

**APPENDIX D
LOCAL OFFICIAL
MEETING MINUTES**



Architecture

Engineering

Construction

MEETING MINUTES

Project: US 41A (Green Street) Scoping Study
 Item Number: 02-140.00
 Purpose: Local Officials Meeting
 Place: City Office Building, 1990 Barrett Court,
 Henderson, Kentucky
 Meeting Date: April 13, 2009 2:00 pm CST
 Prepared By: Doug Heberle
 In Attendance:

George Phelps	KYTC – D2
Everett Green	KYTC – D2
Nick Hall	KYTC – D2
J.R. Ham	KYTC – CO
Laura Lamb	EMPO
Doug Boom	City of Henderson, Engineer
John Straud	City of Henderson, Code Administrator
Bill Hubiak	Henderson County Engineer
Buzzy Newman	City of Henderson, Asst. City Manager
Earl Brandon	City of Henderson, Police Department
X.R. Royster	City of Henderson, Public Works Department
Terry Lewis	City of Henderson, Fire Department
Larry Koerber	Henderson EMA
Pam Moran	Methodist Hospital
Bruce Siria	Qk4
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Nick Hall, KYTC Project Manager, opened the Local Officials Meeting by thanking everyone in attendance, providing a project overview, and asking the attendees to introduce themselves and sign the sign-in-sheet. An agenda and handouts were given to all the attendees. Doug Heberle then presented the power point presentation to the attendees. The project proposes a two way left turn lane on US 41A from US 60 to US 41 in Henderson, a distance of about 4 miles. The study examines alternatives to address both current and future safety needs and congestion issues.

PROJECT ISSUES AND GOALS: The issues for this project were defined as:

- US 41A is a highly congested highway that operates at a less than desirable level of service. Several intersections with US 41A including US 60, KY 136, KY 351, and others are not adequate due to safety deficiencies and congestion issues.
- 2007 ADT ranged from 19,600 to 30,100, with 9% trucks
- In the study area, US 41A is a statistically high crash corridor, with two fatalities from 2003 to 2007
- There are many offset intersections along the corridor in the study area

- Many businesses, homes, and historic properties abut the existing rights-of-way
- Many utilities are located adjacent to the existing rights-of-way
- Railroad track overpass is a major choke point to be addressed

The Project Goals were defined as:

- Address highway capacity and growth needs and congestion in Henderson County
- Improve safety

STATUS OF STUDY: Doug Heberle then presented an overview of the existing conditions of the study area and described the five sections into which the project has been divided. The five sections of the study area are as follows:

Section 1: US 60 to KY 136 (Sand Lane): (MP 13.2 – MP 14.5)

Section 2: KY 136 (Sand Lane) to Washington Street: (MP 14.5 – MP 15.6)

Section 3: Washington Street to 3rd Street: (MP 15.6 – 15.9)

Section 4: 3rd Street to 5th Street: (MP 15.9 – MP 16.2)

Section 5: 5th Street to 14th Street: (MP 16.2 – MP 17)

The proposed 86' wide typical section was presented and reviewed. The typical section matches the adjacent section of US 41A to the south that is currently under construction, and includes four 11-foot travel lanes, 1 14-foot wide center turn lane, 3-foot bike lanes on both sides and a 2-foot gutter, and 5-foot sidewalks on both sides. A matrix was also presented that showed the phased costs of the widening alternatives for the left, middle, and right, with respect to the existing alignment.

ALTERNATIVES: Only three of the five sections of the study area were considered to be widened. Those sections are 1, 2, and 5. Section 3 is currently five lanes and Section 4 contains a railroad overpass that would have to be rebuilt in order to widen the roadway underneath. Maintenance of rail traffic would be problematic and very costly; therefore reconstruction of this section is not recommended at this time. Phased planning cost estimates and ROW impacts were presented for widening to the left, middle, and right of Sections 1, 2, and 5. Large maps of the project study area that highlighted widening alternatives (left, middle, and right) as well as historic and potentially historic properties. Elements of the proposed typical section were discussed.

In addition to studying the addition of a center turn lane to US 41A, Qk4 also identified a preliminary list of low-cost, practical solutions to the corridor that could be implemented more expeditiously and cost effectively than adding a center turn-lane lane. The primary focus for these improvements is at several project area intersections.

US 41A (Green Street) PRELIMINARY Short – Term Recommendations

- 1) **MLK Ave. /Dixon St. at Green Street:** Currently there are no left-turn lanes on MLK or Dixon to facilitate left turns onto Green Street. The traffic signal is a single phase. The Critical Rate Factor (CRF)* is 2.7.

Recommendation: Consider split phase signal at this offset intersection.

- 2) **Clay Street at Green Street:** This unsignalized and offset intersection has a high CRF of 2.9 with a higher-than-normal occurrence of “angle” crashes.

Recommendation: Conduct warrant study for possible signal at this offset intersection. If warranted, consider split phase timing.

- 3) **Washington Street at Green Street:** Both approaches of Washington Street have left-turn lanes, but no left-turn signal phases. Washington Street is slightly offset, but a left-turn signal is preferable to a split-phase signal. The CRF is 2.7

Recommendation: Evaluate traffic signal timing for consideration of a left-turn signal phase.

- 4) **First Street at Green Street:** All four approaches have a left-turn lane. This is not an offset intersection. Currently, only northbound Green Street has a left-turn phase at this intersection. The CRF is 2.75.

Recommendation: Evaluate traffic signal phasing/timing for possible additional left-turn signal phases on the other three approaches.

- 5) **Second Street at Green Street:** Southbound Green Street has a left-turn lane and signal phase; northbound Green Street has a left-turn lane and signal head, apparently for left turns, but no left-turn phase. Also, westbound Second Street has a left-turn lane and phase, but eastbound Second has a "left-and-thru" lane with no left-turn signal phase. The CRF is 3.6.

Recommendation: Evaluate traffic signal timing to identify if there is a need for a left-turn phase at eastbound Second Street, which would necessitate restriping "left-and-thru" lane to "left only", but through volumes may be too high to justify a left only. The signal timing evaluation should include analysis of whether Green Street gets too much green time relative to Second Street.

- 6) **Fifth Street at Green Street:** Fifth Street has left-turn lanes, but no left-turn signal phase. The CRF is 3.9.

Recommendation: Evaluate traffic signal timing for consideration of a left-turn signal phase.

- 7) **Tenth Street at Green Street:** This unsignalized and offset intersection has a high critical crash rate factor (2.2). In addition, there is a significant lack of channelized access east of 10th Street.

Recommendation: Conduct warrant study for possible signal at this offset intersection. If warranted, consider split phase timing.

- 8) **Twelfth Street at Green Street:** Twelfth Street currently has both split phase signal and left-turn arrows, but there are no left-turn lanes on either Twelfth Street approach at Green Street. This intersection is significantly offset (70' from centerline to centerline).

Recommendation: Determine the reasoning for the synchronized dual combination structure of the split phase signal and left-turn green arrow.

- 9) **Fourteenth Street at Green Street:** It appears that 14th Street may be a "backdoor exit" to Green Street and access for hospital traffic. There are currently no turning lanes on any approaches at this intersection.

Recommendation: A signal warrant analysis at 14th Street may be advisable.

- 10) Four signs appear to be "too close" to the driving lanes on Green Street and may be both physically unforgiving fixed objects as well as psychological barriers from which drivers may subconsciously "swerve" to get further away:

- a) Gene's Restaurant (1095 N. Green St.)
- b) Car Quest Auto Parts (400 N. Green St.)
- c) First United Methodist Church (338 Third St.)
- d) Southside Animal Hospital (1415 S. Green St.)

Recommendation: Approach these businesses with the suggestion of relocating these signs further from the roadway.

- 11) Running speed on Green Street appears to be free flow of about 40 mph. Currently, the posted speed limit is 35 mph. The free flow speed of 40 mph on Green Street should be reduced due to the abundance of un-channeled side access. This might also help mitigate crash problems in the vicinity of the railroad underpass.

Recommendation: Reduce the posted speed limit to 30 mph, and enforce it.

Miscellaneous immediate and low cost applications:

- Utility pole delineation with reflective tape
- Speed limit markings on the pavement
- Electronic Speed Displays

* A Critical Rate Factor (CRF) greater than 1.0 indicates a high crash area.

COMMENTS: The following comments were made by the meeting attendees regarding the indicated suggestions.

Section 1 widening: This section includes Sand Lane and would terminate with the US 60 widening project to the south, so it is recommended to be the highest priority.

Section 3 widening: Since Section 3 would not be reconstructed, there would most likely not be bike lanes constructed there. Bike lanes could potentially be relocated off of US 41A, for the duration of Section 3.

Section 4 widening: It was suggested to further excavate the bed of US 41 A further north and south under the Railroad overpass to prevent trucks getting stuck under the overpass.

Short- Term # 8) The split phase signal at 12th St. and Green St. was installed about 8 months ago and has reduced crashes.

Short- Term # 10) The comment was made at the meeting to include Ralph's Restaurant (739 N. Green St.) to the list of businesses with signs in the right-of -way.

Signal synchronization would not be recommended due to speeding.

Signal warrant studies to be done would most likely be completed by KYTC District 2.

After the short-term options were presented, Doug Heberle asked the meeting attendees to prioritize these projects from highest to least importance. Eight (8) comments were submitted on the handout list of the short-term projects. The results are below:

Project #	Group Rank
5 - Second St. at Green St.	1 (Highest Priority)
6 - Fifth St. at Green St.	2
3 - Washington St. at Green St.	3
1 - MLK Ave. /Dixon St. at Green St.	4
9 - Fourteenth St. at Green St.	5
4 - First St. at Green St.	6
7 - Tenth St. at Green St.	7
2 - Clay St. at Green St.	8
8 - Twelfth St. at Green St.	9
10 - Signage Relocation	10
11 - Speed Limit Reduction	11 (Lowest Priority)

NEXT STEPS: The next step will be to schedule a third project team meeting to finalize and discuss alternative prioritization.

END OF MINUTES

Agenda
US 41A (Green Street) Scoping Study
Local Officials Meeting # 1

Date: April 13, 2009
Time: 2:00 p.m.
Location: City Office Building, 1990 Barrett Court, Henderson, KY

1. Introductions
2. Project Goals & Issues
3. Existing Conditions: Highway Information
4. Alternative Concepts:
 - a. Long-Term Widening Recommendations
 - 5 Sections
 - Typical Section
 - 3 Options
 - b. Short-Term Improvements
 - Priority Sections
 - Spot Improvements
 - Operational Improvements
5. Your Input

Handouts:

Study Purpose, Issues, and Project Goals

Project Location Map

Typical Section

US 41 A Widening Alternatives

Short-Term Preliminary Recommendation List

US 41A (Green Street) Scoping Study
Local Officials Meeting

April 13, 2009

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