

**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 CLINTON
MEETING: Project Team Meeting No.1 and Field Views
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 Bardwell 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 Clinton Study Area

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

Traffic volumes on US 51 in the Clinton study area range from 2,210 to 7,130 vehicles per day with truck percentages as high as 21 percent. The KYTC Highway Information System (HIS) data was discussed, 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 Clinton indicates that traffic volumes have been fairly steady at around 2,000 to 3,000 vehicles per day north and south of the town over the last 20 years. There has been a slight upward trend in the town center during this time period.

The crash data shows crash clusters in downtown Clinton, near US 51 / KY 780, and near US 51 / Martin Road.

The current population of Clinton is approximately 1,400 and the population of Hickman County is just over 5,000. The County population has remained fairly stable over the last 30 years.

Further Discussion

Bruce Siria stated that based on an initial review of the historic data, traffic volumes have not increased substantially in the Clinton 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.

Study Issues

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

Clinton Study Area	The study area was initially defined using environmental and physical considerations including Cane Creek to the north and Bayou de Chien on the south. There were discussions regarding making the study area smaller; however, the general consensus was that the proposed study area boundary should be maintained until the study is further along. [Subsequently, the field view indicated that the southern boundary on US 51 should be extended approximately 2,000 feet to meet the construction limit for the current US 51 improvement project south of Clinton.]
Roadway Facilities and Safety	There are a number of roadway deficiencies on US 51 through the Clinton 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 Clinton. Truck percentages are high and include trucks carrying full loads of logs headed to Westvaco, north of Bardwell. 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. Truck traffic on KY 58 was also discussed.
School Access	School access was deemed an important issue for local roadway planning. The Hickman County schools are located in downtown Clinton.
Regional Access / Economic Linkages	A key issue may be improved access to the south toward Fulton and to the Julian M. Carroll (Purchase) Parkway to the east. Many Clinton leaders and residents seem to view this as a key economic connection and would like to have the existing US 51 improved toward the south and/or KY 58 improved to the east. (There is an ongoing US 51 improvement project just south of the proposed study area.)
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 areas on US 51 was mentioned as an important issue.
Emergency Access	Emergency access could be an issue as there is no 24-hour emergency medical care center in Clinton, therefore good high-speed medical emergency access is needed to facilities in nearby communities such as Lourdes Hospital and Western Baptist Hospital in Paducah and Jackson Purchase Medical Center in Mayfield.
Land Use / Zoning / Future Development	Hickman County does not have local zoning. There are a number of large existing uses that should be avoided as far as practical such as the golf course north of Clinton.
Cultural Resources	Cultural resource issues may be significant in Clinton. There are many potentially historic properties. Examples include Beeler Hill, Waterfield Estate, and the Marion College site. 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.
Pedestrians	Pedestrian safety is a possible issue in downtown Clinton, especially near the Court House.
Other Facilities	The potential need for improvements related to US 51 on KY 58, KY 123, KY 780, Martin Road, and other roadways 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.

Clinton 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 area. 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 21, 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.

FIELD VIEWS:

Following the meeting at District 1, the meeting attendees (with the exception of the KYTC Central Office ITS staff) drove to Clinton 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
Clinton, Kentucky
02-22-02**

Attendees:

Gregg Pruitt	Hickman County Judge Executive
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:

Carl Dixon began the meeting by making brief greetings and introductions. He stated that the US 51 corridor study done previously by the state recommended a bypass at Clinton. However, a bypass is not the only option that this study will examine.

Bruce Siria stated that project will include an active public involvement program. A variety of public involvement events are anticipated throughout the duration of the project.

Barbara Michael reiterated that a wide range of solutions will be examined. Problems with the current system need to be identified first. Input will be gathered from the public and the project work group as to the scope and nature of these problems. Similarly, the identification of other issues will also take place. The work group will help design the Public Involvement Program. The work group will also be the principal advisory body for the project.

The project should be completed within a twelve-month schedule.

Robert Frazier discussed the preliminary boundaries of the study area. The study area is rather large to accommodate all possible options within and in the immediate vicinity of Clinton. The boundaries were chosen based on past study recommendations as well as physical features.

Robert explained that the preliminary range of alternatives include:

- Do nothing (No build)
- Upgrades to existing US 51

- Bypass
- Anything in between

County Judge Greg Pruitt agreed with the preliminary study area.

Robert stated that a copy of the previous state study should be looked at so that traffic numbers can be revisited. We should make a copy available.

Carl agreed that the previous study should be a starting point.

Robert stated that the team intends to examine traffic volume data for existing conditions (current year) and for a future year, likely 2030. Physical traffic counts as well as projections will be developed. The state HIS database contains a large amount of useful information, including physical attributes of roadway, volume and accident information. For instance, US 51 traffic has been growing at a moderate pace. However, the volume and percentage of trucks has been increasing at a higher rate over the past decade. Trucks now account for between 15 and 21% of the volumes.

Preliminary issues identified by Judge Pruitt and those present included:

- 4 lanes on US 51
- Not enough traffic on US 51
- Do not divert traffic from US 51
- Agricultural traffic on US 51
- The growth of the south side of Clinton
- Improve US 51 on the south side of Clinton
- Hill on US 51 is difficult for agricultural traffic
- Flow on US 51 not at capacity
- Bypass might hurt downtown
- What are the positives of the bypass? What have other communities done?
- Turn lanes/3rd lane/truck passing lanes on US 51

Judge Pruitt stated that he would appreciate open and honest communications between all involved. He is currently "slightly against" a bypass, stating that there are no major public safety issues, crash numbers are not significant, and KYTC has already dealt with major problems. He did mention that more poultry trucks could be traveling to/from Tyson Chicken plant.

Barbara discussed membership on the Project Work Group. Judge Pruitt will help with suggesting participants. She stated that it is the initial intention of the project team (Cabinet and Consultant) to have the Project Work Group meet prior to the first public meeting.

Judge Pruitt looked at the possible Work Group members supplied by Stacey Courtney of the PADD.

He remarked that the list was a good starting point. He also made the following suggestions:

- Add David Kimball (188 US 51 South – 653-4311)
- Add Charlie McIntire
- 4H agent Michael Wilson
- School district transportation person
- Susan Lemons of the Chamber of Commerce (363 S. Washington St. 653-3422)
- Tommy Roberts of the Hickman County Industrial Development Authority (3920 SR 780 Clinton – 653-4466)
- Howard Dillard – candidate for membership to represent EJ community
- Western KY Allied Services – Joanne Alexander – EJ community rep.

Carl discussed possible environmental justice issues associated with the project. Judge Pruitt stated that the only known EJ community would be along US 51 north for a stretch of 3-5 blocks past the carwash to the City limits. This is an area of moderate to low-income housing including an African-American community.

Barbara stated that, currently, there will be four public meetings scheduled. A possible meeting location is the local senior center. The meetings should be properly publicized in order for the public to have the right expectations going into the meetings.

It was stated that the time of year and the sports season are two considerations in scheduling the meetings. Church bulletins may be a good option to publicize the meetings, considering there are 36 churches (4 large) in the area.

Other sources include:

- Paducah Sun
- Fulton Leader/Shopper
- Variable message signs (at top of hill going south)
- Notices sent home with school children

There is a business and industry banquet on April 25, 2002 and this might be a good time to briefly introduce the project.

Follow up meetings with all the Hickman County Magistrates and the Clinton City Council is planned. Judge Pruitt indicated a need to provide proper notice per the sunshine laws. The regular meeting of the Fiscal Court is the third Monday of the month at 7:00 PM. The next meeting is March 18, 2002. The City Council meets on the first Monday of the month at 7:00 PM.

In response to Judge Pruitt's concerns, Carl said that the University of Kentucky did a study on bypasses and the effects on communities business districts. This information will be shared with Judge Pruitt. Tad Long at the Kentucky League of Cities has also expressed an interest in participating and assisting the community.

Judge Pruitt stated that the downtown business district consists of local businesses that serve town and county residents and are somewhat dependent on the current traffic volumes.

Bruce stated that the business community and others might be more receptive to looking at improvements to the existing US 51 route through town. Bryan Stewart indicated that the bypass at Cadiz in Trigg County could be examined for possible applications in this setting.

Judge Pruitt requested traffic information for I-69.

A preliminary list of other issues were also discussed:

- SR 58 from Clinton to Mayfield (emergency route)
- Lodging at Columbus Belmont State Park, the activities building, additional development, and Civil War Days (2nd full week in October) that attracts up to 15,000 people. Want to market event and other attractions in the area at park and develop area.
- SR 58 from Clinton to Columbus
- The Farmer's Gin, Harper's Hams and Jakel (yAkel) are the major employers in the area. Employees coming to and from these businesses, especially at shift changes may cause localized congestion at peak times.
- Goals for the study include being open, assessing impacts and options and examining what other communities have done.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT CLINTON
MEETING: Hickman County Fiscal Court Presentation
DATE & TIME: March 18, 2002 - 7:00 PM (CST)
LOCATION: Hickman County Courthouse - Clinton, Kentucky
DATE OF MINUTES: March 19, 2002

Hickman County Judge/Executive Greg Pruitt introduced District 1 Chief Engineer Wayne Mosley and explained to the County Magistrates that the Kentucky Transportation Cabinet (KYTC) was beginning a study of US 51 in Clinton. The remaining project team members present introduced themselves (Bryan Stewart - KYTC District One, Jeff Thompson - KYTC District One, Stacey Courtney - Purchase ADD, Robert Frazier – Parsons Brinckerhoff).

Bryan Stewart (KYTC) gave a short introduction regarding the study. Wayne Mosley (KYTC) added that the Cabinet tries to keep public officials informed regarding KYTC projects so that they are able to answer their constituent's questions as they arise. This advance information benefits local officials, the public, and the KYTC. 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 Magistrates regarding potential committee members. The Magistrates are going to give suggestions to Judge Pruitt who will forward them to KYTC District One.

Judge Pruitt asked when the first public meeting would be held. He was told that assuming all goes well with initiating the study it would be about two months (Late April or May). He was also informed that existing conditions data (such as traffic, crash, and land use data) would be presented at the first public meeting, but that proposed improvements and new alignments would not be shown at this meeting. The Magistrates were told that there would be a project work group meeting before the first public meeting. It was also emphasized to them that we want to keep them informed as the study moves forward. At least one of the Magistrates commented that they were pleased with this “no surprises” method of operation.

[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 CLINTON
MEETING: Clinton City Council Presentation
DATE & TIME: April 1, 2002 - 6:00 PM (CST)
LOCATION: Clinton City Hall - Clinton, Kentucky
DATE OF MINUTES: April 5, 2002

During the new business portion of the City Council meeting, Mayor Kimbro introduced Bryan Stewart (KYTC District One Planning) and explained that the Kentucky Transportation Cabinet (KYTC) was going to make a presentation regarding a study of US 51 in Clinton. Bryan Stewart then introduced the project team members present (Stacey Courtney - Purchase ADD and Robert Frazier – Parsons Brinckerhoff).

Bryan Stewart (KYTC) gave a short introduction regarding the study, stating that the KYTC was initiating this study as a follow-up to a previous 1995 study of US 51 from Wickliffe to Fulton. He also indicated that one reason for this presentation is to keep them informed regarding the project so that they are able to answer their constituent's questions as they arise. 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.

There was discussion regarding how many people will be on the workgroup and how many names the City should submit. It was decided that the Mayor would get together a short list of possibly six names for the workgroup and would send them to Stacey Courtney.

[NOTE: The official City Council 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 CLINTON

MEETING: Project Work Group Meeting No.1

DATE & TIME: April 29, 2002 - 2:00 PM (CDT)

LOCATION: Farm Bureau Office - Clinton, 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 Clinton. 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 use of the following for publicity about meetings and events: radio (95.9 FM and 1270 AM); telephone calls; personal contacts; and newspaper (Hickman County Gazette, Fulton Shopper). It was recommended that the Project Team consider having a barbeque or some similar event to attract people to a meeting on the project. There was also discussion regarding the importance of the content that is being communicated to the public and matching the appropriate public involvement methods with the information being communicated.

Ms. Michael also discussed the role of the work group as an advisory and representative body. She stated that additional meetings will be held with stakeholders 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 Clinton study area as well as preliminary traffic, crash, truck percentage, highway facility characteristics, and population data. Additionally, even more detailed data will be collected in the next few months to support the study.

Traffic volumes on US 51 in the Clinton study area range from 2,210 to 7,130 vehicles per day with truck percentages as high as 21 percent. A summary of data from the KYTC Highway Information System (HIS) database was presented including, 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 Clinton indicates that traffic volumes have been fairly steady at around 2,000 to 3,000 vehicles per day north and south of the town over the last 20 years. There has been a slight upward trend in the town center during this time period.

The crash data shows crash clusters in downtown Clinton, near US 51 / KY 780, and near US 51 / Martin Road.

The current population of Clinton is approximately 1,400 and the population of Hickman County is just over 5,000. The County population has decreased slightly over the last 30 years.

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 Clinton. 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 divided into two groups for a discussion of issues and goals. Once the two groups completed their brainstorming sessions, the work group reconvened, and a representative from each group presented that group's issues and goals.

The issues discussed by the work group are summarized below.

Roadway Safety and Design Issues

There are a number of roadway deficiencies on US 51 through the Clinton 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 intersections mentioned as safety concerns included US 51 / KY 780 and US 51 / KY 703. Locations near Spring St. (curve), Cresap St., and US 51 / KY 58 were also mentioned as locations that should be investigated for potential improvements.

Pedestrian Safety

There are sidewalk and crosswalk deficiencies at locations along US 51, including Beeler Hill and north of town.

Truck Traffic

Truck traffic was presented both as a potential problem and as an important part of economic stability and growth. Many people are accustomed to the truck traffic. However, there are noise impacts to residents along US 51. There are also truck turning radius issues at the intersection of US 51 and KY 123. Truck weight limits are another related issue to be considered in the study.

School Traffic

School traffic was deemed an important issue for local roadway planning. The schools cause traffic peaking around 7:30 – 8:00 a.m. in the morning and around 3:00 p.m. in the afternoon.

Economic Development

The relationship between US 51 and local economic development is a critical issue for this study. Promotion of economic development is very important to both the City of Clinton and Hickman County. The recent closure of a large local business caused the loss of approximately 100 local jobs. Local economic decline has also caused a loss of local tax base. There is a need for new base industry as well as small businesses. A school is retraining the employees who lost their jobs, but these people may not find jobs locally and may have to relocate. The Hickman County Industrial Development Agency promotes local economic development and makes loans to local businesses.

Traffic Flow and Traffic Operations

Improving travel times and limiting congestion through the study area on US 51 was mentioned as an important issue. Traffic flow improvements were seen as beneficial to economic development efforts. The peak traffic times are around 7:30-8:00 a.m. in the morning and around 3:00 p.m. in the afternoon. The Draughun's business school in Clinton has increased traffic and parking demands in the town. Traffic signals were discussed, including the possibility of upgrading or eliminating the current signal at US 51 and KY 123, as well as the possibility of adding another signal on US 51.

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 18.5 percent of the county population, or 970 individuals, were age 65 or older in 1999.) Many of these senior citizens do not own cars and they need improved sidewalks and crosswalks.

Funding

Obtaining the necessary funding to make roadway improvements in the study area was considered an important issue for project implementation. There was discussion about the relationship between project funding and project scope / schedule.

Parking

The new business school in town has led to parking shortages in the vicinity of the school.

Historic Preservation

Preservation of the County Courthouse is an important historic preservation 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 to the Purchase Parkway (which could become I-69 in the future) as well as north toward the potential new I-66 corridor.

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

Potential Project Goals

- Enhance vehicular and pedestrian safety on US 51 and the intersecting roadways
- Upgrade US 51 and its connections to the local transportation system network
- Improve traffic flows and travel speeds through the study area
- Promoting Economic Development in Clinton and Hickman County
- Facilitate improved regional connections to the Purchase Parkway (proposed I-69) and the proposed new I-66 in the north
- Promote safe and efficient school traffic flows (buses, cars, and students)
- Maintain and improve the community character and quality of life in Clinton and Hickman County.
- Improve (or maintain) the current parking conditions in Clinton
- Preserve historic buildings such as the Hickman County Courthouse

Vision Statement

Ms. Michael asked the work group members to put forth their vision for the community for the next 25 years. Comments included promoting growth, enhancing the quality of life, and preserving the rural character of the community. The combined draft vision statement for the community was as follows: "Preserve the rural character and quality of life, while participating in the economic vitality of the Commonwealth and the United States."

Other Items Discussed

Bruce Siria (KYTC) encouraged the work group members to encourage the other work group members to become involved and attend the next meeting as well as the upcoming public meeting.

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 Study Issues and Study Goals. The project team will also hold additional stakeholder meetings 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 possible alternatives to be studied.

PROJECT: US 51 STUDY AT CLINTON

MEETING: Business Owners and Representatives Meeting

DATE & TIME: June 27, 2002 - 6:00 PM (CDT)

LOCATION: Farm Bureau Office - Clinton, Kentucky

DATE OF MINUTES: June 28, 2002 (Revised on July 23, 2002)

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 to 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 then introduced Robert Frazier with Parsons Brinckerhoff (PB).

Mr. Frazier discussed why the meeting was being held. He discussed the findings of the 1995 study and the need to follow-up on the potential need for highway improvements in the vicinity of Clinton. He also discussed the Cabinet’s new approach to scoping studies, which includes more up front involvement by the public.

Study Process and Public Involvement

Mr. Frazier presented the four-phase, 12-month study process, showing that we are nearing the end of the first phase: Definition of Study Issues and Goals (refer to Figure 1).

He discussed that a range of alternatives from simple spot improvements to new roads will be considered. He also presented the general evaluation process, noting that transportation, community, and environmental issues will be considered in the evaluation. The end result is a recommended project or set of projects.



Figure 1: Study Process / Schedule

Mr. Frazier and Mr. Martin both discussed the public involvement activities, which includes an advisory, representative Project Work Group; stakeholder meetings; public meetings; and outreach activities. Mr. Frazier also explained that there are detailed technical studies (traffic safety, truck volumes, speeds, environmental studies, etc.) being conducted simultaneously with the public involvement program.

Discussion of Study Issues and Goals

The meeting then turned to a discussion of issues related to US 51 in the study area. Mr. Frazier emphasized that this was a significant opportunity for the local community. This was their chance to present and discuss any problems with US 51 in Clinton or to request improvements that they think will benefit their community.

A number of general issues developed by the Work Group were shown to the business representatives to give them a starting point, however, the group was fairly forthcoming in giving suggestions for problems to be addressed by the study. There was also some discussion of possible solutions and the positive and negative aspects of various alternatives including a bypass. The principal topics of discussion are summarized below. Issues surrounding a bypass were also discussed and this is presented below as well.

Roadway Safety and Design Issues

There are a number of potential problems on US 51 including:

- Limited clear zones (utility poles close to roadway)
- Sharp curves
- Truck turning problems at US 51 at W. Clay St.
- Pedestrian crossing issues at Cresap St. (including school children crossing)
- Lack of sidewalks in certain locations along US 51
- Stormwater drainage problems in various areas – need better drainage
- Flooding problems on US 51 near the Bayou De Chien (possibly also north of town)
- Limited Right-of-Way was also mentioned as a concern – some people feel that US 51 is wide enough and should not be widened as it will impact property along US 51
- Sidewalk and streetscape improvements were desired by some present

Some of these are discussed further below.

Traffic Flow and Traffic Operations

Current traffic operations were discussed, including the current traffic signal in town. No substantial traffic capacity problems were mentioned. The perception is that traffic used to be higher before the interstates were constructed. A question was raised regarding how many towns with one signal have a bypass? The comment was also made that US 51 is wide enough and should not be made wider as it will impact properties along the highway.

Pedestrian Safety

There are sidewalk and crosswalk deficiencies at locations along US 51 including the area near Cresap Street and the market at that location. More sidewalks are needed and an improved school crossing location on US 51 (near Cresap St.).

Truck Traffic

Truck traffic was discussed as an issue. It was viewed both positively as well as negatively by participants. Truck speeds were mentioned as a problem. There are also truck turning radius issues such as at US 51 and W. Clay St. The truck drivers do not like the traffic signal in town. Trucks and the trucking industry were mentioned as an important part of the historical and current economy in the area. According to long time residents, there used to be much more traffic including truck traffic. The concept of trying to remove the trucks from US 51 was discussed. Some viewed this as a possible benefit, while others viewed it as bad for local businesses.

School Traffic

School traffic was deemed an important issue for local roadway planning, especially in regards to vehicle and pedestrian conflicts on US 51 at the start and end of the school day (in the vicinity of Cresap St. in particular). The need for improvements in this area was discussed.

Utilities

There are utility poles very close to the roadway edge in roadway sections with limited shoulders and/or narrow lanes (such as on the hill north of town). According to those present they pose a traffic safety hazard. There was discussion regarding who would pay for utility relocation. Stormwater drainage issues were also discussed.

Funding

Obtaining the necessary funding to make roadway improvements in the study area was an important issue. There was also discussion about whether funding for one alternative (possibly a bypass) would mean less funding for upgrades to US 51 in town. It was emphasized that limited funding is an issue and it is not possible to do every project.

Economic Development

Economic development was listed as an important issue for the study and for the community. Many jobs have been lost and if highway improvements can help bring new jobs and economic development then that would be beneficial. (Jobs and development were discussed at length in relation to a possible new bypass.)

Historic Preservation and Property Impacts

Preservation of the County Courthouse and other historic buildings (churches and residences) along US 51 is important. First Christian Church, a 100-year old church, was given as an example. The potential for property impacts along US 51 was listed as a concern. (There are homes and businesses that front US 51 without a large setback.)

Parking

Parking in the courthouse area has become a problem for some. There was debate regarding the severity of the problem.

Bypass Discussion

There was discussion at the meeting regarding the benefits and drawbacks of a bypass around the town. Some at the meeting expressed concern about a bypass taking away business. Others discussed the benefits and the possibility that it will attract new development to the area (i.e. that it could be an economic stimulus) and improve traffic and pedestrian conditions in the town. The Cadiz area was discussed as an example of a City that has benefited greatly from a bypass.

A question was raised as to how much of the local business is from drive-by or through traffic and how much is from destination traffic. There was speculation that many of the local choppers are destination traffic, however, one businessman present stated that he has considerable business from both groups. There was also discussion regarding whether through traffic, and especially truck traffic stops and spends money in any local businesses.

Another question was raised regarding how people in other communities that have been bypassed feel about the bypass. It was stated that according to the UK report many local business people and community leaders feel that the bypasses have been good for the community. However, the research also showed that there could be impacts to the downtown area and especially to retail businesses. A more detailed presentation on this subject will be given at the first public meeting.

There was also discussion regarding the location of any proposed bypass, including where the 1995 study placed the bypass. It was stated that KYTC has not predetermined a solution for this study and that no alternatives have been developed to date, but the project team will be developing initial alternatives prior to the public meeting.

Conclusion

Those present were encouraged to spread the word about the study and help involve more people from the community. They were also informed that there will be a public meeting in the near future at which they will be able to provide additional input on possible improvement alternatives as well as to comment on those presented.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT CLINTON
EVENT: Information Table
DATE: July 12, 2002
LOCATION: Hickman Co. Courthouse Square - 8:00 a.m. to 12:00 Noon
Greg's Supermarket - 1:00 p.m. to 5:00 p.m.

EVENT / COMMENTS SUMMARY:

Information Table Event

An information table was set up at the locations and times listed above. In the morning a tent was set up on the courthouse square, while a table was put up inside the supermarket in the afternoon. The tent was located outside the supermarket to attract attention and some staff remained outside to discuss the project and refer people in to the table. Individuals from the Kentucky Transportation Cabinet, Parsons Brinckerhoff, and the Purchase Area Development District staffed the information table.

Study fact sheets (with a study area map) and comment forms were handed out. Aerial photos and a study area map were put up on easels for display and discussion. Large signs were put up on US 51 with arrows pointing toward the location of the information table. Each organization had free items to give to members of the public who stopped by such as pencils, pads of paper, travel mugs, key chains, maps, etc... People were requested to sign-in. They were also encouraged to fill out comment forms and were informed that a drawing would be held for those who did.

Public Input

Everyone who came up to the table was engaged in discussion about the purpose and scope of the study. They were asked for their input on transportation issues related to US 51 in the study area. Often individuals engaged staff in discussion about possible improvements including potential spot improvements, highway reconstruction, highway widening, and bypasses. Staff informed the public that the study was in its initial stages and that the project team was working to define the problems before jumping to conclusions about what is the best solution. However, individuals were not prevented from expressing their opinions, but instead they were encouraged to give their early input.

In fact, everyone who signed-in at the table was encouraged to give at least one idea or concern about US 51 in Clinton. Forty-five (45) people signed in at the table and thirty-

nine (39) of them listed at least one item in this column of the sign-in sheet. The most frequent comment in this column was that the existing road should be widened or improved (approximately 11 people). The second most common comment was that a bypass should be constructed (approximately 6 people). An additional two individuals said either the road should be widened to four lanes or a bypass should be constructed. Four individuals specifically said "No-Bypass". Some of the other comments addressed intersection improvements, drainage problems, sidewalks, safety, parking, concern about property impacts on US 51, trucks, and economic development. One individual said the current road is fine. However, the overall indication was that the local community desires improvements, with one group supporting improvements to the current US 51 and a second group supporting a new bypass around the town.

In addition to the comments on the sign-in sheet, seven comment forms were completed and returned on the day of the event. The comments on these forms were similar to those on the sign-in sheet. Five of the responses discussed problems on US 51 and / or recommended improvements of some type to the current US 51 highway. One respondent discussed a bypass as a potential improvement to US 51 (for safety).



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT CLINTON

MEETING: Neighborhood Meeting #1

DATE & TIME: July 12, 2002 - 6:30 PM (CDT)

LOCATION: Senior Community Center - Clinton, Kentucky

MEETING SUMMARY:

Bryan Stewart (Kentucky Transportation Cabinet, District One Planning) introduced the study. Mr. Stewart and Robert Frazier (Parsons Brinckerhoff) discussed the study history and the reasons for the current study. They also discussed changes in KYTC's approach to project implementation over the last few years, one of which is to include and listen to the public extensively during the initial planning stages. This issue actually was discussed at length toward the end of the meeting in response to questions about why KYTC was doing this study and why they wanted to meet with the public.

Mr. Frazier presented both the study process and the overall timeframe / steps necessary for KYTC to build or upgrade roads. The study elements were discussed, including the four main study phases (issues and goals, alternatives development, alternatives evaluation, and alternatives recommendation) as well as the role of the public involvement program and the ongoing detailed technical studies. Mr. Frazier also presented the study area and the range of improvements being considered in the study.

The meeting included a constructive discussion session with questions and answers back and forth between those present. The following bullets provide a summary of the discussion topics.

Pedestrian Safety

- Sidewalks are desired as part of upgrades to US 51
- There is concern about child safety on US 51
 - No crossing guard for school children to cross US 51
 - Children play across and even on US 51
- Concern was expressed about senior citizen safety

Vehicular Safety

- The following locations were mentioned as potential safety problems
 - US 51 at KY 780 (south) – hill and intersections
 - US 51 at KY 1826 – hill and intersection at Depot St.
 - Jiffy Mart intersection –cars pulling out and presence of school buses and school children
 - Curve by Greg's Supermarket (KY 780 – north)
 - Curve by the jail north of town

Clinton's Assets

- When asked what Clinton has going for it, the responses included – the courthouse, museums, schools, and maybe most importantly its laid back attitude.

US 51 Bypass Issues – Benefits and Drawbacks

- According to the citizens present, the **benefits of a bypass** include taking trucks out of town, potential to attract new industry, improve travel times and make the area more attractive for industry (both for location and as a through route). Jakel was mentioned as an existing local industry that might (or might not) benefit from a bypass
- The **drawbacks of a bypass** included impacts to local small businesses, removal of through traffic from S 51, potential removal of local businesses from downtown and from US 51 (especially through traffic oriented businesses such as convenience stores and gas stations).
- The potential removal of business from US 51 in downtown Clinton would make it less convenient for local residents to purchase things. They may now have to drive out to the bypass to purchase convenience store items.
- When asked what they envisioned when they thought of a bypass the response was the bypass around Union City and the parkway around Fulton.
- Overall those present appeared to think that a bypass would be harmful to the community, though the statement was made that it **might be positive but at a cost**.

Widening US 51 to Four Lanes

- This alternative would not be viewed positively by the community due to property impacts and the perception of increased traffic flow (and possibly speeds)

Spot improvements to US 51

- This type of alternative would likely elicit two responses from the community 1) “why didn’t they fix the whole thing?” and 2) “they actually did something in Western Kentucky”

Do-Nothing Scenario

- One person asked if the community wants nothing built would nothing be done? It was stated that KYTC is the final decision maker and if there are problems with the highway they may still pursue a project to address those problems. For example, KYTC is responsible to provide safe highway facilities. However, KYTC desires to benefit the community and not hinder it if possible.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT CLINTON
MEETING: Project Work Group Meeting No. 2
DATE & TIME: August 22, 2002 - 6:30 PM
LOCATION: Farm Bureau Office - Clinton, Kentucky

MEETING SUMMARY:

Introductions and Review of Meeting Minutes for Previous Meeting

David Martin, the Kentucky Transportation Cabinet (KYTC) Project Manager, introduced the study and requested that everyone present introduce themselves and whom they represent. All attendees were also asked to sign-in. There were no comments on the minutes of the previous meeting.

Review of Work Completed to Date

Work completed to date was reviewed including: Project Work Group Meeting No. 1, Business Owners Stakeholder Meeting, Neighborhood / Minority Community Meeting at the Senior Center, Information Table at County Courthouse and Greg's Supermarket, 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. There were no comments on the issues portion of the write-up. Comments on the goals included adding bicycle safety to the vehicle and pedestrian safety goal and adding a reference to I-69 in the regional connections goal.

The Work Group was asked to highlight the goals they thought were most important. The non-prioritized list (1-7) was reviewed. Goals 1-4 received supporting comments. One person noted that goals 1-4 all involve safety in some way. Goal 6 appeared to receive the most supporting comments. The comment was also made that it is difficult to achieve goals 1-6 and still achieve goal 7 (minimizing property, community, and environmental impacts).

The Work Group emphasized utility impacts and the cost of utility impacts to the local community in the meeting. This issue will be addressed to extent possible in this planning level study.

Discussion of Potential Project Alternatives

The six 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; 4) Western Bypass Along the Railroad Right-of-Way; 5) Eastern Bypass near Town; and 6) Eastern Bypass Further from Town.

Comments on the alternatives included:

At the **US 51 / KY 58/123 intersection**, consider taking 10 feet of property from the Courthouse Square to widen the intersection, leaving the number of parking spaces alone.

US 51 south of Clinton – there is confusion with at the caution light. Trucks stop in this vicinity and park, blocking lines of sight for drivers pulling out onto US 51. There was discussion regarding restricting parking in this area or requiring vehicles to park further from the roadway.

Regarding upgrading US 51 along its current alignment, the issue of **utilities** was discussed as a major local concern. Local officials anticipate that any reconstruction of the highway with wider lanes and/or turn lanes will impact existing utilities (including municipal utilities such as sewer and water lines). There is concern that the cost of these relocations could be significant for these small utilities and for local residents who may ultimately have to bear the costs.

It was suggested that reconstructing US 51 as a two-lane highway without turn-lanes would not improve the traffic flow situation. However, it was agreed that **reconstruction options with and without turn lanes would be evaluated**.

Some of the positive and negative aspects of the bypass options were discussed. The **Western Bypass Option** (Alt. 4) offers the benefits of traveling through the town but with the potential for limited property impacts. It also might offer the opportunity to improve the railroad crossing clearances. Negative aspects include a similar travel time with the current route through town, removal of traffic from in front of businesses on US 51, potential conflicts with the railroad right-of-way, and environmental issues (wetlands, streams, floodplains).

The **Eastern Bypass** near town (Alt. 5) appeared to be the favored bypass option between the two eastern bypass options. The eastern bypass options open up new land for development. They also remove through truck traffic from US 51 in town.

Mayor Kimbro contacted a number of towns along the US 68 / KY 80 corridor with a **short survey to learn how they viewed recent bypasses** of their communities. He reported that responses from the towns were positive and they were generally pleased with the bypasses. Robert Frazier then reported on the findings of the **2001 UK study on bypasses** and his recent discussion with the lead researcher who prepared the report. The study, while not offering conclusive results, indicated the following: bypasses have limited impacts on local (countywide) economic growth; bypasses reallocate economic activity (but not the businesses themselves); bypasses often result in higher downtown vacancy rates; years after they are complete, bypasses are often viewed favorably or neutrally by local leaders (usually because of traffic related benefits); bypasses offer opportunities for growth (new development parcels) especially

in larger communities; and bypasses may provide transportation advantages in some situations (but not necessarily on US 51).

A **one-way street system** was brought up as another option that is could be considered. However, the Work Group did not support further study of that as an alternative.

Reconstruction of US 51 as a four-lane highway was not discussed extensively at the meeting and did not appear to have support from those present for further study and consideration.

Regarding **advertisements for the upcoming public meeting**, the Work Group members present thought some controversy might be helpful in getting people out to the meeting. They also recommended advertising in the Fulton Shopper, getting the maps out where people could see them, and advertising on the Live Wire.

Conclusions

All of the options presented will be presented at the public meeting. The minor comments and modifications regarding reconstruction or improvements to the existing US 51 alignment will be taken into consideration. All of the six alternatives presented will be considered for further evaluation.

Public Workshop Summary

Monday, September 9, 2002

Public Workshop #1

US 51 Planning Study in Clinton Hickman County Item Number 1-182.00

A Public Workshop was held on Monday, September 9, 2002. The workshop was held at Hickman County High School from 4 p.m. to 7p.m. A total of 92 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, six 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 Clinton 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. 71 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	66%
Traffic Flow and Traffic Operations	63%
Truck Traffic	58%
Economic Development and Regional Access	56%
Property Impacts	44%
Pedestrian Safety	41%
Community Character and Historic Preservation	39%
Parking, Drainage and Utilities	35%
Project Implementation and Funding	20%
Highway Beautification	20%
Low-income and Senior Populations	17%
Environmental Issues	8%

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

Project Goal	Percent of Respondents
Preserve downtown business, while enhancing overall economic development opportunities	69%
Mitigate the negative impact of heavy truck traffic on US 51, while maintaining an efficient through route	46%
Avoid, minimize, and/or mitigate property takings on US 51 as well as other community and environmental impacts	38%
Enhance vehicle and pedestrian safety	37%
Maintain appropriate traffic controls and traffic flow conditions	35%
Facilitate improved regional connections to the Purchase Parkway and proposed I-66	35%
Improve highway geometry and drainage	13%

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

Response	Percent of Respondents*
Bypass would negatively impact Clinton (esp. economically)	39%
Improvements would enhance safety and traffic flow	25%
Improving existing US 51 would benefit safety and/or traffic flow	16%
Limited benefits - Traffic doesn't warrant a new roadway	14%
Bypass could contribute to economic growth / revitalization	14%
Bypass would reduce downtown truck traffic and improve safety, traffic flow, and access	12%
Property and/or farmland impacts with Bypass (negative impact)	7%
Western Bypass would benefit community (business, redevelopment, improved housing for low income residents)	7%
Improvements will support community / economic development	5%
Improvements would reduce parking in town	2%

* Percentages are based on the number of respondents that answered the question. 38% 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*
Doing Nothing will lead to auto/truck/pedestrian safety and/or traffic problems	55%
Doing Nothing will impact the economic vitality of Clinton	27%
Doing nothing will have no significant negative impact (few problems, doing nothing neutral or even beneficial)	23%
Doing Nothing supports local businesses in Clinton	5%
Doing Nothing maintains community quality of life	2%
Doing Nothing will lead to increased maintenance costs	2%

* Percentages are based on the number of respondents that answered the question. 38% of respondents did not answer. The total does not add to 100% as some respondents gave multiple responses.

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

Response	Percent of Respondents*
Alternative 2 (Spot Improvements)	32%
Improve US 51 / KY 58 (West) / KY 123 intersection and parking issues	16%
Eliminate or move courthouse square parking for improvements	11%
Improve US 51 / KY 58 (East) intersection	4%
Improve Cresap Street area	4%
Replace bridge 1/4 mile south of Edwards Trucking Bld.	4%
Improve US 51 at Martin Road	2%
Improve US 51 / KY 780 (North) intersection	2%
Improve sight distance at Harper Ham	2%
Alternative 3 (Widen/Improve Existing US 51)	27%
One-Way Street System (US 51 and existing roads or Alt. 4)	21%
Alternative 4 (Western Bypass or similar)	20%
Alternative 5 (Near Eastern Bypass)	7%
Alternative 1 (No-Build)	7%
Alternative 6 (Far Eastern Bypass)	5%
Place Utilities underground	5%
Improve sidewalks	4%
Construct walkways over US 51 or elevate US 51	4%

* Percentages are based on the number of respondents that answered the question. 21% of respondents did not answer. The total does not add to 100% as some respondents gave multiple responses.

In addition to the responses given above for Question #5, the percent of respondents supporting or opposing a bypass was recorded as shown below.

Response	Percent of Respondents*
Oppose a bypass	32%
Support a bypass (Approx. 80% of these Supported Alt. 4)	25%
Answered Question but did not take a position on a bypass	43%

* Percentages are based on the number of respondents that answered the question. 21% of respondents did not answer.

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.

- Preservation of built assets
- Creeks in Clinton are prehistoric sites
- Fish Ponds
- Wetlands along railroad or in bottom lands
- Minority community in town

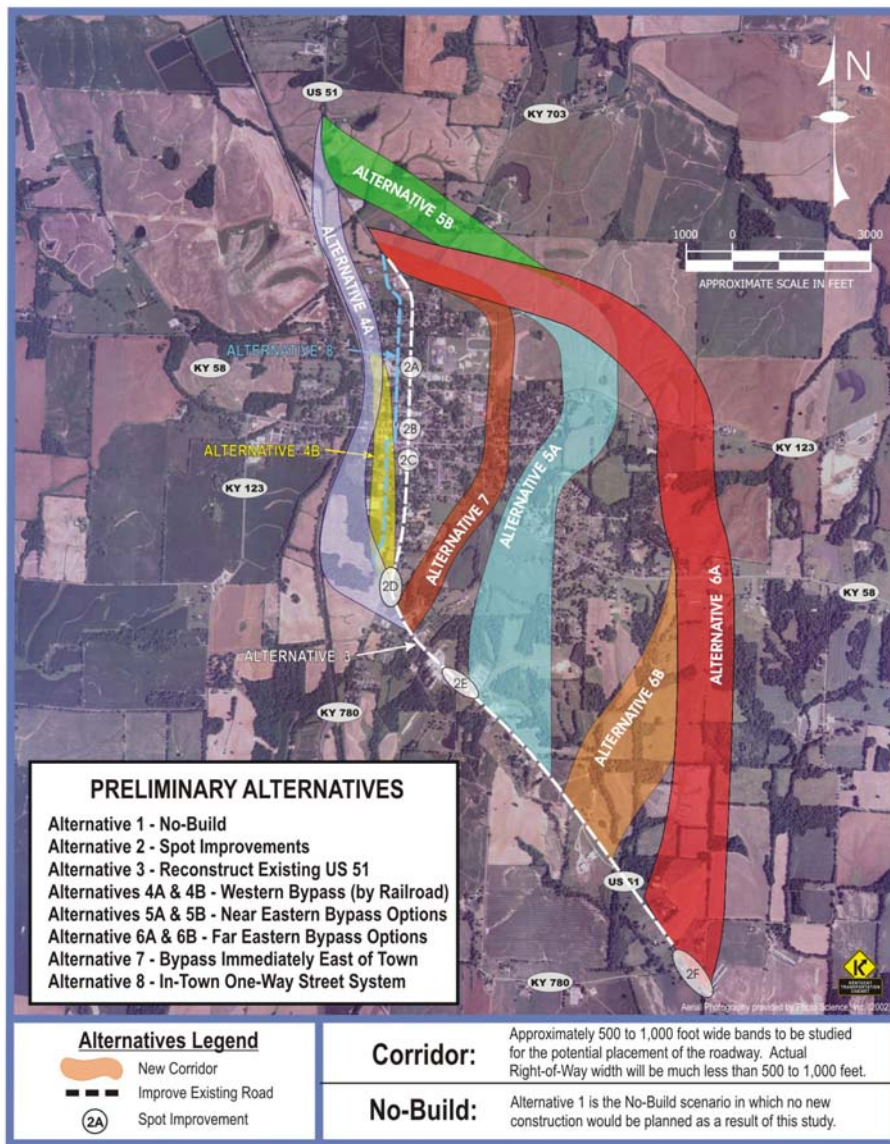
Additional Comments Received

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

- Nothing should be done
- The KYTC should support the entire cost of the project
- The community should be kept informed about the project
- The State should not spend carelessly
- Spot improvements offer fewer negative impacts than alternative routes
- Spot improvements seem appropriate for the community
- Alternative 6 should be extended further north
- Alternatives 5 and 6 would take too many homes and properties and hurt community character
- Farm land impacts should be minimized
- The project should help and not hurt Clinton and Hickman Co. businesses
- Water over the road on US 51 South in the wetland area (drainage issue)

New Alternatives Added by the Public

The attached map shows all of the preliminary corridors and alternatives to be studied. Alternatives 4B, 5B, 7 and 8 were put forward by members of the public for further study.



US 51 Study at Clinton

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
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Daryl Greer	KYTC – Central Office Planning	daryl.greer@mail.state.ky.us
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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 CLINTON
MEETING: Project Team Meeting No.2
DATE & TIME: April 17, 2003 – 1:00 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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Tim Choate	KYTC – Dist. 1	270-898-2431	tim.choate@mail.state.ky.us
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Chris Kuntz	KYTC – Dist. 1	270-898-2431	chris.kuntz@mail.state.ky.us
Stephen C. Hoefler	KYTC – Division of Hwy Design	502-564-3280	steve.hoefler@mail.state.ky.us
Stacey Courtney	PADD	270-251-6146	stacey.courtney@mail.state.ky.us
Barbara Michael	Parsons Brinckerhoff	502-479-9301	michael@pbworld.com
Robert Frazier	Parsons Brinckerhoff	502-479-9309	frazierR@pbworld.com
Shawn Dikes	Parsons Brinckerhoff	502-479-9312	dikes@pbworld.com
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 Meeting for the I-66 Corridor Study.

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 fourteen alternatives developed for the study were presented. During the Level 1 analysis, eight of the fourteen alternatives were advanced to Level 2 for further study. The alternatives set aside after Level 1 included Alternative 4B (Western Bypass Option A), Alternative 5B (Eastern Bypass Option B), Alternative 6B (Eastern Bypass Option B), Alternative 7 (Bypass Immediately East of Town), Alternative 8B (One-Way Street System Using Mainly New Highways), and Alternative 8C (One-Way Street System Using a Combination of Existing and New Streets). The primary reasons for not considering these alternatives further 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 eight alternatives advanced from Level 1 were presented. At this level of evaluation, the spot improvements that comprise Alternative 2 (Alternatives 2A – 2F) were analyzed separately. Alternatives 2D, 2E, and 2F were developed to address identified geometric deficiencies as the result of perceived safety issues at three intersections south of town. A review of the crash data showed that most of the crashes at these intersections were not related to intersection geometrics. The traffic volumes at these intersections are very low, and without the supporting crash data, the high improvement costs were not deemed to be warranted. Therefore these spot improvements were not considered further.

Alternatives 4A and 5A were also not considered further. Alternative 4A was not advanced to the Level 3 evaluation because of little expected travel time savings; it did not address the traffic and geometric deficiencies in town; potential impact to an Environmental Justice community; potential significant environmental impacts including stream relocation; and it has a high construction cost estimate. Furthermore, because this alternative goes through the western neighborhoods, there is the potential for property impacts, noise, and increased traffic on local streets. Alternative 5A was set aside from further consideration because the alternative did not address traffic and geometric deficiencies in town; traffic volumes on the bypass were projected to be low; it would separate a small neighborhood from the rest of town; potential property impacts; potential environmental impacts; and low public support.

Alternative 8A, the last one-way street option, was also set aside in Level 2 due to a number of drawbacks including: expected operational problems, residential community impacts, business and community impacts, potential property impacts, potential property impacts near the courthouse, safety concerns, environmental justice issues, and a high capital cost. It also appeared to be unwarranted based on the traffic volumes and out of character for the community.

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. 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 (A, B and C); 3) Reconstruction of US 51 as a Two-Lane

Highway with a Center Two-Way Left Turn Lane (Includes Alternative 2 – Spot Improvements); 6A) Eastern Bypass; and 9) Western Bypass (West of the Railroad). These five 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 was a spot improvement proposed by the community to improve pedestrian safety. However, the data did not show this to be a high crash location; therefore, the potential benefits might not warrant pursuing it as a separate project. Alternative 2B directly addressed a number of key project goals including safety, traffic flow, truck traffic operations, and highway geometrics. Alternative 2C also addressed the project goals of traffic flow, level of service, safety, truck turning movements, and geometric design. The costs associated with the operational improvements (signing, striping, beacon, and signal) were modest (however the geometric improvements raised issues related to property acquisition).

Advantages and disadvantages of Alternatives 3, 6A and 9 were discussed. This included discussions of the merits of improving the existing highway compared to construction of a bypass. Traffic operations, forecast volumes, safety, economic development, and environmental impacts were discussed. The possibility of short-term and long-term recommendations was considered. Following this meeting additional work on the traffic forecasts is to be assembled. The advantages and disadvantages for each 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 Clinton.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY AT CLINTON
MEETING: Project Work Group Meeting No. 3
DATE & TIME: May 12, 2003 – 12:00 Noon
LOCATION: Farm Bureau Office - Clinton, 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, fourteen alternatives were developed for study in Level 1. Of those fourteen, eight were advanced to Level 2 for further study. Those dismissed included Alternative 4B (Western Bypass Option B), Alternative 5B (Eastern Bypass Option B), Alternative 6B (Eastern Bypass Option B), Alternative 7 (Bypass Immediately East of Town), Alternative 8B (One-Way Street System Using Mainly New Highways) and Alternative 8C (One-Way Street System Using a Combination of Existing and New Streets). Primary reasons for dismissal included expected issues with implementation and construction costs, potential for significant negative community and environmental impacts, minimal expected benefit (including not meeting key project goals), and a lack of local support. Furthermore, most of the alternatives not further considered were the less desirable corridors from each pair of alternatives.

Next, the eight alternatives advanced from Level 1 were presented. The presentation focused on the three alternatives and three spot improvements that were dismissed at this level, Alternatives 4A, 5A, 8A, and Spot Improvements 2D, 2E, and 2F. Alternative 4A was not recommended for further study because of potential environmental impacts, potential disruption to western neighborhoods through property impacts, noise, and increased traffic on local streets, and potential impacts to an Environmental Justice Community in north and west portions of town. Alternative 5A was not further considered because of low forecasted traffic volume usage on the bypass, and it separates a small neighborhood from the rest of town

(potential property relocations). Alternative 8A was dismissed from further evaluation because of safety issues; it appears to be unwarranted based on the traffic volumes; and seems out of character for the community. The three spot improvements (Alternatives 2D, 2E, and 2F) were not considered further for several reasons including projected high construction costs, low side street traffic volumes, and do not seem to be justifiable based on the crash data.

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

Presentation / Discussion of Level 3 Analysis Findings

The five remaining alternatives were then presented and discussed with the Work Group. They include 1) Do-Nothing; 2) Spot Improvements 2A, 2B and 2C; 3) Reconstruction of US 51 as a Two-Lane Highway with a Center Two-Way Left Turn Lane; 6A) Eastern Bypass; and 9) Western Bypass. 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.

Alternative 2A is a spot improvement proposed by the community to improve pedestrian safety in the community at this location only. Traffic analysis and crash data does not indicate any roadway deficiencies. Therefore, the expected benefits from this alternative do not seem to be in proportion to the estimated construction cost. The Work Group did not have any objections to this analysis and appeared to understand the limited benefits of recommending this alternative as a stand-alone project. However, improvements at this location may be more cost effective if implemented with Alternative 3, the reconstruction of US 51.

Alternative 2B, improvements to the intersection of US 51 and KY 58 / KY 123, was viewed as positive by the Work Group. This alternative improves traffic flow through the intersection as well as improves safety through the construction of new sidewalks. Parking in the vicinity of the intersection will likely be reduced, but alternative parking options could be a possibility to offset the reduction of parking spaces.

Alternative 2C received moderate support. It was recognized that increasing the turn radius at the northeast intersection corner of US 51 and KY 58 would benefit turning truck movements. As a result of low estimated construction cost, the Work Group generally agreed that this was a worthwhile project.

Alternative 3 is a proposal for improvements that offers the benefit of improved traffic operations and safety while preserving the integrity of Clinton. Most traffic operating deficiencies are expected to be addressed through the proposed spot improvements and the center two-way left turn lane. Environmental impacts are expected to be minimal along with minimal negative impacts to the community. The overall total cost of improvements is high, but the magnitude of cost for each phase is feasible. This alternative has received strong public support compared to the bypass alternatives.

The construction of a bypass to the east of Clinton offers new development opportunities, has minimal non-economic impacts to the community, drastically reduces the volume of truck traffic through town, and reduces travel time through Clinton by one minute. These benefits all relate directly to key project goals. Other aspects of Alternative 6A that are in conflict with key project goals include the loss of visibility of businesses through town, a possible conflict between a new highway and a potential Indiana Bat Habitat, significant farmland disruption and property

acquisition from agricultural areas, and no improvements to either the aesthetics or traffic operations on US 51 through town. In addition, public response for an eastern bypass has been minimal. Finally, traffic analysis indicates that the percentage of traffic that would be diverted to the bypass is low compared to the volume of traffic that would remain in town.

Compared to the Alternative 6A bypass, the Alternative 9 bypass is shorter, is located closer to town, is predicted to carry higher traffic volumes, does not bypass the businesses south of town but improves access to them, requires less ROW and does not impact any known threatened and endangered species. However, the Alternative 9 bypass runs adjacent to an environmental justice community, has a similar travel time as Alternative 6A despite being shorter in length, involves construction of two bridges over the railroad, and overall costs more to build. Concern was expressed in the analysis of Alternative 6A about whether the cost of the alternative was justified through the predicted usage. Traffic volumes are predicted to be slightly higher for this alternative than 6A, but do not account for a significant portion of the traffic.

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 3, 6A, and 9 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

Monday, June 30, 2003

Public Workshop #2

US 51 Planning Study in Clinton Hickman County Item Number 1-182.00

A Public Workshop was held on Monday, June 30, 2003. The workshop was held at Hickman County High School from 4 p.m. to 7 p.m. A total of 31 citizens and thirteen 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.

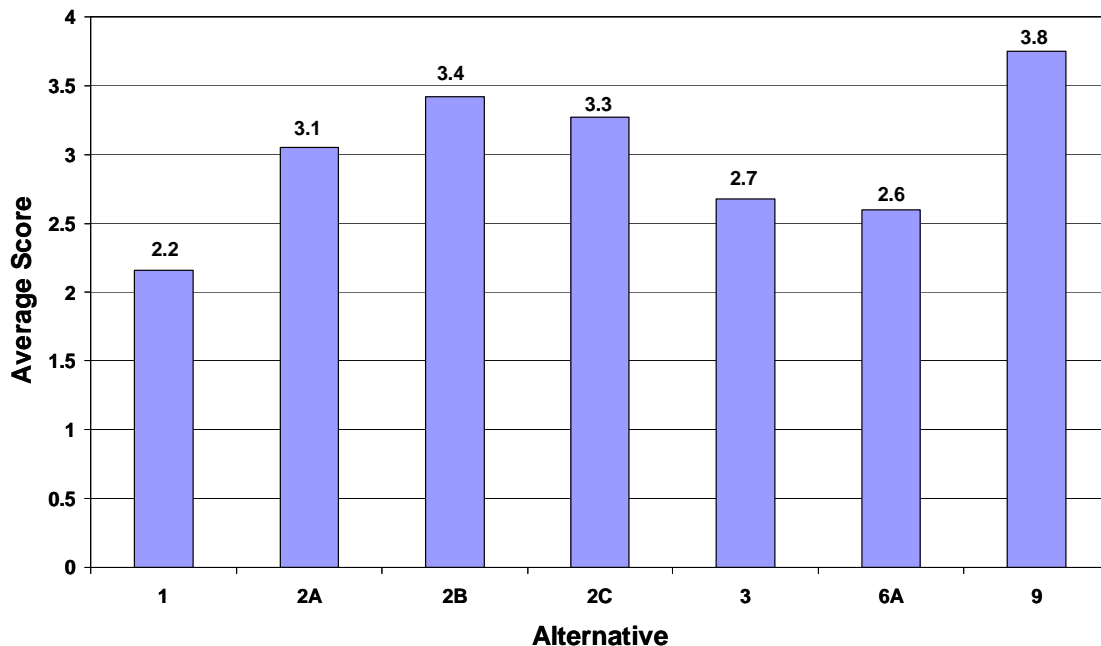
US 51 Study in Clinton Public Workshop #2 Public Comment Form Results Summary

The purpose of the second public workshop for the US 51 planning study in Clinton 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 26 comment forms were received back, 23 of which were complete. Two comment form respondents failed to answer any questions except for the first question. These two respondents both circled a score for Alternative 2B (which is included in the summary below). Aside from this score, the rest of the comment forms were blank. One comment form respondent failed to answer any questions except for the last question for which the respondent wrote 'yes' next to several of the listed impacts. 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: 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	1	5.5
Alternative 2B	3	17
Alternative 2C	1	5.5
Subtotal: Alternative 2	5	28
Alternative 3	2	11
Alternative 6A	2	11
Alternative 9	9	50
Total: All Alternatives	18	100

Note: Three respondents did not circle anything for this question, one respondent circled both Alternatives 1 and 9, and one respondent circled Alternatives 2A, 2B, and 2C.

Question 3: 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 2 are shown below (Alternative 1 was not circled).

Issues	Alternative					
	2A	2B	2C	3	6A	9
Improved Vehicle Safety	1	3	0	1	1	6
Improved Traffic Flow	0	3	0	1	2	9
Reduced Truck Traffic in Town	0	0	0	0	2	7
Economic Development and/or Opportunities for New Businesses	0	0	0	1	2	5
Least Impact on Existing Businesses	0	2	1	2	0	6
Fewest Property Impacts	0	2	1	0	0	7
Improved Pedestrian Safety	0	2	0	0	1	5
Improved Community Character	0	0	0	1	0	2
Preserves Historic Character	0	2	0	0	2	5
Minimal Utility Impacts	0	1	0	0	1	5
Travel Time Savings	0	1	0	0	1	3
Most Benefit for the Cost	0	1	1	0	0	5
Improved Highway Connections	0	1	0	0	1	5
Other*	0	0	0	0	0	1
Total Number of Respondents	1	3	1	2	2	9

Note: One respondent wrote, "Opens up new land close to the city for expansion of bus" in the 'Other' box. The respondent that circled Alternatives 2A, 2B, and 2C checked the following for this question:

- Least Impact on Existing Businesses
- Fewest Property Impacts
- Preserves Historic Character
- Minimal Utility Impacts
- Travel Time Savings

Alternative 2A Summary

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

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 Vehicle Safety
- Improved Traffic Flow

Alternative 2C Summary

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

Alternative 3 Summary

Two respondents selected Alternative 3 as the best short-term alternative. The top reason given for the selection of Alternative 3 is:

- Least Impact on Existing Businesses

Alternative 6A Summary

Two respondents selected Alternative 6A as the best short-term alternative. The top reasons given for the selection of Alternative 6A are:

- Improved Traffic Flow
- Reduced Truck Traffic in Town
- Economic Development and/or Opportunities for New Businesses
- Preserves Historic Character

Alternative 9 Summary

Nine respondents selected Alternative 9 as the best short-term alternative. The top reasons given for the selection of Alternative 9 are:

- Improved Traffic Flow
- Reduced Truck Traffic in Town
- Fewest Property Impacts

Question 4: 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	1	4.5
Alternative 2A-C	3	14
Alternative 3	1	4.5
Alternative 6A	5	23
Alternative 9	12	54
Total: All Alternatives	22	100

Note: One respondent did not circle anything for this question.

Question 5: WHY is this the best long-term alternative?

The respondents were asked to check all that apply.

Issues	Alternative Respondents				
	1	2A – 2C	3	6A	9
Improved Vehicle Safety	0	2	1	3	6
Improved Traffic Flow	0	2	1	5	9
Reduced Truck Traffic in Town	0	0	0	5	9
Economic Development and/or Opportunities for New Businesses	0	2	1	2	6
Least Impact on Existing Businesses	1	2	1	4	9
Fewest Property Impacts	1	1	0	3	9
Improved Pedestrian Safety	0	1	0	3	7
Improved Community Character	0	0	1	1	3
Preserves Historic Character	1	1	0	4	7
Minimal Utility Impacts	1	1	0	4	7
Travel Time Savings	1	0	0	3	4
Most Benefit for the Cost	0	2	0	3	7
Improved Highway Connections	0	1	0	4	9
Other*	0	0	0	0	2
Total Number of Respondents	1	3	1	5	12

Note: One respondent wrote, "Opens up new land close to the city for expansion of bus" in the 'Other' box. Another respondent wrote, "Ties Union City, TN and Fulton to a northern route" in the 'Other' box.

Alternative 1 Summary

Only one respondent selected Alternative 1 as the best long-term alternative. The reasons given are listed in the previous table.

Alternative 2A-C Summary

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

- Improved Vehicle Safety
- Improved Traffic Flow
- Economic Development and/or Opportunities for New Businesses
- Least Impact on Existing Businesses
- Most Benefit for the Cost

Alternative 3 Summary

Only one respondent selected Alternative 3 as the best long-term alternative. The reasons given are listed in the previous table.

Alternative 6A Summary

Five respondents selected Alternative 6A as the best long-term alternative. The top reasons given for the selection of Alternative 6A are:

- Improved Traffic Flow
- Reduced Truck Traffic in Town

Alternative 9 Summary

Twelve respondents selected Alternative 9 as the best long-term alternative. The top reasons given for the selection of Alternative 9 are:

- Improved Traffic Flow
- Reduced Truck Traffic in Town
- Least Impact on Existing Businesses
- Fewest Property Impacts
- Improved Highway Connections

Question 6: 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	11	48
Alternative 2A	2	9
Alternative 2B	1	4
Alternative 2C	0	0
Alternative 3	1	4
Alternative 6A	7	31
Alternative 9	1	4
Total: All Alternatives	23	100

Question 7: 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 6 are shown below (Alternative 2C was not circled).

Issues	Alternative					
	1	2A	2B	3	6A	9
Property Impacts	1	1	0	1	5	1
Business / Economic Impacts	3	0	1	1	4	0
Traffic Impacts	9	0	0	0	2	0
Utility Impacts	0	0	0	1	2	0
Truck Traffic Impacts	9	0	0	0	2	0
Environmental Impacts	2	0	0	1	3	0
Community Character Impacts	2	0	1	1	2	0
Other Community Impacts	0	0	0	1	1	0
Few Traffic Flow Benefits	7	0	1	0	2	0
Few Safety Benefits	7	0	1	1	2	0
Parking Impacts	5	0	0	1	0	0
Historic Property Impacts	1	0	1	1	1	0
Few Opportunities for New Businesses	4	0	1	1	6	0
High Cost / Low Benefit	0	1	1	1	5	0
Farmland Impacts	1	1	0	0	4	0
Other*	1	0	0	0	2	0
Total Number of Respondents	11	2	1	1	7	1

Note: For Alternative 6A, one respondent wrote, "Too far from town, will siphon off tourist type economic benefits" in the 'Other' box. Another respondent wrote, "Leaves Union City, TN no way to get north other than going thru Fulton" in the 'Other' box.

Alternative 1 Summary

Eleven 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 2A Summary

Two respondents selected Alternative 2A as the worst alternative. The top reasons given for the selection of Alternative 2A are:

- Property Impacts
- High Cost / Low Benefit
- Farmland Impacts

Alternative 2B Summary

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

Alternative 3 Summary

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

Alternative 6A Summary

Seven respondents selected Alternative 6A as the worst alternative. The top reasons given for the selection of Alternative 6A are:

- Few Opportunities for New Businesses
- Property Impacts
- High Cost / Low Benefit

Alternative 9 Summary

Only one respondent selected Alternative 9 as the worst alternative. The reasons given for the selection of Alternative 9 are listed in the previous table.

Question 8: 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:

- Problems have been identified therefore a correct solution needs to follow to improve traffic flow with little negative impact on existing businesses.
- Left turn at red (traffic) light off of 51 is deficient and dangerous for large trucks. Short-term fix should address this. Bypass East gives greatest growth area to town.
- Alternative 9 seems best because of the impact on truck flow.
- Alt. #9 will allow the benefits of a bypass without draining off revenue from incidental type traffic – tourist, etc. It would really improve access to farmers and for the big trucks.



Parsons Brinckerhoff Quade & Douglas, Inc.
Meeting Minutes

PROJECT: US 51 STUDY IN CLINTON
MEETING: Project Team Meeting No.3
DATE & TIME: July 2, 2003 – 8:30 AM CDT (9:30 AM EDT)
LOCATION: KYTC District 1 Conference Room – Paducah, KY
ATTENDEES:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
David Martin	KYTC – Central Office Planning – Project Manager	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 Manager	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@jig.com
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Barbara Michael	Parsons Brinckerhoff	michael@pbworld.com
Robert Frazier	Parsons Brinckerhoff	frazierR@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

MEETING SUMMARY:

David Martin initiated the meeting, stating these were the final Project Team Meetings for the US 51 studies in Clinton and Bardwell. The Project Team discussed the Clinton project first, followed by a discussion of the Bardwell project second. As they are separate projects, there are two sets of meeting minutes. For information on the Bardwell study, please refer to the corresponding meeting minutes.

Barbara Michael stated that the purpose of the meeting was for the Project Team to review and discuss the refined project alternatives and decide on a final recommendation for the US 51 Study in Clinton.

REVIEW OF ALTERNATIVE EVALUATION LEVELS 1 AND 2

Ms. Michael briefly reviewed the Level 1 and Level 2 evaluations. A total of 14 preliminary alternatives were analyzed in the Level 1 evaluation. A qualitative analysis was used to determine which alternatives should be recommended for advancement to Level 2. Several of the 14 preliminary alternatives were variations of the same general alternative. The variations with the most benefit, with the least impact or cost were advanced to Level 2. Therefore, of the 14 preliminary alternatives, nine were advanced to the second level of evaluation.

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

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 sight distance on US 51 north of Cresap Street by lowering the hill
- Alternative 2B – Improve US 51 / KY 58 (Clay Street) intersection for turning trucks and upgrade traffic signal
- Alternative 2C – Repave / re-stripe corner and install flashing beacon at US 51 / KY 58 (Mayfield Road)
- Alternative 3 – Reconstruct US 51 as a two-lane highway, with a center two-way left turn lane from KY 780 (north) to the vicinity of Martin Road
- Alternative 6A – US 51 Eastern Bypass (2-lane highway)
- Alternative 9 – US 51 Western Bypass (2-lane highway)

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

Following the presentation of the refined alternatives, there was a general discussion regarding the selection of a preferred alternative or set of alternatives. The spot improvements were identified as potential short-term recommendations with Alternatives 3, 6A, and 9 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. The comments related to each alternative are presented below.

Alternative 1

The project team agreed that the No-Build Alternative was not an appropriate recommendation because it did not address the known highway deficiencies in the study area. Public input also supported implementation of improvements to the existing system.

Spot Improvements

Alternative 2A

During the course of the project, the community identified the need for improved sight distance at this location as a result of a perceived pedestrian safety issue. The crash analysis did not show an identifiable problem on this section of US 51 based on the crash rate and crash locations. As a result, the Project Team agreed that as a separate project, the expected benefits did not justify the estimated construction cost and impacts. Therefore, the Project Team members agreed not to consider Alternative 2A further at this time. (Implementation of Alternative 2A however, could still be pursued as part of any future upgrade to US 51 through town.)

Alternative 2B

The project team discussed various issues associated with the current configuration of the US 51 / KY / 58 / KY 123 intersection. This included deficient truck turning radii and poor design year levels of service. The safety concerns associated with the current angled parking around the courthouse was also discussed. Potential improvements called for 1) the removal or modification (angle to parallel) of parking on each of the four intersection legs; 2) upgrading the signal to an actuated signal; and 3) adding turn lanes on the north and south approaches.

Tom Creasey stated that the turn lanes are needed with or without construction of a bypass. The current parking near the intersection poses a potential safety risk for rear end crashes and pedestrian crashes. Allen Thomas stated that some members of the public had raised concerns about removing parking at this intersection. However, few if any objections were voiced at the second public meeting. Overall, it appears that the public may support the removal of parking to fix the intersection's deficiencies.

Based on the need for the turn lanes and the current difficulty for turning trucks, it was agreed that this spot improvement would be recommended. To promote public acceptance of the project, Wayne Mosley recommended that reconstruction be a gradual process. Phase one could include conversion of some of the angled parking to parallel parking. In future stages, additional parking could be converted and/or removed and other improvements made until the intersection changes are complete and the left turn lanes are in place.

Alternative 2C

The discussion of Alternative 2C was brief. It was decided that the project was reasonable and would be recommended. The beacon could be implemented in the future as traffic volumes grow on US 51. The paving and striping could be done with the next pavement overlay project or as a separate maintenance project. Ultimately a signal may be required at this location for westbound left turning traffic to provide safety and a good level of service for that movement.

Alternative 3

The reconstruction of US 51 would improve safety through wider lanes and shoulders. It would increase capacity at the US 51 / KY 58 / KY 123 intersection with left-turn lanes and south of town with a center two-way left turn lane. The two-way left turn lane would also improve access and safety south of town. However, Alternative 3 would leave the through truck traffic in town. It was also identified as offering little benefit in terms of capacity and travel time for through traffic. There was much discussion regarding whether the benefits were worth the cost. Some team members thought that construction of a new bypass would be more effective in solving the major traffic issues, including the diversion of through truck traffic around the town, while others thought that upgrading the existing highway was most appropriate given the volume of traffic on the highway and on the proposed bypasses.

Bypass Alternatives

Alternative 6A

Several Project Team members thought that there was opportunity for new development associated with construction of the Alternative 6 bypass. They indicated that the town has grown on the east side. Also, the potential for improved connections to KY 58 and KY 123 in the east were discussed and expressed as more desirable than connections to a western bypass. However, from a traffic analysis perspective, the forecasted traffic volumes were higher

for Alternative 9 than Alternative 6A. Truck traffic was identified as a significant portion of the expected traffic volumes on either bypass. The total volume of traffic forecasted for Alternative 6 was approximately 1,200 vehicles per day in 2030. The estimated travel time savings of Alternative 6 was approximately 1 minute. The construction cost was estimated to be approximately \$10.6 million excluding design, right-of-way, and utilities (approximately \$11.0 million total if extended south to the current US 51 project). There was little public support for this alternative, though the mayor of Clinton supported it.

Alternative 9

There was debate among the Project Team members over the anticipated benefits of a western bypass versus an eastern bypass. The public perceived Alternative 9 to be better for the community based on the proximity of the bypass to town. However, because of this proximity less undeveloped land is available for economic development in comparison to Alternative 6A. The question of preserving the existing businesses versus providing the opportunity for new businesses was a point of discussion. Alternative 9 would route traffic past a number of existing businesses, while Alternative 6A would open up a significant amount of land for new development. Furthermore, the accessibility of Alternative 9 to the surrounding land was questioned because the western bypass would require two grade-separated crossings, thereby limiting access around the railroads. The total volume of traffic forecasted for Alternative 9 was approximately 2,200 vehicles per day in 2030 and the estimated travel time savings was the same as for Alternative 6, approximately 1 minute. The construction cost was estimated to be approximately \$8.2 million excluding design, right-of-way, and utilities. Extending the improvements south to the current US 51 improvement project would increase the cost to approximately \$11.4 million. Of the two bypass alternatives, Alternative 9 was the preferred alternative of the public based on comments at the third project work group meeting and on comment form responses received at the second public meeting.

Conclusion

After much discussion, each member was asked to voice his or her opinion on the alternative(s) to facilitate a decision on each. Nearly everyone at the meeting agreed that Alternative 2B was a valuable project to recommend. Most of the District 4 and ADD staff supported construction of the Alternative 6A bypass. The Central Office and consultant staff tended to favor Alternative 3, reconstruction of the existing highway. As there were more team members from the District office, it was determined that the recommendation would be Alternative 2B and Alternative 6A. However, the discussion of the alternatives clearly showed a difference of opinions regarding which alternative was preferred for the study recommendation.