

Appendix F – Public Engagement

US 62 Corridor Planning Study

Hardin County, KY
May 19, 2023

US 62 Local Elected Officials / Stakeholders Meeting #1

10:00 AM Tuesday, December 13th, 2022 | Elizabethtown Tourism & Convention Bureau & Microsoft Teams

Attendees

Name	Representing	Email
Kevin Blain	KYTC District 4	Kevin.Blain@ky.gov
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Dave Heil*	KYTC Central Office	Dave.heil@ky.gov
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Brad Patterson	Hardin County Schools	Brad.Patterson@hardin.kyschools.us
Rene Sullivan	Heartland Mini Golf	renesullivan@outlook.com
Travis Gay	EIS	Travis.Gay@etown.kyschools.us
Travis Thompson	HDR	travis.alan.thompson@hdrinc.com
Ed Poppe	City of Elizabethtown	ed.poppe@elizabethtownky.gov
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Mike Skaggs*	Lincoln Trail ADD/Radcliff-	muskaggs@ltadd.org
Nikki McCamish*	-	-
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Brad Miles*	-	-

*Indicates attendance via MS Teams

Introduction

The meeting started with Kevin Blain, KYTC District 4 Project Manager, introducing the purpose of the meeting, which was to obtain feedback from the elected officials and stakeholders on the existing conditions of the US 62 study corridor. The study is in its early stages, and it is an important tool to help program funds in the next Highway Plan. Introductions were given for each in-person attendee and the online participants.

Jonathan West, HDR, introduced the project in more detail, including the study limits, which start at Brook Street (milepoint 18.839) and end east of I-65 at Gregory Street (milepoint 20.560). The study area can be broken up into two sections with the first being from Brook Street to Ring Road (KY 3005), and the second being from Ring Road to Gregory Street, including the I-65 interchange. This natural breakpoint at Ring Road (KY 3005) exists because it is approximately in the middle of the study area. This study will develop improvements to US 62 that accommodate anticipated growth along the corridor and in Hardin County. Studying this corridor will allow the project to get ahead of anticipated development.

Study objective and goals were discussed. Corridor limitations/constraints were reviewed, including the CSX railroad underpass and the I-65 interchange. Kentucky's 2022 – 2028 Enacted Highway Plan (Highway Plan) identifies design funds in FY 2023. The study schedule was shown to stakeholders, and it is anticipated that this study will wrap up just before the Design phase begins. Stakeholders will be engaged throughout this process with a second stakeholder meeting being held after improvement concepts are developed and an online-survey will be made available to the public.

Existing Conditions

Travis Thompson presented the existing conditions of the US 62 corridor. Before the data was presented, an online poll was conducted asking the stakeholders: "What are your most important issues with US 62?" Traffic Congestion, safety, and the lack of pedestrian/bicycle facilities were the top three issues provided by the stakeholders. An opportunity was given for the group to write in any other issues they would like to include. Four comments concerning aesthetics and beautification of the corridor were received. The full online poll output is attached to these meeting minutes.

Previous Studies and Planned Projects

Relevant previous studies and planned projects were discussed. Past studies, including the East Elizabethtown Connectivity Study (EECS) were reviewed. Projects identified as part of the EECS within the US 62 study area will be further investigated. Below are projects that were discussed.

- Extension of Commerce Drive (City of Elizabethtown Project)
 - Comment from Kevin Blain: Commerce Drive will also likely be prioritized at the southern end near US 31W in the next Highway Plan. Access to US 62 could change dramatically in the next couple of years with the Commerce Drive extension project.
 - Comment from Ed Poppe: Commerce Drive Extension (northern part) is on hold at this time, while additional feasibility studies are being conducted for a possible amphitheater.
- Elizabethtown Trail Master Plan

- Comments from Ed Poppe: Trail will be built in phases, plans should be complete first quarter next year, with construction letting in the second quarter.
- Question: Will there be a pedestrian crossing on US 62 with this trail? Will be looking at improvements at the Speedway? This project can look at the best crossing location for the trail. An overhead trail bridge across US 62 has been discussed. Will depend on the timing of these projects.
- Kevin provided a summary of current Highway Plan Projects near US 62. This summary is below.
 - Roundabouts – Two mini roundabouts have already been constructed. Ultimately will have 10 more roundabouts that will start construction in the spring. At the US 31W Bypass and New Glendale Road (KY 1136) intersection a full-size roundabout will be constructed. Two roundabouts adjacent to the corridor – Josale Drive/Dolphin Drive and Commerce Drive/Executive Drive, will also be constructed next year.
 - Roundabouts could be a treatment on this corridor, as well as Reduced Conflict U-Turns (RCUTs) (like on US 31W). Crash data on those corridors has shown a decrease in crashes, especially in angle and injury crashes.
 - Question: Is St. John Road (KY 1357) still being constructed? Yes, but has been delayed due to material availability for utility construction.
 - Comment from KYTC: US 62 going out of town (Item Number 4-442.00) to Boston is also in the Highway Plan with no funds. Nothing has happened with that project in several years but is important to consider with this project as growth continues to occur east of I-65.

Geometrics

Existing US 62 roadway geometrics were briefly discussed. The speed limit on US 62 is 35mph in the far western four-lane undivided highway area, and 45mph the rest of the study area. Roadway lighting is present by permit. The corridor contains a fairly wide right-of-way, that east of the four-lane divided section ranges from 160 feet to 195 feet wide. There are 81 total access points in the 1.7 mile study area, including 6 signalized intersection. Access control outside of the I-65 interchange is by permit. At I-65 access is fully controlled.

Pedestrian and Bicycle Activity

Pedestrian and Bicycle usage was discussed. The estimated number of users was obtained from Streetlight data and presented to the stakeholders to see if they observe similar usage. Gaps in the sidewalk system were discussed and the observation of worn walking paths along the roadside indicating usage. An online poll was conducted to ask the stakeholders if the information presented on pedestrian and cyclist activity matches their observations. 78% of respondents said yes.

- Comment: There are lots of buses at fast food restaurants and students run across the street to other restaurants.
- Comment: Pedestrian traffic originates from hotels on the north side of US 62 for people to get to the Shoney's on the south side.
- Comment: The Speedway intersection (across from Commerce Drive) is extremely dangerous.
- Comment: Sometimes pedestrians stop in the turn lanes because they can't walk across US 62 in one traffic signal cycle.
- Comment: Pedestrians are observed walking under the CSX railroad bridge.
 - Observing that they might be traveling from hotels to Walgreens or Kroger.

- People walking to work at the restaurants.
- No sidewalks are present at the approaches to the CSX railroad bridge so people walk in the grass.
- Also observed a drainage issue – this is usually when the drain gets clogged with debris otherwise functions well.
- Question: Is it possible to widen the CSX railroad bridge? There are lots of design issues with the railroad that would need to be overcome, such as meeting minimum clearances under the railroad, operations of the railroad facility while under construction, and general coordination with them.
- Not as much bicyclist activity was observed by the stakeholders.
- Comments received include: Recreational cyclists are typically closer into town. Cyclist may be motivated to stay away from the area due to lack of infrastructure. Those cycling may be going to work at the restaurants. There are lots of recreational cyclist at Buffalo Lake. Need to consider how tourist use the trail and interact within the corridor (bikers, visiting sports teams waling to facilities, etc.)
- Question: Is there an alternative to tunnel under the railroad?

Corridor Conditions

Pictures of the corridor, including turn lanes, numerous access points, and the I-65 interchange were shown to the stakeholders and questions and comments were taken.

- Turn lane needs at the I-65 interchange will be analyzed.
- Kevin asked the group: Regarding the I-65 southbound ramp to Buffalo Creek Drive auxiliary lane – converting the interchange to a Single Point Urban Interchange (SPUI) like the one being constructed in Glendale, or the one at US 31W Bypass and KY 361 (Patriot Parkway), would create space from the intersection at Buffalo Creek to the ramp. We could also investigate constructing an interchange that is a dog bone roundabout. Any thoughts? No responses from the attendees were given.
- Comment: Buffalo Creek Drive is one of the largest issues of all intersections on the corridor. Traffic turning onto Buffalo Creek Drive is regular all day, but especially during peak times. Traffic turning left must wait for the left turn signal at peak times, and it backs up significantly.
- Comment: When there is a crash on US 62 (east of the interchange) there is no direct alternate route to the west side of the interchange. It's the only way for people on Upper Colesburg to easily access downtown Elizabethtown.
- Comment: Easy access for commercial businesses was also mentioned. On the US 31W project, the project team communicated heavily with business owners. All traffic signals are timed to move US 62 through traffic, so side street waits can be very long. Traffic signals were removed with the US 31W project.
- Comment: The US 62 westbound to southbound I-65 turn lane is too short, especially with there being commercial development on the other side of the interchange with the potential to turn into another Buffalo Creek Drive area.
- Comment from Jonathan West: Traffic signals often increase crashes. There are innovative intersections that can address safety and congestion together.

Traffic

Travis presented existing traffic in the AM and PM peak hours, Average Annual Daily Traffic (AADT) volumes, and hourly directional speeds. The PM peak period experiences more traffic than the AM. Volumes tend to increase from west to east as you get closer to the I-65 interchange. Travel speeds appear to be influenced by the signalized intersections and the volume of traffic approaching the I-65 interchange. An online poll was conducted to ask the stakeholders if the information presented on traffic operations matches their observations. 100% of respondents said yes, with two respondents providing written responses.

- Comment from Kevin: With the number of hotels and restaurants in the area there is traffic almost all the time, including a mid-day rush.
- Question for the group: Do you observe a lot of excessive speeding? Responses are below.
 - East of the interchange the merge from two lanes to one slows vehicles down.
 - The curve at the end of the I-65 southbound exit ramp experiences speeding, resulting in crashes.
 - Pawnee Drive and N. Main Street area (near car wash) experiences speeding.
 - US 62 in the study area is not a high speeding ticket area.
 - Speeding issues observed in the 35mph zone, especially west of Brook Street
 - More crashes are observed near the interchange
 - A question was asked if any speeding issues observed at the school? No responses given
 - The left turn from Panther Lane (outside the study area) onto US 62 backs up especially at afternoon dismissal and holds up buses.
 - There is not a sidewalk currently on Panther Lane. A lot of foot traffic on panther with lots of vehicular traffic. Even though this is outside the study area, maybe we can recommend more sidewalk access to the school.
- Question for the Group: does the information on traffic operations match what you see? Responses are below.
 - It is difficult to turn left out of some businesses, especially at the car wash and Walgreens. Motorist typically have to turn right onto US 62 then make a U-turn at the next intersection. It was noted by the presenters that this is similar to how RCUT's operate.
 - At the Tourism center there are lots of meetings and if 50+ people try to leave at the same time, it's almost impossible for them all to turn left at the same time. Many must turn right and later make a U-turn.

Safety

Travis presented historical crashes to the group. 2016 – 2020 crashes were used for this analysis, and 2021 crashes were reviewed. Seven crashes involving pedestrians were reported. An online poll was conducted to ask the stakeholders if the information presented on traffic operations matches their observations. 100% of respondents said yes.

A crash density heat map was presented. Crashes are most dense east of Ring Road with the Buffalo Creek Drive intersection being a hot spot. Another hot spot was the N. Main Street /car wash entrance area and the Dolphin Drive intersection. Fatal and Serious Injury crashes occur mostly at or near intersections.

- Question: Can converting the Dolphin Drive intersection to a full right-in, right-out be considered? Turning left into Dolphin Drive is impossible in the afternoon. Really bad crashes have been reported here. We can investigate the impacts to the Ring Road intersection if the left turn into Dolphin Drive is removed .
- Comment: A motorcyclist was killed in the eastern side of the study area by the White Castle/Denny's/Five Star entrance. Pedestrians crossing the interchange have been observed. There are pedestrians crossing US 62 just east of the interchange coming from hotels on the north to the Five Star Gas Station on the south side. The District has been working with the City to condense access points by permit east of the interchange as land is developed.
- Comment: Elevation change from the interchange to the Buffalo Creek Drive intersection may be a contributing factor to crashes occurring in the westbound direction of US 62 between the ramp and the Buffalo Creek intersection.

Crashes by time of day was presented. There is a mid-day peak in crashes observed that makes this corridor a little unique than other similar locations. A larger proportion of injury crashes were also reported during this mid-day peak. Intersection crash rates were also discussed, with the I-65 northbound ramp, Executive Drive, the I-65 southbound ramp, and N. Main Street having the highest crash rates.

Local Elected Officials / Stakeholder Improvement Option Priorities

After the existing conditions were presented, the stakeholders were asked one last question using the online polling. This being “What improvements do you feel need to be made to US 62? Respondents were given the opportunity to identify each improvement type they thought were needed. Below are the improvement types ranked by the percentage of attendees who selected the category.

1. Adding pedestrian facilities (88%)
2. Providing a gateway into Elizabethtown (82%)
3. Improving access management along the corridor (82%)
4. Improving the I-65 interchange (76%)
5. Adding aesthetics and landscaping (71%)
6. Improving the rail underpass (71%)
7. Intersection improvements that can be implemented in the near-term (59%)
8. Providing dedicated bicycle facilities (35%)
9. Improving traffic signal timing / operations throughout the corridor (18%)

Respondents were also given the opportunity to provide comments for improvements needed.

- Comment: Several years ago putting a sign up or painting the railroad overpass was investigated, but to do so the removal of lead-based paint would need to be paid for by an entity that isn't the railroad. It was not approved by the city council at the time. Tourism has investigated beautification for a “gateway” feel on US 62.

Next Steps

Kevin wrapped the meeting up by explaining the next steps to the study, including:

- Another meeting with this group once improvement concepts have been developed to get stakeholder feedback.
- A public survey and possibly a project website will be created for the general public to view study information and comment.

Attachments

- Meeting Sign-in Sheets
- PowerPoint Presentation
- Poll Results

The meeting concluded at 11:35 AM ET.

US 62 Local Elected Officials / Stakeholders Meeting #2

10:00 AM Thursday, March 9, 2023 | Elizabethtown
Tourism & Convention Bureau

Attendees

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Riley Baird	KYTC District 4	Riley.baird@ky.gov
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Mark Malone	E-Town Fire Department	Mark.malone@elizabethtownky.gov
Joe Reverman	Elizabethtown Planning	Joe.reverman@elizabethtownky.gov
Amy Inman	City of Elizabethtown	Amy.inman@elizabethtownky.gov
Jeff Gregory	City of Elizabethtown	Jeff.gregory@elizabethtownky.gov
Chris Denham	Elizabethtown Police Department	Chris.denham@elizabethtownky.gov
Ben Stuecker	Elizabethtown Independent School	Ben.stuecker@etown.kyshools.us
Julia Springsteen	Elizabethtown City Council	Julia.springsteen@elizabethtownky.gov
Jessica Russo	Elizabethtown Tourism	jrusso@touretown.com
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Henry Greenwell	Newcomb Oil Co.	henryg@newcomboil.com
Jonathan West	HDR	jonathan.west@hdrinc.com
Travis Thompson	HDR	travis.alan.thompson@hdrinc.com
Elizabeth Farc	WSP	Elizabeth.farc@wsp.com
Anne Warnick	WSP	Anne.warnick@wsp.com

Introduction

The meeting started with Jonathan West, HDR, and Kevin Blain, KYTC District 4 Project Manager, introducing the purpose of the meeting, which was to obtain feedback from the elected officials and stakeholders on the US 62 Corridor Study concepts that were developed. Introductions were given for each attendee.

Jonathan West, HDR, introduced the project in more detail, including the study limits, which start at Brook Street (milepoint 18.839) and end east of I-65 at Gregory Street (milepoint 20.560). The study objective was presented. An overview of where the study currently stands in the overall schedule was

given, with the final report expected at the end of May 2023. The next steps were presented, including the Public Survey, which is to be opened in mid-March, and the final project team meeting to be in early April.

The introduction wrapped up by giving a brief overview of each concept developed and describing to the attendees they can provide comments on a paper questionnaire and by writing/marketing up paper concepts laid out on tables in the meeting room. The presentation ended and attendees began reviewing the concept plans.

Concepts Presented

Roll plots were laid out on tables in the meeting room. Each attendee was given a paper questionnaire to complete and return to the project team. Attendees were also given the opportunity to provide written comments on the paper roll plans. Below is a description of the concepts presented at this meeting.

US 62 Corridor-wide Concepts

- Concept 1 – Restricted Crossing U-Turn (RCUT) Corridor with existing depressed median and shoulders
 - This concept keeps 12-foot wide travel lanes and full width paved outside shoulders.
 - Access is managed by retaining the existing depressed median and by providing RCUTS in the corridor.
 - Pedestrians and bicyclists are accommodated.
- Concept 2 – RCUT Corridor with raised median and shoulders
 - This concept narrows the travel lanes to 11-foot wide and retains the full paved outside shoulder width.
 - Access is managed by adding a raised grass median and by providing RCUTS in the corridor.
 - Pedestrians and bicyclists are accommodated.
- Concept 3 – RCUT Corridor with raised median and curb and gutter
 - This concept narrows the travel lanes to 11-foot wide and uses curb and gutter.
 - Access is managed by adding a raised grass median and by providing RCUTS in the corridor.
 - Pedestrians and bicyclists are accommodated behind the curb and gutter.
- Concept 4 – Roundabout Corridor with raised median and curb and gutter
 - This concept narrows the travel lanes to 11-foot wide and uses curb and gutter.
 - Access is managed by adding a raised grass median and by providing roundabouts at key intersections in the corridor.
 - Pedestrians and bicyclists are accommodated behind the curb and gutter.

Pedestrian and Bicycle Accommodations

Two options were provided for each concept to accommodate pedestrians and cyclist.

- Option A – Provide a 10-foot wide shared use path (SUP) on the north side of US 62 and a 5-foot wide sidewalk on the south side of US 62.

- Option B – Provide a 10-foot wide SUP on both sides of US 62

Railroad Underpass Concepts

- Concept 1 – Provide a new railroad bridge that is wide enough to accommodate travel lanes and pedestrian/bicycle facilities underneath
- Concept 2 – Narrow the travel lanes and shoulder width in the existing structure to provide sidewalks

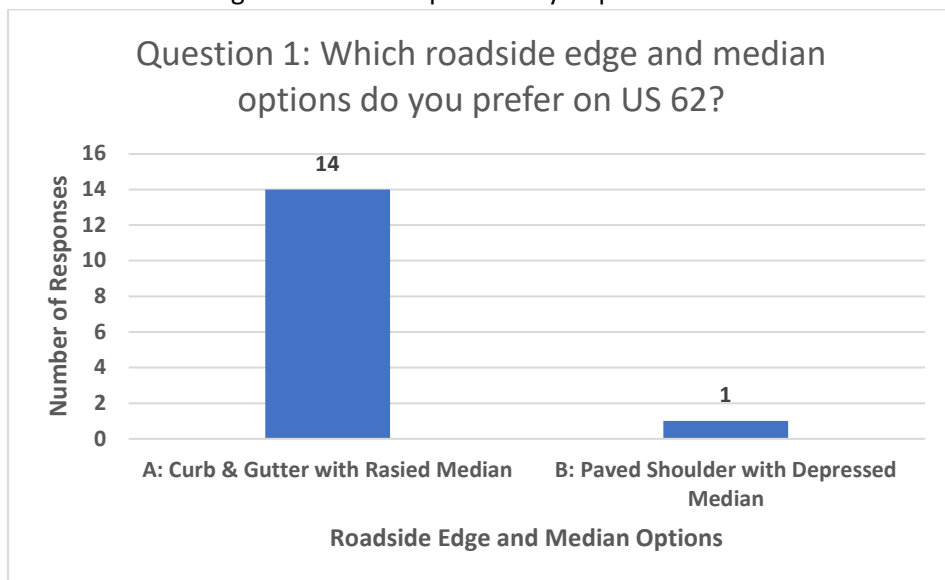
I-65 Interchange Concepts

- Concept 1 – Improve the existing diamond interchange
 - Provide appropriate storage and number of turning lanes
 - Repurposes the width across the I-65 bridge to provide pedestrian/bicycle accommodations
- Concept 2 – Single point urban interchange
 - Brings all ramps into a single point ovetop I-65
 - Requires a new bridge
 - Accommodates pedestrians/bicyclists
- Concept 3 – Diverging diamond interchange
 - Repurposes the width across the I-65 bridge to provide pedestrian/bicycle accommodations
- Concept 4 – Roundabout interchange
 - Ramp intersections are concerted to roundabouts
 - Repurposes the width across the I-65 bridge to provide pedestrian/bicycle accommodations

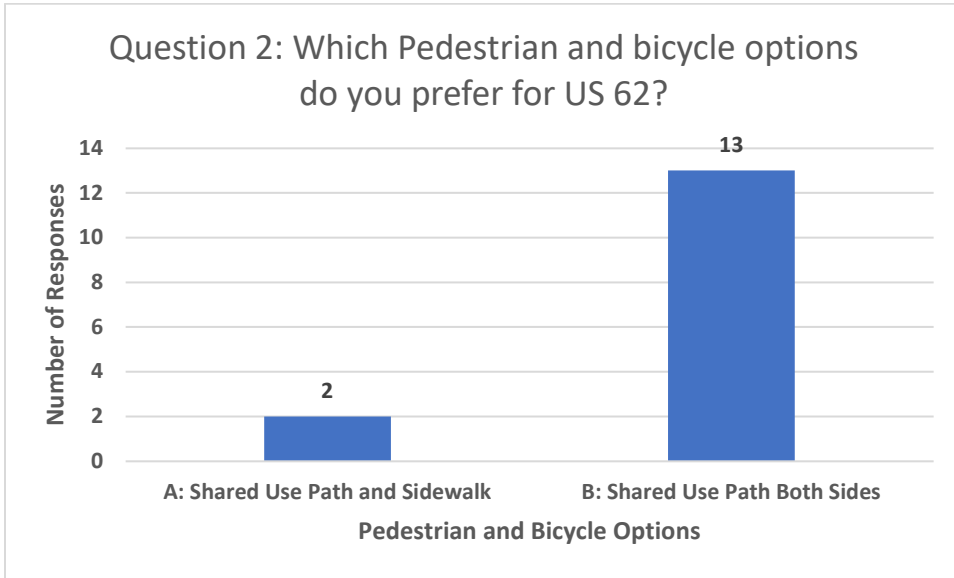
Questionnaire Results

Below are results of the questionnaire that was provided to each meeting attendee.

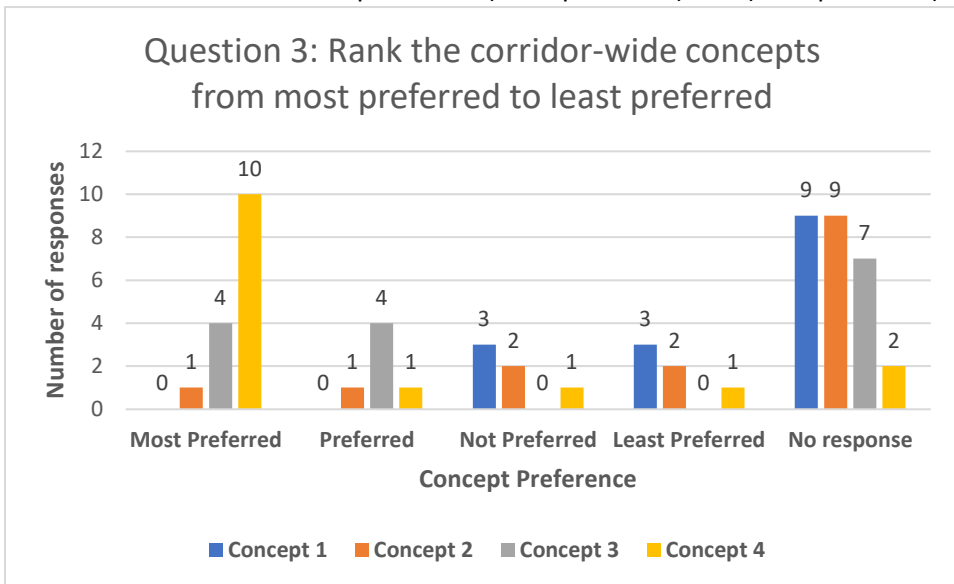
1. Which roadside edge and median options do you prefer for US 62?



2. Which pedestrian and bicycle options do you prefer for US 62?



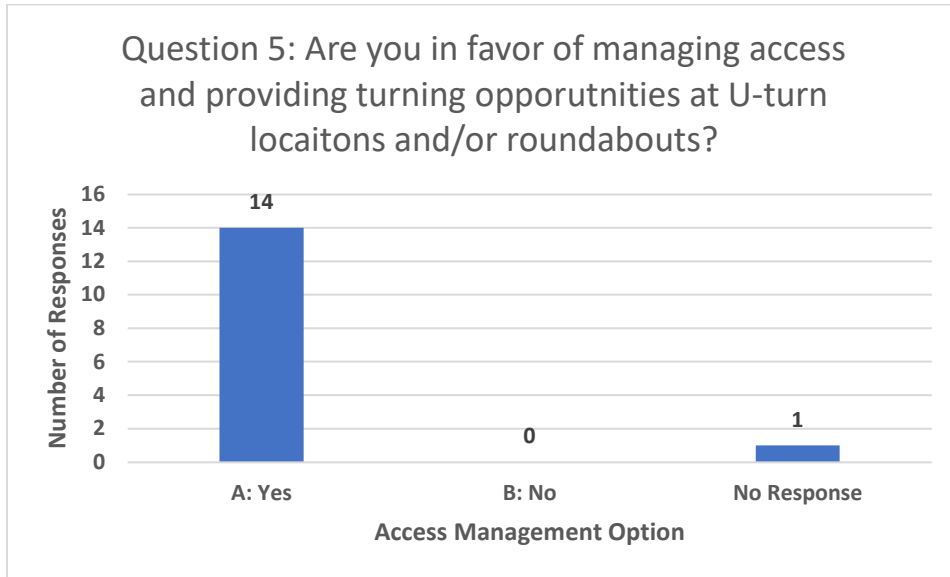
3. Rank the corridor-wide concepts from 1 (most preferred) to 4 (least preferred)



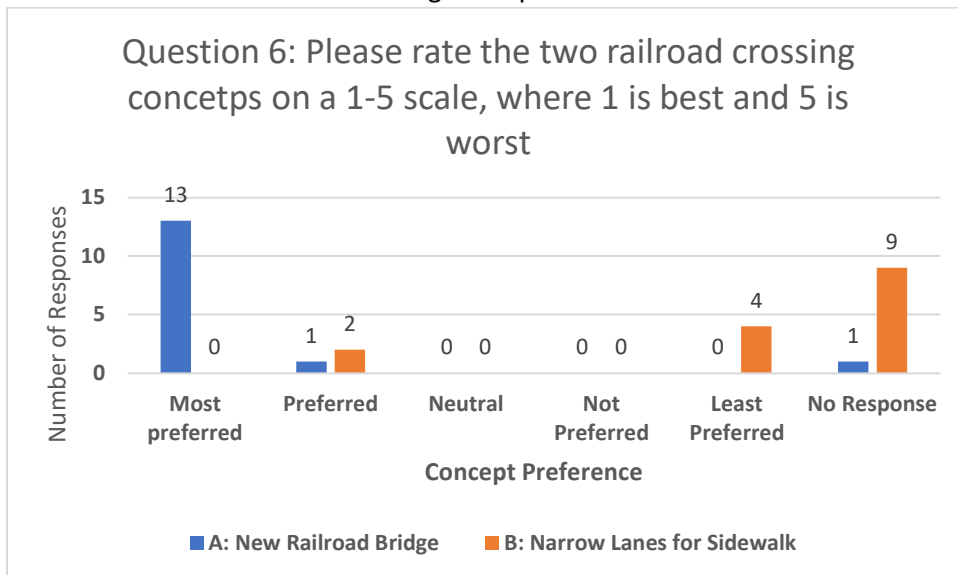
4. From question 3, why did you select the concepts as your preference/favorite?

- Curb and gutter is a must
- Raised medians could provide landscaping areas, would be more welcoming
- Roundabouts are more efficient and safer intersection type

5. Are you in favor of managing access (restricting left turns) and providing turning opportunities at U-turn locations and/or roundabouts?

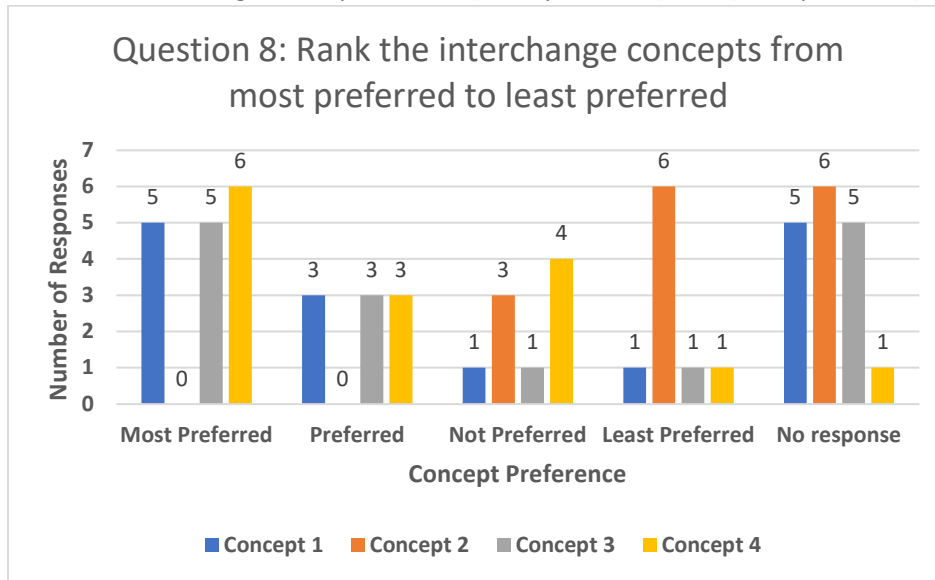


6. Please rate the two railroad crossing concepts on a 1-5 scale where 1 is best and 5 is worst.



7. From question 6, why did you select the concept as your preference/favorite?
- New bridge is better for pedestrian safety, more welcoming, a more longer-term solution
 - Consider a new pedestrian bridge
 - Narrowing the lanes seems less safe

8. Rank the interchange concepts from 1 (most preferred) to 4 (least preferred)



9. From question 8, why did you select the concept as your preference/favorite?

- Provide additional distance from interchange intersection to Buffalo Creek Rd.
- Roundabouts provide more efficient and safer movements

10. What other comments do you have?

- Prioritize bike/ped safety
- Provide a gateway into the city
- Raised medians will help support landscaping
- Factor in future fire station

Written Comments on Displays

Below is a summary of the written comments provided on the concept plans the attendees reviewed.

- What is the reduction in traffic signals in concept 2?
- Like the Buffalo Creek Road extension to be across from Commerce Drive.
- Can the medians be landscaped?
- How are peds crossing US 62 at Buffalo Creek Drive going to be accommodated?
- Need more storage length in the westbound left turn lane at Ring Road
- Consider providing an entrance to Indian Hills off of Ring Road
- Consider providing an opening in the median for left turns at the proposed fire station.
- Check drop offs in radii at French Street intersection
- Curb and gutter would be consistent with the curb and gutter west of the study area.
- Medley Lane – can gas stations entrances be combined?
- Consider adding a raised median and U-turn east of the interchange. Several crashes here
- Will the gas station entrance on the northeast corner of Buffalo Creek Dr. be a right-in, right-out?
- With a new railroad bridge is there room for a third lane in the future?
- Did we consider a pedestrian bridge over the railroad?

- Under the railroad bridge consider a barrier between the road and path.
- See if the RCUT could be moved further away from Pawnee Dr. to allow more room to switch lanes.

Next Steps

- Open up the Public Survey to review and input for two weeks
- Project team to meet one more time to compile the list of final concepts
- Submit US 62 Corridor Study Final Report

The meeting concluded at 11:35 AM ET.

US 62 Corridor Study

Improving safety, congestion, and access management along
US 62 in Elizabethtown, KY

A Kentucky Transportation Cabinet (KYTC) Planning Study - March 2023

March 13, 2023

Welcome!

The Kentucky Transportation Cabinet (KYTC) is performing a planning study to identify potential solutions to improve safety, congestion, and access management along U.S. Route 62 in Elizabethtown, Kentucky. The study area (shown below) extends from Brook Street to Gregory Street and includes the I-65 interchange. This study is evaluating multiple corridor-wide improvement concepts and will recommend those which KYTC may consider in future design phases.

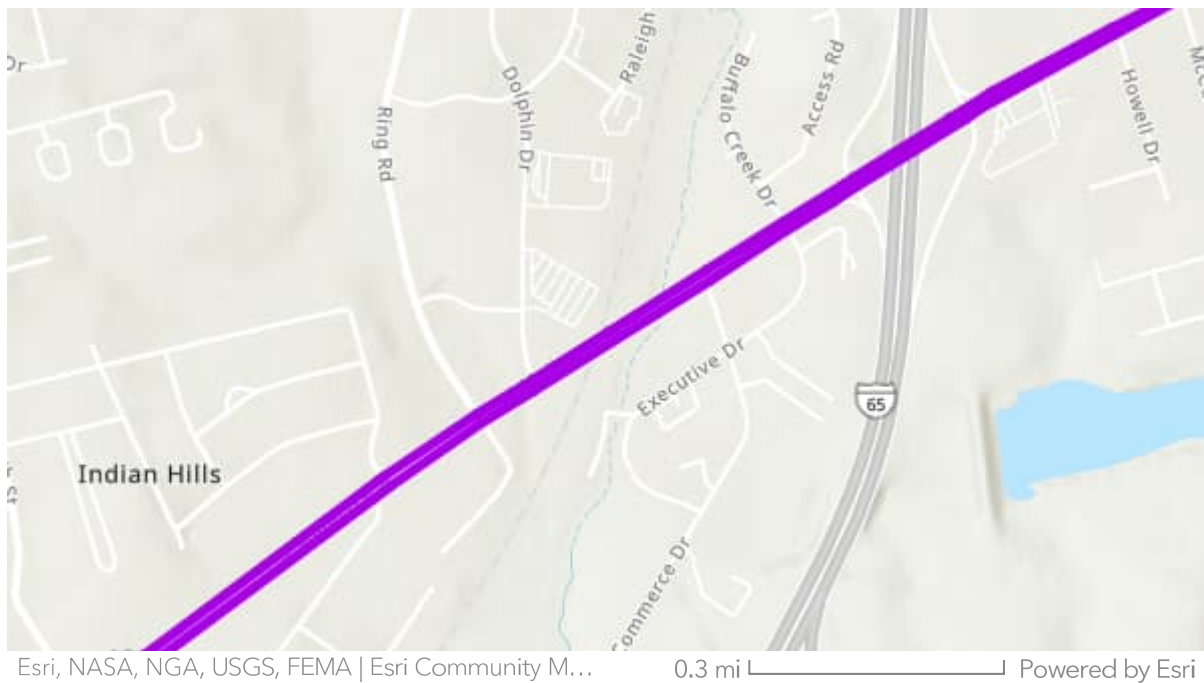
As part of the study, the project team would like to hear from the public about the proposed concepts for the corridor. The following information provides details about the study and includes five survey questions.

Scroll through to navigate the page. The tabs at the top of the screen can be used to go to a specific topic. Click on images to enlarge them or click on map buttons to interact with the maps.



Project Information

US 62 is a 4-lane divided highway with 12-foot wide travel lanes and a posted speed of 45 mph. The highway has 10-foot wide shoulders in part of the corridor with curb and gutter in the rest of the corridor. The highway is considered an urban minor arterial west of I-65 and an urban major collector east of I-65. In the 1.7 mile study area, there are 67 private driveway access points and 14 intersections (6 with traffic signals and 8 without traffic signals). There are also small segments of disconnected sidewalks and there are no bicycle facilities.



US 62 Study Area - Click to pan and zoom on the map

Traffic Analysis

The current Average Annual Daily Traffic (AADT) along the corridor ranges from 8,900 to 25,500 vehicles per day, with the highest volumes just to the west of the I-65 interchange. AM and PM peak hour traffic volumes at key study area intersections are shown on the map, along with the current peak hour Level of Service (LOS) for each signalized intersection.

LOS is an A through F measure of traffic operating conditions based on the average delay caused by traffic control devices (e.g., traffic signals) at each intersection. LOS A indicates free-flow conditions with little intersection delay and LOS F indicates over capacity conditions with very long delays and traffic queues. LOS C indicates some delay, but vehicles can get through a signal without waiting an entire cycle (i.e. everyone waiting gets through when the signal turns green).

Issues and Needs

What are the most significant issues or needs along the corridor?

1000

Survey Question 1 - Scroll to click Submit button

Proposed Corridor-Wide Potential Improvement Concepts

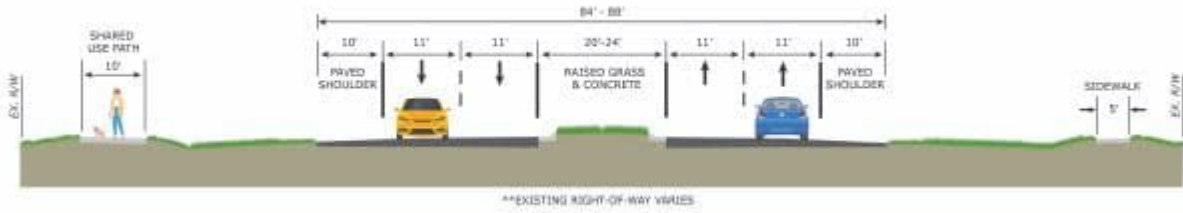
Potential proposed cross-sections for the study area are as follows:

The first cross section has two 11-foot wide travel lanes in each direction with 10-foot wide paved shoulders and a raised grass and concrete median. The second cross-section differs in that a curb and gutter would be constructed instead of paved shoulders. This second cross-section keeps the two 11-foot wide travel lanes and a raised grass and concrete median.

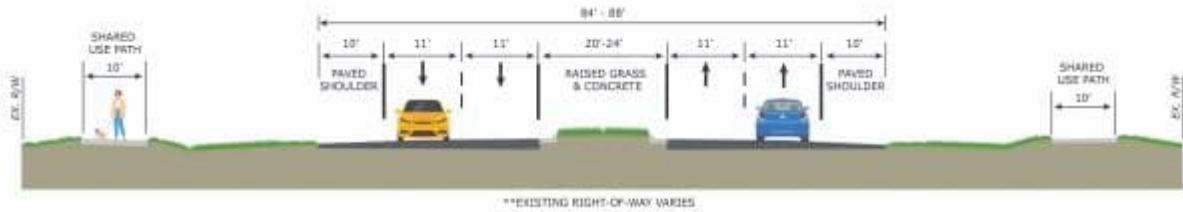
For both of those highway cross-sections, there are two options for bicycle and pedestrian facilities, one is a 10-foot wide shared use path on one side with a 5-foot wide sidewalk on the other (first image) and the other is a 10-foot wide shared use path on both sides of the road (second image).

The following illustrations show the different cross-section concepts.

Paved Shoulders

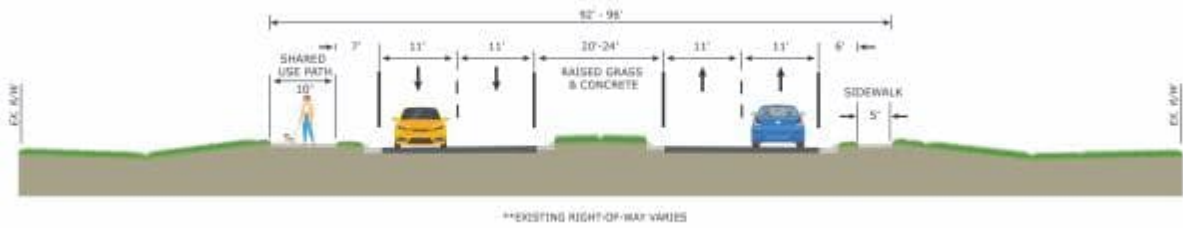


Sidewalk and Shared Use Path

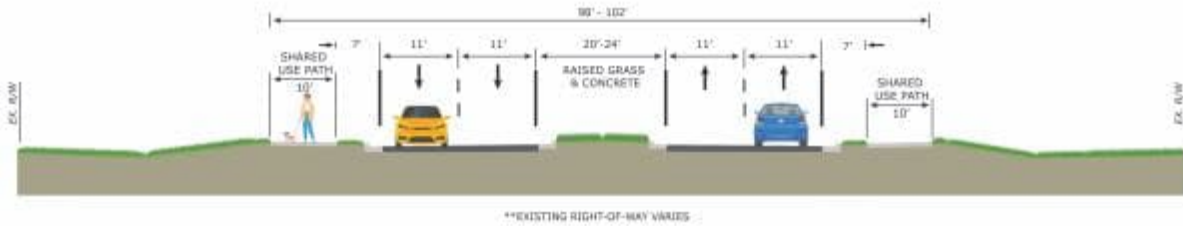


Two Shared Use Paths

Curb and Gutter



Sidewalk and Shared Use Path



Two Shared Use Paths

Corridor Cross-Section

Which corridor cross-section do you prefer?

Paved Shoulder

Curb and Gutter

Do you prefer the shared use path on one-side and sidewalk on the other (Option A) or the shared use path on both sides of the road (Option B)?

Survey Question 2 - Scroll to click Submit button

There are two concepts being considered to improve intersection operations and traffic flow. The paved shoulder and curb and gutter cross-section options from above are interchangeable with the two intersection treatments proposed below.

The first concept utilizes Reduced Conflict U-Turns (RCUTs) to reduce conflict points and signal delay and improve traffic flow through the corridor. RCUTs were recently constructed in Elizabethtown on US 31W, north of the US 62 study area. Examples from the US 31W project are available at [us31w.org](https://www.us31w.org).

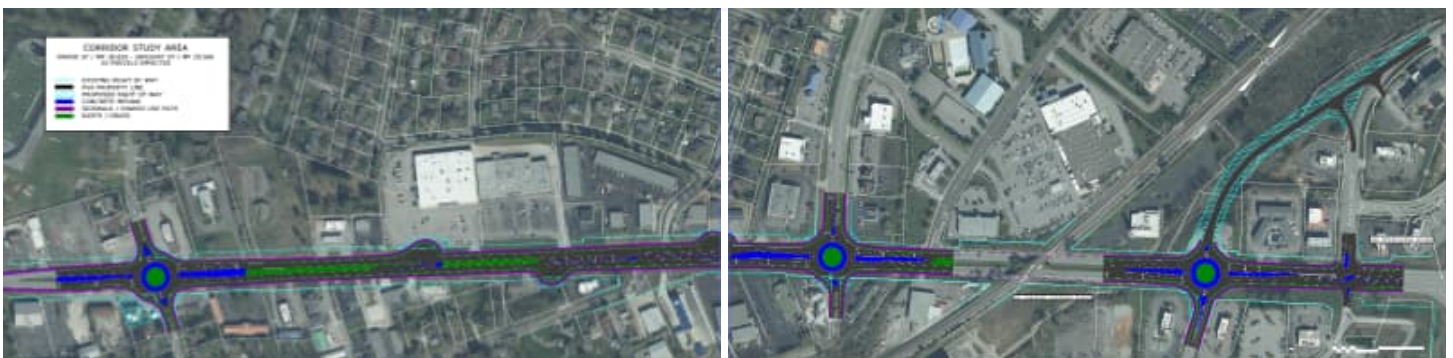
[Click here](#) to view the whole RCUT Corridor Concept in detail or scroll through the images below to view the corridor in sections.



RCUT Corridor Concept - Click image to enlarge

The second concept utilizes roundabouts to eliminate traffic signals along the corridor, improving safety and traffic flow.

[Click here](#) to view the whole Roundabout Corridor Concept in detail or scroll through the images below to view the corridor in sections.



Roundabout Corridor Concept - Click image to enlarge

Intersection Treatment

Which intersection treatment do you prefer?

RCUTs

Roundabouts

Comments

Survey Question 3 - Scroll to click Submit button

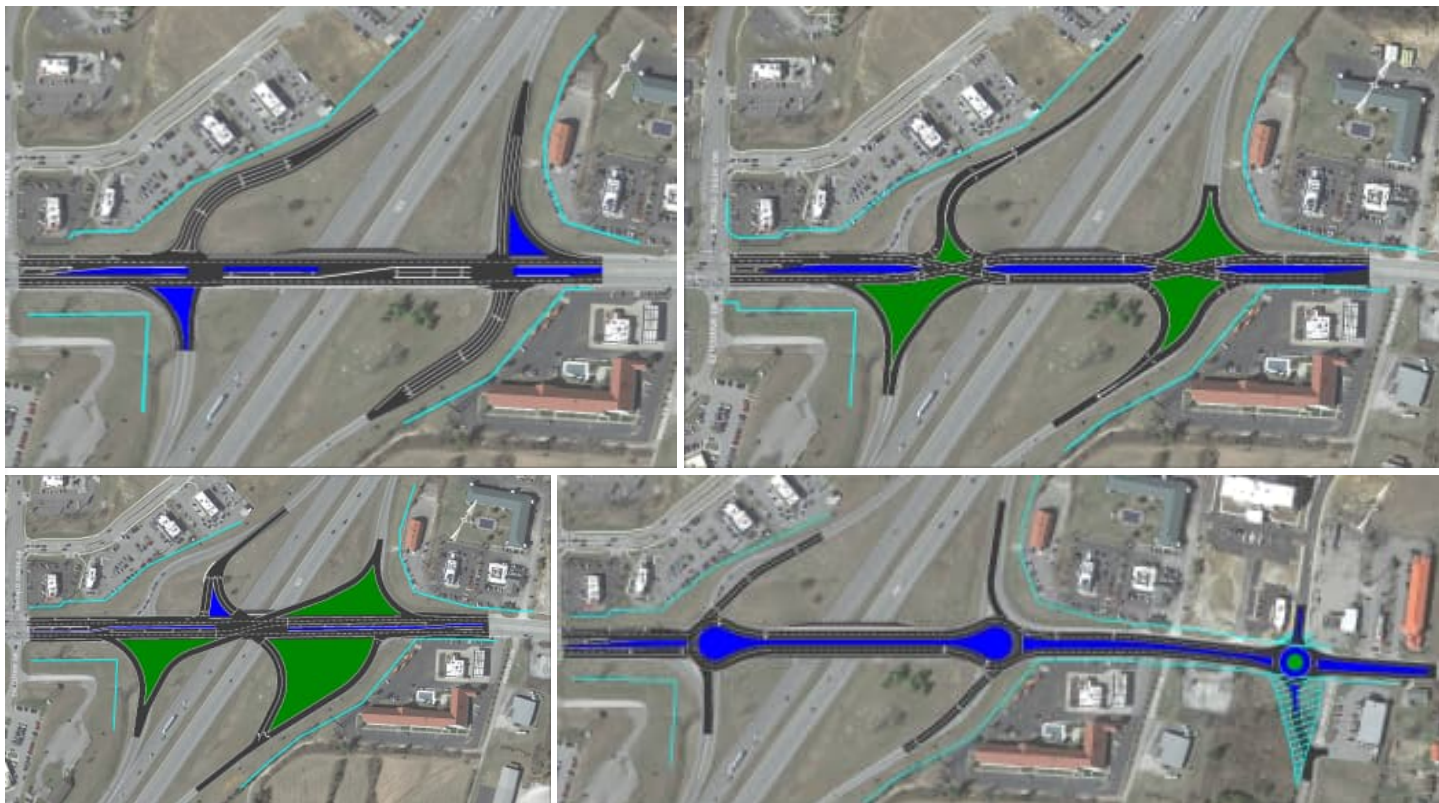
Interchange Concepts

The existing I-65 interchange is a standard diamond with traffic signals at both the northbound and southbound ramps. There are four concepts being considered for the interchange. Each of these concepts will look to provide pedestrian and bicycle accommodations across the interchange.

- **Concept 1** is an **improved diamond interchange** with additional turn lanes at each intersection. It utilizes the existing bridge.
- **Concept 2** is a **Single Point Urban Interchange (SPUI)** which consolidates the interchange to 1 signalized intersection and would require widening the bridge over I-65.
 - An example of this interchange type is the Elizabethtown Bypass at Rineyville Road/KY 361 interchange.
- **Concept 3** is a **Diverging Diamond Interchange** which could utilize the existing bridge.
 - The New Circle/Harrodsburg Road interchange in Lexington is an example of this style.

- **Concept 4** is a **roundabout interchange** which could utilize the existing bridge.
 - Roundabout style interchanges, also called dogbone interchanges, are under construction in northern and western Kentucky.

The following illustration shows the four different interchange concepts in the order listed above.



In order: Improved Diamond, SPUI, Diverging Diamond, and Roundabout Interchange Concepts

Interchange Concepts

Which interchange concept do you prefer?

Improved Diamond

Single Point Urban Interchange

Diverging Diamond

Roundabout

Survey Question 4 - Scroll to click Submit button

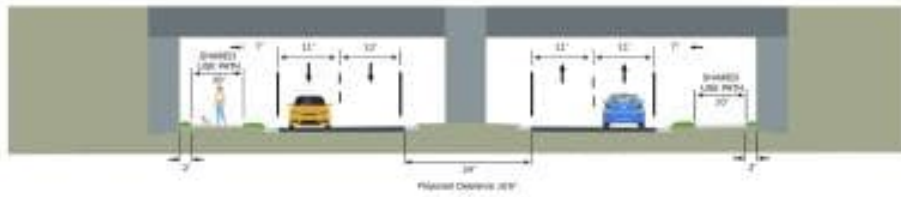
Railroad Bridge Concepts

A railroad bridge crosses over the corridor between Commerce Drive and Dolphin Drive. It has a horizontal opening of 32 feet and is a barrier for bicyclists and pedestrians traveling along the corridor. There are two options for accommodating bicyclists and pedestrians under the bridge.

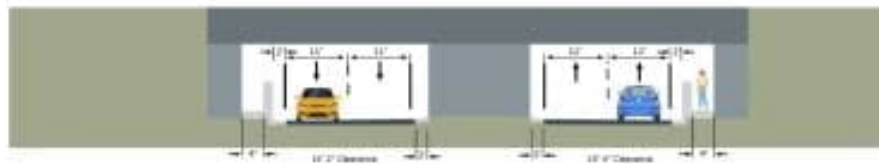
In **Concept 1**, the railroad bridge would be replaced with a new, wider bridge that can accommodate a shared use path on either side.

In **Concept 2**, the travel lanes would be narrowed to 11 feet wide in each direction, providing space for a 4-foot wide sidewalk on one side. A concrete barrier would be added to separate the sidewalk from traffic.

New Railroad Bridge



Sidewalk in Existing Structure



US 62 Railroad Bridge Concepts

Railroad Crossing

Which railroad crossing alternative do you prefer?

Existing bridge with sidewalk

New bridge with shared use paths

Comments

Survey Question 5 - Scroll to click Submit button

We appreciate your time!

This application was created with ArcGIS Story Maps on behalf of the Kentucky Transportation Cabinet (KYTC), in collaboration with WSP USA, HDR Inc., and TSW Design Group. For more information or further questions on the US 62 Corridor Study, please email kevin.blain@ky.gov.

Survey 1 Responses

ObjectID What are the most significant issues or needs along the corridor?

- 7 Improved overall safety, but specifically at the 62/Pawnee Dr/Main St/Car Wash.
- 8 My issues are the lack of turn lanes for smaller streets from 62 and the congestion at many of the traffic lights. The intersections of French Street and at Ring Road are especially dangerous.
- 9 Keeping traffic flowing. The lights at Ring and Buffalo Creek should be turned into 'real' roundabouts with right turn exit lanes.
- 10 An alternative way to access I65 without all of the side roads and red light.
- 11 Too many traffic lights close together between Commerce Dr. and the I-65 interchange if they aren't going to be timed. Also, too much traffic on Buffalo Creek Dr. having to use one way in and out.
- 12 At Hwy 62 W traveling E at the I-65 intersection near White Castle, one of those traffic lights signaling what color the traffic light to alert (examples are installed on Lincoln Parkway at Sportsman Lake Rd and in Hodgenville with Hwy 84)
- 13 Covering the ditches between the roads on the west side. Making major changes to improve lighting and landscaping, etc.
- 14 - BIKE LANES/SIDE WALKS
- BLOCKED OFF SIDE WALKS UNDER TRAIN TRESSEL/RAIL ROAD BRIDGE
- LESS COMPLICATED LIGHTS LIKE THE ONE IN FRONT OF SPEEDWAY
- 15 Improve US-62 intersection at Dolphin Dr. Currently, any traffic heading east on US-62 wanting to get on Dolphin Dr has to cross two lanes of traffic with limited sightlines for oncoming traffic due to the railroad bridge. Or they can turn left onto Ring Road, and from there onto Dolphin, which increases unnecessary traffic onto Ring Road and make it harder for cars to safely get to the Kroger on Dolphin due to the lack of 4-way stop on Dolphin at the Kroger parking lot intersection.
- 16 I live in Elizabethtown.
- 17 I've never had issues while traveling this area so see no reason for changes.
- 18 Flooding under the train tracks
- 19 You will have to account for the extra traffic from planned restaurants and maybe an auditorium
- 20 Paint the bridge and put up some trees when u get off the interstate over by Dennys. Thats all it would take.
- 21 And a light coming out the 5 star across from Dennys would improve accidents.
- 22 Space for pedestrian and bicycles.
- 23 Close Dolphin Drive at HWY 62. People are making dangerous u-turns there & traffic gets backed up trying to turn left onto Dolphin Drive from HWY 62.
- 24 Too many intersections and median openings.
- 25 Fixing the disjointed Commerce Drive / Speedway intersection would help traffic flow. Timing of the traffic signals between Ring Rd and I65 seems to be needed. Some mornings (approx 710 am) I am stopped by every single light while other mornings I am only stopped once. The 2 to 1 lane merge on the east side of the area would benefit from additional markings.
- 26 Pedestrian access instead of walking in the road and Ring Road/62 turn lane to go south gets blocked by cars waiting to turn onto Dolphin Drive across 62.
- 27 Lack of mass transit options: the majority of the hotels and dining locations on this corridor are located at the I-65 end, but the entertainment, sports, and tourist destinations are located elsewhere, whether along US-62, Ring Rd, or US-31 W. This forces visitors, tourists, and residents alike to cram into these three key corridors in their own cars, whereas visitors and tourists could park their vehicles at their hotels and then take transit across town to their other destinations. Further, if there was a mass transit connector between this hospitality area and Louisville, vehicles could be removed from the interstate corridor, as well.
- 28 Smoothing out the traffic flow and crossing the median to get to stores on the opposite side.
- 29 Traffic congestion, accidents, connectivity from motels to other venues for pedestrians.
- 30 congestion and safety there are many rear end accidents especially off the I-65 Ramp westbound US 62.
- 31 Many pedestrians crossing outside of the signals.
- 32 Intersection improvements with the use of roundabouts. Pedestrian and bike accomodations.
- 33 Need a four lane roundabout at French Street. Restrict entrances on the north side of 62 near Buffalo Creek Drive.

30 RED LIGHTS NOT CHANGING CORRECTLY CAUSING TRAFFIC BACKUP AT 94 EXIT THROUGH COMMERCE DRIVE

31 No business access on main road. Build an access road attached to the main road with exits every so many
32 feet for access to businesses. Why is there a need for sidewalks? How many people would actually walk on
33 the sidewalks there?

34 Too many entrances/curb cuts along the entire corridor. The area between I-65 and the railroad overpass
35 has too many turning lanes and signals. Some drivers are unsure of where to turn.

36 People walking on the roads is my only concern. I see no traffic issues as a daily driver in this area

37 Aesthetics. It's been an eye sore for as long as I've lived here. Over 15 years now.

38 The existing highway structure hasn't grown with drastic increase in traffic for the areas extending from Ring
39 Road to the freeway ramps. The light at the Fivestar and Wendys now has increased traffic due to new
40 restaurants/developments in that specific area. I think people try to race the light to avoid stopping for
41 lengthy periods of time and are perhaps confused on how to get into these newly developed areas.

(1) Bike lanes and bike facilities along entire corridor

(2) Reduced number intersections if possible

(3) safe crossing points for cyclists and pedestrians in the "hotel district" area

Need to remove the first road connection after Dollar General headed out of town and have them go into
another subdivision to route back. Too many people race off that stoplight to brake check going into that
subdivision almost causing multiple wrecks. Also too many stop lights too close together around the Arby's.
Remove the one at speedway and make it right turn only, and reroute commerce drive left turn back up to
light at Cracker Barrel.

42 Better traffic control. Too hard to turn onto 62 from streets along the corridor except at the lights.

43 The intersection that includes buffalo creek drive, executive drive and 62 is a major safety issue, especially
44 during rush hour. When trying to turn across 62 onto buffalo creek drive, it is hard to determine how fast
45 people are traveling and the constant flow of traffic off 65 makes it so that the blinking yellow light for
46 yielding is very hard to use. I believe the yield light here should be taken out

47 The most significant issue would be consistent flow of traffic. There is a fair amount of stop/start due to the
48 density of the area between Ring Rd. and I-65. The existence of the restaurant district, the Dolphin Dr.
49 shopping area (accessed from U.S. 62), the visitor center, and Ring Rd. in such close proximity to each other
50 often slow or impede traffic flow in this section. Suggested expansion in the future of the Bourbon Trail in
51 this area would only cause this to increase.

42 Red light runner cameras are needed all through the city. No one stops at the red lights and cops do not do
43 anything about it

44 This city needs red light cameras to catch all the people who think their time is more important than my
45 safety. EPD also needs to start actually giving out speeding tickets in school zones, no one, not buses or cops,
46 slows down.

47 safe and comfortable pedestrian access. It's a front face for our city— people coming in from 65.. it should
48 look welcoming.. not achieved with just asphalt and traffic lights.

49 Better traffic flow. There is too much congestion along 62 while waiting for lights to change so traffic can
50 merge onto 62 especially in the area of 65 to the speedway/Wendys

45 Too many traffic lights, commerce drive/speedway light is awkward, need for better pedestrian
46 infrastructure.

47 Sidewalks

48 Dedicated turn traffic lights. No yielding. Dedicated turning lanes. No yielding.

49 I don't see a need for any changes along ring road and mulberry st.

Survey 2 Responses

Which corridor cross-section do you prefer?	Do you prefer the shared use path on one-side and sidewalk on the other (Option A) or the shared use path on both sides of the road (Option B)?	Comments
	Shared use path both sides	
Paved Shoulder	Shared use path both sides	Don't like sidewalks near roadway. Just too dangerous
Paved Shoulder Curb and Gutter	Shared use path both sides Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	It is dangerous to walk on 62, Ring Road and French Street.
Paved Shoulder Paved Shoulder Curb and Gutter Paved Shoulder Paved Shoulder Curb and Gutter Curb and Gutter	Shared use path both sides Shared use path and sidewalk Shared use path both sides Shared use path and sidewalk Shared use path and sidewalk Shared use path both sides Shared use path both sides	I support as many shared use paths as possible. There needs to be more pedestrian options in an area with so many hotels. I feel that paved shoulders would only encourage drivers to pass on the shoulders. A pedestrian bridge over 62 would be great, but that doesn't appear to be an option.
Curb and Gutter	Shared use path both sides	
Curb and Gutter Paved Shoulder	Shared use path both sides Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	Another constant issue is vagrants panhandling. I want the ability for people to use walk paths but we don't want it so encouraging that more panhandlers move in.
Curb and Gutter Curb and Gutter	Shared use path both sides Shared use path both sides	

Paved Shoulder	Shared use path both sides	Always see individuals walking on both sides of the highway. Do not see bicyclists that often in the last 30 yrs...
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path both sides	No more RoundABOUTs
Curb and Gutter	Shared use path both sides	
Curb and Gutter	Shared use path and sidewalk	
Paved Shoulder	Shared use path both sides	KEEP PEDESTRIANS AS FAR OFF MAIN ROAD AS POSSIBLE BC OF CRAZY DRIVERS.
Curb and Gutter	Shared use path both sides	Does existing research data exist concerning the risk of cars stopping on paved shoulders to allow pedestrians to embark/disembark on similarly used roads?
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path both sides	Hopefully the curb and gutter will control water flow from rain storms.
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path and sidewalk	
Curb and Gutter	Shared use path both sides	
Curb and Gutter	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	
Curb and Gutter	Shared use path both sides	
Curb and Gutter	Shared use path both sides	I like the wide shared use paths. The paved shoulder is slightly more pleasing, but requires a much wider overall roadway. I would choose the curb and gutter just to keep the roadway more compact.
Paved Shoulder	Shared use path both sides	

Curb and Gutter	Shared use path both sides	Curb and Gutter design might act as a form of traffic calming by not having an extra wide shoulder and forcing drivers to be slower and more careful. Having the Shared use paths further away from the Curb and Gutter that on the design might make using them less stressful for pedestrians by being further away from motor traffic and the risk of a car wrecking into the path and striking someone since there is no barrier.
Paved Shoulder	Shared use path and sidewalk	"None of the above". The paved shoulder model is slightly better in that it imposes greater distance between pedestrians and motor vehicle traffic, the curb model is a better use of space and the curb provides a better physical barrier between motor vehicles and pedestrians. Better yet would be to have a paved bike lane between the motor vehicle right-of-way and then a curb with a pedestrian sidewalk ONLY rather than a shared use path.
Paved Shoulder	Shared use path both sides	For safety due to traffic speed at 45 mph.
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path and sidewalk	
Curb and Gutter	Shared use path both sides	
Curb and Gutter	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	

Curb and Gutter
Curb and Gutter
Curb and Gutter
Curb and Gutter

Shared use path both sides
Shared use path both sides
Shared use path both sides
Shared use path both sides

Paved Shoulder

Shared use path both sides

All the grass looks good and all but who will maintain? Added expense.

Paved Shoulder

Shared use path both sides

Let make the city more pedestrian/bike friendly.

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter

Shared use path both sides

NO FUCKING ROUNDABOUTS FOR THE LOVE OF GOD!

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Some drivers use the paved shoulders for a turn lane, but don't pull over far enough creating a problem for other drivers instead of helping. Walkers and runners on the shoulder create a hazard. Going to curb and gutter for the entire section of the road and having shared use paths on both sides would seem to be the safest alternative.

Curb and Gutter

Shared use path both sides

Curb and Gutter

Shared use path both sides

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter

Shared use path both sides

Curb and Gutter

Shared use path and sidewalk

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter	Shared use path and sidewalk	Is the intent of the paved shoulder for emergencies only? If so it will be used, regardless, to pass traffic and make an unauthorized turning late at the Fivestar light. If the intent is to actually use it as an exit strategy for turns then I would be inclined to change my vote to that. A simple sidewalk is fine. There is far more automotive traffic than pedestrian, although those individuals need accommodations too.
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path both sides	Shared use path on both sides best. This would allow cyclists, pedestrians, and runners to use corridor to safely access Buffalo Lake trail system, Greenspace Trails in area as well as outlying roads.
Curb and Gutter	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Curb and Gutter	Shared use path and sidewalk	
Paved Shoulder	Shared use path both sides	These ideas are terrible. Whoever came up with these ideas needs a reality check.
Paved Shoulder	Shared use path and sidewalk	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path both sides	
Paved Shoulder	Shared use path and sidewalk	

Curb and Gutter

Shared use path both sides

Curb and gutter is preferable,
but recognize that storm water
mitigation is inevitable and
should be thoughtfully
executed.

Curb and Gutter

Shared use path both sides

Curb and Gutter

Shared use path both sides

Curb and Gutter

Shared use path and sidewalk

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter

Shared use path both sides

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter

Shared use path both sides

Paved Shoulder

Shared use path both sides

Curb and Gutter

Shared use path both sides

Shared use path both sides

Paved Shoulder

Shared use path both sides

Paved Shoulder

Shared use path both sides

Paved Shoulder

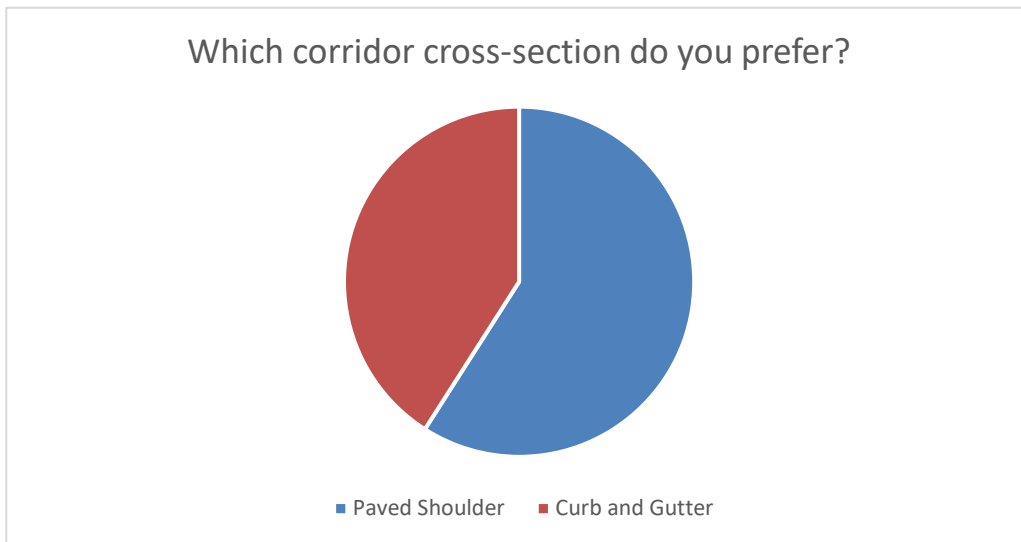
Shared use path and sidewalk

Paved Shoulder

Shared use path both sides

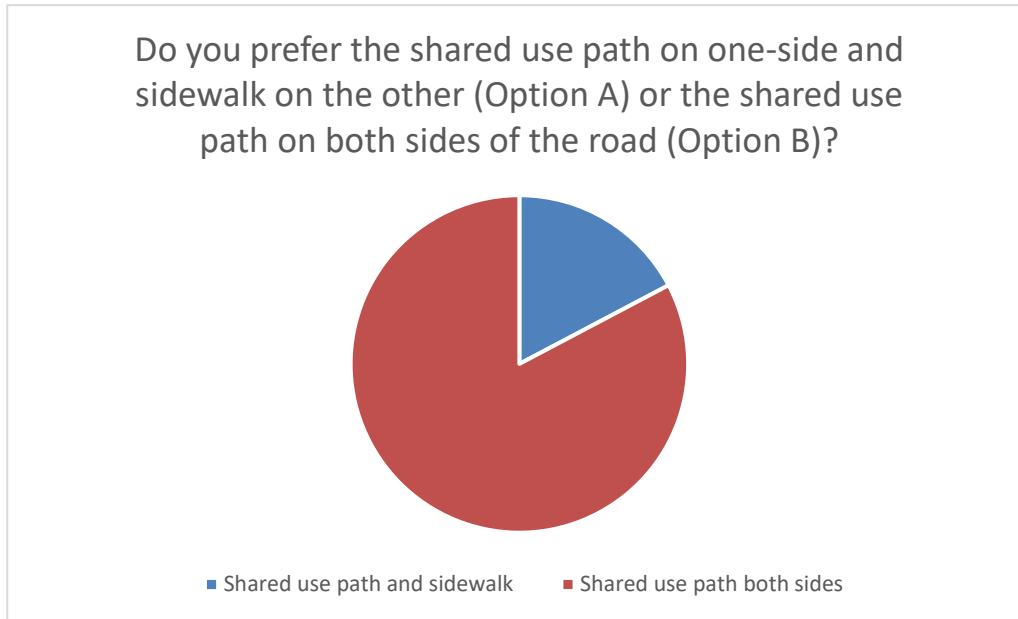
Which corridor cross-section do you prefer?

Paved Shoulder	62	55.86%
Curb and Gutter	43	38.74%



Do you prefer the shared use path on one-side and sidewalk on the other (Option A) or the shared use path on both sides of the road (Option B)?

Shared use path and sidewalk	19	17.12%
Shared use path both sides	91	81.98%



Survey 3 Responses

ObjectID	Which intersection treatment do you prefer?	Comments
4	Roundabouts	
5		Remember the Fire Station Access near French St
6	RCUTs	
7		
8	RCUTs	I hate both concepts but I guess the Uturn is the lesser of two evils. Why is it this the only fix local government and state government can come up with? Maybe it's just the easy way out.
9	Roundabouts	
10	Roundabouts	
11	Roundabouts	
12	Roundabouts	
13	RCUTs	
14	RCUTs	
15	RCUTs	
16	RCUTs	
17	RCUTs	While I like the concept of roundabouts, I think there will be too much confusion for those to work in this area. People around here get frustrated with the RCUTs, but it is easier for them to understand
18	RCUTs	
19	RCUTs	DO NOT put roundabouts down 62
20		Neither address the issue. I hate the new uturns. It's dangerous. This should have never happened. And roundabouts also put you at the mercy of the other driver knowing how to yield. Many don't and it puts me and my family at risk. At least a light is a clear stop.
21	Roundabouts	
22	RCUTs	Roundabouts are ... not useful unless the roadway is large, wide enough for semi's and duel-lies hauling trailers to maneuver.

23	RCUTs	
24	RCUTs	
25	RCUTs	
26	RCUTs	
		R cuts are nit needed a roundabout at ring rd and 6e might prove to be a smoother trip through the intersection! Cars turning left in Tubg Road would have to go 3/4 around the roundabout would still be smoother!
27	Roundabouts	Hard to say though ! The volume of traffic on 62 would be high volume compared to turning left right off Ring Rd
28	Roundabouts	
29	Roundabouts	
30	RCUTs	TOO MANY ROUNDABOUTS. SOME MAKE SENSE BUT NOT NEEDED AT THESE SPECIFIC INTERSECTIONS.
31	Roundabouts	
32	RCUTs	
33		
		Y'all have gone crazy with u turns & roundabouts!!
34		I've seen drivers drive counter clockwise on the existing ones. Better signage is needed & painted arrows. Drivers need more education on using them.
35	RCUTs	
36	RCUTs	Absolutely no to the Roundabouts.
37	RCUTs	
38	RCUTs	
39	RCUTs	
40	RCUTs	
		NEITHER - please, please, please, no more R-Cuts or Round-Abouts in the city. They are hazardous, inconvenient, and an unnecessary expense!! I have's talked with anyone who likes them.
41		
42	Roundabouts	
43	RCUTs	NO MORE ROUNDABOUTS!!
44	RCUTs	
45	RCUTs	
46	RCUTs	
47	RCUTs	

48	RCUTs	I love roundabouts, but these people absolutely cannot handle a 2 lane roundabout. Additionally, an RCUT at the N Main intersection would fix the problem of left hand turns out of the car wash.
49	RCUTs	I like the roundabout option, but have major concerns with taking the traffic signal away for Ring Road Intersection
50	Roundabouts	
51	Roundabouts	ABSOLUTELY NO MORE RCUTs. RCUTs serve only to SPEED UP traffic and reduce the areas where pedestrians and cyclists can safely cross, especially since motor vehicle traffic speed has increased!
52	Roundabouts	More efficient and only single lane roundabout.
53		Neither. We don't even want the roundabouts we have, and everyone hates the u-turn stuff.
54	RCUTs	
55	Roundabouts	
56	Roundabouts	
57	Roundabouts	
58	Roundabouts	
59	Roundabouts	Either would be preferable to the existing situation. I would prefer the roundabouts more.
60	Roundabouts	
61	RCUTs	
62	RCUTs	
63	Roundabouts	
64	RCUTs	
65	Roundabouts	Roundabouts work! Less intelligent will eventually figure them out.
66	RCUTs	STOP WITH THE ROUNDABOUTS SOON ALL YOU WILL BE MAKING IS CIRCLES IN ETOWN FIRE STATION 4 WILL BE BUILT AT 902 N MULBERRY NEEDS TO MAKE LEFT HAND TURN AT FIRE STATION ENTRANCE TO GO EAST ON MULBERRY.
67	RCUTs	
68	RCUTs	
69	RCUTs	

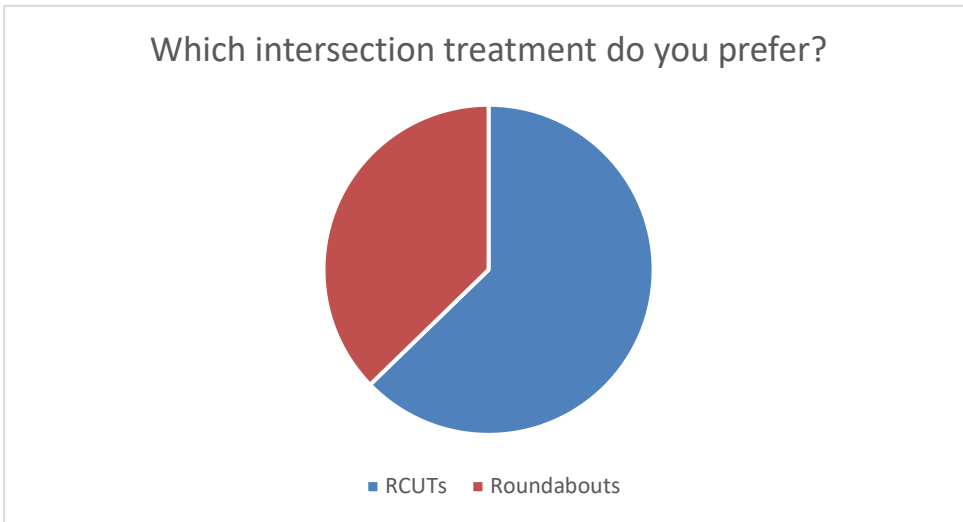
70	RCUTs	I'm not sure enough people know how to correctly use a roundabout to make the intersection at Ring Road a safe place for a roundabout
71	RCUTs	People in Etown do not know how to use roundabouts.
72	RCUTs	Etown already has TOO many roundabouts. Use tax payer money for something better! 62 is way too busy for roundabouts anyways.
73	RCUTs	
74	RCUTs	I don't know why the state (or some entity that won't accept the blame for the dumb decision) is even considering adding more Roundabouts. The current roundabouts should be torn out of Elizabethtown and replaced immediately. They add no safety, are not large enough to even be effective and are generally hated by the Elizabethtown population.
75	RCUTs	NO MORE ROUNDABOUTS! The signals at Commerce and Ring (when red) will help out-of-towners get their bearings after pulling off I-65. Making them drive through a roundabout while looking for their hotel, restaurant, or convenience store may cause additional problems. The roundabout at French Street may work okay.
76	Roundabouts	
77	RCUTs	Everyone hates roundabouts and no one knows to drive them. This would be dangerous in these intersections, especially since this is a tourist area
78	RCUTs	
79	RCUTs	
80	RCUTs	
81	RCUTs	
82	RCUTs	Cannot move farm equipment efficiently around a round about.
83	Roundabouts	Roundabouts Seem Much Safer
84	Roundabouts	

85	RCUTs	Do NOT get rid of the Ring Road light. I know it causes a pause in traffic, but people are dumb and they need the hard stop and specific direction. I feel that the RCTUs have worked out pretty well on Dixie, which carries as much if not more traffic than here. It's proven there, run with what's already proven to work. People are already fussing at the increased number of roundabouts popping up all over town anyway. That here would be terrible.
86	Roundabouts	
87	Roundabouts	
88	Roundabouts	
89	Roundabouts	
90	Roundabouts	
91	RCUTs	
92	RCUTs	People in Etown already can't comprehend the concept of a roundabout. This is a terrible idea. I have almost been hit at the new round about at north miles and pear orchard.
93	RCUTs	Community members have not learned that all four sides must yield. I don't think with the amount of traffic in this area would be a bad idea
94	Roundabouts	
95	RCUTs	While neither RCUTs or Roundabouts are particularly preferable, I feel the RCUT is less invasive than the Roundabout option. Both options are not great but roundabouts here are the worst idea ever.
96	RCUTs	This is such a heavily congested area with a ton of stop lights and people running lights. The roundabouts here are too small to actually work well.

97	Roundabouts	This appears to actually asking if I prefer traffic circles vs traffic lights. Both solutions included RCUTs. I would be curious to know pedestrian stats on RCUTs. To me, they signify a road I would not walk along... but I have walked along portions of this study area. I think mixed use of signals and circles is preferable, and etown probably needs a break from circles given how many have been installed recently.
98	RCUTs	Too many people....especially travelers....do not know how to navigate roundabouts
99		
100	RCUTs	
101	Roundabouts	As a former Bowling Green resident, the roundabout near WKU is very efficient and performs better than the former traffic light at the same location. Therefore I believe roundabouts will be more efficient, especially at Ring Road and Mulberry.
102	RCUTs	B
103	Roundabouts	
104	Roundabouts	
105	RCUTs	
106	RCUTs	
107	Roundabouts	
108	RCUTs	A roundabout at Ring and Mulberry would be catastrophic!
109	Roundabouts	
110	RCUTs	The road is to busy for multiple roundabouts. The RCUTs are what everyone is used to and and can keep traffic moving and allow for pedestrian safety
111	RCUTs	
112	Roundabouts	
113	RCUTs	
114		Leave the traffic lights. Mulberry is too busy for any of this!!!

Which intersection treatment do you prefer?

RCUTs	64	57.66%
Roundabouts	38	34.23%



Survey 4 Responses

ObjectID	Which interchange concept do you prefer?	Comments
3	Diverging Diamond	
4	Improved Diamond	I see this to continue to work well
5	Single Point Urban Interchange_	
6	Diverging Diamond	
7	Improved Diamond	
8	Improved Diamond	
9	Improved Diamond	
10	Diverging Diamond	
11	Diverging Diamond	The diverging diamond looks weird when you first see it, but it works. Tremendous improvement on Harrodsburg Road in Lexington since it was constructed there. This would be very useful during peak traffic times on 62.
12	Diverging Diamond	
13	Improved Diamond	Need to be just improved. Simple not confusing, so people can understand.
14	Single Point Urban Interchange_	
15	Diverging Diamond	Diverging diamond design allows for better flow that is sought using round a bouts, but still creates control points. Those areas are too congested for roundabouts. Fishers, IN is an example of too many roundabouts at interchanges.
16	Improved Diamond	
17	Improved Diamond	The bridge and entrance ramps were great before, then the additional turning lane added an easier flow so an additional lane would work and be efficient keeping the bridge as is.
18	Improved Diamond	
19	Single Point Urban Interchange_	
20	Roundabout	
21	Diverging Diamond	
22	Roundabout	
23	Diverging Diamond	
24	Improved Diamond	
25	Improved Diamond	
26	Improved Diamond	

27	Diverging Diamond	I think if you put a round about in that road has to much traffic on it for that it's just going to make it worse and cause more accidents and confusion
28	Diverging Diamond	
29	Single Point Urban Interchange_	
30	Improved Diamond	
31	Improved Diamond	
32	Improved Diamond	
33	Improved Diamond	
34	Improved Diamond	
35	Diverging Diamond	
36	Improved Diamond	This interchange does not seem problematic to me in the current configuration. The improved diamond seems to be the best choice. I'll repeat my previous comment. This town cannot handle 2 lane roundabouts. I think the single lane roundabouts are great, but please no 2 lane versions.
37	Improved Diamond	
38	Roundabout	The SPU and diverging diamond are mislabeled on the diagram. DD is shown 2nd while it is listed on the description as 3rd.
39	Diverging Diamond	SPUIs are very efficient but they're also VERY confusing to people unused to them. I do like roundabouts, but I have concerns that traffic coming off of the interstate will assume right-of-way which isn't theirs, much as they CURRENTLY do with the I-65 S ramp onto US-62 W/US-62 W turn lane for Buffalo Creek Dr
40	Roundabout	Just a thought, when a semi-truck with trailer has to come to a stop at the roundabout, will this back up traffic greatly as it restarts to get into the flow.
41	Improved Diamond	
42	Roundabout	
43	Roundabout	
44	Roundabout	
45	Improved Diamond	allows for improvements to the existing bridge.
46	Roundabout	
47	Improved Diamond	
48	Improved Diamond	
49	Roundabout	
50	Diverging Diamond	
51	Roundabout	
52	Roundabout	
53	Improved Diamond	
54	Improved Diamond	
55	Improved Diamond	

56 Improved Diamond
57 Improved Diamond

If I see Roundabout one more time on this survey, I'm going to lose my mind. STOP WITH THE ROUNDABOUTS!

59 Single Point Urban
Interchange_
60 Roundabout
61 Improved Diamond
62 Improved Diamond
63 Single Point Urban
Interchange_
64 Roundabout

Let me reiterate...people are dumb and cannot drive... I can magic 8 ball each of these examples, and albeit creative, the outcome on anything other than an improved diamond would be TERRIBLE. As is, the RCUTs, while effective have people purposefully pulling in the wrong direction of the U turn lanes simply because they want to go where they want to go and no matter what you put down is going to stop them. I've witnessed it more than once. Not to mention this area is home to a number of out of town travelers who aren't familiar with how traffic works here in the first place. Keep it simple.

66 Roundabout
67 Roundabout
68 Improved Diamond
69 Roundabout
70 Single Point Urban
Interchange_
71 Single Point Urban
Interchange_
72 Diverging Diamond
73 Diverging Diamond
74 Improved Diamond
75 Single Point Urban
Interchange_
76 Diverging Diamond
77 Improved Diamond

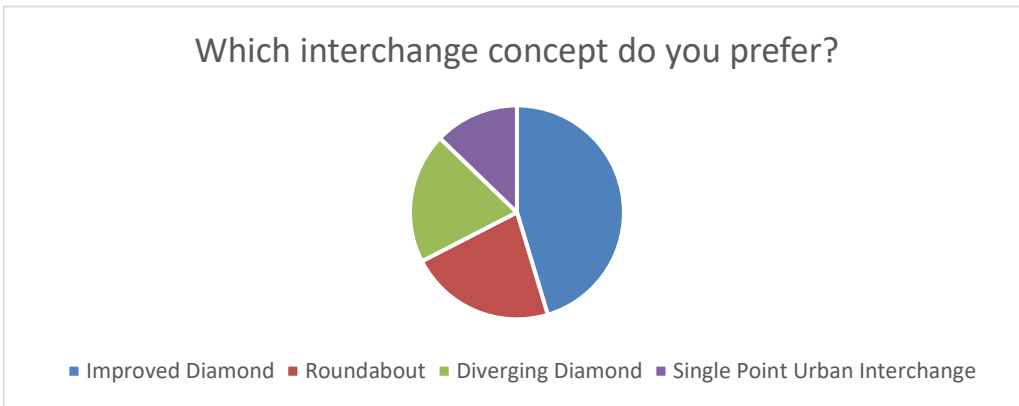
Suggest a slip ramp from eastbound 62 to southbound I-65 on ramp and westbound 62 to northbound I-65 on ramp. Possibly include the roundabout at Prosperity Drive east of the interchange if other interchange alternative is selected.

78 Roundabout
79 Roundabout

80	Improved Diamond
81	Single Point Urban Interchange_
82	Roundabout
83	Improved Diamond
84	Improved Diamond
85	Improved Diamond
86	Single Point Urban Interchange_
87	Improved Diamond
88	Diverging Diamond

Which interchange concept do you prefer?

Improved Diamond	39	45.35%
Roundabout	19	22.09%
Diverging Diamond	17	19.77%
Single Point Urban Interchange	11	12.79%



Survey Responses 5

ObjectID	Which railroad crossing alternative do you prefer?	Comments
3	New bridge with shared use path	
4	New bridge with shared use path	
5	Existing bridge with sidewalk	
6	New bridge with shared use path	
7	New bridge with shared use path	With either concept you need to figure out how to stop the constant flooding of this spot.
8	New bridge with shared use path	
9	New bridge with shared use path	
10	New bridge with shared use path	
11	Existing bridge with sidewalk	
12	New bridge with shared use path	
13	New bridge with shared use path	Narrowing the lanes under the bridge would be asking for trouble. It is bad enough right now with drivers in the left lane (west bound) trying to get to the right lane in time to turn on Dolphin Dr. or Ring Road. I feel it would just be more dangerous for everyone even with the concrete barrier.
14	New bridge with shared use path	
15	Existing bridge with sidewalk	
16	New bridge with shared use path	Bridge is to small
17	New bridge with shared use path	
18	New bridge with shared use path	A new bridge allows for more space for vehicle traffic and provides safe access for pedestrians.
19	Existing bridge with sidewalk	
20	New bridge with shared use path	

21 New bridge with shared use path

The road going under the railroad bridge is a problem in itself because of flooding. Have not seen bicyclists very often riding in that area for last 30 yrs for sidewalks to be important.

22

If the road was narrowed and sidewalks added how would that prevent semi's and large trucks to not hit a person walking or riding a bike under the bridge?

23 New bridge with shared use path

24 New bridge with shared use path

25 Existing bridge with sidewalk

26 New bridge with shared use path

27 New bridge with shared use path

28 New bridge with shared use path

29 New bridge with shared use path

30 Existing bridge with sidewalk

I LIKE THE IDEA OF THE CONCRETE BARRIER PROTECTING PEDESTRIANS UNDER THE BRIDGE. I FEEL LIKE IF YOU MESHED THESE IDEAS TOGETHER, AND WIDENED THE WALKWAY AS WELL AS ADD THE BARRIERS THAT WOULD BE EVEN BETTER.

31 New bridge with shared use path

32 Existing bridge with sidewalk

I worry widening the bridge may further interfere with sightlines for eastbound travelers on US-62 looking to turn left onto Dolphin Drive.

33 Existing bridge with sidewalk

34 Existing bridge with sidewalk

35 Existing bridge with sidewalk

36 New bridge with shared use path

37 Existing bridge with sidewalk

- 38 New bridge with shared use path
- 39 Existing bridge with sidewalk
- 40
- 41 New bridge with shared use path
- 42 Existing bridge with sidewalk
- 43 New bridge with shared use path

I don't think there is sufficient gain in widening the railroad bridge compared to the cost. Additionally, widening this bridge doesn't really fix the flooding problems it already has. Let the Commerce Drive extension to Dixie negate all the problems this bridge causes (whenever that may happen).

- 44 Existing bridge with sidewalk
- 45 New bridge with shared use path

Having a concrete barrier between the road and shared use path with the new bridge design would be optimal. Give pedestrians ease of mind when going through the tunnel that they'll be safe from getting struck by a wayward vehicle

- 46 New bridge with shared use path

In addition to replacing the bridge, the bridge should also be raised and the dip beneath it reduced. The railroad bridge should also be widened to accommodate additional side rails, particularly as this area—and especially the tourism building on the northern side of US-62 on the eastern side of the tracks—would be an ideal location for a regional rail station, given that it is Elizabethtown's hospitality hub.

- 47 New bridge with shared use path

- 48 New bridge with shared use path

Safety is a priority.

- 49 Existing bridge with sidewalk

- 50 Existing bridge with sidewalk

- 51 New bridge with shared use path

- 52 Existing bridge with sidewalk

- 53 New bridge with shared use path More room between the motorists and the pedestrians is safer and provides a wider path to continue the multi-use path.
- 54 New bridge with shared use path I would prefer a new bridge which would address the drainage as well as widen to allow for safe pedestrian use.
- 55 Existing bridge with sidewalk
- 56 New bridge with shared use path
- 57 New bridge with shared use path
- 58 New bridge with shared use path
- 59 New bridge with shared use path
- 60 New bridge with shared use path
- 61 New bridge with shared use path
- 62 New bridge with shared use path
- 63 New bridge with shared use path
- 64 New bridge with shared use path
- 65 New bridge with shared use path
- 66 Existing bridge with sidewalk
- 67
- 68 New bridge with shared use path
- 69 New bridge with shared use path
- 70 New bridge with shared use path I am sure it would be very expensive, but a new bridge is the best option. Modifying the existing bridge would be an improvement, however, it would still be a chokepoint to some degree. If we are spending money on all the other improvements, why be satisfied with only a partial solution at the railroad underpass?
- 71 New bridge with shared use path

72	Existing bridge with sidewalk	
73	Existing bridge with sidewalk	
74	New bridge with shared use path	
75	New bridge with shared use path	
76	New bridge with shared use path	Raise bridge while changing. 14'2" clearance is not enough.
77	New bridge with shared use path	
78	Existing bridge with sidewalk	No more construction I'm torn here...simply because part of the issue here comes when heavy rain occurs. The grade is one of a V with the bottom of the V under the bridge. Improvements have been made for drainage from the bridge to the road below to help prevent a river under it, and if that can continue to be improved along with space made for traffic that's great! If not, perhaps a new one is needed. Ped traffic can be solved with a regular sidewalk.
79	Existing bridge with sidewalk	
80	New bridge with shared use path	
81	New bridge with shared use path	New bridge!
82	Existing bridge with sidewalk	
83	New bridge with shared use path	
84	New bridge with shared use path	The bridge needs to be updated. Not only is it too narrow, but it's an eyesore that the community has not wanted to fix. Please please please do not put a round about at the ring road light. The u turn things would probably be fine. But please leave the ring road light for everyone's safety. Or you need to train the world how to use a round about.
85		
86	New bridge with shared use path	
87	New bridge with shared use path	

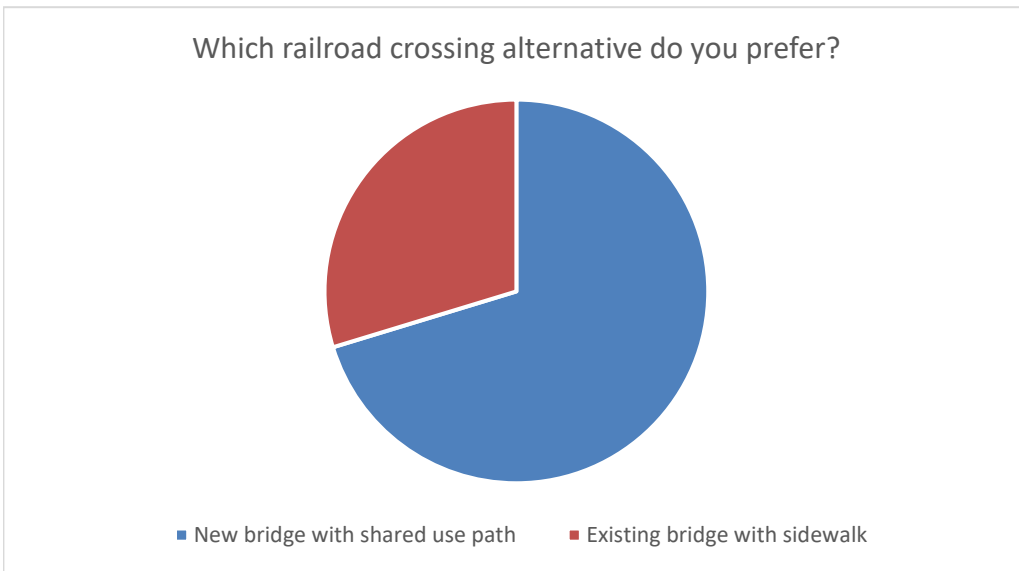
88	New bridge with shared use path	
89	Existing bridge with sidewalk	
		The concrete barrier offers the safest pedestrian option in this situation.
		Should a car lose control, a pedestrian would find themselves
90	Existing bridge with sidewalk	trapped between a oncoming vehicle and a wall. The concrete barrier is a far better protection than a gap in this instance.
		I think a newer bridge would work better than trying to use the old one.
		The lanes feel narrow going under the bridge as it is and i can only imagine that it would feel even smaller if the existing bridge was used
91	New bridge with shared use path	
		New bridge feels safer, but other option would be better than current conditions
92	New bridge with shared use path	
93	Existing bridge with sidewalk	
94	New bridge with shared use path	
95	New bridge with shared use path	
		The new bridge with shared use paths would likely be more pedestrian friendly and feel safer than if existing bridge with sidewalk is selected.
96	New bridge with shared use path	
97	New bridge with shared use path	
98	New bridge with shared use path	
99	Existing bridge with sidewalk	
100	New bridge with shared use path	
101	New bridge with shared use path	
102	Existing bridge with sidewalk	
103	New bridge with shared use path	
104	New bridge with shared use path	
105	New bridge with shared use path	

- 106 Existing bridge with sidewalk
- 107 New bridge with shared use path

Which railroad crossing alternative do you prefer?

New bridge with shared use path 71 67.62%

Existing bridge with sidewalk 30 28.57%



May 4, 2023

To: Chris Jessel

Hi Chris,

My name is Mike Duger and I have lived on Bardston Rd for nearly 42 years. My family has lived on Bardston Road for all my life.

These are my wishes for Bardston Road & North Mulberry:

I do not want a sidewalk or bike lane in my yard.

I want the runoff of water from Bardston Rd. that goes behind 2594 Bardston Rd. to be channeled like it was initially. Some of it now goes in my backyard at 2575 Bardston Road.

The drainage used to be very poor on 62 under the railroad tracks. It has been much better in recent years.

I believe no left turn should be allowed on N. Mulberry going east and turning on Brooks St.

I believe that roundabouts are a waste of tax-payer's money and time. Four-way stops worked fine and allowed traffic to move quicker. Large trucks and trucks with trailers cannot make the turns, Affects RVs, too.

More Policing is needed on Bardston Rd.
More lanes are needed on Bardston Rd.

Thanks, Mike Duger 270-763-3906