

Appendix F – MEETING SUMMARIES

Meeting Minutes

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: June 19, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Project Team Kick-Off Meeting

A project team kick-off meeting for the subject project was held at the South Hancock Elementary School in Hancock County, Kentucky on June 9, 2015 at 10:30 a.m. CDT. The following individuals were in attendance:

Gina Boaz	Green River Area Development District
Nick Hall	KYTC – District 2
Daniel Hulker	KYTC – Central Office Planning
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ashley Williamson	Stantec Consulting Services Inc.

Kevin McClearn welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the KY 69 Scoping Study. Kevin provided some background information, noting the Hancock County Judge/Executive has expressed concern about the safety and the geometrics along KY 69 and is also concerned with the high percentage of truck traffic. KYTC District 2 has received a lot of complaints over the years about KY 69 in Hancock County and parents have expressed concern about the mix of trucks and school buses using KY 69. In addition, the combination of slow moving trucks around curves and minimal passing sight distance creates platoons.

Handouts included copies of the presentation, an agenda, and a one page handout summarizing the draft purpose and need, project issues and a map of the study area. Len Harper delivered a brief presentation. The following enumerated items were discussed.

1. The purpose of the meeting is to present the results of the existing conditions analysis and to get feedback from the project team before developing improvement alternatives.
2. The KY 69 study area includes the existing KY 69 corridor in Hancock County from the Ohio County line to the US 60 intersection in Hawesville. The study area includes a 2,000 foot wide corridor centered on KY 69 to cover off alignment improvement alternatives that may be developed as part of the project.
3. This project is one of four projects listed in the KYTC Six Year Highway Plan in Hancock County and is currently funded through the planning phase. None of the other proposed projects connect to KY 69. A Corridor Planning Study was completed for KY 69 in Ohio and Hancock County in January 1998. While several improvement alternatives were discussed, no recommendations came out of the study.
4. Gina Boaz noted that outside of the Six Year Plan Projects, there are six projects on KYTC's unscheduled needs list within the study limits.
5. Len introduced the draft Purpose and Need Statement which is to enhance regional mobility and to provide a safer, more efficient north/south corridor across Hancock County. The project team had no comments on the draft Purpose and Need Statement.
6. Some highlights from the existing conditions inventory were discussed. Within the study corridor, KY 69 is functionally classified as a Rural Major Collector with a posted speed limit of 55 miles per hour (mph). KY 69 is the most direct regional connection for areas between the Natcher Parkway, Bluegrass Crossings Regional Business Centre in Ohio County and the Lincoln Trail Bridge in Hawesville. The Lincoln Trail Bridge provides easy access to Indiana and I-64, and is the only Ohio River crossing between Maceo and Brandenburg, Kentucky. South Hancock Elementary School, Hancock County Middle School, and Hancock County High School have school bus stops on KY 69. There are no bike lanes or sidewalks along KY 69 but the US 60 Bikeway crosses KY 69 at the northern end of the project.
7. Gina Boaz noted that KY 69 is a Scenic Byway through the study area.
8. KY 69 has a 2015 Average Daily Traffic (ADT) volume between 1,300 and 3,000 vehicles per day (vpd) with 14 percent trucks. Based on the KYTC Traffic Forecast Report, the 2035 ADT volumes are expected to experience minimal growth to between 1,400 and 3,300 vpd with 17 percent trucks. After performing a capacity analysis of the existing and future traffic, all roadway segments operate at less than

full capacity with a volume to capacity (V/C) ratio less than 0.21 and a LOS C or better. The results of this analysis indicate a two lane road can adequately accommodate the existing and future traffic demand.

Description	Begin Milepoint	End Milepoint	Existing (2015)			No Build (2035)		
			ADT	LOS	V/C	ADT	LOS	V/C
Ohio County Line to KY 144	0.000	4.627	1,300	B	0.09	1,400	B	0.11
KY 144 to Tick Ridge Road	4.627	12.541	2,200	B	0.14	2,400	C	0.16
Tick Ridge Road to US 60	12.541	13.080	3,000	C	0.18	3,300	C	0.21

9. Daniel Hulker noted that the Statewide Traffic Model, the Owensboro Traffic Model and Census data all show relatively flat growth for the area.
10. A turning movement traffic count was conducted by the KYTC in January 2015 at the KY 69/US 60 intersection. The existing and future LOS analysis indicates the intersection operates at acceptable levels of service during the AM and PM peak hours.

Existing (2015)				
Intersection	LOS	Approach	Delay (sec/veh)	LOS
KY 69 at US 60	B (B)	Westbound US 60 Turning Left	8 (8)	A (A)
		Northbound KY 69 Turning Left	14 (15)	B (B)
		Northbound KY 69 Turning Right	9 (9)	A (A)
No Build (2035)				
Intersection	LOS	Approach	Delay (sec/veh)	LOS
KY 69 at US 60	B (C)	Westbound US 60 Turning Left	8 (8)	A (A)
		Northbound KY 69 Turning Left	15 (17)	C (C)
		Northbound KY 69 Turning Right	9 (9)	A (A)

LOS and Delay during AM (PM) Peak Hour at KY 69/US 60 Intersection

11. Most of KY 69 was built in the 1930s. There is a small section (0.3 miles) south of the US 60 intersection which was reconstructed in 1994. Of the 63 horizontal curves along KY 69, 37% do not satisfy a 55 mph design speed. Of the 114 vertical curves, 59% do not satisfy a 55 mph design speed. Only 17% of the KY 69 alignment has adequate passing sight distance. In addition to the roadway curves, the Hancock County Highway Safety Taskforce listed KY 69 as a safety concern due to the 10 foot wide lanes and lack of shoulders.

12. The crash history for the project corridor was discussed in detail. There were 103 crashes reported for the project area between 2010 and 2014. A map was shown highlighting the 11 spots with Critical Crash Rate Factors (CRF) greater than 1.0, suggesting that crashes are not occurring randomly within these areas. The crash “spots” were defined by analyzing 3/10 mile sections where crashes were concentrated.
13. Of the 103 reported crashes, 3 (3%) resulted in a fatality, 36 (35%) resulted in injuries, and 64 (62%) were property damage only collisions. The percentage of fatal and injury collisions are higher along KY 69 than similar roads in Kentucky. Injury crashes along rural major collectors generally comprise 26% of total crashes, and fatal crashes generally comprise around 1% of total crashes.
14. The crash data were analyzed by crash type to help determine locations for potential crash countermeasure treatments. Single vehicle crashes were by far the most commonly reported crash type (75%). A contributing factor to the high number of single vehicle crashes is likely the narrow roadway width and deficient alignment. Many of the single vehicle crashes occurred in locations where the roadway alignment does not meet current design guidelines for 55 mph. Six of the 11 high crash spots have horizontal curves that do not meet a 55 mph design speed and 10 of the 11 high crash spots have vertical curves that do not meet a 55 mph design speed.
15. Nick Hall asked if any of the crashes were with semi-trucks or buses. *Stantec investigated this question after the meeting.* Of the 103 reported crashes along KY 69, eight were crashes involving semi-trucks and three were crashes involving school buses. Two of the school bus crashes were single vehicle collisions (one ran off the road and one was a collision with a fixed object). The third was a sideswipe collision. All three school bus crashes resulted in injuries. Four of the semi-truck crashes were single vehicle collisions, two were sideswipe collisions, one was an angle collision, and one was a rear end collision. All the semi-truck crashes were property damage only collisions.
16. As part of Stantec’s Environmental Overview, natural and human environmental resources within the study area were identified from secondary sources, as well as from a windshield survey conducted on April 14, 2015. The overview found that within the 2,000 foot study area there are 180 residences, two churches, four cemeteries, one school, one park (which is subject to Section 4(f) and 6(f) regulations), more than 70 streams, floodplain areas, prime farmland areas, 11 potential hazardous materials sites, and the potential for federal endangered species habitat. Large environmental footprint maps were made available for project team members to look at in more detail. The project team had no comments.
17. Len briefly discussed the results from the Socioeconomic Study prepared by the Green River Area Development District. Based on a review of Census data, environmental justice (EJ) is not expected to be an issue in the study area. Overall,

approximately 3.5% of the study area population is minority and approximately 12.7% of the population is low income. These percentages are less than both the county and state percentages for minority and low income populations. No localized environmental justice concern areas were identified during the April 14, 2015 windshield survey. Gina Boaz noted that the study area includes portions of Census Tracts 9601 and 9603 in Hancock County. Block Group 2 of Census Tract 9603 was noted as having an elevated percentage of elderly population, population below poverty, and disabled population compared to Hancock County as a whole.

18. There are six culverts along the corridor, three of which have a sufficiency rating below 80 percent and one is considered structurally deficient with a sufficiency rating of 33.8 percent. There are two bridges along KY 69, one of which (Blackford Creek bridge) has a sufficiency rating of 59.7 percent and is considered functionally obsolete because of its narrow deck width. The second bridge over Lead Creek was replaced in 1994 and has a sufficiency rating of 95.2 percent.
19. Len discussed a number of design elements that will be considered during the alternative development process and noted the improvement concept presented in the presentation was for discussion purposes only. The alternative development phase of this project has not begun. The group had an open discussion about these items as follows:
 - a. This study will examine two improvement concepts: (1) Improved Two Lane for the Entire Corridor and (2) Spot Improvements.
 - b. The Improved Two Lane Alternative is, at best, a long term improvement option because of the cost (\$65 to \$80 million).
 - c. The alternative development process should focus on Spot Improvements. These locations will be based on geometric review of the existing alignment, the results of the crash history and traffic analyses, and local input.
 - d. The existing typical section along KY 69 has a total paved width of 24 feet which is striped as two 10 foot lanes and two foot shoulders. The one exception is the new tie-in at the US 60 intersection where KY 69 was realigned with 12 foot lanes and eight foot shoulders (six-foot paved, two foot graded).
 - i. Between the Ohio County Line and KY 144 the average daily traffic is less than 1,500 vpd. Based on this ADT, 11 foot lanes and five foot shoulders are recommended. The shoulder widths can be reduced as long as the total roadway width is 30 feet.
 - ii. KY 144 to US 60 has an average daily traffic greater than 2,000 vpd. Based on the increased traffic volumes through this section; 12 foot lanes and eight foot shoulders are recommended.
 - e. Len noted the typical section widths would ultimately be decided during the design phase of the project.
 - f. Shane McKenzie noted that greater pavement widths can encourage higher driving speeds, a concern that must be considered for spot improvements.

- g. For this scoping study, the project team decided to use 11 foot lanes and four foot shoulders (two foot paved, two foot graded) for spot improvements and 12 foot lanes and eight foot shoulders (six foot paved, two foot graded) for the corridor wide improvement.
 - h. Of the six projects within the study limits described on Project Identification Forms (PIF's), four are located in high crash spots and one would fall under the corridor wide improvement.
 - i. The KY 69 Corridor Planning Study from 1998 looked at three alternatives: (1) new two lane facility, (2) new four lane facility, and (3) partial rebuild. Alternatives 1 and 3 are being looked at in more detail as part of this study. Alternative 2 is not justifiable based on the traffic analysis and has been dismissed from further consideration.
 - j. Of the six projects listed in the 1998 Partial Rebuild Alternative, five are located at high crash spots.
 - k. Trucks traveling to and from the paper mill north of US 60 use KY 69 as the main route. There are also timber and lumber yards located on KY 69. Trucks also carry steel on KY 69 to get to the barges on the Ohio River.
20. The next step will be for Stantec to develop preliminary alternatives for the project team, local officials, and the public to comment on and prioritize. Stantec will look at \$4 to \$5 million spot improvement projects and an improved two lane project for the entire corridor.
21. Len discussed the project schedule. The first Local Officials Meeting will be held later this afternoon. The next project team meeting will be in August. At that time Stantec will present preliminary alternatives for the project team to review. After that, refined alternatives will be presented to the local officials and public in October to solicit feedback and suggested prioritization.

The meeting ended at approximately 12:00 p.m. CDT.

Meeting Minutes

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: September 22, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Project Team Meeting #2

A project team meeting for this project was held at the Kentucky Transportation Cabinet (KYTC) District 2 office in Madisonville, Kentucky on August 24, 2015 at 9:30 a.m. CDT. The following individuals were in attendance:

Gina Boaz	Green River Area Development District
Nick Hall	KYTC – District 2
Beth Jones	KYTC – Central Office Planning
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
John Rudd	KYTC – District 2
Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.

Len Harper welcomed everyone and said the purpose of the meeting was to discuss the preliminary improvement concepts and get feedback from the project team before presenting the alternatives to the public in October. Handouts included a copy of the spot improvement concepts and an evaluation matrix summarizing the impacts and cost estimates.

Len Harper delivered a presentation. The following enumerated items were discussed.

1. Some highlights from the existing conditions inventory were reviewed from the first project team meeting on June 9, 2015. The KY 69 study area includes the existing KY 69 corridor in Hancock County from the Ohio County line to the US 60 intersection in Hawesville. Within the study corridor, KY 69 is functionally classified as a Rural Major Collector with a posted speed limit of 55 miles per hour (mph). KY 69 has a 2015 Average Daily Traffic (ADT) volume between 1,300 and 3,000 vehicles per day (vpd) with 14 percent trucks. Based on the KYTC Traffic Forecast Report, the 2035 ADT volumes are expected to experience minimal growth to between 1,400 and 3,300 vpd with 17 percent trucks.
2. Most of KY 69 in Hancock County was built in the 1930's. There is a small section (0.3 miles) south of the US 60 intersection which was reconstructed in 1994. Of the 63 horizontal curves along KY 69, 37% do not satisfy the criteria for a 55 mph design speed. Of the 114 vertical curves, 59% do not satisfy the criteria for a 55 mph design speed. Only 17% of the KY 69 alignment has adequate passing sight distance.
3. There were 103 crashes reported for the project area between 2010 and 2014. Of the 103 reported crashes, three (3%) resulted in a fatality, 36 (35%) resulted in injuries, and 64 (62%) were property damage only collisions. Single vehicle crashes were by far the most commonly reported crash type (75%). A contributing factor to the high number of single vehicle crashes is likely the narrow roadway width and deficient alignment. There are 11 spots with Critical Crash Rate Factors (CRF) greater than 1.0.
4. The first Local Officials/Stakeholders Meeting was held June 9, 2015. Comments provided by the attendees included:
 - Understand the limitations of funding the Corridor Wide Improvement all at once. Spot Improvements are a more realistic goal.
 - Narrow shoulders and shoulder failures caused by tractor/semi-trailer trucks do not allow recovery for vehicles leaving the travel way. The shoulders should be fixed and widened along the entire corridor.
 - The narrow roadway widths at bridges and culverts are a safety concern.
 - There are likely a number of single vehicle property damage only crashes that go unreported.
 - Why the 55 mph speed limit? Should it be lowered?
5. Len reviewed the Purpose and Need statement, which is to enhance regional mobility and to provide a safer, more efficient north/south corridor across Hancock County.
6. Stantec identified nine preliminary spot improvements, shown in **Figure 1**. Len explained this as a working process as Stantec is still in the alternative development phase of the project. Each spot can be addressed in a number of ways and feedback

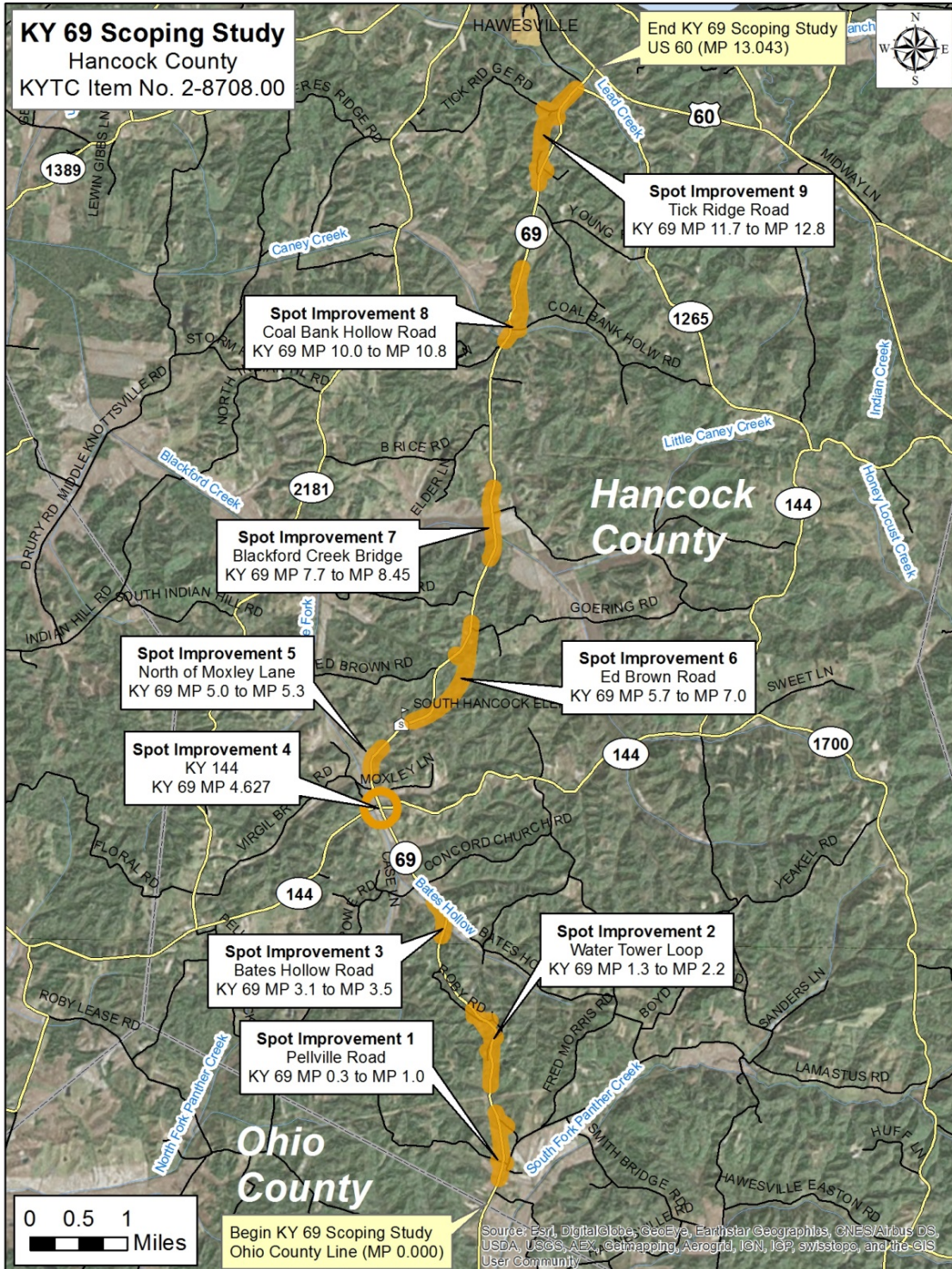


Figure 1: Spot Improvements

is welcomed. The project team was provided a handout of the evaluation matrix and cost estimates. The table summarized the crash history, geometric deficiencies, cost estimates, and the community and environmental impacts of each spot improvement. The group had an open discussion about these concepts as follows:

- This study will examine two improvement concepts: (1) Improved Two Lane for the Entire Corridor and (2) Spot Improvements.
- The Improved Two Lane Alternative is, at best, a long term improvement option because of the high cost (\$65 million to \$80 million). Stantec is modeling this option using InRoads and will have a refined cost estimate and list of impacts for the public meeting in October.
- The existing typical section along KY 69 has a total paved width of 24 feet which is striped as two 10-foot lanes and two-foot shoulders.
- The project team decided to use 11-foot lanes and six-foot shoulders (two-foot paved, four-foot graded) for spot improvements and 12-foot lanes and eight-foot shoulders (six-foot paved, two-foot graded) for the corridor-wide improvement.
- KY 69 is approximately 20 miles long between KY 54 and US 60. There are 14 percent trucks, steep grades, and few passing opportunities along this stretch of KY 69. Stantec will look at adding a northbound and southbound passing lane to the spot improvements.
- Most of the crashes at Spot Improvement 1 occur at the Pellville Road intersection. Consider reducing the footprint of this spot improvement and only fix the deficient crest vertical curve at the KY 144 intersection. In order to fix the vertical alignment and maintain traffic during construction, it may be necessary to go off alignment as shown in the original concept.
- Question: What type of earthwork is required for the improvements?
Answer: Most of the spot improvements require excavation. There are a couple of exceptions at Bates Hollow Road and the Blackford Creek Bridge which are in floodplains.
- Question: Are there any existing stop signs on KY 69 between KY 54 and US 60?
Answer: No.
- Comment: KYTC D2 suggested a recommendation cannot be made on the proposed multi-way stop at the KY 144 intersection (Spot Improvement 4) without gathering some additional data and comparing it to the Multi-Way Stop warrants in the MUTCD. There is always a concern when you stop traffic that has never had to stop before.
- Comment: At Spot Improvement 5, consider realigning the horizontal curve to the west side of KY 69. This would increase the project length but remove the relocations.
Answer: Stantec will update Spot Improvement 5 to reflect this change.
- Comment: Spot Improvement 6 could be a good location for passing lanes.
Answer: Stantec will look at this in more detail.

- Comment: Look at adding a spot improvement at B. Rice Road. This is on KYTC's Unscheduled Needs list as Project Identification Form 02 046 D0069 78.42. A Hancock County magistrate has raised concern about this location.

Answer: Stantec will look at this location in more detail.

- Question: Are the crashes involving tractor/semi-trailer trucks and school buses concentrated at a specific location?

Answer: There are two locations where crashes are concentrated (shown in **Figure 2**): Truman Young Road and MP 9.4. KY 69 at Truman Young Road is being reconstructed as part of Spot Improvement 7. The two tractor/semi-trailer truck crashes at MP 9.4 are related to the narrow shoulder widths. The complete crash history between 2010 and 2014 is listed below.

- i. School Bus Crash History (2010 - 2014):
 - a. MP 5.045 - Single Vehicle, Ran-Off Road in Curve, Injury
 - b. MP 8.136 - Sideswipe Opposite Direction, Injury
 - c. MP 12.322 - Single Vehicle, Collision with Fixed Object in Curve, Injury
- ii. Tractor/Semi-Trailer Truck Crash History (2010 - 2014):
 - a. MP 0.004 - Sideswipe Opposite Direction in Curve, PDO
 - b. MP 0.474 - Single Vehicle, Collision with Fixed Object at Pellville Rd Intersection, PDO
 - c. MP 4.459 - Single Vehicle, Collision with Fixed Object, PDO
 - d. MP 4.626 - Angle Collision at KY 144, PDO
 - e. MP 7.906 - Sideswipe Opposite Direction, PDO
 - f. MP 8.211 - Rear End, PDO
 - g. MP 9.415 - Single Vehicle, Collision in Shoulder, PDO
 - h. MP 9.444 - Single Vehicle, Ran-Off Road, PDO

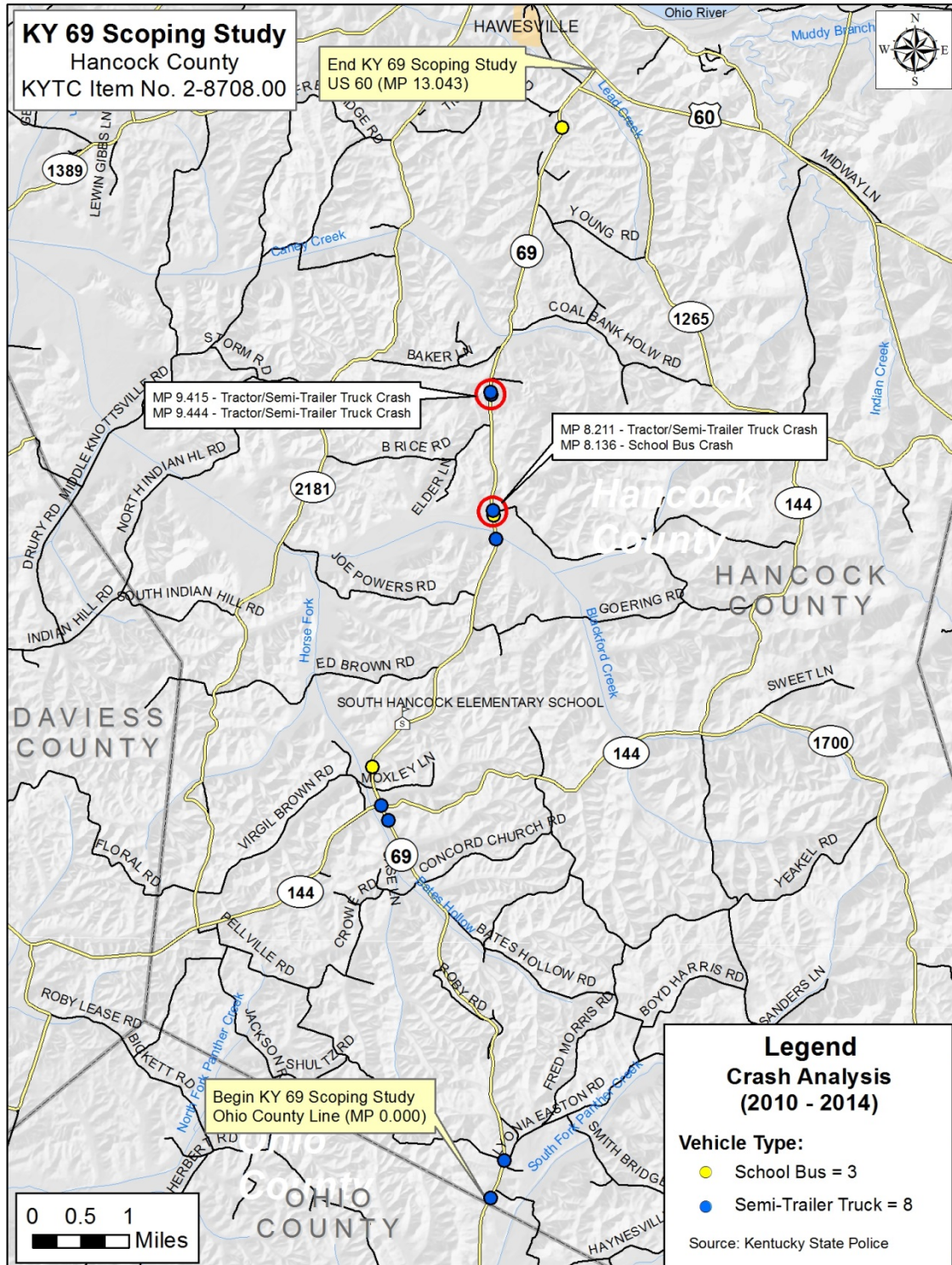


Figure 2: School Bus and Tractor/Semi-Trailer Truck Crash History

7. Len went over the draft action plan for the public meeting and second local officials/stakeholders meeting in October. The purpose of the meetings will be to solicit feedback on the improvement alternatives. Both meetings will be held on the same day. The public meeting will be an open house with a brief presentation at 5:15 p.m. and a second presentation at 6:15 p.m. if needed. Nick Hall will check with South Hancock Elementary School about using their cafeteria from 1 p.m. to 7:30 p.m. on October 20th or 22nd. KYTC will also submit the public meeting advertisements. Stantec will submit draft meeting materials two weeks in advance of the meeting date for review.
8. The next step will be for Stantec to refine the preliminary improvements based on project team input and prepare draft meeting materials for the meetings in October.
9. Len discussed the project schedule. The public meeting and second local officials/stakeholders meeting will be in October. The final project team meeting will be in December followed by the draft report submittal in January 2016.

The meeting ended at approximately 11:00 a.m. CDT.

Meeting Minutes

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: December 18, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Final Project Team Meeting

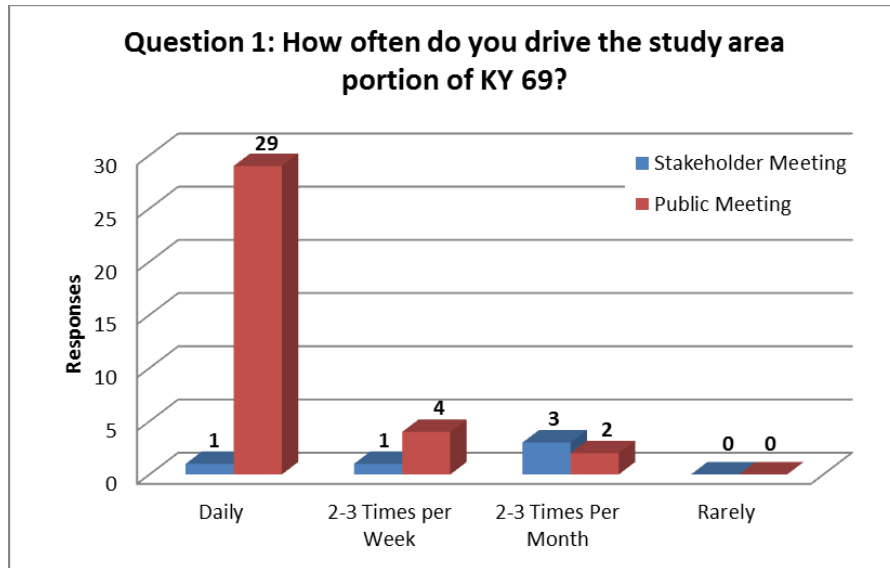
The final project team meeting for the subject project was held at the Kentucky Transportation Cabinet (KYTC) District 2 office in Madisonville, Kentucky on December 10, 2015 at 2:30 p.m. CST. The following individuals were in attendance:

Gina Boaz	Green River Area Development District
Nick Hall	KYTC – District 2
Daniel Hulker	KYTC – Central Office Planning
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
John Rudd	KYTC – District 2
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.

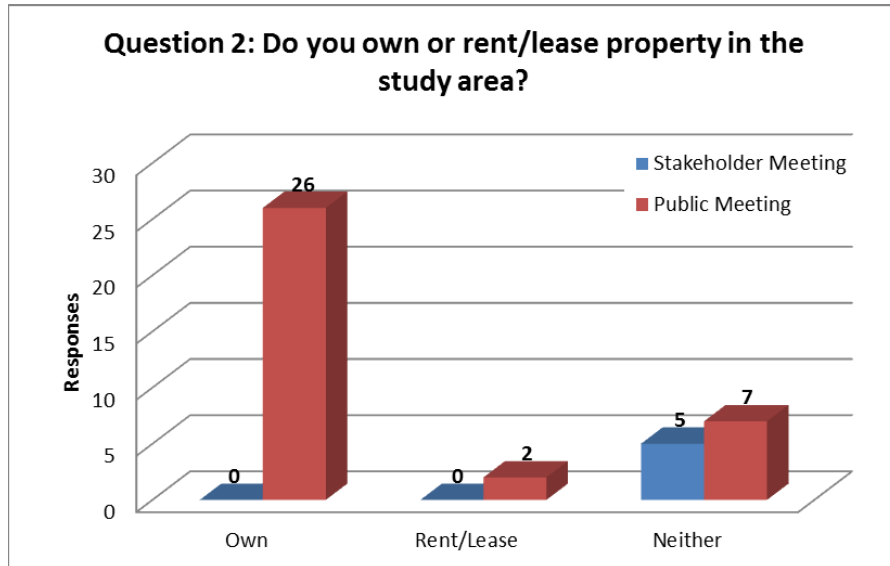
Len Harper welcomed everyone and said the purpose of the meeting was to discuss findings from the last local officials/stakeholders meeting and the public meeting held in October and prioritize the proposed improvement concepts. Handouts included a copy of the improvement concepts, an evaluation matrix summarizing the impacts and cost estimates, and a copy of the presentation. Len delivered a brief presentation. The following enumerated items were discussed.

1. Len reviewed the results from the 5 completed surveys from the second local officials/stakeholders meeting and the 35 completed surveys from the public meeting held on October 20, 2015 at South Hancock Elementary School in Hawesville, KY.

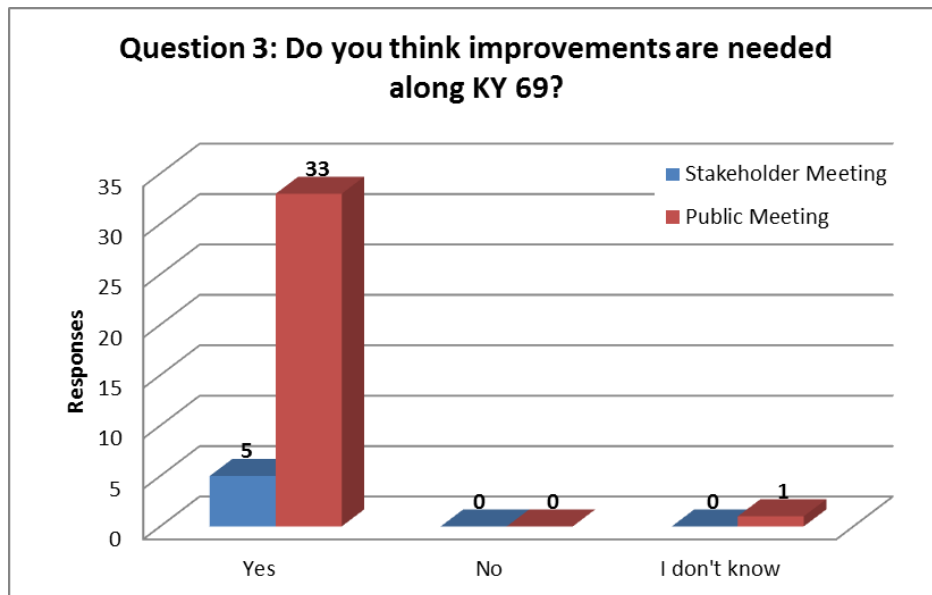
- a. The first question asked how frequently the attendees drove through the study area.



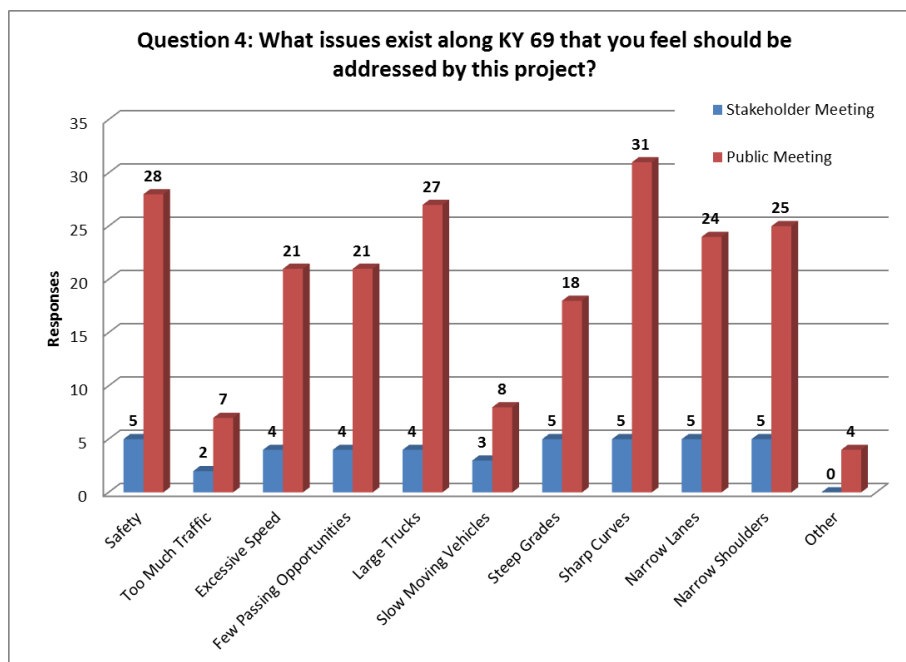
- b. Question 2 asked if the attendees own or rent/lease property within the study area.



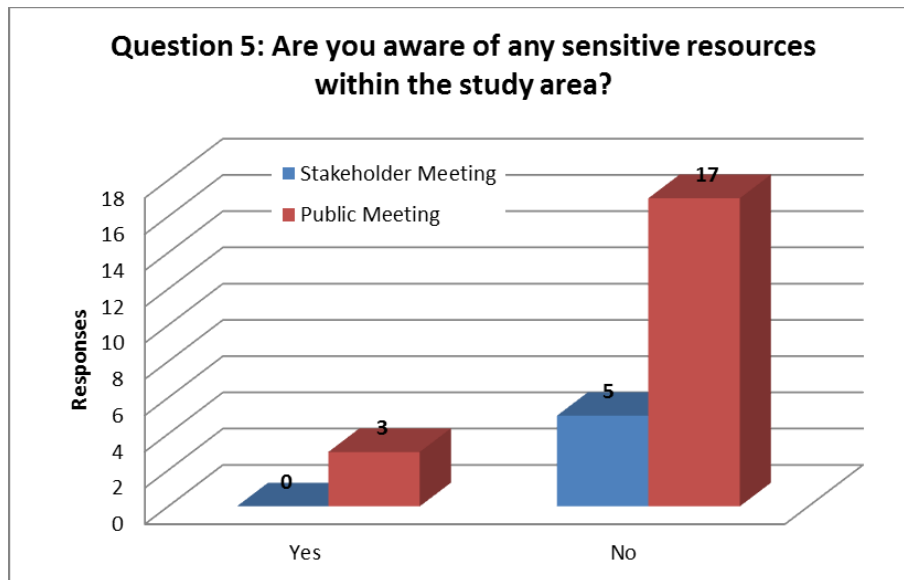
- c. Question 3 asked if respondents felt improvements were needed along KY 69. All but one respondent indicated improvements were needed.



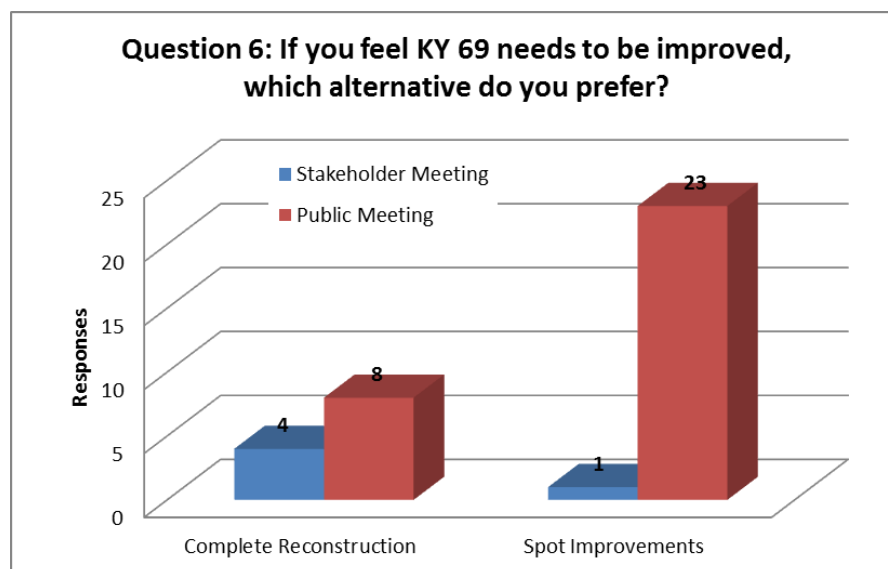
- d. Attendees were asked whether several transportation issues along KY 69 should be addressed as part of the project. Of the 11 options provided, safety, large trucks, sharp curves, narrow lanes and narrow shoulders were selected most. Other issues that were mentioned include narrow bridges, poor turning radii onto Concord Church Road, school bus safety, lack of guardrail and lack of speed limit enforcement.



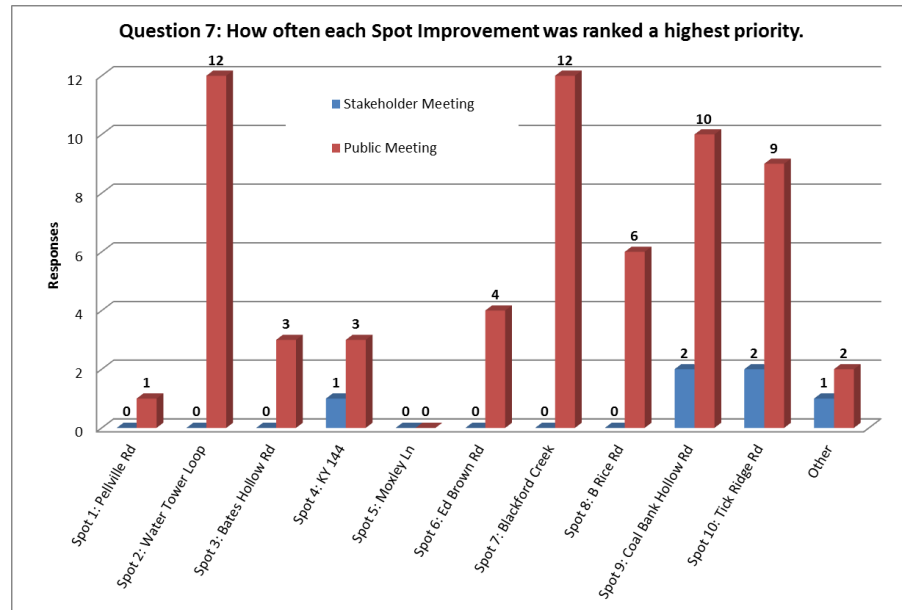
- e. Question 5 asked if respondents were aware of any sensitive resources within the study area. Three (3) respondents indicated they were aware of sensitive resources. The Texas Gas Pipelines were listed by one respondent and narrow roadway widths at bridges and culverts were listed by another respondent. The third respondent did not list which sensitive resource they were aware of.



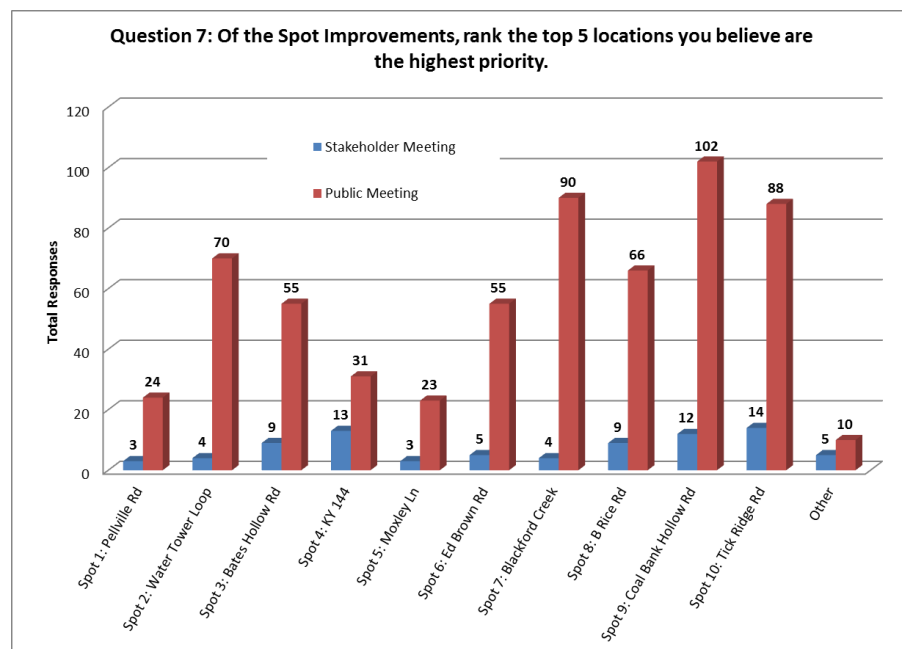
- f. Attendees were asked if they would prefer the KYTC pursue the complete reconstruction of the KY 69 corridor or if they would rather see spot improvements implemented. A majority from the public meeting selected Spot Improvements while the majority from the Local Officials Meeting selected the Complete Reconstruction Alternative.



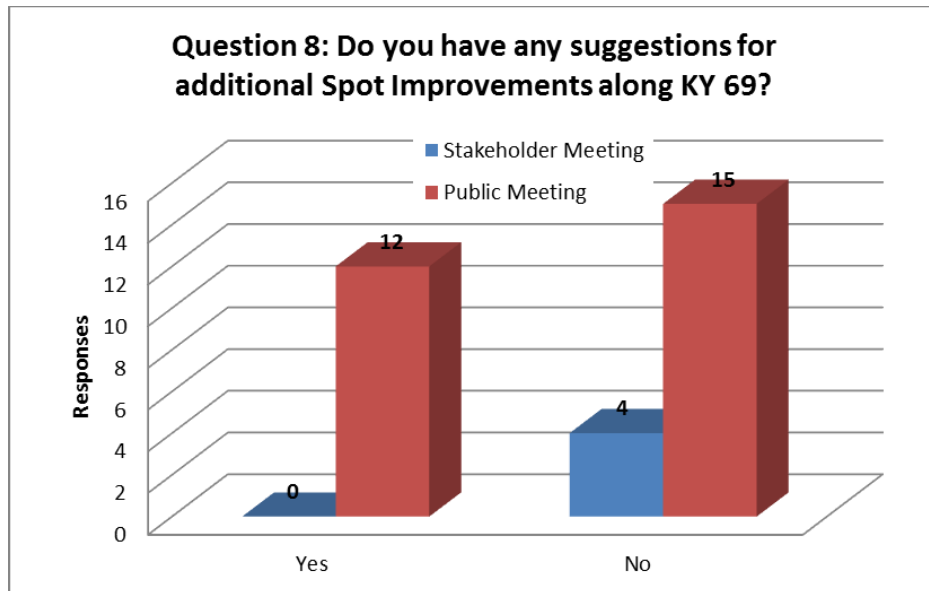
- g. Question 7 asked respondents to rank their top five spot improvements where 1 is the top priority need. Comparing the #1 priority selections, Spot Improvements 2, 7, 9 and 10 were selected most as the top priority need, as shown in the figure below. Several respondents listed multiple spot improvements as a #1 priority which is why the response rate is higher than the total number of surveys submitted.



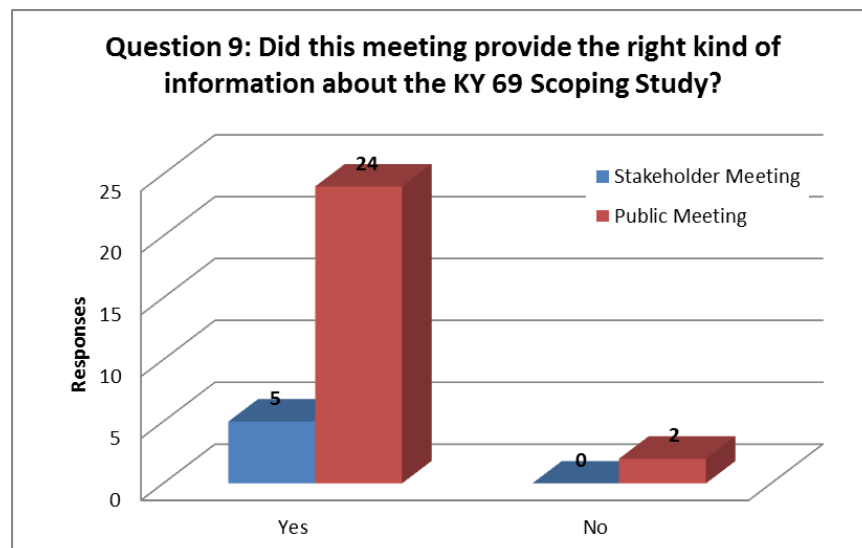
Looking at the total responses from Question 7 on a scale from 1 to 5, where 1 indicates the project is the top priority and 5 indicates the project is the fifth priority, Spot Improvement 9 scored the highest (114) followed by Spot Improvement 10 (102). The full results are shown in the figure below.



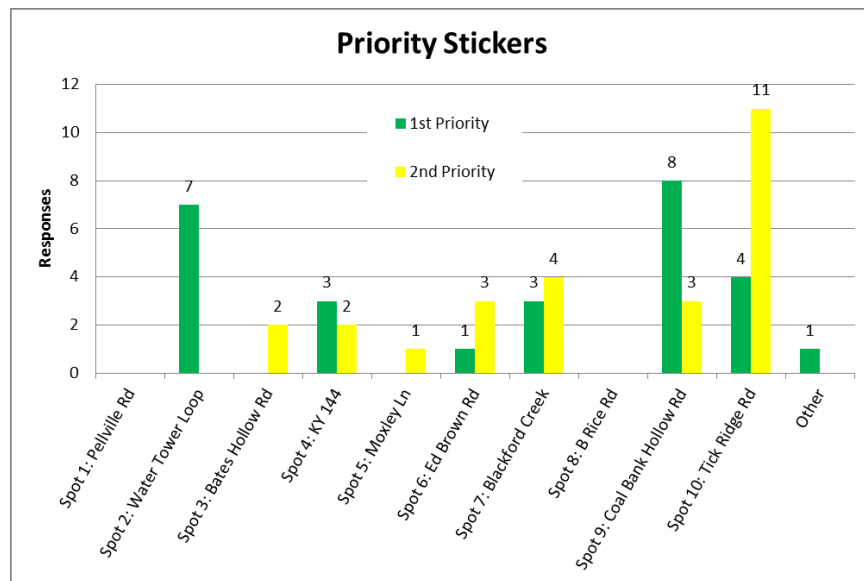
- h. Attendees were asked if any suggestions could be made for additional spot improvements along KY 69. There were twelve suggestions from the public meeting. These suggestions included providing additional guardrail, fixing the curve 0.5 miles from Tick Ridge Road, improving the turning radii onto Concord Church Road, widen the road and shoulders along the entire study area, enforce speed limit, and add a northbound passing lane at Coal Bank Hollow.



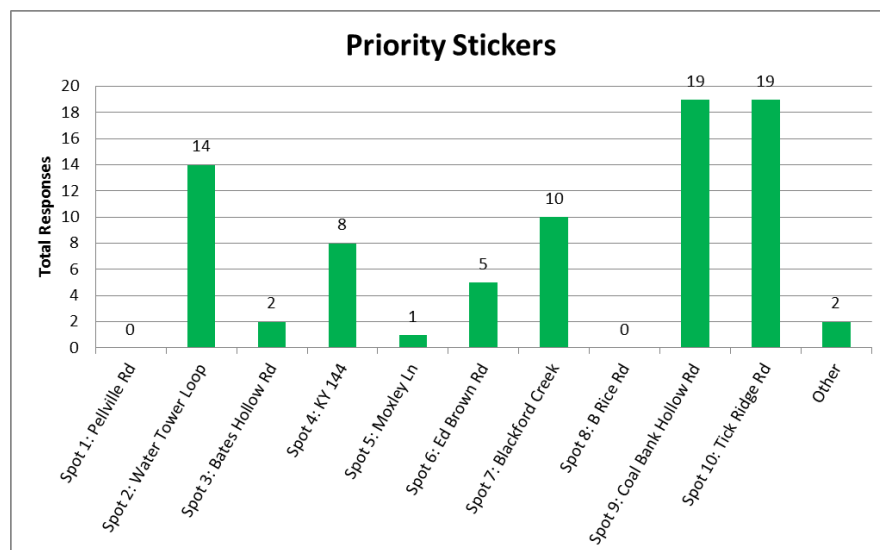
- i. The last question asked how the attendees felt about the information presented at the meeting. All but two respondents indicated the meeting provided the right kind of information for the KY 69 Scoping Study. One respondent wanted to know if their home was going to be relocated as part of the spot improvement at Ed Brown Road. This person was contacted and her concern has been addressed. The second respondent did not indicate what information they would like to have seen.



- j. Each attendee at the public meeting was given one green sticker and one yellow sticker and they were asked to “vote” for their preferred projects by placing the stickers on the exhibit boards showing the alternatives. The green sticker was to be placed on the Spot Improvement project that should be, in their opinion, given the highest priority for moving forward. The yellow sticker was to be placed on the Spot Improvement project that should be, in their opinion, given the second highest priority for moving forward. Comparing only the #1 priority selections, Spot Improvements 2, 9, and 10 were selected most as the top priority need. The full results are shown in the figure below.



Looking at the combined responses, where 1 indicates the project is the top priority and 2 indicates the project is the second priority, Spot Improvements 9 and 10 scored the highest (19) as shown in the figure below. These results match the results from the survey.



2. The project team was provided a handout of the evaluation matrix and cost estimates. The table summarized the crash history, geometric deficiencies, and the survey results of each spot improvement concept as well as the cost estimates. The group had an open discussion about these concepts as follows:
 - a. There were twelve suggestions from the public meeting for additional spot improvements along KY 69. The project team discussed each of these.
 - i. One person recommended fixing the curve 0.5 miles from Tick Ridge Road. This curve is already improved as part of Spot Improvement 10.
 - ii. Five people recommended widening the road and shoulders along the entire study area. This improvement would be very costly and is not recommended as a standalone project without also addressing the alignment deficiencies.
 - iii. Two people recommended providing additional guardrail. Guardrail is being added systematically along the study area based on a list of districtwide needs and funds.
 - iv. One person wanted better enforcement of the speed limit.
 - v. One person wanted a northbound passing lane at Coal Bank Hollow Road. Coal Bank Hollow is at the northern end of corridor. Ed Brown Road is a better location for passing lanes, which are included as part of Spot Improvement 6.
 - vi. Two people wanted the turning radii onto Concord Church Road improved. There were no crashes reported at this location between 2010 and 2014. This is not recommended to be included as a new spot improvement but the recommendation will be noted in the report.
 - b. Comment: Six school bus drivers from Hancock County Public Schools submitted surveys. They were all concerned with the narrow shoulders along the study area. Replacing the narrow bridge at Blackford Creek (Spot Improvement 7) was their number one priority.
 - c. Comment: Future design, right-of-way, utility and construction phases for this project are not included in the current Six Year Highway Plan. The project team has estimated the Complete Reconstruction alternative to cost \$77.9 million, which will likely make such an undertaking infeasible as a single project.
 - d. The project team decided Spot Improvement 10 should be the top priority and Spot Improvement 9 should be the second priority. Both received the most survey votes, have the highest number of total crashes, and have some of the worst geometrics in the study area. KY 69 between Happy Hollow Road and US 60 was reconstructed in 1994. Spot Improvement 10 ties to this improved portion of KY 69 and building this spot improvement first seems logical from a continuity standpoint.
 - e. Spot Improvements 9 and 10 could be designed and constructed together depending on available funds. This would address the top two ranked spot improvements and tie back to the already improved portion of KY 69 at

Happy Hollow Road. The total construction cost, including improving the 0.9 mile section between the two spot improvements, is estimated to be \$13 million.

- f. Question: Did the survey results match the top concerns from the existing conditions analysis.

Answer: Yes, with two exceptions. Improving the curve at Moxley Lane (Spot Improvement 5) did not receive a lot of votes from survey respondents but it had the second highest CRF. Spot Improvement 8 (B. Rice Road) received a lot of votes from survey respondents but it had the second lowest CRF.

3. In light of the technical data and results of the survey, the project team worked together to prioritize each of the recommended project locations.
- a. High Priority (in order)
 - #1 - Spot Improvement 10: Tick Ridge Road
 - #2 - Spot Improvement 9: Coal Bank Hollow Road
 - #3 - Spot Improvement 2: Water Tower Loop
 - #4 - Spot Improvement 7: Blackford Creek
 - b. Medium Priority (in no particular order)
 - Spot Improvement 3: Bates Hollow Road
 - Spot Improvement 4: Moxley Lane
 - Spot Improvement 6: Ed Brown Road
 - c. Low Priority (in no particular order)
 - Spot Improvement 1: Pellville Road
 - Spot Improvement 4: KY 144 Intersection
 - Spot Improvement 8: B. Rice Road
 - d. No Priority (not recommended)
 - Complete Reconstruction
4. Len discussed the twelve month project schedule. The draft report will be submitted in January and the final report in February.

The meeting ended at approximately 3:30 p.m. CST.

Meeting Minutes

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: June 19, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Local Officials Meeting

A local officials and stakeholders meeting for the subject project was held at the South Hancock Elementary School in Hancock County, Kentucky on June 9, 2015 at 1:30 p.m. CDT. The following individuals were in attendance:

Robert Adkins	Hawesville Water Works
Joe Bowen	Kentucky State Senator, 8 th District
Gina Boaz	Green River Area Development District
Nick Hall	KYTC – District 2
Daniel Hulker	KYTC – Central Office Planning
Charles King	Mayor, City of Hawesville
Mark Powers	Hawesville Police Department
Jack McCaslin	Hancock County Judge Executive
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Suzanne Miles	Representing Congressman Brett Guthrie, U.S. House of Representatives, 2 nd District
Jesse Myers	Air Evac
Mikael Pelfrey	KYTC – Central Office Planning
Chic Roberts	Hancock County Magistrate
Russell Roberts	Kentucky State Police
Dean Schamore	Kentucky State Representative, 10 th District
Larry Sosh	Hancock County Magistrate
Brooks Young	Kentucky State Police
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ashley Williamson	Stantec Consulting Services Inc.

Kevin McClearn welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the KY 69 Scoping Study. Handouts included copies of the presentation, an agenda, and a one page handout summarizing the draft purpose and need, project issues and a map of the study area. After formal introductions, Len Harper began a brief presentation. The following enumerated items were discussed.

1. Local Officials have expressed concern about the safety and the geometrics along KY 69 as well as concern with the high percentage of truck traffic. The KYTC District 2 office has also received a lot of complaints over the years about KY 69 and parents have expressed concern about the mix of trucks and school buses using KY 69. As a result the KYTC funded this scoping study to develop improvements that can be carried forward to future project development phases.
2. The purpose of the meeting is to present the results of the existing conditions analysis and to get feedback from local officials and stakeholders before developing improvement alternatives. Stakeholders were also asked to locate potential trouble spots to help the project team identify improvement alternatives.
3. The KY 69 study area includes the existing KY 69 corridor in Hancock County from the Ohio County line to the US 60 intersection in Hawesville. The study area includes a 2,000 foot wide corridor centered on KY 69 to cover off alignment improvement alternatives that may be developed as part of the project.
4. This project is one of four projects listed in the KYTC Six Year Highway Plan in Hancock County. None of the other proposed projects connect to KY 69. However, outside of the Six Year Plan Projects, there are six projects on KYTC's unscheduled needs list within the study limits.
5. A Corridor Planning Study was completed for KY 69 in Ohio and Hancock County in January 1998. While alternatives were examined, no specific recommendations came out of the study. This scoping study includes a more in depth look at the corridor, provides an updated Environmental Overview and Traffic Forecast, analyzes the corridor based on current design standards, and will define specific recommendations and cost estimates that can be carried forward to future project development phases.
6. Len introduced the draft Purpose and Need Statement which is to enhance regional mobility and to provide a safer, more efficient north/south corridor across Hancock County. The purpose of the project describes what the project should accomplish and helps determine what type of alternatives should be considered. There were no comments on the draft Purpose and Need Statement.
7. Some highlights from the existing conditions inventory were discussed. Within the study corridor, KY 69 is functionally classified as a Rural Major Collector with a posted speed limit of 55 miles per hour (mph). It is also classified as a Scenic Byway through Hancock County. KY 69 is the most direct regional connection for areas

between the Natcher Parkway, Bluegrass Crossings Regional Business Centre in Ohio County and the Lincoln Trail Bridge in Hawesville. The Lincoln Trail Bridge provides easy access to Indiana and I-64, and is the only Ohio River crossing between Maceo and Brandenburg, Kentucky. South Hancock Elementary School, Hancock County Middle School, and Hancock County High School have school bus stops on KY 69. There are no bike lanes or sidewalks along KY 69 but the US 60 Bikeway crosses KY 69 at the northern end of the project.

8. KY 69 has a 2015 Average Daily Traffic (ADT) volume between 1,300 and 3,000 vehicles per day (vpd) with 14 percent trucks. Based on the KYTC Traffic Forecast Report, the 2035 ADT volumes are expected to experience minimal growth to between 1,400 and 3,300 vpd with 17 percent trucks. After performing a capacity analysis of the existing and future traffic, all roadway segments operate at less than full capacity with a volume to capacity (V/C) ratio less than 0.21 and a LOS C or better. The results of this analysis indicate a two lane road can adequately accommodate the existing and future traffic demand.

Description	Begin Milepoint	End Milepoint	Existing (2015)			No Build (2035)		
			ADT	LOS	V/C	ADT	LOS	V/C
Ohio County Line to KY 144	0.000	4.627	1,300	B	0.09	1,400	B	0.11
KY 144 to Tick Ridge Road	4.627	12.541	2,200	B	0.14	2,400	C	0.16
Tick Ridge Road to US 60	12.541	13.080	3,000	C	0.18	3,300	C	0.21

9. A turning movement traffic count was conducted by the KYTC in January 2015 at the KY 69/US 60 intersection. The existing and future LOS analysis indicates the intersection operates at acceptable levels of service during the AM and PM peak hours.

Existing (2015)				
Intersection	LOS	Approach	Delay (sec/veh)	LOS
KY 69 at US 60	B (B)	Westbound US 60 Turning Left	8 (8)	A (A)
		Northbound KY 69 Turning Left	14 (15)	B (B)
		Northbound KY 69 Turning Right	9 (9)	A (A)
No Build (2035)				
Intersection	LOS	Approach	Delay (sec/veh)	LOS
KY 69 at US 60	B (C)	Westbound US 60 Turning Left	8 (8)	A (A)
		Northbound KY 69 Turning Left	15 (17)	C (C)
		Northbound KY 69 Turning Right	9 (9)	A (A)

LOS and Delay during AM (PM) Peak Hour at KY 69/US 60 Intersection

10. Most of KY 69 was built in the 1930s. There is a small section (0.3 miles) south of the US 60 intersection which was reconstructed in 1994. Of the 63 horizontal curves along KY 69, 37% do not satisfy a 55 mph design speed. Of the 114 vertical curves, 59% do not satisfy a 55 mph design speed. Only 17% of the KY 69 alignment has adequate passing sight distance. In addition to the roadway curves, the Hancock County Highway Safety Taskforce listed KY 69 as a safety concern due to the 10 foot wide lanes and lack of shoulders.
11. The crash history for the project corridor was discussed in detail. There were 103 crashes reported for the project area between 2010 and 2014. A map was shown highlighting the 11 spots with Critical Crash Rate Factors (CRF) greater than 1.0, suggesting that crashes are not occurring randomly within these areas. The crash “spots” were defined by analyzing 3/10 mile sections where crashes were concentrated.
12. Of the 103 reported crashes, 3 (3%) resulted in a fatality, 36 (35%) resulted in injuries, and 64 (62%) were property damage only collisions. The percentage of fatal and injury collisions are higher along KY 69 than similar roads in Kentucky. Injury crashes along rural major collectors generally comprise 26% of total crashes, and fatal crashes generally comprise around 1% of total crashes.
13. The crash data were analyzed by type to help determine locations for potential crash countermeasure treatments. Single vehicle crashes were by far the most commonly reported crash type (75%). A contributing factor to the high number of single vehicle crashes is likely the narrow roadway width and deficient alignment. A lot of the single vehicle crashes occurred in locations where the roadway alignment does not meet current design guidelines for 55 mph. Six of the 11 high crash spots have horizontal curves that do not meet a 55 mph design speed and 10 of the 11 high crash spots have vertical curves that do not meet a 55 mph design speed.
14. An Environmental Overview was completed for the study. The overview found that within the 2,000 foot study area there are 180 residences, two churches, four cemeteries, one school, one park (which is subject to Section 4(f) and 6(f) regulations), more than 70 streams, floodplain areas, prime farmland areas, 11 potential hazardous materials sites, and the potential for federal endangered species habitat. Large environmental footprint maps were made available for participants to look at and comment on after the presentation.
15. There are six culverts along the corridor, three of which have a sufficiency rating below 80 percent and one is considered structurally deficient with a sufficiency rating of 33.8 percent. There are two bridges along KY 69, one of which (Blackford Creek bridge) has a sufficiency rating of 59.7 percent and is considered functionally obsolete because of its narrow deck width. The second bridge over Lead Creek was replaced in 1994 and has a sufficiency rating of 95.2 percent.

16. This study will examine two improvement concepts: (1) Improved Two Lane for the Entire Corridor and (2) Spot Improvements.
17. The existing typical section along KY 69 has a total paved width of 24 feet which is striped as two 10 foot lanes and two foot shoulders. The one exception is the new tie-in at the US 60 intersection where KY 69 was realigned with 12 foot lanes and eight foot shoulders (six foot paved, two foot graded).
 - a. Between the Ohio County Line and KY 144 the average daily traffic is less than 1,500 vpd. Based on this ADT, 11 foot lanes and five foot shoulders are recommended. The shoulder widths can be reduced as long as the total roadway width is 30 feet.
 - b. KY 144 to US 60 has an average daily traffic greater than 2,000 vpd. Based on the increased traffic volumes through this section; 12 foot lanes and eight foot shoulders are recommended.
 - c. Len noted the typical section widths would ultimately be decided during the design phase of the project. Greater pavement widths can encourage higher driving speeds, a concern that must be considered for spot improvements.
18. Of the six projects described on Project Identification Forms (PIF's), four are located in high crash spots and one would fall under the corridor wide improvement.
19. The KY 69 Corridor Planning Study from 1998 looked at three alternatives: (1) new two lane facility, (2) new four lane facility, and (3) partial rebuild. Alternatives 1 and 3 are being looked at in more detail as part of this study. Alternative 2 is not justifiable based on the traffic analysis and has been dismissed from further consideration.
20. Of the six projects listed in the 1998 Partial Rebuild Alternative, five are located in high crash spots.
21. Len discussed a number of design elements that will be considered during the alternative development process and noted the improvement concept presented in the presentation was for discussion purposes only. The alternative development phase of this project has not begun. The group had an open discussion about these items as follows:
 - a. Comment: The Improved Two Lane Alternative is, at best, a long term improvement option because of the cost (\$65 to \$80 million).
 - b. Comment: Spot Improvements locations will be determined based on the crash history, areas with poor roadway geometry, local input, and previously identified trouble spots.
 - c. Comment: Narrow shoulders and shoulder breaks from semi-trucks do not allow recovery for vehicles leaving the travel way. The shoulders should be fixed and widened along the entire corridor.
 - d. Comment: The narrow roadway widths at bridges and culverts are a safety concern.

- e. Question: How many of the crashes were with animals?
Answer: Of the 103 reported crashes between 2010 and 2014; 21 (20%) were animal collisions.
 - f. Question: How many of the crashes involved semi-trucks and buses?
Answer: *Stantec investigated this question after the meeting.* Of the 103 reported crashes; eight were crashes involving semi-trucks and three were crashes involving school buses. Two of the school bus crashes were single vehicle collisions (one ran-off the road and one was a collision with a fixed object). The third was a sideswipe collision. All three school bus crashes resulted in injuries. Four of the semi-truck crashes were single vehicle collisions, two were sideswipe collisions, one was an angle collision, and one was a rear end collision. All the semi-truck crashes were property damage only collisions.
 - g. Comment: There are likely a number of single vehicle property damage only crashes that go unreported. These crashes are not included in the crash analysis.
 - h. Question: Why the 55 mph speed limit? Should it be lowered?
Answer: Most roadways of this type and classification are posted at 55 mph. The yellow and black signs warn drivers to slow down where there are curves with lower design speeds. Lowering the speed limit likely would not slow drivers down unless there is some enforcement.
 - i. Question: Will this scoping study be complete before the next legislative session?
Answer: The final report will not be complete but we can provide local officials with the information needed to pursue funding for future project phases.
 - j. Question: Can we show the timeframe for each improvement?
Answer: There are a lot of factors in determining a projects timeframe. This project is currently funded only through the planning phase. Future design, right-of-way, utility and construction phases for this project are not included in the current Six Year Highway Plan. The Improved Two Lane Alternative could be built in 10 to 12 years if funding was in place. But it will be difficult to get \$65 to \$80 million in funds. It will be easier to get \$4 to \$5 million for spot improvements and improve the road in pieces. Spot improvements can ultimately be connected which would allow for the corridor wide improvement to be constructed over time.
 - k. Comment: We understand the limitations of funding the Improved Two Lane Alternative all at once. Spot Improvements are a more realistic goal.
22. The next step will be for Stantec to develop preliminary alternatives for the project team, local officials, and the public to comment on and prioritize. Stantec will look at \$4 to \$5 million spot improvement projects and an improved two lane project for the entire corridor.
23. Len discussed the project schedule. The next project team meeting will be in August. At that time Stantec will present preliminary alternatives for the project team to

review. After that, refined alternatives will be presented to the local officials and public in October to solicit feedback and suggested prioritization.

24. Following the presentation, participants were asked identify trouble spots, environmental resources, and potential spot improvements on the exhibit boards. The locations of several water lines were identified but no trouble spots were provided.

The meeting ended at approximately 3:00 p.m. CDT.

Meeting Minutes

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: October 30, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Local Officials Meeting

A local officials and stakeholders meeting for the subject project was held at the South Hancock Elementary School in Hancock County, Kentucky on October 20, 2015 at 2:30 p.m. CDT. The following individuals were in attendance:

Mike Baker	Hancock County Industrial Foundation
Gina Boaz	Green River Area Development District
Todd Edgell	Hancock County Emergency Management Agency
Nick Hall	KYTC – District 2
Daniel Hulker	KYTC – Central Office Planning
Jack McCaslin	Hancock County Judge Executive
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Suzanne Miles	Representing Congressman Brett Guthrie, U.S. House of Representatives, 2 nd District
Rick Montague	Hancock County Emergency Management Agency
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
John Rudd	KYTC – District 2
Dean Schamore	Kentucky State Representative, 10 th District
Larry Sosh	Hancock County Magistrate
Barbara Spencer	City of Hawesville
Michael Swihart	Principal South Hancock Elementary School
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ashley Williamson	Stantec Consulting Services Inc.

Len Harper thanked everyone for attending this second local officials meeting to discuss the KY 69 Scoping Study in Hancock County. He said the purpose of the meeting was to share some of the information that would be presented at the public meetings later that evening and to get feedback on the improvement concepts. Handouts included a questionnaire, a copy the improvement concepts, and an evaluation matrix summarizing the impacts and cost estimates. Len delivered a brief presentation. The following enumerated items were discussed.

1. The most current project information is available on the project website at <http://transportation.ky.gov/YourTurn/Pages/Public-Meeting---October-20,-2015.aspx>.
2. Some highlights from the existing conditions inventory were reviewed from the first local officials meeting on June 9, 2015. The study area includes the existing KY 69 corridor in Hancock County from the Ohio County line to the US 60 intersection in Hawesville. Within the study corridor, KY 69 is functionally classified as a Rural Major Collector with a posted speed limit of 55 miles per hour (mph). KY 69 has a 2015 Average Daily Traffic (ADT) volume between 1,300 and 3,000 vehicles per day (vpd) with 14 percent trucks. Based on the KYTC Traffic Forecast Report, the 2035 ADT volumes are expected to experience minimal growth to between 1,400 and 3,300 vpd with 17 percent trucks. The results of the traffic analyses indicate a two lane road can accommodate the existing and future traffic demand.
3. Most of KY 69 in Hancock County was built in the 1930's. There is a small section (0.3 miles) south of the US 60 intersection which was reconstructed in 1994. Of the 63 horizontal curves along KY 69, 37% do not satisfy the criteria for a 55 mph design speed. Of the 114 vertical curves, 59% do not satisfy the criteria for a 55 mph design speed.
4. There were 103 crashes reported for the project area between 2010 and 2014. Of the 103 reported crashes, three (3%) resulted in a fatality, 36 (35%) resulted in injuries, and 64 (62%) were property damage only collisions. Single vehicle crashes were by far the most commonly reported crash type (75%). A contributing factor to the high number of single vehicle crashes is likely the narrow roadway width and deficient alignment. Of the 103 reported crashes, three involved school buses and eight involved tractor/semi-trailer trucks. All three school bus crashes resulted in injuries.
5. The Purpose and Need Statement is to enhance regional mobility and to provide a safer, more efficient north/south corridor through Hancock County. The purpose of the project describes what the project should accomplish and helps determine what type of alternatives should be considered.
6. The project team identified ten preliminary spot improvement concepts, shown in **Figure 1**. Len explained this is a work in progress as we are still in the alternative development phase of the project. Each spot can be addressed in a number of ways and feedback is welcomed. A Complete Reconstruction Alternative was also

developed, shown in **Figure 2**. The group had an open discussion about these concepts as follows:

- a. The existing typical section along KY 69 has a total paved width of 24 feet which is striped as two 10-foot lanes with two-foot shoulders.
- b. This study will examine two improvement concepts: (1) Spot Improvements and (2) Complete Reconstruction.
 - i. For Spot Improvements the road would be widened to include 11-foot lanes and six-foot shoulders (two-foot paved, four-foot graded) and the geometry would be improved to meet a 55 mph design speed.
 - ii. For the Complete Reconstruction Alternative the road would be widened to include 12-foot lanes and eight-foot shoulders (six-foot paved, two-foot graded) and the geometry would be improved to meet a 55 mph design speed.
- c. KY 69 is approximately 20 miles long between KY 54 and US 60, and the corridor has 14 percent trucks, steep grades, and few passing opportunities along the stretch of KY 69 within the study area. Given these characteristics, northbound and southbound passing lanes are being considered near Ed Brown Road as part of both Spot Improvement 6 and the Complete Reconstruction Alternative.
- d. The project team has estimated the Complete Reconstruction Alternative to cost \$77.9 million, which would likely make such an undertaking infeasible. If \$77.9 million cannot be obtained for the Complete Reconstruction Alternative, a corridor wide improvement can still be obtained over time by connecting the proposed Spot Improvements. The Complete Reconstruction Alternative follows the same alignment from the Spot Improvements so money would not be wasted if the Spot Improvements were built first.
- e. Question: Larry Sosh noted the difficulty of funding the Complete Reconstruction Alternative and asked what the timeframe would be for constructing Spot Improvements versus the Complete Reconstruction. Answer: There are a lot of factors in determining a project's timeframe. This project is currently funded only through the planning phase. Future design, right-of-way, utility and construction phases for this project are not included in the current Six Year Highway Plan. The next step is to get funds programmed into the Six Year Highway Plan. The Complete Reconstruction Alternative could theoretically be built in 10 to 12 years if funding was in place, but it will be practically impossible to get \$77.9 million in funds. It will be easier to get \$5 to \$10 million for Spot Improvements and improve the road in pieces.

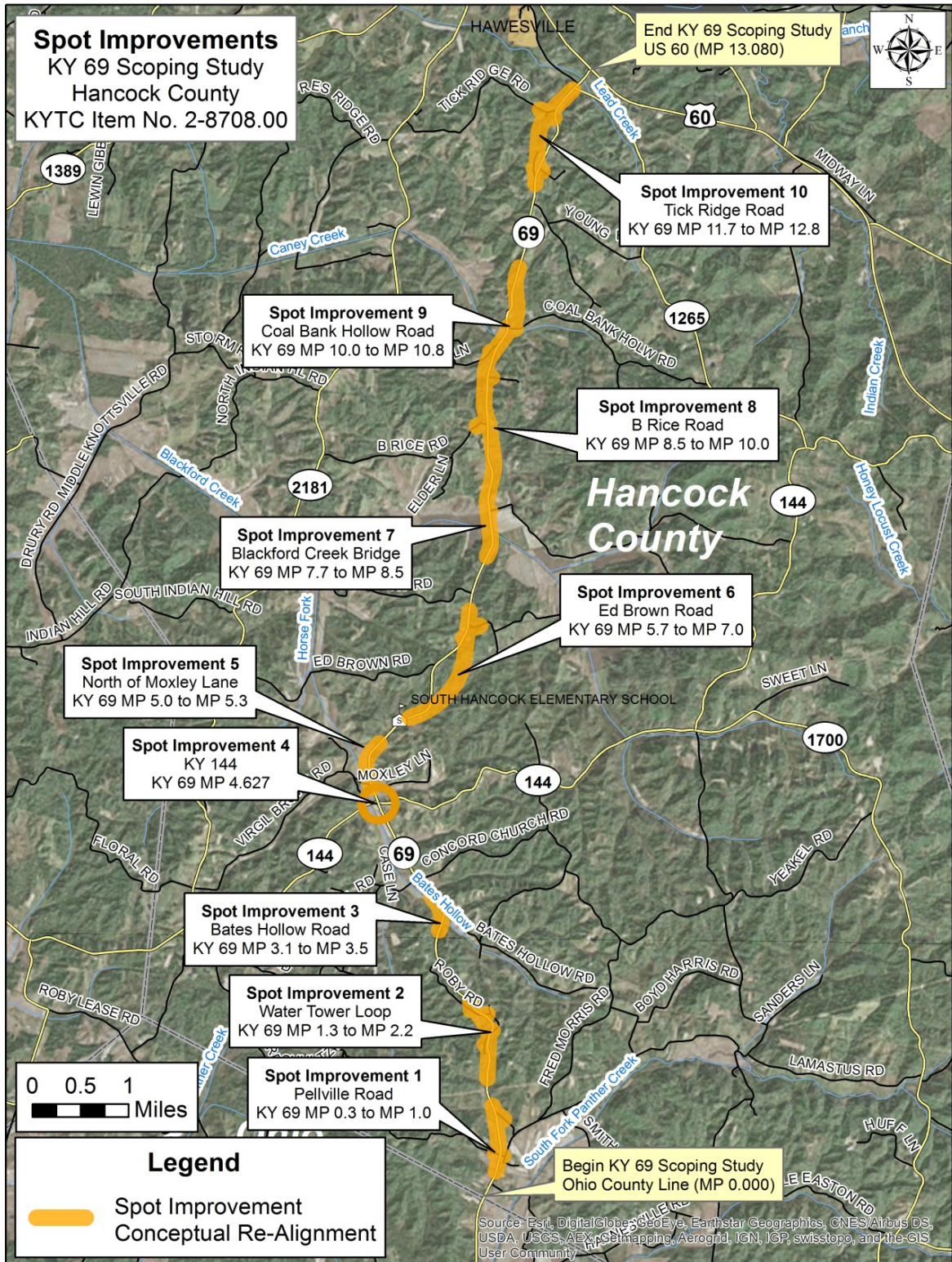


Figure 1: Spot Improvements

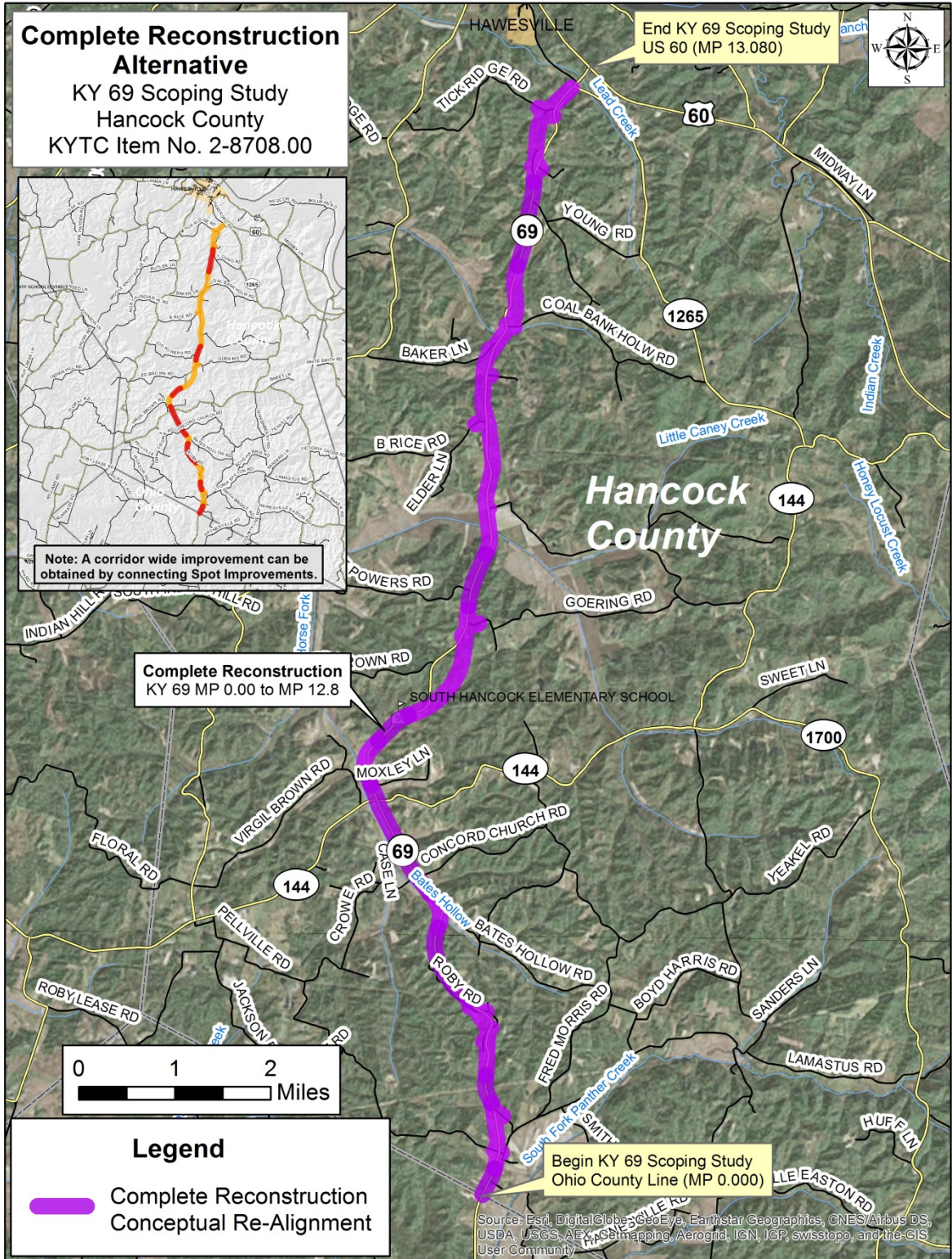
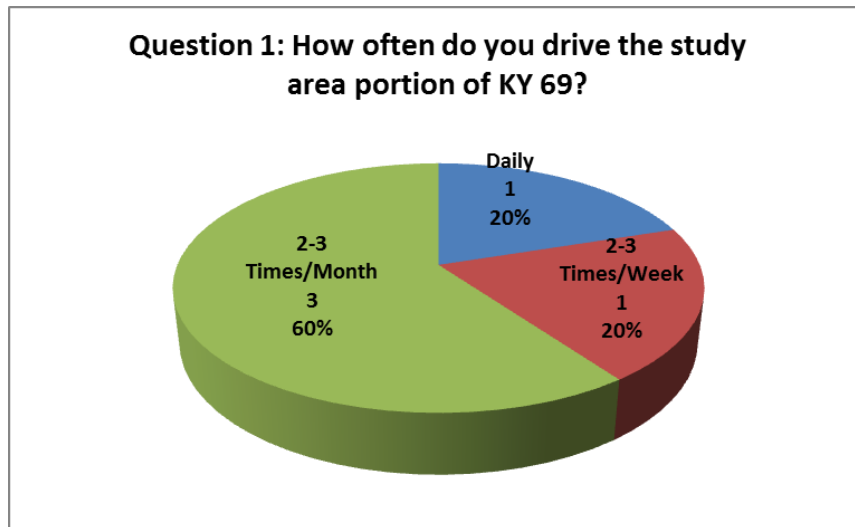


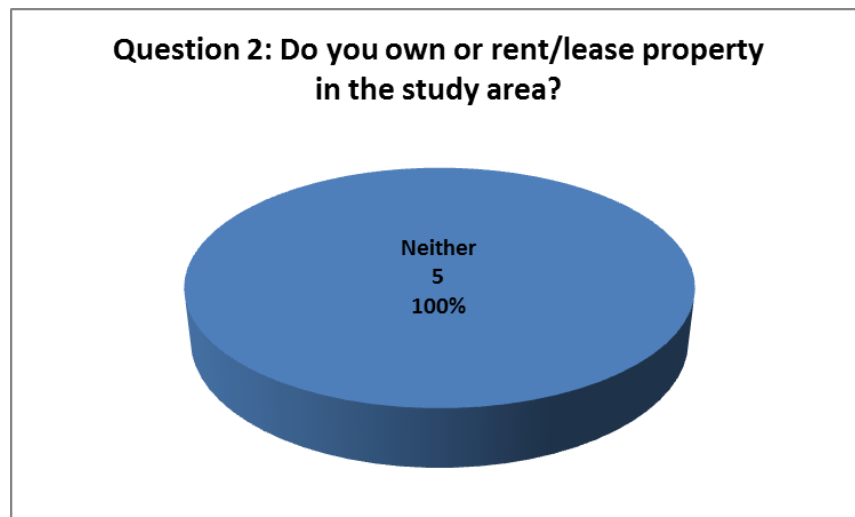
Figure 2: Complete Reconstruction Alternative

7. A questionnaire was distributed to the meeting attendees to solicit their input on transportation issues and improvement concepts important to them and to the study. Completed questionnaires were submitted by five attendees. The results are as follows:

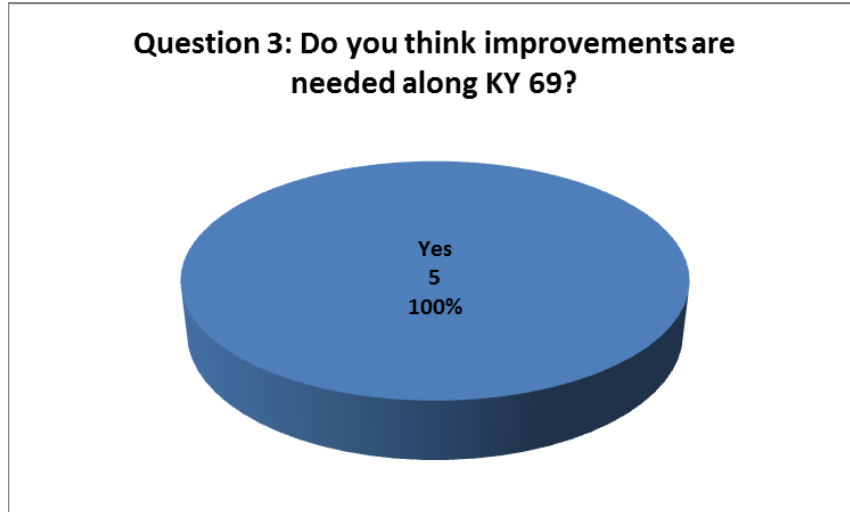
- a. The first question asked how frequently the attendees drove through the study area. Three respondents (60 percent) said they drive through the study area 2-3 times a month, one respondent (20 percent) said they drive through the study area daily, and one respondent (20 percent) said they drive through the study area 2-3 times a week.



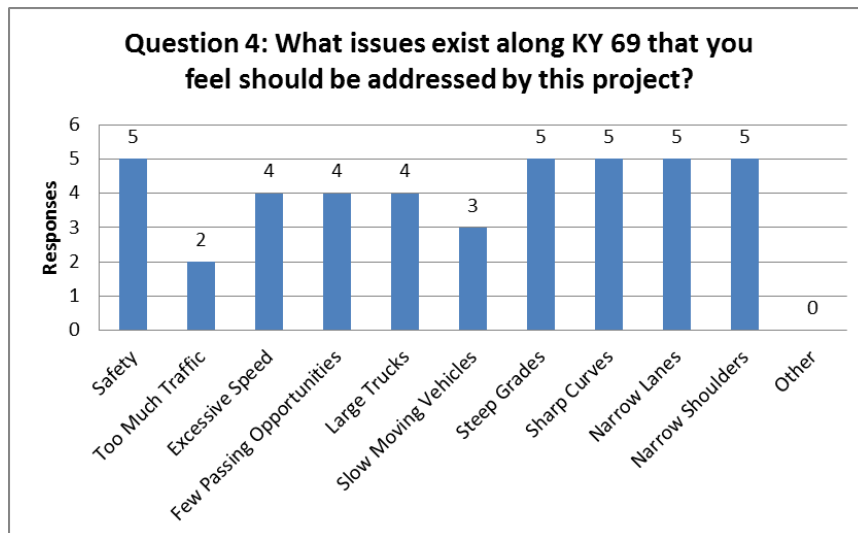
- b. Question 2 asked if the attendees own or rent/lease property within the study area. All five respondents (100 percent) indicated they neither own nor rent property in the study area.



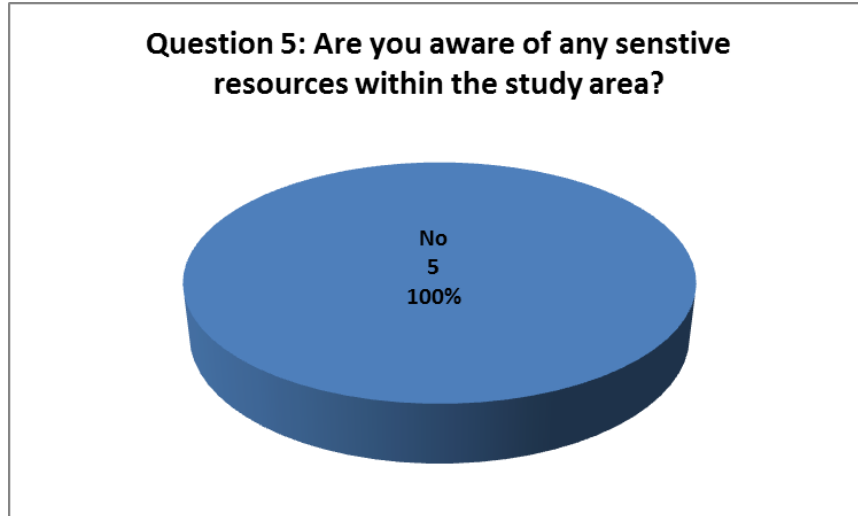
- c. Question 3 asked if respondents felt improvements were needed along KY 69. All respondents (5 responses, 100 percent) indicated improvements are needed.



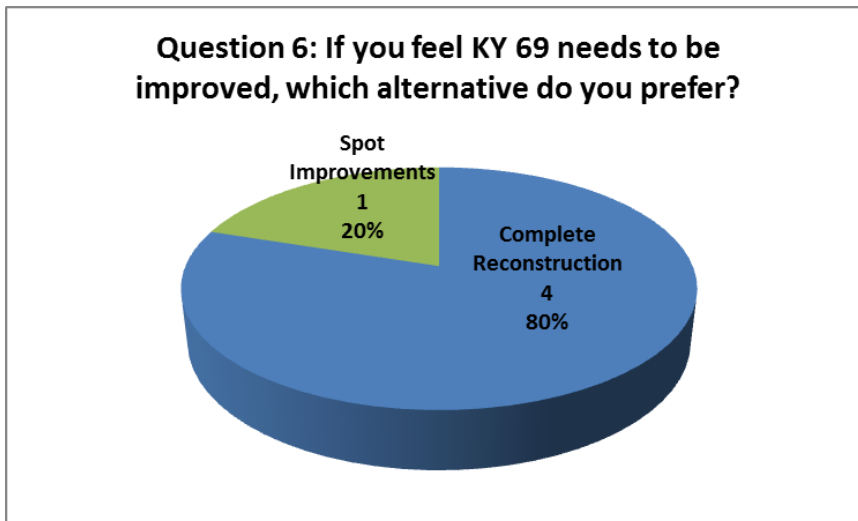
- d. Attendees were asked whether several transportation issues along KY 69 should be addressed as part of the project. Of the 11 options provided, safety (5 responses), sharp grades (5 responses), sharp curves (5 responses), narrow lanes (5 responses) and narrow shoulders (5 responses) were selected most.



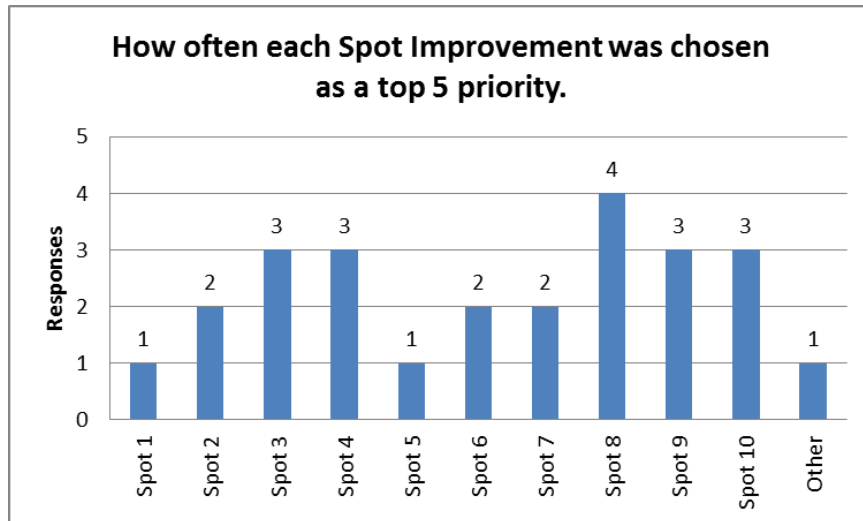
- e. Question 5 asked if respondents were aware of any sensitive resources within the study area. No respondents indicated they were aware of resources that should be avoided.



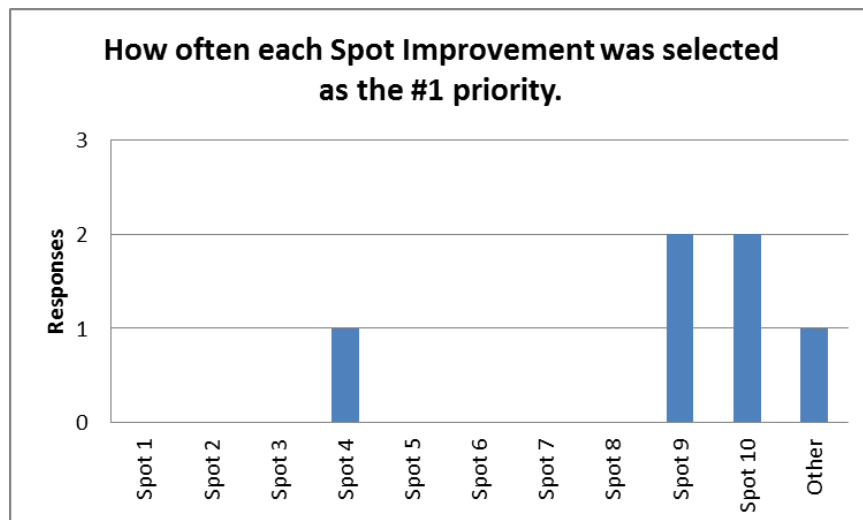
- f. Attendees were asked which alternative they prefer. With five respondents, four (80 percent) indicated complete reconstruction.



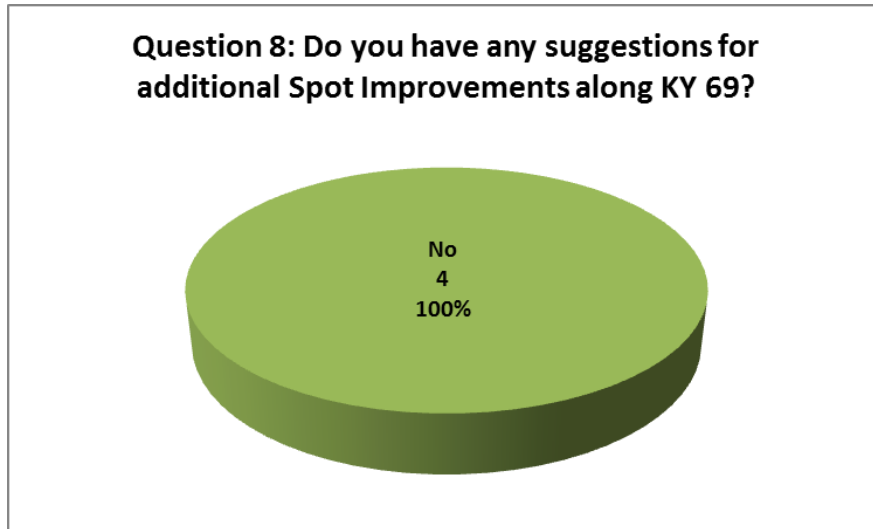
- g. Question 7 asked respondents to rank their top five spot improvements where 1 is the top priority need. Spot Improvements 3, 4, 8, 9 and 10 were the most commonly selected Spot Improvements, with Spot Improvement 8 receiving the most votes.



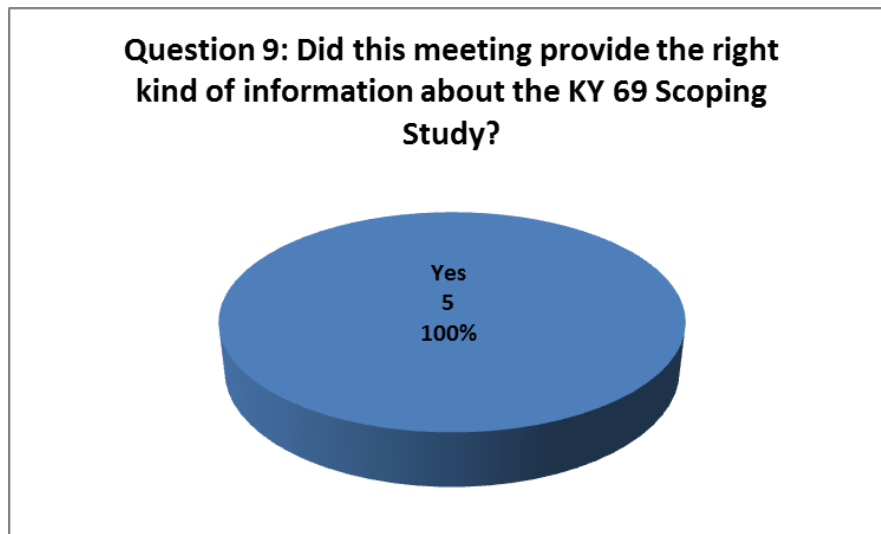
Comparing only the #1 priority selections, Spot Improvements 4, 9, 10 and “Other” were all selected as a top priority need. One respondent made three #1 priority selections and another respondent left the question blank. The respondent that selected “Other” did not explain which additional Spot Improvement they wished to see.



- h. Attendees were asked if any suggestions could be made for additional spot improvements along KY 69. Out of the four responses (one survey left this question blank), no one had additional suggestions.



- i. The last question asked how the attendees felt about the information presented at the meeting. All five (100 percent) respondents indicated the meeting provided the right kind of information for the KY 69 Scoping Study.



8. Len discussed the project schedule, noting that the first and only public meeting for the study would be held later that evening. The project team will meet one more time in December to prioritize the improvements using the feedback received today. The Final Report will be completed in February 2016.

The meeting ended at approximately 3:30 p.m. CDT.

Meeting Summary

TO: Shane McKenzie
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Nick Hall
Co-Project Manager
KYTC District Office #2
1840 North Main Street
Madisonville, KY 42431

FROM: Len Harper
Project Manager
Stantec Consulting Services Inc.

DATE: November 30, 2015

SUBJECT: KY 69 Scoping Study
Item Number 2-8708.00
Hancock County – From Ohio County Line (MP 0.000) to US 60 (MP 13.080)
Public Meeting

A Public Information Meeting for the KY 69 Scoping Study was held on October 20, 2015 at 5:00 p.m. CDT at the South Hancock Elementary School in Hawesville, KY. The purpose of the meeting was to provide information about the study and the projects under consideration, discuss conceptual alternatives, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet (KYTC) and the consultant staff were in attendance:

Gina Boaz	Green River Area Development District
Nick Hall	KYTC – District 2
Daniel Hulker	KYTC – Central Office Planning
Kevin McClearn	KYTC – District 2
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
John Rudd	KYTC – District 2
Keith Todd	KYTC – District 2
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Ashley Williamson	Stantec Consulting Services Inc.

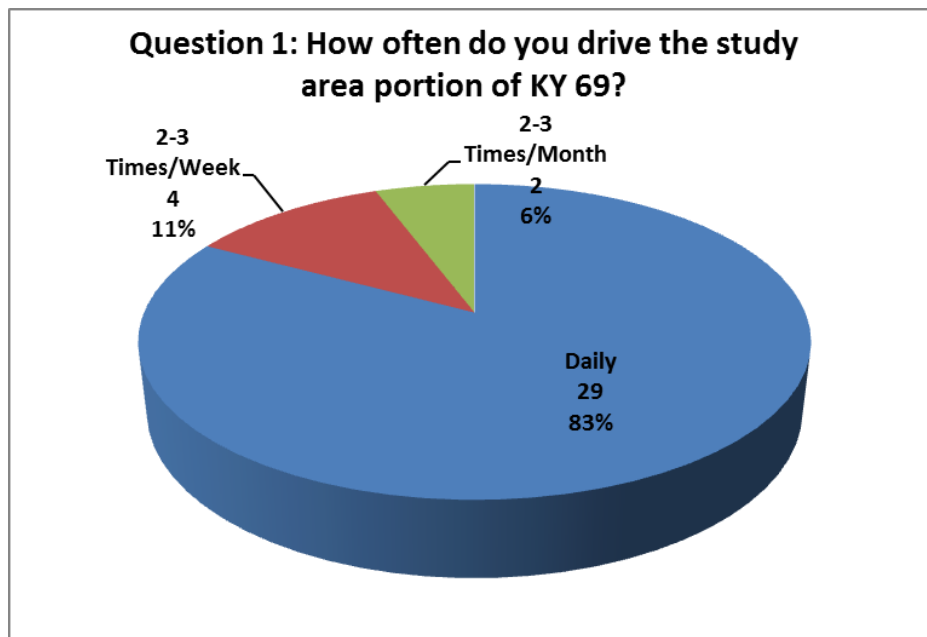
The meeting was held in an open house format, with a formal presentation at 5:15 p.m. to explain the project. Attendees were asked to sign in and were provided handouts that included a questionnaire and a project overview. All information was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/Public-Meeting---October-20,-2015.aspx>. KYTC and consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 27 members of the public attended the meeting.

The following project exhibits were on display:

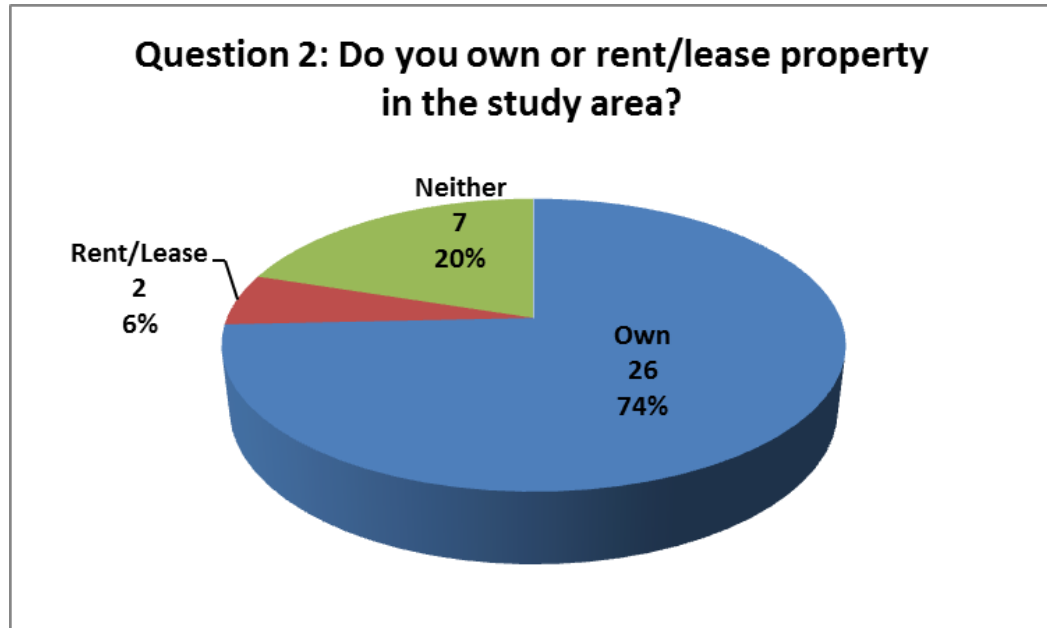
- Environmental Footprint (two exhibits)
- Crash History and Roadway Characteristics (one exhibit)
- Improvement Concepts and Evaluation Matrix (four exhibits)

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 35 questionnaires were returned through November 16, 2015. The results of the questionnaire are summarized as follows:

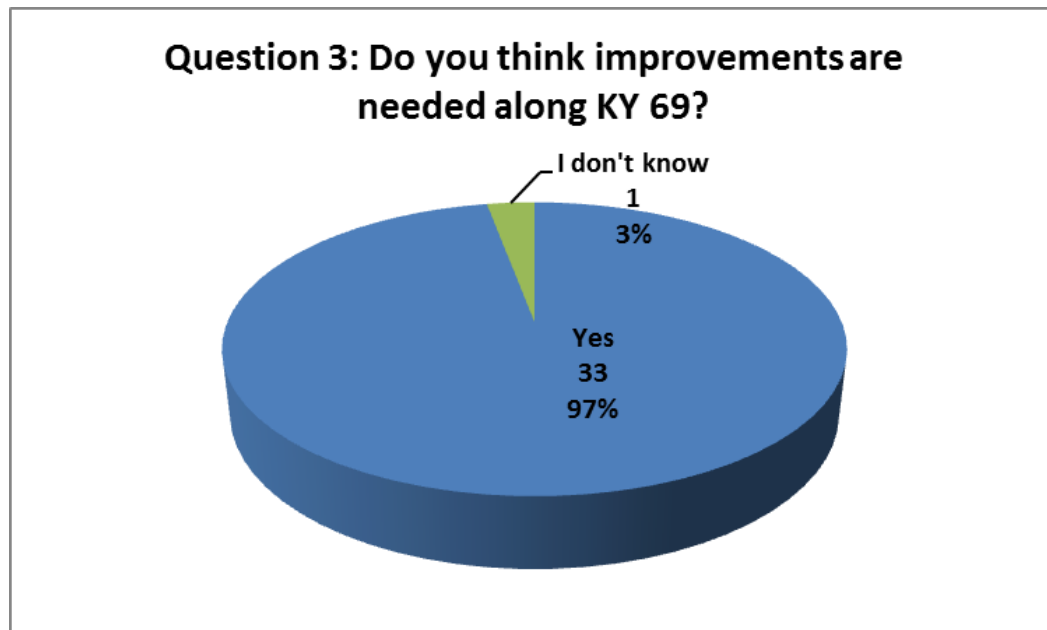
- The first question asked how frequently the attendees drove through the study area. Twenty nine respondents (83 percent) said they drive through the study area daily, four respondents (11 percent) said they drive through the study area 2-3 times a week and two respondents (6 percent) said they drive through the study area 2-3 times a month.



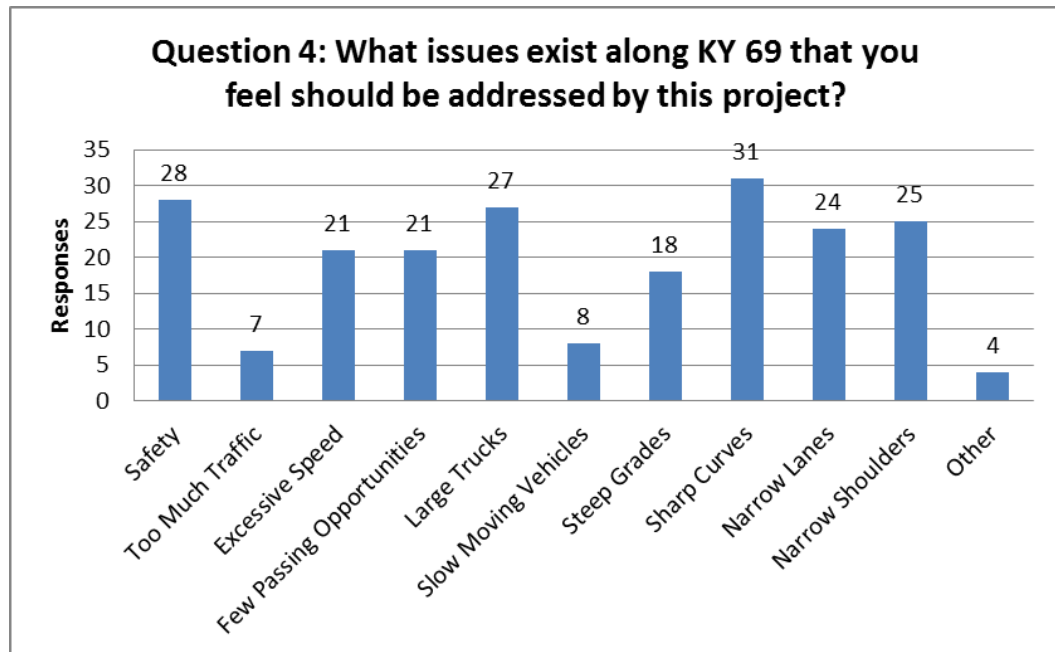
- b. Question 2 asked if the attendees own or rent/lease property within the study area. Twenty six respondents (74 percent) indicated they own property within the study area, two respondents (6 percent) indicated they rent or lease property within the study area and 7 (20 percent) indicated they neither own nor rent property in the study area.



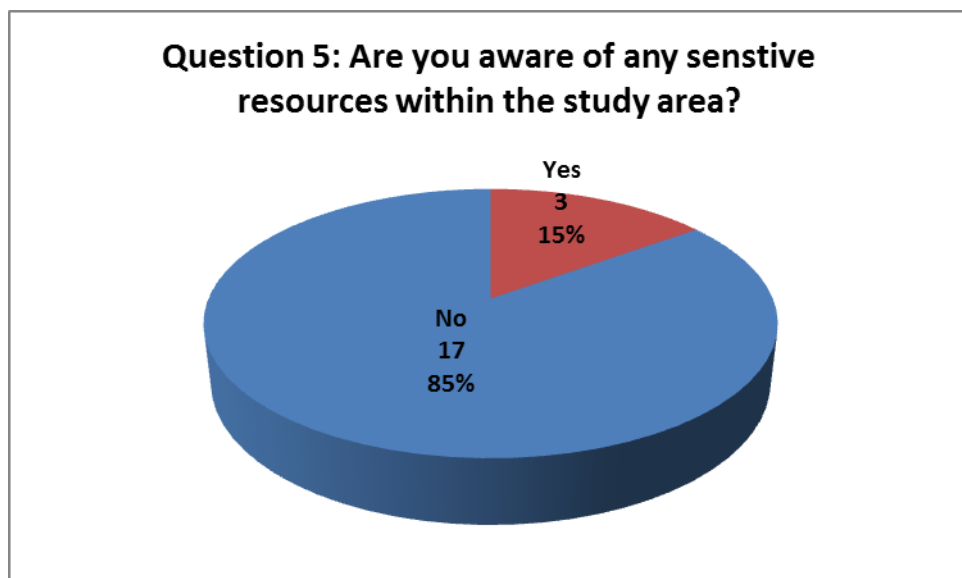
- c. Question 3 asked if respondents felt improvements were needed along KY 69. All but one respondent (33 responses, 97 percent) indicated improvements were needed.



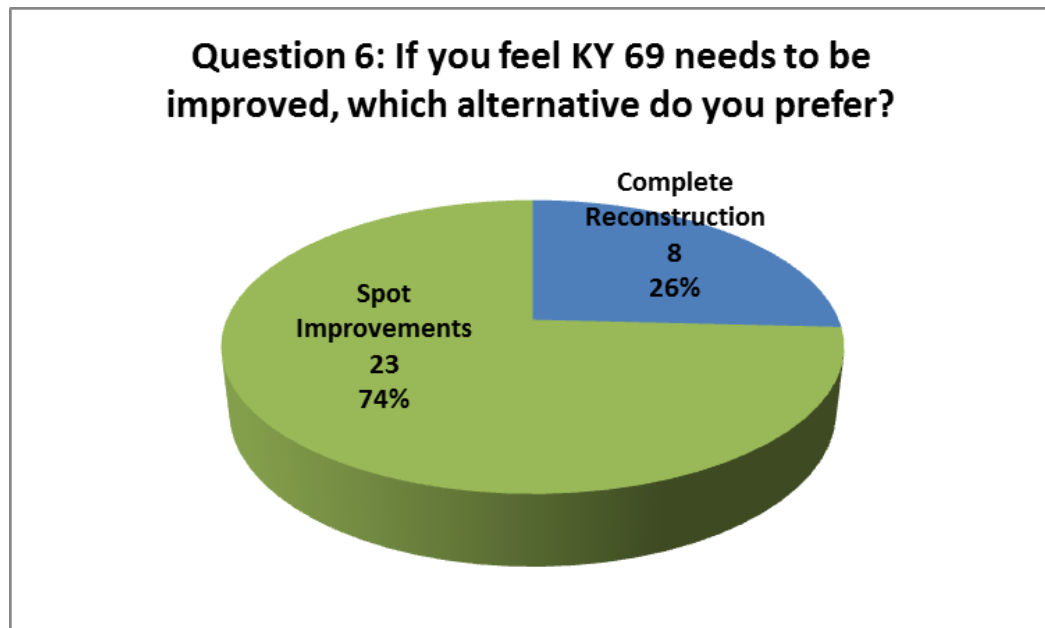
- d. Attendees were asked whether several transportation issues along KY 69 should be addressed as part of the project. Of the 11 options provided, safety (28 responses), large trucks (27 responses), sharp curves (31 responses), narrow lanes (24 responses) and narrow shoulders (25 responses) were selected most. Other issues that were mentioned include narrow bridges, poor turning radii onto Concord Church Road, school bus safety, lack of guardrail and lack of law enforcement.



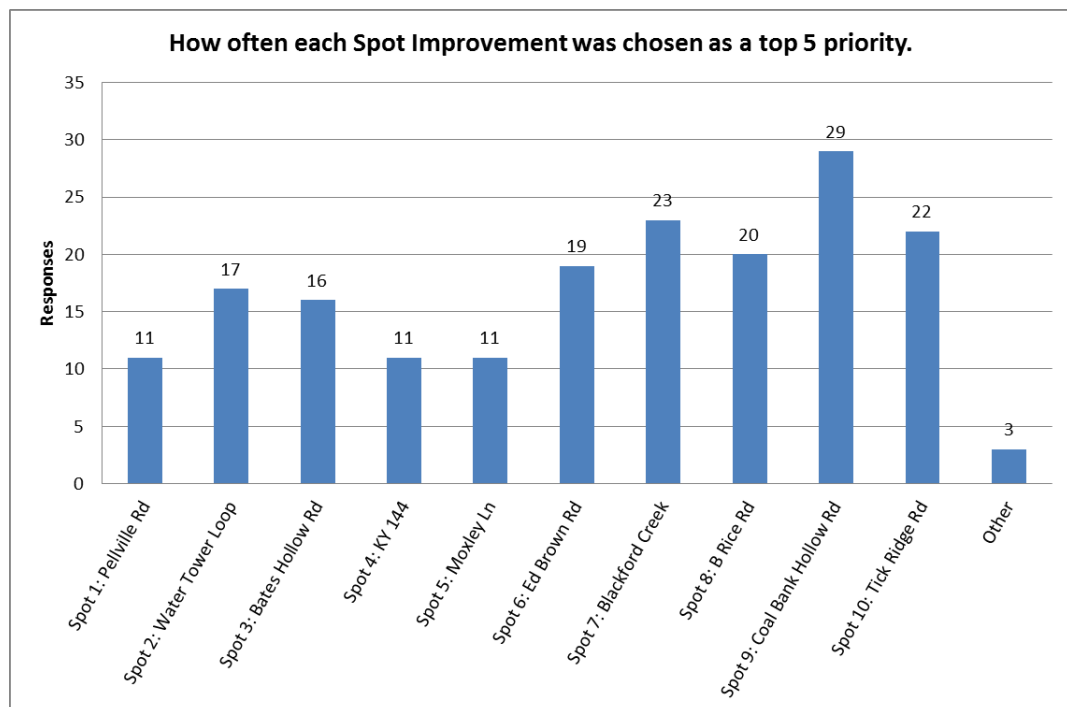
- e. Question 5 asked if respondents were aware of any sensitive resources within the study area. Of the 20 respondents, 3 (15 percent) indicated they were aware of sensitive resources. The Texas Gas Pipelines were listed by one respondent and narrow roadway widths at bridges and culverts were listed by another respondent. The third respondent did not list which sensitive resource they were aware of.



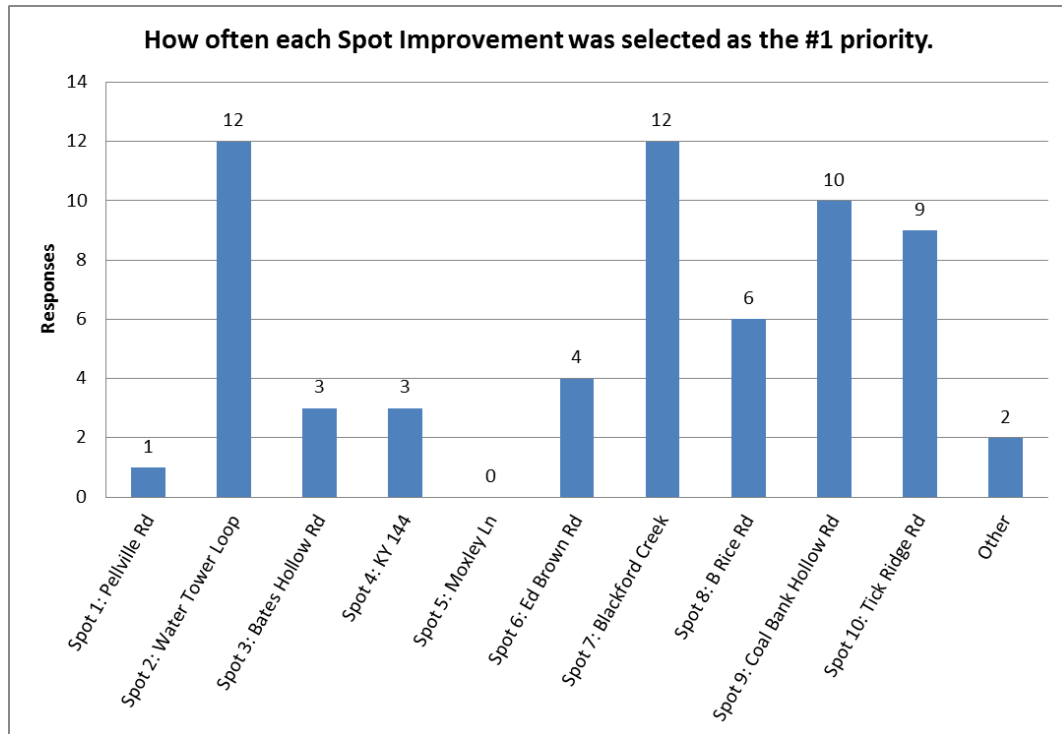
- f. Attendees were asked which alternative they prefer. With thirty one respondents, twenty three (74 percent) selected Spot Improvements and eight (26 percent) selected the Complete Reconstruction Alternative.



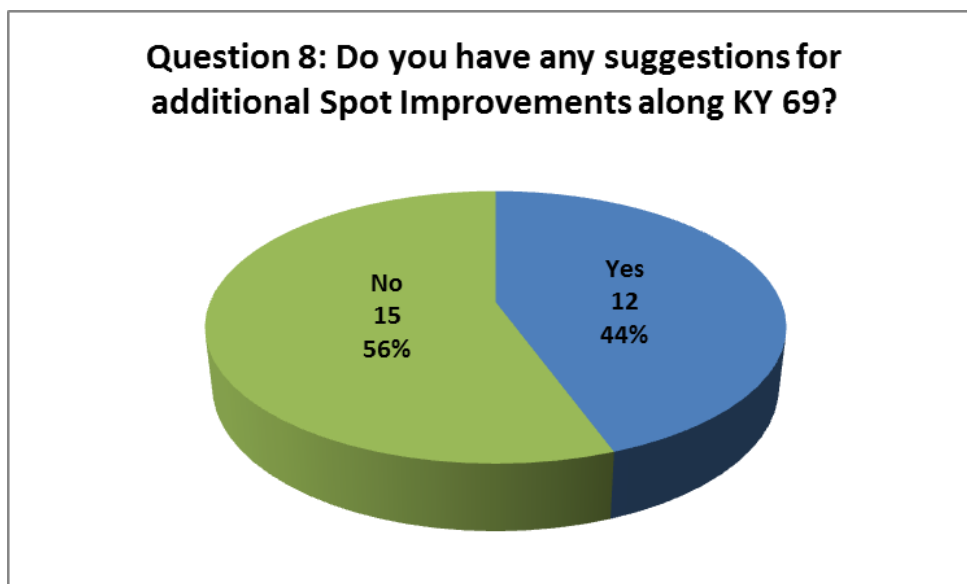
- g. Question 7 asked respondents to rank their top five spot improvements where 1 is the top priority need. Spot Improvements 7, 8, 9 and 10 were the most commonly selected Spot Improvements, with Spot Improvement 9 receiving the most votes.



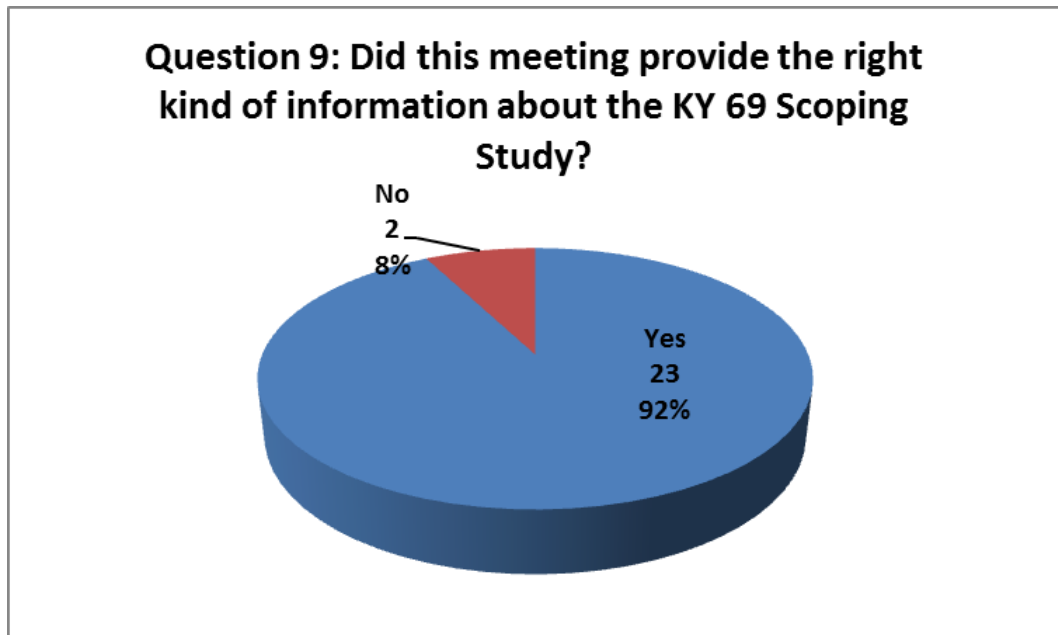
Comparing only the #1 priority selections, Spot Improvements 2 and 7 were selected most as the top priority need. Two “other” spot improvements were listed; widen the shoulders along the entire study area and widen the bridges.



- h. Attendees were asked if any suggestions could be made for additional spot improvements along KY 69. Out of the twenty seven responses, twelve (44 percent) had suggestions. These suggestions included providing additional guardrail, fixing the curve 0.5 miles from Tick Ridge Road, improving the turning radii onto Concord Church Road, widen the road and shoulders along the entire study area, enforce speed limit, and add a northbound passing lane at Coal Bank Hollow.



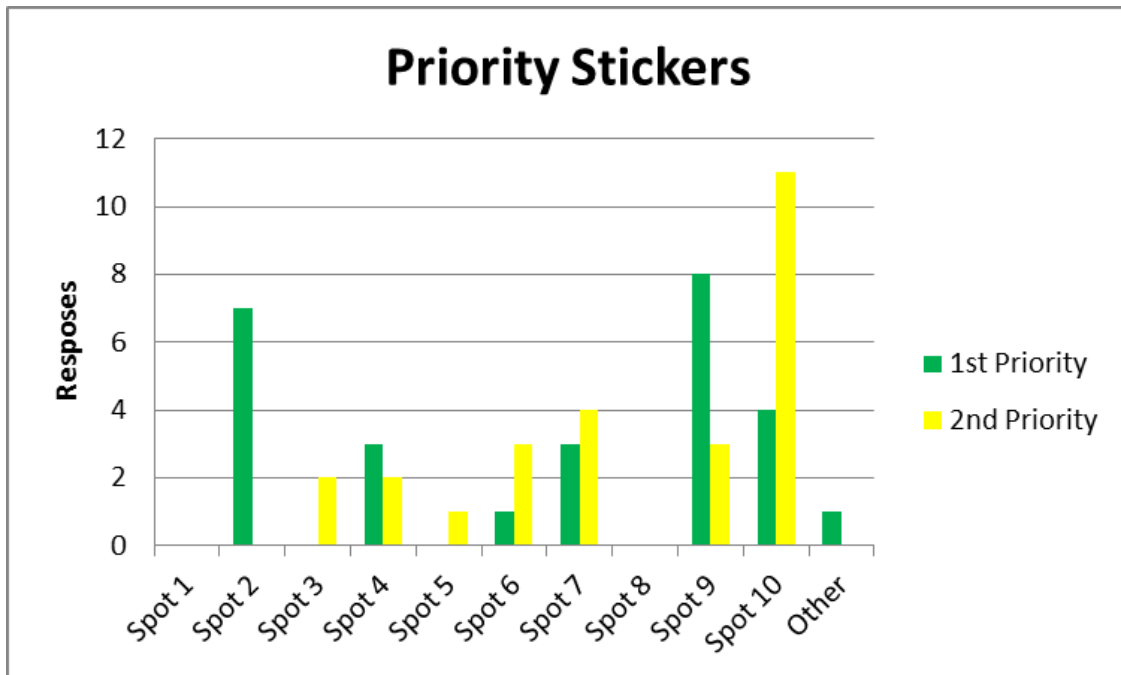
- i. The last question asked how the attendees felt about the information presented at the meeting. All but two respondents indicated the meeting provided the right kind of information for the KY 69 Scoping Study. One respondent wanted to know if their home was going to be relocated as part of the spot improvement at Ed Brown Road. This person was contacted and her concern has been addressed. The second respondent did not indicate what information they would like to have seen.



Public meeting attendees were asked to assist the project team in prioritizing the spot improvement concepts by selecting the projects they felt should be priorities for implementation. Each attendee was given one green sticker and one yellow sticker and they were asked to “vote” for their preferred projects by placing the stickers on the exhibit boards showing the alternatives. The green sticker was to be placed on the Spot Improvement project that should be, in their opinion, given the highest priority for moving forward. The yellow sticker was to be placed on the Spot Improvement project that should be, in their opinion, given the second highest priority for moving forward. The following table shows the spot improvement concepts:

Spot	Description
1	Pellville Road
2	Water Tower Loop
3	Bates Hollow Road
4	KY 144 Intersection
5	Moxley Lane
6	Ed Brown Road
7	Blackford Creek
8	B Rice Road
9	Coal Bank Hollow Road
10	Tick Ridge Road

Spot Improvements 2, 7, 9 and 10 were the most commonly selected Spot Improvements, with Spot Improvement 10 receiving the most votes. Comparing only the #1 priority selections, Spot Improvements 2 and 9 were selected most as the top priority need.



The meeting ended at approximately 7:00 p.m. CDT.