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Meeting Summary

Subject: US 31W Access Management Study
Study Advisory Team Meeting

Date: February 13, 2006

The second Study Advisory Team Meeting for the US 31W Access Management Study was held on February 8, 2006 at the KYTC District-4 office in Elizabethtown. The following team members were in attendance:

Robert Bush	City of Elizabethtown, Engineering
Ed Poppe	City of Elizabethtown, Planning & Development
Steve Barno	City of Radcliff, Planning & Development
Murray Wanner	City of Radcliff, Public Works
Harold Brown	City of Radcliff, Public Works
Jonathan Ballard	Elizabethtown City Schools
Bernadette Dupont	Federal Highway Administration
Joe Yates	Ft. Knox, Environmental Management Division
Chris Hunsinger	Hardin County Planning & Development
Becky Thomas	Hardin County Road Department
Danny Allen	Hardin County Road Supervisor
Patty Dunaway	Kentucky Transportation Cabinet
Steve Hall	Kentucky Transportation Cabinet
David Martin	Kentucky Transportation Cabinet
David Matthews	Kentucky Transportation Cabinet
John W. Moore	Kentucky Transportation Cabinet
Gary Raymer	Kentucky Transportation Cabinet
Mark Popham	Meade County Road Department
Carl Swope	Swope Auto Center
Sam Clements	Transit Authority of Central Kentucky
Mike Hall	Transportation Management Systems, LLC
Barry House	Kentucky Transportation Cabinet
Mike Skaggs	Lincoln Trail Area Development District
Tom Creasey	American Consulting Engineers, PLC
Brian Aldridge	American Consulting Engineers, PLC

This meeting was held in conjunction with the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC). After brief introductions, Murray Wanner introduced Tom Creasey as project manager for the US 31W Access Management Study.

Tom provided a brief summary of the study for attendees who were not present at the first advisory committee meeting. A study brochure and blank business survey were

provided as handouts. He indicated the purpose of the study was to seek strategies to provide access to land development in a manner that reduces crashes, reduces congestion, and improves the “value” of the US 31W corridor through Hardin and Meade Counties. The study consists of several different elements, including the definition of existing conditions, identification of deficiencies and future conditions, development of retrofit projects, development of an access management plan, and public involvement. The study corridor can be summarized as follows:

- Includes US 31W through Hardin and Meade Counties
- 41 miles long
- 5 study “districts” with unique characteristics
 - West Point – Muldraugh
 - Radcliff
 - North Elizabethtown
 - South Elizabethtown
 - Sonora - Upton
- Part of the National Highway System
- Major urban areas – Elizabethtown, Radcliff, Ft. Knox

Tom presented the preliminary findings from the business survey. Approximately 250 surveys were distributed to businesses with frontage or driveways along US 31W, and 93 have been returned as of January 31, 2006. Some of the preliminary results are as follows:

- 73% said traffic on US 31W has increased a lot over the last 10 years
- 33% said it has become much more difficult for traffic to get into and out of their businesses over the last 10 years (an additional 39% said it is somewhat more difficult)
- 22% said increased traffic has definitely hurt their business (an additional 33% said traffic has somewhat hurt their business)
- 46% said they currently share a driveway with another business
- 29% said sharing a driveway with another business would help their business (27% said it would hurt)

Additional comments suggested providing fewer access points and more turning lanes. One respondent asked that it be made easier and safer for their customers to enter and exit their business. Any surveys received after January 31 will be included in future results.

Tom discussed some conceptual recommendations developed by American Consulting Engineers. These recommendations are as follows:

- Segment - KY 447 (South Wilson Rd) to KY 1815 (East Lincoln Trail)
 - Crash history: 1,494 crashes in last 5 years
 - Issue: 100 median openings over 7.54 miles (13+ per mile)

- Recommendation: Close 50 openings and construct deceleration lanes for 25 openings
- Segment - KY 1600 (Cardinal Drive) to KY 447 (South Wilson Road)
 - Crash history: 1,376 crashes in last 5 years
 - Issue: 4-6 lane section with dual center turn lanes; average daily traffic currently ranges from 23,600 to 48,200 vehicles per day
 - Recommendation: Construct non-traversable, landscaped median and provide u-turn opportunities
- Segment – Northbound approach to KY 1815 (East Lincoln Trail)
 - Crash history: 178 crashes in last 5 years
 - Issue: 7 driveways within approximately 375 feet
 - Recommendation: Minimize number of entrances by consolidating driveways
- Location – US 31W at Lakeshore Plaza (Old Wal-Mart entrance)
 - Issue: Existing signal may not be necessary
 - Recommendation: Conduct signal warrant analysis to determine need
- Segment – KY 61 (N. Mulberry St) to KY 1357 (St. John Rd)
 - Crash history: 336 crashes in last 5 years
 - Issue: Intersection/driveway radii are less than desirable requiring right-turning traffic to dramatically slow before turning
 - Recommendation: Implement turn radius improvement program

At the conclusion of the presentation, Tom opened the floor for discussion. One question that arose was if increased truck traffic on US 31W during I-65 closures was considered in the conceptual alternatives. Tom responded that it is not feasible to consider impacts from such infrequent occurrences as interstate closures. Another question was how tractor-trailer U-turns could be provided in sections where the median is recommended for closure. Brian Aldridge responded that mid-block truck U-turns would not be desirable. In the section north of Elizabethtown, businesses that require truck access would maintain at least one median opening and such openings would have deceleration lanes. In the North Elizabethtown district, the existing dual center turn lanes plus outer shoulder should provide adequate width for U-turns.

The next advisory committee meeting is scheduled for April 2006. A public meeting will be held on Thursday March 2, 2006 from 5:00 – 7:00 PM in the cafeteria of Bluegrass Middle School.