

CHAPTER SEVEN TRANSPORTATION

INTRODUCTION

Increased mobility, accessibility, and efficiency of a region's transportation system can be a stimulant to population growth, residential development, and have a pronounced effect on the location of industrial and commercial land uses. For this reason, it is important that a study of the county's transportation system be included in the Bullitt County Comprehensive Plan. As roadways are the predominate means of transportation in Bullitt County, roads will be discussed first, followed by bicycle, pedestrian, bus, rail, waterway and airport facilities.

LOUISVILLE (KY-IN) METROPOLITAN PLANNING ORGANIZATION (MPO)

The Kentuckiana Regional Planning and Development Agency (KIPDA) Transportation Division serves two purposes; one as the Louisville (KY-IN) Metropolitan Planning Organization (MPO), as designated by the Governors of Kentucky and Indiana, and the other as the transportation planning component of the Area Development District (ADD). For administrative purposes, the metropolitan transportation planning area includes Bullitt, Jefferson and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. This area is further defined as a Transportation Management Area by the Federal Highway Administration, and the MPO is responsible for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) for the metropolitan area. The KIPDA Transportation Division provides planning and technical assistance to help meet the transportation needs of all counties within the MPO area and the KIPDA region giving emphasis to bicycle, highway, paratransit, pedestrian and public transit modes of transportation.

BULLITT COUNTY ROADS

There are 16 major highways in Bullitt County which are part of the State primary or secondary road system and provide access to and through Bullitt County.

Bullitt County



These highways are: Interstate 65, US 31E, US 31EX (Business) and Kentucky Highways 44, 61 (Preston Highway), 245, 1526, 434, 480, 1020, 1116, 1450, 1494, 1526, and 2553. Shepherdsville lies at the crossroads of I-65, KY 44 and KY 61. Interstate 65 is one of the two major north-south interstates in Kentucky. Interstate 65 connects Bowling Green, Elizabethtown, and downtown Louisville. Outside the state it connects to Nashville, Tennessee; Indianapolis, Indiana and beyond. The route between Louisville and Nashville roughly follows the route of the Louisville & Nashville Railroad. US 31W passes through Bowling Green, Elizabethtown, and Fort Knox. US 31E passes through Mt. Washington, Glasgow and Bardstown. The two north-south routes run parallel to each other from the Tennessee border before joining just a few yards from the Ohio River in Louisville. The west-east KY 44 connects Shepherdsville, Mt. Washington and Taylorsville. KY 61 connects Louisville, Hillview, Pioneer Village, Hebron Estates, Shepherdsville, Lebanon Junction and Elizabethtown. A list of Bullitt County maintained roads is available from the Planning and Zoning Office or the Bullitt County Road Department.

NATIONAL HIGHWAY SYSTEM

The Kentucky Transportation Cabinet (KYTC) has developed the National Highway System (NHS) routes within Bullitt County. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. The only NHS route within Bullitt County is Interstate 65.

TRUCKING CLASSIFICATIONS

Bullitt County's road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Bullitt County Road Department, and city streets maintained by the various cities. State maintained roads are classified by truck weight capacity. Kentucky Revised Statute (KRS) 189.222 requires the KYTC to establish weight limits on the state maintained highway system. To implement this statute, Kentucky Administrative Regulations (KAR) designating these weight limits are promulgated and updated frequently. The last such update occurred on December 18, 2003. Designated "AAA" trucking highways have an 80,000 pound permitted gross load limit, while

“AA” highways have a 62,000 pound gross load limit. All other state maintained roads are designated as Class “A” trucking highways with a 44,000 pound gross load limit. Figure 7-1 shows the AAA, AA and A rated highways in Bullitt County.

FUNCTIONAL CLASSIFICATION SYSTEM

The analysis of existing roadway systems includes the assessment of the function performed by individual facilities within the system. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service that they are intended to provide. The definitions for the functional classification system for Bullitt County (Figure 7-2) as established by KYTC, are found in the definition section of this Bullitt County Comprehensive Plan. The KYTC functional classification report for selected routes in Bullitt County is as follows:

TABLE 7-1

Kentucky Transportation Cabinet

Functional Classification Report for Selected Routes

<u>ROUTE</u>	<u>BEGIN MP</u>	<u>END MP</u>	<u>FUNCTIONAL CLASS</u>	<u>URBAREA</u>	<u>DESCRIPTION OF ROUTE</u>
I-0065	103.308	115.574	Rural Interstate	Rural	From Hardin County line to KY 480
KY-0044	24.550	26.286	Rural Minor Arterial	Rural	From SEUL Louisville at CR 1021 (Hubbard Lane) to Spencer County line
KY-0061	0.000	12.575	Rural Minor Arterial	Rural	From Nelson County line to the SUL of Louisville at PR 1065 (Forest Hill Road)
KY-0245	0.000	7.178	Rural Minor Arterial	Rural	From Nelson County line to KY 61
US-0031E	0.000	2.621	Rural Minor Arterial	Rural	From Spencer County line to SEUL of Louisville at US 31EX
US-0031E	4.863	5.162	Rural Minor Arterial	Rural	From NUL of Louisville at US 31EX to Jefferson County line
KY-0044	0.000	9.285	Rural Major Collector	Rural	From Jefferson County Line to SWUL Louisville at KY 2723
KY-0480	1.164	5.141	Rural Major Collector	Rural	From SWUL of Louisville at KY 6318 to KY 1604
KY-0434	0.000	1.932	Rural Minor Collector	Rural	From Hardin County line to KY 61
KY-0480	5.141	11.723	Rural Minor Collector	Rural	From KY 1604 to the Nelson County line
KY-0660	0.000	2.617	Rural Minor Collector	Rural	From Jefferson County line to KY 1319
KY-0733	0.000	4.231	Rural Minor Collector	Rural	From KY 61 to Nelson County line
KY-1116	3.446	5.870	Rural Minor Collector	Rural	From SEUL of Louisville at CR 1049 (Bates Lane) to Jefferson County line
KY-1319	0.000	3.292	Rural Minor Collector	Rural	From KY 44 to Spencer County line
KY-1319	3.292	3.710	Rural Minor Collector	Rural	From Spencer Co. Line to Spencer Co. line
KY-1417	0.000	2.289	Rural Minor Collector	Rural	From KY 44 to KY 1526
KY-1442	0.000	7.372	Rural Minor Collector	Rural	From KY 480 to KY 480
KY-1494	0.000	6.675	Rural Minor Collector	Rural	From KY 61 to SUL of Louisville at CS 1229 (Reichmuth Lane)

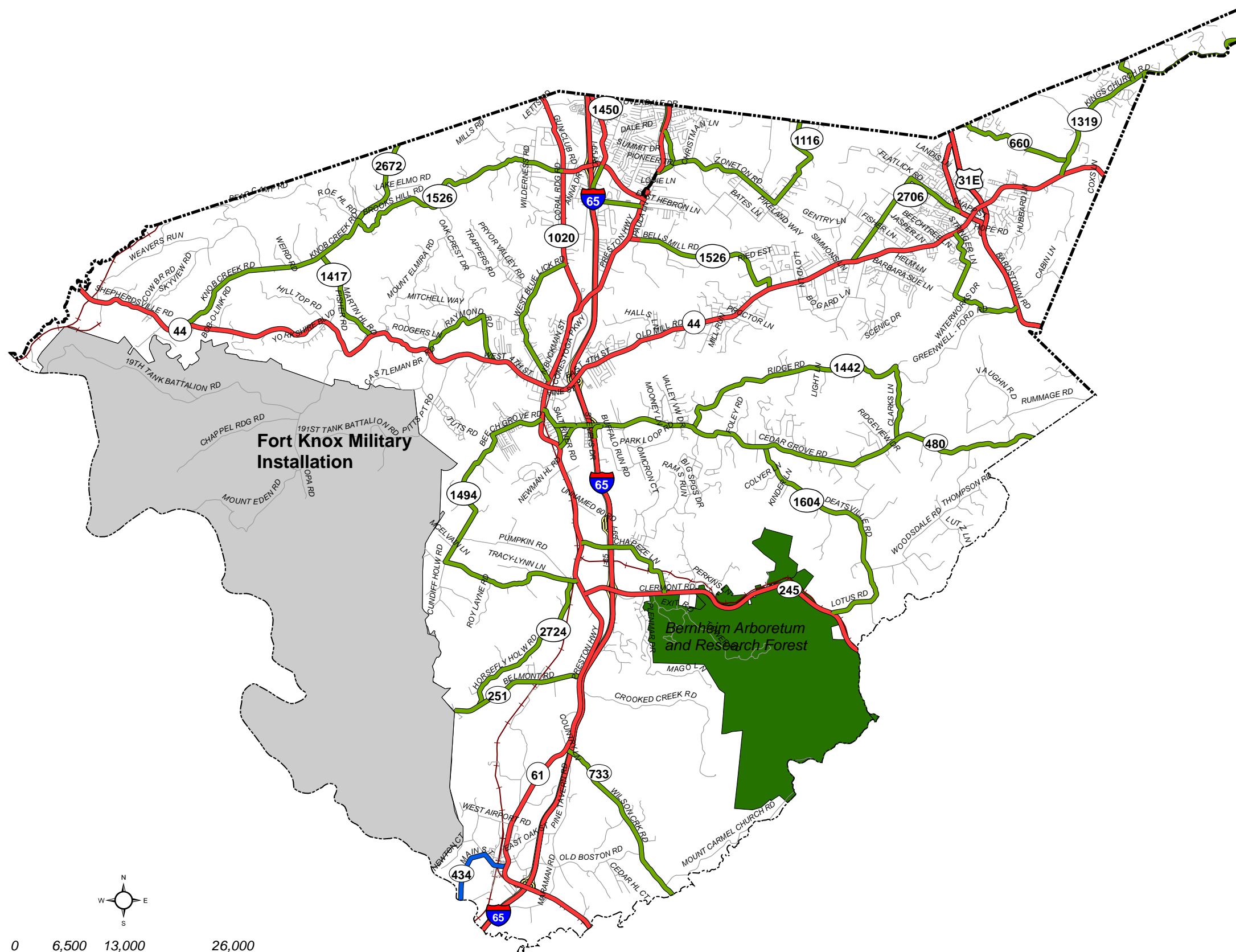
Bullitt County



Transportation

KY-1526	0.000	9.850	Rural Minor Collector	Rural	From KY 44 to SWUL Louisville at CR
KY-1531	0.000	0.670	Rural Minor Collector	Rural	From KY 1319 to the Jefferson County line
KY-1604	0.000	5.808	Rural Minor Collector	Rural	From KY 245 to KY 480
KY-3219	0.000	2.580	Rural Minor Collector	Rural	From KY 61 to KY 245
KY-0251	0.000	3.058	Rural Local	Rural	
KY-2672	0.000	2.102	Rural Local	Rural	
KY-2674	0.000	2.177	Rural Local	Rural	
KY-2706	0.000	2.311	Rural Local	Rural	
KY-2723	0.000	1.729	Rural Local	Rural	
KY-2724	0.000	3.806	Rural Local	Rural	
KY-2814	0.000	0.143	Rural Local	Rural	
KY-6318	0.000	0.380	Rural Local	Rural	
I-0065	115.574	123.180	Urban Interstate	Louisville	From KY 480 to Jefferson County line
KY-0044	9.285	24.550	Urban Minor Arterial St	Louisville	From SWUL Louisville at KY 2723 to SEUL Louisville at CR 1021 (Hubbard Lane)
KY-0044	12.692	13.164	Urban Minor Arterial St	Louisville	
KY-0061	12.575	21.659	Urban Minor Arterial St	Louisville	From the SUL of Louisville at PR 1065 (Forest Hill Road) to Jefferson County line
KY-0480	0.000	1.164	Urban Minor Arterial St	Louisville	From KY 61 to SWUL of Louisville at KY
KY-1020	0.000	5.082	Urban Minor Arterial St	Louisville	From KY 61 to Jefferson County line
KY-1450	1.895	3.554	Urban Minor Arterial St	Louisville	From KY 1526 to Jefferson County line
KY-1526	10.810	16.939	Urban Minor Arterial St	Louisville	From KY 1020 to KY 61 TO KY 44
KY-1526	11.253	11.833	Urban Minor Arterial St	Louisville	
US-0031E	2.621	4.863	Urban Minor Arterial St	Louisville	From SEUL of Louisville at US 31EX to NUL of Louisville at US 31EX
US-0031EX	0.000	2.487	Urban Minor Arterial St	Louisville	From US 31E South of Mt. Washington to US 31E North of Mt. Washington
CR-1061	0.000	0.184	Urban Collector Street	Louisville	From KY 1450 to CS 5071 (Earlywood Drive)
CS-1167	0.000	0.524	Urban Collector Street	Louisville	From KY 44 to KY 61
CS-1170	0.000	1.816	Urban Collector Street	Louisville	From CS 1167 (Adam Shepherd Parkway) to KY 61
CS-5036	0.000	1.456	Urban Collector Street	Louisville	From KY 61 to CS 5071 (Earlywood Drive)
KY-1116	0.000	3.446	Urban Collector Street	Louisville	From KY 61 to SEUL of Louisville at CR 1049 (Bates Lane)
KY-1494	6.675	8.011	Urban Collector Street	Louisville	From the SUL of Louisville at CS 1229 (Reichmuth Lane) to KY 61
KY-1526	9.850	10.810	Urban Collector Street	Louisville	From SWUL Louisville at CR 1308G (Brooksvie Road) to KY 1020
KY-2553	0.000	0.394	Urban Collector Street	Louisville	From KY 61 to KY 1116
KY-2673	0.000	3.233	Urban Collector Street	Louisville	From KY 61 to KY 1020
KY-6302	0.000	0.616	Urban Collector Street	Louisville	From KY 61 to the Jefferson County line
KY-0480C	0.000	0.916	Urban Local	Louisville	
KY-1450	0.000	1.895	Urban Local	Louisville	
KY-2237	0.000	0.452	Urban Local	Louisville	
KY-2674	2.177	3.287	Urban Local	Louisville	
KY-2706	2.311	3.637	Urban Local	Louisville	
KY-2723	1.729	2.830	Urban Local	Louisville	
KY-6303	0.000	0.087	Urban Local	Louisville	
KY-6313	0.000	0.132	Urban Local	Louisville	
KY-6314	0.000	0.161	Urban Local	Louisville	
KY-6317	0.000	0.070	Urban Local	Louisville	

**FIGURE 7-1
BULLITT COUNTY
TRUCK WEIGHT
ROAD
CLASSIFICATIONS**
2015 Comprehensive Plan
Bullitt County, Kentucky



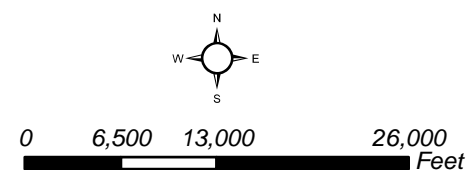
LEGEND

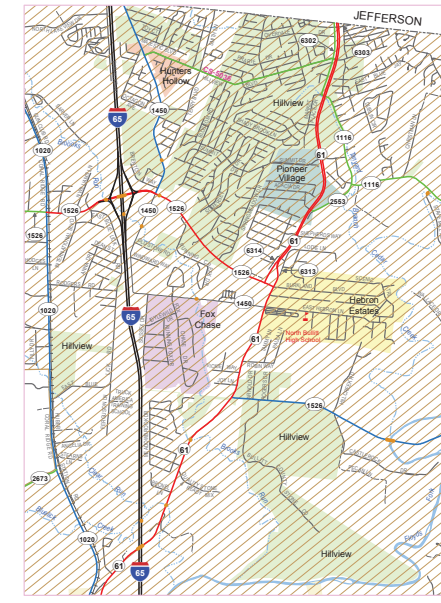
- A (44,000 LBS Gross)
- AA (62,000 LBS Gross)
- AAA (80,000 LBS Gross)
- Local Roads
- + + + Railroad
- Military
- Bullitt County

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

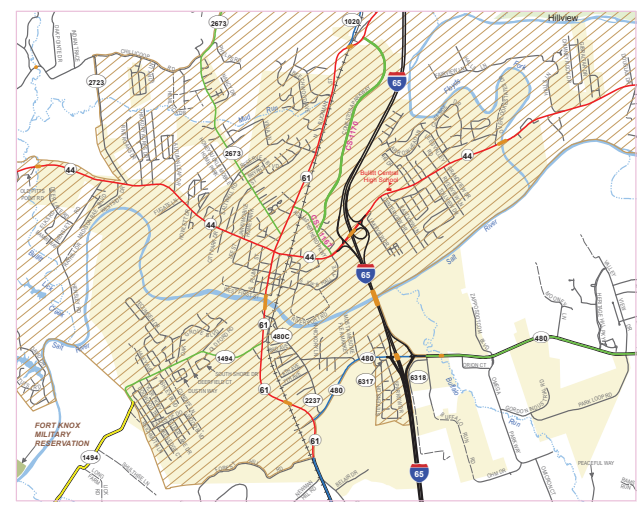
Kriss Lowry & Associates Inc.
227 S. Rays Fork Rd.
Corinth, KY 41010-3027
(502) 857-2800





NORTHERN COMMUNITIES

2,500 1,250 0 2,500 5,000 7,500
Feet



SHEPHERDSVILLE

2,500 1,250 0 2,500 5,000 7,500 10,000
Feet

- Functional Classification**
- Rural Interstate
 - Rural Principal Arterial
 - Rural Minor Arterial
 - Rural Major Collector
 - Rural Minor Collector
 - Urban Interstate
 - Urban Freeways & Expressways
 - Urban Principal Arterial
 - Urban Minor Arterial Street
 - Urban Collector Street
 - Rural & Urban Local
 - CS-0000 Functionally Classified Road No.
 - Bridge
 - Railroad
 - Stream
 - City/Town
 - Federal Aid Urbanized Area 2000
 - Incorporated Area
 - Lake
 - State Park
 - National Park or Recreation Area
 - Defense Facility
 - Wildlife Area
 - Geological Area
 - State, National, or Private Forest



Functional Classification BULLITT COUNTY KENTUCKY 015

Figure 7-2

Functional Classification
BULLITT COUNTY

2 1 0 2 4
Miles

Last map revision: JUNE 2012
Road centerlines collected using GPS technology
Kentucky State Plane Coordinate System (NAD83)
www.planning.kytc.ky.gov

The Kentucky Transportation Cabinet does not warrant that the information contained on this map is accurate or complete. The Kentucky Transportation Cabinet states that all attempts are made to insure the correctness of road network portrayal and it is based on the best available information at a given time but disclaims any and all representations and/or warranties made with respect to this map by any contributing source as to the contents, whether expressed, implied, or statutory, including, but not limited to, warranties of title, merchantability, and fitness for a particular purpose. Incorporated area boundaries are based on KRS 81A-470 filings recorded in the Kentucky Secretary of State's Office.

The functional classification of a road should be considered when approving development proposals. The classification will be an indicator of road capacity. For example if a major subdivision is proposed along a rural local road, it is unlikely that the road will be able to handle the increased traffic in a safe and efficient manner. Therefore, the road may need to be upgraded or the proposal not approved. The factors which determine the capacity and safety of a specific road are numerous and include lane width, shoulder width, current traffic counts etc. Therefore, when the capacity of a road to handle the additional traffic from a development is in doubt, a traffic impact study using computer modeling should be required. New streets in subdivisions or developments should be designed to meet future as well as current transportation needs. Developers should be required to provide collector or arterial streets or the right of way for future extensions as appropriate considering long term traffic patterns.

Acquisition of necessary rights-of-way for the construction of new streets and the widening of existing major streets occur in many ways such as purchase, donations, and required dedications when land is subdivided, developed or redeveloped. Subdivision regulations require that the subdivider shall dedicate for public use the rights-of-way for widening existing streets or roads. Greater setbacks will be required along major existing streets and roads to provide this additional right-of-way.

When portions of rights-of-way are not required to be dedicated by the subdivider, the property owner may still choose to provide them by voluntary dedication as a public service. Such dedication may encourage the construction or upgrading of roads which will provide better access to the developer's property. In cases where the necessary rights-of-way are not available through dedication for constructing or upgrading streets or roads, it will be necessary for the appropriate jurisdiction to purchase the required rights-of-way. Purchases may be made by negotiation with the property owner, or if necessary, the rights-of-way may be condemned through the jurisdiction's power of eminent domain.

Bullitt County



KENTUCKY TRANSPORTATION CABINET'S (KYTC) SIX YEAR HIGHWAY PLAN (KYSYP)

The Kentucky Transportation Cabinet follows a six year highway plan for all 120 counties approved by the Kentucky State Legislature every two years. The current plan is for the period from Fiscal Year (FY) 2012 through FY 2018. This plan shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. Figure 7-3 is the Bullitt County Six Year Plan Project Map. It shows all of the current six year projects. The projects included in the six year plan and their anticipated funding year are as follows:

PROJECTS IN SIX YEAR PLAN:

1. **5_117.10 - Major Widening of KY-61.** A section of KY 61 starting south of KY 44 (MP 14.43) and ending north of the newly constructed Conestoga Parkway (MP 16.667) totaling 2.2 miles. Construction FY 2015.
2. **5_117.20 - Major Widening of KY-61.** A section of KY 61 starting north of Conestoga Parkway (MP 16.667) and ending south of Brooks Run Creek (MP 17.88) totaling 1.3 miles. Construction FY 2015.
3. **5_117.31 - Major Widening of KY-61.** A section of KY 61 starting south of Brook Run Creek (MP 17.88) and ending south of John Harper Parkway (MP 19.33) totaling 1.5 miles. Construction FY 2012. Project has not been authorized.
4. **5_150.10 - KY 44 Reconstruction.** Reconstruct KY 44 at Bells Mill Road (MP 17.72 to 17.9) totaling .600 miles. Design FY 2012, right of way acquisition FY 2012, utility relocation 2014, construction FY 2015.
5. **5_150.20 - KY 44 Reconstruction.** Reconstruct KY 44 at Bogard/Lloyd Lane (MP 18.38 to 18.8) totaling .500 miles. Design FY 2012, Right of

Bullitt County 2012 Highway Plan Projects

NOT SHOWN ON MAP

- 5-439.03
BIKE/PED FACIL(O)
- 5-440.01 & 5-440.02
BIKE/PED FACIL(O)
- 5-8709.00
NEW ROUTE(O)
- 5-8710.00
NEW ROUTE(O)

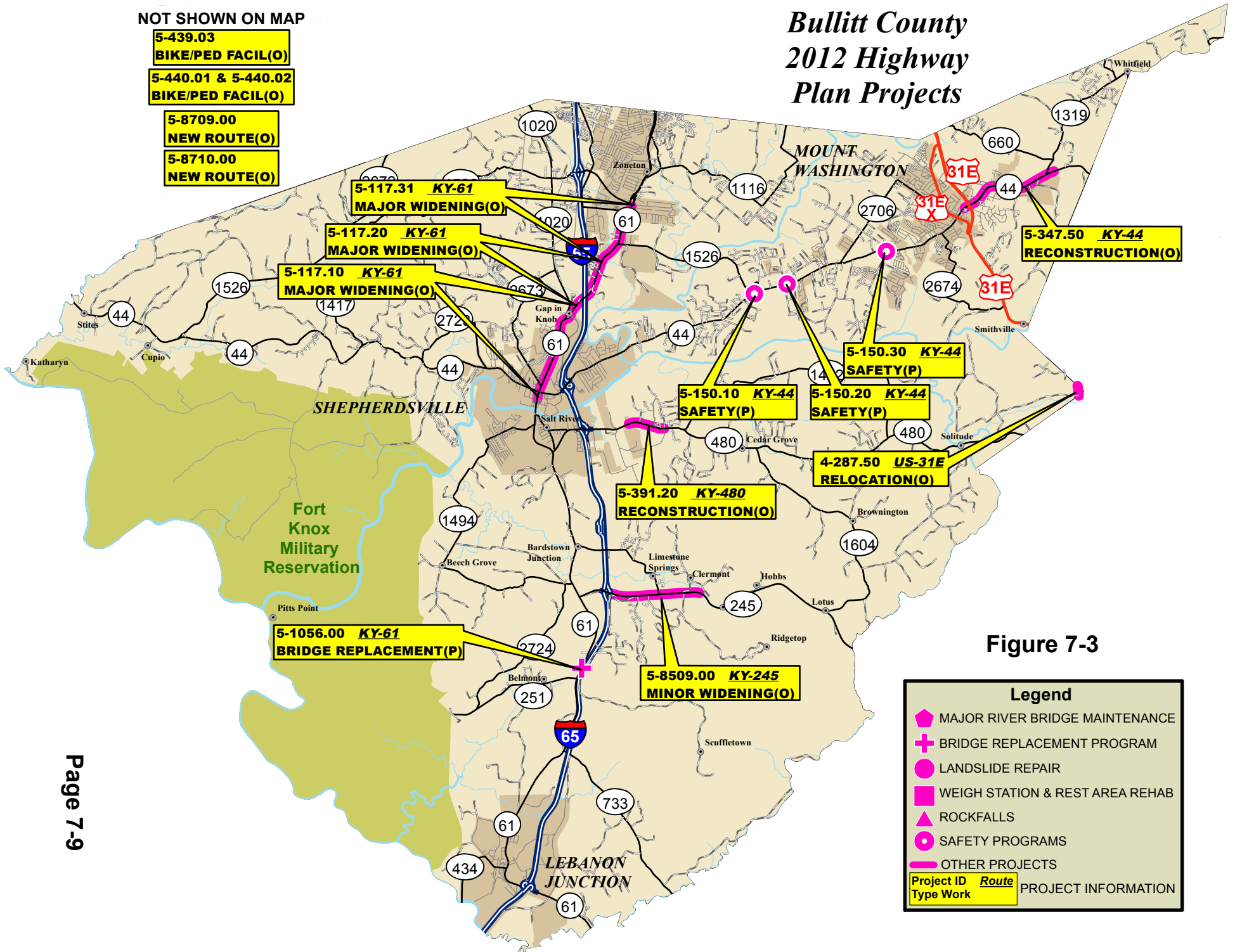


Figure 7-3

Legend

- ◆ MAJOR RIVER BRIDGE MAINTENANCE
- ⊕ BRIDGE REPLACEMENT PROGRAM
- LANDSLIDE REPAIR
- WEIGH STATION & REST AREA REHAB
- ▲ ROCKFALLS
- SAFETY PROGRAMS
- OTHER PROJECTS

Project ID	Route	Type Work	PROJECT INFORMATION
5-117.31	KY-61	MAJOR WIDENING(O)	
5-117.20	KY-61	MAJOR WIDENING(O)	
5-117.10	KY-61	MAJOR WIDENING(O)	
5-150.30	KY-44	SAFETY(P)	
5-150.10	KY-44	SAFETY(P)	
5-150.20	KY-44	SAFETY(P)	
4-287.50	US-31E	RELOCATION(O)	
5-391.20	KY-480	RECONSTRUCTION(O)	
5-1056.00	KY-61	BRIDGE REPLACEMENT(P)	
5-8509.00	KY-245	MINOR WIDENING(O)	
5-347.50	KY-44	RECONSTRUCTION(O)	

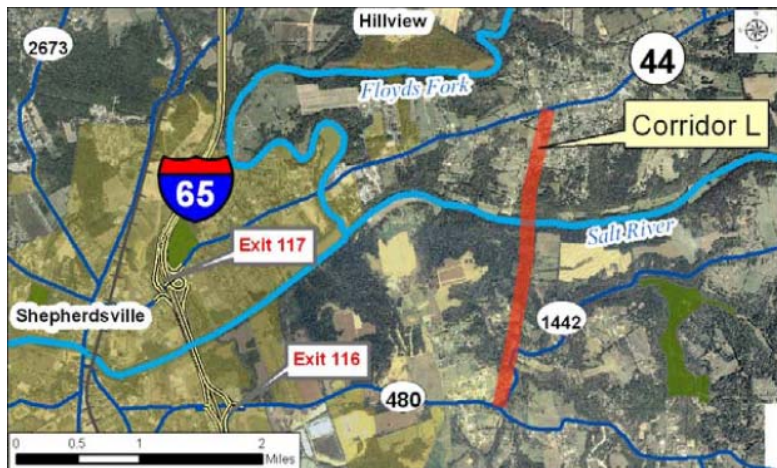
Way Acquisition FY 2012, Utility Relocation 2014, Construction FY 2015.

6. **5_150.30 - KY 44 Reconstruction.** Reconstruct KY 44 at Armstrong/Fisher Lane (MP 20.85 to 21.15). Construction FY 2012. Construction has been completed.
7. **5_347.50 - KY 44 Reconstruction.** Reconstruct KY 44 from Mt. Washington Bypass East (MP 23.14 to 25.44) totaling 2 miles. Right of Way Acquisition FY 2012, Utility Relocation 2014, Construction FY 2019.
8. **5_391.20 - KY 480 Reconstruction.** Widen Cedar Grove Road (KY 480) from Cedar Grove Elementary School (MP 2.01) to Valley View Drive (MP 2.84) totaling .830 miles. Design FY 2013, Right of Way Acquisition FY 2014, Utility Relocation 2014, Construction FY 2015.
9. **5_1056 - KY 61 Bridge Replacement.** Replace bridge on KY-61 (MP 7.559 to MP 7.659) over Barley Creek; 10 Miles north of Jct. KY 251 totaling .100 miles. Right of Way Acquisition FY 2014, Utility Relocation 2014, Construction FY 2016.
10. **5_8509 - KY 245 Minor Widening.** Widen KY-245 from Bernheim Forest (MP 4.425) to the Community College (MP 6.415). Construction FY 2017.

Bullitt County



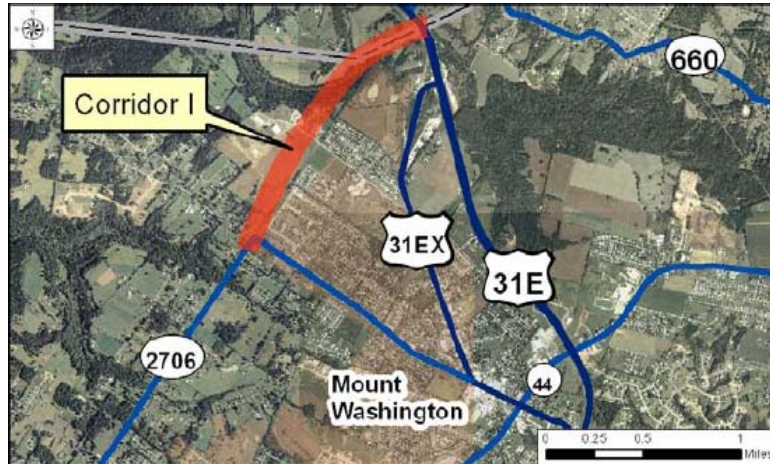
11. 5_8709 - New Route from KY 480 to KY 44 with Salt River Crossing. Design FY 2013. This new 2.5-mile long connector (Corridor L) shown below provides a new bridge over the Salt River, providing an connection between KY 44 and the industrial and residential areas along KY 480. The proposed route is within the 100 year floodplain and there are significant floodplain and environmental issues that must be considered adjacent to the Salt River. The proposed route transverse's several major subdivisions in the unincorporated area of Bullitt County making potential relocations numerous (*KIPDA Transportation Study, 2010*). An environmental assessment of this project has not yet been completed. The KYTC states that they are in the process of developing alternatives for the project. Design Phase 2015.



(*KIPDA Transportation Study, 2010*)

12. 5_8710- New Route Northwest of Mt. Washington from U.S. 31E to KY 2706. Design FY 2013. Corridor I, shown on Page 7-12 is a new route, approximately 1.5 miles in length, from US 31E to KY 2706 (Greenbriar Road). The purpose of this new connector, which would likely require widening Greenbriar Road to four lanes, is to create a northwest Mount Washington connector providing a more efficient and more direct connection from US 31E to KY 44 that will divert some traf-

fic from Mount Washington (*KIPDA Transportation Study, 2010*). An environmental assessment of this project has not yet been completed. The KYTC states that they are in the process of developing alternatives for the project. Design Phase 2015.



(*KIPDA Transportation Study, 2010*)

***Horizon 2030* TRANSPORTATION PLAN RECOMMENDATIONS**

In October 2010 the *2030 Horizon* Transportation Plan was developed for the Louisville (KY-IN) MPO study area as required by the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998. This plan is incorporated by reference into this Comprehensive Plan. Transportation strategies included in *Horizon 2030* are proposed specifically to meet the challenge of providing a transportation system for people and goods across different and evolving environments. Although improvement recommendations are made for the entire Louisville (KY-IN) Study Area, only those proposed in Bullitt County will be discussed here.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2015:

State ID#: 00150.10 - KY 44 Reconstruction. Reconstruct KY 44 at Bells Mill Road. The purpose is to improve the safety of turning movements.

Bullitt County



Transportation

State ID#: 00150.20 - KY 44 Reconstruction. Reconstruct KY 44 at Bogard/Lloyd Lane. The purpose is to improve the safety of turning movements.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2014:

State ID#: 00150.30 - KY 44 Reconstruction. Reconstruct KY 44 at Armstrong/Fisher Lane. The purpose is to improve the safety of turning movements.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2015:

Bernheim Forest Wildlife Corridor. Evaluation of the best corridors to reconnect Bernheim Forest for Fort Knox for wildlife migration and construction of two highway overpasses and two underpasses to allow animals to cross the I-65 corridor.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2018:

State ID#: 00150.01 - KY 44 Reconstruction. Widen KY 44 from 2 lanes to 5 lanes (5th lane will be a center-turn lane) from I-65 to Mount Washington. Design Phase to begin in 2015.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2025:

I-65/Preston Highway: Construct new interchange at I-65 and KY 61 (Preston Highway). Project will alleviate congestion of existing I-65/KY 44 interchange in Shepherdsville.

BULLITT COUNTY PROJECTS PROPOSED TO BE COMPLETED BY YEAR 2030:

Maintenance of Transit Authority of the River City (TARC) fleet to keep vehicles within their useful life. Annual replacement of buses, vans or trolleys that have reached the end of their useful life with clean diesel, hybrid electric or other vehicles.

BULLITT CO. JOINT PLANNING COMMISSION CORRIDOR CONCEPT

It is the policy of the Bullitt County Joint Planning Commission to discourage commercial and industrial development land use adjacent to roadways as strip mall developments in separate of single ownership with independent access to the roadway. This policy does not apply to the establishment of small neighborhood convenience land use development as described in the land use plan of zoning regulations.

It is the policy of the Bullitt County Joint Planning Commission to encourage the development of commercial and industrial development in Bullitt County to meet the future expansive growth needs of our people with land apportioned for those uses to use planned access to our roadways through appropriate, well designed, efficient entrances, landscaping and by safely and conveniently controlled traffic design.

It is the policy of the Bullitt County Joint Planning Commission to consider transportation corridors as an element of planning for the future. Highway 44, Highway 61, John Harper Highway, Bells Mill Road, Highway 480, Highway 245, Highway 31E corridors and other roadways have been so considered in its planning process.

The corridor concept for Highway 44 shall be 500 feet in width with its centerline being the centerline for the highway. Figure 7-4 shows the Highway 44 Corridor. It begins at the western line of Bullitt County with Jefferson County at the center line of Highway 44 and continues eastwardly to the corner of the west line of

Bullitt County



Saltwell Drive, excluding any part of the Fort Knox Military Reservation, which may be included in the corridor. The proposed use of the land within this part of the corridor is residential and farming. Other development, if appropriate, may occur outside the corridor setback line or with a land use zone change of an appropriate part of the corridor considering efficiency and feasibility of entrance design and residential use of remaining corridor.

Passing through Shepherdsville from Saltwell Drive, the width of the corridor shall be the width of the right of way and the center line of Highway 44. The corridor crosses Floyd's Fork to a point of the west line of St. Andrews subdivision if extended to the center of Highway 44. The corridor width resumes at 500 feet with the center line of the highway remaining the center line of the corridor and extending eastward to the west line of Cedar Brook Dr. on the north side of Hwy 44. The proposed use of this section of the corridor is farming or residential, with farming, residential, commercial or industrial PUD (Planned Unit Development) use outside the corridor between Floyd's Fork on the north side and Salt River on the south side of the Highway 44 corridor.

Passing through Mt. Washington from the west line of Cedar Brook Dr., the width of the corridor shall be the width of the right of way and the center is the center line of Highway 44. The corridor will pass to the west line of Bullitt East High School if extended and continue with the center of Highway 44, 500 feet in width to the Bullitt-Spencer County line. The proposed use of this part of the corridor is residential and farming.

Highway 44 shall be known as the Highway 44 corridor

Future corridors considered may be known as:

Highway 61 shall be known as the Highway 61 corridor

John Harper Highway shall be known as the John Harper Highway corridor

Bells Mill Road shall be known as the Bells Mill Road corridor

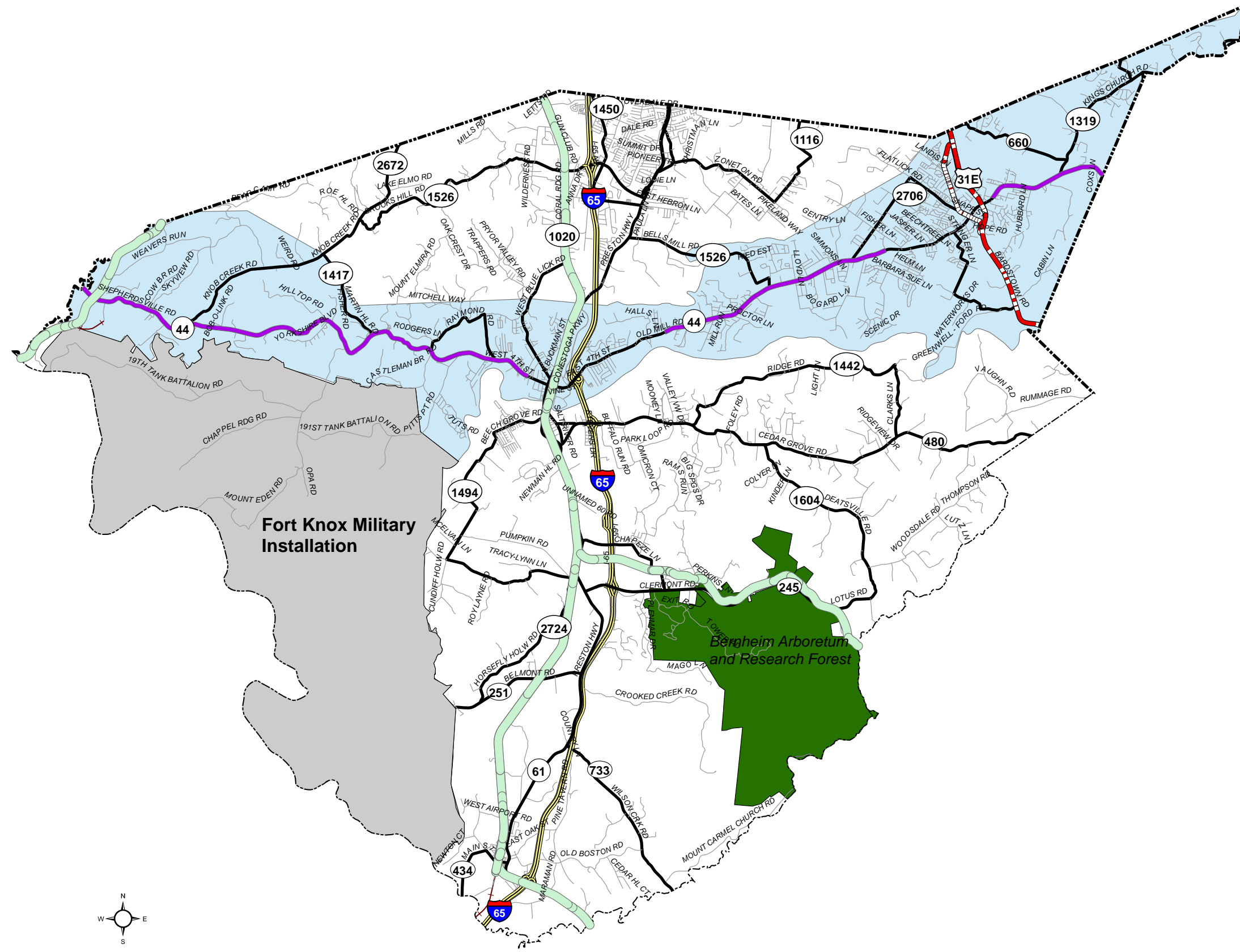
Highway 480 shall be known as the Highway 480 corridor

Highway 245 shall be known as the Highway 245 corridor

Highway 31E shall be known as the Highway 31E corridor

FIGURE 7-4 BULLITT COUNTY CORRIDORS

2015 Comprehensive Plan
Bullitt County, Kentucky



LEGEND

- RR_CORRIDOR
- Hwy44_Corridor
- PUD_CORRIDOR
- Local Roads
- Railroad
- Military
- Bullitt County

MAP INFORMATION

Data Sources:
Kentucky Transportation Cabinet
Kentuckiana Regional Planning
& Development Agency
2012 U.S. Census TIGER Line Data

Kriss Lowry & Associates Inc.
227 S. Rays Fork Rd.
Corinth, KY 41010-3027
(502) 857-2800

CONCEPT FOR CENTRAL BULLITT COUNTY PARKWAY

A concept was proposed by citizens of Bullitt County to the Bullitt County Joint Planning Commission for consideration and inclusion into the Comprehensive Plan. After much study and consideration by the Planning Commission and a volunteer committee of citizens, and many necessary changes by the Planning Commission, they feel that the concept map (Figure 7-5) would be of great benefit to the citizens of Bullitt County as well as visiting tourists. Some of those benefits the Commission found included:

1. This Parkway would help to relieve traffic congestion at I-65 interstate exits #117 and # 115.
2. Gives emergency Agencies faster access around central areas of the county or to I-65.
3. Increase area property values and thus area tax base.
4. Offers an alternative to I-65 during construction or accidents.
5. Relieves high volumes of traffic along Highway 44 East and in downtown areas of Shepherdsville and Mt. Washington.
6. The Salt River crossing relieves the high volume of traffic on Highway 480 east of I-65.
7. Offers an additional access point to Highway 245 from Central Bullitt County.
8. Opens prime development areas within Bullitt County.
9. Faster and safer access from Central Bullitt County to Mt. Washington and Hillview areas.
10. May increase tourism dollars spent within Bullitt County.

Our vision of this parkway includes a ride through corridor of open park land along Floyds Fork and rural areas of Central Bullitt County. Regulations should be established along this corridor that will minimize negative impacts to the Parkway by all future development. These regulations should consider placement of buildings, types of uses, signage, lighting, inadequate buffers, and any other forms of negative impact that could take place along this corridor. Any future zoning for this corridor should be restricted in order to maintain rural and scenic values as well as the acoustic tranquility and visual aesthetics that would be expected in a rural park type setting.

Bullitt County



CENTRAL BULLITT CO. LONG RANGE TRANSPORTATION PLAN

In 2013, by order of the Bullitt County Judge Executive, Melanie Roberts, Bullitt County Transportation Task Force was established to consider past, future and present transportation issues, as well as future transportation needs created by future land uses within Bullitt County. The numbered points below show the findings that the task force felt were the most pressing. The locations are shown on Figure 7-6.

Figure 7-6(1), New Interchange or Overpass South of Highway 480, provides additional access to newly planned light industrial areas along the I-65 corridor, while facilitating growth in areas already zoned industrial. A significant decrease in congestion and road closures due to accidents can be expected on Highway 480.

Figure 7-6(2), Interchange & Intersection Improvements, would increase the capacity to move traffic from the Salt River and Cedar Grove Industrial Parks. Enhancements around the Love's service station would relieve heavy congestion and the potential for severe accidents and road closures.

Figure 7-6(3), New Interchange At I-65 & Highway 61, would provide additional residential, commercial and industrial access to northern areas of Shepherdsville. Conestoga Parkway, Highway 1020, Highway 61 and Highway 44 W could all be served without additional congestion on exit 117. This new interchange may become necessary to prevent the eventual failure of exit 117 and resulting accidents on I-65.

Figure 7-6(4), Shepherdsville North East Bypass, would provide much needed relief for residential areas along Highway 44. Congestion, accidents and emergency vehicle access have become a major issue along this critical east-west corridor. With the reconstruction of Highway 61 and a possible new interchange as described in item Three (3), this new bypass could move high volumes of traffic quickly and safely to northern Bullitt County and Louisville.

Figure 7-6(5), Connector: Highway 44 to Highway 480, would create a new north-south corridor, from Highway 61 to Highway 245. This route would provide

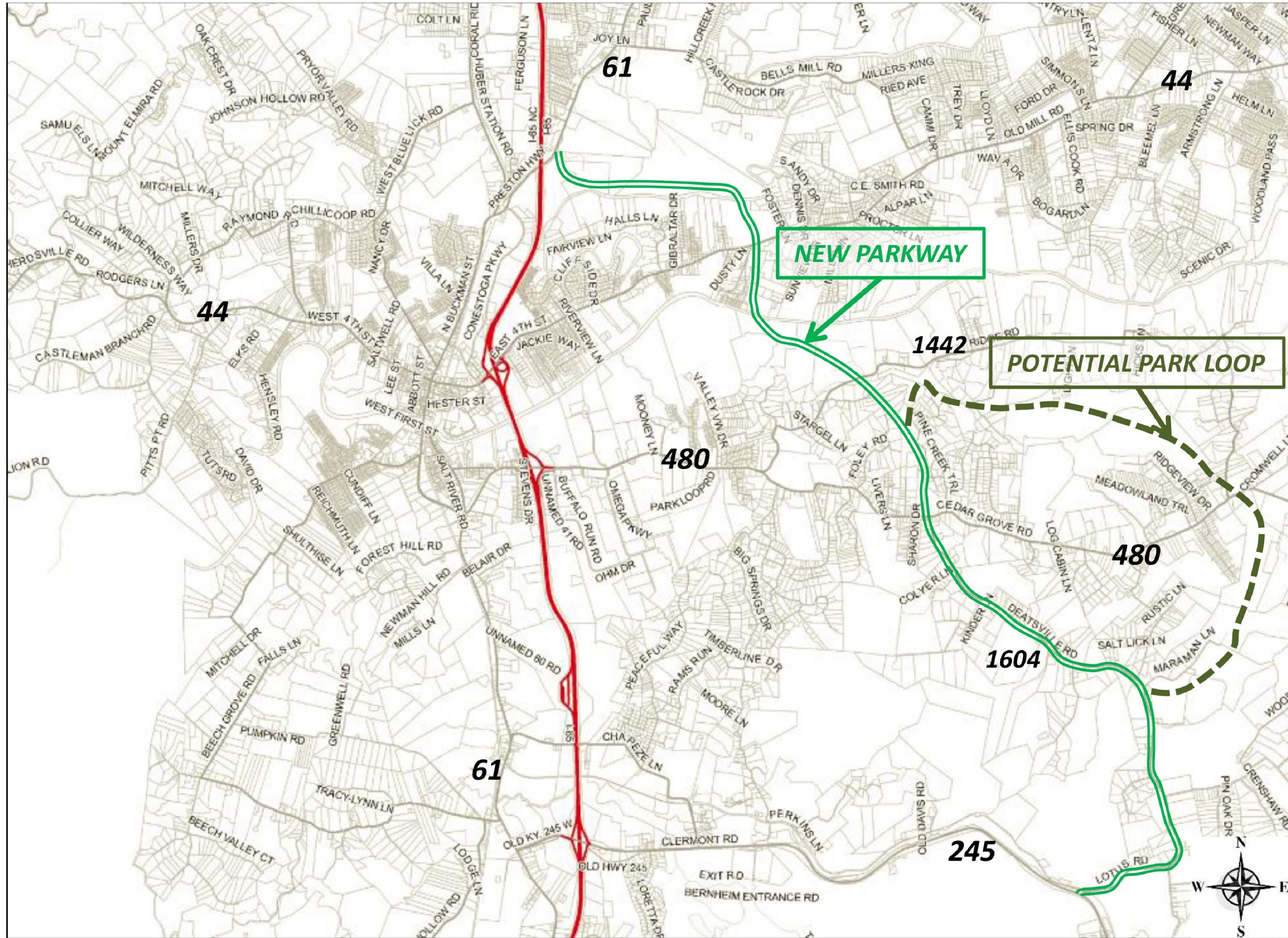


FIGURE 7-5
Central Bullitt County Parkway
and Bullitt County Park Loop
 2015 Bullitt County
 Comprehensive Plan
 Bullitt County, Kentucky

Conceptual Central Bullitt County Parkway

Conceptual Central Bullitt County Park Loop

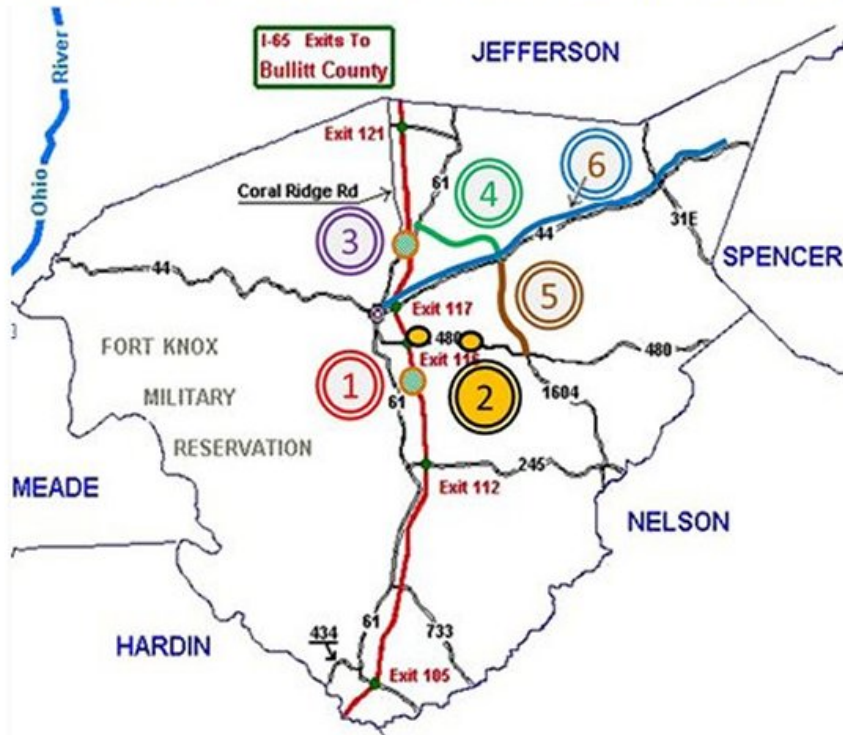
Parkway Location Mapping
 and Studies By:
 Steve Froelicher and
 William (Bill) Duffy

MAP INFORMATION
 Data Sources:
 Bullitt County PVA
 KIPDA
 2012 US Census TIGER
 Line Data
 Cartography: Brian Richardson, P&Z

FIGURE 7-6

CENTRAL BULLITT COUNTY LONG RANGE TRANSPORTATION PLANNING

*PRIORITIZED DESCRIPTION AND FUNDING: BULLITT COUNTY TRANSPORTATION TASK FORCE
THIS REVISION PRESENTED TO 2014 SESSION OF KENTUCKY STATE LEGISLATURE 3-11-2014*



- 1 - Overpass or New Interchange Between Hwy 480 & Hwy 245
- 2 - Hwy 480: Improve Interchange & Entrance to Cedar Grove Industrial Park
- 3 - Interchange I-65 & Hwy 61 (KIPDA Study #392)
- 4 - Bypass & Hwy 44 Improvement Between Hwy 61 & Hwy 44
- 5 - Connector: Hwy 44 to Hwy 480 (KYTC 5-7809 funded thru design: 3.0 mm)
- 6 - Minor to Major Improvements within the Hwy 44 Corridor (KIPDA #1491,

alternate access to I-65 for Highway 44, Ridge Road, Highway 480, Highway 1604 and Highway 245. New residential areas, town centers and the potential to develop park areas can be realized.

Figure 7-6 (6) Major to Minor Improvements to Highway 44 Corridor, local improvements to Highway 44 beginning at Highway 61 in Shepherdsville and running east to Mt. Washington. Highway 44 is a State owned and maintained highway and has been included in several KIPDA studies.

LOCAL STREETS AND ROADS

Each city is responsible for maintaining local streets within their jurisdiction. The Bullitt County Road Department maintains approximately 316 miles of county roadway. This includes signage, paving, road repairs, snow removal, drainage issues, tree trimming, litter control, and mowing. All but six of the county roads are fully paved roads with the remainder gravel. There are numerous privately owned roads throughout the county that do not meet county road standards. Many are not wide enough to accommodate two-way traffic. Other problems with private roads include poor quality pavement or no pavement (gravel), inadequate base under the road and inadequate drainage facilities. Before any new development is approved along these private roads, they should be required to dedicate required right of way and be upgraded to county road standards as detailed in Bullitt County Ordinance 06-14 and the Bullitt County Subdivision Regulations.

ACCESS MANAGEMENT & STREET CONNECTIVITY

Although access to local streets is regulated solely by local government, KY-DOT must authorize new access points (or curb cuts) onto state-maintained roadways from abutting properties. KY-DOT standards are minimum standards. Local access management guidelines help to assure that a roadway will operate at its design capacity by identifying factors that need to be considered when access points from individual properties to a roadway are approved. Along arterials and major collectors, for example, driveways should be kept at a minimum. Measures that should be considered as part of access management include provisions for:

Bullitt County



1. Parallel service roads
2. Frontage roads
3. Interconnected parking lots
4. Connection of subdivisions directly to schools, parks and local shopping
5. Limitation on turning movements (especially left turns)
6. Increasing number of street connections and local street intersections.
7. Limit cul-de-sacs

PUBLIC TRANSPORTATION

The principle alternative to the automobile for local travel is public transit. The Kentucky Transportation Cabinet describes the Kentucky public transportation system as having several components which provide statewide comprehensive services. These services can be broken down into four classifications which are: (1) inter-city and interstate buses that move passengers and freight, (2) rural public transportation vehicles that move passengers in rural areas of the state, (3) public transportation vehicles for the elderly and disabled which meet the special needs of their users, and (4) bus/transit systems in the cities that provide scheduled passenger service.

Transit Authority of the River City (TARC) provides public transportation in the Greater Louisville area with bus routes in Jefferson, Bullitt and Oldham counties in Kentucky and Clark and Floyd counties in Indiana. TARC operates 89 paratransit vehicles and 230 buses and trolleys. TARC has one route that extends into Bullitt County. Route 66 provides express bus service from Bullitt County to downtown Louisville. The service operates only during the morning and evening peak hours, providing two trips daily from Mt. Washington to Shepherdsville via KY 44 and then to downtown Louisville utilizing I-65 in the morning (reverse in the evening). The route does not operate on the weekends or holidays.

Bullitt County, in cooperation with the Kentucky Transportation Cabinet's Office of Transportation Delivery and Louisville WHEELS began offering transit service in the spring of 2010 on weekdays from Mt. Washington to Shepherdsville

to downtown Louisville. The goal of the service was to connect residents of Bullitt County to services and other transportation options in Louisville. This route stops daily on weekdays at the Louisville International Airport, the Greyhound Bus Depot, as well as downtown Louisville for connection to Transit Authority of River City service (*Horizon 2030, 2010*).

BICYCLE FACILITIES

Over the past several years the use of bicycles as a viable means of transportation has substantially increased. This overall trend has been accepted as a very desirable addition to most communities as it increases the quality of life for residents and provides linkages to recreational or institutional facilities. Bikeway and pedestrian routes typically involve usage by all ages for recreational and educational purposes as well as providing a means of transportation to and from work. Increased usage requires improved bikeway and pedestrian facilities in order to make trips along these routes as safe as possible. This is especially important since some trips occur within existing road rights-of-way.

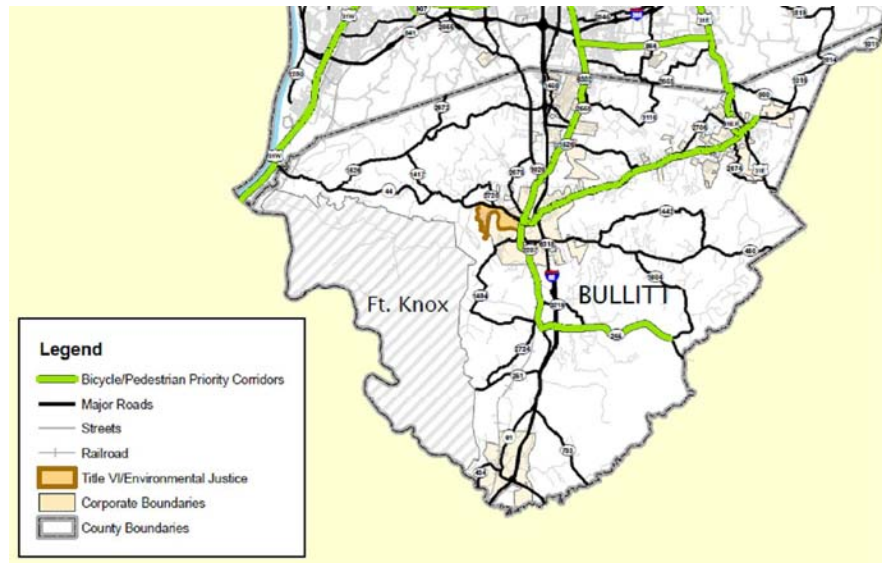
For the most part, there are two major categories of bicycle facilities: on road, and off road or separate. The most common type of bikeway is located along existing roadways. This enables the cyclists to travel to almost any destination. Separate bike paths and multipurpose trails are designed specifically for the purpose of facilitating non-motorized means of transportation. In addition, trails and greenways can serve both recreation and transportation needs while creating linkages with other areas of the community.

KIPDA currently considers KY 61, KY 44, KY 245 and US 31EX (shown below) to be high priority bicycle and pedestrian corridors. The purpose behind designating certain roadways as priority corridors was to ensure sponsors of projects along these roadways would give due consideration to including bicycle and pedes-

Bullitt County



FIGURE 7-7
KIPDA BICYCLE CORRIDORS



(Horizon 2030, 2010)

trian facilities as part of roadway projects in addition to proposing standalone bicycle and pedestrian projects in those areas. This designation does not preclude these facilities from being included on other roadways or as part of other roadway projects; it simply designates a priority network (*Horizon 2030, 2010*).

It is recommended that a *Bullitt County Bicycle and Pedestrian Plan* be developed to emphasize the importance of incorporating bicycling and pedestrian facilities in all transportation planning activities and roadway projects (both local and state). All new highways and streets, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that bicyclists will use them. It is also recommended that developers be encouraged to incorporate dedicated bicycle paths into their subdivision design and to link them to other existing and proposed developments. In addition to providing an alternative means of transportation, bicycle facilities are amenities which can enhance the marketability of homes for those seeking a more active lifestyle.

PEDESTRIAN FACILITIES

Sidewalks and other walking paths are an essential component of a multi-model transportation system. However, as automobiles became the dominant form of transportation, sidewalks were often left out of developments. Maintenance of existing sidewalks has also often been a low priority. This has contributed to increasing traffic congestion as often the only safe way to get to or from one place to another is by automobile, even though the destination may only be a few hundred yards away. As this problem has been recognized as a national one, Federal legislation now requires the inclusion of bicycle and pedestrian facilities into the transportation planning process. All new public facilities, including sidewalks, must be handicapped accessible. It is recommended that the Bullitt County Subdivision regulations be updated to require any new or replaced sidewalks or other public facilities be constructed in compliance with the U.S. Dept. of Justice 2010 ADA Standards for Accessible Design.

RAIL TRANSPORTATION

The CSX railroad traverses central Bullitt County from north to south. It is part of a line running between transfer stations in Louisville, Kentucky and Bowling Green, Kentucky. CSX also has a line that runs from Lebanon Junction and travels south to Boston, KY. Maintenance of the railroad is the responsibility of CSX. The *Kentucky Dinner Train* owned by RJ Corman Railroad Group runs from Bardstown, KY and travels north-west through Bernheim Forest and the Jim Beam distillery property. In addition to Dinner Train, the railroad provides freight service to local industries. Maintenance of the railroad is the responsibility of RJ Corman.

Figure 8.3 of the Bullitt County Future Land Use Map and any city segment of that map be amended as shown by Figure 7-4 to reflect and identify a corridor of land 1,000 feet wide, the center of which is the center line of the CSX Railroad, be-

Bullitt County



Transportation

ginning at the Bullitt-Jefferson County line passing through Shepherdsville, Bardstown Junction, Belmont and Lebanon Junction and ending at the Bullitt-Nelson County line near Boston and including the spur line from Bardstown Junction to Bardstown to the Bullitt-Nelson County line.

These corridors' present use is railroad transportation and mixed land uses as defined by the current zoning map. Future land use within these corridors is recommended to be railroad passenger and freight transportation, light rail passenger service to the Metro area, agricultural, commercial, industrial, conservation and Planned Unit Development for commercial and industrial use.

AIR TRANSPORTATION

Any airports in Bullitt County are privately owned and service local privately owned airplanes.