

Budget

Bullitt	KY-245	From MP 0.000 To 4.430	On NHS	Description:	WIDEN KY-245 FROM FLAGET HOSPITAL (MP 7.722) THROUGH COUNTY LINE (MP 12.261) NELSON/MP 0.000 BULLITT TO HAPPY HOLLOW RD (MP 4.425). (2022CCN)				
Nelson	KY-245	From MP 7.720 To 12.260	YES						
Item#:	4-8307.20	Parent#:	4-8307.00	Length					
Plan Year:	2016	Parent Year:	2006	8.970					
FUND	PH	2022	2023	2024	2025	2026	2027	2028	Phase Total
SPP	D	\$0	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
SPP	R	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
SPP	U	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
SPP	C	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$0	\$30,000,000
		\$0	\$3,000,000	\$0	\$5,000,000	\$6,000,000	\$30,000,000	\$0	\$44,000,000

Segment 1		
	Alternate 1 (4-lane / Raised Concrete - Rural)	Alternate 2 (4-lane / Raised Concrete - Urban)
Right of Way Estimate	\$ 2,230,000	\$ 1,390,000
Utilities Estimate	\$ 6,220,000	\$ 5,300,000
Construction Estimate	\$ 25,330,000	\$ 26,200,000
Total Cost (R, U, C)	\$ 33,780,000	\$ 32,890,000

Segment 2	
	4-Lane With Median
Right of Way Estimate	\$ 1,450,000
Utilities Estimate	\$ 3,000,000
Construction Estimate	\$ 30,240,000
Total Cost (R, U, C)	\$ 34,690,000

Next Steps

The Project Team will hold a meeting in January 2024 to identify the Preferred Alternatives for both Segment 1 and Segment 2. The Preferred Alternative is selected based on public input, budget, impacts (including but not limited to Right-of-Way, utilities, and environmental resources), traffic needs, crash history, constructability, and maintenance of traffic during construction.

After the Project Team identifies the Preferred Alternative for each segment the environmental documentation can be completed on those alternatives. This work may require additional field studies, so the Project Team may reach out to you for access to your property soon. The environmental documentation is anticipated to be complete by Spring 2024.

Once the environmental documentation is finalized, the preferred alternative will be announced, and final design can begin. Once the design is nearly complete KYTC will conduct a Right-of-Way informational meeting to discuss impacts anticipated to adjacent property owners, with the acquisition process to soon follow. The timeframe anticipated for acquisition to begin is Spring 2025.

If you have any questions or concerns regarding the environmental process or specifically historic properties, please feel free to contact Joseph Ferguson at the KYTC District 4 office by calling 270-766-5066 or email joseph.ferguson@ky.gov.

Submitting Comments

Comments are welcomed and encouraged on this project. Please pick up the Project Questionnaire from the Sign-In table, fill out, and drop off at the Sign-In table before leaving. If you need a little more time, mail to Kevin Blain, PE – Project Manager, KYTC District 4 634 East Dixie Highway Elizabethtown, KY 42701 – or email to kevin.blain@ky.gov. Comments will be received through January 6, 2024.

Public meeting materials from today’s meeting will be available at <https://transportation.ky.gov/DistrictFour/Pages/default.aspx>.

Kevin Blain, PE

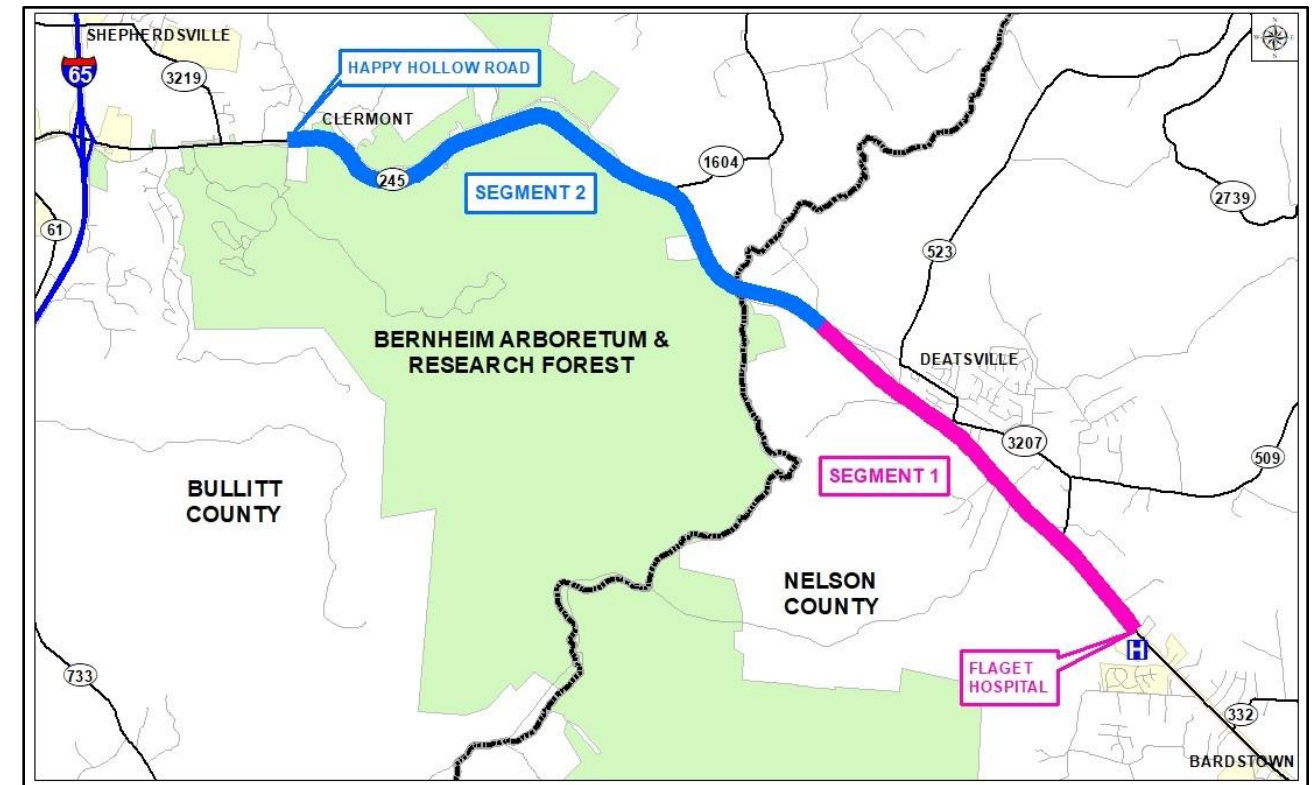
KYTC District 4 Project Manager
634 East Dixie Highway
Elizabethtown, KY 42701
(270) 766-5066 – kevin.blain@ky.gov

Public Meeting

KY 245 Preliminary Engineering Study Flaget Hospital (Nelson County) to Happy Hollow Rd (Bullitt County) KYTC Item No. 4-8307.2 December 4, 2023 Thomas Nelson High School 5:00 pm – 7:00 pm ET

The Kentucky Transportation Cabinet (KYTC) is seeking your input on preliminary engineering alternatives affecting KY 245 in Nelson and Bullitt Counties. The project is being divided into “Segment 1” and “Segment 2”.

- Segment 1 – Flaget Hospital to the northern intersection of Deatsville Loop
- Segment 2 – Northern intersection of Deatsville Loop to Happy Hollow Rd

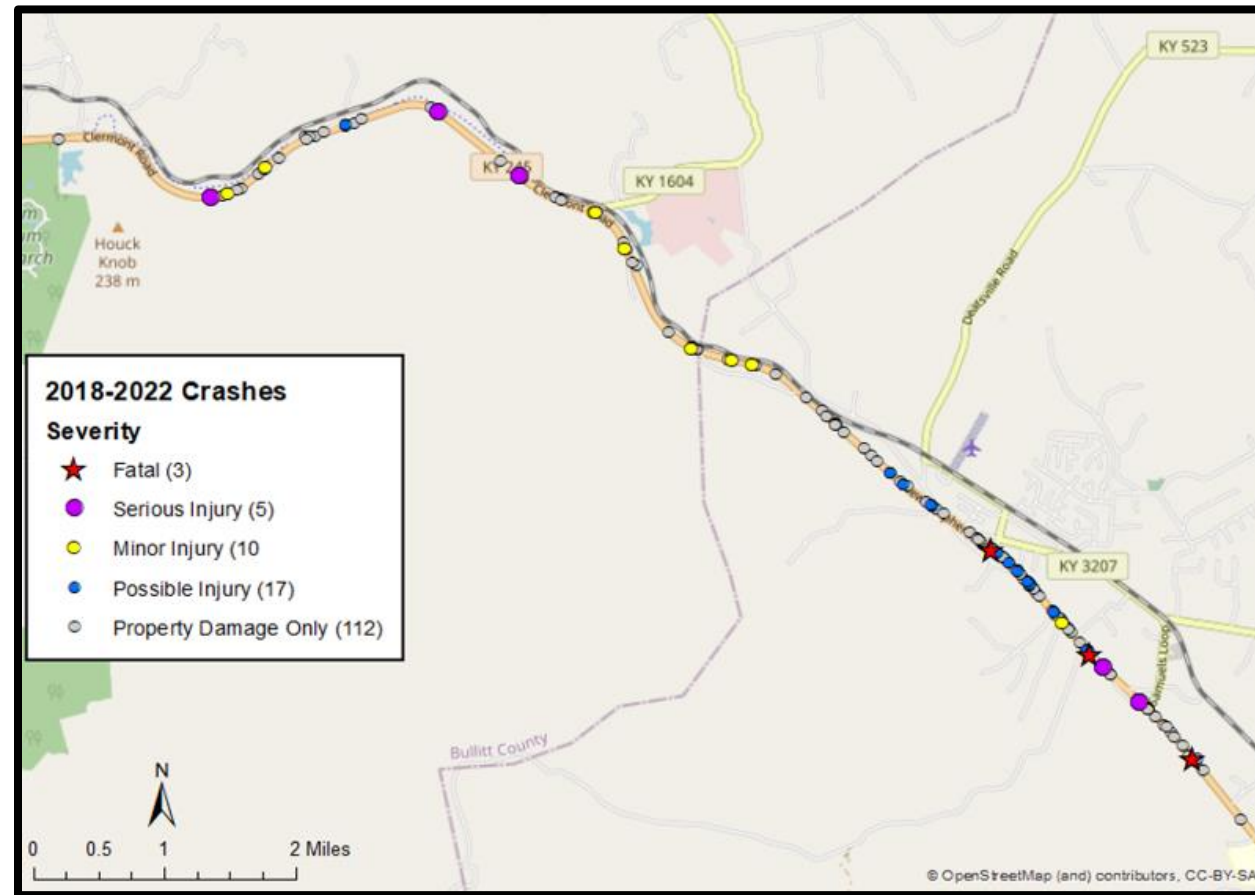


Purpose and Need Statement

The purpose of the KY 245 project is to increase capacity, thus improving mobility and travel time efficiency, while improving safety. KY 245 is a heavily traveled arterial between Bardstown and I-65 in Central Kentucky. Due to recent growth in Bardstown and the surrounding area, traffic volumes have increased along the project corridor and are presently 15,000 vehicles per day. Further, this section of KY 245 has infrequent opportunities to pass, which leads to traffic queues and drivers making unsafe passing maneuvers. Congestion has also become an issue along the route, particularly in the Deatsville community due to the creation of subdivisions and commercial businesses in the area.

Existing Conditions

As the Bardstown area continues to grow, so does the traffic demand on KY 245. A recent traffic study determined traffic has consistently grown 1.92% yearly over the past several years. This in turn puts high stress on the 2-lane facility that was last updated in 1971. The study also determined this stretch of KY 245 needs an increase in capacity for safety to be improved.



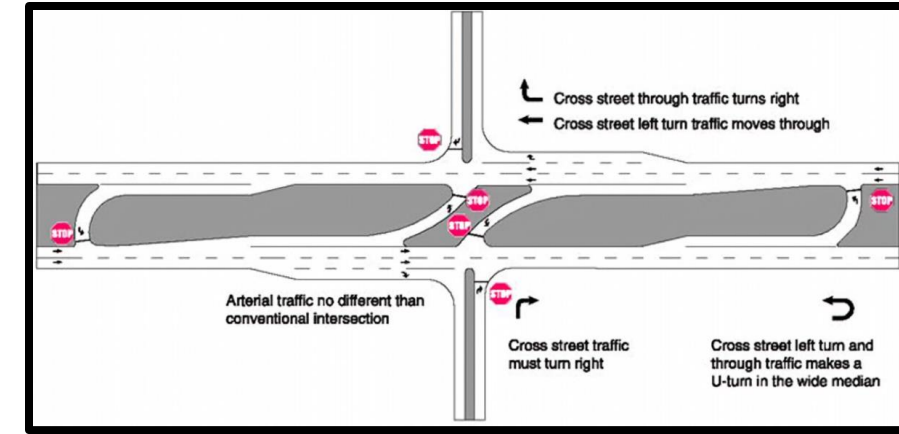
Investigation of crash reports indicate 3 fatal crashes and 2 serious injury crashes occurred from 2018 – 2022 in Segment 1, while 3 serious injury crashes occurred in Segment 2 in the same time frame.

Alternative Discussion

Segment 1 – Flaget Hospital to Northern Deatsville Loop

- More Urbanized
- Severe Crashes
- Proximity of Homes to Right-of-Way
- Dense Access
- Adjacent 5 Lane Section

Dense access with high traffic volumes has led to severe crashes that can be mitigated using RCUTS – Restricted Crossing U-Turns. All turning movements will still be possible, just in a different way.



Projects utilizing the above configuration have demonstrated a great benefit of serious crash reduction since their implementation. An example of this configuration is Dixie Highway in Elizabethtown in front of Wal-Mart.

Segment 2 –Northern Deatsville Loop to Happy Hollow Rd

- More Rural
- Less Conflict Points
- Proximity of Sensitive Features
- Limited Access Points
- Meandering Alignment
- Left Turn Lane Where Warranted

Projected traffic volumes warrant a 4-lane facility. How should the highway be divided between opposing traffic?

