

Heartland Parkway

STUDY PURPOSE, PROJECT GOALS, AND DISCUSSION

**Adair, Green, Taylor, Marion, Nelson, and Washington Counties
Item No. 4-132.00
Second Public Meeting
Website**

Study Purpose

The purpose of the Heartland Parkway Alternatives Study is to identify and evaluate potential corridors for a new route and/or the reconstruction of existing routes (KY 55/US 68/KY 555) from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway. 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 in this study include:

- Discuss project needs and issues with public officials, resource agencies, and other groups which have a special interest in the project;
- Define project goals, needs, and issues;
- Define the beginning and ending points of the project corridor;
- Identify any known environmental concerns;
- Identify and evaluate alternate corridors with possible design concepts; and,
- Listen to, and share information with, the public.

Project Goals

The project goals, which were initially drafted, have been refined, as shown:

- I. Improve Regional Access for:
 - Economic Development
 - Existing Industry
 - Truck Access
 - Tourism
 - Higher Education
 - Agricultural Economy
- II. Improved Safety
- III. Improved Highway Capacity in Certain Locations
- IV. Decreased Delays through Communities
- V. Improved Emergency Response Times

Issues

Major issues and concerns have been identified within the study area that will be addressed in the Alternatives Study. These include:

- Access to major expressway-type systems in the region (i.e., I-75, I-65, and the proposed I-66 corridor);
- Improving economic development and tourism opportunities in Adair, Green, Taylor, Marion, Nelson, and Washington Counties;
- Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments, poor sight distance, no passing lanes, and access type;
- Truck Access for existing and future industries; and,
- Improving traffic congestion in Adair, Green, Taylor, Marion, Nelson, and Washington Counties in certain locations.

Discussion

The public's needs and concerns, obtained through meetings with local officials, public information meetings, and special interest group meetings, have been analyzed and tabulated and are included within this handout. In addition, traffic data was also evaluated prior to the compilation of the handout.

Through field and database research, known environmental concerns have been identified and are shown on the project exhibit.

As this study progressed, it became apparent that a corridor on the east side of the existing corridor would be difficult due to the Green River Lake area. This study addresses three options: **Option 1** is a parkway to the west of the existing corridor; **Options 2 and 3** are along the existing route with bypasses at the communities.

Option 1 is a four-lane divided fully controlled access facility. It lies approximately two miles west of the existing roadway. Interchanges are provided at major crossroads to access the communities. **Option 1** lies on a new alignment along its entire route.



Option 2 consists of widening the existing KY55/US68/KY555 route to a four-lane partially controlled access facility. It would follow the bypasses currently under design

around the west sides of Columbia and Lebanon. Both of these bypasses would be widened to four lanes. **Option 2** would provide a four-lane bypass around the southeast side of Campbellsville.

Option 2 is summarized in eight segments, which describes the work required in upgrading the route to a four-lane roadway:

Segment 1 follows a section of KY 61 currently under design (Item No. 8-162.6). It is a five-lane facility that connects to the Louie B. Nunn Cumberland Parkway with a new interchange and extends north 1.9 miles to the proposed Columbia Bypass. This five-lane roadway would be included in the Heartland Parkway as presently designed.

Segment 2 is 4.16 miles in length and follows the proposed Columbia Bypass from KY 61 to Mile Point 12.65 on KY 55. The bypass is currently under design as a two-lane initial on four-lane ultimate right of way. **Option 2** would construct the bypass as a four-lane initial, instead of two lanes.



Segment 3 extends along existing KY 55 from Mile Point 12.65 in Adair County to Mile Point 8.70 in Taylor County. **Option 2** would upgrade the existing two-lane route to four lanes with partial access control. Currently, a portion of *Segment 3* has access by permit and a portion has partial access control. In areas with access control by permit, frontage roads will be required to access remaining properties. In areas that are developed with access points closely spaced, using the existing road as a frontage

road and constructing *Segment 3* on a new alignment should be considered in the final design phase.

Segment 4 extends from KY 55 Mile Point 8.70 south of Campbellsville to US 68 Mile Point 9.48 north of Campbellsville. *Segment 4* would consist of a four-lane partially controlled access facility on a new alignment, bypassing Campbellsville on the southeast side. The route would be similar to the bypass design that was begun in 1998 and cancelled.

Segment 5 extends from Mile Point 9.48 in Taylor County to Mile Point 9.47 in Marion County. The north end of *Segment 5* would connect to the bypass currently under design for Lebanon (Item No. 4-125.10). The existing US 68/KY 55 routes have partial access control except for approximately one mile on the Lebanon end of the segment. **Option 2** would add two additional lanes and a 40-foot median to *Segment 5*. Frontage roads would be added to the portion of access control by permit to allow



changing access control to partial.

Segment 6 extends from US 68 Mile Point 9.47 south of Lebanon to KY 55 Mile Point 2.0 north of Lebanon. It would follow the Lebanon Bypass (Item No. 4-125.10) that is currently under design. *Segment 6* would be constructed as a four-lane facility with a 40-foot median.

Segment 7 would follow KY 55 from the Lebanon Bypass to the intersection with KY 555 in Springfield. The route would be widened to four lanes with a 40-foot median. Additional right of way will be acquired and the current partial access control will be maintained.

Segment 8 would follow KY 555 from Springfield to the Martha Layne Collins Blue Grass Parkway. KY 555 would have two additional lanes and 40-foot median added. In areas of existing access by permit, frontage roads will be added to convert access control to partial with 1200-foot entrance spacing.

Option 3 consists of providing on existing KY55/US68/KY555 a two-lane facility with passing bays. The bypasses currently in design at Columbia and Lebanon would be used. A two-lane initial, four-lane ultimate bypass will be added around the southeast side of Campbellsville. The remainder of the route would be upgraded by adding one-mile passing bays every three miles. The route would receive a surface rehab and shoulder treatment.

Option 3 is summarized in eight segments, which describes the improvements associated with this option:

Segment 1 follows a section of KY 61 currently under design (Item No. 8-162.6). It is a five-lane facility that connects to the Louie B. Nunn Cumberland Parkway with a new interchange and extends north 1.9 miles to the proposed Columbia Bypass. This five-lane roadway would be included in the Heartland Parkway as presently designed.

Segment 2 is 4.16 miles in length and follows the proposed Columbia Bypass from KY 61 to Mile Point 12.65 on KY 55. **Option 3** would use the bypass as it is currently being designed – a two-lane facility on four-lane ultimate right of way.



Segment 3 extends along existing KY 55 from Mile Point 12.65 in Adair County to Mile Point 8.70 in Taylor County. **Option 3** would provide passing bays at needed locations. Additional right of way will be required; however, no additional right of way restrictions are proposed with **Option 3**.

Segment 4 extends from KY 55 Mile Point 8.70 south of Campbellsville to US 68 Mile Point

9.48 north of Campbellsville. *Segment 4* would consist of a two-lane/four-lane ultimate partially controlled access facility on a new alignment, bypassing Campbellsville on the southeast side. The route would be similar to the bypass design that was begun in 1998 and cancelled.

Segment 5 extends from Mile Point 9.48 in Taylor County to Mile Point 9.47 in Marion County. The north end of *Segment 5* would connect to the bypass currently under design for Lebanon (Item No. 4-125.10). Several passing bays would be constructed within the existing right of way. There is no proposed upgrade in access control with this option.



Segment 6 extends from US 68 Mile Point 9.47 south of Lebanon to KY 55 Mile Point 2.0 north of Lebanon. It would follow the Lebanon Bypass (Item No. 4-125.10), as it is currently designed.

Segment 7 would follow KY 55 from the Lebanon Bypass to the intersection with KY 555 in Springfield. Along this segment, some passing bays would be constructed on existing right of way.

Segment 8 would follow KY 555 from Springfield to the Martha Layne Collins Blue Grass Parkway. Some passing bays would be added with **Option 3**. Additional right of way would be required; however, no additional right of way restrictions are proposed with this option.

Conclusions

If **Option 1** is recommended, it must be used throughout the corridor to be effective. Also, large segments must be constructed before significant benefits can be realized from Option 1.

Options 2 and 3 both follow the existing corridor; therefore, segments of one option are compatible with the other option. This allows the construction of **Option 2** on a portion of the corridor and **Option 3** on the remainder of the corridor. Since **Options 2 and 3** are along the existing corridor, construction of a segment would give benefit to the corridor independent of completion of the entire corridor.

Based on level of service, segment priority would be:

- Priority 1 – Segments 1, 2, 4, 6
- Priority 2 – Segments 3, 5
- Priority 3 – Segment 7
- Priority 4 – Segment 8

2003 Local Officials & Public Questionnaire Results

Adair, Green, Taylor, Marion, Nelson, & Washington Counties, Item No. 4-132.00
Heartland Parkway from the Louie B. Nunn Cumberland Parkway to the
Martha Layne Collins Blue Grass Parkway

1. Have you filled out a questionnaire on this project before?

Yes	0 (0%)
No	51 (100%)

2. Do you think a new/reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway is needed?

Yes	44 (88%)
No	6 (12%)

3. If a new/reconstructed roadway were built, do you think it would (check one):

Be helpful to the region	44 (88%)
Have little or no impact on the region	3 (6%)
Not be helpful to the region	3 (6%)

4. If a new/reconstructed roadway were built, do you think it would (check all that apply):

Improve regional access to a major highway network	42 (82%)
Improve economic development	42 (82%)
Improve tourism	38 (75%)

5. What types of transportation problems should a new route address? Please rate the following by circling a degree of problems for each issue on existing route:

	No problems	Very few problems	Some problems	Frequent problems	Serious problems
Too much traffic	1(2%)	3(7%)	15(34%)	14(32%)	11(25%)
High speeds	2(5%)	7(16%)	18(42%)	14(33%)	2(5%)
Large trucks	1(2%)	2(4%)	10(22%)	19(42%)	13(29%)
Poor visibility	2(5%)	4(10%)	23(55%)	10(24%)	3(7%)
Dangerous curves	2(5%)	5(11%)	19(43%)	10(23%)	8(18%)
Narrow lanes	1(2%)	4(9%)	13(29%)	16(36%)	11(24%)
Narrow shoulders	1(2%)	2(4%)	16(36%)	16(36%)	10(22%)
Stopped or broken down cars	2(5%)	20(48%)	15(36%)	2(5%)	3(7%)
Other *	4(33%)	3(25%)	0(0%)	1(8%)	4(33%)

* Comments = Limited passing (2); heavy lake traffic (1); city bypasses (1)

6. If a new route were built, would you use it (check one):

Daily	17 (33%)
1-2 times per week	10 (20%)
3-4 times per week	7 (14%)
1 time per month	2 (4%)
3-4 times per month	9 (18%)
Never	1 (2%)
Other	5 (10%)

7. If you traveled this new route, what would be the primary purpose of your trips (check all that apply):

To go to work or for business	29 (57%)
To go to the doctor	21 (41%)
To go to school or take kids to school	3 (6%)
For personal business	32 (63%)
To go shopping	33 (65%)
To visits friends or family	24 (47%)
To take trips or vacations	27 (53%)
Other	5 (10%)

8. Are there areas that should be avoided if this new route is constructed? Please check a box for areas to avoid and identify any specific locations you are aware of:

Personal properties or homes	6 (12%)
Businesses/commercial property	5 (10%)
Natural areas or habitats	20 (39%)
Recreational areas	9 (18%)
Historic or cultural sites	20 (39%)
Hazardous or monitored sites	11 (22%)
Scenic areas or viewsheds	10 (20%)
Other	4 (8%)

9. Given your comments above, what type of roadway would best serve the needs of the region?

2-lane with limited entrances	5 (10%)
4-lane divided with access only at major interchanges	15 (29%)
4-lane divided with limited entrances	29 (57%)
None	2 (4%)

10. The Heartland Parkway should be:

A new route	8 (23%)
Reconstructed along the existing route	27 (77%)

Cost Estimates

Heartland Parkway - Option 1 (Interstate/Parkway Type of Facility)	
Items	Total
Estimated Length	60
Design	\$41,027,000
Right-of-Way	\$73,801,000
Utilities	\$16,000,000
Construction	\$509,650,000
Contingencies	\$76,448,000
Total	\$716,926,000

Heartland Parkway - Option 2 (Four-Lane Facility Along Existing Routes)													
Items	Segment 1	Segment 2	Segment 3		Segment 4	Segment 5		Segment 6	Segment 7		Segment 8		Total
	Section A Adair Co. (KY 61 from L.B.N. C'land Pkwy. to Columbia Bypass)	Section B Adair Co. Columbia Bypass	Section C Adair Co. (KY 55 from Columbia Bypass to Taylor Co. Line)	Section D Taylor Co. (KY 55 to Campbells-ville Bypass)	Section E Taylor Co. Campbellsville Bypass	Section F Taylor Co. (US 68 from Campbells-ville Bypass to Marion Co. Line)	Section G Marion Co. (US 68 to Lebanon Bypass)	Section H Marion Co. Lebanon Bypass	Section I Marion Co. (KY 55 from Lebanon Bypass to Wash. Co. Line)	Section J Washington Co. (KY 55 to KY 555)	Section K Washington Co. (KY 555 to MP 8.284)	Section L Washington Co. (KY 555 MP 8.284 to M.L.C. Blue Grass Pkwy.)	
Section Length	2.1	4.16	6.356	8.7	6.7	4.051	9.47	3.305	2.669	4.551	8.284	6.414	66.76
2030 ADT	-	10,700 - 13,700	22,200 - 24,400	21,000 - 32,500	9800 - 11,800	18,700 - 23,600	18,700 - 32,300	9800 - 12,700	24,500 - 25,000	21,900 - 25,000	13,600 - 19,400	9200 - 10,800	-
Design	-	2,894,000	1,824,000	2,673,000	2,322,000	685,000	2,510,000	927,000	478,000	883,000	1,720,000	1,463,000	\$18,379,000
Right-of-Way	2,000,000	4,400,000	2,589,000	14,867,000	5,868,000	2,866,000	8,186,000	1,300,000	2,613,000	2,988,000	4,372,000	4,854,000	\$54,903,000
Utilities	500,000	1,500,000	11,171,000	2,675,000	1,875,000	1,013,000	4,868,000	1,000,000	668,000	1,138,000	2,071,000	1,604,000	\$29,583,000
Construction	15,000,000	35,943,000	23,604,000	34,432,000	28,842,000	8,737,000	32,070,000	13,353,000	6,086,000	11,223,000	21,831,000	18,530,000	\$234,651,000
Contingencies	2,250,000	5,393,000	2,448,000	3,749,000	4,327,000	1,044,000	3,783,000	2,003,000	738,000	1,384,000	2,729,000	2,357,000	\$29,955,000
Total	\$19,750,000	\$50,130,000	\$41,636,000	\$58,396,000	\$43,234,000	\$14,345,000	\$51,417,000	\$18,583,000	\$10,583,000	\$17,616,000	\$32,723,000	\$28,808,000	\$367,471,000

Heartland Parkway - Option 3 (Two-Lane Facility with Passing Lanes Every Three Miles)													
Items	Segment 1	Segment 2	Segment 3		Segment 4	Segment 5		Segment 6	Segment 7		Segment 8		Total
	Section A Adair Co. (KY 61 from L.B.N. C'land Pkwy. to Columbia Bypass)	Section B Adair Co. Columbia Bypass	Section C Adair Co. (KY 55 from Columbia Bypass to Taylor Co. Line)	Section D Taylor Co. (KY 55 to Campbells-ville Bypass)	Section E Taylor Co. Campbellsville Bypass	Section F Taylor Co. (US 68 from Campbells-ville Bypass to Marion Co. Line)	Section G Marion Co. (US 68 to Lebanon Bypass)	Section H Marion Co. Lebanon Bypass	Section I Marion Co. (KY 55 from Lebanon Bypass to Wash. Co. Line)	Section J Washington Co. (KY 55 to KY 555)	Section K Washington Co. (KY 555 to MP 8.284)	Section L Washington Co. (KY 555 MP 8.284 to M.L.C. Blue Grass Pkwy.)	
Section Length	2.1	4.16	6.356	8.7	6.7	4.051	9.47	3.305	2.669	4.551	8.284	6.414	66.76
2030 ADT	-	10,700 - 13,700	19,500 - 21,700	18,500 - 28,700	8600 - 10,500	16,500 - 20,800	16,500 - 28,400	8600 - 11,100	21,500 - 22,000	19,200 - 22,000	11,900 - 17,100	8100 - 9500	-
Design	-	-	317,000	392,000	1,444,000	193,000	523,000	450,000	142,000	216,000	435,000	348,000	\$4,460,000
Right-of-Way	2,000,000	4,400,000	122,000	122,000	5,868,000	0	0	1,300,000	0	0	0	122,000	\$11,934,000
Utilities	500,000	1,500,000	600,000	600,000	1,875,000	300,000	900,000	1,000,000	300,000	300,000	900,000	600,000	\$8,875,000
Construction	15,000,000	18,750,000	4,198,000	5,228,000	17,933,000	2,561,000	6,893,000	7,428,000	1,871,000	2,869,000	5,754,000	4,594,000	\$78,079,000
Contingencies	2,250,000	2,813,000	320,000	360,000	2,690,000	187,000	572,000	1,115,000	151,000	209,000	459,000	377,000	\$9,253,000
Total	\$19,750,000	\$20,250,000	\$5,557,000	\$6,702,000	\$29,810,000	\$3,241,000	\$8,888,000	\$9,543,000	\$2,464,000	\$3,594,000	\$7,548,000	\$6,041,000	\$112,601,000

Environmental Footprint

Heartland Parkway
Louie B. Nunn Cumberland Parkway
to Martha Layne Collins Blue Grass Parkway

Ky 552230
Item No 4-132-00

BARDSTOWN

WILLISBURG

NELSON

WASHINGTON

MACKVILLE

SPRINGFIELD

LORETTO

MARION

LEBANON

RAYWICK

TAYLOR

CAMPBELLVILLE

GREEN

GREENSBURG

ADAIR

COLUMBIA

End Section 1
Begin Section 2

End Section 3
Begin Section 4

End Section 4
Begin Section 5

End Section 5
Begin Section 6

End Section 6
Begin Section 7

End Section 7
Begin Section 8

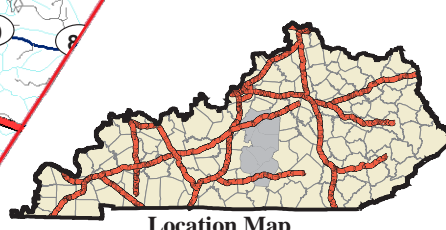
End Section 8

Begin Section 1

Legend

Corridor Alternates

- Bypass
- Option 1 Parkway
- Option 2, 3 Along Existing Alignment
- Possible Interchange
- Environmental Footprint





QUESTIONNAIRE

What is your opinion of the Roadway Options for the proposed Heartland Parkway from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway?



SECOND PUBLIC MEETING Website

The Kentucky Transportation Cabinet (KYTC) is conducting a regional corridor study for a new or reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway. The study will consider a corridor that generally follows the existing routes of KY 55, US 68, and KY 555, a corridor on a new alignment, as well as, a no-build alternative. Portions of this new highway may pass through Adair, Green, Taylor, Marion, Washington, and near Nelson, Counties, and near the communities of Columbia, Campbellsville, Lebanon, and Springfield. As part of this planning study, public input is needed to help us understand transportation needs in the area, where problems might exist, and where this route should go.



The KYTC would appreciate your comments and ideas. Please return this form to a Transportation Cabinet representative prior to leaving the meeting, or request a self-addressed envelope to return the questionnaire by mail. Questionnaires should be submitted no later than two weeks after the meeting date.

Name: _____ **Date:** _____

Representing (if applicable): _____

Address: _____

Phone (optional): _____

1) Have you filled out a questionnaire on this project before?

☐ Yes

☐ No

2) Do you think a new/reconstructed route from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway is needed?

☐ Yes

☐ No

3) If a new/reconstructed roadway were built, do you think it would (check one):

☐ Be helpful to the region

☐ Have little or no impact on the region

☐ Not be helpful to the region

4) The Heartland Parkway should be:

☐ A new route

☐ Reconstructed along the existing route

5) Given your comments above, what type of roadway would best serve the needs of the region?

- ☐ 2-lane with limited entrances ☐ 4-lane divided with limited entrances
☐ 4-lane divided with access only at major interchanges (Similar to an Interstate) ☐ None

6) Are there areas that should be avoided if any of the above options are constructed? Please check a box for areas to avoid and identify any specific locations you are aware of:

<u>Areas to Avoid</u>	<u>Specific Locations (if known)</u>
<input type="checkbox"/> Residential properties or homes	_____
<input type="checkbox"/> Businesses/commercial property	_____
<input type="checkbox"/> Natural areas or habitats	_____
<input type="checkbox"/> Recreational areas	_____
<input type="checkbox"/> Historic or cultural sites	_____
<input type="checkbox"/> Hazardous or monitored sites	_____
<input type="checkbox"/> Scenic areas or viewsheds	_____
<input type="checkbox"/> Other	_____

7) Which Heartland Parkway Option do you prefer? (See the exhibits for Option details)

- ☐ Option 1 (New Interstate Roadway Design) ☐ Option 2 (Existing Roadway Re-Design)
☐ Option 3 (Existing Roadway Re-Design) ☐ None

8) If you selected Options 2 or 3, indicate which option you prefer for each segment by placing an "x" in the preferred segment square. (For segment descriptions, see pages 2 through 5 of the Heartland Parkway Discussion handout.)

(NOTE: If you selected Option 1 or None on Question 7, please skip the remaining two questions.)

	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8
Option 1								
Option 2								

9) Of the segments presented in Options 2 and 3, indicate which segment you believe should be completed first, second, third, fourth, fifth, sixth, seventh, & eighth by placing a number that expresses your opinion on each segment's priority of completion in the appropriate square.

Priority of Completion	First	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth
Segments								

If you did not receive a postage paid envelope, please send your survey or written comments to:

Annette Coffey, P.E.
 Director
 Kentucky Transportation Cabinet
 Division of Planning
 200 Mero Street
 Frankfort, KY 40622

Ted Noe, P.E.
 Project Engineer
 Kentucky Transportation Cabinet
 Division of Planning
 (502) 564-7183
 Ted.No@ky.gov

You may also look for project information at: <http://transportation.ky.gov/planning/index2.asp>