



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

April 12, 2013

PLEASE NOTE THE ATTACHMENT WITH ALL INVITEES THAT HAVE BEEN SENT AN INVITATION TO THE BELOW REFERENCED MEETING. THIS IS FOR YOUR INFORMATION ONLY. Thank You

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

Dear «Letter_Title» «Last_Name»:

Subject: US-60 Bridge Replacement Scoping Study
City of Smithland, Livingston County
Advisory Committee Invitation

We would like to invite you to participate on an Advisory Committee for the US-60 Bridge Replacement Scoping Study. The first meeting will be held on Thursday, May 2, 2013 and will begin promptly at 12:30 P.M. We will meet at:

***Kentucky Transportation Cabinet
District 1 Office
5501 Kentucky Dam Road
Paducah, KY 42003***

The Kentucky Transportation Cabinet (KYTC), along with help from Parsons Brinkerhoff, Inc. has assembled a project team to evaluate the condition of the US-60 Bridge near the city of Smithland. This scoping study is currently in the initial data-gathering stage. The objective of this study is to identify both short-term bridge improvements as well as long-term solutions in which both options address traffic and safety concerns pertaining to this bridge. This study is defined to include the potential for not only the maintenance and replacement of the current bridge in place but also the possibility of other bridge crossing locations and their respective approaches.

The Advisory Committee will consist of local elected officials and other stakeholders. The purpose for this Advisory Committee is to provide a local perspective on transportation issues in the area. We ask that you identify specific issues and concerns associated with the area around the current bridge, such as: traffic congestion and operation, safety, network connectivity, signal timing, signage, access management, and other transportation problems.



An Equal Opportunity Employer M/F/D

«Letter_Title» «Last_Name»

September 9, 2013

Page 2

We appreciate your attendance and contribution to this project. Please have your comments, questions, or requests prepared for the meeting and we look forward to meeting with you. If you cannot attend, please send a representative from your office on your behalf. A second meeting will be scheduled later in the project process to discuss and receive feedback on potential solutions identified as part of this study.

For additional information please contact Mike McGregor in District 1 by phone at (270 898-2431 or by e-mail at mike.mcgregor@ky.gov. Please address all written correspondence to Keith Damron, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, 5th Floor, Frankfort, KY 40622 and include a return address on such correspondence.

Sincerely,

Keith Damron, P.E.
Director
Division of Planning

__: RSR: TH

Enclosure

c:

Ryan Tenges
Jim LeFevre
Mike McGregor
Jessica Herring
David Martin
Stacy Courtney
Tim Tharpe
Tim Foreman

Mailing Title	Letter Title	First Name	Last Name	Suffix	Title	Organization	Address1	City	State	Zip
Hon.	Hon.	Chris	Lasher		County Judge Executive	Livingston County (Kentucky Association of Counties)	P.O. Box 70	Smithland	KY	42081
Mr.	Mr.	Joe	Ward		Mayor	City of Smithland (Kentucky League of Cities, Inc.)	P.O. Box 69	Smithland	KY	42081
Mr.	Mr.	Craig	Morris		Planner	Pennyrile Area Development District	300 Hammond Drive	Hopkinsville	KY	42240
Mr.	Mr.	Brent	Stringer			Office of Emergency Management	216 E. Adair	Smithland	KY	42081
Mr.	Mr.	Bobby	Davidson		Sheriff	Livingston County Sheriff's Department	P.O. Box 340	Smithland	KY	42081
Mr.	Mr.	Hershel	Evans		911 Coordinator	Emergency Services	216 E. Adair	Smithland	KY	42081
Mr.	Mr.	Kimberly	Brooks		Administrative Postmaster	US Post Office	P.O. Box 9998	Smithland	KY	42081
Mr.	Mr.	Marvin	Buford		County Magistrate	Livingston County	821 Heater Store Road	Smithland	KY	42081
Mr.	Mr.	Paul	Quertermous		County Road Supervisor	Livingston County	706 State Road	Smithland	KY	42081
Mr.	Mr.	Marvin	Bonds		Transportation Supervisor	Livingston County Public Schools	139 West Adair Street	Smithland	KY	42081
Mr.	Mr.	Sue	Campbell		Transportation Office Director	Livingston County Public Schools	139 West Adair Street	Smithland	KY	42081
Mr.	Mr.	Gene	Glastetter		Manager	ADM Grain/ Livingston Point Elevator	Livingston Point	Ledbetter	KY	42058
Mr.	Mr.	Rodney	Hall		Owner	Rodney Hall Trucking	723 Cousins Road	Barna	KY	42058
Mr.	Mr.	David	Ray		Owner	3 Rivers Boat and Barge	133 Rose Drive	Ledbetter	KY	42058

TO: Mike McGregor, PE
Project Manager, KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: May 2, 2013

SUBJECT: US 60 Livingston County Bridge Replacement
Minutes of Advisory Committee Meeting #1

The first Advisory Committee Meeting was held at 12:30 PM (CST) on Thursday, May 2, 2013, at KYTC District 1 Office in Paducah, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Mike McGregor	KYTC – District 1	Mike.McGregor@ky.gov
Jessica Herring	KYTC – District 1	Jessica.Herring@ky.gov
Susan Oatman	KYTC – District 1	Susan.Oatman@ky.gov
Blake Beyer	KYTC – District 1 Environmental	Blake.Beyer@ky.gov
Tonya Higdon	KYTC – C.O. Planning	Tonya.Higdon@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	Mikael.Pelfrey@ky.gov
Shane McKenzie	KYTC – C.O. Planning	Shane.McKenzie@ky.gov
Steve Ross	KYTC – C.O. Planning	Steve.Ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com
Franklin Walker	Livingston County Fiscal Court	frankwalker0581@att.net
Chris Lasher	Livingston County Judge	clasher@livingstonco.ky.gov
Marvin Buford	Livingston County Magistrate	mb@livingstonco.ky.gov
Joe Ward	Livingston Mayor	mickeyj@windstream.com
Kim Brooks	Postmaster Administrative Office	kimmiebrooks@live.com
Craig Morris	Pennyrile ADD	craig.morris@ky.gov

Mike McGregor welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The stakeholders present represented a variety of interests in the community and compose the Advisory Committee for this study. Shawn Dikes, the Project Manager for Parsons Brinckerhoff noted that the purpose of today's meeting was to develop a dialogue concerning the US 60 Bridge Replacement study. The intent is to deliver some information to the Advisory Committee members, and to also get feedback on important project components. Feedback from stakeholders is important to the process.

Lindsay Walker then went through the presentation providing a general overview of the existing conditions. Shawn Dikes took over for Lindsay when the presentation turned to the project's Purpose and Need and carried the discussion through to a conclusion. Shawn detailed that the next component of the project involving stakeholders / and the public would be on June 20th., from 4 to 7 PM at the University of Kentucky Agriculture Cooperative Extension Office in Smithland, Kentucky.

Generally, the Advisory Committee members concurred with the Project's Purpose and Need, and they were not aware of any additional roadway, safety or other issues. They were also in agreement that the identified natural, cultural / historic resources and their locations were correct. They concurred with the elimination of the bypass options and seemed to prefer a downstream / western bridge replacement alternative.

Specific comments included:

Bridge:

- Stakeholders were concerned with the integrity and the longevity of the bridge
- Scour issue on Smithland side is eroding the pier. KYTC knows about this and is making plans for a repair
- Posted for normal loads – weight limits per axel
- Lots of school buses – narrow conditions – longevity of structure
- Concerned with detour routes; the detour route is 70 miles
- Concerned with loadings – rock trucks – 120 tons

Roadway:

- Concern with number of lanes – US 60 4-lane? Per roadway plan for US 60.
- Typical 2 lane with full shoulders, 12 ft. lanes with 10 ft. shoulders
- Potential geotech / slop fault issues on Smithland approach

Safety:

- Lots of “mirror swapping” as large vehicles pass....many of these incidents go unreported
- Tightness of the roadway, especially on the bridge as noted by tire marks all along the bridge curbing
- Schools buses pass trucks

Environmental:

- No other properties along corridor
- Ballparks from Land & Water Conservation Fund? Grants / Federal money used to build them = probably a 4(f) issue

Environmental: (continued)

- Large floodplain areas
- Stability (stream bank erosion 12-14' drop-in)
- No navigation issues

Purpose and Need:

- Protect school children in buses...transportation links...the bridge is important for fire / police / EMS, education, postal service and daily community life
- Don't wait until we can't use it
- Gas prices...long detour route construction duration impacts
- Post office is "hub" at Smithland – detours cost the USPS a lot of \$\$
- Bridge connection to hospital for fire / EMS

Need:

- 32.7 rating; 50 or less = "trigger" for federal bridge replacement funds

Alternatives:

- 2 vs. 4 lane?
- Pier locations (on land / not impact navigation)
- Alongside Existing (west)

Next Steps:

- Funding Progress

At the end of the discussion, the Advisory Committee members were invited to provide any additional comments through a survey form. Postage paid envelopes were provided as well as the WWW site for the survey. In addition, extra copies were provided to the post office representative.

The meeting was then concluded at approximately 2:00 PM.



TRANSPORTATION CABINET

Steven L. Beshear
Governor

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Michael W. Hancock, P.E.
Secretary

July 9, 2013

This letter is for your information. It was sent to all the people on the attached list.

«Mailing_Title» «First_Name» «Last_Name»
«Title»
«Organization»
«Address1»
«City» «State» «Zip»

Dear «Letter_Title» «Last_Name»:

Subject: US 60 Bridge Replacement Scoping Study
City of Smithland, Livingston County
Advisory Committee Invitation

We would like to invite you to participate in a follow up Advisory Committee Meeting for the US 60 Bridge Replacement Scoping Study. This second and last meeting will be held on Tuesday, August 6, 2013 and will begin promptly at 11:00 A.M. We will meet at:

Kentucky Transportation Cabinet
District 1 Office
5501 Kentucky Dam Road
Paducah, KY 42003

The Kentucky Transportation Cabinet (KYTC), along with help from Parsons Brinckerhoff has assembled a project team to evaluate potential rehabilitation/replacement options for the existing US 60 bridge over the Cumberland River in Livingston County, KY near the city of Smithland.

The second meeting will be to discuss the potential project options developed as a results of a review of the existing conditions and information provided by you and the public at the previous project meetings. It is our goal to work toward developing a recommendation about the nature of the bridge improvement and its location relative to the existing bridge. We are again inviting a diverse group of community representatives including: representatives from the fire department, police and EMS, local schools, local businesses, and elected officials to participate. This Planning study includes a scoping process to develop alternatives with related cost estimates. This information will be included in a final report.



«Mailing_Title» «First_Name» «Last_Name»

Page 2

July 9, 2013

We appreciate your attendance and contribution to this project. Please have your comments, questions, or requests prepared for the meeting and we look forward to meeting with you. If you cannot attend, please send a representative from your office on your behalf.

For additional information please contact Mike McGregor in District 1 by phone at (270) 898-2431 or by e-mail at mike.mcgregor@ky.gov. Please address all written correspondence to Keith Damron, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, 5th Floor, Frankfort, KY 40622 and include a return address on such correspondence.

Sincerely,



Keith R. Damron, P.E.
Director
Division of Planning

KRD/TH/NH

c: Shawn Dikes, Parsons Brinckerhoff
Ryan Tenges, FHWA
Jim LeFevre
Mike McGregor
Jessica Herring
Susan Oatman
Tim Foreman
David Martin

**THE HONORABLE CHRIS LASHER
LIVINGSTON COUNTY JUDGE EXECUTIVE
KENTUCKY ASSOCIATION OF COUNTIES
PO BOX 70
SMITHLAND KY 42081**

**THE HONORABLE JOE WARD
MAYOR CITY OF SMITHLAND
KENTUCKY LEAGUE OF CITIES INC
PO BOX 69
SMITHLAND KY 42081**

**MR CRAIG MORRIS
PLANNER
PENNYRILE AREA DEVELOPMENT DISTRICT
300 HAMMOND DRIVE
HOPKINSVILLE KY 42240**

**MR BRENT STRINGER
OFFICE OF EMERGENCY MANAGEMENT
216 E ADAIR
SMITHLAND KY 42081**

**MR BOBBY DAVIDSON
SHERIFF
LIVINGSTON COUNTY SHERIFF'S DEPARTMENT
PO BOX 340
SMITHLAND KY 42081**

**MR HERSEL EVANS
911 COORDINATOR
EMERGENCY SERVICES
216 E ADAIR
SMITHLAND KY 42081**

**MS KIMBERLY BROOKS
ADMINISTRATIVE POSTMASTER
US POST OFFICE
PO BOX 9998
SMITHLAND KY 42081**

**MR MARVIN BUFORD
LIVINGSTON COUNTY COUNTY MAGISTRATE
821 HEATER STORE ROAD
SMITHLAND KY 42081**

**MR PAUL QUERTERMOUS
LIVINGSTON COUNTY ROAD SUPERVISOR
706 STATE ROAD
SMITHLAND KY 42081**

**MR MARVIN BONDS
TRANSPORTATION SUPERVISOR
LIVINGSTON COUNTY PUBLIC SCHOOLS
139 WEST ADAIR STREET
SMITHLAND KY 42081**

**MS SUE CAMPBELL
TRANSPORTATION OFFICE DIRECTOR
LIVINGSTON COUNTY PUBLIC SCHOOLS
139 WEST ADAIR STREET
SMITHLAND KY 42081**

**MR GENE GLASTETTER
MANAGER
ADM GRAIN/ LIVINGSTON POINT ELEVATOR
LIVINGSTON POINT
LEDBETTER KY 42058**

**MR RODNEY HALL
OWNER
RODNEY HALL TRUCKING
723 COUSINS ROAD
BURNA KY 42058**

**MR DAVID RAY
OWNER
3 RIVERS BOAT AND BARGE
133 ROSE DRIVE
LEDBETTER KY 42058**

TO: Mike McGregor, PE
Project Manager, KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: August 6, 2013

SUBJECT: US 60 Livingston County Bridge Replacement
Minutes of Advisory Committee Meeting #2

The second Advisory Committee Meeting was held at 11:00 AM (CDT) on Tuesday, August 6, 2013, at KYTC District 1 Office in Paducah, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Mike McGregor	KYTC – District 1	Mike.McGregor@ky.gov
Jessica Herring	KYTC – District 1	Jessica.Herring@ky.gov
Susan Oatman	KYTC – District 1	Susan.Oatman@ky.gov
Blake Beyer	KYTC – District 1 Environmental	Blake.Beyer@ky.gov
Tonya Higdon	KYTC – C.O. Planning	Tonya.Higdon@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	Mikael.Pelfrey@ky.gov
Steve Ross	KYTC – C.O. Planning	Steve.Ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Anne Warnick	Parsons Brinckerhoff	Warnick@pbworld.com
Gordon Glass	Parsons Brinckerhoff	glassgc@pbworld.com
Brent Stringer	Livingston County EMA	bstringer@livingstonco.ky.gov
Marvin Buford	Livingston County Magistrate	mb@livingstonco.ky.gov
Craig Morris	Pennyrile ADD	craig.morris@ky.gov

Shawn Dikes welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Representatives from the Kentucky Transportation Cabinet (KYTC), the consulting firm (Parsons Brinckerhoff), and various stakeholders were present. The purpose of today's meeting was to present the stakeholders with the alternatives analysis of the US 60 Bridge Replacement study and to receive their feedback regarding a preferred alternative.

Shawn then went through the presentation reviewing the project organization chart, study purpose and schedule, study area and existing conditions, public involvement, purpose and need, and the alternatives analysis which included a discussion of traffic and safety, human and natural environment and costs. Shawn noted that because of the costs, maintenance of traffic issues and some geotechnical issues, that the No Build and Alternatives 1 and 2 (rehabilitation options) are likely not good options. The stakeholders agreed. This leaves new bridge

Alternatives 3A, 3B and 4. There was further discussion about the advantages and drawbacks about each of these alternatives.

- Alternative 3A has overhead power lines immediately to the upstream side of the new bridge and are estimated to cost \$1 million to move. It could also have impacts to the UK Agricultural Extension office.
- Alternative 3B is on a longer alignment, which would cost more money. It also could impact the Smithland ball fields, which could be a significant issue since it seems they were built with federal parkland money.
- Alternative 4 may have some environmental justice issues. There are houses that would be impacted by this alternative, however the census data in the Environmental Justice Overview is only available at the tract level, therefore it is unknown if the specific houses that would be impacted would be an environmental justice issue. Further investigation would need to be done in future phases and contact would need to be made with local residents affected.
- Detailed geotechnical analysis has not been performed. Future borings may indicate an advantage of one alternative over the others; however that is outside the scope of this planning study.
- All 3 alternatives would have some environmental impacts, but mitigation is possible with all three.

The stakeholders present were asked for their thoughts / preferences on Alternatives 3A, 3B and 4. The general consensus was the 3B was too long an alternate and that the alternative immediately adjacent to the existing bridge (3A or 4) is preferred. Of these two, Alternative 4 seemed to have less known impacts, specifically with regards to the relocation of overhead power lines, although it was noted that there could be environmental justice issues, or geotechnical issues that would need to be investigated further in the next phases of the project. Other important things to note from this discussion include:

- There have been land movement issues (ground shifting) further upstream, closer to Alternative 3B, on the Smithland side of the river (on the back side of KY 70).
- It would be preferable that the piers of a new bridge be placed on dry ground, as barges often hit the piers, which can cause the bridge to be closed to traffic while it is inspected.
- Placing piers on dry ground may also avoid issues with mussel species that are threatened or endangered in the area.
- Any closure of the bridge for construction would be a huge EMS issue and needs to be minimized and coordinated with local officials.

The question was asked whether the costs of a four lane bridge had been considered as there is the possibility that US 60 will be widened to four lanes in the future. A four-lane bridge cost estimate was not performed, due to the forecasted ADT of US 60 being only 6,900 in the future. However, Mike McGregor noted that if US 60 is widened, the traffic volumes at this location would allow for the road to be narrowed to two lanes, and then expanded back to four once across the bridge. If traffic volumes do reach a point in the future where a four lane bridge is required, a second two lane bridge could be built adjacent and each bridge could take one direction of traffic.

The next steps of the planning study as well as the overall US 60 bridge replacement project were discussed. Cost estimates for the preferred alternative will be given to KYTC in the next week so that they can be put into the 6-year highway plan. A draft report will be completed in October with the final report in November. The next phase of the project will be design services, with the goal of letting out Phase 1 design by the end of the year.

The meeting was then concluded at approximately 11:50 AM.

TO: Mike McGregor, PE
Project Manager, KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: March 20, 2013

SUBJECT: US 60 Livingston County Bridge Replacement
Minutes of Project Team Meeting #1

The first Project Team Meeting was held at 10:00 AM (CST) on Wednesday, March 20, 2013, at KYTC District 1 Office in Paducah, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Mike McGregor	KYTC – District 1	Mike.McGregor@ky.gov
Jessica Herring	KYTC – District 1	Jessica.Herring@ky.gov
Tonya Higdon	KYTC – C.O. Planning	Tonya.Higdon@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	Mikael.Pelfrey@ky.gov
Dorian Brawner	KYTC – C.O. Planning	Dorian.Brawner@ky.gov
Scott Thomson*	KYTC – C.O. Planning	Scott.Thomson@ky.gov
Steve Ross*	KYTC – C.O. Planning	Steve.Ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Gordon Glass	Parsons Brinckerhoff	glassgc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

*These attendees from KYTC Central Office were linked into the meeting via video conference.

Mike McGregor welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Shawn Dikes, the Project Manager for Parsons Brinckerhoff then went through the agenda for the remainder of the meeting. That included:

1. Project Overview
2. Existing Conditions
3. Purpose and Need
4. Preliminary Alternatives
5. Future Public Involvement
6. Next Steps

The following sections summarize the primary discussion points from the agenda topics above.

Project Overview

To introduce the project and re-familiarize those in attendance with the project, the study area was identified on several maps. The purpose of the project is to complete an alternatives study to investigate potential rehabilitation / replacement options for the existing US 60 bridge over the Cumberland River near Smithland.

The study schedule was shown and discussed. It was noted by Parsons Brinckerhoff staff that we are currently on-schedule with the project, having already completed a substantial portion of the existing conditions identification, including the environmental overview. To comply with updates to the six-year highway plan, each KYTC District will need to turn in their priority list by August 15, 2013. If possible, the preferred alternative, planning-level costs, and project description would be completed and available for KYTC by August 1, 2013 in order to be included in their planning process. It was noted by Parsons Brinckerhoff that this should be a manageable date and coincides fairly well with the schedule. The remainder of the study time will be devoted to project documentation and wrap-up and will be completed by November 2013.

Existing Conditions

A review of the existing project conditions was performed and the results discussed with those in attendance. Some issues / concerns that need to be considered as alternatives are developed and analyzed are summarized below:

- It is a narrow roadway across the bridge, with no shoulders.
- Existing traffic volumes are 4,900. Future volumes are 6,900.
- The fact that drawings were issued and repairs completed to address recommendations from the September 30, 1969 study / inspection, without subsequent issues, improve chances the piers (with further enhancements) may be re-usable for a rehabilitation project.
- A poor LOS (LOS E) was shown for the southern section of US 60. This is due to the posted speed and the lack of passing ability, not the volume to capacity ratio. It was noted by KYTC that they are willing to accept a LOS C in a rural setting.
- There were 21 crashes in an observed two year period with most (18) being property damage only.
- Given a manageable list of crashes (21), it was requested that Parsons Brinckerhoff pull the individual crash files and see if there is any further documentation as to the crash factors, including determining if any can be ruled out due to human factors. Further investigation should be done for the crash that involved a pedestrian as well.
- The location of the Livingston County Ball Park could be a reason for pedestrian access along the bridge or for pedestrians in the area.
- The limits of the floodplains will need to be identified.
- There are several environmental, cultural / historic and archeological features and resources in the area. The proximity of them is not a deterrent to most of the alternatives at this point.

Purpose and Need

The purpose and need, as it now stands, was presented to those in attendance. It will be reviewed throughout the project process and updated as necessary, particularly based on any input the stakeholders or general public may have for this project.

Preliminary Alternatives

Six preliminary alternatives were presented. The following was noted about each:

- Alt. 1 – Bridge Rehabilitation in Place: This would allow for a higher load capacity but would not address narrow lanes and. The Team was interested in quantifying the costs for this and seeing how much “life” could be expected from a set of improvements.
- Alt. 2 – Superstructure Replacement on Existing or Rehabilitated Structure: There are several people in the community who favor the current location of the bridge and have a list of reasons why it was built. Performing an in-place replacement similar to what is being done for the Milton-Madison bridge seems feasible.
- Alt. 3 – Bridge Replacement Upstream: Nashville COE Navigation Charts identify multiple upstream overhead utility crossings. They could be moved but that may be expensive. The utility impacts will need to be investigated further. Parsons Brinckerhoff will coordinate with the District 1 Utilities to initiate the investigation.
- Alt. 4 – Bridge Replacement Downstream: Could have potential impacts to archeological sites and floodplain issues may be a concern.
- Alt. 5 / Alt. 6 – Bypass roadway options with bridge replacement (either upstream or downstream): Both of these alternatives were discussed and eliminated at this meeting from further consideration. This is due to a list of concerns / impacts that do not make these feasible / cost effective solutions including the fact that the future ADT is very low as well as identified environmental impacts. The full list of impacts and reasons for dismissal will be documented, showing due consideration was given prior to dismissal.

Future Public Involvement

The next public involvement activity will be a meeting with the stakeholders and elected officials and was previously scheduled for April 2013. It will be one joint meeting with all invitees. Knowing that at least three weeks of lead time is necessary to send the mailings and get on the invitee’s calendars, the meeting date of May 2, 2013 was selected by those in attendance.

The list of potential stakeholders / elected officials includes:

- Livingston County Judge
- Mayor of Smithland
- Quarry Representative
- Police / Fire / EMS
- Local Business Owners
- Livingston County School Representative
- Pennyrite ADD Representative (Craig Morris)

Parsons Brinckerhoff will prepare the materials for the meeting, and a survey form (anonymous) that can be returned either at the meeting or in the mail. The District will supply CO Planning a list of invitees. CO Planning will draft the invitation letter and mail the actual letters out.

Parsons Brinckerhoff will prepare self-addressed stamped return envelopes to Lindsay Walker for anyone that would like to mail their survey back. The survey form will also be set up online and will be available electronically.

The public meeting will be scheduled for June 2013. A potential location could be the Livingston County High School. Variable message boards on either side of the bridge will be useful in advertising for the meeting.

A resource agency mailing will also be included as part of the public involvement. It will be sent out in July 2013 if not earlier.

Next Steps

Parsons Brinckerhoff will prepare the mailing for the Stakeholder Meeting scheduled tentatively for May 2, 2013 and will assist KYTC with preparations for the meeting.

Continuing work will include finalizing the existing conditions, investigating further the study area crashes and the floodplain limits and determining possible utility impacts. Initial work on the alternatives development and evaluation will begin as well along with cost estimates.

Preparation for the upcoming public meeting will begin as well, selecting a meeting location and date.

At the end of the meeting, the original copy of the 1969 investigation report was returned to KYTC from Parsons Brinckerhoff.

With no further comments, the meeting was adjourned at 11:30 AM (CST).

Following a brief lunch break, a field review was held at the study site. The bridge itself was reviewed as well as the listed Gower House in the town of Smithland.

TO: Mike McGregor, PE
Project Manager, KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: May 2, 2013

SUBJECT: US 60 Livingston County Bridge Replacement
Minutes of Project Team Meeting #2

The second Project Team Meeting was held at 9:30 AM (CST) on Thursday, May 2, 2013, at KYTC District 1 Office in Paducah, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Mike McGregor	KYTC – District 1	Mike.McGregor@ky.gov
Jessica Herring	KYTC – District 1	Jessica.Herring@ky.gov
Susan Oatman	KYTC – District 1	Susan.Oatman@ky.gov
Blake Beyer	KYTC – District 1 Environmental	Blake.Beyer@ky.gov
Tonya Higdon	KYTC – C.O. Planning	Tonya.Higdon@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	Mikael.Pelfrey@ky.gov
Shane McKenzie	KYTC – C.O. Planning	Shane.McKenzie@ky.gov
Steve Ross	KYTC – C.O. Planning	Steve.Ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Mike McGregor welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Shawn Dikes, the Project Manager for Parsons Brinckerhoff noted that the purpose of today's meeting was to prepare for the Advisory Committee Meeting to be held later that day and discuss current project work. The agenda for the meeting is as follows:

1. Advisory Committee Preparations
2. Project Updates
3. Public Meeting Update

The following sections summarize the primary discussion points from the agenda topics above.

Advisory Committee Preparations

The first Advisory Committee Meeting (as noted above) was to be held following a short break after this meeting. No formal response was requested when the invitations were sent to attendees; therefore there was no general indication of how many people may be in attendance. Parsons Brinckerhoff structured the format of the meeting such that project information would be

provided with breaks in between project components to allow for interactive discussion with those in attendance.

To further prepare for the meeting, Lindsay Walker (with Parsons Brinckerhoff) quickly went through the PowerPoint presentation materials, ensuring that all Project Team members present were comfortable with the material to be presented at the SAP meeting later in the day.

Two minor changes were made to the presentation materials. The timeframe of the next Project Advisory Committee Meeting was changed to be July / August 2013 and the Public Meeting date was changed to be June 20th following some discussion on the preferred date by those in attendance.

Project Updates

Following the last Project Team Meeting held on March 20, 2013, Parsons Brinckerhoff has addressed some of the questions related to discussions at that meeting as well as working towards refining / further evaluating the project alternatives. Items which were discussed as follow up / updates to the previous meeting included:

- The floodplain mapping has been added to the Environmental Overview. As expected, there is a substantial amount of floodplain within the area, with the current alignment of the bridge placed in the location of least impact.
- Further investigation was requested related to the crash data, including a review of the individual crash files. The KYTC Central Office was able to provide the individual records to Parsons Brinckerhoff. After reviewing the files, it was noted that the majority of crashes were related to some kind of human error including falling asleep, inattention, and driving under the influence (either drugs or alcohol). Several collisions were with animals (deer). The collision that involved a pedestrian was related to a responder on the scene of another crash who was struck when other responders were trying to clear the scene of the crash. The person was not seriously hurt nor was taken to the hospital. There was one crash overall that was related to the existing geometrics – a sideswipe collision in which two trucks were passing each other on the bridge. It is suspected that this type of collision happens more frequently but is not reported.

One other crash pattern that was noted as a result of the review was that there may be sight distance issues near the intersection of Mill Street and US 60 through town as several crashes occurred near this location and sight obstruction was noted as a concern (parked cars along the main road obscure the view of motorists). While this is not directly related to the bridge replacement project, it is worthwhile to note.

- As discussed at the previous Project Team Meeting, Alternatives 5 and 6, the alternatives with a bypass and bridge replacement, were removed from further consideration. Additional documentation was provided to clearly show why these alternatives were not advanced for further consideration. This includes environmental impacts such as floodplain and to the ball fields, additional cost considerations for the additional roadway, and traffic diversion from downtown. There was general agreement amongst those present that these factors adequately addressed the reasons for dismissing these alternatives from further consideration.

- Right-of-way plans were provided by KYTC District 1 and incorporated into the existing mapping for the study. These plans indicate that there is generally 50 feet of right-of-way on either side of the existing roadway.

Public Meeting

Following the Advisory Committee Meeting later in the day, the next project meeting will be a Public Meeting. Through email, the dates of June 18 and 20th were selected as the most desirable dates by the Project Team for the Public Meeting. At this Project Team Meeting, it was determined that the date of June 20th is preferred and the timeframe for the meeting will be from 4 – 7 PM CST. The Livingston Central High School is not available during that timeframe as it will be undergoing renovations for the summer. The University of Kentucky Agriculture Cooperative Extension Office is located just north of the US 60 Bridge over the Cumberland River and is a potential location for the public meeting. Parsons Brinckerhoff has contacted the office and planned for a review of the facilities following the project meetings for today to make a determination if the facilities are acceptable.

Discussion also included the meeting format, which will follow a typical open-house style format. Stations with boards depicting various project components will be available with staff to discuss project issues on an individual basis with a PowerPoint scrolling presentation showing project information for those who would like to review project information and provide an additional viewing mechanism if the board stations become too crowded. A survey will be developed and provided similar to the one for the Advisory Committee Meeting. No formal presentation will be made at this meeting.

There is no set rule that KYTC was aware of regarding the advertising timeframe for the Public Meeting. Parsons Brinckerhoff will provide KYTC with a project description / advertisement that they can then send and include in the local newspapers, providing approximately four weeks notice prior to the meeting.

Next Steps

Parsons Brinckerhoff will prepare the advertisement for the Public Meeting scheduled for June 20, 2013 and will assist KYTC with preparations for the meeting.

Continuing work will include work on the alternatives development and evaluation including cost estimates.

At the end of the meeting, it was determined that there was sufficient time for a quick field review and to visit the UK Agriculture Cooperative Extension Office. Parsons Brinckerhoff and KYTC Central Office staff members travelled to Smithland and toured the facility. It was determined that the room in the main building would be sufficient for the Public Meeting. KYTC will pay the room rental fee of \$50, along with the deposit of \$100 and sign the contract for the room usage.

TO: Mike McGregor, PE
Project Manager, KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: August 6, 2013

SUBJECT: US 60 Livingston County Bridge Replacement
Minutes of Project Development team Meeting #3

The third Project Development Team Meeting was held at 12:00 PM (CDT) on Tuesday, August 6, 2013, at KYTC District 1 Office in Paducah, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Mike McGregor	KYTC – District 1	Mike.McGregor@ky.gov
Jessica Herring	KYTC – District 1	Jessica.Herring@ky.gov
Susan Oatman	KYTC – District 1	Susan.Oatman@ky.gov
Blake Beyer	KYTC – District 1 Environmental	Blake.Beyer@ky.gov
Tonya Higdon	KYTC – C.O. Planning	Tonya.Higdon@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	Mikael.Pelfrey@ky.gov
Steve Ross	KYTC – C.O. Planning	Steve.Ross@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Anne Warnick	Parsons Brinckerhoff	Warnick@pbworld.com
Gordon Glass	Parsons Brinckerhoff	glassgc@pbworld.com

The Project Development Team meeting occurred immediately after the Stakeholder Advisory Committee Meeting. It was agreed by the project team that because new bridge piers would be placed on dry ground, the value added by rehabilitating the existing structure is lost, and the high costs and geotechnical uncertainties and issues of Alternatives 1 and 2 rule them out of consideration. Discussion of the advantages and drawbacks of Alternatives 3A, 3B and 4 continued.

Based on public and stakeholder feedback, it appears that there is a slight leaning towards Alternative 4 as the preferred. However, as noted in the last meeting, the biggest concern / unknown are the environmental justice (EJ) impacts. The Environmental Justice Overview only takes into account data at the census tract level, which is too broad to determine if there will be any EJ issues with Alternative 4, particularly if the impacts are in the immediate area and if they are disproportionate. This will not be determined until the NEPA phase of the study, when surveys will be sent out and people will self identify. If it is found that there are EJ communities that will be impacted by this project, it is believed that if they are willing to relocate, there is no problem, however if they are not willing to relocate, it may make more sense to move the power

lines on the other side of the existing bridge, and build the new bridge upstream (Alternative 3A). For this phase of the study, it is necessary for the project team to make a recommendation based on the information available, knowing that a more detailed EJ will be performed in the NEPA phase, and also knowing, as discussed in the previous meeting, that further geotechnical investigation needs to be performed, and that the outcomes of those could change the recommendation in the future. The project team recommended Alternative 4 as the preferred alternative, with Alternative 3A as a second option if the EJ or geotechnical analyses show that Alternative 4 is not feasible. All attendees agreed that the longer route of Alternative 3B made it a less desirable alternative.

Next, the cost estimate of Alternative 4 was examined. Design and construction costs for the US 60 Bridge Replacement are currently in the six-year highway plan with \$2 million allocated for design in 2015 and \$31 million allocated for construction in 2018. These numbers will need to be updated based on the results of this planning study. Because of the uncertainty with regards to the geotechnical, EJ and utilities, it was recommended to adjust the initial cost estimates to account for these. Construction costs could increase due to the possible need to move the overhead power lines (if Alternative 4 won't work and 3A must be built) or to move the back-up generator for the water or sewer pump station that would be affected in Alternative 4. EJ costs associated with mitigation and/or property acquisitions and resident relocations, or unexpected geotechnical costs could also increase the construction costs. KYTC would like to keep the total costs below \$50 million, but also account for these unknowns in the cost estimates that they submit for the six-year highway plan. Parsons Brinckerhoff agreed to revise the cost estimates and will resubmit them in a week along with an executive summary that includes a description of the preferred alternative.

In addition to providing the updated costs and executive summary, next steps include maintenance of traffic, which was briefly discussed and agreed by all that it would be a very simple plan to build the new bridge while the existing bridge remains fully operational, and to simply switch over to the new bridge once it is completed.

The question was asked if the Pennyrile ADD should perform a new Environmental Justice Overview with the new 2010 data that is expected to be available later in the year. Because of new way that census data is being collected, it was agreed that the new information available later in the year will not likely be detailed enough to make a determination of whether Alternative 4 will have EJ impacts. Therefore text should be included in the report stating that further EJ investigation will be required in the next phase of the project and what has already been produced will be incorporated into project reports.

The draft report will be submitted by October, and the project will conclude with a final report submittal in November.

The meeting was then concluded at approximately 12:20 PM.