

PROJECT HISTORY

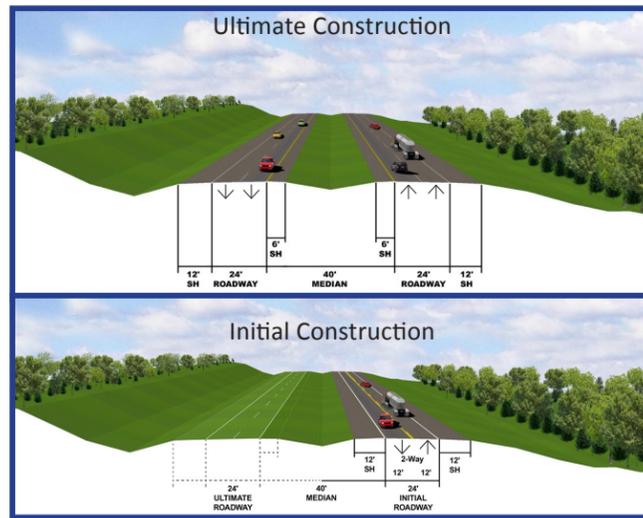
In February 2005, the Kentucky Transportation Cabinet (KYTC) completed the Heartland Parkway Alternatives Planning Study. That study analyzed alternative corridors connecting the Louie B. Nunn Cumberland Parkway to the south with the Martha Layne Collins Bluegrass Parkway on the north.

Alternatives studied included a no-build option, following the existing alignment, and developing a new alignment. The alternative recommended for further study was a 4-lane divided roadway with median openings spaced 1,200 ft apart that followed the existing alignment and utilized KY 55, US 68, and KY 555. Use of the bypasses around the communities of Columbia and Lebanon were recommended. A new bypass around Campbellsville to the southeast was recommended. The KYTC divided the corridor into smaller sections for preliminary engineering and environmental assessment. One of these studies just concluded for the section extending from the Columbia Bypass to the north side of Campbellsville.

CURRENT PROJECT STATUS

The approximately 7-mile-long Campbellsville Bypass is the only portion of the 21-mile-long project addressed in the Environmental Assessment that is in the state's FY 2012-2018 Six Year Highway Plan, enacted May 9, 2012. The plan allocates \$4.9 million in federal monies for this section of the project: \$3.8 million for design and \$1.1 million for right-of-way acquisition.

With funding available, the Campbellsville Bypass portion of this project will move into final design later this year for the initial two lanes. Funding must be identified for future phases to begin the right of way acquisition and utility relocation required to construct the project. Improvements along KY 55 will commence when necessary funding is available to complete the design.



TYPICAL SECTION

The typical section that was studied for the KY 55-Heartland Parkway was four-lanes with a depressed median, much like the Lincoln Parkway in Larue County. Partial control of access will be used with entrances only allowed at a spacing of 1,200 feet. Frontage roads will be provided where needed to maintain this access control spacing. Because of funding constraints and reduced traffic demand, the Campbellsville Bypass will be constructed initially with two lanes and enough right of way so that the ultimate four-lane typical section (shown above) can be constructed when future traffic volumes warrant the need for the additional two lanes. In order to improve mobility for truck traffic, the Heartland Parkway Foundation recently endorsed the concept of passing lanes for the existing KY 55 corridor (see inside).

PROJECT SCHEDULE

The schedule for Preliminary Engineering and Environmental Assessment of the KY 55 Heartland Parkway segment from the Columbia Bypass to the north side of Campbellsville spanned a multi-year period. Many interdependent steps were involved in the process of integrating preliminary design with public involvement and environmental documentation. Major milestones for this project were as follows:

First Public Meetings	Oct. 2007
First Focus Group Meetings	Dec. 2007
Second Public Meetings: Stage 1 Alternatives	March 2009
Second Focus Group Meetings	June 2009
Third Public Meetings: Stage 2 Alternatives	Nov. 2009
KYTC Approval of Environmental Base Studies	August 2012
Approval of EA* by FHWA	June 2013
Public Hearings	August 2013
FHWA Approval of Recommended Alternative	Spring 2014**

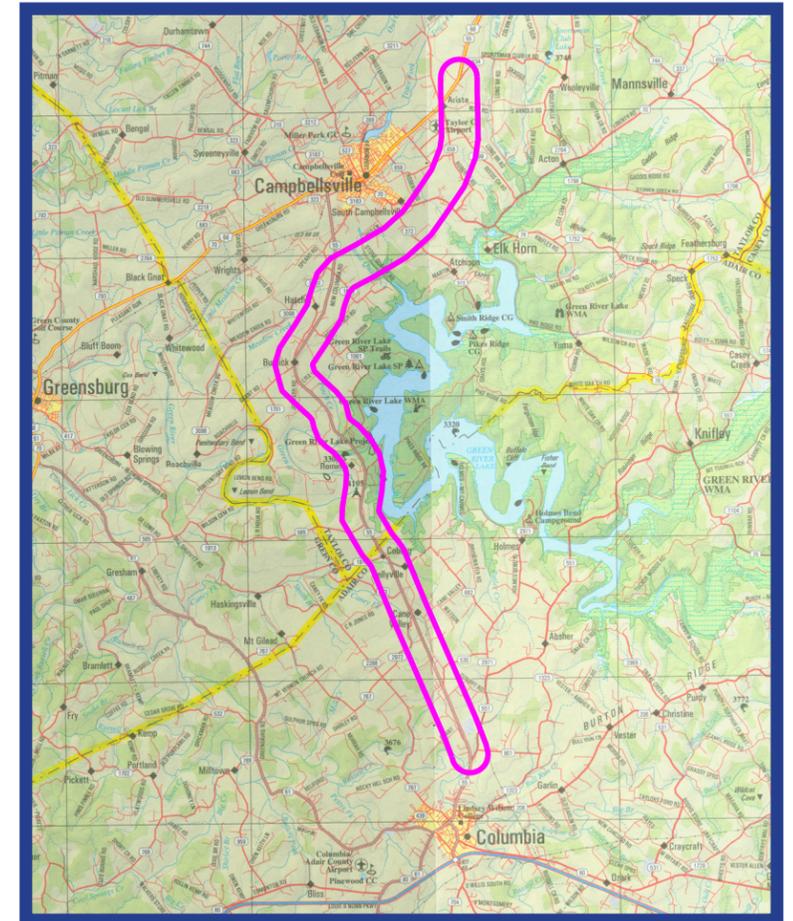
*EA = Environmental Assessment

** - Dependent upon review agency concurrence



KY 55 Heartland Parkway Project Summary

February 2014



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http://transportation.ky.gov/district-4/pages/HeartlandParkway_pub_meeting.aspx



ALTERNATIVES

The road shown on this map represents the preferred alternative recommended in the draft Environmental Assessment (EA) that was approved by the Kentucky Transportation Cabinet and the Federal Highway Administration (FHWA).

The preferred alternative evolved through a Public Involvement Process that included public meetings in October 2007, March 2009, and November 2009; coordination with other agencies such as the US Army Corps of Engineers; and multiple meetings with three Citizens' Advisory Committees (Focus Groups) and the Leadership Committee (elected officials and community leaders) who have provided valuable community perspectives during development of alternatives. Starting from a Blank Page at the first public meeting, one No-Build and three Build alternatives were studied along KY 55, and one No-Build and five Build alternatives were studied for the Campbellsville Bypass.

At the public hearings in August 2013 the preferred alternative—Build Alternative “D” — was shown. For the intersections at the Columbia Bypass and at either end of the proposed Campbellsville Bypass the public was asked to indicate their preference for whether through traffic should flow from KY 55 onto the bypasses or from KY 55 towards the downtown areas.

After reviewing the comments from the public hearings along with the projected turning movements the project team recommended that T intersections should be used at each end of the Campbellsville Bypass with the through traffic movements flowing from KY 55 into Campbellsville the same as with the existing Columbia Bypass. The project team also recommended that if T intersections are used, then advanced intersection designs should be considered such as continuous flow lanes for some movements.



SPOT IMPROVEMENTS WITH PASSING LANES

As a way to improve the capacity of KY 55 in areas outside of the Campbellsville Bypass that are not included in the Six Year Highway Plan, the Heartland Parkway Foundation has endorsed the idea of using 2+1 construction. The concept of 2+1 adds a third lane that acts as a passing lane for one direction at a time. A variation of this 2+1 concept would add passing / truck-climbing lanes to 60-70% of the road. The location of additional lanes would be designed to allow frequent passing opportunities for drivers while minimizing right of way impacts.

