

APPENDIX B
PROJECT TEAM MEETINGS

Meeting Minutes
Grayson County – Item Number 4-8303
US 62 from KY 3155 to KY 224
May 1, 2007

A project team meeting for the US 62 programming study was held on May 1, 2007 in the conference room of the Highway District 4 Office in Elizabethtown. The meeting began at 1:30 p.m. E.S.T. and ended at approximately 3:00 p.m. The following people attended the meeting:

Patty Dunaway	District 4 Chief District Engineer
Josh Hornbeck	District 4 Planning
John W. Moore	District 4 Design
Kevin Cartwright	District 4 Design
John Edwards	District 4 Utilities
Dean Loy	District 4 Right-of-Way
Gary Valentine	District 4 Pre-Construction
Jude Filiatreau	District 4 Maintenance
Paul Sanders	District 4 Construction
Jim Wilson	Central Office Planning
Thomas Witt	Central Office Planning

The following items were discussed:

Existing Conditions

- The project team feels that while traffic on US 62 is heavy, the current LOS is probably higher than “E.” The factors used to calculate the existing design hour volume may need to be adjusted to obtain a more reasonable existing LOS.
- There is a perceived safety problem at the S-curve near the Beehive factory. Realigning US 62 to eliminate this S-curve is a top local priority.
- Vehicles turning right onto Fountain View Drive from eastbound US 62 must slow down considerably due to the small corner radius and the skew of the intersection. This sometimes results in rear-end collisions.
- There is a private entrance onto US 62 adjacent to Oakwood Lane that could possibly be re-routed onto Oakwood Lane.
- Utility poles at the KY 88 intersection obscure site distance for vehicles attempting to turn onto US 62. This, combined with the presence of several entrances near the intersection, presents a safety hazard. This observation is confirmed by the crash data at the intersection, which has a spot critical rate factor of 1.41.

- The KY 224 intersection is a 5-leg intersection that may have capacity and safety problems. A signal was recently installed at this intersection, and it was suggested that crash data before and after the signal installation should be compared to see if the signal has improved safety.
- Drainage is a problem in the Clarkson area and should be addressed in the design phase.

Other Projects in Area

- Construction of new ramps on the west side of the Western Kentucky Parkway and KY 224 interchange should be completed late this summer. However, the addition of these ramps is not expected to greatly affect traffic patterns on this section of US 62.
- Construction of the eastern section of the Leitchfield Bypass has been completed. This may have affected traffic patterns, so District 4 Planning will obtain new classification counts on US 62.
- Construction of the next section of the Leitchfield Bypass will not directly affect the study area.
- Improving KY 224 from the Western Kentucky Parkway to US 62 in Clarkson is a high priority.

Goals and Objectives

The primary goals and objectives identified by the project team are to improve safety and reduce delay along the corridor and to address drainage and parking needs in the Clarkson area. To meet these objectives, short-term spot improvements should be considered along with long-term solutions.

Design Criteria

- The project team agreed with the project termini identified in the 6-Year Highway Plan.
- Due to the railroad along one side of US 62 and numerous buildings along the other side, it would not be practical to construct anything wider than a 3-lane cross section. If traffic volumes increase to the point where a 3-lane cross section is no longer adequate, projects which would divert traffic away from US 62 should be considered instead of further widening.
- The project team recommends an urban design with curb, gutter, and sidewalk on the south side of US 62. This would provide improved pedestrian access to adjacent properties and would limit future vehicle access points. The north side of US 62 may be constructed with a rural design since the presence of the railroad minimizes the

potential for future access points on that side of the highway. An urban design may be needed on both sides of US 62 in locations where US 62 diverges from the railroad.

- Consultation with Clarkson officials will be necessary to determine a preferred cross section in the Clarkson area. This area is even more heavily developed than the rest of the corridor, and it may ultimately be necessary to bypass this area.
- Impacts to railroad crossings along the corridor need to be considered.
- Due to extensive development along this section of US 62, a design speed of 45 miles per hour should be adequate.

Other Issues

- **Access Management:** Construction of a curb and gutter on the south side of US 62 should reduce the potential for future access points. Access points on the north side of US 62 are already limited by the presence of the railroad.
- **Bicycles and Pedestrians:** Pedestrians should be adequately served by a sidewalk on the south side of US 62. There are currently designated bicycle routes in the area, so special provisions for bicycles will not be necessary.
- No ITS solutions or freight issues were identified.
- No public involvement needs are anticipated at this stage of the project.

Agency Coordination

- Requests for comments should be sent to the usual resource agencies. This will be done by Central Office Planning.
- Coordination with the Transportation Director of the Grayson County Board of Education will be necessary since a new elementary school is being considered in the vicinity of the project.
- The Mayor of Clarkson and the Grayson County Judge Executive should be involved.

Documentation

- An environmental footprint should be developed. This will be done by Central Office Planning.
- An environmental justice report should be prepared by the Lincoln Trail Area Development District.

Meeting Minutes
Grayson County – Item Number 4-8303
US 62 from KY 3155 to KY 224
February 28, 2008

A second project team meeting for the US 62 programming study was held on February 28, 2008 in the construction conference room of the Highway District 4 Office in Elizabethtown. The meeting began at 1:30 p.m. and ended at approximately 3:00 p.m. The following people attended the meeting:

Patty Dunaway	District 4 Chief District Engineer
Josh Hornbeck	District 4 Planning
Rachel Fortson	District 4 Planning
John W. Moore	District 4 Design
E. L. Lewis	District 4 Traffic
Joseph Ferguson	District 4 Environmental Coordinator
Jim Wilson	Central Office Planning
Thomas Witt	Central Office Planning
Michael Malham	Lincoln Trail Area Development District

The following items were discussed:

Existing Conditions:

- The results of the first project team meeting, which was held on May 1, 2007, were summarized. The main issues that were identified at the first project team meeting included drainage problems in the Clarkson area; traffic congestion caused by the high number of access points; and safety concerns in the Clarkson area, particularly at the KY 88 intersection, and at the S-curve near the Beehive Factory.
- The design hour volumes used to calculate the levels of service (LOS) for existing and future traffic conditions were modified based on input received at the previous project team meeting. For the 2007 design hour volumes, the LOS has improved to D. The LOS for the 2030 design hour volumes remains at E. However, it was noted that these LOS measures are only applicable to rural routes, and that the land use adjacent to the US 62 corridor is becoming more urban in nature. Therefore, the future LOS may not actually be as low as indicated by the analysis.
- District Office personnel have noted a significant increase in truck traffic using US 62 since the Leitchfield Bypass was opened two years ago. Trucks are apparently using KY 224, US 62, and the Leitchfield Bypass to travel between the Western Kentucky Parkway and the industrial park north of Leitchfield.
- Angled parking spaces have been replaced with parallel parking spaces in front of K's Restaurant. This may have improved crash rates in the area.

Purpose & Need:

A draft purpose and need statement was presented to the project team. The project team suggested noting that construction of the Leitchfield bypass has led to increased truck traffic on US 62 as commercial vehicles use KY 224, US 62, and the Leitchfield Bypass as a link between the Western Kentucky Parkway and the industrial park north of

Leitchfield. In particular, this has created a need to better accommodate vehicles turning from KY 224 onto US 62. In addition, the project team noted that the flat terrain is a contributing factor to the drainage problems in Clarkson.

Build Concepts:

- Several alternative build concepts were presented to the project team. These included both long-range corridor reconstruction alternatives and short-term spot improvements. Estimates for design, right-of-way, utility, and construction costs were provided for the various alternatives.
- Long-range alternatives included rebuilding US 62 with a three-lane urban cross section throughout the study corridor, and with a three-lane urban cross section in the Clarkson area and a three-lane rural cross section outside of Clarkson. Total cost estimates were provided for both of these alternatives. A three-lane rural cross section with a multi-use path was also presented as an example of how pedestrian traffic could be accommodated with a rural cross-section, but no cost estimates were prepared for this option. It was noted that the estimated per-mile right-of-way costs were the same for both the urban and rural cross-sections, and that the right-of-way costs should actually be higher for the rural cross-section. District Office design personnel will provide advice on appropriate modifications.
- Short-term alternatives included rebuilding the S-curve near the Beehive Factory on a new alignment and rebuilding US 62 in the Clarkson area with a three-lane urban cross section. Cost estimates were provided for both of these alternatives.

Environmental Concerns & Agency Coordination:

The environmental considerations checklist prepared by the Division of Environmental Analysis, an environmental footprint of the study area, and summaries of the responses received through the resource agency coordination process were distributed and discussed. The Environmental Justice and Community Impacts Report prepared by the Lincoln Trail Area Development District was also discussed. No issues were identified that would affect the recommendation of any of the proposed build alternatives. The main concern appears to be the presence of potentially historic properties. It was noted that many of these properties are shown in incorrect locations on the environmental footprint.

Recommendations:

- The project team expressed a clear preference for using an urban cross-section throughout the corridor due to the right-of-way constraints and the rapid development in the area.
- Due to the relatively high costs of the proposed spot improvements, the project team decided that it would be better to simply reconstruct the entire route as a single project.
- Short-term safety improvements will be considered for funding through the Highway Safety Improvement Program (HSIP). Specifically, the District Office has requested funds to increase shoulder widths in the S-curve near the Beehive Factory, and funds will also be requested to make sight-distance improvements at the KY 88 intersection in Clarkson.