

**WEBSITE AND CONTACT INFORMATION**

The Selected Alternative and additional project information are posted on the District 4 web page. Go to: <http://transportation.ky.gov/district-4/Pages/default.aspx>, and then look for the "KY 1357 (St. John Rd)" link.

You may contact Mr. Bradley Bottoms in the Elizabethtown District Office for additional information on the project. His address and contact information is:

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**PROJECT BACKGROUND**

This project was included in the 2014 Highway Plan to "address safety, geometric deficiencies and maintenance issues along KY 1357" between Ring Road and the US 31W Bypass.

The rolling grades in two locations have created unsafe driving conditions as the area has changed from the more rural setting in the 1950s when the road was last reconstructed to the more suburban setting today. Construction of the new G. C. Burkhead Elementary School near the Ring Road end and new Hardin County Library near the US 31W Bypass end symbolize the extent of those changes.

St. John Road today serves both the suburban developments along the roadside as well as traffic between Ring Road and the US 31W Bypass, two major transportation corridors for the Elizabethtown community. Lack of adequate shoulders and poor drainage conditions along the roadside now contribute to less than desirable safety conditions. Ditches along the roadside east of Billy Creek have become a substantial maintenance issue and measures undertaken to stabilize these ditches have not been entirely successful. A more substantial reconstruction is required to stop the deterioration and avoid further damage to abutting properties and St. John Road.

Kentucky Transportation Cabinet  
 Department of Highways, District 4  
 634 East Dixie  
 Elizabethtown, Kentucky 42701

**HARDIN COUNTY**

Item No. 4-8801.00

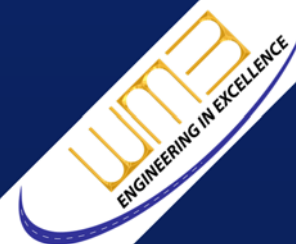
*Selected Alternative*

**KY 1357**

**St. John Road**

from Ring Road (KY 3005)

To US 31W Bypass



## SELECTED ALTERNATIVE

Alternatives were identified for the project involving widening the existing road and shifts to the north or south. These along with the Do Nothing Alternative were presented for public review and comment in a Public Meeting at the G. C. Burkhead Elementary School on January 12, 2016. Discussions during that meeting and comments received from those in attendance were considered by the Project Team in selecting the alternative for Final Design. Earlier meetings with local officials were also important in evaluating the alternatives considered for the project. The Selected Alternative (shown to the right) is a combination of the alternatives presented for public review to provide the improvements required within the corridor and minimize to the extent possible impacts to abutting properties and utilities.

The project was broken into five segments for evaluation purposes. This was done to reflect the variations in development patterns along the route and look at opportunities for minimizing property impacts. Each of these segments and the selection of the alternative for each are described in the following:

- (a) **Segment 1 extends from Ring Road through the G. C. Burkhead Elementary School** - Only one alternative was presented for this segment: widening about the existing centerline. This segment extends from the reconstructed intersection of St. John Road with Ring Road and widening about the existing centerline avoids any impacts to the overhead utilities along the south side.
- (b) **Segment 2 extends from the G. C. Burkhead Elementary School through King Arthur Court** - Two alternatives were presented for this segment: widening about the existing centerline and a shift to the north. The shift to the north was selected for this segment because it eliminated direct impacts to residences along the south side without significantly impacting properties along the north side. The shift included raising the approach grades to the crest near King Arthur Court.



- (c) **Segment 3 is the Billy Creek Crossing** - Two alternatives were presented for this segment: widening about the existing centerline and a shift to the north. The shift to the north was selected for this segment; however it was modified slightly to reduce impacts to Fountainebleau Springs and the large drainage ditch east of Billy Creek along the north side of St. John Road. This alternative allows for phased construction of a new bridge while traffic is maintained on St. John Road.
- (d) **Segment 4 extends from Croghan Drive to Yale Drive** - Three alternatives were presented for this segment: widening about the existing centerline and shifts to the north and south. The shift to the north was selected for the first portion of this segment and widening about the existing centerline for the remaining portion. The shift from the north to the existing centerline occurs between Rue La Grande and Harvard Drive. This alternative minimizes impacts to driveways along the south side between Langley Trace and Rue La Grande and requires no additional permanent right of way along the north side from west of Harvard Drive to east of Yale Drive.

- (e) **Segment 5 extends from Yale Drive to the US 31W Bypass** - Two alternatives were presented for this segment: widening about the existing centerline and a shift to the south. The shift to the south was selected for this segment which includes some slight curvature adjustments approaching University Drive to return to the existing centerline and avoid or minimize any work between University Drive and the US 31W Bypass. This alternative avoids taking one residence due to problems with providing reasonable access.

## ROADWAY SECTION

The roadway section is an important element of the design of this project. An urban roadway consisting of a curbed section with roadside border areas was selected due to the more suburban conditions within the existing corridor. The border areas will include a 5-foot sidewalk along the north side and an 8-foot shared-use path along the south side.

## RIGHT OF WAY

The existing right of way for St. John Road will be used and additional right of way acquired to the back of the roadside border area (approximately two feet past the sidewalk or path).

## UTILITY RELOCATIONS

The Department will work with the Utility Owners in the development of utility relocation plans where existing facilities cannot be left in place. This may involve additional easements required for these facilities beyond the right of way and easements acquired for the highway construction.

## FUTURE SCHEDULE

The updated 2016 Highway Plan does not address funding for the future phases of this project - right of way, utility relocations and construction. Reviews are underway to determine the most appropriate direction and a possible schedule for this project as part of our overall highway program.

