Existing Water Infrastructure

The Louisville Water Company implemented a County-Wide Extension Program beginning in 1990. This program was initiated in response to recommendations from the Water Service Task Force made up of elected officials, local fire officials and water and wastewater providers. The Task Force recommended a "modified urban" water system be installed for the area bounded by I-64, I-265, Bardstown Road, and the Jefferson County line. The "modified urban" design included a backbone of 12 and 16-inch water mains designed to deliver a minimum pressure of 40 psi and a minimum fire flow of 500 gallon per minute (gpm). These design parameters were determined to be adequate for low density residential development (5+ acre lots).

LWC Capital Improvement Plan 2007-2027

To serve increasing demands in the LWC Service Areas located north of I-64 and south along the Bardstown Road corridor, the 2007-2027 Capital Improvement Plan (CIP) includes the construction of transmission mains along I-64 from the Gene Snyder Freeway to the Jefferson County Line and along Gene Snyder Freeway from Shelbyville Road to Billtown Road. The CIP also includes hydraulic improvements to the Bardstown Road corridor. The 2007-2027 CIP does not include any improvements in the Louisville Metro Eastern Thoroughfare Plan study area.

Impact of the Louisville Metro Eastern Thoroughfare Plan

The original design for the water system in the study area allowed for small incremental expansions of the system to accommodate slightly higher than planned residential density. Expansions of this magnitude could be accomplished by an extension off the existing "backbone" network of 12 and 16-inch water mains to provide a small number of additional customers with the "modified urban" level of service. At some point, expansion of the "modified urban" would be limited by the hydraulic capacity of the original "backbone" system of 12 and 16-inch water mains.

To accommodate the level of development included in the Louisville Metro Eastern Thoroughfare Plan, LWC will need to convert the study area to an urban service area with a minimum of 40 psi and a minimum of 1,500 gpm fire flow. To this end LWC will need to install one or more additional north-south transmission mains, two to three booster pump stations and one or two elevated storage facilities within the limits of the study area. A new transmission main along the collector corridor that parallels the east side of the freeway could replace the transmission main originally planned for the west side of the Gene Snyder Freeway.
Existing Water Infrastructure

The Louisville Water Company implemented a County-Wide Extension Program beginning in 1990. This program was initiated in response to recommendations from the Water Service Task Force made up of elected officials, local fire officials and water and wastewater providers. The Task Force recommended a "modified urban" water system be installed for the area bounded by I-64, I-265, Bardstown Road and the Jefferson County Line. The "modified urban" design included a backbone of 12" and 16" water mains designed to deliver a minimum pressure of 40 psi and a minimum flow of 500 gallons per minute (gpm). These design parameters were determined to be adequate for low density residential development (5+ acre lots).
Impact of the Louisville Metro Eastern Thoroughfare Plan

The original design for the water system in the study area allowed for small incremental expansions of the system to accommodate slightly higher than planned residential density. Expansions of this magnitude could be accomplished by an extension of the existing "backbone" network of 12 and 16-inch water mains to provide a smaller number of additional customers with the "modified urban" level of service. At some point, expansion of the "modified urban" would be limited by the hydraulic capacity of the original "backbone" system of 12 and 16 inch water mains.

To accommodate the level of development included in the Louisville Metro Eastern Thoroughfare Plan, LWC will need to convert the study area to an urban service area with a minimum of 40 psi and a minimum of 1,500 GPM fire flow. To this end LWC will need to install one or more additional north-south transmission mains, two to three booster pump stations and one or two elevated storage facilities within the limits of the study area. A new transmission main along the collector corridor that parallels the east side of the freeway could replace the transmission main originally planned for the west side of the Gene Snyder Freeway.

TO ACCOMMODATE THE LEVEL OF DEVELOPMENT INCLUDED IN THE LOUISVILLE METRO EASTERN THOROUGHFARE PLAN, LWC WILL NEED TO CONVERT THE STUDY AREA TO AN URBAN SERVICE AREA WITH A MINIMUM OF 40 PSI AND A MINIMUM OF 1,500 GPM FIRE FLOW. TO THIS END LWC WILL NEED TO INSTALL ONE OR MORE ADDITIONAL NORTH-SOUTH TRANSMISSION MAINS, TWO TO THREE BOOSTER PUMP STATIONS AND ONE OR TWO ELEVATED STORAGE FACILITIES WITHIN THE LIMITS OF THE STUDY AREA. A NEW TRANSMISSION MAIN ALONG THE COLLECTOR CORRIDOR THAT PARALLELS THE EAST SIDE OF THE FREEWAY COULD REPLACE THE TRANSMISSION MAIN ORIGINALLY PLANNED FOR THE WEST SIDE OF THE GENE SNYDER FREEWAY.

LOUISVILLE WATER COMPANY

IMPACT OF LOUISVILLE METRO EASTERN THOROUGHFARE PLAN

Legend

2009-2028 CIP PROJECTS
I-64
Gene Snyder
Bardstown Road

PROPOSED THOROUGHFARE

POTENTIAL GENE SNYDER
TRANSMISSION MAIN
ALTERNATE ROUTE

TRANSMISSION MAIN

Pressurized Main (Diameter)

6" 16" 30"
8" 18" 36"
10" 20" 48"
12" 24" 60"

1/14/2009

Legend

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LOUISVILLE AND JEFFERSON COUNTY METROPOLITAN SEWER DISTRICT
LOUISVILLE AND JEFFERSON COUNTY INFORMATION ADMINISTRATION

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Property Valuation Administrator

LOUISVILLE METRO GOVERNMENT

LOUISVILLE/JEFFERSON COUNTY INFORMATION ADMINISTRATION

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LWC Capital Improvement Plan 2009 - 2028

To serve increasing demands in the LWC Service Area located north of I-64 and south along the Bardstown Road corridor, the 2009-2028 Capital Improvement Plan (CIP) includes the construction of transmission mains along I-64 from the Gene Snyder Freeway to the county line, and along the Gene Snyder from Shelbyville Road to Billtown Road. The CIP also includes hydraulic improvements to the Bardstown Road corridor. The 2009-2028 CIP does not include any improvements in the Louisville Metro Eastern Thoroughfare Plan study area.