

The Kentucky Transportation Cabinet (KYTC) is conducting a study for a proposed new road or road improvements linking KY 218 (West Main Street) to US 31W (South Dixie Street) on the southwest side of Horse Cave. The project team is currently developing preliminary design concepts and conducting environmental studies, which will help identify costs and impacts and determine whether an improvement should be built.

**Why?** Located roughly two miles from I-65, Horse Cave has a robust industrial sector. Most of its industrial developments are located south of town along US 31W, which requires trucks to pass through downtown Horse Cave to reach their destinations. For the most direct access to I-65, trucks must negotiate the tight geometry at the KY 218 intersection with US 31W, further complicated by an at-grade crossing of the CSX rail tracks 200 feet to the west. **The purpose of the project is to improve mobility and connectivity by addressing commercial and industrial traffic movements between I-65 and Horse Cave's industrial areas to the south along US 31W.**

Beyond the identified transportation purpose of the project, other goals include ...

- Improving access for emergency medical responders between I-65 and the medical center, located south of the industrial areas along US 31W.
- Maintaining the existing KY 218 movement to downtown Horse Cave, rerouting truck traffic without realigning the main thru movement into town.
- Supporting local/regional bike plans, which show KY 335 through the project area as a segment of the Mammoth Cave Loop of the TransAmerica Trail.

**Background and Funding:** The project was included on the KYTC District 4 Transportation Plan and was ranked a high priority by the Barren River Area Development District. It first appeared in the 2016-2022 Highway Plan, with state funding through construction. The new 2018-2024 Highway Plan includes **\$2.5 million federal funds** for right-of-way and utilities but no construction funds. As part of the "SHIFT" process to prioritize statewide projects, the project was "double boosted" by both the BRADD and District 4, elevating its priority within the region.

**What's Next?** The typical process for building roadways is shown to the right. We are currently in step 3 in the process, each step of which can span months or years, depending on the project's size and complexity.

KYTC is hosting a **public meeting** in April 2018 to share the project process to date and collect input from local citizens. Following this meeting, engineers will examine your feedback, and the costs, benefits, and impacts before deciding which option to advance. The following technical studies are ongoing: historic resources, archaeology sites, noise impacts, endangered species and their habitats, caves, streams, wetlands, community features, hazardous waste sites, and more. Once these studies are complete, this decision-making process will be documented, submitted to FHWA for approval, and then announced later this year. If a build alternative is selected, the project can proceed into final design and towards construction.

KYTC will post an announcement online once an alternative is selected; to enroll for updates, join the project mailing list by providing your contact info when completing the survey.

### How do Roadways get Built?



## Thank you for your interest in the Horse Cave Connector Study

If you haven't done so already, take our quick survey at <https://qk4.typeform.com/to/qPe23j>  
Surveys/comments due by **May 9, 2018.**

Meeting materials, including maps, are available at the KYTC District 4 website.

<https://transportation.ky.gov/DistrictFour/Pages/default.aspx>

A "QR reader" on a smart phone can connect you by scanning this image:



If you have further questions or comments, please contact:

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## Horse Cave Connector Study

KY 218 to US 31W  
Hart County, KY  
KYTC Item #4-441



April 24, 2018



After considering a wide range of concepts, KYTC has identified five build alternatives for detailed study. The No Build Alternative is always an option as well.



**Orange Alternative**

- 1.68 miles in length
- Two-lane bypass from KY 218/Church Avenue to US 31W south of Blue Grass Avenue
- Bridges over railroad
- Impacts to major gas line

Estimated Cost: \$13.6 million

**Yellow Alternative**

- 1.72 miles in length
- Two-lane bypass from KY 218/Church Avenue to US 31W/Blue Grass Avenue
- Bridges over railroad
- Constructing along existing KY 335 presents challenges: traffic detour, utilities, railroad coordination
- Impacts to major gas line

Estimated Cost: \$15.0 million

**Blue Alternative**

- 0.93 miles in length
- Two-lane bypass from KY 218/Church Avenue to US 31W north of Cherry Street
- Bridges over railroad
- More impacts to utilities along Cherry Street than similar Green option
- Blue & Green simplify truck turns

Estimated Cost: \$10.7 million

**Green Alternative**

- 0.81 miles in length
- Two-lane bypass from KY 218/Church Avenue to US 31W north of Bale Tobacco Warehouse
- Bridges over railroad
- Blue & Green simplify truck turns

Estimated Cost: \$9.9 million

**Red Alternative**

- 0.57 miles in length
- Downtown location within historic district, atop chamber of cave system
- Only option that does not provide a bridge over the railroad
- Developed to satisfy current "Performance Based Flexible Solution" philosophy
- Trucks would follow same basic path
- KY 218 widened to three lanes

Estimated Cost: \$9.1 million