

# Public Meeting

## KY 86

### Breckinridge County

#### Jesse Priest Road to Rosetta Corners Road

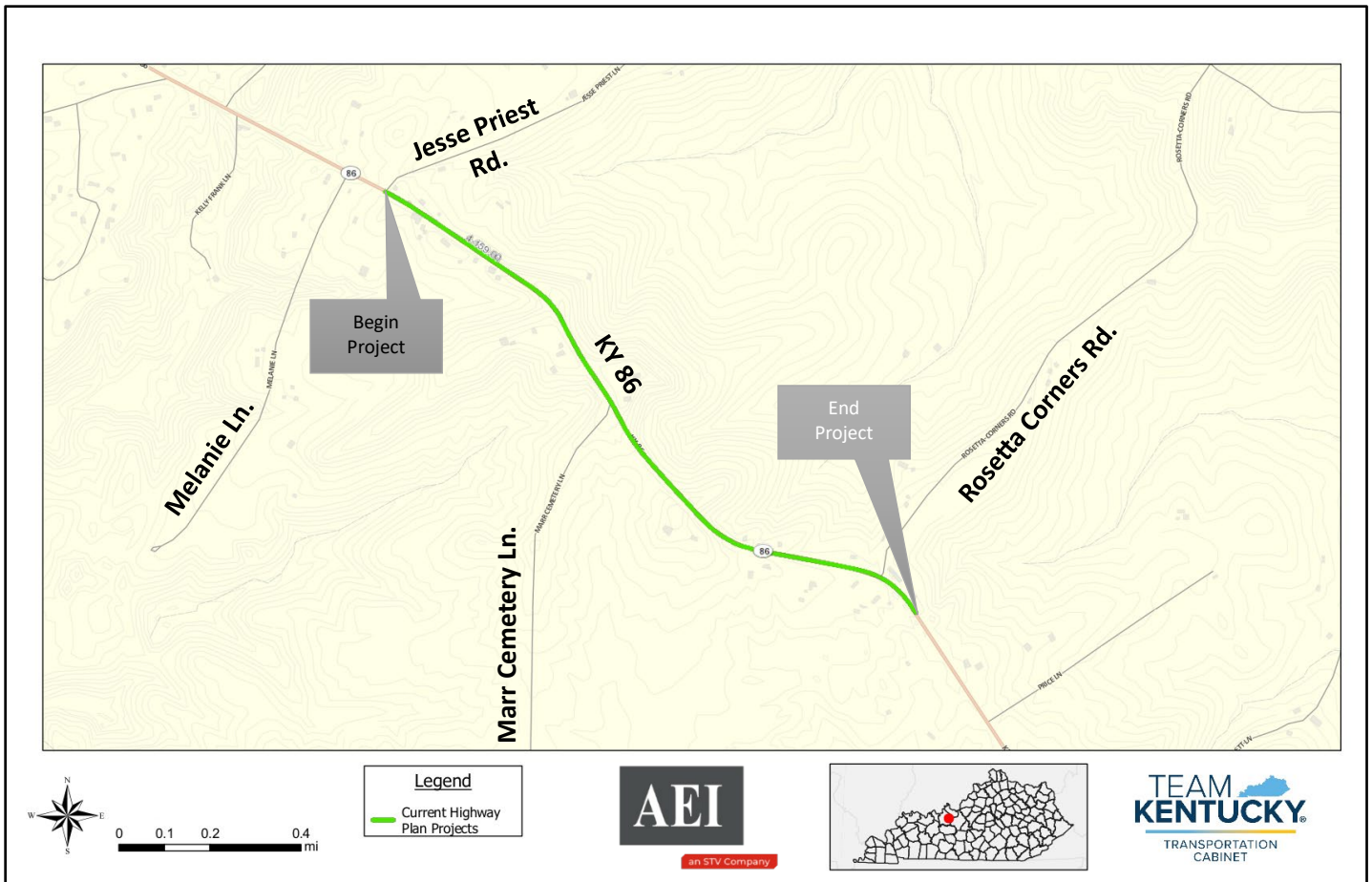
#### KYTC Item No. 4-0159.00

#### December 13, 2023

#### Stinnettville Community Church

#### 5:00 pm – 7:00 pm Central

The Kentucky Transportation Cabinet (KYTC) is seeking your input on preliminary engineering alternatives affecting KY 86 in Breckinridge Co.



## Purpose and Need Statement

KY 86 is considered a minor arterial which over the past 10 years has recorded 21 crashes, including 8 injury collisions and one fatality.

This project originated from the December 2017 “KY 86 Scoping Study”. The purpose and need states: The purpose of the KY 86 Scoping Study is to enhance regional mobility and to provide a safer east/west corridor across Breckinridge and Hardin Counties. KY 86 provides the most direct regional connection between Hardinsburg, Cecilia, Elizabethtown, the Western Kentucky Parkway, and I-65. I-65 is a major north-south interstate highway that travels through Western Kentucky from Nashville, Tennessee in the south to Louisville, Kentucky in the north.

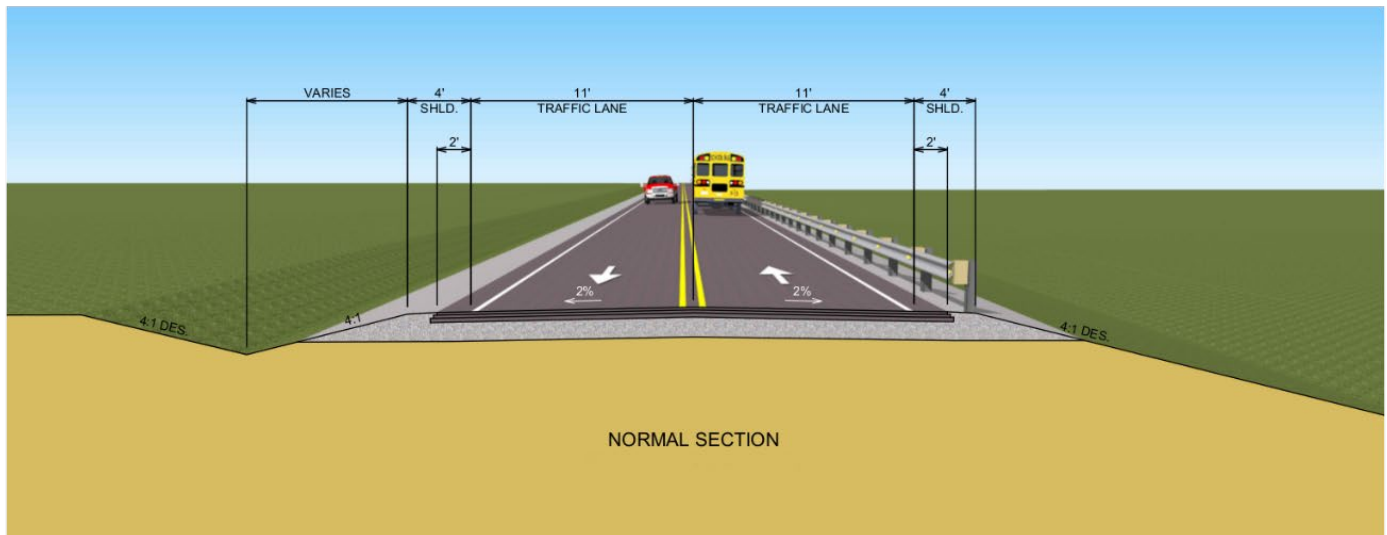
The proposed project calls for the widening of KY 86. The goals of the KY 86 widening include:

- 1) Address Safety.
- 2) Address Geometric Deficiencies.
- 3) Increase Mobility.

## Existing Conditions

KY 86 is a two-lane road with nine foot wide lanes and 18 inch wide paved shoulders. In December of 2017, Stantec prepared a scoping study along the full length of KY 86 and this segment of roadway was identified as high priority. It has three high crash spots with CRFs ranging from 1.24 to 1.86 and over the past 10 years has recorded 21 crashes which include eight injury collisions and one fatality. The primary cause of the sight distance issues at the intersections of Jesse Priest Lane and Marr Cemetery Road is the vertical alignment. The corridor has several areas of rock outcropping, including at the water tower, so the geotechnical branch will need to be consulted.

## Typical



## **Alternative Discussion**

### **Alternate 1:**

This alignment would shift south of the existing alignment using a rural template. Horizontal and vertical alignment deficiencies are improved to meet 55 mph criteria. Alternate 1 proposed length is 1.51 miles.

Parcels affected: 33

### **Alternate 2:**

This alignment was eliminated for not addressing horizontal and vertical deficiencies.

Parcels affected: N/A

### **Alternate 3:**

This alignment veers north from existing KY 86 and goes cross country, through a wooded depression using the rural template. Existing KY 86 would become an access road for property owners along the existing route. Alternate 3 proposed length is 1.44 miles.

Parcels affected: 28

### **Alternate 4:**

This alignment would use the existing alignment while improving horizontal and vertical deficiencies to meet 55 mph criteria using the rural template. The proposed length of Alternate 4 is 1.51 miles.

Parcels affected: 33

### **Alternate 5:**

No Build alternate would mean no improvements would be constructed and the existing KY 86 would remain as it is today.

Parcels affected: 0

## Budget.

BID ITEM	ALT 1	ALT 3	ALT 4
Utilities	\$ 1,500,000	\$ 1,000,000	\$ 1,500,000
Right of Way	\$ 2,000,000	\$ 5,000,000	\$ 1,500,000
Construction	\$ 5,000,000	\$ 6,000,000	\$ 5,000,000
<b>TOTAL COST</b>	<b>\$ 8,500,000</b>	<b>\$ 12,000,000</b>	<b>\$ 8,000,000</b>

## Next Steps

The Project Team will hold a meeting in January 2024 to identify the Preferred Alternate. The Preferred Alternate is selected based on public input, budget, impacts (including but not limited to Right-of-Way, utilities, and environmental resources), traffic needs, crash history, constructability, and maintenance of traffic during construction.

After the Project Team identifies the Preferred Alternate, the environmental documentation can be completed on those alternate. This work may require additional field studies, so the Project Team may reach out to you for access to your property soon. The environmental documentation is anticipated to be complete by Spring 2024.

Once the environmental documentation is finalized, the Preferred Alternate will be announced, and final design can begin. Once the design is nearly complete KYTC will conduct a Right-of-Way informational meeting to discuss impacts anticipated to adjacent property owners, with the acquisition process to soon follow. The timeframe anticipated for acquisition to begin is Spring 2025.

If you have any questions or concerns regarding the environmental process or specifically historic properties, please feel free to contact Joseph Ferguson at the KYTC District 4 office by calling 270-766-5066 or email [joseph.ferguson@ky.gov](mailto:joseph.ferguson@ky.gov).

## Submitting Comments

Comments are welcomed and encouraged on this project. Please pick up the Project Questionnaire from the Sign-In table, fill out, and drop off at the Sign-In table before leaving. If you need a little more time, mail to Kevin Blain, PE – Project Manager, KYTC District 4 634 East Dixie Highway Elizabethtown, KY 42701 – or email to [kevin.blain@ky.gov](mailto:kevin.blain@ky.gov). Comments will be received through January 6, 2024.

Public meeting materials from today's meeting will be available at <https://transportation.ky.gov/DistrictFour/Pages/default.aspx>.

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