



EXECUTIVE SUMMARY

The Kentucky Transportation Cabinet (KYTC) initiated the KY 251 Scoping Study to seek improvement strategies for current and anticipated future transportation deficiencies within a portion of Hardin County. The project study area includes the section of KY 251 from KY 3005 (Ring Road) to KY 313 (Joe Prather Highway). KY 251 is a north-south route paralleling US 31W to the west and I-65 to the east. The purpose of the KY 251 Scoping Study is to determine the extent of and justification for improvements necessary along KY 251 as the roadway has experienced additional traffic as a result of growth at Fort Knox. Improvements to KY 251 would provide a safer, more efficient corridor between KY 3005 and KY 313, connecting Elizabethtown to Fort Knox and areas north.

Hardin County and the surrounding region have experienced increased population growth in the recent past, due in large part to the 2005 Base Realignment and Closure Plan (BRAC) and its effects on Fort Knox. Transportation improvements have been recommended to assist the area during this period of growth, including enhancements to KY 251. Several studies related to BRAC have recommended opening a southern access point into Fort Knox along KY 313, with a proposed new route to connect to either the existing North Wilson Road access control gate or possibly a new gate located on the south side of the post. With a potential new connection between KY 313 and the south side of the post, traffic along KY 251 and the surrounding routes would be expected to increase.

The final study recommendation, shown on **Figure ES-1**, is a combination of alternatives considered over the course of the study. It includes improvements at the KY 251 intersections with KY 434 and Wooldridge Ferry Road. KY 251 is proposed to be widened from north of Ring Road to KY 434 (Battle Training Road) using a minor widening template with two 11-foot wide lanes and full outside shoulders, four feet of which would be paved. Traffic forecasts developed for the study indicate two lanes will accommodate future year (2035) travel demand. The shoulders along KY 434 would be improved between KY 251 and KY 434 to the west approximately two miles to an intersection with a new connector road. This new road would connect KY 434 to KY 313 near the proposed connector road into Fort Knox. As this recommendation is based on the assumption the conceptual connector road into Fort Knox will be pursued in the future, other alternatives may be considered by the KYTC if the connector road concept does not move forward.

Table ES-1 includes a cost estimate for the recommended alternative. Cost estimates were developed based on 2011 average KYTC unit bid costs and estimated right-of-way costs at \$25,000 per acre and \$150,000 per relocation. This cost does not include construction of a new connector road north of KY 434.

Table ES-1: Cost Estimate for Recommended Alternative

PHASE	KY 251 / KY 434 IMPROVEMENTS COST	INTERSECTION "SPOT" IMPROVEMENTS COST
DESIGN	\$855,000	\$100,000
RIGHT-OF-WAY	\$1,145,000	\$200,000
UTILITIES	\$1,195,000	\$200,000
CONSTRUCTION	\$7,755,000	\$1,000,000
SUBTOTAL	\$10,950,000	\$1,500,000
TOTAL	\$12,450,000	

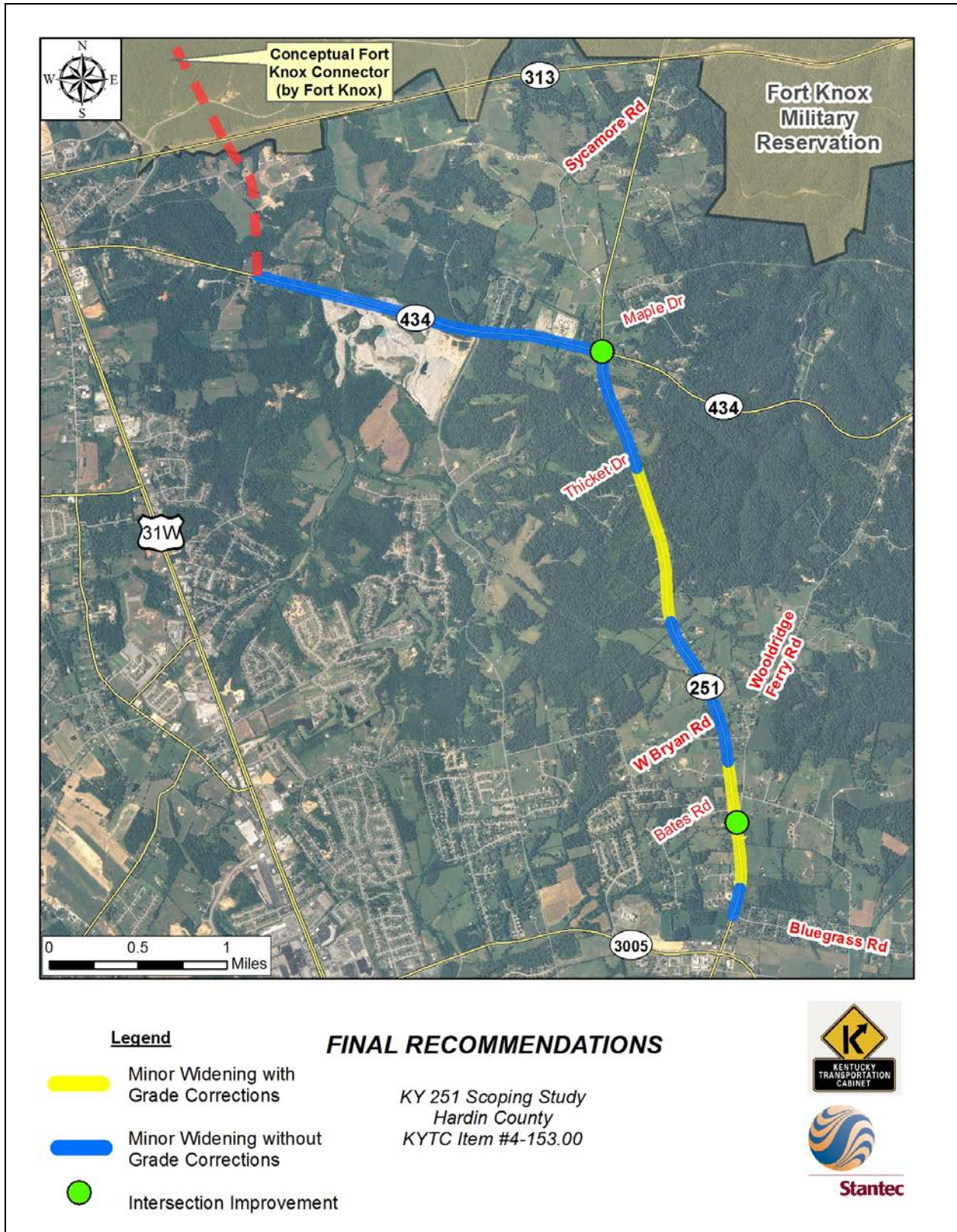


Figure ES-1: Study Recommendations