

## **APPENDIX A – Meeting Minutes**

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**STATEWIDE CORRIDOR PLANNING SERVICES**  
**US 62 - TEAM MEETING #1**

TO: Annette Coffey, P.E.  
Director  
KYTC Division of Planning

FROM: Larry D. Chaney, P.E.  
Director of Transportation  
HNTB-Louisville

DATE: September 24, 2001

SUBJECT: Statewide Corridor Planning  
Muhlenberg County  
US 62 from KY 189 to KY 181  
Item No. 2-0138.00

The first Team Meeting for the US 62 Intermediate Planning Study was held in the District 2 Conference room at 12:30 p.m. CDT on September 24, 2001. Those in attendance were:

Bruce Siria	Division of Planning
David Martin	Division of Planning
Daryl Greer	Division of Planning
Stephen Hoefler	Division of Highway Design
Shari Greenwell	Division of Operations
Nick Hall	District 2 Planning
Everett Green	District 2 Design
Kevin McClearn	District 2 Design
Joe Plunk	District 2 Design
Melvin Hicklin	District 2 Design
Doug Taylor	District 2 Environmental
Mark Allen	District 2 Utilities
Kenny Potts	District 2 Traffic
T. C. Chambers	District 2 Construction
Jeff Skaggs	District 2 Operations
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Daryl Greer opened the meeting explaining that this would be a “quick hit” project where the study team would collect information quickly. This information would include hot spots and other general concerns, but would not necessarily determine specific corridors and issues.

Karen Mohammadi then discussed the handouts, which included project termini, HIS data, existing and projected traffic volumes, and accident history. The team had no changes to make to the information presented. The team then reviewed the draft study purpose, also without making changes.

Numerous environmental issues were discussed. These were as follows:

- The recent (within 6 months) removal of USTs at the Marathon station
- Predominately low income and African-American neighborhoods
- African-American church and school
- Historical homes, including one which was likely part of the Underground Railroad
- No public recreation areas effected
- Hospital, health care centers and Social Security office along the corridor
- Duncan Cultural Center in the corridor

The Team next returned to the issue of logical termini, and decided after reviewing area maps that the project must be built, in most locations, within existing rights-of-way. An alternate corridor or rerouting of US 62 would not solve the congestion and safety problems on the road. Concern was expressed over spending a considerable amount of money to obtain little improvement. Utility and right-of-way costs are expected to be quite high to accommodate any improvements to the route. A compressed 3-lane section was mentioned to improve capacity and to reduce right-of-way impacts. It was also decided that an acceptable Level of Service for the corridor would be in the D-E range. Sidewalks would not necessarily be needed on both sides of the road (although preferable), utilities would not likely be buried, and flexible, context-sensitive criteria should most definitely be considered.

The environmental footprint should be 500' total width. Resource agency coordination will include the African-American church, hospital, quarry and asphalt plant, lumberyard, school board, historical society, Duncan Cultural Center (on the corner of Cherry Street), and emergency services. There are apparently no chambers of commerce, planning and zoning boards, or business associations in Greenville that need to be included.

Public involvement will consist of one set of meetings with the local officials, stakeholders and the general public. A location for the US 62 public meeting different from that for the KY 181 public meeting will be selected to keep the projects separate. This project will also be discussed with the local newspapers. Since this is a low-income neighborhood, door-to-door handouts announcing the public meeting will be used. The team may also attend church, business or other meetings to discuss the project.

The best location for the meeting is probably the Circuit Court Room. There are about 40 parking spaces at that location. The church or hospital may also have a place to meet. It was decided to let the Mayor guide the team as to the best location, however, the location selected should be within walking distance of the low-income neighborhood.

**STATEWIDE CORRIDOR PLANNING SERVICES  
US 62  
LOCAL OFFICIALS MEETING**

TO: Annette Coffey, P.E.  
Director  
KYTC Division of Planning

FROM: Larry D. Chaney, P.E.  
Director of Transportation  
HNTB-Louisville

DATE: November 24, 2001

SUBJECT: Statewide Corridor Planning  
Muhlenberg County  
US 62 from KY 189 to KY 181  
Item No. 2-138.00

A Local Officials Meeting on the US 62 Intermediate Planning Study was held on Wednesday, November 7, 2001, at the Muhlenberg County Career Advancement Center. The attendees had gathered to discuss this project, as well as the KY 181 Scoping Study (see separate minutes). Those in attendance were:

Daniel Bowles	Muhlenberg County Fiscal Court
Phil O'Neal	Muhlenberg County Fiscal Court
Rodney Kirtley	Muhlenberg County Judge Executive
Harold Sumner	Greenville City Administration
Brent Yonts	State Representative
Barbara Williams	Muhlenberg Economic Enterprises
Nick Hall	District 2 Planning
Everett Green	District 2 Design
Doug Taylor	District 2 Environmental
Bruce Siria	Division of Planning
David Martin	Division of Planning
Jim Simpson	Division of Planning
Craig Morris	Pennyrile ADD
Karen Mohammadi	HNTB Corporation
Susan Rich	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by explaining that even though the KY 181 and US 62 projects were separate projects, the local officials were being given the opportunity to discuss both at this meeting. Mr. Siria then turned the meeting over to HNTB to explain the handouts.

Karen Mohammadi explained the project termini (KY 189 to KY 181), the Highway Information System Data, traffic volumes and accident history. The existing Levels of Service (LOS) on US 62 are at a LOS of E, and expected to worsen to a LOS of F by 2025. The accident critical rate factors (CRF) on the road were all less than 1.0, indicating that the number of accidents are less than or similar to what would be expected on any road of this type in Kentucky.

The last item on the agenda was discussion of the Study Purpose, Corridor Issues and Project Goals. Some additional issues raised were congestion problems at the intersection of US 62 and KY 181, and the use of Crittenden Drive (a residential street) by motorists to bypass the intersection of US 62 and KY 189. It was also suggested that, due to the number of properties located close to the road and the desire to minimize right of way impacts, that the goal to provide capacity be altered to state "Provide improved capacity where practical along the route." An additional goal to examine alternatives other than US 62 that might address future traffic was also suggested.

Judge Executive Kirtley suggested that most of the traffic on US 62 is through traffic, and asked the team to consider a bypass to US 62. Representative Yonts stated that a considerable amount of the US 62 traffic is coal trucks and rock quarry trucks that might use a bypass. Larry Chaney noted that the team has looked at this issue, and feels that a bypass to the north would not be feasible due to existing residential development. A southern bypass route would encounter potentially difficult terrain. Craig Morris added that the design of a bypass would require funds not yet identified in either the ADD or the KYTC transportation plans. The officials indicated where they felt a bypass would be beneficial, and stated that it should connect beyond KY 181 over to KY 176.

It was noted that traffic congestion at the intersection of US 62 and KY 189 was also a problem, but only during peak PM hours. Doug Taylor asked if there was a need to study the upgrade of Crittenden Drive as an alternate route. The officials agreed that this type of improvement would be beneficial, and added that the upgrading of Russell Street would also help.

Harold Sumner suggested that one of the most pressing needs on US 62 is at the US 62/KY 181 intersection. According to Mr. Sumner, it needs to be widened to accommodate three lanes and to allow for wider turns. Trucks and buses have a difficult time making the turns. Rep. Yonts added that the tanks at the gas station on the northwest corner have been removed, and that the Cabinet should purchase the entire lot since its commercial viability would be gone if even minimal right of way were purchased.

Judge Kirtley added that the curve at Philly's Restaurant is another critical point to address. It is a blind intersection in need of spot improvements. Mr. Sumner added that a bus stop is located there, and there is a condemned property on one side of the intersection and an adjacent property that will likely be condemned. The Judge continued by saying the bank west of the hospital also causes sight distance problems on US 62.

The meeting ended with Mr. Siria informing the attendees that the next step would be to plan a public meeting on the project. The Judge suggested that the meeting be held concurrently with the KY 181 meeting. He was informed that this would be considered. The officials also suggested that the hospital newsletter, cable television, schools and newspapers be used to spread notice of the meetings. They did not feel that the radio stations would be effective. The South Middle School was named as a potential site for the meetings.

**STATEWIDE CORRIDOR PLANNING SERVICES  
US 62  
STAKEHOLDERS AND MEDIA MEETING**

**TO:** Annette Coffey, P.E.  
Director  
KYTC Division of Planning

**FROM:** Larry D. Chaney, P.E.  
Director of Transportation  
HNTB-Louisville

**DATE:** November 24, 2001

**SUBJECT:** Statewide Corridor Planning  
Muhlenberg County  
US 62 from KY 189 to KY 181  
Item No. 2-138.00

A joint meeting for the Stakeholders and Media representatives for the US 62 Intermediate Planning Study was held on Wednesday, November 7, 2001, at the Muhlenberg County Career Advancement Center. The attendees had gathered to discuss this project as well as the KY 181 Scoping Study (see separate minutes). Those in attendance were:

Jody Hawkins	Muhlenberg County Government
Deanna Nolfinger	Muhlenberg County Board of Education
Barbara Williams	Muhlenberg County Enterprises
John Stovall	Road Builders, Inc.
Jerry Southard	Road Builders, Inc.
Tom Hensen	Leader-News
David Blackburn	Owensboro Messenger-Inquirer
Mark Stone	Times-Argus
Nick Hall	District 2 Planning
Everett Green	District 2 Design
Doug Taylor	District 2 Environmental
Bruce Siria	Division of Planning
David Martin	Division of Planning
Jim Simpson	Division of Planning
Craig Morris	Pennyrile ADD
Karen Mohammadi	HNTB Corporation
Susan Rich	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by explaining that even though the KY 181 and US 62 projects were separate projects, the local officials were being given the opportunity to discuss both at this meeting. Mr. Siria then turned the meeting over to HNTB to explain the handouts.

Karen Mohammadi explained the project termini (KY 189 to KY 181), the Highway Information System Data, traffic volumes and accident history. The existing Levels of Service (LOS) on US

62 are at a LOS of E, and expected to worsen to a LOS of F by 2025. The accident critical rate factors (CRF) on the road were all less than 1.0, indicating that the number of accidents is less than or similar to what would be expected on any road of this type in Kentucky.

The last item on the agenda was discussion of the Study Purpose, Corridor Issues and Project Goals. Ms. Mohammadi explained that some additional issues raised during the Local Officials meeting were congestion at the intersection of US 62 and KY 181, traffic using Crittenden Drive to bypass the KY 189/US 62 intersection, and the need for a bypass to take traffic off of US 62 through Greenville. Ms. Mohammadi also noted that the goal to provide capacity was altered at the Local Officials Meeting to "Provide improved capacity where practical along the route." An additional goal to examine alternative routes other than US 62 that might accommodate future traffic was also suggested.

The attendees asked if a bypass was an option. Bruce Siria indicated that it was an option, but that short-term improvements on US 62 should also be considered. Some of the other comments received were that the shortcut through Crittenden Drive was dangerous, and that a three-lane section on US 62 would eliminate many of the existing problems. Some concern was expressed over the safety of a continuous left-turn lane. It was suggested that the study look at incorporating traditional turning lanes as well as the continuous left-turn lanes.

The meeting ended with Mr. Siria informing the attendees that the next step would be a public meeting on the project. It was suggested that the meeting could take place on November 29, 2001 at the South Middle School, if available. Craig Morris asked the members of the media if they would be willing to print a copy of a survey form in the newspaper to increase public input on the project. All reporters indicated that this would be possible.

**STATEWIDE CORRIDOR PLANNING SERVICES  
US 62  
TEAM MEETING #2**

**TO:** Annette Coffey, P.E.  
Director  
KYTC Division of Planning

**FROM:** Larry D. Chaney, P.E.  
Director of Transportation  
HNTB-Louisville

**DATE:** November 30, 2001

**SUBJECT:** Statewide Corridor Planning  
Muhlenberg County  
US 62 from KY 189 to KY 181  
Item No. 2-0138.00

Team Meeting #2 on the US 62 Intermediate Planning Study was held on Wednesday, December 19, 2001, at the new Muhlenberg County Career Advancement Center. The attendees gathered to discuss this project as well as the KY 181 Scoping Study (see separate minutes). Those in attendance were:

David Martin	Division of Planning
Jim Simpson	Division of Planning
Carl Dixon	Division of Planning
Stephen Hoefler	Division of Highway Design
Kevin McClearn	District 2 Planning
Nick Hall	District 2 Planning
Everett Green	District 2 Pre-Construction
Doug Taylor	District 2 Environmental
Craig Morris	Pennyrile ADD
Doug Smith	HC Nutting Company
Susan Rich	HNTB Corporation
Larry Chaney	HNTB Corporation

The meeting began with distribution of handouts containing the study purpose, corridor issues, a draft statement of project goals, and miscellaneous project exhibits. A brief environmental overview and review of existing conditions along the route followed. It was pointed out that there are traffic problems at the intersections with KY 181, KY 171, and KY 189, especially during peak hours.

Alternatives considered for the US 62 Intermediate Planning Study were then presented by HNTB, with an indication that both safety and capacity issues were addressed. The alternates include 3-, 4-, and 5-lane sections (with curb and gutter through the urbanized section of roadway). Based on the traffic forecasts alone, a 4-lane section would be required.



Cost estimates were distributed for the alternates, and were reviewed by the Team. The cost estimates included the reconstruction of US 62 at KY 181. The impacts from widening the route would be potentially devastating to the community. Everett Green stated that the right of way and utility costs will be significantly greater than what is shown on the estimates. District 2 personnel will review the right of way and utility costs.

Public comments were reviewed, and it was noted that three surveys have been received. Areas of public concern include the lack of sidewalks along the route and the desire for a new bypass. Craig Morris stated that public comment generally indicates that major widening would be not be the preferred solution by the community.

The attendees then discussed the concept of a new bypass route. Both Jim Simpson and Doug Taylor stated that we need justification to pursue the bypass or any other alternate route. Kevin McClearn stated that a bypass is a completely different study. It was noted that a bypass probably would not deter local traffic from using the existing route, but would help alleviate truck traffic from the US 62 route. Mr. Green stated that historic properties will dictate whether or not the project can be built.

An historical overview and property research will be conducted before this project is finalized. No decision on preferred alternates will be made until after the historical research is complete. Carl Dixon asked HNTB to submit a fee proposal to the Cabinet for a complete historic overview and property research. An additional team meeting will be held after the historical research is complete.

Depending on the results of the historic property research, spot improvements and a new bypass could be possible recommendations. Three locations for spot improvements were noted during the meeting:

- KY 181 Intersection
- KY 171 Intersection
- Rural section near the west end of the project (horizontal curvature corrections)

David Martin mentioned drainage issues within the project area, noting that the draft statement of project goals includes improved drainage along the route. It was agreed that even addressing some of the maintenance-type issues along the road could potentially have impacts on historic properties.

**STATEWIDE CORRIDOR PLANNING SERVICES**  
**TEAM MEETING #3**

TO: Annette Coffey, P.E.  
Director  
KYTC Division of Planning

FROM: Larry D. Chaney, P.E.  
Director of Transportation  
HNTB-Louisville

DATE: June 17, 2002

SUBJECT: Statewide Corridor Planning  
Item No. 2-138.00  
US 62 Intermediate Planning Study

The third team meeting was held Thursday, June 6, 2002, at the Muhlenberg County Career Advancement Center. A list of those in attendance is attached.

The purposes of the meeting was:

- To provide a project overview including a review of project goals and objectives, accident locations, traffic volumes and levels of service
- To discuss the alternatives
- To provide an environmental overview including results of the cultural historic reconnaissance survey and associated impacts to the alternatives

The meeting began at 10:00 AM CST with Karen Mohammadi reviewing the project goals and objectives, accident locations, traffic volumes and levels of service. Ms. Mohammadi stated that the latest version of the Highway Capacity Manual, version HCS-4 2000, was released this spring and has been used to update the traffic analysis on this project. Upon using the current version, it has been determined that the roadway does not need added capacity to accommodate Design Year 2025 traffic. However, this does not mean that no improvements are needed. The Do Nothing/No-Build alternate does not address the project goals outlined for the project which include reducing the number of accidents, improving drainage and improving pedestrian facilities.

Ms. Mohammadi introduced Jane Fiegel of Palmer Engineering who discussed the cultural historic reconnaissance survey and its impacts to the alternatives. Ms. Fiegel stated that widening the road depends on the amount of impact to historical properties. The only way to determine these impacts is by walking the corridor. Historic concern is not necessarily a "fatal flaw" to this project.

Ms. Fiegel discussed possible mitigation in the historically sensitive area. This included traffic calming methods to make the corridor more user friendly, added signage, and possible brick sidewalks and/or pedestrian crossings. Also, if tree removal is necessary in the project area, trees of similar species should be considered for replacement.

Currently, this project is funded in the KYTC's Recommended Six-Year Plan for design (2003), right of way (2005) and utilities (2005) with no money designated for construction. Since state money is allocated for use on this project with no anticipated federal funding, a Section 4(f) evaluation and Section 106 with public involvement are not required. Ms. Fiegel stated that a 4(f) statement could add 2-4 years to the life of a project.

In light of the historical renaissance survey and traffic analysis, it was determined that spot improvements instead of corridor widening will be the suggested action for the US 62 intermediate planning study. The three locations to be investigated for spot improvement are the US 62/KY 181 intersection, the US 62/KY 171 intersection and the deficient horizontal curve west of the West End Cemetery.

Some concern was expressed regarding the changed scope of the project. As a result, HNTB will prepare the draft report (documenting the changed scope and spot improvements) for submittal to the KYTC by the end of June 2002. Concurrently, Ms. Fiegel will meet with Kentucky Historical Council representatives to solicit input regarding historically eligible properties.

Upon KYTC approval of the draft report, a second public meeting will be held. District 2 will prepare a story for release in the local newspaper containing project details and map(s) prior to the public meeting.