



AMERICAN CONSULTING ENGINEERS, PLC
10400 Linn Station Road, Suite 211
Louisville, Kentucky 40223-3839
502.339.9663 • Fax 502.339.9664
www.ace-plc.com

Meeting Summary

Subject: US 31W Access Management Study
Advisory Group Meeting # 3

Date: April 12, 2006

The third Study Advisory Team Meeting for the US 31W Access Management Study was held on April 12, 2006 at the KYTC District 4 office in Elizabethtown. The following team members were in attendance:

Murray Wanner	City of Radcliff, Public Works
Harold Brown	City of Radcliff, Public Works
Chris Hunsinger	Hardin County Planning & Development
Joe Yates	Ft. Knox, Environmental Management Division
Patty Dunaway	Kentucky Transportation Cabinet-District 4
Barry House	Kentucky Transportation Cabinet
Jon Ballard	Elizabethtown Independent Schools
Sam Clements	Transit Authority of Central Kentucky
Mike Skaggs	Lincoln Trail Area Development District
Tom Creasey	American Consulting Engineers, PLC
Elisabetta Wilkinson	American Consulting Engineers, PLC

This meeting was held in conjunction with the Radcliff-Elizabethtown Metropolitan Planning Organization (MPO), Transit Authority Central Kentucky (TACK), Technical Advisory Committee (TAC).

After brief introductions from Chairman Murray and a review of the minutes from the February 8, 2006 meeting, Tom Creasey, project manager for the US 31W Access Management Study, began his presentation.

Tom reviewed the project schedule and progress to date. He pointed out that the study was on track and was scheduled to be completed by the end of August, 2006.

Tom discussed the public meeting that was held on March 2, 2006. He noted that approximately 30 citizens attended and that there was a considerable amount of interaction with the attendees during the presentation and Question-and-Answer session.

The results of the business survey were presented. Tom noted that about 250 questionnaires were distributed between December 2005 and January 2006 with 99 responses (about 40%). In addition to the numerical results, individual comments were included. The results also will be provided on the project Web site.

Tom presented a framework for developing access management strategies. The process will involve:

1. Identifying needs and deficiencies
2. Developing concepts
3. Developing strategies, programs and conceptual problems

with three categories of access management actions:

- Strategies
- Programs
- Conceptual project

The strategies would have global benefits, for example a better timing in the traffic lights that reduces congestion and delay. This work typically would be done by the Kentucky Transportation Cabinet.

Individual access management programs would most likely involve participation by the general public. This participation would be voluntary and should include incentives. Establishment of funding pools for these actions would be necessary and memoranda of agreement may be required. Examples programs include driveway turn radii improvements, driveway consolidation, cross site access, elimination of median openings, and access drive delineation. For each of these types of improvements, design guidelines would be established.

Barry House asked if any other states were doing this. Tom was not aware of any specific examples, but cited that these would be very good examples of the “public-private partnership” concept.

Tom discussed specific conceptual concepts.. These included discussion of building non-traversable medians with designated openings on the section from Ring Road to KY 1600 and in Radcliff from Spring Street to Knox Boulevard. Projects to enhance interconnectivity were discussed, specifically the connection of Towne Mall to Veterans Way and at Lakeshore Plaza, where connectivity to the Cott Beverage plant to the north could be provided to improve truck access and safety.

At the intersection of US 31W at KY 84, the data show a high percentage of angle collision accidents. A preliminary recommendation was made to improve the alignment and definition of the intersection.

The intersection of US 31W and KY 222 has a heavy truck movements with encroachment in the opposite lane as trucks are exiting onto US 31W. Two preliminary recommendations made are to improve the turn radii at access drives to the Pilot station and extend the southbound turn lane to the KY 222 intersection, where it would serve as a storage lane for trucks.

For both of these intersections, the Cabinet has previously targeted them for improvement using HES funds.

Between Wal-Mart Dr., Starlite Center Dr. and Towne Dr. there are three traffic lights within 1,100 feet. It is suggested that the center signal, at Starlite Drive, be removed because there is relatively little turning activity at this location. The removal would include construction of a raised median through this intersection and conversion of the side street approaches (both east and west sides of the road) to right-in/right-out access. More study will be required to determine the feasibility of this improvement.

Another recommended project is a "Road Diet" (converting a four-lane, undivided section to a three-lane section) from KY 1136 (New Glendale Rd) to KY 1357 (St. John Road). The Cabinet already had identified the section north of Town Square as a candidate for the Road Diet and the recommendation was made to extend this improvement to the south. A high volume of traffic in some parts of the road make it difficult to turn right or left. The center turn lane would help alleviate this problem in part. Tom pointed out that the Road Diet should be applied in combination with a driveway radius improvement program to make traffic flow smoother and safer through this section.

Chris Hunsinger (Hardin County Planning & Development) asked if it could be possible to have intelligent traffic light timing. Patty answered that actually three sections of US 31W already have synchronized lights, but they are expensive and difficult to maintain because of limited support in maintaining the signals from the Central Office.

The upcoming workshop was discussed briefly. Plans will be made in the near future as to the intended audience, agenda, and speakers.