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Meeting Summary

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

Date: November 29, 2005

The first Study Advisory Team Meeting for the US 31W Access Management Study was held on October 12, 2005 at the Lincoln Trail Area Development District in Elizabethtown. The following team members were in attendance:

Robert Bush	City of Elizabethtown, Engineering
Edward Poppe	City of Elizabethtown, Planning & Development
Murray Wanner	City of Radcliff, Public Works
Harold Brown	City of Radcliff, Public Works
Jonathan Ballard	Elizabethtown City Schools
Joe Yates	Ft. Knox
Chris Hunsinger	Hardin County Planning
Larry Fohl	Hardin County Schools
Patty Dunnaway	Kentucky Transportation Cabinet – District 4
Willie Wells	Radcliff Police
Barry House	Kentucky Transportation Cabinet
Mike Skaggs	Lincoln Trail Area Development District
Tom Creasey	American Consulting Engineers, PLC
Brian Aldridge	American Consulting Engineers, PLC

After brief introductions, Tom Creasey gave an overview of the study. 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. A video produced by the Federal Highway Administration was shown that discussed the definition of access management and applications of effective access management. Access management can be defined as a “*set of techniques used to manage access to highways, major arterials and other roadways that are designed to increase capacity, manage congestion, and reduce crashes.*”

After the video, Tom discussed some of the existing conditions along US 31W. 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

Data collection efforts to date included the collection of existing access points (i.e. curb cuts and/or driveways) throughout the corridor using Global Positioning System (GPS) devices. Nearly 1,200 access points were identified and mapped, and the resultant mapping was used to determine the density of access points in each of the five study corridors:

- West Point – Muldraugh: 7 access points per mile
- Radcliff: 41 access points per mile
- North Elizabethtown: 44 access points per mile
- South Elizabethtown: 60 access points per mile
- Sonora – Upton: 20 access points per mile

Tom presented the results of the preliminary traffic analyses. Volume-to-Service Flow (VSF) ratios were calculated for each segment of US 31W. The VSF ratio is calculated by dividing the peak hour traffic flow by the roadway's calculated capacity. The results of this analysis suggest portions of US 31W in Elizabethtown and Radcliff are currently congested.

The results of the preliminary crash analyses were also presented. These analyses included all reported crashes between January 1, 1999 and December 31, 2004. The following findings were presented:

- 4,745 reported crashes
 - 16 Fatal crashes
 - 989 Injury crashes
 - 3,740 Property Damage Only (PDO) crashes
- About 2/3 of all crashes can be related to issues that can be addressed through effective access management
- Segments in Radcliff, Elizabethtown, and between Sonora and Upton have been identified as high crash areas

It was noted that this study consists of several different elements. These include the definition of existing conditions, identification of deficiencies and future conditions, development of retrofit projects, development of an access management plan, and public involvement. Tom mentioned this meeting is the first step in the public involvement plan. A study brochure is currently under development, and a business survey will be distributed in the coming months. Public meetings are tentatively scheduled for early 2006 and next summer.

At the conclusion of the presentation, Tom opened the floor for discussion. One question that arose was how the access management plan could be applied throughout Hardin and Meade Counties. Tom responded that the access management plan would

be specific to the US 31W corridor, but that component recommendations from the plan could be adopted for other facilities.

Another question arose concerning public and business acceptance of access management projects. Tom responded that public involvement, local and state agency coordination, and stakeholder (particularly business) outreach would be vital to the success of the study. Educating the public on the need for and benefits of access management will help ensure effective and desirable recommendations are developed. Barry House noted that this is a pilot study for the Kentucky Transportation Cabinet, and that if successful, similar projects may be conducted in the future. The US 27 Bypass in Somerset was cited as a successful example of a project where access management principles were applied with positive results.