

**APPENDIX E**  
**MEETING MINUTES / PUBLIC MEETING SUMMARY**

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Architecture

Engineering

Construction

## MEETING MINUTES

**Project:** KY 1006, 5<sup>th</sup> Street, London, Alternatives Study  
**Item Number** 11-8304.00  
**Purpose:** Project Team Meeting #1, Kick-off Meeting  
**Place:** Manchester, Kentucky; District 11 Conference Room  
**Meeting Date:** June 11, 2007 10:00 am EST  
**Prepared By:** William Crawford  
**In Attendance:** Jim Wilson KYTC, CO, Planning  
Greene Keith KYTC, D11, Branch Manager, Planning  
Christopher Harris KYTC, D11, Maintenance  
Dean Croft KYTC, D11, Environmental  
Quentin Smith KYTC, D11, Design  
Kevin Whallen CVADD, Transportation Planner  
Tom Springer Qk4, Transportation Planner  
William Crawford Qk4, Transportation Planner

Mr. Wilson welcomed everyone to the meeting and explained the purpose of the proposed project. All attendees introduce themselves. He then turned the meeting over to Mr. Springer, who facilitated the project team meeting.

The proposed project is an alternatives study investigating the feasibility of improving KY 1006 (5<sup>th</sup> Street) in the city of London between KY 192 and US 25 (Main Street). The proposed project is about 1.5 miles long, is transitioning from residential to commercial use, and is experiencing increasing traffic volumes and congestion. KY 1006 has narrow lanes, horizontal and vertical alignment issues, limited sight distances, skewed intersections, developed property abutting the roadway, and historic and potential historic properties on both sides of the roadway. The study will examine improvement strategies and evaluate alternatives to address both current and future transportation needs.

Project Status and Area. Mr. Springer briefly reviewed the meeting agenda and items in the handout folder, and used a power point presentation to conduct the meeting. Mr. Springer identified the main purpose for today's meeting, which was to discuss the project issues and goals. The project study area and scope of work was reviewed. The scope of work includes assessing existing conditions, several public involvement events, an alternatives analysis, and documentation of the study. Preliminary studies for historic and archaeological cultural resources, and terrestrial and aquatic ecological resources are in progress, with initial reports submitted. He reviewed a timeline schedule of events, and pending events with tentative dates.

Other Projects. Mr. Springer reviewed other KYTC roadway improvement projects near the KY 1006 corridor, either scheduled or under study. One of these projects (11-139.01) includes improving KY 1006 north from KY 192 to about the first curve, resulting in an improvement area overlap. After some discussion, KYTC made the decision to continue this study (11-8304.00) as described without changing study area termini. However, in order to keep conclusions and recommendations consistent, study 11-8304.00 would include relevant data, cost estimates, and recommended improvements from 11-139.01.

Existing travel patterns and traffic flows on study area roadways were discussed. Implementation and completion of other KYTC roadway projects could affect future traffic flow patterns in the region, including KY 1006. It was mentioned that London is considering converting Main Street and Broad Street to one-way couplets to improve traffic flow in the downtown area, and encourage economic development and retail activity.

Public Involvement. A discussion concerning public involvement and invitations to local officials and stakeholders resulted in the following preliminary list of people to invite:

Judge Executive, Laurel County	London police
Mayor, City of London	KY state police
Sherrri Mosley, London Downtown	Chamber of Commerce
David Grigsby, local bicycle enthusiast	County historian
Sue Bennett College Center	RTEC
London Utility Commission (Randy Bigham)	State Senator
Churches located along KY 1006	State Representative
Planning and Zoning	Councilmen/Magistrates (names to be determined)
Ambulance Inc of Laurel County	Laurel County School District (bus transportation)

Existing Roadway Conditions. KY 1006 has several curves, hills, and intersections with restricted visibility. Left-turn center lanes occur at some intersections, and congestion is common. Mr. Springer presented the team members with a photo tour of KY 1006, beginning from near the southern terminus and continuing into London to the US 25 intersection. Example photos included typical KY 1006 sections of sharp curves, steep inclines, restricted visibilities, left-turn center lane locations, poor intersection geometrics, drainage concerns, on-street parking, intersection congestion, and narrow and obstructed pedestrian areas (*e.g.*, sidewalks and footbridges). Existing roadway conditions were reviewed using two tables listing relevant HIS data (*i.e.*, roadway classifications, weight class, number of lanes, lane and shoulder type and widths, speed limits, and existing traffic volumes).

Environmental Overview. Mr. Springer reviewed the preliminary results from the environmental overviews, including: historic properties, archaeological resources, terrestrial and aquatic concerns, and threatened and endangered species. There appears to be no avoidance option for historic properties, therefore the focus will be on minimizing impacts. The environmental justice report will be prepared later in the study, however no issues are anticipated.

Project Issues and Goals. A general discussion of study area issues, concerns, and project goals was conducted, with the following comments noted.

London Downtown, Inc. wants to develop Main St (US 25) into a retail economic center (some streetscape improvements are already implemented), and, correspondingly, transform Broad St into an improved transportation corridor. Downtown London, Inc. is considering changing traffic flow/circulation in the downtown area with one-way streets (*i.e.*, Main Street and Broad Street), and they want to make the streets more customer friendly.

On-street parking in the vicinity of 5<sup>th</sup> Street and Main Street limits traffic flow and speed.

5<sup>th</sup> Street is transitioning from a predominantly residential corridor, to a commercial corridor (*e.g.*, law offices, medical centers, and other commercial development). Vacant lots are beginning to fill-in with commercial development. Buildings, parking lots, and sidewalks frequently abut the northern section of the 5<sup>th</sup> Street roadway.

The Bennett Center/Union College experiences most of its commuter activity in the evening, while the neighboring YMCA center is mostly active in the day/business hours.

Sidewalks south of “Bennett Hill” are narrow, overgrown with vegetation, and have poor visibility.

A notable decrease in traffic volume occurs on 5<sup>th</sup> Street north of the Mill Street intersection, indicating drivers are diverting onto Mill Street, or off of Mill Street onto southbound 5<sup>th</sup> Street. It is possible drivers are taking this action to avoid the traffic congestion associated with 5<sup>th</sup> Street and Main Street. Engineers may want to consider a different 5<sup>th</sup> Street typical section north of Mill Street.

The typical section and/or improvements recommended should be aesthetically pleasing and appropriate to the surrounding area.

5<sup>th</sup> Street is becoming increasingly popular with joggers and bicyclists, therefore the project team may want to consider provisions for those users in the typical section.

No residential relocation issues or housing of last resort issues are anticipated.

The existing hospital is “relocating” to new facilities currently under design in the vicinity of I-75, which may alter existing traffic flow patterns.

Safety is a serious issue, especially in the vicinity of the “Sue Bennett Hill” and Falls Street intersection with its poor visibility, signage, and drainage (icing conditions in cold weather) problems. An improvement/redesign of the warning signs to reflect the actual road layout may be beneficial.

Consider the addition of turning lanes as a spot improvement.

Section 6(f) and 4(f) issues are likely if federal funding is involved in the improvements. For the purposes of this study, assume federal funds will be used.

If the proposed typical section consists of a 3-lane roadway, then it will probably encourage new commercial development along the 5<sup>th</sup> Street corridor.

After considering the issues, the project team decided the following considerations should be included in the study goals.

The number one goal of the study is improve safety on KY 1006 (5<sup>th</sup> Street).

Closely related to safety is improving the traffic flow.

Historic preservation.

Context sensitive design solutions should be considered.

ADA design accommodations.

Economic development.

Review Alternative Concepts. Mr. Springer briefly reviewed the range of alternative and improvement options to be considered. The long-term alternative would involve ultimate reconstruction of the roadway. Short-term improvements include intersection reconstructions, shoulder improvements, improved signage and visibility. Project phasing and prioritization would follow any improvement recommendations.

Public Involvement. Mr. Springer reviewed the public involvement process, which begins with a local officials/stakeholders meeting to inform them of the study and identify their issues and concerns. The presentation would be similar to the power point presentation used for today’s project team meeting, and include a large scale map for people to write on. Scheduling and requirements for the first local

## Meeting Minutes

June 11, 2007

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officials/stakeholders meeting was discussed. The target date for the meeting is the week of July 9, 2007, beginning at 10:00 a.m. or later, depending upon the availability of a meeting site and the Mayor's schedule.

Follow-up and Next Steps. The meeting concluded by discussing the next sequence of events in the study.

CVADD will investigate location options for holding the first local officials/stakeholders meeting, tentatively scheduled for the week of July 9, and inform the project team.

Qk4 will draft an invitation letter for the local officials/stakeholders meeting, develop the mailing list, and provide them to KYTC.

Qk4 will prepare the exhibits and handouts for the first local officials/stakeholders meeting.

Qk4 requested KYTC assistance in obtaining the design files for item no. 11-139.01.

Information about the alternatives study will be posted to the KYTC website after the first local officials/stakeholders meeting.

The first resource agency coordination mailing will occur after the first local officials/stakeholders meeting.

Qk4 will develop improvement options and present them to the project team prior to the second local officials/stakeholders meeting.

The meeting adjourned at approximately 12:00 p.m.

**END OF MINUTES**

attachment: agenda

# Agenda

## KY-1006- Fifth Street London, KY Item No.: 11-8304.00 Alternatives Study Project Team Meeting No. 1

**Date: June 11, 2007**

**Time: 10:00 A.M.**

**Location: KYTC District 11, Manchester, KY**

1. Introductions
2. Status of Study
  - a. Study Area
  - b. Scope of Work
  - c. Schedule
3. Other Projects in the Area
  - a. 11-139.01: I-75 Corridor Border between Exits 38 and 41,
  - b. 11-147.00: US 25 Congestion Relief, widen US 25 from KY 1006 to KY 2069, construct connector from US 25 to KY 229, improve KY 229 up to KY 192, and construct back entrance to school from KY 192
  - c. 11-904.01: Construct roundabout on KY 363 at KY 1006
4. Existing Conditions
  - a. Photo Tour of Corridor
  - b. Review Traffic, Crash, and HIS Information
  - c. Review Environmental Overview
5. Discuss Project Goals and Issues
6. Discuss Alternative Concepts
  - a. Near-Term and Long-Term
7. Next Steps
  - a. Elected Official / Stakeholders Mtg.- kick off meeting
  - b. Agency Coordination





Architecture

Engineering

Construction

# MEETING MINUTES

**Project:** KY 1006 / 5<sup>th</sup> Street, London, Alternatives Study  
**Item Number** 11-8304.00  
**Purpose:** Stakeholders Meeting #1  
**Place:** London Community Center, London, Kentucky  
**Meeting Date:** July 10, 2007 10:00 a.m. EST  
**Prepared By:** Tom Springer  
**In Attendance:** Lawrence Kuhl Judge Executive, Laurel County  
Troy Rudder Mayor, London  
Bill Dezarn London City Council  
Judd Weaver London City Council  
Anglee Smith Laurel County Historical Society  
Anna Davenport St. William Church  
David Sowder RTEC  
Shirley Lewis CVADD  
Kevin Whallen CVADD  
Jim Wilson KYTC, CO, Planning  
Christopher Harris KYTC, D11  
Patrick Roberts KYTC, D11  
Dean Croft KYTC, D11  
Albert Zimmerman Qk4, Engineer  
William Crawford Qk4, Transportation Planner  
Thomas Springer Qk4, Transportation Planner

Mr. Wilson began the session by welcoming everyone and thanking them for their attendance. Everyone was asked to introduce themselves. He briefly explained the study and noted that only this study was funded in the Six Year Highway Plan; however,, the results of the study could be used in requesting additional funding. The proposed project is an alternatives study examining feasible improvement opportunities to upgrade KY 1006 in the City of London, beginning near KY 192, and extending north to US 25 (Main Street).

The meeting was turned over to Mr. Springer who facilitated the meeting by first reviewing the agenda, the handouts and then giving a PowerPoint presentation addressing the following:

Project Overview. The purpose of the meeting was to familiarize and inform local officials and stakeholders of the study, and to identify their issues, concerns and goals for 5<sup>th</sup> Street. No solutions have yet been identified. The scope of work for the planning study includes assessing existing conditions, preparing an environmental overview, holding several public involvement opportunities, conducting an alternatives analysis, and documenting the study process and recommendations.

Other Projects. Mr. Springer reviewed the other KYTC projects in London, including the I-75 Corridor Border (Item 11-139.01), the KY 1006/KY 362 intersection to the south (11-904.01), and the US 25 Congestion Study (11-147.00).

Existing Conditions. Mr. Springer reviewed the existing highway conditions using tables and a photo tour of the corridor. The tables listed relevant highway information data (*i.e.*, roadway classifications, weight class, number of lanes, lane and shoulder widths, speed limits, passing sight distance, right of way widths, and existing traffic volumes). The photos included typical KY 1006 sections of curves, steep inclines, restricted visibility, improved turning lane sections, poor intersection geometrics, and pedestrian facilities.

KY 1006 has relatively narrow lanes and several horizontal and vertical locations resulting in restricted visibility, poor intersection geometrics, and reduced travel speeds. There are few access restrictions, resulting in numerous direct access driveways and some businesses have simply paved to the right-of-way between the road and the buildings. Utility poles are sometimes at the roadway edge, with several manholes encroaching into the roadway. Steps and sidewalks are frequently adjacent to the roadway, and are generally not pedestrian friendly. Sidewalks are not ADA compliant, sometimes very narrow and/or obstructed, and in some places several feet above the road. Traffic on 5<sup>th</sup> Street is very heavy for two main reasons: the numerous destinations along the corridor (including churches, subdivisions, businesses, Union College, the Bennett Center, the YMCA, and others) and it is the major connection from the southern I-75 interchange to downtown.

Environmental Overview. The primary environmental issue is cultural historic sites. The historic report indicates numerous historic properties along the corridor. Several sites are already listed on the National Register, and the historic consultant identified a possible historic district that would straddle 5<sup>th</sup> Street beginning at and including the Sue Bennett Center and continuing north to Long Street.

Possible Reconstruction or Improvement Concepts. Following the formal presentation, the group participated in an open discussion of the project corridor and the traffic issues associated with it from south to north.

- In the south, it was noted that commercial developments occupy the majority of the land adjacent to the road, and that the few isolated residential units would most likely be converted to commercial at some point. It was noted that the entire corridor of 5<sup>th</sup> Street, from Main Street to KY 192, was rezoned to commercial several years ago. The Super Wal-Mart located off of Meyers-Baker Road has generated traffic on 5<sup>th</sup> Street. The hospital is planned to be relocated to KY 192 west of I-75, which could also be expected to attract more traffic through this area of 5<sup>th</sup> Street. The recently constructed center-turn lanes at Meyers-Baker Road have improved the safety and traffic flow in the area.

Those in attendance generally agreed that a three-lane section through the southern part of the study area would significantly benefit the area. Further, a three-lane section could probably be built within the existing right-of-way, or with little disturbances to the adjacent landowners. Utility impacts (water, sewer, electrical, etc.) will be a major concern with this option (as well as the entire corridor). This section of 5<sup>th</sup> Street is included in the I-75 Corridor Border (Item 11-139.01 project, but will also be included in this planning study in case Item 11-139 is not realized or advanced for other reasons.

- At the first curve, heading north along 5<sup>th</sup> Street, a multi-family development is proposed along the west side of the road. This development would also generate a lot of traffic at an area that experiences a lot of crashes and congestion. This curve is proposed to be reconstructed as part of Item 11-139.01) by cutting back the hill along the west side of the road.
- Further north/east, at the First Baptist Church, a traffic safety problem was noted. The entrances to the church are located at the ends of a curve, which have resulted in poor sight distance for traffic exiting the church. Improving the sight distances would improve the safety of this area and is something that should be considered for this planning study.
- The Sue Bennett Hill area is the highest crash area and top concern of those in attendance. The problem is the intersection of Falls Drive, which is just past the top of the north side of the hill and at a skew. The sight distance from Falls Drive is very poor and this results in numerous vehicles pulling out in front of northbound traffic unaware of oncoming traffic. The sidewalks along the hill are very narrow and have a 2 to 3 foot drop off onto the road. Additionally, during wet conditions water runs off Falls Drive onto 5<sup>th</sup> Street and creates poor stopping conditions, which is especially hazardous in snow and ice. Properties on both sides of 5<sup>th</sup> Street at this problem area are historic, the right-of-way is narrow, and the utilities are adjacent to and within the roadbed. Options for this area will be explored. One short term recommendation is to provide better signing to northbound traffic to alert them of the Falls Drive hidden entrance. Qk4 will provide KYTC District-11 with proposed signage.
- The intersection of 5<sup>th</sup> Street and Mill Drive is troublesome for several reasons: 1) it is offset, 2) Mills Drive to the south is below, in elevation, 5<sup>th</sup> Street and the approach is very steep, and 3) there is a spring adjacent to the north side of Mill Street that runs under 5<sup>th</sup> Street. The conditions result in very poor sight distance from westbound Mill Street. The curbs are within the standard turning radii, resulting in traffic mounting the sidewalk as it turns right from northbound 5<sup>th</sup> Street. The guardrail along Mill Drive has been damaged and is substandard. Options at this intersection will need to be explored.
- Within downtown, the corridor options are limited because of the proximity of the buildings and utilities. Some options should include improvements to the streetscape, utilities, and sight distances from intersecting roads, but widening 5<sup>th</sup> Street does not seem feasible. The existing on-street parking on 4<sup>th</sup> Street (which is very narrow) will be removed within the near future and this is expected to add capacity to that road, and thereby reduce the demand on 5<sup>th</sup> Street. The angled parking at the Courthouse on 5<sup>th</sup> Street was considered important to meet the parking needs of the courthouse and downtown. An option to turn the parking area into a right-turn lane onto Main Street (US 25) was not felt to be beneficial. It was also noted that the traffic light signal timing should be revisited by the Cabinet for Main Street at 5<sup>th</sup> Street and other intersections along US 25. Traffic System Management (TSM) options within the northern section of the corridor would be explored.

Next Steps. Mr. Springer reviewed the next steps in the study process, stating that after further work was conducted, a second meeting with the Stakeholder would be held around October 2007. Following that a public meeting would be held to present options to the public.

The meeting adjourned at approximately 12:00 a.m. Mr. Wilson thanked everyone for their participation and comments.

**Meeting Minutes**

July 10, 2007

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**END OF MINUTES**

attachment: agenda

# Agenda

**KY-1006 / Fifth Street  
London, KY  
Item No.: 11-8304.00  
Alternatives Study  
Stakeholder Meeting No. 1**

**Date: July 10, 2007**

**Time: 10:00 A.M.**

**Location: London Community Center, London, KY**

1. Introductions
2. Status of Study
  - a. Study Area
  - b. Scope of Work
  - c. Schedule
3. Other Projects in the Area
  - a. 11-139.01: I-75 Corridor Border between Exits 38 and 41,
  - b. 11-147.00: US 25 Congestion Relief, widen US 25 from KY 1006 to KY 2069, construct connector from US 25 to KY 229, improve KY 229 up to KY 192, and construct back entrance to school from KY 192
  - c. 11-904.01: Construct roundabout on KY 363 at KY 1006
4. Existing Conditions
  - a. Photo Tour of Corridor
  - b. Review Traffic, Crash, and HIS Information
  - c. Review Environmental Overview
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  - a. Near-Term and Long-Term
7. Next Steps
  - a. Elected Official / Stakeholders Mtg.- kick off meeting
  - b. Agency Coordination





Architecture

Engineering

Construction

## MEETING MINUTES

**Project:** KY 1006, 5<sup>th</sup> Street, London, Laurel County  
Item No: 11-8304.00

**Purpose:** Local Officials Meeting #2

**Place:** CVADD, London, Kentucky

**Meeting Date:** October 10, 2007, 1:30 PM

**Prepared By:** Tom H. Springer

**In Attendance:**

Bill DeZarn	London City Council
Steve A. Edge	City of London Public Works Director
Bruce Yandell	Planning & Zoning; 1 <sup>st</sup> Baptist Church
Lawrence Kuhl	Laurel County Judge/Executive
Sherri Mosley	London Downtown
Jim Wilson	KYTC, Division of Planning
Joel Holcomb	KYTC, District 11, Planning
Quentin Smith	KYTC, District 11, Design
Dean Croft	KYTC, District 11, Environmental Coordinator
Jason Hawkins	CVADD
Albert Zimmerman	Qk4
Bruce Siria	Qk4
Tom Springer	Qk4

Following introductions, Mr. Siria facilitated the meeting through a PowerPoint presentation that included the following key points: Project Area, Traffic Data, Project Schedule, Project Issues, Resource Agency Coordination, and Project Goals.

Mr. Zimmerman facilitated the remainder of the PowerPoint presentation and discussion on the various improvement options considered for the corridor. For the alternatives analysis purposes, the corridor was divided into seven sections, the concepts and discussions on the sections were as follows:

Section 1: from KY 192 to Meyers-Baker Road. A 5-lane section and a 3-lane section were both considered for this portion of 5<sup>th</sup> Street. The 5-lane section would require at least nine relocations along the north side of the road. The 3-lane section would require fewer. However, the three lane section would only provide an LOS of D even assuming a modest level of normal traffic growth. Because of the planned “corridor border” project (KYTC Item 11-139.00) and the planned development/growth in this section of the corridor, the Project Team supported a 5-lane section in the morning meeting. Both options will be presented to the public. The local officials concurred with this approach.

Section 2: from Meyers-Baker Road north to Bennett Hill. A 3-lane section was proposed for this portion of the corridor. The Project Team requested that a 5-lane section also be considered as another option between Meyers-Baker and the YMCA entrance. The local officials concurred. Both options will be presented to the public.

Section 3: Spot Improvement In Front of First Baptist Church. A 3-lane section at this location would provide a center turn lane for the Baptist Church and Houser Lane and correct a horizontal and vertical deficiency that results in poor sight distance from the church entrances and Houser Lane. This spot improvement would be consistent with the overall reconstruction of this portion of the corridor, as part of Section 2.

Section 4: Bennett Hill. Three options were proposed to the Project Team at the morning meeting for this spot: realigning Falls Drive to the south side of the hill, a signal at Falls Drive with the northbound stop bar the top of the hill, and lowering the vertical curve of the hill.

- The proposed relocated Falls Drive would terminate on 5<sup>th</sup> Street across from the YMCA entrance and on the south side of the Community Christian Church. This option would also include building a cul-de-sac to terminate the current Falls Drive just before 5<sup>th</sup> Street. This option was supported by the Project Team, and the local officials concurred, but it was noted by the Project Team that it could require the implementation of the proposed Spot Improvement in front of First Baptist Church (Section 3). The relocation of Falls Drive would require some residential relocations and possibly a stream impact.
- The signal option was not supported by the Project Team, and it was decided to not present it at the public meeting. The local officials concurred.
- Lowering the elevation of 5<sup>th</sup> Street to improve the vertical curve was supported by the Project Team, and the local officials concurred, but it was noted by the Project Team that it could be costly and require the reconstruction or relocation of the Falls Drive intersection. The initial analysis by Qk4 included lowering the hill 4 to 5 feet to meet a 35-MPH design speed, but the Project Team proposed that if this option is advanced to final design consideration be given to lowering the hill more.

Section 5: North Side of Bennett Hill (near College Street) to Mill Street. A 3-lane option was proposed for this portion of the corridor. No comments were made about this option. This option will be presented to the public.

Section 6: Mill Street Intersection. Various options to reconstruct this intersection were discussed. There are various constraints, including the residential building in the southeast quadrant, which is adjacent to the sidewalk and built over a steam that goes under 5<sup>th</sup> Street, the stream itself, an office building in the southwest

quadrant, USTs in the northwest quadrant of Mill Street and 5<sup>th</sup> Street (i.e., the same quadrant as St. William Catholic Church), and the skewed alignment of Mill Street. Reconstruction could include realignment of Mill Street to remove the current skews and turn lanes. Options to improve this intersection were supported by the Project Team. The local officials concurred.

Section 7: Mill Street to Main Street. Three options were considered in this section: one-way couplets using 4<sup>th</sup> Street and 5<sup>th</sup> Street, one-way couplets using 7<sup>th</sup> Street and 5<sup>th</sup> Street, and streetscaping along 5<sup>th</sup> Street. Reconstruction or widening of 5<sup>th</sup> Street in this area was not considered feasible because of the historic resources and close proximity of the existing buildings. The one-way couples were not support by the Project Team, and it was decided not to present them as options at the public meeting. The local officials concurred. The streetscaping was supported as a way to improve safety and visibility from the intersecting streets and driveways along 5<sup>th</sup> Street in this section.

#### Next Steps

- It was decided to tentatively schedule the public information meeting for November 13, 2007 from 4:00 to 7:00 pm with a brief presentation at 5:30 pm. An alternate possible date November 15 was also discussed. (The November 13 date has subsequently been confirmed. The public information meeting will be held at the London Community Center.)
- Resource Agency coordination will be conducted after the alternative concepts are prepared.

**End of Minutes**

cc: attendants





Architecture

Engineering

Construction

## MEETING MINUTES

**Project:** KY 1006, 5<sup>th</sup> Street, London, Laurel County  
Item No: 11-8304.00

**Purpose:** Project Team Meeting #2

**Place:** CVADD, London, Kentucky

**Meeting Date:** October 10, 2007 10:00 a.m.

**Prepared By:** Tom H. Springer

**In Attendance:**

Jim Wilson	KYTC, Division of Planning
Phillip Howard	KYTC, District 11, Construction
Joel Holcomb	KYTC, District 11, Planning
Quentin Smith	KYTC, District 11, Design
Dean Croft	KYTC, District 11, Environmental
Tammy Higgins	KYTC, District 11, Traffic
Jason Hawkins	CVADD
Albert Zimmerman	Qk4
Bruce Siria	Qk4
Tom Springer	Qk4

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Section 2: from Myers-Baker Road north to Bennett Hill. A 3-lane section was proposed for this portion of the corridor. The Project Team requested that a 5-lane section also be considered as another option between Myers-Baker and the YMCA entrance.

Section 3: Spot Improvement In Front of First Baptist Church. A 3-lane section at this location would provide a center turn lane for the Baptist Church and Houser Lane and correct a horizontal and vertical deficiency that results in poor sight distance from the church entrances and Houser Lane. This spot improvement would be consistent with the overall reconstruction of this portion of the corridor, as part of Section 2.

Section 4: Bennett Hill. Three options were proposed for this spot: realigning Falls Drive to the south side of the hill, a signal at Falls Drive with the northbound stop bar the top of the hill, and lowering the vertical curve of the hill.

- The proposed relocated Falls Drive would terminate on 5<sup>th</sup> Street across from the YMCA entrance and on the south side of the Community Christian Church. This option would also include building a cul-de-sac to terminate the current Falls Drive just before 5<sup>th</sup> Street. This option was supported, but it was noted that it could require the implementation of the proposed Spot Improvement in front of First Baptist Church (Section 3). The relocation of Falls Drive would require some residential relocations and possibly a stream impact.
- The signal option was not supported by the project team, and it was decided to not present it at the public meeting.
- Lowering the elevation of 5<sup>th</sup> Street to improve the vertical curve was supported by the project team, but it was noted that it could be costly and require the reconstruction or relocation of the Falls Drive intersection. The initial analysis by Qk4 included lowering the hill 4 to 5 feet to meet a 35-MPH design speed, but the Project Team proposed that if this option is advanced to final design consideration be given to lowering the hill more.

Section 5: North Side of Bennett Hill (near College Street) to Mill Street. A 3-lane option was proposed for this portion of the corridor. No comments were made about this option.

Section 6: Mill Street Intersection. Various options to reconstruct this intersection were discussed. There are various constraints, including the building in the southeast quadrant, which is adjacent to the sidewalk and built over a steam that goes under 5<sup>th</sup> Street, the stream itself, USTs in the northwest quadrant of Mill Street and 5<sup>th</sup> Street (i.e., the same quadrant as St. William Catholic Church), and the skewed alignment of Mill Street. Reconstruction could include realignment of Mill Street to remove the current skews and turn lanes. Options to improve this intersection were supported by the Project Team.

Section 7: Mill Street to Main Street. Three options were considered in this section: one-way couplets using 4<sup>th</sup> Street and 5<sup>th</sup> Street, one-way couplets using 7<sup>th</sup> Street and 5<sup>th</sup> Street, and streetscaping along 5<sup>th</sup> Street. Reconstruction or widening of 5<sup>th</sup> Street in this area was not considered feasible because of the historic resources and close proximity of the existing buildings. The one-way couples were not support by the Project Team, and it was decided not to present them as options at the public meeting. The streetscaping was supported as a way to improve safety and visibility from the intersecting streets and driveways along 5<sup>th</sup> Street in this section.

Next Steps

- It was decided to tentatively schedule the public information meeting for November 13, 2007 from 4:00 to 7:00 pm with a brief presentation at 5:30 pm. An alternate date is November 15.
- Resource Agency coordination will be conducted after the alternative concepts are prepared.

**End of Minutes**

cc: attendants



**Public Meeting Summary  
Tuesday, November 13, 2007  
London Community Center**

**KY 1006 (5th Street) Improvements  
Laurel County  
KYTC Item No. 11-8304.00**

A public meeting was held on Tuesday, November 13, 2007 at the London Community Center from 4 p.m. to 7p.m. A total of 37 citizens and twelve staff members signed in at the meeting. Handouts were provided to those signing in; these handouts included a map illustrating seven analysis sections and a survey questionnaire offering respondents the opportunity to prioritize various proposed improvements.

The main purpose of the public meeting was to 1) inform the public regarding the status of the study; and 2) receive input on the alternatives being considered. The bulk of the meeting was conducted in an "open house" format. The attendees were given the opportunity to view exhibits and ask questions about the various proposed improvements. A Power Point presentation depicting the study area, scheduled study events, project issues and goals, alternative concepts for the seven analysis sections, and addressing advantages and disadvantages of these alternative concepts ran in a continuous loop for meeting attendees.

Midway into the public meeting, Jim Wilson of the Kentucky Transportation Cabinet's Division of Planning provided brief opening comments and then introduced Bruce Siria of the consulting engineering firm Qk4 who narrated the Power Point presentation

Alternative concepts were shown on aerial photos and members of the public were asked to comment on those shown. Survey questionnaires 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 asked to complete the survey questionnaire 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. Nineteen completed survey forms were received. Summaries of the public comments received are presented on the following pages.

The meeting was adjourned at approximately 7:00 p.m.

KY 1006 (5<sup>th</sup> Street) Study in London  
Public Meeting Survey Questionnaire  
Results Summary

The purpose of the public meeting for the KY 1006 planning study was to gather public input regarding possible solutions. A survey questionnaire was distributed during the meeting to record this input. 19 completed surveys were received. A summary of the results is printed below.

*How often do you use KY 1006 (5th Street) now?*

Frequency	Percentage of Respondents
Daily	94.7%
1-2 Times per Week	5.3%
3-4 Times per Week	
1-2 Times per Month	
3-4 Times per Month	
Never	
Other	

Summary ranking of the importance of the sections of 5th Street:

Segment	Rank	Comments
<b>1. 5<sup>th</sup> Street, from KY-192 to Myers-Baker Road</b>		
1.A	Three (3) lanes with Center Two-way left turn lane	<p>This segment and option ranked <b>6<sup>th</sup> highest overall</b></p> <p>1. Segment should be 3 lanes (6)</p>
1.B	Five (5) lanes with Center Two-Way Left Turn Lane	<p>This segment and option ranked <b>2<sup>nd</sup> highest overall</b></p> <p>1. Segment should be 5 lanes (6)</p>
<b>2. 5<sup>th</sup> Street from Myers-Baker Road to Bennett Hill</b>		
2.B	Three (3) Lanes with Center Two-Way Left Turn Lane	<p>This segment and option ranked <b>highest overall</b></p> <p>1. Segment should be 3 lanes (11)</p>
2.A	Five (5) Lanes with Center Two-Way Left Turn Lane	<p>This segment and option ranked <b>5<sup>th</sup> highest overall</b></p> <p>1. Segment should be 5 lanes (2)</p>
<b>3. Entrances to 1st Baptist Church</b>		
3	Spot Improvement to Realign Curve and Lower Hill, Three (3) Lanes with Center Two-Way Left Turn Lane	<p>This segment ranked <b>9<sup>th</sup> highest overall</b></p> <p>1. Concerned about impact on residences                  2. Not as high a priority as curve at Forest Lane/Stivers Lane                  3. Is this really necessary?</p>

4. Bennett Hill / Intersection at Falls Drive			
4.A	Relocate Falls Drive to south side of Community Christian Church	This segment and option ranked 7 <sup>th</sup> highest overall	<ol style="list-style-type: none"> <li>1. Prefer to relocate Falls Drive (4)</li> <li>2. Closing existing intersection is a great idea</li> <li>3. This option would take my property and I am opposed to it for that reason</li> <li>4. Good idea, but who would maintain old Falls Street and 7<sup>th</sup> Street (Parman Street)?</li> <li>5. Unsure about this option</li> </ol>
4.B	Lower Hill/Improve Vertical Alignment	This segment and option ranked 3 <sup>rd</sup> highest overall	<ol style="list-style-type: none"> <li>1. Very important to lower hill</li> <li>2. This alone will not solve the problem</li> <li>3. Prefer that 3 lanes run all the way to Mill St.</li> <li>4. Widen to 5 lanes and lower hill</li> <li>5. Needs to be done quickly</li> <li>6. Prefers 4B (5)</li> <li>7. Consider shifting 5<sup>th</sup> Street away from the Bennett Center as an option.</li> <li>8. Need a traffic signal here</li> </ol>

5. Falls Drive to Mill Street			
5	Three (3) Lanes with Center Two-Way Left turn lane	This segment ranked 8 <sup>th</sup> highest overall	<ol style="list-style-type: none"> <li>1. Prefers 5 lanes in this segment</li> </ol>
6. Intersection of Mill Street and 5 <sup>th</sup> Street			
6	Redesign/Reconstruct Mill Street Intersection	This segment ranked 4 <sup>th</sup> highest overall	<ol style="list-style-type: none"> <li>1. Prefer options 1 (add left-turn lane on 5<sup>th</sup> Street in front of St. William) and 2 (add left-turn lane on both S. Mill and 5<sup>th</sup> Street)</li> <li>2. Prefer option 3 (shift both legs of Mill Street to the west)</li> <li>3. Prefer option 4 (roundabout)</li> <li>4. Does not want roundabout (2)</li> <li>5. Mill Street needs to be widened.</li> </ol>
7. Mill Street to Main Street			
7	Streetscape improvements to 5 <sup>th</sup> Street	This segment ranked last overall	<ol style="list-style-type: none"> <li>1. This improvement is insignificant compared to others</li> <li>2. City can take care of this segment</li> </ol>

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## General Comments

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1. Concerned about emphasis on sight distance restrictions in front of 1<sup>st</sup> Baptist Church; more serious problems exist between Myers Baker Road and the 1<sup>st</sup> Baptist Church. (2)
  2. Priority should be on curve at Forest Lane/Stivers Lane (3).
  3. Need to 5-lane roadway to accommodate future growth.
  4. Mill Street intersection and Bennett Hill are long overdue improvements.
  5. Improvements to 5<sup>th</sup> Street should have priority over "Corridor Border" project.
  6. Falls, 7<sup>th</sup>, and Parman Streets need to be graded and drained professionally.
  7. 5-lanes on any part of 5<sup>th</sup> Street are too much (2).
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Architecture

Engineering

Construction

## MEETING MINUTES

Project: KY 1006, 5<sup>th</sup> Street, London, Laurel County  
Item No: 11-8304.00

Purpose: Project Team Meeting #3

Place: Cumberland Valley ADD, London, Kentucky

Meeting Date: March 31, 2008 10:30 a.m.

Prepared By: Bruce Siria

In Attendance:

Jim Wilson	KYTC, Division of Planning
Boday Borres	KYTC, Division of Planning
Joseph E. Mosley	KYTC, District 11, Design
Joel Holcomb	KYTC, District 11, Planning
Dean Croft	KYTC, District 11, Environmental
Michael West	KYTC, District 11, Traffic
Keith Caudill	KYTC, Division of Highway Design
Lesli Gill	CVADD
Shirley Lewis	CVADD
Albert Zimmerman	Qk4
Bruce Siria	Qk4

Following introductions, Mr. Siria facilitated the meeting through a PowerPoint presentation that included the following key points: Study Schedule, Review of Project Goals, Review of Alternate Concepts, Consultant Recommendations, and Next Steps.

Mr. Siria reviewed the various improvement options considered for the corridor and the consultant's recommendations. For alternatives analysis and discussion purposes, the corridor was divided into six sections; the concepts, discussions, and recommendations on the sections were as follows:

**Section 1: from KY 192 to Myers-Baker Road.** A 3-lane section and a 5-lane section, each with a two-way center left-turn lane, were both considered for this portion of 5<sup>th</sup> Street. It is estimated that the 5-lane section would require as many as eleven relocations while the 3-lane section would require no more than five. However, the three lane section would provide a future year LOS of only D. The Project Team supports a 5-lane section. Both options were presented to the public, which favored a five-lane improvement over a 3-lane reconstruction. Based on these factors, the consultant recommended the five-lane improvement with an estimated cost of \$4.13 million. The five-lane alternative improvement was “scored” against the project goals as follows:

- **Improve Safety of 5<sup>th</sup> Street:** **GOOD** Studies at the Kentucky Transportation Center (KTC) at the University of Kentucky have indicated that the addition of a two-way left-turn lane can reduce the occurrence of all crashes by as much as thirty percent and left-turn related crashes by as much as fifty percent.
- **Improve Traffic Flow on 5<sup>th</sup> Street:** **GOOD** A five-lane cross-section would provide a higher vehicular capacity than either the existing condition or a three-lane improvement.
- **Accommodate Historic Preservation:** **GOOD** There would be no historic property impacts associated with this improvement.
- **Implement Context Sensitive Design Solutions:** **GOOD** These could be implemented during the design phase of future project development.
- **Provide “Americans with Disabilities” (ADA) Design Accommodations:** **GOOD** These could be implemented during the design phase of future project development.
- **Enhance Economic Development:** **GOOD** This portion of 5<sup>th</sup> Street is in an area that has experienced significant commercial development activity in the recent past, a trend that is expected to continue.

It should be noted that while this recommendation dovetails with the proposed “Corridor Border” frontage road between KY 80 near I-75 Exit 41 and 5<sup>th</sup> Street at Myers-Baker Road, this segment of 5<sup>th</sup> Street has independent utility based on existing and projected future traffic patterns.

The project team concurred in this recommendation.

**Section 2: from Myers-Baker Road north to Bennett Hill.** A 3-lane section with a two-way center left-turn lane was originally proposed for this portion of the corridor. The Project Team previously requested that a 5-lane section, also with a two-way center left-turn lane, be considered as another option between Myers-Baker and the YMCA entrance. Each of these options was presented to the public. Spot improvements in front of the First Baptist Church were also presented as a separate option at the public meeting. From comments at the public meeting and on the comment forms returned afterward, the public suggested that consideration be given to spot improvements at the Forest Lane/Stivers Lane intersection. Based on these comments and on analysis of existing and projected future conditions along this stretch of 5<sup>th</sup> Street, the

consultant recommended only spot improvements at the Forest Lane/Stivers Lane intersection with an estimated cost of \$2.3 million. This recommendation was “scored” against the project goals as follows:

- Improve Safety of 5<sup>th</sup> Street: **GOOD** The existing intersection has very poor sight distance for traffic entering 5<sup>th</sup> Street. This spot improvement would improve that situation.
- Improve Traffic Flow on 5<sup>th</sup> Street: **GOOD** Improved visibility would enhance vehicular movement.
- Accommodate Historic Preservation: **GOOD** There would be no historic property impacts associated with this improvement.
- Implement Context Sensitive Design Solutions: **NEUTRAL**
- Provide “Americans with Disabilities” (ADA) Design Accommodations: **NEUTRAL**
- Enhance Economic Development: **NEUTRAL**

The project team recommended that a spot improvement in front of the First Baptist Church be included in the recommended improvements. The project team further recommended: (1) that improvements at the Forest Lane/Stivers Lane intersection and those at the First Baptist Church be connected for continuity sake, (2) that those at the Forest Lane/Stivers Lane intersection be extended back to the Myers-Baker intersection and (3) that those in front of the First Baptist Church be extended to the YMCA Entrance. These combinations would result in a 3-lane improvement from Myers-Baker Road to the YMCA entrance at the base of Bennett Hill. The consultant estimates this option would cost \$4.8 million.

**Section 3: Bennett Hill Through Falls Street Intersection.** Two alternates had been presented at the public meeting for this section: (a) realigning Falls Street to the south side of Bennett Hill opposite the YMCA entrance, and (b) lowering the vertical curve of the hill. A third option, (c) the relocation of 5<sup>th</sup> Street slightly to the west in the vicinity of Falls Street was added for consideration based on comments at the public meeting. The consultant recommended lowering the vertical curve to improve the vertical alignment and improve sight distance. The estimated cost of this improvement is \$907,000. This recommendation was “scored” against the project goals as follows:

- Improve Safety of 5<sup>th</sup> Street: **GOOD** Studies at KTC have shown that this type of improvement could provide as much as a forty percent reduction in crashes at this location.
- Improve Traffic Flow on 5<sup>th</sup> Street: **GOOD** Improved visibility would enhance vehicular movement.
- Accommodate Historic Preservation: **GOOD** Although adjacent to the historic properties on the former Sue Bennett College campus, this recommendation is not expected to have an adverse effect on those historic resources.

- Implement Context Sensitive Design Solutions: **GOOD** These could be implemented during the design phase of future project development.
- Provide "Americans with Disabilities" (ADA) Design Accommodations: **GOOD** These could be implemented during the design phase of future project development.
- Enhance Economic Development: **NEUTRAL**

After much discussion, the project team concluded that Alternates 3.b and 3.c were simply optional design alternatives for the same planning concept and that both should be examined in detail in the design phase of future project development activities. If both alternate concepts were to prove problematical, e.g. if a detailed examination identified geologic issues at this location and/or historic preservation issues west of 5<sup>th</sup> Street, then Alternate 3.a could be revisited as a possibility. The estimated cost of this recommended solution ranges from \$907,000 to \$1.43 million.

**Section 4: Falls Street to Mill Street.** A 3-lane option with a two-way center left-turn lane had been proposed for consideration at the public meeting for this portion of the corridor. One of the returned questionnaires from the public meeting suggested that a 5-lane option with a two-way center left-turn lane also be considered for this segment. The consultant recommended no reconstruction for this section for reasons that proposed improvements at Falls Street, discussed above, and at Mill Street, to be discussed below, were sufficient to address the issues in this segment. This recommendation was "scored" against the project goals as follows:

- Improve Safety of 5<sup>th</sup> Street: **GOOD** Addressed with Improvements at Falls Street and at Mill Street
- Improve Traffic Flow on 5<sup>th</sup> Street: **GOOD** Addressed with Improvements at Falls Street and at Mill Street
- Accommodate Historic Preservation: **GOOD** This recommendation would avoid any impacts to adjacent historic property.
- Implement Context Sensitive Design Solutions: **NEUTRAL** No relocation of the rock wall adjacent to 5th Street on the property of Saint William Church is anticipated.
- Provide "Americans with Disabilities" (ADA) Design Accommodations: **NEUTRAL**
- Enhance Economic Development: **NEUTRAL**

The project team concurred in this recommendation.

**Section 5: Mill Street Intersection.** Options to reconstruct this intersection included:

- A. Add Left-Turn Lane on Northbound 5th Street
- B. Add Left-Turn Lanes on Northbound 5th Street and on Westbound Mill Street

- C. Add Left-Turn Lanes on Northbound 5<sup>th</sup> and Westbound Mill plus shift both legs of Mill Street to the south
- D. Construct Roundabout

Various constraints, including the building in the east quadrant, which is adjacent to the sidewalk and built over a stream that goes under 5<sup>th</sup> Street, the stream itself, underground storage tanks (USTs) in the west quadrant of Mill Street and 5<sup>th</sup> Street (i.e., the same quadrant as Saint William Catholic Church), and the skewed alignment of Mill Street, were reviewed and discussed. The consultant recommended only the addition of a left-turn lane on northbound 5<sup>th</sup> Street. The estimated cost of this improvement is \$410,000. This recommendation was “scored” against the project goals as follows:

- Improve Safety of 5<sup>th</sup> Street: **GOOD** Studies at KTC have indicated that the addition of a left-turn lane can reduce the occurrence of all crashes by twenty-five to thirty-five percent and left-turn related crashes by forty-five to fifty percent.
- Improve Traffic Flow on 5<sup>th</sup> Street: **GOOD** Construction of a left-turn lane northbound on 5<sup>th</sup> Street would result in an increased Level-of-Service, albeit for only one leg of the intersection.
- Accommodate Historic Preservation: **GOOD** Accommodation of historic preservation issues could likely be successfully implemented during the design phase of this recommended improvement.
- Implement Context Sensitive Design Solutions: **GOOD** These could be implemented during the design phase of future project development.
- Provide “Americans with Disabilities” (ADA) Design Accommodations: **GOOD** These could be implemented during the design phase of future project development.
- Enhance Economic Development: **NEUTRAL**

The project team instead recommended a concept that included the addition of both a left-turn lane on northbound 5<sup>th</sup> Street and a left-turn lane on westbound Mill Street as well as shifts to both legs of Mill Street at its intersection with 5<sup>th</sup> Street. Though details would be addressed during the design phase of future project development, the project team conceptually recommended minimizing right-of-way taking in the west and east quadrants of the intersection, to minimize impacts on Saint William Church and drainage issues respectively, and to focus any roadway realignment toward the south quadrant, likely necessitating relocation of the law firm at 502 West 5<sup>th</sup> Street. This recommended improvement would cost at least \$773, 000.

**Section 6: Mill Street to Main Street.** Two alternates were considered in this section: (a) streetscaping along 5<sup>th</sup> Street, and (b) do-nothing. Average daily traffic volumes on 5<sup>th</sup> Street north of its intersection with Mill Street are one-third less than south of that intersection. The streetscaping alternate had been supported as a way to improve safety and visibility from the

intersecting streets and driveways along 5<sup>th</sup> Street and the public concurred regarding the relatively low priority of this section among the 5<sup>th</sup> Street analysis sections. The consultant recommended the City of London pursue the streetscape option for this section. This recommended improvement would cost approximately \$67,000. This recommendation was “scored” against the project goals as follows:

- Improve Safety of 5<sup>th</sup> Street: **NEUTRAL** (Though some improvement in safety could likely be expected from implementation of streetscape improvements by improving visibility from intersecting streets and driveways along this segment of 5<sup>th</sup> Street, no “credit” for such was claimed in “scoring” this recommendation against project goals.)
- Improve Traffic Flow on 5<sup>th</sup> Street: **NEUTRAL**
- Accommodate Historic Preservation: **GOOD** Streetscaping would likely have no adverse impacts on historic preservation issues.
- Implement Context Sensitive Design Solutions: **GOOD** Streetscaping is, by definition, a context sensitive solution.
- Provide “Americans with Disabilities” (ADA) Design Accommodations: **GOOD** Streetscaping design standards meet all ADA goals and objectives.
- Enhance Economic Development: **GOOD** Streetscaping has been shown to enhance economic development.

The project team concurred with this recommendation.

## Summary of Recommendations

Prior to the discussion on priorities, the project team had modified several of the consultant’s recommended improvements. The project team further advised the consultant that the current financial commitment to the “Corridor Border” frontage road may be a precursor to initial construction only between KY 80 and Falls Street near the City-owned property at the end of Falls Street. Were this to occur, the project team felt that traffic volumes on Falls Street at 5<sup>th</sup> Street would increase significantly beyond the current ADT. This possibility underscored the priority for improvements to 5<sup>th</sup> Street at the Falls Street intersection. Considering these factors, the project team articulated the following priorities, divided into three time periods: (1) Short-Term/As Soon As Possible, (2) Mid-Range Period/Prior to Construction of “Corridor Border” frontage road, and (3) Long-Range Time Period/After “Corridor Border” frontage road:

- Short-Term/As Soon As Possible
  - Cut Back Hill at Forest Lane/Stivers Lane
  - Reconstruct Northbound 5<sup>th</sup> Street at Mill Street to realign Mill Street and to add left turn lanes on northbound 5<sup>th</sup> Street and westbound Mill Street
  - Reconstruct 5<sup>th</sup> Street at Falls Street intersection, either by lowering the grade of the

existing alignment or by shifting the alignment of 5<sup>th</sup> Street slightly to the west. If both these options become problematical, reconsider relocating Falls Street to the south side of the Community Christian Church.

- Prior to "Corridor Border" Construction
  - Widen to 5-lanes from KY 192 to Myers-Baker Road
- After "Corridor Border" Construction
  - Widen to 3-lanes from Myers-Baker Road to YMCA Entrance

## General Comments

During the course of the meeting, several additional matters were discussed by the project team:

- The project team requested that "Design/Environmental" cost estimates be added to the cost estimate spreadsheet;
- It is possible that cutting back the hill at the Forest Lane/Stivers Lane intersection could be accomplished by state maintenance forces;
- Taking a core sample at the Bennett Hill segment of 5<sup>th</sup> Street might be a cost-effective way to make a recommendation for Section 3;
- A project evaluation matrix, attached hereto, was included in the handout for the meeting and will be included in the final report;
- A question was raised about the current average daily traffic volume on Falls Street near 5<sup>th</sup> Street (*Note: the estimated current ADT at this location is 1855 vehicles per day.*);
- The right-turn lane improvements suggested by Judge-Executive Kuhl in his response to the second agency coordination letter will be considered in the Design phase of improvements for Section 2;
- The rock wall in front of Saint William Catholic Church was discussed as a result of the church's response to the second agency coordination letter and will be considered in the Design phase of improvements at the Mill Street intersection;
- The final report will discuss in general terms the possible traffic impacts to Falls Street if the "Corridor Border" frontage road is initially constructed only from KY 80 to Falls Street.

## Next Step

Within 30 days following approval of the project team minutes, the consultant will submit a draft report for review by KYTC.

The meeting adjourned at 12:40 p.m.

**End of Minutes**

Section Number	Section Limits	Alternative Improvement Concept	Property Impacts		HAZMAT	Streams	Cost Estimate	Traffic	Project Goals					
			Properties Affected	Approximate Total New ROW (Acres)	HAZMAT	Number of Streams Crossed	R, U, and C 2007 Dollars	2030 ADT Projections	Improve Safety on 5th Street	Improve Traffic Flow on 5th Street	Accommodate Historic Preservation	Implement Context Sensitive Solutions	Provide "Americans with Disabilities" (ADA) Design Accommodations	Enhance Economic Development
1	KY 192 to Myers-Baker	3 lane w/ 2CLTL	5	0.7	None	0	\$2,361,000	13700	GOOD	GOOD	GOOD	GOOD*	GOOD*	GOOD
		5 lane w/ 2CLTL	11	1.4	None	0	\$4,130,500	13700	GOOD	GOOD	GOOD	GOOD*	GOOD*	GOOD
2	Myers-Baker to Bennett Hill	3 lane w/ 2CLTL	10	2.8	None	0	\$4,820,500	13700	GOOD	GOOD	POOR	GOOD*	GOOD*	GOOD
		5 lane w/ 2CLTL	16	3.5	None	0	\$6,872,200	13700	GOOD	GOOD	POOR	GOOD*	GOOD*	GOOD
		Do Nothing	0	0.0	None	0	\$0	13700	GOOD	GOOD	GOOD	NEUTRAL	NEUTRAL	NEUTRAL
2.1	Curve at Stivers Lane	Spot Improvements	2	0.5	None	0	\$2,312,500	13700	GOOD	GOOD	GOOD	GOOD*	GOOD*	NEUTRAL
2.2	Front of 1st Baptist Church	Spot Improvements	6	1.1	None	0	\$2,599,500	13700	GOOD	GOOD	POOR	POOR	GOOD*	NEUTRAL
		Do Nothing	0	0.0	None	0	\$0	13700	NEUTRAL	NEUTRAL	GOOD	GOOD	NEUTRAL	NEUTRAL
3	Bennett Hill	Relocate Falls Street	3	2.3	None	0	\$1,426,500	13700	GOOD	GOOD	GOOD	GOOD*	GOOD*	FAIR
		Lower Grade of Existing Street	0	1.0	None	0	\$907,000	13700	GOOD	GOOD	GOOD*	GOOD*	GOOD*	NEUTRAL
		Realign 5th Street	3	1.0	None	0	\$1,333,000	13700	GOOD	GOOD	POOR	CHALLENGING	GOOD*	NEUTRAL
4	Bennett Hill to Mill Street	3 lane w/ 2CLTL	1	0.4	None	0	\$762,500	13700	GOOD	GOOD	POOR	POOR	GOOD*	GOOD
		5 lane w/ 2CLTL	4	0.5	None	0	\$1,665,500	13700	GOOD	GOOD	VERY BAD	CHALLENGING	GOOD*	GOOD
		Do Nothing	0	0.0	None	0	\$0	13700	GOOD	GOOD	GOOD	GOOD	NEUTRAL	NEUTRAL
5	Mill Street Intersection	LTL on NB 5th St	1	0.3	Possible	1	\$409,600	8760N/13700S	GOOD	GOOD	GOOD	FAIR	GOOD*	NEUTRAL
		LTL on NB 5th St & WB Mill St	4	0.4	Possible	1	\$1,239,900	8760N/13700S	GOOD	GOOD	GOOD	FAIR	GOOD*	NEUTRAL
		LTL on NB 5th St & WB Mill St + shift Mill Street to the south	2	0.7	Probable	1	\$773,000	8760N/13700S	GOOD	GOOD	GOOD	CHALLENGING	GOOD*	FAIR
		Roundabout	4	0.9	Probable	1	\$1,483,300	8760N/13700S	GOOD	GOOD	GOOD	CHALLENGING	GOOD*	FAIR
6	Mill Street to Main Street	Streetscaping	0	0.0	None	0	\$66,500	8760	NEUTRAL	NEUTRAL	GOOD	GOOD	GOOD*	GOOD
		Do Nothing	0	0.0	None	0	\$0	8760	NEUTRAL	NEUTRAL	NEUTRAL	NEUTRAL	NEUTRAL	NEUTRAL