

Appendix I – Project Team Meeting Minutes

MEETING MINUTES

Project: Pre-Design Scoping Study for 2-8300, 2-8631, 2-8632

Purpose: Project Team Meeting

Place: Kentucky Transportation Cabinet (KYTC), District 2 Conference Room, Madisonville, Ky.

Meeting Date: April 18, 2011

In Attendance:

Nick Hall	KYTC-D2 Planning
Kevin McClearn	KYTC-D2 C.D.E.
Everett T. Green	KYTC-D2 Project Development
John Rudd	KYTC-D2 Design
Steve Ross	KYTC-CO Planning
Jill Asher	KYTC-CO Planning

INTRODUCTIONS: Jill opened the Project Team Meeting by discussing the purpose of the DNA Studies. Similar studies to these, formerly known as First Look Studies and Pre-Design Scoping Studies, have been done in the past by some of the districts. It is anticipated that a study of this type will be done for every project preceding the design phase if there is no planning study associated with the project. The nine elements of Purpose and Need as defined by NEPA will be addressed and used to create a purpose and need statement for each project. Pre-Design Scoping Studies will also provide more defined project scopes, cost estimates for possible alternatives, potential environmental impacts, and other information that will be of assistance in the Phase I Design process. This study was done for Item Numbers 2-8300, 2-8631, 2-8632 in Daviess County. A handout of the meeting presentation was given to all meeting attendees. A copy of the information presented is attached to the meeting notes. A sign-in sheet was also passed around.

During the meeting, each project was discussed separately. The meeting notes will also present each project separately. Please refer to the attached presentations for each project for information discussed. The following is information from discussions during the meeting that are not documented on the attached presentations.

Item #2-8300, KY 54 in Daviess County

- Kevin McClearn gave a brief overview of some of the work planned at the ramps of the US 60/KY 54 intersection and the US 60 Extension that is currently under construction. These projects have separate funding sources than Item #2-8300. The SE quadrant of the US 60/KY 54 intersection has developed rapidly and 67 acres are currently being developed in the SW quadrant
- There is congestion in the area of the five-lane section of KY 54 near the bypass especially in the area of the Highland Elementary School. When school is in session, the back-up from the school reduces the roadway to one through lane. In

the past the ramp backed up to US 60(formerly US 60 Bypass) during school time. A loop was put in place to give added green time to the signal in the afternoons to eliminate back-ups onto US 60.

- Of the three projects discussed, this one is most likely to be designed first.
- There was a drop in ADT for what is referenced as Section 2 in the attached presentation. Nick stated that this may be due to a back way to Wal-Mart opening up for local residents.

Item #2-8631, KY 144 in Daviess County

- In 2005, coal was being hauled regularly on this road. There was a safety concern, especially for school busses, sharing this road with large coal haul trucks.
- In 2005 The Daviess County Fiscal Court asked KYTC if they could provide construction funds if the county used its coal severance money for design, property acquisition, and utility relocation to straighten out eight curves near Pleasant Valley Road. Since then, the amount and frequency of coal hauled on the road has decreased. It is unknown if the County is still willing to provide money for the project.
- Item #2-8631 is additional funds for Item #2-194.
- The preferred alternative for this project is the revision of the curves that have been identified. There is not enough money allocated to improve the length of the corridor.

Item #2-8631, KY 1554 in Daviess County

- This project was probably placed in the Highway Plan by a former Legislator from Sorgho.
- Although the project calls for a new route, the crash and traffic data do not support the need. The probable location of the new corridor may result in property owner disputes.
- Widening the existing corridor would result in major impacts to residents in the study area.
- This project has a PIF, but Nick believes it is on the inactive list.
- Improvements to the intersection of KY 1554/KY 56 may be a more logical approach.

NEXT STEPS: The district agreed to provide planning level, phased cost estimates for the alternates they would like to see move forward.

The meeting was followed by a visit to the site by Central Office Planning staff.

END OF MINUTES

**KY 54
Daviness County
Item #2-8300.00**

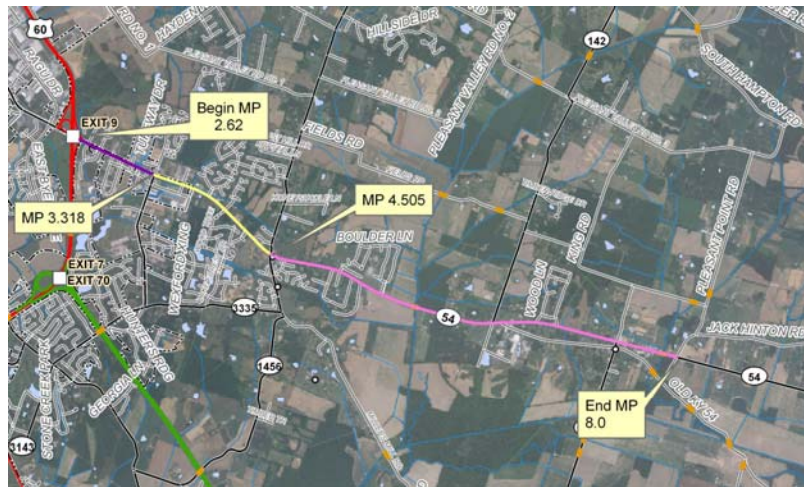


**Data Needs Analysis
April 18, 2011**

Agenda

- ▶ Introductions
- ▶ Project Purpose & Need Checklist
- ▶ Other Considerations
- ▶ Observations
- ▶ Possible Alternatives
- ▶ Potential Conflicts
- ▶ Draft Purpose & Need

Project Limits



- KY54 Section 1
- KY54 Section 2
- KY54 Section 3

9 Elements of a Purpose and Need Statement

- Legislation
- Project Status
- System Linkage
- Modal Interrelationships
- Social Demands or Economic Development
- Transportation Demand
- Capacity
- Safety
- Roadway Deficiencies

Legislation

2010 General Assembly's Enacted Roadway Plan

▶ **Item #2-8300.00, Daviess County**

<u>Phase</u>	<u>Fund</u>	<u>Year</u>	<u>Estimate</u>
D	SPP	2010	\$2,820,000
R	SP	2011	\$7,700,000
U	SP	2012	\$17,040,000

WIDENING KY-54 FROM THE US-60 BYPASS TO WHITESVILLE FROM MILEPOST 4.51 TO MILEPOST 8.0

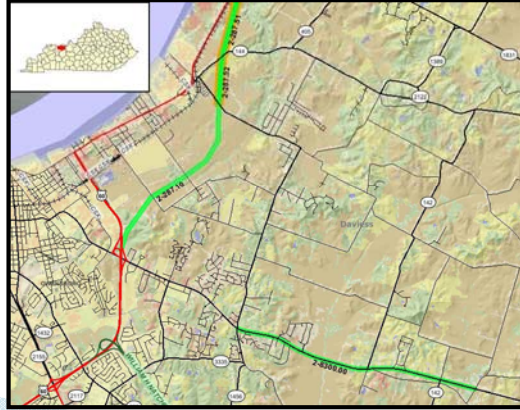
Purpose and Need: RELIABILITY/ MAJOR WIDENING

Project Status

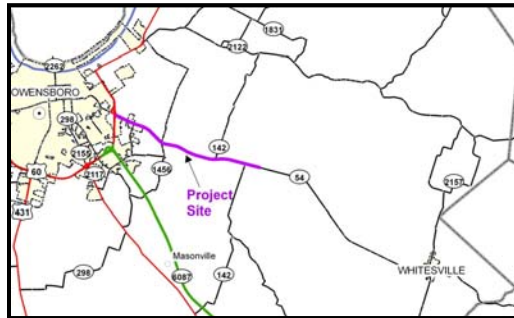
- ▶ \$2,820,000 of design funds were authorized on March 22, 2011
- ▶ This project was proposed to be a second section of the continuation of widening KY 54 from US 60 to Whitesville.
- ▶ There is a PIF (02 030 D0054 18.00) with a project description of major widening to 5 lanes from Thruston-Dermont Road to Jack Hinton Road. It was ranked high locally, but not ranked regionally or by the district.
- ▶ There has recently been an interest to include widening the segment of KY 54 from US 60 to KY 3143 to 7 lanes.
- ▶ Improvements to the ramps to US 60 are currently in the Design phase.

Project Status (cont.)

- ▶ Another project, Item #2-287.10, is relocating US 60 just north of its interchange with KY 54. It is currently under construction.



System Linkage



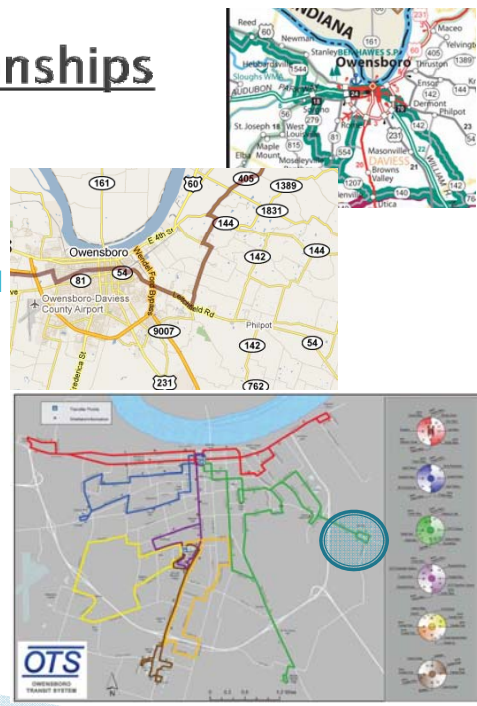
KY 54 connects Whitesville to Owensboro.

KY 54 Road Classifications

- Functional Classification –
 - Sections 1 & 2 – Urban Principal Arterial
 - Section 3 – Urban Minor Collector
- State System –
 - Sections 1 & 2 – State Primary
 - Section 3 – State Secondary
- Truck Weight Classification – AAA
- Access – By Permit

Modal Interrelationships

- ▶ Designated Bike Route –
 - Sections 1 – Ramblin’ River Tour
 - Section 1 & 2 – Underground Railroad Tour
- ▶ Public Transit
 - Owensboro Transit System
 - GRITS – on call service



Social Demands & Economic Development

Social Demands

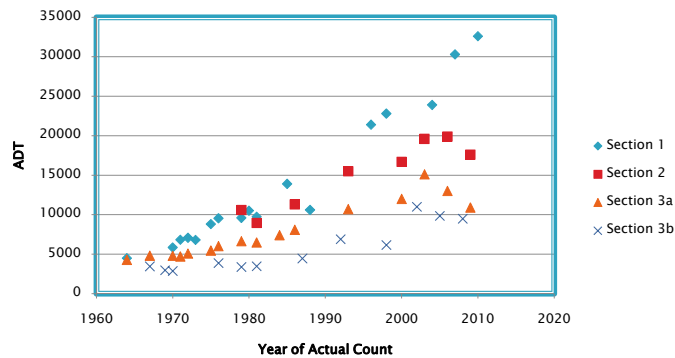
- ▶ New Hospital
- ▶ Schools

Economic Development

- ▶ Most of the recent growth in Owensboro has been on this corridor. It is expected that development will continue in the study area will continue.

Transportation Demand

The current ADT is approximately 32,000 to 10,000 along this corridor.



Note: Section 3a - MP 4.505 to MP 6.447
Section 3b - MP 6.447 to MP 8.0

Capacity

- ▶ VSF
 - Section 1 - 0.39
 - Section 2 - 0.27
 - Section 3 - 0.37

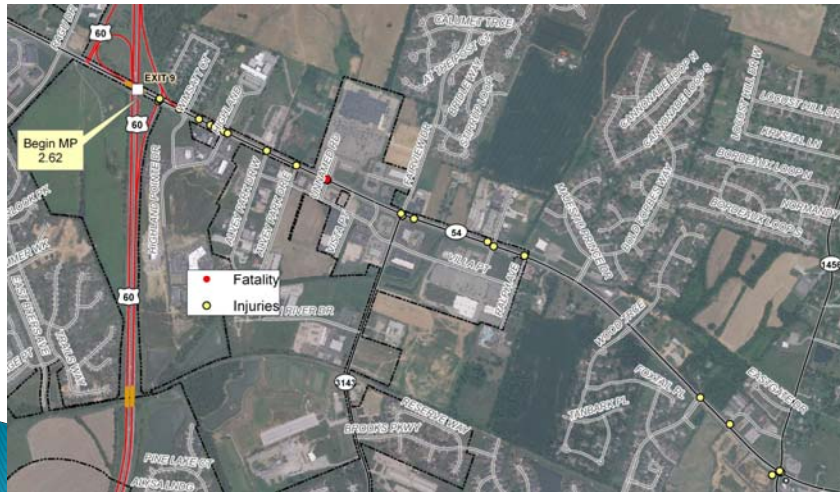
Safety

Collision Locations (January 1, 2008 to December 31, 2010)
Segments 1 & 2



Safety

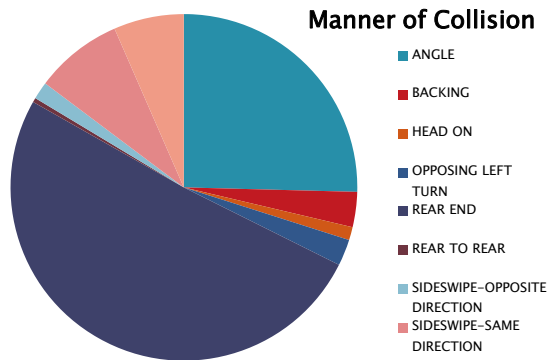
Injury & Fatality Locations (January 1, 2008 to December 31, 2010) - Segments 1&2

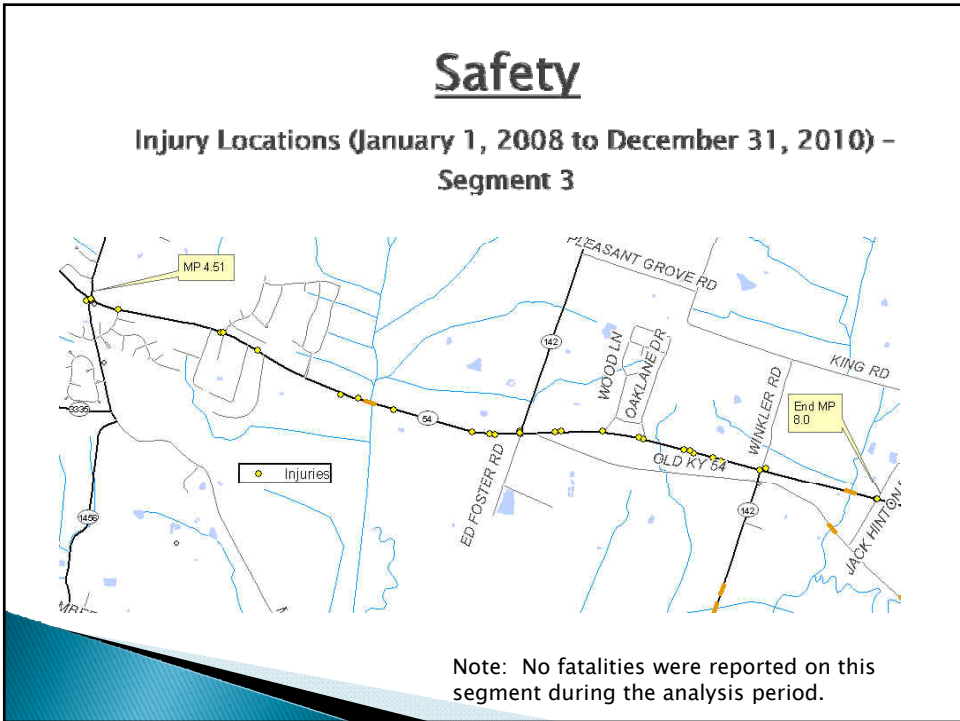
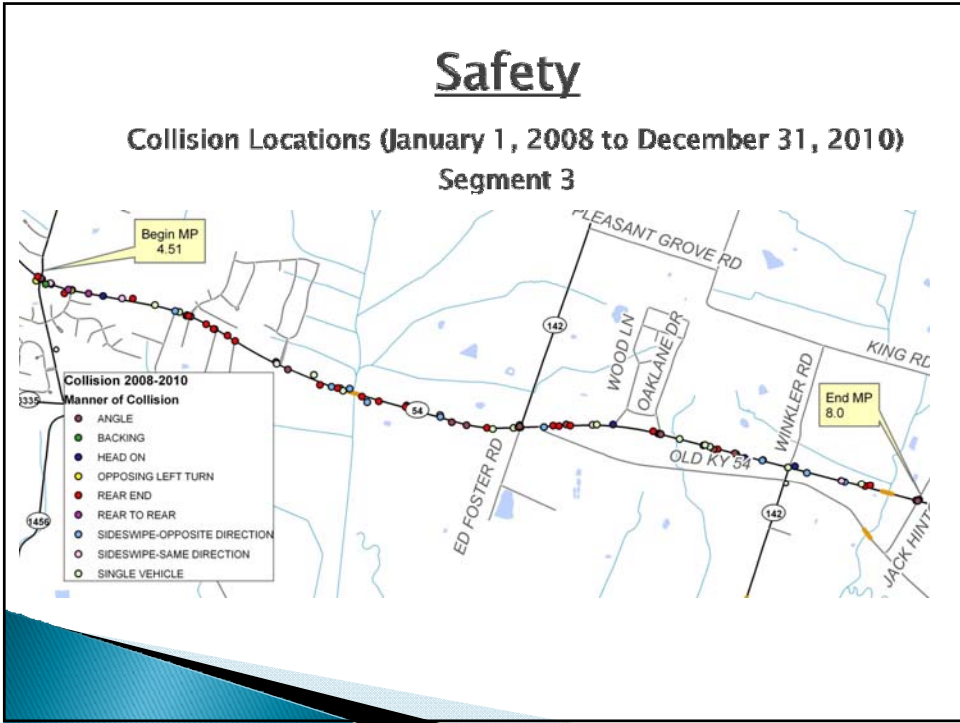


Safety

(January 1, 2008 to December 31, 2010) - Segments 1&2

- ▶ Summary:
 - 1 fatality
 - 35 Injury collisions
 - 244 Total collisions
 - Seg. 1 CRF = 1.10
 - Seg. 2 CRF = 0.54



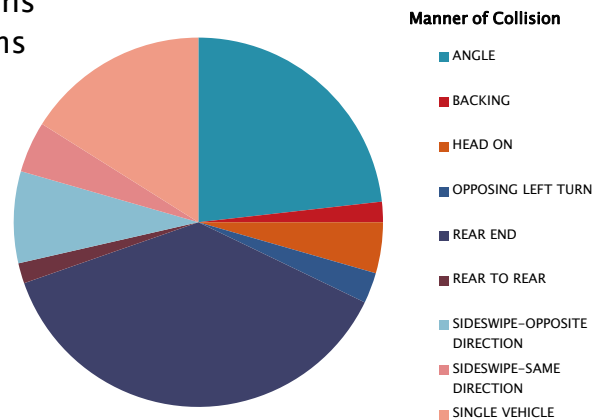


Safety

(January 1, 2008 to December 31, 2010) – Segment 3

▶ Summary:

- 0 fatalities
- 29 Injury collisions
- 96 Total collisions
- CRF = 0.55



Roadway Deficiencies Sections 1 & 2

▶ Existing Roadway Data

- 12 Ft. Lanes
- 4 Ft. Sidewalks
- Max Grade = 3%
- Min Radius = 1910 Ft.
- 45–55 MPH posted speed limit
- 47th – 84th percentile Adequacy Ratings

• Geometric Practices for Urban Arterials

- Min. 11 Ft. Lanes
- Min. 4 Ft. Sidewalks
- Max Grade = 6%
- Min Radius = 1065 Ft.

Roadway Deficiencies

Section 3

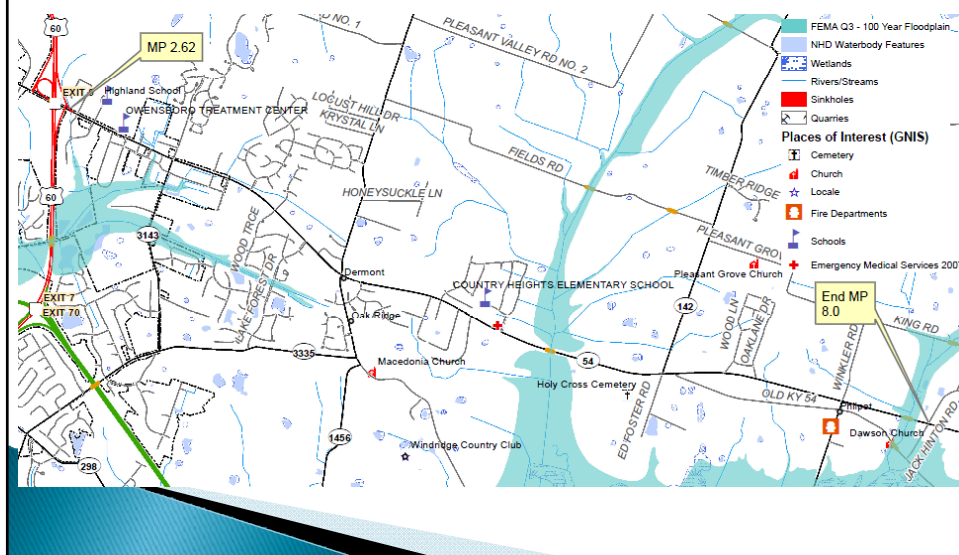
- ▶ Existing Roadway Data
 - Currently a Rural Template
 - No Sidewalks
 - Max Grade = 4%
 - Min Radius = 1910 Ft.
 - 45-55 MPH posted speed limit
 - 95th percentile Adequacy Ratings
- Geometric Practices for Urban Arterials
 - Min. 11 Ft. Lanes
 - Min. 4 Ft. Sidewalks
 - Max Grade = 6%
 - Min Radius = 1065 Ft.

Roadway Deficiencies

Bridge Data

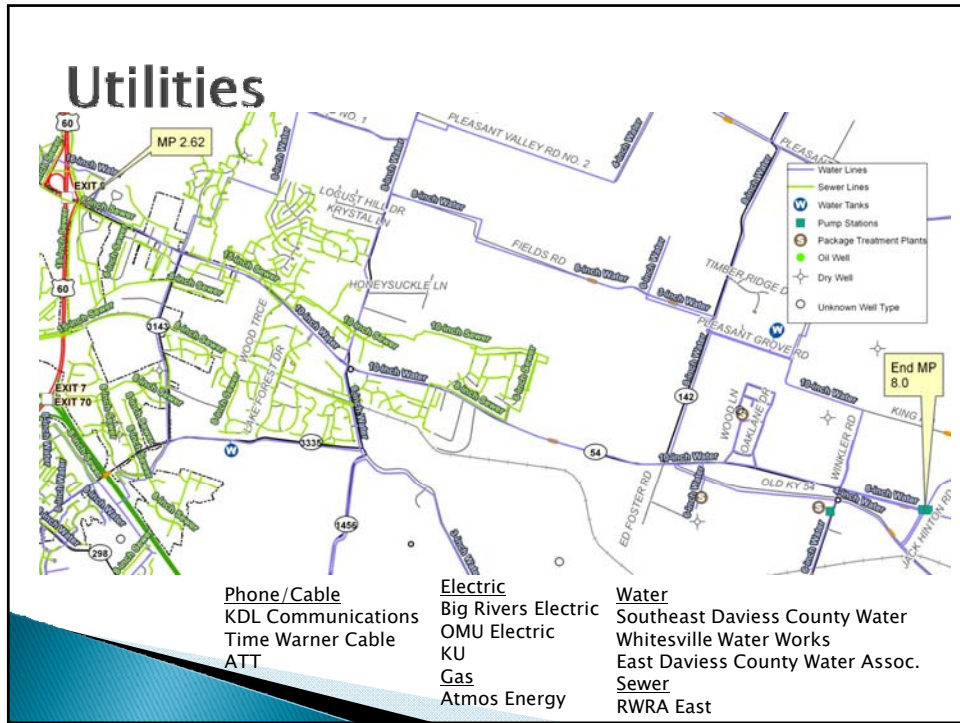
- ▶ 030B0017N
 - Bridge over Barnett Creek
 - Length - 99.1 ft
 - Width curb to curb - 25.9 ft
 - SR=66
 - FO - Substandard Bridge Rail
- ▶ 030B0018N
 - Bridge over Caney Creek
 - Length - 84.0 ft
 - Width curb to curb - 27.9 ft
 - SR=66
 - FO - Substandard Bridge Rail

Environmental Considerations



Environmental Considerations

- ▶ Preliminary Environmental Overview
 - Additional R/W would require Phase I archaeology survey.
 - Several threatened and endangered species have been identified in Daviess County.
 - Impact to the two gas stations located on the project would require a Phase II Hazardous Material investigation. Impact to the two bridges may require testing for asbestos mastic.
 - Several homes on the project were noted as being 50 years old or older.



Observations

(Video & Pictures)

A blue and black decorative graphic is in the bottom left corner.

KY 54 at Walmart Intersection



KY 54 5-Lane Section



KY 54 Nearing the End of Section 2



KY 54/KY 1456 Intersection



KY 54 Intersection with Countryside Drive (School & Residential Area)



KY 54 Misc. Pictures



KY 54 Intersection with Jack Hinton Road



Possible Alternatives

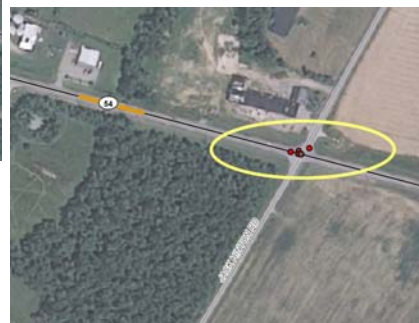
- ▶ No Build
- ▶ Widen Section 1 to 7 lanes and widen Section 3 to 3 lanes from KY 1456 to Countryside Drive
- ▶ Turning Lanes at KY 54 Intersections with Waterwheel Way, Stonegate Drive, and Jack Hinton Road

Widen KY 54, Sections 1 & 3



This option would widen Section 1 to 7 lanes (6 thru, 1 TWLTL) and part of Section 3 (End MP TBD) to 3 lanes (2 thru, 1 TWLTL)

Proposed Turn Lanes



Potential Conflicts

- ▶ Utilities
- ▶ R/W issues

Purpose & Need Statement(s)

- ▶ Needs
 - KY 54 near the interchange with US 60 is congested during peak traffic periods. Growth along this corridor is expected to continue.
 - There are collision patterns at intersections with KY 54.
 - KY 54 connects the communities of Whitesville and Owensboro
- ▶ Purpose
 - The purpose of this study is to address the congestion of KY 54 during peak periods and to improve the safety, mobility, and connectivity between Owensboro and Whitesville.