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Meeting Summary

Subject: US 31W Access Management Study
Public Meeting

Date: September 7, 2006

The second and final Public Meeting for the US 31W Access Management Study was held on September 7, 2006 from 5:00 – 7:00 PM at Elizabethtown Community College in Elizabethtown. The following team members were in attendance:

Patty Dunaway	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 12 citizens attended the meeting. Copies of the sign-in sheets are included in **Appendix A**. Study brochures, maps depicting recommended projects, and a comment sheet were provided as handouts. The handout (without the study brochure) is found 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

Several graphics that were presented at the first public meeting were shown again. These included 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.

Eighteen potential retrofit projects were presented to address some of the current access-related deficiencies along US 31W. These included the following projects:

ID	Action
1	Eliminate/Combine Median Openings - Pear Orchard Road (Elizabethtown) to East Spring Street (Radcliff)
1a	Construct Turn Lanes at Remaining Openings - Pear Orchard Road (Elizabethtown) to East Spring Street
2	Eliminate Traffic Signals - Starlite Center Drive
3	Intersection Improvements - KY 84/Citgo station
4	Intersection Improvements - KY 222/Pilot station
5	Driveway Consolidation/Cross Site Access – US 31W South of East Lincoln Trail
6	Construct Non-Traversable Median from Cardinal Drive (KY 1600) to S. Wilson Road (KY 447)
7	Intersection Improvements - Add Turn Lanes (at KY 434)
8	Traffic Signal Timing Optimization (Not shown)
9	Driveway Turning Radius Improvements - South Elizabethtown District
10	Construct Non-Traversable Median from Spring Street to Knox Boulevard (KY 2214), Radcliff
11	Build Interconnecting Roadway(s) - West of Towne Mall
12	"Road Diet" (Convert from 4-Lane Undivided to 3-Lane Divided) – St. John Road (KY 1357) to New Glendale Road
13	Access Drive Delineation - South Elizabethtown
14	Access Drive Delineation - Muldraugh (east side only - West Mabel Street to KY 1638/KY 868)
15	Driveway Consolidation/Cross Site Access – Between Knox Blvd. and Redmar Blvd., Radcliff
16	Build Interconnecting Roadway(s) - old Wal-Mart to Cott Beverage
17	Establish Auto Staging Area - front of old Wal-Mart

Planning-level cost estimates were developed for each alternative presented. A priority ranking was then assigned to each option that considered factors such as cost, anticipated benefits, impacts, and community equity. Priorities are in terms of the recommended timeframe for implementation, with high being 0 – 3 years, medium 4 – 7 years, and low 7+ years. Costs and suggested priorities are included in handout found in **Appendix B**.

Tom discussed the development of the Access Management Plan for US 31W. He indicated that this study provides a foundation and overall framework for the plan, and formal adoption by the MPO and implementation by the local jurisdictions would be required. Individual plans could also be implemented within each jurisdiction. The plan components should be consistent with the recommendations set forth in Kentucky's access management program. This includes the access classification system, access management standards, disposition of non-conforming access, and implementation.

After the presentation, study team members were available to answer questions and discuss the recommended projects with the attendees. The meeting ended at 7:00 PM.