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 Shelby County Comprehensive Plan. As roadways are the predominate means of transportation in Shelby County, roads will be discussed first, followed by bicycle, pedestrian, bus and rail facilities.

SHELBY COUNTY ROADS

There are 14 major highways in Shelby County which are part of the State primary or secondary road system and provide access to and through Shelby County. These highways are: Interstate 64, US 60, US 421 and Kentucky Highways 12, 43, 44, 53, 55, 55X, 241, 395, 1005, 1848, and 1871. Shelbyville lies just north of Interstate 64 and is bisected by US 60 from east to west. KY 43, 53, and 55 provide ingress and egress to points within Shelby County and to adjoining counties from the City of Shelbyville. KY 55X, known as Freedom's Way or the Shelbyville Bypass, moves traffic around the City of Shelbyville from US 60 to KY 55 North, reducing congestion within the city limits. Simpsonville lies north of Interstate 64 and is also bisected by US 60 from east to west. KY 1848 provides ingress and egress primarily from the City of Simpsonville to points within Shelby County.

NATIONAL HIGHWAY SYSTEM

The Kentucky Transportation Cabinet (KYTC) has developed the National Highway System (NHS) routes within Shelby County. The significance of being designated as a NHS roadway is that improvements qualify for specific NHS funding. NHS routes for Shelby County only include Interstate 64 from the Jefferson County line to the Franklin County line.

TRUCKING CLASSIFICATIONS

Shelby County's road system consists of federal and state roads maintained by the State of Kentucky, county roads maintained by the Shelby County Road Department, and city streets maintained by the cities of Shelbyville and Simpsonville Public Works Departments. 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. 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 8.1 shows the AAA, AA, and A rated highways in Kentucky.

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 functional classification system for Shelby County (Figure 8.2) as established by the KYTC is as follows:

Rural Principal Arterial - The rural principal arterial system consists of a connected rural network of continuous routes having the following characteristics: 1) Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel; 2) Serve all, or virtually all, urban areas of 50,000 and over in population and a large majority of those with populations of 25,000 or over; 3) Provide an

integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural Minor Arterial - Rural minor arterial roads, in conjunction with the principal arterial system, form a rural road network having the following characteristics: 1) Link cities and larger towns (and other traffic generators, such as major resort areas, that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service; 2) Be spaced at such intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; 3) Provide (because of the two characteristics defined previously) service to corridors with trip lengths and travel density greater than those predominately served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

Rural Collector Roads-Rural collector roads generally serve intracounty traffic where travel distances are shorter than those on arterial routes. On average, more moderate speeds occur on these roads. There are two types of rural collector routes, characterized as follows:

Major Collector - These routes typically: 1) provide service to the county seat not on an arterial route and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, etc. ; 2) link these places with nearby larger towns or cities, or with routes of higher classification; and 3) serve the more important intracounty travel corridors.

Minor Collector - These routes are; 1) spaced at intervals, consistent with population density, to collect traffic from local roads in order to bring all developed areas within a reasonable distance of a collector road; 2) provide service to the remaining smaller communities; and 3) link the locally important traffic generators with rural areas.

Rural Local Roads - Roads within this classification have the following characteristics: 1) Serve primarily to provide access to adjacent land; and 2) provide service to travel over relatively short distances as compared to collectors or other higher road classifications. Local roads account for the remainder of roadways not classified as a principal arterial, minor arterial, or collector systems.

The KYTC uses a separate classification system for incorporated or urban areas. Therefore, the classification for streets within the City of Shelbyville (Figure 8.3) and Simpsonville differ slightly from those in the County.

Classifications for urban areas are as follows:

Urban Principal Arterial - This system of streets and highways serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, the longest trips, and should carry a high proportion of the total urban area travel on a minimum of mileage. These roads should be integrated both internally and externally between major rural connections.

Urban Minor Arterial - These roadways interconnect with and augment the urban arterial system and provide service to trips of moderate length at a lower level of travel mobility than principal arterial routes.

Urban Collector Streets - The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. These roads differ from arterials as they penetrate residential neighborhoods distributing trips from arterials to the ultimate destination. The collector street also collects traffic from local streets in residential areas and channels it to the arterial road system. In the central business district, the collector system includes the street grid to facilitate traffic circulation.

Urban Local Streets - The local street system comprises all roads not placed in higher classifications. These streets primarily provide direct access to abutting land and access to the higher street classifications. These streets offer the lowest level of mobility. Service to through traffic movement is typically discouraged.

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.

PLANNED ROAD IMPROVEMENTS

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) 2016 through FY 2022. This plan shows road improvement, bridge, weigh station, rest area rehab, interchange, and other highway related planned projects for the period. Figure 8.4 is the Shelby 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 and cost are as follows:

1. 05-1060.00 – Replace bridge over Fox Run Creek 3.0 miles north of US 60 on KY 53. Construction completed in 2016. Project cost $1,360,000.

2. 05-1063.00 – Replace bridge over Bullskin Creek 0.18 miles north of Heritage Lane on KY 55 South. Construction completed in 2016. Project cost $2,580,000.

3. 05-1069.00 – Replace bridge over Backbone Creek 0.47 miles east of Cedarmore Road on CR-1036 (Scrabble Road). Construction completed in 2016. Project cost $450,000.

4. 05-8511.00 – Widening of KY 53 from I-64 to US 60. Construction in 2019. Project cost $11,290,000.

5. 05-8713.00 – Widening of US 60 from Masonic Home to Rocket Lane with a center turn lane. Construction in 2017. Project cost $2,170,000.

6. 05-8958.00 – Widening of KY 55X (Boone Station Road) from US 60 to KY 43 to five lanes. Design 2020, ROW and utilities in 2021, and construction in 2022. Project cost $13,101,000.

7. 05-8959.00 – New north-south route between KY 53 (Mt. Eden Road) and Benson Pike west of and parallel to Rocket Lane (KY 1871). Design in 2022. Project cost $770,000.

TRAFFIC COUNTS

The following average annual daily traffic (AADT) counts were calculated by Kentucky Transportation Cabinet (KYTC) or the Kentuckiana Regional Planning and Development Agency (KIPDA). Table 8.1 should be used in conjunction with Figure 8.5. Annual traffic count information is available online at the KYTC website, *www.transportation.ky.gov*, or at the KIPDA website, *www.kipda.org*.

Table 8.1 – Annual Average Daily Traffic Counts in Shelby County
Source: Kentucky Transportation Cabinet

Station ID	Location	Past Count (YR)	Recent Count (YR)	Percent Increase
019	I-64 @ Shelby County/Jefferson County Line	58,438 (2010)	64,900 (2015)	11.06%
520	I-64 between Exit 28 & Exit 32	51,800 (2002)	50,887 (2011)	-1.76%
509	I-64 between Exit 32 & Exit 35	47,379 (2011)	55,100 (2015)	16.30%
P22	I-64 one mile east of Exit 35	37,541 (2009)	41,300 (2015)	10.01%
254	I-64 @ Shelby County/Franklin County Line	41,556 (2011)	46,700 (2015)	12.38%
522	KY 1848 between I-64 & US 60	6,190 (2002)	7,509 (2009)	21.31%
596	US 60 between Jefferson County Line & KY 1848	7,519 (2010)	10,000 (2013)	33.0%
589	US 60 between KY 1848 & Scott Station Road	7,108 (2008)	8,200 (2014)	15.36%
A54	US 60 between Scott Station Road & KY 55	9,507 (2011)	10,000 (2014)	5.19%
A48	US 60 @ Hospital Road	25,548 (2002)	23,500 (2015)	-8.72%
A60	US 60 between KY 53/KY 55 & Johnsonville Road	15,132 (2009)	13,200 (2015)	-12.77%
A51	KY 53 N @ Warriors Way	6,337 (2009)	4,400 (2015)	-30.57%
A57	KY 53 N between US 60 & Railroad Tracks	10,321 (2009)	6,200 (2012)	-39.93%
A55	KY 53 S between US 60 & Old Seven Mile Pike	15,300 (2002)	16,600 (2011)	8.5%
A67	KY 53 S between Old Mt Eden Road & I-64	16,392 (2010)	15,900 (2013)	-3.0%
530	KY 53 S @ Plantation Drive	4,336 (2011)	5,100 (2014)	17.62%
A77	Boone Station Road between US 60 & KY 43	11,949 (2009)	13,400 (2015)	12.14%
514	Eminence Pike between KY 43 & Freedom's Way	5,512 (2009)	7,900 (2012)	43.32%
800	Freedom's Way between Eminence Pike & KY 53 N	5,777 (2011)	7,800 (2015)	35.02%
A79	Freedom's Way between KY 53 N & Harrington Mill	6,400 (2011)	8,600 (2015)	34.38%
A78	Freedom's Way between Harrington Mill & US 60	8,075 (2011)	10,700 (2015)	32.51%
A65	KY 55 S between US 60 & I-64	17,809 (2010)	19,100 (2013)	7.25%
569	KY 55 S between I-64 & KY 1848	5,483 (2011)	5,600 (2014)	2.13%
A23	Seventh Street @ College Street	8,046 (2010)	3,600 (2013)	-55.26%
A73	Old Eminence Pike between Seventh Street & Eminence Pike	3,163 (2011)	2,800 (2014)	-11.48%

RECOMMENDED ROAD IMPROVEMENTS

A number of improvements to the roadway system in the area have been identified to address the goals and objectives set forth in the comprehensive plan. Figure 8.6 illustrates the proposed location of improvements and Table 8.2 summarizes the recommended road improvements.

Table 8.2 – Summary of Recommended Road Improvements

No.	Project Name	Description
1.	**Seventh Street Streetscape Improvement**	Widen & improve road; add curb, gutter, sidewalks, street lights, and street trees along Seventh Street from Washington Street to the entrance of Clear Creek Park. Install a roundabout at the Park Entrance.
	Seventh Street connects downtown Shelbyville at Washington Street to Clear Creek Park. The streetscape project will greatly improve the appearance of the thoroughfare for citizens and visitors visiting the park by automobile or pedestrians and bicyclists. A more in-depth study and recommendations of this corridor can be found in the Shelbyville 7th Street Corridor Plan.	
2.	**Shelbyville East End Streetscape Improvement**	Improve road, sidewalk, street lighting, street furniture, pedestrian amenities, foliage, and signage along Main & Washington Street from 3rd Street to the Mt. Eden Road/Boone Station Road intersection.
	Main Street & Washington Street are the eastern entrances into downtown Shelbyville. The streetscape project will greatly improve the appearance of the thoroughfare for residents and visitors. A more in-depth study and recommendations of this area can be found in the Shelbyville East End Study.	
3.	**Northeast Bypass**	Bypass east of KY 55 connecting Freedom's Way to US 60 in the vicinity of Shelby County High School/JCTC.
	Will provide an alternative route around downtown Shelbyville and will provide much relief to the Frankfort Road Corridor especially at the KY 53/Boone Station Road & US 60 intersection. Should be a 4-lane raised median road with designated access points, but a 2-lane section would suffice in the short-term.	
4.	**Southeast Bypass**	Bypass south of US 60 linking US 60 in the vicinity of Shelby County High School/JCTC to Mt. Eden Road.
	Will provide congestion mitigation immediately to the Mt. Eden Road/Boone Station & US 60 intersection. The roadway should connect to KY 53 at the newly aligned intersection of Old Mt. Eden Road and KY 53. Should be a 4-lane raised median road with designated access points. This project is part of the KYTC Six-Year Plan.	
5.	**Rocket Lane Extension**	Extend Rocket Lane to the south to intersect with the Southeast Bypass and connect Meadowbrook Subdivision, Section 3 to Rocket Lane Extension.
	Traffic on Rocket Lane will increase if the northeast and southeast bypass projects tie into Rocket Lane. The current 2-lane cross-section will not be sufficient for future traffic volumes.	
6.	**KY 53/KY 55 East-West Connector**	Construction of connector road between KY 53 (Mt. Eden Road) & KY 55 (Taylorsville Road).
	Will provide an alternative east-west corridor between KY 53 & KY 55, lessening traffic on US 60 and I-64 during I-64 closures due to accidents. Should be a 4-lane raised median curb & gutter road with designated access points.	
7.	**KY 53 (Mt. Eden Road) Widening**	Widen KY 53 (Mt. Eden Road) from US 60 to Interstate 64 to a 4-lane raised median cross-section.
	Congestion on Mt. Eden Road continues to be a problem due to the number of lanes are insufficient to handle the current traffic volumes and the poor planning of intersections and development along the road. This project is part of the KYTC Six-Year Plan.	
8.	**Boone Station Road Widening**	Widen Boone Station Road from US 60 to KY 43 (Cropper Road).
	With continued development and future development along this section of roadway additional travel lanes will need to be constructed to handle the anticipated traffic. This project is part of the KYTC Six-Year Plan.	
9.	**Old Brunerstown Road Widening**	Widen Old Brunerstown Road from KY 55 (Taylorsville Road) to Old Finchville Road to handle industrial development traffic.
	Widening of Old Brunerstown Road to Old Finchville Road will provide better access to approximately 350 acres zoned light industrial and an area identified on the Future Land Use Map for industrial land use.	

10	**KY 53 South Widening**	Improve and widen KY 53 South from KY 1790 (Hooper Station Road) to the Shelbyville city limits.
	Widen KY 53 South by two feet on both sides and improve horizontal and vertical curves.	
11.	**Frankfort Road Widening**	Widen Frankfort Road from the Masonic Home to Rocket Lane to a three-lane cross section.
	Construct a third lane on US 60 to improve safety and congestion mitigation. This project is part of the KYTC Six-Year Plan.	
12.	**Benson Pike Widening**	Improve and widen Benson Pike from Boone Station Road to Rocket Lane. Possibly add curb, gutter, and sidewalks.
	Boone Station Road is a heavily traveled road to East Middle, Wright Elementary, Shelby County Technical School, and Shelby County High School by parents, school buses and students.	
13.	**Smithfield/LaGrange Road Widening**	Improve and widen Smithfield Road/LaGrange Road from US 60 to Warriors Way. Possibly add curb, gutter, and sidewalks.
	One of the most heavily traveled north-south routes and heavily developed with residential development in the City of Shelbyville. Sidewalks would allow residents in the area to walk to services, schools, and the park system reducing the amount of vehicular traffic. A more in-depth study and recommendations of this area can be found in the Shelbyville Bypass Corridor Land Use Management Plan and the Shelby County Bike & Pedestrian Plan.	
14.	**Harrington Mill Road Widening**	Improve and widen Harrington Mill Road from KY 53 to Freedom's Way. Possibly add curb, gutter, and sidewalks.
	Harrington Mill Road has seen an increase in cut-through traffic as a result of Freedom's Way opening to traffic in late 2010 and the Old Mill Village Subdivision development. Harrington Mill Road will continue to see increased traffic with Old Mill Village Subdivision opening future phases and with the proposed Northridge Development tying into Harrington Mill Road. A more in-depth study and recommendations of this area can be found in the Shelbyville Bypass Corridor Land Use Management Plan.	
15.	**Robin Road Widening**	Widen Robin Road from US 60 to Blackwell Road. Possibly add, curb, gutter, and sidewalks.
	Robin Road has seen increased traffic with the addition of Robin Place, Madie Lane, and Farming Meadows subdivisions. With additional land to the north of these developments zoned residential, the potential for future residential development is inevitable the improvement of Robin Road will be necessary.	
16.	**Old Mt. Eden Road Extension**	Extend Old Mt. Eden Road to St. Regis Drive.
	Extending Old Mt. Eden Road to St. Regis Drive will allow connectivity to the KY 53/KY 55 East-West Connector (No. 6 Above) and an alternative route to Clear Creek Elementary and downtown Shelbyville instead of using Mt. Eden Road.	
17.	**Chapel Hill Road Extension**	Extend Chapel Hill Road to Gingko Drive and Southside Elementary.
	Extending Chapel Hill Road to Gingko Drive will provide connectivity and improved access to the residents, county and city road departments, Southside Elementary, Red Orchard Park especially when trains stop and block the Kentucky Street railroad crossing. With the new Southside Elementary, this connection will provide safe access to the school so buses and parents don't have to cross street grade railroad crossings and in emergency situations access won't be impeded by trains stopped.	
18.	**Kentucky Street Extension**	Extend Kentucky Street west from Zaring Mill Road to the KY 53/KY 55 East-West Connector.
	Extending Kentucky Street to the west will continue the objective to create connectivity and east-west connections. Would also allow for the current truck traffic on Kentucky Street to have a more direct route to Interstate 64 and eliminate the use of Mack Walters Road and US 60.	
19.	**Mt. Tabor Court/Doyle Court Extension**	Extend either or both Mt. Tabor Court and Doyle Court east to Benson Pike.
	Extending Mt. Tabor Court and Doyle Court to Benson Pike will allow the current Benson Pike intersection with Boone Station Road to be turned into a right-in/right-out intersection. Traffic currently trying to make left turns at that intersection onto Boone Station Road and heading south on KY 53 will now have access to a signalized intersection at Mt. Tabor Court and Williamsburg Road. This improves safety and improves full access intersection spacing.	
20.	**Midland Industrial Extension**	Extend Midland Industrial west to Discovery Boulevard.
	Extending Midland Industrial Drive to Discovery Boulevard provides for connectivity from Martha Layne Collins High School and the future elementary and middle school to Freedom's Way. This second connection will relieve congestion at the US 60 & Discovery Boulevard intersection and the Midland Industrial Drive & Freedom's Way intersection for both school, future residential, and industrial development traffic. Residential driveways shall not be	

	allowed to have access to this road and all lots shall access interior roadways.	
21.	**Amanda Drive Extension**	Extend Amanda Drive to Freedom's Way.
	Extend Amanda Drive to Freedom's Way for interconnectivity so residents can reduce trip lengths. Amanda Drive was approved during the development stage to be extended otherwise it would have terminated with a cul-de-sac.	
22.	**Dobson Lane Extension**	Extend Dobson Lane to Midland Boulevard.
	Extend Dobson Lane to Midland Boulevard for interconnectivity and safety. Dobson Lane was approved during the development stage to be extended and a 50 foot strip of land was reserved for said extension.	
23.	**Discovery Boulevard/Scott Station Road East-West Connector**	Construction of connector road between Discovery Boulevard and Scott Station Road.
	Connector road between Discovery Boulevard and Scott Station Road. Will provide a third connection to Martha Layne Collins High School and the future elementary and middle school. This third connection will allow traffic to disperse from the residential development and school campus in all directions. Residential driveways shall not be allowed to have access to this road and all lots shall access interior roadways.	
24.	**KY 1848/KY 55 East-West Connector**	Construction of connector road between KY 1848 (Buck Creek Road) & KY 55 (Taylorsville Road).
	Will provide an alternative east-west corridor between KY 1848 & KY 55, lessening traffic on US 60 and I-64.	
25.	**Gordon Lane Re-Alignment**	Re-align and widen Gordon Lane from Jeptha Creed Distillery to KY 55 (Taylorsville Road).
	Construct a new road from KY 55 & Brunerstown Road to the east and re-align Gordon Lane to intersect the new road. At the same time widen Gordon Lane. This will allow Talon Winery, Jeptha Creed Distillery and Commerce Crossing Industrial Park with a safer and more efficient road system.	
26.	**Todds Point Road/Shelbyville Road Connector**	Construction of a connector road between Todds Point Road & Shelbyville Road.
	Will provide an alternative route between Todds Point Road & Shelbyville Road. Will allow those residents north of the RJ Corman Railroad crossing bypass the crossing and to mitigate congestion at the intersection of Todds Point Road & Shelbyville Road.	
27.	**Shelbyville Road Streetscape Improvement**	Improve road, sidewalks, street lighting, street furniture, pedestrian amenities, foliage, on-street parallel parking, and signage along Shelbyville Road from Cardinal Club Subdivision to KY 1848 (Buck Creek Road).
	Shelbyville Road is the gateway through Simpsonville. The streetscape project will greatly improve the appearance of the thoroughfare for residents and visitors and will establish the feel of a true downtown Simpsonville. A more in-depth study and recommendations of this area can be found in the Village Center at Simpsonville Small Area Plan.	
28.	**Todds Point Road Streetscape Improvement**	Improve road, sidewalks, street lighting, street furniture, pedestrian amenities, foliage, on-street parallel parking, and signage along Todds Point Road from Shelbyville Road to Grand Central Drive.
	Todds Point Road connects the Village Center at Simpsonville with the residential development along the corridor. The streetscape project will greatly improve pedestrian connectivity from the residential development to the Village Center at Simpsonville. The Village Center at Simpsonville Small Area Plan supports the streetscape improvement.	
29.	**Todds Point Road Widening**	Improve and widen Todds Point Road approximately 3,100 feet north from Grand Central Drive.
	Widen Todds Point Road to a minimum width of 24 feet pavement and improve horizontal and vertical curves. Possibly add curb, gutter, and sidewalks.	
30.	**KY 1848 (Buck Creek Road) South Widening**	Improve and widen KY 1848 (Buck Creek Road) from Veechdale Road to Hunters Pointe Place.
	With the proposed outlet mall and commercial development at the Interstate 64 interchange, KY 1848 from Veechdale Road to Hunters Pointe Place should be improved with shoulders and wider travel lanes.	
31.	**KY 1848/Veechdale Road East-West Connector**	Construction of a connector road between KY 1848 (Buck Creek Road) & KY 1399 (Veechdale Road).
	Will provide an alternative east-west corridor between KY 1848 & Veechdale Road. Will allow those residents on Veechdale Road to bypass the Norfolk Southern Railroad crossing and the proposed outlet mall.	
*****	**Various Intersection Improvements**	Study intersections for traffic signal needs, widening, alignment, and the addition of turn lanes. The investigation of the use of round-a-bouts at some of these and other intersections is recommended.

Numerous intersections in Shelby County, the City of Shelbyville, and the City of Simpsonville were not designed for the amount of traffic they are now experiencing. The intersections marked on Figure 8.6 are in particular need of improvement to meet an acceptable level of service and/or safety.

Funding for these projects should come from Federal, State, Local Government or private funding. A number of these road improvements should be required as part of a proposed development when a development (subdivision plat, development plan, planned unit development) is requested for approval.

ACCESS MANAGEMENT

Roadways serve a dual function of facilitating traffic movement and providing access to abutting properties. Where those two functions conflict, roadway design capacity will not be achieved resulting in congestion and an increase in traffic accidents. The implementation of access management guidelines enhances the overall transportation system by ensuring that each roadway continues to function at its capacity level. Although access to local streets is regulated solely by local government, KYDOT must authorize new access points (or curb cuts) onto state maintained roadways from abutting properties. KYDOT 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:

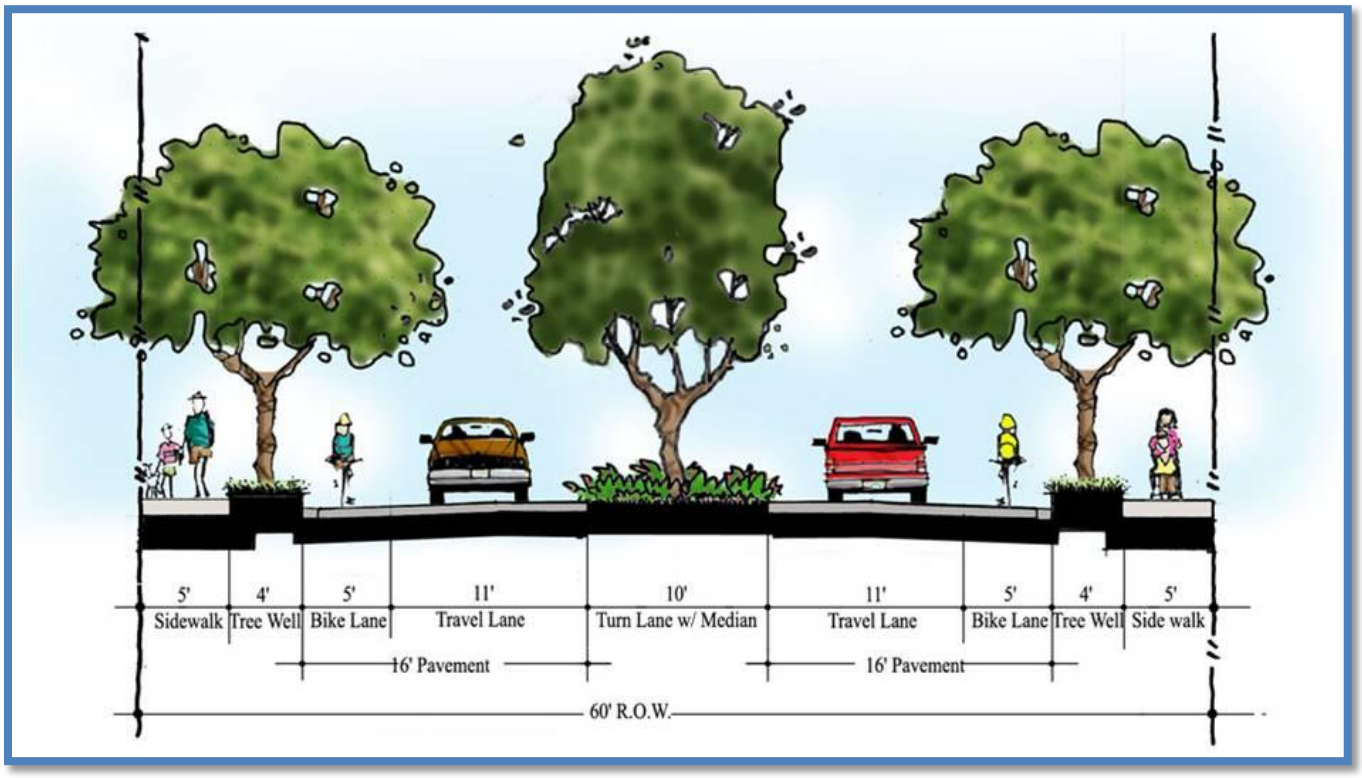
- Parallel service roads
- Frontage roads
- Interconnected parking lots
- Shared driveways
- Limitation on turning movements (especially left turns)
- Limitations on new access points for subdivisions

It is recommended that the *Shelby County, Shelbyville & Simpsonville Zoning Regulations* and the *Shelby County Subdivision Regulations* be reviewed and updated to include or amend access management regulations.

COMPLETE STREETS

"Complete Streets" are streets that are designed with everyone in mind. Complete Streets enable safe access for users of all ages and abilities to safely move along and across a street whether they are motorists, pedestrians, bicyclists or public transportation users. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

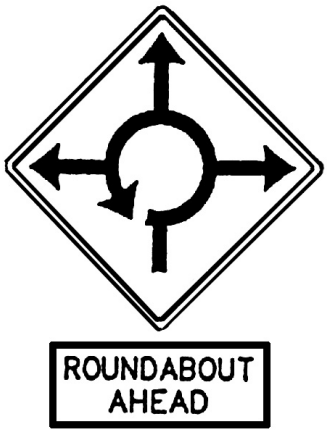
There is no singular design prescription for Complete Streets; each street is unique and responds to its community context. Streets that are planned and designed using a Complete Streets approach may include: sidewalks, bicycle facilities (such as protected bike lanes in urban areas), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals and ramps, curb extensions, narrower travel lanes, roundabouts, multimodal bridges, and more. A "complete" street in a rural area will look quite different from a "complete" street in a highly urban area, but both are designed to ensure safety and convenience for everyone. Below is an example of a Complete Street within a 60 feet right-of-way cross-section.



According to the National Complete Streets Coalition, Complete Streets help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes. Rural communities and small towns tend to have higher concentrations of older adults and low-income citizens, two populations that are less likely to own cars or drive. Limited access to pedestrian and bicycle accommodations can leave these groups at risk of isolation from the community and the economy. Creating safe walking and bicycling options in rural and small town areas helps build a more livable, accessible community for people of all ages, abilities and income levels.

Complete Streets can look different in rural communities than they do in more urbanized areas. For example, roads surrounded by agricultural uses may be "complete" just by simply providing wide shoulders to allow safe bicycling and walking and providing connections to regional trail and public transportation networks. Complete Streets are important in helping town centers and Main Streets thrive by improving street connectivity and allowing everyone, whether on foot, bike or public transportation, to reach community focal points.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists, thus making the community a better place to live.



ROUNDABOUTS

Roundabouts are an alternative to traditional intersections controlled by stop

signs or traffic signals. There are many benefits of installing roundabouts instead of traditional intersections. Carmel, Indiana installed their first roundabout in 1997 and in November of 2016 they opened their 100th and plan to build 32 new roundabouts by the end of 2019. The benefits[1] of roundabouts are:

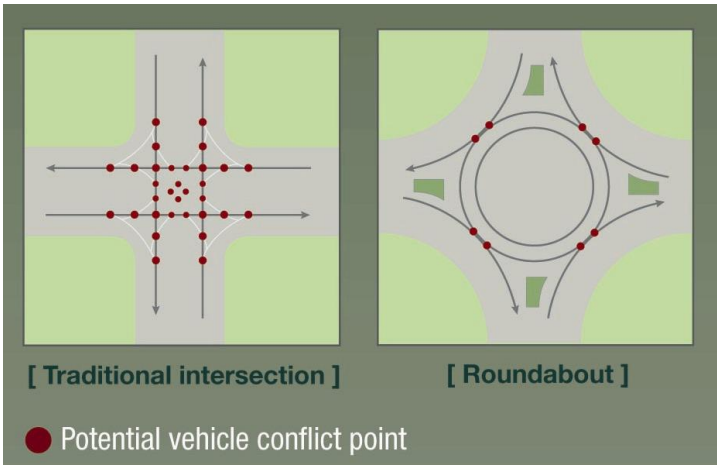
1. Improved Traffic Flow
    - 30-50% increase in traffic capacity

2. Cost Cutting
    - No traffic lights to install and maintain
    - Gas savings average 24,000 gallons per year per roundabout based on 10 study sites with traffic counts ranging from 14,000 to 47,000 AADT[2]
    - Roundabout construction costs about $125,000 less than signalized intersections
    - Cost of accident damages is also less for roundabout crashes

3. Community Benefits
    - Traffic Calming
    - Aesthetic landscaping and more greenspace
    - Crosswalks included for pedestrians and bicyclists

4. Pollution Reduction
    - Less idling for cars, less gas being burned into the atmosphere equals better fuel economy

5. Safety
    - All vehicles travel in the same direction, never crossing paths which dramatically reduces number of serious crashes
    - Slower vehicle speeds give drivers more decision making time
    - Roundabouts eliminate head-on and high speed right-angle collisions
    - Accidents with injury decreased in Carmel, Indiana by 78% when roundabouts replaced traditional intersections
    - There are less conflict points in roundabouts than in traditional intersections (see diagram below)



[1] FHWA Roundabouts: An Informational Guide
[2] Insurance Institute for Highway Safety Study 'Status Report' Col. 40, No. 9, Nov. 19, 2005

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.

The guide to bicycle routes in the state is titled Kentucky Bicycle Tours and was published jointly by the Kentucky Transportation Cabinet's Division of Multimodal Programs and the Kentucky Department of Travel Development. The routes in the guide crisscross the state to provide as many opportunities for cyclists as possible. For the most part the seven recommended routes are along less traveled roads so as to avoid interstates, parkways, and major thoroughfares. The routes listed and mapped in the guide are as follows: KY TransAmerica Trail, Ramblin' River Tour, Midland Kentucky Tour, Southern Lakes Tour, Central Heartlands Tour, Mammoth Cave Tour, Bluegrass Tour, and Mississippi River Trail.

The Central Heartlands Tour crosses Shelby County. This bike tour takes bikers from the Cumberland foothills at the Kentucky-Tennessee border up through the Bluegrass Region, ending at the Kentucky-Indiana border at the Ohio River near Warsaw, where you can watch river traffic pass through the Markland Locks and Dam. The Shelby County route follows KY 55 South, KY 148, KY 2861 (Mack Walters & Zaring Mill Roads), US 60, 7th Street, Old Eminence Pike, KY 55 North, Bellview Road, Cropper Washburn Road, KY 1899, Banta Lane, and KY 241. The guide highlights a stop in Shelbyville at the Wakefield-Scearce Gallaries and Science Hill Inn Dining Room.

In August 2016, the Triple S Planning Commission entered into an agreement with KIPDA to develop a Bicycle and Pedestrian Master Plan. The Plan was supported and funded by Shelby County Fiscal Court, the cities of Shelbyville and Simpsonville, and the ShelbyKY Tourism Commission. The Planning Commission provided project management for the Plan and the *Shelby County Bicycle and Pedestrian Master Plan* was adopted in early 2018. The Plan was 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.

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.

There is no inter-state or bus service in Shelby County and there are no rural public transportation vehicles.

RAIL TRANSPORTATION

Shelby County is more than adequately served by rail facilities. Rail service is provided to various parts of the community by the RJ Corman Railroad and the Norfolk Southern Corporation. Intermodal facilities are available in Louisville, 31 miles west of Shelbyville.

AIR TRANSPORTATION

Air service to the Shelby County area is provided by facilities located in nearby communities. In terms of small air craft operations, the Capital City Airport located in Frankfort approximately 20 miles east of Shelbyville and Bowman Field in Louisville; approximately 26 miles west of Shelbyville, provide service with runs up to 5,000 feet in length. In terms of scheduled passenger service, Shelby County is strategically located between two major facilities, Louisville's International Airport, 35 miles west of Shelbyville and Bluegrass Airport in Lexington, 44 miles east of Shelbyville. Both airports provide air cargo facilities and service.

KENTUCKY
TRUCK WEIGHT CLASSIFICATION

Kentucky Revised Statute (KRS) 189.222 requires weight limits on the state-maintained highway system. To implement the statute, Kentucky Administrative Regulations (KAR) designating the weight limits are promulgated and updated frequently. the KARs should be consulted as the correct legal authority.

This map is designed for weight classification purposes only. Not all road segments may be labeled or shown due to map size and/or space constraints. A listing of highways by Truck Weight Classification can be obtained by fax to 502-564-3532, by telephone to 502-564-4556, or by mail to:

Kentucky Transportation Cabinet
Division of Maintenance
200 Mero Street
Frankfort, KY 40622

Roads shown on this map should not be confused with those indicated for increased dimension (STAA) trucks on the Designated Truck Network (NN). Information on the NN can be obtained on the internet: http://transportation.ky.gov/planning/maps/NTN/ntn.asp
by fax to 502-564-2865, by telephone to 502-564-7183, or by mail to:

Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622

Updated July 2013

See Reverse Side For:
Central Kentucky
Louisville
Northern Kentucky
Paducah

KENTUCKY TRANSPORTATION CABINET

LEGEND

"AAA" 80,000 LBS Gross Vehicle Weight
- Interstates/Parkways
- Other "AAA" Highways

"AA" 62,000 LBS Gross Vehicle Weight

"A" 44,000 LBS Gross Vehicle Weight

AU	Audubon Parkway	HR	Hal Rogers Parkway	MTN	Bert T. Combs Mountain Parkway
BG	Martha Layne Collins Blue Grass Parkway	JC	Julian M. Carroll Purchase Parkway	WK	Wendell H. Ford Western Kentucky Parkway
EB	Edward T. Breathitt Pennyrile Parkway	LN	Louis B. Nunn Cumberland Parkway	WN	William H. Natcher Parkway

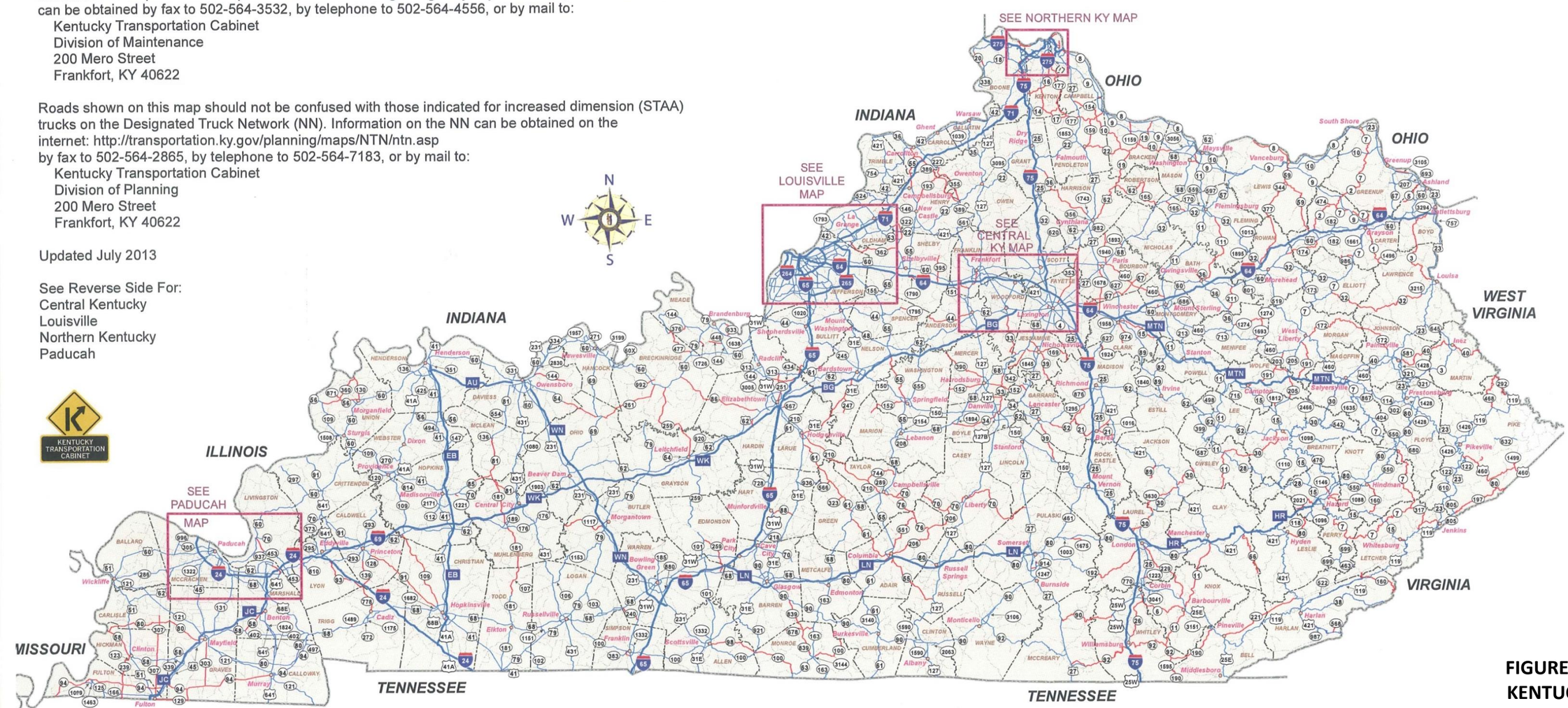


FIGURE 8.1
KENTUCKY
TRUCK WEIGHT CLASSIFICATIONS

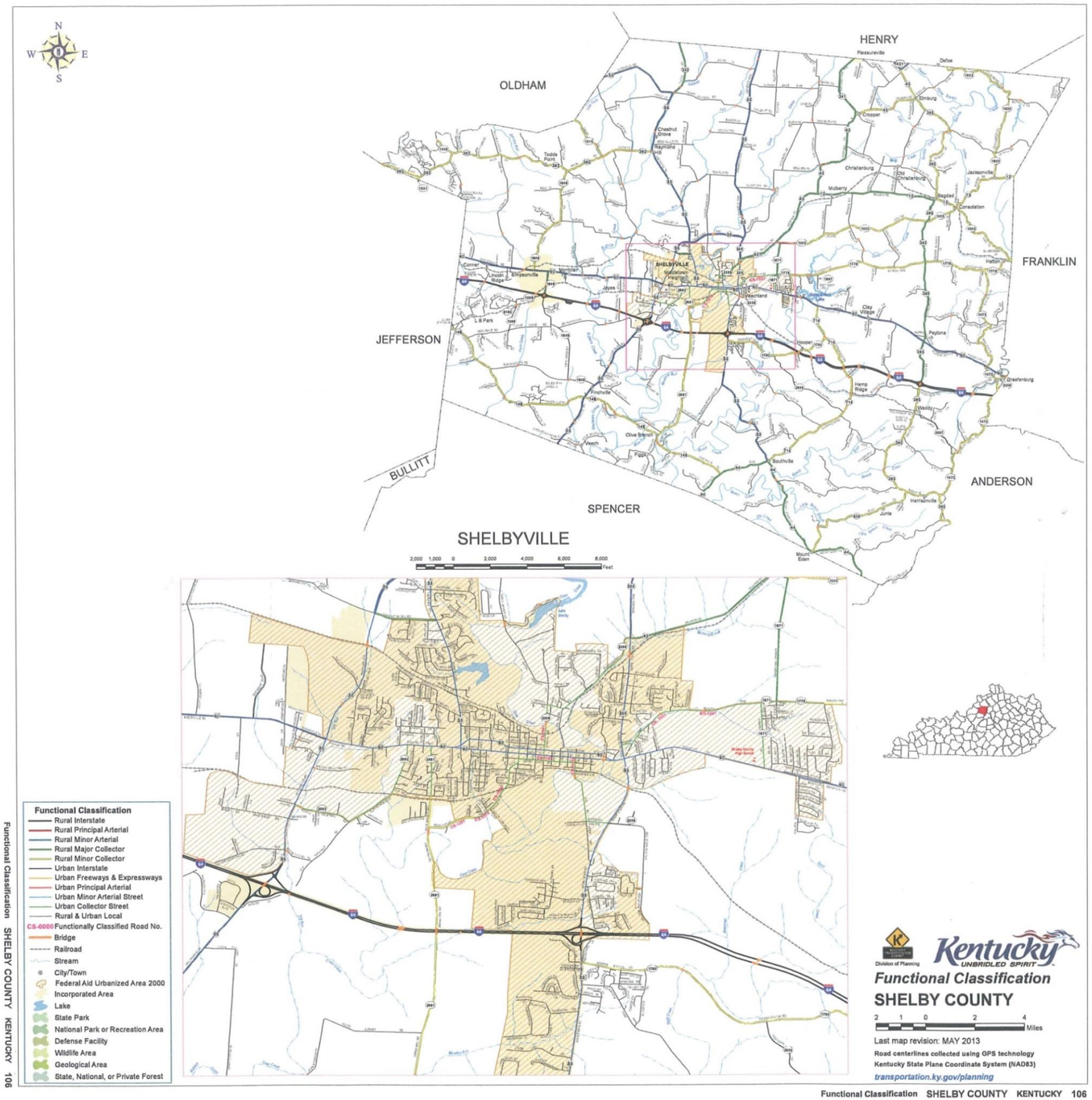


FIGURE 8.2
SHELBY COUNTY
FUNCTIONAL CLASSIFICATION

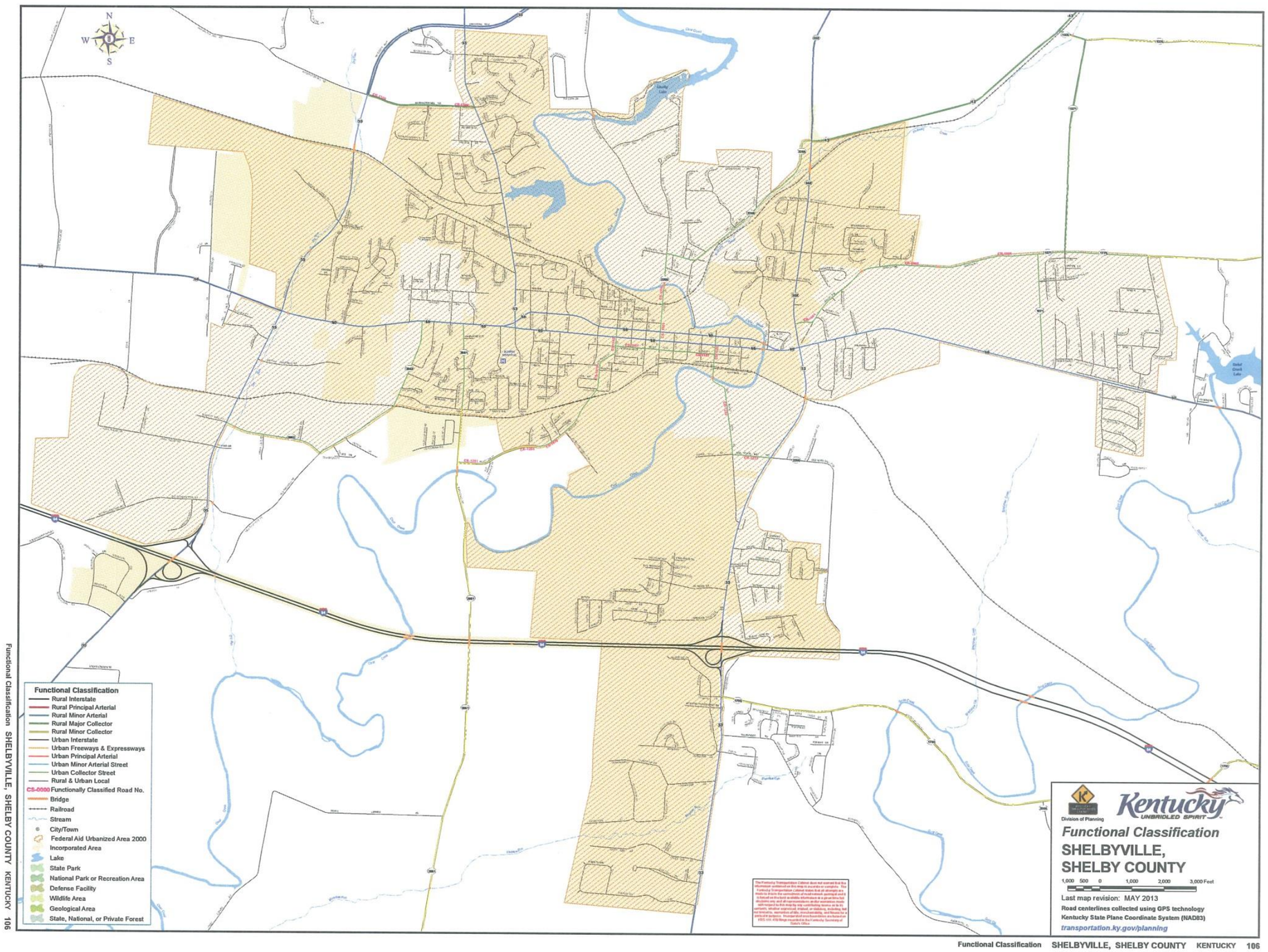


FIGURE 8.3
SHELBYVILLE
FUNCTIONAL CLASSIFICATION

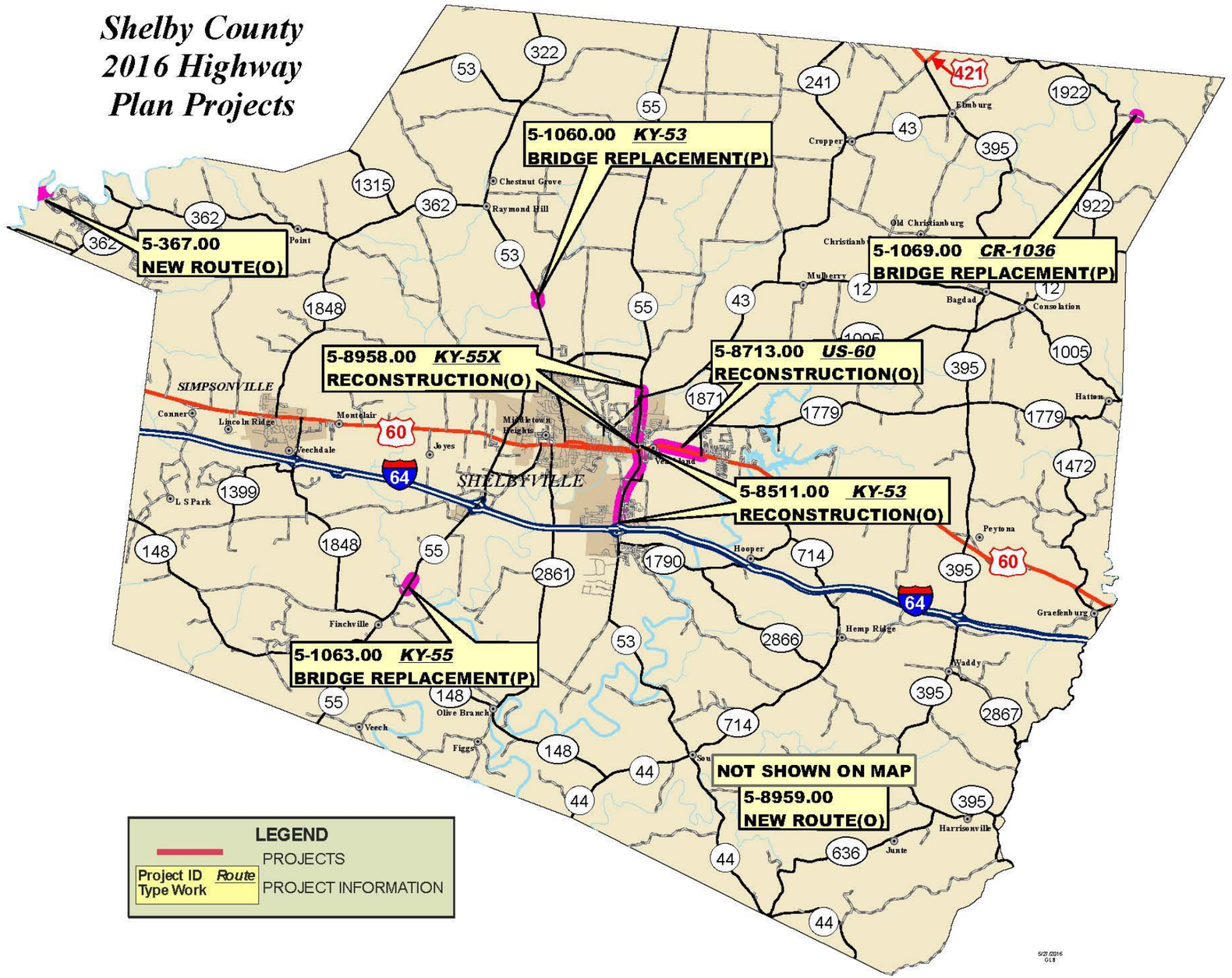
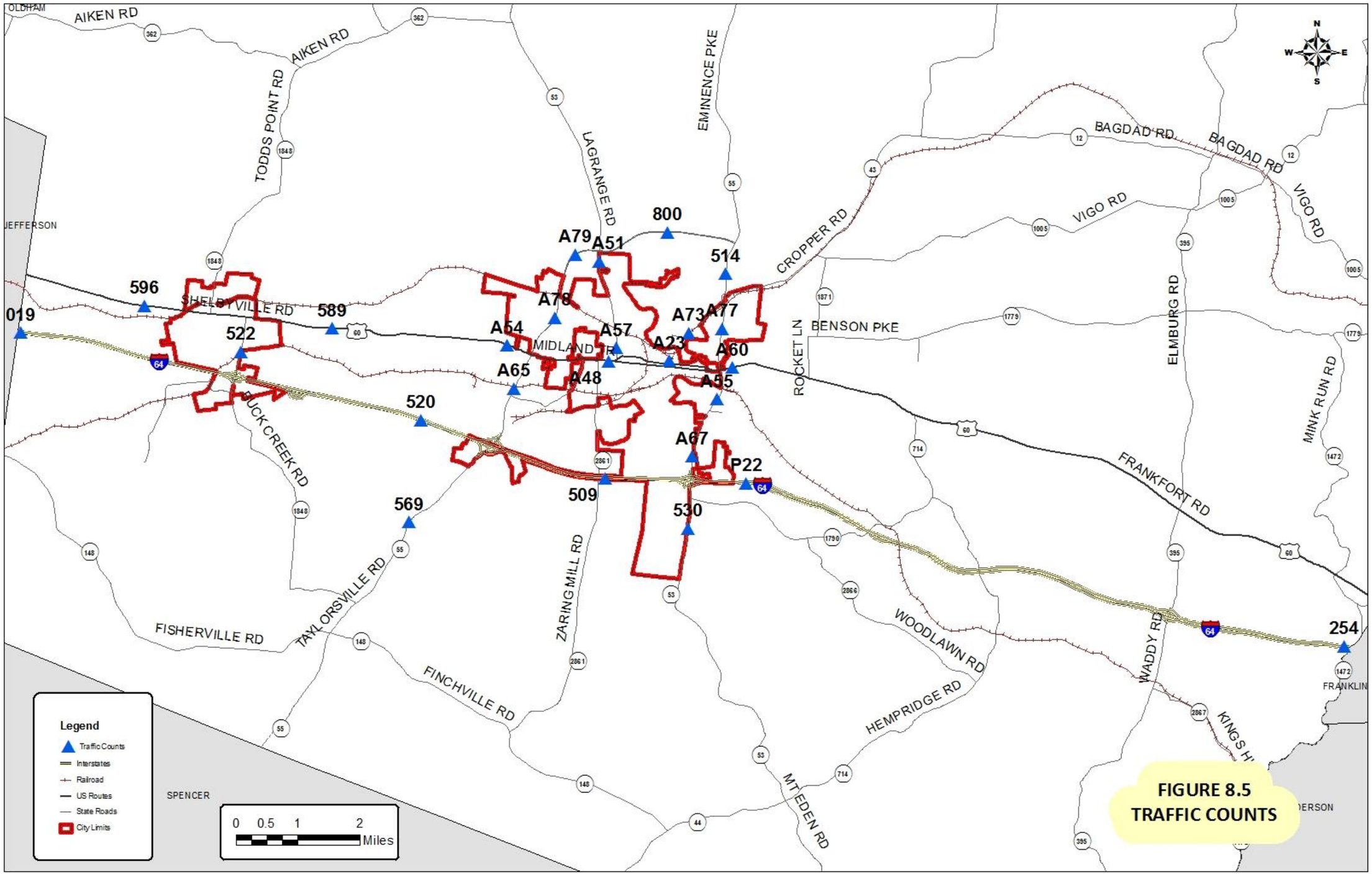


FIGURE 8.4
KYTC DISTRICT 5
SIX-YEAR PLAN PROJECT MAP


OLDHAM
JEFFERSON
SPENCER
AIKEN RD
TODDS POINT RD
LAGRANGE RD
EMINENCE PKE
CROPPER RD
BAGDAD RD
VIGO RD
ELMBURG RD
MINK RUN RD
ROCKET LN
BENSON PKE
SHELBYVILLE RD
MIDLAND TRL
BUCK CREEK RD
FRANKFORT RD
TAYLORSVILLE RD
FISHERVILLE RD
FINCHVILLE RD
ZARING MILL RD
WOODLAWN RD
HEMPRIDGE RD
MT EDEN RD
WADDY RD
KINGS H
FRANKLIN
019
596
589
522
520
569
509
530
P22
254
800
514
A79
A51
A78
A54
A57
A73
A77
A23
A60
A65
A48
A55
A67
Legend
Traffic Counts
Interstates
Railroad
US Routes
State Roads
City Limits
0 0.5 1 2
Miles
FIGURE 8.5
TRAFFIC COUNTS

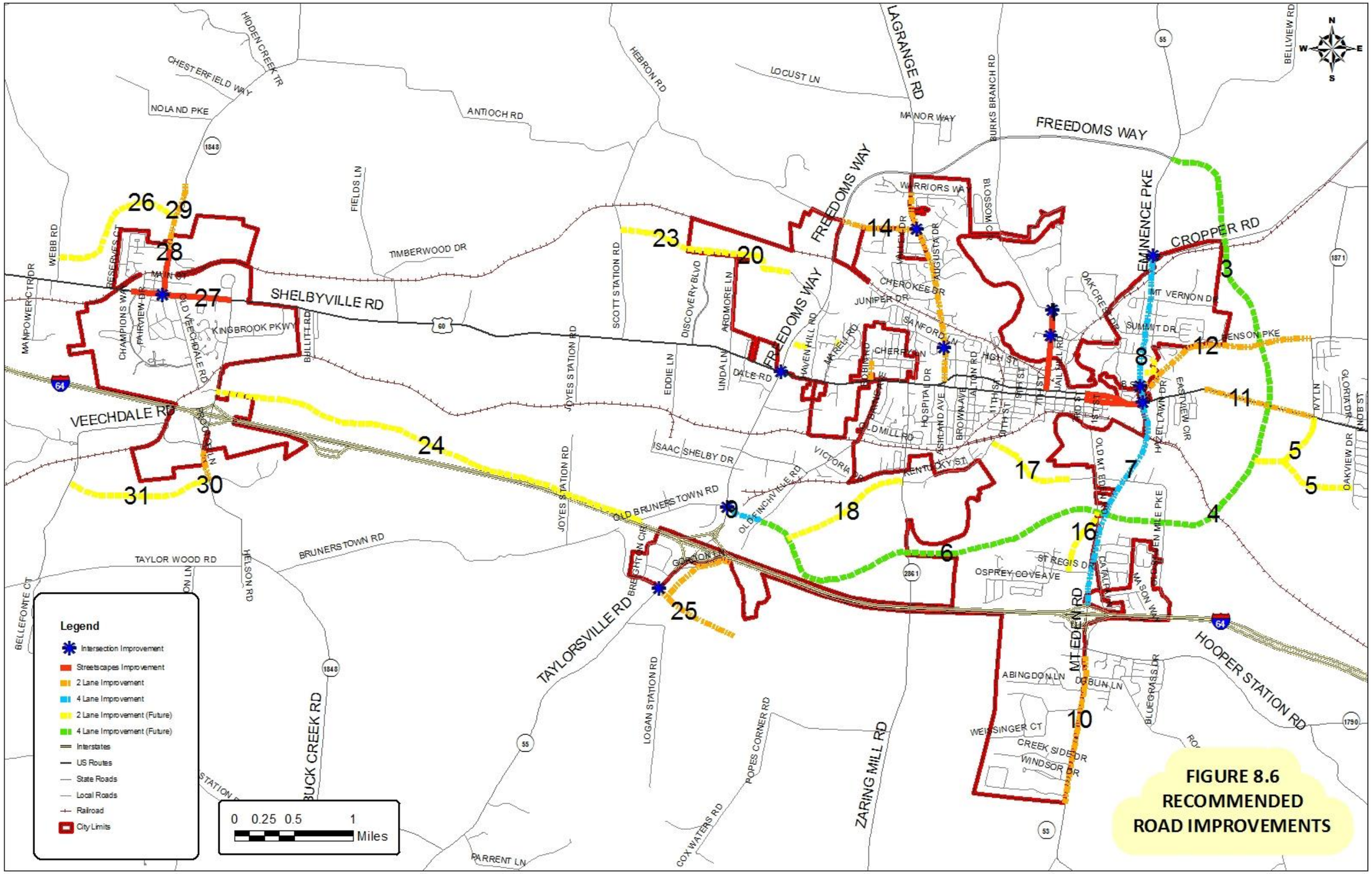


FIGURE 8.6
RECOMMENDED
ROAD IMPROVEMENTS