



TRANSPORTATION CABINET

Department of Highways District 5 Office
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Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

November 20, 2014

Honorable Kevin Bratcher
State Representative – Dist. 29
10215 Landwood Dr.
Louisville, KY 40291

Dear Representative Bratcher:

This letter is in regards to your request for the Kentucky Transportation Cabinet (KYTC) to review your constituents' concerns about the Beulah Church Road improvement project. The project design team (PDT) recently met and reviewed the comments from the most recent public meeting and made some decisions as how to best go forward with the project. The decision was made to adopt a hybrid alternative with a reduced footprint. This alternative essentially splits the middle of the current roadway alignment between I-265 and Cooper Chapel Road and continues through Cooper Chapel to tie back into Beulah Church Road near Cedar Creek Road. This three-lane alignment will equalize the construction for both sides of the road. In addition, the decision was made to replace the shared use path on the right side of the alignment (east side of the road) with a sidewalk and reduced border area for a total savings of six feet. The PDT feels like this is a compromise that still meets the Purpose and Need Statement from the Data Needs Analysis (DNA) conducted in 2012.

Let me try and address some of the specific concerns from the residents. There was a concern that the project would take too much property from impacted residents. With any road widening there is typically a need to acquire at least temporary construction easements and sometimes permanent right of way. We feel that the preferred alternate minimizes impacts to properties by equalizing the area needed from each side of the roadway. Sometimes alignments are selected based on terrain, utilities, or the ease of maintaining traffic during construction. For the preferred alternate it will be difficult to maintain traffic during construction since the new road will be on top the existing one. As in all cases, fair market value is offered when easements or permanent right of way is needed and that value is negotiable based on appraisals.

There was concern that the new roadway will be wider than Outer Loop between Fegenbush and Old Shepherdsville Road. Currently Outer Loop in that area is 36 feet wide with three twelve foot lanes. It gets wider at intersections to provide for left and right turn lanes. There are sporadic sidewalks along that stretch of road and some of them are as much as 25 feet from the road edge. The proposed typical section for Beulah Church Road is 11 foot thru lanes and a 13 foot center turn lane for a total of 35 feet. The addition of curbs on Beulah Church Road



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will help with roadway drainage and should not add appreciable width as Outer Loop has 2 or 3 foot shoulders in most places.

There was concern that the DNA that was completed in 2012 stated that Beulah Church Road was "not a priority project." I have included the summary pages from the analysis for your information. On page six it states that "widening along the entire corridor was not a viable option and was not considered an alternative at this time." This statement refers to KY 864 all the way to Mt. Washington Road as there is a project listing those limits in the district's unscheduled needs list of unfunded projects. The project currently under design is the priority section that runs from I-265 to Cedar Creek Road. As is shown on page two in the included DNA pages there has been a 250% increase in the daily traffic volume on the section from Cooper Chapel Road to I-265 from 2001 to 2010. In fact, our most recent count in 2013 the daily volume increased to 7594 which is an increase of 275%. There is also a pattern of accidents at several of the intersections in the corridor between I-265 and Cedar Creek Road. The purpose of this project is to address both the current safety of the roadway, but also the future safety and capacity with continued growth.

It was stated that the project needed to consider placing any relocated utilities underground. Typically the cost to relocate utilities from overhead to underground is several times more than relocating them to their existing state. As is the case with the Beulah Church corridor, there are some utilities that are already underground (water, gas, and sewer) and some that are overhead such as electric and cable. KYTC typically has utility companies relocate their facilities clear of the area to construct the roadway. It is either up to the utility company to pay for the additional cost needed to place utilities underground or an alternate funding source has to be found to make up the difference.

Lastly, concern was stated that KYTC only had one public meeting. We had two stakeholder meetings and one public meeting for this project. There is not a set requirement for the number of opportunities the public can comment. We do have a window of time after a public meeting that we accept comments as part of the public record. It does not mean that we will not accept comments or concerns any other time. In fact, we address properties owners' questions and concerns throughout the life of a project.

KYTC plans to continue to develop the preferred alternate as described above. As the design develops and more detailed plans are completed we will plan to meet with the affected property owners. If you have any additional questions you can reach me at the Department of Highways District 5 Office, at 210-5400 or on my cell phone at 432-9494.

Sincerely,



Matt Bullock
Chief District Engineer