

Project Type: ROADWAY CAPACITY

Description: New interchange & connector road from KY 148 to US 60 (Shelbyville Road) with interchange on I-64. Corridor would be in vicinity of Gilliland Road.

Purpose: Provide access to I-64 and KY 1848 in Shelby County.

Primary Contact Agency: Kentucky Transportation Cabinet

County: Jefferson

State ID #:

Project Cost: \$25,000,000

Estimated Open to Public Year: 2015

Regional Priority: NO

Included in AQ Analysis/Regionally Significant: YES

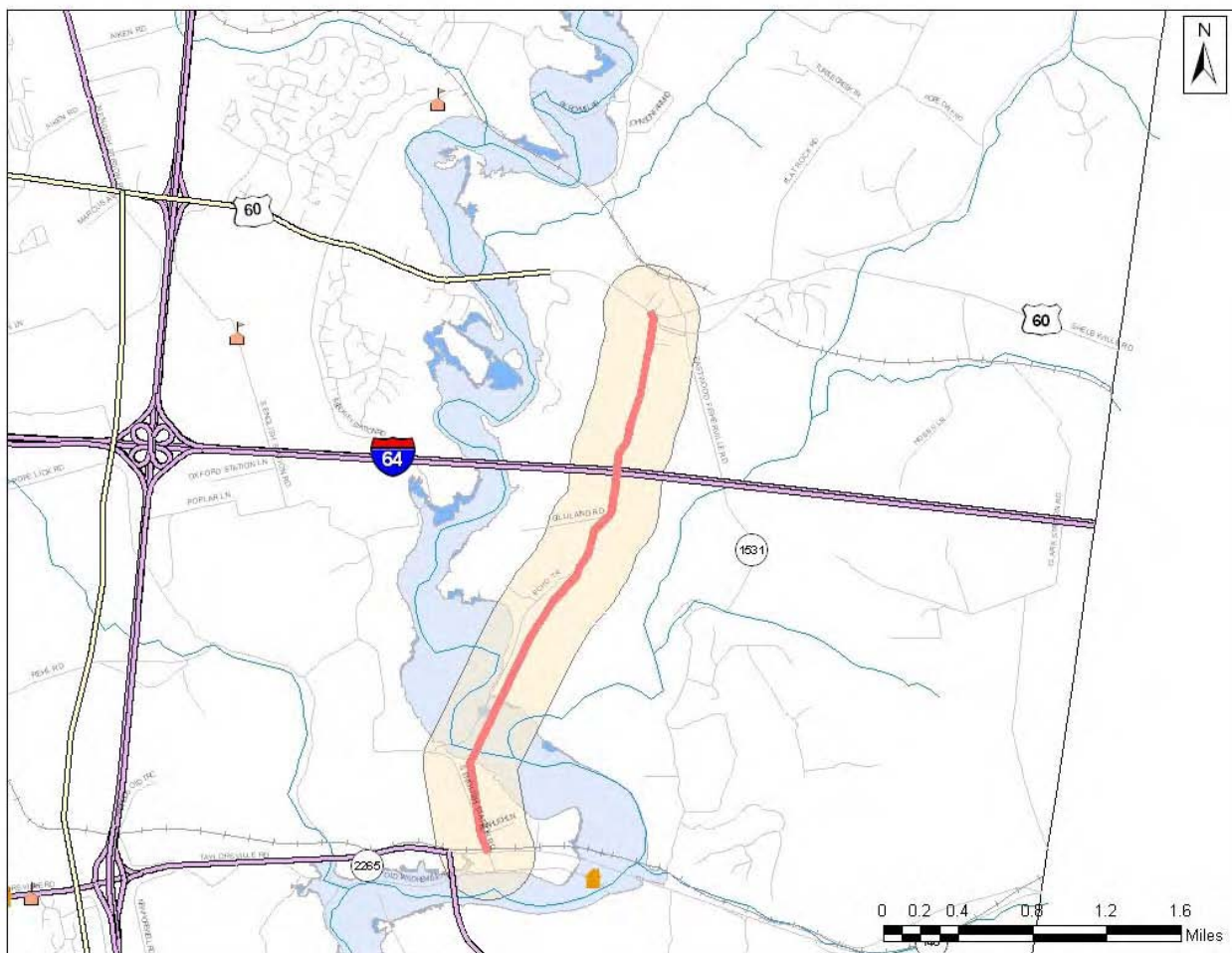
Subject to CMS Review: YES

Within 1/4 Mile or on a Freight Corridor: YES

Within 1/4 Mile or on a Bicycle & Pedestrian Priority Corridor: NO

Includes Bicycle Facilities: NO

Includes Pedestrian Facilities: NO



NEW I-64 INTERCHANGE & U.S. 60 CONNECTOR

Background

The U.S. 60 corridor east of Middletown is currently experiencing heavy development pressure, which is expected to intensify over the next several years. Even with the major improvements to the U.S. 60/I-265 and I-64/I-265 interchanges currently being studied by the Kentucky Transportation Cabinet, those facilities and U.S. 60 are expected to operate at poor levels of service in 2020. A new I-64 interchange and U.S. 60 connector would relieve traffic demand in that corridor by providing a direct link to I-64 from developments along U.S. 60, Flat Rock Road, Long Run Road and the Crestwood/Pewee Valley area. Future improvements would link to Aiken Road on the north and Taylorsville Road on the south.

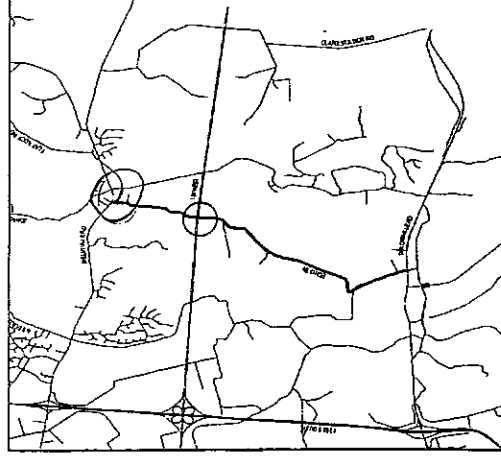
Proposed Construction

Construct a new interchange at the Gilliland Road overpass on I-64 and reconstruct Gilliland Road to U.S. 60 as a two (2) lane collector. The intersection at U.S. 60 should be re-aligned to the west. Future phases would re-construct Johnson Road to a two (2) lane collector from U.S. 60 to Aiken Road. Gilliland Road, south of I-64, would be re-constructed as a two (2) lane collector to Taylorsville Road.

(An alternate location for the new interchange would be Beckley Station Road.)

A study should be completed immediately to determine the most feasible location for the interchange and preserve the needed right of way.

Vicinity Map



Priority

- ☐ Short Term
- ☐ Medium Term
- ☒ Long Term

NEW I-64 INTERCHANGE & U.S. 60 CONNECTOR CONTINUED

Funding

YEAR	PHASE	FUNDING Interchange	COST Connector
Future	Design	\$1,000,000	\$250,000
Future	ROW	\$4,000,000	\$1,000,000
Future	Utilities	\$2,000,000	\$500,000
Future	Construction	\$13,000,000	\$3,250,000



PLAN IMPLEMENTATION

Mobility Recommendations

Recommendation	Implementation Responsibility	Timeframe
Cornerstone 2020/LDC		
•Develop a bicycle and pedestrian master plan to identify future bicycle, pedestrian, and multi-use corridors, including opportunities to connect with the proposed county loop along Floyds Fork	Louisville Metro Planning Commission	Medium
•Require sidewalks for all development within the Village Center to promote walking as a viable alternative	Louisville Metro Planning Commission	Short
•Promote greenway trails to provide pedestrian access for all development within the Outlying Village	Louisville Metro Planning Commission	Short
Infrastructure/Capital Improvement		
•Expand the existing road network, adding streets and alleys, to encourage lot patterns appropriate to the Village form	Louisville Metro Planning Commission	Medium-Long
•Improve U.S. 60 to three lanes to support future village center development	Kentucky Transportation Cabinet	
Policy-Programmatic		
•Locate any future I-64 interchange east of Eastwood to protect the village character	Kentucky Transportation Cabinet	
•Adopt typical sections to guide future roadway improvements	Kentucky Transportation Cabinet; Louisville Metro Public Works Department	Short
•Improve transit facilities to serve the Eastwood Village Center	TARC	Medium

Appendix

Introduction

Vision
Statement

Neighborhood
Identity

Land Use

Mobility

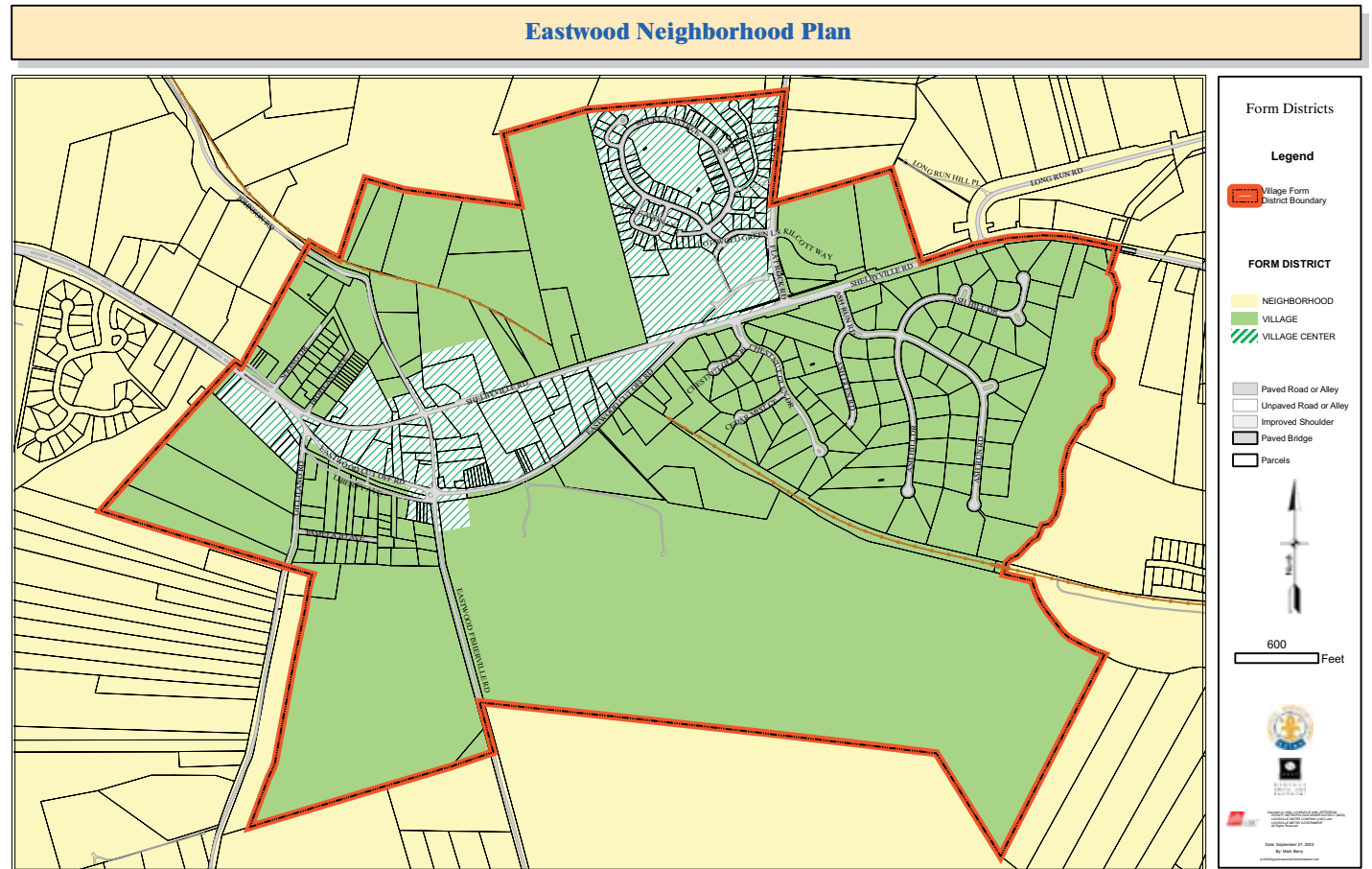
Community
Facilities

Recreation/
Open Space

Plan
Implementation

Appendix

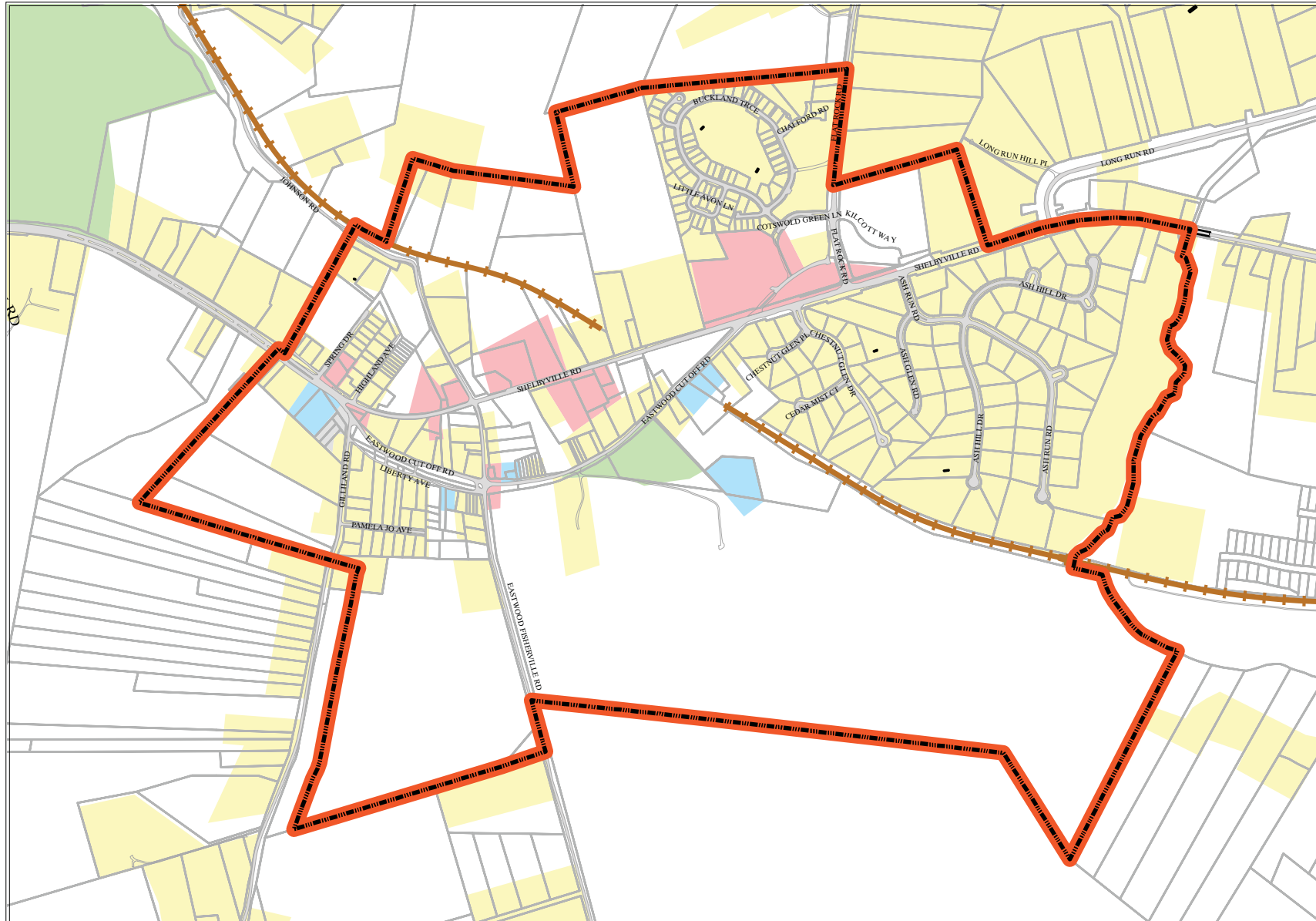
EASTWOOD FORM DISTRICT BOUNDARY AND NATIONAL REGISTER DISTRICT





EASTWOOD LANDUSE

Eastwood Neighborhood Plan



Land Use

Legend

- County Line
- Village Form District Boundary

LAND USE

- General Comm. and Office
- Industrial
- Multi-Family Residential
- Parks, Cemeteries, Etc.
- Public and Semi-Public
- Single Family Residential
- Vacant and Undeveloped
- Paved Road or Alley
- Unpaved Road or Alley
- Improved Shoulder
- Paved Bridge
- Parcels

NOT TO SCALE

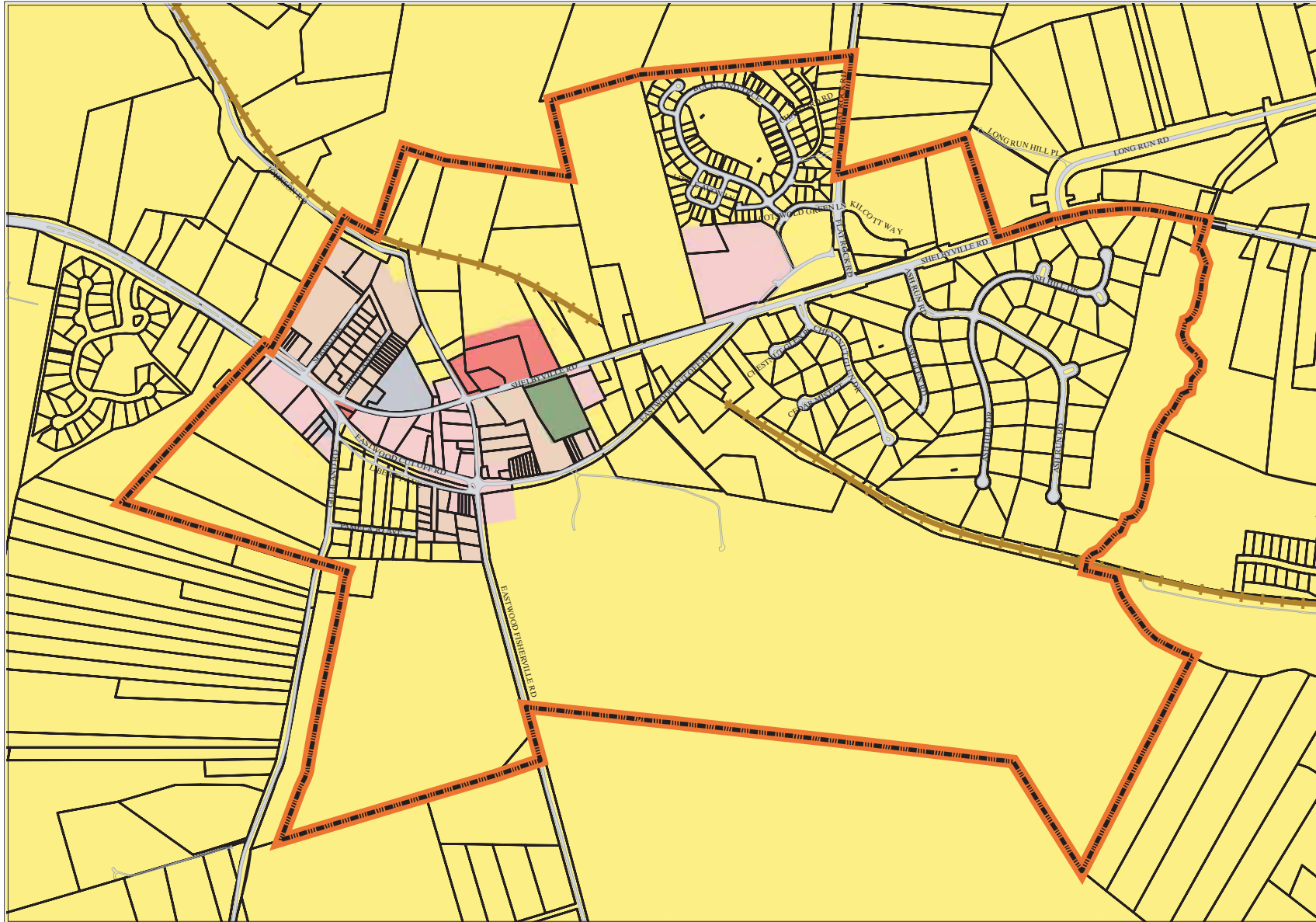
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Date: September 2, 2004
By: Matt Barry
p12255@metropolitanlouisville.gov



EASTWOOD ZONING

Eastwood Neighborhood Plan



Existing Zoning

Legend



ZONING

- C-1 Commercial
- C-2 Commercial
- M-2 Industrial
- OTF Office/Tourist Facility
- R-4 Single Family Residential
- R-5 Single Family Residential



- Paved Road or Alley
- Unpaved Road or Alley
- Improved Shoulder
- Paved Bridge



NOT TO SCALE



Geographic Information Systems and Planning
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By: Mark Barry
mbarry@louisvillemetro.gov

FINAL RECOMMENDATIONS

NEW I-64 INTERCHANGE

While the Eastwood Neighborhood Plan recommends that any new interchange at I-64 be located east of Eastwood, it is this reports recommendation that **an Interchange at Eastwood – Fisherville Road may be beneficial to the Village development.**

With an Interchange at Eastwood – Fisherville Road and land use plans that prescribe where new commercial development can occur, the new traffic volumes will provide incentive for commercial development within the Village Center that will serve both residents and visitors to the area. New connector roadways outlined in following sections are also recommended to allow strictly pass through traffic to bypass the Village Center so that the Village character can be retained.

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Eastwood - Fisherville Road

The Kentucky Transportation Cabinet has funded a study to look at locations for a new Interchange on I-64 east of the Snyder Freeway (I-265) and one alternative to be evaluated is Eastwood - Fisherville Road. If this location is selected, it will require its upgrade to a three to five-lane facility from I-64 north to Shelbyville Road. Due to the existing topography in the area, the right of way dimension may be well over the 130' needed for the typical section. The roadway access should be partially controlled with access points no closer than 600 – 700' apart.

FINAL RECOMMENDATIONS

An alternative alignment of Eastwood – Fisherville Road should also be considered, curving the existing alignment to the east to intersect the Outer Collector connecting back to the Eastwood Cut Off Road.

Residential development adjacent to Eastwood - Fisherville can take the form of more dense, multi-family type developments, giving the community a more extensive choice in housing types.

New Outer Connector Loop Road

The existing roadway network outside the Village Center needs to establish additional collector level streets to foster development in a way that supports the neighborhood plan. With the possible introduction of traffic off a new I-64 Interchange, there also needs to be alternative routes around the Village Center to allow strictly through traffic to access the Interstate system.

The large tract properties south of the Village Center must introduce a new east - west connection that will collect future development traffic and route it to Eastwood-Fisherville or Gilliland Road. At a point east of Eastwood-Fisherville Road, this new connector road should either curve to the north, or intersect a new north-south connector that would intersect the Eastwood Cut-Off Road at a point just west of the new Eastwood-Lockhart multi-family development. This new north-south connection will extend across the Eastwood Cut-Off Road and intersect Shelbyville Road at a point across from the new Glen Lakes Subdivision Section 5 and 6.

At Gilliland Road, the new east-west connector road should continue west and north, intersecting Shelbyville Road at a point just west of the Village. This connection will provide for future development within the

FINAL RECOMMENDATIONS

western portion of Eastwood, and will also provide a by-pass for traffic entering or leaving the Interstate system via Eastwood – Fisherville Road.

Extension of this western connection at US 60 northwardly to intersect Johnson Road was evaluated, however grades in the area appear too steep to allow any reasonable grade with which to make that connection (an approximate 11% + grade would be the minimum possible). Any extension would have to have a structure and cross over the railroad to provide new access into the furthest northwest section of Eastwood.

Consistent with other corridors within the area, this connection will function as a minor collector requiring an 80' right of way to allow for development of the roadway section and such amenities as bike and pedestrian paths.

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FINAL RECOMMENDATION

