

APPENDIX C
LOCAL OFFICIALS
MEETING MINUTES

Minutes
Programming Study - Officials Meeting
Union County, Item No. 02-8102.00
US 60 from Sturgis to Morganfield

Meeting Location: Paul Herron Technology Center
Meeting Date: July 7, 2003

INTRODUCTION AND PURPOSE

The meeting began at approximately 2:00 p.m. local time.
Those present were:

Richard W. White	Citizen of Union County
Rick Johnson	Union County Board of Education
Larry Joe Jenkins	Union County Fiscal Court
Bob White	Citizen of Union County
Marie White	Citizen of Union County
Chief Tom Carmon	City of Morganfield Police
Jerry Ruark	Union County Economic Development
David Presser	City of Morganfield
Jerry R. Freer	City of Morganfield
Paul T. Cassidy	Union County Planning Commission
Joe Clements	Farmer & Union County Magistrate
Gina Boaz	Green River Area Development District
Nick Hall	KYTC-District 2 Planning
Daryl Greer	KYTC- Division of Planning
Kenneth Pratt	KYTC- Division of Planning
Robert Brown	KYTC- Division of Planning
Joe Tucker	KYTC- Division of Planning

The following Handouts were distributed:

- County Map & Project Location
- Agenda
- General Information and Project Location
- Crash Data
- Los Calculations
- Priorities from the Unscheduled Highway Plan Needs
- Cost Estimate
- Year 2002 Traffic & LOS
- Year 2030 Traffic & LOS
- Map of High Crash Locations & Segments
- Topographic View
- Aerial View

The planning study was described as a study listed in the Six-Year Highway Plan with no other phases currently scheduled. The purpose of the study is to provide guidance for future programming.

PROJECT GOALS AND OBJECTIVES

The handouts, including traffic and crash data, were discussed.

Crash Data

- The crash data was described as being a potential problem if the Critical Rate Factor (CRF) is greater than 1.0.
- The City of Morganfield was noted as having a high accident spot on US 60 from the bypass to downtown.
- Coach's Corner in Sturgis near KY 270 may be another spot that should be looked into further.
- The segment of highway between KY 270 west and KY 270 east was also described as an area thought to have several crashes.
- Most of the crashes are occurring during daylight hours and are believed to be caused by inattention.
- Crash problem in town may be due to the view obstruction caused by trees. It was stated that many of these trees have historic value.

Level of Service Data

- The existing level of service is C through most of the route except for downtown Morganfield which is operating at LOS D.
- Based on KYTC traffic projections and no improvements, the future level of service would be D throughout except for downtown Morganfield, which would be a LOS E.

Logical Termini

- O'Bannon and Truitt Streets (located between US 60 Bypass and KY 56) are congested and have bad lines of sight. The Library is located in this area and on-street parking is allowed. It could get messy and probably would not be prudent to go into town.
- Newer traffic counts, especially truck percentages, need to be checked for downtown Morganfield. It is believed that through trucks traveling on KY 56 are not using the bypass.
- The project should end at the bypass, but use of the bypass needs to be encouraged in order to get vehicles, especially trucks, away from downtown.
- There would be problems expanding the roadway through downtown Sturgis due to a cemetery on both sides of the road and historical properties. The terminus on the Sturgis end of the project should be the proposed Sturgis bypass.

Other Issues

- The schedules outlined in the Six-Year Highway Plan for projects from the Morganfield Bypass to Henderson were discussed.
- The clearinghouse process was discussed due to an issue concerning a new sewer line being placed along US 60.
- Better signage directing traffic to the bypass is desirable. Better signage to KY 56 West and the Shawneetown Bridge were also noted as being desirable. It was stated that the KYTC District 2 office is currently working on additional signage.

- The intersection with US 60 and the west end of the bypass was described as being dark making it difficult to see.
- Access would most likely be partial control.
- Concerns about the fairness of right of way acquisitions were raised.
- KY 56, KY 109, and KY 141 were mentioned as needing improvements. The scheduled improvements for KY 56 were stated as being a very high priority for the region.

Project Goals and Objectives

The previously developed goals were agreed upon:

1. Provide corridor and system connectivity between improved and future improvements on US 60 from Paducah to Henderson.
2. Increase capacity to handle the existing and induced traffic along US 60.
3. Improve safety by improving horizontal and vertical alignments and providing lane and shoulder widths that meet current standards.
4. Enhance regional and local network by providing improved access to schools and the hospital.

POSSIBLE ALTERNATIVES AND CORRIDORS

- Data shows that an improved two-lane highway with 12-foot lanes and 10-foot shoulders will provide a sufficient level of service in design year 2030 if traffic growth continues at the same rate. Proposed projects like I-66 and I-69 may increase traffic more than predicted.
- Continuity of the system should also be considered for the design of the cross section.
- The transporting of farm equipment and the effect on farming in the region should be taken into consideration.
- If four-lane highway is not built, then it should be a two-lane highway on four-lane right of way.
- Any new project should stay close to existing alignment. Staying on alignment between the schools and in front of the hospital was not a concern as long as the stoplight stays up.

AGENCY COORDINATION NEEDS

Those in attendance at the meeting did not note any special groups or agencies that should be contacted in regards to this study.

PUBLIC INVOLVEMENT

It was noted that there was at least an 8-10 year time frame before any construction plan would be complete. Public information meetings will be held at a later time if the project proceeds past the initial programming stage.