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## Meeting Summary

Subject: US 31W Access Management Study  
Public Meeting

Date: March 2, 2006

The first Public Meeting for the US 31W Access Management Study was held on March 2, 2006 from 5:00 – 7:00 PM at Bluegrass Middle School in Radcliff. The following team members were in attendance:

Patty Dunaway	Kentucky Transportation Cabinet
Gary Raymer	Kentucky Transportation Cabinet
Barry House	Kentucky Transportation Cabinet
Mike Skaggs	Lincoln Trail Area Development District
Tom Creasey	American Consulting Engineers, PLC
Brian Aldridge	American Consulting Engineers, PLC

Approximately 30 citizens attended the meeting. Copies of the sign-in sheets are included in **Appendix A**. Study brochures, blank business surveys, and a comment sheet were provided as handouts. The completed comment sheets are included in **Appendix B**.

Tom Creasey gave a formal presentation at 5:30 PM, a copy of which is included in **Appendix C**. The presentation began with a brief summary of the study, with Tom indicating 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 following definition for access management was provided:

*The process of balancing the competing needs of traffic movement and land access. The goal is to provide necessary access for land development while preserving safe operation and mobility along the highway.*

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
- Major urban areas – Elizabethtown, Radcliff, Ft. Knox

Graphics depicting the density of access points, crash histories and critical rate factors (CRF), and average daily traffic (ADT) volumes along the corridor were presented. Traffic volumes along US 31W range from 3,700 vehicles per day south of Elizabethtown to over 42,000 vehicles per day north of the US 31W Bypass in Elizabethtown. There are approximately 1,200 access points in the study corridor, with the South Elizabethtown having the highest density (60 access points per mile.) There were 4,745 reported crashes between January 1, 1999 and December 31, 2004; analysis of these crashes suggests that approximately two-thirds may be related to issues that can be addressed through access management.

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.

Tom presented some conceptual alternatives that have been developed to address some of the current access-related deficiencies along US 31W. These included the following projects:

- Eliminate/combine median openings
  - KY 447 (South Wilson Rd) to KY 1815 (East Lincoln Trail)
- Non-traversable median
  - KY 1600 (Cardinal Drive) to KY 447 (South Wilson Road)
- Driveway consolidation
  - Northbound approach to KY 1815 (East Lincoln Trail)
- Frontage-backage roads

- No specific locations
- Traffic signal removal
  - US 31W at Old Wal-Mart (Lakeshore Plaza)
- Right turn lanes/improve curb radii
  - KY 61 (N. Mulberry St) to KY 1357 (St. John Rd)

One additional public meeting will be held he summer of 2006. The date and location will be advertised in advance of the meeting.