Notes:



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD. FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD



SCALE: 1" = 200'

PROJECT 5a – ALTERNATE 1



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD. FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD



- RECONSTRUCT COURT STREET SO THAT IT T-INTERSECTS INTO MLK BLVD
- RECONSTRUCT MARTIN LUTHER KING BLVD SO THAT IT INTERSECTS TIE STREET
- CLOSE MLK BLVD FROM CARNATION STREET EAST 550' TO THE NEW INTERSECTION OF COURT STREET AND MLK BLVD
- RECONSTRUCT THE INTERSECTION OF TIE STREET AND CARNATION STREET SO THAT TIE STREET IS THE PRIMARY MOVEMENT



SCALE: 1" = 200'

PROJECT 5a – ALTERNATE 2



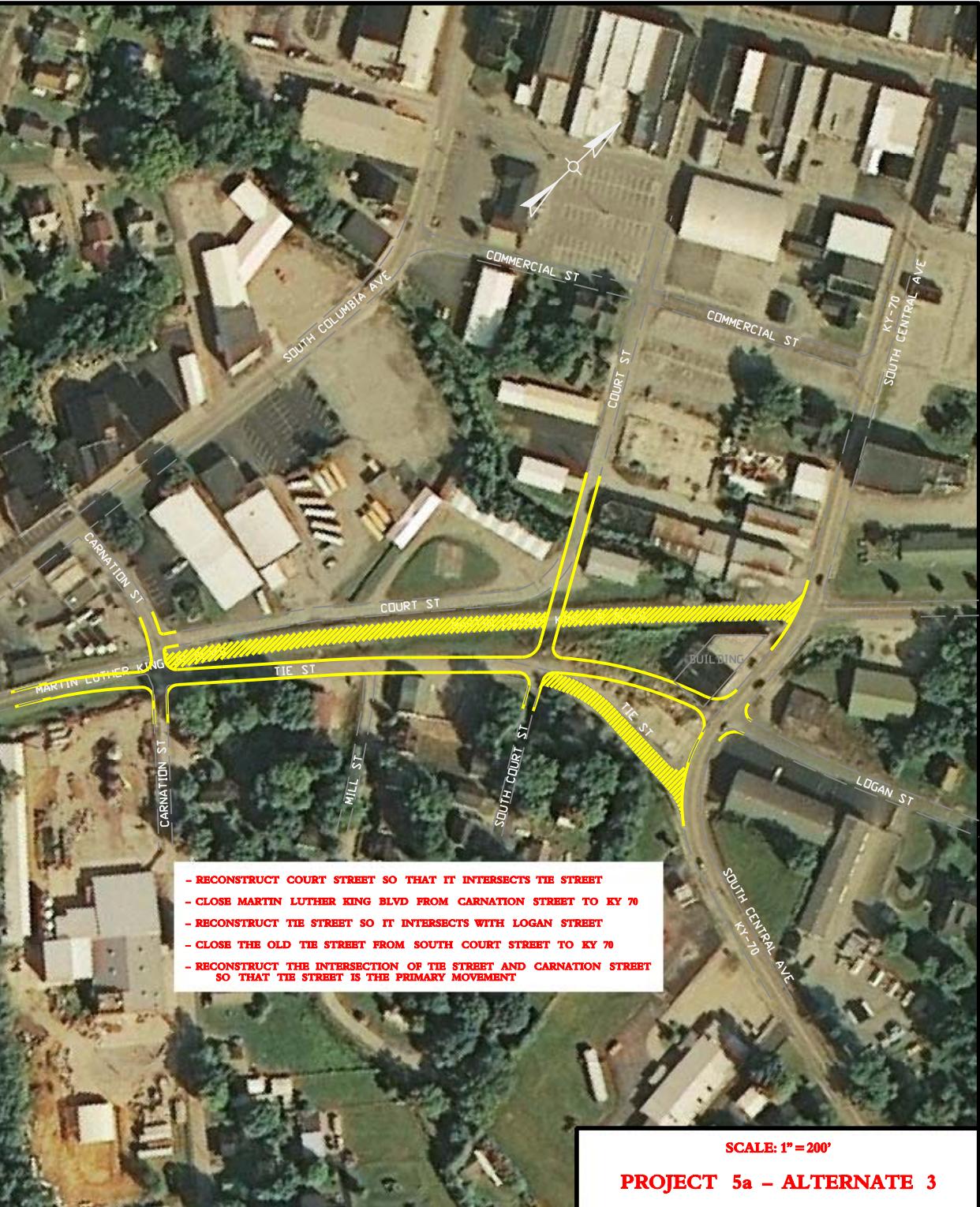
OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD





OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD

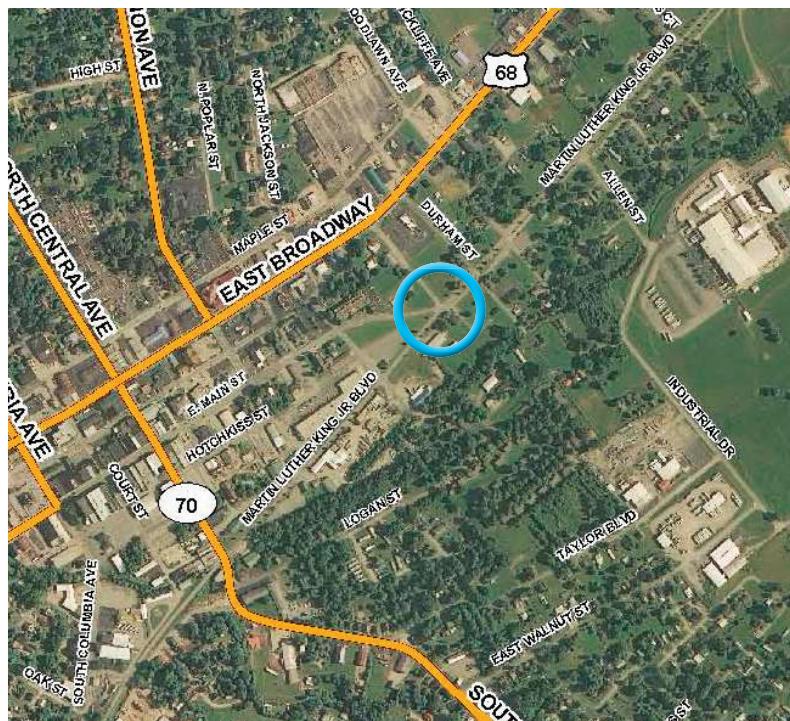


5.3 LOCAL

PRIORITY: MEDIUM



Six-legged intersection at MLK Jr. Blvd. and Clem Haskins



MLK JR. BLVD. AT CLEM H. INTERSECTION IMPROVEMENTS

Background: Martin Luther King Blvd. occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous.

Existing Conditions and Issues: This is a confusing multi-legged intersection.

Proposed Project: Reconstruct the six – legged intersection of Clem Haskins, MLK Blvd., et al. Evaluate all other MLK Blvd intersections from S. Columbia Ave. to Roberts Road.

See conceptual design option on the following page

Project Type: Reconstruction

Planning Cost Estimates: \$100,000 - \$200,000

Notes:



5.3 LOCAL

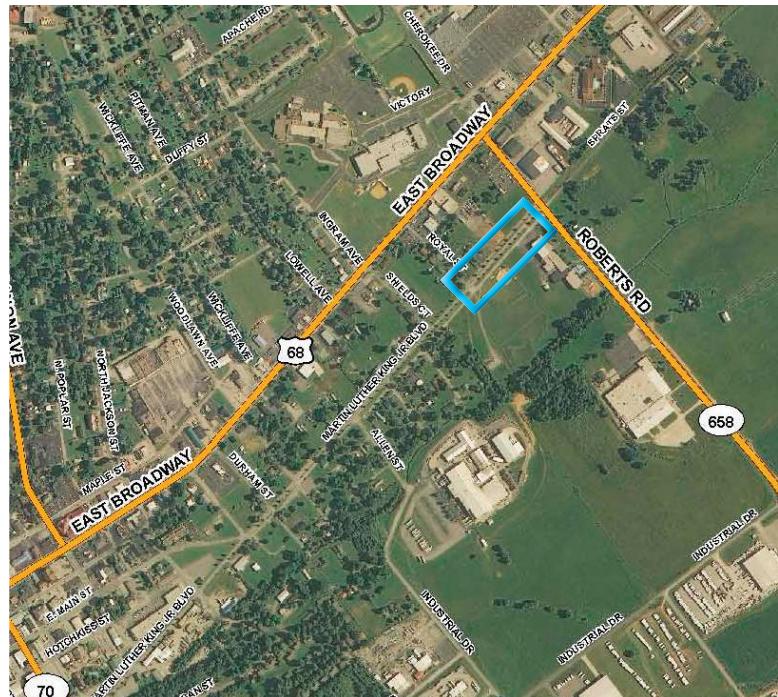
PRIORITY: MEDIUM



Confusing intersections at MLK Jr. Blvd. and Roberts Road



Confusing intersections at MLK Jr. Blvd. and Roberts Road



MLK JR. BLVD. AT ROBERTS RD. INTERSECTION IMPROVEMENTS

Background: Martin Luther King Blvd. occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous.

Existing Conditions and Issues:

- ▶ Lane width < 11'
 - ▶ Critical Rate Factor > 1
 - ▶ Adequacy Rating \leq 20th percentile
 - ▶ LOS = D

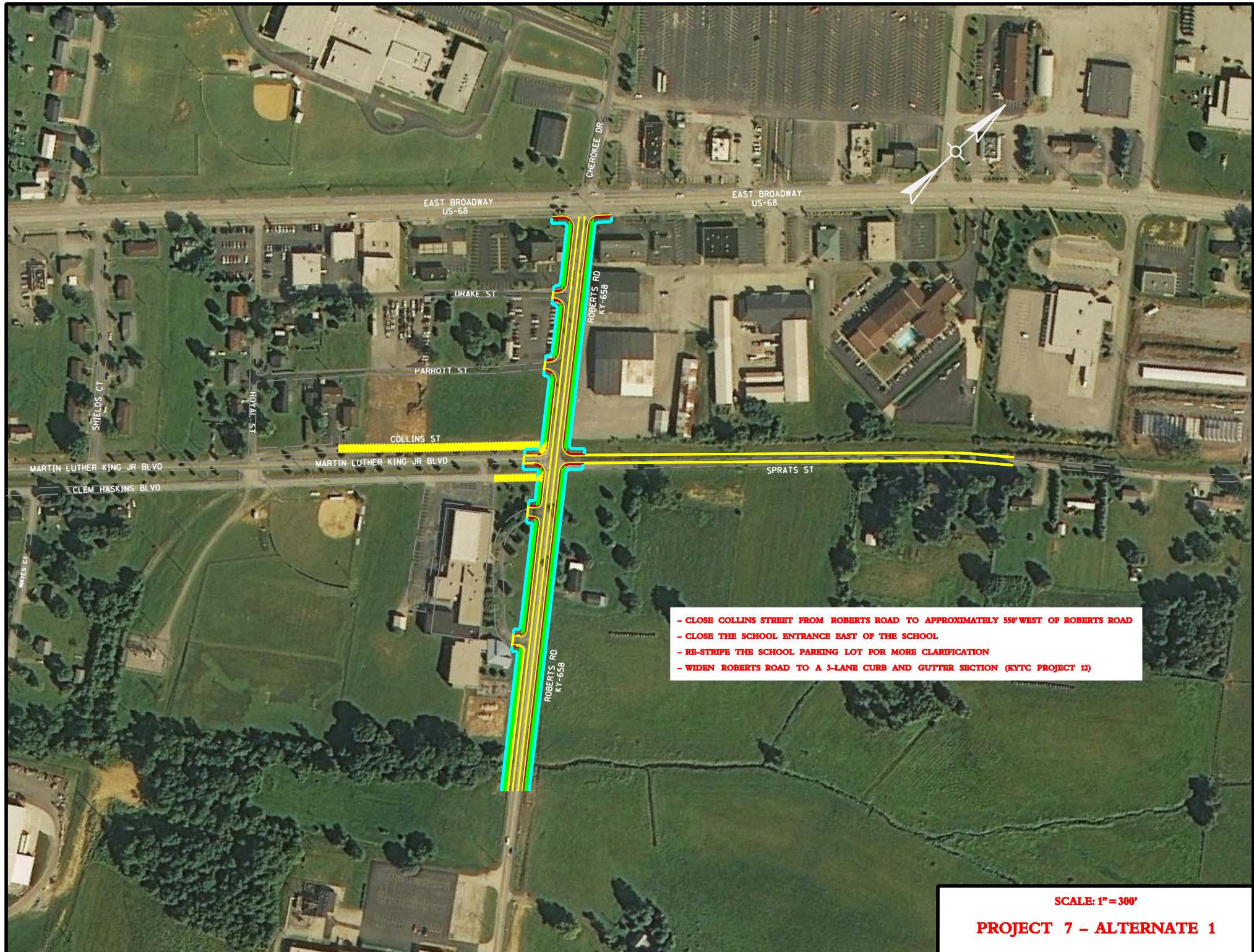
Proposed Project: Reconstruct the multi-legged intersection of Wolford Way, MLK Jr. Blvd., Collins Way, and the Campbellsville Middle School entrance. Specifically, close Wolford Way and Collins Street entrance to Roberts Road.

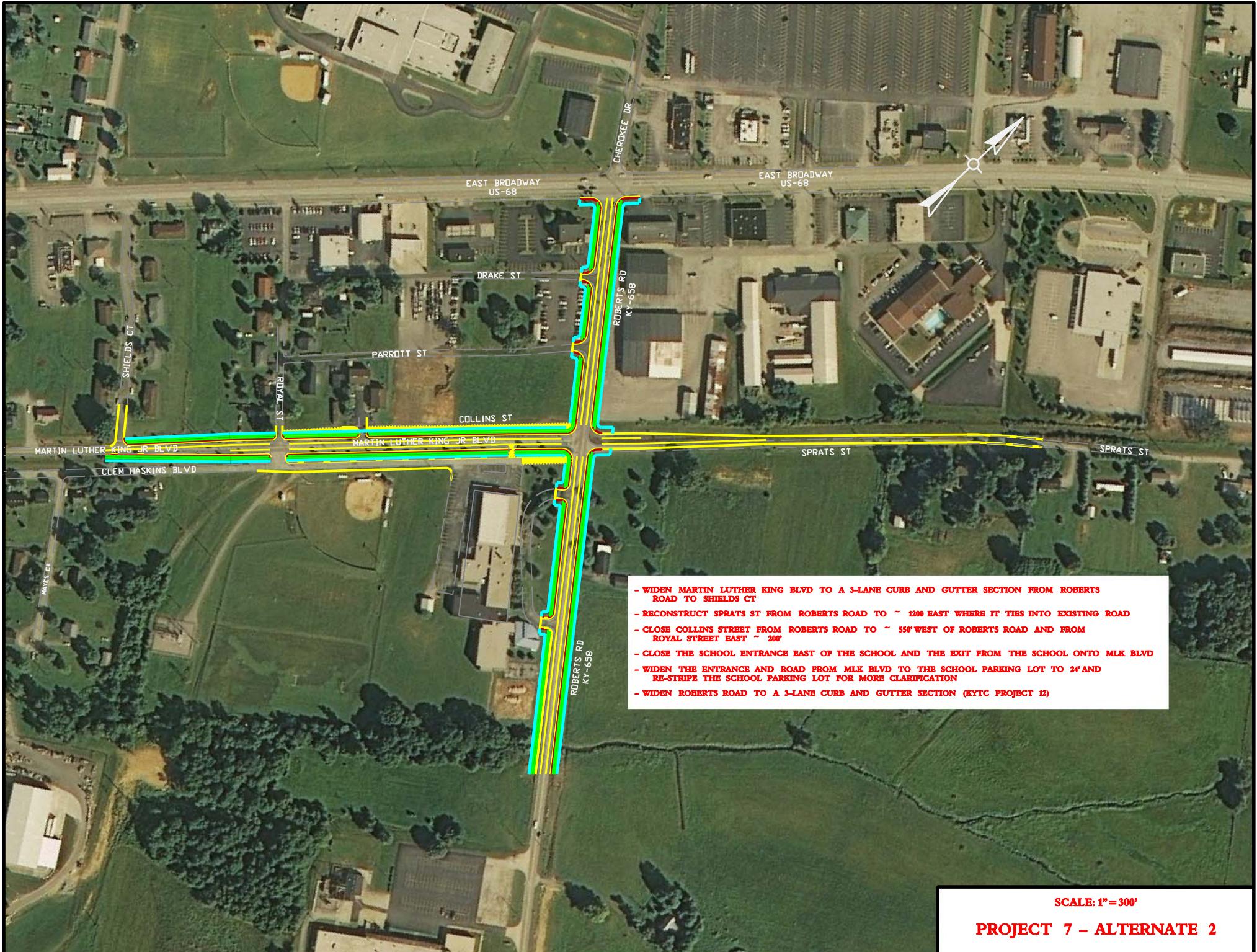
See two conceptual design options on the following pages.

Project Type: Reconstruction

Planning Cost Estimates: \$25,000 - \$150,000

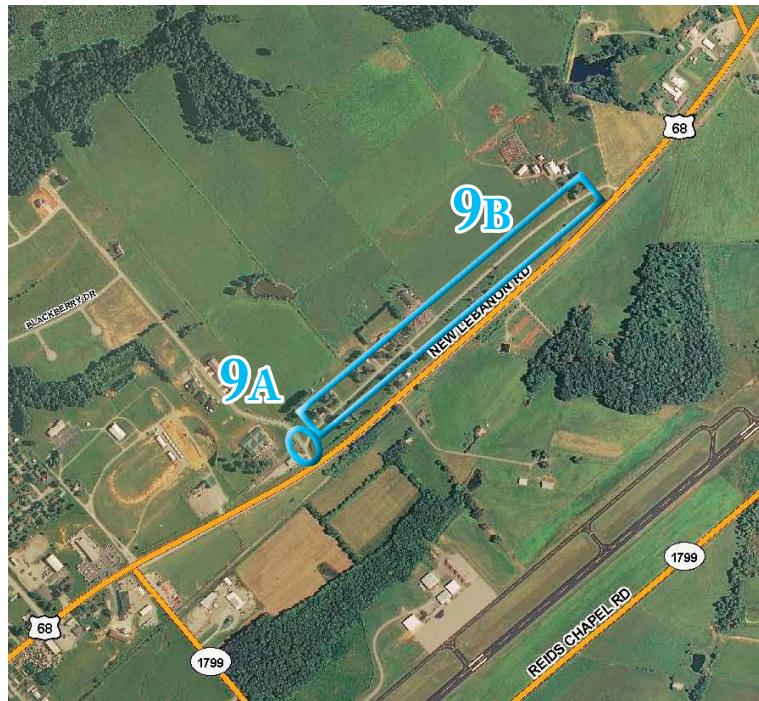
Notes:





5.3 LOCAL

PRIORITY: **LOW**



Offset
Intersection,
substandard
road, at
Eastport Road
and Bluegrass
Drive

EASTPORT ROAD AT BLUEGRASS DRIVE

Background: A school building is planned for the area near Eastport Road and Bluegrass Drive. Currently there is a nursing home, scattered residential properties, and low traffic volumes. In order to effectively plan for the increase in traffic and activity, the following recommendations are proposed.

Proposed Project:

9a: Junction of Eastport Road and Bluegrass Drive (just north of US 68 @ MP 7.71) should be realigned prior to opening of the new school).

9b: Eastport Road (a 3,000 ft. long locally maintained road) should be upgraded prior to the opening of the new school. These projects are contingent upon school construction.

Project Type: Reconstruction

Planning Cost Estimates:

9a: \$75,000 9b: \$500,000

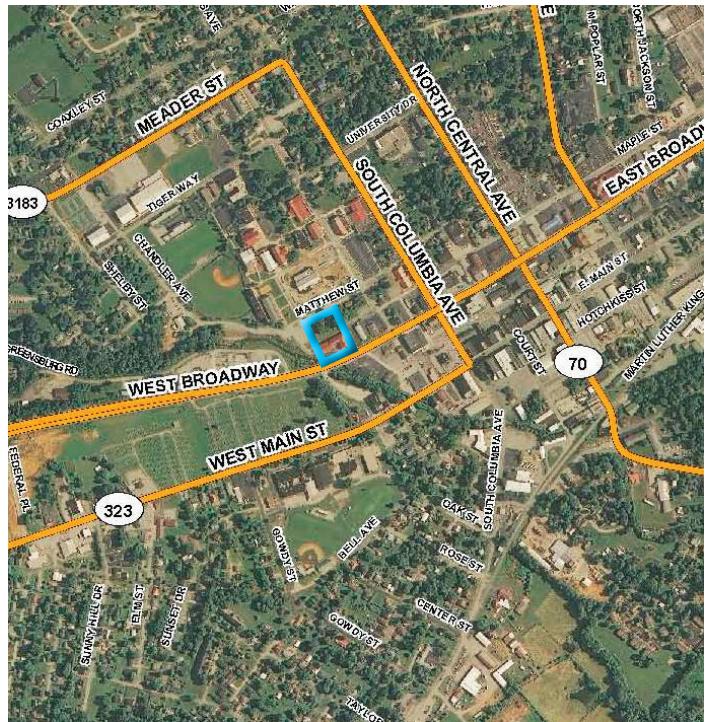
Notes:

5.3 LOCAL

PRIORITY: **LOW**



Looking north at the University from across US 68



NEW UNIVERSITY GATEWAY ENTRANCE FROM WEST BROADWAY

Background: Current access to the University of Campbellsville is limited to traffic on US 68.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Adequacy Rating \leq 20th percentile
- ▶ Proximity to Stream
- ▶ ADT = 16,500

Notes:

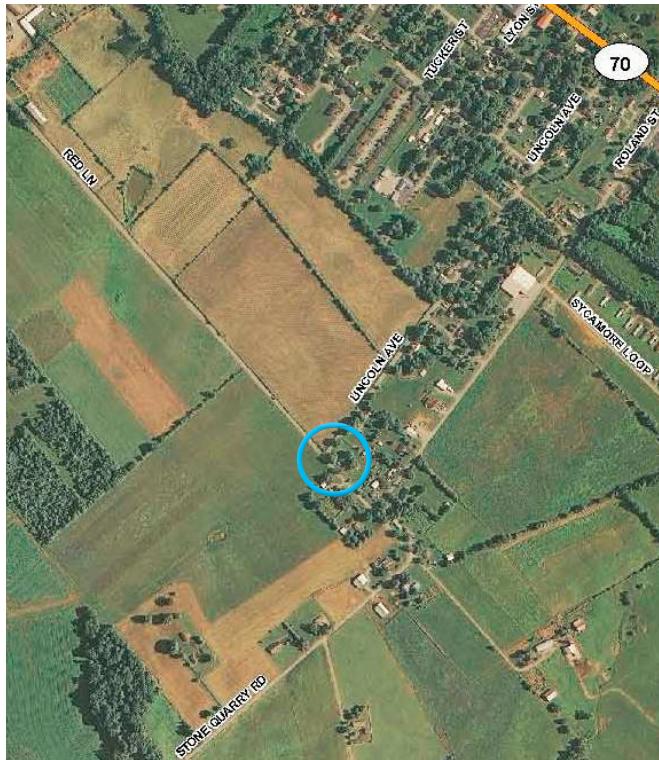
Proposed Project: Access from US 68 to the university campus needs to be improved. A northbound entrance to the University of Campbellsville from West Broadway (US 68) is proposed.

Project Type: Reconstruction

Planning Cost Estimates: \$100,000



Horizontal
and vertical
deficiencies at
the intersection
of Red Lane and
Lincoln Avenue



IMPROVE INTERSECTION OF RED LN. AND LINCOLN AVENUE

Background: The intersection of Red Ln. and Lincoln Ave. is substandard in horizontal and vertical curvature as well as sight distance posing a hazardous situation to motorists.

Existing Conditions and Issues: The intersection exhibits poor sight distance and has horizontal and vertical curvature issues.

Proposed Project: Reconstruct the intersection of Red Ln. and Lincoln Ave. to current safety standards.

Project Type: Reconstruction

Planning Cost Estimates: \$100,000

Notes: