

Executive Summary

The KY 44 to KY 480 Connector Study was initiated by the Kentucky Transportation Cabinet (KYTC) to evaluate a new north-south connector route between KY 44 and KY 480. The proposed connector will provide an additional crossing over the Salt River and address the rapid growth in Shepherdsville and Mount Washington in northern Bullitt County, Kentucky. The project study area includes an area bounded by KY 44 to the north, KY 480 to the south, I-65 to the west and the Pine Creek Barrens nature preserve to the east. The study was funded in the 2014-2020 KYTC Six-Year Highway Plan with \$3,000,000 for design. No further phases are included in the Highway Plan.

The purpose of the project is to enhance mobility and safety within Bullitt County by providing a new connector route between KY 44 and KY 480 with a crossing over the Salt River. Currently the only north-south connection over the Salt River between I-65 in Shepherdsville and US 31E in Mount Washington is Greenwell-Ford Road (CR 1017), which is a small county road. The proposed connection would serve rapidly growing residential communities and industrial areas along both KY 44 and KY 480.

Through a comprehensive evaluation of the study area and discussions with project stakeholders, conceptual roadway alternatives were developed and evaluated. The KYTC Division of Planning used the Kentuckiana Regional Planning and Development Agency (KIPDA, the Metropolitan Planning Organization serving Bullitt County) regional travel demand model to project traffic volumes to a future year of 2038. Given the trend of high residential and commercial growth in the area, the new KY 44 to KY 480 Connector would carry 14,200 to 16,000 vehicles per day (VPD) in the future.

The final study recommendation, shown on **Figure ES-1**, includes eight conceptual alternatives. These alternatives will satisfy the needs of a growing area by providing a north-south connector and avoiding the Heritage Hills Golf Course which would require residential relocations. These eight conceptual alternatives can be advanced to the preliminary design phase of the project and are summarized in **Table ES-1**.

The estimated construction costs were based upon the two-lane and four-lane typical sections and the cost is reflective of estimated earthwork, drainage, structures and pavement. Right of way relocations are based on a four-lane roadway ultimate design with 12 foot lanes and 8 foot shoulders. Structure lengths were based upon the estimated limits of the floodplains, resulting in a conservative approach, which will require further analysis during subsequent project phases. Estimated cost does not include construction of a new connector road north of KY 44. An extension of the proposed KY 44 to KY 480 Connector to the North was recommended by the Stakeholders Group. However, this option is not identified in the Six-Year Highway Plan and was not recommended for further consideration at this time.

KY 44 TO KY 480 CONNECTOR STUDY

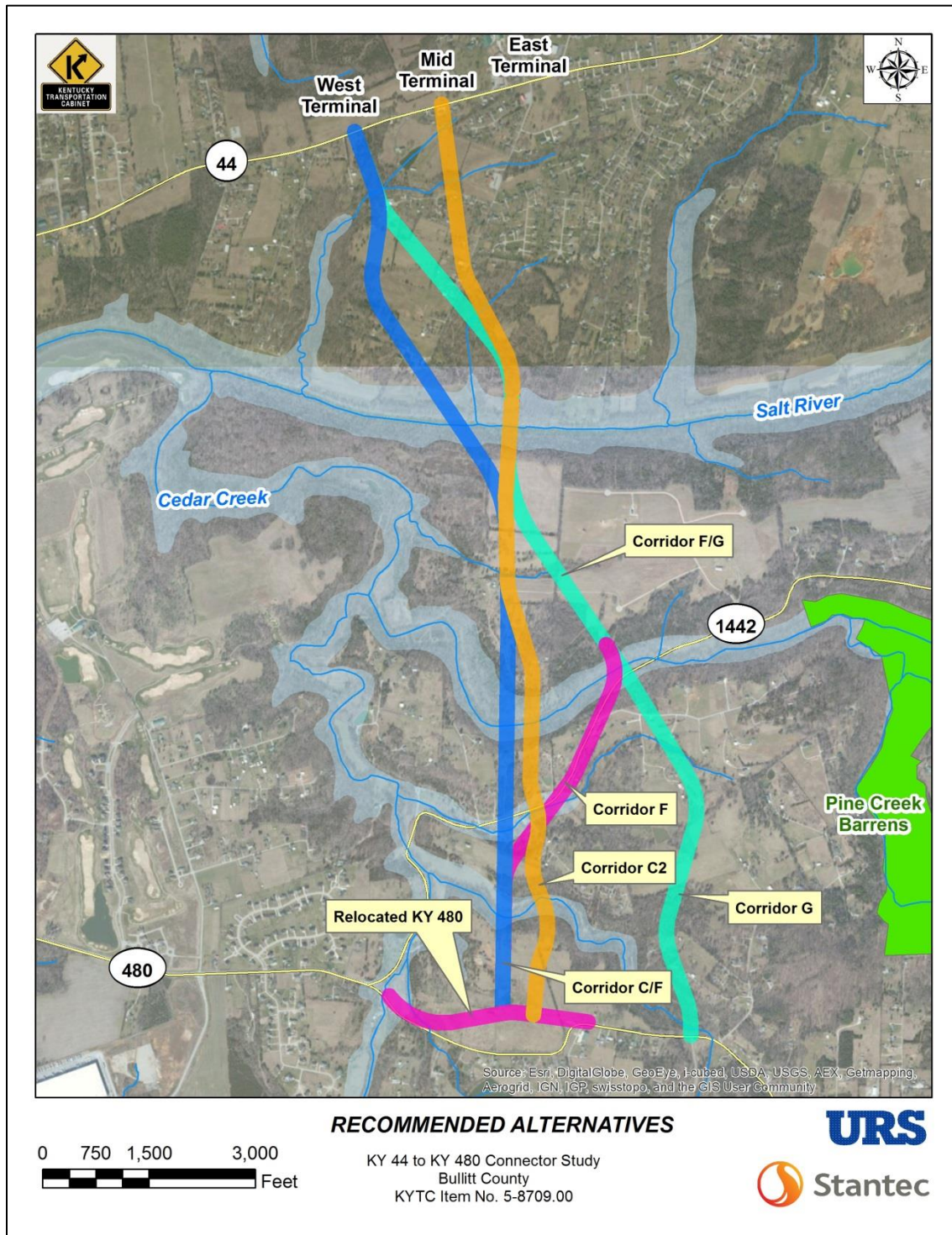


Figure ES-1 – Recommended Conceptual Alternatives

KY 44 TO KY 480 CONNECTOR STUDY

| Corridor | Length (miles) | Structure Length (ft.) | | Probable Relocations | Opinion of Probable Cost for two-lane Construction | Opinion of Probable Cost for four-lane Construction |
|---------------------|-------------------|------------------------|----------------|-------------------------|--|---|
| | | Salt River | Cedar Creek | | | |
| C-MID | 2.5 | 790 | 2,660 | 15 | \$26,800,000 | \$49,800,000 |
| C-WEST | 2.5 | 790 | 2,660 | 8 | \$27,000,000 | \$49,900,000 |
| C2-MID | 2.5 | 790 | 1,350 | 15 | \$19,900,000 | \$35,600,000 |
| C2-WEST | 2.5 | 790 | 1,350 | 8 | \$20,000,000 | \$35,700,000 |
| F-MID Connector | 3.3 | 1,155 | 740 | 18 | \$20,100,000 | \$35,400,000 |
| F-WEST Connector | 3.4 | 1,185 | 740 | 11 | \$20,600,000 | \$32,000,000 |
| G-MID | 3.3 | 770 | 780 | 17 | \$17,200,000 | \$29,900,000 |
| G-WEST | 3.3 | 790 | 780 | 9 | \$17,800,000 | \$31,000,000 |

Table ES-1 - Recommended Conceptual Alternatives Summary