

11. E2RC Corridor

- **Introduction:** As the name indicates, an acronym, the planning area is part of the Urban Area Planning Group. This Corridor is a proposed highway project that extends from Elizabethtown (E) to (2) Radcliff (R) and is anticipated to act as a Connector (C) between the two cities. The highway project connects the Elizabethtown 31W Bypass and KY 1600 (Rineyville Road) to KY 313 (Joe Prather Highway). The initial design and plan for this road is completed and it will be a limited access highway.
- **Existing Land Use:** This area's land use pattern is mostly residential with sporadic areas of mixed use.
- **Natural Features:** This rather small area is relatively flat and has no constraints on development.
- **Transportation Features/Public Facilities:** The area is most notably to be served by the new transportation corridor project from which its name derives. Among the wide-ranging goals identified to date for this 7-mile project are to: 1. Provide an alternate route for north-south travel in the area; 2. Provide congestion relief to the US 31W corridor, particularly during the holiday shopping season; 3. Provide traffic relief along other local routes, such as KY 1600; 4. Establish a new corridor for economic and industrial development in the region; 5. Provide an improved corridor for travel between Meade County and Elizabethtown, and; 6. Aid in tourism development. The area is served by the Rineyville and Vine Grove fire departments. The Regional Wastewater Facilities Plan proposes to collect wastewater to a series of regional pumping stations for transport to either the Elizabethtown, Fort Knox (or perhaps the Radcliff) Wastewater Treatment Plant. This infrastructure will be constructed over the next twenty years with some of the service areas receiving sewers in the first ten years. As an interim measure, decentralized wastewater collection and treatment for this area may be installed until conveyance infrastructure is available. The recommendations of that plan should be reviewed carefully to determine issues and opportunities.
- **Recommended Land Use and Development Criteria:**
 - The recommended land use pattern for the E2RC Corridor is primarily residential.
 - Commercial development should be allowed only at strategic locations based on the design of the new road with convenience commercial use located at major crossroads or intersections.
 - Development in this planning area must be consistent with the established design and access points for the new road.
 - In order to preserve the corridor until construction of the new roadway is complete, proposed construction of streets, structures and other improvements must not encroach on the designed right-of-way.

- Access points to the new roadway should be limited through the development review process as well as access control by way of right-of-way acquisition.
- As a new primary roadway in the community, signs along the corridor should be aesthetically pleasing and promote Hardin County's unique character.
- As developed, there should be a unified theme for landscaping and building design provided.
- Development should be carefully reviewed so as not to create traffic capacity problems along this corridor intended to be a traffic relief corridor.