

APPENDIX D: GAP CORRIDORS

The Project Team identified five gaps that may require statewide or regional connectors in future. **Table D.1** lists the potential corridors that are anticipated to fill the gaps with approximate termini based on discussion within the Project Team.

Table D.1 – List of Gap Corridors

Corridor ID	Corridor Name	Approximately From	Approximately To
100	Coal Fields Connector	Western Kentucky Pkwy in Grayson County	I-75 at Mt. Vernon
101	65-71 Regional Connector	I-65 in Bullitt County	I-71 in Oldham County
102	Northern Kentucky Outer Loop	I-71 in Gallatin County	AA Highway in Campbell County
103	Kentucky Parkway Network Connector	Bluegrass Pkwy at US 60	I-64
104	Danville-Richmond Connector	Danville	Richmond

Future demands on the gap corridors were forecasted at a high planning level using the 5961 zone v8_KYSTMv19. Each gap corridor was coded into the 2045 model network using the conceptual geometry and typical configurations based on the Project Team’s discussion and KYTC’s Highway Design Manual. It is noted that the traffic forecasting analysis was performed independently. The gap corridors were not included in Tier 1 screening, Tier 2 prioritization, or visioning.

The following sections describes each gap corridor’s conceptual alignment, geometric assumptions, and summarizes traffic forecasting results.

D.1 COAL FIELDS CONNECTOR

The Coal Fields Connector (Corridor #100) starts approximately at Western Kentucky Parkway in Grayson County, extends east through Hart, Green, Taylor, Adair, Casey, Lincoln, Pulaski counties, and ends approximately at I-75 near Mt. Vernon in Rockcastle County.

This corridor was coded to the model network as a 4-lane divided principal arterial with service interchanges at I-65 and I-75, and at-grade intersections at all other intersecting roadways. Table D.2 summarizes the assumed configurations for this corridor.

Table D.2 – Assumed Corridor Configurations (Coal Fields Connector)

Corridor ID	Functional Classification	Number & Width of Lanes	Shoulder & Width	Median Type & Width	Speed Limit
100	Principal Arterial	4, 12'	8' paved	28' Depressed	55 mph

Table D.3 summarizes 2045 AADT and daily truck volume forecasts by segment along the corridor.

Table D.3 – 2045 AADT & AADTT Forecasts (Coal Fields Connector)

Segment	From	To	AADT	AADTT
1	Western Kentucky Pkwy	I-65	3,900	900
2	I-65	KY 55	7,400	1,100
3	KY 55	US 127	6,000	1,100
4	US 127	US 27	4,200	900
5	US 27	I-75	5,000	1,100

Note: segmentation is based on major crossing roads or logic termini of traffic volumes.

D.2 65-71 REGIONAL CONNECTOR

The 65-71 Regional Connector (Corridor #101) starts at I-65 near Shepherdsville in Bullitt County, extends northeast through Spencer and Shelby counties, and ends at I-71 near La Grange in Oldham County.

This corridor was coded to the model network as a 4-lane divided principal arterial with service interchanges at I-65, US 150, KY 44, KY 155, I-64, US 60, KY 362, KY 53, and I-71, and grade-separated crossings at all other locations. **Table D.4** summarizes the assumed configurations for this corridor.

Table D.4 – Assumed Corridor Configurations (65-71 Regional Connector)

Corridor ID	Functional Classification	Number & Width of Lanes	Shoulder & Width	Median Type & Width	Speed Limit
101	Principal Arterial	4, 12'	8' paved	28' Depressed	55 mph

Table D.5 summarizes 2045 AADT and daily truck volume forecasts by segment along the corridor.

Table D.5 – 2045 AADT & AADTT Forecasts (65-71 Regional Connector)

Segment	From	To	AADT	AADTT
1	I-65	US 150	23,700	700
2	US 150	KY 44	23,900	400
3	KY 44	KY 155	25,500	500
4	KY 155	I-64	34,600	800
5	I-64	US 60	29,500	2,400
6	US 60	KY 362	23,400	1,800
7	KY 362	KY 53	20,600	1,400
8	KY 53	I-71	17,200	1,400

Note: segmentation is based on proposed interchanges.

D.3 NORTHERN KENTUCKY OUTER LOOP

The Northern Kentucky Outer Loop (Corridor #102) starts at I-71 in Gallatin County, extends northeast through Grant and Pendleton County, and ends at KY 9 (AA Highway) in Campbell County.

This corridor was coded to the model network as a 4-lane interstate with system interchanges at I-71 and I-75, and service interchanges at KY 16, KY 1942, KY 1942, KY 3184, KY 17, US 27, and KY 9 (AA Highway). All other locations are assumed as grade-separated crossings. **Table D.6** summarizes the assumed configurations for this corridor.

Table D.6 – Assumed Corridor Configurations (Northern Kentucky Outer Loop)

Corridor ID	Functional Classification	Number & Width of Lanes	Shoulder & Width	Median Type & Width	Speed Limit
102	Interstate	4, 12'	10' paved	28' Depressed	70 mph

Table D.7 summarizes 2045 AADT and truck volume forecasts by segment along the corridor.

Table D.7 – 2045 AADT & AADTT Forecasts (Northern Kentucky Outer Loop)

Segment	From	To	AAADT	AAADTT
1	I-71	KY 16	5,800	700
2	KY 16	KY 1942 (W)	7,200	1,000
3	KY 1942 (W)	KY 1942 (E)	9,800	1,800
4	KY 1942 (E)	I-75	13,600	4,900
5	I-75	KY 3184	16,200	1,000
6	KY 3184	KY 17	16,100	1,000
7	KY 17	US 27	14,200	800
8	US 27	KY 9	8,800	600

Note: segmentation is based on proposed interchanges.

D.4 KENTUCKY PARKWAY NETWORK CONNECTOR

The Kentucky Parkway Network Connector (Corridor #103) starts at the existing Bluegrass Parkway/US 60 interchange east of Versailles in Woodford County, extends northeast to connect with US 421/US 62 in Scott County, and continues northeast on the existing alignment of US 62 (Paynes Depot Road) to connect with I-64.

This corridor was coded to the model network as a 4-lane parkway with complete interchanges at US 60 and I-64, and a new service interchange at US 421. All other locations are coded as grade-separated crossings. **Table D.8** summarizes the assumed configurations for this corridor.

Table D.8 – Assumed Corridor Configurations (Kentucky Parkway Network Connector)

Corridor ID	Functional Classification	Number & Width of Lanes	Shoulder & Width	Median Type & Width	Speed Limit
103	Other Freeways and Expressways	4, 12'	10' paved	28' Depressed	70 mph

Table D.9 summarizes 2045 AADT and daily truck volume forecasts by segment along the corridor.

Table D.9 – 2045 AADT & AADTT Forecasts (Kentucky Parkway Network Connector)

Segment	From	To	AADT	AADTT
1	Bluegrass Pkwy	US 421/US 62	34,900	2,400
2	US 421/US 62	I-64	38,800	2,300

Note: segmentation is based on proposed interchanges.

D.5 DANVILLE-RICHMOND CONNECTOR

The Danville-Richmond Connector (Corridor #104) starts at the US 127/KY 2168 intersection north of Danville, extends east to US 27 in Garrard County by following the existing alignment of KY 2168 and KY 34, continues east on a new alignment through Garrard County to connect to KY 876 in Madison County, then runs on KY 876 and eventually ends at I-75 in Richmond, Madison County.

This corridor was coded to the model network as a 4-lane principal arterial with at-grade intersections at all major crossing roadways. **Table D.10** summarizes the assumed configurations this corridor.

Table D.10 – Assumed Corridor Configurations (Danville-Richmond Connector)

Corridor ID	Functional Classification	Number & Width of Lanes	Shoulder & Width	Median Type & Width	Speed Limit
104	Principal Arterial	4, 12'	8' paved	28' Depressed	55 mph

Table D.11 summarizes 2045 AADT and daily truck volume forecast by segment along the corridor.

Table D.11 – 2045 AADT & AADTT Forecasts (Danville-Richmond Connector)

Segment	From	To	AADT	AADTT
1	US 127	KY 34	12,100	600
2	KY 34	US 27	15,100	1,600
3	US 27	Crutcher Pike	7,000	600
4	Crutcher Pike	Goggins Ln	14,300	1,000
5	Goggins Ln	I-75	25,100	1,700

Note: segmentation is based on major crossing roads or logic termini of traffic volumes.