Executive Summary

The Taylorsville Northwest Connector Intermediate Planning Study has been prepared to assist the Kentucky Transportation Cabinet in defining the project limits, developing corridors, determining project impacts as well as benefits to the community, and determining if the project should continue to the design phase. It was apparent from the outset of the study that improved mobility provided by a KY 44/KY 55 connector is important to the local residents, as well as to tourists with destinations to and from downtown Taylorsville and Taylorsville Lake State Park. This corridor, therefore, could play an important role in terms of the economic development of Taylorsville, and could afford access to emergency services, jobs, recreation, and other opportunities in the region. Collectively, the above concerns formed the framework to establish project goals.

Establishment of the goals for the project included an active public involvement process. This involved inclusion of a variety of project stakeholders, such as local public officials, area residents, Kentuckiana Planning and Development Agency (KIPDA) staff, personnel from the Industrial Development Authority, and Kentucky Transportation Cabinet staff from both the Central Office and District 5. **Jointly, the stakeholders formulated the following goals for the project**:

- **Alleviate current and projected KY 44 and KY 55 traffic congestion**
- **Accommodate increasing commercial and industrial traffic**
- **Decrease crash rates on these routes**
- **Accommodate future population growth**
- **Improve access for recreation/tourism traffic to Taylorsville Lake**

A review of the existing conditions confirmed relatively poor levels of service for KY 44 and KY 55 near downtown Taylorsville. The traffic capacity of a new route was a major concern in the study process. Traffic forecasts and analyses were made to determine the type of facility that would be needed to keep pace with growth and meet capacity requirements in the design year 2025.

Several alternative actions were considered based upon project goals. **The corridors included a No-Build Option as well as two broad bands of corridors.** (See **Figure ES-1**.) The No-Build alternate was not recommended, because it did not address the project goals. The inner band of corridors was considered to potentially have more environmental impacts, as well as an environmental justice impact involving the community's only nursing home. Therefore, based on stakeholder input and the potential for less environmental impact, the outer band of corridors was determined to be preferred. It is estimated that routes within the outer band of corridors could cost from $7.9 million to $28.8 million, largely dependent on the length of structure needed to cross Brashear's Creek and it's floodplain.

The *2003-2008 Six-Year Highway Plan (SYP)* has identified funding for the design, right of way and utilities phases of this project. No construction funds have been identified. Anticipated funding and costs, by phase, for implementation of the corridors in the recommended band are shown in **Table ES-1.**

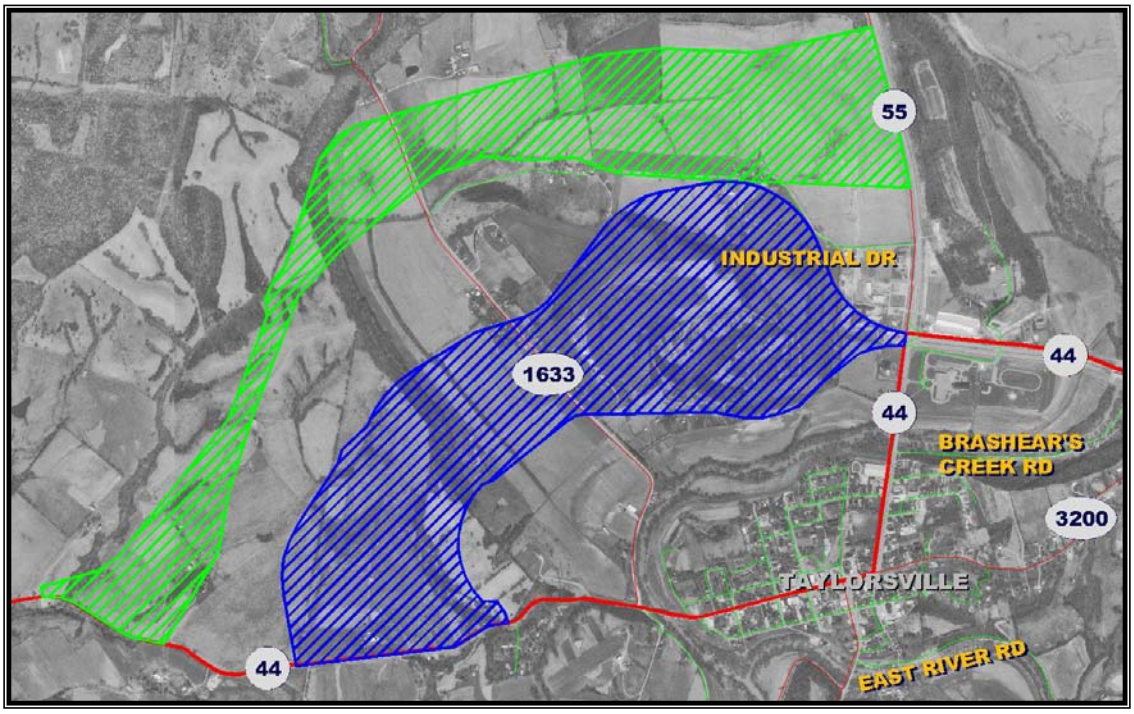

FIGURE ES-1
CORRIDOR BANDS

TABLE ES-1: IDENTIFIED FUNDING AND IMPLEMENTATION COSTS

	Identified Funding (Year of Funding)	Range of Implementation Costs for Preferred Corridor Band
Design	$1,000,000 (2005)	$480,000-$1,995,000
Right of Way	$1,500,000 (2007)	$180,000-$790,000
Utilities	$1,000,000 (2007)	$80,000-$85,000
Construction	Not Funded	$4,760,000-$19,920,000
TOTAL	**$3,500,000**	**$7,940,000-$28,810,000***

*Note: Total cost includes 30% contingency. Given the variation in the range of costs between the corridors in the corridor band, the phased costs listed here do not add up to the listed total cost. Individual corridor costs are found in **Appendix**