

# **Appendix E:**

## **LOCAL OFFICIALS AND STAKEHOLDERS MEETING MINUTES**



**Steven L. Beshear**  
Governor

**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Michael W. Hancock, P.E.**  
Secretary

February 25, 2014

THIS LETTER IS ONLY FOR YOUR INFORMATION. IT HAS BEEN SENT  
(ADDRESSED) TO EACH PERSON ON THE ATTACHED LIST

«Mailing\_Title» «First\_Name» «Last\_Name»«Suffix»  
«Title»  
«Organization»  
«Address1»  
«Address2»  
«City» «State» «Zip»

Dear «Letter\_Title» «Last\_Name»:

Subject: US 60 Traffic Study from US 460 to I-64  
Franklin County  
Local Official/Stakeholder Invitation

We would like to invite you to participate in a Local Official/Stakeholder Meeting for the US 60 Traffic Study. The first meeting will be held on Wednesday, March 19, 2014 and will begin promptly at 1:00 p.m. We will meet at:

The Kentucky Transportation Cabinet  
200 Mero Street  
Conference Room 512  
Frankfort, KY 40622

The Kentucky Transportation Cabinet (KYTC), along with help from Parsons Brinckerhoff and the Bluegrass Area Development District (BGADD), has assembled a project team to examine various traffic operations and construction possibilities to enhance safety, improve capacity, and help traffic movement along the US 60 corridor from I-64 to US 460 in Frankfort, Kentucky. The study will focus on identifying short-term improvements that can be quickly and effectively implemented as well as long-term solutions that seek to address future transportation needs while addressing existing traffic and safety issues.

The first meeting will be to discuss known issues related to the roadway system along US 60 within the project limits, receive initial feedback about the project's Goals and Objectives, as well as to begin the identification of potential improvement projects. We are inviting a diverse group of community representatives to include local elected officials and stakeholders such as fire departments, police and EMS, and local schools.



An Equal Opportunity Employer M/F/D

February 25, 2014

The purpose of the meeting is to provide a local perspective on transportation issues and needs in the area. Be prepared to offer your input on the project! KYTC, along with Parsons Brinckerhoff, will have information to share regarding the project including identified issues and some areas for future study/potential projects. We would like feedback on these as well as other concerns/community needs regarding improvements in the study area.

This study will include a scoping process to develop short-term alternatives that can be quickly and easily implemented along with long-term alternatives to address system-wide identified transportation needs. The level of detail for evaluation will include cost estimates and an analysis of impacts and benefits. This information will be included in a final report.

We appreciate your attendance and contribution to this project. Please have your comments, questions, or requests prepared for the meeting. We look forward to meeting with you. If you cannot attend, please send a representative from your office on your behalf. A second meeting will be scheduled later in the project process to discuss and receive feedback on potential solutions identified.

For additional information please contact Tom Hall in KYTC District 5 by phone at (502) 210-5400 or by e-mail at [tom.hall@ky.gov](mailto:tom.hall@ky.gov). Please address all written correspondence to John Moore, PE, Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, 5<sup>th</sup> Floor, Frankfort, KY 40622 and include a return address on such correspondence and also note this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Moore', written over a horizontal line.

John Moore, P.E.  
Director  
Division of Planning

JM/MP/NH

c: Shawn Dikes (PB)  
Mary Murray  
Matt Bullock  
Jonathon West  
Tom Hall  
Judi Hickerson  
Jill Asher  
Tim Foreman

MR. DAL HARPER  
SENIOR PLANNER  
BLUEGRASS AREA DEVELOPMENT DISTRICT  
699 PERIMETER DRIVE  
LEXINGTON KY 40517

MR. CHRIS CHANEY  
TRANSPORTATION PLANNER  
BLUEGRASS AREA DEVELOPMENT DISTRICT  
699 PERIMETER DRIVE  
LEXINGTON KY 40517

THE HONORABLE TED COLLINS  
FRANKLIN COUNTY JUDGE/EXECUTIVE  
321 W. MAIN STREET  
FRANKFORT KY 40601

MR. PAT MELTON  
FRANKLIN COUNTY SHERIFF  
699 CHAMBERLAIN AVENUE  
FRANKFORT KY 40601

MR. TOM RUSSELL  
EMERGENCY MANAGEMENT DIRECTOR  
OFFICE OF EMERGENCY MANAGEMENT & HOMELAND  
SECURITY  
300 W. SECOND STREET, SUITE 3  
FRANKFORT KY 40601

MR. RANDY THOMPSON  
FRANKLIN COUNTY ROAD SUPERINTENDENT  
100 LEWIS FERRY ROAD  
FRANKFORT KY 40601

THE HONORABLE WILLIAM I. MAY  
MAYOR, CITY OF FRANKFORT  
P. O. BOX 697  
100 W. SECOND STREET  
FRANKFORT KY 40602

MR. MARK WILHOIT  
POLICE CHIEF  
CITY OF FRANKFORT  
P. O. BOX 697  
315 W. SECOND STREET  
FRANKFORT KY 40602

MR. EDDIE STONE  
FIRE CHIEF  
CITY OF FRANKFORT  
300 WEST SECOND STREET  
FRANKFORT KY 40601

MR. GARY MULLER  
FRANKFORT PLANNING DIRECTOR  
CITY OF FRANKFORT  
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315 W. SECOND STREET  
FRANKFORT KY 40602

MR. ROBERT HEWITT  
FRANKLIN COUNTY PLANNING DIRECTOR  
321 W. MAIN STREET  
FRANKFORT KY 40601

THE HONORABLE JULIAN CARROLL  
7TH DISTRICT STATE SENATOR  
KENTUCKY STATE SENATE  
ROOM 229, CAPITOL ANNEX  
FRANKFORT KY 40601

THE HONORABLE DERRICK W. GRAHAM  
57TH DISTRICT STATE REPRESENTATIVE  
KENTUCKY GENERAL ASSEMBLY  
157 BELLEMADE DRIVE  
FRANKFORT KY 40601

THE HONORABLE JAMES KAY, II  
56TH DISTRICT STATE REPRESENTATIVE  
KENTUCKY GENERAL ASSEMBLY  
P. O. BOX 1536  
VERSAILLES KY 40383



MR. TOM BRADLEY  
PUBLIC WORKS DIRECTOR  
CITY OF FRANKFORT  
P. O. BOX 697  
315 W. SECOND STREET  
FRANKFORT KY 40601

MR. CHARLEY PRESTON  
ASSISTANT SUPERINTENDANT  
FRANKLIN COUNTY SCHOOLS  
916 EAST MAIN  
FRANKFORT KY 40601

MR. TIM ZISOFF  
CITY MANAGER  
CITY OF FRANKFORT  
P. O. BOX 697  
315 W. SECOND STREET  
FRANKFORT KY 40601

TO: Tom Hall, PE  
Mikael Pelfrey, PE  
Project Manager(s), KYTC

[www.pbworld.com](http://www.pbworld.com)

FROM: Parsons Brinckerhoff

DATE: March 20, 2014

SUBJECT: US 60 Traffic Study  
Item No. 5-275.00  
Minutes of 1<sup>st</sup> Local Official / Stakeholder Meeting

The first meeting with the local officials and stakeholders for the US 60 Traffic Study was held at 1:00 PM (EST) on Wednesday, March 19, 2014, at KYTC Central Office in Frankfort, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Randy Thompson	Franklin Co. Road Dept.	rthompson@fewpb.net
Robert Hewitt	Franklin Co. Planning / Building Codes	rhewitt@franklincountyky.com
Ray Kinney	Franklin Co. Fiscal Court	rkinney@franklincountyky.com
Walter M. Wilhoite	Frankfort Police	mwilhoite@frankfort.ky.gov
Marc Wood	Frankfort / Franklin Co. OEM	mwood@frankfort.ky.gov
Eddie Slone	Frankfort Fire / EMS	eslone@frankfort.ky.gov
Derek Gray	Frankfort Public Works	dgray@frankfort.ky.gov
Tim Zisoff	Frankfort	tzisoff@frankfort.ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Chris Allen	KYTC – D-5 Planning	chris.allen@ky.gov
Tom Hall	KYTC – D-5 Planning	tom.hall@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Chris Chaney	BGADD	cchaney@bgadd.org
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com

## **Introductions**

Mr. Pelfrey began by welcoming those in attendance and requesting that everyone introduce themselves. He detailed that the Kentucky Transportation Cabinet (KYTC) has requested a traffic study be completed for the US 60 corridor between US 460 and I-64 in Frankfort, Kentucky with special emphasis on the Sunset Drive / McDonald's to Laramie Drive / Brighton

Park Boulevard section / intersections. Parsons Brinckerhoff is the consulting firm assisting KYTC with the study. Mr. Pelfrey then turned the meeting over to Shawn Dikes (Project Manger) and Lindsay Walker with Parsons Brinckerhoff.

To facilitate the meeting, copies of the presentation slides and survey forms were distributed to those in attendance.

### **Project Overview**

Mr. Dikes began the presentation portion of the meeting by providing some background information on the study, forming the context for what the study includes and the purpose of this meeting. As the schedule for this study was compressed into a six-month timeframe, the next (and final) meeting with the local officials / stakeholders will be held in the near future with a target date during the week of May 19, 2014. Once a date that week is selected, invitation letters will be sent out from KYTC. Mr. Dikes also detailed the project purpose and need, issues and study limits.

Ms. Walker assisted Mr. Dikes by providing a review of the existing conditions and information that has been compiled to date for the study. This included a review of environmental constraints, traffic operations, and a crash analysis.

The initial evaluation of the focus area (Sunset Drive / McDonalds intersection and the Lalaran Avenue / Brighton Park Boulevard intersection) was presented to those in attendance. The short-term planning-level design was discussed. A primary issue that was brought up was finding a way to accommodate the right turning traffic onto Brighton Park Boulevard. The turn pocket identified in the recommended plan was identified as not being sufficient to accommodate the volume and backup of traffic on US 60.

Some preliminary ideas were also presented and discussed related to the entire corridor. Potential turn reductions based on some test treatments to the corridor (such as installing a median / reducing access points) were presented as developed through the Highway Safety Manual methods.

### **Discussion Items**

The local officials / stakeholders in attendance provided a number of comments about the study including issues, confirmation on identified congested areas and high crash locations, potential areas of focus, and thoughts on potential improvements. A summary of their comments are provided below.

- Consider a “porkchop” divider to prohibit left turns in and out of the White Castle access point near the Brighton Park Boulevard intersection.
- Lalaran Avenue is a dead-end street and if there are collisions on this street or at the intersection, there is no other access at this location.
- The split phase of the traffic signal at Lalaran Avenue / Brighton Park Boulevard helps with traffic operations.

- When there are heavy traffic volumes, drivers need to proceed with caution when crossing all lanes to turn left, particularly if the initial direction stops and waves a vehicle through.
- One attendee was of the opinion that traffic signals are not necessary, particularly at Brighton Park Boulevard and that they impede traffic flow.
- It may be good to explore the possibility of wayfinding signage especially to downtown, so that traffic could be further utilize KY 676 and take some of the pressure off US 60.
- It was noted that there is major development planned within the next few years with all development to be built out by 2040. This includes some additional retail along US 421 just east of US 60 as well as additional development accessed by the Jett Boulevard intersection. Jim Beam is also expanding their facility nearby and will be increasing traffic volumes and truck traffic through the study area. The planning / traffic studies performed for the developments will be provided to Parsons Brinckerhoff by the Franklin County Planning and Building Codes.
- There will be no additional development in the area just west of US 60 near the Arrowhead property as that land has been put into a Conservation easement.
- Speed limit reductions may be a consideration on the portion of US 60 between I-64 and US 421. The speed limit could be reduced from 55 to 45 mph.
- Consideration may be given to looking at lining up access points with roadways. An example would be aligning Capitol Center Drive with the Zaxby's / restaurant access points across the street. New traffic signals could be considered as well as part of the re-alignment.
- Connectors between adjacent businesses / shopping centers / streets should be considered where appropriate. Some examples would be a backside connector to Laramie Avenue as well as connecting the Kroger shopping center with the McDonalds near the Goodwill Drive thru.
- Pedestrians and bicyclists utilize the corridor and options will be looked at to incorporate continuity between facilities and safe paths for these modes. It was noted that a difficult pedestrian crossing exists when pedestrians try to cross US 60 to access Wendy's. The roadway is very wide with no place for a pedestrian refuge in the middle of the travel lanes.

### **Next Steps**

As noted previously, the next meeting will be held with the local officials and stakeholders in May 2014. Parsons Brinckerhoff will be providing at that time planning level design alternates and will be requesting feedback on them as well as prioritization of projects within the corridor. The study is scheduled to be completed by June 1, 2014.

The meeting was adjourned at approximately 2:30 PM.

TO: Tom Hall, PE  
Mikael Pelfrey, PE  
Project Manager(s), KYTC

[www.pbworld.com](http://www.pbworld.com)

FROM: Parsons Brinckerhoff

DATE: April 17, 2014

SUBJECT: US 60 Traffic Study  
Item No. 5-275.00  
Minutes of Business Stakeholder Meeting

A meeting with the local business stakeholders for the US 60 Traffic Study was held at 8:00 AM (EST) on Thursday, April 17, 2014, at KYTC Central Office in Frankfort, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
WM. A. Mackey	Brighton Landmark	mackeysjanitorialservice@fewpb.net
Joe Allison	McDonald's	Joe.allison@us.stres.mcd.com
Joe Graviss	McDonald's	joe@joegraviss.com
Troy Hearn	KYTC Planning / Bike / Ped	troy.hearn@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Chris Allen	KYTC – D-5 Planning	chris.allen@ky.gov
Eileen Vaughan	KYTC – C.O. Planning	Eileen.vaughan@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Arlen Sandlin	Parsons Brinckerhoff	sandlin@pbworld.com

### **Introductions**

Mr. Pelfrey began by welcoming those in attendance and thanking them for taking the time to participate in the study process. He detailed that the Kentucky Transportation Cabinet (KYTC) has requested a traffic study be completed for the US 60 corridor between US 460 and I-64 in Frankfort, Kentucky with special emphasis on the Sunset Drive / McDonald's to Laramie Drive / Brighton Park Boulevard section / intersections. Parsons Brinckerhoff is the consulting firm assisting KYTC with the study. Mr. Pelfrey then turned the meeting over to Shawn Dikes (Project Manager) and Lindsay Walker with Parsons Brinckerhoff.

### **Project Overview**

Mr. Dikes began the presentation portion of the meeting by providing some background information on the study, forming the context for what the study includes and the purpose of this

meeting. A second meeting with all the stakeholders will be held in the near future and it was requested that the business stakeholders also attend that meeting and stay involved in the study. Mr. Dikes also detailed the project purpose and need, issues and study limits. Those in attendance generally were in agreement with the details presented regarding the purpose and need and the working of the statement.

Ms. Walker assisted Mr. Dikes by providing a review of the existing traffic conditions and information that has been compiled to date for the study. This included a review of environmental constraints, traffic operations, and a crash analysis. She pointed out the high crash rates throughout the corridor and the fact that the intersections controlled the flow of traffic. The unfettered access and the various movements of traffic contribute greatly to the amount of congestion and crashes.

The initial evaluation of the focus area (Sunset Drive / McDonalds intersection and the Laramie Avenue / Brighton Park Boulevard intersection) was presented to those in attendance. The short-term planning-level design was discussed.

Some preliminary ideas were also presented and discussed related to the entire corridor. Draft plans were presented showcasing areas of impact related to a six-lane facility with a median and driveway consolidation considerations.

### **Discussion Items**

The three attendees provided a number of comments and were very participatory throughout the meeting. A summary of their comments are provided below.

- Traffic and safety operations have been a long-standing issue for this corridor.
- Coordination of signals at US 60 / US 460 might be improved
- It was noted that development setbacks should be adhered to and development not allowed right next to the edge of road.
- Typical right-of-way limits are usually two-feet beyond sidewalks.
- Traffic backs up to McDonalds in the eastbound direction in the center two-way left turn lane from traffic turning left onto Brighton Park Blvd.
- Bike / ped issues need to be examined on the East side of US 60 from interstate to McDonald's. There's already "goat paths" in the area.
- Some participants were in favor of retaining the stone wall, perhaps moving it back to create an additional travel lane.
- Look at connecting the Kroger shopping center to the McDonald's shopping center along the front and tie in where the access road is located in front of the pizza restaurant. There are talks between property owners about a rear-access connection near the Goodwill. It may be in the works.
- Backage roads behind Kroger and Brighton Park Plaza were supported. Similarly is the need to fix the existing road behind Dollar Tree and Rite Aid.
- Look at providing a dedicated lane westbound between Brighton Park Blvd. and McDonalds and provide adequate turn radius for trucks. Can put in delineator poles to channelize traffic turning right out of Brighton Park Boulevard and then allow traffic to change lanes just past the intersection so other traffic can access lane as needed.

- KYTC Division of Traffic has reviewed and adjusted the traffic signal in front of McDonalds and this is currently operating at maximum efficiency.
- There is a gravel / unused back access road behind the Dollar Tree that may be a potential source for improvement and could help out with traffic going to / coming from the Early Learning School located nearby.
- There should also be plans to look at incorporating sidewalks, bicycle lanes, and multi use paths as well as additional lanes / turn lanes into easy to do projects, particularly when any re-paving projects are scheduled. These should be considered by this study.
- A six-lane facility with a median and openings at signalized intersections was recognized as a potential alternative to improve traffic flow through the corridor. There is concern for businesses that would not have access near a signalized intersection. It was noted that mid-block cross-overs may need to be explored to make this a more feasible option.
- Another consideration that was discussed was the examination of reversible lanes due to the dominant directional peak period traffic flow.
- Sign and pavement marking that provide motorists with lane position / information on what lane does what is needed.

The overall agreement of the group was that some quick fixes need to be completed to help some of the pressing traffic and congestion issues at other intersections as well. The primary target area is the focus area of this study between McDonalds and Brighton Park Blvd. The next area of focus is the portion west to US 460. The first section from I-64 to US 421 is a lower priority. They would then like to explore the option of reversible lanes. Ultimately a six lane corridor with full build out of turn lanes and some median treatments may be feasible for this roadway. Aesthetics and multimodal accommodations should also be part of any future projects.

### **Next Steps**

As noted previously, the next meeting will be held with all local officials and stakeholders in May 2014. Parsons Brinckerhoff will be providing at that time planning level design alternates and will be requesting feedback on them as well as prioritization of projects within the corridor. The study is scheduled to be completed within the next few months.

The meeting was adjourned at approximately 10:15 AM.

TO: Tom Hall, PE  
Mikael Pelfrey, PE  
Project Manager(s), KYTC

[www.pbworld.com](http://www.pbworld.com)

FROM: Parsons Brinckerhoff

DATE: June 30, 2014

SUBJECT: US 60 Traffic Study  
Item No. 5-275.00  
Minutes of 2nd Local Officials / Stakeholders Meeting

The second meeting with the Local Officials / Stakeholders for the US 60 Traffic Study was held at 10:00 AM (EST) on Tuesday, June 24, 2014, at KYTC Central Office in Frankfort, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Derrick Graham	General Assembly	derrick.graham@lrc.kylgov
Robert Hewitt	Franklin Co. Planning / Building Codes	rhewitt@franklincountyky.com
Ray Kinney	Franklin Co. Fiscal Court	rkinney@franklincountyky.com
Julian M. Carroll	Legislature	julian.carroll@lrc.ky.gov
David Cobb	Legislature	julian.carroll@lrc.ky.gov
Tom Russell	Frankfort / Franklin Co. EM	trussell@frankfort.ky.gov
WM Mackey	Brighton Partners	mackeysjanitorialservice@fewpb.net
Derek Gray	Frankfort Public Works	dgray@frankfort.ky.gov
Tim Zisoff	Frankfort	tzisoff@frankfort.ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Chris Allen	KYTC – D-5 Planning	chris.allen@ky.gov
Tom Hall	KYTC – D-5 Planning	tom.hall@ky.gov
Cody Davis	KYTC – D-5 Planning	-
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Deanna Mills	KYTC – C.O. Planning	deanna.mills@ky.gov
Eileen Vaughan	KYTC – C.O. Planning	eileen.vaughan@ky.gov
Troy Hearn	KYTC – Bike & Ped Coordinator	troy.hearn@ky.gov
Wendy Southworth	KYTC – Design	wendy.southworth@ky.gov
Jill Asher	KYTC – Design	jill.asher@ky.gov
Chris Chaney	BGADD	cchaney@bgadd.org
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com



## **Introductions**

Mr. Pelfrey began by welcoming those in attendance and requesting that everyone introduce themselves. He detailed that the Kentucky Transportation Cabinet (KYTC) has requested a traffic study be completed for the US 60 corridor between US 460 and I-64 in Frankfort, Kentucky with special emphasis on the Sunset Drive / McDonald's to Laralan Drive / Brighton Park Boulevard section / intersections. He made reference to handouts KYTC provided detailing the proposed changes in the corridor. Priority 1 currently has funding and will be constructed Fall 2014. Priority 2 does not have funding identified and it is uncertain as to when these improvements will be built. These projects are being done to improve safety in the high priority area. After some discussion it was concluded that Priority 1 is acceptable to those in attendance. Priority 2 should consider a wider right turn lane to accommodate right turning trucks.

In addition to the area in front of the businesses along US 60, there have been numerous proposals to provide rear access to several businesses through a backage road. Option 4 as conceived by Parsons Brinckerhoff is similar to a project proposed by Senator Carroll which would provide a connection behind the Walgreens connecting to Laralan Avenue. If the property owner could be identified and would deed the property to the City of Frankfort, Senator Carroll had a commitment from Steve Waddle that KYTC would pave the road one time. There was some concern with the proposed connection in the actual parking lot (as shown by Parsons Brinckerhoff). Robert Hewitt remarked that in the past, the owners / operators of the businesses were reluctant to connect their parking lots in the front. The participants concluded that this option could be left in and that the owners may have changed their minds in the ensuing time since they were approached about this connection.

Mr. Pelfrey then noted that Parsons Brinckerhoff is the consulting firm assisting KYTC with the study on the rest of the corridor from I-64 to US 460. Mr. Pelfrey then turned the meeting over to Shawn Dikes (Project Manager) and Lindsay Walker with Parsons Brinckerhoff.

## **Project Overview**

Mr. Dikes began the presentation portion of the meeting by providing some background information on the study, forming the context for what the study includes and the purpose of this meeting. Mr. Dikes detailed the study's Purpose and Need, the focus areas, the work to date and the fact that Parsons Brinckerhoff also reviewed the high priority area as well as projects in Exhibits 1 and 2. He also presented a general timeline for projects such as this, noting that this stage is at the very front end of a multi-year process. There is still plenty of time to work out specific design and project details, even among the business owners who may be affected by access changes.

## **Alternatives and Options Discussion**

Ms. Walker then assisted Mr. Dikes by providing a review of the proposed alternatives, including displaying draft plan sheets depicting:

Alternative 1 – Access Considerations

Alternative 2 – 2 lanes in each direction with a median

Alternative 3 – 3 lanes in each direction with a median

From the meeting with the business stakeholders held on April 17, 2014, an additional alternative had been discussed which included reversible lanes along the corridor. Parsons Brinckerhoff reviewed studies for reversible lanes, and current planning practice. Based on the current geometrics and traffic operations it was determined that other alternatives that are more feasible exist and this alternative was removed from further consideration. All those in attendance agreed with this recommendation.

Typical sections for Alternatives 2 and 3 were presented showing the number of lanes, the median and the adjacent bike / pedestrian facilities. It was discussed that Alternatives 2 and 3 are similar to what the Cities of Somerset and Bowling Green in Kentucky have both done with regard to a divided median. There was some discussion about the design of the median. Some in attendance wanted a very durable surface with little landscaping at certain points. Others were more in favor of something durable but that was also permeable and would let water naturally drain and filter through some sort of plant material. The discussion also focused on a need for fire / police / EMS vehicles to go onto the median, crossing lanes to pass stopped traffic or to gain improved access to incidents. At other “gateway” locations, there might be a need for more landscaping to welcome motorists to Frankfort. It was noted that these options could be worked out at the next stage of project development.

Next, Ms. Walker detailed the Options for changing access, building small frontage roads, building backage roads, consolidating driveways and for construction of bike / pedestrian facilities. Those are Options 1 through 9, with 9 being bike / pedestrian improvements based on current planning documents at the state, county and city levels.

For Option 6, the area shown as being improved with a new road may be challenging as the road is currently in private use and is not well improved. The area in question is a former bulk oil facility and there have been issues with leeching petro chemicals coming to the surface. Recently two USTs were also removed from the area. The properties are owned by Mr. Dorsey so consultation with him and being prepared for any issues with disturbance should be noted.

Option 8 as currently depicted is endorsed as is by Franklin County Planning.

Comparisons for traffic operations, safety, and cost were presented for the alternatives. It should be noted that currently, only construction and design costs are included as the costs for right-of-way and utilities have not been calculated. These will be determined for the final report.

Alternatives 1, 2 and 3 all provide a positive benefit in terms of their probability in improving safety. It was pointed out that while Alternative 3 would require more right-of-way and cost approximately 30% more for construction and design than Alternative 2; it does a better job at reducing the potential for increased delay.

A point was made that a six lane option might encourage drivers to speed in the area. It was also remarked that additional wayfinding might be needed so drivers could be aware of other alternatives into Frankfort, especially the capital complex.

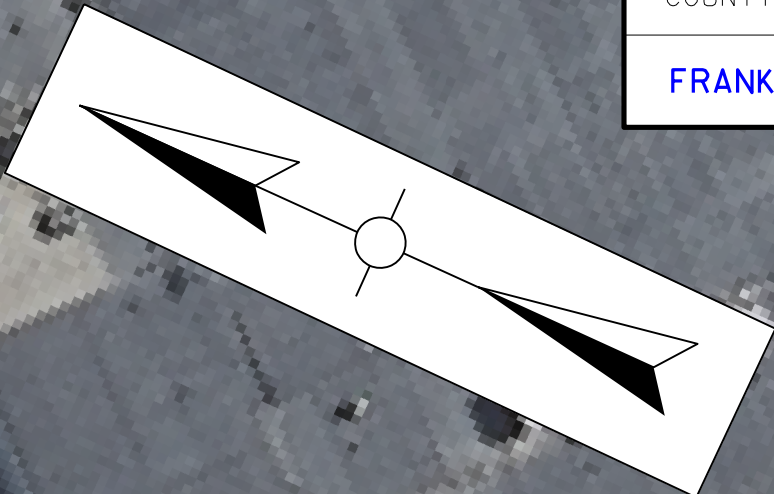
Another idea that might help business owners if a median is installed would be to number the intersections like in Somerset, Kentucky so that they could reference where they are located.

**Next Steps**

Mr. Dikes concluded with the next steps for the project – finishing up the report by August 2014, incorporating stakeholder feedback and encouraged those in attendance to fill out the survey form noting that it had two (2) sides.

The meeting was adjourned at approximately 11:50 AM.





# EXHIBIT 1

**PRIORITY 1**  
Construct Designated Right Turn  
Lane into Shoppers Village  
75' of Storage  
100' of Bay Taper

**PRIORITY 2**  
Construct Designated Left Turn  
Lane into Shoppers Village  
100' of Storage  
115' of Bay Taper

**PRIORITY 1**  
Construct Designated Left Turn  
Lane onto Sunset Drive  
100' of Storage  
100' of Bay Taper

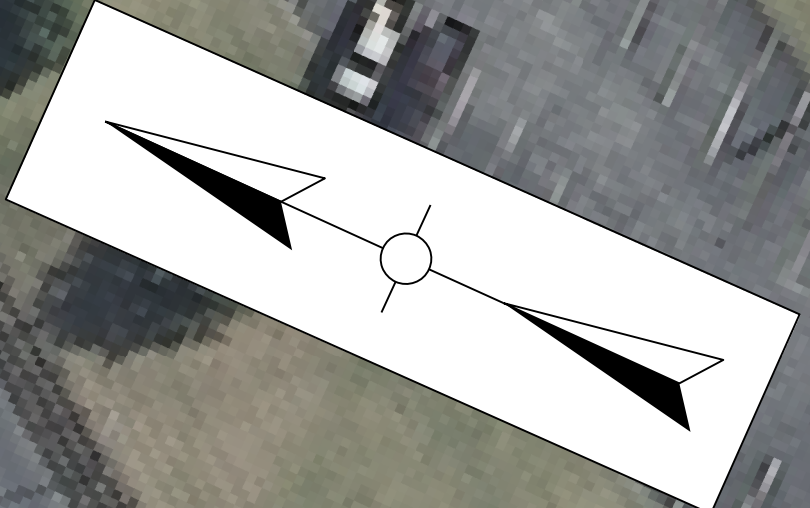
← A Picture Location and Direction

US 60 - FRANKFORT  
BRIGHTON PARK BLVD/LARALAN DR TO  
SUNSET DR/SHOPPERS VILLAGE

SCALE: 1"= 30'

MicroStation v8,11,7,443 E-SHEET NAME: USER: Wendy.Southworth DATE PLOTTED: November 7, 2013 FILE NAME: G:\PIWORK\WENDY.SOUTHWORTH\DOT72924\US60FRANKFORT PLANSHEET1.DGN





# EXHIBIT 2

**PRIORITY 1**  
Construct Quick Curb Median  
Barrier with Delineators

**PRIORITY 2**  
Construct Designated Right Turn  
Lane onto Brighton Park Blvd  
75' of Storage  
50' of Bay Taper

**PRIORITY 2**  
Construct Curbed Island  
at White Castle Entrance  
Right-In Only and  
Right-Out Only

**PRIORITY 1**  
Construct Curbed Island  
at Dollar Tree/Dollar General Entrance  
Right-In Only and  
Right-Out Only

**PRIORITY 1**  
Construct Designated Left Turn  
Lane onto Brighton Park Blvd  
305' of Storage  
115' of Bay Taper

**B** →  
**C** ←  
Picture Location  
and Direction

SCALE: 1"= 30'

US 60 - FRANKFORT  
BRIGHTON PARK BLVD/LARALAN DR TO  
SUNSET DR/SHOPPERS VILLAGE

FILE NAME: G:\PIWORK\WENDY.SOUTHWORTH\DOT72924\US60FRANKFORT PLANSHEET2.DGN

USER: Wendy.Southworth  
DATE PLOTTED: November 7, 2013

E-SHEET NAME:

MicroStation v8,11,7,443