

# KY 44 Alternate Study

Shepherdsville to Mount Washington

**Bullitt County**  
**Item No. 05-150.00**



Prepared by:  
**Kentucky Transportation Cabinet**  
**Department of Highways**  
**District 5, Planning**

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### Executive Summary

The Bullitt County – KY 44 Alternate Study, prepared by the Kentucky Transportation Cabinet, analyzes the KY 44 Transportation Corridor between Shepherdsville and Mount Washington. Traffic, vehicle collision, roadway geometry, and land use data were collected, Wilbur Smith Associates completed an environmental overview for the project area, and future traffic volumes and land uses were estimated and presented to the public. Public and Transportation Cabinet input was used to develop project goals, identify alternatives, and create a project implementation plan for the corridor.

KY 44 is the only highway corridor connecting the cities of Shepherdsville and Mount Washington. The general area in the past has been of a rural nature, but has been slowly developing an urban character with the addition of more subdivisions and businesses. Issues associated with this corridor are as follows:

- The majority of the existing facility is rural two-lane with high traffic volumes and frequent heavy delays;
- Several locations on the corridor have high occurrences of traffic crashes;
- Emergency vehicles are often forced to block both directions of travel when responding to a crash;
- This area of Bullitt Co. is one of the fastest growing areas in the state.

The KYTC District 05 Planning office undertook this study with the following goals and objectives:

- Address safety and crash concerns - The Critical Rate Factor for the KY 44 corridor from KY 61 to US 31E is 1.496. There are numerous high crash locations;
- Increase capacity to accommodate present and future traffic volumes - The current Level of Service (LOS) is D with some locations experiencing LOS of E. Current Average Annual Daily Traffic (AADT) on this road ranges from 9,000 (2-lane) to nearly 30,000 (Shepherdsville/I-65). A typical current AADT for the corridor is 13,000. Future LOSs in 2030 are E and F, with an AADT range from 16,000 (2-lane) to nearly 40,000 (Shepherdsville/I-65). A typical AADT in 2030 for this corridor is 18,000;
- Improve access to Shepherdsville and Mount Washington from I-65 to support economic activity in the region - Industrial Parks in both Shepherdsville and Mount Washington have been established and expect rapid growth. This may increase truck traffic along the corridor;
- Roadway improvements to provide better access for emergency vehicles- Provide room for emergency vehicles to respond to a crash without blocking travel on KY 44.

Comments resulting from the public meetings and local officials meetings support the above stated goals. Respondents expressed support for a project that would provide improved traffic safety, accommodate future growth, and relieve congestion. Respondents also expressed interest in short-term spot improvements at key intersections, along with support for an ultimate five-lane facility.





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Public comments led to the development of several spot improvement alternatives, as well as the review of possible north-south connections such as KY 1526. After reviewing the project goals and public comments, the following recommendations were derived:

- Pursue intersection improvements at the following locations along KY 44:
  - Bells Mill (KY 1526), approx. \$1,250,000;
    - D: \$200,000      R: \$300,000      U: \$200,000      C: \$550,000
  - Bogard/Lloyd Lane, approx. \$1,500,000;
    - D: \$200,000      R: \$250,000      U: \$200,000      C: \$850,000
  - Armstrong at Fisher, approx. \$1,250,000.
    - D: \$150,000      R: \$300,000      U: \$150,000      C: \$650,000
- Initiate Access Management Project for KY 44 in Shepherdsville.
  - This could involve minor widening, installing a barrier median, reducing access points, and signal modifications, approx. \$2,500,000.
    - D: \$100,000      R: \$100,000      U: \$100,000      C: \$2,200,000
- Intermediate project to widen KY 44 to five-lanes within city limits of both Shepherdsville and Mount Washington.
  - Shepherdsville, approx. \$10,000,000
    - D: \$600,000      R: \$2,800,000      U: \$800,000      C: \$5,800,000
  - Mount Washington, approx. \$14,500,000.
    - D: \$800,000      R: \$4,300,000      U: \$1,400,000      C: \$8,000,000
- Ultimately, widen KY 44 to five lanes, approx. \$80,000,000.
  - D: \$4,500,000      R: \$21,500,000      U: \$7,000,000      C: \$47,000,000
- Encourage connections between neighborhoods and developments along KY 44 to reduce trips on KY 44 and allow access to primary intersections.

See Figure ES-1 (next page) to view a map of the recommendations and their affected areas.

### Conclusions

1. The No Build option does not address project goals.
2. Connections north-south, such as improving KY 1526 to provide alternative access to I-65, do not eliminate the need to improve KY 44.
3. Recommended improvements at high crash intersections (Bells Mill, Bogard/Lloyd, and Armstrong/Fisher), and the Access Management Study in Shepherdsville should be addressed as resources allow in the near future.
4. Funding to design recommended intermediate and/or ultimate improvements for the KY 44 corridor should be requested and project(s) initiated.

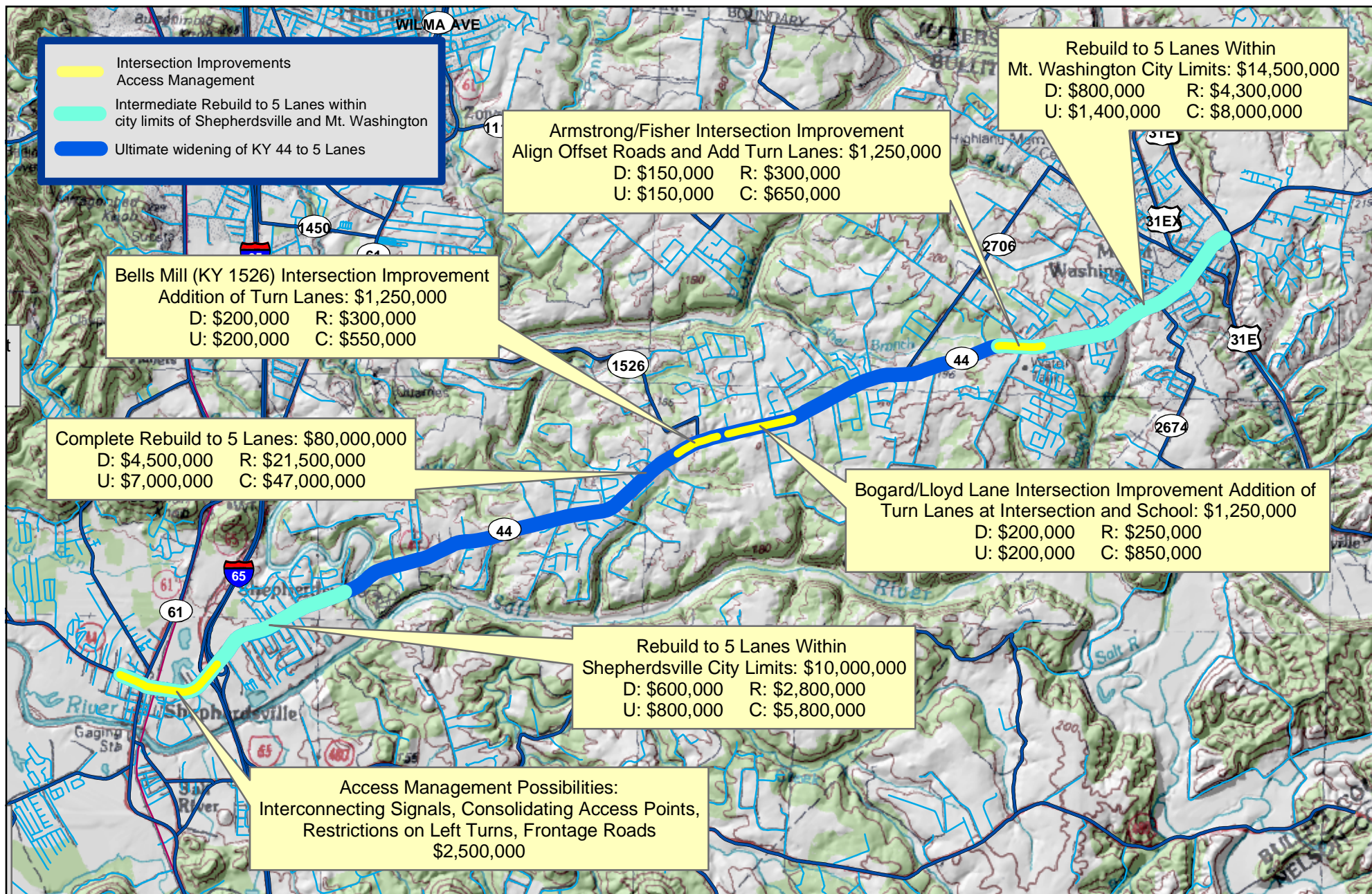
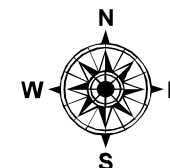
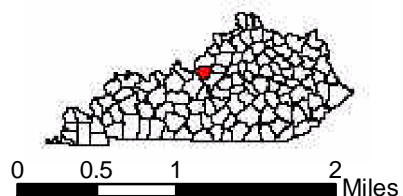


FIGURE ES-1  
Recommendations

KY 44 Shepherdsville to  
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### I. INTRODUCTION

#### A. Tasks, Issues and Goals

This project reviews the KY 44 corridor between KY 61 in Shepherdsville and US 31E in Mount Washington. This corridor is the primary highway route between these two cities, and is experiencing steadily increasing traffic volumes. The existing road has fair geometrics, but has average lane widths and narrow shoulders. In order to ascertain a good course of action for future improvements, the district initiated an alternate study to undertake the following tasks:

- Define project issues;
- Define project goals;
- Define project limits;
- Define preliminary design criteria and potential improvement options;
- Involve public officials, government agencies, and other groups with a special interest in the project;
- Identify known environmental concerns; and
- Public involvement.

The most imperative issues on this section of KY 44 pertain to safety. Several locations along the alignment have a high occurrence of crashes, with the most frequent type being rear-end crashes. Other issues are as follows:

- The existing corridor has a large volume of traffic for a two-lane roadway, thus creating capacity and delay problems;
- There is concern over economic development and regional access;
- Emergency vehicles are often forced to block both directions of travel when responding to a crash;
- This area of Bullitt County is one of the fastest growing areas of the state, and new industrial parks and a high growth rate are expected to further congest the corridor.

Specific goals at the onset of the study were to:

- Address safety and identify high crash locations;
- Provide capacity to accommodate present and future traffic volumes, decreasing overall delay along KY 44;
- Improve access to Shepherdsville and Mount Washington to support economic activity in the region;
- Provide room for Emergency Services and personnel to respond to crashes on KY 44.



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### II. EXISTING CONDITIONS

#### A. Roadway Characteristics

##### 1. Termini and Length

The project termini are KY 61 in Shepherdsville and US 31E in Mount Washington. A section of KY 44 in Mount Washington from US 31EX to US 31E (Bypass) was recently widened to three lanes, therefore it did not receive a principle review in this study. The effective milepoints of KY 44 are from MP 12.215 (KY 61) to MP 22.865 (US 31EX), a length of 10.65 miles. See Exhibit 1 for a Project Location map and Exhibit 2 for a map of the Alternate Study Limits.

##### 2. Systems

KY 44 is currently on the State Secondary Road System but is not listed on the National Highway System. The route from MP 12.215 (KY 61) to MP 20.702 (Cedar Brook Drive) is classified as an Urban Principal Arterial, while the section from MP 20.702 to MP 22.865 (US 31EX) is classified as an Urban Minor Arterial. The project area is within the Year 2000 Louisville Urban Area Boundary.

##### 3. Road Widths and Speed Limits

The following table shows roadway characteristics by milepoints along KY 44:

**Table 1. Roadway Characteristics by Milepoint**

<u>Begin</u>	<u>End</u>	<u>Length</u> (Miles)	<u>Roadway Type</u>	<u>Lane Width</u> (Feet)
MP 12.215	MP 12.60	0.39	Three Lane	12
MP 12.60	MP 13.20	0.60	Four Lane	12
MP 13.20	MP 13.60	0.40	Three Lane	11
MP 13.60	MP 14.20	0.60	Two Lane	10
MP 14.20	MP 14.57	0.37	Two Lane	12
MP 14.57	MP 22.22	7.65	Two Lane	10
MP 22.22	MP 22.42	0.20	Three Lane	10
MP 22.42	MP 22.865	0.45	Two Lane	10

Note:

- The four-lane section from MP 12.60 to MP 13.20 is curb and gutter with a 20 foot raised median.
- There is a bridge over Floyds Fork at MP 14.498 (2-lane concrete bridge; constructed 1998; length: 331 ft.; bridge width curb to curb: 39.4 ft., out to out: 42.6 ft.; Operating Rating: 245)
- Shoulder widths on two-lane segments are generally 2 feet (earth).



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Speed limits on KY 44 within the cities of Shepherdsville and Mount Washington are either 35 or 45 miles per hour. The speed limit on KY 44 between Shepherdsville and Mount Washington is 55 miles per hour.

#### 4. Roadway Geometrics

Central Office Planning evaluated horizontal and vertical curves to determine if the road met 55 mile per hour speed criteria. Results of this evaluation are shown in Table 2 below.

**Table 2. Horizontal Curves**

<u>County</u>	<u>Milepoint</u>	<u>Degree of Curve</u>	<u>Design Speed <math>e = 8\%</math></u>
Bullitt	12.666	7	52
Bullitt	13.405	6	54

The two horizontal curves shown in Table 2 do not meet a design speed of a 55 mph, however both milepoints fall within the city limits of Shepherdsville where the speed limit is either 35 mph or 45 mph.

Vertical curves on KY 44, located at milepoints 19.40, 22.79 and 22.86, do not meet current design criteria. The latter two are in Mount Washington where the speed limit at these points is 35 mph. The sag vertical curve at milepoint 19.4 will be improved when a major widening project is undertaken. For reference purposes, photographs of the project area are included in Appendix I.

#### **B. Traffic and Level of Service**

KY 44 was divided into several segments for the purpose of evaluating existing and design year (2030) traffic volumes for performing Level of Service (LOS) analyses. Central Office Planning developed data for this section. The LOS is a qualitative measure of operational conditions such as freedom of movement, speed, and traffic interruptions. The LOS is given a letter designation of A through F, with F being the worst. We strive to provide the highest LOS as is practical and consistent with anticipated conditions. A LOS of B for rural arterial and a LOS of C for urban and suburban arterial rated roads is considered a desired goal. Table 3 presents a detailed breakdown of the LOS and traffic volumes on this project. The LOS for the no build alternative in 2030 will run from D to F which clearly does not meet the desired project goals of an LOS of B or C. Although improving slightly over the no build alternative, the LOS ratings for a three-lane run from D to F. The LOS for a five-lane is much better at meeting the project goals, and will run from A to C with one short section of LOS D at I-65. See Exhibits 3 and 4 for Year 2002 and Year 2030 traffic volumes and LOS estimates.



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**Table 3. LOS and Traffic Volumes by Milepoint**

Year 2002					Year 2030*				
Milepoint		Length (miles)	LOS	ADT	Milepoint		Length (miles)	LOS	ADT
From	To				From	To			
12.014	12.215	0.201	E	15,000	12.014	12.215	0.201	F	24,700
12.215	12.337	0.122	E	19,700	12.215	12.337	0.122	F	32,500
12.337	12.934	0.597	C	23,800	12.337	12.934	0.597	E	39,200
12.934	13.232	0.298	D	27,200	12.934	13.323	0.389	F	44,800
13.232	13.592	0.360	E	17,700	13.323	13.592	0.269	F	29,200
13.592	16.407	2.815	D	12,400	13.592	16.407	2.815	F	20,400
16.407	18.527	2.120	D	9,910	16.407	18.527	2.120	E	16,300
18.527	21.015	2.488	D	12,200	18.527	21.015	2.488	F	20,100
21.015	21.853	0.838	D	12,200	21.015	21.853	0.838	E	20,100
21.853	22.354	0.501	D	14,100	21.853	22.354	0.501	E	23,200
22.354	22.659	0.305	E	16,000	22.354	22.659	0.305	F	26,400
22.659	22.865	0.206	D	15,700	22.659	22.865	0.206	F	25,900
22.865	22.920	0.055	D	13,900	22.865	22.920	0.055	E	22,900
22.920	23.636	0.716	D	10,600	22.920	23.636	0.716	E	17,500

\*A growth rate of 1.8% was used to estimate these values.

### C. Crash Analysis

A segment of roadway is considered to have a high crash rate when the total crash rate is higher than the critical crash rate for similar roads in the state. When a segment has a critical rate factor (CRF) greater than one (1.0), this indicates that crashes at this location may not be occurring randomly. The critical rate factors are calculated based on the methodology presented in the Kentucky Transportation Center's Analysis of Traffic Accident Data in Kentucky. There are several locations along KY 44 with critical rate factors greater than 1.0, with 50% or more of collisions being rear-end crashes. The overall CRF for the KY 44 corridor from KY 61 to US 31E is 1.496. Table 4 shows high crash locations by milepoint along with the number of collisions, types of collisions, and critical rate factors for each segment.



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**Table 4. Crash Analysis by Milepoint**

**March 1, 2001 to March 1, 2004 CRASH Data**

Begin Milepoint	End Milepoint	Segment Length (Miles)	Average Daily Traffic (2004)	Crashes			Total	Critical Rate Factor
				Fatal	Injury	Property Damage Only		
12.212	12.755	0.543	27,900	0	36	144	180	2.88
12.755	12.787	0.032	27,900	0	0	2	2	0.31
12.787	13.069	0.282	27,900	0	15	99	114	3.64
13.069	13.170	0.101	19,300	0	7	30	37	3.37
13.170	13.458	0.288	19,300	0	9	38	47	1.72
13.458	13.521	0.063	19,300	0	1	12	13	1.45
13.521	14.084	0.563	19,300	0	11	52	63	1.41
14.084	15.000	0.916	12,400	0	13	27	40	0.86
15.000	15.300	0.300	12,400	0	7	10	17	0.89
15.300	17.962	2.662	12,400	0	27	52	79	0.68
17.962	18.200	0.238	12,500	0	11	38	49	3.05
18.200	18.600	0.400	12,500	0	14	13	27	1.13
18.600	18.900	0.300	12,500	1	20	23	44	2.30
18.900	21.100	2.200	17,000	3	29	44	76	0.59
21.100	21.350	0.250	17,000	1	10	28	39	1.85
21.350	21.781	0.431	17,000	0	6	12	18	0.56
21.781	22.002	0.221	17,000	0	6	26	32	1.67
22.002	22.600	0.598	16,400	0	2	20	22	0.51
22.600	23.200	0.600	16,400	0	24	85	109	2.65

Note: 1. Gray areas indicate a Critical Rate Factor greater than 1.0.

2. Critical Rate Factors greater than one indicate that crashes may not be random occurrences.

3. Critical Rate Factor for the corridor is 1.496.

Exhibit 5 shows high crash segments by milepoint which are color coded to illustrate the critical rate factor. The total number of accidents occurring at each location between March 1, 2001 and March 1, 2004 are also presented on this map. Specific intersections with high accident rates were selected for more detailed study.





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### III. ENVIRONMENTAL OVERVIEW

#### A. Introduction

Wilbur Smith Associates presented the results of an Environmental and Social Economic Overview in a report dated April 2004. This report also contains an Environmental Justice review, which was completed by Kentuckiana Regional Planning and Development Agency (KIPDA). The report considered the following issues:

- Natural and Manmade Water Features
- Biotic Communities
- Social, Economic and Environmental Justice Concerns
- Historic and Archaeological Sites
- Prime and Unique Farmland
- Monitored Sites and Wells
- Other Concerns

See Exhibit 6 for an environmental footprint for this project.

#### B. Summary of Environmental Issues

Potential environmental concerns for the study area along KY 44 have been identified through this preliminary analysis. Environmental issues requiring consideration during future phases of this project include:

- Public and private water sources, such as water lines, sewer lines, water wells, and water tanks covering the entire KY 44 study area and the Salt River watershed;
- “Zone A” (100-year) floodplain zones located along Floyds Fork tributaries towards the western end of the study area, just outside of Shepherdsville;
- Public and private water sources, such as water lines, sewer lines, water wells, and three (3) water tanks covering the entire KY 44 study area and the Salt River watershed;
- Potential endangered, threatened, or special concern species, including nine (9) floral, eight (8) fauna, and one (1) forest block located within the KY 44 study area;
- Twenty-nine (29) community sensitive locations, including fourteen (14) churches, six (6) schools, nine (9) cemeteries, and no parks;
- Industry within Mount Washington and Shepherdsville;
- Potential environmental justice issues related to low income populations within the project area census tracts in Bullitt County;
- Potential Historical District in Mount Washington and other historic sites totaling: 98 structures, two (2) National Register Sites, two (2) archaeological sites, and seven (7) survey sites;



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- Prime farmland located sparingly along the KY 44 study area, and the Bullitt County Agricultural Development Council; and,
- Underground storage tanks (UST), RCRIS, and FINDS monitored sites.

The complete environmental overview can be found in Appendix II.

### C. Geotechnical Investigation

The Division of Materials completed a Geotechnical Review designating the study area as being located on the outer edge of the Bluegrass Physiographic Region of Kentucky. The project area is characterized by topography of gently rolling lowlands with meandering rivers 200 to 300 feet below the plains and low hills in the review. A copy of the Geotechnical Review can be found in Appendix III. Concerns identified in the review include:

- Alluvium, Lacustrine and Terrace deposits are composed of variable amounts of gravel, sand, silt and clays ranging from zero to 20+ feet thick. These materials are considered highly erodible and may require slope protection for cut sections. Due to anticipated overburden depths, bridge piers located within these deposits may need to be founded on drilled shafts or piles. Embankments and structures constructed on top of the unconsolidated sediments may call for preloading and waiting periods to allow foundation settlement to occur.
- The New Albany Shale is black in color and contains abundant amounts of pyrite. The shale will produce an acidic runoff when it is in direct contact with air and water. Special provisions will be required to insure the cut slopes and embankments consisting of this formation are encased with clay shale and soil, and the acid runoff is remediated during construction. Alignments through this corridor should avoid the New Albany Shale in order to prevent additional costs and environmental problems.
- The Louisville Limestone and Laurel Dolomite are excellent for all highway purposes. However, both formations are capable of developing sinkholes, caves, and variable rocklines. It is possible these karst features will be encountered throughout most of the corridor. Springs and wet hillside conditions may be encountered at the base of the Laurel Dolomite. Abandoned and operating quarries may be found in these formations.
- The Waldron Shale is described as an olive-gray to greenish-gray clay shale. This shale has very poor engineering characteristics and may result in flatter than normal cut and fill slopes. Fill slopes on side hill conditions are discouraged for all alignments, especially through the Waldron Shale in order to maintain stability of the embankments. Alignments chosen should remain within the Louisville Limestone/Laurel Dolomite Formations as much as possible to avoid the Waldron and New Albany Shales.
- This project is in a classified Seismic Zone 2, which is defined as an area of moderate damage due to earthquake activity.



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### **D. Additional Concerns**

Other items identified within the KY 44 study area include:

- Four (4) major utility lines cross the KY 44 study area;
- A wildlife crossing (deer) area is located near the intersection of KY 44 and Hordes Store Road, 0.8 miles east of Shepherdsville.
- CSX Railroad line crosses the KY 44 study area in Shepherdsville, 0.1 miles east of KY 61.
- According to the Division of Environmental Analysis (DEA), there is a potential for noise issues as a result of this project; and,
- Also, according to KIPDA, Bullitt County was designated as ‘non-attainment’ for the 8-hour standard in April 2004.



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### IV. Cabinet, Public, and Agency Input

#### A. Project Team Meeting

A project team meeting was held on April 23, 2003. Minutes of the meeting are included in Appendix IV, and are summarized in the following paragraphs.

The purpose of the meeting was to conduct a field review of the project area, and to discuss the following:

- The purpose of the study
- Project goals and objectives
- Possible alternatives
- The environmental footprint
- Design criteria
- Agency coordination needs
- Public involvement needs
- Documentation/Reports

#### 1. Project Description

The general project area is defined as KY 44 from Shepherdsville to Mount Washington. Available data for this project included: traffic data, crash data and roadway geometry. It was noted that both Mount Washington and Shepherdsville are trying to develop industrial parks that would be major traffic generators. Plan profiles showed few horizontal or vertical curve deficiencies, however roadway and shoulder widths do not meet current design guidelines. A new bridge has been recently constructed over Floyds Fork, and a new connector road is being built between KY 61 and KY 44 in Shepherdsville.

#### 2. Existing Roadway Issues

The following issues were identified as existing along KY 44 in the study area:

- There is a high occurrence of crashes, particularly near the ends of the project in Shepherdsville and Mount Washington.
- Several locations along KY 44 experience crash rates higher than 1.0, with 50% or more being rear end collisions.
- Delays occur often as a result of heavy traffic and the lack of storage for vehicles making left turns.
- KY 44 is strip developed and is continuing to become more so. This area of Bullitt County is one of the fastest growing in the state.



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- Crashes are expected given current traffic volumes and access control.
- Safety issues are perceived at Pleasant Grove Elementary School located approximately halfway between Shepherdsville and Mount Washington. The school would like signals installed to help alleviate safety and access issues.

### 3. Needed Information

Traffic count data is needed. Bullitt County has a higher population growth rate than that of most of the state. Bike lanes and pedestrian movements should be considered due to the residential areas and number of schools within the study area.

### 4. Environmental Justice

An environmental justice review will be requested of the Area Development District, including houses and businesses in close proximity to the existing road. This project is not initially anticipated to require a large number of relocations, however there is comparable housing available in the event that a wide improvement option necessitates relocations.

### 5. Logical Termini

The project termini should remain as described in the Six-Year Highway Plan: KY 61 in Shepherdsville to US 31E in Mount Washington. Problematic areas include the railroad crossing on KY 44 near KY 61, and Publishers Printing Company located on the corner of KY 61 and KY 44. Publishers Printing Company employs 1700 people, and is very close to the existing roadway.

### 6. Project Goals and Objectives

The following goals and objectives were developed:

- Address safety and accident concerns;
- Increase capacity to accommodate present and future traffic volumes;
- Address growing needs of the community;
- Improve access to Shepherdsville and Mount Washington to support economic activity in the region;
- Provide room for emergency vehicles to respond to crashes without blocking traffic flow.

### 7. Environmental Footprint

The environmental footprint area for this project should be a 2000-foot corridor along the existing alignment.



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### 8. Probable Design Criteria

The project team agreed that the functional class should be urban minor arterial near Shepherdsville and Mount Washington, and rural major collector between the two cities. Using a 1.8% growth rate from the KYTC Division of Multimodal's Traffic Forecasting Report, it was determined that design year 2030 traffic projections have an ADT of 44,800 vehicles per day and a DHV of 5,150 vehicles per hour. These numbers will be updated once the counts program is considered for actual traffic growth.

### B. Local Officials and Public Meetings

#### 1. Stakeholder and Local Officials Meetings

An initial meeting for stakeholders and local officials was held on May 29, 2003 at the Bullitt County Fiscal Court Building. The purpose of this meeting was to present the purpose, goals and objectives of the project, as well as discuss possible alternatives, agency coordination and public involvement needs. Existing deficiencies and projected future problems along KY 44 were also discussed. Twelve (12) area stakeholders and officials attended the meeting. A copy of the meeting minutes can be found in Appendix IV.

A second stakeholder and local officials meeting was held on September 02, 2004. The purpose of this meeting was to inform the attendees of the upcoming public meeting on September 09, 2004. Attendees were invited to view a short PowerPoint presentation, and visit displays of present and future traffic volumes as well as the proposed improvement alternatives. Approximately twelve (12) area stakeholders and local officials were in attendance. No meeting minutes were taken.

#### 2. Public Meetings

Two Public Information Meetings and two Public Question/Answer Feedback Sessions were conducted as part of the public involvement process. The first public meeting was held on May 6, 2004 at Pleasant Grove Elementary School in Mount Washington. The meeting was well attended by approximately 125 area residents and officials. The purpose of the meeting was to:

- Gather information from the public regarding specific issues/concerns with KY 44
- Identify possible solutions to address those issues/concerns
- Discuss the future of KY 44

After a brief formal presentation, attendees were invited to visit several exhibit areas containing maps of the project area, present and future traffic volumes, high crash locations, present and future levels of service, and an environmental overview along with an environmental footprint of the project area.



## KY 44 ALTERNATE STUDY

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Attendees were encouraged to complete and return the questionnaire provided in the handouts. They were also invited to draw any sensitive areas to avoid on the provided maps. The overwhelming response from the 93 completed questionnaires was that a project on KY 44 would be beneficial to the region. Respondent comments expressed concerns supporting a project on KY 44 that included safety, future growth, increasing congestion, and KY 44 being the only viable east-west route between Shepherdsville and Mount Washington. Other concerns were safety related and site-specific, including the intersections of Armstrong/Fisher Lanes, KY 1526 (Bells Mill Road), Bogard/Lloyd Lanes and Bleemel Lane, with a complete three- or five-lane rebuild mentioned repeatedly. A copy of the original questionnaire and a summary of responses can be found in Appendix V.

The second Public Meeting was held on September 09, 2004, at Pleasant Grove Elementary School in Mount Washington. This meeting was also well attended, by approximately 94 area residents and officials. The purpose of this meeting was to:

- Present information including:
  - Draft – KY 44 Improvement Goals
  - Summary of Study Analysis
  - Improvement Alternatives
- Receive feedback from the public on the proposed alternatives

Following a formal presentation, attendees were invited to visit several exhibit areas containing maps of the project area with proposed alternatives, future traffic volumes and levels of service, an environmental overview along with an environmental footprint of the project area, and aerial photographs of high crash intersections.

Attendees were encouraged to complete and return the survey provided in the handouts. They were also invited to indicate any sensitive areas to avoid on the provided maps. Responses from the 95 completed surveys indicate that the majority of respondents are highly supportive of spot improvements at the intersections of Armstrong/Fisher Lanes, KY 1526 (Bells Mill Road), and Bogard/Lloyd Lanes, with an eventual complete rebuild of KY 44 to five lanes. General comments from the surveys expressed concerns of: safety, congestion, east-west access and support for a five-lane rebuild.

Particular attention was given on several surveys regarding a senior citizen community (Lakeview Station) located at Huston Lane and KY 44. Comments expressed concerns of safety to seniors negotiating onto KY 44, with several requesting the installation of a traffic signal. (District 5 traffic will be requested to analyze this intersection to determine if it meets warrants for a signal.)

Two Public Question/Answer Feedback Sessions were held on September 10, 2004. The first session was located at the Mount Washington City Hall Annex and was attended by 10 area residents and officials. The second session was located at the Shepherdsville City Hall and was attended by 4 area residents and officials.





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The purpose of the Public Question/Answer Feedback sessions was to:

- Provide another opportunity for the public to view the exhibits from the September 09, 2004 public meeting, and ask questions about the proposed improvement alternatives
- Collect feedback regarding the proposed improvement alternatives

Attendees were invited to view exhibit maps of the project area with proposed alternatives, and future traffic volumes with levels of service, then asked to complete a survey provided in the handouts.

A copy of the original survey and a summary of responses with public comments for both meetings can be found in Appendix V.

### C. Resource Agency Coordination

Coordination letters were sent to various resource agencies, local officials, Cabinet offices, and interested organizations in order to gather input and comments from the groups regarding needs and potential impacts of this project. Copies of the request letter, mailing lists, and responses are included in Appendix VI. Issues and concerns raised through this effort are as follows:

- **Bullitt Co. Health Department** recommended elevated (overhead) pedestrian crosswalks to aid in creating a “walkable community” and improve safety for children crossing KY 44.
- **Department for Environmental Protection (DEP)** provided a list of regulations applicable to the project, regarding fugitive emissions and open burning. DEP stated that the project must conform to the requirements of the Clean Air Act, and Titles 23 and 49 of the United States Code. DEP recommended investigating compliance with the applicable regulations of local governments.
- **Department of Fish & Wildlife Resources (DFWR)** identified various federally endangered or threatened species within a 10 mile radius of the project area and State listed species within a 1 mile radius of the project area. DFWR recommended exploration and conservation of caves within the project area, conservation of trees with exfoliating bark, dead limbs or cavities, avoiding disturbances to the Salt/Rolling Fork River, and overall minimization of disturbance to streams and restoration of disturbed streams to their original condition. DFWR recommended contacting the US Army Corps of Engineers office and the Kentucky Division of Water regarding wetlands potentially impacted by the project.
- **Department of Health & Human Services (DHS)** recommended consideration of the following topics during the NEPA process: Air quality, water quality/quantity, wetlands and floodplains, hazardous materials/wastes, non-hazardous solid waste/other materials, noise, occupational health and safety, land use and housing, environmental justice. DHS requested a copy of the draft EIS for review.
- **Division of Conservation (DC)** was concerned with a 320-acre farm in agricultural district #015-03, near Bogard Lane and KY 44. DC stated that state agencies must mitigate impacts on land in agricultural districts and expressed concern over the loss of prime farmland and



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farmland of statewide importance that is potentially impacted by the project. DC recommended utilization of best management practices (BMPs) for the control of erosion and sedimentation during construction to prevent nonpoint source water pollution.

- **Division of Permits, KYTC CO, Frankfort** urged project classification as partially or fully controlled access; encouraged access points set according to 603 KAR 5:120; and directed that new deeds for adjoining property owners be executed to identify access control points. Permits stated that design speed should match the posted speed limit, requested access control fence installation, and requested notification if KY 44 would be added to the NHS.
- **Division of Traffic, KYTC CO, Frankfort** was concerned with safety issues of the railroad crossing near KY 61 and the interstate ramp queues. Traffic suggested implementing measures to prevent vehicles from stopping on the railroad tracks and to prevent ramp congestion backing up to the interstate mainline.
- **Division/Department of Vehicle Enforcement** was concerned with increase in large truck traffic from I-65 to Mt. Washington industrial park. Vehicle Enforcement stated that the trucks will be within their 15-mile access.
- **Kentucky Geological Survey** summarized geologic concerns for the project area, including: physiographic region, karst potential, landslide potential, unconsolidated sediments, resource conflicts, materials suitability, fault potential and earthquake ground motions.
- **Kentucky State Nature Preserves Commission (KSNPC)** identified a KSNPC “endangered” plant species within the KY 44 corridor. KSNPC stated that the entire global range for the species is concentrated in an area surrounding Mount Washington and extending south to the Nelson-Bullitt county line. It was recommended that the corridor be checked for the species during the early planning stages and that all measures possible be employed to avoid impacts to plant populations.
- **Natural Resources Conservation Service (NRCS)** was concerned with impacts on prime farmland soils and farmlands of statewide importance. NRCS stated that Form AD-1006 (or Form NRCS-SPA-106 for corridor type projects) must be filed with local NRCS office if farmlands are converted for non-agricultural uses.
- Letters of “No affect” were received from the following agencies:
  - Delta Regional Authority;
  - Department of Parks;
  - Department for Natural Resources;
  - Department of Agriculture;
  - Corps of Engineers (Memphis District),
  - Kentucky State Police; and
  - Cabinet for Health and Family Services.



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### V. IMPROVEMENT OPTIONS

#### A. Introduction

Several corridor improvement options were considered to achieve project goals and objectives. Alternatives were established and studied prior to presentation for comment at the second Bullitt County public meeting. These options are shown on Exhibit 7 and are discussed in the following sections.

#### B. No Build

This option does nothing to address safety and crash problems on this roadway. This option also does not increase roadway capacity, nor meet other project goals.

#### C. Spot Improvements

Detailed study of traffic capacity and crash analysis identified several spot improvements that could enhance safety and improve traffic flow. The intersections listed below were also identified by public comments to be areas in need of immediate improvement. These projects are labeled Level 1 Improvements (short term) while funding is sought for major widening improvements. The proposed spot improvement options listed below are discussed in greater detail in the paragraphs to follow:

1. Access Management from KY 61 to I-65 in Shepherdsville
2. KY 1526 (Bells Mill Road)
3. Bogard/Lloyd Lane
4. Armstrong/Fisher Lane

##### 1. Access Management

KY 44 in Shepherdsville from KY 61 to 0.1 miles east of I-65 is an existing three-lane section that carries high traffic volumes. Access management could provide improved traffic flow and accident reduction. The improvement would involve the interconnection of signals, consolidating access points, and restrictions on left turns. Cost for this improvement is estimated at \$2,500,000.

##### 2. KY 1526 (Bells Mill Road)

The improvement at this location would require adding a turn lane and improving the turn radii. The KY 1526 route is a connector from the KY 44 area to the I-65 Brooks area. Estimated cost is \$1,250,000.



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### 3. Bogard/Lloyd Lane

This improvement would add a turn lane at the Bogard/Lloyd Lane crossing and extend the turn lane approximately 0.20 miles east to beyond an entrance to Pleasant Grove Elementary School. Estimated cost is \$1,500,000.

### 4. Armstrong/Fisher Lane

Armstrong/Fisher is an offset intersection experiencing traffic delays and numerous crashes. The improvement would rebuild the intersection and align the intersecting roads. A turn lane would be added on KY 44 at the intersection, which would simplify the turning movements and should reduce crashes and traffic delays. The estimated cost is \$1,250,000.

## D. Major Rebuild

Two proposals were studied to rebuild the existing KY 44, a three-lane facility and a five-lane facility. These proposals are labeled Level 3 Improvements (long range) on Exhibit 7, but individual sections could be selected for advance improvements prior to rebuilding the entire route. These advance sections are labeled as Level 2 Improvements (intermediate). Costs were developed for several sections and are shown in Table 5 below for the three-lane section and Table 6 on the next page for five-lane sections.

**Table 5. Three-Lane Cost Estimate**

Section	Length (miles)	PE* (\$)	ROW** (\$)	Utilities (\$)	Construction (\$)	Total (\$ millions)
End of 3-lane section, MP13.6 to Floyds Fork Bridge	0.80	0.25	0.80	0.55	2.40	4.00
Floyds Fork Bridge to MP15.2	0.80	0.25	0.80	0.55	2.40	4.00
MP15.2 to MP18.4	3.20	0.60	5.00	2.00	9.00	16.60
MP18.4 to Armstrong Lane	2.60	0.50	3.20	1.20	7.30	12.20
Armstrong Lane to US31EX	2.00	0.50	3.50	1.20	6.00	11.20
Grand Total						48.00

\*PE – Preliminary Engineering & Environmental

\*\*ROW – Right of Way

Note: Estimates based on curb and gutter section except section from MP 15.2 to Armstrong Lane, which is estimated for rural section.

The three-lane section was considered as the next logical improvement to a two-lane road. A three-lane typical section provides for a continuous turn lane, which helps traffic flow and reduces certain types of crashes by providing a storage area for left turning vehicles. This left turn storage allows



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through traffic to continue past the intersection, improving delay times and reducing the occurrence of rear end collisions. A three-lane section requires less right of way than a five-lane section; however a traffic capacity analysis indicated that a three-lane facility does not achieve an adequate level of service for future traffic volumes in the cities of Shepherdsville and Mount Washington.

**Table 6. Five-Lane Cost Estimate**

Section	Length (miles)	PE* (\$)	ROW** (\$)	Utilities (\$)	Construction (\$)	Total (\$ millions)
KY61 to I-65	0.70	0.30	3.00	0.50	2.70	6.50
I-65 to Floyds Fork Bridge	1.40	0.60	2.80	0.80	5.80	10.00
Floyds Fork Bridge Widening	0.08	0.20	-----	-----	1.80	2.00
Floyds Fork Bridge to MP15.2	0.80	0.30	1.30	0.80	3.60	6.00
MP15.2 to Armstrong Lane	5.80	2.50	10.00	3.50	25.00	41.00
Armstrong Lane to US31EX	2.00	0.80	4.30	1.40	8.00	14.50
Grand Total						80.00

\*PE – Preliminary Engineering & Environmental

\*\*ROW – Right of Way

Note: Estimates based on curb and gutter section from KY 61 to MP 15.2, rural section from MP 15.2 to Armstrong Lane. Curb and Gutter section from Armstrong Lane to US 31EX.

The five-lane section facilitates future traffic volumes at a higher level of service than the three-lane section, but has high right of way impacts and is the most expensive option. However, this typical section meets the project goals. Five-lane sections were considered in Shepherdsville and Mount Washington as possible Level 2 improvements.



## KY 44 ALTERNATE STUDY

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### VI. RECOMMENDATIONS

After reviewing the road geometry, traffic data, accident information, environmental overview, and public input, the district recommends an incremental approach to improving the KY 44 Corridor. These incremental improvements have been labeled Level 1, 2, and 3.

Level 1 improvements are spot improvements that are feasible in terms of scope and financing. These Level 1 improvements would improve safety and accident rates at spot locations but would not address the long-term goals of added capacity, room for emergency services, nor improve access between Shepherdsville and Mount Washington. Concerning priorities for the spot intersection improvements, the district considers the KY1526 (Bells Mill Road), Bogard/Lloyd Lane, and Armstrong/Fisher Lane intersections with KY44 to be equal in need. These locations each have approximately the same number of crashes and are in need of immediate improvement. Since a longer time frame is needed to develop an access management plan, it is not recommended as a priority at this time. The district also recommends an ongoing review of the crash data at all locations in order to remain current and establish priorities.

Levels 2 and 3 are five-lane widening projects that will require greater funding and a longer schedule. These improvements meet the goals as previously described, except that the Level 2 improvement would not address the goals between Shepherdsville and Mount Washington. A three-lane improvement would provide a continuous turn lane that would relieve congestion somewhat and reduce crashes; however it would not significantly add more traffic capacity for the future. Also, the public (at the last public meeting) generally agreed to a five-lane facility as opposed to a three-lane facility. Therefore, a five-lane improvement is recommended over a three-lane improvement since future traffic volumes are expected to exceed 20,000 vehicles per day (except for a 2.1-mile stretch from MP16.4 to MP18.5).

Recommendations along with estimated costs are shown in Table 7 on the next page.



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**Table 7. Recommendations**

**Level 1 - Intersection Spot Improvements**

Intersection	Design (\$)	Right of Way (\$)	Utilities (\$)	Construction (\$)	Total Cost (\$)
KY 1526 (Bells Mill Rd)	200,000	300,000	200,000	550,000	1,250,000
Bogard/Lloyd Lanes	200,000	250,000	200,000	850,000	1,500,000
Armstrong/Fisher Lanes	150,000	300,000	150,000	650,000	1,250,000

**Level 2 - Intermediate 5-Lane Improvements**

Area	Mile points	Length (mi.)	Design (\$)	Right of Way (\$)	Utilities (\$)	Construction (\$)	Total Cost (\$)
I-65 to Floyds Fork Creek	12.934- 14.363	1.429	600,000	2,800,000	800,000	5,800,000	10,000,000
Armstrong Lane to US 31EX	21.080- 22.865	1.785	800,000	4,300,000	1,400,000	8,000,000	14,500,000

**Level 3 - Ultimate 5-Lane Improvement**

Area	Mile points	Length (mi.)	Design (\$)	Right of Way (\$)	Utilities (\$)	Construction (\$)	Total Cost (\$)
KY 61 to US 31EX	12.215- 22.865	10.65	4,700,000	21,400,000	7,000,000	46,900,000	80,000,000





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## KY 44 ALTERNATE STUDY

Shepherdsville to Mount Washington  
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### VII. CONTACTS

In the event that additional information regarding this project is needed, the following persons may be contacted:

- Greg Groves, P.E., T.E.B.M. for Preconstruction, KYTC District 5 – Louisville
- Daryl Greer, P.E., Transportation Engineer Branch Manager, CO Division of Planning
- David Martin, P.E., CO Division of Planning
- Kyle Cooper, Tech. I, KYTC District 5 - Louisville
- Jason Richardson, E.I.T., Design Engineer, KYTC District 5 – Louisville

The following addresses and phone numbers may be used for:

#### KYTC District 5

Phone: 502-367-6411  
Address: Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, KY 40209

#### CO Division of Planning

Phone: 502-564-7183  
Address: Kentucky Transportation Cabinet  
200 Mero Street (W5-05-01)  
Frankfort, KY 40622

## **EXHIBITS**

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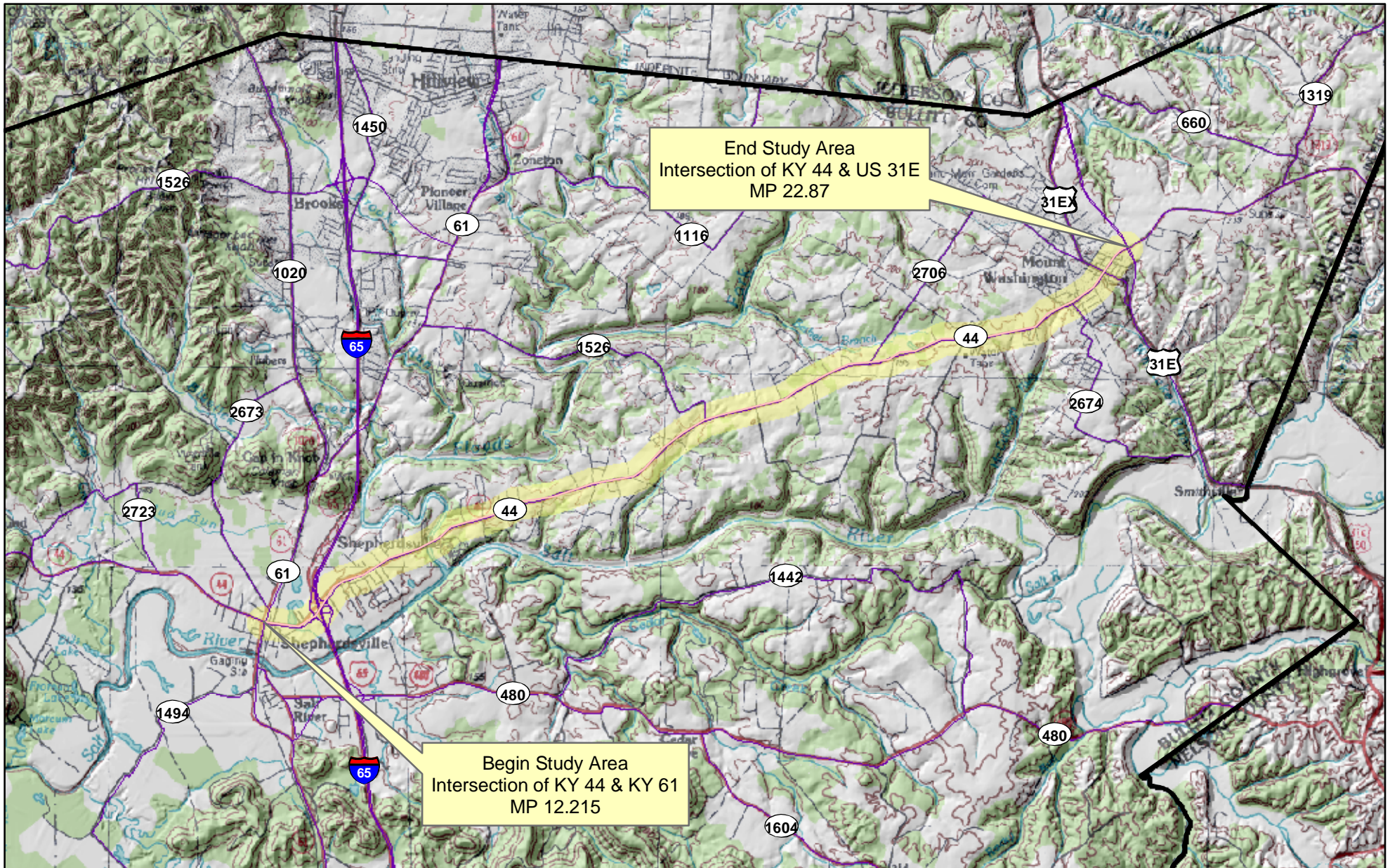
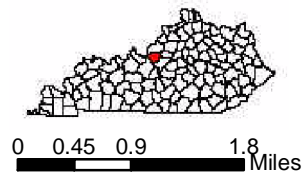


Exhibit 2  
Alternate Study Limits

KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00





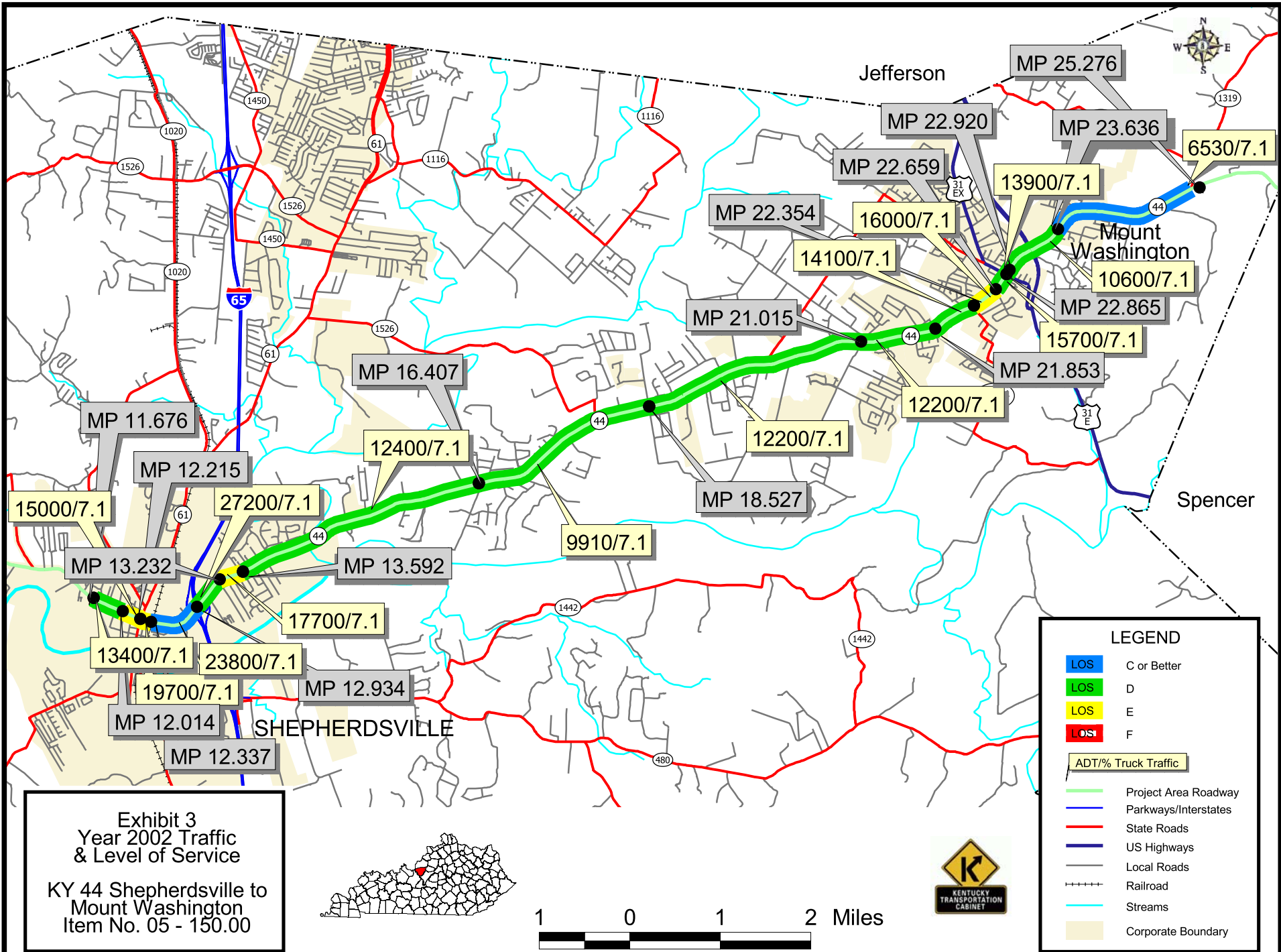
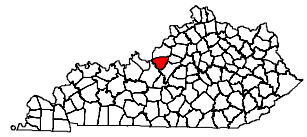
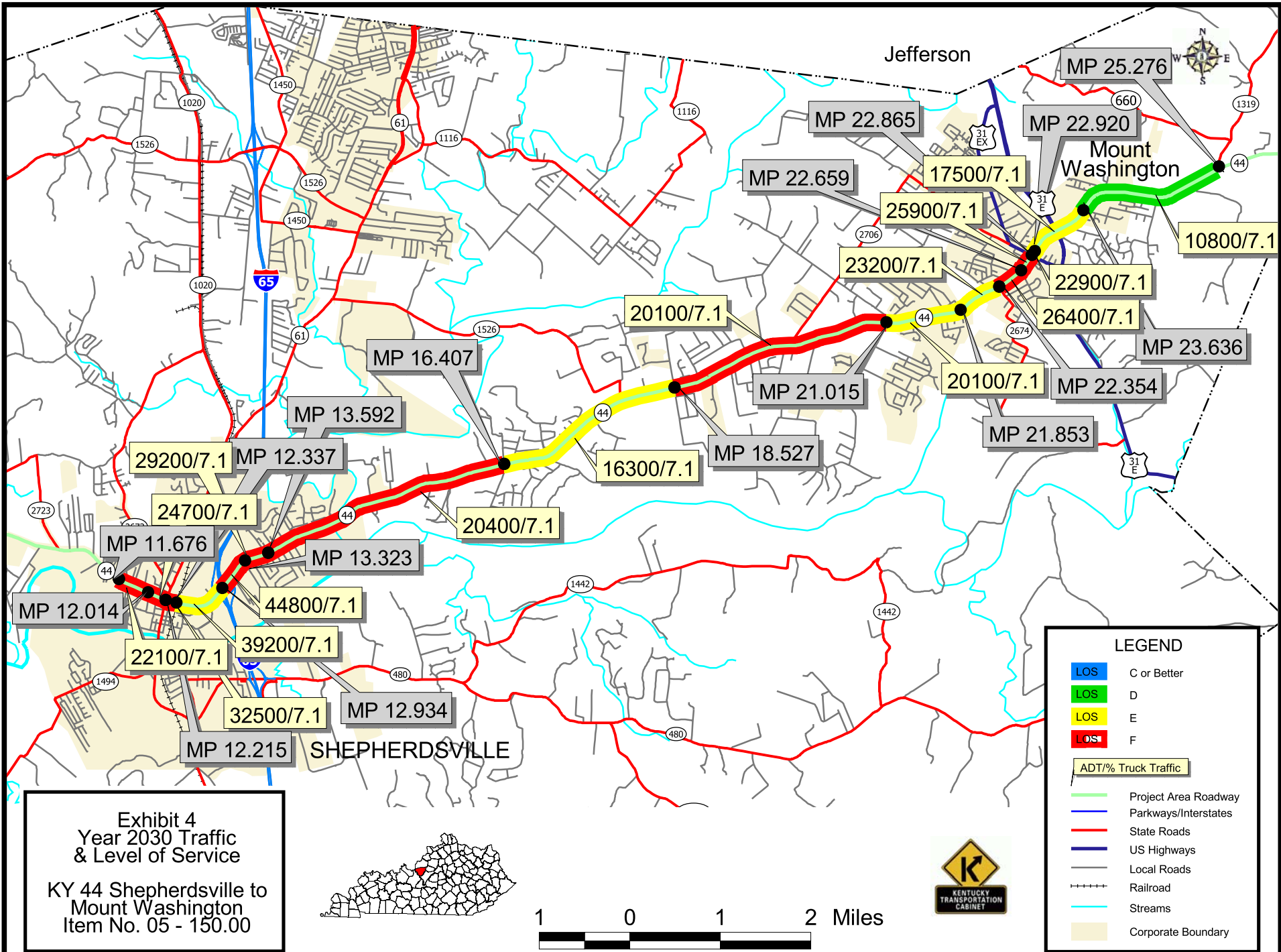


Exhibit 3  
Year 2002 Traffic  
& Level of Service  
KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00



**LEGEND**

- LOS C or Better
- LOS D
- LOS E
- LOS F
- ADT/% Truck Traffic
- Project Area Roadway
- Parkways/Interstates
- State Roads
- US Highways
- Local Roads
- Railroad
- Streams
- Corporate Boundary





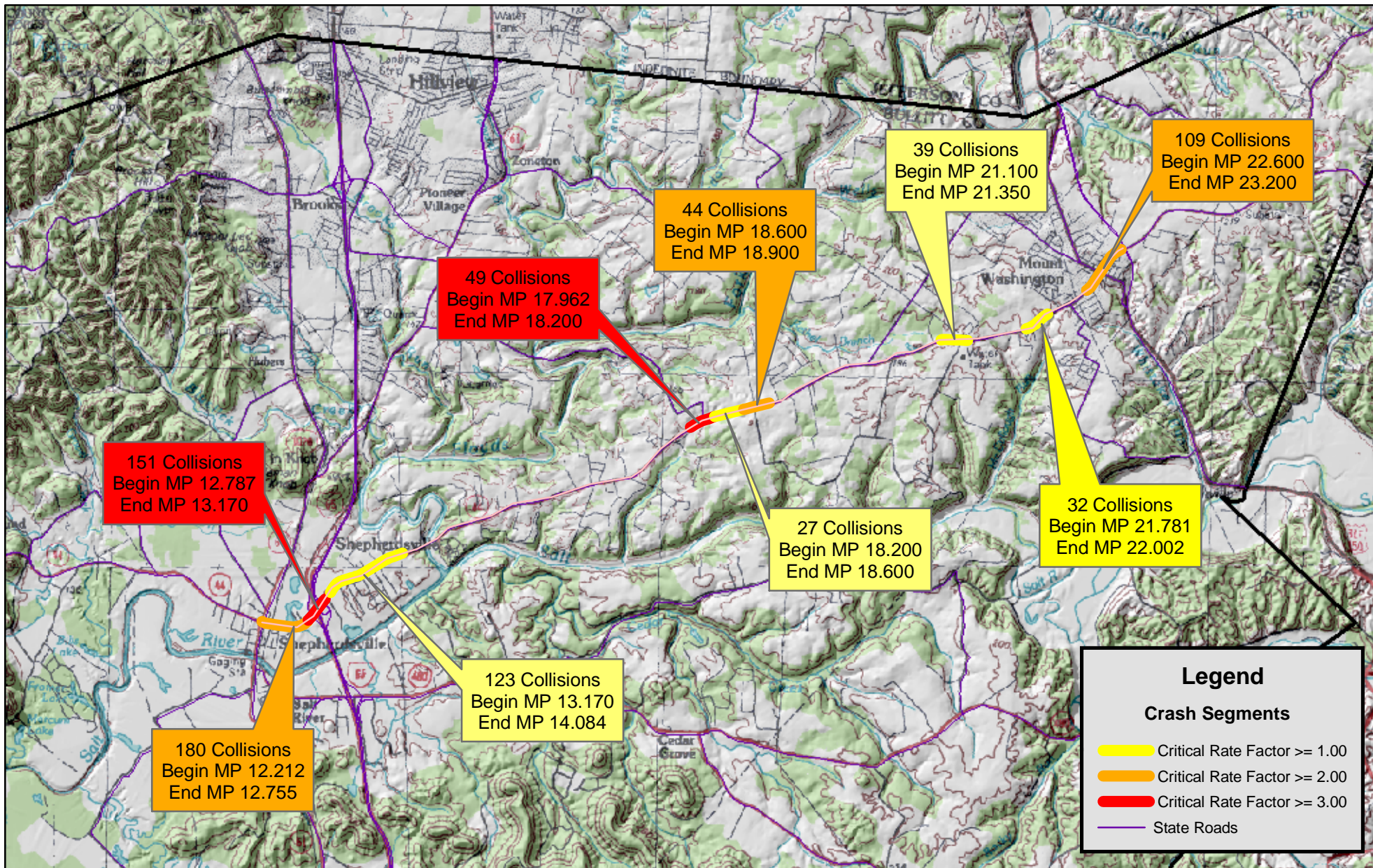
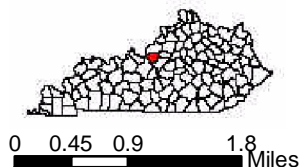
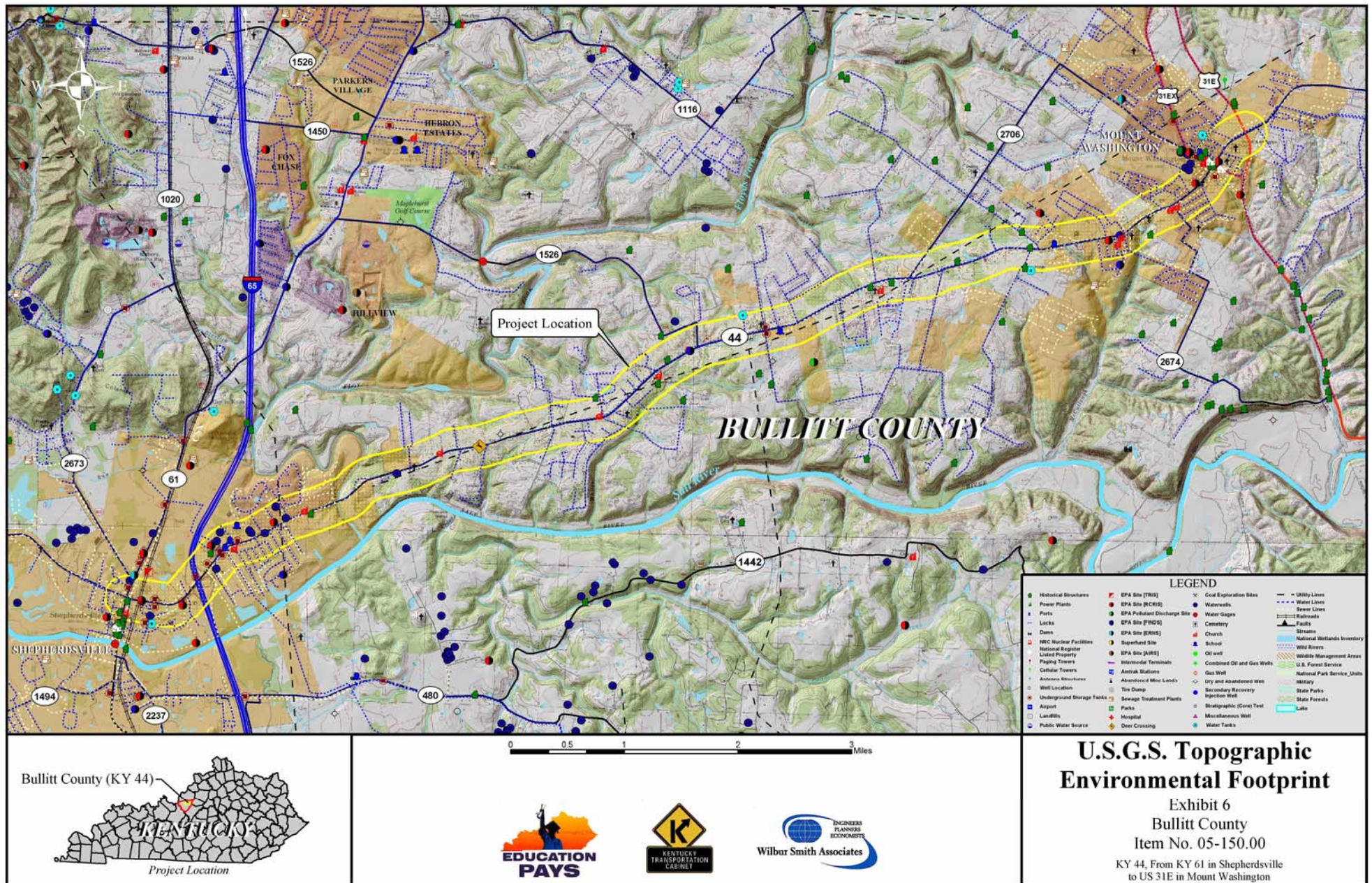


Exhibit 5  
High Crash Locations & Segments  
March 1, 2001 to March 1, 2004

KY 44 Shepherdsville to  
Mount Washington  
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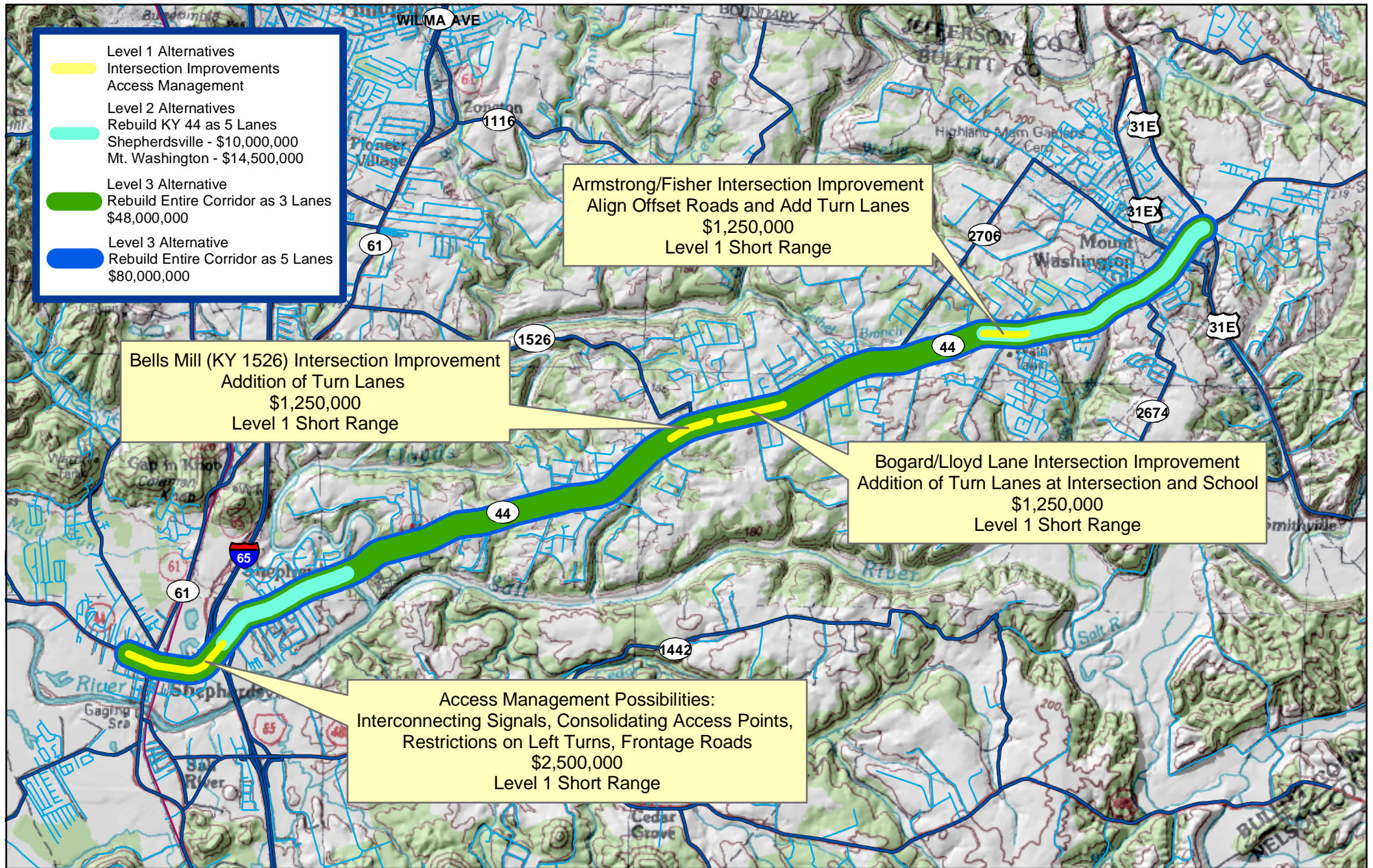
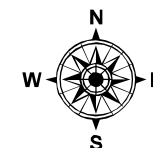
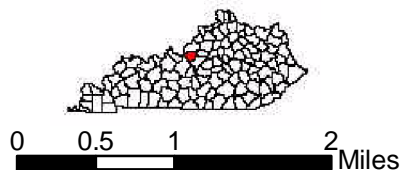


Exhibit 7  
Improvement Alternatives

KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00



## **APPENDIX I**

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### **PROJECT AREA PHOTOGRAPHS**





Photo No. 1 – East View at KY2706 MP19.95



Photo No. 2 – East View at Armstrong Lane MP21.08



Photo No. 3 – East View at MP21.10



Photo No. 4 – East View at Montgomery Chevrolet MP21.27



Photo No. 5 – East View at MP21.28



Photo No. 6 – West View at Mt. Washington Elementary School



Photo No. 7 – West View at Fisher lane



Photo No. 8 – West View at Armstrong Lane





Photo No. 9 – West View at KY2706 MP20.00



Photo No. 10 – NB Armstrong Lane looking West along KY44



Photo No. 11 – SB Fisher Lane at KY44

## **APPENDIX II**

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### **ENVIRONMENTAL OVERVIEW**

# **Environmental Overview Final**

## **KY 44 Bullitt County**

**Shepherdsville to Mt. Washington  
Item No. 5-150.00**

**April 2004**



**Prepared for:  
Kentucky Transportation  
Cabinet**



**Prepared by:  
Wilbur Smith Associates**





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C. Social, Economic, and Environmental Justice Concerns.....	10
D. Historic and Archaeological Sites .....	14
E. Prime and Unique Farmland Concerns .....	16
F. Monitored Sites and Wells .....	17
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APPENDIX A. Environmental Resource Information

APPENDIX B. Project Area Photographs

APPENDIX C. KSNPC Forest Blocks

APPENDIX D. KIPDA Environmental Justice Report

APPENDIX E. Sites / Wells Listing

## ENVIRONMENTAL OVERVIEW

### KY 44 – Bullitt County - Item #05-150.00

An environmental footprint was developed for the KY 44 study area, which can be seen within **Figures 1** and **2**. As shown, the study area extends from the KY 61/KY 44 intersection in Shepherdsville to the US 31E/KY 44 intersection in Mount Washington. The project area is located primarily within the Knobs Region in Kentucky, just south of the state's largest city, Louisville. The Knobs Region is the smallest of Kentucky's six landform regions, covering 2,300 square miles of land that is rich and good for farming. The farmland is broken up by rocky hills that are not high enough to be considered mountains.

#### Issues Considered

- ✓ Natural and Manmade Features
- ✓ Biotic Communities
- ✓ Social, Economic and Environmental Justice Concerns
- ✓ Historic and Archaeology Sites
- ✓ Prime and Unique Farmland
- ✓ Monitored Sites and Wells

The shape of the study area is based on a 1000-foot buffer on either side of the existing KY 44 corridor. Based upon this study area boundary, a preliminary environmental analysis was completed along the ten (10) mile route to identify potential issues and concerns within the defined KY 44 study area.

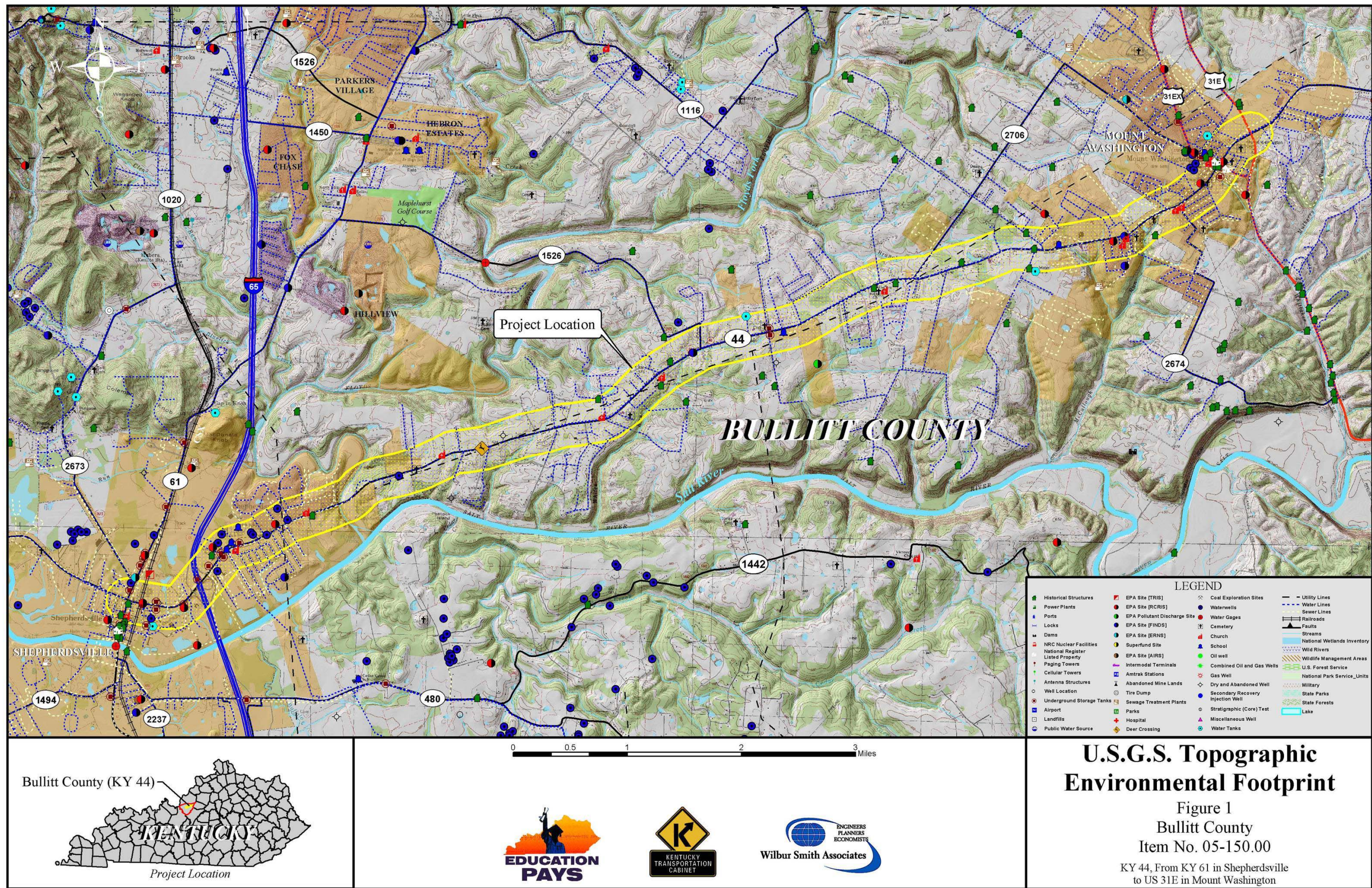
A Geographic Information System (GIS) was assembled for the defined study area using relevant environmental data collected from numerous sources that include: federal, state, and local databases; agency contacts; field investigations; and existing in-house data. Resource information, including contacts and web site locations for each source (as available), is included in **Appendix A**. The compiled data was geo-referenced as needed using the GIS developed for the project.

Windshield surveys were conducted which included consideration of known and unknown environmental issues within the project area. Photo documentation of identified sites was undertaken where possible. Project area photographs are included throughout this report and are located within **Appendix B**. In some instances, the development of graphics was assisted by the use of a global positioning system (GPS) unit for field data collection and application in the GIS database.

This study identified environmental issues that are likely to require consideration during any environmental assessment for the proposed transportation improvements. **Figure 1** shows environmental features identified within the study area on a United States Geological Survey (USGS) Topographic Map. **Figure 2** displays the same information on a digital orthophotograph. The study area refers to anything inside of the 1000' buffer zone in Bullitt County identified in **Figures 1** and **2**. The environmental issues considered as part of the overview analysis include: Natural and Manmade Features; Biotic Communities; Social, Economic, and Environmental Justice Concerns; Historic and Archaeological Sites; Prime and Unique Farmlands; Monitored Sites and Wells; and other issues.

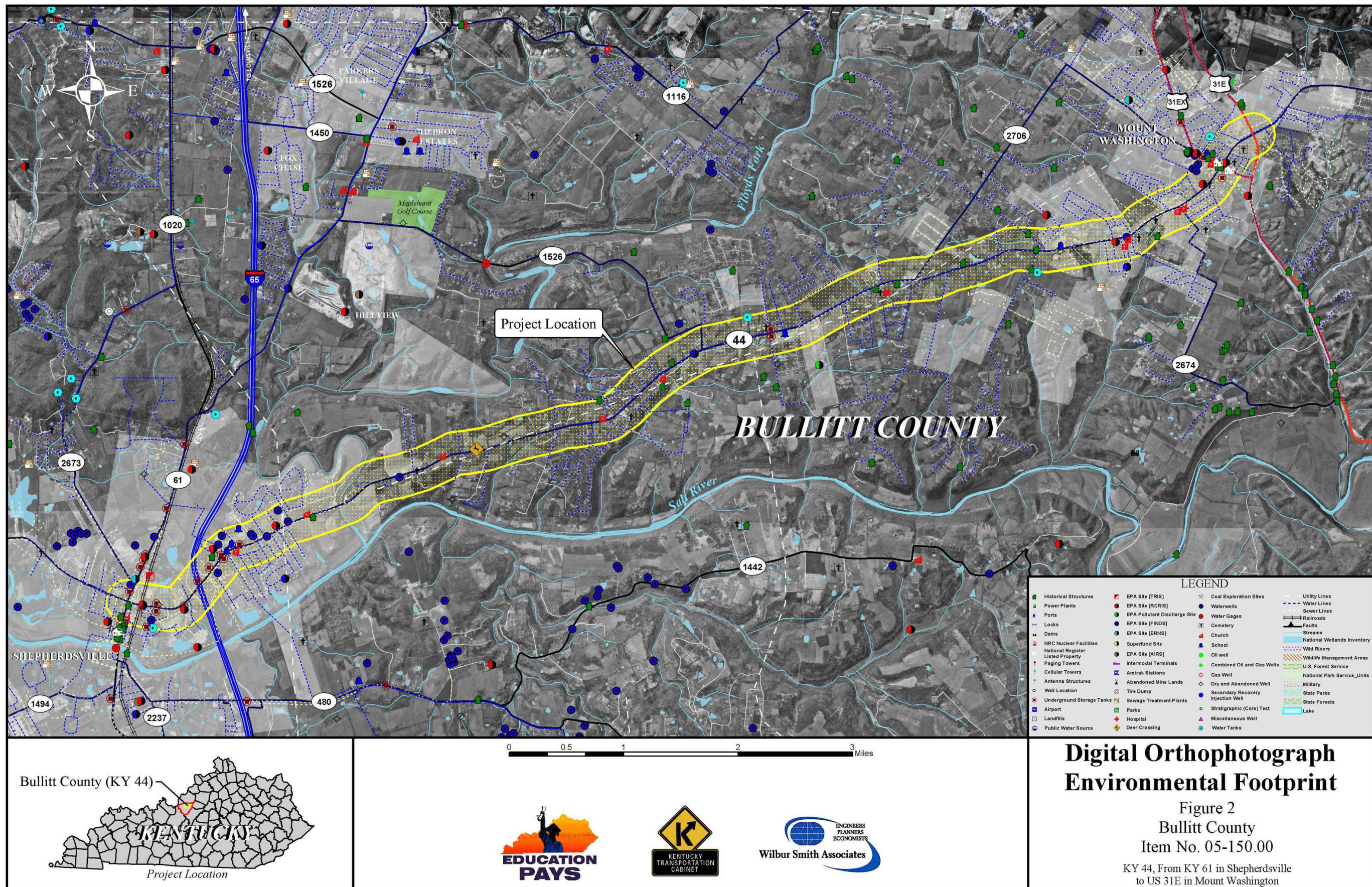
It should be noted that the legends in **Figures 1** and **2** contain symbols that represent conditions or occurrences that may, but do not necessarily exist within the study, therefore some symbols in the legend may not appear on the map. It should also be noted that the features displayed on the maps may be deceiving in that one symbol representing a feature can often represent more than one of that particular feature. For instance, a symbol indicating one individual well, may actually represent multiple water wells. The following text addresses such occurrences where possible.





Note: Archaeological sites and threatened / endangered species are not shown due to the sensitive nature of the data.





Note: Archaeological sites and threatened / endangered species are not shown due to the sensitive nature of the data.



## A. Natural and Manmade Water Features

Natural and manmade features considered as part of this analysis are divided into five (5) categories: water resources, surface water, lakes/ponds, wetlands, and floodplains.

### 1. Water Resources

A number of manmade water resources are located within the KY 44 corridor study area. A summary is provided below:

- There are approximately 36.9 miles of water lines inside the KY 44 study area;
- There are three (3) water tanks in the study area. These individual water tanks are identified as the following:
  - The first *Mount Washington Water Company* water tank is located west of Mount Washington along Armstrong Lane, adjacent to KY 44. This elevated steel structure has a total tank capacity of 250,000 gallons;
  - The second *Mount Washington Water Company* water tank is located along Lloyds Lane, just north of KY 44 in the middle of the KY 44 study area. This tank is also constructed of steel and has a total water capacity of 500,000 gallons;
  - The *Shepherdsville Water Company* water tank is located near the Winn Dixie grocery store, south of KY 44, found within the Shepherdsville corporate limits. This elevated steel tank has a holding capacity of 150,000 gallons;
- There are no public water treatment facilities found within the KY 44 study area;
- There are no sewage treatment plants located within the KY 44 study area; however, there are approximately 24.4 miles of sewer lines within the study area;
- There are forty-one (41) water wells located inside the KY 44 study area. These wells are identified as the following:
  - Two (2) water wells are found within the Mount Washington corporate limits between US 31EX and Evans lane. Both wells are collectively used for monitoring purposes;
  - One (1) *domestic* water well is found between Mount Washington and Shepherdsville. It is located south of KY 44, just east of Shepherdsville's corporate limits; and,
  - The remaining thirty-eight (38) water wells are found within the Shepherdsville corporate limits. Thirty-one (31) of these wells are used for monitoring purposes, while six (6) of these wells are domestic and one (1) is abandoned.



*Mount Washington Water Tower*



*Salt River at Shepherdsville*

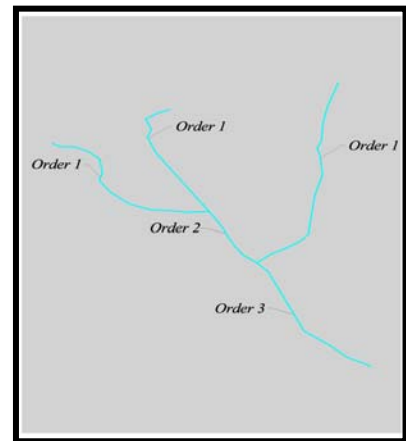
## 2. Surface Water

The KY 44 study area in Bullitt County is surrounded by the *Salt River watershed basin*. Stream tributaries within the study area flow in a west/southwest direction, collectively emptying into the Salt River. The Salt River is a large stream system found near the study area, located approximately 0.7 miles south of the KY 44 study area corridor near Shepherdsville. The Salt River eventually dispenses itself into the Ohio River at West Point, KY.

The KY 44 corridor contains a limited number of stream tributaries spanning the study area. A total of 22 individual streams compose a total of 5.9 miles of streams within the project area.

Streams are classified by a hierarchy system called *stream order*. In this system, streams are classified by the number of stream tributaries merging into that particular stream. When two Order 1 stream tributaries merge, they form an Order 2 stream. Two separate Order 2 stream tributaries merge to form an Order 3. This ordering hierarchy continues until an Order 8 stream designation is reached. The Ohio River is an example of an Order 8 stream. Stream designations in the study area include:

- There are no Order 7 or 8 stream tributaries located within the KY 44 study area;
- Floyd's Fork is the only Order 6 stream within the study area. This tributary is 0.6 miles in length and completely crosses the study area;
- There are no Order 3, 4, or 5 stream tributaries located within the KY 44 study area;
- Four (4) Order 2 stream tributaries account for exactly 0.7 miles of streams within the study area including two (2) tributaries of the Whites Run and two (2) unnamed streams;
- There are seventeen (17) Order 1 stream tributaries located within the KY 44 study area, totaling 4.6 miles in length. These stream tributaries include the following: Whites Run - four (4) tributaries; Floyd's Fork – two (2) tributaries; McCullough Run – one (1) tributary; Whitakers Run - one (1) tributary; Salt River – one (1) tributary; and eight (8) unnamed segments.



*Example of Stream Order*

As is common to this area, dendritic stream patterns are found throughout the study area. Dendritic streams have a varying tributary order, as tributaries join the 'trunk' or stream channel at oblique angles. An example of this pattern would be the appearance of veins in tree leaves.

Information obtained from the Water Quality Branch of the Natural Resources and Environmental Protection Cabinet (NREPC) indicates there are no Outstanding Resource Waters or Wild Rivers within the proposed



*Old Quarry pond along KY 44*

corridor. As recommended by the Division of Environmental Analysis, all channel changes should be avoided as part of this project, if possible.

### 3. Lakes/Ponds

A field review produced no sightings of lakes within the study corridor. Aerial photography and Kentucky topographic maps confirm that a limited number of ponds are present within and surrounding the project area. Many of these ponds are manmade and are associated with farming practices within the area.

### 4. Wetlands

Data obtained from the National Wetlands Inventory of the United States Fish & Wildlife Service located thirty (30) wetland areas within the study area totaling over 13.7 acres of land. The NWI database lists over seven (7) separate wetland habitat classifications, with all wetlands belonging to the *Palustrine* classification. *Palustrine* wetlands are systems that commonly include all non-tidal wetlands dominated by trees, shrubs, emergents, mosses and lichens while possessing salinity values of less than 0.5 parts per thousand (ppt). Such wetland areas are generally less than twenty (20) acres in size, exhibit a shoreline that is not wave-formed or bedrock laden, and a low water depth of less than two (2) meters (6.6 feet) at its deepest point. To further understand the wetland classifications within the study area, a more detailed look at each *Palustrine* wetland attribute is examined. Each classification is described by its unique lettering order which is contained in parentheses.

Within the thirty (30) individual wetland areas, seven (7) separate *Palustrine* classifications are represented within the KY 44 study area, including the following:

- With nineteen (19) wetland areas, the PUBHh classification is by far the largest found within the KY 44 study area. This class is described as *Palustrine* (P) with an unconsolidated bottom (UB) in permanently covered (H) flooded areas that have been modified by manmade dikes or impoundments (h);
- Four (4) wetland areas are labeled PEM1Fh. This wetland classification is described as *Palustrine* (P) with emergent vegetation (EM) such as erect, rooted, or herbaceous plant types that are present almost year-round. This class is dominated by persistent (1) species of vegetation standing through the next growing season in semi-permanently covered (F) areas, that have been modified by manmade dikes or impoundments (h);
- Two (2) separate wetlands that are closely similar to the PUBHh classification mentioned above are labeled PUBHx. This wetland area is also described as *Palustrine* (P) with an unconsolidated bottom (UB) and has permanently covered (H) flooded areas, but lies within a basin or channel excavated (x) by man;
- There are two (2) wetland areas with the PAB4Hh listing. A classification with this coding describes an area that is *Palustrine* (P) with an aquatic bed (AB) that contains floating vascular (4) vegetation within permanently flooded (H) areas and has been modified by dikes or impoundments (h);



Example of a PUBHh wetland area  
along KY 44

- One (1) occurrence of the PEM1Ch wetland classification is found within the study area. This classification describes wetlands within *Palustrine* (P) environments with emergent vegetation (EM) such as erect, rooted, or herbaceous plant types dominated by persistent (1) species of standing vegetation throughout the growing season in seasonally flooded (C) areas, which have been modified by manmade dikes or impoundments (h);
- One (1) individual occurrence within the PAB4Fh classification listing is described as being *Palustrine* (P) with an aquatic bed (AB) which contains floating vascular plant (4) types in semi-permanently flooded areas (F) that have been modified by dikes or impoundments (h); and,
- One (1) last occurrence, the PUSCh, is listed as a *Palustrine* within an unconsolidated shore (US) (less than 75% covered with stones, boulders, or bedrock). This class is also characterized with seasonably flooded (C) areas than have been modified by manmade dikes or impoundments (h).

Although many different types of wetland areas exist within the KY 44 study corridor, all wetland areas should be considered critical in regard to future construction along this route. Windshield survey of the route did not reveal major wetland areas; most appeared to be farm ponds or low areas.

A field inspection of each of these areas will be necessary to determine their jurisdictional status (i.e., they may or may not require a nationwide or individual permit from the US Army Corps of Engineers). Furthermore, a more in depth inspection would be beneficial for mitigation assessment purposes, if needed.

## 5. Floodplains

The Q-3 digital Federal Emergency Management Agency (FEMA) data for Kentucky floodplains are digital datasets that are available on a county-by-county basis. Based on this data source, floodplain data within the KY 44 study area reveals a varied listing of flood zones. FEMA flood zones within the KY 44 study area include the following:

- Covering Mount Washington's corporate limits, the KY 44 study area has been designated a "Zone ANI" floodplain area. FEMA lists "Zone ANI" as areas that are located within a community or county that is not mapped on any published *Flood Insurance Rate Map* (FIRM);
- Continuing westward from Mount Washington to Shepherdsville, the next seven (7) miles of study area has been listed as "Zone X" area by FEMA. "Zone X" represents an area that is determined to outside the 100 and 500 year floodplains;
- Within Shepherdsville, the emergence of Floyd's Fork alters FEMA's flood zone classification. Following Floyd's Fork as it crosses KY 44, "Zone A" flood zones precede "Zone AE" areas which collar the actual stream corridor. FEMA describes "Zone AE" as an area inundated by 100-year flooding for which *Base Flood Elevations* (BFE) have been determined;
- Along the fringe of the Floyd's Fork corridor, a small strip of "Zone X500" also crosses the study area alongside the aforementioned "Zone AE" areas. "Zone X500" zone types include areas



*Farmland within Salt River Floodplain*



inundated by 500-year flooding, areas inundated by 100-year flooding with average depths of less than one (1) foot or with drainage areas less than one (1) square mile, and also any area protected by levees from 100-year flooding.

- As the KY 44 study area continues through Shepherdsville toward I-65, floodplain data reveals a change back to “Zone X” areas with smaller impoundments along the Salt River represented by “Zone X500” and “Zone AE” classifications respectively; and,
- Continuing west of I-65, “Zone AE” areas dominate the remaining study area, with some “Zone X500” areas found north of KY 44.

## B. Biotic Communities

The *Standard Occurrence Report* is a document submitted by the Kentucky State Nature Preserves Commission (KSNPC) after a ‘request for data’ inquiry has been established. This report lists all threatened, endangered, or special concern plants or animals or exemplary natural communities monitored by the KSNPC. The KSNPC data is updated on a regular basis and may be verified as needed in future phases of this project. To further ensure the accuracy of this analysis, a cross-check was completed with data collected from the United States Fish and Wildlife Service (USFWS). It should also be noted that data from the Kentucky Department of Fish and Wildlife Resources (KDFWS) was also analyzed to identify federal listed species data. Biotic communities considered as part of this analysis are divided into floral and faunal categories as discussed in the following sections. Due to the sensitive nature of the data, potential habitat locations are not shown in **Figures 1** and **2**. According to the Division of Environmental Analysis, endangered species information will be obtained from the USFWS once the scope of the project has been narrowed.

### 1. Floral Communities

Based upon the KSNPC’s most current information, there are nine (9) occurrences of monitored vascular plants within the KY 44 study area. They include the following:

- Tall Hairy Groovebur (*Agrimonia gryposepala*) - A *threatened species* found in western Bullitt County within rich, moist woods, thickets, and woodland borders.
- Crawe’s Sedge (*Carex crawei*) - A *special concern species* found in western Bullitt County near cedar glades and prairies; also reported in calcareous shores and meadows.
- Hairy Fimbristylis (*Fimbristylis puberula*) - A *threatened species* found in western Bullitt County reportedly located in savannahs, bogs, meadows, and prairies. Also located near open limestone, chert or sandstone glades, and cedar glades on limestone.
- Rough Pennyroyal (*Hedeoma hispidum*) - A *threatened species* found in eastern Bullitt County within cedar glades, limestone outcrops, strip mines, and other disturbed habitat.
- Glade Cress (*Leavenworthia exigua* var. *lacinata*) - A *threatened species* found in twelve (12) locations in eastern Bullitt County, specifically in full sun on flat-bedded outcrops of Silurian limestone or dolomite in shallow soils of glades, rock outcrops, pastures and lawns.



Threatened Glade Cress (Golden)  
[www.biosurvey.ou.edu/okwild/  
gladecress.html](http://www.biosurvey.ou.edu/okwild/gladecress.html)

- Wharton's Dewberry (*Rubus whartoniae*) - A *threatened species* located in central Bullitt County found within dry, shaly soil, often in disturbed sites or the edges of dry woodlands and sometimes located in oak-hickory woods.
- Northern Dropseed (*Sporobolus heterolepis*) - An *endangered species* located in eastern Bullitt County within dry open ground, prairies, glades and woodland openings near glades, rocky cliffs.
- Longleaf Stitchwort (*Stellaris longifolia*) - A *special concern species* located in central Bullitt County around moist and wet woodlands, grassy streambanks, and wet meadows. Also found within freshwater tidal marshes.
- Eggleston's Violet (*Viola spetemloba* var. *egglestonii*) - A *special concern species* found in four (4) locations in central Bullitt County within calcareous barrens glades and dry prairies on Silurian and Mississippian limestone's.

## 2. Faunal Communities

The KSNPC has determined that eight (8) occurrences of monitored species fall within or near the KY 44 study area, including two (2) freshwater mussels, one (1) fish, two (2) birds, one (1) "Sensitive Element" (bat), and two (2) species (bats) which occur near the study area.

- Orangefoot Pimpleback (*Plethobasus cooperianus*) - A *special concern* freshwater mussel located in western Bullitt County found in large rivers in sand and gravel substrates.
- Salamander Mussel (*Simpsonias ambigua*) - A *threatened species* located within the Bullitt, Jefferson, Nelson, and Spencer county area, often found buried in substrate such as soft mud and/or gravel, and/or under flat stones in shallow water in small streams where the current may be swift.
- Northern Madtom (*Norturus stigmosus*) - A *special concern* fish located in western Bullitt County near large streams and rivers in moderate to swift current over gravel, sand, and sometimes debris or pondweed.
- Lark Sparrow (*Chondestes frammacus*) - A *threatened species* located throughout both Bullitt and Nelson counties.



Threatened Lark Sparrow  
www.southwestbirders.com

- Yellow-Crowned Night-Heron (*Nyctanassa violacea*) - A *threatened species* located in western Bullitt County within marshes, swamps, lakes, lagoons, and mangroves.

The KSNPC has listed one "*Sensitive Element*" within the KY 44 study area. Based upon the agreement with the KSNPC, the actual location or area within which this species resides may not be released in any document or correspondence.

- Gray Myotis (*Myotis grisescens*) - A "*Sensitive Element*" listed by the KSNPC that is also an endangered species located in Bullitt County.

In addition to species identified listed above, there are two (2) other known species occurring near the study area that should also be recognized. They include:

- Indiana Bat (*Myotis sodalis*) - A *endangered species* known to occur in Bullitt County; and
- Evening Bat (*Nycticeius humeralis*) - A *threatened species* also known to occur near the KY 44 study area.

One discrepancy was found between the KSNPC and USFWS databases. The Wood Stork (*Mycteria Americana*) was not listed by the KSNPC, but was given a “PS:LE” status by the USFWS, which describes this particular bird as a *partial endangered species* over a portion of the species’ range.

The KSNPC is now monitoring large forest blocks, which are defined as 900 or more acres of contiguous forest in areas west of the Cumberland Plateau, and 4500 or more contiguous acres in areas east of the Cumberland Plateau. Forest fragmentation is one of the primary impacts to plants animals that require large tracts of forest for all parts of their life cycles. Fragmentation or impacting large forest blocks should be avoided for this project. According to the KSNPC, the KY 44 project area spans through one or more large forest blocks within Bullitt County. A figure displaying these forest blocks are shown in **Appendix C**. Forested areas along the Salt River and its larger tributaries, Floyd’s Fork and McCullough Run, contain block areas that are within the KY 44 study area and could be affected with future construction.

## C. Social, Economic and Environmental Justice Concerns

Socioeconomic concerns considered as part of this analysis include social and economic locations and environmental justice. These items are discussed in the following sections.

### 1. Social and Economic Locations

Twenty-nine (29) community sensitive locations were identified within the study area. They include the following:

- There are fourteen (14) separate church locations with the KY 44 study corridor. Six (6) churches fall within Mount Washington’s corporate limits and include:
  - The *First Baptist Church of Mount Washington* and the *Mount Washington Baptist Church* are located 0.1 miles north of the KY 44/US 31EX intersection and are directly across the street from one another;
  - The *Mount Washington Church of God* is located at the KY 44/KY 2674 intersection, 0.5 miles west of Mount Washington;
  - The *St. Francis Xavier Catholic Church* can be found directly across KY 2674 and opposite the *Mount Washington Church of God*; and,
  - The *Bread Barn Gospel Church* and the *New Birth Church of God* are located adjacent to KY 44 and within the Mount Washington corporate limits,
- Within the Shepherdsville corporate limits four (4) churches exist, including the following:
  - The *Wesleyan Church* is located 1.2 miles east of the I-65/KY 44 intersection;
  - The *Shepherdsville Church of Christ* is found south of KY 44 and adjacent to East View Drive, located 0.5 miles east of I-65/KY 44;
  - The *Davidson Memorial United Methodist Church* and the *First Baptist Church of Shepherdsville* (across the street) are located west of the I-65/KY 44 intersection, adjacent to KY 61.



*New Birth Church of God*

- Four (4) other churches found within the KY 44 study area between Mount Washington and Shepherdsville include:
  - *Bethel Church*, which is located south of KY 44, 0.25 miles west of the KY 2706 intersection;
  - The *Pleasant Grove Baptist Church* is located 0.4 miles west of the KY 44/KY 1526 intersection;
  - The *Church of Jesus Christ of Latter Day Saints* can be located north of KY 44 and adjacent to the Lazy River North Parkway; and,
  - The *Eagle Heights Baptist Church* is located north of KY 44, 0.4 miles north of the Salt River.
- Six (6) separate school facilities exist within the KY 44 study area. They include the following:
  - *Mount Washington Middle School* is located within the Mount Washington corporate limits and is adjacent to US 31EX;
  - The *Mount Washington Elementary School* is found along the edge of Mount Washington's corporate limit, just east of the KY 2706;
  - A new school, *Pleasant Grove Elementary*, is located 0.7 miles east of the KY 44/KY 1526 intersection;
  - *Bullitt Central High School* is the largest educational facility within the study area and is adjacent to KY 44 within the Shepherdsville corporate limits;
  - The *Ora L. Roby Elementary School* is also located within the Shepherdsville corporate limits, just 0.2 miles west of *Bullitt Central High School*; and,
  - The *Bullitt County Adult and Community Education Center* is located within the Shepherdsville corporate limits, adjacent to KY 44.
- Nine (9) cemetery sites are located within the KY 44 study area including:
  - The *Mount Washington Cemetery* and *Saint Francis Cemetery* are adjacent to one another in Mount Washington along KY 44;
  - The *Showalter Cemetery* is located in Mount Washington at the KY 44/Branham Way intersection;
  - The *Hall Cemetery* and an *unnamed cemetery* are both located along KY 44 just inside the Mount Washington corporate limits;
  - *Bethel Church Cemetery* is adjacent to Bethel Church located at the KY 44/Bethel Church Road intersection;
  - An *unnamed cemetery* is located at the KY 44/Bogard Lane intersection;
  - *Stallings Cemetery* can be found adjacent to the Pleasant Grove Baptist Church at the intersection of KY 44/Meadowlark Lane; and,



*Mount Washington Middle School*



- *Jackson Cemetery* is located 0.2 miles west of Eagle Heights Baptist Church along KY 44.
- There are no parks located within the KY 44 study corridor.

In addition to these potential community concern areas, the KY 44 study area includes various business and industry. The major industrial areas within the study area are within Mount Washington and Shepherdsville. These areas reflect a diverse industrial base with increasing employment opportunities. They also possess very similar population totals, as Mount Washington lists a population of 8,485 compared to Shepherdsville's 8,334. A more in-depth review of industry with these areas includes the following:

- The largest *industries* within Mount Washington according to Year 2000 economic data include:
  - Manufacturing accounts for 19.0% of total earnings;
  - Educational, health, and social services account for 17.4% of total earnings; and,
  - Retail trade is accountable for 13.2% of Mount Washington's total earnings.
- The largest *manufacturing sites* within the KY 44 study area within Mount Washington include:
  - *Technical Conveyors Inc.* located at 9255 Highway 44 East in Mount Washington; and,
  - *Irving Materials Inc.*, located at 389 Landis Lane in Mount Washington.
- The largest *industries* within Shepherdsville according to Year 2000 economic data include:
  - Manufacturing accounts for 19.4% of total earnings;
  - Retail trade is accountable for 13.4% of Mount Washington's total earnings;
  - Educational, health, and social services account for 13.2% of total earnings; and,
  - Construction accounts for 10.4% of Shepherdsville's total earnings.
- The largest *manufacturing sites* within the KY 44 study area within Shepherdsville include:
  - *Monarch Hardware Manufacturing*, which is located at 805 Buckman Street in Shepherdsville;
  - *Piccola Manufacturing Inc.*, located at 985 Old Preston Highway South in Shepherdsville; and,
  - *Bluegrass Manufacturing Inc.*, which is located at 388 Hillview Lane in Shepherdsville.



*View of Shepherdsville's Business District*

- US Census Bureau 2002 data shows a civilian labor force in Bullitt County of over 35,000 people, 16 years or older;
- The 2002 per capital personal income (PCPI) in Bullitt County is \$23,727;
- The unemployment rate in Bullitt County as of 2003 is listed at 5.1%, which is lower than the State and U.S. averages of 5.6% and 5.8%, respectively.

It should be recognized that Mount Washington has established the *Mount Washington Business Centre*. While this Centre does not fall within the KY 44 study area, it will affect all neighboring communities. This 154 acre development, located off Landis Lane, is owned and operated by the City of Mount Washington. With Kentucky's largest city Louisville, located just 17 miles away, this site may provide Bullitt County with a potential business community.

## 2. Environmental Justice

An important consideration for highway reconstruction or new development is environmental justice. For this study, environmental justice was addressed by calculating the percentage of minorities and low-income persons residing in the project area. Information was gathered from U.S. Census Bureau Tract level population counts. The study area is located in Census Tracts 201, 202, 203, 207, and 211 in Bullitt County.

Environmental justice concerns related to minority populations will not likely exist based on Census 2000 data for the project area:

- The study area tracts have minority populations ranging from 1.1 to 3.4 percent.
- This percentage is lower than that for Kentucky and the U.S. (10.0 and 24.9 percent, respectively).

Census 1999 data related to average income revealed low-income populations in the project area:

- Census Tract 201, 202, 203, 207, and 211 has low-income populations of 7.0, 3.2, 1.1, 18.2, and 8.9 percent respectively.
- The average low-income percentages for Kentucky and the U.S. are 15.8 and 12.4 percent, respectively, which indicates that low-income populations should be considered in the study area in future phases of this project. Census Tracts 207 and 211, of particular concern, are located in the western most portion of the study area, near Shepherdsville.

The Kentuckiana Regional Planning and Development Agency (KIPDA) also compiled an Environmental Justice Review report. This document, included in **Appendix D**, should be referenced for a more in-depth analysis of the environmental justice issues in the study area. It should be noted that the analysis presented in the KIPDA report is consistent with the information presented in the above paragraphs.



## D. Historic and Archaeological Sites

There are historical and archaeological sites located inside the KY 44 study area. This information is described in more detail within the following sections. A full historic baseline study is recommended early in project development to review cultural landscapes and other historic sites in the study area.

### Historic/Archaeological Features

- ✓ 98 Historic Structures with seven (7) no finds
- ✓ Two (2) National Register Listings
- ✓ One (1) Potential *Historic District* located within Mount Washington
- ✓ One (1) Historic Land marker
- ✓ Two (2) archaeological sites and seven (7) survey sites.

### 1. Historic Sites

There are 98 historical structures located within the KY 44 study area. Two (2) of these sites are listed on the *National Register of Historic Places*, which is the official Federal list of districts, sites, buildings, structures, and objects significant in American history and culture. One (1) historic marker was also located along KY 44 and will be discussed later in this section. A further description of these sites is given below:

- Two (2) structures placed on the **National Register Listings of Historic Places** include:
  - The *James M. Lloyd House*, located at the junction of US 31E and East Street in Mount Washington. This dwelling is of late Italianate/Late Victorian style dated around the 1875-1899 period;
  - The *Henry J. Barnes House*, located at 144 N. Bardstown Road in Mount Washington. This is another Italianate/Late Victorian style dwelling also dated from the 1875-1899 period; and,

Of the 98 historic structures that are found within the study area, (77) are from a potential historic district that was located in Mount Washington, along route US 31E. Structures within this district include historic homes, churches, cemeteries, farms, barns, markets, gas stations/garages, and an outbuilding. Review of data from the Kentucky Heritage Council (KHC) revealed that no official historic district has been established in Mount Washington, while its status remains pending.

There were seven (7) sites that could not be located. Of the structures that were located, the majority of those sites were found in and around the corporate boundaries of Mount Washington and Shepherdsville. A further description of these sites is listed below:

- Excluding the aforementioned 77 historic sites within the proposed Historic District, five (5) stand alone historical structures and one (1) multi-structure site are found within Mount Washington's corporate limits and include the following:
  - A two-story Greek style historic house from the 1850-1874 era is located at the intersection of Flat Lick Road and US 31E and is presently a *inventory site*;
  - Another historic house located at Snapp Street, described as a two-story dwelling from the 1850-1874 era. This structure is currently a *inventory site*;



*National Register Listing – The Barnes House*

- A two-story Colonial Revival style historic house from the 1850-1874 era, located along N US 31 E and has been given a *survey site* status;
- Located at the US 31 E/KY 44 intersection, a two-story Italianate style historic house from the 1850-1874 era. This structure is presently given a *survey site* status;
- The *Alex Hardy House*, located near the north end of Evans Lane and adjacent to US 31E is a single story dwelling constructed from the 1925-1949 era; and,
- A barn, milk house, and outbuilding are grouped together in one location at the north end of Evans Lane and adjacent US 31E. These historic sites are currently *survey sites* from the 1929-1949.
- Within Shepherdsville, four (4) separate historic structures are located. A further description of these historic sites includes:
  - The *Simmons House* is located adjacent to KY 44 and 1.2 miles east of I-65 interchange. This dwelling is a Greek Revival style two-story house from the 1850-1874 era and is currently a *survey site*;
  - Another historic structure located east of I-65 interchange is the *Woodsdale School* site. This particular site, also listed as a *survey site*, has been altered to a museum/exhibition facility and is no longer a educational entity;
  - An unnamed historic structure is located at the KY 61/KY 44 intersection. This site, a building from 1900-1924 era, is described as a two-story brick commercial facility, which is presently listed as a *inventory site*;
  - The *Bullitt County Courthouse and Jail* is another historic site located at the KY 61 and 3<sup>rd</sup> street intersection. This structure has met the criteria for National Register Listing, but is not officially listed. It is described as having classic revival style architecture and belonging to the 1900-1924 era;
- One (1) *historical marker* was located along KY 44 in Shepherdsville. This marker, titled "*Brashear's Station*", details an early station on the Wilderness Road between the Falls of the Ohio (Louisville) and Harrodsburg. *Brashear's Station* was a haven for pioneer hunters and travelers. It was built at the mouth of Floyd's Fork near the banks of the Salt River in 1779. Founded of course by William Brashear, a famed woodsman from Maryland, who was killed by Indians in 1781.



*Historic Shepherdsville Courthouse  
and Jail*

## 2. Archaeological Sites

After reviewing the most current archaeological data from Kentucky's *Office of State Archaeology*, two (2) recorded *archaeological sites* were found within the KY 44 study area. They include:

- *Site 15Bu289* is a middle to late archaic find from the early woodland era, located within the Shepherdsville corporate limits, adjacent to KY 44. This site is level, found within an open habitation without mounds and belongs to the knobs region. This site resides within the *Beasley-Nicholson* soil formation, 440 meters above sea level and

covers an area of 202 square meters. The National Register status of this site has not been assessed;

- *Site 15Bu290* is located just inside the KY 44 study corridor near the Salt River. This site is a late archaic find from the late prehistoric era, is found within an open habitation without mounds, and belongs to the knobs region. This site resides upon a hillside with slope 450 meters above sea level and covers an area of 331 square meters. The National Register status of this site has not been assessed.

Also located within the KY 44 study corridor are seven (7) *archaeological survey sites*. These sites include both Phase 1 and Phase 2 surveys that are not eligible for National Register listing. These sites include the following:

- *Site 15Bu051* is located west of I-65 in Shepherdsville. This site was surveyed in 1994 for the A Phase I Cultural Resource Survey of a 5.5 Mile Highway Corridor, Shepherdsville, Bullitt County, Kentucky.
- *Sites 15Bu059 and 15Bu067* are located in Shepherdsville, just west of I-64. These sites were surveyed in 1998 and 1999 respectively for An Archaeological Survey of a Proposed Waterline Extension Project Near Shepherdsville and Lebanon Junction, Bullitt County, Kentucky.
- *Site 15Bu038* is located 0.85 miles east of Shepherdsville. This site was surveyed in 1991 for An Archaeological Survey of Shepherdsville Substation Site, Bullitt County, Kentucky.
- *Site 15Bu001* is located in western Mount Washington. This site was surveyed in 1980 for A Cultural Resource Assessment of Two Proposed Power Transmission Substations in Bullitt County, Kentucky.
- *Site 15Bu017* is located in Mount Washington. This site was surveyed in 1978 for An Archaeological Reconnaissance of the U.S. Highway 31E Relocation Project Bullitt, Nelson, Spencer, and Jefferson Counties, Kentucky.
- *Site 15Bu026* is located in Mount Washington. This site was surveyed in 1985 for the US 31E/150 Bardstown-Louisville Road, Jefferson, Nelson, Bullitt, Spencer, and Nelson Counties, Environmental Impact Statement.

According to the Division of Environmental Analysis, a Phase 2 assessment will be conducted once the corridor is narrowed.

## **E. Prime and Unique Farmland Concerns**

An estimated 11% of Bullitt County is harvested cropland. Today, Bullitt County ranks 84<sup>th</sup> out of 120 counties in total agriculture production. At over 10,000 acres, hay and alfalfa combine to total the largest commodity within the county. Soybeans and corn for grain are the largest crop commodities harvested, totaling 3781 and 2303 acres respectively. Tobacco accounts for 648 acres and 1.2 million pounds yielded. Even with the small size of farmland, agriculture still provides over 7.5 million direct dollars to Bullitt County annually. Even though Bullitt County still presents traditional Kentucky farming practices, today enterprises ranging from more beef and forage production put commodities atop the county's agriculture



*Tobacco grown along KY 44*

profile.

Data acquired from the Soil Survey Geographic (SSURGO) database indicates that over 825 acres of prime farmland are located within the study area. SSURGO is the most detailed level of soil mapping provided by the National Resources Conservation Service (NRCS). Bullitt County, bordering Jefferson County to its south is rapidly becoming an urbanized community. In the past 30 to 40 years Bullitt County has moved from an agrarian community of some 8,000 people to a suburb of Louisville of about 70,000. In that process, agriculture has declined as rapidly as the population has increased.

*Bullitt County's Agricultural Development Council (BCADC)* was formed to examine the current and future prospects of agriculture in Bullitt County. Relationships with the Cooperative Extension Service, Farm Service Agency, and Conversation District, coupled with what limited funding is available has established Bullitt County opportunities to promote and develop positive agricultural practices throughout the study area.

Field surveys have concluded that the KY 44 study area is primarily inhabited by livestock commodities and tobacco farming. Though some of these areas such as commodities are not immediately adjacent to the KY 44, they still should be taken under consideration with regard to new construction. With tobacco fields ever present, any potential realignment of this route could potentially disturb portions of prime farmland in this area.

## **F. Sites and Wells**

A review of the databases and data source information covering the project area revealed several monitored sites including hazardous materials sites, locations with discharge permits, as well as oil and gas wells. A listing of these sites and corresponding addresses can be found in **Appendix E**. The most significant issue along the corridor appears to be a number of underground storage tank locations and oil and gas wells. A summary of these issues is presented in the following paragraphs. It should be noted that the features displayed on the map may be deceiving in that one symbol representing a feature can often represent more than one of that particular feature. For instance, a symbol indicating one individual UST, may actually represent multiple UST sites. The following text addresses such occurrences where possible.

### **1. Underground Storage Tanks**

Eighteen (18) sites within the KY 44 study corridor were identified as containing, or having once contained, underground storage tanks (UST). In the development of corridor alignments, consideration should be given to opportunities to avoid sites where underground storage tanks currently exist or previously existed to avoid the need to remove existing tanks or assume liability for right-of-way that may be contaminated. It should be noted that the majority of the UST sites were identified using the databases utilized for this project (Appendix A). However, since some of the sites were identified during a field visit, the exact number of USTs is not known. As a result, the number of tanks is listed, if known, in the following text.

Eleven (11) UST sites were identified within Shepherdsville. Two (2) of these eleven (11) sites have had the tanks removed. These sites include:



*USTs located at convenience store in Mount Washington*



- Bullitt County Bus Garage – four (4) tanks; and,
- Bullitt County Road Department – two (2) tanks.

The remaining nine (9) sites in Shepherdsville are currently active:

- Bullitt County Bus Garage – two (2) tanks;
- KY 44 White Lightning #9935 – five (5) tanks;
- Fastbreak #116 – six (6) tanks;
- Short Stop #30 – two (2) tanks; and,
- Five (5) unidentified sites with an unknown number of tanks. Three (3) of these sites are located just west of I-65 along KY 44 and are associated with a gas station. The other two (2) sites are located just east of I-65, near Bullitt Central High School.

Four (4) sites were identified within Mount Washington. The tanks have been removed from three (3) of the four (4) sites. These sites include:

- Mass Marathon – four (4) tanks;
- Mount Washington Middle School – one (1) tank; and,
- Tireland of Mount Washington – five (5) tanks.

The remaining, currently active, site in Mount Washington is an unidentified site with an unknown number of tanks.

Finally, there are three (3) sites located approximately halfway between Shepherdsville and Mount Washington. One (1) site, identified as the former Truckers World, has had all eight (8) of its tanks removed. The remaining two sites are active sites, but are not specifically identified and have an undetermined number of tanks.

## 2. EPA Sites

Sites listed by the Environmental Protection Agency (EPA) as environmental concerns were also identified for the KY 44 study corridor. These sites are summarized in the following table and discussed in the subsequent text:

Facility Name	RCRIS	FINDS	TRIS
BULLITT COUNTY BUS GARAGE	X		
DAIRY MART #161	X		
PAROQUET CHEVRON	X		
PRICE AUTOMOTIVE & MACHINE SHOP INC.	X		
PARCEL 46 ITEM NO. 5-120.01	X		
INTERLAKE INC	X	X	X
REMOTE SERVICES INC/DAIRY MART #176	X	X	
THOMPSONS CUSTOM CABINETS	X	X	
A J BAYER		X	
H B M INC		X	

There are eight (8) Resource Conservation and Recovery Information System (RCRIS) sites. These sites are required to provide information about their activities to state environmental agencies. RCRIS is a national information system which supports the

Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities which generate, transport, treat, store or dispose of hazardous waste. RCRIS allows the RCRA program staff to track the notification, permit, compliance and corrective action activities required under the RCRA. In the development of corridor alignments, further investigation of all RCRIS sites is warranted in order to better understand their environmental significance and liability risk that they may pose to the Cabinet.

There are four (4) RCRIS sites found within Shepherdsville. These include:

- The *Remote Services Inc. / Dairy Mart #176*, located along KY 44 and Lee's Lane in Shepherdsville. This site was also noted in the FINDS database, which will be discussed later in this section;
- *Bullitt County Bus Garage*, located north of KY 44 near I-65;
- *Paroquet Chevron*, found south along KY 44, east of I-65; and,
- *Price Automotive and Machine Shop Inc.*, found adjacent to KY 44, near Wade Court.

There are three (3) sites located within the Mount Washington corporate limits. These include:

- *Parcel 46 (Land tract)* located along US 31, near the intersection of KY 44;
- *Dairy Mart #161*, located at 100 Louise Drive, north of KY 44; and,
- *Thompson's Custom Cabinets*, located along KY 44, near the Mount Washington corporate limit. This site is also found in the FINDS database.

One (1) additional RCRIS site was identified from the FINDS database, but not noted in the RCRIS database. This site, Interlake Inc, is located along KY 44 in Shepherdsville.

One (1) Toxic Release Inventory (TRIS) site was identified in the study area. TRIS sites contain information about the release of toxic chemicals by manufacturers. The data reported from these sites are important for both the government and public so that potential chemical risks can be assessed. This site, Interlake Inc., is located along KY 44 in Shepherdsville and was noted in the FINDS database but not in the TRIS database. It should be noted that this site is at the same location as the Interlake, Inc. RCRIS site noted in the previous paragraph.

Five (5) Facility Identification Initiative System (FINDS) sites exist within the KY 44 study corridor. The goal of this system, which was developed in the mid-1990's, was to simplify the reporting of all government sites by using an extensive database relative to all environmental sites monitored by the EPA which are subject to regulation or of environmental interest. The sites contained in this database are facilities that are subject to federal environmental reporting and permitting requirements. Since this database is a compilation of multiple types of sites, there is some overlap between the FINDS sites and those described in the previous bullets. Of the five (5) FINDS sites, there is:

- One (1) site (Interlake, Inc) identified as both an RCRIS and TRIS site. This site is located within Shepherdsville.
- Two (2) sites identified as RCRIS sites. This includes:
  - Remote Services Inc/Dairy Mart #176 in Shepherdsville; and,
  - Thompson's Custom Cabinets in Mount Washington.

- The remaining two (2) sites are both found in Shepherdsville. These include A.J. Bayer and H.B.M. Inc.

### 3. Oil and Gas Wells

There are two (2) dry or abandoned oil or gas wells in the KY 44 study area. While these wells do not represent insurmountable obstacles for project development purposes, several issues should be considered if these sites are to be impacted by future construction. First, the KYTC must compensate the owner/operator of the well for its loss. Also, the KYTC must take responsibility for operating issues with the well and eventual closing and plugging. Plugging costs range from \$1,500 for a shallow well to \$6,000 or more for deeper wells or wells with problems. Finally, many oil and gas wells produce a brine wastewater and potentially other contaminants that should be investigated on the sites.

## G. Additional Concerns

Other items identified within the KY 44 study area include:

- Four (4) major utility lines cross the KY 44 study area;
- Wildlife crossing (deer) area located near the intersection of KY 44 and Hordes Store Road, 0.8 miles east of Shepherdsville.
- CSX Railroad line crossing the KY 44 study area in Shepherdsville, 0.1 miles east of KY 61.
- According to the Division of Environmental Analysis (DEA), there is a potential for noise issues as a result of this project. and,
- Also, according to the DEA, Bullitt County will be designated as 'non-attainment' for the 8-hour standard in April 2004.



*CSX railroad crossing in Shepherdsville*

## H. Summary of Environmental Issues

Potential environmental concerns for the study area along KY 44 have been identified through this preliminary analysis. Environmental issues that are likely to require consideration during future phases of this project include:

- Public and private water sources, such as water lines, sewer lines, water wells, and water tanks covering the entire KY 44 study area and the Salt River watershed;
- "Zone A" (100-year) floodplain zones located along Floyds Fork tributaries towards the western end of the study area, just outside of Shepherdsville;
- Public and private water sources, such as water lines, sewer lines, water wells, and three (3) water tanks covering the entire KY 44 study area and the Salt River watershed;
- Potential endangered, threatened, or special concern species, including nine (9) floral, eight (8) fauna, and one forest block located within the KY 44 study area;
- Twenty-nine (29) community sensitive locations, including fourteen (14) churches, six (6) schools, nine (9) cemeteries, and no parks;
- Industry within Mount Washington and Shepherdsville;

- Potential environmental justice issues related to *low income populations* within the project area census tracts in Bullitt County;
- Potential Historical District in Mount Washington and other historic sites totaling 98 structures, two (2) National Register Sites, two (2) archaeological sites, and seven (7) survey sites;
- Prime farmland located sparingly along the KY 44 study area, and the Bullitt County Agricultural Development Council; and,
- Underground storage tanks (UST), RCRIS, and FINDS monitored sites.



## **APPENDIX A**

### **Environmental Resource Information**

## Appendix A

Granting Agency		
Contact Information		Data Obtained
Department of Fish & wildlife Resources		
Web Address	http://www.fws.gov/data/statdata/kydata.html	Wetlands Information - U.S. Department of Fish and Wildlife Quad Maps, 1983-1987
Mailing Address	#1 Game Farm Road Frankfort, KY 40601	
Phone Number	(800) 858-1549	
Kentucky Division of Waste Management / Underground Storage Tank Division		
Web Address	www.waste.ky.gov/programs/ust/	Underground Storage Tank Data
Mailing Address	14 Reilly Road Frankfort, KY 40601	
Phone Number	(502) 564-6716	
Kentucky Natural Resources and Environmental Protection Cabinet		
Web Address	www.nr.state.ky.us	Tire Dump Locations Sewage Treatment Plants Public Water Supply Lakes - based on National Wetlands Inventory, 1981 Permitted Landfills, recorded 1965-1985 Wildlife Management Areas State Parks - Kentucky Department of Parks, 1991 Facilities Guide State Forests
Mailing Address	Capital Plaza Tower	
Phone Number	(502) 564-3350	
Kentucky Heritage Council		
Web Address	www.state.ky.us/agencies/khc/khchome.htm	Archaeological Sites Historic Structures
Mailing Address	300 Washington Street Frankfort, KY 40601	
Phone Number	(502) 564-7005	

Appendix A (continued)

Granting Agency		
Contact Information		Data Obtained
Kentucky Geological Survey		
Web Address	www.uky.edu/KGS/home.htm	Faults Blueline Streams Oil and Gas Wells Coal Exploration USGS Water Monitoring Sites Water Wells
Mailing Address	228 Mining and Mineral Resources Building University of Kentucky Lexington, KY 40506-0107	
Phone Number	(859) 257-5500	
Kentucky State Nature Preserves Commission		
Web Address	www.naturepreserves.ky.gov/dataservices/download_reports.htm	Threatened and Endangered Species
Mailing Address	801 Schenkel Lane Frankfort, KY 40601	
Phone Number	(502) 573-2886	
Kentucky Department for Surface Mining Reclamation and Enforcement		
Web Address	www.surfacemining.ky.gov/data/gis/spatial/	Graphic database for all mining activities since 1961
Mailing Address	2 Hudson Hollow Frankfort, KY 40601	
Phone Number	(502) 564-6940	
U.S. Army Corps of Engineers		
Web Address	www.usace.army.mil	Dams (National Inventory of Dams, 1998-1991) Locks Ports
Mailing Address	20 Massachusetts Ave, NW Washington, DC 20314	
Phone Number	(202) 761-0001	

Appendix A (continued)

Granting Agency		
Contact Information		Data Obtained
Abandoned Mine Land Program		
Web Address	www.surfacemining.ky.gov/data/gis/spatial/	Abandoned Mine Lands Data
Mailing Address	2521 Lawrenceburg Road Frankfort, KY 40601	
Phone Number	(502) 564-2141	
U.S. Geological Survey		
Web Address	www.usgs.gov	GNIS (Geographical Name Information Server) for Schools, Cemeteries, Churches, and Hospitals
Mailing Address	12201 Sunrise Valley Drive Reston, VA 20192	
Phone Number	(703) 648-7411	DRG (Digital Raster Graphic)
National Park Service		
Web Address	www.nps.gov	Dataset for 340 National Park System Unit Boundaries
Mailing Address	1848 C Street, NW Washington, DC 20240	
Phone Number	(202) 208-4621	
National Forest Service		
Web Address	www.fs.fed.us	Polygon Coverage Showing Surface Ownership / Jurisdictions of Lands
Mailing Address	1400 Independence Ave, SW Washington, DC 20250	
Phone Number	(202) 205-1760	
Bureau of Transportation Statistics		
Web Address	www.bts.gov	United States Military Installations Database (BTS) Railroad Linear Data
Mailing Address	400 7th Street, SW Washington, DC 20590	
Phone Number	(202) 366-1111	



Appendix A (continued)

Granting Agency		
Contact Information		Data Obtained
Federal Communications Commission		
Web Address	www.fcc.gov	Paging, Cellular, and Antenna Spatial Data
Mailing Address	445 12 <sup>th</sup> Street SW Washington,DC 20554	
Phone Number	(202) 418-0615	
U.S. Department of Transportation		
Web Address	www.dot.gov	Highway and Road Networks Utility Line Linear Data
Mailing Address	400 7th Street, SW Washington, DC 20590	
Phone Number	(202) 366-4000	
Environmental Protection Agency		
Web Address	www.epa.gov	AFS (AIRS Facility Subsystem) CERCL (Comprehensive Environmental Response, Compensation and Liability) ERNS (Emergency Response Notification System) FINDS (Facility Identification Initiative) PCS (Permit Compliance System) RCRIS (Resource Conservation and Recovery Information System) TRIS (Toxics Release Inventory System)
Mailing Address	W1200 W. Tower of Waterside Mall 401 M Street, SW Washington, DC 20460	
Phone Number	(202) 260-4700	
Natural Resource Conservation Service (NRCS)		
Web Address	www.nrcs.usda.gov	Prime & Unique Farmland Concerns
Mailing Address	U.S. Department of Agriculture 1400 Independence Avenue Washington, DC 20250	
Phone Number	(202) 720-2600	

**APPENDIX B**  
**Project Area Photographs**



Mount Washington Cemetery



Mount Washington United Methodist Church



Historic House located at US 31/KY 44 intersection



View looking south on KY 44 from Mount Washington



Mount Washington Elementary School



The Bread Barn Gospel Church



Subdivision advertisement signs  
located along KY 44



Bethel United Methodist Church



Pleasant Grove Elementary School



Pleasant Grove Baptist Church



Stallings Cemetery



Looking south along KY 44 near  
Shepherdsville





Bridge span over Floyd's Fork



Historical Simmons House along KY 44



Bullitt Central High School in  
Shepherdsville



Shepherdsville Church of Christ



Salt River and train overpass in  
Shepherdsville



Potential Historic House in  
Shepherdsville

## **APPENDIX C**

### **KSNPC Forest Blocks**

# US 44 Bullitt Co. Environmental Footprint

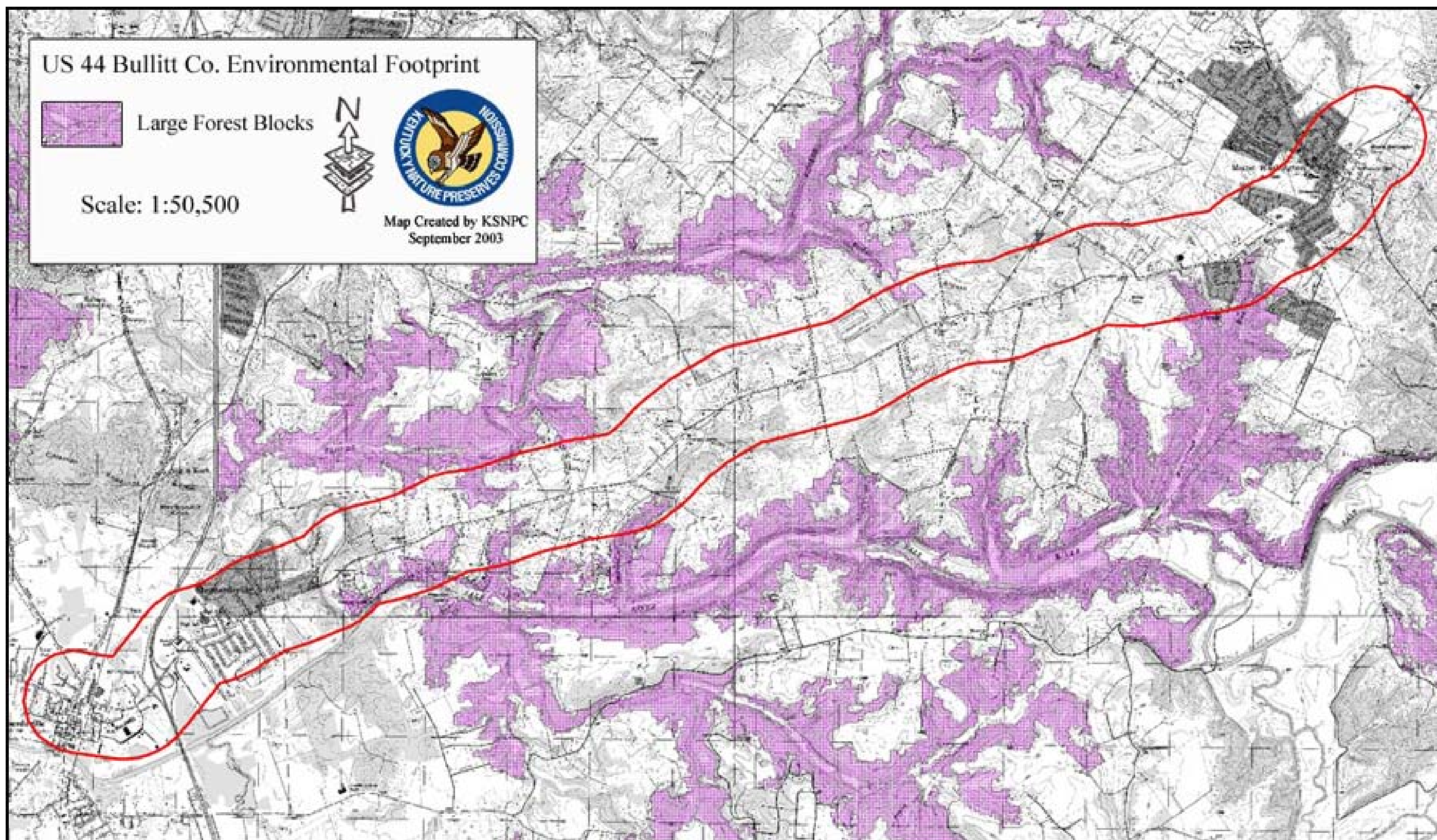


Large Forest Blocks

Scale: 1:50,500



Map Created by KSNPC  
September 2003



## **APPENDIX D**

### **KIPDA Environmental Justice Report**



# **ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US 31E/150 AT MOUNT WASHINGTON #5-150.00**

## **INTRODUCTION:**

This report contains findings of the community and environmental conditions existing in and around the proposed area. The data in this report was collected from the US Census Bureau, Local Elected Officials, Local Residents, Community Leaders and the KIPDA Area Development District.

## **METHODOLOGY:**

The first process was collecting data from the U.S. Census Bureau Data on the census tracts and block groups for Bullitt County. The next process was gathering information from the local elected officials and community leaders on the project area. Enclosed is a contact list for the scoping study on KY 44. The last process was mapping the project location in regards to census boundaries.

## **BUSINESS/INDUSTRY:**

KY 44 is a major corridor in Bullitt County connecting the cities of Shepherdsville and Mt. Washington. Located within the city limits in Shepherdsville along KY 44 is a shopping center that includes a Winn-Dixie, Big Lots, Subway, Kentucky Fried Chicken restaurant, and other businesses. There are several restaurants located on KY 44 in Shepherdsville along with the Publisher Printing Company, Bullitt County Board of Education, Roby Elementary, Bullitt County Health Department, and the Chamber of Commerce. Located within the city limits of Mt. Washington off of KY 44 near the intersection of KY 44/31 E is a shopping center that includes a Winn-Dixie and other small business. Also there are two other shopping centers located off of KY 44 in Mt. Washington they are Crossroads Station and the Washington Square Shopping Center.

North of KY 44 near the CSX railroad in Shepherdsville there will be business/industrial park called the Shepherds Crossing that includes a Kroger, a Blockbuster Movies, and a ten screen movie theater. In the City of Mt. Washington there is a business center located eight tenths of a mile off of KY 44 on Landis Road. The Mt. Washington business center includes Max Johnson Drywall (60 employees), Sisco Heating and Air Company (40 employees), Vittitow Basement Walls Inc (60-70 employees), and Marco Die Supplies Inc (30 employees). It is expected that future planned commercial and industrial growth will take place on Cedar Grove Rd know as KY 480 south of KY 44 in the Cedar Grove Business Park that will include APL Logistics (120 employees), Illuminations.com (150 employees), Linen-N-Things (300 employees), Woodgrain Millsource (50 employees), Wyeth Pharmaceuticals (100 employees), and Zappos.com (25 employees). Also expected north of KY 44 in city of Hillview will be a emergency center/diagnosis center of Jewish Hospital and Union Tools Inc (50 employees).

### **POPULATION/CENSUS DATA:**

The alternatives study for KY 44 between KY 61 at Shepherdsville and US 31E/150 at Mt. Washington is effected by these block groups: 201 BG 2, 201 BG 3, 202 BG 1, 202 BG 2, 202 BG 3, 203 BG 1, 203 BG 2, 207 BG 2, and 207 BG 3. The cities of Shepherdsville and Mt. Washington are urban, however, the remainder of the KY 44 along the corridor is primarily residential. The census data shows that the poverty table on block groups: 201 BG 2, 201 BG 3, 202 BG 1, 202 BG 2, 202 BG 3, 203 BG 1, 203 BG 2, and 207 BG 3 percent of total in poverty are lower than the state except for 207 BG 2. The 207 BG 2 has 16.3% percent of total in poverty compared to the state 15.4% percent of total in poverty. In block group 203 BG 1 there are zero people in poverty status. Minority populations in these block groups are considerably lower than the overall state percentages. There seems to be a higher percentage of Black, Asian, and Hispanics in block 207 BG 2 than other block groups.

The percentage of population by age of 0-17 in block groups 201 BG 2, 201 BG 3, 202 BG 1, 202 BG 2, 202 BG 3, 203 BG 2, and 207 BG 2 are slighter higher than the state average. Block groups 203 BG 1 and 207 BG 3 are slighter lower than the state average of 0-17 population. The percentage of 18-64 population these block groups are above or close the state average 201 BG 2, 202 BG 2, 201 BG 3, 202 BG 1, 202 BG 3, 203 BG 1, 203 BG 2, 207 BG 2, and 207 BG 2. The percentage of population 62 and older is lower than the state average in block groups 201 BG 2, 201 BG 3, 202 BG 1, 202 BG 2, 202 BG 3, 203 BG 1, 203 BG 2, 207 BG 2, and 207 BG 3.

### **EDUCATIONAL CENTERS/RELIGIOUS CENTERS:**

There are no concentrations or communities that share a common religious, cultural, ethnic, or other background along the KY 44 alternative study. There are concentrations of churches and education centers that are walking distance of the existing state highway KY 44. In the city of limits of Mt. Washington there is Bullitt East High School, Old Mill Elementary School, and Mt. Washington Elementary School off of KY 44. Outside of the city limits of Mt. Washington is Pleasant Grove Elementary School. In the city limits of Shepherdsville there is Bullitt Central High School, Roby Elementary School, Bullitt County Education Center, and the Area Technology Center off of KY 44. Churches located in Mt. Washington along KY 44 are the First Assembly of God of Mt. Washington, First Baptist Church of Mt. Washington, St. Francis Xavier Catholic Church, and Bethel United Methodist Church. Churches located in Shepherdsville along KY 44 are Pleasant Grove Baptist Church, Jehovah's Witnesses Kingdom Hall, Shepherdsville Christian Church, Shepherdsville Church of Christ and the Wesleyan Church .

Residential subdivision areas along KY 44 are Twelve Volts, Marilyn Heights, Wil Char Estates, Shawnee Estates, Wood Lake, Rolling Fields, Bethel Branch, Bleemel Estates, Cherry Hill, Lazy River North, Lazy River Estates, Northfield Estates, Green Acres, and Dogwood Homes. Also located on Armstrong Lane off of KY 44 in Mt. Washington the residential subdivisions areas that could be affected by the project are Forest Ridge, Wild Woods, Helmwood, Autumn Glenn, Brior-Field.

The potential effects of the KY 44 alternative study from Mt. Washington to Shepherdsville are to improve safety and access to the Bullitt County region. State Highway 44 from Mt. Washington to Shepherdsville is a major east/west corridor in Bullitt County and it connects to I-65. The negative effects would be displacement of existing subdivisions along KY 44 and a disruption of community cohesion. Methods to minimize the target population groups would be to stay within the existing right of way on KY 44. Sidewalks would be a must in the city limits of Shepherdsville and Mt. Washington. Access management plan is needed for a new facility. Another method would be the right of way preservation for a new facility that would not adversely affect the community.

**POPULATION BY AGE**  
**ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US**  
**31E/150 AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 2000 census data on age in Kentucky, Bullitt County, Census Tract Boundaries, and Block Groups.

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1)

Population Groups by Commonwealth, County, & Census Tract	0-17	% of Total Population	18-64	% of Total Population	65-older	% of Total Population	Total
U.S.	72,293,812	25.7	167,872,065	59.7	41,256,029	14.6	281,421,906
Kentucky	994,818	24.6	2,445,189	60.5	601,762	14.9	4,041,769
Bullitt	16,640	27.2	39,804	65.0	4,792	7.8	61,236
TR 201	2,338	28.0	5,282	63.3	730	8.7	8,350
TR 202	1,610	27.1	3,841	64.6	491	8.3	5,942
TR 203	793	27.0	1,930	65.8	212	7.2	2,935
TR 204	1,313	24.9	3,456	65.6	503	9.5	5,272
TR 205	1,415	28.7	3,207	65.1	306	6.2	4,928
TR 206	1,936	27.3	4,732	66.7	429	6.0	7,097
TR 207	1,836	27.8	4,175	63.3	582	8.8	6,593
TR 208	1,531	27.2	3,714	66.0	385	6.8	5,630
TR 209	707	25.2	1,872	66.9	221	7.9	2,800
TR 211	1,878	27.6	4,471	65.7	460	6.7	6,809
TR 212	1,283	26.3	3,124	64.0	473	9.7	4,880
<b>BLOCK GROUPS</b>							
201 BG1	810	29.7	1,726	63.2	194	7.1	2,730
201 BG 2	782	27.6	1,750	61.8	301	10.6	2,833
201 BG 3	360	28.0	792	62.0	128	10.0	1,280
201 BG 4	386	25.6	1,014	67.3	107	7.1	1,507
202 BG 1	782	26.6	1,928	65.6	229	7.8	2,939
202 BG 2	422	26.9	977	62.2	172	10.9	1,571
202 BG 3	406	28.4	936	65.3	90	6.3	1,432



**POPULATION BY AGE**  
**ALTERNATIVE STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US 31E/150**  
**AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 2000 census data on age in Kentucky, Bullitt County, Census Tract Boundaries, and Block Groups.

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1)

Population Groups by Commonwealth, County, & Census Tract	0-17	% of Total Population	18-64	% of Total Population	65-older	% of Total Population	Total
203 BG 1	119	23.2	350	68.1	45	8.7	514
203 BG 2	674	27.8	1,580	65.3	167	6.9	2,421
207 BG 1	936	31.9	1,822	62.1	176	6.0	2,934
207 BG 2	591	27.1	1,365	62.6	223	10.2	2,179
207 BG 3	309	20.9	988	66.8	183	12.3	1,480

**POVERTY STATUS**  
**ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US**  
**31E/150 AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 1990 census data on the numbers and percentage of persons in poverty in Kentucky, Bullitt County and Census Tracts Boundaries, and Block Groups

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, 2000 Summary File 3 Census of Population and Housing. (SF 3)

Population Groups by Commonwealth, County & Census Tract	Number of Persons Under 18 in Poverty (Percentage of persons Under 18 in Poverty)	Percent of Persons that are Under 18	Number of Persons 18-64 in Poverty (Percentage of Persons 18-64 in Poverty)	Percent of Persons in Poverty that are 18-64	Number of Persons 65 and over in Poverty (Percentage of Persons 65 and Over In Poverty)	Percent of Persons in Poverty that are over 65	Total Number of Persons in Poverty	Percent of Total in Poverty
U.S.	11,746,858 (16.2%)	34.7	18,865,180 (11.2%)	55.6	3,287,774 (8%)	9.7	33,899,812	12%
Kentucky	203,547 (20.5%)	32.7	350,072 (14.3%)	56.4	67,477 (11.2)	10.9	621,096	15.4%
Bullitt County	1,888 (11.3%)	39.3	2,564 (6.4%)	53.3	354 (7.4%)	7.4	4,806	7.8%
TR 201	245 (10.5%)	42.7	292 (5.5%)	50.9	37 (5.1%)	6.4	574	7.0%
TR 202	75 (4.7%)	39.3	100 (2.6%)	52.3	16 (3.3%)	8.4	191	3.2%
TR 203	5 (1%)	16.1	26 (1.3%)	83.9	0 (0%)	0	31	1.1%
TR 204	96 (7.3%)	33.4	157 (4.5%)	54.7	34 (6.8%)	11.8	287	5.5%
TR 205	103 (7.3%)	32.1	181 (5.6%)	56.4	37 (12.1%)	11.5	321	6.5%
TR 206	150 (7.7%)	41.8	175 (3.7%)	48.7	34 (7.9%)	9.5	359	5.1%
TR 207	588 (32%)	49.6	547 (13.1%)	46.2	50 (8.6%)	4.2	1,185	18.2%
TR 208	202 (13.2)	36.6	335 (9%)	60.7	15 (3.9%)	2.7	552	9.8%
TR 209	99 (14%)	36.7	149 (8%)	55.2	22 (10%)	8.1	270	9.6%
TR 211	220 (11.7%)	37.0	333 (7.4%)	56.1	41 (8.9%)	6.9	594	8.8%
TR 212	105 (8.2%)	23.7	269 (8.6%)	60.9	68 (14.4%)	15.4	442	9.1%
201 BG 1	173 (21.4%)	49.9	174 (10.1%)	50.1	0 (0%)	0	347	13.0%
201 BG 2	65 (8.3%)	37.6	82 (4.7%)	47.4	26 (8.6%)	15.0	173	6.4%
201 BG 3	7 (1.9%)	13.0	36 (4.5%)	66.7	11 (8.6%)	20.3	54	4.2%
201 BG 4	0 (0%)	0	0 (0%)	0	0 (0%)	0	0	0
202 BG 1	21 (2.7%)	30.0	45 (2.3%)	64.3	4 (1.7%)	5.7	70	2.4%
202 BG 2	6 (1.4%)	25.0	6 (1%)	25.0	12 (7%)	50.0	24	1.5%
202 BG 3	48 (11.8%)	49.5	49 (5.2%)	50.5	0 (0%)	0	97	6.7%

**POVERTY STATUS**  
**ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US**  
**31E/150 AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 1990 census data on the numbers and percentage of persons in poverty in Kentucky, Bullitt County and Census Tracts Boundaries, and Block Groups

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, 2000 Summary File 3 Census of Population and Housing. (SF 3)

Population Groups by Commonwealth, County & Census Tract	Number of Persons Under 18 in Poverty (Percentage of persons Under 18 in Poverty)	Percent of Persons that are Under 18	Number of Persons 18-64 in Poverty (Percentage of Persons 18-64 in Poverty)	Percent of Persons in Poverty that are 18-64	Number of Persons 65 and over in Poverty (Percentage of Persons 65 and Over In Poverty)	Percent of Persons in Poverty that are over 65	Total Number of Persons in Poverty	Percent of Total in Poverty
203 BG 1	0 (0%)	0	0 (0%)	0	0 (0%)	0	0	0%
203 BG 2	5 (1%)	16.1	26 (1.6%)	83.9	0 (0%)	0	31	1.3%
207 BG 1	336 (35.9%)	48.4	343 (18.8%)	49.4	15 (8.5%)	2.2	694	22.7%
207 BG 2	184 (31.1%)	54.3	139 (10.2%)	41.0	16 (6.9%)	4.7	339	16.3%
207 BG 3	68 (22%)	44.7	65 (6.6%)	42.8	19 (10.4%)	12.5	152	11.3%



**POPULATION BY RACE**  
**ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US**  
**31E/150 AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 2000 census data numbers and percentages of persons by race in Kentucky, Bullitt County, Census Tract Boundaries, and Block Groups.

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1)

	White	% of Pop.	Black	% of Pop.	Asian	% of Pop.	American Indian	% of Pop.	Native Hawaiian	% of Pop.	Other	% of Pop.	Total Population
U.S.	211,460,626	75.1	34,658,190	12.3	10,242,998	3.6	2,475,956	.9	398,835	.1	22,185,301	8.0	281,421,906
Kentucky	3,640,889	90.1	295,994	7.3	29,744	.7	8,616	.2	1,460	.03	65,066	1.6	4,041,769
Bullitt County	60,052	98.1	233	.4	167	.3	206	.3	8	0	570	.9	61,236
TR 201	8,217	98.4	19	.2	20	.2	16	.1	0	0	78	.9	8,350
TR 202	5,850	98.4	11	.2	15	.3	18	.3	1	0	47	.8	5,942
TR 203	2,911	99.2	8	.3	0	0	6	.2	0	0	10	.3	2,935
TR 204	5,172	98.1	10	.2	13	.2	20	.4	4	0	53	1.1	5,272
TR 205	4,824	97.9	31	.6	18	.4	15	.3	0	0	40	.8	4,928
TR 206	6,953	98.0	13	.2	25	.4	31	.4	0	0	75	1.0	7,097
TR 207	6,413	97.3	74	1.1	31	.5	17	.3	1	0	57	.8	6,593
TR 208	5,464	97.1	41	.7	17	.3	37	.7	0	0	71	1.2	5,630
TR 209	2,755	98.4	0	0	3	.1	13	.5	0	0	29	1.0	2,800
TR 211	6,695	98.3	10	.1	14	.2	23	.3	2	.1	65	1.0	6,809
TR 212	4,798	98.3	16	.3	11	.2	10	.2	0	0	45	.9	4,880

**POPULATION BY RACE**  
**ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US**  
**31E/150 AT MOUNT WASHINGTON #5-150.00**

The below chart reflects the 2000 census data numbers and percentages of persons by race in Kentucky, Bullitt County, Census Tract  
Boundaries, and Block Groups.

The highlighted block groups are the areas directly impacted by the project

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF 1)

<b>BLOCK GROUPS</b>	White	% of Pop.	Black	% of Pop.	Asian	% of Pop.	American Indian	% of Pop.	Native Hawaiian	% of Pop.	Other	% of Pop.	Total Population
201 BG1	2,686	98.4	1	0	3	.1	11	.4	0	0	29	1.1	2,730
201 BG 2	2,785	98.3	15	.5	11	.4	4	.1	0	0	18	.6	2,833
201 BG 3	1,259	98.4	3	.2	1	.1	1	.1	0	0	16	1.2	1,280
201 BG 4	1,487	98.7	0	0	5	.3	0	0	0	0	15	1.0	1,507
202 BG 1	2,906	99.0	2	.1	3	.1	10	.3	1	0	17	.5	2,939
202 BG 2	1,535	97.7	8	.5	7	.4	6	.4	0	0	15	1.0	1,571
202 BG 3	1,409	98.4	1	.1	5	.3	2	.1	0	0	15	1.0	1,432
203 BG 1	513	99.8	0	0	0	0	1	.2	0	0	0	0	514
203 BG 2	2,398	99.0	8	.3	0	0	5	.2	0	0	10	.4	2,421
207 BG 1	2,848	97.1	33	1.1	10	.3	6	.2	0	0	37	1.3	2,934
207 BG 2	2,115	97.1	30	1.4	21	.1	9	.4	0	0	4	.2	2,179
207 BG 3	1,450	98.0	11	.7	0	0	2	.1	1	.1	16	1.1	1,480

# HISPANIC POPULATION

## ALTERNATIVES STUDY KY 44 BETWEEN KY 61 AT SHEPHERDSVILLE AND US 31E/150 AT MOUNT WASHINGTON #5-150.00

The below chart reflects the 2000 census data on Hispanic Population in Kentucky, Bullitt County, Census Tract Boundaries, and Block Groups.

The highlighted block groups are the areas directly impacted by the project.

Source: U.S. Census Bureau, Census 2000 Summary File 1 (SF)

	Hispanic	% of Pop.	Non Hispanic	% of Pop.	Total Population
United States	35,305,818	12.5	246,116,088	87.5	281,421,906
Kentucky	59,939	1.5	3,981,830	98.5	4,041,769
Bullitt County	383	.6	60,853	99.4	61,236
TR 201	59	.7	8,291	99.3	8,350
TR 202	32	.5	5,910	99.5	5,942
TR 203	5	.2	2,930	99.8	2,935
TR 204	30	.6	5,242	99.4	5,272
TR 205	28	.6	4,900	99.4	4,928
TR 206	48	.7	7,049	99.3	7,097
TR 207	44	.7	6,549	99.3	6,593
TR 208	44	.8	5,586	99.2	5,630
TR 209	26	.9	2,774	99.1	2,800
TR 211	40	.6	6,769	99.4	6,809
TR 212	27	.6	4,853	99.4	4,880
<b>BLOCK GROUPS</b>					
201 BG1	21	.8	2,709	99.2	2,730
201 BG 2	17	.6	2,816	99.4	2,833
201 BG 3	10	.8	1,270	99.2	1,280
201 BG 4	11	.7	1,496	99.3	1,507
202 BG 1	25	.9	2,914	99.1	2,939
202 BG 2	5	.3	1,566	99.7	1,571
202 BG 3	2	.1	1,430	99.9	1,432
203 BG 1	1	.2	513	99.8	514
203 BG 2	4	.2	2,417	99.8	2,421
207 BG 1	15	.5	2,919	99.5	2,934
207 BG 2	24	1.1	2,155	98.9	2,179
207 BG 3	5	.3	1,475	99.7	1,480



**APPENDIX E**  
**Sites / Wells Listing**

## UST

Site Name / UST Location	Address	City	State	Zip Code	Tank Status	Installation Data	Date Removed	TOTAL_CAPA	SUBSTANCE_
MASS MARATHON	373 N BARDSTOWN RD	MT WASHINGTON	KY	40047	TUR	1/1/2001	5/1/1989	3000	GAS
MASS MARATHON	373 N BARDSTOWN RD	MT WASHINGTON	KY	40047	TUR	1/1/2001	5/15/1989	4000	GAS
MASS MARATHON	373 N BARDSTOWN RD	MT WASHINGTON	KY	40047	TUR	1/1/2001	5/15/1989	3000	GAS
MASS MARATHON	373 N BARDSTOWN RD	MT WASHINGTON	KY	40047	TUR	1/1/2001	5/15/1989	3000	GAS
MT WASHINGTON MIDDLE SCHOOL	269 WATER ST	MT WASHINGTON	KY	40047	TRM	1/1/1980	1/11/1994	1000	GAS
TIRELAND OF MT WASHINGTON	146 S BARDSTOWN RD	MT WASHINGTON	KY	40047	TRM	1/1/2001	10/29/1998	560	GAS
TIRELAND OF MT WASHINGTON	146 S BARDSTOWN RD	MT WASHINGTON	KY	40047	TRM	1/1/2001	10/29/1998	1000	GAS
TIRELAND OF MT WASHINGTON	146 S BARDSTOWN RD	MT WASHINGTON	KY	40047	TRM	1/1/2001	10/29/1998	560	GAS
TIRELAND OF MT WASHINGTON	146 S BARDSTOWN RD	MT WASHINGTON	KY	40047	TRM	1/1/2001	10/29/1998	560	GAS
TIRELAND OF MT WASHINGTON	146 S BARDSTOWN RD	MT WASHINGTON	KY	40047	TRM	1/1/2001	10/29/1998	500	KER
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TR8	1/1/1961	1/1/1970	1000	GAS
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TR8	1/1/1966	1/1/1978	1000	GAS
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TR8	1/1/1966	1/1/1981	1000	GAS
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TRM	1/1/1973	12/19/1991	1000	GAS
BULLITT COUNTY ROAD DEPARTMENT	CARPENTER ST	SHEPHERDSVILLE	KY	40165	TRM	1/1/1972	8/24/1994	2000	GAS
BULLITT COUNTY ROAD DEPARTMENT	CARPENTER ST	SHEPHERDSVILLE	KY	40165	TRM	1/1/1972	8/24/1994	500	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	20000	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	20000	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	20000	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	10000	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	10000	GAS
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	10000	GAS
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/1978	1/9/1996	20000	DSL
FORMER TRUCKERS WORLD	HWY 44 E PO BOX 9	SHEPHERDSVILLE	KY	40165	TRM	1/1/2001	1/17/1996	5000	UOL
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1981	-	12000	GAS
BULLITT CO BUS GARAGE	1040 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1978	-	12000	DSL
HWY 44 WHITE LIGHTNING #9935	1201 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1981	-	10000	GAS
HWY 44 WHITE LIGHTNING #9935	1201 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1981	-	10000	GAS
HWY 44 WHITE LIGHTNING #9935	1201 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1981	-	8000	GAS
HWY 44 WHITE LIGHTNING #9935	1201 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1986	-	4000	KER
HWY 44 WHITE LIGHTNING #9935	1201 HWY 44 E	SHEPHERDSVILLE	KY	40165	TAC	1/1/1987	-	12000	DSL
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
FASTBREAK #116	1121 HWY 44E	SHEPHERDSVILLE	KY	40165	TAC	6/24/1988	-	10000	GAS
SHORT STOP #30 (15)	195 N BUCKMAN ST	SHEPHERDSVILLE	KY	40165	TAC	10/1/1999	-	13000	GAS
SHORT STOP #30 (15)	195 N BUCKMAN ST	SHEPHERDSVILLE	KY	40165	TAC	10/1/1999	-	8000	GAS

**FINDS**

Facility ID	Facility Name	Address	City	State	Zip Code	RCR	PCS	AFS	CER	TRI
KYD085055978	INTERLAKE INC	300 HWY 44 E	SHEPHERDSVILLE	KY	40165	X				X
KY0000948190	A J BAYER	HWY 44 E	SHEPHERDSVILLE	KY	40165					
KY0000948265	H B M INC	4649 HWY 44 E	SHEPHERDSVILLE	KY	40165					
KY0002116572	REMOTE SERVICES INC/DAIRY MART #176	HWY 44 E	SHEPHERDSVILLE	KY	40165	X				
KYD074063058	THOMPSONS CUSTOM CABINETS	9211 HIGHWAY 44 W	MOUNT WASHINGTON	KY	40047	X				

**RCRIS**

Facility ID	Facility Name	Address	City	State	Zip Code	Contact Name	Contact Phone
KYD985111434	BULLITT COUNTY BUS GARAGE	HIGHWAY 44E, BOX 1040	SHEPHERDSVILLE	KY	40165	FEEBACK, HARRY	5029556907
KYR000007138	DAIRY MART #161	100 LOUISE DRIVE	MT WASHINGTON	KY	40047	FELTZ, JAMES	8607414499
KYD985087600	PAROQUET CHEVRON	121 PAROQUET SPRINGS DRIVE	SHEPHERDSVILLE	KY	40160	GREENWELL, HENRY C.	5023483961
KYD985113034	PRICE AUTOMOTIVE & MACHINE SHOP INC.	316 HIGHWAY 44 EAST	SHEPHERDSVILLE	KY	40165	PRICE, TOMMY	5025437471
KYR000009589	REMOTE SERVICES INC/DAIRY MART #176	HWY 44 EAST	SHEPHERDSVILLE	KY	40165	FELTZ, JAMES	8607414444
KYD074063058	THOMPSON'S CUSTOM CABINETS	9211 HIGHWAY 44 EAST	MT. WASHINGTON	KY	40047	MCINTOSH, JACK	5029558876
KYR000002758	PARCEL 46 ITEM NO. 5-120.01	BARDSTOWN RD	LOUISVILLE	KY	40201	LAMBERT, DOUG	5025647250



## **APPENDIX III**

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### **SUMMARY OF GEOTECHNICAL FINDINGS**

**MEMORANDUM**

DIV OF PLANNING **2004**

**TO:** Barry Sanders, P.E.  
Acting Chief District Engineer  
District 5, Louisville

2004 JUN -4 **PCq: Annette Coffey**

**FROM:** William Broyles, P.E.  
Geotechnical Engineering  
Branch Manager  
Division of Materials

**BY:** Christian Wallover *CW*  
Geotechnical Branch

**DATE:** May 28, 2004

**SUBJECT:** Bullitt County  
FD04 015 0044 012-023 P  
KY 44, Shepherdsville to Mt. Washington  
Mars No. 7335401P  
Planning Study  
Item No. 5-150.00

At your request, a geotechnical review has been conducted for the proposed project on KY 44 from Shepherdsville to Mt. Washington. The project is located on the outer edge of the Bluegrass Physiographic Region of Kentucky. The area is characterized by topography of gently rolling lowlands with meandering rivers 200 to 300 feet below the plains and low hills. The corridor will traverse alluvium, lacustrine, and terrace deposits, in addition to the New Albany Shale, Louisville Limestone, Waldron Shale, and Laurel Dolomite formations. This review has identified the following concerns:

- Alluvium, Lacustrine and Terrace deposits are composed of variable amounts of gravel, sand, silt and clays ranging from zero to 20+ feet thick. These materials are considered highly erodable and may require slope protection for cut sections. Due to anticipated overburden depths, bridge piers located within these deposits may need to be founded on drilled shafts or piles. Embankments and structures constructed on top of the unconsolidated sediments may call for preloading and waiting periods to allow foundation settlement to occur.
- The New Albany Shale is black in color and contains abundant amounts of pyrite. The shale will produce an acidic runoff when it is in direct contact with air and water. Special provisions will be required to insure the cut slopes and embankments consisting of this formation are encased with clay shale and soil, and the acid runoff is remediated during construction. Alignments through this corridor should avoid the New Albany Shale in order to prevent additional costs and environmental problems.
- The Louisville Limestone and Laurel Dolomite are excellent for all highway purposes. Both formations are capable of developing sinkholes, caves, and variable rocklines. It is possible these karst features will be encountered throughout most of the corridor. Springs and wet hillside conditions maybe encountered at the base of

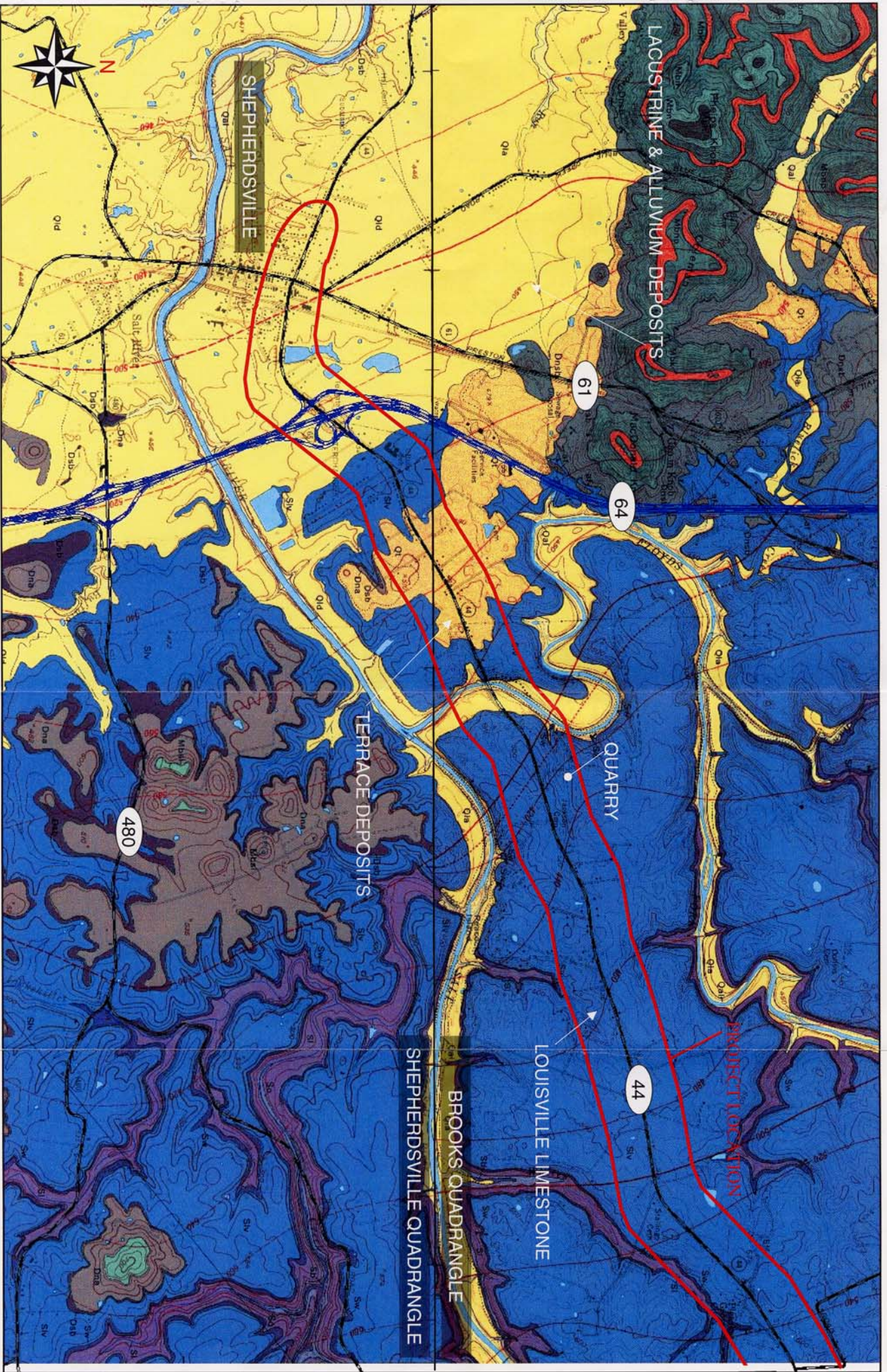
**Memorandum**  
**Barry Sanders, P.E.**  
**May 28, 2004**  
**Page 2**

the Laurel Dolomite. Abandoned and operating quarries may be found in these formations. There are two quarries located within the project location identified on the attached maps.

- The Waldron Shale is described as an olive-gray to greenish-gray clay shale. This shale has very poor engineering characteristics and may result in flatter than normal cut and fill slopes. Fill slopes on side hill conditions are discouraged for all alignments, especially through the Waldron Shale in order to maintain stability of the embankments. Alignments chosen should remain within the Louisville Limestone/Laurel Dolomite Formations as much as possible to avoid the Waldron and New Albany Shales.
- Two preferred lines have been drawn on the attached geologic maps, which would utilize the limestone and dolomite formations and avoid side hill conditions in the Waldron Shale.
- This project is in a classified Seismic Zone 2, which is defined as an area of moderate damage due to earthquake activity.

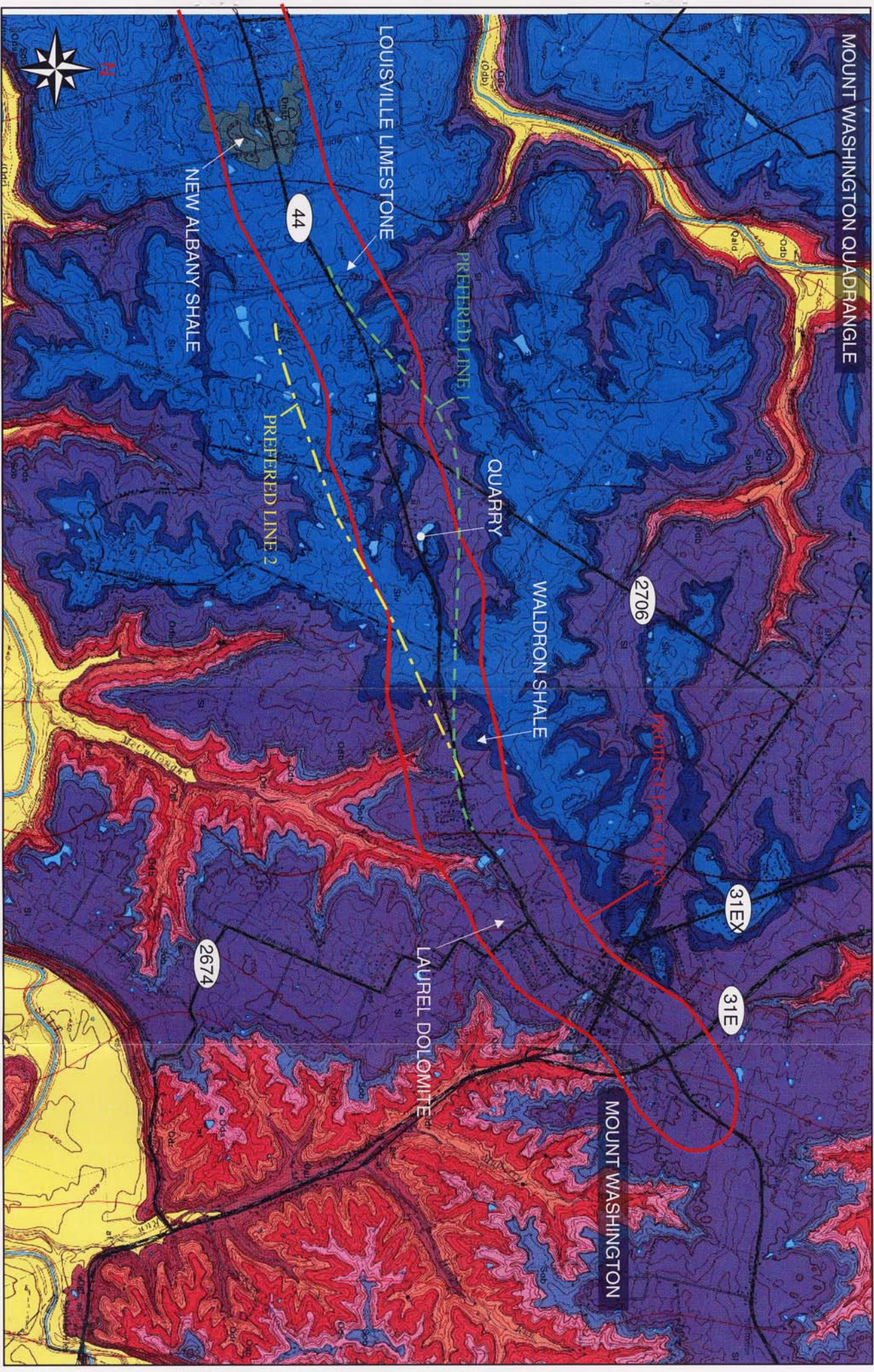
Should you have additional questions, please call the Geotechnical Branch at (502) 564-2374.







MOUNT WASHINGTON QUADRANGLE





## **APPENDIX IV**

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### **MEETING MINUTES**

**Minutes**  
**Alternatives Study – Initial Project Team Meeting**  
**Bullitt County, Item No. 05-150.00**  
**KY 44 from Shepherdsville to Mount Washington**

**Meeting Location:** District 5 Office, Conference Room

**Meeting Date:** April 23, 2003

**Introduction & Purpose**

The meeting began around 9:00 a.m. local time. Handouts were distributed. Those present were:

Bill Monhollon	D-5 Chief District Engineer
Greg Groves	D-5 Preconstruction
Barry Sanders	D-5 Construction
Brian Meade	D-5 Traffic
Chad Larue	D-5 Planning
Kevin Dant	D-5 Environmental Coordinator
Daryl Greer	CO Planning
Danny Jasper	CO Planning
Steve Ross	CO Planning

The project was described as being listed in the 2002 Six-Year Highway Plan as “Study the possibilities for constructing turn lanes along KY 44 between KY 61 at Shepherdsville and US 31E at Mount Washington,” with no other phases other than planning currently listed in the Six-Year Highway Plan.

The purpose of the study is to develop the need for the project, evaluate various roadway improvements, provide input for the statewide transportation plan, and to initiate public involvement.

This project was noted as being a continuation of a Six-Year Highway Plan project (project number 05-347.50) which is scheduled for design in 2006. Project 05-347.50 is stated in the Six-Year Highway Plan as “Mt. Washington-Taylorsville Rd: Reconstruct KY 44 from Mt. Washington Bypass East 2.0 miles.”

## **Project Description**

### Project Area

The general project area is Bullitt County KY 44 from Shepherdsville to Mount Washington.

### Available Data

#### *Traffic Data*

Existing traffic ranges from 9910 to 27,200 vehicles per day with the highest traffic being near I-65.

Mt. Washington and Shepherdsville are both trying to develop industrial parks that would be major traffic generators. There were three industrial parks mentioned:

- One proposed industrial park is in the northwest quadrant of the I-65 interchange, with the front to be commercial and the back to be industrial. This park is bounded by KY 61, KY 44, and I-65 and is proposed to be 260 acres.
- Another industrial park is along KY 480, just east of I-65.
- A third is in Mt. Washington off Landis Lane, on old US 31E.

#### *Crash Data*

A crash problem was noted. There were seven roadway segments listed in the project area as having a crash rate greater than 1.0. It was also noted that 50% or more of the crashes were described as being rear end crashes.

Eight roadway spots were also identified as having a large number of accidents. At each of these spots, the majority of the crashes were rear end crashes.

#### *Roadway Geometry*

The plan profiles showed very little horizontal or vertical curve deficiencies along the route. The roadway width and shoulder widths were noted as not being up to current design guidelines.

#### *Available Studies*

There are three planning reports that have been done on KY 44 in Bullitt County, but none of these studies cover this segment of roadway.



#### *Other*

There is a new bridge over Floyd's Fork that does not show up yet in the Highway Information System (HIS).

KY 44 is not on the NHS, as originally described in the handout.

A new connector road is being built from KY 61 to KY 44 at Shepherdsville. This connector road ties into the development in the northwest quadrant of the I-65 interchange.

#### Problems with Existing Roadway

- There is a crash problem on portions of this roadway, particularly on both the Shepherdsville and Mt. Washington ends of the project.
- There is a delay problem due to the presence of too much traffic for a two-lane roadway and the lack of storage for vehicles making left turns.
- KY 44 is strip developed, and becoming more so.
- This area of Bullitt County is one of the fastest growing areas in the state.
- With the high traffic volumes and absence of access control, the crash and delay problems are what you would expect.
- Pleasant Grove Elementary is located about halfway between Mt. Washington and Shepherdsville. They perceive safety problems with access and want signals installed.

#### Additional Information Needed

##### *Traffic Data*

- The counts program should be checked to see actual growth in traffic rather than using the Functional Class Rate from Multimodal. Bullitt County's population growth has been greater than that of most of the state.
- Possible future traffic generators such as the new industrial parks being built should be considered in the traffic projections.

##### *Other (ITS/ Bikes/ Peds.)*

There are no apparent ITS solutions.

Bikes and pedestrians should be considered due to the area being residential and schools located along the route.

### Environmental Justice

- The Area Development District will be asked to do an environmental justice report, and a letter request will be sent out.
- Houses and businesses are in close proximity to the existing road.
- This project is not expected to cause a large number of relocations, but would cause the loss of several front yards. This may cause issues with Commissioner's awards.
- There is suitable housing to relocate if necessary.

### Logical Termini

The termini should remain as described in the Six-Year Highway Plan: KY 61 in Shepherdsville to US 31E in Mt. Washington.

Problems associated with the railroad that runs through Shepherdsville near KY 61 and Publishers Printing Company located on the corner of KY 61 and KY 44 will be very difficult to address. Publishers Printing Company is very close to the existing roadway and employees over 1700 employees.

### Project Goals and Objectives

1. Address safety and accident problems due to crashes, especially rear end crashes.
2. Increase the capacity to accommodate present and future traffic volumes and decrease the overall delay along KY 44.
3. Address the growing needs of the community.
4. Improve access to Shepherdsville and Mt. Washington to support economic activity in the region.

### Cost Estimates

Cost estimates need to be determined after possible alternatives have been selected. Right of Way is expected to drive the majority of the cost.

## **Possible Alternatives and Corridors**

- Spot turning lanes
  - would not address all of the issues
  - may end up being too many spots needed
  - too much residential development
- Five-lane section with curb and gutter
  - dictated by the traffic
  - may not work because people will not drive 45-mph for 10 miles
  - would be hard to justify the slower speed in rural areas
- Three-lane rural with paved shoulders
  - could be converted to 5-lane later
  - should be given a strong look
- Three-lane curb and gutter
  - should also be considered
- Undivided four-lane
  - not considered a good option
  - would not solve the problem of turning lanes

## **Environmental Footprint Area**

An environmental footprint will be developed. The footprint area should be a 2000-foot corridor along the existing alignment. The environmental footprint was noted as not being a full-blown overview.

## **Probable Design Criteria**

### Functional Class

The functional class is expected to be urban minor arterial near Shepherdsville and Mt. Washington, and rural major collector between the two cities.

### Future ADT/ DHV

The design year 2030 traffic projections are an average daily traffic (ADT) of 44,800 vehicles per day and design hourly volume (DHV) of 5150 vehicles per hour. This was found using a 1.8% growth rate from the KYTC Division of Multimodal's Traffic Forecasting Report. These traffic numbers will be modified after looking at the counts program to see actual growth in traffic in the past.

### Design Speed

Five-lane section with curb and gutter may not work because people won't drive 45 mph for 10 miles. With 5-lane curb and gutter, we will not be able to match the operating speed with the design speed. However, it was noted that as traffic and development grows in the area, the operating speed would probably approach the design speed.

#### Other

R/W would be very difficult if needed. Partial takes could be more expensive than buying the whole house due to expected high Commissioner's Awards. It is difficult to buy R/W in Bullitt County, but suitable housing is available for relocation if necessary.

#### **Agency Coordination Needs**

Agencies to be included:

- Industrial commission
- Planning and Zoning
- EMS
- School Board

#### **Public Involvement Needs**

This project will include public involvement. It may be desirable to have two public meetings with one in Shepherdsville and one in Mount Washington. Large crowds are expected. The meeting should be open format style and held in the evening.

#### **Field Review of Project Area**

The meeting was concluded with a field review.



**Minutes**  
**Alternatives Study – Officials Meeting**  
**Bullitt County, Item No. 05-150.00**  
**KY 44 from Shepherdsville to Mount Washington**

**Meeting Location:** Bullitt County Fiscal Court Building

**Meeting Date:** May 29, 2003

## **1. INTRODUCTION AND PURPOSE**

The meeting began at approximately 10:00 a.m. local time.

Those present were:

Buddy Shepherd	Magistrate 1 <sup>st</sup> District
Paul Parsley	Sheriff
Mary Harper	State Representative
Frank Sullivan	Mayor of Mt. Washington
Ed Bleemel	Magistrate 2 <sup>nd</sup> District
Steve Wolfe	Bullitt County EDA
Sam Beechler	City Council- Mt. Washington
Tony E. Miller	City Council- Shepherdsville
Joe Sohm	Mayor of Shepherdsville
Joetta Calhoun	City Council- Mt. Washington
Randall Embry	KIPDA- Transportation Planner
Kenneth Rigdon	Bullitt County Judge Executive
Walt Sholar	Bullitt County Attorney
Bill Monhollon	KYTC- Chief District Engineer for District 5
Kevin Dant	KYTC- Environmental Coordinator for District 5
Joe Tucker	KYTC- Division of Planning
Danny Jasper	KYTC- Division of Planning
Steve Ross	KYTC- Division of Planning
Jimmy Wilson	KYTC- Division of Planning

The following Handouts were distributed:

- Agenda
- General Information and Project Location
- Intersection Crashes
- Segment Crash Data
- Los Calculations
- Priorities from the Unscheduled Highway Plan Needs
- Year 2002 Traffic & LOS
- Year 2030 Traffic & LOS
- High Crash Locations & Segments
- Topographic View
- Aerial View

The project was described as a planning study from Shepherdsville to Mount Washington with objectives of evaluating roadway improvements, prioritizing projects for future programming documents, and providing input for the statewide transportation plan.

## **2. PROJECT GOALS AND OBJECTIVES**

The handouts, including traffic and crash data, were discussed.

### **Problems with the Existing Roadway**

- A large number of crashes at the intersections with Fisher and Armstrong Lanes were cited. Sight distance was considered to be the problem. Realignment of these intersections should be considered.
- Armstrong, Bogard, and Bleemel Lanes all rejoin south of KY 44.
- History in Bullitt County is that it is difficult to buy right of way.
- It was suggested that crashes on KY 44 are primarily due to driver inattention. Turning/storage lanes would reduce crash numbers, especially the rear end crashes.
- There is currently no room to get vehicles off the road for emergency vehicle access.
- This project would require an Environmental Assessment (EA) if the preferred alternative were a five-lane section due to right of way and community impacts.
- Schools are near Bogard, Fisher and Armstrong Lanes. New classrooms are planned. Safety at these locations is currently a concern, and may worsen with the additional traffic associated with school expansion.
- Between I-65 and Buckman Street may be the most congested in the area. Traffic sometimes backs up from the current four-lane section to Buckman Street.

### **Potential Future Problems along KY 44**

- 900 new lots are planned at Bogard Lane.
- It was stated that at Bethel Church Road, 50 new homes have been built. There are 40 additional acres to build on and 39 additional acres to be annexed in. There is an average of 3.7 houses per acre with as many as 1700 lots possible.
- Planning and Zoning is in the process of updating the zoning and comprehensive plan now. Shepherdsville's mayor will provide the data on new and planned development. The Area Development District (ADD) will provide housing census data.
- There are 380 acres of Commercial/Industrial property to be developed at I-65.
- It was stated that 4003 lots are available in the county with approximately 1200 currently planned or under construction

### **Project Goals and Objectives**

- 1) Address safety and accident problems due to crashes, especially rear end crashes.
- 2) Increase the capacity to accommodate present and future traffic volumes and decrease the overall delay along KY 44.
- 3) Address the growing needs of the communities.
- 4) Improve access to Shepherdsville and Mt. Washington to support economic activity in the region.
- 5) Provide room for Emergency Services and personnel to respond on KY 44.

### **3. POSSIBLE ALTERNATIVES AND CORRIDORS**

- The number of lanes and typical sections are still to be determined.
- A four-lane section was discussed as probably not being feasible due to the need for left turn storage lanes.
- A five-lane section will require about 150 feet of right of way width during construction. This includes approximately 100 feet of permanent right of way and 20 to 30 feet of additional construction easement on each side of the roadway.
- A three-lane section was noted as not addressing current or future Level of Service (LOS) needs.
- The group consensus was that a five-lane is justified and that it is more economical to buy right of way now than to wait. It was noted that the Transportation Cabinet could not buy right of way until the project has been approved.
- The magistrates were in support of a 5-lane typical section and anything else was considered to only be a temporary fix.
- Alternatives to KY 44 have been considered but may not be feasible. Many of the same problems along KY 44 are also present north and south of the existing alignment. There is no obvious alternate route in the area.

### **4. AGENCY COORDINATION NEEDS**

- There are no known opposition groups to contact at this time.

### **5. PUBLIC INVOLVEMENT**

- It was noted that there was at least an 8-10 year time frame before any construction plan would be complete.
- Public Information Meetings
  - The best locations will be at the schools located along KY 44.
  - Public meetings should not be held on Wednesday nights.
  - Evening open house meetings should be held at both Shepherdsville and Mt. Washington.
  - One additional meeting should be held in the afternoon at Pleasant Grove for the night shift workers, possibly from 2 to 4 p.m.

The meeting adjourned at 12:18 p.m.

**Draft Minutes**  
**Alternatives Study – Stakeholders Meeting**  
**Bullitt County, Item No. 05-150.00**  
**KY 44 from Shepherdsville to Mount Washington**

**Meeting Location:** Bullitt County Fiscal Court Building

**Meeting Date:** May 29, 2003

**1. INTRODUCTION & PURPOSE**

The meeting began around 1:00 p.m. local time.

Those present were:

Beth Cassity	Executive Director- Bullitt County Chamber of Commerce
Bud White	Director- Bullitt County Chamber of Commerce
Andrea Clifford	KYTC- Information Officer for District 5
Tony Kaelin	Citizen of Bullitt County
Randall Embry	KIPDA- Transportation Planner
Bill Monhollon	KYTC- Chief District Engineer for District 5
Kevin Dant	KYTC- Environmental Coordinator for District 5
Joe Tucker	Division of Planning
Steve Ross	Division of Planning
Danny Jasper	Division of Planning
Jimmy Wilson	Division of Planning

The following Handouts were distributed:

- |  |                                   |
|--|-----------------------------------|
| • Agenda   | • Year 2002 Traffic & LOS         |
| • General Information and Project Location           | • Year 2030 Traffic & LOS         |
| • Intersection Crashes                               | • High Crash Locations & Segments |
| • Segment Crash Data                                 | • Topographic View                |
| • Los Calculations                                   | • Aerial View                     |
| • Priorities from the Unscheduled Highway Plan Needs |                                   |

The project was described as a planning study from Shepherdsville to Mount Washington with objectives of evaluating roadway improvements, prioritizing projects for future programming documents, and providing input for the statewide transportation plan.



## **2. PROJECT GOALS AND OBJECTIVES**

The handouts, including traffic and crash data, were discussed.

### **Problems with the Existing Roadway**

- Fisher & Armstrong Lanes were noted as having a fatal crash.
- KY 44 has been used as an alternate route when I-65 has been shut down.

### **Potential Future Problems along KY 44**

- It was stated that it would be preferable to buy Right of Way as soon as possible before it becomes more difficult and expensive. There is currently nothing to prevent private landowners from continuing to build on the potential right of way.

### **Other Issues of Concern**

- The stakeholders would like to see KY 44 addressed before other projects, such as Bardstown Road and Beulah Church Rd.
- KY 61 is scheduled to become a four-lane in the current Six-Year Highway Plan.
- It was asked if there are any future plans to upgrade Bells Mill Road. Bells Mill Road is not currently in the Six-Year Plan. Bells Mill is the only relief for KY 44 and a separate study may be justified. The intersection with KY 44 would be addressed if the current KY 44 project progresses.
- At least 8-10 years could be expected before completion of any project. The actual construction would probably be completed in sections.
- There is a new medical center planned in the Hill View area.

### **Project Goals and Objectives**

- 1) Address safety and accident problems due to crashes, especially rear end crashes.
- 2) Increase the capacity to accommodate present and future traffic volumes and decrease the overall delay along KY 44.
- 3) Address the growing needs of the communities.
- 4) Improve access to Shepherdsville and Mt. Washington to support economic activity in the region.
- 5) Provide room for Emergency Services and personnel to work when responding to crashes on KY 44. Currently EMS does not have room to work if there is an accident.

## **3. POSSIBLE ALTERNATIVES AND CORRIDORS**

- A five-lane section will require about 150 feet of right of way width during construction. This includes approximately 100 feet of permanent right of way and 20 to 30 feet of additional construction easement on each side of the roadway.
- Bicycles/pedestrians
  - There have been some “be-fit” programs provided in the area promoting walking and biking.
  - Three to four feet could be added to the outside lanes in order to accommodate bicycles, but children on bicycles would need additional space.

- The cities of Mt. Washington and Shepherdsville require sidewalks for any new development.
- There are no obvious alternatives to draw traffic off of KY 44. Salt River and the flood plain to the south and subdivisions to both the north and south make a new alignment difficult.
- Turning lanes won't help congestion problems, but will reduce some of the rear end crashes.

#### **4. AGENCY COORDINATION NEEDS**

- There are no known opposition groups to contact at this time.

#### **5. PUBLIC INVOLVEMENT**

- Public Information Meetings will be held either in December of 2003 or January of 2004.
- It was hypothesized that 80% of public will be in favor of a project along KY 44.

## **APPENDIX V**

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### **PUBLIC INFORMATION MEETING QUESTIONNAIRE& SURVEY SUMMARIES**

# KY 44 Questionnaire

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## Proposed Reconstruction of KY 44 from Shepherdsville to Mount Washington

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We need your help! The Kentucky Transportation Cabinet is conducting a highway planning study for KY 44 in Bullitt County. A map of the project area is included on the back of this form.

To help us with the study, we would like for you to complete this questionnaire on the proposed project. This information will help us determine if there is a need for improvements to KY 44 and what impacts this would have on your community and region. **Please fill out this form and return it to one of our staff at the sign-in table or use the postage-paid envelopes provided to submit your comments by May 31, 2004.** We appreciate your participation!

### Please Print all Responses

Name: \_\_\_\_\_ Representing: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

1. How did you hear about this meeting (check all that apply)?

<input type="checkbox"/> TV	<input type="checkbox"/> Radio	<input type="checkbox"/> Newspaper	<input type="checkbox"/> Flyer
<input type="checkbox"/> Direct Mail	<input type="checkbox"/> Friend/Family	<input type="checkbox"/> Meeting	<input type="checkbox"/> Newsletter
<input type="checkbox"/> Elected Official	<input type="checkbox"/> Other _____		

2. Do you live along KY 44 within the limits of this study? ☐ Yes ☐ No

3. Do you feel the reconstruction of KY 44 would be (check one)?

☐ Beneficial to the region ☐ Not beneficial to the region ☐ Have little or no impact on the region  
☐ No opinion

Why? \_\_\_\_\_  
\_\_\_\_\_

4. If this new highway were re-built, would you use it (check one)?

☐ Daily ☐ More than twice/week ☐ Less than twice/week ☐ Never

5. If you travel this highway, what is the primary purpose of your trips?

☐ Commuting to work ☐ Access to healthcare ☐ Leisure/Recreation ☐ Other

6. If this highway were re-built, what do you think the benefits would be? (Safety, Reduce Delays, Better School Access, Better I-65 Access, Other) \_\_\_\_\_  
\_\_\_\_\_

7. Are you aware of any environmental concerns or sensitive areas, i.e. cemeteries, schools, historic features, natural areas, etc., in the project location that should be avoided? ☐ Yes ☐ No

If yes, please explain \_\_\_\_\_  
\_\_\_\_\_

8. Any additional comments about the study or issues to consider? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If you fail to receive a postage-paid envelope, send your written comments to:

John Callihan, P.E.  
KY Transportation Cabinet  
P.O. Box 37090  
Louisville, KY 40233



# KY 44 Planning Study

## Public Meeting #1

### Questionnaire Summary

May 6, 2004

The purpose of this questionnaire was to gather input from the public regarding issues facing the public on KY44, and ask for ideas on addressing those issues. The study area was discussed in a formal presentation given during the public meeting held on May 6, 2004, at the Pleasant Grove Elementary School in Mt. Washington.

Citizens were asked to complete and return the questionnaire: at the public meeting, by email to john.callihan@ky.gov, or by mailing it to the district office by May 31, 2004. Responses were tallied from a total of 91 completed questionnaires, the results of which are summarized below.

***How did you hear about this meeting? (144 responses)***

Newspaper	36.1%	
Elected Officials	18.1%	
Friend/Family	13.2%	
Flyer	9.7%	
Other	7.6%	← School Notice
Meeting	6.3%	
Direct Mail	5.6%	
Newsletter	2.8%	
Radio	0.7%	
TV	0.0%	

<b><i>Do you live along KY44 within the limits of the study area? (86 responses)</i></b>	<b>Yes</b>	64.0%
	<b>No</b>	36.0%

***Do you feel the reconstruction of KY44 would be (check one)? (89 responses)***

Beneficial to the region	<b>(89 responses)</b>	100.0%
Not beneficial to the region	<b>( 0 responses)</b>	0.0%
Have little or no impact on the region	<b>( 0 responses)</b>	0.0%
No Opinion	<b>( 0 responses)</b>	0.0%

***If this new highway were rebuilt, would you use it (check one)? (93 responses)***

Daily	<b>(85 responses)</b>	91.4%
More than twice/week	<b>( 6 responses)</b>	6.5%
Less than twice/week	<b>( 2 responses)</b>	2.2%
Never	<b>( 0 responses)</b>	0.0%

***If you travel this highway, what is the primary purpose of your trips? (203 responses)***

Commuting to work	<b>(65 responses)</b>	32.0%
Other	<b>(48 responses)</b>	23.6%
Leisure/Recreation	<b>(47 responses)</b>	23.2%
Access to healthcare	<b>(43 responses)</b>	21.2%

***If this highway were rebuilt, what to you think the benefits would be? (Safety, Reduce Delays, Better School Access, Better I-65 Access, Other) (90 responses)***

See paragraphs below.

***Are you aware of any environmental concerns or sensitive areas, i.e. cemeteries, schools, historic features, natural areas, etc., in the project location that should be avoided? (86 responses)***

<b>Yes</b>	11.6%
<b>No</b>	88.4%

See paragraphs below.

***Any additional comments about the study or issues to consider? (63 responses)***

See paragraphs below.

In regards to the benefits of rebuilding KY44, respondent comments focused primarily on increasing safety and relieving congestion, especially around schools.

In response to the environmental concerns/sensitive areas question, only one detailed response was given concerning two graves located 30-40 ft off the edge of pavement near the intersection of KY44 and Cedar Brook Drive in Mount Washington. Other responses cited cemeteries but gave no indication of their locations.

Additional comments received on the questionnaires ranged from very specific issues to statements that were general in nature. The vast majority related to improving safety and relieving congestion.

**Bullitt County KY 44 Study Survey**  
**Item No. 05-150.00      Sept. 9, 2004**



Did you attend the first public meeting in May 2004? YES or NO

How did you hear about this meeting? (Circle all that apply)

Newspaper Article	Newspaper Advertisement
Flyer in Public Building	Outdoor Marquee or Sign
Website	Announcement at Public Mtg.
Flyer or Letter from Mail	Flyer sent home from school
Word of Mouth	Other: _____

The Bullitt County Board of Education adjusted the start time of some schools to help alleviate congestion. Have you noticed a positive improvement? YES or NO

Please indicate your level of support. Are you Highly Supportive (H), Somewhat Supportive (S), or Not Supportive (N) of each of the Alternatives listed below, and then list any comments you have. NOTE: Indicate all that you support. If you Highly Support a Rebuild, you can also Highly Support a more immediate project for KY 44 at KY 1526.

No Build (Maintain Road As-Is)	H	S	N
Access Management (Shepherdsville)	H	S	N
KY 44 at KY 1526 (Bells Mill) Improvement	H	S	N
KY 44 at Bogard/Lloyd Improvement	H	S	N
KY 44 at Armstrong/Fisher	H	S	N
Rebuild KY 44 in Shepherdsville	H	S	N
Rebuild KY 44 in Mt. Washington	H	S	N
Rebuild all of KY 44 to 3 lanes	H	S	N
Rebuild all of KY 44 to 5 lanes	H	S	N

Comments on the above Alternatives:

Feel free to add other comments on the backside of this sheet.

**PLEASE RETURN SURVEY TO FRONT TABLE OR MAIL TO:**

Chris Phillips, P.E.  
KY Transportation Cabinet  
P.O. Box 37090  
Louisville, KY 40233

# KY 44 Planning Study

## Public Meeting #2

### Survey Summary

September 9, 2004

The purpose of this survey was to receive feedback from the public regarding the proposed alternatives for the improvement of KY 44 from KY 61 in Shepherdsville to US 31E in Mount Washington. The proposed alternatives were included in a formal presentation given during the public meeting held on Sept. 9, 2004, at the Pleasant Grove Elementary School in Mt. Washington.

Citizens were asked to complete and return the survey: at the public meeting, at one of the public information sessions held on Sept. 10, 2004, or by mailing it to the district office by Oct. 9, 2004. Responses were tallied on Oct. 11, 2004 from a total of 95 completed surveys. Results from those surveys are summarized below.

<b><i>Did you attend the first public meeting in May? (73 responses)</i></b>	<b>Yes</b>	28.8%
	<b>No</b>	71.2%

***How did you hear about this meeting? (Circle all that apply) (166 responses)***

Newspaper Article	36.7%	
Word of Mouth	25.9%	
Newspaper Advertisement	16.3%	
Flyer or Letter from Mail	5.4%	
Other	4.8%	← Fiscal Court Mtg. 1.8%
Flyer in Public Building	4.2%	City of Shep. 1.2%
Announcement at Public Meeting	3.6%	TV 1.2%
Flyer sent home from school	1.8%	School Function 0.6%
Website	1.2%	
Outdoor Marquee or Sign	0.0%	

<b><i>Have you noticed a positive improvement from the adjusted school start times? (59 responses)</i></b>	<b>Yes</b>	33.9%
	<b>No</b>	66.1%



***Please indicate your level of support. Are you Highly Supportive (H), Somewhat Supportive(S), or Not Supportive (N) of each of the alternatives listed below, and then list any comments you have.***

<b><i>Alternative</i></b>		<b><i>H</i></b>	<b><i>S</i></b>	<b><i>N</i></b>
No Build	<b>(68 responses)</b>	2.9%	2.9%	<b>94.1%</b>
Access Management	<b>(57 responses)</b>	43.9%	<b>50.9%</b>	5.3%
KY 44 at KY 1526 (Bells Mill) Improvement	<b>(81 responses)</b>	<b>87.7%</b>	11.1%	1.2%
KY 44 at Bogard/Lloyd Improvement	<b>(76 responses)</b>	<b>69.7%</b>	28.9%	1.3%
KY 44 at Armstrong/Fisher	<b>(77 responses)</b>	<b>75.3%</b>	20.8%	3.9%
Rebuild KY 44 in Shepherdsville	<b>(67 responses)</b>	<b>61.2%</b>	32.8%	6.0%
Rebuild KY 44 in Mt. Washington	<b>(65 responses)</b>	<b>67.7%</b>	27.7%	4.6%
Rebuild all of KY 44 to 3 lanes	<b>(66 responses)</b>	<b>59.1%</b>	31.8%	9.1%
Rebuild all of KY 44 to 5 lanes	<b>(80 responses)</b>	<b>70.0%</b>	18.8%	11.3%

Comments received on the surveys ranged from very specific concerns to statements that were general in nature. The vast majority related to safety, current congestion relief and concern of future traffic volumes due to development along KY44.

A senior citizen retirement community (Lakeview Station) at KY44 and Huston Lane was mentioned on eighteen (18) surveys, asking to provide assistance for seniors negotiating onto KY44. Eight of those suggested a signal at the intersection. Safety issues at this senior citizen community were the most repeated comments received.

Other comments suggested signals at various locations, immediate spot improvements at the high crash locations, and providing better east-west connectivity through rebuilding roads other than KY44.

A list of comments from the surveys can be found on the following pages. The number in parentheses preceding a comment indicates the number of times that comment (or one of very similar wording) was received.

### **Other Comments**

(10) Intersection at KY44 and Huston Ln. (Lakeview Station) is a dangerous intersection. Senior citizen community where seniors need help negotiating out onto KY44.

(8) Need a stop light at Huston Ln. and KY44 (entrance to Lakeview Station) to help senior citizens from retirement community negotiate out onto KY44. Traffic will be worse when new doctor's office opens at this intersection.

(7) Build 5-lane improvements as soon as possible. Anything less will not suffice. Please make this heavily traveled road safe to use. It will cost less in the long run if it is done sooner. Fix it right the first time.

(5) Need to extend John Harper Hwy into Mt. Washington to provide greater East-West access.

(4) It is time for Bullitt Co. to get relief from congestion and improved safety for local residents.

(3) Intersection at Armstrong/Fisher is impossible to negotiate, especially with increased traffic from new residential developments on Armstrong.

(3) Pave a little bit on each side to create 3 lanes so cars can go around [turning vehicles] at listed intersections.

(2) Bleemel Lane is in the process of adding homes with small lots on two hundred acres. It should be considered high priority. At present, it is very difficult to turn left on KY44 due to very limited visibility.

(2) 5-lanes would be too much in any situation. Too much development too fast.

(2) Worried about the resale value of homes after ROW consumes front yards.

(2) This project should take top priority over other projects such as 31E from Mt. Washington to Bardstown and Cooper Chapel Rd to 31E.

(2) Parents need to put kids on school buses instead of driving them to school.

(2) Please help.

The worst section is from I-65 into Shepherdsville. Please fix this first.

The entire section has to become 5 lanes, but improvement on the three specific intersections sooner would be extremely helpful. This is a safety issue.

Need to work on the three high crash sites right away.

Even though the 5 lane improvement seems to be far in the future, all it is going to take for public outrage is a major accident somewhere on this road.

At least 5 lanes from Mt. Washington to Dixie Highway.

At least plan for 5 lanes so future developments along KY44 must leave a reserved area for the rebuild. Any spot improvements along the way will then help make progress towards the ultimate goal. Another possibility would be to modify KY480 (Cedar Grove Rd) into a direct corridor from I-65 into Mt. Washington, thus relieving some congestion from KY44.

Glad you are studying this, but what hope with no money? We need level 3, but with present state budget I can't see it & of course hate to see taxes raised. At least fix high accident areas.

Could probably get state and federal funding for the levels 1 and 2 improvements.

The 3 lane rebuild would be less expensive and alleviate traffic except in the most densely populated business areas. Any improvements to assist turning movements would help to prevent gridlock. Any improvement NOW would be better than NONE for the next five or six years.

Three lanes should be enough at Armstrong/Fisher intersection.

This area along KY44 is DANGEROUS. A stop light at KY1526 is critical. Needed now.

If people use the 3 lane improvement the same way as in front of Bullitt Central, it would cause more problems. Traffic lights at the above mentioned intersections would help with turning and slowing traffic on KY44. Traffic lights should not be a secondary solution. Please carefully consider the type of median used. Those responsible for upkeep [of grass medians] do a poor job maintaining them.

A light with access to Fisher Lane would help the congestion for those going to Mt. Washington.

Jewish Hospital is building a complex in Brooks and KY44 is the only access for Mt. Washington.

It would be proactive to plan for the junior high school being built at Ellis Cook Rd. in addition to improving the Bogard/Lloyd intersection at the elementary school.

People speed up the hill towards the middle school at Ellis Cook Rd. anticipating the straight stretch. Need something before they top the hill there.

Should lower the speed limit to 45 until improvements are made. Why has the speed limit not been lowered due to the amount of homes, etc. that have been built? Do not take any part of my property. I have children and the road is close enough as is.

Please contact the Kentucky Historical Society, Kentucky Heritage Council, and the Kentucky Department of Fish and Wildlife, if this has not already occurred, to insure properties of interest to these agencies are not impacted in a negative manner.

Devise a plan, implement phases in a reasonable order, and complete the project as soon as possible.

Add bike lanes along KY44.

Need sidewalks from Armstrong to Mt. Washington Elementary.

Very dangerous road. Something needs to be done.



Most of Bullitt Co. roads need work.

## **APPENDIX VI**

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### **RESOURCE AGENCY LETTERS**

July 7, 2005

«Mailing\_Title» «First\_Name» «Last\_Name»«Suffix»  
«Title»  
«Organization»  
«Address1»  
«Address2»  
«City», «State» «Zip»

SUBJECT: Planning Study  
Bullitt County  
KY 44, Study from Shepherdsville to Mt. Washington  
Item No. 5-150.00

Dear «Letter\_Title» «Last\_Name»:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to investigate possible improvements to KY 44 in Bullitt County from KY 61 in Shepherdsville to US 31E in Mt. Washington. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by May 31, 2004, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. A copy of a public notice placed in state and local newspapers concerning this project is attached.

«Letter\_Title» «Last\_Name»

July 7, 2005

Page 2

Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We have enclosed the following project information for your review and comment:

- Purpose, Issues, Schedules, & Project Goals
- General Information
- Exhibit 1 - Year 2002 Traffic and Level of Service
- Exhibit 2 – Year 2030 Traffic and Level of Service
- Exhibit 3 – High Crash Locations & Segments
- Exhibit 4 - USGS Topographic View
- Exhibit 5 – Aerial View (Digital Orthographic Quarter Quad)
- Topographic Environmental Footprint

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to John Callihan of the District 5 Planning Office by phone at (502) 367-6411 or by e-mail at [john.callihan@ky.gov](mailto:john.callihan@ky.gov). Please address written correspondence to Barry Sanders, P.E., Acting Chief District Engineer, Kentucky Transportation Cabinet, P.O. Box 37090, Louisville, KY 40233.

Sincerely,

Barry Sanders, P.E.  
Acting Chief District Engineer  
District 5, Louisville

BS:JEC

Enclosures

c: Jose Sepulveda (w/a)  
Annette Coffey  
Greg Groves  
John Callihan  
Ananias Calvin  
Kevin Dant  
Randall Embry



KENNETH RIGDON  
BULLITT CO JUDGE EXECUTIVE  
P. O. BOX 768  
SHEPHERDSVILLE, KY 40165

BUDDY SHEPHERD  
MAGRISTRATE, DISTRICT 1  
479 MOUNT EDEN RD  
SHEPHERDSVILLE, KY 40165

ED BLEEMEL  
MAGRISTRATE, DISTRICT 2  
551 EVANS LANE  
MT. WASHINGTON, KY 40047

DEWEY McCLEARN  
MAGRISTRATE, DISTRICT 3  
3218 ACACIA AVE  
SHEPHERDSVILLE, KY 40165

DAVID WALKER  
MAGRISTRATE, DISTRICT 4  
P.O. BOX 275  
LEBANON JUNCTION, KY 40150

ROB FLAHERTY  
BULLITT CO. DEPUTY JUDGE  
P.O. BOX 768  
SHEPHERDSVILLE, KY 40165

JOSEPH SOHM  
MAYOR OF SHEPHERDSVILLE  
P. O. BOX 400  
SHEPHERDSVILLE, KY 40165

STACEY CLINE  
SHEPHERDSVILLE CITY COUNCIL  
638 CENTERVIEW DRIVE  
SHEPHERDSVILLE, KY 40165

DON CUNDIFF  
SHEPHERDSVILLE CITY COUNCIL  
P.O. BOX 277  
SHEPHERDSVILLE, KY 40165

LARRY HATFIELD  
SHEPHERDSVILLE CITY COUNCIL  
595 CENTERVIEW DRIVE  
SHEPHERDSVILLE, KY 40165

TONY MILLER  
SHEPHERDSVILLE CITY COUNCIL  
504 JACKIE WAY  
SHEPHERDSVILLE, KY 40165

MARGARET MOORE  
SHEPHERDSVILLE CITY COUNCIL  
334 GRANDVIEW DRIVE  
SHEPHERDSVILLE, KY 40165

JAMES WATKINS  
SHEPHERDSVILLE CITY COUNCIL  
222 BEECHWOOD AVE  
SHEPHERDSVILLE, KY 40165

FRANK SULLIVAN  
MAYOR OF MT. WASHINGTON  
P.O. BOX 285  
MT. WASHINGTON, KY 40047

RALPH LUTES  
MT. WASHINGTON CITY COUNCIL  
595 STRINGER LANE  
MT. WASHINGTON, KY 40047

SIDNEY GRIFFIN  
MT. WASHINGTON CITY COUNCIL  
235 EAST LAKEVIEW DRIVE  
MT. WASHINGTON, KY 40047

SAM BEICHLER, SR  
MT. WASHINGTON CITY COUNCIL  
635 STRINGER LANE  
MT. WASHINGTON, KY 40047

LLOYD DOOLEY  
MT. WASHINGTON CITY COUNCIL  
218 STONELEDGE DRIVE  
MT. WASHINGTON, KY 40047

JOETTA CALHOUN  
MT. WASHINGTON CITY COUNCIL  
183 FEDERAL HILL DRIVE  
MT. WASHINGTON, KY 40047

LARRY PORTER  
MT. WASHINGTON CITY COUNCIL  
165 PORTER STREET  
MT. WASHINGTON, KY 40047

JODIE HAYDEN  
STATE REPRESENTATIVE  
106 HILLCREST  
BARDSTOWN, KY 40004

MARY C. HARPER  
STATE REPRESENTATIVE  
5550 NORTH PRESTON HWY.  
SHEPHERDSVILLE, KY 40165

JIM THOMPSON  
STATE REPRESENTATIVE  
50 CROSIER BOTTOM ROAD  
BATTLETOWN, KY 40104

DWIGHT BUTLER  
STATE REPRESENTATIVE  
P. O. BOX 194  
HARNED, KY 40144

GARY TAPP  
STATE SENATE  
214 CAPITOL ANNEX  
FRANKFORT, KY 40601

LINDA FISHER, PRINCIPAL  
BULLITT COUNTY AREA  
TECHNOLOGY CENTER  
395 HIGH SCHOOL  
SHEPHERDSVILLE, KY 40165

ELAINE WILSON  
BULLITT COUNTY TOURISM  
P.O. BOX 520  
SHEPHERDSVILLE, KY 40165

MICHAEL EBERBAUGH  
SUPERINTENDENT OF SCHOOLS  
HIGHWAY 44 EAST  
SHEPHERDSVILLE, KY 40165

BULLITT CO HEALTH DEPT.  
P.O. BOX 278  
SHEPHERDSVILLE, KY 40165

FIRST ASSEMBLY OF GOD OF MT.  
WASHINGTON  
12056 KY HWY 44E  
MT. WASHINGTON, KY 40047

JEHOVAH'S WITNESSES KINGDOM  
HALL  
KY HWY 44E  
SHEPHERDSVILLE, KY 40065

FAMILY WORSHIP CENTER  
2000 KY HWY. 44W  
SHEPHERDSVILLE, KY 40065

RIDGWAY MEMORIAL LIBRARY  
P.O. BOX 146  
SHEPHERDSVILLE, KY 40165

BULLITT COUNTY CHAMBER OF  
COMMERCE  
229A LEES VALLEY RD  
SHEPHERDSVILLE, KY 40165

SEVEN COUNTIES SERVICES  
249 SOUTH BUCKMAN  
SHEPHERDSVILLE, KY 40165

DARYL LEE  
PLANNING AND ZONING  
P.O. BOX 55  
SHEPHERDSVILLE, KY 40165

BETHEL UNITED METHODIST  
CHURCH  
7357 KY HWY 44E  
MT. WASHINGTON, KY 40047

ST. FRANCIS XAVIER CATHOLIC  
CHURCH  
155 STRINGER LANE  
MT. WASHINGTON, KY 40047

DAVIDSON MEMORIAL  
METHODIST CHURCH  
300 BUCKMAN STREET  
SHEPHERDSVILLE, KY 40065

PLEASANT GROVE BAPTIST CHURCH  
5285 KY. HWY 44 EAST  
SHEPHERDSVILLE, KY 40065

STEVE WOLFE  
BULLITT COUNTY ECONOMIC  
DEVELOPMENT AUTHORITY  
229 LEES VALLEY ROAD  
SHEPHERDSVILLE, KY 40165

RAY STREBLE  
BULLITT CO. ROAD SUPERVISOR  
1769 S. PRESTON HWY  
SHEPHERDSVILLE, KY 40165

LAYNE ABELL  
BULLITT COUNTY  
BOARD OF EDUCATION  
P.O. BOX 1197  
MT. WASHINGTON, KY 40047

CALVARY CHRISTIAN CENTER  
850 FISHER LANE  
MT. WASHINGTON, KY 40047

BULLITT LICK BAPTIST CHURCH  
2975 KY. HWY 44 W  
SHEPHERDSVILLE, KY 40165

EAGLE HEIGHTS BAPTIST CHURCH  
2944 KY. HWY 44E  
SHEPHERDSVILLE, KY 40065

SHEPHERDSVILLE CHURCH OF  
CHRIST  
KY HWY 44 E.  
SHEPHERDSVILLE, KY 40165

Mailing Title	Letter Title	First Name	Last Name	Suffix	Title	Organization	Address1	Address2	City	State	Zip	Send
Ms.	Ms.	LaVerne	Reid		District Manager	Airports District Office, Federal Aviation Administration	3385 Airways Blvd., Suite 302		Memphis	TN	38116	Y
	Sir and/or Madam					American Association of Truckers		P.O. Box 487	Benton	KY	42025	Y
Mr.	Mr.	Hayes	Dent		Executive Director	Delta Regional Authority	236 Sharkey Avenue, Suite 400		Clarksdale	MS	38614	Y
Mr.	Mr.	Allen D.	Youngman		Adjutant General	Department of Military Affairs	Boone Nat'l Guard Ctr.,100 Minuteman Pky.		Frankfort	KY	40601	Y
Ms.	Ms.	Ann R.	Latta		Acting Commissioner	Department of Parks	10th, floor,Capital Plaza Tower, 500 Mero St.		Frankfort	KY	40601	Y
Mr.	Mr.	George	Crothers		Director, Office of State Archaeology	Dept. of Anthropology, University of Kentucky	211 Lafferty Hall		Lexington	KY	40506-0024	Y
Mr.	Mr.	William	Straw	, Ph.D.	Regional Environmental Officer	Federal Emergency Management Agency, Region IV	3003 Chamblee-Tucker Road		Atlanta	GA	30341-4130	Y
Ms.	Ms.	Margie	Shouse			Independent Hauler Association	905 Nebo Road	P.O. Box 178	Madisonville	KY	42431	Y
Mr.	Mr.	Jack	Fish		President	Kentuckians for Better Transportation	10332 Bluegrass Parkway		Louisville	KY	40299	Y
	Sir and/or Madam					Kentuckians for The Commonwealth	105 Reams Street	P.O. Box 1450	London	KY	40743	Y
Mr.	Mr.	James	Holsinger		Secretary	Kentucky Health Services Cabinet	275 East Main		Frankfort	KY	40601	Y
Mr.	Mr.	Kelvin	Combs			Kentucky Airport Zoning Commission	Transportation Office Building, W3-09-02	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	Bob	Arnold		Executive Director	Kentucky Association of Counties	380 King's Daughters Drive		Frankfort	KY	40601	Y
Mr.	Mr.	Ken	Oilschlager		President	Kentucky Chamber of Commerce Executives, Inc.	464 Chenault Road		Frankfort	KY	40601	Y
Mr.	Mr.	Billy Ray	Smith		Commissioner	Kentucky Department of Agriculture	Capitol Annex, Room 188		Frankfort	KY	40601	Y
Mr.	Mr.	Bob	Logan		Commissioner	Kentucky Department of Environmental Protection	14 Reilly Road		Frankfort	KY	40601	Y
Mr.	Mr.	C. Thomas	Bennett		Commissioner	Kentucky Department of Fish and Wildlife Resources	Arnold L. Mitchell Bldg., #1 Game Farm Rd.		Frankfort	KY	40601	Y
Ms.	Ms.	Susan	Bush		Commissioner	Kentucky Department of Nat'l. Resources	663 Teton Trail		Frankfort	KY	40601	Y
Mr.	Mr.	Stephen A.	Coleman		Director	Kentucky Department of Nat'l. Resources, Division of Conservation	663 Teton Trail		Frankfort	KY	40601	Y
Mr.	Mr.	Pat	Simpson		Commissioner	Kentucky Department of State Police	919 Versailles Road		Frankfort	KY	40601	Y
Mr.	Mr.	Carl	Campbell		Commissioner	Kentucky Dept. of Surface Mining Reclamation and Enforcement	# 2 Hudson Hollow		Frankfort	KY	40601	Y
	Sir and/or Madam					Kentucky Disabilities Coalition		P.O. Box 1589	Frankfort	KY	40602-1589	Y
Mr.	Mr.	John	Lyons		Director	Kentucky Division of Air Quality	803 Schenkel Lane		Frankfort	KY	40601	Y
Ms.	Ms.	Leah W.	MacSwords		Director	Kentucky Division of Forestry	627 Comanche Trail		Frankfort	KY	40601	Y
Mr.	Mr.	Kenneth	Frost		Director	Kentucky Division of Vehicle Enforcement	Transportation Office Building, Suite T-500	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	Robert	Daniel		Director	Kentucky Division of Waste Management	14 Reilly Road		Frankfort	KY	40601	Y
Mr.	Mr.	Jeff	Pratt		Director	Kentucky Division of Water	14 Reilly Road		Frankfort	KY	40601	Y
Mr.	Mr.	Marvin E.	Strong	, Jr.	Secretary	Kentucky Economic Development Cabinet	Capital Plaza Tower, 500 Mero St.		Frankfort	KY	40601	Y
Mr.	Mr.	John	Bird		Executive Director	Kentucky Forward	464 Chenault Road		Frankfort	KY	40601	Y
Mr.	Mr.	Jim	Cobb		State Geologist & Director	Kentucky Geological Survey, University of Kentucky	228 Mining and Mineral Resources Bldg.		Lexington	KY	40506	Y
Mr.	Mr.	David L.	Morgan		Executive Director	Kentucky Heritage Council	300 Washington Street		Frankfort	KY	40601	Y
Mr.	Mr.	John D.	Overing			Kentucky Heritage Resource Conservation & Development Council	227 Morris Drive		Harrodsburg	KY	40330	Y
Mr.	Mr.	Kent	Whitworth		Director	Kentucky Historical Society	100 W. Broadway		Frankfort	KY	40601	Y
	Sir and/or Madam					Kentucky Industrial Development Council, Inc.	109 Consumer Lane, Ste. A		Frankfort	KY	40601-8489	Y
Ms.	Ms.	Sylvia L.	Lovely		Executive Director	Kentucky League of Cities, Inc.	101 East Vine Street, Ste. 600		Lexington	KY	40507	Y
Mr.	Mr.	Ned	Sheehy		President	Kentucky Motor Transport Association	134 Walnut Street		Frankfort	KY	40601	Y
Ms.	Ms.	LaJuana	Wilcher		Secretary	Kentucky Natural Resources and Environmental Protection Cabinet	Capital Plaza Tower, 5th Floor		Frankfort	KY	40601	Y
Mr.	Mr.	Donald S.	Dott	, Jr.	Executive Director	Kentucky Nature Preserves	801 Schenkel Lane		Frankfort	KY	40601	Y
Ms.	Ms.	Vickie	Bourne		Executive Director	Kentucky Office of Transportation Delivery	Transportation Office Building, W3-10-01	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	Beecher	Hudson		Executive Director	Kentucky Public Transit Association	c/o Louisville Red Cross	P.O. Box 1675	Louisville	KY	40201	Y
Ms.	Ms.	Marcheta	Sparrow		President	Kentucky Tourism Council	TARC,1100 US127 S., Bldg. C		Frankfort	KY	40601	Y
Mr.	Mr.	W. James	Host		Secretary	Kentucky Commerce Cabinet	Capital Plaza Tower,24 Floor	500 Mero Street	Frankfort	KY	40601	Y
Mr.	Mr.	Allan	Frank		Acting Director	KYTC, Division of Bridge Design	Transportation Office Building, E3-16-01	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	Dexter	Newman		Director	KYTC, Division of Construction	Transportation Office Building, W3-06-01	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	David	Waldner		Director	KYTC, Division of Environmental Analysis	Transportation Office Building, W5-22-02	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Mr.	Wesley	Glass		Acting Director	KYTC, Division of Materials			Frankfort	KY	40622	Y
Mr.	Mr.	Chuck	Knowles		Director	KYTC, Division of Traffic Operations	Transportation Office Building, E3-04-03	200 Mero Street	Frankfort	KY	40622	Y
Ms.	Mr.	Phillip	Mann		Acting Branch Manager	KYTC, Permits Branch	Transportation Office Building, E3-04-03	200 Mero Street	Frankfort	KY	40622	Y
Mr.	Ms.	Virginia	Fox		Secretary	Kentucky Workforce Development Cabinet	Capital Plaza Tower, 2nd Floor		Frankfort	KY	40601	Y
Ms.	Mr.	James	Aldridge		Director	Nature Conservancy - Kentucky Chapter	642 West Main Street		Lexington	KY	40508	Y
Mr.	Ms.	Helen	Cleary		President	Scenic Kentucky		P. O. Box 2646	Louisville	KY	40201	Y
Mr.	Mr.	Oscar	Geralsds			Sierra Club	259 West Short Street		Lexington	KY	40507	Y
Mr.	Mr.	Heinz	Mueller		Attorney	U. S. Environmental Protection Agency, Region 4 Office	13th Floor, Atlanta Federal Ctr.	61 Forsyth St. SW	Atlanta	GA	30303	Y
Mr.	Mr.	David	Sawyer		State Conservationist	U.S. Dept. of Agriculture, Natural Resources Conservation Service	711 Corporate Drive, Suite 110		Lexington	KY	40503	Y
						U.S. Dept. of Health & Human Serv., Center for Disease Control, Emergency And Environmental Health Services Division	Mail Stop F-16	4770 Buford Highway, N.E.	Atlanta	GA	30341-3724	Y
Mr.	Mr.	Kenneth W.	Holt			U.S. Dept. of the Interior, Fish and Wildlife Service	3761 Georgetown Road		Frankfort	KY	40601	Y
The Honorable	Mr.	Roger	Wiebusch		Bridge Administrator	United States Coast Guard, Bridge Branch	1222 Spruce Street		St. Louis	MO	63103	Y
The Honorable	Senator	Jim	Bunning		United States Senator	United States Senate	316 Hart Senate Office Building		Washington	DC	20510	Y
Mr.	Senator	Mitch	McConnell		United States Senator	United States Senate	361-A Russell Senate Office Building		Washington	DC	20510	Y
Mr.	Mr.	Thomas M.	Hunter		Executive Director	Appalachian Regional Commission	1666 Connecticut Ave., NW		Washington	DC	20235	Y/N

Colonel	Mr.	William	Howard		Executive Director	Kentucky Association of Riverports, Henderson County Riverport	6200 Riverport Rd.		Henderson	KY	42420	Y/N
Colonel	Colonel	John	Revenburgh		District Engineer	U. S. Army Corps of Engineers, Huntington District	502 Eighth Street		Huntington	WV	25701-2070	Y/N
Colonel	Colonel	Robert E.	Slockbower		District Engineer	U. S. Army Corps of Engineers, Louisville District		P.O. Box 59	Louisville	KY	40201	Y/N
Lt. Colonel	Colonel	Jack V.	Scherer		District Engineer	U. S. Army Corps of Engineers, Memphis District	167 N. Main Street		Memphis	TN	38103-1894	Y/N
The Honorable	Lt. Colonel	Steve	Gay		District Engineer	U. S. Army Corps of Engineers, Nashville District		P.O. Box 1070	Nashville	TN	37202-1070	Y/N
The Honorable	Congresswoman	Anne M.	Northup		United States Representative - District 3	U. S. House of Representatives	1004 Longworth House Office Building		Washington	DC	20515	Y/N
The Honorable	Congressman	Ben	Chandler		United States Representative - District 6	U. S. House of Representatives	1117 Longworth House Office Building		Washington	DC	20515	Y/N
The Honorable	Congressman	Ken	Lucas		United States Representative - District 4	U. S. House of Representatives	1237 Longworth House Office Building		Washington	DC	20515	Y/N
The Honorable	Congressman	Ed	Whitfield		United States Representative - District 1	U. S. House of Representatives	236 Cannon House Office Building		Washington	DC	20515	Y/N
The Honorable	Congressman	Harold	Rogers		United States Representative - District 5	U. S. House of Representatives	2406 Rayburn House Office Building		Washington	DC	20515	Y/N
Mr.	Congressman	Ron	Lewis		United States Representative - District 2	U. S. House of Representatives	2418 Rayburn House Office Building		Washington	DC	20515	Y/N
Mr.	Mr.	John	Milchick	, Jr.	Kentucky State Coordinator	U.S. Department of Housing & Urban Development, Ky. State Office	601 West Broadway		Louisville	KY	40202	Y/N
	Mr.	Kevin W.	Lawrence		Planning Staff Officer	U.S. Dept. of Agriculture, Forest Service, Daniel Boone Nat'l Forest	1700 Bypass Rd.		Winchester	KY	40391	Y/N

NOTES:

Use ADD lists from Local Officials & Local Agencies Mtgs. For the last column in this spread sheet 'send' the Y is always sent. Y/N a decision has to be made of who to send it to.

- Also Send:

State Senator(s)  
State Representative(s)  
County Judge(s)  
Mayor(s)  
Other Local Officials  
Local Agencies
- Send CCs:

Jose Sepulveda  
Glenn Jilek  
Chief District Engineer(s)  
C.O. Project Management Coordinator  
District Planning Branch Manager  
District Design Branch Manager  
ADD(s)  
Consultant

Revised: 5/8/2003



**Purpose, Issues, Schedule, & Project Goals  
Alternatives Study  
Bullitt County KY 44  
From Shepherdsville to Mt. Washington  
Item No. 05-150.00**

**STUDY PURPOSE**

The purpose of this Alternatives Study is to evaluate KY 44 from Shepherdsville to Mt. Washington and determine possible alternatives to improve safety and traffic flow. The study is intended to help define the location and purpose of the project and better meet federal requirements regarding consideration of environmental issues as defined in the National Environmental Policy Act (NEPA). Items involved with this study include:

- Define project goals;
- Identify the beginning and ending points of the project as well as possible design criteria;
- Discuss project needs and issues with public officials, government agencies, and other groups with a special interest in the project;
- Identify known environmental concerns; and
- Listen to and share information with the public.

**ISSUES**

The most imperative needs on this section of roadway pertain to safety. Several locations along the alignment have a high occurrence of crashes with the most frequent type being rear end crashes. Other issues are as follows:

- The existing route has a large volume of traffic for a two-lane roadway, thus creating capacity and delay issues;
- This area of Bullitt County is one of the fastest growing areas of the state; and
- New industrial parks and a high growth rate are expected to further congest the route.



## **PROJECT SCHEDULE**

Only the Planning phase is approved for funding at this time. All other project phases will be considered for approval and funding during future legislative sessions.

## **DRAFT STATEMENT OF PROJECT GOALS**

The project goals for reconstructing KY 44 from Shepherdsville to Mount Washington are:

1. Address safety and accident problems due to crashes, especially rear end crashes.
2. Increase the capacity to accommodate present and future traffic volumes and decrease the overall delay along KY 44.
3. Address the growing needs of the communities.
4. Improve access to Shepherdsville and Mt. Washington to support economic activity in the region.
5. Provide room for Emergency Services and personnel to respond to crashes on KY 44. Emergency vehicles are often forced to block both directions of travel when responding to an accident.

## **CONTACTS**

Address written comments to:

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
125 Holmes Street  
Frankfort, KY 40622

Or you may contact by phone or email:

Mr. Joseph Tucker  
Project Manager, Division of Planning  
Kentucky Transportation Cabinet  
(502) 564-7183  
[joseph.tucker@mail.state.ky.us](mailto:joseph.tucker@mail.state.ky.us)

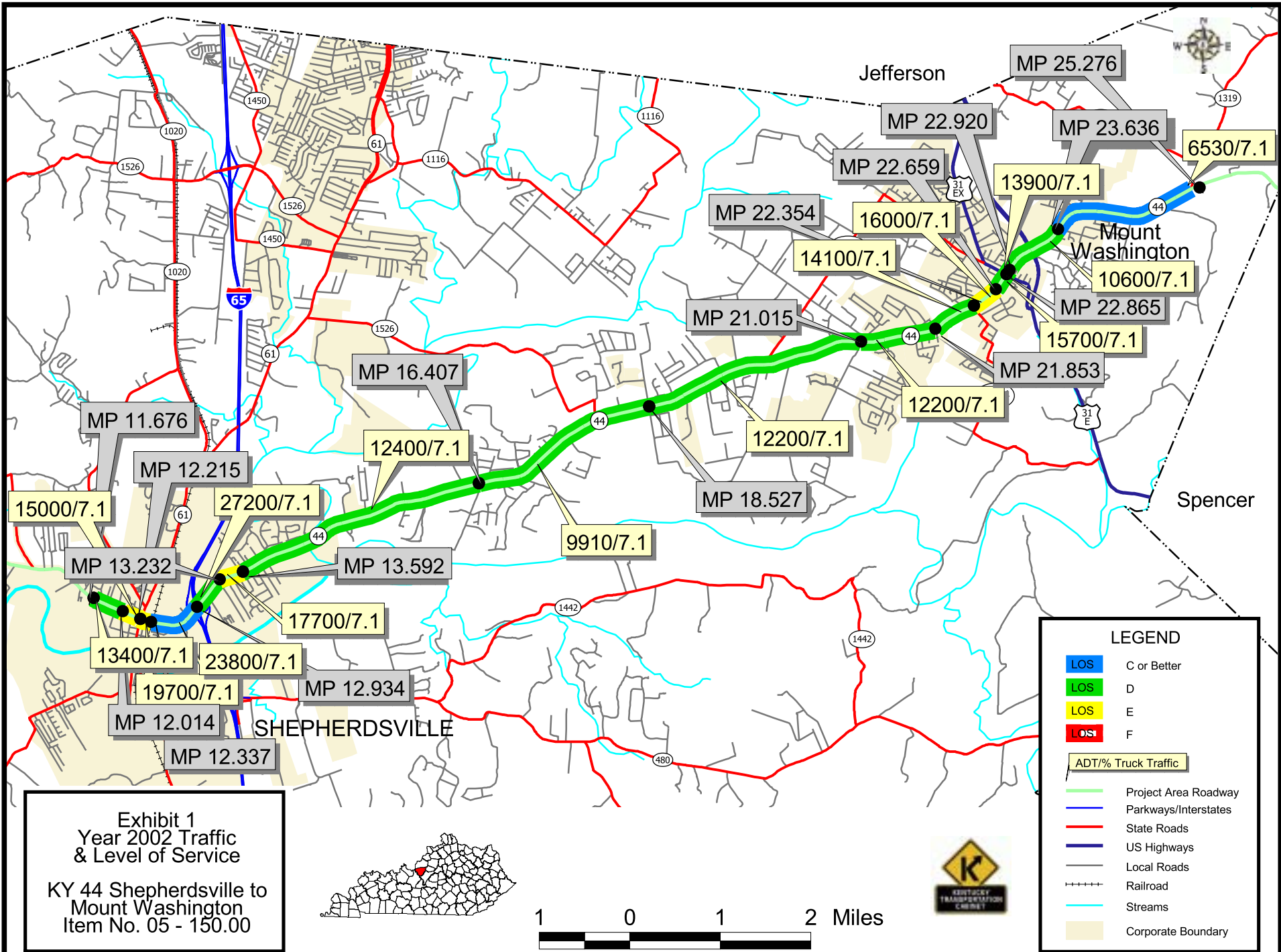


Exhibit 1  
Year 2002 Traffic  
& Level of Service  
KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00

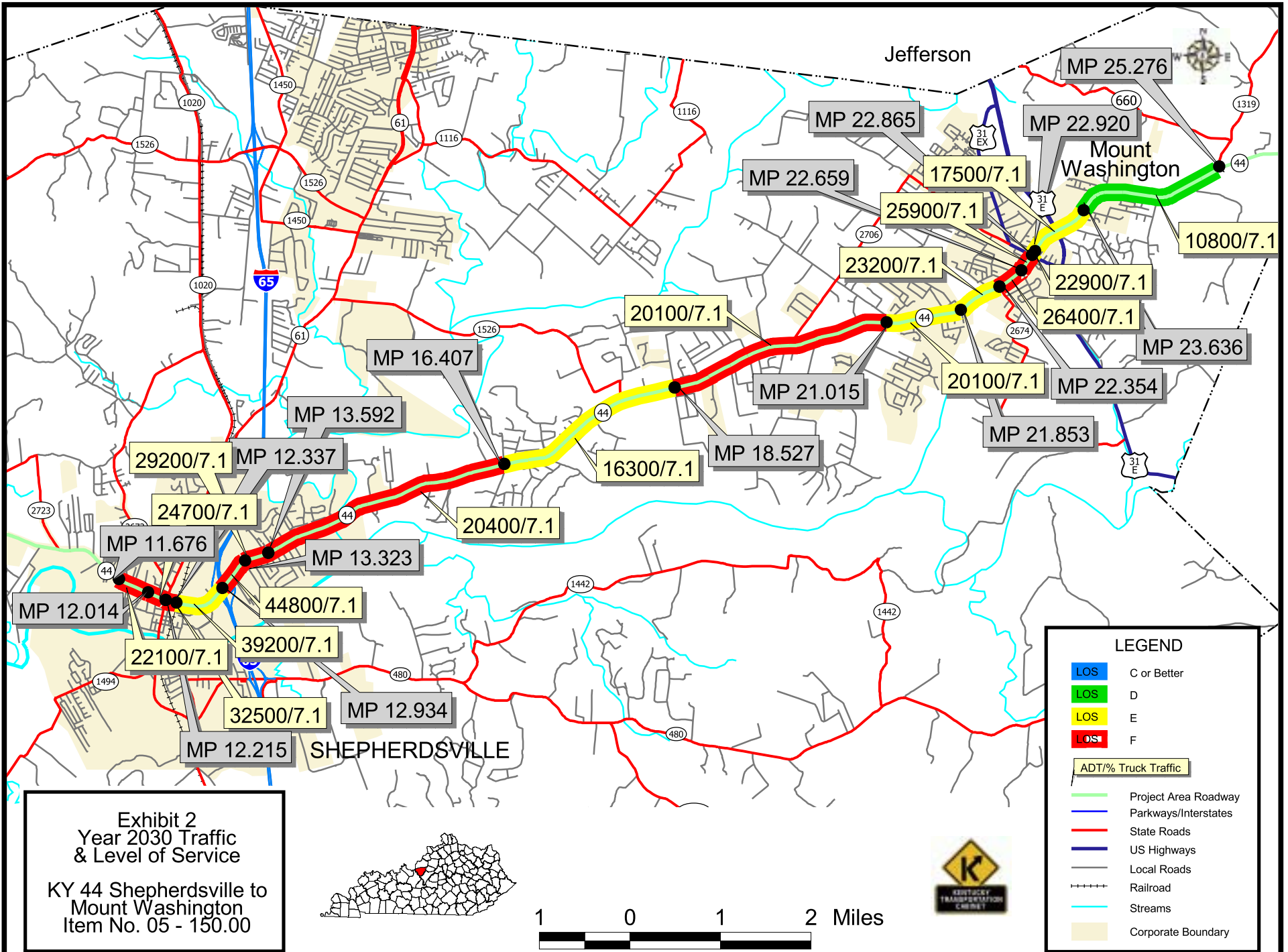
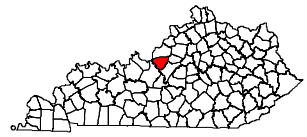
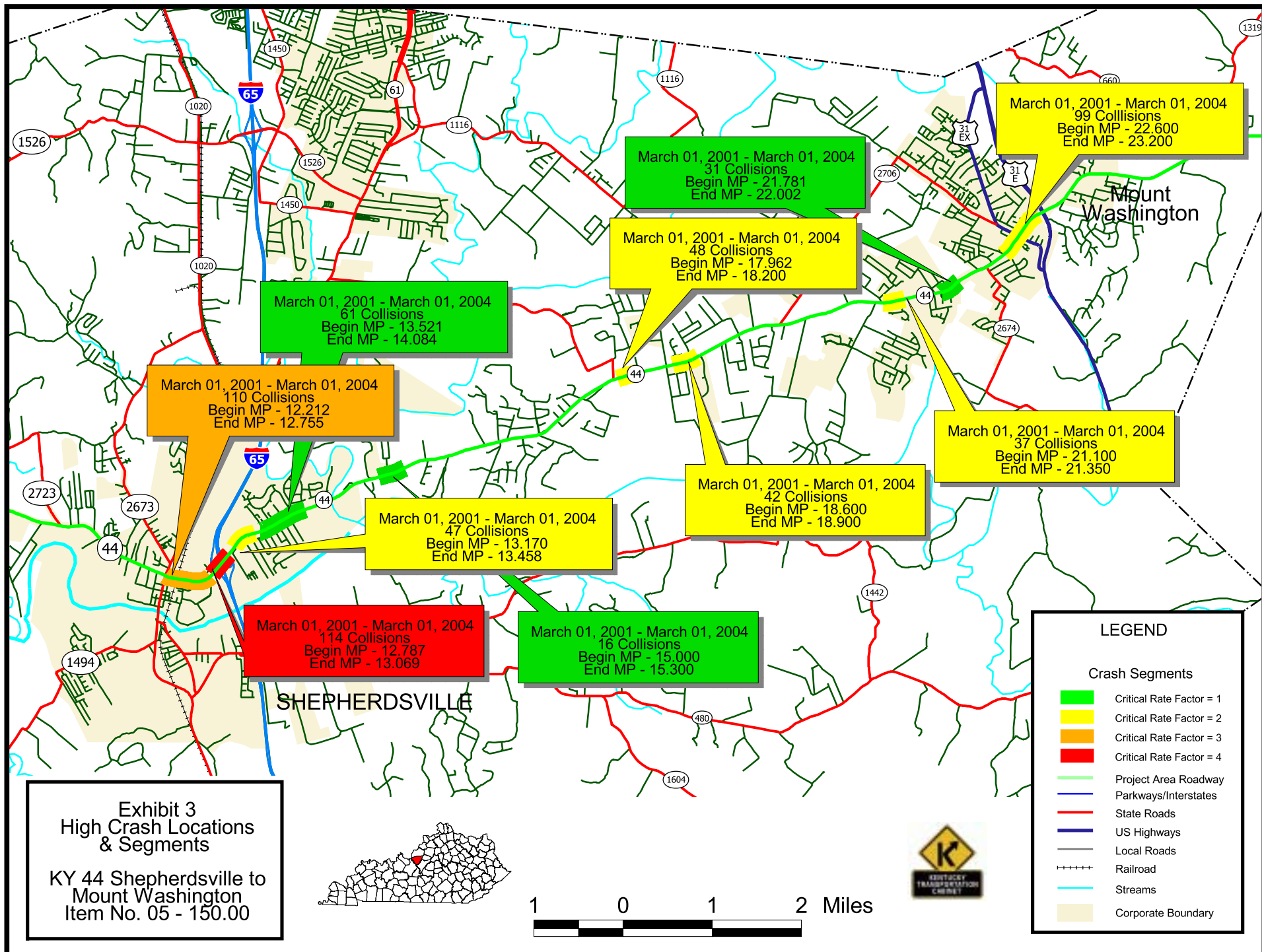


Exhibit 2  
Year 2030 Traffic  
& Level of Service  
KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00







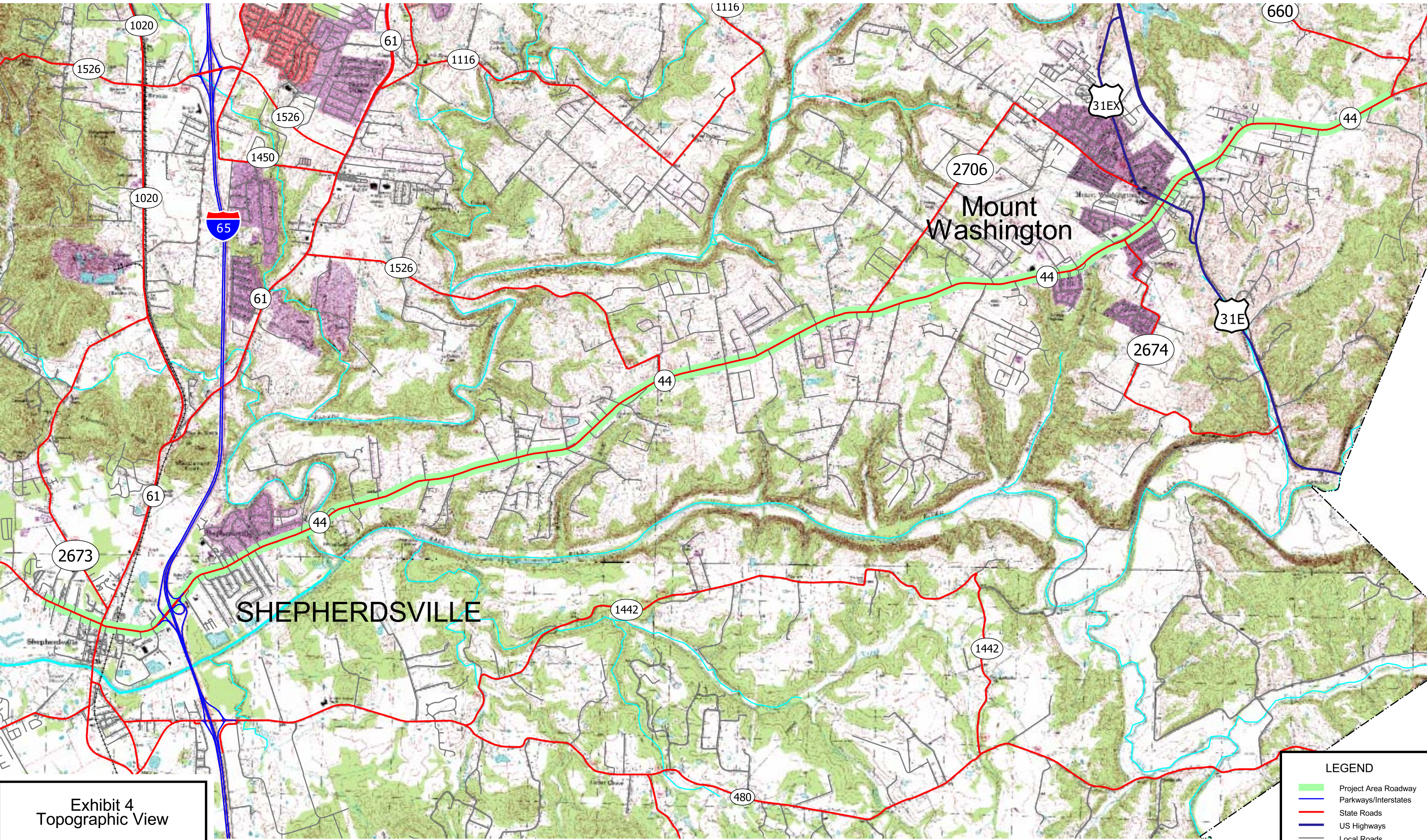


Exhibit 4  
Topographic View  
KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00



**LEGEND**

- Project Area Roadway
- Parkways/Interstates
- State Roads
- US Highways
- Local Roads
- Railroad
- Streams
- Corporate Boundary



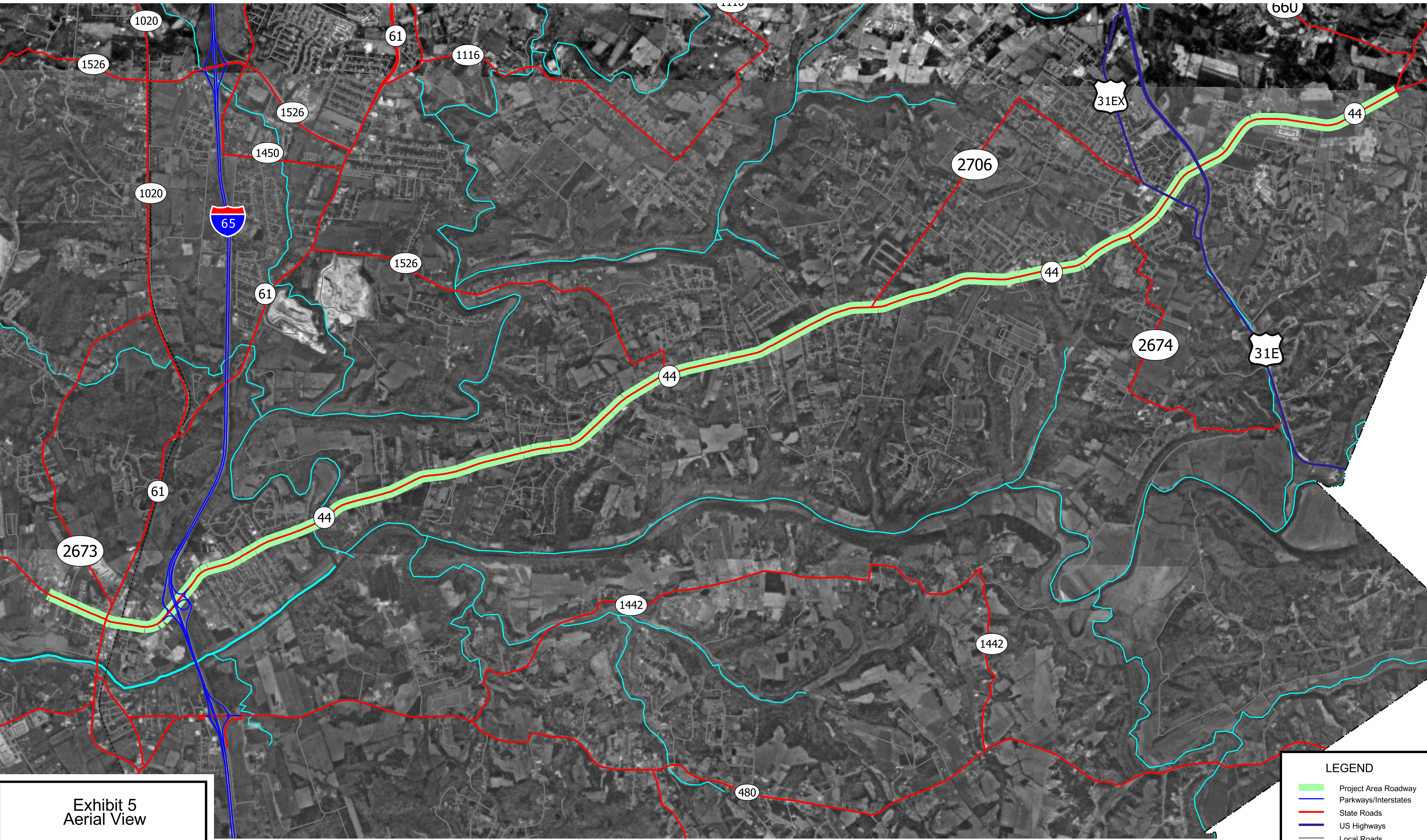


Exhibit 5  
Aerial View  
KY 44 Shepherdsville to  
Mount Washington  
Item No. 05 - 150.00



**LEGEND**

- Project Area Roadway
- Parkways/Interstates
- State Roads
- US Highways
- Local Roads
- Railroad
- Streams
- Corporate Boundary





ERNIE FLETCHER  
GOVERNOR

**COMMERCE CABINET**  
DEPARTMENT OF FISH & WILDLIFE RESOURCES  
#1 GAME FARM ROAD  
FRANKFORT, KENTUCKY 40601  
PHONE (502) 564-3400 FAX (502) 564-0506  
(800) 858-1549  
www.kentucky.gov

W. JAMES HOST  
SECRETARY, COMMERCE CABINET

C. TOM BENNETT  
COMMISSIONER

May 20, 2004

Barry Sanders  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, KY 40233

RE: Threatened/endangered species, critical habitat review, and potential environmental impacts for the KY 44 Study Plan, Bullitt County, Kentucky (Item No. 5-150.00)

Dear Mr. Sanders:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System indicates that federally endangered or threatened species are known to occur within a 10 mile radius of the project area (see attached list). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

There are state listed species are known to occur at the quad or county record level within a 1 mile radius of the project area (see attached list). Please use necessary precautions to minimize any impact this project may have on these species.

Based on this information, KDFWR makes the following recommendations.

In areas where gray bats are known to occur, any cave entrances that exist within the project area (i.e. the right-of-way and regeneration sites) should be surveyed for potential use by the bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats.

In areas where Indiana bats are known to occur, any wooded areas that may be impacted by the proposed project should be examined for potential Indiana bat habitat. Indiana bats form maternity colonies and roost under the bark of trees in both riparian and upland

areas. Therefore, disturbance of trees with exfoliating bark, dead limbs or cavities should be avoided when bat activity may occur.

The federally endangered mussels are known to occur within the Salt/Rolling Fork River. If any project involves disturbance to the river, a mussel survey may be needed.

If a bat or mussel survey is necessary, please contact this office at (502) 564-7109 or the US Fish and Wildlife Service office at (502) 695-0468 for information on how to proceed.

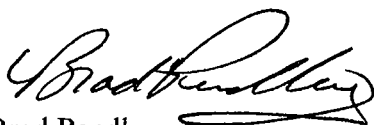
Additionally, KDFWR recommends the following for the portions of the project that cross intermittent or perennial streams:

1. Development/excavation during a low flow period to minimize disturbance;
2. Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream;
3. Replanting of disturbed areas after construction, including stream banks and right-of- ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations;
4. Return all disturbed instream habitat to its original condition upon completion of construction in the area;
5. Preservation of any tree canopy overhanging the stream;
6. Return all right-of-ways to original elevation.

It appears the extension may include wetland areas. KDFWR recommends that you look at the appropriate US Department of the Interior National Wetlands Inventory Map to determine where the proposed project may impact these wetlands. The appropriate US Army Corps of Engineers office and the Kentucky Division of Water should be contacted before any construction takes place in jurisdictional wetlands. Additionally, KDFWR will recommend at least 2:1 mitigation for any permanent loss or degradation of wetland acreage. Any planning should include measures designed to reduce or eliminate impacts to these areas. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset these losses.

I hope this information proves useful to you. If you have any questions or require additional comment, please call me at the above listed number, extension 366.

Sincerely,



Brad Pendley

Wildlife Biologist II

Brad.Pendley@ky.gov

cc: Environmental Section File

**State listed species within a 1 mile radius of the project area.**

<u>ScientificName</u>	<u>CommonName</u>	<u>QuadName</u>	<u>CountyName</u>	<u>KSNPCStatus</u>
<i>Ictiobus niger</i>	BLACK BUFFALO	Shepherdsville	BULLITT	S
<i>Pleurobema clava</i>	CLUBSHELL		BULLITT	E
<i>Myotis grisescens</i>	GRAY MYOTIS		BULLITT	E
<i>Myotis grisescens</i>	GRAY MYOTIS	Brooks	BULLITT	E
<i>Myotis sodalis</i>	INDIANA BAT		BULLITT	E
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE		BULLITT	S
<i>Noturus stigmosus</i>	NORTHERN MADTOM	Shepherdsville	BULLITT	S
<i>Plethobasus cooperianus</i>	ORANGEFOOT PIMPLEBACK	Shepherdsville	BULLITT	E



Federally listed species within a 10 mile radius of the project area.

ScientificName	CommonName	QuadName	CountyName	Federal Status
<i>Alosa alabamae</i>	ALABAMA SHAD		JEFFERSON	C
<i>Alosa alabamae</i>	ALABAMA SHAD		HARDIN	C
<i>Alosa alabamae</i>	ALABAMA SHAD		NELSON	C
<i>Pleurobema clava</i>	CLUBSHELL		JEFFERSON	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL		BULLITT	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL		SPENCER	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL		NELSON	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL	Brooks	BULLITT	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL	Jeffersontown	JEFFERSON	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL	Taylorsville	SPENCER	LE,XN
<i>Pleurobema clava</i>	CLUBSHELL	Waterford	SPENCER	LE,XN
<i>Cyprogenia stegaria</i>	FANSHELL		JEFFERSON	LE
<i>Cyprogenia stegaria</i>	FANSHELL		SPENCER	LE
<i>Cyprogenia stegaria</i>	FANSHELL		NELSON	LE
<i>Cyprogenia stegaria</i>	FANSHELL		JEFFERSON	LE
<i>Cyprogenia stegaria</i>	FANSHELL	Waterford	SPENCER	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		NELSON	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		BULLITT	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		JEFFERSON	LE
<i>Myotis grisescens</i>	GRAY MYOTIS		HARDIN	LE
<i>Myotis grisescens</i>	GRAY MYOTIS	Brooks	BULLITT	LE
<i>Myotis sodalis</i>	INDIANA BAT		BULLITT	LE
<i>Myotis sodalis</i>	INDIANA BAT		JEFFERSON	LE
<i>Myotis sodalis</i>	INDIANA BAT		HARDIN	LE
<i>Myotis sodalis</i>	INDIANA BAT	Kosmosdale	BULLITT	LE
<i>Myotis sodalis</i>	INDIANA BAT	Mount Washington	JEFFERSON	LE
<i>Myotis sodalis</i>	INDIANA BAT	Pitts Point	BULLITT	LE
<i>Myotis sodalis</i>	INDIANA BAT	Pitts Point	BULLITT	LE
<i>Epioblasma torulosa rangiana</i>	NORTHERN RIFFLESHELL		NELSON	LE
<i>Epioblasma torulosa rangiana</i>	NORTHERN RIFFLESHELL	Waterford	SPENCER	LE
<i>Plethobasus cooperianus</i>	ORANGEFOOT PIMPLEBACK		JEFFERSON	LE
<i>Plethobasus cooperianus</i>	ORANGEFOOT PIMPLEBACK	Shepherdsville	BULLITT	LE
<i>Falco peregrinus</i>	PEREGRINE FALCON	Jeffersonville	JEFFERSON	PS:LE
<i>Lampsilis abrupta</i>	PINK MUCKET		JEFFERSON	LE
<i>Obovaria retusa</i>	RING PINK		JEFFERSON	LE
<i>Epioblasma torulosa torulosa</i>	TUBERCLED BLOSSOM		NELSON	LE,XN



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control  
and Prevention (CDC)  
Atlanta GA 30333

May 11, 2004

Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, Kentucky 40233

Dear Mr. Sanders:

This is in response to your letter of April 29, 2004 requesting our agency's input and comments on a planning study to determine the need for, and the potential impacts from possible improvements to KY 44 in Bulitt County in Shepherdsville to US 31 E in Mount Washington. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

While we have no project specific comments to offer at this time, we do recommend that the topics listed below be considered during the NEPA process along with other necessary topics, and addressed if appropriate. Mitigation plans which are protective of the environment and public health should be described in the DEIS wherever warranted.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

- dust control measures during project construction, and potential releases of air toxins
- potential process air emissions after project completion
- compliance with air quality standards

II. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

VIII. Land Use and Housing

- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

IX. Environmental Justice

- federal requirements emphasize the issue of environmental justice to ensure equitable environmental protection regardless of race, ethnicity, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental pollution attributable to a proposed project. (Executive Order 12898)

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to this project. Any health related topic which may be associated with the proposed project should receive consideration when developing the draft and final EISs. Please furnish us with one copy of the draft document when it becomes available for review.

Sincerely yours,



Paul Joe, DO, MPH  
Medical Officer

National Center for Environmental Health (F16)  
Centers for Disease Control & Prevention

ERNIE FLETCHER  
GOVERNOR



LAJUANA S. WILCHER  
SECRETARY

COMMONWEALTH OF KENTUCKY  
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET  
DEPARTMENT FOR ENVIRONMENTAL PROTECTION  
DIVISION FOR AIR QUALITY  
803 SCHENKEL LN  
FRANKFORT, KY 40601-1403

May 24, 2004

Mr. Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
PO Box 37090  
Louisville, Kentucky 40233

Dear Mr. Sanders,

The Division has reviewed the Planning Study for evaluating possible improvements to KY 44 in Bullitt County from KY 61 in Shepherdsville to US 31E in Mt. Washington, Item Number 05-150.00. The following Kentucky Administrative Regulations apply to this proposed project:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at [http://www.air.ky.gov/e\\_clearinghouse.html](http://www.air.ky.gov/e_clearinghouse.html).

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning. The Fact Sheet is located at [http://www.air.ky.gov/e\\_clearinghouse.html](http://www.air.ky.gov/e_clearinghouse.html).

Finally, the projects listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of United States Code.



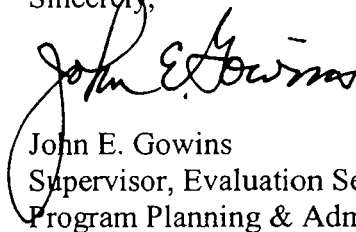
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Mr. Barry Sanders Letter  
May 24, 2004  
Page 2

Every effort should be made to maintain compliance with the preceding regulations and requirements. The Division also suggests an investigation into compliance with applicable regulations in the local governments. If there are any questions relating to this matter, please contact me at (502) 573-3382 extension 347.

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Gowins". The signature is fluid and cursive, with a large initial "J" and "G".

John E. Gowins  
Supervisor, Evaluation Section  
Program Planning & Administration Branch

JEG/jmf

**Callihan, John (KYTC-D05)**

---

**From:** Brown, Cynthia G (LHD-Bullitt Co)  
**Sent:** Thursday, May 06, 2004 9:29 AM  
**To:** Callihan, John (KYTC-D05)  
**Subject:** Public Meeting

John,

I am the Health Education Coordinator for the Bullitt County Health Dept. I have been working on a walkable community project for the past 6 months. I attended the walkable community workshop held 2 months ago ( I believe you were there.) and have gotten with several of the participants since. During the workshop we brainstormed for ideas to improve the community at-large in terms of walkability. There is a huge need to improve in this area. Number One--is the impact on the health of the residents including a reduction in heart disease, reduction in the rate of obesity, and a reduction in the rate of diabetes. Number Two--The problem that stood out in my mind was the lack of safe passage for children to walk to schools, especially to the schools on HWY 44. Then I learn that there will be two or three more schools located on this road.

I questioned why there could not be a raised walkway over this highly crowded roadway. The raised (overhead) walkway would save lives in several ways. It would reduce the potential for a pedestrian vs. motor vehicle accidents and increase physical activity in the youth--and possibly adults. Research has shown that the simple measure of increasing the amount of physical activity in all age groups can reduce the lifetime potential of development of chronic diseases. These chronic diseases include, but are not limited to, heart disease, high blood pressure, diabetes Type II, depression, obesity, and cancer.

The overhead walkway would be a simple addition during any improvement plan. The benefits, in terms of year of potential live lost--avoiding premature death, lower health care costs, and improved student performance in the classroom far outweigh the cost.

I can't not attend this meeting tonight but wanted my opinions heard. Please keep me informed of any future public meetings. I would like to take this time to invite you to the first official meeting of the Walkable Community Coalition, July 27, 2004 at the County Extension Office, 384 Halls Lane, Shepherdsville, KY from 12:00 to 2:00. Lunch will be provided. RSVP Cynthia Brown 955-5355 or Ruth Chowning, 543-2257.

Cynthia G. Brown

NOTE: MY E-MAIL ADDRESS HAS CHANGED TO: [cynthiag.brown@ky.gov](mailto:cynthiag.brown@ky.gov) PLEASE UPDATE YOUR ADDRESS BOOK.

- **NOTICE OF CONFIDENTIALITY:** This e-mail, including any attachments, is intended only for the use of the individual or entity to which it is addressed and may contain confidential information that is legally privileged and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, you are notified that any review, use, disclosure, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender by reply e-mail and destroy all copies of the original message.

5/6/2004

**Callihan, John (KYTC-D05)**

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**From:** Wolfe, Jeff (KYTC)  
**Sent:** Tuesday, May 18, 2004 9:49 AM  
**To:** Callihan, John (KYTC-D05)  
**Subject:** Planning Study - Bullitt County - KY 44 from Shepherdsville to Mt. Washington

John,

I have received the packet of info on the subject planning study. I rarely have many comments on these submittals. In this case, there are a few comments that I want to bring up. I am sure that you and/or the District are well aware of these issues.

#1. The railroad at-grade crossing to the east of the intersection with KY 61 is a potential safety issue. I have been through this area in the past and observed vehicles stopped on the track. It is quite possible that additional lanes will remedy this situation. If not, we may have to consider preemption of the signal at KY 61 (unlikely due to the distance between the signal and crossing) or other countermeasures.

#2. As typical with your area, there is the issue of long queues on the Interstate ramps. I don't know if the project can remedy this or not but it is a potential safety issue.



KENTUCKY TRANSPORTATION CABINET  
FRANKFORT, KENTUCKY 40622  
WWW.KENTUCKY.GOV

ERNIE FLETCHER  
GOVERNOR

MAXWELL C. BAILEY  
SECRETARY

MEMORANDUM

TO: Barry Sanders, P.E.  
Acting Chief District Engineer  
District 5, Louisville

FROM: M. Chad LaRue, P.E. *MCL*  
Branch Manager  
Permits

DATE: May 7, 2004

RE: Bullitt County  
KY 44, Shepherdsville to Mt. Washington  
Item No. 5-150.00

The Permits Branch has reviewed the data provided for subject study site and wish to offer the following.

1. We urge the Cabinet to classify this project and all new projects as partially or fully controlled access facilities.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time.
3. When buying R/W for this and all reconstruction routes, assuming the access control is partial control, new deed for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired.
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.
6. If the proposed roadway is to be on the N. H. S., early notification of the final line and grade is needed. This enables us to monitor outdoor advertising devices prior to road construction being completed.
7. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist this office in regulating the installation of any outdoor advertising device.

Thank you for the opportunity to verbalize our concerns.

MCL/pm



KY 44 Interagency

**Callihan, John (KYTC-D05)**

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**From:** Kemp Morgan [kmorgan@dra.gov]  
**Sent:** Thursday, May 13, 2004 5:34 PM  
**To:** john.callihan@ky.gov  
**Subject:** Planning Study

Mr. Callihan,

I am in receipt of a letter dated April 29, 2004. I believe the letter was addressed to Mr. Hayes Dent here at the Delta Regional Authority. Mr. Dent is no longer the Executive Director at the DRA. The letter was requesting comments from Mr. Dent as a representative of DRA on any issues or concerns the DRA might have that could affect the development of the project, highway project (KY 44).

I have been in contact with Mr. Dent and was informed that the DRA had been placed on a mailing list that we did not need to be on. As I looked over your project, I noticed the county involved in the project was not a DRA county. Therefore I do not believe it appropriate for the DRA to make any comments in reference to this project. If you have any questions please feel free to contact me directly.

Kemp Morgan  
Federal Program Coordinator  
Delta Regional Authority  
236 Sharkey Street, Suite 400  
Clarksdale MS 38614  
662.624.8600 office phone  
662.624.8537 fax  
662.719.0142 cell



ERNIE FLETCHER  
GOVERNOR

**DEPARTMENT OF PARKS**

COMMERCE CABINET  
CAPITAL PLAZA TOWER  
500 MERO STREET, 11<sup>TH</sup> FLOOR  
FRANKFORT, KENTUCKY 40601-1974  
PHONE (502) 564-2172 FAX (502) 564-9015  
parks.ky.gov

W. JAMES HOST  
SECRETARY  
COMMERCE CABINET

GEORGE WARD  
COMMISSIONER  
DEPARTMENT OF PARKS

May 17, 2004

Mr. Barry Sanders, P.E., Acting Chief District Engineer  
Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, Kentucky 40233

Re: Planning Study  
Bullitt County  
KY 44, Study from Shepherdsville to  
Mt. Washington  
Item No. 5-150.00

Dear Mr. Sanders:

The Department of Parks has reviewed your correspondence to me regarding the subject. The study will not directly impact any of our facilities. I would like to state in general that our Agency's mission is protecting the environment associated with our facilities and we are certainly concerned about environmental impacts for the entire Commonwealth.

I appreciate you seeking our Agency's comments on this project.

Sincerely:

A handwritten signature in cursive script, appearing to read "G Ward".

Mr. George Ward, Commissioner  
Kentucky Department of Parks

C: John Drake

ERNIE FLETCHER  
GOVERNOR

LAJUANA S. WILCHER  
SECRETARY



**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET  
DEPARTMENT FOR NATURAL RESOURCES**

DIVISION OF FORESTRY  
LEAH W. MACSWORDS, DIRECTOR  
627 COMANCHE TRAIL  
FRANKFORT, KENTUCKY 40601

May 20, 2004

Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
P. O. Box 37090  
Louisville, Kentucky 40233

Dear Mr. Sanders:

Subject: Planning Study, Bullitt County  
KY 44 Study from Shepherdsville to Mt. Washington  
Item No. 5-150.00

Thank you for the opportunity to comment on your planning study for improvements to Highway 44 between Shepherdsville and Mt. Washington in Bullitt County. We are familiar with the area from several years of forest management work in Bullitt County and a ground reconnaissance of the corridor in mid-May. The corridor is heavily developed with subdivisions and businesses throughout much of the study area.

We know of no Stewardship Forests or Tree Farms in the study area. There are no State Champion trees in that corridor. We do not know of any trees of historical significance along Highway 44 in the study area.

We appreciate the opportunity to comment on the planning study and will be glad to provide further assistance if needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Leah W. MacSwords".

Leah W. MacSwords  
Director

LWM:SG:fap

RICHIE FARMER  
COMMISSIONER



OFFICE TELEPHONE  
(502) 564-5126  
FAX: (502) 564-5016  
TTY: (502) 564-2075

COMMONWEALTH OF KENTUCKY  
**DEPARTMENT OF AGRICULTURE**  
OFFICE OF THE COMMISSIONER  
CAPITOL ANNEX, SUITE 188  
FRANKFORT, KY 40601

May 12, 2004

Mr. Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
Post Office Box 37090  
Louisville, Kentucky 40233

Re: Planning Study  
Bullitt County  
KY 44, Study from Shepherdsville to Mt. Washington  
Item No. 5-150.00

Dear Mr. Sanders:

Please be advised that this agency has no specific concerns or issues about the above-noted project.

Yours truly,

A handwritten signature in black ink, appearing to read "Mark Farrow", written over a circular stamp or seal.

Mark Farrow  
Chief of Staff



United States Department of Agriculture



Natural Resources Conservation Service  
771 Corporate Drive; Suite 210  
Lexington, KY 40503-5479

May 7, 2004

Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
PO Box 37090  
Louisville, KY 40233

Dear Mr. Sanders:

In regards to the Planning Study for KY 44 – Shepherdsville to Mt. Washington, the USDA-Natural Resources Conservation Service (NRCS) is concerned with potential impacts that the proposed highway project might have upon prime farmland soils and additional farmlands of statewide importance. If federal dollars are to be used to convert important farmlands from agricultural uses to non-agricultural uses a Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from the local NRCS office and are also available as electronic forms on the web at [http://www.nrcs.usda.gov/programs/fppa/pdf\\_files/AD1006.PDF](http://www.nrcs.usda.gov/programs/fppa/pdf_files/AD1006.PDF) and [http://www.nrcs.usda.gov/programs/fppa/pdf\\_files/CPA106.pdf](http://www.nrcs.usda.gov/programs/fppa/pdf_files/CPA106.pdf).

The contact person is:

Kelly Bennett, District Conservationist  
USDA-Natural Resources Conservation Service  
1200 N. Bardstown Rd.  
Mt. Washington, KY 40047-4288

phone: (502) 538-4288

Mr. Bennett can help in identifying important farmlands in the proposed project area.

Sincerely,

A handwritten signature in black ink, appearing to read "David G. Sawyer".

DAVID G. SAWYER  
State Conservationist

cc: Kelly Bennett, District Conservationist, Mt. Washington, KY  
David Stipes, Area Conservationist, Frankfort, KY



✓  
**DEPARTMENT OF THE ARMY**  
**MEMPHIS DISTRICT, CORPS OF ENGINEERS**  
**167 NORTH MAIN STREET B-202**  
**MEMPHIS, TENNESSEE 38103-1894**

REPLY TO  
ATTENTION OF:

May 14, 2004

Regulatory Branch

Mr. Barry Sanders  
Commonwealth of Kentucky  
Transportation Cabinet  
Frankfort, Kentucky 40622

Dear Mr. Sanders:

This is in reference to your inquiry concerning the impact for a proposed highway project in Bullit County. The area is within the boundary of the Louisville District, Corps of Engineers. Your inquiry has been forwarded to that office.

If you have questions on this matter, please contact the US Army Corps of Engineers, ATTN: Regulatory Branch, PO Box 59, Louisville, Kentucky 40201, telephone (502) 315-6733.

Sincerely,

A handwritten signature in cursive script that reads "Lizzie Williams".

Lizzie Williams  
Applications Examiner  
Regulatory Branch

Copy furnished (w/encl):  
US Army Engineer District, Louisville, KY



COMMONWEALTH OF KENTUCKY  
**KENTUCKY STATE POLICE**

919 VERSAILLES ROAD  
FRANKFORT KY. 40601

ERNIE FLETCHER  
GOVERNOR

MARK L. MILLER  
COMMISSIONER

May 10, 2004

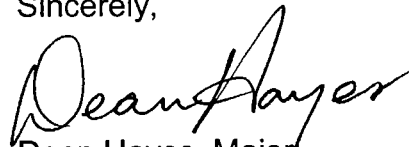
Mr. Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet, District 5  
P.O. Box 37090  
Louisville, Kentucky 40233

Dear Mr. Sanders:

I am in receipt of your correspondence concerning a planning study to KY 44 in Bullitt County from KY 61 in Shepherdsville to US 31E in Mt. Washington.

I have forwarded your remarks to Captain Wayne Edwards, Commander of the Elizabethtown Post. He can be reached at (270) 766-5078. Thank you for including our input during the planning stages of this development.

Sincerely,

  
Dean Hayes, Major  
West Troop Commander

DH:cjh

cc: Mark L. Miller, Commissioner  
Captain Wayne Edwards, Post 4



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

**ERNIE FLETCHER**  
GOVERNOR



**LAJUANA S. WILCHER**  
SECRETARY

COMMONWEALTH OF KENTUCKY  
**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET**  
DEPARTMENT FOR NATURAL RESOURCES  
FRANKFORT, KENTUCKY 40601  
**SUSAN C. BUSH**  
COMMISSIONER

May 6, 2004

Mr. Barry Sanders, P.E.  
Acting Chief District Engineer  
Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, KY 40233

RE: Planning Study, Bullitt County  
KY 44, Study from Shepherdsville to Mt. Washington  
Item No. 5-150.00

Dear Mr. Sanders:

Reference is made to your correspondence of April 29, 2004 regarding an impending Kentucky Transportation Cabinet planning study to determine the need and potential impacts of a proposed highway project on KY 44 in Bullitt County. Department for Natural Resources personnel have reviewed the above referenced document and could not identify any specific issues or agency concerns that might impede the development of your project.

We thank you for the opportunity to review and provide comment on this matter. Please let us know if you have any questions or if we can be of further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Susan C. Bush".

Susan C. Bush, P.G.  
Commissioner



ERNIE FLETCHER  
GOVERNOR

**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET**

DIVISION OF CONSERVATION  
663 TETON TRAIL  
FRANKFORT, KENTUCKY 40601  
PHONE (502) 564-3080 FAX (502) 564-9195  
[www.kentucky.gov](http://www.kentucky.gov)

LAJUANA S. WILCHER  
SECRETARY

STEPHEN A. COLEMAN  
DIRECTOR

June 1, 2004

Mr. Barry Sanders, P.E.  
Kentucky Transportation Cabinet  
Highway Department, District 5  
P.O. Box 37090  
Louisville, KY 40233

**Subject:** Planning Study for KY 44 (Shepherdsville to Mt. Washington)

Dear Mr. Sanders:

As requested, the Division of Conservation has reviewed the planning study for improvements to Kentucky Highway 44 from Shepherdsville to Mt. Washington in Bullitt County and would like to provide the following comments and express concerns that may be helpful in the initial data-gathering stage.

There is one agricultural district, # 015-03, established in the immediate project area. This district consists of approximately 320 acres located next to KY 44 near the intersection with KY 1526, between Alpar Lane and Bogard Lane and extends southward to Salt River (see enclosed map). The Kentucky Soil and Water Conservation Commission certified this agricultural district on March 21, 1983 to conserve, protect, develop and improve agricultural land for the production of food, fiber and other agricultural products. Under KRS 262.850(12), state agencies must mitigate their impacts on land in agricultural districts.

We would also like to see the issue of loss of farmland addressed. Both prime farmland and farmland of statewide importance could be impacted by this project. Every year pressure imposed by utility right-of-ways, urban expansion, and new roads reduce the land available for agricultural use in the Commonwealth. There are two documents that could be utilized to identify these farmland designations: the *Soil Survey of Bullitt and Spencer Counties* (NRCS 1986) and *Important Farmland Soils of Kentucky* (NRCS 1981). Both documents are available through this office.

One other concern we would like to comment on is the control of erosion and sedimentation during and after earth-disturbing activities once this project begins. We recommend best management practices (BMPs) be utilized to prevent nonpoint source water pollution. This would protect the water quality and aquatic habitat of several perennial and intermittent streams that this project could impact.



**Mr. Barry Sanders**

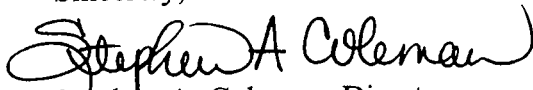
**June 1, 2004**

**Page Two**

The manual, *Best Management Practices for Construction Activities*, contains information on the kinds of BMPs most appropriate for this project and is available through the Bullitt County Conservation District, the Kentucky Division of Water, or this office.

We appreciate the opportunity to comment on this project. If you have any questions, please contact this office any time.

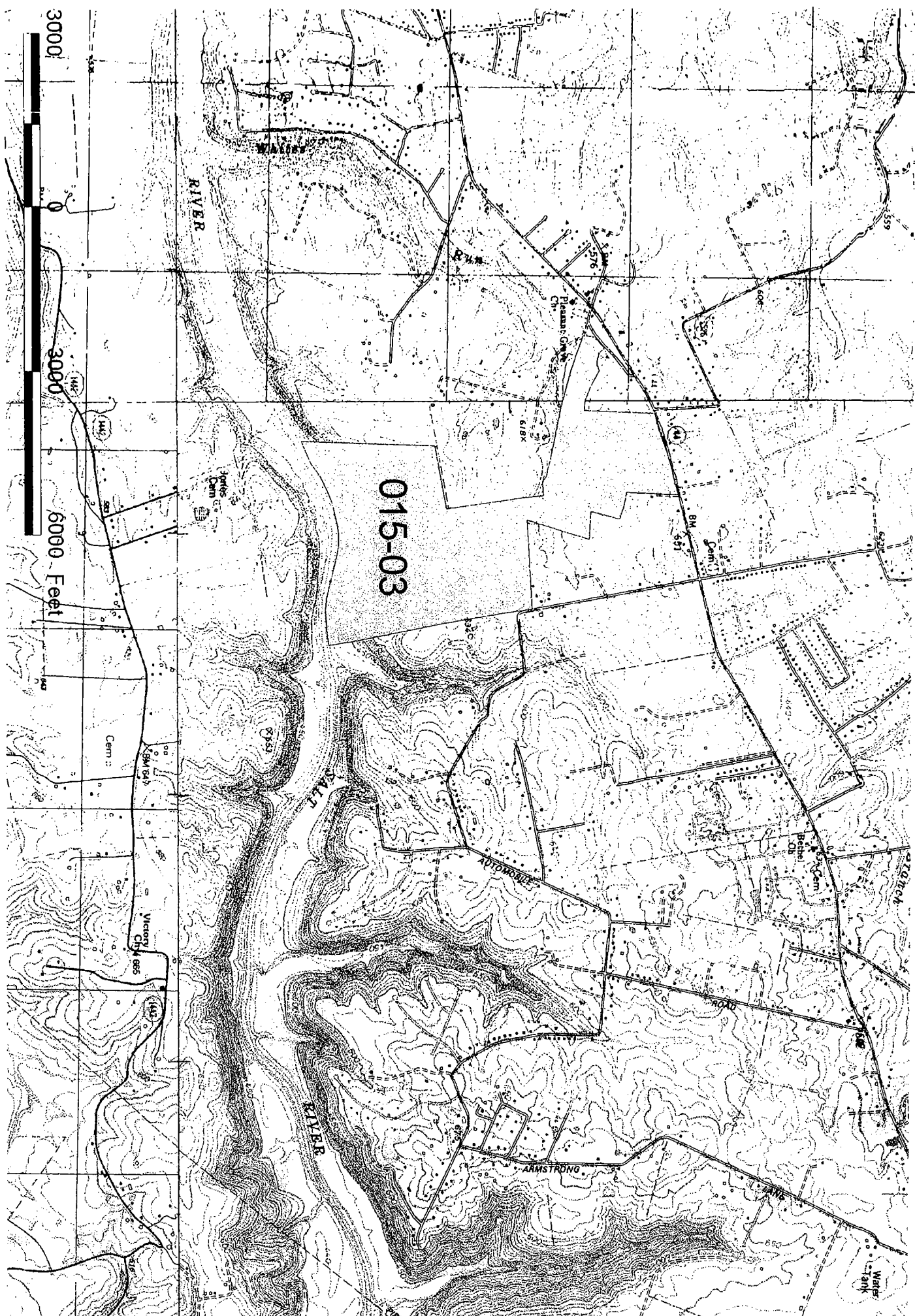
Sincerely,

A handwritten signature in black ink that reads "Stephen A. Coleman". The signature is fluid and cursive, with the first name "Stephen" and last name "Coleman" clearly legible.

Stephen A. Coleman, Director  
Kentucky Division of Conservation

SAC/MD/aeh

Enclosure



KY 44



ERNIE FLETCHER  
GOVERNOR

**CABINET FOR HEALTH AND FAMILY SERVICES**  
ADMINISTRATIVE AND FISCAL AFFAIRS  
275 EAST MAIN STREET, 5C-B  
FRANKFORT, KENTUCKY 40621-0001  
(502) 564-6631  
FAX (502) 564-2608  
[WWW.KENTUCKY.GOV](http://WWW.KENTUCKY.GOV)

JAMES W. HOLSINGER, JR., M.D.  
SECRETARY

June 7, 2004

Barry Sanders, P. E.  
Acting Chief Engineer, District 5  
Kentucky Transportation Cabinet  
P.O. Box 37090  
Louisville, Kentucky 40233

Re: Planning Study — Bullitt County  
KY 44 - Study from Shepherdsville to  
Mt. Washington  
Item No. 5-150.00

Dear Mr. Sanders:

As requested in your April 29, 2004 letter, the Cabinet for Health and Family Services has reviewed the impact of the reconstruction of KY 44 in Bullitt County as it relates to the services of this agency. While the Cabinet does own/operate a mental health group home in the immediate area, we do not anticipate that the construction will create a hardship on our staff nor clients. Given the goals of the study, I believe the changes would ultimately have a positive impact given that we are responsible for safely transporting these clients.

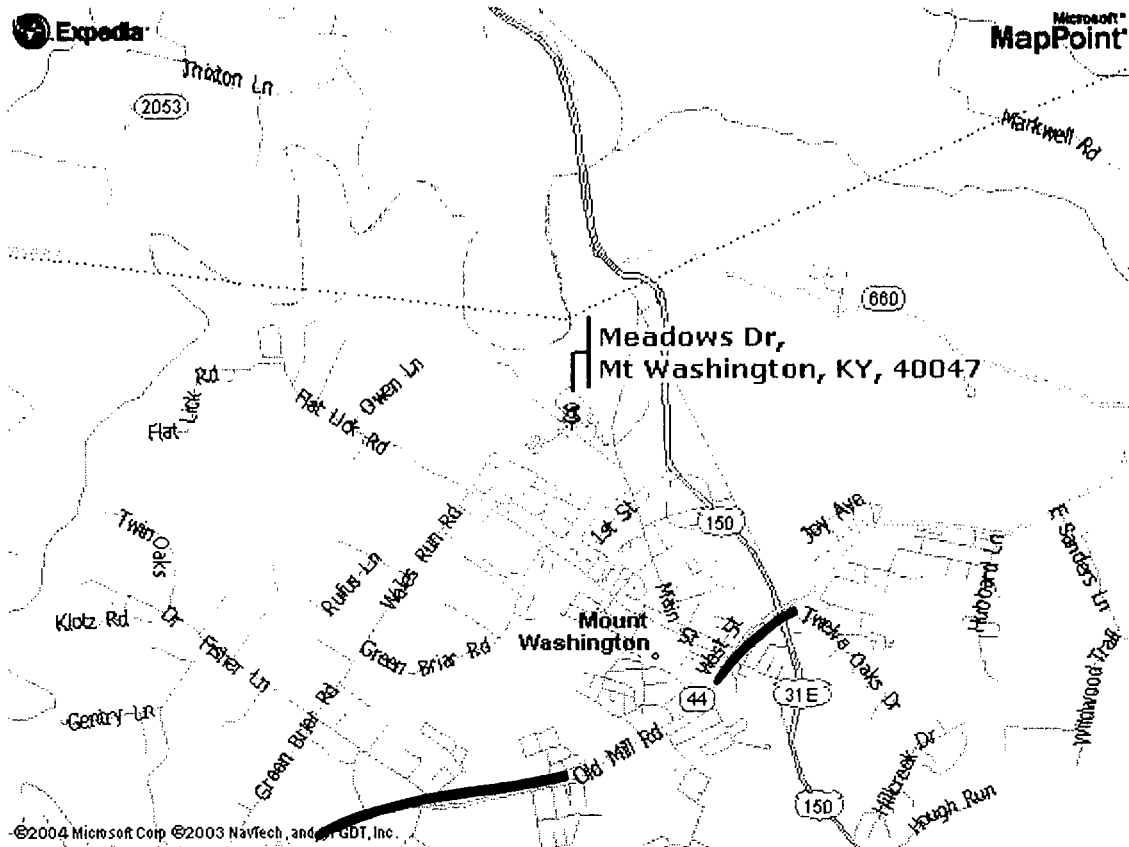
If you require any additional information, do not hesitate to contact me at 564-6631.

Sincerely,

Lisa B. Detherage, Branch Manager  
Operations Management Branch  
Division for Policy and Financial Management

c: James W. Holsinger, Jr., M.D.

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KY 44

John C.  
Andrea  
Grey ✓



KENTUCKY TRANSPORTATION CABINET  
FRANKFORT, KENTUCKY 40622  
WWW.KENTUCKY.GOV

ERNIE FLETCHER  
GOVERNOR

MAXWELL C. BAILEY  
SECRETARY

MEMORANDUM

TO: Barry Sanders  
Acting Chief District Engineer  
District 5, Louisville

FROM: Greg Howard *GH 5-18-04*  
Director/Commissioner  
Division/Department of Vehicle Enforcement

DATE: May 18, 2004

SUBJECT: Planning Study for Bullitt County/KY 44

I am in receipt of your request for our agency's comments in regards to a planning study for possible improvements to KY 44 in Bullitt County from KY 61 in Shepherdsville to US 31E in Mt. Washington.

From the perspective of commercial vehicles, the only concern would be when this roadway is upgraded there will be a huge increase in commercial traffic due to the fact that trucks traveling on I-65 will get off the interstate and go east to the Industrial Park in Mt. Washington. It is important to realize these trucks will be within their 15-mile access. Please keep in mind and allow for increased truck traffic.

If you have any questions, please do not hesitate to contact me.

c: Captain John Edmondson  
Officer Tristan Truesdell



## Callihan, John (KYTC-D05)

---

**From:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Sent:** Wednesday, June 02, 2004 1:37 PM  
**To:** Callihan, John (KYTC-D05)  
**Cc:** Coffey, Annette (KYTC); White, Deborah (EPPC, KSNPC)  
**Subject:** KSNPC response to Planning Study for KY 44, Bullitt Co

TO: John Callihan/Annette Coffey, KTC/Division of Planning

FROM: Brainard Palmer-Ball, Jr., KSNPC

DATE: June 2, 2004

RE: Planning Study for KY 44, Bullitt County

---

KSNPC has reviewed the Planning Study summary for KY 44 in Bullitt County. A review of our natural heritage database revealed the presence of one KSNPC-listed species that could be impacted by implementation of the project. Glade cress (*Leavenworthia exigua*, KSNPC Endangered and US Fish and Wildlife Service Species of Management Concern) is known to occur in scattered populations within the KY 44 corridor. Many of these populations have become extirpated in recent years due to habitat conversion associated with development. In fact, the decline in this species has been so dramatic in the last few years that it was recently reassigned a status of "endangered" by KSNPC. The entire global range of glade cress is southern Jefferson and Bullitt counties concentrated from the area surrounding Mount Washington and south to near the Nelson-Bullitt county line. It is possible that construction activities will further endanger this plant. KSNPC recommends that the corridor be checked for this rare plant during early planning stages and that all measures possible be employed to avoid impacts to populations. The plant blooms in late March and is only evident in the field until mid-June.



DIV OF PLANNING

UNIVERSITY OF KENTUCKY

2004 MAY 14 A 9:59

**Kentucky Geological Survey**

Research and Graduate Studies  
228 Mining and Mineral Resources Building  
Lexington, KY 40506-0107  
Phone: (859) 257-5500  
Fax: (859) 257-1147  
[www.uky.edu/kgs](http://www.uky.edu/kgs)

May 11, 2004

Annette Coffey, P.E.  
Director  
Division of Planning  
Kentucky Transportation Cabinet  
125 Holmes Street  
Frankfort, Kentucky 40622

Dear Ms. Coffey:

This letter is to summarize any geologic concerns for the planning study:

Bullitt County  
Ky. 44, Study from Shepherdsville to Mt. Washington.  
Item No. 5-150.00

**Physiographic Region**

This project area is in the Knobs and the Outer Bluegrass physiographic regions, which are underlain by limestone, shale, gravel, sand, silt, and clay

**Karst Potential**

This project area probably would encounter karst features such as sinkholes and caves.

**Landslide Potential**

This project area would encounter shale and clay that are highly susceptible to slumping when they become wet. This condition is particularly prevalent on steep slopes.

**Unconsolidated Sediments**

This project would encounter unconsolidated sediments such as silt and clay in drainage areas.

**Resource Conflicts**

This project area might encounter resource conflicts such as prior ownership of property for quarrying or mining.



**Materials Suitability**

This project area would encounter rock units that would be suitable as construction stone. Several abandoned limestone quarries are in the area. The shales encountered in this project area have pyritic zones in either veinlets or spherules, which when exposed to the surface elements are prone to oxidation and expansion and can cause failure in structures and roads.

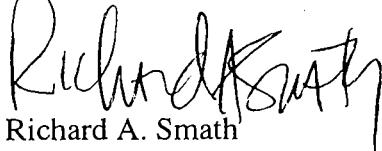
**Fault Potential**

This project area would not encounter any faulted areas.

**Earthquake Ground Motions**

This project area has a probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a very low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. Smath". The signature is fluid and cursive, with the first name "Richard" being more prominent than the last name "Smath".

Richard A. Smath  
Geologist

cc: Mike Blevins