

KY 864 BEULAH CHURCH



ROAD WIDENING

Jefferson County, Kentucky



ADVISORY COMMITTEE
MEETING

June 12, 2014



engineering | architecture | geospatial



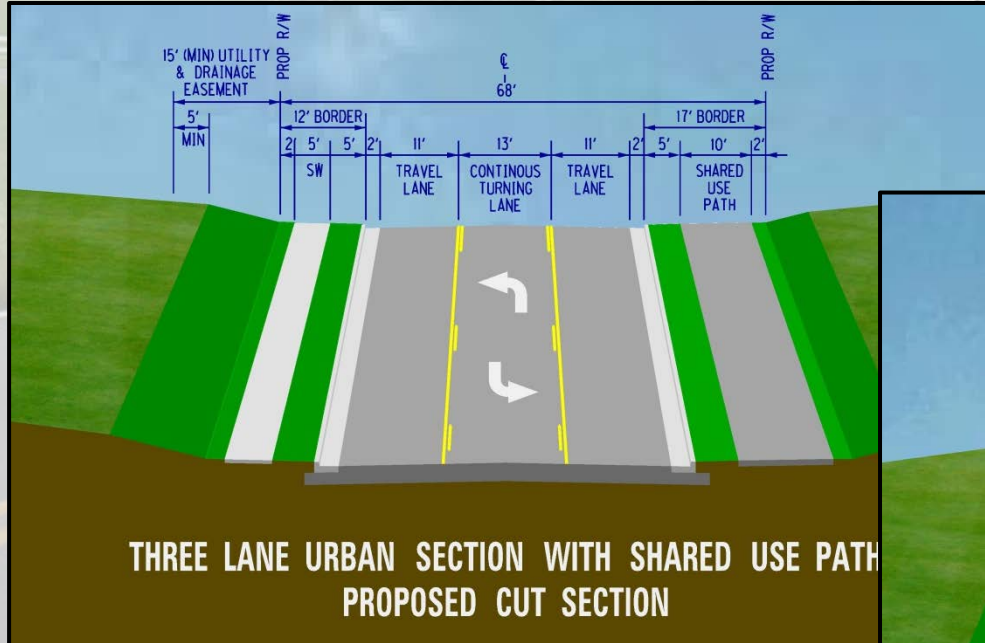
KENTUCKY
TRANSPORTATION
CABINET

ESTIMATED PROJECT SCHEDULE

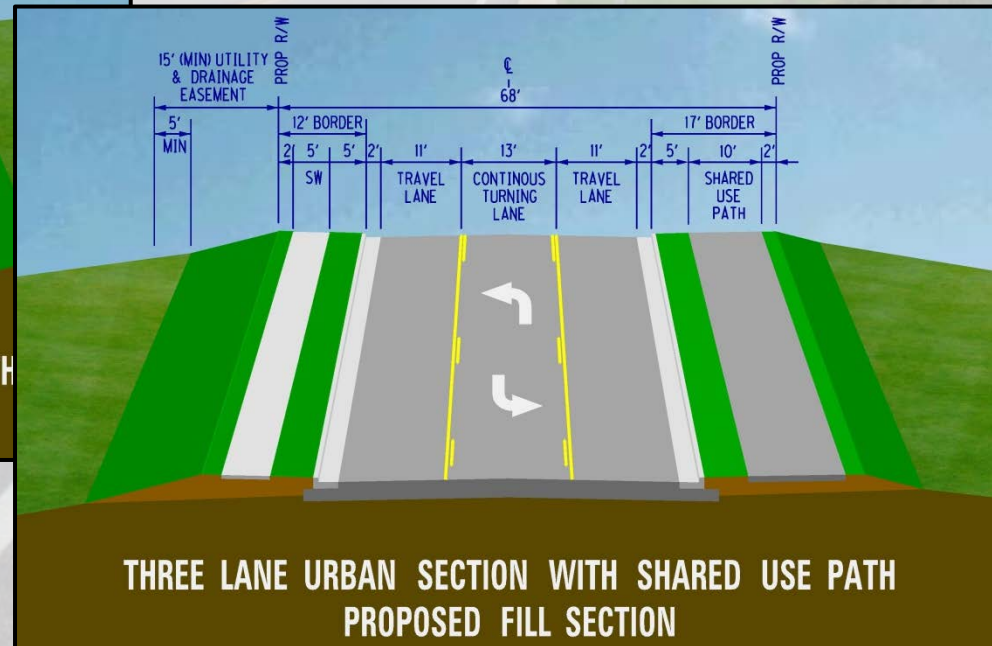
Initial Advisory Committee Mtg.	July 18, 2013
Preliminary Alternates	Spring 2014
Second Advisory Committee Mtg.	June 12, 2014
Public Meeting	Summer 2014
Preferred Alternate Selection	Fall 2014

GEOMETRY

Proposed design geometry will meet the criteria for a 35 mph design speed with smoother, flatter hills to provide a safer drive.



Typical Sections



FUNDING

- ◆ Funding for this project is currently scheduled through KIPDA (Kentuckiana Regional Planning & Development Agency) as SLO funds which are Federal STP statewide funds dedicated to Louisville.

KIPDA ID: 1879

- ◆ **Current Funding:** \$700,000 (Preliminary Design)
- ◆ Right of Way, Utilities Relocation and Construction are currently not funded or scheduled.
- ◆ These phases could be added, including additional design, into the next few fiscal years once revised phase cost estimates are developed and the anticipated fiscal years are determined.

PURPOSE AND NEED

Project Purpose

Improve the access, safety and mobility of Beulah Church Road south of the Gene Snyder Freeway.

Project Need

The Beulah Church Road (KY 864) corridor is a rapidly developing section of Louisville with increasing traffic demand. KY 864 is classified as an urban collector and has many access points. It carries traffic from growing residential suburbs to the Gene Snyder Freeway (I-265) with growth expected to continue. Currently the Cooper Chapel Road extension (5-404.01) to Bardstown Road (US 31E) is currently under design and will bring additional traffic to the route.

TRAFFIC

Segment 1 – Cedar Creek Road to Adams Run Road

Segment 2 – Adams Run Road to Rocky Lane

	2012		2032	
	ADT	DHV	ADT	DHV
Segment 1	5,300	960	6,700	1,210
Segment 2	7,600	660	9,600	820

ADT = Average daily traffic DHV = Design hourly volume

PROJECT CONSTRAINTS

Existing subdivisions and subdivision entrances

Several subdivisions are present along the east side of the roadway.



Existing Utilities

Several utilities existing in the corridor primarily along the west side of the roadway.

PROJECT CONSTRAINTS (continued)

Cooper Chapel Road connection

The proposed grades for the Beulah Church Road project must tie to the design that is underway for the extension project.



Cedar Creek Road intersection improvements

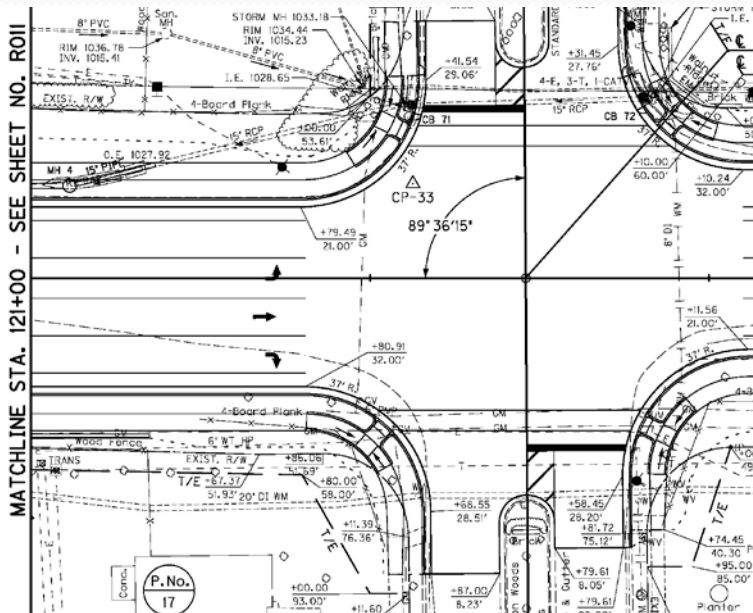
Correcting the poor sight distance at Cedar Creek Road is a project priority.

PROJECT CONSTRAINTS (continued)

Property and Development

We want to minimize impacts to homes, businesses and land.

Unfortunately, some properties must be affected to improve the road.



Engineering Design Guidelines

Appropriate design standards are necessary for a safe and efficient road.

PUBLIC INVOLVEMENT

Advisory Committee: A committee of representative stakeholders for the project was established that includes residents, home owner's associations, school system, law enforcement and elected officials. The first meeting was held July 18, 2014.

- ◆ This is the second of two (2) planned Advisory Committee meetings.
- ◆ Three (3) utility coordination meetings have been held.
- ◆ One (1) public meeting is also planned.

UTILITY COORDINATION

Three Utility Coordination Meetings have been held. Utility owners in the area include:

- ◆ Louisville Water Company
- ◆ Louisville Gas and Electric
- ◆ Louisville Metropolitan Sewer District
- ◆ AT&T
- ◆ Time Warner Cable

The Typical Section has been coordinated and adjusted to best accommodate utility relocations.

ENVIRONMENTAL




This project is funded through Federal sources requiring the following to be investigated:

- ◆ Area Biology
- ◆ Historic and pre-historic resources
- ◆ Hazardous materials
- ◆ Impacts on humans (social, economic, air quality, noise)

These investigations are underway, but considering the developed nature of the project area, their results are not expected to have a significant affect on the ultimate location of the proposed roadway.

DESIGN

Three design alternates have been developed.

- ◆ **Alternate No. 1 (red)** includes a spot improvement at Cedar Creek and follows the existing centerline from Cooper Chapel to I-265. 
- ◆ **Alternate No. 2 (blue)** includes a spot improvement at Cedar Creek and is shifted east of the existing centerline approximately 7 to 13 feet from Cooper Chapel to I-265. 
- ◆ **Alternate No. 3 (purple)** includes a cross country alignment from Cedar Creek to Cooper Chapel to eliminate the two right angle turns on KY 864 and ties to Alternate No. 2 just past Cooper Chapel. 

DESIGN SUMMARY

	Alternate No. 1	Alternate No. 2	Alternate No. 3
Mainline Length	0.94 miles	0.94 miles	1.63 miles
Parcels Affected	63	64	82
Right of Way Needed	2.29 Acres	3.29 Acres	3.29 Acres
Potential Structures Affected	0	0	9
<i>Commercial</i>	0	0	0
<i>Residential</i>	0	0	4
<i>Farm</i>	0	0	0
<i>Storage</i>	0	0	5
Earthwork (cubic yards)	19,488	21,498	53,653
Stream Crossings	1	1	3
TOTAL CONSTRUCTION COST	\$3.7 million	\$4.1 million	\$6.1 million

END

- ◆ Please ask any KYTC or GRW representative if you have any questions or comments.
- ◆ Your input is very important to the project and will be considered.

Thank you for coming and please fill out and return the Comment Form!

PROJECT TEAM



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