

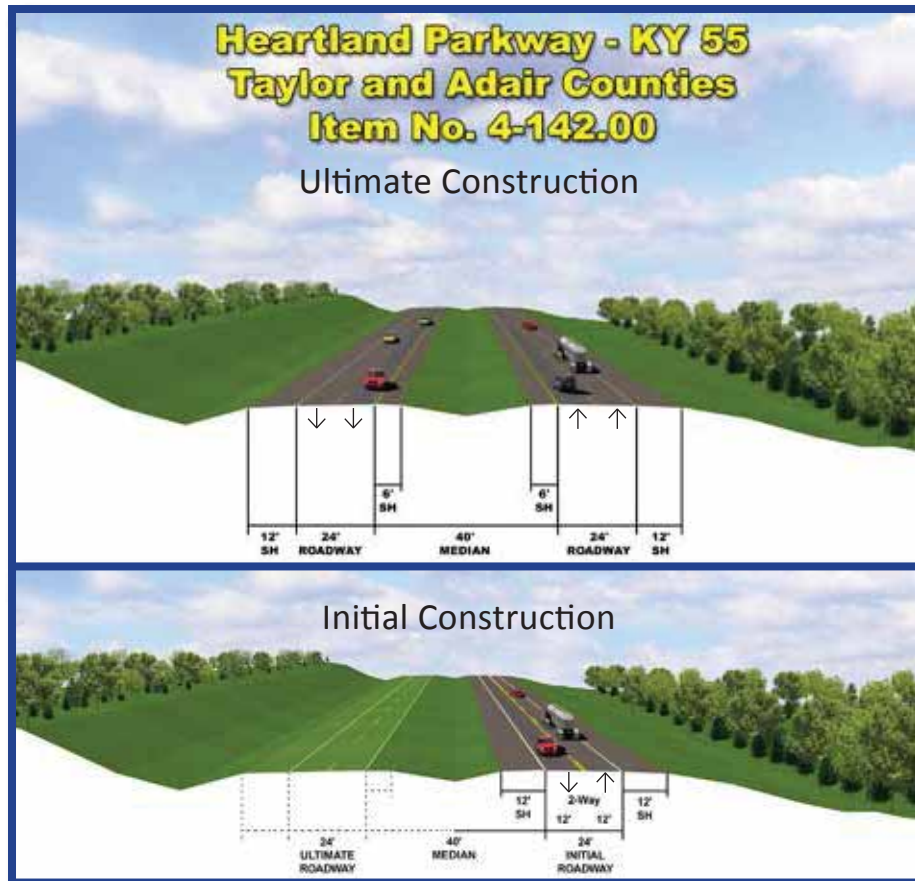
**CURRENT PROJECT STATUS**

The approximately 7-mile-long Campbellville Bypass is the only portion of the 21-mile-long project addressed in this Environmental Assessment that is in the state's FY 2012-2018 *Six Year Highway Plan*, enacted May 9, 2012. The plan allocates \$4.9 million in federal monies for this section of the project: \$3.8 million for design and \$1.1 million for right-of-way acquisition.

With funding available, the Campbellville Bypass portion of this project will move into final design later this year. Funding must be identified for future phases to begin the right of way acquisition and utility relocation required to construct the project. Improvements along KY 55 will commence when necessary funding is available to complete the design.

**MEETING PURPOSE**

The objective of this Public Hearing is to obtain public comments on the preferred alternative. A decision regarding the selection of an alternative will not be made until all public comments are received and taken into account. Included are different concepts for intersections at the Columbia Bypass and at either end of the proposed Campbellville Bypass. For these intersections, we need to know your preference for whether through traffic should flow from KY 55 onto the bypasses or from KY 55 towards the downtown areas.



**TYPICAL SECTION**

The typical section for the KY 55-Heartland Parkway will be four-lanes with a depressed median, much like the Lincoln Parkway in Larue County. Partial control of access will be used with entrances only allowed at a spacing of 1,200 feet. Frontage roads will be provided where needed to maintain this access control spacing. It is possible that because of funding constraints and/or reduced traffic demand that the Campbellville Bypass will be constructed initially with two lanes and that the ultimate four-lane typical section (shown above) will be constructed when future traffic volumes warrant the need for the additional two lanes.

**PROJECT SCHEDULE**

The schedule for Preliminary Engineering and Environmental Assessment of the KY 55 Heartland Parkway spans a multi-year period. Many interdependent steps are involved in the process of integrating preliminary design with public involvement and environmental documentation. Major milestones for this project are as follows:

First Public Meetings	Oct. 2007
First Focus Group Meetings	Dec. 2007
Second Public Meetings: Stage 1 Alternatives	March 2009
Second Focus Group Meetings	June 2009
Third Public Meetings: Stage 2 Alternatives	Nov. 2009
KYTC Approval of Environmental Base Studies	August 2012
Approval of Draft EA* by FHWA	July 2013
Public Hearings	August 2013
FHWA Approval of Preferred Alternative	Winter 2013**

\*EA = Environmental Assessment

\*\* - Dependent upon review agency concurrence

**PROCEDURE FOR SUBMITTING COMMENTS**

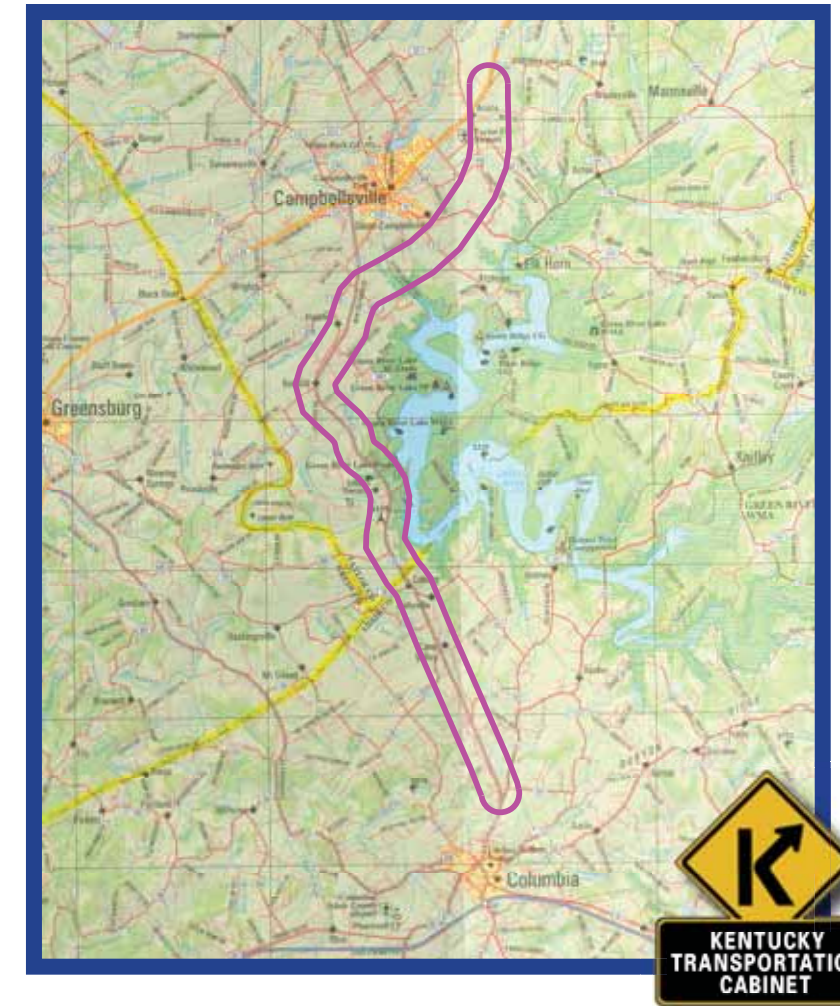
Representatives of the Kentucky Transportation Cabinet and engineering consultants are available to answer questions you may have regarding this project. In addition, various exhibits are on display to assist you in understanding the facets of this project. You are encouraged to make an official comment that will be incorporated into the project summary.

To make a written statement, complete one of the comment sheets provided and leave it tonight with one of the representatives or mail it within 15 days (August 23, 2013) to the address listed below.

Patty Dunaway, P. E.  
 Kentucky Transportation Cabinet - District 4  
 P. O. Box 309  
 Elizabethtown, KY 42701

Comments may also be submitted by e-mail to [comments@heartlandpkwy.com](mailto:comments@heartlandpkwy.com). You may also visit the following web site: [http://transportation.ky.gov/District-4/Pages/HeartlandParkway\\_pub\\_meeting.aspx](http://transportation.ky.gov/District-4/Pages/HeartlandParkway_pub_meeting.aspx) to view the public displays, comment sheets, and the handout from the meeting.

**KY 55 Heartland Parkway  
 Public Hearing  
 Environmental Assessment  
 Preferred Alternative**



**August 6, 2013**  
 5:00 p.m. - 7:00 p.m. CT  
 Adair County High School Cafeteria  
 Columbia, KY

**August 8, 2013**  
 5:00 p.m. - 7:00 p.m. ET  
 Taylor County High School Cafeteria  
 Campbellville, KY



## ALTERNATIVES

The road shown on this map represents the preferred alternative recommended in the draft Environmental Assessment (EA) that was approved by the Kentucky Transportation Cabinet and the Federal Highway Administration (FHWA).

The preferred alternative evolved through a Public Involvement Process that included public meetings in October 2007, March 2009, and November 2009 and coordination with other agencies such as the US Army Corps of Engineers. Multiple meetings with three Citizens' Advisory Committees (Focus Groups) and the Leadership Committee (elected officials and community leaders) have provided valuable community perspectives during development of alternatives. Starting from a *Blank Page* at the first public meeting, one No-Build and three Build alternatives were studied along KY 55, and one No-Build and five Build alternatives were studied for the Campbellsville Bypass.

The draft EA describes the recommended preferred alternative—Build Alternative “D”—and the process of developing it in detail. Included are different concepts for intersections at the Columbia Bypass and at either end of the proposed Campbellsville Bypass. For these intersections, we need to know your preference for whether through traffic should flow from KY 55 onto the bypasses or from KY 55 towards the downtown areas.

After reviewing the comments from the public hearings and completing any additional analysis that is needed, if there are no impacts found, then a selected alternative will be finalized.



## CAMPBELLSVILLE

## COLUMBIA

### PROJECT HISTORY

In February 2005, the Kentucky Transportation Cabinet (KYTC) completed the Heartland Parkway Alternatives Planning Study. That study analyzed alternative corridors connecting the Louie B. Nunn Cumberland Parkway to the south with the Martha Layne Collins Bluegrass Parkway on the north.

Alternatives studied included a no-build option, following the existing alignment, and developing a new alignment. The alternative recommended for further study followed the existing alignment and utilized KY 55, US 68, and KY 555. Use of the bypasses around the communities of Columbia and Lebanon were recommended. A new bypass around Campbellsville to the southeast was recommended. The KYTC has since divided the corridor into smaller sections for preliminary engineering and environmental assessment. This section extends from the Columbia Bypass to the north side of Campbellsville.

