

Appendix P – Meeting Minutes

MINUTES
Phase 1 Design Kick-off Meeting
ITEM NO. 5-367.20
Old Henry Road (KY 3084)
JEFFERSON / OLDHAM COUNTIES
February 04, 2011

A Project Team Kick-off Meeting for Old Henry Road Phase 1 Design took place at the KYTC District #5 Office in Louisville, Kentucky. A list of those attending is presented below:

Members Attending:

Paul Davis	KYTC, District 5, Design Section
Brian Meade (via speaker phone)	KYTC, District 5, Project Development
Carl Jenkins	KYTC, District 5, Utilities
Robert Farley	KYTC, Central Office, Development
Tala Quinio	KYTC, District 5, Design
Ron Geveden	KYTC, District 5, ROW
Bob Bauer	KYTC, District 5, ROW
Tom Hall	KYTC, District 5, Planning
Dane Blackburn	KYTC, District 5, Planning
Jeff Schaefer	KYTC, District 5, Environmental

Brian Meade began the meeting by explaining that \$11,000,000 has been programmed in the 2010 Enacted Road Plan for combined R (2011 SB2) and U (2012 SB2) phases. The project will widen Old Henry Road (KY 3084) eastward in Jefferson County from I-265 and extend a new route to Ash Avenue (KY 362) in Oldham County. The Crestwood Connector portion to KY 22 is not feasible at the present time. Items discussed include the following:

1. Design Funds - Design funds have been authorized to cover both Phase 1 and Phase 2.
2. The intent is for phase 1 design to be performed by D5 in-house before developing the procurement bulletin and selecting a consultant for Phase 2. We are beginning Phase 1 design for the 2.2-miles to Ash Avenue. The centerline will follow the 'preferred alignment' identified in the 2005 Environmental Assessment.
2. The EA was approved in 2005 under SP funding because it was assumed that the project would be federalized. The FONSI was never completed. There is no need to finish the NEPA work since it covers the whole alignment to KY 22 in Crestwood and there is no chance for federal funding.
3. Request all CADD (MicroStation & InRoads) files from previous Consultant.
4. This project is not presently in the TIP. It needs to be included in this April's Amendment cycle with the proposed 3-lane description.
5. First-Look Study –

- a. Necessary information is being compiled by D5-Planning as we proceed toward Phase 2 design;
 - b. Some of this will become part of the advertisement (paragraphs or link to website .pdf);
 - c. Include all pertinent information from the 2005 Environmental Assessment;
 - d. Compiled information will help the phase 2 consultant such that there will be no question as to their role in developing the Final Plans;
 - e. Specific Typical Section and Stationing will define the alignment transitions;
 - f. The expectations of the PDT will be pin-pointed; and
 - g. The phase 2 design consultant will be provided with clearly defined design criterion.
6. Phase 1 (in-house) Design – The goal is to make all of the Phase 1 decisions before advertising for the 2nd phase. Available mapping from LOJIC will be used for Phase 1 design. After all project sponsor concerns are addressed and we have met with the Local Elected Officials (LEOs), the PDT will consider scheduling a public information meeting to inform the public before moving forward. A PL&G Inspection will be held and a DES will document the results of the Phase 1 effort, justifying the chosen alternative.
 7. Phase 2 Design by Consultant – Knowing all the answers, the PDT will issue a procurement bulletin for Phase 2, making the phase 1 results (products) available. The project will be flown to obtain accurate mapping for Phase 2 design. The Selection Committee will choose a consultant to develop final plans through SB2 funding (not federalized). The selected consultant will be provided with typical sections and all of the necessary design criterion to develop final plans. There will not be any guesswork.
 8. Traffic Forecasts (20-year) westward from Ash Avenue need to be requested by D5-Design through D5-Planning. Central Office will specify the count locations needed. Determine whether a traffic signal would be warranted at the Factory Lane intersection.
 9. Aerial Photogrammetry-
 - a. Obtain mapping from Kyle Cooper (2009 LOJIC) to be used for Phase 1 Design purposes;
 - b. Consider having the project flown late in 2011 to obtain mapping suitable for Phase 2 Design and Final Plans; and
 - c. Seek recommendations from Dan Farrell of Central Office.
 10. A new Purpose and Need statement will be prepared to reflect the latest scope, addressing the 11-10-2009 letter from Oldham County Judge Executive Duane Murner and Louisville Metro Mayor Jerry Abramson to KYTC Secretary Mike Hancock. Neighborhood cut-throughs are being minimized (Village Green) and the P&N Statement will take on a new look. The Crestwood Connector concept and KY 146 impacts will be lessened.
 11. Good estimates needed (R, U, & C)
 - a. What is possible for \$11M?
 - b. Or how much would it take to build what is needed?

- c. Reference R/W information already compiled by Bob Bauer. Adequate R/W may have already been dedicated. There are 50-ft buffers shown on plats in addition to the Old Henry Rd existing R/W;
 - d. For estimating purposes, assume 60-pavement, 2-ditches @ 18-ft, etc. Assume 150-ft R/W at the present time; and
 - e. Can we do more with \$11M?
12. Public / Local Elected Officials (LEO) –
- a. The PDT already learned a few years ago what the public wants;
 - b. Oldham County is on-board with this project. The PDT needs to get the LEO on-board;
 - c. The typical section and horizontal/vertical alignments (yet to be determined) will be confirmed with Senator Julie Denton;
 - d. The preferred alignment alternative is identified in the 2005 EA. The public and LEO just need to be informed about the revised typical section based upon new traffic information and the change in Scope, etc;
 - e. Revisit the LEO & re-introduce the project;
 - f. Avoid holding a public meeting if possible; and
 - g. There is a slight possibility that a Public Informational (status) meeting by D5 could take place later in the process if needed. The PDT would take Phase 1 to the Public. The Public Information Meeting should be held after the PL&G Inspection and after the updated plans have been reviewed. We need everything defined before we go to the public. Again, it is for their information only and we would not be seeking their input for any design changes.
13. Noise Barriers were previously shown to be cost effective for 4 subdivisions in the revised project area affecting 136 residents. With the revised typical and traffic numbers, noise walls may no longer be warranted. The PDT will look at these again.
14. Alignment / Typical Section / Design Criterion –
- a. The preferred alignment alternative is identified in the 2005 EA;
 - b. A partially-controlled access spacing of 600-ft would comply with an urban section. A 3-lane urban typical section is being considered to KY 362 with flush medians;
 - c. An access Control of 1,200-ft would imply a rural section. Partial control would imply turn lanes and no need for a continuous 3-lane. Two-lane with grass median would be ok. A two-lane typical with flush turn lanes is being considered (55-mph design speed, 2-lane with turn lanes, and full shoulders). If the turn lanes become very lengthy then the third lane becomes typical;
 - d. Subdivisions already have adequate access;
 - e. Eastward from I-265, the existing 5-Lane typical ends at Bush Farm Rd and the existing 3-lane ends at the Arnold Palmer Blvd / Hamilton Springs Drive intersection;
 - f. The Reamers Road existing alignment would not need to be relocated based on 5-lane and 45-mph. The EA preferred alternative shows that it needs to be relocated due to vertical alignment issues;

- g. Old Henry Road is not a State route east of the Bush Farm Rd signal. Metro owns the asphalt section east of this traffic signal. KYTC owns the concrete portion west of the signal (over I-265);
 - h. Consider the need for sidewalks, bike paths, and shared-use paths;
 - i. An option is being considered to offset the alignment to provide a 4-way intersection for Hawley Gibson Rd – this would produce more traffic. Either way, there will be more traffic on Ash Avenue (KY 362);
 - j. Decide whether to plan for the ultimate design:
 - i. Should R/W be purchased for 5-lane?
 - ii. An urban section may be warranted in a few years;
 - iii. D5-R will research and determine the amount of 5-lane already dedicated for Public use;
 - iv. Consider building a 2-lane on one side of it; and
 - v. Should Utilities be rearranged to accommodate the ultimate design?
15. Tentative Project Schedule (Phase 1 Design in-house) –
- | | |
|---------------------------------|-----------------------------------|
| a. PDT Phase 1 Kick-off Mtg | February 4 th , 2011 |
| b. PDT Early Status Review Mtg | March 1 st |
| c. ALT Alignments Ready | April 1 st |
| d. Submit PL&G Plans | May 1 st , 2011 |
| e. Develop R, U, & C Cost Est | May/June |
| f. Hold PL&G Inspection | June 15 th |
| g. Determine exact LEO needs | July 1 st |
| h. Meet w/ Senator Julie Denton | July 15 th |
| i. Meet w/ LEO & Stakeholders | July 22 nd |
| j. Submit PL&G Report | August 1 st |
| k. PL&G Report Approval | August 15 th |
| l. Possible Public Info Mtg | September 1 st |
| m. Geotech X-Section Submittal | September 1 st |
| n. Submit DES | September 1 st |
| o. Submit First-Look Study | September 1 st , 2011 |
| p. Electronic Plan Submittal | September 15 th , 2011 |
16. Tentative Project Schedule (Phase 2 Design by Consultant) –
- | | |
|--------------------------------------|----------------------------------|
| a. Develop Procurement Bulletin | September/October, 2011 |
| b. Advertise 2 nd Tuesday | October 11 th |
| c. Request Aerial Photogrammetry | October 18 th |
| d. Response Date | November 9 th |
| e. Selection Committee Mtg | December 7 th |
| f. Pre-Design Conference | December 14 th , 2011 |
| g. Consultant Fee Proposal | January 15 th , 2012 |
| h. Contract Negotiations | February 15 th , 2012 |
| i. NTP Phase 2 Design | March 15 th |
| j. PDT Phase 2 Kick-off Mtg | May 1 st |
| k. Slope Recommendations rec'd | June 1 st |
| l. Submit R/W & Drainage Plans | August 1 st |
| m. Submit Prelim Drainage Folder | August 1 st , 2012 |

- n. Hold R/W & Drainage Insp September 1st
- o. Submit Adv Situation Folder October 1st, 2012
- p. Submit Final R/W Plans November 1st
- q. Request R/W funds November 15th
- r. Request U funds December 15th
- s. R/W Phase Spring 2013
- t. U Phase Summer/Fall/Winter 2013
- u. Final Constructability submittal January 2014
- v. Final Constructability Mtg February 2014
- w. Submit Check Prints April 2014
- x. Submit Final Documents June 2014
- y. Letting August 2014
- z. Begin Construction Late 2014 / Early 2015

17. Current cost comparison with the FY 2010-FY2012 Enacted Highway Plan:

	Current	Highway Plan
Design (authorized January 2011)	\$1,250,000	
Right of Way	\$9,000,000	\$ 8,000,000 SB2 2011
Utilities	\$5,000,000	3,300,000 SB2 2012
Construction	\$12,000,000	4,000,000 SP 2012
Total	=====	=====
	\$ 27,250,000	\$ 15,300,000

MINUTES
Phase 1 Design Early Status Review Meeting
ITEM NO. 5-367.20
Old Henry Road (KY 3084)
JEFFERSON / OLDHAM COUNTIES
February 22, 2011

An Early Status Review Meeting for Old Henry Road Phase 1 Design took place at the KYTC District #5 Office in Louisville, Kentucky. A list of those attending is presented below:

Members Attending:

Brian Meade	KYTC, District 5, Project Development TEBM
Tala Quinio	KYTC, District 5, Design Section Supervisor
Ron Geveden	KYTC, District 5, ROW Section Supervisor
Tom Hall	KYTC, District 5, Planning Section Supervisor
Dane Blackburn	KYTC, District 5, Planning
Jeff Schaefer	KYTC, District 5, Environmental Coordinator
Paul Davis	KYTC, District 5, Design Section
Travis Thompson	KYTC, District 5, Design Section

This meeting was held to review the phase 1 Design progress made since the Project Team Kick-Off Meeting took place on 02-04-11. Items discussed include the following:

1. **Landscaping buffers** – Platted subdivisions show certain buffer areas as required by Metro Planning and Zoning. It is a ‘parkway’ established in previous years by Metro. In effect, they have established building set-back limits to accommodate the selected Old Henry Road alignment and typical section. These are existing, non-public areas to be shown on the Old Henry Road plans. The PDT will strive to keep the proposed R/W within this buffer zone;
2. **Data Needs Analysis (DNA)** – The ‘first look study’ will be developed by D5-Planning during the first Design phase;
3. All CADD files were requested from ENTRAN on 02-18-11;
4. **Typical Sections** were discussed. Approximate width is based on the following assumptions:
 - a. 20-ft = 10’ Utility strip both sides;
 - b. 5-ft Sidewalk one side;
 - c. 7-ft Shared-use path on other side;
 - d. 4-ft = 2-ft outside of curbs;
 - e. 24-ft = 12-ft driving lanes;
 - f. 15-ft center lane;
 - g. Adds up to 75-ft width for disturbed limits;
 - h. Say 100-ft width needed for proposed R/W.

5. **The Traffic Forecast request** is needed ASAP (it has since been submitted to D5-Planning for review and approval);
6. **Mapping (2009)** is available from D5-Planning. Use 500-feet each side of centerline (1,000-ft strip);
7. Structures need to be called out in the plans (near Factory Lane and near Ash Avenue);
8. Preliminary Line and Grade plans need to be provided to the PDT ASAP for review and comment and for R, U, & C cost estimating purposes;
9. **For the Local Elected Officials (LEO), the following are needed quickly:**
 - a. Good D, R, U, & C cost estimates;
 - i. Use 100-ft corridor for proposed R/W;
 - b. AGENDA
 - i. Project History;
 - ii. Current Status;
 - iii. How we got to this point;
 - iv. Meeting objectives / goals from phase 1 design;
 - v. Plans presented (**here is what we want to build**);
 - vi. Comment period;
 - vii. Next steps – scheduled milestones
 1. (See last page of minutes)
 - c. A Phase 1 Document for the Phase 2 advertisement (by D5 Design Section);
 - i. Do the rough draft of the Final report product.
 - d. Present what we are building at an informational meeting:
 - i. 3-lane Urban typical section with sidewalk on one side & a shared-use path on the other;
 - ii. Refer to the 2009 letter to Secretary Hancock from Judge Murner and Mayor Abramson and explain their requests;
 - iii. We can build from point A to point B with \$11-million;
 - iv. It was a data-driven decision;
 - v. Developments will be full within 10-years;
 - vi. If sidewalks are not possible, for example, explain the reasoning;
 - vii. Define the alignment according to the EA. It defines the preferred alignment / selected alternative and it was a 5-lane. However, do not provide a copy of the EA during the LEO meeting or when advertising for Phase 2 design. It was a different project. Our D5 Environmental coordinator will provide a new Environmental document.
 - viii. Two options for the tie-in at Hawley Gibson;
 1. Same east-end alignment as shown (Old Henry Rd crosses the Ash Avenue (KY 362) realignment and is extended a few hundred feet. Hawley Gibson tees into both Ash Avenue and Old Henry Rd at two separate locations);
 2. End Old Henry Rd with an S-curve from the new 4-legged Ash Avenue intersection to existing Hawley Gibson;
 3. A traffic signal will probably be warranted at the Ash Avenue intersection depending upon the results of the upcoming forecast;

- ix. Options for Reamers Road tie-in. The realignment may not be needed;
 - x. The Factory lane traffic volumes will be counted. This intersection may also meet signal warrants;
 - xi. Show the LEO what we want to build and let them provide comments;
 - xii. Listen;
 - xiii. If the budget will not allow, then it won't get built; and
 - xiv. Very little opposition is anticipated.
- e. PowerPoint Presentation;
 - f. Invite Judge Black, Ernie Harris, Pewee Valley representatives, etc.;
 - g. Don't take anything we can't deliver;
 - h. Discuss the FEMA grant scenario and the low area at Ash Avenue. The Oldham County engineer, Beth Stuber hired DLZ. The Oldham County planner familiar with the current FEMA status is Belinda Dimas.
10. Tentative Project Schedule (Phase 1 Design in-house) –
- | | |
|---------------------------------|---|
| a. PDT Phase 1 Kick-off Mtg | February 4 th , 2011 |
| b. PDT Early Status Review Mtg | March 1st February 22 nd |
| c. ALT Alignments Ready | April 1 st |
| d. Submit PL&G Plans | May 1 st , 2011 |
| e. Develop R, U, & C Cost Est | May/June |
| f. Hold PL&G Inspection | June 15 th |
| g. Determine exact LEO needs | July 1 st |
| h. Meet w/ Senator Julie Denton | July 15 th |
| i. Meet w/ LEO & Stakeholders | July 22 nd |
| j. Submit PL&G Report | August 1 st |
| k. PL&G Report Approval | August 15 th |
| l. Possible Public Info Mtg | September 1 st |
| m. Geotech X-Section Submittal | September 1 st |
| n. Submit DES | September 1 st |
| o. Submit First-Look Study | September 1 st , 2011 |
| p. Electronic Plan Submittal | September 15 th , 2011 |
11. Tentative Project Schedule (Phase 2 Design by Consultant) –
- | | |
|--------------------------------------|----------------------------------|
| a. Develop Procurement Bulletin | September/October, 2011 |
| b. Advertise 2 nd Tuesday | October 11 th |
| c. Request Aerial Photogrammetry | October 18 th |
| d. Response Date | November 9 th |
| e. Selection Committee Mtg | December 7 th |
| f. Pre-Design Conference | December 14 th , 2011 |
| g. Consultant Fee Proposal | January 15 th , 2012 |
| h. Contract Negotiations | February 15 th , 2012 |
| i. NTP Phase 2 Design | March 15 th |
| j. PDT Phase 2 Kick-off Mtg | May 1 st |
| k. Slope Recommendations rec'd | June 1 st |
| l. Submit R/W & Drainage Plans | August 1 st |
| m. Submit Prelim Drainage Folder | August 1 st , 2012 |
| n. Hold R/W & Drainage Insp | September 1 st |

- o. Submit Adv Situation Folder October 1st, 2012
- p. Submit Final R/W Plans November 1st
- q. Request R/W funds November 15th
- r. Request U funds December 15th
- s. R/W Phase Spring 2013
- t. U Phase Summer/Fall/Winter 2013
- u. Final Constructability submittal January 2014
- v. Final Constructability Mtg February 2014
- w. Submit Check Prints April 2014
- x. Submit Final Documents June 2014
- y. Letting August 2014
- z. Begin Construction Late 2014 / Early 2015

12. Current cost comparison with the FY 2010-FY2012 Enacted Highway Plan:

	Current	Highway Plan
Design (authorized January 2011)	\$1,250,000	
Right of Way	\$9,000,000	\$ 8,000,000 SB2 2011
Utilities	\$5,000,000	3,300,000 SB2 2012
Construction	\$12,000,000	4,000,000 SP 2012
	=====	=====
Total	\$ 27,250,000	\$ 15,300,000

MINUTES
Preliminary Line and Grade Inspection Meeting
ITEM NO. 5-367.20
Old Henry Road (KY 3084)
JEFFERSON / OLDHAM COUNTIES
June 8, 2011

A Preliminary Line and Grade Inspection Meeting for Old Henry Road Phase 1 Design took place at the KYTC District #5 Office in Louisville, Kentucky. A list of those attending is presented below:

Members Attending:

Andy Rush	KIPDA
Robert Farley	KYTC, Central Office, Developmental
Lynn Soporowski	KYTC, Central Office, Planning
Daniel Hulker	KYTC, Central Office, Planning
Matt Bullock	KYTC, District 5, CDE
Mohamad Abdol	KYTC, District 5, Engineering Support TEBM
Brian Meade	KYTC, District 5, Project Development TEBM
Kevin Bailey	KYTC, District 5, Construction
Tala Quinio	KYTC, District 5, Design Section Supervisor
Ron Geveden	KYTC, District 5, ROW Section Supervisor
Tom Hall	KYTC, District 5, Planning Section Supervisor
Dane Blackburn	KYTC, District 5, Planning
Jeff Schaefer	KYTC, District 5, Environmental Coordinator
Cathy Cornish	KYTC, District 5, Utilities Section
Paul Davis	KYTC, District 5, Design Section
Travis Thompson	KYTC, District 5, Design Section

Following a brief history of the project by Brian Meade and Paul Davis, the following items were discussed:

1. Location, existing conditions, traffic, design criterion, preliminary cost estimates, and the preliminary design were presented. The preferred horizontal and vertical alignments were approved as presented.
2. The draft version of the Design Executive Summary was reviewed.
3. The traffic count locations were decided on March 29th, 2011. KIPDA provided the traffic forecasts by June 1st, 2011. Andy Rush addressed any questions. Lynn Soporowski requested that Old Henry be modeled as a collector instead of an arterial. The forecast was revised accordingly and re-submitted by mid-June.
4. Cost estimates are in-progress. The right-of-way is estimated at \$2-M. Utilities is expected to be over \$3-M. Construction has been estimated at \$8.8-M by Entran;
5. The profile for Ash Avenue was discussed.

6. Other alignment alternatives to Hawley Gibson were discussed. During phase 2 design, the PDT may consider realigning Ash Avenue such that only (1)-bridge is needed instead of two. In addition, the PDT may consider extending the tangent from Hawley Gibson from the curve to the mainline.
7. Plan on buying right-of-way only for the 3-lane section. The KYTC will only build what we now need.

Minutes issued by: Paul Davis, P.E.

Date issued: 8-09-11

MINUTES
Local Elected Officials Meeting
ITEM NO. 5-367.20
Old Henry Road (KY 3084)
JEFFERSON / OLDHAM COUNTIES
August 10, 2011

The phase 1 design results for Old Henry Road were presented to the Local Elected Officials (LEO) at the KYTC District #5 Office in Louisville, Kentucky. The following persons attended the meeting:

Julie Denton	Kentucky Senate, D36
David Voegele	Oldham County, Judge-Executive
John Black	Oldham County, Deputy Judge-Executive
Beth Stuber	Oldham County, County Engineer
Jim Urban	Oldham County, Planning & Development, Director
J.D. Sparks	Oldham County, Magistrate, D5
Michael Logsdon	Oldham County, Magistrate, D8
Dennis Deibel	City of Crestwood, Mayor
Bob Rogers	City of Pewee Valley, Mayor
Andy Rush	KIPDA, Transportation Planner
Larry Chaney	KIPDA, Director of Transportation
Jerry Miller	Louisville Metro, Council, D19
Ted Pullen	Louisville Metro, Public Works & Assets, Director
Jeremy Raney	Louisville Metro, Public Works & Assets
Robert Farley	KYTC, Central Office, Developmental
Brian Meade	KYTC, District 5, Project Development TEBM
Tala Quinio	KYTC, District 5, Design Section Supervisor
Paul Davis	KYTC, District 5, Design
Chris Allen	KYTC, District 5, Planning
Richard Barker	KYTC, District 5, Utilities
Jeff Schaefer	KYTC, District 5, Environmental Coordinator

Brian Meade thanked everyone for attending and proceeded to present the phase 1 design results to the elected officials. The aerial plan showing the horizontal alignment from the June 8th 2011 Preliminary Line and Grade Inspection was on display along with the typical section. Items from the attached agenda were explained and discussed.

The results of the meeting are summarized as follows:

1. The consensus from both Jefferson and Oldham County representatives is to proceed as planned (i.e., advertise for the phase 2 design consultant as soon as possible this year and hold a Public Information meeting as soon as possible this year).

2. The main goal for Oldham County is to get connected with I-265. Vehicles currently traveling on Village Green Boulevard need a direct route to I-265. Jefferson County residents are happy with the road as a 3-lane collector that will carry less traffic. The 3-lane collector is a compromise between the 2-counties. It is important that the whole project from I-265 to Ash Avenue is built. The extension is needed for Oldham County and the existing roadway needs improvement within Jefferson County.
3. The Factory Lane curve is a very high safety priority and should be improved with this project.
4. Cost estimates will assume minimum right-of-way requirements for this 3-lane project (i.e., do not acquire right-of-way at the present time for a future 5-lane section). However, widening to 5-lanes remains a possibility for the future. The section west of Factory Lane may be a good future candidate for 5-lanes.
5. The alignment presented to the LEO is compatible with the future extension to Crestwood since the proposed Ash Avenue intersection lines up with the preferred alignment chosen in 2004 as documented in the 2005 approved EA.
6. Both alignment alternatives to Hawley Gibson will be shown at the upcoming Public Information Meeting (TBA). There are pros and cons with each and a wide range of opinions. The preferred alignment may be modified somewhat during final plan development.
 - a. Red Alignment - From a traffic engineering perspective, the through movement should be on KY 362 with stop conditions on Hawley Gibson, thus preferring the red alignment (offset intersection). Oldham County representatives felt that drivers would object to the left-turn movements between Old Henry and Hawley Gibson.
 - b. Blue Alignment - Some of the Oldham County representatives would prefer a direct tie to Hawley Gibson, which would necessitate new stops on KY 362 (blue alignment). Old Henry Road would become the through movement without having the heaviest traffic. As discussed, the public was previously against the direct tie to Hawley Gibson and it would be much less compatible with a future extension to Crestwood. Construction and R/W costs would increase. Any temporary ties to Hawley Gibson would need to be torn out if the extension to Crestwood were built in the future. There would be landfill and other issues to investigate.
7. Possible meeting locations in both counties were discussed. The D5 Public Information Officer (PIO) will be asked for recommendations.
8. There is no need to further consider sound walls on this project since the proposed typical section essentially adds a center turn lane and does not increase the number of travel lanes.
9. Costs could be reduced somewhat by removing proposed shared-use paths and/or sidewalks from the plans. The shared-use path is currently shown on the north side of Old Henry Road with a sidewalk on the south side. Their costs would be relatively low compared to the total funding needs. The entire R/W width is needed for utilities even without the shared-use path or sidewalk. Louisville Metro and others have requested that we continue to show the shared-use paths and sidewalks as final plans are developed. Depending on available funds, it could become necessary to remove