

PUBLIC MEETING OVERVIEW

The purpose of this meeting is to share preliminary alternative improvement options with you and receive your input.

PUBLIC MEETING CHECKLIST

- REVIEW HANDOUT/PROJECT OVERVIEW
 - FRONT – MEETING AND PROJECT OVERVIEW
 - BACK – ALTERNATIVES
- VISIT STATIONS & ASK QUESTIONS
 - STATION 1 – PROJECT OVERVIEW
 - STATION 2 – SPOT IMPROVEMENTS
 - STATION 3 – SECTION 2 OPTIONS
 - STATION 4 – CORRIDOR OPTIONS WITHIN BUDGET CONSTRAINTS
- COMPLETE SURVEY
 - RETURN PAPER COPY (IN-PERSON TONIGHT OR AT THE ADDRESS BELOW)
 - OR USE THE QR CODE TO TAKE THE SURVEY ONLINE



Complete survey by **December 17th, 2022.**

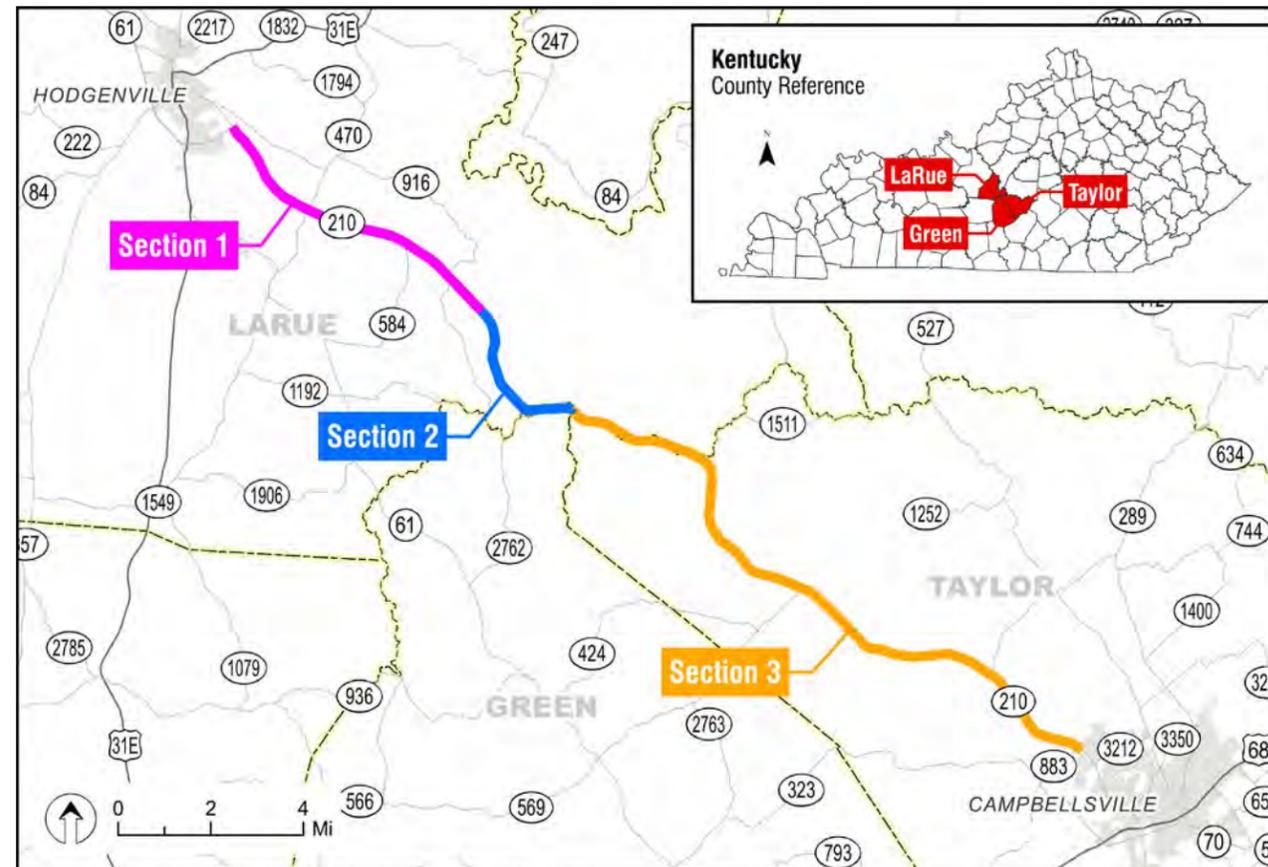
Additional Questions:

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PROJECT OVERVIEW

The **purpose** of the project is to explore and provide feasible options to **decrease congestion**, **reduce travel time**, **increase passing opportunities**, and **improve safety** along a 24.5-mile section of KY 210 from Fairview Road (KY 883) in Campbellsville to Lincoln Parkway (KY 1618) in Hodgenville. The project was broken into three sections for alternative development:



The **need** for the project was identified through a review of existing safety and traffic operations:

	Current traffic conditions include a high percentage of trucks, 15%.
	Geometric conditions include steep grades, limited number of dedicated passing lanes, and short passing opportunities.
	Both traffic mix and geometrics contribute to reduced travel speeds and increased time spent following.
	KY 210 experiences a higher percentage of Injury Crashes (25% versus 23%) and Fatal Crashes (5% versus 1.3%) than similar facilities in Kentucky.
	Crashes appear to be concentrated at several intersections and in Section 2.

PROJECT DEVELOPMENT PROCESS

The project is currently in the **Preliminary Design & Environmental Analysis** phase.

- PLANNING** | SCOPE IS DEFINED-IDENTIFY PURPOSE, NEEDS, & GOALS.
- PRELIMINARY DESIGN & ENVIRONMENTAL ANALYSIS** | DEVELOP ALTERNATIVES AND ENVIRONMENTAL ANALYSES.
- FINAL DESIGN** | DEVELOP FINAL PLANS FOR PREFERRED ALTERNATIVE.
- RIGHT-OF-WAY** | POTENTIALLY IMPACTED PROPERTY OWNERS ARE ENGAGED AND RIGHT-OF-WAY NEEDS ARE NEGOTIATED.
- UTILITY RELOCATION** | UTILITY COMPANIES MOVE THEIR ASSETS OUT OF THE PROPOSED CONSTRUCTION ZONE.
- CONSTRUCTION** | THE PROJECT IS CONSTRUCTED. ENVIRONMENTAL COMMITMENTS AND MITIGATION ARE FULFILLED.

FUNDING & SCHEDULE

Kentucky's 2022-2028 Enacted Six-Year Highway Plan has the following federal funding programmed. The Right-of-Way phase has funding available in the biennium.

Phase	Fiscal Year	Dollars
Right-of-Way	2024	\$500,000
Utilities	2025	\$2,500,000
Construction	2027/2028	\$22,000,000
Total	-	\$25,000,000

Considering this information, the project team has identified potential improvement options for the corridor. Flip this over to learn more on potential improvements. Visit the display board stations to see design concepts.

Spot Improvements

DEVELOPED THROUGH A DATA-DRIVEN PROCESS, WHICH IDENTIFIED CRASH CONCENTRATIONS AT THE FOLLOWING LOCATIONS, **SPOT IMPROVEMENTS COULD QUICKLY ADDRESS SAFETY ISSUES.** THESE COULD ADVANCE INDEPENDENTLY OR IN CONJUNCTION WITH A CORRIDOR ALTERNATIVE.



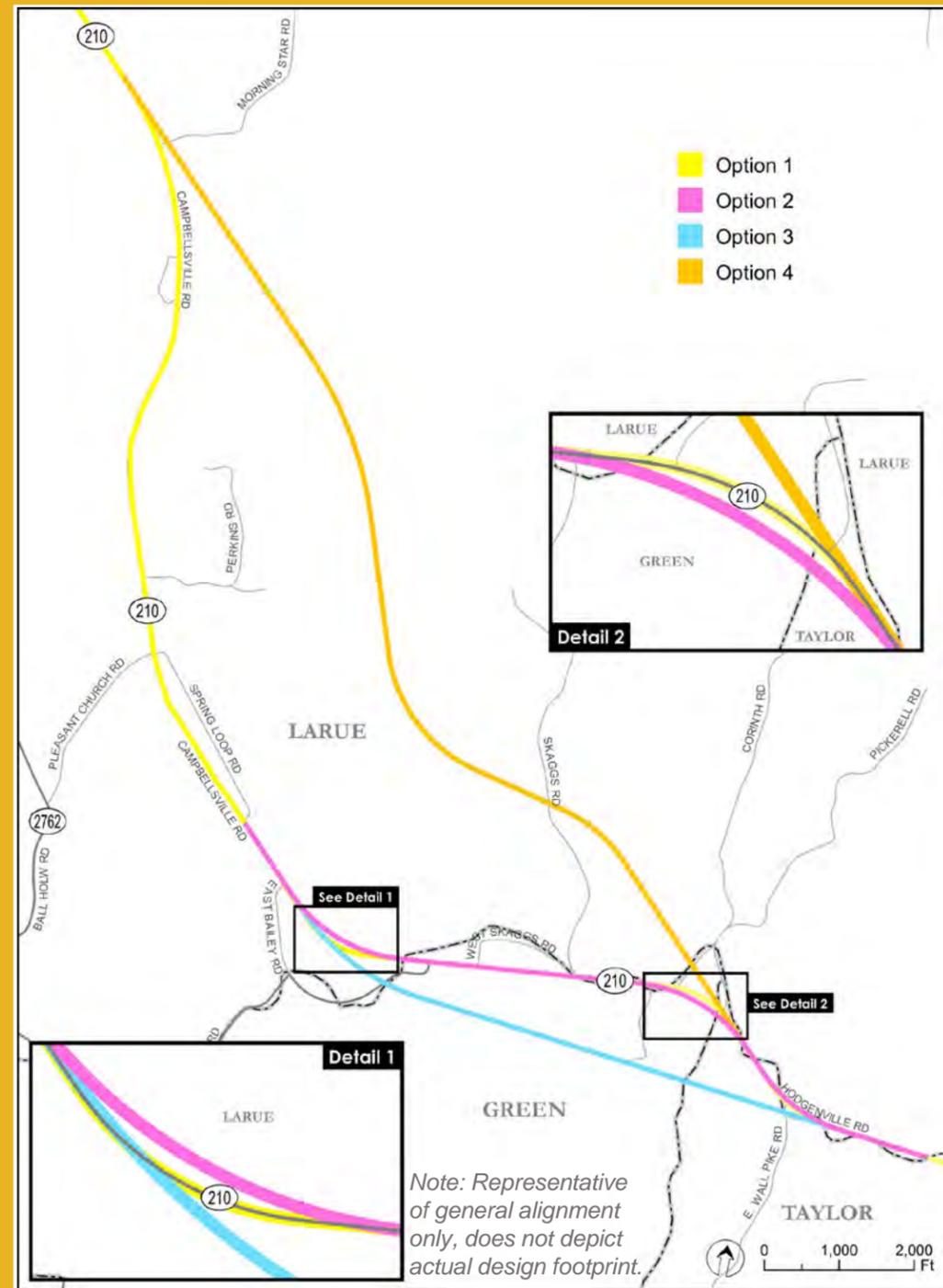
SPOT IMPROVEMENTS (ALONG KY 210 FROM NORTH TO SOUTH)

COUNTY	SPOT	LOCATION	DESCRIPTION
LARUE COUNTY	SPOT 1	LINCOLN PARKWAY (KY 1618)	Reconstruct intersection with a 25 MPH curve, allowing the heaviest movement (Lincoln Parkway to eastbound KY 210, towards Campbellsville) to be free-flow.
	SPOT 2	NORTH L AND N TURNPIKE ROAD (KY 470)	Add left-turn lanes in both directions on KY 210, add left-turn lane on northbound KY 470, improve signage and stop ahead pavement markings on KY 470.
TAYLOR COUNTY	SPOT 3	LITTLE BRUSH CREEK	Add high friction surface on KY 210 and restripe to remove passing zone.
	SPOT 4	OLD MAC ROAD (KY 569)	Add dedicated left-turn lane on KY 210 to KY 569, and dead-end old KY 210 loop to redirect traffic to the new improved intersection and improve sight distance in both directions.
	SPOT 5	W SALOMA RD (KY 744)	Add left-turn lanes in both directions on KY 210.
	SPOT 6	MIDDLE PITMAN CREEK	Remove eastbound downgrade passing opportunity and improve side slope by cutting back the hill to improve sight distance.
	SPOT 7	FAIRVIEW ROAD (KY 883)	Add left-turn lanes in both directions on KY 210.

The total cost for the spot improvements is estimated at **\$2.9 million (M).**

Section 2 Options

SECTION 2 IS CONSIDERED AS A PREVIOUSLY "UNIMPROVED SECTION" SINCE IT WAS NOT IMPROVED WITH THE 1990'S/2000'S WIDENING ACTIVITIES. THE SEGMENT HAS LIMITED PASSING OPPORTUNITIES, STEEP GRADES, AND HIGHER CRASH CONCENTRATIONS. SEVERAL **ALTERNATIVE ALIGNMENTS COULD ADDRESS SECTION 2.**



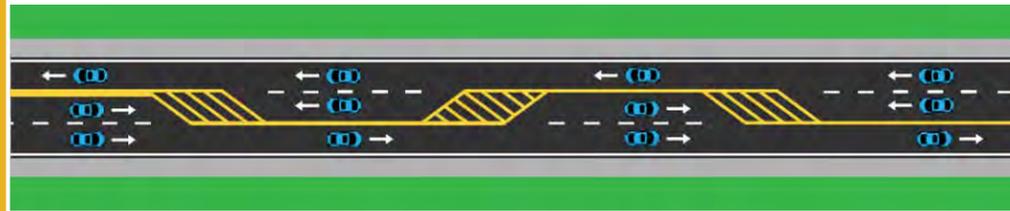
SECTION 2 OPTIONS

OPTION	DESCRIPTION	COST
OPTION 1	2+1 WIDENING ON EXISTING	\$8.5 M
OPTION 2	2+1 ON EXISTING PLUS CURVE IMPROVEMENT	\$9.8 M
OPTION 3	2+1 ON EXISTING PLUS NEW ALIGNMENT	\$15.6 M
OPTION 4	NEW CROSS-COUNTRY ALIGNMENT	\$34 M

Corridor Alternatives

A 2+1 TYPE FACILITY COULD IMPROVE OPERATIONS & SAFETY. A 2+1 ROAD IS A THREE-LANE HIGHWAY THAT HAS TWO TRAVEL LANES IN ONE DIRECTION-ONE OF WHICH IS USED FOR PASSING MANEUVERS-AND ONE LANE IN THE OPPOSITE DIRECTION. THE PASSING LANE ALTERNATES EVERY FEW MILES. EXAMPLES IN THE AREA INCLUDE KY 55 FROM LEBANON TO SPRINGFIELD, AND SOUTH OF CAMPBELLVILLE.

EXAMPLE 2+1 LAYOUT



ALTERNATIVE 1

Consists of a corridor-wide, 2+1 or three-lane typical section striped to provide alternating passing opportunities for the entire corridor (Sections 1, 2, and 3). A consistent 2+1 template for the entire corridor is estimated to cost **\$51 million**, which exceeds Kentucky's 2022-2028 Enacted Six-Year Highway Plan construction budget of \$22 million.

ALTERNATIVE 2

Includes a strategic implementation of 2+1 widening and spot improvements to provide anticipated safety and operational improvements throughout the corridor within Kentucky's 2022-2028 Enacted Six-Year Highway Plan construction budget of \$22 million.

ALTERNATIVE 2A

ALL 7 SPOT IMPROVEMENTS	\$2.9 M
SECTION 2 OPTION 1	\$8.5 M
SECTION 3 4.1 MILES OF 2+1 WIDENING IN TAYLOR COUNTY	\$10.6 M
TOTAL COST	\$22 M

ALTERNATIVE 2B

ALL 7 SPOT IMPROVEMENTS	\$2.9 M
SECTION 2 OPTION 2	\$9.8 M
SECTION 3 3.7 MILES OF 2+1 WIDENING IN TAYLOR COUNTY	\$9.3 M
TOTAL COST	\$22 M

ALTERNATIVE 2C

ALL 7 SPOT IMPROVEMENTS	\$2.9 M
SECTION 2 OPTION 3	\$15.6 M
SECTION 3 1.3 MILES OF 2+1 WIDENING IN TAYLOR COUNTY	\$3.5 M
TOTAL COST	\$22 M