

CHAPTER V

TRANSPORTATION ELEMENT

Major Transportation Network

Hardin County is crisscrossed by a very efficient transportation network that includes interstate highways, major state roadways and railroad lines that extend through the County. The transportation network also includes an airport, Addington Field, and the County is adjacent to the Ohio River that provides for river traffic. This important Major Transportation Network is presented on **Map 5**. With this major transportation network, it demonstrates that Hardin County has, over time, continued to play a very important role in the economy by developing as a regional center for employment, industrial development, economic commerce, commercial services, agriculture production and residential growth.

Metropolitan Planning Organization (MPO)

Hardin County is now a part of the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO) that also includes Meade County. The MPO is responsible for developing a Transportation Plan for this two county area. The final report dated April 2005 is titled the RADCLIFF-ELIZABETHTOWN URBANIZED AREAS TRANSPORTATION PLAN. This plan is comprised of the following:

- Twenty-nine (29) safety and traffic operational projects,
- Twenty-five (25) long-range highway projects,
- Five (5) illustrative projects (unscheduled needs),
- Special multimodal issues and recommendations,
- Eight (8) transportation studies, and
- Nine (9) transportation enhancement projects.

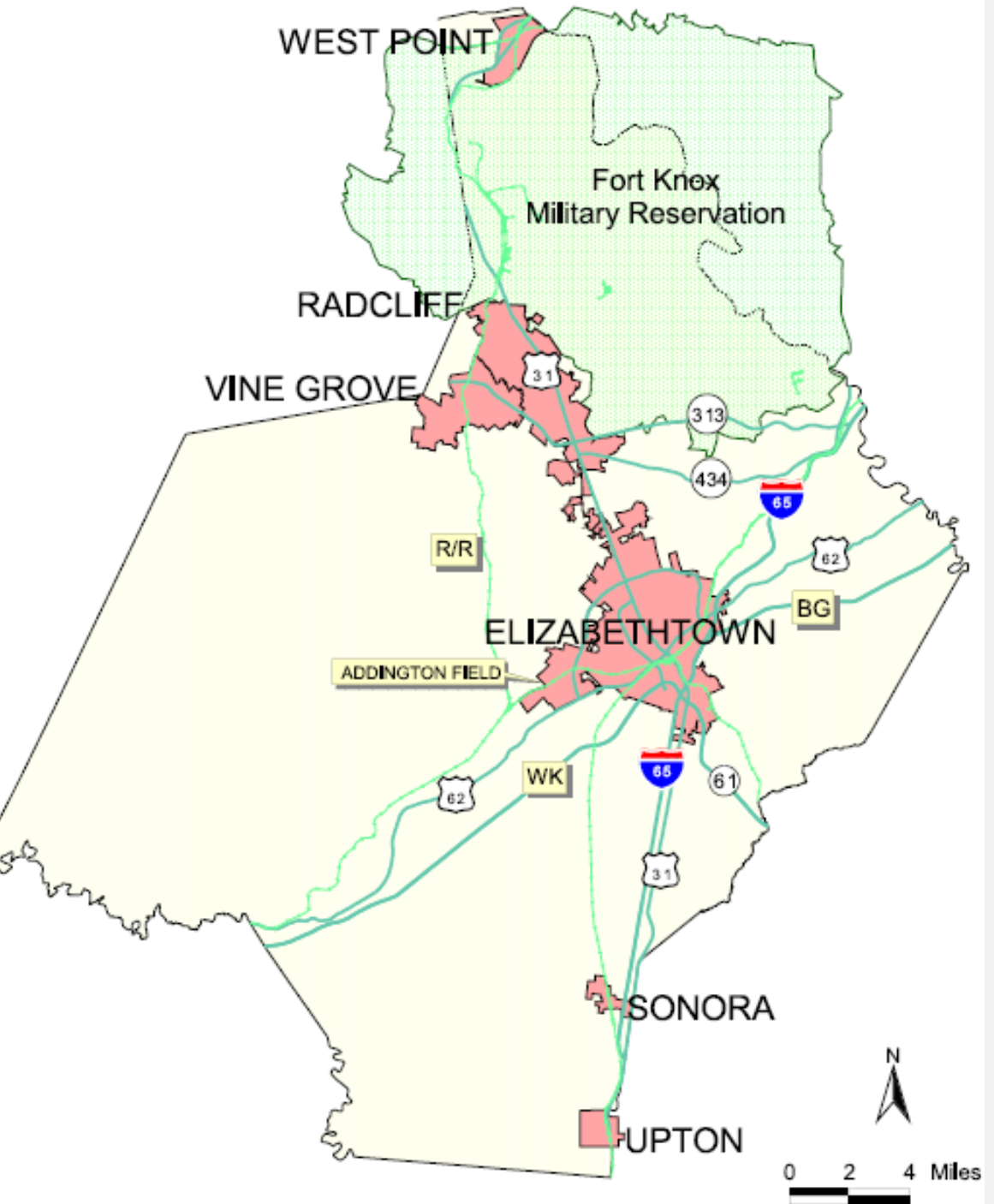
A listing of these important transportation improvements is available from the MPO. Representatives of County Government serve on the Policy Committee, Technical Advisory Committee and numerous special committees established by the MPO.

Kentucky Transportation Cabinet

The Transportation Cabinet administers and implements a Six-Year Highway Plan. This plan identifies transportation projects that will be funded by the state and establishes a schedule for each project.

Hardin County Transportation Plan

The primary transportation system in unincorporated Hardin County is the road network. Hardin County Fiscal Court has accepted 798 roads into the County Road Maintenance System; therefore, as of 1 November 2006, the Hardin County Road Department maintains 556 miles of roadways. For the time period 1 January 2004 to



31 October 2006, a total of 80 new roads consisting of 16.5 miles were adopted into the County Road Maintenance System.

The Hardin County Transportation Plan is divided into two sections. The first covers the existing transportation system, the second section is the proposed transportation system followed by a section on implementation.

Existing Transportation System

A review of the existing County Road Maintenance System was performed and safety issues were identified. As development and growth occurs, improvements to the existing transportation system are needed. The following sections identify areas where improvements are needed.

Ten Most Hazardous County Maintained Roads

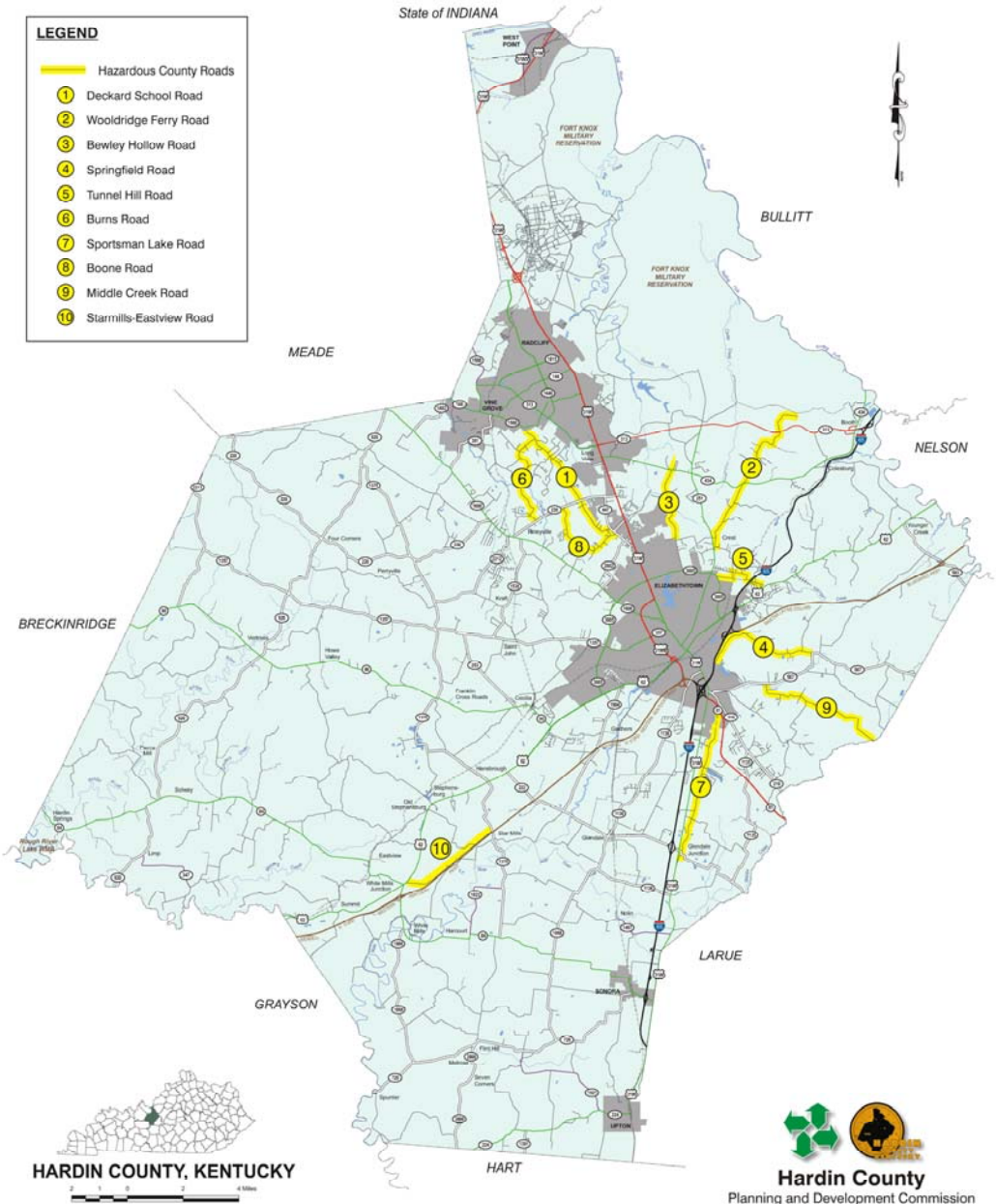
Based on accident reports for the time period 2001-2005 the roads presented in **Table 4** and **Map 6** have the highest accident rates. The Planning Commission has established the policy that all development proposals on these ten roads must be evaluated for safety concerns.

Table 4

- | | |
|--------------------------|------------------------------|
| 1. Deckard School Road | 6. Boone Road |
| 2. Wooldridge Ferry Road | 7. Burns Road |
| 3. Springfield Road | 8. Sportsman Lake Road |
| 4. Tunnel Hill Road | 9. Middle Creek Road |
| 5. Bewley Hollow Road | 10. Star Mills-Eastview Road |

Hazardous County Roads

HARDIN COUNTY
KENTUCKY



Intersections Improvements

Poor sight distance or intersections that provide less than 90 degrees create the need for intersection improvements. **Table 5** presents the intersections that have been identified based on usage and potential funding for improvements.

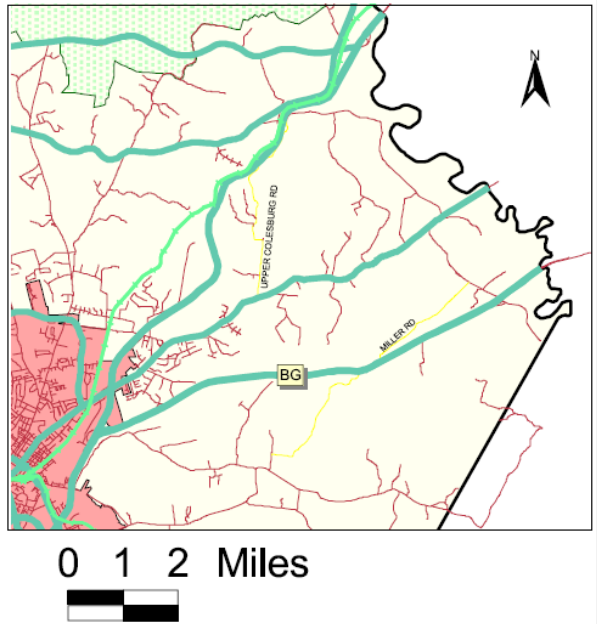
Table 5

Blueball Road & Berrytown Road
Boone Road & South Wilson Road (KY 447)
Burns Road & Duggins Switch Road
Burns Road & Ireland School Road
Cardin Lane & South Dixie Highway (US 31W)
Case Loop & New Glendale Road (KY 1136)
Cecilia Road & St. Johns Road (KY 1357)
Cecilia Smith Mill Road & Bacon Creek Road (KY 1904)
Deckard School Road & Ireland School Road
Dry Ridge Road & Sonora-Hardin Springs Road (KY 84)
Miles Hill Road & Leitchfield Road (US 62)
Rock Creek Road & Leitchfield Road (US 62)
Smith Mill Road & Gilead Church Road (KY 1136)
South Black Branch Road & Hardinsburg Road (KY 86)
Stovall Road & Bardstown Road (US 62)
Sycamore Road & Shepherdsville Road (KY 251)
Thomas Road & St. John Road (KY 1357)
Tunnel Hill Road & Bardstown Road (US 62)
West Rhudes Creek Road & New Glendale Road (KY1136)
Willyard Lane & Hardinsburg Road (KY 86)
Wooldridge Ferry Road & Battle Training Road (KY 434)
Wooldridge Ferry Road & Shepherdsville Road (KY 251)

(STEEP GRADES)

Roads with Steep Grades

The County Road Maintenance System includes two roads that have sections that can be characterized as consisting of steep pavement grades and severe drop offs from narrow road shoulders. These two roads, Upper Colesburg Road and Miller Road, are identified on **Map 7**. Improvements to these roads for increased safety and to reduce accidents should be implemented.



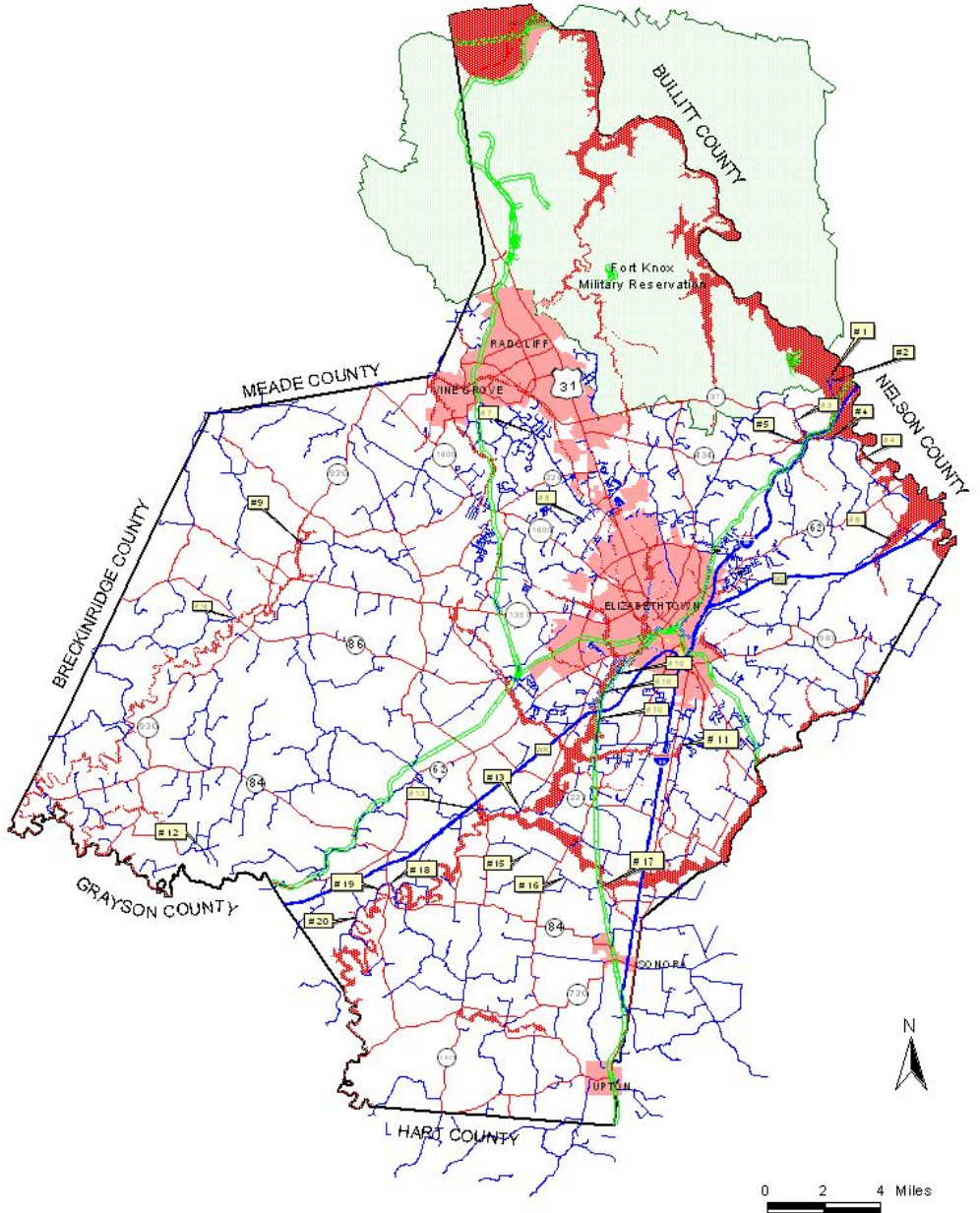
Flood Prone Roads

Twenty roads have been identified by the Hardin County Road Department as roads with a history of flooding and where information signs are posted when flooding occurs. The approximate location where flooding occurs on these roads is presented in **Map 8** and **Table 6**.

Table 6

- | | |
|--------------------------|-------------------------------|
| 1. Stewart Road | 11. Sportsman Lake Road |
| 2. Cartwright Road | 12. Dupin Loop |
| 3. Happy Hollow Road | 13. Bacon Creek Road |
| 4. Lower Colesburg Road | 14. Constantine Road |
| 5. Colesburg Road | 15. White Mills-Glendale Road |
| 6. Miller Road | 16. Payne Road |
| 7. Deckard School Road | 17. Nolin Road |
| 8. Boone Road | 18. Cave Road |
| 9. Meredith Road | 19. Buckles Road |
| 10. Gaither Station Road | 20. Webb Mill Road |

MAP 8 - FLOOD PRONE ROADS



Railroad Crossings

Hardin County is benefited with the existing railroad lines that provide for alternative transportation opportunities for commerce and industry. At grade crossings, create an increase in potential accidents. The railroad crossings in the unincorporated area of the County are identified on **Map 9**. The County should evaluate the crossings and coordinate maintenance and improvements to minimize the potential of accidents as areas develop and assure the future success of the railroad network.

Proposed Transportation System

As development and growth occurs the transportation network must be upgraded and new roadways and transportation alternatives created to provide for the increased demand. The following sections present projects that can be implemented to improve the transportation network in Hardin County. Projects that may be eligible for state or federal funding are presented to the MPO to be considered for inclusion in the Transportation Plan.

New Roadways

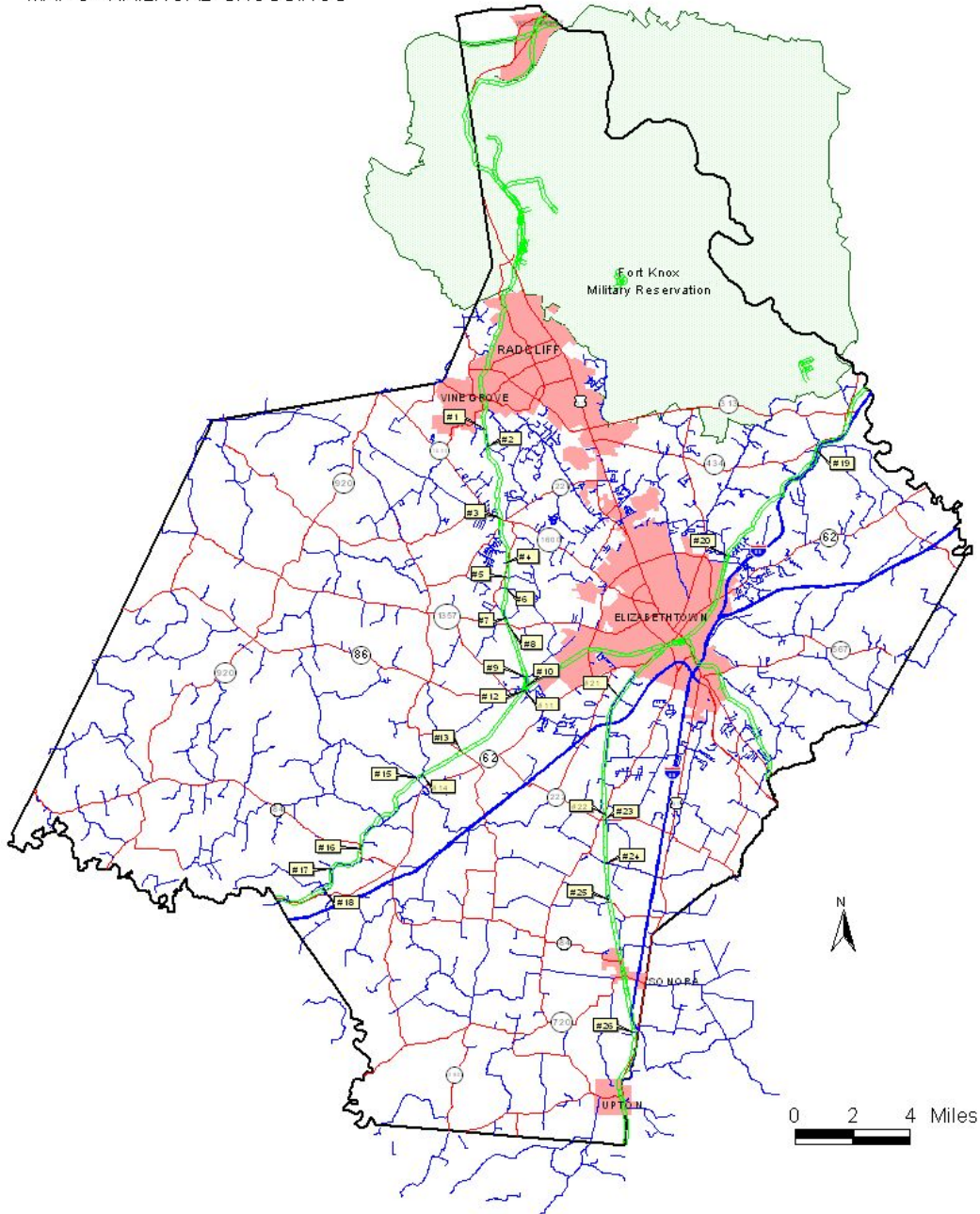
As presented in the Transportation Improvement Plan of the MPO, the concepts of new roads will provide for an improved roadway system for the increasing population and economic needs of the County.

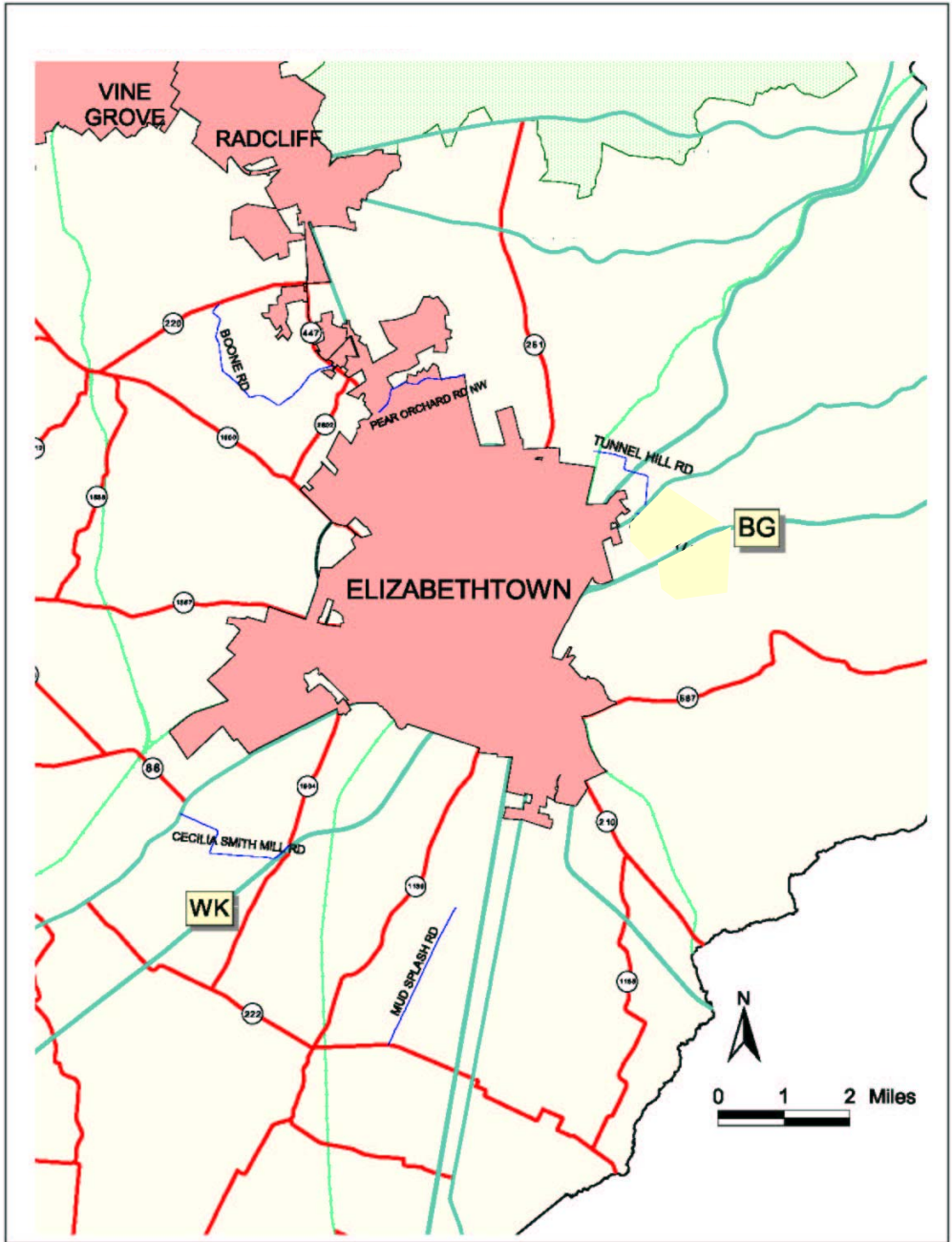
Designated Growth Areas

The Planning Commission encourages development to occur in areas with adequate utilities and public services to manage the growth. Areas exist that are appropriate for development because of existing characteristics; however, the roads may need to be improved or upgraded. **Map 10** illustrates the growth areas that are developing in which the Commission recognizes that the road system needs to be improved. The upgrading of these roads should be a priority.

- Cecilia Smith Mill Road - Ranch Hollywood, Habersham, Trotter's Ridge, Rolling Greens
- Boone Road - Seville Chase, Berkshire, Iron Gate
- Tunnel Hill Road - Mulberry Park, Dry Harbor, Poplar Flats, Arbor View
- Pear Orchard Road NW & West Bryan Road - Woodsbend
- Mud Splash Road - Andover, Whistling Oaks

MAP 9 - RAILROAD CROSSINGS





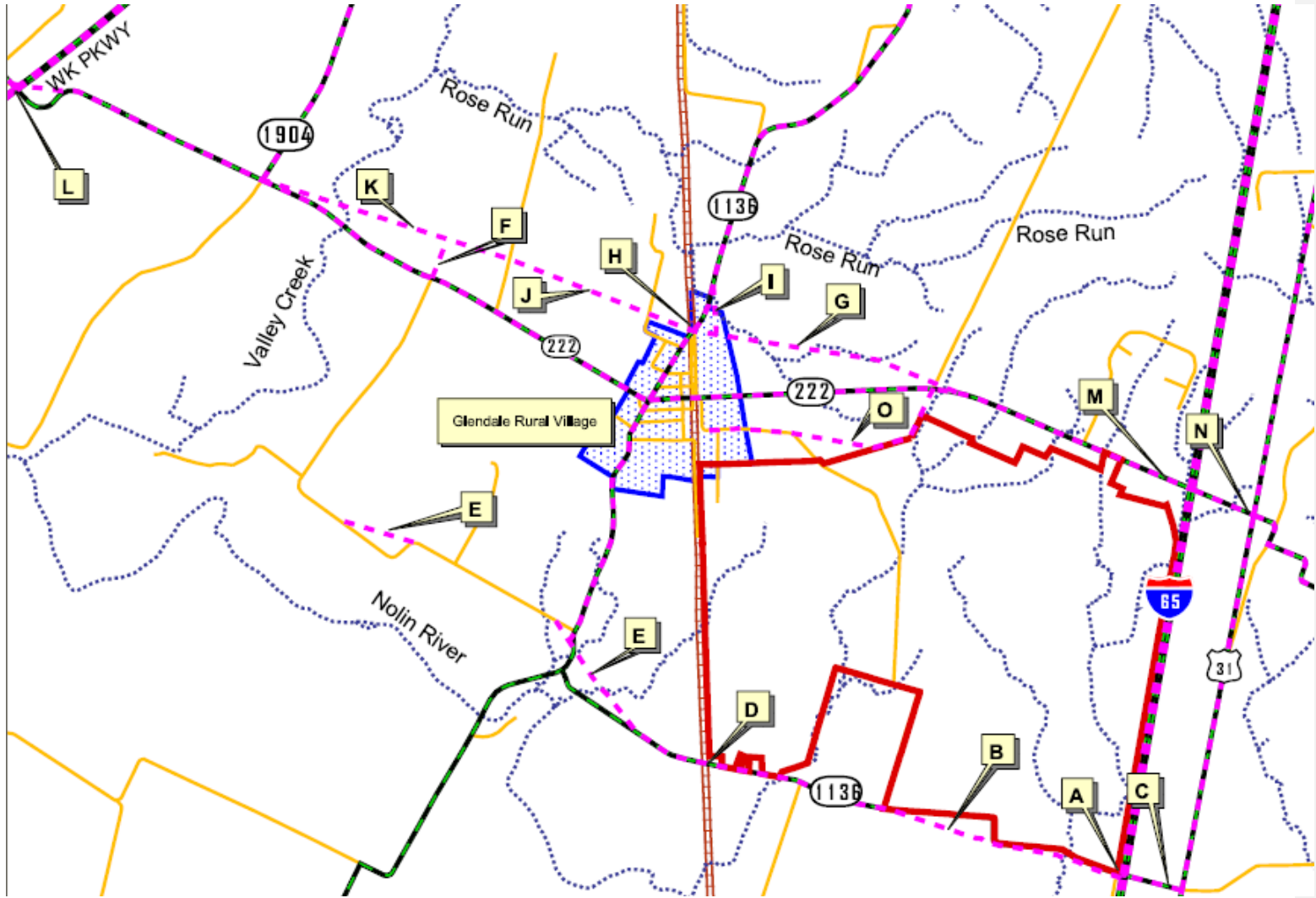
Glendale Transportation Plan

With the purchase of approximately 1,500 acres known as the Glendale Industrial Site in 2002 for the development of a major manufacturing facility, the Planning Commission conducted a series of workshops with the Glendale Community to identify how the area could be improved. A number of transportation projects were identified. These are presented in **Table 7** and illustrated on **Map 11**.

Table 7

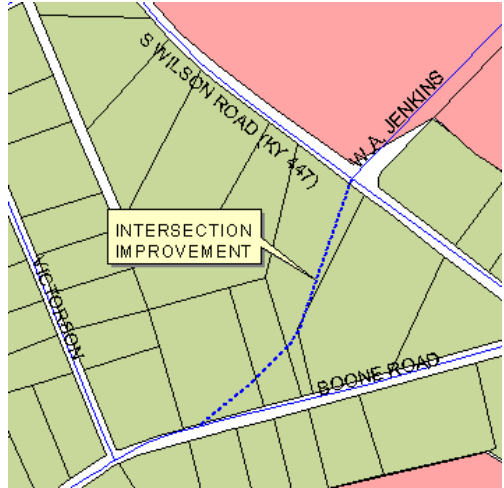
- A New interchange with Interstate-65 south of the present overpass of Gilead Church Road
- B Reconstruction and realignment of Gilead Church Road to four lanes from new Interstate 65 interchange to railroad
- C Construction of a new road from the new Interstate 65 interchange to Lincoln Parkway
- D Elevated railroad crossing at Gilead Church road
Upgrade to Gilead Church Road from railroad to new intersection
- E with Smith Mill Road and upgrade Smith Mill Road from Gilead Church Road to KY 222.
- F Extension of Smith Mill Road from KY 222 to new By-pass
- G Construction of Glendale By-pass from Mud Splash Road to present location of the railroad crossing at New Glendale Road (KY 1136)
- H Upgrade existing railroad crossing for new Glendale By-pass
- I New intersection of New Glendale Road (KY 1136) and new Glendale By-pass
- J Construction of Glendale By-pass from upgraded railroad crossing west to present intersection of KY 222 and Bacon Creek Road (KY 1904)
Close current section of KY 222 from Bacon Creek Road (KY 1904) to Smith Mill Road closing existing bridge over Valley Creek
- K Construction of new bridge over Valley Creek for Glendale By-pass
- L Construction of Western Kentucky Parkway interchange at KY 222
- M Upgrade Interstate 65 interchange with KY 222 and widen lanes
- N Improve intersection of KY 222 and South Dixie Highway (US 31W)
- O Construction of Jagers Loop from segment closed for the Glendale Industrial Property to intersection with KY 222, Glendale By-pass and Mud splash Road

Table 4



Intersection Improvement for Boone Road

The existing intersection of Boone Road and South Wilson Road is hazardous. As illustrated on **Map 12**, the angle of intersection is approximately sixty (60) degrees and is at a steep grade. The proposal is to relocate and reconstruct the intersection so that the angle of intersection is ninety (90) degrees with South Wilson Road and in direct alignment with the improved W.A. Jenkins Road. W.A. Jenkins Road provides access to three schools (US 31W). This new intersection would provide for a future connection with the proposed E2RC which is designed to intersect with Boone Road.

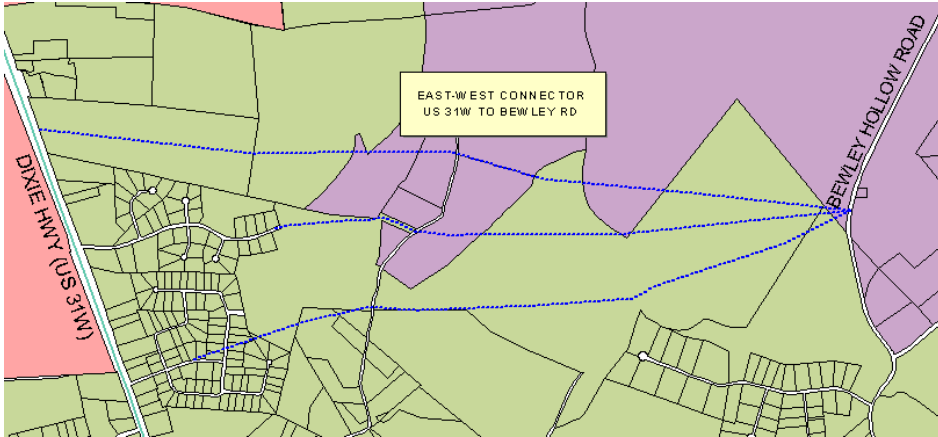


Improved Access to E2RC from South Wilson Road and US 31W

With the proposed E2RC intersecting with Boone Road, as illustrated on **Map 13**, Boone Road could serve as an east-west connector to South Wilson Road and North Dixie Highway (US 31W) by way of W.A. Jenkins Road. This would improve the access to the three school facilities located on W.A. Jenkins Road.



Connector from US 31W to Bewley Hollow Road – The only existing roads providing a connection from US 31W to the east is Battle Training Road (KY 434) and Pear Orchard Road NW. An additional connector that would also provide access to a potential growth area between US 31W and Bewley Hollow Road is needed. A number of options presently exist for a new road alignment. These potential routes are illustrated on **Map 14**.



Truck Parking Facility

The wellhead protection area for Hardin County Water District Number 2 is in the White Mills vicinity. A part of the protection area is at the interchange of Western Kentucky Parkway and KY 84. Sinkholes exist in this area that would allow the potential contamination of the source water from a hazardous material spill. The ramps of the interchange are being used for over night parking for semi tractor trailers. A leak from a truck could result in a threat to this water supply. A parking area designed to reduce the potential of spills contaminating the water supply would help to protect this valuable water source.

IMPLEMENTATION

In order to improve the transportation system in the unincorporated area of Hardin County the following general strategies should be incorporated into the design of all development activities. These strategies should also be incorporated into the revisions to the engineering and construction design of streets, subdivision standards and zoning regulations.

Street Standards

The design standards for new streets must be reviewed and revised periodically to provide improved subdivision design, assure safety and appropriate construction to reduce future maintenance costs. Street standards should be flexible to allow a variety of development styles. Connectivity to adjoining properties must be required. Public right-of-ways must be established to provide for access to existing and future developments. Multiple access points should be provided for developments that generate or contribute to the creation of areas with 100 lots or more. This will provide maximum ingress and egress opportunities for property owners and for the delivery of emergency services.

Access Management Ordinance

Access management is a tool to be used to improve the flow of traffic on the roadway system. Good access management also improves the safety of roads and reduces the number of conflict points that results in reduced vehicular accidents. The County has implemented Encroachment Permits for all new streets, private driveways and commercial entrances. The County should adopt an access management ordinance in coordination with the Kentucky Transportation Cabinet and the other local jurisdictions to preserve the mobility function of existing roads and provide appropriate access to properties.

Traffic Impact Studies

Traffic Impact Studies (TIS) should be employed as a method of assuring safe traffic flow for developments of significant size, developments with a large anticipated use intensity or developments proposed in existing traffic congestion areas.

Dedicated Road Right-of-Ways

Some roads in the County Road Maintenance System do not have a dedicated road right-of-way. For these roads, the County may only exercise the "statute of limitations" for road maintenance. The "statute of limitations" allows the County Road Department to only use the area between existing "ditch line to ditch line" or existing "fence line to fence line" to be used for road maintenance. This limited area may not be sufficient to make important road improvements. Whenever development activities are proposed for the roads that lack an appropriate dedicated right-of-way, the development should be required by the County to dedicate the needed right-of-way as part of the review and approval process.

Turn-Around on Dead-End Roads

There exists County Roads that are dead-end and do not provide a turn-around for citizens, school buses, mail delivery, garbage collection or emergency services. When development occurs on dead-end roads that will increase traffic, this opportunity should be used to improve the roadway system with the dedication of right-of-way and construction of a turn-around. Examples of turn-around improvements include Chestnut Grove Road and Shipp Lane.

School Bus Transportation Improvements

In new subdivisions that propose the construction of streets, the Commission should encourage that an enlarged turn-around or a loop street design be implemented where school bus routes are anticipated. Additionally, school bus shelters are encouraged as an amenity for residences and school students. An example of a development that provides both a loop street design and a school bus shelter is Beckley Woods Subdivision.

Sidewalks, Pathway and Trails

Pedestrian design should be incorporated into the development activities in the Rural Villages, urban areas and appropriate road corridors. Flexibility should be given for developments that incorporate alternative forms of pedestrian design including the development of sidewalks, pathways, pedestrian tunnels or trails that may be constructed between lots or provide pedestrian connections to public facilities, parks, nature preserves and pedestrian accesses outside of a development to an existing trail or rural village. An example of a hard surfaced trail through a nature preserve is in Beckley Woods Subdivision. Wilmoth Walkway dedicated in October of 2006 connects Lincoln Meadows Subdivision with Mockingbird Hills Subdivision and a trail system connecting lots with the neighborhood park is proposed for Ambrook Estates in Stephensburg.

Alternative Modes of Transportation

To assure that the needs of all citizens are met the County should study, research and participate in all modes of transportation including but not limited to bikeways and public transit. Participation with other jurisdictions should be explored to assure the full evaluation of the overall transportation system in the County.

Mailbox Location and Alternatives

In new subdivisions, developers are encouraged to install centralized mailboxes to replace individual mailboxes along the streets. On existing roads, mailbox locations should be selected to reduce vehicle accidents and allow for the movement of farm machinery on roads. A centralized mailbox system has been implemented in Beckley Woods Subdivision.