

**APPENDIX E:
MEETING MINUTES
(Project Team Meetings, Stakeholder and Other
Meetings, Project Work Group Meetings, and Public
Meetings)**



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Project Team Meeting No.1 and Field View
DATE & TIME: February 7, 2002 - 7:30 AM (CST)
LOCATION: KYTC District 1 Conference Room - Paducah, Kentucky
ATTENDEES:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Carl Dixon	KYTC - Central Office Planning	carl.dixon@mail.state.ky.us
Bruce Siria	KYTC - Central Office Planning	bruce.siria@mail.state.ky.us
David Martin	KYTC – Central Office Planning	charles.martin@mail.state.ky.us
Bryan Stewart	KYTC - District 1 Planning	bryan.stewart@mail.state.ky.us
Tim Choate	KYTC – District 1 Pre-Construction	tim.choate@mail.state.ky.us
Stephen Hoefler	KYTC - Central Office Highway Design	steve.hoefler@mail.state.ky.us
Mary Murray	FHWA – Planning and Environment	mary.murray@fhwa.dot.gov
Stacey Courtney	Purchase Area Development District	stacey.courtney@mail.state.ky.us
Glenn Anderson	KYTC - Intelligent Transportation Sys.	glenn.anderson@mail.state.ky.us
Charles Cunningham	KYTC - Intelligent Transportation Sys.	charles.cunningham@mail.state.ky.us
Barbara Michael	Parsons Brinckerhoff, Inc.	michael@pbworld.com
Steve Slade	Parsons Brinckerhoff, Inc.	slade@pbworld.com
Robert Frazier	Parsons Brinckerhoff, Inc.	frazierr@pbworld.com
Stuart Kearns	Jordan Jones, & Goulding	skearns@jgg.com

NOTE ON JOINT MEETING:

The Kentucky Transportation Cabinet (KYTC) is conducting two separate studies along US 51 in Western, Kentucky: the US 51 Study at Clinton and the US 51 Study at Bardwell. The Parsons Brinckerhoff Team is providing consultant services for both studies.

Joint Project Team Meetings were held for the two studies on the above date. However, because the studies are independent, meeting minutes have been prepared for each study. This is to provide the documentation necessary to maintain separate project records. For information on the Clinton study, please refer to the corresponding meeting minutes.

MEETING SUMMARY:

Introductions

Those present introduced themselves and their roles on the project. After introductions, Bruce Siria stated that while one consulting team was selected for both the US 51 Study at Clinton and the US 51 Study at Bardwell, the two studies would be treated separately.

Bruce also stated that there is not a predetermined solution for these two studies. Specifically, the studies will emphasize looking at all alternatives ranging from doing nothing to upgrading existing facilities to new construction including bypasses.

David Martin with the Kentucky Transportation Cabinet (KYTC) Central Office Planning will be the new project manager for KYTC on both studies.

Study Scope/Schedule and 1995 Planning Study

Barbara Michael reviewed the major scope elements (including purpose and need, existing conditions analysis, development of a full range of alternatives, evaluation of the alternatives, and recommendations) and the proposed 12-month study schedule.

Carl Dixon and Bruce Siria discussed the previous scoping study completed in 1995. The 1995 study recommended the "Do Nothing" alternative for rebuilding or widening all of US 51 through Hickman and Carlisle Counties between Fulton and Wickliffe. However, it recommended consideration of bypasses around both Clinton and Bardwell.

Traffic and Highway Data for the Bardwell Study Area

Robert Frazier presented the proposed Bardwell study area as well as traffic, crash, truck percentage, highway facility characteristics, and population data.

Traffic volumes on US 51 in the Bardwell study area range from 2,670 to 5,180 vehicles per day with truck percentages as high as 15.3 percent. The KYTC HIS data was reviewed including functional classification, right-of-way, lane width, shoulder width, speed limits, and other key data elements (please refer to the handout for details). Historic traffic data for Bardwell indicates that traffic volumes have been fairly level over the last 20 years.

The crash data shows a cluster of crashes between the US 51 / US 62 intersection and the US 51 / KY 123 intersection near downtown Bardwell.

The current population of Bardwell is approximately 800 and the population of Carlisle County is just over 5,000. The County population has decreased somewhat from over 6,000 in 1970.

Further Discussion

Bruce Siria stated that, based on an initial review of the historic data, traffic volumes have not increased substantially in the Bardwell study area, but that truck percentages have increased.

The possible need for origin / destination information for trucks was discussed. The truck weigh stations at Wickliffe and Fulton may be able to provide some of that data. US 51 is not on the National Highway System. There is a bicycle route running through Bardwell on KY 123 (Ramblin' River Tour).

Study Issues

There was general discussion regarding a range of issues in the Bardwell study area. (These are presented below.)

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|-------------------------------------|--|
| Bardwell Study Area | Potential adjustments to the Bardwell study area were discussed. For example, it could be enlarged to include the proposed Carlisle County industrial park site just to the north of the study area. Conversely, the study area appears very large and any bypasses running from one end to the other would be long and therefore are expected to be relatively expensive. However, at present the proposed study area boundary will be maintained with the exception that the Carlisle County industrial site will be included within the boundary. |
| Roadway Facilities and Safety | There are a number of roadway deficiencies on US 51 in the Bardwell study area, including poor lines of sight, narrow lanes, narrow shoulders, steep grades, curves, and angled intersections. The poor condition of many curbs and sidewalks was also discussed. Potential high accident locations were discussed. |
| Truck Traffic | Truck traffic is an issue in Bardwell. Truck percentages are high and include trucks carrying full loads of logs headed to Westvaco to the north. One potential reason for the high truck volumes is that the next major river crossing to the south is near Dyersburg, TN (I-155) and Union City in Northwest TN is a major generator of truck traffic. This traffic likely does not backtrack to Dyersburg but heads north on US 51 to cross at Wickliffe. |
| School Access | School access was deemed an important issue for local roadway planning. In Carlisle County, the schools are located outside of the study area to the east on KY 1377, near the geographic center of the County. |
| Regional Access / Economic Linkages | A key issue for many Bardwell leaders and residents may be improved access to the northeast to Paducah. For example, some residents seem to support improvements to US 62 toward Paducah. |
| Railroad | The railroad and railroad crossings present important physical constraint and safety issues. The railroad line is the Illinois Central Railroad. Amtrak provides service over this line. |
| Traffic Operations | Improving travel times through the study area on US 51 was mentioned as an important issue. Some local leaders in Bardwell have indicated to |

	the District that they would like to have the one traffic signal in the town removed.
Emergency Access	Emergency access could be an issue as there is no 24-hour emergency medical care center in Bardwell, therefore good high-speed medical emergency access is needed to facilities in nearby communities such as Parkway Regional Hospital in Fulton and Jackson Purchase Medical Center in Mayfield.
Land Use / Zoning / Future Development	Carlisle County does not have local zoning. Carlisle County owns land north of Clinton to develop as an industrial park. There are a number of large existing uses that should be avoided as far as practical.
Cultural Resources	Cultural resource issues may be significant in Bardwell. There are many potentially historic properties in the study areas. The PB Team will document potentially historic districts and properties as part of the study. It was also noted that the area is part of the Mississippi Delta region.
Community Issues	In addition to cultural and historic issues, the presence of significant minority, low income, and senior populations were discussed. PB was requested to provide a demographic analysis. This is part of the current scope of work.
Previous Studies	The 1995 KYTC study was mentioned previously. The consulting firm of H.E. Rudy also developed plans for a bypass to the west of Bardwell in the 1980s in conjunction with a proposed industrial park west of the town. Contacts will be made to see if these can be located.
Pedestrians	Pedestrian safety is a possible issue in the center of the town.
Other Facilities	The potential need for improvements on other roadways related to US 51 (such as at intersections) was discussed.

Public Participation

Barbara Michael discussed the proposed public involvement plan, which will include public officials meetings, project work group meetings, public meetings, and other stakeholder meetings. Four project work group meetings and four public meetings are currently planned. The public officials meetings will be held first to brief the County Judge, Mayor, and possibly the State Representative and State Senator for the area. The Project Work Group will be asked to provide input on the public participation program. The members of the Project Work Group should include a range of individuals representing the following: residents, political leaders, agriculture, trucking, other businesses, social organizations, development agencies, schools, emergency services, and others.

Bardwell has a number of civic, social, and business groups that will be included in the public participation program (representatives of some of these may serve on the Project Work Group). PB was asked to look at the demographics of the study areas. Barbara Michael indicated that this would be part of the socioeconomic review.

Other Items Discussed

Tad Long of the Kentucky League of Cities has offered to serve as a resource for the Project Work Group. The Kentucky League of Cities is interested in helping towns and cities maintain their community character. Specifically, they would like to work with communities where new bypass projects are planned.

There was also discussion of the use and enforcement of truck routes and ITS applications for the study including the use of vehicle surveillance for determining when trucks route through the town.

FOLLOW UP ACTIONS:

1. KYTC and Purchase Area Development District (PADD) staff will schedule a meeting with local officials (i.e., County Judge, Mayor, and maybe the State Representative or Senator) to brief them on the study. [Subsequently, Stacey Courtney of the Purchase Area Development District scheduled a meeting for February 22, 2002.]
2. A draft list of Project Work Group members will be developed. Input for these lists from KYTC District 1 and PADD staff should be sent to Robert Frazier at frazierR@pbworld.com or fax# (502) 456-1323.
3. Upon finalization of the project contract, the PB Team will advance the existing conditions data collection effort (i.e., traffic, environment, and other key subject areas).
4. The PB Team will begin drafting a Preliminary Statement of Project Purpose and Need.
5. KYTC Central Office Planning will determine how to proceed with the agency coordination effort.
6. KYTC Central Office Planning will issue the public notice for initiation of the National Environmental Policy Act (NEPA) process.
7. KYTC Central Office Planning will follow-up on whether US 51 is part of the National Truck Network
8. District 1 staff will see if they have information on the previous H.E. Rudy plans. PB will also work with local officials/staff to see if they have any further information.

FIELD VIEWS:

Following the meeting at District 1, the meeting attendees (with the exception of the KYTC Central Office ITS staff) drove to Bardwell for a field view. The field view confirmed many of the items presented above in the issues discussion.

**US 51 Scoping Study
Local Officials Meeting Minutes
Bardwell, Kentucky
02-22-02**

Attendees:

Joe Ross	Mayor of Bardwell
Alan Wilson	Bardwell Deposit Bank
Greg Terry	Carlisle Co. Road Department
Burley Mathis	Carlisle Co. Magistrate
Carl Dixon	KYTC (Planning)
Bruce Siria	KYTC (Planning)
Jeff Thompson	KYTC (Planning, District 1)
Bryan Stewart	KYTC (Planning, District 1)
Linda Boatwright	KYTC (Public Relations, District 1)
Stacey Courtney	Purchase ADD
Shawn Dikes	Parsons Brinckerhoff
Robert Frazier	Parsons Brinckerhoff
Barbara Michael	Parsons Brinckerhoff

Meeting Summary:

After initial greetings and introductions were made, the meeting began with a discussion of the *study scope* and the *proposed study area*.

Carl Dixon began by describing the purpose of the study saying that it needs to examine and will in fact examine a range of improvements, not just a bypass. In fact, the study will examine improvements in-town as well as all other options (i.e. do nothing, something along existing road, spot improvements, as well as a bypass).

While the Cabinet's 1995 Study recommended a bypass, input from public officials and the public at large will be solicited in the alternatives screening process for this study and a bypass will NOT be looked at exclusively.

Barbara Michael discussed the purpose of the study improvements. Input from the community will be sought during the study process. Existing conditions, such as the current socio-economic as well as an overview of the transportation conditions and the existing natural environment will all be examined.

The goal of the study will be to identify alternatives that will satisfy the needs and problems as identified through the study process and its participants. The consultant team is entering the process with no pre-conceived notions, and is currently expecting the study to follow a one-year schedule.

The initial identification of a range of alternatives will be undertaken to solve identified problems and issues. A first level screening followed by refinement and further screening will lead to a recommendation.

Robert Frazier gave an overview of the preliminary study area of the project. The area stretches past the existing railroad to the north and includes a large area to the south, including the proposed industrial park.

All agreed that the study area was generally consistent and feasible for the study. It does include the proposed industrial park and take into account the old bypass alignment proposed by H.E. Rudy in '88 or '87.

Bryan Stewart in KYTC District One will try and locate a copy of this study.

Robert further discussed an initial analysis of existing traffic data. Basically, there is between 2,000 and 5,000 vehicles per day on existing roadways in the study area. The next step will be to forecast these traffic volumes to a horizon year and to look at high accident locations.

The intent of the Public Involvement Program is to establish a Project Work Group and to have these folks act as a principal advisory body. They would meet prior to all public meetings.

The Work Group and the KYTC / consultant group will together with the Work Group find the best location and format(s) for the public meetings.

The series of public workshops will begin with an initial "blank slate" meeting. The public will be given information regarding existing conditions and future traffic numbers. The KYTC and the Consultant will solicit input on the goals, issues, problems, etc. that the study should focus on.

The purpose of the public meetings will serve as departure points for dialogue between the public and the project team. The public involvement program should help the community understand any implications of the proposed improvements. Public involvement will be accomplished early and often during the course of the study.

Stacey Courtney furnished a draft list of potential members. The initial reaction was that the names seemed adequate. Those present would work with Stacey to identify alternate and/or additional members.

The KYTC and/or the Consultant will brief other elected officials prior to the public meetings. The Bardwell City Council meets the 2nd Tuesday of the month at 5:00 p.m. The Fiscal Court meets the 1st and 3rd Tuesday at 1:00 p.m. There will be a meeting scheduled to brief both within the next month. Letters to state and federal resource agencies will be going out soon as well.

Carl indicated that a special effort will be made with regard to “environmental justice”, i.e., to make sure that a proposed project will not have a disproportionate impact on minorities, those with low-income, or the elderly. It appeared that there are no environmental justice issues identified at this point based on a consensus from those present.

Bruce Siria stated that environmental issues can be met within the project goals and needs. A solution should be obtained that makes for a “win/win” situation.

Other highway needs discussed were:

- Caution light at nursing home on US 62
- Shoulders added/widened on US 62 all the way to Paducah
- Add passing lanes along US 51
- Redo Bridge at US 62 and SR 121

Other issues include:

- The trains on the existing tracks owned by the Illinois Central Gulf (ICG) railroad travel at 40 to 50 MPH. Typically, longer trains have 150 to 170 cars. Amtrak also uses the tracks for the Crescent Service from Chicago to New Orleans.
- An absentee trucking company owns the large parcel north on US 51.
- There is a park off US 62.

Possible meeting sites include:

- City Hall on Front St. (Seats 50)
- Court House
- Fire Station
- Gym
- Outreach Christian Center



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL

MEETING: Carlisle County Fiscal Court Presentation

DATE & TIME: April 2, 2002 - 1:00 PM (CST)

LOCATION: Carlisle County Courthouse - Bardwell, Kentucky

DATE OF MINUTES: April 5, 2002

Carlisle County Judge/Executive John Roberts introduced Bryan Stewart (KYTC District 1 Planning) and Robert Frazier (Parsons Brinckerhoff) and indicated that they were going to make a presentation regarding a planning study that was being initiated by the Kentucky Transportation Cabinet (KYTC). Bryan Stewart introduced Stacey Courtney of the Purchase Area Development District.

Bryan Stewart (KYTC) then introduced the study, indicating that KYTC was initiating this study as a follow-up to a 1995 study of US 51 from Wickliffe to Fulton. He explained that the Cabinet does not have a predetermined solution for the area. The study will explore what improvements are most appropriate. He also stated that one of the reasons for our presentation was to inform them regarding the study so that they would be able to answer questions from their constituents. The KYTC will continue to keep them informed as the study moves forward. Robert Frazier (PB) then presented a brief overview of the study approach including the study area, major study tasks, potential public involvement activities, and the initial project work tasks. An outline of the presentation is attached. Mr. Frazier emphasized again that the KYTC has not predetermined a recommended improvement alternative. In fact, the KYTC has not even fully determined all of the problems to be addressed by the proposed improvements. Mr. Frazier emphasized the role of public involvement in the study. He outlined a number of ways in which the public will be asked to be involved. He reviewed the concept of a project work group and requested input from the Judge and Magistrates regarding potential committee members. The Judge indicated that he would forward suggestions to KYTC District One.

A few questions and clarifications followed, including a question regarding the impetus for the study. It was stated that the study was an outgrowth of the previous 1995 study, which indicated future congestion in the vicinity of Bardwell. Another question was whether this study was related to the proposed extension of US 62 from US 51 to KY 123. It was explained that this study would look at that previous proposal but that the US 62 extension project was not directly related to this study. The Judge closed by expressing interest in this study getting started.

[NOTE: The official Fiscal Court minutes will be included in the file when available.]

Cc: Project File - 17023H

Attachments



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Carlisle County City Council Presentation
DATE & TIME: April 9, 2002 - 5:00 PM (CDT)
LOCATION: Bardwell City Hall - Bardwell, Kentucky
DATE OF MINUTES: April 22, 2002

Bardwell Mayor Joe Ross introduced Bryan Stewart (KYTC District 1 Planning), Jeff Thompson (KYTC District 1), Stacey Courtney (Purchase Area Development District), and Robert Frazier (Parsons Brinckerhoff).

Bryan Stewart informed the Council that the Kentucky Transportation Cabinet (KYTC) was initiating a planning study of US 51 in the vicinity of Bardwell. The study was in response to a previous 1995 study. The 1995 study indicated that widening US 51 from Wickliffe to Fulton was not warranted, but future improvements may be needed in Bardwell and Clinton. Mr. Stewart stated that KYTC had contracted with Parsons Brinckerhoff (PB) to perform the current study. He also stated that one of the first steps in the study process was to inform the local elected officials regarding the study so that they would be able to answer questions from their constituents.

Robert Frazier (PB) then presented a brief overview of the study approach including the study area, major study tasks, potential public involvement activities, and the initial project work tasks. An outline of the presentation is attached. Mr. Frazier emphasized that the KYTC has not predetermined a recommended improvement alternative. In fact, the KYTC has not even fully determined all of the problems to be addressed by the proposed improvements. Mr. Frazier emphasized the role of public involvement in the study. He outlined a number of ways in which the public will be asked to be involved. He reviewed the concept of a project work group and requested input from the Mayor and Council regarding potential committee members.

A short discussion followed regarding topics such as the project schedule (approximately one year), the date and location for the first project work group meeting (6:00 PM on April 29, 2002 at Bardwell City Hall), and the study phases. The Mayor thanked the project team for the presentation.

Cc: Project File - 17023H

Attachment



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Project Work Group Meeting No.1
DATE & TIME: April 29, 2002 - 6:00 PM (CDT)
LOCATION: Bardwell City Hall - Bardwell, Kentucky
ATTENDEES: See Attached Sign-in Sheet

MEETING SUMMARY:

Introductions

David Martin, the Kentucky Transportation Cabinet (KYTC) Project Manager, introduced the study and requested that everyone present introduce themselves and whom they represent. Mr. Martin stated that this study was a follow-up study to a 1995 KYTC study that addressed US 51 from Wickliffe to Fulton. The 1995 study indicated that future improvements would be needed in Clinton and Bardwell but widening the entire length of US 51 in Kentucky to four lanes was not warranted. Mr. Martin indicated that KYTC has selected Parsons Brinckerhoff (PB) to complete the current US 51 studies for the two towns. He introduced Barbara Michael and Robert Frazier, both with PB, to make a presentation to the work group. Barbara Michael reviewed the Work Group meeting rules and the major discussion items for the meeting.

Study Process

Barbara Michael presented the four-phase study process, showing that we are at the first phase: Definition of Project Issues and Goals. The work group will meet at critical points during the process. Public meetings will also be held at key points during the process. The study will take approximately 12 months and will be completed by next Spring. Ms. Michael also presented the KYTC's "Road Building Steps", which shows the activities involved in constructing or improving a road in Kentucky.

Public Involvement

Ms. Michael presented the important aspects and elements of a draft Public Involvement Program for the US 51 Study in Bardwell. Proposed activities included: work group meetings; stakeholder meetings; public meetings; and use of an informational table or flyers. She asked for input on specific public involvement activities that should be considered for this study. Input included: having a booth at the County Fair (August 12-16); having a business stakeholders meeting (to be held the following morning); having a church or non-profit stakeholders meeting (to be scheduled for May); involving the Chamber of Commerce and the Lions Club; using flyers (such as flyers in bags at the grocery store); advertising in the newspapers and on radio (such as on 96 FM). The Chamber of Commerce president said they would be willing to make the US

51 Study a special project for the Chamber this year and help promote study events and encourage participation.

Ms. Michael discussed the role of the work group as an advisory and representative body. She stated that additional meetings will be held with stakeholders (such as the business owners stakeholder meeting the following morning) and the public at large, but the work group's role is to represent the broad interests of the community and help involve others at the appropriate times (i.e., the public meetings). The work group members present were asked to inform the Project Team if they felt that some critical portion of the community was not currently represented on the work group so that they can be contacted and involved in the future.

Study Background Information

Robert Frazier presented the proposed Bardwell study area as well as preliminary traffic, crash, truck percentage, highway facility characteristics, and population data. Additional detailed data will be collected in the next few months to support the study.

Traffic volumes on US 51 in the Bardwell study area range from 2,670 to 5,180 vehicles per day with truck percentages as high as 15.3 percent. The KYTC HIS database was reviewed including functional classification, right-of-way, lane width, shoulder width, speed limits, and other key data elements (please refer to the handout for details). Historic traffic data for Bardwell indicates that traffic volumes have been fairly level over the last 20 years.

The crash data shows a cluster of crashes between the US 51 / US 62 intersection and the US 51 / KY 123 intersection near downtown Bardwell.

The current population of Bardwell is approximately 800 and the population of Carlisle County is just over 5,000. The County population has decreased somewhat from over 6,000 in 1970.

Discussion of Project Issues and Goals

Ms. Michael presented some example issues to spur discussion of the issues related to US 51 in the vicinity of Bardwell. She also presented example project goals from another study to show the types of goals that might be set for this project.

Following this, the work group discussed important issues and goals to be considered in the study. The issues discussed by the work group are summarized below, followed by a summary of the potential project goals.

Roadway Safety and Design Issues

There are a number of roadway deficiencies on US 51 through the Bardwell study area, including poor lines of sight, narrow lanes, narrow shoulders, steep grades, curves, poor drainage, lack of turn lanes, limited right-of-way, and angled intersections. Specific locations mentioned as safety concerns included US 51 / US 62 (currently unsignalized – truck rollover crashes occur at this intersection); the curves and hills south of town; and locations along US 51 where turn lanes may be warranted now or in the future for safety (such as at Flegles north of town). Speeding (cars and trucks) was also highlighted as an issue in the study area.

Utilities

Utilities are an important issue in Bardwell because they may affect proposed improvements along US 51 through the town. Utility relocations may be required for certain improvement alternatives. There are also a number of issues or problems with the current systems such as drainage issues along US 51 and storm water infiltration to the local sewer system.

Pedestrian Safety

There are sidewalk and crosswalk deficiencies at locations along US 51 through Bardwell. This is a particularly important issue for senior citizens and residents without cars.

Economic Development

The need for economic development in the study area was highlighted. The focus for this economic development was in the areas of tourism, recreation, hunting, and fishing.

Quality of Life

The work group indicated that maintaining and preferably improving the character and quality of life in Bardwell was important. Avoiding major adverse affects on the community is an important issue.

Traffic Flow and Traffic Operations

Traffic signals were discussed, including the possibility of upgrading the current signal at US 51 and US 62.

Truck Traffic

Truck traffic was presented both as a problem and as a part of the local economic picture. Noise impacts to residents along US 51 is one negative issue with trucks, as well as safety related issues.

Senior Citizens and Auto Ownership

According to the Work group, there is a high population of senior citizens in the study area. (According to the socioeconomic analysis, approximately 18 percent of the County population, or 980 individuals, were age 65 or older in 1999.) Many of the senior citizens do not own cars and they need improved sidewalks and crosswalks.

Great River Road Scenic Byway

Enhancements of the Great River Road Scenic Byway and bike routes (such as the Ramblin' River Tour bike route) were discussed. This included a brief discussion of bike lanes and an improved streetscape in town. The Great River Road Scenic Byway runs south through the western portion of Carlisle County (west of Bardwell). The Ramblin' River Tour bike route runs east-west through Bardwell on KY 123.

Historic Preservation

Preservation of the historic Methodist church on US 51, as well as the two cemeteries, is an issue.

Regional Access / Economic Linkages

Connections both within the County as well as from the County to other regional roadways was presented as an important issue for this study. This includes regional connections at the Purchase Parkway (which could become I-69 in the future) as well as north toward the potential new I-66 corridor.

The study goals discussed by the work group included the following:

Potential Project Goals

- Improve mobility
- Enhance vehicular and pedestrian safety
- Encourage future development and growth
- Future connectivity with I-69 / I-66 (Do not preclude future options)
- Maintain and improve community character and quality of life

Vision Statement

Ms. Michael asked the work group members to put forth their vision for the community for the next 25 years. Comments included: a retirement community that has a self-sustaining business community; community where people can move safely (by car, bicycle, or on foot); and a community that has amenities here so you do not have to go away to obtain them. The combined draft vision statement for the community was as follows: "A self-sufficient community where people can move about safely (by car or foot), which offers a quality of life attractive to both retirees and young families."

Other Items Discussed

Participation at upcoming meetings was encouraged.

Next Steps in the Study Process

Mr. Frazier reviewed the next steps in the study, which will include detailed data collection and analysis of the existing and future transportation conditions in the study area, environmental studies, and preparation of a draft statement of Project Issues and Study Goals. The project team will also hold additional stakeholder meetings (including a business owners meeting the following morning at City Hall) and a public meeting over the next two months. Information from all of these activities (including the draft Issues and Goals) will be presented at the next work group meeting. The next work group meeting will also include a discussion of the full range of potential improvement alternatives, including upgrades to US 51 and potential bypass alternatives, with a goal of developing a range of alternatives to be studied.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Business Stakeholders Meeting
DATE & TIME: April 30, 2002 - 7:30 AM (CDT)
LOCATION: Bardwell City Hall - Bardwell, Kentucky
ATTENDEES: See Attached Sign-in Sheet

MEETING SUMMARY:

Introductions

David Martin, the Kentucky Transportation Cabinet (KYTC) Project Manager, introduced the study and requested that everyone present introduce themselves and whom they represent. Mr. Martin stated that this study was a follow-up study to a 1995 KYTC study that addressed US 51 from Wickliffe to Fulton. The 1995 study indicated that future improvements would be needed in Clinton and Bardwell but widening the entire length of US 51 in Kentucky to four lanes was not warranted. Mr. Martin indicated that KYTC has selected Parsons Brinckerhoff (PB) to complete the current US 51 studies for the two towns. He introduced Barbara Michael and Robert Frazier, both with PB, to lead a discussion on the study process and critical study issues.

Study Process, Public Involvement, Study Background Information

Robert Frazier presented the four-phase study process (Definition of Project Goals and Issues, Alternatives Development, Alternatives Evaluation, and Recommendations). The process will take approximately 12 months. There will be public involvement throughout the process. The entire road building process can take up to 10 years (shorter for smaller less involved projects).

There was a discussion of the representative advisory work group and public involvement. It was stated that the project team had tried to provide adequate representation for the business community on the work group (5 out of approximately 18 people). It was stated that if anyone felt that they, their business, or some other portion of the community was not represented adequately, they should let the project team know and recommend someone else to sit on the work group.

There was a discussion regarding why the study was being conducted. The response given was that the study was on the KYTC's Six-Year Highway Plan and the previous 1995 study indicated future traffic problems in Bardwell.

Robert Frazier presented the proposed Bardwell study area as well as a brief overview of key highway, traffic, crash, and population data. He indicated that the project team will collect

additional data and will prepare detailed engineering studies in a parallel track with the public involvement activities. The discussion then turned to a discussion of issues in the study area.

Discussion of Project Issues

The issues discussed by the group are summarized below:

Safety (Pedestrian and Vehicular)

A number of safety issues were raised including:

- Unsafe curve south of town. A fatal crash occurred on this curve. An accident occurred on this curve just three weeks ago.
- Lack of turn lanes on US 51 (such as north of town near Flegles or at US 62)
- US 51 / KY 123 intersection (truck crashes)
- US 51 / US 62 intersection
- Curve and steep hill at the Methodist Church (issue for trucks – they run off the road)
- Curve at the Fire Station – poor sight distance
- Lack of adequate lighting
- Road width / shoulder width
- Missing or deficient curbs
- Excessive speeds from the cemeteries in the south, north to Flegles – 55 mph too high (issue for both cars and trucks)
- Pedestrian / vehicle conflicts - Pedestrian crossings and a lack of adequate sidewalks
- Farm equipment – large equipment moved across the county on narrow roads

Utilities and Drainage

The water main along US 51 is going to be upgraded, as are other portions of the local water system such as the tower, plant, and other water lines. The estimated cost of the project is \$1 million. The sanitary sewer system has storm water infiltration problems. The cost of improving this system is estimated at \$0.5 million. Storm sewer facilities in town may also need repairs. There are drainage issues on US 51 from the Methodist Church north to US 62. This includes issues at US 51 / KY 123 near the Baptist Church. The electric utilities are currently above ground. It would be desirable to put them underground in the future.

Traffic Operations

The current traffic signal was raised as an issue.

Sidewalks and Bicycle Facilities

The importance of sidewalks, trails, and bicycle facilities was highlighted. There was discussion of the Great River Road and the bike route (Ramblin' River Tour) through the town. There was also discussion of the importance of connecting the senior housing, post office, and bank with sidewalks and crosswalks.

Community Character, Growth, and Beautification / Amenities

Enhancing the community's current assets was emphasized. There was a sentiment for keeping the community the way it is and enhancing it (but not losing it). Improving the town

visually was an important issue. New residential development is occurring in Cunningham, with little new residential development in Bardwell. Cunningham is closer to Paducah.

Trucks and RVs

Truck traffic begins early in the morning. It creates a noise issue for residents along US 51. However, the trucks are necessary for deliveries and local shipping. Truck speed is an issue worthy of studying. Logging truck traffic is an important traffic flow to consider in the project (safety and speeds). There are recreation vehicles on US 51 going to and from Columbus-Belmont State Park. Seniors drive many of these vehicles. This traffic should be considered in the study.

Economic Development

The local emphasis for economic development is on the tourism and recreation industry. There is only a moderate amount of local business in this arena at present (outside of Columbus-Belmont State Park) but the desire is to increase this business sector. The community has never had a large manufacturing / industrial base and they do not necessarily desire it now. The industrial emphasis is regional in nature as shown by the new eight county industrial park. Those present wanted to see the area made attractive as a family oriented community and a retirement community. They feel that it has positive characteristics in these two areas and they would like to build on these. There is a desire to attract jobs to allow people to stay and work in the community. The jobs would be related to the tourism and recreation industries as well as in support of a family oriented / retirement community (such as retail and small business jobs).

Earthquake Potential

The potential for earthquakes in the region should be taken into account in the planning process.

Seniors

Not only are there many seniors who walk in Bardwell, there are also many senior drivers and the study should take this issue into account.

Next Steps in the Study Process

Mr. Frazier reviewed the next steps in the study, which will include detailed data collection and analysis of the existing and future transportation conditions in the study area, and environmental studies. The project team will also hold additional stakeholder meetings (including a meeting with non-profit organizations in the town) and a public meeting over the next two months. Future meetings will address a discussion of the full range of potential improvement alternatives, including upgrades to US 51 and potential bypass alternatives, with a goal of developing a range of alternatives to be studied.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL

MEETING: Church and Civic Organizations Meeting

DATE & TIME: May 14, 2002 - 10:00 AM (CDT)

LOCATION: Bardwell City Hall - Bardwell, Kentucky

ATTENDEES: See Attached Sign-in Sheet

MEETING SUMMARY:

Introductions

Bruce Siria of the Kentucky Transportation Cabinet (KYTC) introduced the study and requested that everyone present introduce themselves and whom they represent. Mr. Siria then discussed the general purpose of the study and the fact that a similar study was being conducted in Clinton, KY. He made it clear that the Cabinet will examine a range of options and has not made a decision on the project already. Mr. Siria also emphasized that this was an informal meeting and the attendees should feel free to ask questions at any time. He introduced Robert Frazier, with Parsons Brinckerhoff, to lead a discussion on the study process and issues.

Study Process, Public Involvement, Study Background Information

Mr. Frazier presented the 12-month four-phase study process (Definition of Project Goals and Issues, Alternatives Development, Alternatives Evaluation, and Recommendations). The process will take approximately 12 months. There will be public involvement throughout the process. Mr. Frazier also indicated that a full range of alternatives will be examined in the study from small sidewalk and crosswalk improvements to new roadways to determine which best meets the needs in the study area. It was later pointed out by David Martin (KYTC) that the no-build scenario will also be considered. Mr. Siria and Mr. Frazier also presented the road building process timeframe (in response to a question), noting that the entire road building process can take up to 10 years (depending on the project's issues, size and complexity).

Mr. Frazier presented the four major elements of the public involvement program including the project work group, stakeholders meetings, public meetings, and special events and publicity. There was general discussion regarding the representative and advisory nature of the project work group, the fact that a business owners stakeholder meeting had been held a few weeks previous, and that the first public meeting would likely be held in June. Regarding special events and publicity, the church representatives indicated that they could include notices in their church bulletins. A stand at the county fair, the posting of flyers, and various other publicity methods were discussed. Also, an offer was made to discuss the work group composition to make sure the non-profit interests were represented.

Robert Frazier presented the proposed Bardwell study area as well as a brief overview of key highway, traffic, crash, and population data. He indicated that the project team will collect additional data and will prepare detailed engineering studies in a parallel track with the public involvement activities. Bruce Siria explained that the study was being conducted, in part in response to a previous 1995 study, which indicated future traffic problems in Bardwell.

Discussion of Study Issues

One of the attendees specifically requested to know what was discussed at the business owners meeting. Mr. Frazier reviewed the main issues raised at that meeting. Mr. Teeters also discussed issues he and others raised at the meeting including his view regarding the negative consequences to his business and the town at large if traffic is rerouted on a bypass around the town. The issues raised by the church / civic organizations are summarized below:

Drainage

There are drainage issues along US 51 in various locations including by the Senior Center, on the hill near the traffic signal, and across from the Dollar Store. The representative from the Methodist Church indicated that he was not familiar with drainage problems at their property but he was aware of other locations and would send information on them to the project team.

Traffic Volumes and Operations

Overall traffic volumes were not a concern for those present. In fact, the lack of traffic appeared to be more of a concern. The location of the current traffic signal was discussed. It may be more appropriately located at US 51 and US 62.

Safety

A number of safety issues were discussed including the curve at the Methodist Church (especially an issue for trucks), the small radii at the US 51 / KY 123 intersection (difficult for large vehicles), and the US 51 / US 62 intersection.

Sidewalks

Sidewalk deficiencies were discussed.

Trucks, Noise and Vibration

Truck traffic was not a particularly significant issue for the attendees. Noise from trucks was also not a particularly concern. However, the issue of vibration from the trucks and potential for impact to the structure of the Methodist church was discussed. It was however stated by members of the project team that it is unlikely that vibrations from the trucks are damaging the church structural elements. Neither noise nor vibration was a major issue during church services.

Those present were thanked for attending and encouraged to attend both the I-66 public meeting that night and the first US 51 public meeting in Bardwell in late June.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Project Work Group Meeting No. 2
DATE & TIME: August 22, 2002 - 4:00 PM
LOCATION: Bardwell City Hall - Bardwell, Kentucky

MEETING SUMMARY:

Introductions and Review of Meeting Minutes for Previous Meeting

David Martin, the Kentucky Transportation Cabinet (KYTC) Project Manager, introduced the study. Those present introduced themselves. Attendees were asked to sign-in. There were no comments on the minutes of the previous meeting. There was discussion regarding the impetus for this current study as well as the 1995 study.

Review of Work Completed to Date

Work completed to date was reviewed including: Project Work Group Meeting No. 1, Business Owners Stakeholder Meeting, Non-Profit / Church Stakeholder Meeting, Traffic Data Collection, Environmental Data Collection, and Other Field Work.

Existing Conditions Data

A brief summary of the existing conditions data was presented including an overview of current traffic volumes, levels of service, and crash statistics. The environmental features maps were also discussed briefly. Graphics illustrating the existing conditions findings were included in the presentation handout materials.

Review of Draft Issues and Goals

The draft issues and goals were part of the mail out to each Project Work Group participant. The Work Group members present were asked for comments on the issues and goals. From the perspective of the Work Group members present, key issues included economic development / regional access; vehicular safety and highway design; pedestrian safety; and beautification / amenities / community character. Speed enforcement was also discussed in relation to safety. The Work Group members present supported the draft project goals.

Discussion of Potential Project Alternatives

The five preliminary conceptual alternatives were presented and discussed with the Work Group. They include the 1) Do-Nothing; 2) Spot Improvements; 3) Reconstruction of US 51 as a Two-Lane Highway with Turn Lanes and Sidewalks; 4) US 51 Realignment (south of town); and 5) Eastern Bypass. There was general discussion on each of the alternatives.

It was suggested that the study consider an alternative of reconstructing the highway as two-lanes without turn lanes. There was discussion of widening the highway through town and making it look better. Bardwell would like the Mississippi River Scenic Byway designation to come down US 51 through town. However, Bardwell and Arlington were circumvented thus far due to aesthetic issues. Highway beautification and the possibility of bike lanes and sidewalks are strongly supported in connection with the local emphasis on this scenic byway designation and the pursuit of tourism related economic development.

The bypass option did not receive any support at the meeting (nor has it received support in prior meetings in the town). The intersection of US 51 and US 62 received considerable discussion, including detailed discussion of potential improvements. Improving this intersection is a high priority from the view of the local community as well as the trucking community.

There was some discussion regarding the merits of realigning US 51 south of Bardwell (from the Methodist Church to between KY 1377 and KY 1181). There are fewer businesses on the southern section of US 51. The realignment would also remove the bad curve at the Methodist Church. There was also discussion regarding the benefits and drawbacks of a one-way street system using US 51 and Front Street.

Potential utility relocations are a major issue in Bardwell. There is one major local municipal utility company. Local residents are concerned that the cost of utility relocations may exceed the municipal utility company's (and local population's) financial resources. This issue will be addressed to extent possible in this planning level study.

Regarding advertising for the upcoming meetings, use of the local newspapers, church bulletins, and the radio were encouraged.

Conclusions

All of the options presented to the Work Group will be presented at the public meeting. The one-way street option will also be discussed at the public meeting. The comments and modifications regarding reconstruction or improvements to the existing US 51 alignment will be taken into consideration.

Public Workshop Summary

Tuesday, September 10, 2002

Public Workshop #1

US 51 Planning Study in Bardwell Carlisle County Item Number 1-183.00

A Public Workshop was held on Tuesday, September 10, 2002. The workshop was held at the Bardwell Lion's Club from 4 p.m. to 7p.m. A total of 44 citizens and seven staff members signed in at the meeting. A sign-in sheet was posted, a short presentation was given and handouts were provided. The handouts included the following information:

- Information about the Study Process, Schedule, Issues and Goals
- A fact sheet from the Kentucky Transportation Cabinet (KYTC) explaining the Planning Study and Road Building Process
- A fact sheet explaining the scope of the project
- A map of the project study area
- A map illustrating conceptual improvements options
- A fact sheet explaining each of the conceptual alternatives

The main purpose of the workshop was to 1) inform the public regarding the study; 2) obtain feedback from the public on the study goals and issues, and 3) receive input on the alternatives to be evaluated.

The workshop began with a brief introduction by Allen Thomas, Kentucky Transportation Cabinet - District One, Planning Engineer. Mr. Thomas then turned the presentation over to Barbara Michael and Robert Frazier of Parsons Brinckerhoff (PB). The presentation addressed the following topics:

- Explanation of the project study process and schedule, as well as an explanation of the project development process;
- Review of the project study area;
- Presentation of the environmental features and traffic information;
- Discussion of the project goals, issues and evaluation process;
- Overview of the initial conceptual alternatives;
- Explanation of the public role at the workshop; and
- Contact information for the study.

The remainder of the meeting was conducted in an "open house" format. The attendees were given the opportunity to view exhibits and ask questions about each of the subjects listed above. This included a set of boards regarding: 1) the study and road building process; 2) existing traffic and environmental conditions; 3) the study objectives and project issues and goals; and 4) preliminary alternatives for improving US 51.

Regarding the preliminary alternatives, five initial alternatives were shown on aerial photos and members of the public were asked to both comment on those shown and help develop other alternatives that might be appropriate for evaluation in this study. Blank maps (aerial

photos and USGS maps) as well as small handout maps were available for this purpose. The members of the public were engaged to discuss issues related to the study and the possible improvement alternatives.

The attendees were each given a comment form, which they were asked to complete at the meeting. For those who did not complete the forms at the meeting, postage-paid envelopes were provided for returning them to the Division of Planning. Summaries of the public comments received are presented on the following pages.

The meeting was adjourned at 7 p.m.

US 51 Study in Bardwell Public Workshop #1 Public Comment Form Results Summary

The purpose of the first public workshop for the US 51 planning study was to gain public input on the study's goals and issues as well as possible solutions. A survey was distributed during the meeting to record this input. 35 completed surveys were received. A summary of the results is presented below.

Question 1: *What issues do you think are important for the study to consider?*
The respondents were asked to identify all that apply.

Issue	Percent of Respondents
Vehicular Safety and Highway Design	69%
Truck Traffic	69%
Traffic Flows and Traffic Operations	54%
Property Impacts and Historic Preservation	43%
Economic Development and Regional Access	37%
Utilities and Drainage	37%
Pedestrian Safety	26%
Community Character and Beautification/Amenities	20%
Low-Income and Senior Populations	14%
Environmental Issues	11%
Bicycle/Pedestrian Facilities and Streetscape Improvements	9%

Question 2: *Of the following seven draft project goals, which three do you think are most important?*

Project Goal	Percent of Respondents
Mitigate the negative impact of heavy truck traffic on US 51, while maintaining an efficient through route	66%
Preserve downtown business, and community character	46%
Avoid, minimize, and/or mitigate property takings as well as other community and environmental impacts	43%
Maintain appropriate traffic controls and traffic flow conditions	43%
Improve highway geometry and drainage	29%
Enhance vehicle and pedestrian safety	29%
Enhance the visual aspects of the community infrastructure and provide improved recreation (bicycle/pedestrian) facilities	14%

Question 3: What impacts (positive or negative) would result from improvements to US 51 in Bardwell?

Response	Percent of Respondents*
Improved safety and traffic flow	39%
Bypass would cause negative economic impacts	22%
Improvements would enhance aesthetics and may bring economic development	17%
US 51 improvements would benefit truck traffic flows	13%
Bypass would help by eliminating truck traffic in Bardwell	9%
Improvements may cause environmental impacts	4%
Improvements to existing US 51 could generate more through traffic within Bardwell (positive effect)	4%
Bypass may generate additional economic development	4%

* Percentages are based on the number of respondents that answered the question. 34% of respondents did not answer. The total does not add to 100% as some respondents gave multiple responses.

Question 4: Are there impacts (positive or negative) from doing nothing to improve the highway?

Response	Percent of Respondents*
Better traffic flow is needed, there would be a negative impact to doing nothing	57%
There are no negative impacts to doing nothing	43%

* Percentages are based on the number of respondents that answered the question. 60% of respondents did not answer.

Question 5: *If improvements are to be made to US 51 in Bardwell, do you have any suggestions for what should be done and where?*

Response	Percent of Respondents*
Alternative 2 (Spot Improvements)	50%
Intersection improvements at US 62	43%
Move Signal from Jennings to US 51 / US 62	33%
Intersection improvements at KY 123	10%
Intersection improvements at Jennings	7%
Alternative 3 (Improve Existing US 51)	37%
Specifically Opposed to Alternative 5 (Bypass)	27%
Alternative 4 (Southern US 51 Realignment)	20%
Alternative 5 (Bypass)	17%
Highway Beautification	10%
One-Way Street System (US 51 - North, Front St - South)	7%
Drainage System Improvements	7%
Sidewalks Improvements	7%
Specifically Opposed to Alternative 4	3%
Alternative 1 - Do Nothing	3%
Re-route Truck Traffic	3%
Safety Improvements	3%
Raise Speed Limit	3%

* Percentages are based on the number of respondents that answered the question. 14% of respondents did not answer. The total does not add to 100% as some respondents gave multiple responses.

Question 6: *Do you know of any especially sensitive environmental features in the study area of which we should be aware?*

The following responses were received.

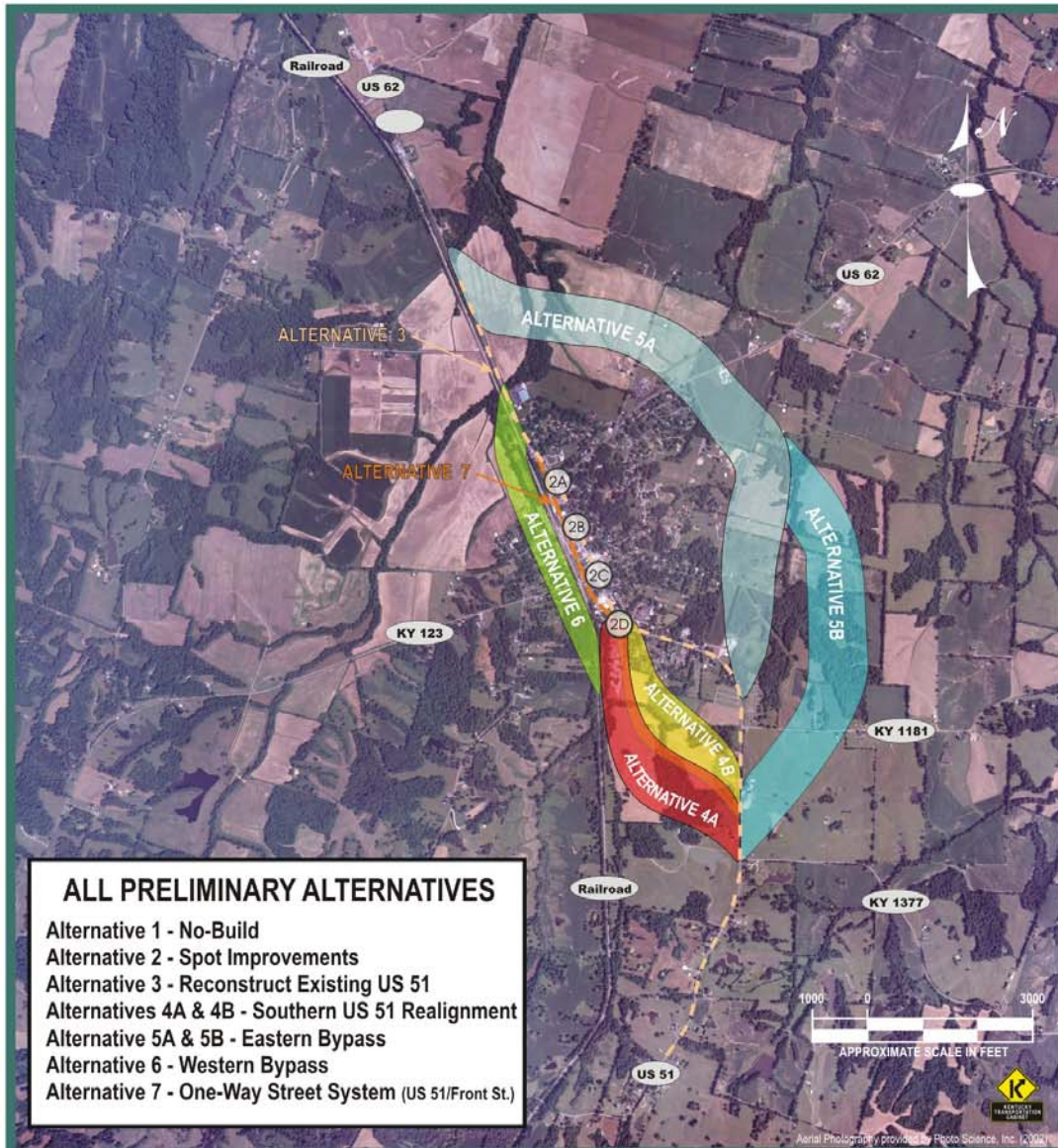
- A Native American Campsite at KY 339 and US 51
- An unmarked cemetery adjoining Bardwell Cemetery
- Other unmarked cemeteries
- An African American cemetery

Additional Comments Received

- It is important to evaluate the utility impacts and relocation costs when improving the existing roadway. (2 comments)
- Water over southbound lane of US 51, 1.5 miles south of CR 1202 (drainage problem)

New Alternatives Added by the Public

The attached map shows all of the preliminary corridors and alternatives to be studied. Alternatives 5B, 6 and 7 were put forward by members of the public for further study. Alternative 4 was also divided into two alternative corridors – 4A and 4B.



ALL PRELIMINARY ALTERNATIVES

- Alternative 1 - No-Build
- Alternative 2 - Spot Improvements
- Alternative 3 - Reconstruct Existing US 51
- Alternatives 4A & 4B - Southern US 51 Realignment
- Alternative 5A & 5B - Eastern Bypass
- Alternative 6 - Western Bypass
- Alternative 7 - One-Way Street System (US 51/Front St.)

Alternatives Legend

- New Corridor
- Improve Existing Road
- Spot Improvement

Corridor: Approximately 500 to 1,000 foot wide bands to be studied for the potential placement of the roadway. Actual Right-of-Way width will be much less than 500 to 1,000 feet.

No-Build: Alternative 1 is the No-Build scenario in which no new construction would be planned as a result of this study.

US 51 Study at Bardwell

10/04/02

Figure 2: All Preliminary Alternatives





Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDIES IN CLINTON AND BARDWELL
MEETING: Preliminary Alternatives Evaluation Meeting
DATE & TIME: January 30, 2003 – 1:00 PM (EST)
LOCATION: State Office Building Annex, 1st Fl. Conf. Room, Frankfort KY
DATE OF MINUTES: January 31, 2003

ATTENDEES:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Bruce Siria	KYTC - Central Office Planning	bruce.siria@mail.state.ky.us
David Martin	KYTC – Central Office Planning	charles.martin@mail.state.ky.us
Daryl Greer	KYTC – Central Office Planning	daryl.greer@mail.state.ky.us
Barbara Michael	Parsons Brinckerhoff	michael@pbworld.com
Robert Frazier	Parsons Brinckerhoff	frazierr@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Stuart Kearns	Jordan, Jones, & Goulding	skearns@jjg.com
Rebecca Colvin	Third Rock Consultants	rcolvin@thirdrockconsultants.com

MEETING SUMMARY

Introduction

Those present introduced themselves and their role on the project. Following introductions, handouts were given to the attendees regarding the study evaluation process and project goals. Barbara Michael indicated that the project is on schedule, with a target date of four to six weeks for completion of the Level 3 (final) evaluation.

Project Goals

There was a general discussion of the project goals for the two studies. Daryl Greer emphasized the need to focus the project goals around the need for the project. Specifically, he said the goals should support a future purpose and need statement that would be part of an environmental document. However, PB pointed out that the project goals for these studies were developed in close partnership with Project Work Group and the general public. The current goals reflect this public input and have been shown to the public at public meetings as a way of demonstrating that the Project Team is

listening to them and taking their concerns seriously. We agreed that in the future the goals should be tied to the need for the project, but in this case, given the nature of the studies and the communities we decided collectively that the goals could be maintained with some re-writing. Any goals not tied to the project need will be explained as being separate from the main goals supporting the purpose and need for the project. In addition, text would be added to the goals developed in response to input from, and emphasized by, local residents. There was also specific discussion of rewording the regional connectivity goal in Clinton, which mentions improving connections to I-66 (which may or may not ultimately be constructed).

Existing Conditions Reports

Overall progress in addressing the Cabinet's comments was discussed. The Existing Conditions Reports will be revised and resubmitted in the next few weeks. JJG is completing the requested spot analysis of accident clusters in both towns and the results of the analysis will be included in the revised report.

Bardwell Alternatives and Evaluation

There was a general discussion regarding the nature of the Bardwell study area issues and characteristics. PB then presented the alternatives developed for the Bardwell study area and the process by which they were developed. A total of nine alternatives were developed in Bardwell including: Do Nothing, Spot Improvements, Upgrade of Existing US 51, Southern Realignment Options (two), Eastern Bypass Options (two), Western Bypass, and a One Way Street Option.

Bardwell Level 1 Evaluation

The Level 1 evaluation matrix for the nine Bardwell alternatives was presented. This matrix included a qualitative assessment of each alternative in five evaluation categories: Implementation / Construction Feasibility, Project Goals, Community Impacts, Environmental Impacts, and Public Support. Based on the results of the evaluation PB proposed to eliminate from further consideration the western bypass, the longer of the eastern bypass options, and the one-way street option.

In the initial draft Level 1 evaluation report, PB had also proposed to drop the second eastern bypass (Alternative 5A). However, after further consideration, PB determined it would be beneficial to keep Alternative 5A for further examination in Level 2. Advancing Alternative 5A maintains one bypass option in Level 2. It will provide quantitative data for the bypass alternative to allow for more meaningful comparisons with the no-build, upgrade of existing, and realignment options. Those present agreed with keeping Alternative 5A. The Level 1 report will be modified to reflect the change.

Bardwell Level 2 Evaluation

PB then presented the draft Level 2 evaluation matrix for the Bardwell alternatives. The conclusion of the Level 2 evaluation was that the No-Build, Spot Improvement, and Upgrade of Existing US 51 alternatives should be studied in detail in Level 3. One of the realignment options (Alternative 4B) was also recommended for further study. Alternatives 4A (southern realignment near the railroad tracks) and 5A (eastern bypass) were recommend for elimination. The main reasons for eliminating Alternative 4A were potential environmental impacts and expected high costs. Alternative 4A also did not compare well to Alternative 4B, therefore it was dropped and 4B was kept for more detailed study in Level 3. The major reasons for eliminating Alternative 5A were potential environmental impacts, a high cost, strong public opposition, and modest traffic volumes.

Level 3 Evaluation and Other Issues

The issue of drainage was brought up during the course of the Bardwell discussion. The public in Bardwell raised drainage problems in town as an issue. The in-town improvement alternatives assume that the current rural cross-section will be replaced with a curb and gutter cross-section. Daryl Greer requested that the Level 3 analysis determine whether positive drainage could be obtained with a curb and gutter system in the town.

Concerns about the effectiveness of curb and gutter were noted (particularly if there was enough of a drop to get the water out of the roadway), and it was suggested that further analysis be performed to determine if curb and gutter will solve drainage issues through town.

It was also suggested that in Level 2 a spot improvement could be added to provide some quick fixes for drainage throughout the study area.

Other issues identified for Bardwell include cross sections, unmarked historic sites, and streetscape enhancements. It was determined that sidewalks through town with bike lanes on the rural sections would be appropriate cross sections of US 51 through Bardwell. The concern of an unmarked archaeological site in the north end of the study was brought up regarding Alternative 5A. At the location that 5A would connect with the existing US 51, it would go directly through this area. It was suggested that since 5A was being recommended to advance to Level 2, further analysis of the site would be warranted such as determining if the site is currently being investigated or if examination is complete. Depending on the outcome of this analysis, Alternative 5A may not be feasible. Finally, the possibility of burying overhead wires through town was discussed. While this would dramatically improve the aesthetics of town, it was determined that anything above and beyond what was necessary to perform roadway work would be an enhancement. As a result, it was determined that costs should be developed for this work and analyzed for practicality.

Aside from further suggestions for refining the existing alternatives, everyone was in agreement about the general assessment and advancement of all proposed alternatives in both Level 1 and Level 2. It was also decided that JJG would review Alternative 5A and estimate traffic volumes for this alternative. For Level 3, itemization of costs was proposed for each of the remaining alternatives.

Clinton Level 1 and 2

It was stated that the analysis of improvements for Clinton is not as straightforward as Bardwell. This town has a more traditional layout with the main street in the center of town. Concerns related to preserving the main street and in particular the Court House square were noted. However, unlike Bardwell, there was some support for a bypass, and as a result more consideration was given to keeping some bypass alternatives.

The focus of the discussion on Clinton involved gathering input regarding the advancement of 4A or 9 and 5A or 6A. Each alternative has a mix of benefits and impacts which made further discussion regarding advancement imperative to selecting the best choice(s). The discussion of 4A versus 9 yielded 9 as the preferable alternative. Alternative 4A was less desirable because of more stream relocation, almost two miles of roadway in the floodplain, and Environmental Justice issues.

For Alternatives 5A and 6A, the differences were not as distinct, and as a result, the recommendation of the preferable alternative was not as clear. While 6A is a longer route, it will have minimal non-economic community impacts. Alternative 5A will have a direct impact to residential neighborhoods on the east side of Clinton, and will in fact isolate neighborhoods with a roadway between them. It was determined that to build the roadway through the residential areas, up to eleven homes may need to be relocated. Because of these detrimental effects to the community, it was determined that 6A would be the preferable eastern bypass for advancement. However, it was mentioned by David Martin that estimated costs for construction of each of these alternatives would be helpful in confirming the final decision for advancement of Alternative 6A.

There was also some discussion related to the Spot Improvements 2D, 2E, and 2F. It was proposed by the PB team to drop these three spot improvements based on the low traffic volume of the cross streets and the anticipated high cost of intersection realignments. To further support this conclusion, it was noted that crash data would be documented in the areas of these proposed spot improvements to support eliminating them.

At the end of the presentation of the alternatives and matrices for both Level 1 and 2, everyone was in agreement regarding the alternatives that were proposed for advancement. For Level 3, itemization of costs was proposed for each of the remaining alternatives.

Upcoming Public Meetings

Bruce Siria began the discussions about scheduling upcoming public meetings by stating the requirement of six weeks notice prior to any public meetings. This is necessary to provide enough advance notice to the public to ensure maximum participation. It was determined that a meeting in both Clinton and Bardwell with the District 1 office would be necessary. This would be the first of the meetings scheduled to discuss the final recommended alternative(s). Based on an estimated completion time of Level 3 as four to six weeks from this meeting (January 30, 2003), a tentative meeting date was selected as the first week of March. It was also determined that another project work group meeting should be held in Clinton and Bardwell to provide them with a chance to comment on the final recommendation. The third week of March was selected as the tentative meeting date to allow for comments to be made and addressed by the district prior to the project work group meeting. The final public meeting for Bardwell could be scheduled the third week of March as well to reduce the number of trips to Bardwell and Clinton. To give ample time between the project work group meeting and the public meeting in Clinton, it was determined to schedule the final public meeting in Clinton in April, approximately the third week of the month (six weeks after the project work group meeting).

FOLLOW UP ACTIONS

1. Existing Conditions Report for Clinton will be finalized and submitted. The Existing Conditions Report for Bardwell will be adjusted to reflect any changes made to the Existing Conditions Report for Clinton and the draft version submitted.
2. The Level 1 Report for Bardwell will be updated and resubmitted to include Alternative 5A. Revisions will also be made to Level 1 in Clinton with the final version submitted to the Central Office Planning, District 1, and PADD.
3. Level 2 Draft Reports for both Clinton and Bardwell will be completed and submitted in approximately 1 to 2 weeks to Central Office Planning, District 1, and PADD.
4. Level 3 analyses will be completed within approximately 4 to 6 weeks with the draft version submitted within the same timeframe.
5. District 1 meetings will be scheduled in Bardwell and Clinton the first week of March. A project work group meeting in Bardwell and Clinton will be scheduled the third week of March, along with the final public meeting in Bardwell. The final public meeting in Clinton will be scheduled approximately six weeks after the project work group meeting. It was decided that Parsons Brinckerhoff would assist KYTC in preparing flyers for the upcoming public meetings.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDIES IN CLINTON AND BARDWELL
MEETING: Historic and Community Issues Meeting
DATE & TIME: March 4, 2003 – 1:00 PM (EST)
LOCATION: State Office Building Annex, 1st Fl. Conf. Room, Frankfort KY
DATE OF MINUTES: March 5, 2003

ATTENDEES:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Bruce Siria	KYTC - Central Office Planning	bruce.siria@mail.state.ky.us
David Martin	KYTC – Central Office Planning	charles.martin@mail.state.ky.us
?	KYTC – Central Office Planning	?
Barbara Michael	Parsons Brinckerhoff	michael@pbworld.com
Robert Frazier	Parsons Brinckerhoff	frazierr@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Steven Creasman	Cultural Resource Analysts, Inc.	creasman@crai-ky.com

MEETING SUMMARY

Introduction

Those present introduced themselves and their role on the project. Following introductions, handouts were given to the attendees regarding the location and description of sites located within the study area in Bardwell that are potentially eligible for the National Register of Historic Places.

Bardwell Historic Issues

The attendees discussed the concerns regarding historic issues within the study area for Bardwell first. Robert Frazier outlined the potential historic sites in Bardwell emphasizing the belief that most of the proposed improvements to US 51 through Bardwell should be within the existing right-of-way thereby not impacting the three northernmost potentially historic sites. There are two sites near the curve and hill in town that are likely to cause significant issues with regard to alternative selection. One site is number 36, a Tudor Revival house, and the other site is number 37, the First United Methodist Church. Specific reasons for potential eligibility are not fully known at

this time other than both sites are eligible based on age requirements, and the Tudor Revival house most likely has some form of distinct architectural style. Emphasis was placed on the belief that to perform any physical improvements to the curve and hill, one or both sites would be impacted. Alternative 2D involves realigning the curve, which would require the taking of the Tudor Revival house but would not impact the church property. The other proposed alternative, 4B, would realign the roadway to the east of the church, requiring the taking of the house as well as a mobile home located on the church property. An alternative suggestion was put forth by PB to align the roadway to the west of the church utilizing a portion of Alternative 4B to reconnect to US 51. This proposal would miss the Tudor Revival house and the church property, but would likely require the taking of several businesses and possibly some homes. At this point in the meeting, input was requested for suggestions on what to do about these potentially historic sites.

Bruce Siria stated that if the properties, the house especially, were determined to be eligible for the National Register of Historic Places, it would seem that it is not prudent or feasible to perform any structural improvements to the curve and hill. A suggestion put forth to perform an improvement in the area without physical construction would be to sign the curve as 25 mph since the speed limit is only 25 mph in town. Another potential means for improvement would be to close Front Street at US 51 and put more super elevation into the curve for trucks.

Another potential issue with regard to historic sites in Bardwell was identified by PB to be two houses located south of town. Improvements have been suggested to perform some grading to the hill. Most likely the houses would not be affected, but some right-of-way acquisition may become necessary to perform the site work. Because of property acquisition, it was noted that if the houses are eligible for the National Register of Historic Places, this would be a 4f issue. However, if no property outside the existing right-of-way was affected, then there would be no 4f issue, but potential community issues would still exist.

It was determined by those present that the next step in selecting a workable or preferable alternative would be to determine site eligibility and boundaries. In order to do so, Steven Creasman indicated that a site visit would be necessary. Most of the cost would result from travel to and from the site, therefore it was determined that rather than look at only the sites that are thought to impact alternatives, all potentially historic sites within the area should be surveyed. Once boundaries are located and inspections performed, the documentation would be presented to the State Historic Preservation Office for review which could take up to 30 business days. While this would delay the overall completion of the Bardwell study, it was deemed necessary by those present to determine the status of these sites in order to make an alternative selection. To perform the additional work in Bardwell, a scoping study for the work was requested by the KYTC from PB and CRA Inc.

Clinton Historic Issues

At the beginning of the Clinton discussion of historic issues, handouts detailing the location and description of listed and potentially eligible historic sites were distributed. Those present engaged in a general discussion regarding the impacts that alternative proposals may have with regard to these sites. Robert Frazier briefly outlined the areas of particular concern, including the Cresap Street area, the Hickman County Courthouse, and the Beeler Hill area. All buildings are believed to be set back far enough from the roadway to avoid direct impact, and it is also believed that the existing right-of-way of fifty feet should be sufficient to accommodate any of the proposed improvements. The only identified concerns are possible retaining wall construction near Cresap Street, and the exact location of site boundaries at the court house. If boundaries for the court house are shown to extend into the roadway, issues with right-of-way could occur. It was recommended by PB that the potential for impacts to historic sites in Clinton is not sufficient enough to require further study of site boundaries and eligibility. Those present agreed that no further action would be taken with regard to the historic issues in Clinton for this level of study. However, it was recognized that any selected alternative that was in the vicinity of the listed and potentially eligible sites would be subjected to a baseline study at a later date.

Clinton Environmental Justice Issues

Presented by Robert Frazier was a figure representing the distribution of minority populations in the town of Clinton. Discussion focused on the uncertainty of the definition of a minority population. From the figure, approximately three-quarters of the town of Clinton is a minority population. In order to determine the boundaries of the population, further research was proposed by PB.

Other Study Issues

For the study of US 51 in Bardwell, the status of the archeological site located in the northern section of the study area was discussed. As requested in the Preliminary Alternatives Evaluation meeting with KYTC on January 30, 2003 additional information about the site was gathered. Further analysis revealed that it was discovered by a volunteer and is apparently not disturbed. Robert Frazier then stated that any alternatives that impacted this site had been discarded from consideration, and there should be no further need for site assessment.

A discussion regarding public acceptance of parking removal in Clinton for Alternative 2B improvements also took place. The concern is that there will be significant opposition by the public if parking is removed from town. However, Robert Frazier noted that provisions have been made to provide alternate means of parking including purchasing an empty lot from the city and turning it into a parking lot. Also, it was emphasized that the community currently underutilizes the current available parking, therefore all of the

current parking options would be highlighted to make residents aware of additional parking.

FOLLOW UP ACTIONS

A scope of work and schedule will be submitted to request authorization for potentially historic site evaluations in Bardwell.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY IN BARDWELL
MEETING: Project Team Meeting No.2
DATE & TIME: April 17, 2003 – 2:00 PM CDT
LOCATION: Crisp Center – Paducah, KY
ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	E-MAIL ADDRESS
David Martin	KYTC - Central Office Planning	502-564-7183	charles.martin@mail.state.ky.us
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Stuart Kearns	Jordan, Jones and Goulding	859-224-7776	skearns@jgg.com
Gerry Fister	Third Rock	859-977-2000	gfister@thirdrockconsultants.com

MEETING SUMMARY:

This meeting was held immediately following the Project Team Meetings for the I-66 Corridor Study and the US 51 Study in Clinton. As the meeting for US 51 in Clinton reviewed a number of key background items, these items were not discussed extensively in the Bardwell meeting.

REVIEW OF PROJECT STUDY AREA AND GOALS

At the outset of the meeting, a brief review of the project background information was presented including a review of the study area, study objectives, and project goals.

LEVEL 1 EVALUATION – INITIAL REVIEW

The initial nine alternatives developed for this study were presented. During the Level 1 analysis, six of the nine alternatives were advanced to Level 2 for further study. Those dismissed included Alternative 5B (Eastern Bypass Option B), Alternative 6 (Western Bypass), and Alternative 7 (One-Way Street Option). The primary reasons for dismissing these alternatives were discussed, including expected community and environmental impacts, construction complexity and cost, traffic and safety issues, minimal public support, and comparison to other alternatives that were being retained for further study.

LEVEL 2 AND 3 EVALUATIONS

Next, the six alternatives advanced from Level 1 were presented. Alternative 4A was not recommended for further study because of potential environmental impacts including stream relocation. Also, when compared to Alternative 4B, Alternative 4A was determined to have similar benefits, but with a higher construction cost and with more potential environmental impacts. Therefore, Alternative 4B was retained for further study.

The Project Team then discussed the benefits and drawbacks of Alternative 5A. It was mentioned that Alternative 5A does not alleviate problems with the high crash section in town. It also has potential community impacts due to the shift of through traffic away from town. There are potential environmental impacts including an archeological site and stream crossing at the north end of the proposed corridor. The apparent public opposition to a bypass was also mentioned.

The benefits of the bypass were also discussed such as diversion of truck traffic, decreasing traffic in town, and economic development opportunities. Questions were raised regarding the traffic forecasts and the relationship of the project to the proposed I-66 and I-69 projects. Specifically, the Project Team wanted to know whether the forecasts included the proposed I-66 highway and if not, how I-66 would change the forecasts. It was stated that they did not include I-66. The travel time assumptions and traffic volume forecasts were also questioned. The potential inclusion of traffic signals and the affect of these on the bypass were also discussed. Further information will be developed in response to these questions.

The remaining alternatives proposed were briefly presented and discussed, including 1) Do-Nothing; 2) Spot Improvements; 3) Reconstruction of US 51 as a Two-Lane Highway with Turn Lanes and Sidewalks (Includes Alternative 2 – Spot Improvements); and 4A) US 51 Realignment (south of town). These four are to be analyzed more in Level 3. There was general discussion of the alternatives, looking at the four primary evaluation categories: Transportation, Environment, Community, and Construction / Implementation.

Alternative 2A has a number of key benefits. It is expected to improve traffic operations, increase the turning radii for trucks, and improve safety. The cost estimate for this alternative is the highest of the spot improvements, but it has the greatest potential benefits.

Alternative 2B is also expected to benefit the town as it will remove an unwarranted traffic signal, eliminate unnecessary stops, and can be implemented quickly. There are no known disadvantages.

The expected benefits from the implementation of Alternative 2C are moderate. Increasing the turn radius at the intersection corners of US 51 and KY 123 would benefit turning truck movements, and the estimated construction cost for this improvement is low.

Alternatives 2D and 4B were developed to address the curve and hill on US 51 at the southern end of the town. Alternative 2D involves realigning the curve near the Methodist Church and reducing the grade on the hill leading into the curve. Implementation of this alternative would maintain the existing visibility of businesses in Bardwell at a lower estimated cost than Alternative 4B. Alternative 4B consists of realigning US 51 from the curve by the Methodist Church to between KY 1181 and KY 1377 in the south. This alternative eliminates the curve and hill from the primary through route, and diverts most truck traffic to the realignment. However, it has a high estimated construction cost.

Alternative 3 consists of the reconstruction of US 51 through Bardwell. This project would benefit the town with an improved cross section and new sidewalks and would maintain the visibility of downtown businesses. However, truck traffic will remain in town. There could also be significant utility impacts and the estimated construction cost is high.

The possibility of short-term and long-term recommendations was considered. Following this meeting additional work on the traffic forecasts and documentation is to be assembled. The advantages and disadvantages for each particularly with regard to cost and potential 4f issues will also be examined in more detail before a recommendation is made.

FOLLOW-UP ACTIONS AND NEXT STEPS

A third (and final) Project Work Group meeting is planned for May 2003 to present the Level 3 evaluation results and request feedback regarding the preliminary findings and recommendations. Following the Project Work Group meeting, a second (and final) public workshop will be held. After gathering feedback from the public, a project team meeting will be held to finalize the recommendation(s) for improvements in Bardwell.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT BARDWELL
MEETING: Project Work Group Meeting No. 3
DATE & TIME: May 12, 2003 - 6:30 PM
LOCATION: Old City Hall - Bardwell, Kentucky

MEETING SUMMARY:

Introductions

David Martin, the Kentucky Transportation Cabinet (KYTC) Project Manager, introduced the study. Those present introduced themselves. Attendees were asked to sign-in.

Review of Background Study Information and Existing Conditions Data

Study objectives and project goals were reviewed at the beginning of the presentation. Also highlighted were the study process / schedule and the evaluation process.

A brief summary of the existing conditions data was presented including an overview of current traffic volumes, levels of service, and crash statistics. Graphics illustrating the existing conditions findings were included in the presentation handout materials.

Level 1 and 2 Analysis Findings

Initially, nine alternatives were developed for study in Level 1. Of those nine, six were advanced to Level 2 for further study. Those dismissed included Alternative 5B (Eastern Bypass Option B), Alternative 6 (Western Bypass), and Alternative 7 (One-Way Street Option). Primary reasons for dismissal included expected community / environmental impacts, construction complexity, safety issues, and minimal public support.

Next, the six alternatives advanced from Level 1 were presented. The presentation focused on the two alternatives that were dismissed at this level, Alternatives 4A and 5A. Alternative 4A was not recommended for further study because of potential environmental impacts including stream relocation. Also, when compared to Alternative 4B, Alternative 4A was determined to have similar benefits with less potential impacts. Alternative 5A was not advanced to Level 3 because it does not address safety issues in town, there is an archeological site at the north end of the proposed corridor, and there is significant public opposition for a bypass.

Everyone present seemed to be in agreement to the dismissal of these alternatives.

Presentation / Discussion of Level 3 Analysis Findings

The four remaining alternatives were then presented and discussed with the Work Group. They include 1) Do-Nothing; 2) Spot Improvements; 3) Reconstruction of US 51 as a Two-Lane Highway with Turn Lanes and Sidewalks; and 4A) US 51 Realignment (south of town). To facilitate the discussion, the major advantages and disadvantages associated with each alternative were presented. Also, detailed evaluation matrices were distributed that compared the alternatives in key areas such as Transportation, Environment, Community, and Construction / Implementation. There was general discussion on each of the alternatives.

It was generally agreed that Alternative 2A was a beneficial project since some improvements were warranted at the intersection of US 51 and US 62. The advantages the Alternative 2A improvements include improved traffic operations, increased turning radii for trucks, and improved safety. Some disadvantages for implementing Alternative 2A include limited access to development around the intersection and the relocation of a utility pole. Alternative 2A has the highest estimated cost of spot improvements, but also has the greatest anticipated benefits.

Alternative 2B was also regarded favorably by the Work Group since the removal of the traffic signal is expected to eliminate unnecessary stops in town and can be implemented quickly. There were no known disadvantages associated with this alternative.

Alternative 2C received moderate support. It was recognized that increasing the turn radius at the intersection corners of US 51 and KY 123 would benefit turning truck movements. As a result of low estimated construction cost, the Work Group generally agreed that this was a worthwhile project.

To address the identified high crash section in Bardwell two alternatives remain, Alternatives 2D and 4B. Alternative 2D involves realigning the curve near the Methodist Church and lowering the hill leading into the curve. Implementation of this alternative would maintain the visibility of most businesses in Bardwell at a lower estimated construction cost than Alternative 4B. Alternative 4B consists of realigning US 51 from the curve by the Methodist to between KY 1181 and KY 1377 in the south. This alternative eliminates the curve and hill from the primary through route, and diverts most truck traffic to the realignment. However, it has a high estimated construction cost and public support has been low.

Another option to improving US 51 in Bardwell is Alternative 3 (Reconstruction of US 51). The benefits associated with this project include overall streetscape improvements as well as the maintenance of the visibility of downtown businesses. However, truck traffic will remain in town, there are major utility impacts, and the estimated construction cost is high.

Conclusions

The meeting concluded with a discussion of the potential for a short term and long term recommendation. It was generally agreed by those present that Spot Improvements 2A – 2C could be implemented in a reasonable amount of time and could be considered short term recommendations. Alternatives 2D, 3 and 4B all require more extensive construction, and therefore would be good candidates as potential long term recommendations. All of the Level 3 options presented to the Work Group will be presented at the public meeting with feedback requested as to short term and long term recommendations.

Public Workshop Summary

Tuesday, July 1, 2003

Public Workshop #2

US 51 Planning Study in Bardwell Carlisle County Item Number 1-183.00

A Public Workshop was held on Tuesday, July 1, 2003. The workshop was held at the Bardwell Civic Center (Lion's Club) from 4 p.m. to 7 p.m. A total of 21 citizens and twelve staff members signed in at the meeting. A sign-in sheet was posted, a short presentation was given, and handouts were provided. The handouts included the following information:

- A fact sheet explaining information about the study purpose, schedule, alternatives, and how the public could give feedback on the alternatives;
- A map illustrating the refined alternatives;
- A comment form; and
- A brochure from the Kentucky Transportation Cabinet (KYTC) explaining the Road Building Process

The main purpose of the workshop was to 1) provide information about the refined project alternatives; and 2) obtain feedback from the public on the refined alternatives.

The workshop began with a brief introduction by Allen Thomas, Kentucky Transportation Cabinet - District One, Planning Engineer. Mr. Thomas then turned the presentation over to Barbara Michael of Parsons Brinckerhoff (PB). The presentation addressed the following topics:

- Review of the project study area;
- Review of the project study objectives, goals, schedule, evaluation process, and project development process;
- Review of the project traffic information;
- Presentation of the full range of project alternatives, as well as the Level 1 and Level 2 evaluation results;
- Introduction of the Level 3 alternatives;
- Explanation of the public role at the workshop; and
- Contact information for the study.

The remainder of the meeting was conducted in an "open house" format. The attendees were given the opportunity to view exhibits and ask questions about each of the subjects listed above. The exhibits included the following sets of

boards: 1) the study objectives, goals, schedule, evaluation process, and project development process; 2) existing and future traffic conditions, existing environmental conditions, and existing cultural / historic conditions; 3) the study area and the Level 1 and 2 alternatives; and 4) refined (Level 3) alternatives for improving US 51.

The six refined alternatives were displayed on boards and members of the public were engaged to discuss them. The public was also asked to comment on the alternatives using the comment forms provided.

Attendees were asked to complete the comment forms at the meeting. For those who did not complete the forms at the meeting, postage-paid envelopes were provided for returning them to the Division of Planning. Summaries of the public comments received are presented on the following pages.

The meeting was adjourned at 7 p.m.

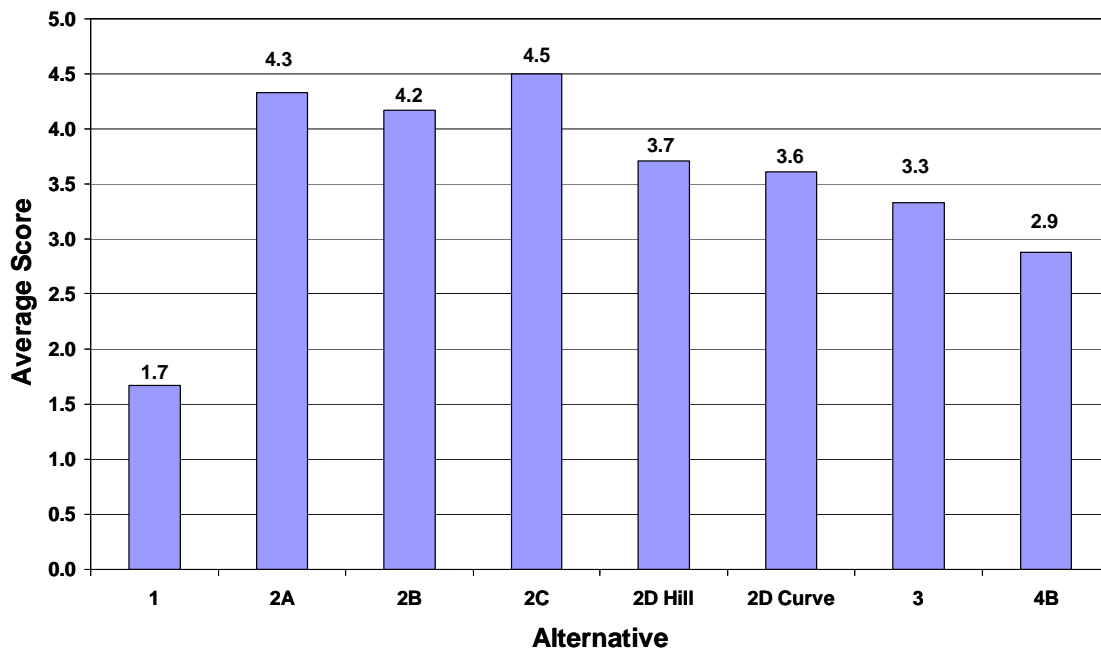
US 51 Study in Bardwell Public Workshop #2 Public Comment Form Results Summary

The purpose of the second public workshop for the US 51 planning study in Bardwell was to gain public feedback regarding the refined project alternatives to help the Cabinet make decisions about possible future improvements. Comment forms were distributed to all attendees to provide a written record of this feedback. (Comment forms were also mailed out to all work group members not in attendance at the meeting.) A total of 18 completed comment forms were received. A summary of the completed comment form results is presented below.

Question 1: Please score the Refined Alternatives.

The respondents were asked to circle the appropriate number (Between 1 and 5 with 1 corresponding to a score of POOR and 5 corresponding to a score of GOOD).

Average Score of Refined Alternatives



Question 2: *The Eastern Bypass Alternative was dismissed during the Study's Evaluation Process. In your opinion should a bypass alternative still be considered for Bardwell?*

The respondents were asked to circle only one.

Yes	No
7	11

Note: Based on responses to other comment form questions and comments made in person at the meeting, it is not clear that everyone answering this question understood the question fully.

Question 3: *THINKING SHORT-TERM (5+ Years) – Which alternative is the best?*

The respondents were asked to circle only one.

Alternative	Number of Respondents	Percentage of Total Respondents
Alternative 1	0	0
Alternative 2A	4	22
Alternative 2B	3	17
Alternative 2C	0	0
Alternative 2D Curve	1	5.5
Alternative 2D Hill	2	11
Subtotal: Alternative 2	10	55.5
Alternative 3	7	39
Alternative 4B	1	5.5
Total: All Alternatives	18	100

Note: One respondent put stars next to all of the spot improvements (Alternatives 2A – 2D) and Alternative 3. Because Alternative 3 encompasses all of these alternatives, this response was included with the other Alternative 3 responses for a total of 7 responses.

Question 4: WHY is this the best short-term alternative?

The respondents were asked to check all that apply. Only the alternatives that were circled in Question 3 are shown below (Alternatives 1 and 2C were not circled).

Issues	Alternative					
	2A	2B	2D Curve	2D Hill	3	4B
Improved Vehicle Safety	4	1	1	2	5	1
Improved Traffic Flow	4	3	1	0	7	0
Improve Truck Traffic Operations in Town	4	2	1	2	7	1
Economic Development and/or Opportunities for New Businesses	0	0	0	0	4	0
Least Impact on Existing Businesses	1	2	1	1	3	1
Fewest Property Impacts	1	2	1	1	3	1
Improved Pedestrian Safety	2	0	0	0	5	0
Improved Community Character	2	0	1	0	5	0
Preserves Historic Character	0	1	1	0	2	1
Minimal Utility Impacts	1	1	0	1	1	1
Improves Highway Geometry	2	0	1	1	3	0
Most Benefit for the Cost	1	2	1	0	5	1
Improved Highway Connections	2	0	0	0	4	0
Other	1	0	0	0	0	0
Total Number of Respondents	4	3	1	2	7	1

Note: The issues checked for Question 4 by the respondent that put stars next to all of the spot improvements (Alternatives 2A – 2D) and Alternative 3 as the best short-term alternative are included with the responses for Alternative 3 since Alternative 3 encompasses all of these alternatives.

For Alternative 2A, the respondent that checked “Other” wrote, “Just makes more sense”.

Alternative 2A Summary

Four respondents selected Alternative 2A as the best short-term alternative. The top reasons given for the selection of Alternative 2A are:

- Improved Vehicle Safety
- Improved Traffic Flow
- Improve Truck Traffic Operations in Town

Alternative 2B Summary

Three respondents selected Alternative 2B as the best short-term alternative. The top reasons given for the selection of Alternative 2B are:

- Improved Traffic Flow
- Improve Truck Traffic Operations in Town
- Least Impact on Existing Businesses
- Fewest Property Impacts
- Most Benefit for the Cost

Alternative 2D Curve Summary

Only one respondent selected Alternative 2D Curve as the best short-term alternative. The reasons given are listed in the previous table.

Alternative 2D Hill Summary

Two respondents selected Alternative 2D Hill as the best short-term alternative. The top reasons given for the selection of Alternative 2D Hill are:

- Improved Vehicle Safety
- Improve Truck Traffic Operations in Town

Alternative 3 Summary

Seven respondents (including the respondent who put stars next to all of the spot improvements and Alternative 3) selected Alternative 3 as the best short-term alternative. The top reasons given for the selection of Alternative 3 are:

- Improved Traffic Flow
- Improve Truck Traffic Operations in Town

Alternative 4B Summary

Only one respondent selected Alternative 4B as the best short-term alternative. The reasons given are listed in the previous table.

Question 5: THINKING LONG-TERM (20+ YEARS) – Which alternative is the best?

The respondents were asked to circle only one.

Alternative	Number of Respondents	Percentage of Total Respondents
Alternative 1	0	0
Alternative 2A-D	7	39
Alternative 3	6	33
Alternative 4B	5	28
Total: All Alternatives	18	100

Note: One respondent put stars next to both Alternative 2A-D and Alternative 3. Because Alternative 3 encompasses all of these alternatives, this response was included with the other Alternative 3 responses for a total of 6 responses.

Question 6: WHY is this the best long-term alternative?

The respondents were asked to check all that apply. Only the alternatives that were circled in Question 5 are shown below (Alternative 1 was not circled).

Issues	Alternative		
	2A-D	3	4B
Improved Vehicle Safety	5	4	3
Improved Traffic Flow	7	4	3
Improve Truck Traffic Operations in Town	6	4	4
Economic Development and/or Opportunities for New Businesses	5	5	2
Least Impact on Existing Businesses	6	2	2
Fewest Property Impacts	4	1	2
Improved Pedestrian Safety	3	4	1
Improved Community Character	2	4	0
Preserves Historic Character	1	4	3
Minimal Utility Impacts	1	2	3
Improves Highway Geometry	2	3	1
Most Benefit for the Cost	3	4	1
Improved Highway Connections	1	4	2
Total Number of Respondents	7	6	5

Note: The issues checked for Question 6 by the respondent that put stars next to Alternative 2A-D and Alternative 3 as the best long-term alternative are included with the responses for Alternative 3 since Alternative 3 encompasses all of these alternatives.

Alternative 2A-D Summary

Seven respondents selected Alternative 2A-D as the best long-term alternative. The top reasons given for the selection of Alternative 2A-D are:

- Improved Traffic Flow
- Improve Truck Traffic Operations in Town
- Least Impact on Existing Businesses

Alternative 3 Summary

Six respondents (including the respondent who put stars next to Alternatives 2A-D and 3) selected Alternative 3 as the best long-term alternative. The top reasons given for the selection of Alternative 3 are:

- Economic Development and/or Opportunities for New Businesses
- Improved Vehicle Safety
- Improved Traffic Flow
- Improve Truck Traffic Operations in Town
- Improved Pedestrian Safety
- Improved Community Character
- Preserves Historic Character
- Most Benefit for the Cost
- Improved Highway Connections

Alternative 4B Summary

Five respondents selected Alternative 4B as the best long-term alternative. The top reasons given for the selection of Alternative 4B are:

- Improve Truck Traffic Operations in Town
- Improved Vehicle Safety
- Improved Traffic Flow
- Preserves Historic Character
- Minimal Utility Impacts

Question 7: Which alternative is the worst (regardless of timeframe)?
 The respondents were asked to circle only one.

Alternative	Number of Respondents	Percentage of Total Respondents
Alternative 1	9	53
Alternative 2A	0	0
Alternative 2B	1	6
Alternative 2C	0	0
Alternative 2D Curve	0	0
Alternative 2D Hill	1	6
Alternative 3	1	6
Alternative 4B	5	29
Total: All Alternatives	17	100

Note: One response to this question was not included. Based on responses to other questions, the respondent was clearly confused about this question. This respondent had circled Alternative 3 as the worst alternative, and wrote in the 'Others' box for Question 8, "The bypass would be terrible for existing business within Bardwell".

Question 8: WHY do you think it is the worst alternative?

The respondents were asked to check all that apply. Only the alternatives that were circled in Question 7 are shown below (Alternatives 2A, 2C, and 2D Curve were not circled).

Issues	Alternative				
	1	2B	2D Hill	3	4B
Property Impacts	1	0	1	1	4
Business / Economic Impacts	3	1	0	1	3
Traffic Impacts	7	1	0	0	0
Utility Impacts	3	0	0	1	1
Truck Traffic Impacts	7	1	0	0	0
Access Control Impacts	4	0	1	0	0
Community Character Impacts	4	0	0	1	1
Other Community Impacts	1	0	0	0	0
Environmental Impacts	3	0	0	0	4
Historic Property Impacts	1	0	0	1	2
Few Safety Benefits	6	1	1	1	2
Few Traffic Flow Benefits	6	1	1	0	2
Few Opportunities for New Businesses	4	0	1	1	1
High Cost / Low Benefit	0	0	0	0	1
Farmland Impacts	1	0	0	0	5
Others	2	0	1	0	0
Total Number of Respondents	9	1	1	1	5

Note: For Alternative 1, one respondent wrote, "Needs to be done" in the 'Others' box. Another respondent wrote, "Ignores problems!" in the 'Others' box for Alternative 1. For Alternative 3, one respondent wrote, "What's the point?" in the 'Others' box.

Alternative 1 Summary

Nine respondents selected Alternative 1 as the worst alternative. The top reasons given for the selection of Alternative 1 are:

- Traffic Impacts
- Truck Traffic Impacts

Alternative 2B Summary

Only one respondent selected Alternative 2B as the worst alternative. The reasons given are listed in the previous table.

Alternative 2D Hill Summary

Only one respondent selected Alternative 2D Hill as the worst alternative. The reasons given are listed in the previous table.

Alternative 3 Summary

Only one respondent selected Alternative 3 as the worst alternative. The reasons given are listed in the previous table.

Alternative 4B Summary

Five respondents selected Alternative 4B as the worst alternative. The top reasons given for the selection of Alternative 4B are:

- Farmland Impacts
- Property Impacts
- Environmental Impacts

Question 9: Additional comments on any of the alternatives?

Numerous additional comments were received. These comments are included in the full public meeting documentation. A few of the pertinent comments include:

- Hwy 51 Needs! improvements especially thru Bardwell and all the towns on 51 from Illinois to Tennessee state line.
- Would like to see all done and in a “phased-in” manner. Start with 2A – D spot improvements then Alternative 3 and 4 longer term.
- US 51 through Bardwell definitely needs improvements. Could favor 4B as second choice. Alternative 3 would enhance visual impact of town resulting in pride of ownership not just in Bardwell, but county as a whole.
- I would like to see more than one stop light in town because of the trucks. It would slow trucks down to reasonable speed.
- Any improvement would be great that would keep the traffic flow traveling past the businesses within Bardwell. Good luck with the development.
- Repair and improve on what is there.
- There seems to be no need for major work / bypass etc. for our traffic.
- Thank goodness the eastern bypass alternative was eliminated.

Supplemental Public Comment Form Responses

A supplemental comment form was available at the meeting. It was also mailed out to the project work group members not in attendance at the meeting. This supplemental form gave respondents the opportunity to provide additional comments on each of the refined alternatives. Three supplemental forms were returned. The comments given on these forms are listed below.

Alternative 1 Comments Summary

- No
- It has been obvious in Bardwell for over 20 years (actually 35+) that the sidewalks need fixing, adding, or building; storm drains don't work and 51 floods; the stoplight needed moving when 62 was built! With the number of auto accidents and pedestrian accidents occurring – something must be done.

Alternative 2A Comments Summary

- Good first phase – but still need more improvement.
- Agree, move current stoplight to this location.
- Great start! With the 5-way access at this point, entering 51 is dangerous from any location. Limited access, traffic light and a wider turn for the “huge” log trucks is needed. If you are on 62 and a truck turns left from 51 you must back up or get hit. (Usually there is someone behind you!)

Alternative 2B Comments Summary

- Bardwell needs traffic light somewhere.
- Agree
- Should have been done 20+ years ago!

Alternative 2C Comments Summary

- Needed – but not enough to achieve all needed improvements.
- Agree
- Mostly farm trucks. Pulling out onto 51 becomes a problem when cars park on either side of 123 and block the view. When vehicles are traveling 25 mph on 51 you have time to react; at 45 mph and higher (usually found) you can easily pull out and get hit.

Alternative 2D Curve Comments Summary

- If included with Alternative 3.
- Agree, if possible.
- This does not address blind pullouts on top of hill.

Alternative 2D Hill Comments Summary

- If included with Alternative 3.
- Not sure what this will accomplish!
- The business on this hill, and homeowners that I spoke to would rather not have the traffic on their part of the road. Most of the VFW and Lions are older and less traffic would increase the safety of the drivers.

Alternative 3 Comments Summary

- Best alternative for traffic flow improvements and economic stability in the town.
- Add a middle turn lane to Hwy 51 through town.
- Phase 1 of Alternative 3 needs to be combined with 4B. Through town to Methodist Church – this would be essential to improve traffic safety in town. Drop Phase 2.

Alternative 4B Comments Summary

- No Bypass
- Possible if funds are available.
- Yes, this bisects farmland – but opens up the south end of Bardwell to potential new business sites. This would impact Bardwell less during the building phase than Alternatives 4D or 3.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY IN BARDWELL
MEETING: Project Team Meeting No.3
DATE & TIME: July 2, 2003 – 11:00 AM CDT (12:00 PM EDT)
LOCATION: KYTC District 1 Conference Room – Paducah, KY
ATTENDEES:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
David Martin	KYTC – Central Office Planning – Project	charles.martin@mail.state.ky.us
Wayne Mosley	KYTC – District 1 Chief District Engineer	wayne.mosley@mail.state.ky.us
Allen Thomas	KYTC – District 1 Planning Branch Manager	allen.thomas@mail.state.ky.us
Tim Choate	KYTC – District 1 Pre-Construction Branch	tim.choate@mail.state.ky.us
Jeff Thompson	KYTC – District 1 Planning	jeffc.thompson@mail.state.ky.us
Chris Kuntz	KYTC – District 1 Pre-Construction	chris.kuntz@mail.state.ky.us
Robert Brown	KYTC – Central Office Planning	
Stacey Courtney	Purchase Area Development District	stacey.courtney@mail.state.ky.us
Tom Creasey	Jordan, Jones and Goulding	tcreasey@jgg.com
Stuart Kearns	Jordan, Jones and Goulding	skearns@jgg.com
Barbara Michael	Parsons Brinckerhoff	michael@pbworld.com
Robert Frazier	Parsons Brinckerhoff	frazierR@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

MEETING SUMMARY:

Immediately following the final Project Team Meeting for the US 51 Study in Clinton, the Project Team reconvened for the final meeting for the US 51 Study in Bardwell. As these were separate meetings, being held together for convenience, there are two sets of meeting minutes. Please refer to the corresponding meeting minutes for information on the Clinton study.

Barbara Michael (PB) stated that the purpose of this meeting was for the Project Team to review the project alternatives and evaluation, and agree upon a final recommendation for the US 51 Study in Bardwell.

REVIEW OF ALTERNATIVE EVALUATION LEVELS 1 AND 2

Barbara Michael briefly reviewed the Level 1 and Level 2 evaluations. A total of 9 preliminary alternatives were analyzed in the Level 1 evaluation. A qualitative analysis was used to determine which alternatives would be recommended for advancement to Level 2. Of the 9 preliminary alternatives, six were advanced to the second level of evaluation.

The Level 2 analysis procedure consisted of a combination of qualitative and quantitative measures designed to further reduce the list of alternatives to the most promising alternatives. Four of the six remaining alternatives analyzed at this level were recommended for advancement to the third and most detailed level of evaluation (Alternative 2 – Spot Improvements included five separate elements).

The bypass alternatives proposed at the outset of the study were not recommended to proceed to the detailed Level 3 evaluation. Some of the reasons for setting aside the eastern bypass alternative in Level 2 were low traffic volumes on the bypass, a small travel time savings, public and political opposition, potential community and economic impacts, and a need to address safety issues on US 51 in the town. Therefore, no bypass alternatives were advanced to the Level 3 evaluation. The alternatives put forth for Level 3 included upgrades and realignments of the existing highway (as listed below).

LEVEL 3 EVALUATION – REFINED ALTERNATIVES

Robert Frazier presented the refined alternatives to be considered for recommendation. The alternatives to be considered included:

- Alternative 1 – No-Build
- Alternative 2A – Improve US 51 / US 62 intersection with turn lanes and install new traffic signal
- Alternative 2B – Remove traffic signal at the intersection of US 51 and Jennings Street
- Alternative 2C – Improve US 51 / KY 123 intersection to better accommodate turning truck movements
- Alternative 2D Curve – Realign curve by Methodist Church on US 51
- Alternative 2D Hill – Reduce grade on hill south of town by the Bardwell Civic Center (Lions Club)
- Alternative 3 – Reconstruct US 51 as a two-lane highway from north of town to the vicinity of KY 1377, with access control in town
- Alternative 4B – Realign US 51 between the Methodist Church and the vicinity of KY 1181 and KY 1377

During the presentation of each alternative, a brief description of the improvements was given as well as the advantages and disadvantages of each alternative.

FINAL RECOMMENDATIONS

To facilitate the meeting, a discussion regarding a recommendation for each alternative was held after each alternative was introduced. The spot improvements were identified as potential short-term recommendations with Alternatives 3 and 4B as potential long-term recommendations. There was a general understanding among those present that any of the alternatives or a combination of alternatives could be recommended.

At the outset of the discussion, a question was raised regarding the decision to remove a bypass from consideration in the Level 2 evaluation. There was discussion that a bypass could facilitate traffic flow from US 51 to US 62 by redirecting the through traffic away from Bardwell. However, the alternative analysis in Level 2 showed that the current and future levels of service for US 51 were adequate, and the projected traffic volumes on the bypass were very low. Instead there was found to be a need to fix US 51 through town due to the high crash rate

(which was not necessarily related to through truck traffic). There was also vocal opposition to the project among both local leaders and the public. Based on this analysis, the construction of a bypass around Bardwell was not justified. The majority of the Project Team agreed with this conclusion. The remainder of the discussion focused on the proposed improvement alternatives presented in Level 3. The comments related to each alternative are presented below.

Alternative 1

There was agreement that improvements to US 51 are required and that the No-Build alternative is inadequate given the known deficiencies.

Spot Improvements 2A – C

The Project Team members agreed that Spot Improvements 2A – C were all improvements that should be made regardless of any other recommendation. They are warranted and important.

Spot Improvement 2D and Alternative 4B

The Project Team discussed the safety problems associated with the curve at the Methodist Church and the hill near the Lions Club building and agreed that improvements to fix them were warranted. The benefits and drawbacks of fixing the current alignment versus building a new highway (Alternative 4B) were discussed.

The benefits of fixing the current alignment were identified as less right-of way required, lower project costs if only the curve and hill are fixed, and the ability to phase the improvements. Disadvantages included maintenance of traffic issues, construction complexity, and potential impacts to several houses located along US 51 as well as the Lions Club and a chiropractic office. The residential impacts would be similar for 2D and 4B. Alternative 4B would be easier to construct than Alternative 2D. However, it was viewed by the Project Team as requiring too much property, and being too costly without really bypassing anything. It was decided that it was more appropriate to fix the existing highway than to build a new highway south of the town.

Alternative 3

The reconstruction of US 51 was identified as offering important safety benefits. It would also improve drainage and the poorly maintained sidewalks through town, essentially upgrading the road to a modern two-lane urban arterial. It does not offer significant level of service improvements other than at US 51 / US 62. However, the majority of Project Team members agreed that some Alternative 3, fixing the current highway, should be recommended.

To form a group consensus, each member was asked to voice his or her opinion on the alternative(s) he/she recommended. After all the Project Team members spoke, the final recommendation for improvements to US 51 in Bardwell was determined to be a phased improvement program beginning with Alternative 2 spot improvements A-C, followed by a phased implementation of Alternative 3.



Parsons Brinckerhoff Quade & Douglas, Inc.
Final Meeting Minutes

PROJECT: US 51 STUDY IN BARDWELL
MEETING: Cultural Historic Resource Meeting
DATE & TIME: September 11, 2003 at 2:00 PM
LOCATION: KYTC State Office Bld. Annex, 1st Fl. Conf. Room – Frankfort, KY
ATTENDEES:

NAME	AGENCY/COMPANY
David Martin	KYTC Central Office Planning – Project
Daryl Greer	KYTC Central Office Planning
David Waldner	KYTC Division of Environmental Analysis
Rebecca Turner	KYTC Division of Environmental Analysis
Amelia Armstrong	KYTC Division of Environmental Analysis
Craig Potts	Kentucky Heritage Council
Barbara Michael	Parsons Brinckerhoff
Robert Frazier	Parsons Brinckerhoff
Steve Creasman	Cultural Resource Analysts
Dean Doerrfeld	Cultural Resource Analysts

MEETING SUMMARY:

David Martin initiated the meeting, indicating the purpose of the meeting was to address cultural historic property issues related to the US 51 Study in Bardwell, KY. Subsequently, everyone present introduced themselves.

PROJECT REVIEW

Robert Frazier gave a brief overview of the study background, study purpose, key issues and the alternatives considered in the study. The alternatives included both in-town and bypass options. He presented the alternative recommended by the project team, which is a phased upgrade of the existing highway to meet current design criteria for a two-lane highway. In town, the current rural cross section would be replaced by a curb and gutter cross section with sidewalks.

DISCUSSION OF CULTURAL HISTORIC PROPERTIES

Discussion then turned to the specific properties examined in Cultural Resource Analysts’ report “Cultural Historic Overview Survey and Determinations of Eligibility for the US 51 Corridor in Bardwell, Carlisle County, KY”, prepared in April 2003. (The report addressed 65 sites, 48 of which were previously unidentified cultural historic sites. It then examined 12 sites in more

detail to make recommendations regarding a determination of eligibility for each site. Eight of the sites were recommended as eligible and four as ineligible for the National Register of Historic Places.) The four sites recommended as ineligible in the report were discussed first (Sites #31, #1, #16, and #37).

Discussion regarding Site #31, a brick Tudor Revival house, centered on the fact that it was not an outstanding example of the Tudor Revival style. There was another property a short distance up the street that was viewed as a better example and was recommended as eligible for the National Register of Historic Places (NRHP). Site #31, would be impacted by the recommended alternative, which would flatten the horizontal curve on US 51 at that location. If the property is eligible for the NRHP, then a competing resources situation would exist. The alternatives avoiding this property include bypassing the town, realigning the roadway significantly south of town (with other potential environmental issues) or doing nothing to fix the deficient curve at this location. Directly across US 51 from this house is a Methodist Church (Site #32) that is recommended as eligible, restricting improvements on the other side of the highway.

Site #1 is a one and a half story, frame, T-plan house that was recommended as ineligible (it was not viewed as an outstanding example, has been altered, and is a common style in the area). It was discussed that the recommended alternative is not expected to affect Site #1 unless the site boundary extends to the current highway right-of-way (ROW) and it is determined that the railroad ROW abuts the highway ROW on the west side. In this case Site #1 could become an issue for the project.

Site #16 is a two-story three-bay brick commercial structure located on US 51. It was recommended as ineligible. The building appears to be built up to the current highway ROW, with only a narrow sidewalk separating it from the travel lanes. It was discussed that if the property were deemed eligible for the NRHP, that the site boundary would be the building itself.

Site #37 is a one-story, eight-bay, brick commercial structure. The site was recommended as ineligible (for the reasons outlined in the study). However, this site will not be impacted by the currently proposed project because it is located on Front Street. There was little further discussion regarding this property.

Site #15 was discussed because it fronts US 51 in town in an area where some new ROW may be required. (It is diagonally across the street from Site #16 discussed above.) The site was recommended as eligible with a proposed boundary extending to the current highway ROW. It was agreed that if the project required a small portion of the front yard of this property for adding urban section improvements (such as a sidewalk) then this would be viewed as "no adverse effect". This was agreed because the improvements would benefit the property. It was decided that this house was made to be close to the street and a sidewalk would be a benefit.

In the course of the discussion, the Kentucky Heritage Council (KHC) representative stated that they would prefer not to see the town bypassed. He indicated that he would send a letter supporting an in-town alternative. It is probable that an in-town alternative would be determined to have "no adverse effect"; however more information and evaluation will be required to make this determination. Overall, a determination of effect cannot be made until all of the information has been considered and there is consensus between the KYTC Division of Environmental Analysis and the State Historic Preservation Office.

KHC also requested further documentation on why the downtown Bardwell area should not be considered a historic district. CRA indicated that it lacks continuity and integrity, with many missing buildings that are now vacant lots or paved areas. KHC requested further information supporting this recommendation.

FOLLOW-UP ACTIONS AND NEXT STEPS

- It was agreed that Cultural Resource Analysts (CRA) would assemble and examine all available information sources regarding the four properties recommended as ineligible and especially Site #31. This could include pictures of the buildings and surrounding areas. CRA will provide further documentation supporting any recommendations of ineligibility. CRA will also provide information on why the downtown area should not be considered a historic district. CRA will send this updated information to the KYTC Division of Environmental Analysis (DEA) for review.
- DEA will forward the information from CRA to the Kentucky Heritage Council for re-evaluation.
- The Kentucky Heritage Council will send a letter supporting the in-town alternative.
- Staff from DEA and the KHC may view the site on September 23, 2003 for additional background for the evaluation.
- The KYTC Division of Planning will be copied on all correspondence. David Martin, P.E., the project manager, is the appropriate contact.