

# Executive Summary

The Franklin Small Urban Area (SUA) study was initiated by the Kentucky Transportation Cabinet (KYTC) due to the current and potential growth in Franklin, Kentucky, and Simpson County. The objective of this study is to examine roadways in the study area, analyze existing and future traffic and multimodal conditions, safety issues, and roadway characteristics to identify needs and potential solutions to improve the safe and efficient movement of people and goods. The SUA study includes prioritized short-term potential improvement concepts that can be quickly implemented for a relatively low cost, and longer-term improvement concepts for consideration in future project development and implementation.

The objective of the Franklin SUA Study is to identify and evaluate potential transportation concepts to improve mobility and traffic safety while examining potential new regional connections within the study area.

The existing conditions review and public involvement found needs for:

- ▶ Safer Speeds by Context
- ▶ Freight Rerouting to Bypass
- ▶ Multimodal Connections
- ▶ Traffic Operational Improvements
- ▶ Environmental Preservation

The Project Team met four times throughout the study with an initial study kickoff and three Project Team meetings. Two Local Elected Officials and Stakeholders (LO/S) meetings were held and paired with a public survey to identify opportunities and concerns within the study area. This feedback prepared the Project Team for concept consideration and development.

Project	Short-Term Potential Improvement Concept
ST-A	Short-Term intersection improvements along KY 1008 between KY 100 in the west to KY 100 in the east, including lighting, signage, striping, and turn lanes.
ST-B	Provide access management (closing and consolidating access points) along US 31W near I-65 Exit 2.
ST-C	Add lighting, improve striping, and construct left turn lanes on KY 1008.
ST-D	Provide access management (closing and consolidating access points) adjacent to the intersection of KY 73 and US 31W (North).
Project	Long-Term Potential Improvement Concept
LT-A	Convert 4-way stop intersections to roundabouts, add turn lanes and edge lines, and fill in missing sidewalks along KY 1008 from KY 100 west of Franklin to KY 100 east of Franklin.
LT-B	Convert the intersection of KY 1008 and US 31W to a roundabout.
LT-C	Complete the KY 1008 Bypass around Franklin.
LT-D	Improve KY 100 from I-65 to US 31W by creating an urban curb and gutter typical section with sidewalks inside of the bypass, creating a four-to-five lane typical section outside of the bypass, and intersection improvements including an RCUT at KY 73 and a roundabout at KY 1008.
LT-E	Provide access management and evaluate a roundabout or signalized corridor at the interchange of I-65 on KY 100 and nearby intersections.
LT-F	Provide a curb and gutter typical section, sidewalk, and a shared use path to connect downtown to Roberts Park and influence traffic calming.
LT-G	Perform a planning study to evaluate a new connection from I-65 to Franklin, north of Exit 6.
LT-H	Fill in sidewalk gaps, add a curb and gutter typical section to create traffic calming and accommodate multimodal users along KY 73.

Initial concepts were brought together to align with the study goals and an area-wide improvement lens. Using the existing conditions, traffic, and safety analysis, along with input from LO/S and the public survey, an initial list of potential improvement concepts (PICs) was developed and presented to the Project Team. A high-level analysis of each concept was performed, determining the following:

- ▶ Time Frame: Short-term or long-term
- ▶ Cost: Low, medium, or high
- ▶ Safety: Potential safety improvements
- ▶ Right-of-Way: Potential need for right-of-way acquisition
- ▶ Stakeholder Input: Location of concern identified by LO/S
- ▶ Environment: Potential environmental issues (if any)

37 initial PICs were created and then reduced to 25 PICs for further evaluation by the Project Team and LO/S. Through the evaluation, the Project Team and LO/S refined the list down to 12 PICs and four multimodal options for final planning-level evaluation based on safety, traffic operations, environmental constraints, and cost in 2024 dollars. These 12 PICs are considered the highest priority for KYTC for the Franklin study area and the other PICs can be examined in the future as CHAFs or local projects or studies.

**Figure ES-1: High Priority Potential Improvement Concepts**

