

Data

Needs

Analysis



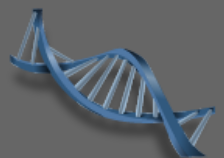
Scoping Study

Improve Rudy Bear Road
& KY3007 from KY80 to
KY3432

Laurel County
Item No. 11-169.0

Prepared by the KYTC
Division of Planning and
KYTC District 11

September 2022



I. PRELIMINARY PROJECT INFORMATION			
County:	Laurel	Item No.:	11-0169
Route Number(s):*	KY3007	Road Name:	Rudy Bear, Lewiston, Mitchell Creek, County Farm
Program No.:		UPN:	(County #) (Route) (MPs)
Federal Project No.:		Type of Work:	Other Hwy Improvement
2022 Highway Plan Project Description:			
Improve Rudy Bear Road and KY 3007 from KY 80 South to KY 3432 West of I-75.			
Beginning MP:	0	Ending MP:	1.369
		Project Length:	1.369
In TIP: <input type="checkbox"/> Yes <input type="checkbox"/> No		Use PDP/CHAF to Verify Project Data	
State Class.:	<input type="checkbox"/> Primary <input type="checkbox"/> Secondary	Route is on:	<input type="checkbox"/> NHS <input type="checkbox"/> NN <input type="checkbox"/> Ext Wt
Functional Class.:	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural <input type="text" value="Local"/>	Truck Class.:	A <input type="text" value=""/>
MPO Area:	Not Applicable	Terrain:	Rolling
ADT (current):	997 2020		
Access Control:	<input type="checkbox"/> None <input checked="" type="checkbox"/> Permit <input type="checkbox"/> Fully Controlled <input type="checkbox"/> Partial	Spacing: <input type="text" value=""/>	
Median Type:	<input checked="" type="checkbox"/> Undivided <input type="checkbox"/> Divided (Type): <input type="text" value=""/>		
Existing Bike Accommodations:	Shared Lane	Ped:	<input type="checkbox"/> Sidewalk
Posted Speed:	<input type="checkbox"/> 35 mph <input type="checkbox"/> 45 mph <input type="checkbox"/> 55 mph	<input checked="" type="checkbox"/> Other (Specify):	25
KYTC Guidelines Preliminarily Based on :		45 MPH Proposed Design Speed	
COMMON GEOMETRIC			
Roadway Data:	EXISTING	PRACTICES**	
No. of Lanes	<u>2</u>	<u>2</u>	Existing Rdwy. Plans available? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Year of Plans: <input type="text" value=""/> <input type="checkbox"/> Traffic Forecast Requested Date Requested: <input type="text" value=""/> <input type="checkbox"/> Mapping/Survey Requested Date Requested: <input type="text" value=""/> Type: <input type="text" value=""/>
Lane Width	<u>8'-12'</u>	<u>9'-12'</u>	
Shoulder Width	<u>0-2'</u>	<u>2'-6'</u>	
Max. Superelevation***	<u>Unknown</u>	<u>4%</u>	
Minimum Radius***	<u>~40'</u>	<u>100'</u>	
Maximum Grade	<u>Unknown</u>	<u>8%</u>	
Minimum Sight Dist.	<u>Unknown</u>	<u>250'</u>	
Sidewalk Width(urban)	<u>N/A</u>	<u>4'-8'</u>	
Clear-zone [†]	<u>Unknown</u>	<u>10'-12'</u>	
Project Notes/Design Exceptions?			

Laurel

Bridge No.: [‡]	N/A	N/A
Sufficiency Rating		
Total Length		Existing Geotech Data Available?
Width, curb to curb		<input type="checkbox"/> Yes <input type="checkbox"/> No
Span Lengths		
Year Built		
Posted Weight Limit		Detour Length(s): <u>6.7 mi</u>
Structurally Deficient?		
Functionally Obsolete?		
Existing Bridge Type		

*If more than one road is included in the project, include additional sheets.
 **Based on proposed Design Speed
 ***AASHTO's A Policy on Geometric Design of Highways and Streets
 +AASHTO's Roadside Design Guide
 †If more than two bridges are located on the project, include additional sheets.

II. PROJECT PURPOSE AND NEED

A. Legislation

This project is listed in the 2022 Enacted Highway Plan with phase funding scheduled in the amounts and fiscal years listed here.

<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
SPP	D	2023	\$300,000
SPP	R	2024	\$800,000
SPP	U	2024	\$150,000
SPP	C	2026	\$1,750,000

B. Project Status

The project is currently in the pre-planning stage to review options and possibilities for the needed design.

C. System Linkage

Rudy Bear Road is an urban local road that is part of the roadway system that connects I-75 exit 41 to exit 38. Rudy Bear Road runs into KY3007 and runs parallel to I-75 on the west side. This road has begun to develop and provides access to several destinations including Camping World of London, the St. Joseph-London Hospital, and several other businesses and restaurants.

D. Modal Interrelationships

KY3007 has some large truck traffic due to Camping World, London Hospital, and other business access along the road. The northern part of Rudy Bear Road is observed to have heavy large truck traffic due to the truck center located alongside the road. Truck traffic is mainly focused in this area and they rarely travel south bound on Rudy Bear Road. There are no sidewalks at present and we do not see a need to provide them.

E. Social Demands & Economic Development

This project will help improve traffic flow in the growing area. The project aims to remove two 90 degree turns and increase roadway and shoulder widths to improve geometrics. This may result in it being utilized more by local traffic moving between interstate exits without having to utilize I-75. This project will also provide easier access to the growing businesses along KY3007.

II. PROJECT PURPOSE AND NEED (cont.)

F. Transportation Demand

The ADT in 2020 was 997 cars per day on KY3007. Rudy Bear Road does not have this information available but would likely be less than KY3007. Even with expected increased volumes in the after condition, the two-lane undivided template should be sufficient for projected traffic.

G. Capacity

The current two-lane road has sufficient capacity for the current ADT. Because the area is developing, we anticipate the ADT will increase, but an improved two lane template should be sufficient to handle this increase.

H. Safety

From 2017-2021 there was a total of 7 non-fatal collisions. Five of these crashes happened on Rudy Bear Road near the Dogpatch Trading Center crossroads. None of these crashes involved a commercial vehicle.

I. Roadway Deficiencies

Rudy Bear Road has two 90-degree curves which need to be removed to improve traffic flow. This route is very narrow and has no shoulders. One intersection, which is part of a three way stop, is too small for larger trucks turning on to Rudy Bear Road. The north end of Rudy Bear Road is congested with large trucks due to the London Auto Truck Center and proximity to I-75. There is no differentiation between road and parking lot in this area, sometimes causing trucks to encroach on what would be considered a driving lane. The intersection with Dog Patch and Jerry's Road needs improved geometrics and delineation.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

A. Air Quality

Project is in: Attainment area Nonattainment or Maintenance Area PM 2.5 County

STIP Pg.#: _____

TIP Pg.#: _____

Project must be added to STIP. TIP is not applicable because it is not in an MPO. Laurel County is an attainment area for all monitored air pollutants. If the project receives federal funding and significantly changes or increases traffic, or adds additional lanes, it may require MSAT analysis. If structures are impacted they will need to be inspected for asbestos containing materials, and KY DAQ will require advanced notification prior to demolition, if applicable.

B. Archeology/Historic Resources

Known Archeological or Historic Resources are present

Several structures along the route appear > 50 years old. If federal funding is applied to the project, then investigations of archeological and historic resources will be required for the entire APE. Even with SPP funds, investigation within USACE Jurisdictional Areas will most-likely be required for Corps permitting.

C. Threatened and Endangered Species

USFWS IPaC report generated for this location lists Gray Bat, Indiana Bat, Northern Long-eared Bat, Virginia Big-eared Bat, Cumberland Bean, Cumberland Elktoe, Cumberlandian Combshell, Fluted Kidneyshell, Littlewing Pearlymussel, Virginia Spiraea, and White Fringeless Orchid. There is no critical habitat in the project area. Several trees and wooded areas are adjacent to the roadway. Mitchell Creek is within the project area.

If federal funds are applied to the project, future review will have to address the requirements of USFWS to prevent detriment to the protected species. Even with SPP funds, investigation within USACE Jurisdictional Areas will most-likely be required for Corps permitting. A habitat assessment, biological assessment, or mitigation measures will address potential impacts.

D. Hazardous Materials

Potentially Contaminated Sites are present Potential Bridge or Structure Demolition

No obvious sites noted from aerial photography, however a UST/HAZMAT SME should review the project for issues such as prior fuel stations or known monitoring wells. Structures requiring demolition will need to be inspected for asbestos.

E. Permitting

Check all that may apply: Waters of the US MS4 area Floodplain Impacts Navigable Waters of the US Impacts
Are 401/404 Permits likely to be required? Yes No Impacts to: Wetlands Stream/Lake/Pond
 ACE LON ACE NW ACE IP DOW IWQC Special Use Waters

404 and 401 permit requirements TBD based upon impacts from alternatives and improvements selected. A KYR10 construction permit will likely be required. A floodplain permit may be required.

F. Noise

Are existing or planned noise sensitive receptors adjacent to the proposed project? Yes No
Is this considered a "Type I Project" according to [KYTC Noise Analysis and Abatement Policy?](#) Yes No

Several residential noise sensitive receptors are along the route. Due to the expected curve revisions with horizontal changes, and potential for a new alignment in a new location, it is likely this would be a Type I Project. Noise analysis required if federal funds are used on the project.

G. Socioeconomic

Check all that may apply: Low Income/Minority Populations Relocations Local Land Use Plan available

There are several residences close to the existing roadway, and Emma Estates Apartments is within the project area. Internet searches indicate this apartment complex received funding through the Low Income Housing Tax Credit program. The Demographic Indicators 2020 layer in KYTC mapping indicates that 70-80% of the residents in this area may qualify as low income. The project should not pose hardships to the community during construction provided that traffic access is maintained during construction. There do not appear to be any conflicts with either the London-Laurel County Comprehensive Plan from 2007 or the City of London Bike & Pedestrian Master Plan from 2015; however, they do show that Prime Farmland may be converted by the project.

H. Section 4(f) or 6(f) Resources

The following are present on the project: Section 4(f) Resources Section 6(f) Resources

No known 4(f) resources, however potential for historic resources exist pending eligibility determination, if required, for Corps permitting. No known 6(f) resources are in the project area.

[Anticipated Environmental Document:](#)

None (Completely State funded)



IV. PROJECT NEED, PURPOSE & SCOPE

A. Need:

The existing roadway has substandard lane & shoulder widths, as well as substandard curve radii at two spots. Increased development, particularly on the north end, and resulting increased traffic volumes make these a safety concern in addition to hindering efficient traffic flow. The proposed improvements will increase traffic efficiency, access, and safety along the route.

B. Purpose:

Address substandard roadway cross section and geometry to improve traffic flow and safety along Rudy Bear Road and KY3007.

C. Scope:

Rudy Bear Road joins KY3007 which connects the north and south London I-75 exits. The road is mostly used by local drivers to go between exits without having to utilize I-75. Camping World of London and County Farm Apartments are on the existing route, and the London Hospital is also accessed from this route. Providing an improved corridor with a consistent cross section will improve travel time and safety.

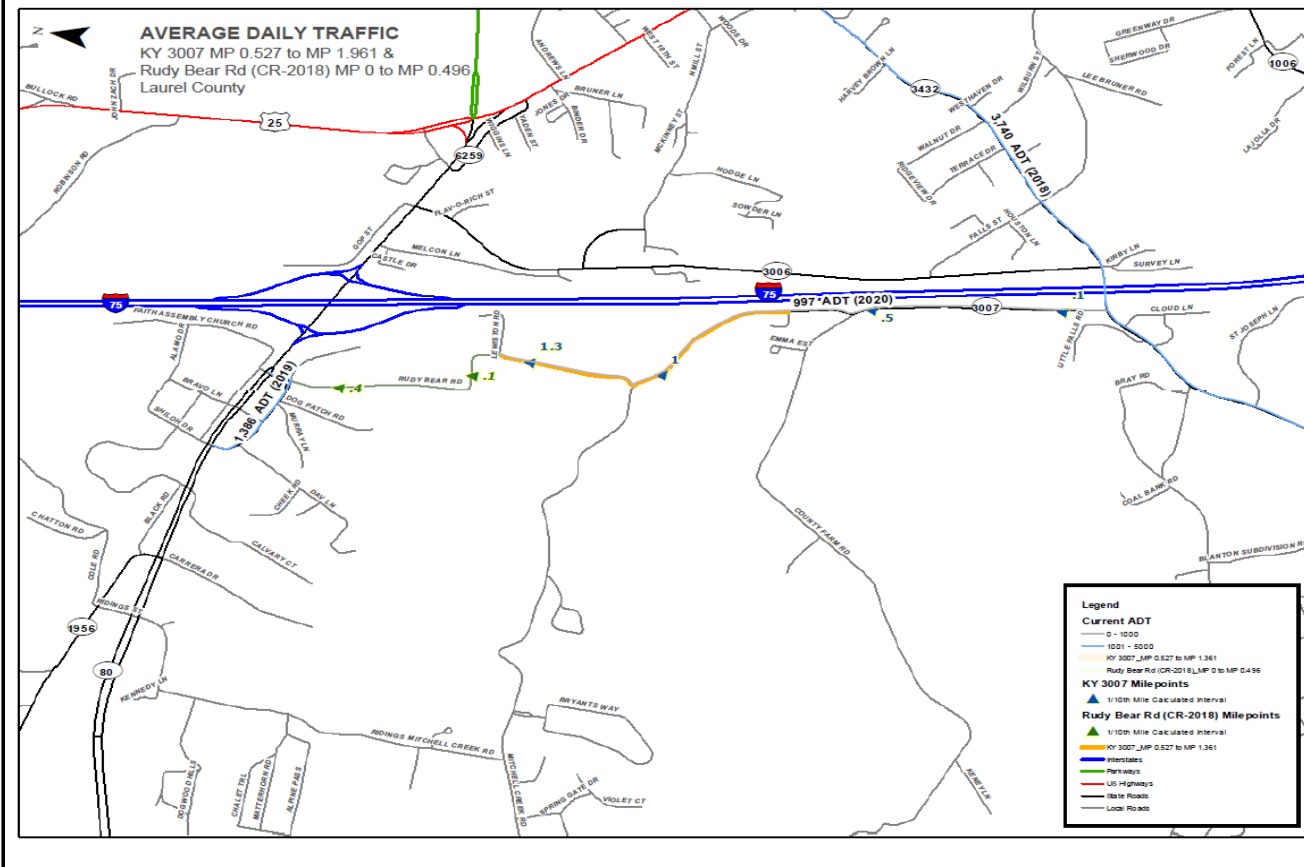
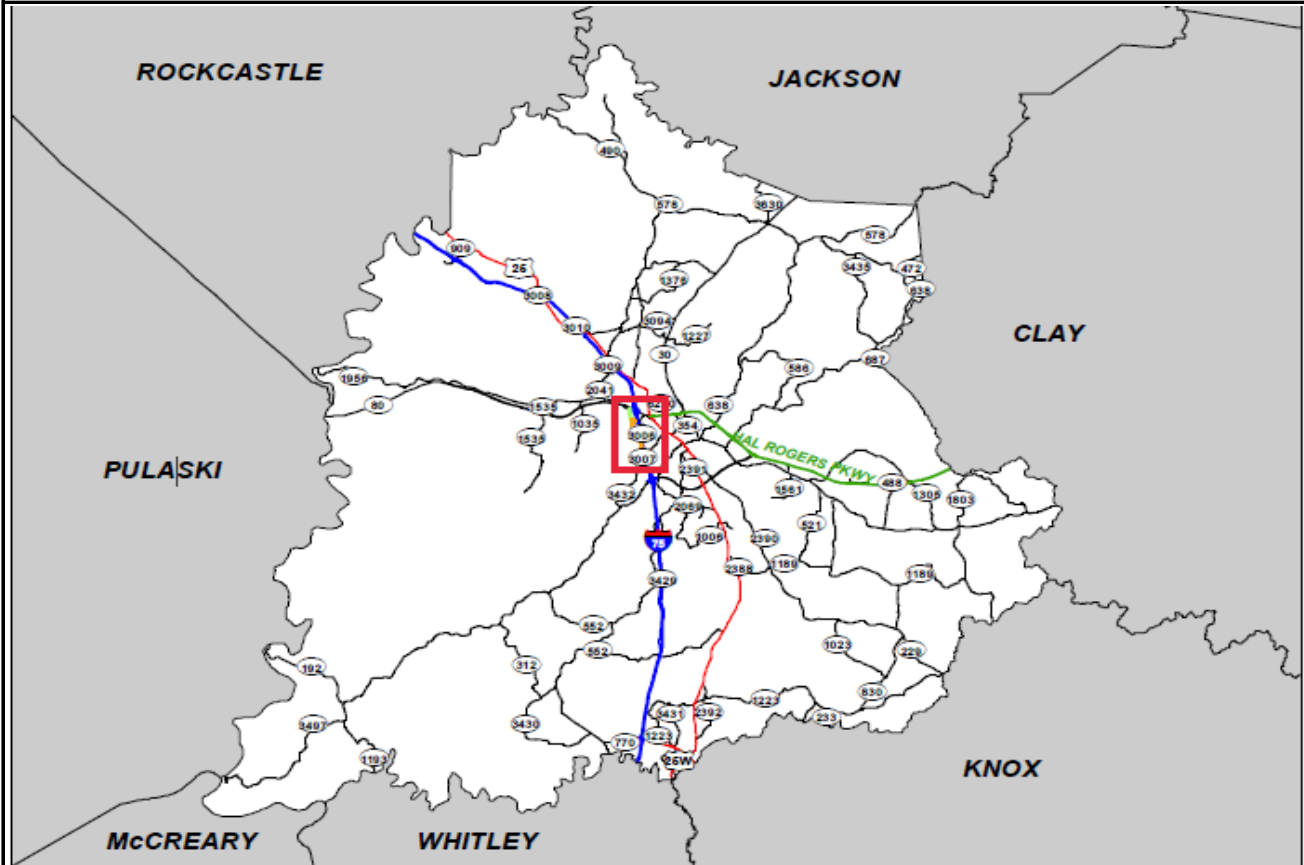
V. PROJECT ESTIMATE & METHODOLOGY

Estimate Methodology:	Current Estimate	
Estimate figures obtained from 2022 Enacted State Highway Plan.	<u>Phase</u>	<u>Estimate</u>
	Planning	
	Design	\$ 300,000
	R/W	\$ 800,000
	Utilities	\$ 150,000
	Const	\$ 1,750,000
	Total	\$ 3,000,000

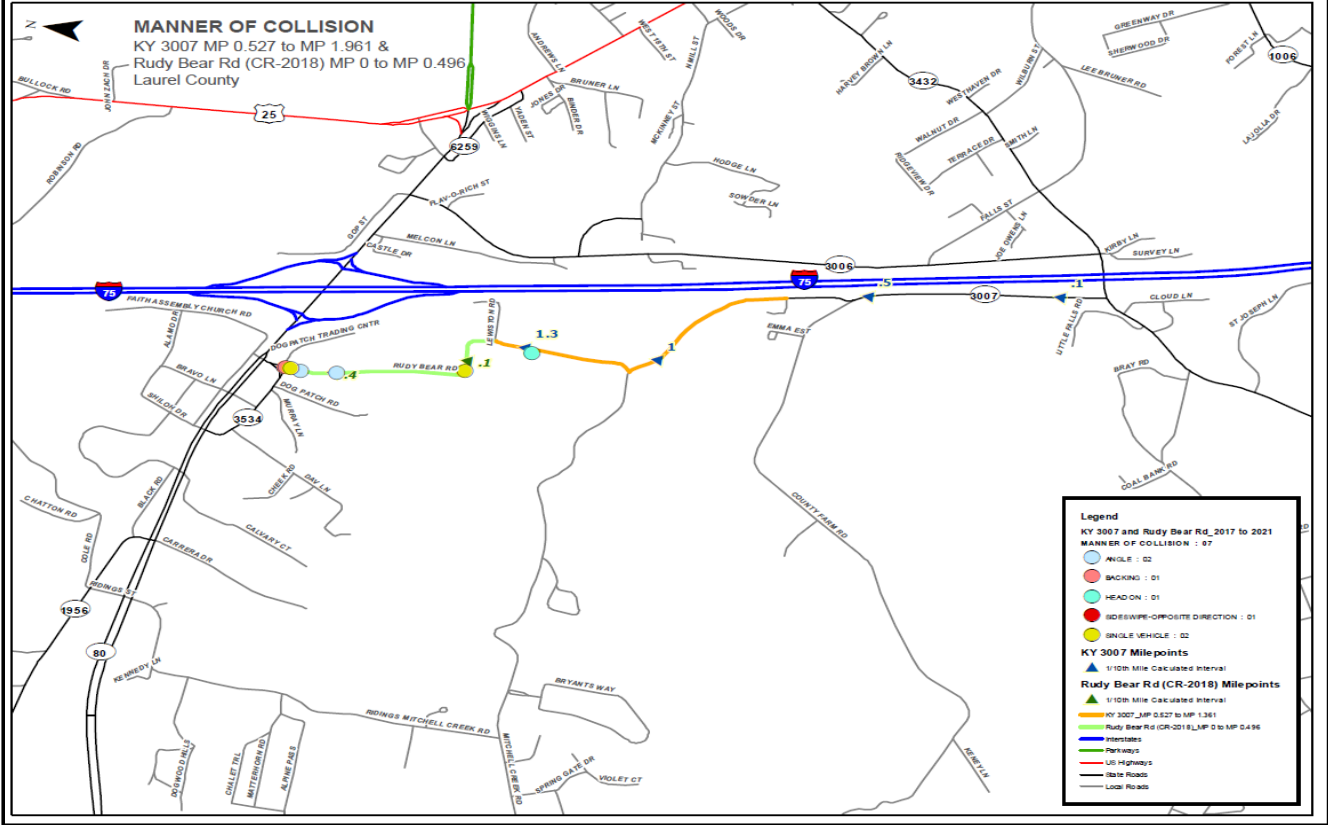
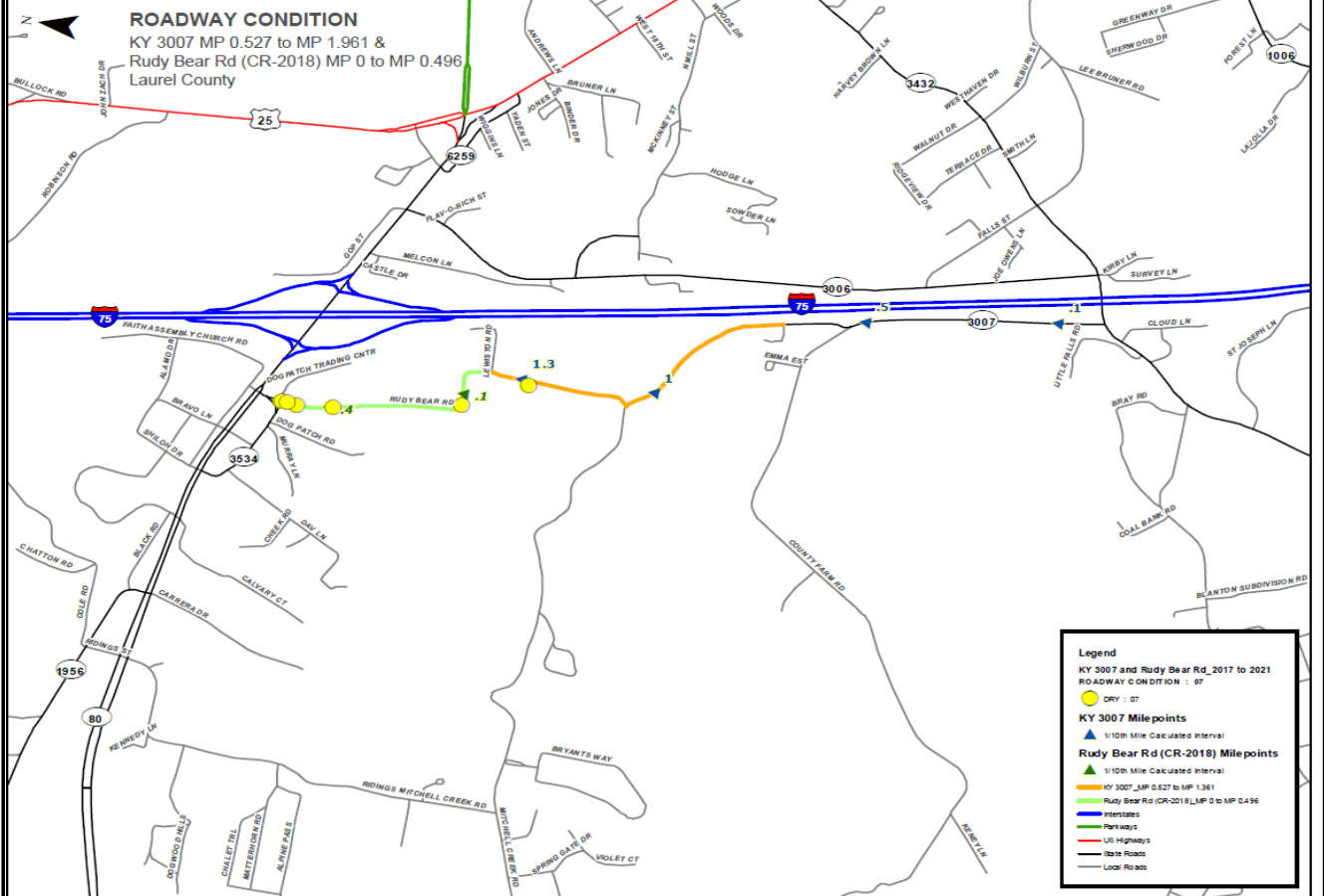
VI. UTILITIES POTENTIALLY AFFECTED - CONTACT INFORMATION

Company Name -	Jackson Energy
Contact -	Brent Bingham
Address -	115 Jackson Energy Lane McKee, KY 40447
Phone No. -	606-364-9227
Company Name -	London Utility Commission
Contact -	Zach Creech
Address -	201 N. Main St. London, KY 40743
Phone No. -	606-864-2103
Company Name -	West Laurel Water
Contact -	Jay Williams
Address -	1670 Hal Rogers Pkwy London, KY 40741
Phone No. -	606-878-9420
Company Name -	Windstream
Contact -	Tommy Lewis
Address -	719 N. Main St. London, KY 40741
Phone No. -	606-309-2279
Company Name -	Charter/Spectrum
Contact -	William Clark
Phone No. -	606-416-9212
Company Name -	Kentucky Utilities
Contact -	Chad Francisco
Address -	180 Substation Road London, KY 40741
Phone No. -	606-864-2821

VII. TABLES AND EXHIBITS



VII. TABLES AND EXHIBITS (cont.)





The intersection of Dog Patch, Jerry's Road, and Rudy Bear Road



Portion of Rudy Bear Road through the truck parking from the auto center



North toward first 90 degree curve



West toward second 90 degree curve



3-way stop from Rudy Bear Road onto Lewiston Road

Laurel

Data Needs Analysis
Scoping Study

KY3007
Other Hwy Improvement



Lewiston Road onto KY3007



KY3007 South