

TRAFFIC IMPACT STUDY

Holy Spirit Parkside Worship Center

A Relocation and
Enhancement of the Holy Spirit Catholic Church
To Be Located at 4754 Smallhouse Road
in
Bowling Green, Ky.

Prepared For:

**Parkside Steering Committee
C/O Holy Spirit Catholic Church
2232 Smallhouse Road
Bowling Green, KY 42104-4141**

Amendment

Prepared By:

BWSC | **BARGE
WAGGONER
SUMNER &
CANNON, INC.**

211 Commerce Street, Suite 600
Nashville, TN 37201
Phone: 615-252-4300; Fax: 615-255-6572

August , 2008 Amendment to April, 2008 Submittal

File No. 34012-00/3000

During the review of the original traffic impact study for the Holy Spirit Parkside Traffic Impact Study, information on a master plan for Smallhouse Road near the site and changes to the access to Basil Griffin Park from Smallhouse became available. In addition, preliminary engineering work on the entrance to the Parkside site and to the curve on Smallhouse Road adjacent to the site indicated that some assumptions made in the traffic study would need to be revised. The purpose of this amendment is to modify the assumptions of the traffic impact study and include adopted transportation plans in the area sufficient to meet requirements for submittal of the site's detailed development plan.

SMALLHOUSE MASTER PLAN

In 2006 the Planning Commission staff, in cooperation with the County Parks Department, developed a master plan for Smallhouse Road in the vicinity of the park that included improvements to the reverse curves near the park access points to Smallhouse Road. In addition, a 200-foot long eastbound right turn lane with a 100-foot taper and a 30-foot radius on Smallhouse approaching Three Springs Road was included. The existing entrance to the park oppose the Parkside site would become a service entrance only with a pedestrian trail, while the current park exit at the other curve to the west near the Baptist church would become an improved two-way access point at an improved curve on Smallhouse Road. Finally, the park fence near the corner of Smallhouse Road and Three Springs Road would be off-set to make room for the new right turn lane. See Appendix I for a copy of the master plan.

ADDITIONAL OFF-SITE IMPROVEMENTS TO MITIGATE TRAFFIC

Based on discussions with County officials, the church steering committee has agreed to participate in equal portion with the county on the basic reconstruction of the curve in front of the Parkside parcel on Smallhouse. The preliminary geometric design is given for the plan and profile of the roadway in Appendix II. While this is not a final design for purposes of construction, it does provide the design necessary to provide an intersection departure sight distance of 390 feet to the left and to the right, sufficient for a 35 mph speed on Smallhouse Road. The actual design speed of the curve is 25 mph, and the recommendation remains for the speed limit in the vicinity to be dropped to 25 mph.

The church steering committee also agreed to participate in equal portion with the county on the addition of an eastbound right turn lane at Three Springs Road and in the improvement of a vertical sag curve just to the east of the end of the curve project itself. The preliminary engineering work associated with the curve itself did not include either of these locations, so no specific geometric parameters have been established at those locations.

In order to accomplish the improvement of the curve, more park fence relocation than anticipated by the original study will be necessary. As shown on the overview of off-site improvements in Appendix III, about 210 feet of existing fence west of the park

entrance will need to be relocated along a line about 170 feet in length and about 20 feet from the edge of the new roadway at the point of the Parkside entrance; this relocation will result in about 600 square feet of parking lot surface near the fence within the park being removed. Another 115 feet of fence to the east of the park entrance will be relocated within a 105 foot length. The existing park gate will not be changed, but a power pole and a security light pole on the park side will need to be relocated. All this information is contained within the overview shown in Appendix III and is the responsibility of the county.

The route of the force main sewer from the church site to a lift station within the park will need to cross Smallhouse to the east of the church site/park site intersection, then cross under the park entrance and going west within the park property and alongside the relocated fence. A separate easement and a street cut permit will both need to be granted by the county to accomplish this work by the church's contractor.

The church will have all other utilities accessed from the north side of the right of way, eliminating the need for any more crossings of the roadway for utility services to the site. The security light recommended by the original study will be located on the north side to the west of the Parkside entrance as shown in Appendix III.

An eastbound left turn lane will be provided on Smallhouse Road for traffic turning into the Parkside site. No off-duty police officer will be needed to direct traffic.