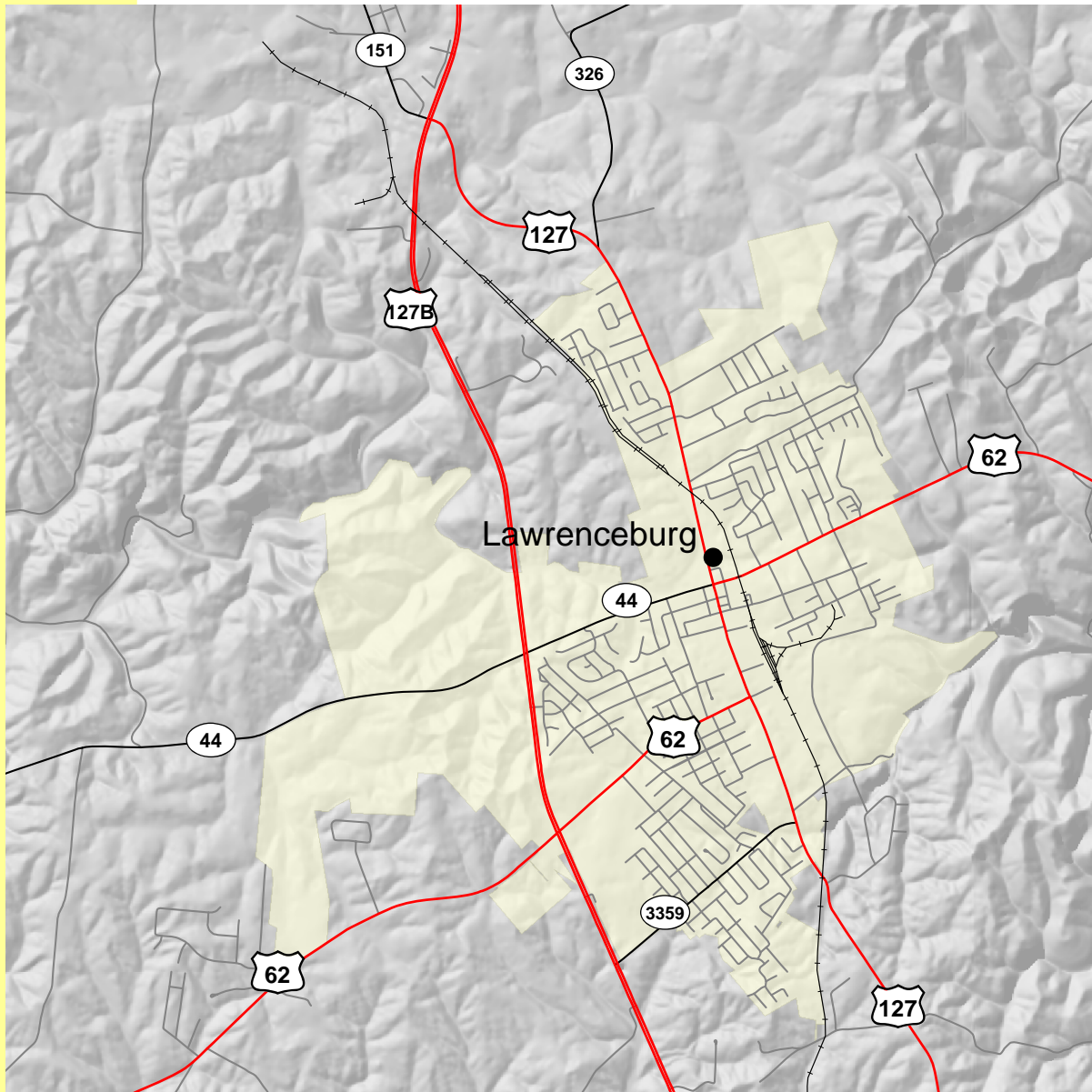




LAWRENCEBURG SMALL URBAN AREA TRANSPORTATION STUDY



**FINAL
DRAFT**

**October
2009**

Prepared by:
Kentucky Transportation Cabinet
Division of Planning



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Introduction

Study Purpose

This study was conducted with the goal of improving the transportation system in Lawrenceburg by maximizing the current transportation assets. A strong focus was given to low cost projects that would have an immediate, positive impact for the traveling public in Lawrenceburg.

Programming and Schedule

One project in Lawrenceburg is listed in the *Kentucky Enacted Six-Year Highway Plan FY 2007-2012*. The project is described as "widening and improvements on US-62 from 0.103 mile west of the new school entrance/Westwood Estates to 0.095 mile east of US-127B."

Officials and Project Team Meetings

Four meetings were conducted during the course of this study. Two meetings were held with local officials in Lawrenceburg and two meetings were held with the project team in Lexington at the Kentucky Transportation Cabinet's District Seven office. Meeting minutes for each of these meetings can be found in the Appendix.

Project Location, Existing Conditions, and Traffic

Project Location

The project study area included the area inside the incorporated limits of Lawrenceburg and also included the KY 151/US 127 intersection. See Exhibit 1: Location Map.

Existing Highway Features

Data on the existing conditions in the study area were taken from the Division of Planning's Highway Information System (HIS) database. Table 1: Route Information shows some general route information for Lawrenceburg. Exhibit 2: Aerial Footprint and Exhibit 3: Topographical Footprint also show existing features in Lawrenceburg.

Table 1: Route Information

Route	Begin MP	End MP	Lanes	Lane Width (feet)	Shoulder Width (feet)	Percent Trucks	Percent No Passing	Speed Limit (MPH)
US 127	2.535	3.805	2	10	3	12	100	45
US 127	3.805	5.871	2	10	3	12	100	45
US 127	5.871	6.175	2	15	2	8	100	35
US 127	6.175	7.230	2	18	1	8	100	25
US 127	7.230	8.897	2	11	3	8	100	45
US 127B	0.000	3.272	4	12	10	6	0	55
US 127B	3.272	4.101	4	12	10	6	72	45
US 127B	4.101	6.656	4	12	10	6	72	55
US 62	16.414	18.323	2	10	3	8	60	55
US 62	18.323	18.948	2	11	2	8	100	35
US 62	18.948	19.404	2	14	2	8	100	35
US 62	19.404	19.940	2	15	2	8	100	35
US 62	19.940	21.565	2	12	6	8	100	35
KY 44	11.108	12.970	2	11	3	10	0	55
KY 44	12.970	13.577	2	12	2	10	100	45
KY 44	13.577	13.888	2	12	2	10	100	35
KY 3359	0.000	1.058	2	11	4	4	100	35

Highway Systems

The study area includes roadways of different functional classifications. The functional classes for each segment are shown in Exhibit 4: Route Classification.

Vehicle Crash Analysis

A total of 514 vehicle crashes were recorded with valid reference points in the study area during the three-year-period between January 1, 2003 and December 31, 2005. Of these 514 crashes, 388 were property damage only crashes, 126 resulted in injuries, and no fatal collisions occurred in Lawrenceburg. There are seventeen spots with a critical rate factor (CRF) in excess of 1.0, and four others greater than 0.9 (see Table 2: Crash Data). A CRF greater than 1.0 indicates the segment of roadway has had a statistically significant number of crashes that most probably are not occurring at random.

Table 2: Crash Data

Route	Begin MP	End MP	Crashes				Critical Rate Factor
			Property Damage Only	Fatal	Injury	Total	
US 62	19.901	20.000	26	0	6	32	3.688
US 127	8.801	8.900	10	0	5	15	2.755
US 127	6.601	6.700	15	0	4	19	2.578
KY 44	12.901	13.000	10	0	1	11	1.841
US 62	18.801	18.900	22	0	4	26	1.808
US 127	5.501	5.600	6	0	2	8	1.803
US 127B	4.101	4.200	16	0	6	22	1.781
US 62	20.401	20.500	9	0	4	13	1.759
US 62	20.501	20.600	11	0	2	13	1.759
KY 151	0.000	0.099	9	0	1	10	1.698
US 62	18.301	18.400	18	0	6	24	1.669
US 62	19.801	19.900	12	0	2	14	1.613
KY 44	13.801	13.900	7	0	2	9	1.225
US 127	6.901	7.000	6	0	3	9	1.221
US 62	19.001	19.100	6	0	3	9	1.106
US 127	6.201	6.300	6	0	2	8	1.085
US 62	20.001	20.100	7	0	1	8	1.083
US 62	19.101	19.200	7	0	1	8	0.983
US 62	19.501	19.600	7	0	1	8	0.922
US 62	19.701	19.800	6	0	2	8	0.922
KY 44	11.600	11.699	2	0	1	3	0.902

A crash analysis was then performed on the spots with a CRF greater than 1.0. This analysis can be seen in Table 4: Crash Analysis. This information is also represented in Exhibit 5: High Crash Spots.

Traffic and Level of Service

Level of Service (LOS) is a measure of the quality of traffic service provided by a highway facility. It ranges in scale from A to F, with A being the best, or free flow, and F being the worst, or gridlock. LOS C is considered stable flow and is acceptable in most situations. LOS D is acceptable for urban areas. Exhibits 6 and 7 show the traffic and level of service for 2005 and 2030, respectively.

Environmental and Socioeconomic Overview

Environmental Footprint

A brief environmental analysis was conducted to locate places of significant historical or cultural value as well as places with potential hazards. An environmental footprint map can be seen in Exhibit 8: Environmental Footprint.

Environmental Justice

Actions associated with Environmental Justice seek to avoid disproportionately high and adverse effects on minority and low income populations associated with public improvements. The Bluegrass Area Development District reviewed U.S. Census data to find possible Environmental Justice locations in Lawrenceburg. Potential for Environmental Justice issues exist in the area east of downtown. Tract 9501 Block Group 4 is 37.7% minority and all of Tract 9501 is 9.1% below the poverty rate. See Exhibit 9: Census Tracts and Block Groups for the location of the census units shown in Table 3: Selected Anderson County Census Data, 2000.

Table 3: Selected Anderson County Census Data, 2000

Census Unit		% Minority	% Elderly	% In Poverty
Tract	Block Group			
All	All	3.5%	10.8%	7.5%
9501	All	7.0%	9.5%	7.4%
	1	3.4%	7.3%	
	2	1.7%	13.1%	
	3	5.4%	7.0%	
	4	37.7%	15.3%	
9502	All	2.1%	13.5%	7.5%
	1	1.7%	17.5%	
	2	1.8%	23.6%	
	3	2.9%	10.2%	
	4	2.0%	19.0%	
	5	1.9%	8.7%	
9503	All	1.0%	8.3%	5.7%
9504	All	0.5%	8.2%	9.1%
	1	0.7%	8.8%	
	2	0.3%	7.3%	
Kentucky		10.0%	12.0%	16.0%
United States		25.0%	12.0%	12.0%

Recommendations

The project team and local officials recommend the projects shown in Table 5: Recommendations and Exhibit 10: Recommendations.

Table 4: Crash Analysis

Roadway	US 62									KY 44	US 127			US 127B	KY 151	
Milepoint Range	18.301-18.400	18.801-18.900	19.001-19.100	19.801-19.900	19.901-20.000	20.001-21.000	20.401-20.500	20.501-20.600	12.901-13.000	13.801-13.900	5.501-5.600	6.201-6.300	6.601-6.700	6.901-7.000	8.801-8.900	0.000-0.100
Spot Reference (See Exhibit 3)	184	189	191	199	200	201	205	206	130	139	56	63	67	70	89	1
Total Crashes	24	26	9	14	32	8	13	13	11	9	8	8	19	9	15	10
Spot Critical Rate Factor	1.669	1.808	1.106	1.613	3.688	1.083	1.759	1.759	1.841	1.225	1.803	1.085	2.578	1.221	2.755	1.698
Weather																
Clear	46%	62%	56%	71%	56%	63%	77%	54%	55%	67%	75%	38%	74%	56%	13%	80%
Cloudy	42%	15%	33%	14%	19%	38%	15%	31%	27%	11%	25%	38%	21%	33%	53%	20%
Rain	8%	23%	0%	7%	19%	0%	0%	15%	18%	22%	0%	25%	5%	11%	33%	0%
Snow/Sleet/Hail/Sandstorm/Fog	4%	0%	11%	7%	6%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Roadway Condition																
Dry	83%	73%	67%	86%	72%	100%	92%	85%	73%	78%	100%	75%	89%	89%	60%	100%
Wet	17%	27%	0%	14%	25%	0%	8%	15%	18%	22%	0%	25%	11%	0%	40%	0%
Ice/Other	0%	0%	33%	0%	3%	0%	0%	0%	9%	0%	0%	0%	0%	11%	0%	0%
Manner of Collision																
Angle	25%	46%	22%	50%	31%	13%	31%	8%	0%	56%	50%	38%	32%	11%	33%	10%
Backing	0%	0%	22%	14%	9%	0%	8%	8%	9%	11%	0%	13%	0%	0%	7%	0%
Head-on	0%	4%	22%	7%	3%	0%	8%	0%	0%	11%	0%	0%	0%	0%	0%	0%
Opposing Left Turn	8%	4%	0%	7%	9%	0%	0%	15%	9%	0%	0%	0%	0%	0%	7%	0%
Rear End	63%	42%	33%	7%	9%	50%	23%	23%	73%	22%	38%	38%	47%	44%	40%	70%
Sideswipe	4%	4%	0%	7%	19%	25%	23%	23%	9%	0%	0%	0%	5%	22%	7%	10%
Single Vehicle	0%	0%	0%	7%	19%	13%	8%	23%	0%	0%	13%	13%	16%	22%	7%	10%
Light Condition																
Dark	0%	0%	0%	0%	3%	0%	0%	0%	9%	0%	0%	0%	0%	0%	13%	0%
Dark-Hwy Lighted	8%	15%	33%	14%	25%	25%	38%	15%	9%	11%	25%	0%	5%	11%	0%	30%
Dawn/Dusk	4%	4%	0%	7%	3%	0%	8%	8%	0%	0%	0%	13%	5%	0%	0%	0%
Daylight	88%	81%	67%	79%	69%	75%	54%	77%	82%	89%	75%	88%	89%	89%	87%	70%

Table 5: Recommendations

Rank	Intersection/Area	Problem	Possible Solution	Cost				
				Design	ROW	Utilities	Construction	Total
1	US 127 Bypass	Confusing Signage	Rename US 127 Bypass as US 127.			Traffic/Maintenance		
	US 127		Rename US 127 as US 127 Business.			Traffic/Maintenance		
	Woodford Street		Rename KY 44 from US 127 Bypass to US 127 as US 62.			Traffic/Maintenance		
	Broadway/Main Street		Rename US 62 from US 127 Bypass to US 127 as four digit route.			Traffic/Maintenance		
2	Carlton Lane/ US 127	Congestion Mitigation	Add right turn lane to Carlton Lane westbound at US 127B	\$ 20,000	\$ 15,000	\$ 10,000	\$ 110,000	\$155,000
3	US 127B/ US 62	Crash History	All-red phase needs to be checked and possibly extended.					
4	US 127/ US 127B/ KY 151	Crash History	Left turn lane from SB US 127 to SB old US 127 (Main Street) backs up in the peak hour and should be extended. Signal phasing needs to be more responsive to traffic demand.	\$ -	\$ -	\$ -	\$ -	\$ -
5	US 127 Bypass/Community Park	Congestion and Safety	Add right turn lane from northbound US 127 Bypass into the community park.	\$ 20,000	\$ -	\$ -	\$ 100,000	\$120,000
6	US 127 Bypass/Food Court	Congestion Mitigation	Add a right turn lane from southbound US 127 Bypass into the food court across from Anderson County High School.	\$ 20,000	\$ -	\$ -	\$ 100,000	\$120,000
7	KY 44	Dangerous Passing Zone	Restripe KY 44 at the Nautical Chase and Gardens subdivisions to eliminate the current dangerous passing zone. Turning Lanes should be considered at these locations, with future developments required to install their own turning lanes.	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000
8	US 62/US 127/KY 44	Crash History	Post "Stop Here on Red" signs next to stop bars.					
9	KY 44/127B	Signal System Coordination	Ensure that traffic signals on US 127 Bypass from the new Wal-Mart to Kroger are all coordinated.					
10	US 62/Lynn Drive	Crash History	Trim Bushes in front of Dairy Queen.					
11	US 62/McDonalds Entrance	Crash History	Post a sign near McDonalds directing traffic attempting to access US 127 Bypass to use the frontage road in front of the car lot instead of first going back out onto US 62.					
12	US 62/Hilltop Drive	Crash History	Increase corner clearance.					
13	US 62/Waterfill Avenue	Crash History	Improve signage for trucks accessing industries via Waterfill Street from Woodford Street. Improve corner clearance at this intersection, possibly involving utility relocation (fire hydrant on corner).					
14	US 127/Carlton Drive	Crash History	Remove sight obstructions on US 127 southbound. Change speed limit to 35 mph until past Carlton Drive.					
15	US 127/Secretariat Drive	Crash History	Eliminate on street parking and restripe to add two-way-left-turning lane from Bell Street to Walker Lane (Milepoints 6.817-7.075).	\$ 15,000	\$ -	\$ -	\$ 60,000	\$ 75,000
16	KY 44/Nautical Chase Subdivision	Connectivity	Add to the Anderson County Comprehensive Plan to extend a route connecting KY 44 to US 62 at Nautical Chase Subdivision.					
17	Posey Street	Safety	Turn Posey Street into a one-way street starting at US 127 and ending at US 62, with the direction of travel being in a clockwise direction.					

Contacts

The following persons may be contacted if additional information is needed concerning the project or the study process:

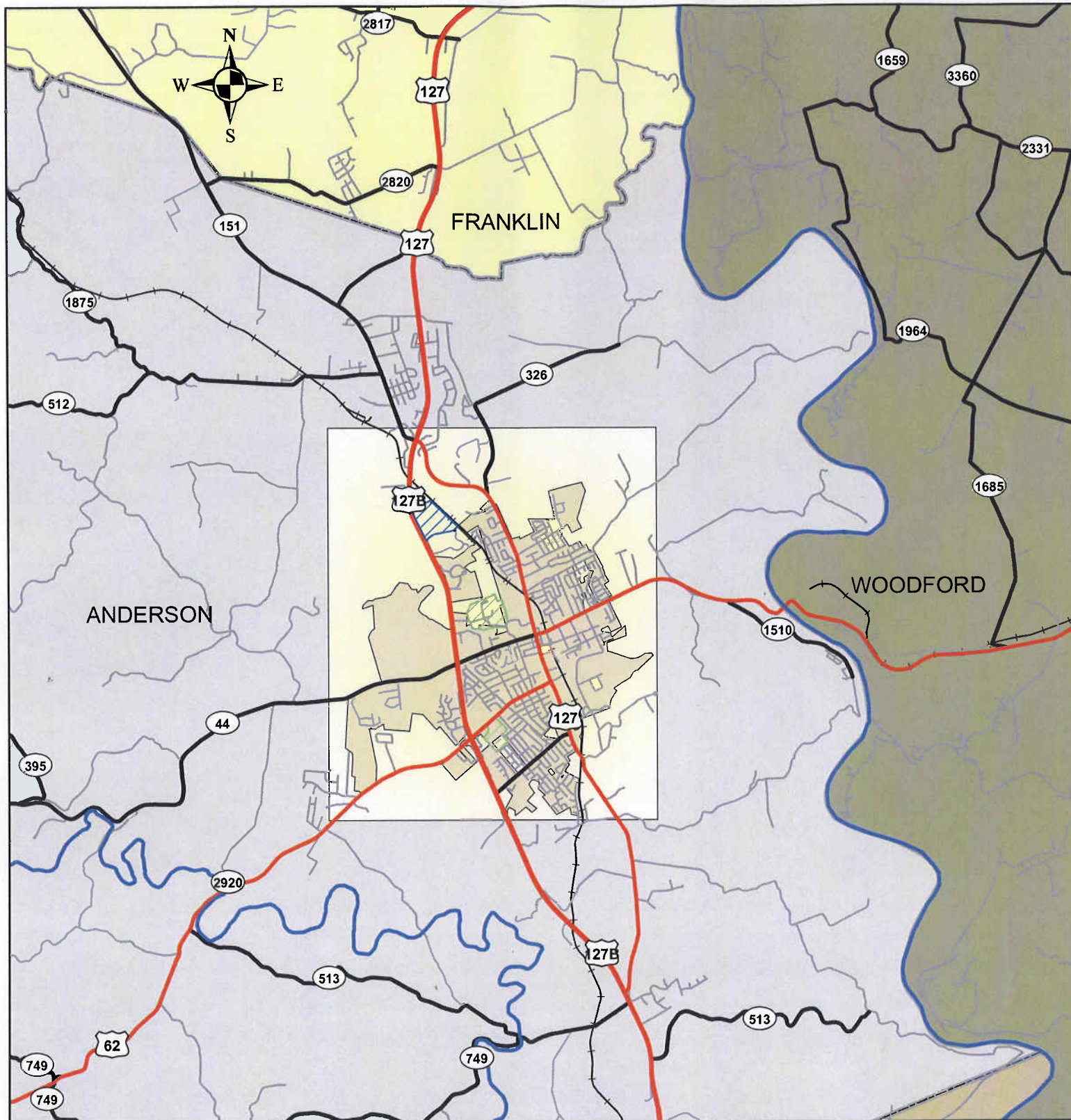
- Keith Damron, Director, Division of Planning
- Steve Ross, Transportation Engineer Branch Manager, Strategic Planning Activity Center, Division of Planning
- Jill Asher, Team Leader, Strategic Planning Activity Center, Division of Planning
- David Tipton, Lawrenceburg Small Urban Area Transportation Study Project Manager, Division of Planning

The following address and phone number may be used:

Phone: (502) 564-7183
Address: Division of Planning
Kentucky Transportation Cabinet
Mail Code W5-05-01
Transportation Office Building
200 Mero Street
Frankfort, KY 40622

Appendix A

Exhibits



Legend

- Major Rivers
- ▨ Industrial Park
- US Highways
- State Roads
- Local Roads
- + + Active Railroad
- ▨ Community Parks
- Corporate Boundary
- Study Area



0 3,200 6,400 12,800
Feet



Exhibit 1 Location Map Lawrenceburg Small Urban Area Transportation Study



Division of Planning



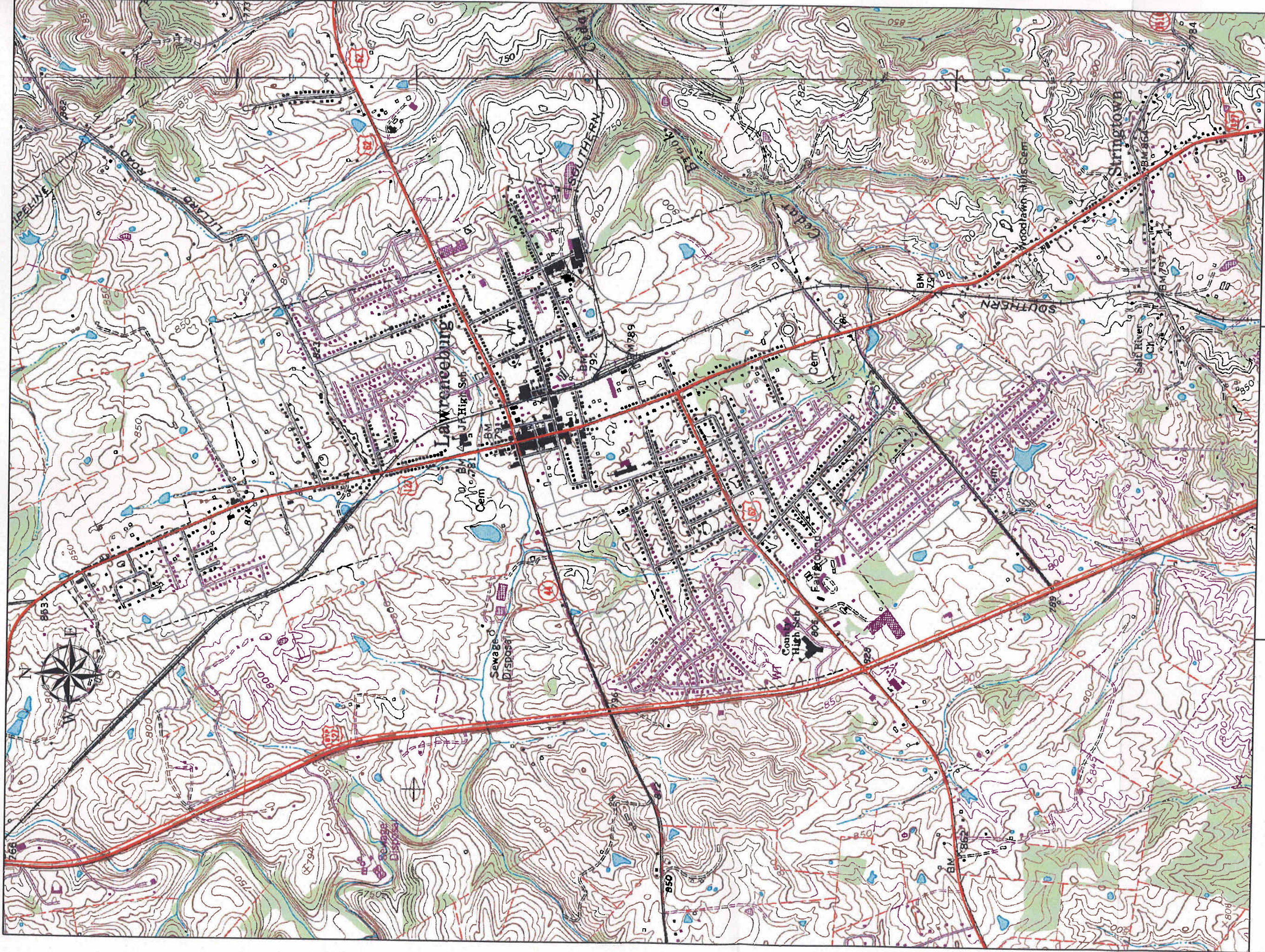
Miles



Legend

- US Highways
- State Roads
- Local Roads
- Railroad

Exhibit 2 Aerial Footprint Lawrenceburg Small Urban Area Transportation Study



Legend

- US Highways
- State Roads
- Local Roads
- Active Railroad



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TRANSPORTATION
CABINET**
Division of Planning

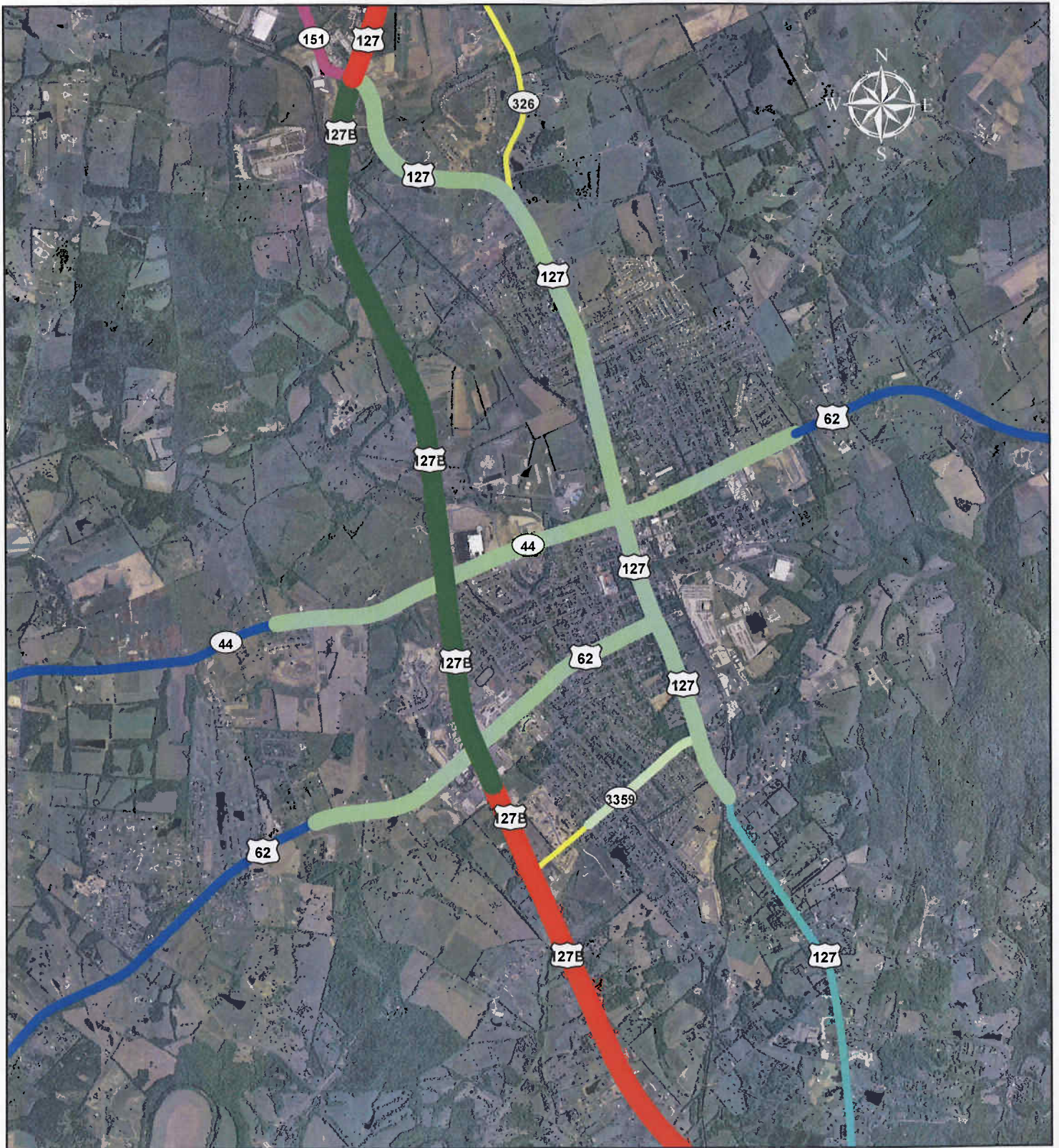
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0 0.2 0.4 0.8

Miles



Exhibit 3 Topographical Footprint Lawrenceburg Small Urban Area Transportation Study



State Route Classification

 Urban Principal	 Rural Min Arterial
 Urban Collector	 Rural Maj Collector
 Urban Local	 Rural Min Collector
 Rural Prin Arterial	 Rural Local



Kentucky
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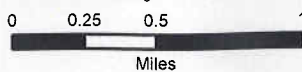
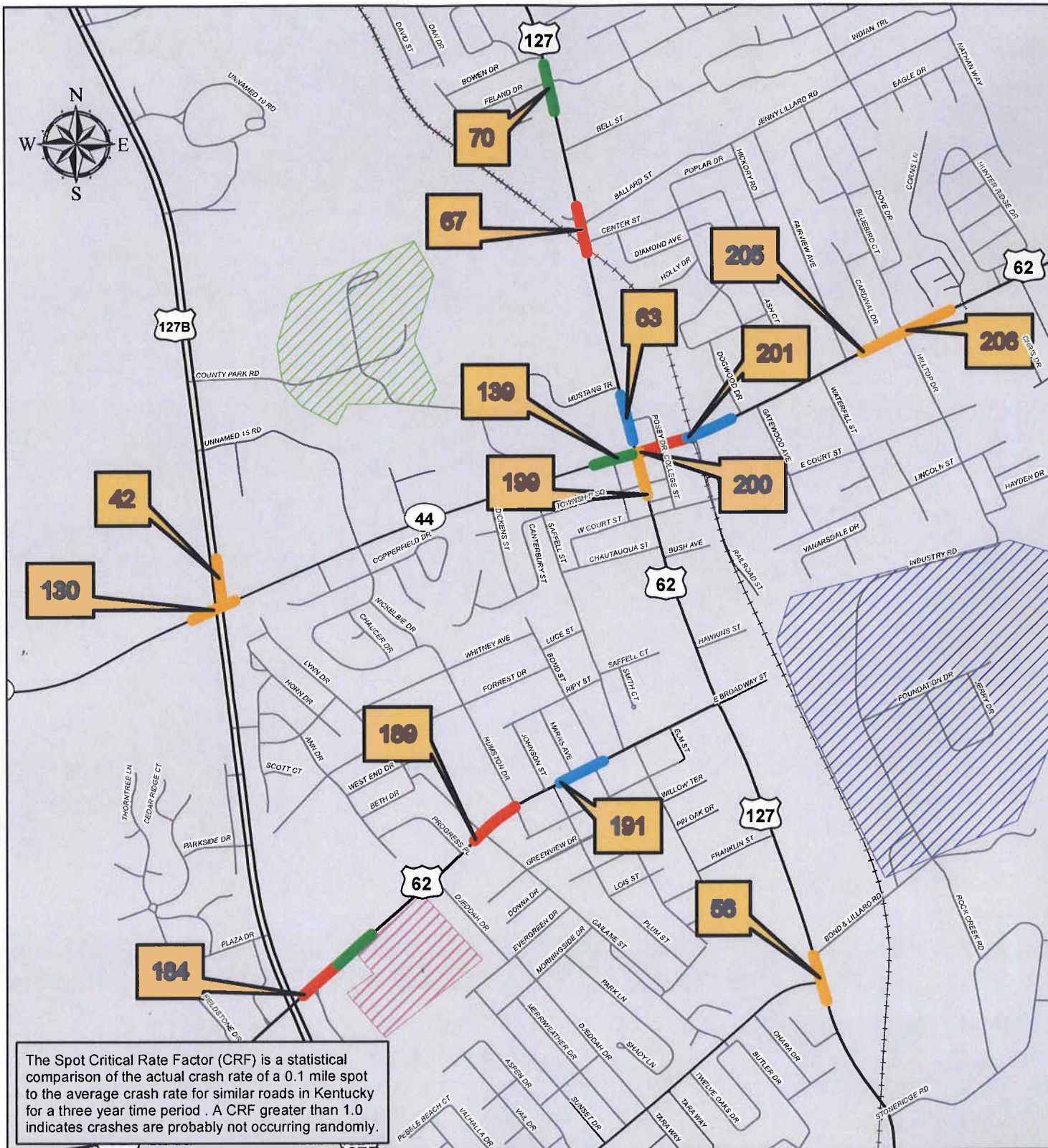
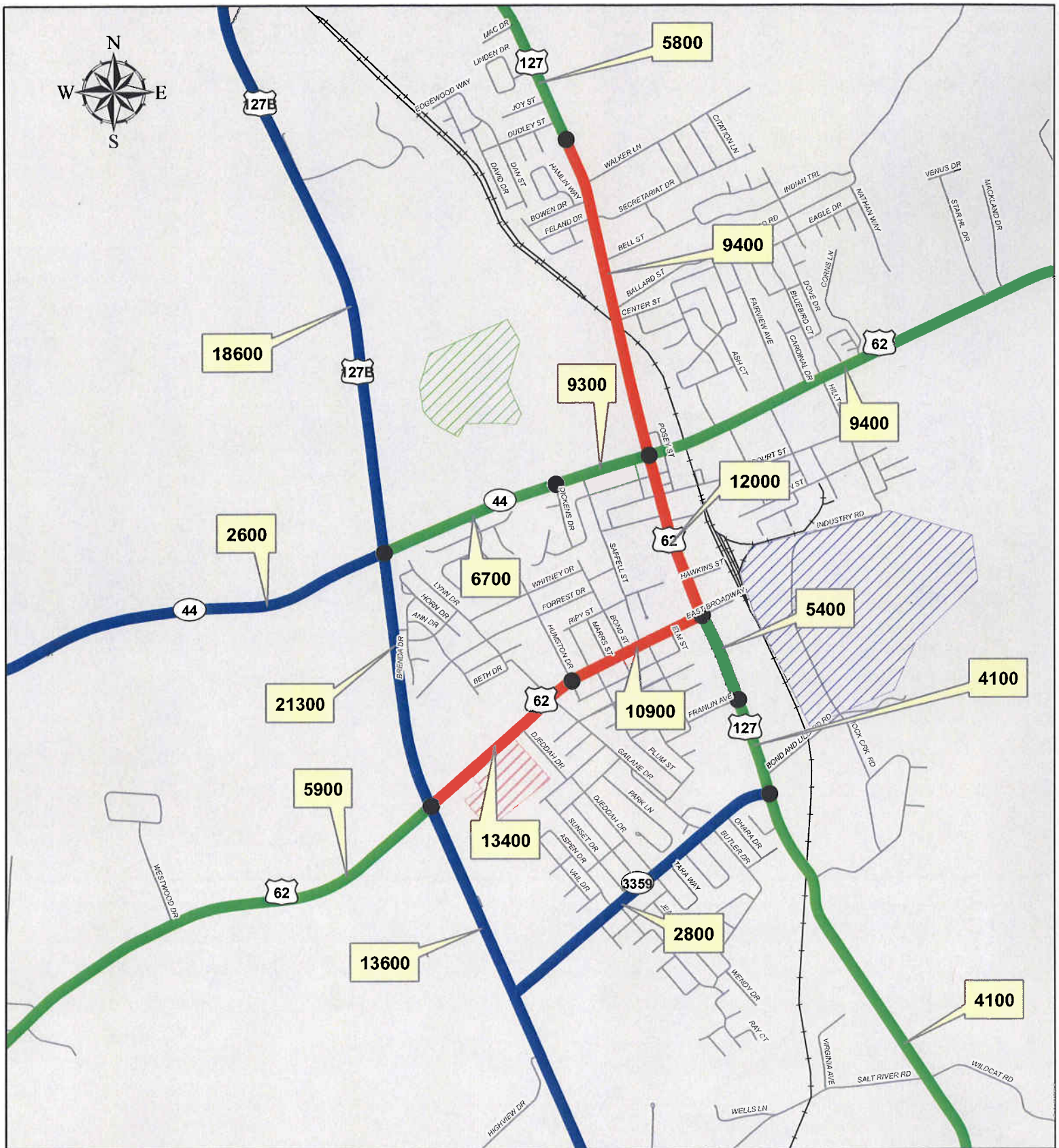


Exhibit 4 Route Classifications Lawrenceburg Small Urban Area Transportation Study



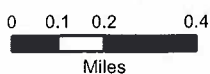


Legend

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Break
- Estimated 2005 ADT (Average Daily Traffic)



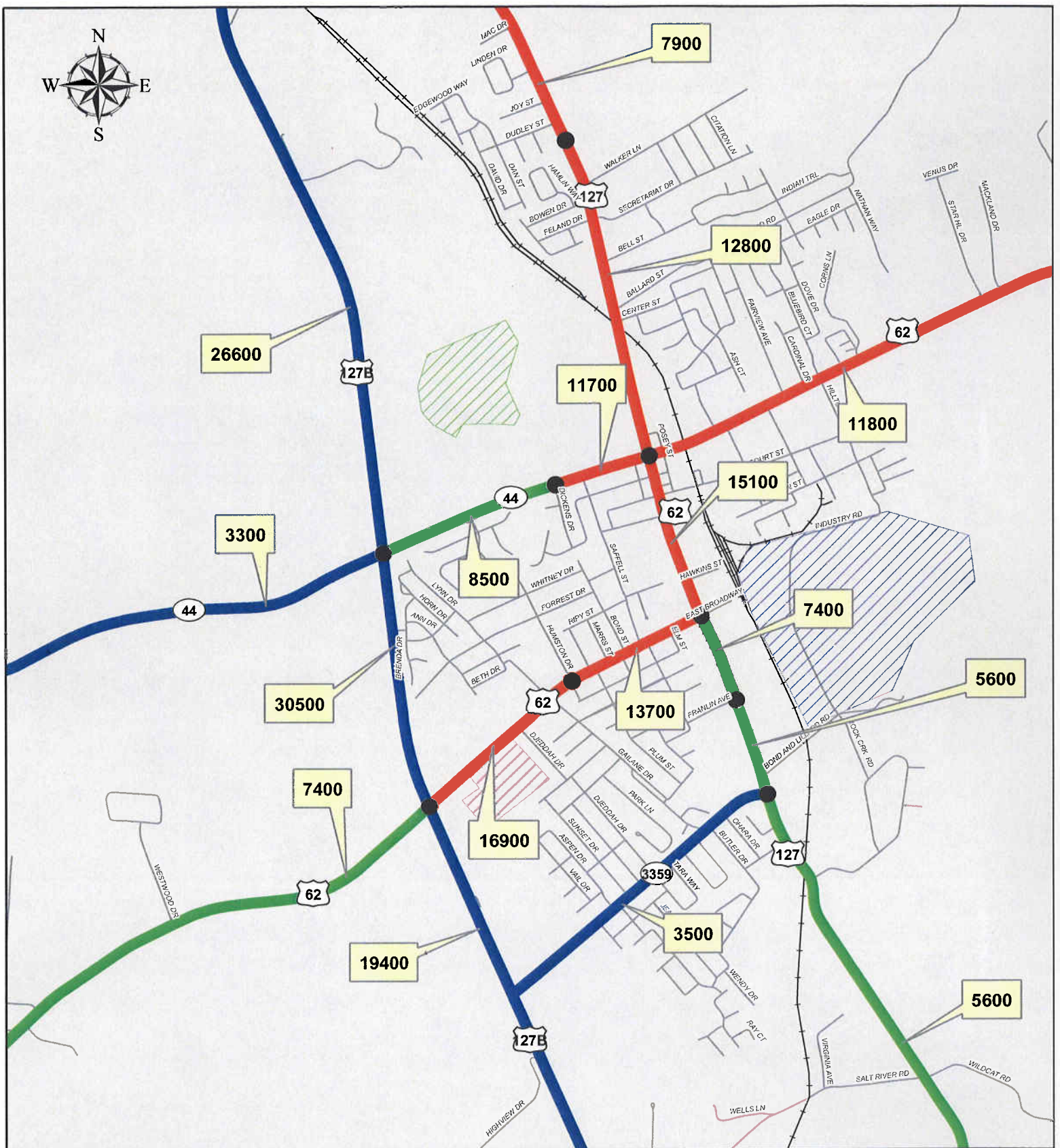
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Exhibit 6 2005 ADT and Level of Service Lawrenceburg Small Urban Area Transportation Study



Legend

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Break
- Estimated 2030 ADT (Average Daily Traffic)



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0 0.125 0.25 0.5
Miles

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Exhibit 7 2030 ADT and Level of Service Lawrenceburg Small Urban Area Transportation Study

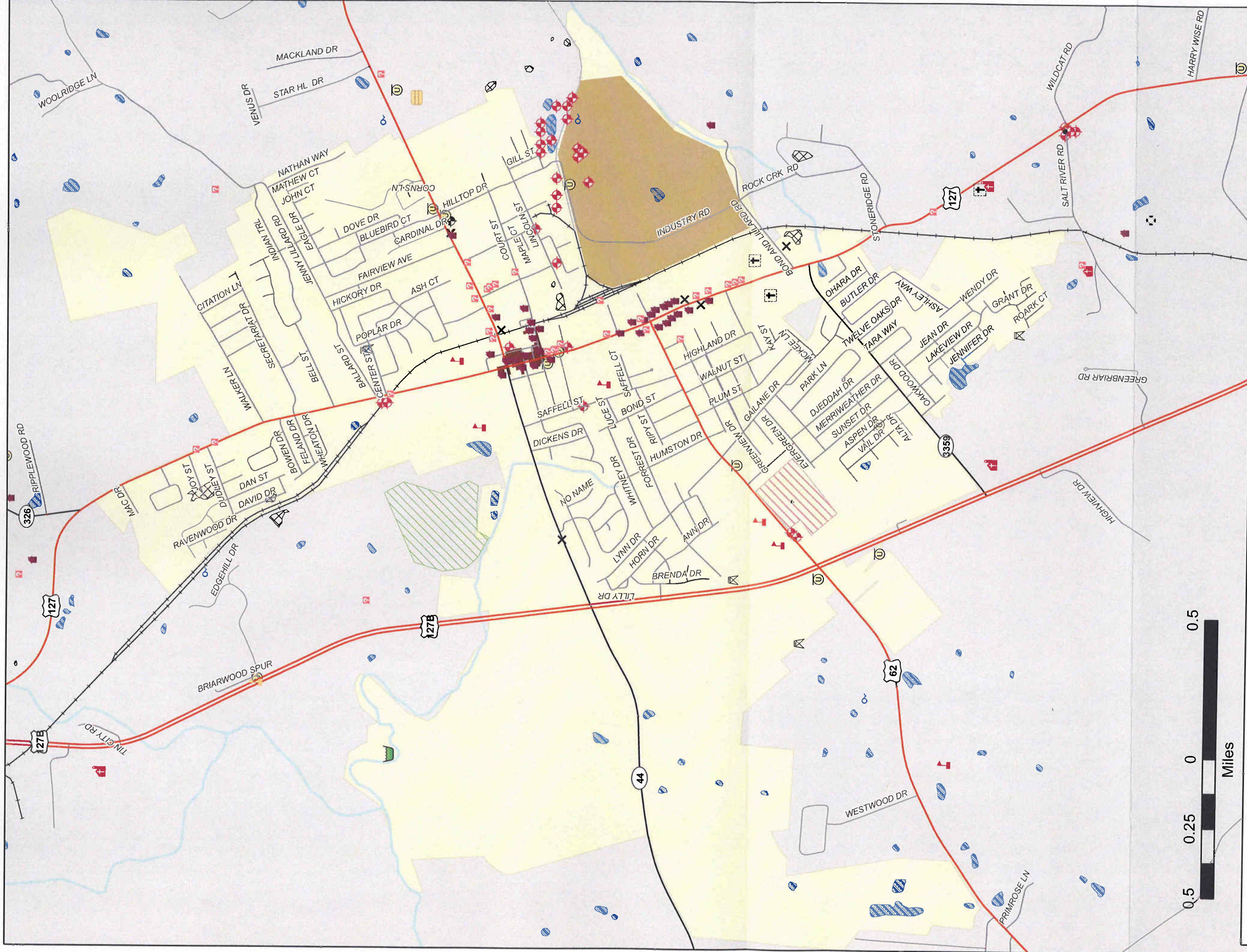
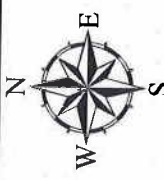
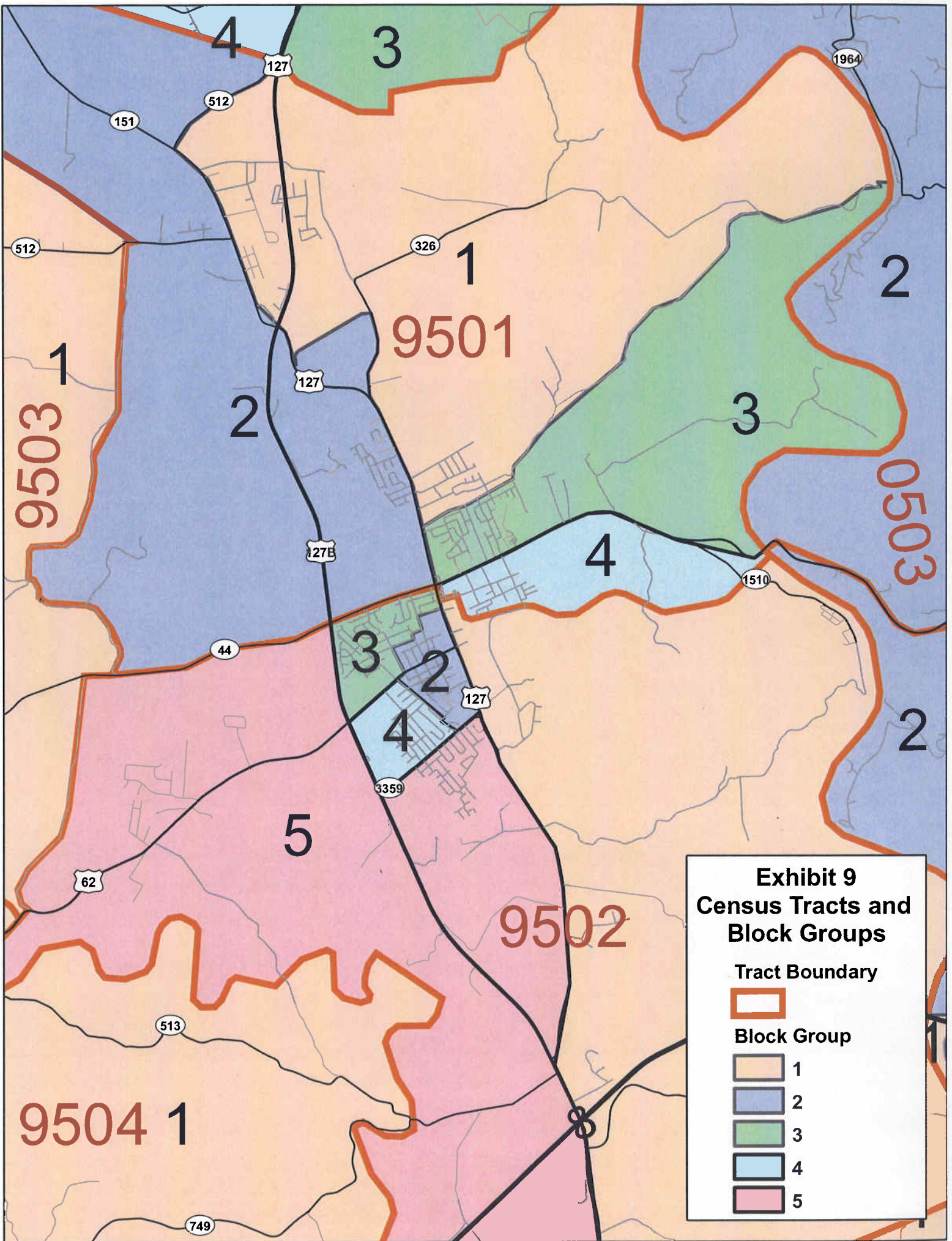
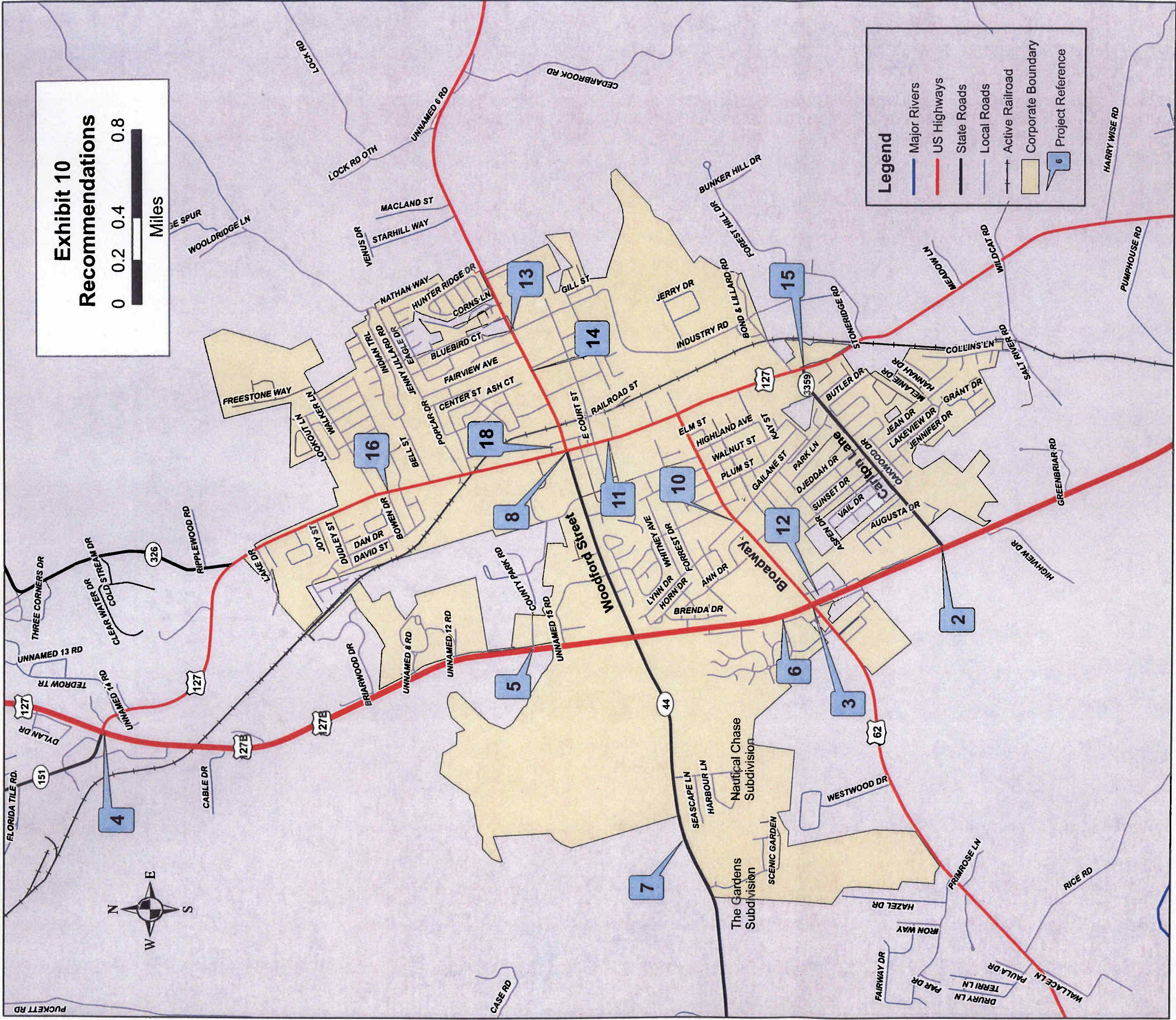


Exhibit 8 Lawrenceburg Small Urban Area Transportation Study Draft Environmental Footprint



- | | | | | |
|------------------|-------------------|-------------------------|---------------------------------------|-------------------|
| US Highway | Geologic Fault | GW Monitoring Well | Underground Storage Tank | Fairgrounds |
| State Road | Non Public School | Package Treatment Plant | Listed/Eligible for National Register | Community Park |
| Local Road | Public School | Sewer Treatment Plant | Undetermined Historical Site | Incorporated Area |
| Active Railroad | Cemetery | Water Tank | Demolished Historical Site | Wetland |
| Removed Railroad | Church | Landfill | National Register Historic District | FEMA Floodplain |
| Stream | GW Spring | SuperFund Site | Industrial Park | Sinkhole |





Rank/ Reference	Intersection/Area	Recommended Solution
1	US 127 Bypass	Rename US 127 Bypass as US 127.
(Not Shown)	US 127	Rename US 127 as US 127 Business.
	Woodford Street	Rename KY 44 from US 127 Bypass to US 127 as US 62.
	Broadway/Main Street	Rename US 62 from US 127 Bypass to US 127 as four digit route.
2	Carlton Lane/ US 127	Add right turn lane to Carlton Lane westbound at US 127B
3	US 127B/ US 62	All-red phase needs to be checked and possibly extended.
4	US 127/ US 127B/ KY 151	Left turn lane from SB US 127 to SB old US 127 (Main Street) backs up in the peak hour and should be extended. Signal phasing needs to be more responsive to traffic demand.
5	US 127 Bypass/Community Park	Add right turn lane from northbound US 127 Bypass into the community park.
6	US 127 Bypass/Food Court	Add a right turn lane from southbound US 127 Bypass into the food court across from Anderson County High School.
7	KY 44	Restripe KY 44 at the Nautical Chase and Gardens subdivisions to eliminate the current dangerous passing zone. Turning Lanes should be considered in at these locations, with future developments required to install their own turning lanes.
8	US 62/US 127/KY 44	Post "Stop Here on Red" signs next to stop bars.
9	127 Bypass	Ensure that traffic signals on US 127 Bypass from the new Wal-Mart to Kroger are coordinated.
(Not Shown)		
10	US 62/Lynn Drive	Trim Bushes in front of Dairy Queen.
11	Main Street	Add high visibility signs in front of the First Christian Church on Main Street warning motorists of pedestrians.
12	McDonalds Exit	Post a sign near the McDonalds exit that directs traffic attempting to access US 127 Bypass to use the frontage road in front of the car lot instead of first going back out onto US 62.
13	US 62 / Hilltop Drive	Restripe Intersection to increase corner clearance.
14	US 62 / Waterfill Avenue	Improve signage for trucks accessing industries via Waterfill Street from Woodford Street. Improve corner clearance at this intersection, possibly involving utility relocation (fire hydrant on corner).
15	US 127 / Carlton Drive	Change speed limit to 35 mph until past Carlton Drive.
16	US 127 (Secretariat Dr to Walker Ln)	Eliminate on street parking and restripe to add two-way-left-turning lane from Bell Street to Walker Lane (Milepoints 6.962-7.075).
17	KY 44/Nautical Chase Subdivision	Add to the Anderson County Comprehensive Plan to extend a route connecting KY 44 to US 62 at Nautical Chase Subdivision.
(Not Shown)		
18	Posey Street	Turn Posey Street into a one-way street starting at US 127 and ending at US 62, with the direction of travel being in a clockwise direction.

Appendix B

Meeting Minutes

Lawrenceburg Small Urban Area Transportation Study
Initial Meeting with Local Officials
Meeting Minutes
April 18, 2006

Those in Attendance were:

Anthony Stratton	Anderson County Judge/Executive
Bobby Sparrow	Lawrenceburg Mayor
Edwinna Baker	Lawrenceburg City Clerk
Tommy Burris	Lawrenceburg Chief of Police
Larry Hazlett	Lawrenceburg Public Works
Bruce Duncan	Bluegrass Area Development District
Randy Turner	KYTC District 7
Stuart Goodpaster	KYTC District 7
Steve Ross	KYTC Central Office
Joe Tucker	KYTC Central Office

Issues brought up and discussed included:

- The point was made that this study was for Lawrenceburg, but the limits of the study could be changed to include expected growth in the area.
 - Local officials then expressed concern with KY 151 north of Lawrenceburg. This is the main route for trucks and other traffic traveling between Lawrenceburg and points west on I-64 including Louisville. KY 151 is two lane with narrow shoulders in Anderson County with southern terminus intersecting with US 127, extending north through the community of Alton and then extending further north to the Franklin County line. A large landfill is just north of the county line in Franklin County and just north of the landfill is the I-64 interchange.
- Major anticipated growth is expected just north of Lawrenceburg. The local officials expect to annex this property into the city limits in the near future.
- Sewer has been run south of Lawrenceburg along US 127B with annexation expected.
- Growth is in the area close to the Turner School and West on KY 44.
- Fiscal Court will support growth as long as it is not sprawl.
- Property north of the city park has been acquired by the school board.
 - Officials would like to see the road to this new school tie into the existing Middle school.
 - All schools in Lawrenceburg would then be tied in together with school buses not having to get onto US 127B or Main Street.
- Posey Street had been proposed as a one-way street, but was voted down. The officials at this meeting wanted to see the street turned into a

one-way street and asked the Transportation Cabinet to evaluate it and make a recommendation.

- Two new subdivisions, Nautical Chase and The Gardens have entrances on KY 44 west of the intersection with US 127 bypass. There is a passing zone on KY 44 that extends through the segment including these subdivision entrances. There are no turn lanes for these entrances. Local Officials would like to see this passing zone changed to a no-passing zone.
- The new Wal-Mart will have two entrances along US 127B. The intersection closest to KY 44 will be signalized.
- John Allred of the Bluegrass Area Development District has done a lot of transportation planning work in the area and the officials believe he should be included in the project team.
- Westbound KY 44 truck traffic, coming from downtown, going to US 127 Bypass, sometimes turn onto US 127 (Main Street) by mistake. Sign improvements could help.

**Lawrenceburg Small Urban Area Transportation Study
Initial Team Meeting
Meeting Minutes
May 2, 2006**

Those in Attendance were:

Bruce Duncan	Bluegrass Area Development District
Eric Walsh	Bluegrass Area Development District
John Allread	Bluegrass Area Development District
David Hughes	KYTC District 7- Construction
Karen Doumas	KYTC District 7- Operations
Kelly Baker	KYTC District 7- Traffic/Permits
Randy Turner	KYTC District 7- Design
Stuart Goodpaster	KYTC District 7- Planning
Jim Wilson	KYTC Central Office- Planning
Joe Tucker	KYTC Central Office- Planning

Issues brought up and discussed included:

- The signage on US 62, going into town, needs to be changed.
 - US 62 could be rerouted through the bypass.
- Highway construction in front of Turner Elementary School should begin this summer.
- The team should look at limiting turns at the courthouse in downtown Lawrenceburg.
- The Tyrone Bridge will be closed from the end of May until around the middle of November.
 - Traffic counts should be obtained after the bridge closes to see how much of an impact traffic crossing the bridge has on the traffic in Lawrenceburg.
- Crash analysis should be done for all of US 127 Bypass.
- The team should look at extending Briar Creek Access road from KY 44 to US 62.
- The Spot Crash Analysis was discussed to gain a better understanding of the crash history in Lawrenceburg. The spots discussed included:
 - Spot reference 189: There are sight distance problems here.
 - Spot reference 67: A spacing problem may exist.
 - Spot reference 184: Signage may be a contributing factor to the crashes at this spot.
 - Spot reference 130: Turning lanes may be beneficial.

Lawrenceburg Small Urban Area Transportation Study
Second Meeting with Local Officials
Meeting Minutes
July 17, 2006

Those in Attendance were:

Bobby Sparrow	Lawrenceburg Mayor
Edwinna Baker	Lawrenceburg City Clerk
Tommy Burris	Lawrenceburg Chief of Police
Larry Hazlett	Lawrenceburg Public Works
Troy Young	Anderson County Sherriff
Larry Basham	Anderson County Schools
Russ Williamson	Anderson County Bus Garage
Bruce Duncan	Bluegrass Area Development District
Eric Walsh	Bluegrass Area Development District
Randy Turner	KYTC District 7
Stuart Goodpaster	KYTC District 7
Steve Ross	KYTC Central Office
Joe Tucker	KYTC Central Office

Introductions were made and a brief introduction was given about the type of study being done.

Handouts were distributed and briefly discussed.

The focal point of the meeting was discussing the preliminary list of projects and adding/deleting other projects.

Issues brought up and discussed included:

- A right turn lane is needed on westbound Carlton Drive at US127 Bypass. During peak hours, Carlton Drive backs up here and a turn lane could relieve this congestion. There should be enough room available for construction.
- Changing the signage on US 62, US 127, US 127B, and KY 44 would simplify the routes and make the signage less confusing. It would also make the transportation system more user friendly to drivers passing thru.
- Stop lines need to be moved back at the KY 44/US 62/ US 127 intersection. People are pulling up too far in the left-turn lane and making it difficult for buses and other trucks to make turns. The phasing also needs to be checked for peak hours from northbound US 127 onto Woodford Street.
- A business renting storage units is being built on the northeast corner of the US 127/US 127B/KY 151 intersection. One apartment is also included with the development.

- Signage at the exit to the McDonalds drive-thru would be beneficial to direct people onto US 127B.
- A crosswalk is needed in front of the First Christian Church.

Projects agreed upon and prioritized by the officials included:

Rank	Intersection/Area	Problem	Possible Solution
1	US 127 Bypass	Confusing Signage	Rename US 127 Bypass as US 127.
	US 127		Rename US 127 as US 127 Business.
	Woodford Street		Rename KY 44 from US 127 Bypass to US 127 as US 62.
	Broadway/ Main Street		Rename US 62 from US 127 Bypass to US 127 as four digit route.
2	Carlton Lane/ US 127	Congestion Mitigation	Add right turn lane to Carlton Lane westbound at US 127B
3	US 127B/ US 62	Crash History	All red phase needs to be checked on and possible extended.
4	US 127/ US 127B/ KY 151	Crash History	Signal phasing here could be a little more responsive to traffic demand. Left turn lane from SB US 127 to SB old US 127 (Main Street) backs up in the peak hour and should be extended.
5	US 127 Bypass/ Community Park	Congestion and Safety	Add turn right turn lane from US 127B north into the community park.
6	US 127 Bypass/ Food Court	Congestion	Add a right turn lane into the Food Court across from the High School.
7	KY 44	Dangerous Passing Zone	Restripe KY 44 around the Nautical Chase and Gardens subdivisions to eliminate the current dangerous passing zone. Turning Lanes should also be put in at these locations, with future developments required to install their own turning lanes.
8	US 62/ US 127/ KY 44	Crash History	Move white stop lines back in order to allow trucks room to turn.
9	KY 44/ 127B	Signal System Coordination	Ensure that traffic signals at the US 127B/Wal-Mart and at the US 127B/KY 44 intersection are coordinated.
10	US 62/ Gailane Drive	Crash History	Trim Bushes.
11	US 62/ McDonalds Entrance	Crash History	A sign should be posted near McDonalds directing traffic attempting to access US 127B to use the frontage road in front of car lot instead of trying to get back out onto US 62.
12	US 62/ Hilltop Drive	Crash History	Increase corner clearance
13	US 62/ Fairview Avenue	Crash History	Fix signage for trucks on Waterfil and move water hydrant away from corner.
14	US 127/ Carlton Drive	Crash History	Remove sight obstructions on US 127 southbound. Change speed limit to 35 mph until past Carlton Drive.
15	US 127/ Secretariat Drive	Crash History	Check on Turn Lane and on-street parking.
16	KY 44/ Nautical Chase Subdivision	Connectivity	Add to the Anderson County Comprehensive Plan to finish a route connecting KY 44 over to US 62. Nautical Chase Subdivision currently has an entrance off of KY 44 and the residents and developers may be interested in having their main road through the subdivision connect over to US 62.
17		Safety	Add a crosswalk in front of the 1st Christian Church.
18	Posey Steet	Safety	Make Posey Street a one-way street.

Lawrenceburg Small Urban Area Transportation Study
Final Team Meeting
Meeting Minutes
July 27, 2006

Those in Attendance were:

Bruce Duncan	Bluegrass Area Development District
Eric Walsh	Bluegrass Area Development District
Randy Turner	KYTC District 7- Design
Stuart Goodpaster	KYTC District 7- Planning
Craig Price	KYTC District 7- Traffic
Jim Wilson	KYTC Central Office- Planning
Steve Ross	KYTC Central Office- Planning
Joe Tucker	KYTC Central Office- Planning

Projects developed during the second officials meeting were discussed and refined. Issues brought up and discussed included (issues are referenced by the priority number from the officials meeting as shown in Table 1: Recommended Projects from Officials Meeting):

1. Redesignating route numbers on US 127, US 127B, US 62 and KY 44 and changing the signage to eliminate confusion and facilitate more manageable truck access is a good idea and needs to be done. Jay Hoskins, in the Division of Planning, should be consulted to see if there are any statewide standards or policy.
2. Adding a right turn lane from Carlton Drive onto the US 127 bypass is a needed project. D7 Traffic is currently evaluating the need for a signal at this location.
3. This is a traffic issue. The D7 traffic branch will check the length of the all-red phase for the signal at US 12B and US 62.
4. An extended turn lane is needed at US 127/KY151. A cost estimate needs to be prepared for this. D7 Traffic will check on the signal phasing.
5. It may be possible to simply stripe the shoulder as a turn lane from northbound on US 127 bypass to the community park.
6. The solution in the table should read US 127 instead of US 25. We may be able to stripe the shoulder as a turn lane from southbound US 127 bypass into the Food Court also.
7. Eliminating the passing zone on US 44 in front of Nautical Chase and The Gardens residential developments is a good project. Reword the solution to say, "Turning lanes should be considered".
8. For the US 127 Business/US 44 intersection, reword the solution to say, "Post 'Stop Here on Red' signs next to stop bars."

9. Reword to include all signals on US 127 Bypass in Lawrenceburg. D7 Traffic will look at the coordination of these signals.
10. D7 Maintenance can check this project to see if it is on state ROW. If not, Dairy Queen should be asked to trim back these bushes at Lynn Drive and Broadway.
11. The recommendation for a crosswalk on Main Street in front of the First Christian Church should be removed from the list of projects. Mid-block crosswalks are dangerous and create an increased likelihood of pedestrians being struck by vehicles. These types of crosswalks create a false sense of security for the pedestrians and encourage them to walk before they ensure the roadway is clear. Even though vehicles are supposed to stop for pedestrians in the crosswalks, they do not always follow the law. Recent fatalities and severe injuries have occurred at newly installed mid-block crosswalks at Eastern Kentucky University in Richmond and on Harrodsburg Road in Lexington. Instead of a crosswalk, high visibility signs on each approach to the First Christian Church on Main Street warning motorists of pedestrians are recommended.
12. A sign directing motorists exiting the McDonalds drive through onto US 127 Bypass is a good recommendation.
13. D7 will work up cost estimates for increasing the turn radius from Woodford Street onto Hilltop Drive. This is the main truck access route to the Industrial Park.
14. Traffic will review the signage considering Waterfill Street is the truck access route to industries north of the railroad tracks that are not within the Industrial Park. The cost estimate needs to be updated to include the cost for increasing the turn radius from Woodford Street onto Waterfill Street including utility relocation.
15. Traffic will check to see if a speed study is needed on South Main Street in the vicinity of Carlton Drive, or if they are able to adjust the speed limit by statute.
16. Widen if necessary and restripe to add two-way-left-turning-lane (Add MP limits from Bell Street to Walker Lane).
17. Including a reference to recommend the extension of Nautical Chase Drive to US 62 in the Comprehensive plan is accepted by the team.
18. It is recommended that Posey Street be converted into a one-way street starting at US 127 and ending at US 62.

Final recommendations from the project team are shown in Table 2: Project Team Recommended Solutions.