

## **Appendix F - MEETING SUMMARIES**

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.  
Co-Project Manager  
KYTC Central Office Planning  
200 Mero Street  
Frankfort, KY 40622

Jeff Moore  
Co-Project Manager  
KYTC District Office #3  
900 Morgantown Road  
Bowling Green, KY 42101

Charlie Allen  
Co-Project Manager  
KYTC District Office #4  
634 East Dixie Highway  
Elizabethtown, KY 42701

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FROM: Brian Aldridge, P.E.  
Project Manager  
Stantec Consulting Services Inc.

DATE: December 3, 2013

SUBJECT: US 68 Scoping Study, Metcalfe and Green County  
KYTC Item No. 3-203.00  
Project Team Kick-off Meeting

A project team kick-off meeting for the subject project was held on November 18, 2013 at 9:00 a.m. CDT in the KYTC District 3 conference room in Bowling Green. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Jill Asher	KYTC – Central Office Design
Brad Bottoms	KYTC – District 4 Design
Joseph Ferguson	KYTC – District 4 Environmental Coordinator
Kevin Gearlds	KYTC – District 3 Project Delivery & Preservation
Srinivasa Gutti	KYTC – Central Office Planning
Deneatra Henderson	KYTC – District 3 Planning
Shane McKenzie	KYTC – Central Office Planning
Greg Meredith	KYTC – District 3 Chief District Engineer
Jeff Moore	KYTC – District 3 Planning
John Moore	KYTC – District 4 Project Development
Mikael Pelfrey	KYTC – Central Office Planning
Joe Plunk	KYTC – District 3 Project Development
Renee Slaughter	KYTC – District 3 Environmental Coordinator
Matt Summers	Barren River Area Development District
Brent Sweger	KYTC – Central Office Design
Scott Thomson	KYTC – Central Office Planning
Benjamin Warren	KYTC – District 4 Project Delivery & Preservation
Wes Watt	KYTC – District 3 Public Involvement
Larry Wilson	Lake Cumberland Area Development District

Kevin Young	KYTC – District 4 Planning
Brian Aldridge	Stantec Consulting Services Inc.
Kenneth Cox	American Engineers, Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Peter Overmohle	American Engineers, Inc.
Gary Sharpe	Palmer Engineering

Jeff Moore welcomed everyone and stated the purpose of the meeting was to discuss the scope of work for and progress to date on the US 68 Planning Study in Metcalfe and Green County. Handouts included the meeting agenda, the Draft Purpose and Need Statements, and a map displaying the corridor’s crash history and horizontal alignment. After introductions, Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

1. Brian indicated the Stantec team received Notice to Proceed in early October 2013.
2. The scoping study combines three different KYTC item numbers:
  - a. **3-8706 (Metcalfe):** Scoping Study and design for US 68 from Cumberland Parkway to Green County line
  - b. **8-8710 (Green):** Scoping Study and design for US 68 from Metcalfe County line to KY 61 intersection
  - c. **8-8711 (Green):** New Connector from US 68 near Vaughn Curve to KY 3535 (Industrial Road) north of Greensburg

The study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor and includes item numbers 3-8706 and 8-8710. The second is the US 68 Connector which includes item number 8-8711.

3. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. Three alternatives will be developed and evaluated, including a complete reconstruction to 55 MPH design standards, preliminary spot improvements, and refined spot improvements.
4. The US 68 Connector study area includes the existing US 68 corridor between “Vaughn Curve” and the northern KY 61 intersection as well as an area southeast of Greensburg. Three alternatives will be evaluated within each of the two areas, for a total of six build alternatives.
5. A drive-through video was shown and Brian highlighted some areas along US 68 that will likely be addressed with spot improvements.

6. Two Kentucky Highway Plan projects will affect the US 68 Scoping Study. KYTC item number 3-8505 includes the construction of a new Cumberland Parkway interchange on US 68. This project has not yet been let for construction. Item number 4-8603 will improve the southern KY 61 intersection with US 68 and make US 68 the through movement (the south approach for US 68 currently tee's into KY 61.)
7. Some highlights from the existing conditions inventory were discussed. Within the US 68 Corridor study area, US 68 is functionally classified a rural major collector and within the Connector study area it is a rural minor arterial. Traffic volumes range from about 900 to 8,700 vehicles per day (VPD). Lane widths generally vary from nine to ten feet, and the shoulders are typically about three feet in width. The geometrics of the existing alignment were discussed, and Brian showed portions of the as-built plans highlighting the presence of short, nearly back-to-back vertical curves in sections.
8. There were 128 crashes reported for the entire project area (from the Cumberland Parkway to the northern US 68 intersection with US 68) between 2010 and 2012. A map was shown highlighting two segments and four spots with Critical Crash Rate Factors (CRF) greater than 1.0, suggesting that crashes are not occurring randomly within these areas. It was suggested that some disaggregation of the crash data would be desirable to coincide with the US 68 Corridor and the US 68 Connector studies.
9. Jeff led a discussion regarding the Draft Purpose and Need Statements prepared by Stantec for the component studies. Some revisions to each draft statement were suggested. Stantec will address the comments and provide revised versions for further review.
10. Brian continued the meeting by discussing preliminary geotechnical considerations and probable typical sections. It was agreed that spot improvements to US 68 would most likely involve 11-foot-wide lanes with four to six foot shoulders. The US 68 Connector will mimic the existing typical section along KY 3535 (Industrial Park Road).
11. There was discussion of the six preliminary build alternatives for the US 68 Connector. Brian showed a map of historic properties within the existing corridor through Greensburg and noted these resources would limit opportunities to improve the current roadway or to construct a parallel alignment through Greensburg. The project team decided to eliminate the eastern alternative along Depot Street through Greensburg as it would affect the proposed water treatment plant on the Green River. The plant has been designed.
12. The next meeting topic was the study's public involvement efforts. Public meetings will take place in both Counties. While both meetings will present the same information, the Green County public meeting will have more focus on the US 68

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District Office #3

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District Office #4

634 East Dixie Highway

Elizabethtown, KY 42701

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FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

January 21, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Local Officials Meeting

A local officials meeting for the US 68 Scoping Study was held on December 19, 2013 at 9:00 a.m. CST in the Metcalfe County fiscal courtroom in Edmonton. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Howard Dickson	City of Edmonton
Howard Garrett	Mayor of Edmonton
Tommy A. Garrett	Metcalfe Circuit Clerk
Barry D. Gilley	Metcalfe County Attorney
Senator David P. Givens	Kentucky 9 <sup>th</sup> District
Sreenu Gutti	KYTC - Central Office Planning
Sharon B. Howard	Metcalfe County Attorney
Mark A. Linkous	Edmonton - Metcalfe County Industrial Development Authority
Shane McKenzie	KYTC - Central Office Planning
Jeff Moore	KYTC – District 3 Planning
Mikael Pelfrey	KYTC - Central Office Planning
Dean Rowe	Dile Realty
Representative Bart Rowland	Kentucky 53 <sup>rd</sup> District
Matt Summers	Barren River Area Development District
David Thompson	Edmonton State Bank
John Thompson	Edmonton State Bank
Wes Watt	KYTC – District 3
Greg Wilson	Metcalfe County Judge Executive

Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Brian Mattingly	American Engineers, Inc.
Gary Sharpe	Palmer Engineering

Jeff Moore thanked everyone for attending this first local officials meeting to discuss the US 68 Planning Study in Metcalfe and Green County. He said the purpose of the meeting was to provide a brief overview of the study and to share some of the information that would be presented at public meetings early in 2014. Handouts included the meeting agenda, the revised Draft Purpose and Need Statements, and a map displaying the corridor's crash history and horizontal alignment. Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

1. The scoping study combines three different KYTC item numbers:
  - a. **3-8706 (Metcalfe):** Scoping Study and design for US 68 from Cumberland Parkway to Green County line
  - b. **8-8710 (Green):** Scoping Study and design for US 68 from Metcalfe County line to KY 61 intersection
  - c. **8-8711 (Green):** New Connector from US 68 near Vaughn Curve to KY 3535 (Industrial Road) north of Greensburg

The study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor and includes item numbers 3-8706 and 8-8710. The second is the US 68 Connector which includes item number 8-8711.

2. There are several projects in the KYTC Highway Plan in Metcalfe and Green County. Of these, the following projects are within the study area:
  - a. KYTC 3-8505: New US 68 interchange at the Cumberland Parkway
  - b. KYTC 4-8603: Intersection improvement at the southern KY 61 intersection with US 68; US 68 will be made the through movement.
3. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. Three alternatives will be developed and evaluated, including a complete reconstruction to 55 MPH design standards, preliminary spot improvements, and refined spot improvements.
4. The US 68 Connector study area includes the existing US 68 corridor between "Vaughn Curve" and the northern KY 61 / KY 3535 intersection as well as an area southeast of Greensburg. Three alternatives will be evaluated in the southeast area and two along the existing corridor, for a total of five build alternatives.

5. Draft Purpose and Need Statements have been prepared for the component studies that are unique to the goals and issues to be addressed by each project. The purpose of the US 68 Corridor Project is to provide a safer, more efficient connection between Greensburg and the Cumberland Parkway by improving substandard geometrics along the corridor. The purpose of the US 68 Connector Project is to improve safety, connectivity, and mobility in and through Greensburg. Brian indicated the Project Team welcomes any comments on the draft statements.
6. A drive-through video was shown highlighting some areas of concern along US 68. One trouble spot that was discussed specifically is the intersection with KY 70. It was noted there have been several crashes at that intersection over the years.
7. There were 128 crashes reported for the entire project area (from the Cumberland Parkway to the northern US 68 intersection with KY 61/KY 3535) between 2010 and 2012. A map was shown highlighting two segments and four spots with Critical Crash Rate Factors (CRF) greater than 1.0, suggesting that crashes are not occurring randomly within these areas.
8. Within the US 68 Corridor study area, there were 61 crashes reported between 2010 and 2012. Of these, 69 percent were single vehicle collisions. Brian discussed the handout maps comparing the locations of the single vehicle collisions to segments where the horizontal alignment does not satisfy a 55 mph design speed.
9. The project team has agreed that spot improvements to US 68 will most likely include 11-foot-wide lanes with four-foot paved shoulders. Truck climbing lanes may be considered where appropriate.
10. A question was asked concerning the feasibility of a complete reconstruction of US 68 to current design standards. Brian suggested such an option was under consideration, but the cost associated with rebuilding 22 miles of roadway in the type of terrain would likely cost between \$90 and \$100 million plus the cost of right-of-way and utility relocations.
11. The US 68 Connector study area concentrates on two distinct regions – one focusing on an area that parallels the existing corridor and the other including an area southeast of Greensburg. All alternatives would begin at “Vaughn Curve” south of the southern KY 61 intersection and end at KY 3535 (Industrial Park Road).
12. A total of 67 crashes were reported from 2010 to 2012 along US 68 between the two KY 61 intersections through Greensburg. Angle collisions (37 percent) and rear end collisions (30 percent) were the most prevalent types.
13. There was discussion concerning the lack of alternative Green River crossings in the area around Greensburg, and a map was shown highlighting the possible detour routes should the US 68 bridge over the Green River be unavailable. The existing

bridge has a sufficiency rating of 52.3. It is about eight miles along existing US 68 between the northern KY 61 intersection and KY 210 south of Greensburg. The nearest upstream (eastern) detour is KY 55 in Taylor County, a detour of about 35 miles. Downstream, KY 88 is the closest option and is about 19 miles in length. All build alternatives would include either a new or an additional crossing of the Green River.

14. Five preliminary concepts for a new or improved route were shown, with two along the existing corridor and three southeast of Greensburg. Brian suggested the presence of historic properties within the existing corridor through Greensburg will limit opportunities to improve the current roadway or to construct a new western alignment through Greensburg. The project is still in the very early stages of concept development and the concepts under discussion at the present would be evaluated and modified as the study progresses.
15. The US 68 Connector will mimic the existing typical section along KY 3535 (Industrial Park Road) with 12-foot wide lanes and full 8-foot wide paved shoulders.
16. The Kentucky Statewide Travel Demand Model (TDM) will be used to estimate future traffic volumes for the following scenarios:

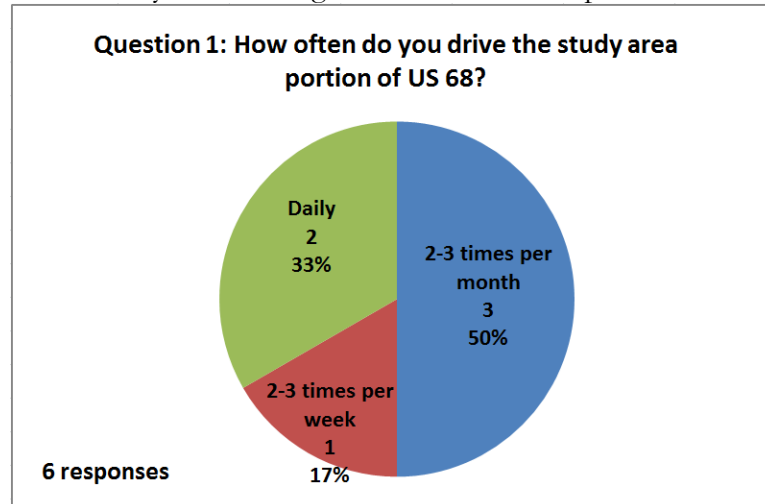
Model Scenario	US 68 Corridor	US 68 Connector
1	No-Build or Spot improvements (no capacity increase)	No-Build
2		Southern alternative
3	Full reconstruction	No-Build
4		Southern alternative

A question was asked about the impacts a new Cumberland Parkway interchange on US 68 might have to traffic along the corridor, including the potential for new businesses to arise. Brian responded by saying the Project Team had discussed the possibility of examining various growth scenarios using the statewide model. This effort could evaluate some “what if” scenarios related to new development and additional traffic as a result of the new interchange.

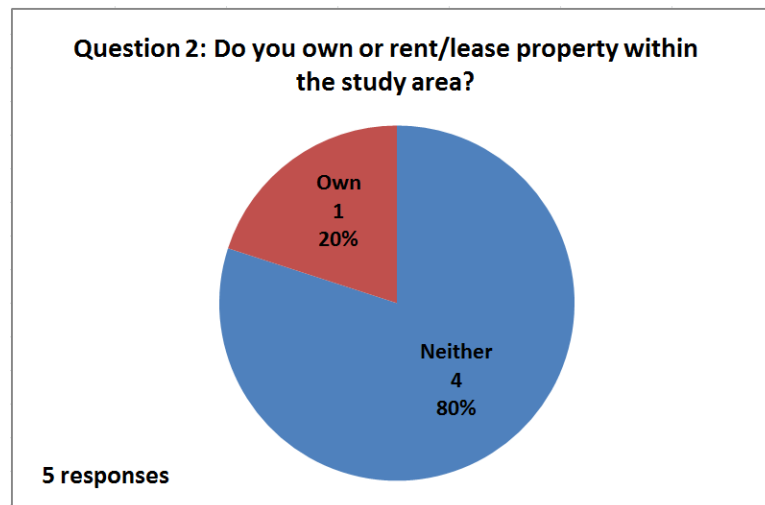
17. Public meetings will take place in both counties early in 2014 with the same information presented at each. The dates were announced later as Monday, February 10 in Metcalfe County and Tuesday, February 11 in Green County.
18. A questionnaire was distributed to the meeting attendees to solicit their input on transportation issues important to them and to the study. Completed questionnaires were submitted by six attendees. The results are as follows:



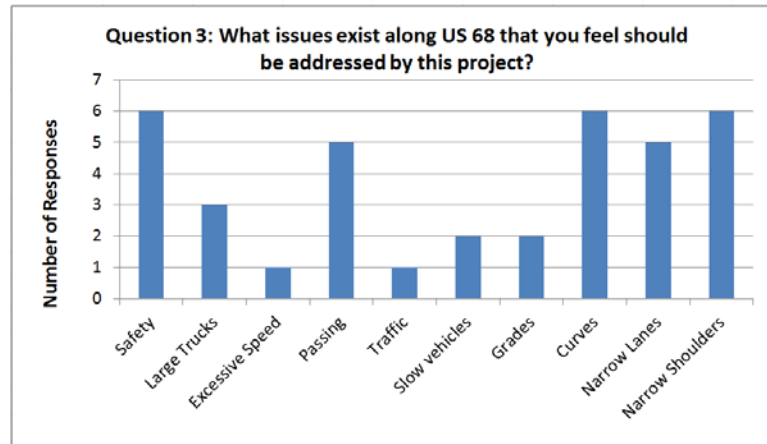
- a. The first question asked how frequently the attendees drove through the study area. Two respondents (33%) said they drive through the study area daily. Half said they drive through two to three times per month.



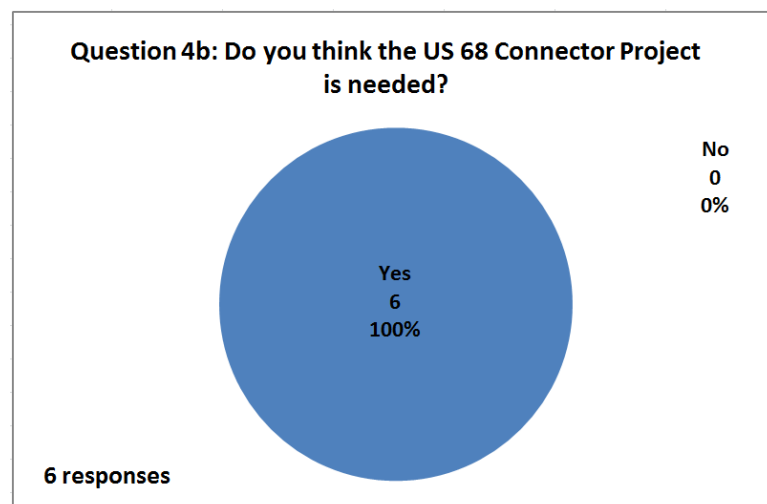
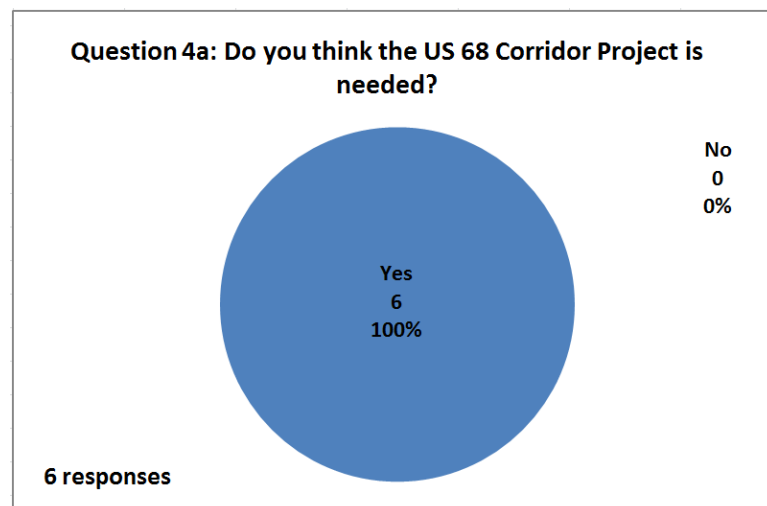
- b. Question 2 asked if the attendees own or rent/lease property within the study area. All but one respondent indicated they do not own or rent/lease property within the study area.



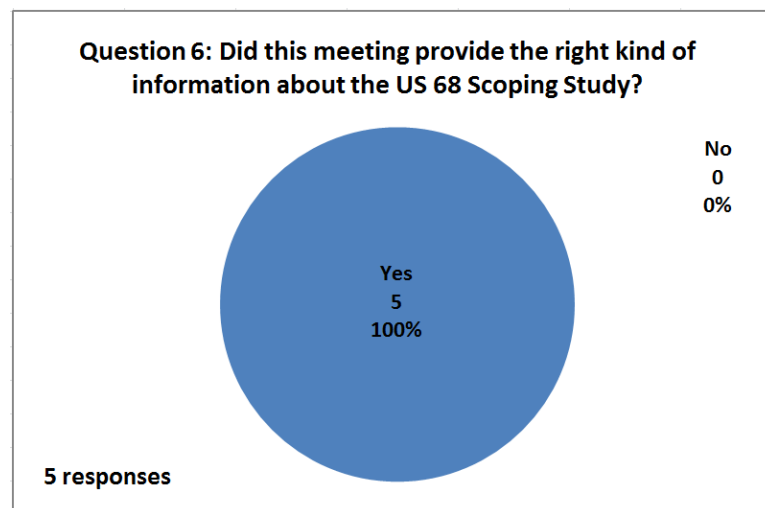
- c. Attendees were asked whether several transportation issues along US 68 should be considered as part of the project. Of the 10 options provided, safety, sharp curves, and narrow shoulders each received six responses. Few passing opportunities and narrow lanes each received five responses.



- d. Attendees were asked if they felt the US 68 Corridor Project and the US 68 Connector Project are needed. All respondents indicated that both projects are needed.



- e. Attendees were asked to list any sensitive environmental resources that should be avoided should the projects move forward. Responses included Wyatt-Jeffries Woods in Green County and the Metcalfe County park and Sulphur Well park in Metcalfe County. Sulphur Well, west of the project area on KY 70 in Metcalfe County, was also mentioned as a potential historic/archaeological resource.
- f. The final question asked if the attendees felt the appropriate type of information was provided at the meeting. All respondents indicated the right kind of information was shared.



The meeting ended at approximately 10:00 a.m. CST.

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District Office #3

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District Office #4

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

January 21, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Local Officials Meeting in Greensburg

A local officials meeting for the US 68 Scoping Study was held on December 19, 2013 at 2:00 p.m. CST in the Greensburg Baptist Church Christian Life Center in Greensburg. The following individuals were in attendance:

Adam Abell	Nally & Hayden
Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Design
Donna Carman	Jane Todd Crawford Hospital
Lisle Cheatham	City of Greensburg
Mike Close	Atmos Energy
Neal Cundiff	Lake Cumberland ADD
Tim Darnell	Green County Magistrate
Bill Durham	Green County Deputy Judge Executive
Misty N. Edwards	Green County Judge Executive
Senator David P. Givens	Kentucky 9 <sup>th</sup> District
Lawrence Gupton	Greensburg - Green County Fire and Rescue
Sreenu Gutti	KYTC - Central Office Planning
Charles Judd	Green County Magistrate
Shane McKenzie	KYTC - Central Office Planning
Representative Terry Mills	Kentucky 24 <sup>th</sup> District
Jeff Moore	KYTC – District 3 Planning
Terry O'Daniel	Nally & Hayden
Andrew Parson	Green County Magistrate
Mikael Pelfrey	KYTC - Central Office Planning

Rodney Robertson  
Larry Wilson

Green County Road Foreman  
Lake Cumberland ADD

Brian Aldridge  
Tom Creasey  
Ashley Day  
Glenn Hardin  
Peter Overmohle  
Gary Sharpe

Stantec Consulting Services Inc.  
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American Engineers, Inc.  
Palmer Engineering

Charlie Allen thanked everyone for attending this first local officials meeting to discuss the US 68 Planning Study in Metcalfe and Green County. He said similar meeting was held that morning in Edmonton and the purpose of these meetings was to provide a brief overview of the study and to share some of the information that would be presented at public meetings early in 2014. Handouts included the meeting agenda, the revised Draft Purpose and Need Statements, and a map displaying the corridor's crash history and horizontal alignment. Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

1. The scoping study combines three different KYTC item numbers:
  - a. **3-8706 (Metcalfe):** Scoping Study and design for US 68 from Cumberland Parkway to Green County line
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The study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor and includes item numbers 3-8706 and 8-8710. The second is the US 68 Connector which includes item number 8-8711.

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3. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. Three alternatives will be developed and evaluated, including a complete reconstruction to 55 MPH design standards, preliminary spot improvements, and refined spot improvements.
4. The US 68 Connector study area includes the existing US 68 corridor between “Vaughn Curve” and the northern KY 61 / KY 3535 intersection as well as an area

- southeast of Greensburg. Three alternatives will be evaluated in the southeast area and two along the existing corridor, for a total of five build alternatives.
5. Draft Purpose and Need Statements have been prepared for the component studies that are unique to the goals and issues to be addressed by each project. The purpose of the US 68 Corridor Project is to provide a safer, more efficient connection between Greensburg and the Cumberland Parkway by improving substandard geometrics along the corridor. The purpose of the US 68 Connector Project is to improve safety, connectivity, and mobility in and through Greensburg. Brian indicated the Project Team welcomes any comments on the draft statements.
  6. A drive-through video was shown highlighting some areas of concern along US 68.
  7. There were 128 crashes reported for the entire project area (from the Cumberland Parkway to the northern US 68 intersection with KY 61/KY 3535) between 2010 and 2012. A map was shown highlighting two segments and four spots with Critical Crash Rate Factors (CRF) greater than 1.0, suggesting that crashes are not occurring randomly within these areas.
  8. Within the US 68 Corridor study area, there were 61 crashes reported between 2010 and 2012. Of these, 69 percent were single vehicle collisions. Brian discussed the handout maps comparing the locations of the single vehicle collisions to segments where the horizontal alignment does not satisfy a 55 mph design speed.
  9. The project team has agreed that spot improvements to US 68 will most likely include 11-foot-wide lanes with four-foot paved shoulders. Truck climbing lanes may be considered where appropriate.
  10. The US 68 Connector study area concentrates on two distinct regions – one focusing on an area that parallels the existing corridor and the other including an area southeast of Greensburg. All alternatives would begin at “Vaughn Curve” south of the southern KY 61 intersection and end at KY 3535 (Industrial Park Road).
  11. A total of 67 crashes were reported from 2010 to 2012 along US 68 between the two KY 61 intersections through Greensburg. Angle collisions (37 percent) and rear end collisions (30 percent) were the most prevalent types.
  12. There was discussion concerning the lack of alternative Green River crossings in the area around Greensburg, and a map was shown highlighting the possible detour routes should the US 68 bridge over the Green River be unavailable. The existing bridge has a sufficiency rating of 52.3. It is about eight miles along existing US 68 between the northern KY 61 intersection and KY 210 south of Greensburg. The nearest upstream (eastern) detour is KY 55 in Taylor County, a detour of about 35 miles. Downstream, KY 88 is the closest option and is about 19 miles in length. All build alternatives would include either a new or an additional crossing of the Green River.

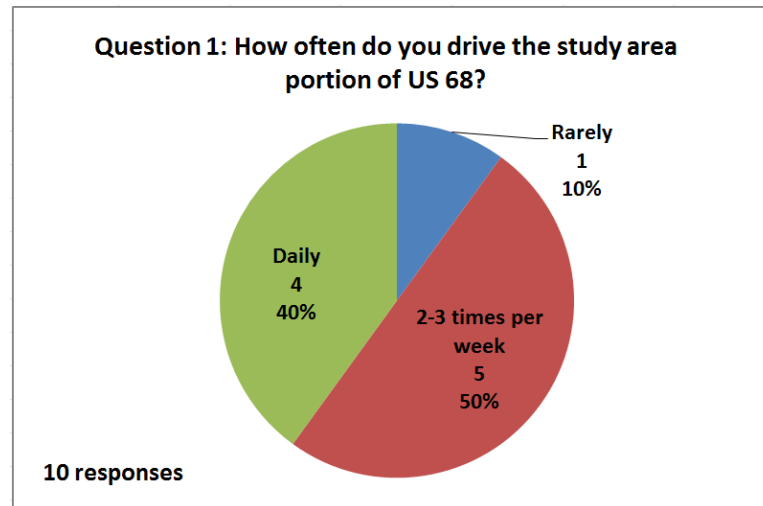
13. Five preliminary concepts for a new or improved route were shown, with two along the existing corridor and three southeast of Greensburg. Brian suggested the presence of historic properties within the existing corridor through Greensburg will limit opportunities to improve the current roadway or to construct a new western alignment through Greensburg.
14. A question was asked regarding the flexibility of the concepts that were shown. Brian indicated the project is still in the very early stages of concept development and the concepts under discussion at the present would be evaluated and modified as the study progresses. He went on to say that the alternatives that would be shown at future meetings could look significantly different than the current concepts as these are simply the starting point for the process.
15. The US 68 Connector will mimic the existing typical section along KY 3535 (Industrial Park Road) with 12-foot wide lanes and full 8-foot wide paved shoulders.
16. A question was asked regarding how much right-of-way would be required to construct a new connector route. Brian said that depended on the terrain, but that a two-lane roadway with shoulders would require at least 100 feet of right-of-way.
17. The Kentucky Statewide Travel Demand Model (TDM) will be used to estimate future traffic volumes for the following scenarios:

Model Scenario	US 68 Corridor	US 68 Connector
1	No-Build or Spot improvements (no capacity increase)	No-Build
2		Southern alternative
3	Full reconstruction	No-Build
4		Southern alternative

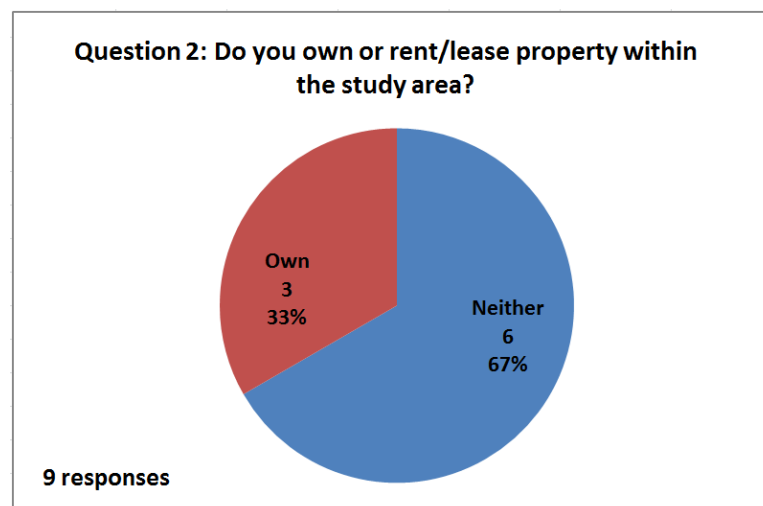
Brian said the Project Team intends to examine various growth scenarios using the statewide model. This effort could evaluate some “what if” scenarios related to new development and additional traffic as a result of the new interchange with the Cumberland Parkway.

18. Public meetings will take place in both counties early in 2014 with the same information presented at each. The dates were announced later as Monday, February 10 in Metcalfe County and Tuesday, February 11 in Green County.
19. A questionnaire was distributed to the meeting attendees to solicit their input on transportation issues important to them and to the study. Completed questionnaires were submitted by 10 attendees. The results are as follows:

- a. The first question asked how frequently the attendees drove through the study area. Four respondents (40%) said they drive through the study area daily. Half said they drive through two to three times per week.

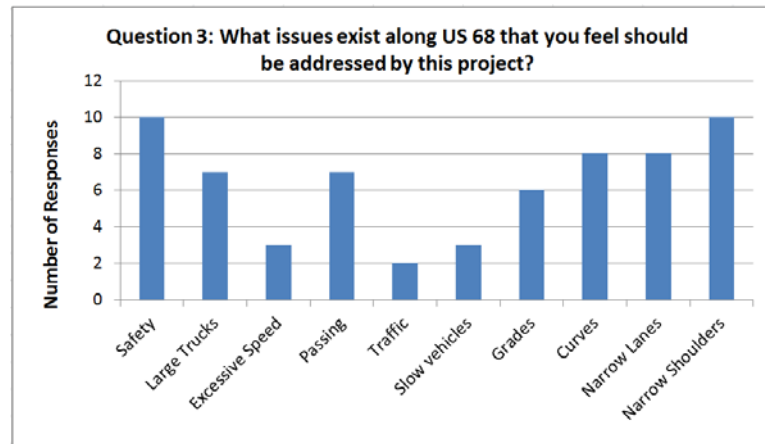


- b. Question 2 asked if the attendees own or rent/lease property within the study area. Three respondents (33%) indicated they own property within the study area.

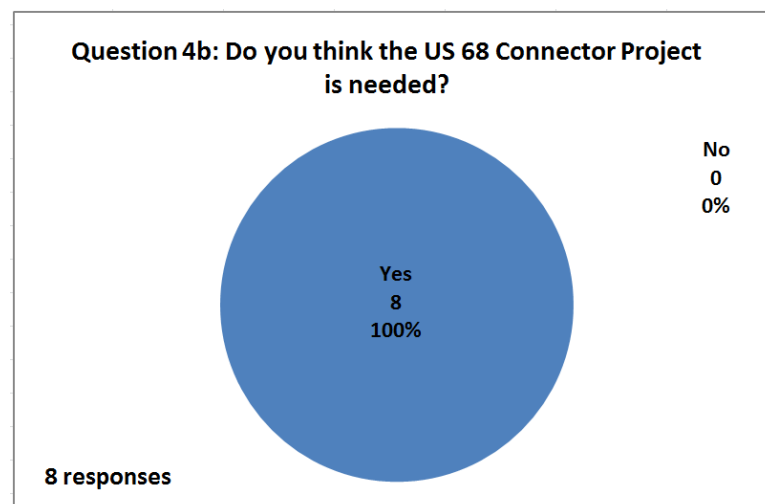
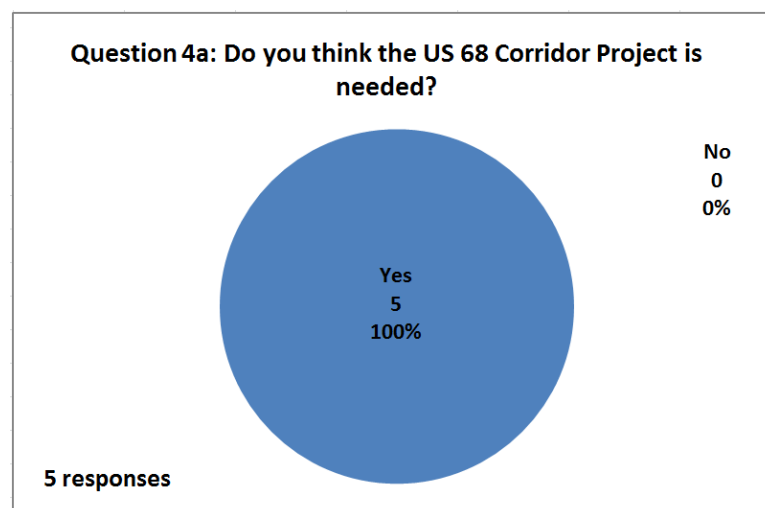


- c. Attendees were asked whether several transportation issues along US 68 should be considered as part of the project. Of the 10 options provided, safety and narrow shoulders each received 10 responses. Sharp curves and narrow lanes each received eight responses.

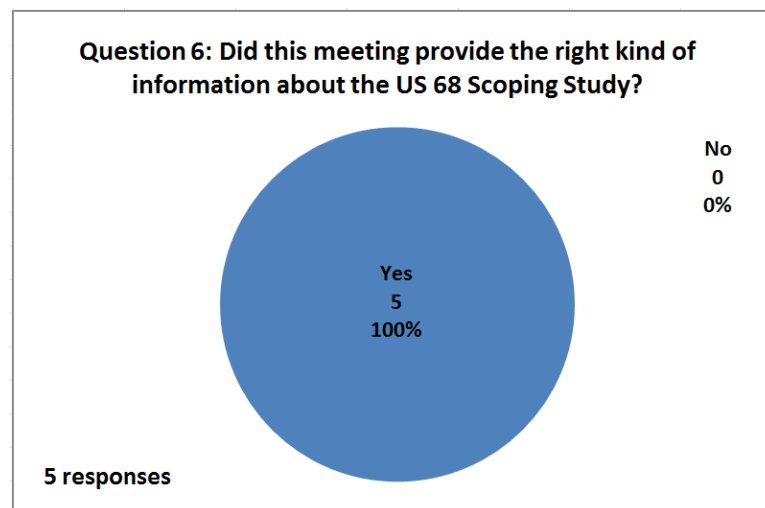




- d. Attendees were asked if they felt the US 68 Corridor Project and the US 68 Connector Project are needed. All respondents indicated that both projects are needed.



- e. Attendees were asked to list any sensitive environmental resources that should be avoided should the projects move forward. Responses included Blowing Springs and the rock quarry owned and operated by Nally & Hayden.
- f. The final question asked if the attendees felt the appropriate type of information was provided at the meeting. All respondents indicated the right kind of information was shared.



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

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

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KYTC District Office #3

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District Office #4

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

March 7, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Public Meeting #1a – Metcalfe County

A Public Information Meeting for the US 68 Scoping Study was held on February 10, 2014 at 5:00 p.m. CST at the Sulphur Well United Methodist Church. 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 and the consultant staff were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4
Chris Jessie	KYTC – District 4
Shane McKenzie	KYTC - Central Office Planning
Greg Meredith	KYTC – District 3
Jeff Moore	KYTC – District 3 Planning
Steve Ross	KYTC - Central Office Planning
Wes Watt	KYTC – District 3
Misti Wilson	KYTC – District 3

Kenneth Cox	American Engineers, Inc.
Peter Overmohle	American Engineers, Inc.
Chris Blevins	Palmer Engineering
Gary Sharpe	Palmer Engineering
Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.

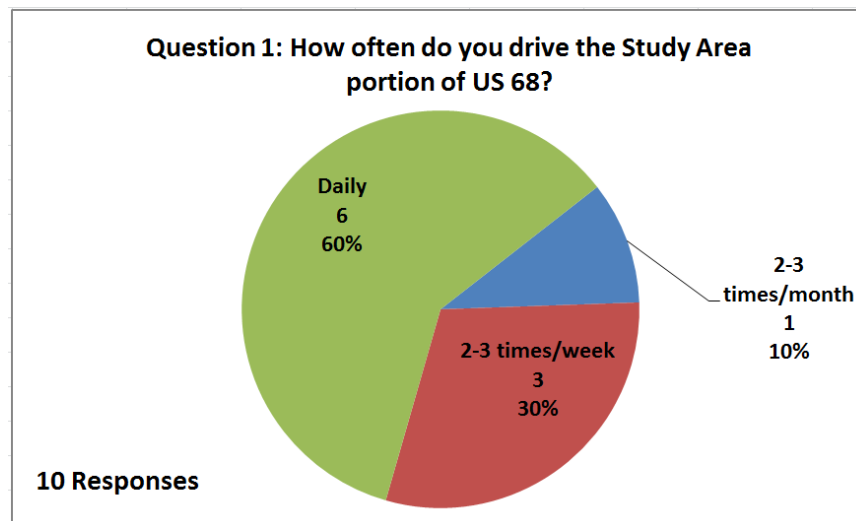
This was the first of two early public meetings with the second to be held in Greensburg the following night. The same information was presented at each location. The meeting was held in an open house format, with a formal presentation at 5:15 pm to explain the project. Attendees were asked to sign in and were provided a project handout, a copy of the draft Purpose and Need Statement, and a questionnaire. All information was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study.aspx>. KYTC and consultant staff was available to answer questions and discuss issues. Based on the sign-in sheets, 72 members of the public attended the meeting.

The following project exhibits were on display:

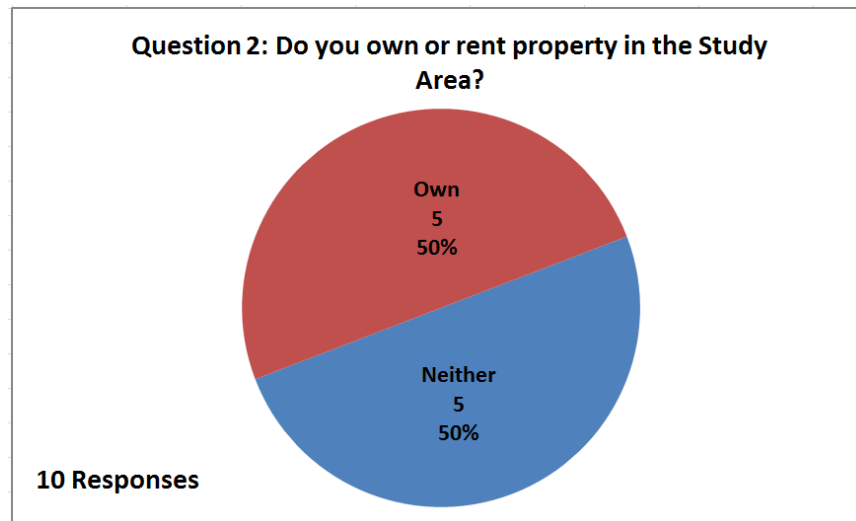
- Study Area for the US 68 Corridor (“Map A”)
- Study Area for the US 68 Connector (“Map B”)
- Crash History (2010–2012) and Curvature Map

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. (An online version of the questionnaire was also made available and the results are summarized in a separate document.) A total of 10 questionnaires were returned with two received at the meeting and eight received within the two-week comment period. The results of the questionnaire are summarized as follows:

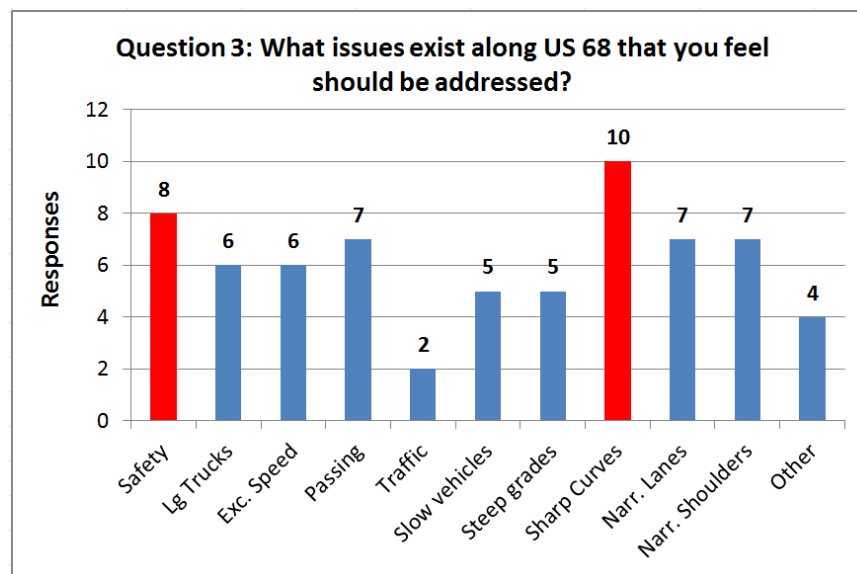
- a. The first question asked how frequently the attendees drove through the study area. Six respondents (60 percent) said they drive through the study area daily.



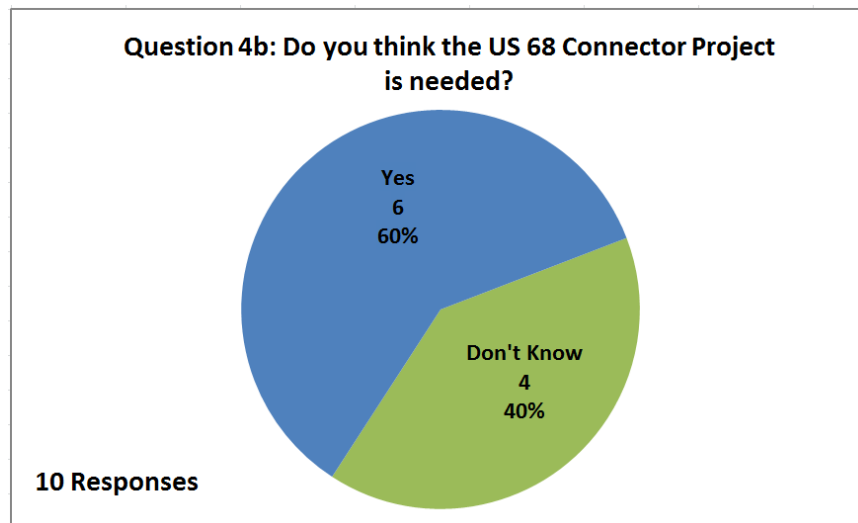
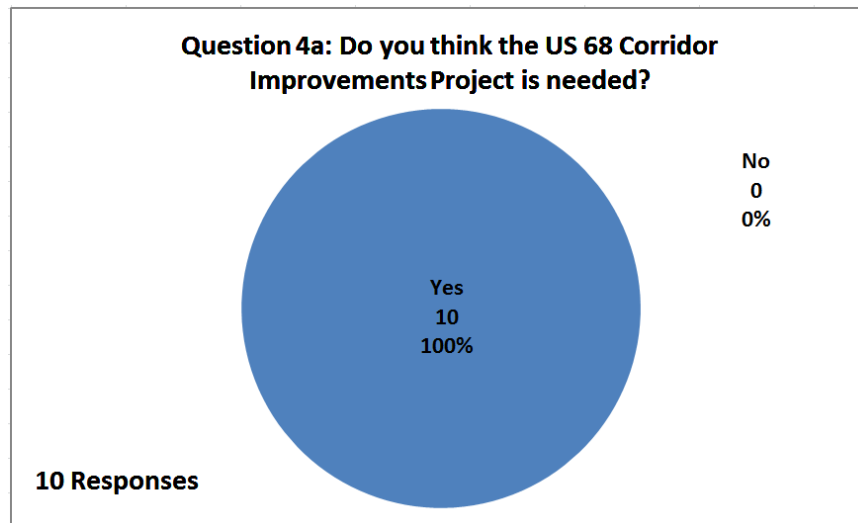
- b. Question 2 asked if the attendees own or rent/lease property within the study area. Of the 10 responses, half indicated they own property within the study area and half neither owned nor rented property in the study area.



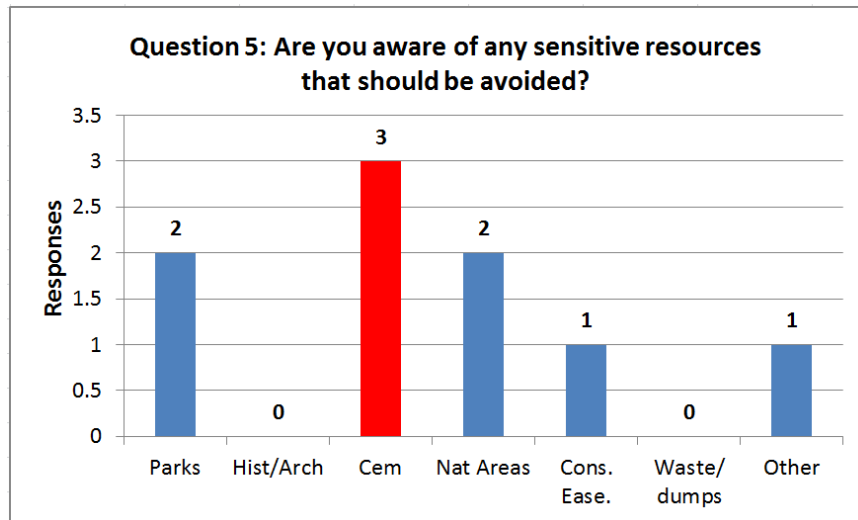
- c. Attendees were asked whether several transportation issues along US 68 should be considered as part of the project. Of the 10 options provided, sharp curves (10 responses) and safety (8 responses) were selected most. Few passing opportunities, narrow lanes, and narrow shoulders each received five responses. Other issues that were mentioned include slow moving farm equipment and narrow bridges.



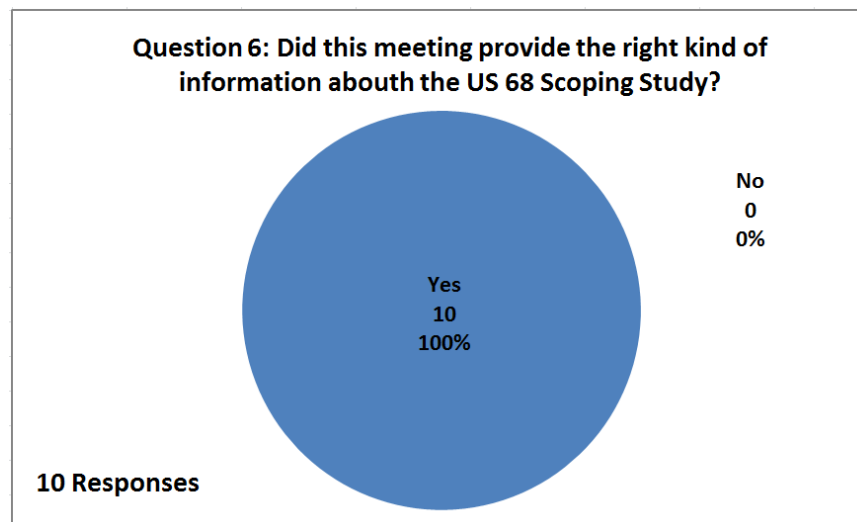
- d. Attendees were asked if they felt the US 68 Corridor Project and the US 68 Connector Project are needed. All respondents indicated the US 68 Corridor Project is needed. Six respondents (60 percent) indicated the US 68 Connector is needed with the remaining four (40 percent) indicating they did not know if it is needed.



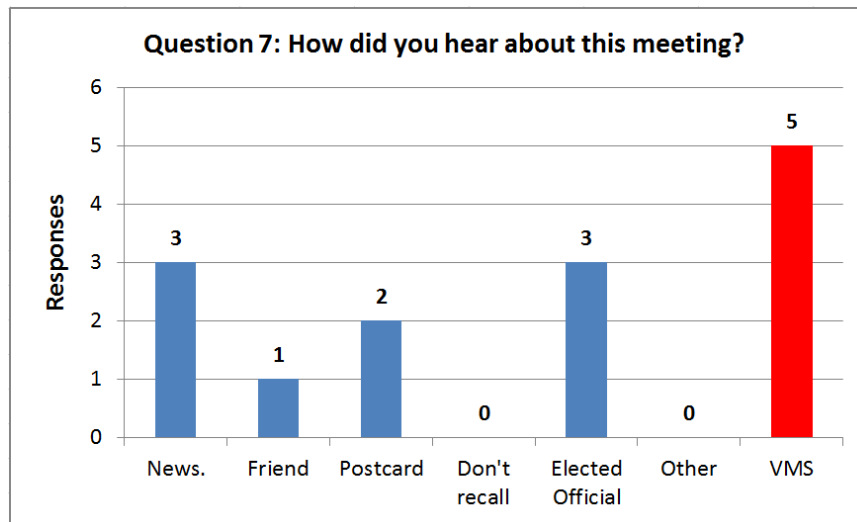
- e. Attendees were asked if they were aware of any sensitive environmental resources that should be avoided should the projects move forward. Responses included parks, specifically Wyatt-Jeffries Woods in Green County, and multiple cemeteries. The presence of caves throughout the study area was also mentioned.



- f. Question #6 asked if the attendees felt the appropriate type of information was provided at the meeting. All respondents indicated the right kind of information was shared.



- g. The final question on the survey asked how respondents had learned about the public meeting. The Variable Message Signs (VMS) posted in the weeks prior to the meeting were instrumental in getting the word out as five respondents indicated that was how they learned of the meeting. The newspaper and elected officials were each listed three times.



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



## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District Office #3

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District Office #4

634 East Dixie Highway

Elizabethtown, KY 42701

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FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

March 7, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Public Meeting #1b – Green County

A Public Information Meeting for the US 68 Scoping Study was held on February 11, 2014 at 5:00 p.m. CST at the Greensburg Baptist Church. 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 and the consultant staff were in attendance:

Charlie Allen

Brad Bottoms

Travis Carrico

Patty Dunaway

Srinivasa Gutti

Katie Hornback

Greg Meredith

Jeff Moore

Mikael Pelfrey

Wes Watt

Kevin Young

KYTC – District 4 Planning

KYTC – District 4

KYTC - Central Office Design

KYTC – District 4

KYTC - Central Office Planning

KYTC – District 4

KYTC – District 3

KYTC – District 3 Planning

KYTC - Central Office Planning

KYTC – District 3

KYTC – District 4

Kenneth Cox

Peter Overmohle

Chris Blevins

David Lindeman

Gary Sharpe

Brian Aldridge

American Engineers, Inc.

American Engineers, Inc.

Palmer Engineering

Palmer Engineering

Palmer Engineering

Stantec Consulting Services Inc.

Ashley Day  
Glenn Hardin

Stantec Consulting Services Inc.  
Stantec Consulting Services Inc.

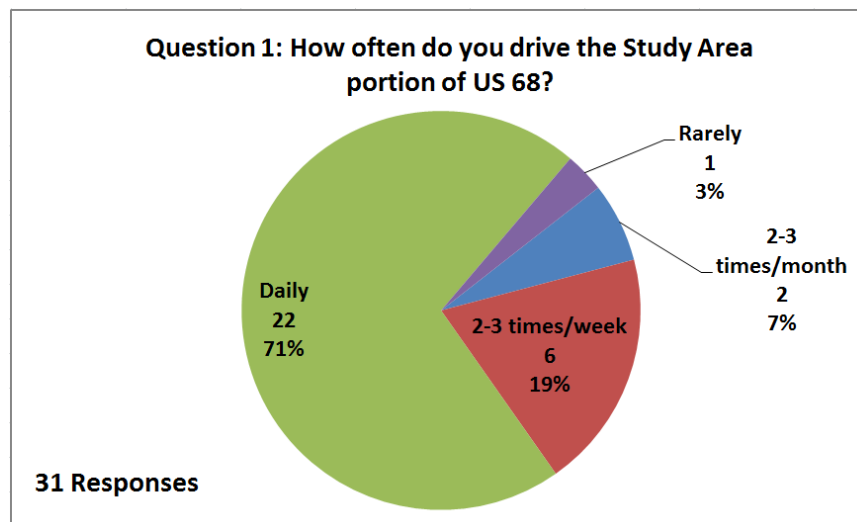
This was the second of two early public meetings with the first held the night before in Sulphur Well (Metcalf County). The same information was presented at each location. The meeting was held in an open house format, with a formal presentation at 5:15 pm to explain the project. Attendees were asked to sign in and were provided a project handout, a copy of the draft Purpose and Need Statement, and a questionnaire. All information was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study.aspx>. KYTC and consultant staff was available to answer questions and discuss issues. Based on the sign-in sheets, 86 members of the public attended the meeting.

The following project exhibits were on display:

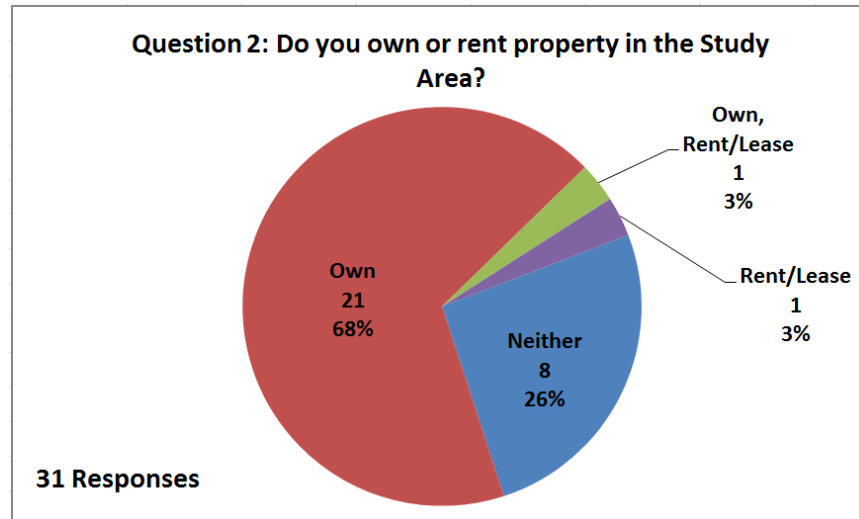
- Study Area for the US 68 Corridor (“Map A”)
- Study Area for the US 68 Connector (“Map B”)
- Crash History (2010–2012) and Curvature Map

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. (An online version of the questionnaire was also made available and the results are summarized in a separate document.) A total of 31 questionnaires were returned with 14 received at the meeting and 17 received within the two-week comment period. The results of the questionnaire are summarized as follows:

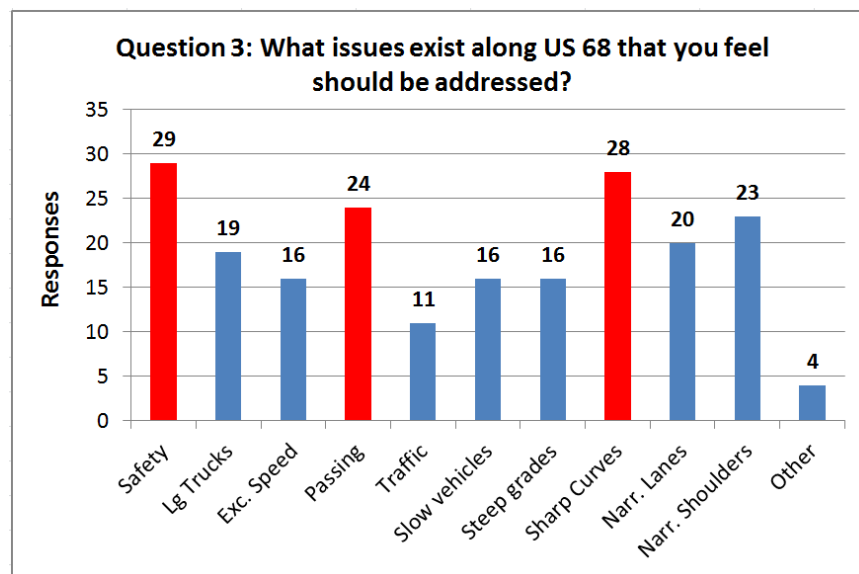
- a. The first question asked how frequently the attendees drove through the study area. Twenty-two respondents (71 percent) said they drive through the study area daily.



- b. Question 2 asked if the attendees own or rent/lease property within the study area. Of the 31 responses, 21 (68 percent) indicated they own property within the study area. About one quarter (8 responses, 26 percent) indicated they neither owned nor rented property in the study area.

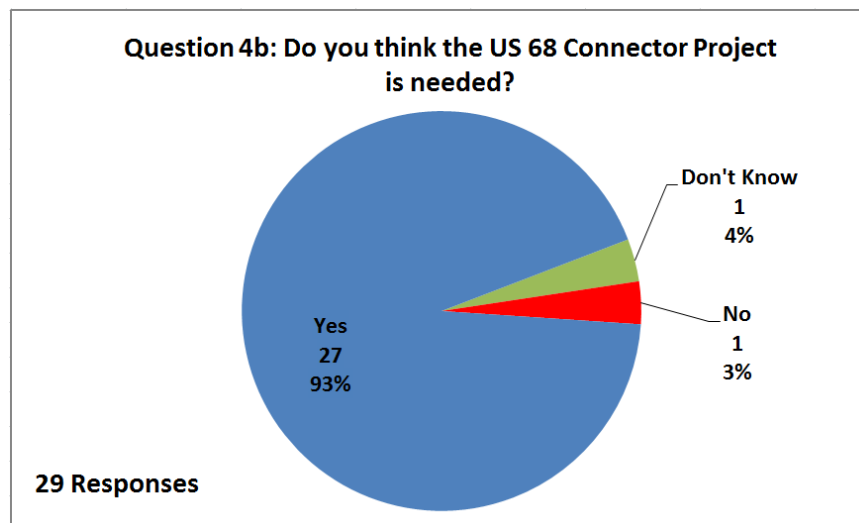
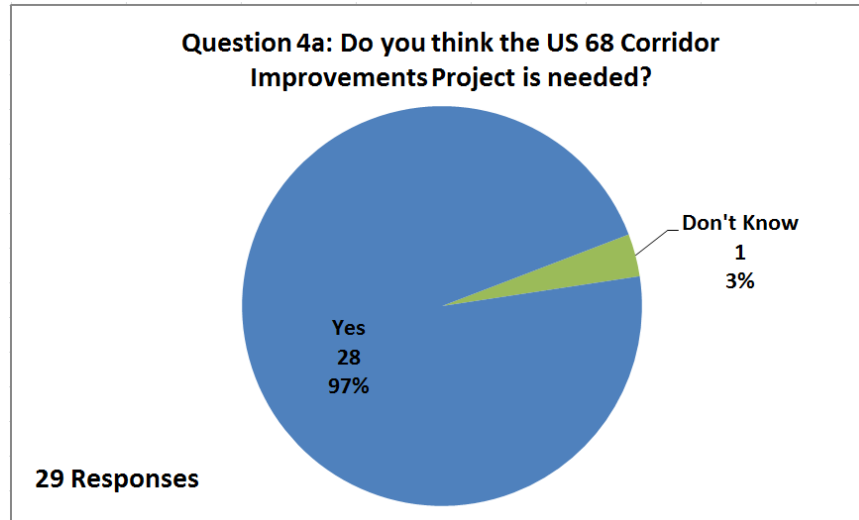


- c. Attendees were asked whether several transportation issues along US 68 should be considered as part of the project. Of the 10 options provided, safety (29 responses), sharp curves (28 responses), and few passing opportunities (24 responses) were selected most. Other issues that were mentioned include narrow bridges and areas prone to flooding.

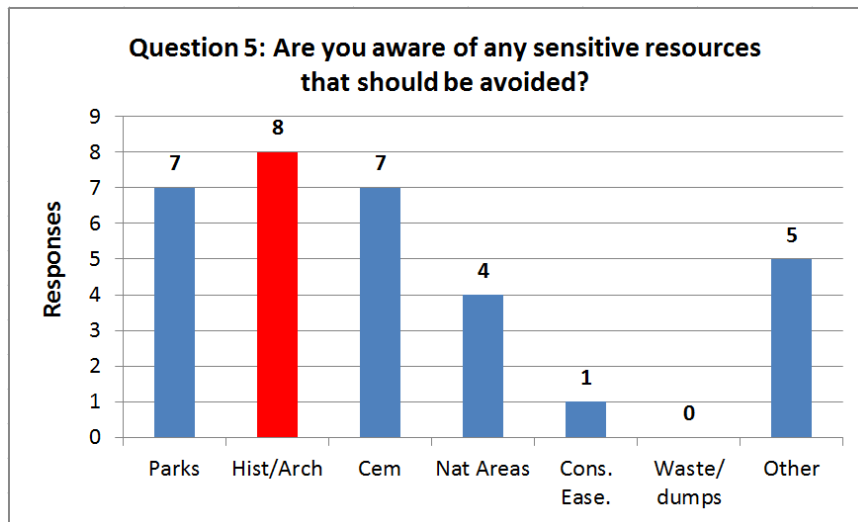


- d. Attendees were asked if they felt the US 68 Corridor Project and the US 68 Connector Project are needed. Twenty-eight respondents (97 percent)

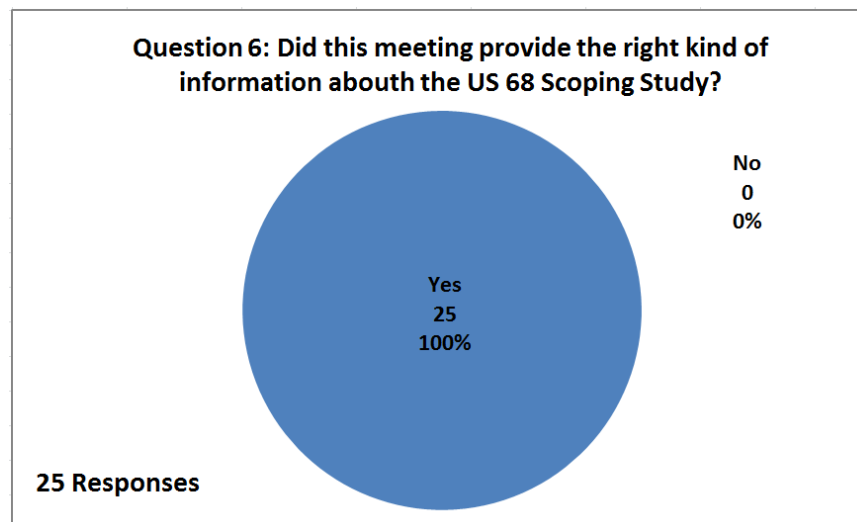
indicated the US 68 Corridor project is needed with the remaining response (three percent) indicating they did not know if it is needed. Twenty-seven respondents (93 percent) indicated the US 68 Connector is needed.



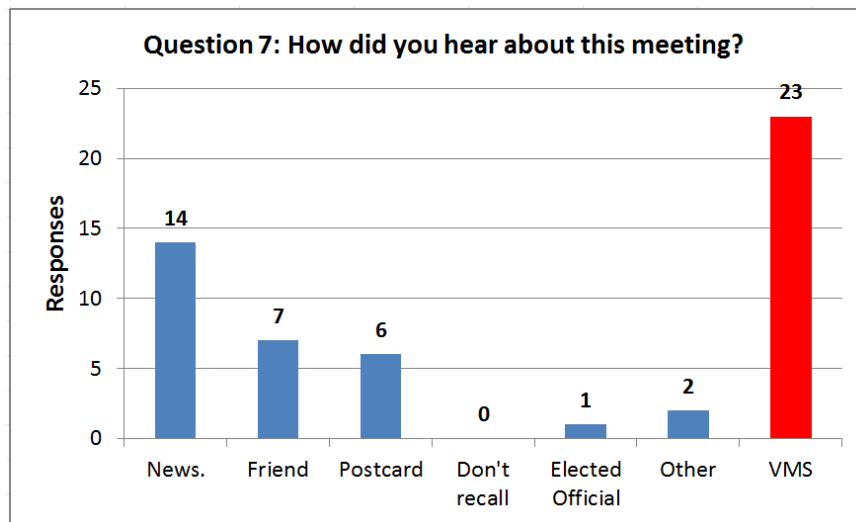
- e. Attendees were asked if they were aware of any sensitive environmental resources that should be avoided should the projects move forward. Responses included multiple cemeteries, parks, and mentions of known historic properties, such as the Vaughan House.



- f. Question #6 asked if the attendees felt the appropriate type of information was provided at the meeting. All respondents indicated the right kind of information was shared.



- g. The final question on the survey asked how respondents had learned about the public meeting. The most frequently listed option was the Variable Message Signs (VMS) posted in the weeks prior to the meeting as 23 respondents indicated that was how they learned of the meeting. The newspaper was the second most frequently listed option with 14 responses.



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

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.  
Co-Project Manager  
KYTC Central Office Planning  
200 Mero Street  
Frankfort, KY 40622

Jeff Moore  
Co-Project Manager  
KYTC District Office #3  
900 Morgantown Road  
Bowling Green, KY 42101

Charlie Allen, P.E.  
Co-Project Manager  
KYTC District Office #4  
634 East Dixie Highway  
Elizabethtown, KY 42701

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FROM: Brian Aldridge, P.E.  
Project Manager  
Stantec Consulting Services Inc.

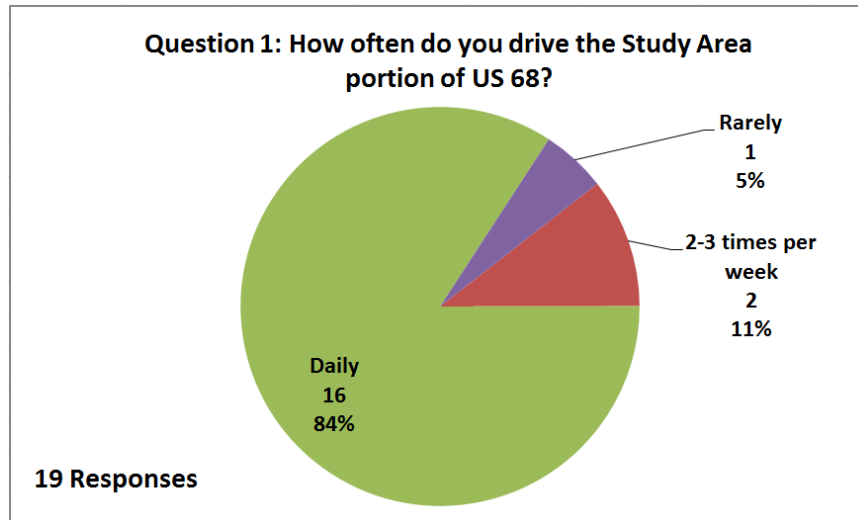
DATE: March 10, 2014

SUBJECT: US 68 Scoping Study, Metcalfe and Green County  
KYTC Item No. 3-203.00  
Online Survey Results from Public Meeting #1

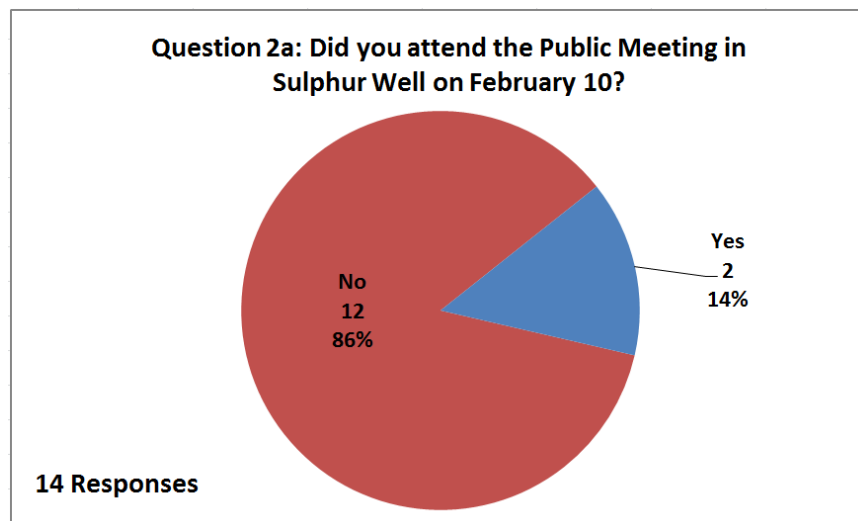
Two Public Information Meetings for the US 68 Scoping Study were held on February 10 (Sulphur Well in Metcalfe County) and February 11, 2014 (Greensburg in Green County). The purpose of these meetings was to provide information about the study and the projects under consideration, discuss conceptual alternatives, and solicit input from the public.

All information presented at the meetings was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study.aspx>. An online version of the public meeting questionnaire was made available through March 3, 2014. A total of 19 electronic surveys were returned and the findings are summarized as follows:

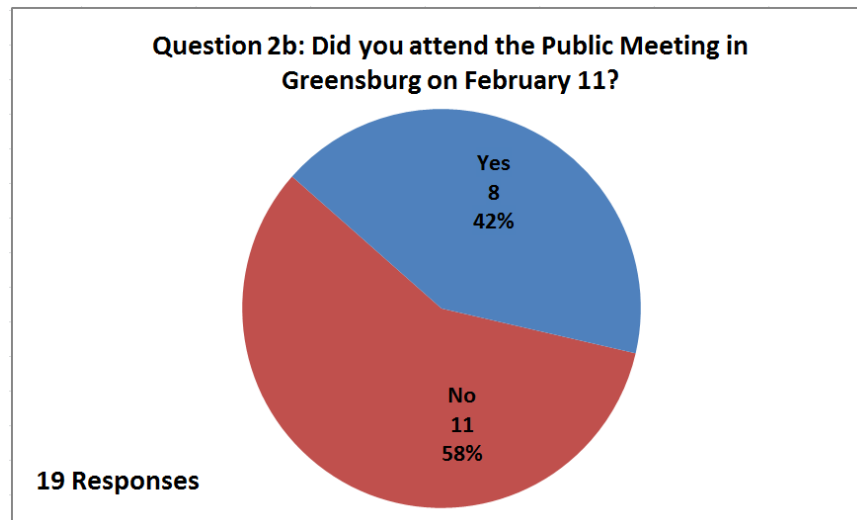
- a. The first question asked how frequently the respondents drive through the study area. Sixteen respondents (84 percent) said they drive through the study area daily. Only one respondent (5 percent) said they rarely drive through the study area.



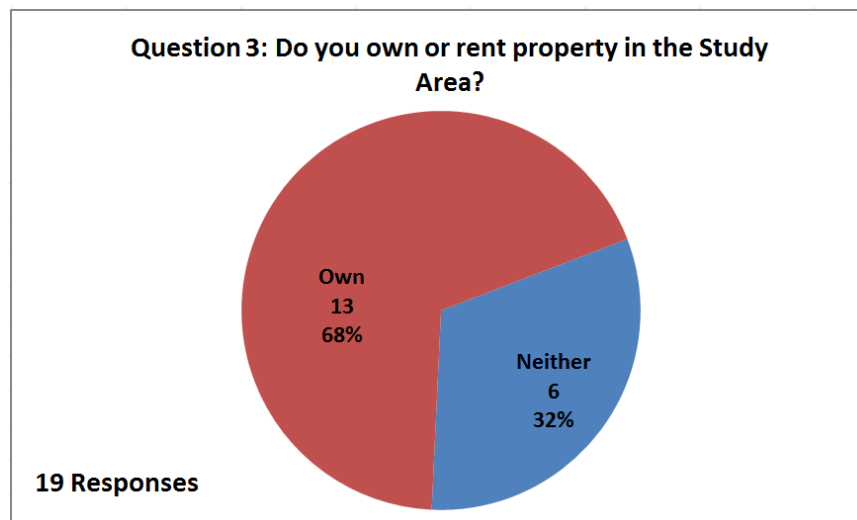
- b. Question 2 asked if the respondents attended either of the two public meetings. This was asked as two separate questions specific to each meeting location. Only two respondents (14 percent) indicated they had attended the meeting in Sulphur Well and eight (42 percent) attended the meeting in Greensburg.



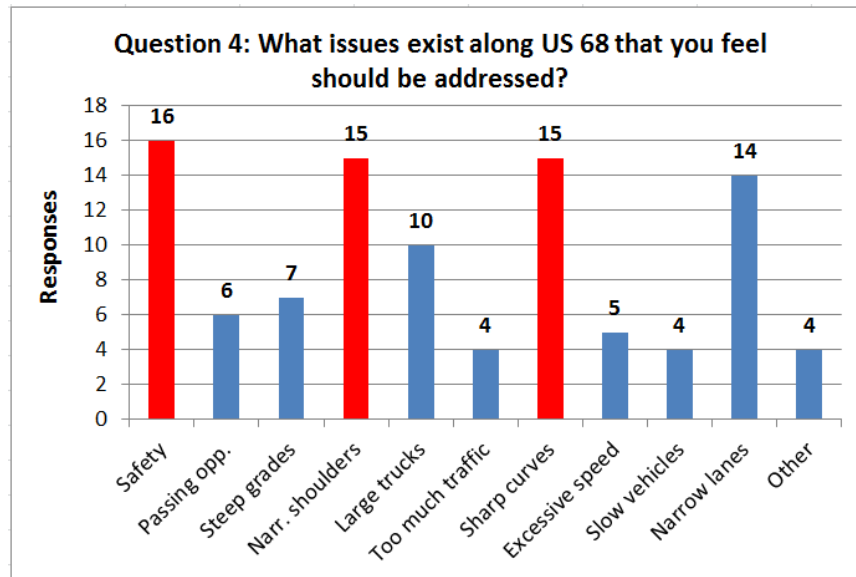




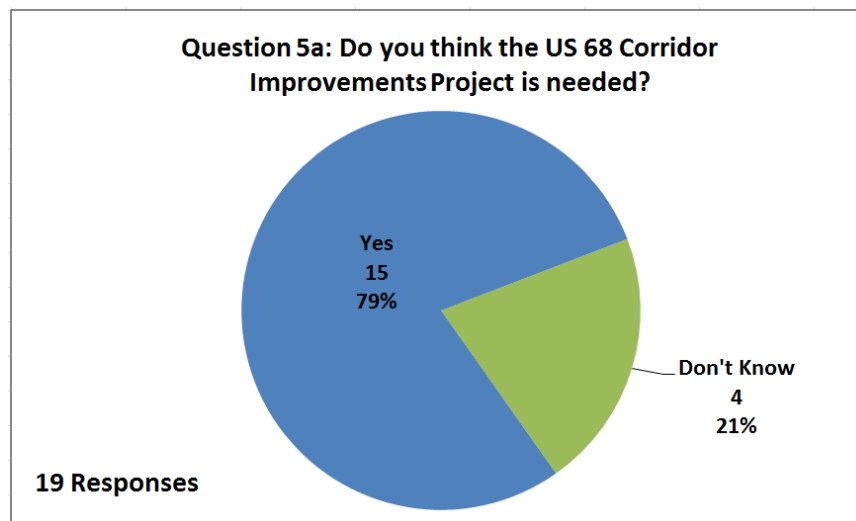
- c. Question 3 asked if the respondents own or rent/lease property within the study area. Of the 19 responses, 13 (68 percent) indicated they own property within the study area.

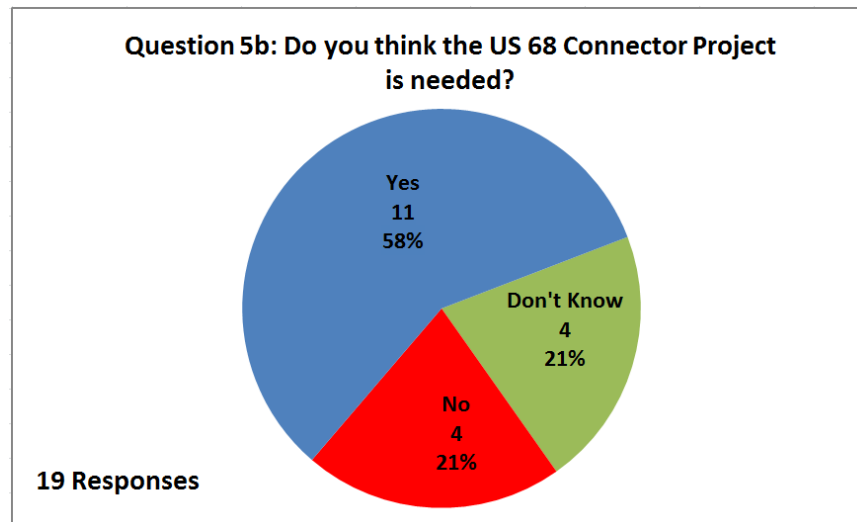


- d. Question 4 asked whether several transportation issues along US 68 should be considered as part of the project. Of the 10 options provided, safety (16 responses), sharp curves (15 responses), and narrow shoulders (15 responses) were selected most. Narrow lanes (14 responses) and large trucks (10 responses) were the next most frequently listed issues.

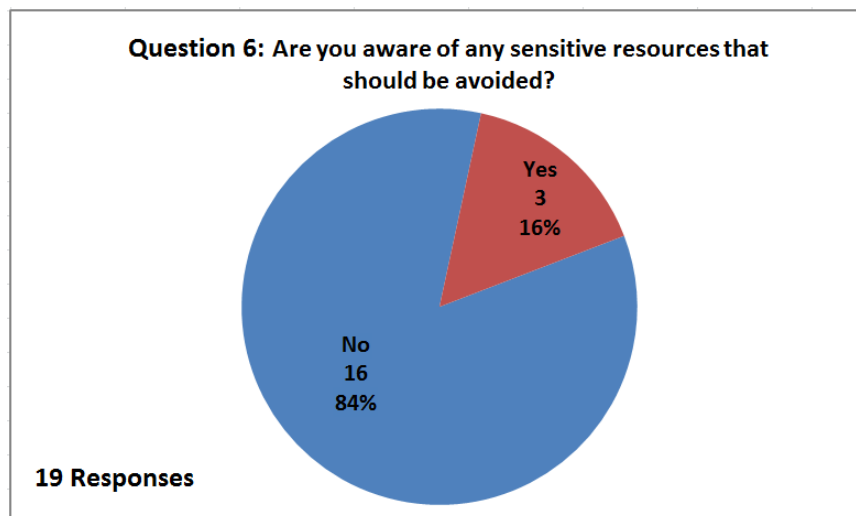


- e. Question 5 asked if they felt the US 68 Corridor Project and the US 68 Connector Project are needed. Fifteen respondents (79 percent) indicated the US 68 Connector is needed with the remaining four (21 percent) indicating they did not know if it is needed. A majority (11 responses, 58 percent) said the US 68 Connector needed, four (21 percent) said it is not needed, and four (21 percent) said they do not know if it is needed.

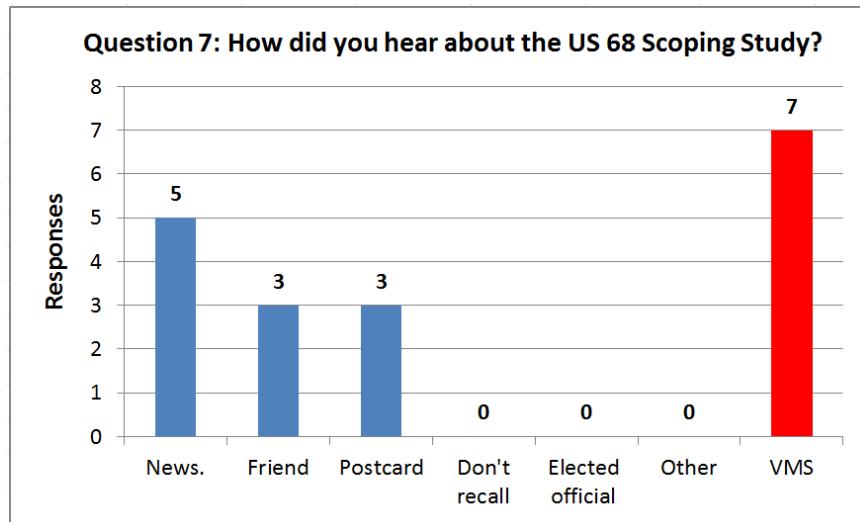




- f. Respondents were asked if they were aware of any sensitive environmental resources that should be avoided should the projects move forward. Resources that were mentioned include parks and cemeteries. One respondent mentioned the City of Greensburg is planning a “greenway” series of trails from one side of the city to the other that should be taken into consideration when exploring potential connector alternatives.



- g. The final question asked how respondents had learned about the US 68 Scoping Study. The Variable Message Signs (VMS) posted in the weeks prior to the meeting were instrumental in getting the word out as seven respondents indicated that was how they learned of the study. The newspaper was mentioned five times.



Connector. Brian explained that post card invitations would be mailed to those property owners along the existing US 68 corridor.

13. The Kentucky Statewide Travel Demand Model (TDM) will be used to estimate future traffic volumes for the following scenarios:

Model Scenario	US 68 Corridor	US 68 Connector
1	No-Build or Spot improvements (no capacity increase)	No-Build
2		Western alternative
3		Eastern alternative
4	Full reconstruction	No-Build
5		Western alternative
6		Eastern alternative

14. The 18-month project schedule was discussed, and the project team proposed dates for upcoming meetings. The week of December 16 was chosen for the first round of local official/stakeholder meetings. (Thursday, December 19 was agreed upon after the meeting.) It was decided that the local official/stakeholder meetings will include a compressed drive-through video of the corridor along with presentations of the existing conditions and preliminary alternative concepts, similar to what was discussed at this kickoff meeting.
15. It was decided to meet with Senator David Givens prior to the first round of local official/stakeholder meetings. That meeting was later set for Thursday, December 5.

The meeting ended at approximately 11:30 a.m. CDT.

## Meeting Summary

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TO:

Srinivasa Gutti, P.E. Co-Project Manager KYTC Central Office Planning 200 Mero Street Frankfort, KY 40622	Jeff Moore Co-Project Manager KYTC District Office #3 900 Morgantown Road Bowling Green, KY 42101	Charlie Allen Co-Project Manager KYTC District Office #4 634 East Dixie Highway Elizabethtown, KY 42701
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FROM: Brian Aldridge, P.E.  
Project Manager  
Stantec Consulting Services Inc.

DATE: March 31, 2014

SUBJECT: US 68 Scoping Study, Metcalfe and Green County  
KYTC Item No. 3-203.00  
Project Team Meeting #2

A Project Team meeting for the subject project was held on March 18, 2014 at 10:00 a.m. EDT in the KYTC District 4 conference room in Elizabethtown. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Design
Patty Dunaway	KYTC – District 4
Joseph Ferguson	KYTC – District 4 Environmental Coordinator
Srinivasa Gutti	KYTC – Central Office Planning
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Shane McKenzie	KYTC – Central Office Planning
Jeff Moore	KYTC – District 3 Planning
Mikael Pelfrey	KYTC – Central Office Planning
Scott Thomson	KYTC – Central Office Planning
Eileen Vaughan	KYTC – Central Office Planning
Benjamin Warren	KYTC – District 4 Project Delivery & Preservation
Kevin Young	KYTC – District 4 Planning

Peter Overmohle	American Engineers, Inc.
Chris Blevins	Palmer Engineering
Bobi Martin	Palmer Engineering
Gary Sharpe	Palmer Engineering
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Charlie Allen welcomed everyone and stated the purpose of the meeting was to discuss the progress to date on the US 68 Scoping Study in Metcalfe and Green County. Handouts included the meeting agenda, copies of the public meeting handout, and the revised Draft Purpose and Need Statements. After introductions, Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

1. The US 68 Scoping Study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor and includes item numbers 3-8706 and 8-8710. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. The second is the US 68 Connector which includes item number 8-8711. The US 68 Connector study area includes the existing US 68 corridor between “Vaughn Curve” and the northern KY 61 intersection as well as an area southeast of Greensburg.
2. Brian provided a recap of the recent meetings held since the project kickoff meeting. A summary is as follows:
  - a. Local Officials Meetings were held on December 19, 2013.
    - i. 9:00 AM CST in Edmonton – 13 attendees
    - ii. 2:00 PM CST in Greensburg – 16 attendees
  - b. Public Meetings were held on February 10 and February 11, 2014.
    - i. Monday, February 10, 2014 from 5:00 to 7:00 PM CST in Sulphur Well – 72 attendees
    - ii. Tuesday, February 11 from 5:00 to 7:00 PM CST in Greensburg – 86 attendees

Comment sheets were distributed at each meeting, and Brian discussed the results. In general, there is widespread support for both the US 68 Corridor Project and the US 68 Connector Project. Only four respondents suggested the US 68 Connector Project was not needed, and these were all from the online version of the survey and were submitted by individuals that did not attend one of the public meetings. More detailed summaries for each of these meetings, including the findings from the comment sheets, are attached.

3. At the Local Officials meeting, ten locations were identified as areas that should be considered for improvements. Brian referred to these as “trouble spots”, and the locations are shown on **Exhibit 1**.
4. At the public meetings, five general segments were identified for reconstruction and/or realignment. Brian indicated several different concepts were drawn by attendees at the meetings, but the general locations were all very similar. These locations, shown on **Exhibit 2**, are described as follows:

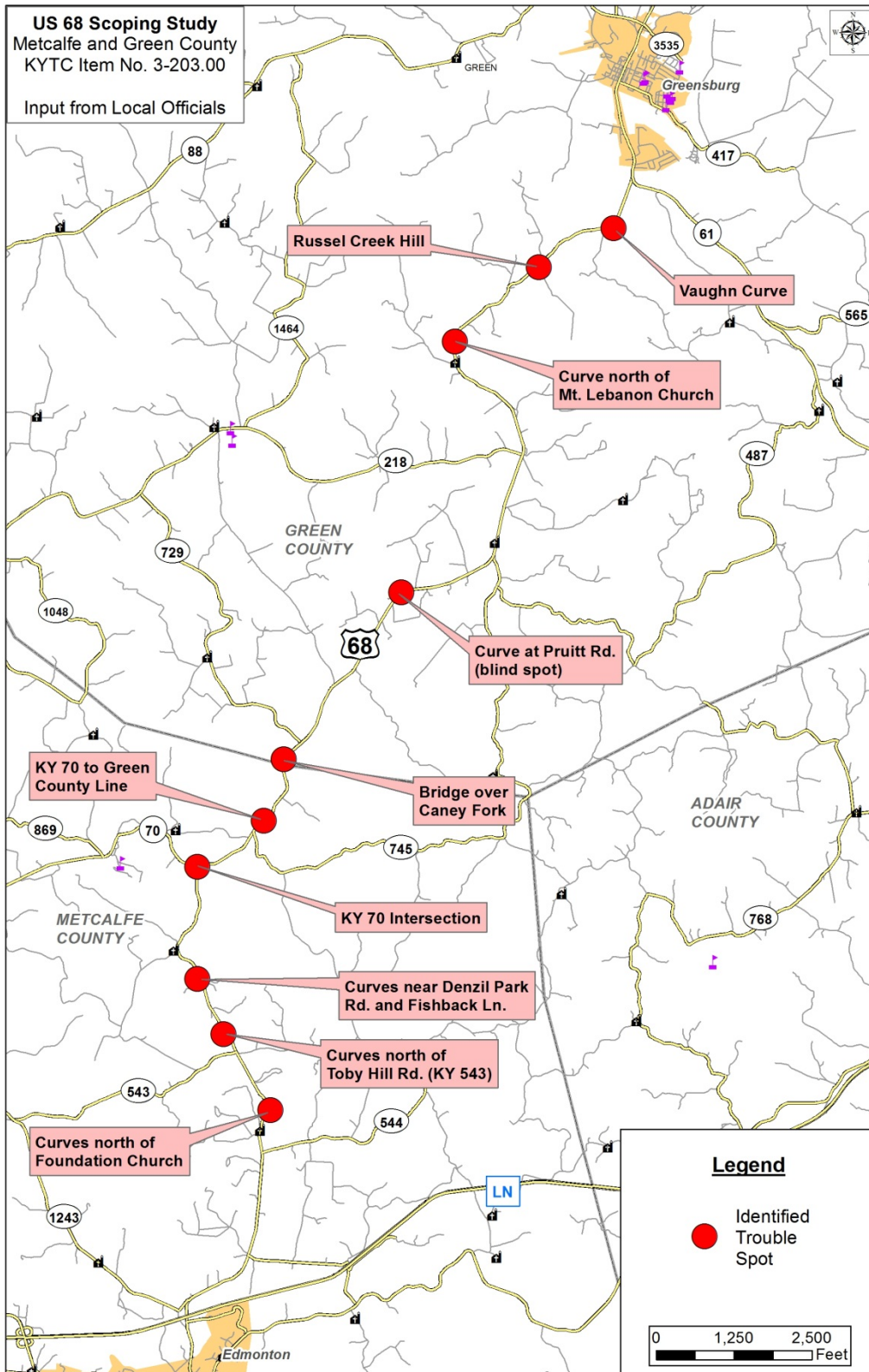
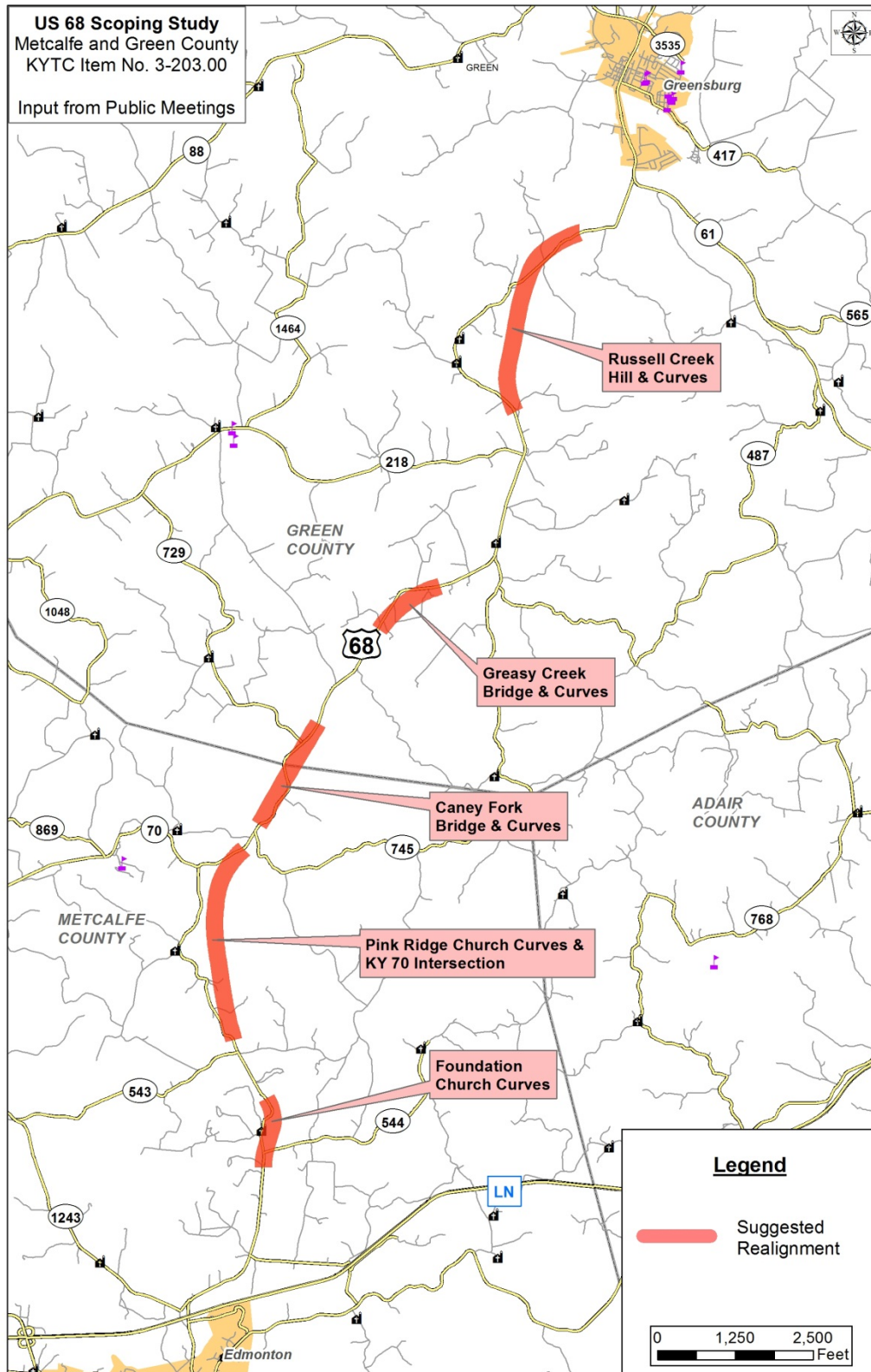


Exhibit 1: Locations Identified by Local Officials





**Exhibit 2: Conceptual Realignment Locations Identified at Public Meetings**

- a. **Foundation Church Curves:** North of the Sulphur Creek Bridge and KY 544 (Bridgeport Road) through the curves near Foundation Church in Metcalfe County.
  - b. **Pink Ridge Church Curves and KY 70 Intersection:** North of KY 543 (Toby Hill Road) through the curves south of Pink Ridge Church in Metcalfe County, including the intersection with KY 70.
  - c. **Caney Fork Bridge and Curves:** From north of the KY 70 intersection in Metcalfe County to north of KY 729 in Green County, including the bridge over Caney Fork.
  - d. **Greasy Creek Bridge and Curves:** The horizontal curve at the Greasy Creek bridge, located about one mile south of KY 487 in Green County.
  - e. **Russell Creek Hill and Curves:** From north of KY 218 to the north end of Russell Creek hill in Green County.
5. An interested citizen suggested additional alternatives to consider for the US 68 Connector, all of which use existing routes such as Depot Street or Carlisle Avenue. Brian discussed several issues with these concepts, such as the location of historic sites on both sides of Depot Street and the cluster of schools adjacent to Carlisle Avenue. It was decided a response should be provided to the individual who suggested these ideas to detail why they are not considered feasible alternatives.
6. Brian briefly discussed the revised Draft Purpose and Need Statements. Minimal changes were made to the US 68 Corridor Purpose and Need, but one significant change has been included in the US 68 Connector Purpose and Need. The original draft mentioned the US 68 bridge over the Green River as being “one of only two crossings of the Green River in the area”. The revised draft goes into more detail concerning state-maintained detour lengths that would be necessary to cross the Green River should the existing bridge be unavailable for traffic. It was noted that KY 417 (Legion Park Road) provides a crossing of the Green River, but the state maintenance ends about ¼-mile south of the bridge.
7. Chris Blevins provided a summary of the Environmental Overview. Areas of interest include the following:
- a. Ecological resources: Russell Creek, an Outstanding State Resource Water, and the Green River Bioreserve, considered to be the 4<sup>th</sup>-most important site nationally for the conservation of rare aquatic organisms and biodiversity
  - b. Hazardous Material (HazMat) sites: crude oil above ground storage tanks (AST) and a sludge pond
  - c. Archaeological resources: 13 previously recorded sites and expected additional sites near the Green River and its tributary valleys
  - d. Historic properties: 56 listed National Register of Historic Places (NRHP) sites in downtown Greensburg, two listed and three potentially eligible sites in Green County, and two potentially eligible sites in Metcalfe County

- e. Section 4(f) resources: American Legion Park (also a Section 6(f) resource) and Wyatt Jeffries Woods
8. There was some discussion concerning the Environmental Justice (EJ) report prepared by the Lake Cumberland Area Development District for Green County. Brian indicated he had not yet received the EJ report for Metcalfe County from the Barren River Area Development District (BRADD), but Jeff Moore said it had been submitted to KYTC and he provided a copy the following day.
9. Brian provided an update on the status of the traffic forecasts under development for the project. Speed data have been collected on 13 routes in Green, Hart, and Metcalfe counties for use in refining the Kentucky Statewide Travel Demand Model (KYSTM). Brian showed graphics summarizing population forecasts provided by the Kentucky State Data Center indicating Green County would decrease in population by about 9-percent between 2010 and 2040 and Metcalfe County would increase by just over 1-percent over that period. Graphics created from the KYSTM data depicting the estimated change in households and employment were shown and discussed.
10. The forecasts developed for the Cumberland Parkway interchange (KYTC Item No. 3-8505) were discussed. The opening year (2015) average daily traffic volume was estimated to be 4,000 vehicles per day (VPD) immediately north of the interchange. The design year (2035) forecast was for 5,100 VPD, an increase of about 28 percent or about 1.2 percent per year.
11. Alternatives for both projects were discussed. The Project Team agreed the locations identified on **Exhibit 1** and, and more importantly, **Exhibit 2** provide a logical starting point for spot improvements to be evaluated for the US Corridor Project. Brian also showed the location of and existing sufficiency ratings for the bridges along the route. Brad Bottoms indicated the Clover Lick bridge, with a sufficiency rating of 53, would be replaced with the KY 61 project (4-8603). Brad said he would make the plans available to the Stantec Team.
12. The Stantec Team assembled a preliminary matrix, shown in **Exhibit 3**, describing and summarizing the five build alternatives for the US 68 Connector. The Project Team eliminated the orange alternative, a western alignment around downtown Greensburg, from further consideration. Adverse impacts to historic properties near Greensburg cannot be avoided with this concept. The red alternative was also eliminated by the Project Team as it would require three crossings over the Green River, resulting in a much higher cost.
13. There was much discussion concerning the remaining new alignment concepts southeast of Greensburg. It was decided the Yellow and Purple alternatives should provide an at-grade intersection with KY 61 if possible. Brad suggested some consideration for another alternative that would largely satisfy the Draft Purpose and Need for the US 68 Corridor. This option would provide a connection from existing

KY 61 to KY 417 (Legion Park Road), thereby providing another completely state-maintained route over the Green River through Greensburg. The Project Team discussed the likelihood of a phased approach to constructing either of these options, and it was agreed the KY 61 to KY 417 connection was a logical first step that could stand on its own as a segment of independent utility.

Alternative	Description	Length (miles)	Bridges	Approx. Construction Cost (Millions \$)	Project Team Preliminary Recommendation
Orange	Minor improvements along existing US 68, including replacement bridge over the Green River. Includes a western detour around downtown Greensburg.	3.3	1 - 700' (Green River)	\$15 - \$20	Eliminate from further consideration
Green	Minor improvements along existing US 68, including replacement bridge over the Green River.	3.1	1 - 700' (Green River)	\$10 - \$15	Carry concept forward
Red	New connector from Vaughn Curve crossing the Green River adjacent to American Legion Park and again southeast of Industrial Park Road (KY 3535).	3.6	1 - 200' (KY 61) 1 - 2,500' (Green River and Park) 1 - 450' (Green River)	\$40 - \$45	Eliminate from further consideration
Purple	New connector from Vaughn Curve through the eastern portion of the Nally&Hayden Quarry and crossing the Green River southeast of Industrial Park Road (KY 3535).	3.9	1 - 200' (KY 61) 1 - 450' (Green River)	\$24 - \$28	Carry concept forward
Yellow	New connector from Vaughn Curve, crossing KY 61 about 1/4-mile north of Patterson Road and crossing the Green River southeast of Industrial Park Road (KY 3535).	4.5	1 - 200' (KY 61) 1 - 450' (Green River)	\$30	Carry concept forward

### Exhibit 3: Preliminary US 68 Connector Concepts

- The study schedule indicates the second round of public meetings will be held this summer and the next Project Team meeting would be held sometime around early June.

The meeting ended at approximately 11:30 a.m. EDT.

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District Office #3

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen

Co-Project Manager

KYTC District Office #4

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

July 1, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Project Team Meeting #3

A Project Team meeting for the subject project was held on Monday, June 16, 2014 at 10:00 a.m. CDT in the KYTC District 3 conference room in Bowling Green. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Deneatra Henderson	KYTC – District 3 Planning
Srinivasa Gutti	KYTC – Central Office Planning
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Chris Jessie	KYTC – District 4 Public Involvement Officer
Shane McKenzie	KYTC – Central Office Planning
Greg Meredith	KYTC – District 3 Chief District Engineer
Deanna Mills	KYTC – Central Office Planning
Jeff Moore	KYTC – District 3 Planning
Mikael Pelfrey	KYTC – Central Office Planning
Joe Plunk	KYTC – District 3 Project Development
Renee Slaughter	KYTC – District 3 Environmental Coordinator
Scott Thomson	KYTC – Central Office Planning
Eileen Vaughan	KYTC – Central Office Planning
Wes Watt	KYTC – District 3 Public Involvement Officer
Kevin Young	KYTC – District 4 Planning
Kenneth Cox	American Engineers, Inc.
Peter Overmohle	American Engineers, Inc.

Natalie Thomerson	American Engineers, Inc.
Steven Sewell	Palmer Engineering
Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.

Jeff Moore welcomed everyone and stated the purpose of the meeting was to discuss the progress since the last Project Team meeting on the US 68 Scoping Study in Metcalfe and Green counties. Handouts included the meeting agenda and a map depicting the locations of potential spot improvements along the US 68 corridor. After introductions, Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

1. The US 68 Scoping Study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor and includes Item Numbers 3-8706 and 8-8710. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. The second is the US 68 Connector which includes Item Number 8-8711. The US 68 Connector study area includes the existing US 68 corridor between “Vaughn Curve” and the northern KY 61 intersection, as well as an area southeast of Greensburg.
2. Brian provided a recap of project meeting #2, held in March at the District 4 office in Elizabethtown. He highlighted 10 locations where local officials and the public felt improvements were necessary along US 68. There were also 5 locations where partial realignments were suggested. Maps depicting these locations were provided as handouts at the second Project Team meeting. Combined, these locations served as the starting point for the development of conceptual spot improvements for the US 68 Corridor Project.
3. One individual submitted written comments and suggestions for the US 68 Connector Project to the Project Team both before and after the public meetings in February and indicated they wanted a written response. A response was provided the week following the Project Team meeting.
4. Brian indicated the draft Environmental Overview was submitted in early May, 2014. No comments have been received to date.
5. The forecasts developed for the Cumberland Parkway interchange (KYTC Item No. 3-8505) were discussed again. The opening year (2015) average daily traffic volume was estimated to be 4,000 vehicles per day (VPD) immediately north of the interchange. The design year (2035) forecast was for 5,100 VPD, an increase of about 28 percent or about 1.2 percent per year.
6. As a recap, Brian showed graphics summarizing population forecasts provided by the Kentucky State Data Center indicating Green County would decrease in population by about 9 percent between 2010 and 2040 and Metcalfe County would increase by

- just over 1 percent over that period. Graphics created from the KYSTM data depicting the estimated change in households and employment were also shown.
7. Brian provided an update on the preliminary traffic forecasts for the US 68 projects. In scoping the study, it was decided to consider a range of potential growth scenarios for Green and Metcalfe counties. A map was shown depicting the forecasted population growth rates for surrounding counties between 2010 and 2040. Adair and Taylor counties are both expected to increase in population at a rate of about 0.5 percent per year and Barren County is expected to increase at about 0.8 percent per year. Under a high-growth scenario, it was assumed that both Metcalfe and Green counties would increase in population at a rate similar to Adair and Taylor – 0.5 percent per year. This results in about a 16 percent increase in population between the two counties.
  8. The preliminary forecasts based on the high-growth scenario were discussed and are shown on **Exhibit 1**. Traffic volumes along US 68 are expected to increase to 5,000 VPD north of the interchange with the parkway. The US 68 Connector is expected to carry about 1,500 VPD at the south end and about 4,400 VPD in the middle. Traffic through downtown Greensburg increases slightly under the No-Build alternative and Scenario 1 (improvements to the US 68 corridor but no construction of the US 68 Connector), but traffic shifts to the US 68 Connector in Scenario 2.
  9. There was much discussion concerning the remaining new alignment concepts southeast of Greensburg. It was previously decided the Yellow and Purple alternatives would provide an at-grade intersection with KY 61. Brian discussed another concept that was proposed after the second Project Team meeting that would realign KY 61 east of US 68 and provide a connection to KY 417 (Legion Park Road), shown in **Exhibit 2**. This concept would provide another completely state-maintained route over the Green River through Greensburg and satisfy part of the Purpose and Need for the US 68 Connector project. Brian mentioned the Project Team had discussed the intent to pursue this project, should it move forward, through a phased construction approach, and it was previously agreed the KY 61 to KY 417 connection was a logical first phase that could stand on its own as a segment of independent utility. However, this first phase would not carry a significant volume of traffic, and the connector would tee into KY 61; KY 61 would not be realigned under this approach.
  10. Revised US 68 Connector concepts were shown and discussed. As shown on **Exhibit 3**, two alignments have been evaluated for the eastern-most concept, referred to as the “Yellow” alternative, that could provide an at-grade intersection with KY 61. Brian noted the purpose of the study is to evaluate and ultimately recommend one or more corridors to explore further in preliminary design, and it was decided to demonstrate this to the public by widening the Yellow alternative on the south end to indicate there is much flexibility for where a new roadway alignment could be constructed.

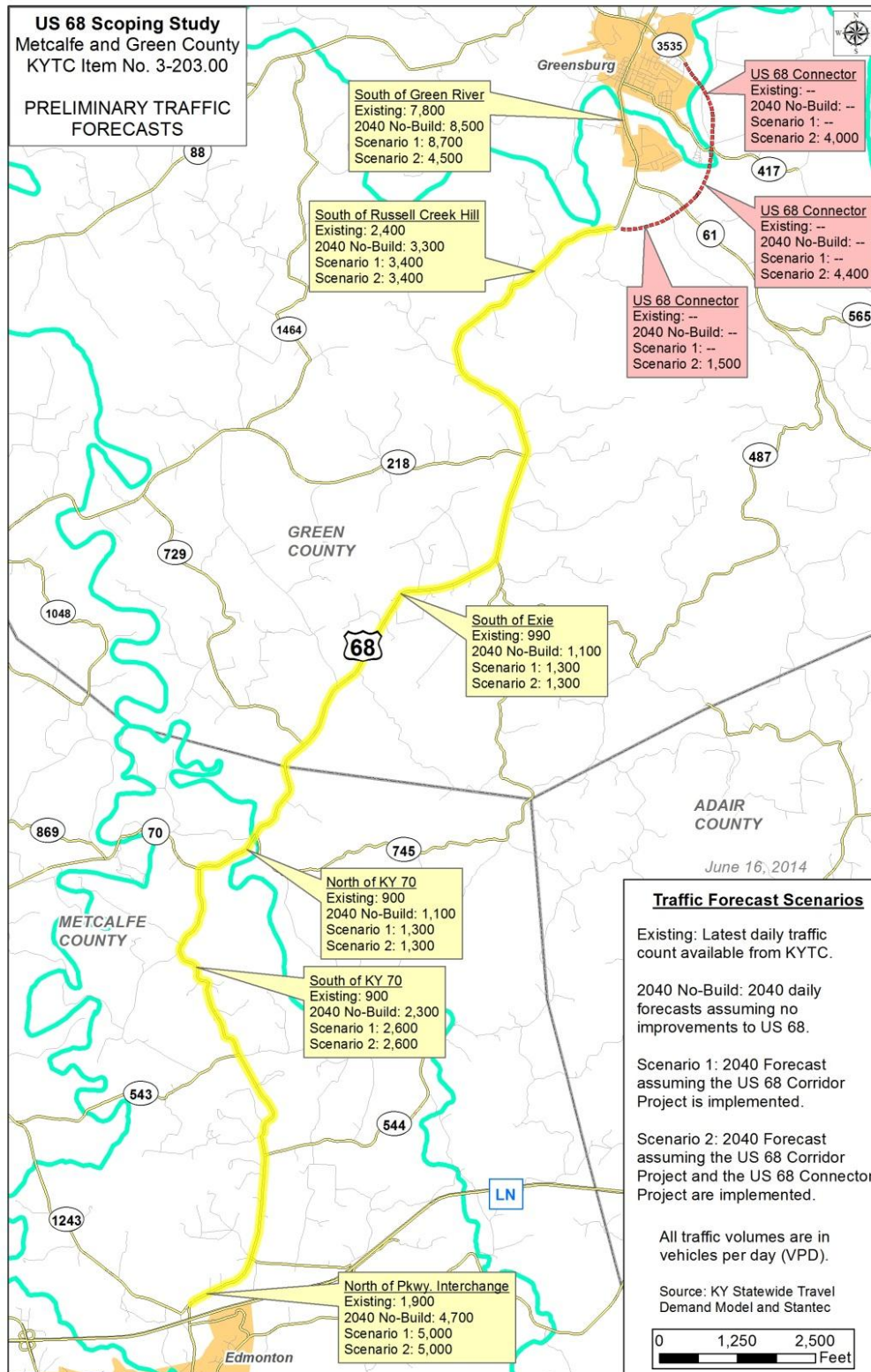
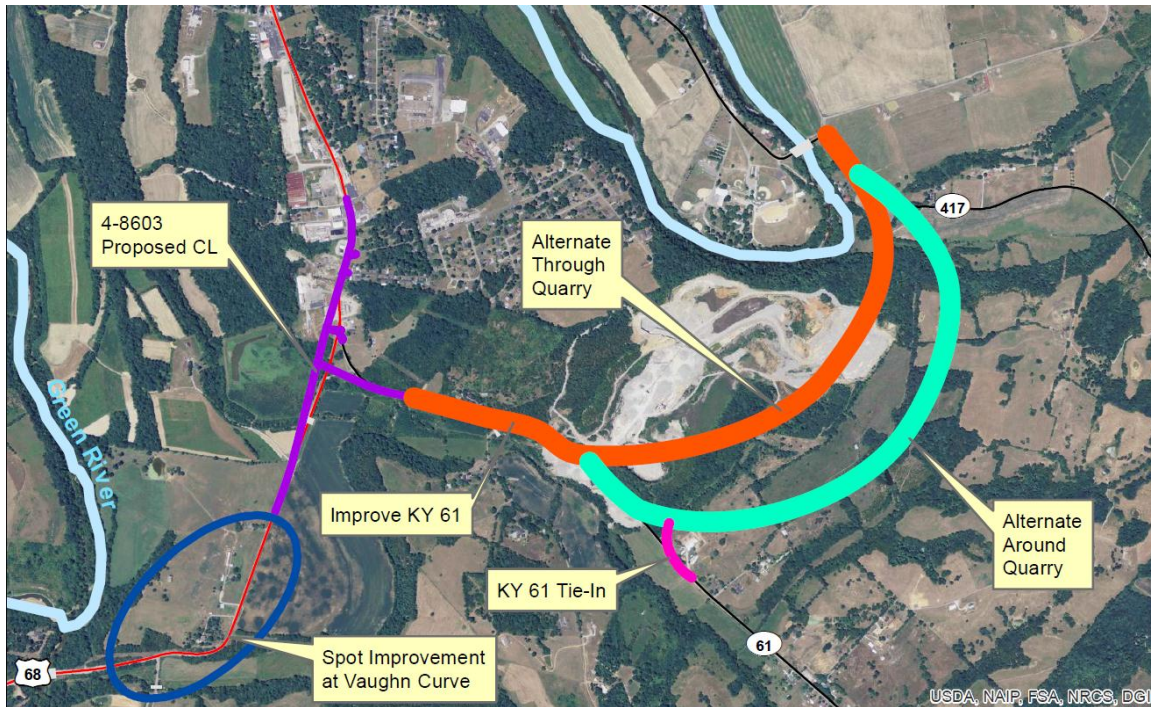


Exhibit 1: Preliminary Traffic Forecasts – US 68 Scoping Study





**Exhibit 2: Suggestion Provided for the US 68 Connector Project**

11. A question was asked regarding the scope of improvements for the Green alternative that follows the existing US 68 alignment. Brian said the Green alternative includes replacing the existing bridge over the Green River and providing shoulder improvements along portions of the route south of downtown. It was suggested the representative Green corridor shown to the public should be shortened to indicate improvements would not be included through downtown.
  
12. The Stantec Team updated the preliminary comparison of US 68 Connector alternatives matrix from the second Project Team meeting, shown in **Exhibit 4**. (Note Exhibit 4 does not show the shortened Green alternative discussed in item #11.) This matrix summarizes the remaining three build alternatives for the US 68 Connector. At the second Project Team meeting, the team eliminated the Orange alternative, a western alignment around downtown Greensburg, from further consideration. Adverse impacts to historic properties near Greensburg were unavoidable with this concept. The Red alternative was also eliminated by the Project Team as it would require three crossings over the Green River, resulting in a much higher cost.

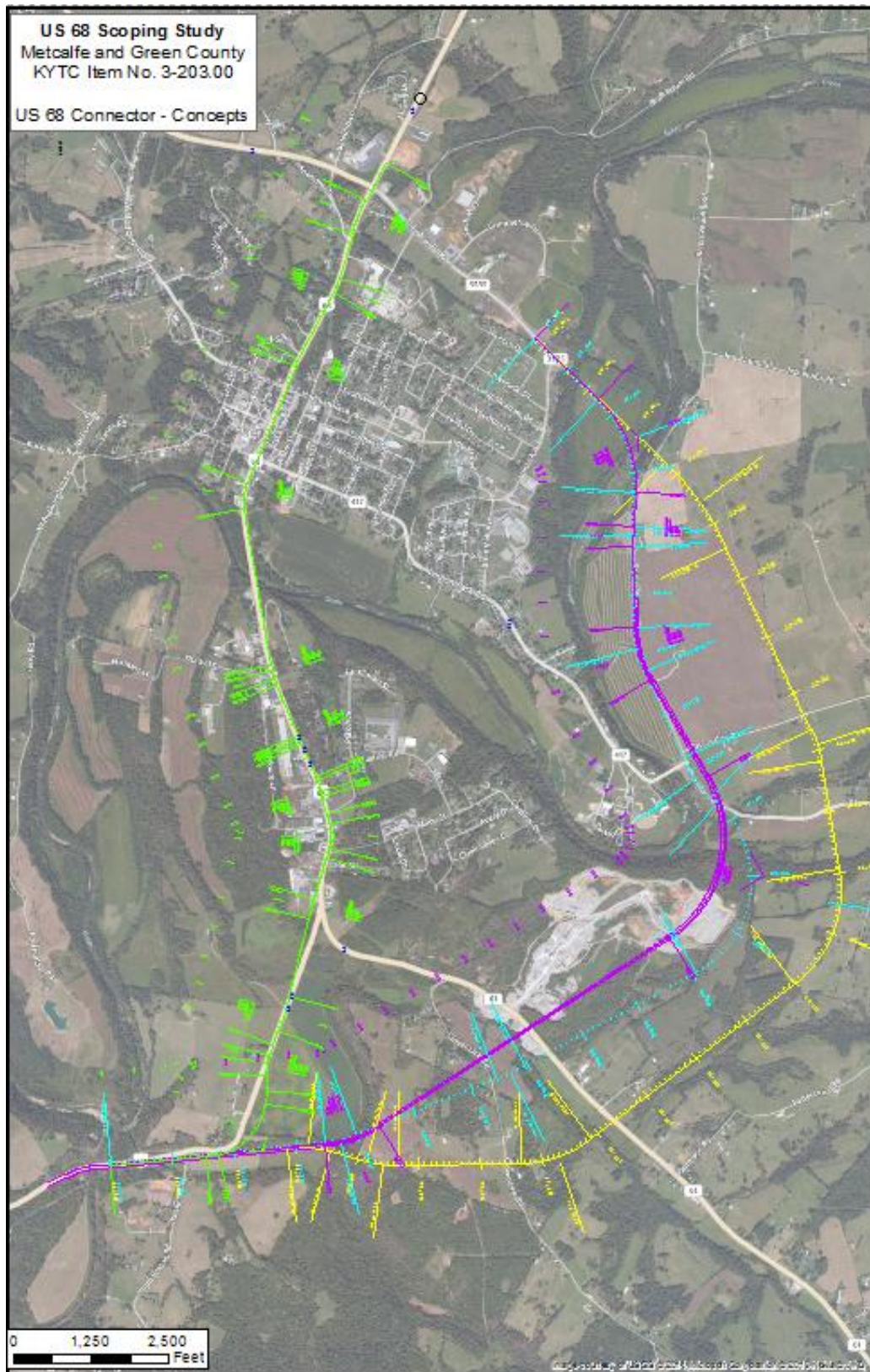


Exhibit 3: Revised US 68 Connector Concepts

Alternative	Description	Length (miles)	Bridges	Approx. Construction Cost (Millions \$)
Green	Minor improvements along existing US 68, including replacement bridge over the Green River.	3.1	1 - 700' (Green River)	\$10 - \$15
Purple	New connector from Vaughn Curve through the eastern portion of the Nally&Hayden Quarry and crossing the Green River southeast of Industrial Park Road (KY 3535).	3.9	1 - 100' (Clover Lick Creek) 1 - 450' (Green River)	\$30 - \$32
Yellow	New connector from Vaughn Curve, crossing KY 61 about 1/4-mile north of Patterson Road and crossing the Green River southeast of Industrial Park Road (KY 3535).	4.2 to 4.6	1 - 100' (Clover Lick Creek) 1 - 325' to 425' (Green River)	\$24 - \$26

**Exhibit 4: Summary of Revised US 68 Connector Concepts**

13. The Stantec Team developed 11 conceptual spot improvements for the US 68 Corridor Project, as shown on **Exhibit 5**. The improvements would bring each location up to a 55 MPH design speed. Brian discussed each concept including the intent of the improvement, the crash history and other issues at each location, and the estimated construction cost for each spot. The following suggestions were provided during the discussion:
  - a. Spots #5 and #6 can be constructed as one project, but should be presented separately. During the presentation at the public meetings, this will likely be an example that will be included.
  - b. Spot #7 should include an option to address only the culvert on the south end of the curve near Pruitt Road.
  - c. Spot #8 should be extended to the north to include the adjacent horizontal curve.
  - d. A new concept should be included to realign US 68 south of Russell Creek Hill.
  
14. A map depicting the revised spot improvements is included in **Exhibit 6** and summary of the concepts in **Exhibit 7**. District 3 and District 4 are to be provided information so that right-of-way and utility cost estimates can be developed.
  
15. The Project Team scheduled the second round of public meetings for Tuesday, July 29 in Greensburg and Thursday, July 31 in Sulphur Well. The Greensburg meeting will once again be held at the Greensburg Baptist Church Christian Life Center, and the Sulphur Well meeting will this time be held in the Sulphur Well Community Center building. The Project Team will meet with local officials and stakeholders early in the afternoon prior to the public meetings and the public meetings will be from 5:00 to 7:00 p.m. CDT. Stantec will work on public meeting materials, including new comment sheets, for review.

The meeting ended at approximately 11:30 a.m. CDT.

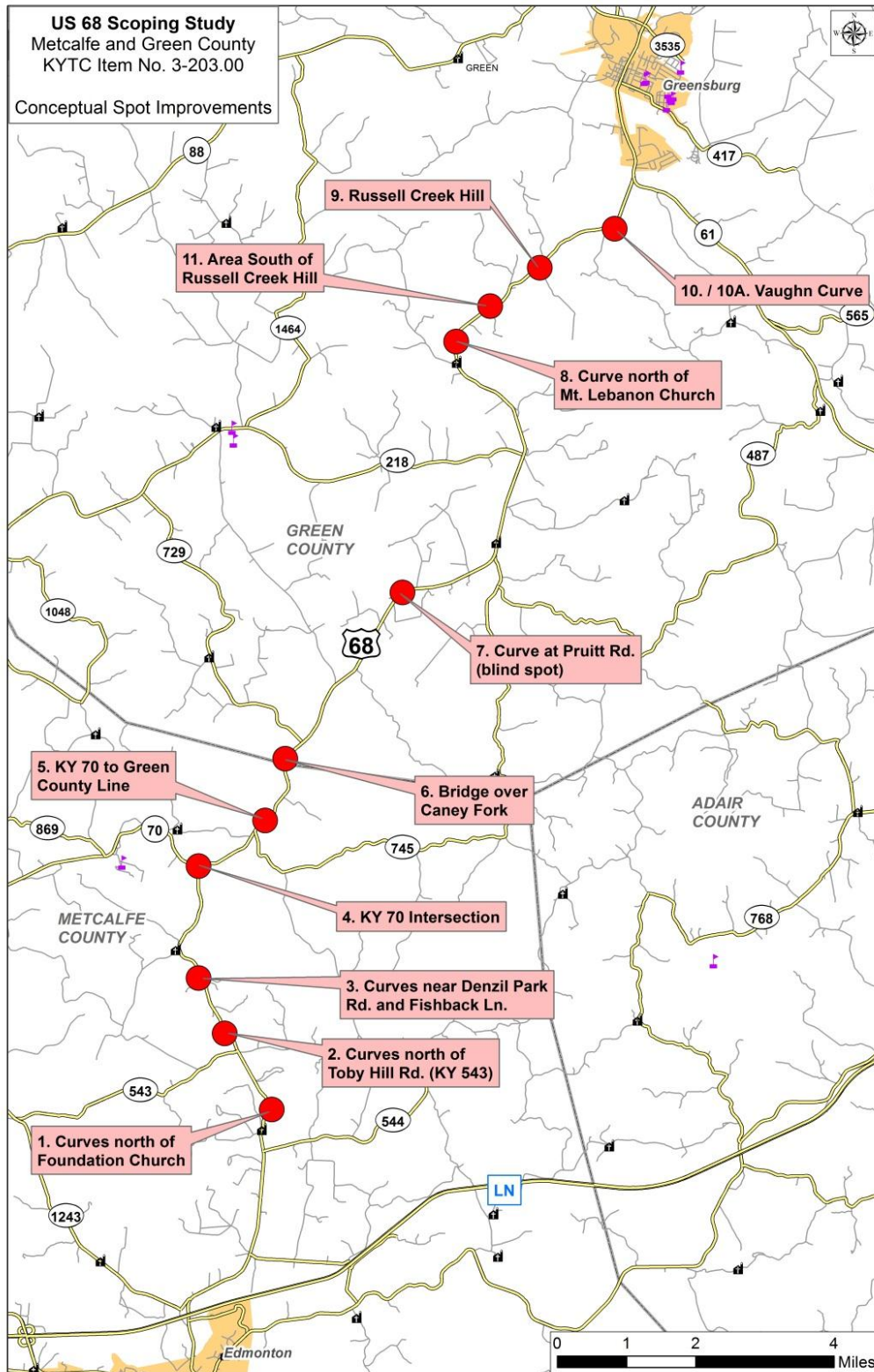


Exhibit 5: US 68 Corridor Spot Improvement Concepts

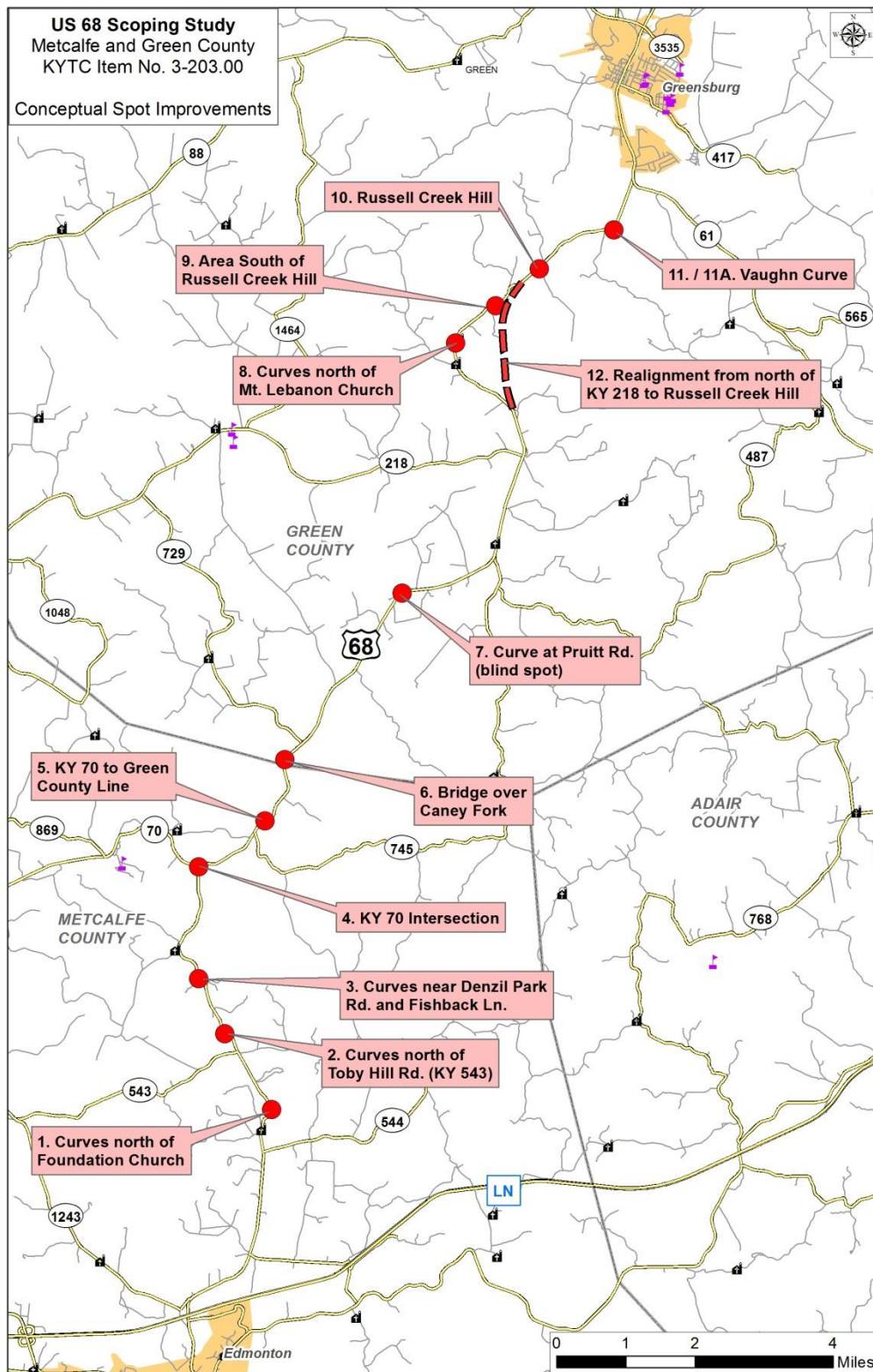


Exhibit 6: Revised US 68 Corridor Spot Improvement Concepts

US 68 Corridor Project: Metcalfe/Green Co. Spot Improvement Cost Estimates												
Location	Spot Improvement #1	Spot Improvement #2	Spot Improvement #3	Spot Improvement #4	Spot Improvement #5*	Spot Improvement #6*	Spot Improvement #7	Spot Improvement #8	Spot Improvement #9	Spot Improvement #10	Spot Improvement #11	Spot Improvement #12
Total Length (miles)	0.7	0.36	0.7	0.5	0.8	0.9	0.4	0.57	0.76	0.51	0.47	2.53
Pavement	\$615,172	\$318,907	\$535,461	\$487,453	\$860,556	\$780,700	\$318,287	\$466,082	\$623,513	\$342,651	\$417,350	\$1,922,246
Earthwork	\$1,059,420	\$730,480	\$509,584	\$371,964	\$3,602,592	\$2,372,436	\$175,584	\$204,152	\$1,394,376	\$132,840	\$822,960	\$5,407,960
Box Culverts				\$150,000	\$141,176	\$158,824	\$250,000					\$4,975,000
Bridge Construction						\$4,230,000						
Signals					\$0	\$0						
Drainage	\$149,100	\$76,680	\$149,100	\$106,500	\$170,400	\$191,700	\$85,200	\$121,410	\$161,880	\$108,630	\$100,110	\$538,890
Roadway	\$782,087	\$485,381	\$729,485	\$628,258	\$980,242	\$1,102,772	\$501,095	\$597,076	\$729,681	\$566,813	\$662,727	\$2,211,212
Diversion	\$75,000	\$75,000	\$225,000	\$75,000	\$141,176	\$158,824	\$75,000	\$75,000	\$75,000		\$75,000	\$150,000
Stream Change					\$0	\$0						
Mobilization	\$200,000	\$105,000	\$200,000	\$145,000	\$230,588	\$259,412	\$200,000	\$170,000	\$200,000	\$150,000	\$140,000	\$660,000
Demobilization	\$60,000	\$35,000	\$60,000	\$45,000	\$70,588	\$79,412	\$60,000	\$55,000	\$60,000	\$45,000	\$45,000	\$200,000
Total	\$2,940,779	\$1,826,448	\$2,408,630	\$2,009,195	\$6,197,319	\$9,354,079	\$1,665,166	\$1,688,720	\$3,244,450	\$1,345,934	\$2,263,147	\$16,965,308
Total + 25% Cont.	\$3,680,000	\$2,290,000	\$3,020,000	\$2,520,000	\$7,750,000	\$11,700,000	\$2,090,000	\$2,120,000	\$4,060,000	\$1,690,000	\$2,830,000	\$20,990,000
Potential Relocations	0	0	1	0	1	1	2	3	7	0	0	8
Parcels Affected	11	10	11	5	7	9	9	16	27	5	4	34

Exhibit 7: Summary of Revised US 68 Corridor Spot Improvement Concepts

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District 3 Office

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District 4 Office

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

September 12, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Local Officials and Stakeholders Meeting in Greensburg

A Local Officials meeting for the US 68 Scoping Study was held on July 29, 2014 at 1:30 p.m. CDT in the Greensburg Baptist Church Christian Life Center in Greensburg. The following individuals were in attendance:

Adam Abell

Charlie Allen

Brad Bottoms

Sean Curry

Patty Dunaway

Misty N. Edwards

David Haydon

John Haydon

Chris Jessie

David Martin

Jeff Moore

Mikael Pelfrey

Steve Ross

Eileen Vaughn

Kevin Young

Nally & Hayden

KYTC – District 4 Planning

KYTC – District 4 Project Development

Green County PVA

KYTC – District 4 Chief District Engineer

Green County Judge Executive

Nally & Haydon

Nally & Haydon

KYTC – District 4 Public Information Officer

KYTC – Central Office Design

KYTC – District 3 Planning

KYTC - Central Office Planning

KYTC – Central Office Planning

KYTC – Central Office Planning

KYTC – District 4

Peter Overmohle

Natalie Thomerson

Gary Sharpe

Brian Aldridge

American Engineers, Inc.

American Engineers, Inc.

Palmer Engineering

Stantec Consulting Services Inc.

Tom Creasey  
Ashley Day  
Glenn Hardin

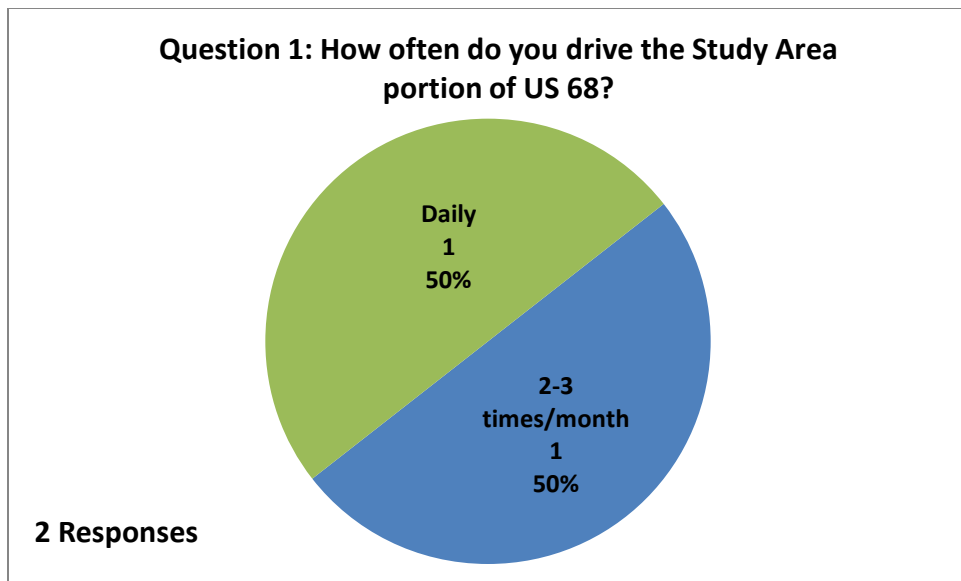
Stantec Consulting Services Inc.  
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Stantec Consulting Services Inc.

Charlie Allen thanked everyone for attending this second local officials meeting to discuss the US 68 Planning Study in Metcalfe and Green County. He said a similar meeting would be held on Thursday, July 31, 2014 in Sulphur Well and the purpose of these meetings was to provide a brief overview of the study and to share some of the information that would be presented at the public meetings later that evening. Handouts included the meeting agenda, a questionnaire, and a copy of the public meeting handout that showed the conceptual alternatives for the US 68 Corridor and the US 68 Greensburg Connector. Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

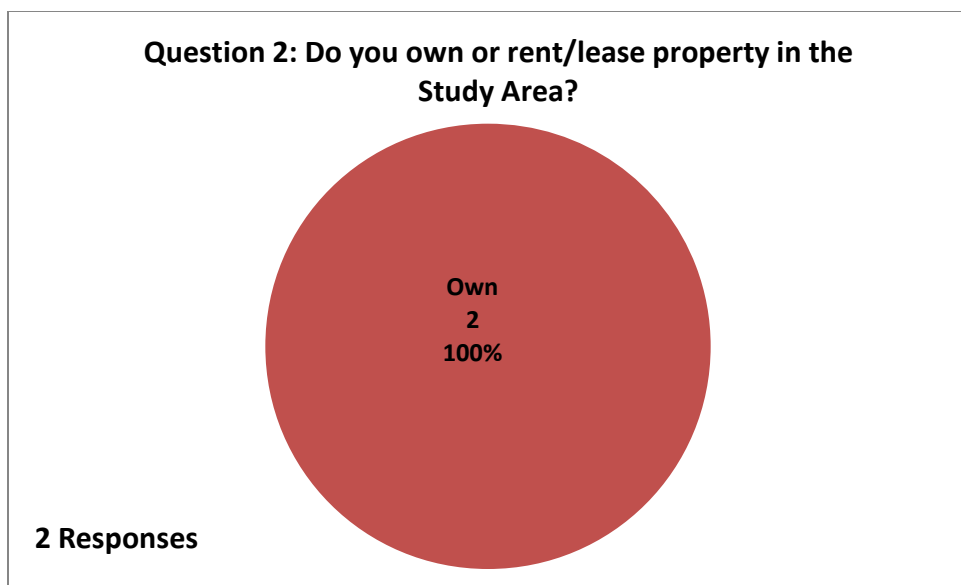
1. The most current project information is available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>.
2. Draft Purpose and Need Statements have been prepared for the component studies that are unique to the goals and issues to be addressed by each project. The purpose of the US 68 Corridor Project is to provide a safer, more efficient connection between Greensburg and the Cumberland Parkway by improving substandard geometrics along the corridor. The purpose of the US 68 Greensburg Connector Project is to improve safety, connectivity, and mobility in and through Greensburg. Brian indicated the Project Team continues to welcome any comments on the draft statements.
3. The US 68 Corridor is programmed in the 2014 Kentucky Highway Plan with \$2,000,000 in Federal Surface Transportation Program (STP) funding for the design phase in Green County (KYTC Item No. 8-8710) for fiscal year 2014 and \$2,500,000 in STP funds for design in Metcalfe County (KYTC Item No. 3-8706) for fiscal year 2015.
4. The US 68 Greensburg Connector (KYTC Item No. 8-8711) has State Priority Project (SPP) funds appropriated in the 2014 Highway Plan as follows:
  - a. Design - \$2,600,000 in 2016
  - b. Right-of-Way - \$3,000,000 in 2017
  - c. Utilities - \$900,000 in 2018
  - d. Construction - \$25,000,000 in 2019
5. At the first public meetings in February there were 72 attendees at Edmonton and 86 attendees at Greensburg. There were a total of 41 comments sheets turned in after these meetings.
6. The US 68 Greensburg Connector study area concentrates on two distinct regions – one focusing on an area that parallels the existing corridor and the other including an area southeast of Greensburg. The yellow and purple alternatives would begin at



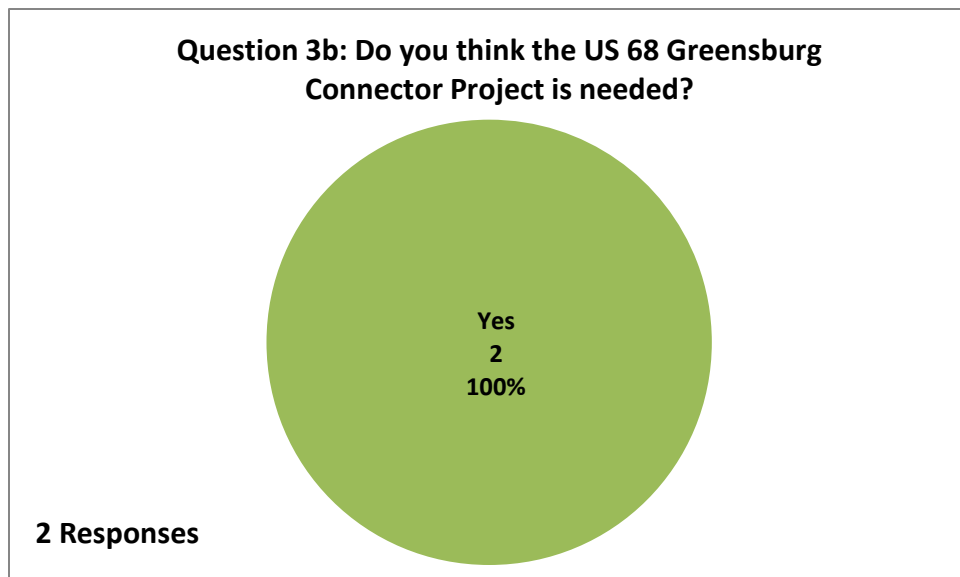
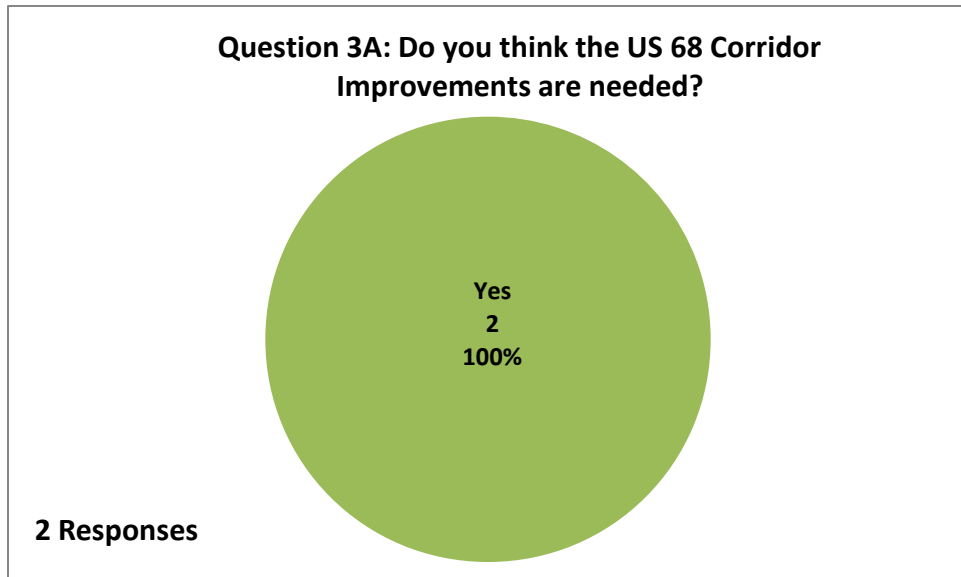
- “Vaughn Curve” south of the southern KY 61 intersection and end at KY 3535 (Industrial Park Road). The green alternative would end just south of the historic district. Three build alternatives remain under consideration by the project team, including one option (the green alternative) that includes upgrades to existing US 68 as well as replacement of the existing Green River bridge.
7. There was discussion regarding the potential phasing for the US 68 Greensburg Connector should either of the new route alternatives (yellow or purple) be pursued, and two maps were shown to depict possible scenarios. Brian said the project could be constructed in three phases, with the first phase including the segment between KY 61 and KY 417 (Legion Park Road). This segment could stand on its own and satisfy a portion of the overall Purpose and Need for the project by providing a redundant crossing of the Green River that is completely on the state-maintained system. Phase 2 would include the segment to the north, from KY 417 to KY 3535, and Phase 3 would include the segment to the south, from US 68 near Vaughn Curve to KY 61. The Option A map showed the construction of all three phases. With the reconstruction of the US 68 intersection with KY 61 and related improvements along US 68 in the vicinity (KYTC Item No. 4-8603) tentatively scheduled to be under construction in late 2015, the project team feels Phase 3 of the US 68 Greensburg Connector Project may not be necessary. Therefore, the Option B map includes only the first two phases but indicates some improvements would be implemented at Vaughn Curve.
  8. The project team has discussed two improvement alternatives for the US 68 Corridor Project, including a complete reconstruction of the corridor to current design standards and spot improvements focusing on locations with the most significant issues. Brian mentioned that the project team has estimated a complete reconstruction to cost more than \$150 million, which would likely make such an undertaking infeasible. Therefore, the project team solicited input at the first round of local official and public meetings related to “trouble spots” that should be evaluated for potential improvement. Based on input from those meetings, 13 conceptual Spot Improvements have been developed. Brian discussed each of these in detail.
  9. A questionnaire was distributed to the meeting attendees to solicit their input on transportation issues important to them and to the study. Completed questionnaires were submitted by three attendees. The results are as follows:
    - a. The first question asked how frequently the attendees drove through the study area. One respondent (50%) said they drive through the study area daily. The remaining 50% drove through the study area 2-3 times a month.



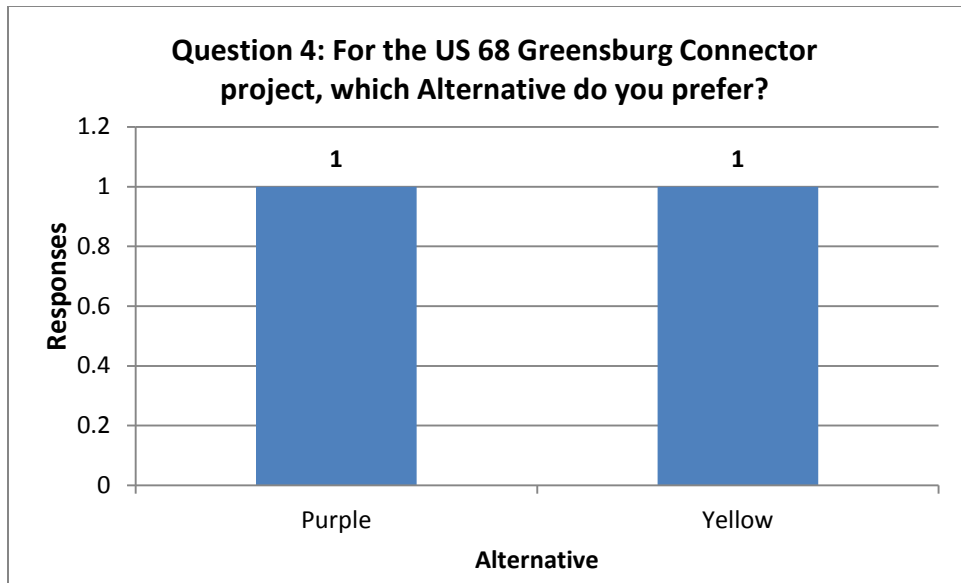
- b. Question 2 asked if the attendees own or rent/lease property within the study area. Two respondents (100%) indicated they own property within the study area.



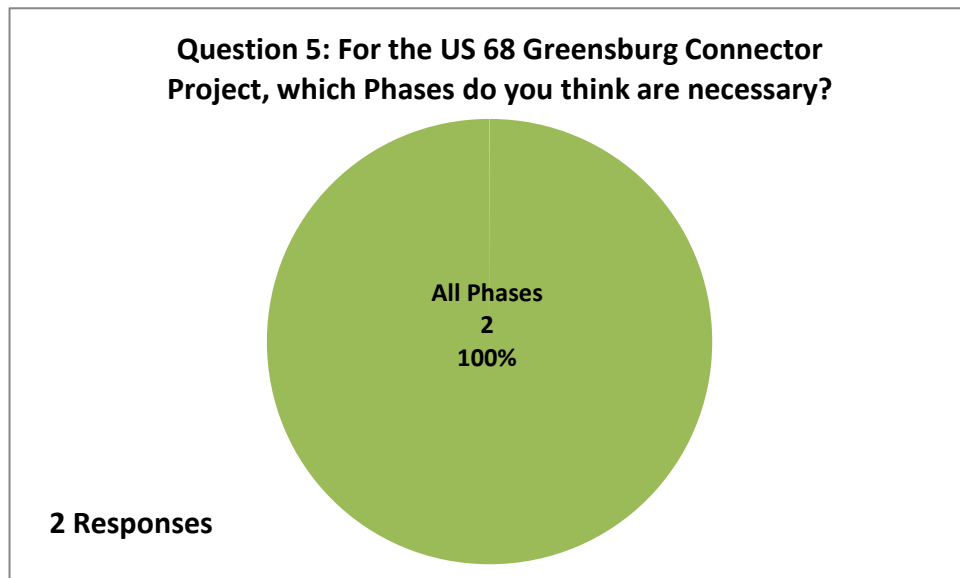
- c. Question 3 asked if respondents felt the US 68 Corridor Project and the US 68 Greensburg Connector Project are needed. All respondents (2 responses, 100 percent) indicated the US 68 Corridor project is needed. Two respondents (100 percent) indicated the US 68 Greensburg Connector is needed.



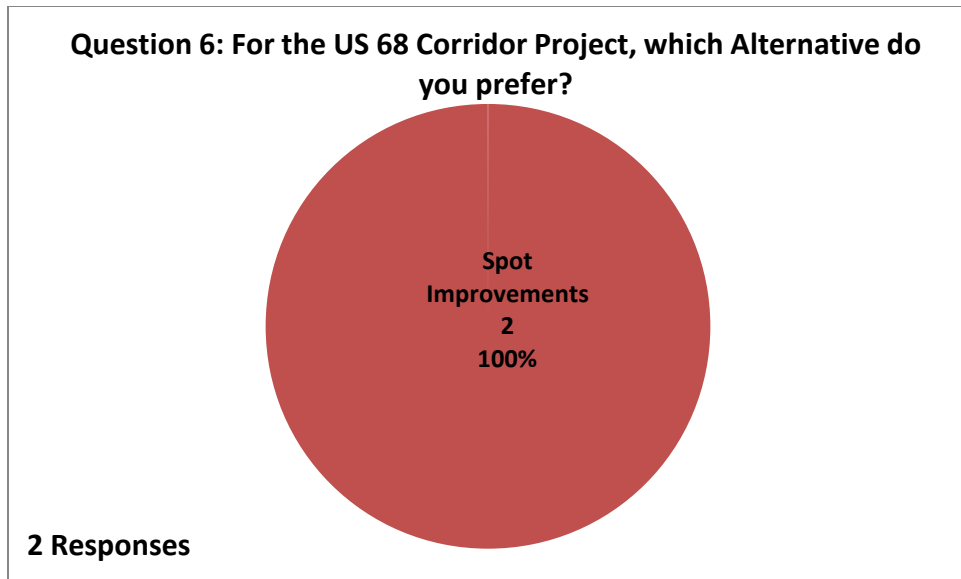
- d. Attendees were asked which alternative they prefer for the US 68 Greensburg Connector Project. One respondent preferred the Yellow alternative while the other respondent preferred the Purple alternative.



- e. The attendees were asked which phases they felt are necessary for the US 68 Greensburg Connector Project. Two (100 percent) indicated all phases would be necessary.



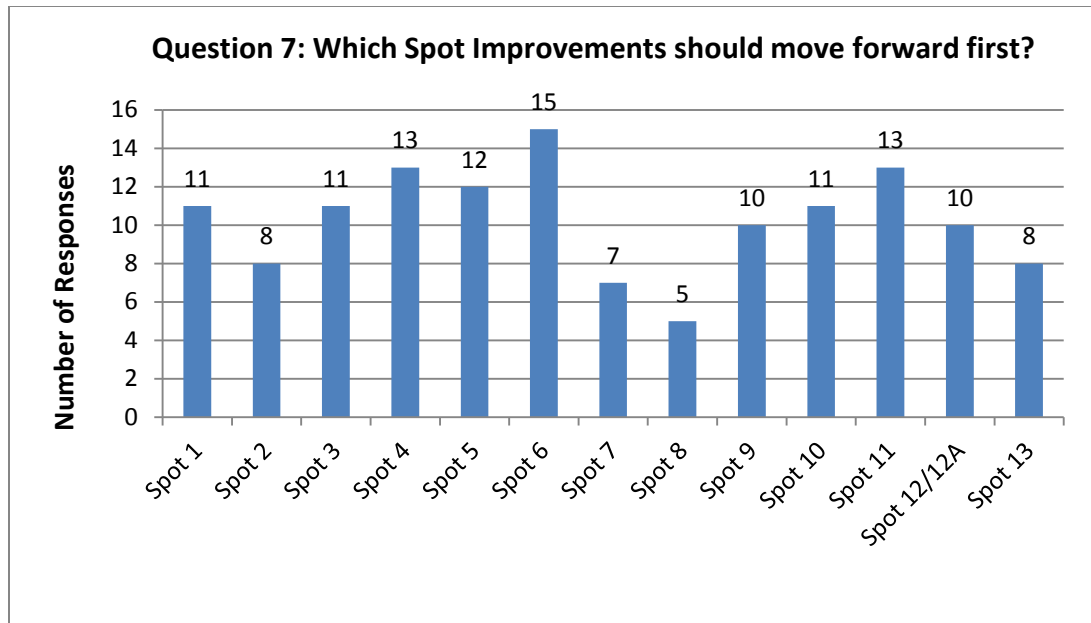
- f. Attendees were asked which alternative they prefer for the US 68 Corridor project. Two respondents, two (100 percent) indicated spot improvements.



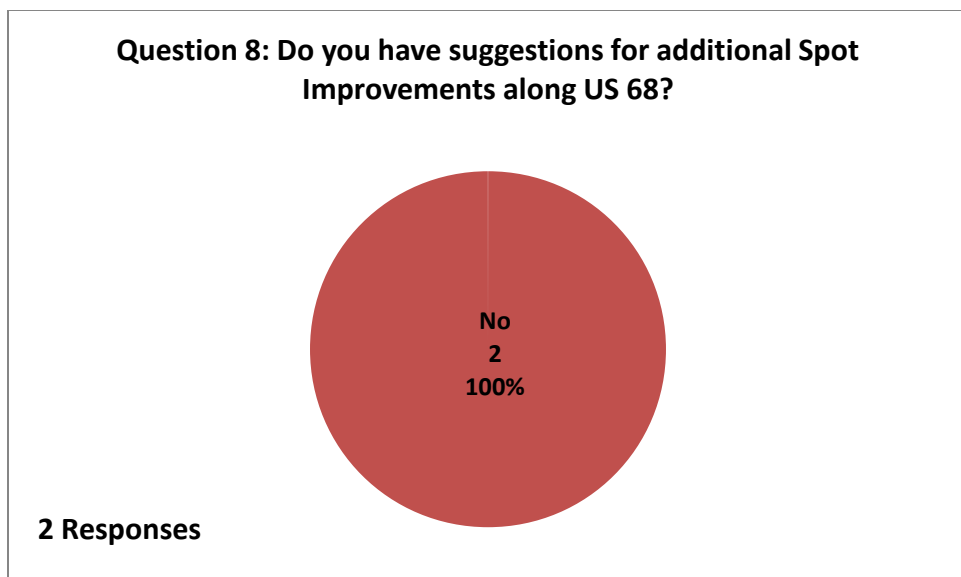
- g. Attendees were asked to assist the project team in prioritizing the following conceptual Spot Improvement projects developed for the US 68 Corridor project.

<b>Spot</b>	<b>Description</b>
1	Curves North of Foundation Church
2	Curves North of Toby Hill Road (KY 543)
3	Curves near Denzil Park Rd and Fishback Ln
4	KY 70 Intersection
5	North of KY 70 to the Green County Line
6	Bridge over Caney Fork
7	Curve at Pruitt Road
8	Curves North of Whippoorwill Ln
9	Curves North of Mt. Lebanon Church
10	Area South of Russell Creek Hill
11	Russell Creek Hill
12/12A	Vaughn Curve
13	Realignment between KY 218 and Russell Creek Hill

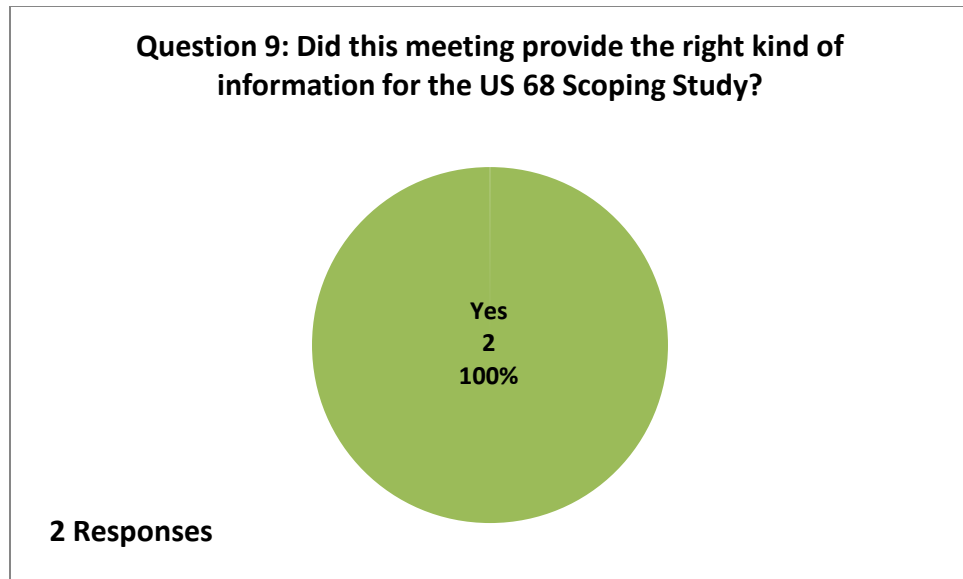
Each concept was to be rated from 1 to 5, where 1 was considered a low priority and 5 a high priority. Spot #6 received the highest total number of points (15) followed by Spot #4 and Spot #11 (13 each).



- h. Attendees were asked if any suggestions could be made for additional spot improvements along US 68. Out of the two responses, neither (100 percent) had suggestions.



- i. All respondents (100 percent) indicated the meeting provided the right kind of information for the US 68 Scoping Study.



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

## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District 3 Office

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District 4 Office

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

September 12, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Local Officials and Stakeholders Meeting in Sulphur Well

A Local Officials meeting for the US 68 Scoping Study was held on July 31, 2014 at 1:30 p.m. CDT in the Sulphur Well Community Center in Sulphur Well, Kentucky. The following individuals were in attendance:

Charlie Allen  
Brad Bottoms  
Travis Carrico  
Jody Curry  
Howard Garrett  
Tommy Garrett  
Barry D. Gilley  
Senator David Givens  
Sreenu Gutti  
Deneatra Henderson  
Chris Jessie  
Lacie Lawson  
Greg Meredith  
Jeff Moore  
Deanna Mills  
Joe Plunk  
Amy Scott  
John Thompson  
Wes Watt  
Greg Wilson

KYTC – District 4 Planning  
KYTC – District 4 Project Development  
KYTC – Central Office  
Jody Curry Used Cars  
Mayor of Edmonton  
Metcalfe Circuit Clerk  
Metcalfe County Attorney  
Kentucky 9<sup>th</sup> District  
KYTC - Central Office Planning  
KYTC – District 3 Planning  
KYTC – District 4 Public Information Officer  
KYTC – District 3  
KYTC – District 3 Chief District Engineer  
KYTC – District 3 Planning  
KYTC – Central Office Planning  
KYTC – District 3 Project Development  
Barren River ADD  
Edmonton State Bank  
KYTC – District 3 Public Information Officer  
Metcalfe County Judge Executive



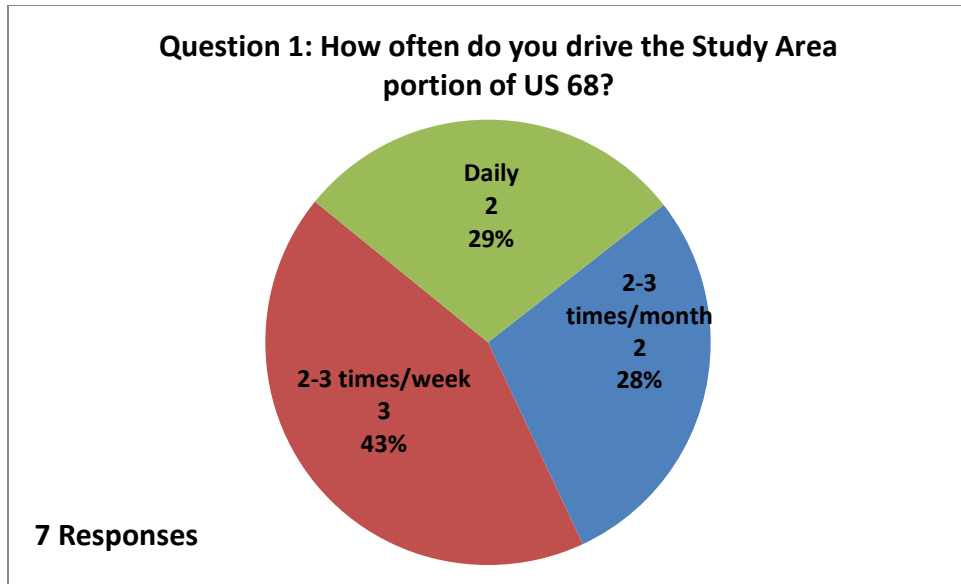
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Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Jeff Moore thanked everyone for attending this second local officials meeting to discuss the US 68 Planning Study in Metcalfe and Green County. He said a similar meeting was held on Tuesday, July 29, 2014 in Greensburg and the purpose of these meetings was to provide a brief overview of the study and to share some of the information that would be presented at public meetings later that evening. Handouts included the meeting agenda, a questionnaire, and a copy of the public meeting handout that showed the conceptual alternatives for the US 68 Corridor and the US 68 Greensburg Connector. Brian Aldridge delivered a brief presentation. The following enumerated items were discussed.

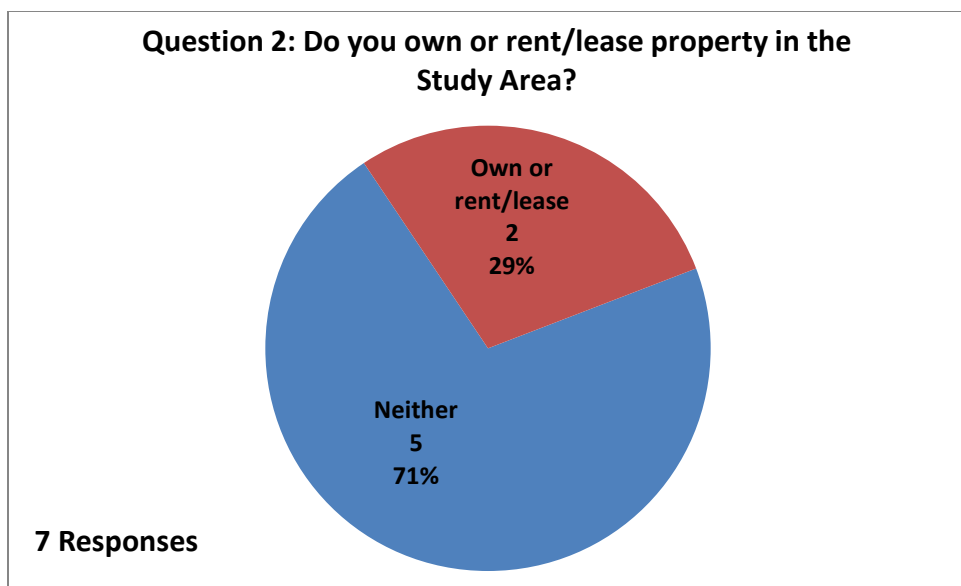
1. The most current project information is available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>.
2. Draft Purpose and Need Statements have been prepared for the component studies that are unique to the goals and issues to be addressed by each project. The purpose of the US 68 Corridor Project is to provide a safer, more efficient connection between Greensburg and the Cumberland Parkway by improving substandard geometrics along the corridor. The purpose of the US 68 Greensburg Connector Project is to improve safety, connectivity, and mobility in and through Greensburg. Brian indicated the Project Team continues to welcome any comments on the draft statements.
3. The US 68 Corridor is programmed in the 2014 Kentucky Highway Plan with \$2,000,000 in Federal Surface Transportation Program (STP) funding for the design phase in Green County (KYTC Item No. 8-8710) for fiscal year 2014 and \$2,500,000 in STP funds for design in Metcalfe County (KYTC Item No. 3-8706) for fiscal year 2015.
4. The US 68 Greensburg Connector (KYTC Item No. 8-8711) has State Priority Project (SPP) funds appropriated in the 2014 Highway Plan as follows:
  - a. Design - \$2,600,000 in 2016
  - b. Right-of-Way - \$3,000,000 in 2017
  - c. Utilities - \$900,000 in 2018
  - d. Construction - \$25,000,000 in 2019

5. At the first public meetings in February there were 72 attendees at Edmonton and 86 attendees at Greensburg. There were a total of 41 comments sheets turned in after these meetings.
6. The US 68 Greensburg Connector study area concentrates on two distinct regions – one focusing on an area that parallels the existing corridor and the other including an area southeast of Greensburg. The yellow and purple alternatives would begin at “Vaughn Curve” south of the southern KY 61 intersection and end at KY 3535 (Industrial Park Road). The green alternative would end just south of the historic district. Three build alternatives remain under consideration by the project team, including one option (the green alternative) that includes upgrades to existing US 68 as well as replacement of the existing Green River bridge.
7. There was discussion regarding the potential phasing for the US 68 Greensburg Connector should either of the new route alternatives (yellow or purple) be pursued, and two maps were shown to depict possible scenarios. Brian said the project could be constructed in three phases, with the first phase including the segment between KY 61 and KY 417 (Legion Park Road). This segment could stand on its own and satisfy a portion of the overall Purpose and Need for the project by providing a redundant crossing of the Green River that is completely on the state-maintained system. Phase 2 would include the segment to the north, from KY 417 to KY 3535, and Phase 3 would include the segment to the south, from US 68 near Vaughn Curve to KY 61. The Option A map showed the construction of all three phases. With the reconstruction of the US 68 intersection with KY 61 and related improvements along US 68 in the vicinity (KYTC Item No. 4-8603) tentatively scheduled to be under construction in late 2015, the project team feels Phase 3 of the US 68 Greensburg Connector Project may not be necessary. Therefore, the Option B map includes only the first two phases but indicates some improvements would be implemented at Vaughn Curve.
8. The project team has discussed two improvement alternatives for the US 68 Corridor Project, including a complete reconstruction of the corridor to current design standards and spot improvements focusing on locations with the most significant issues. Brian mentioned that the project team has estimated a complete reconstruction to cost more than \$150 million, which would likely make such an undertaking infeasible. Therefore, the project team solicited input at the first round of local official and public meetings related to “trouble spots” that should be evaluated for potential improvement. Based on input from those meetings, 13 conceptual Spot Improvements have been developed. Brian discussed each of these in detail.
9. A questionnaire was distributed to the meeting attendees to solicit their input on transportation issues important to them and to the study. Completed questionnaires were submitted by seven attendees. The results are as follows:

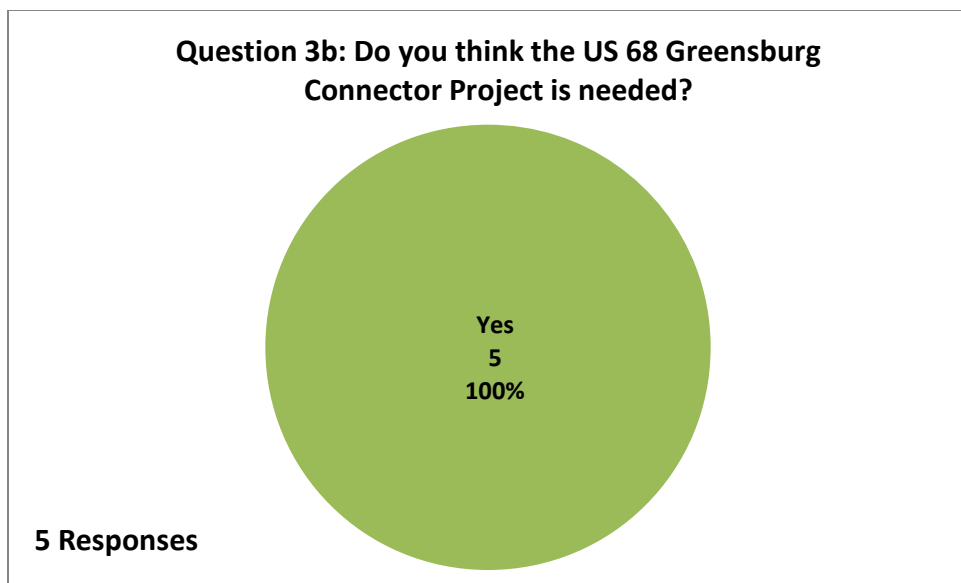
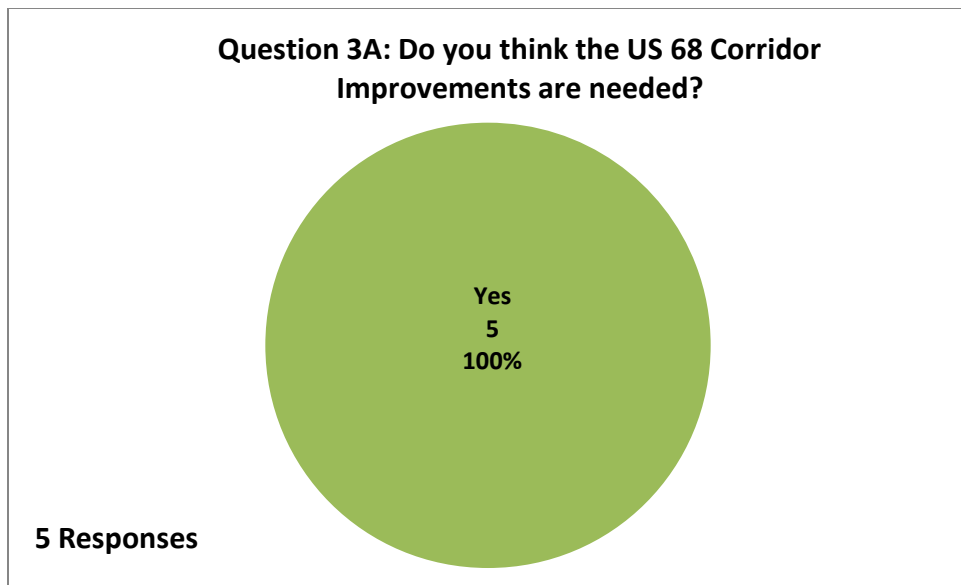
- a. The first question asked how frequently the attendees drove through the study area. Three respondents (43%) said they drive through the study area 2-3 times per week and two respondents (29 percent) drives daily and the remaining (2 respondents, 28 percent) drives 2-3 times per month through the study area.



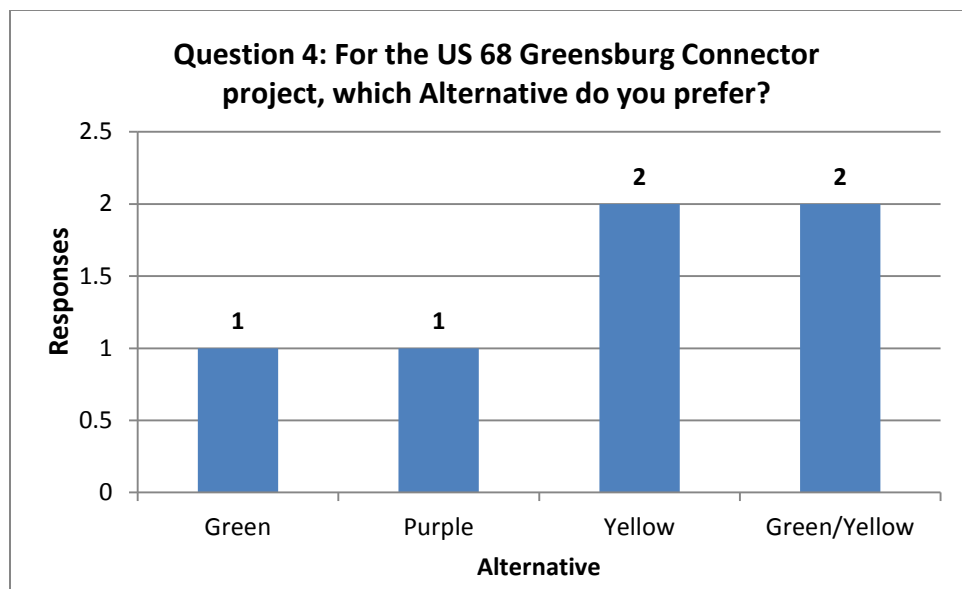
- b. Question 2 asked if the attendees own or rent/lease property within the study area. Five respondents (71%) indicated they neither rent nor lease or own property within the study area.



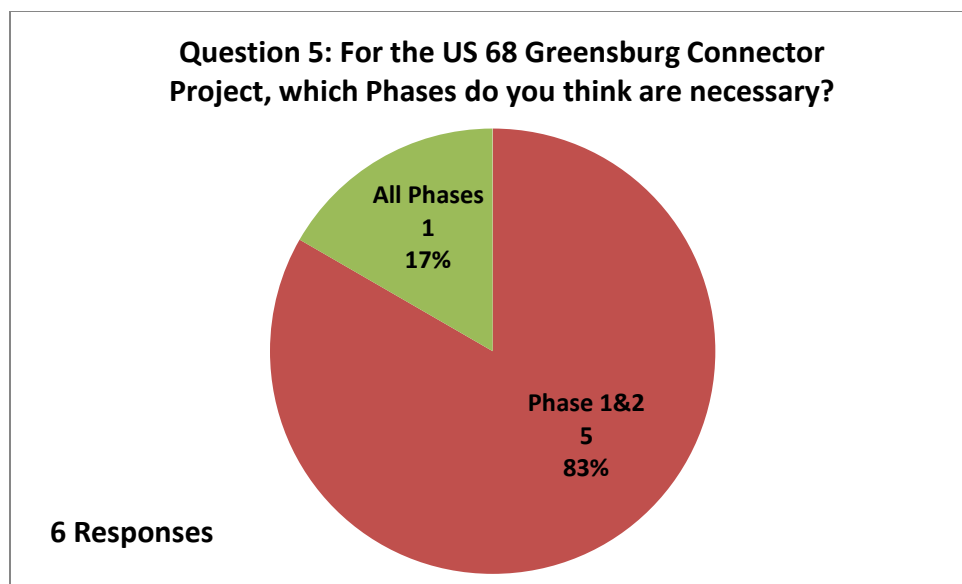
- c. Question 3 asked if respondents felt the US 68 Corridor Project and the US 68 Greensburg Connector Project are needed. All respondents (5 responses, 100 percent) indicated the US 68 Corridor project is needed. Five respondents (100 percent) indicated the US 68 Greensburg Connector is needed.



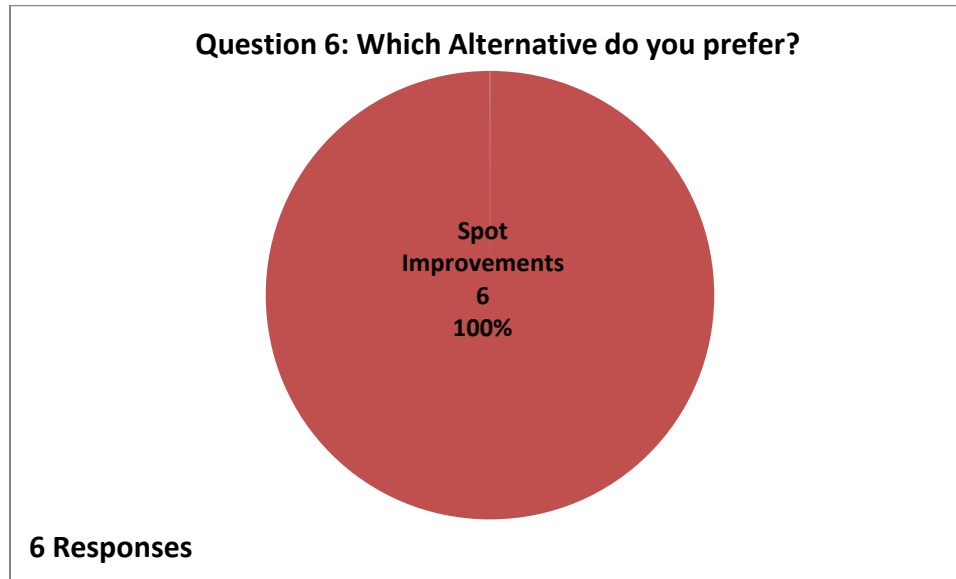
- d. Attendees were asked which alternative they prefer for the US 68 Greensburg Connector Project. Two respondents preferred the Green (improve existing US 68) and Yellow alternatives and just the Yellow alternative.



- e. The attendees were asked which phases they felt are necessary for the US 68 Greensburg Connector Project. Five (83 percent) indicated Phases 1 & 2 would be necessary.



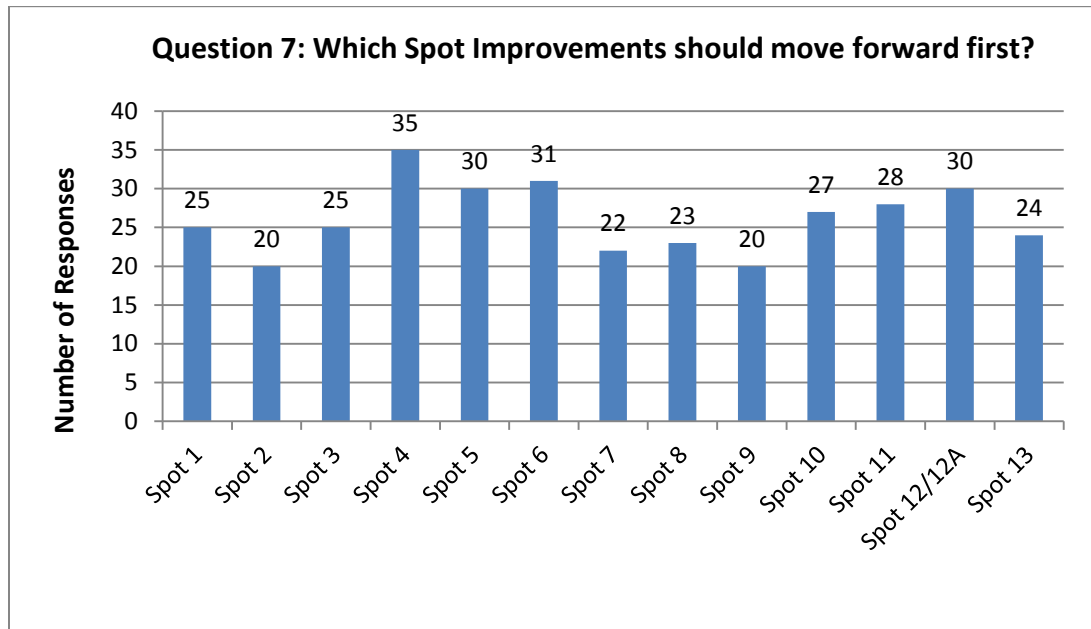
- f. Attendees were asked which alternative they prefer for the US 68 Corridor project. Six respondents, (100 percent) indicated spot improvements.



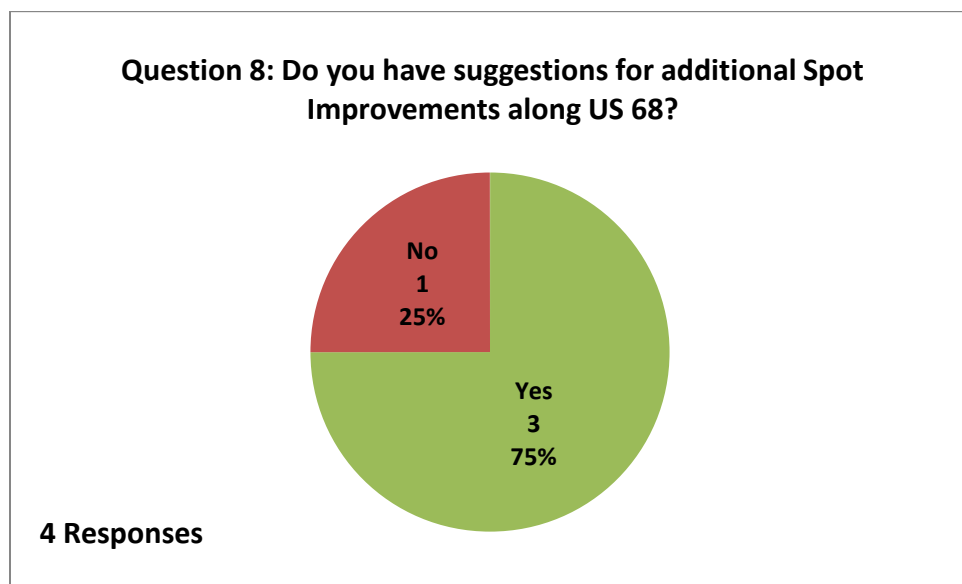
- g. Attendees were asked to assist the project team in prioritizing the following conceptual Spot Improvement projects developed for the US 68 Corridor project.

Spot	Description
1	Curves North of Foundation Church
2	Curves North of Toby Hill Road (KY 543)
3	Curves near Denzil Park Rd and Fishback Ln
4	KY 70 Intersection
5	North of KY 70 to the Green County Line
6	Bridge over Caney Fork
7	Curve at Pruitt Road
8	Curves North of Whippoorwill Ln
9	Curves North of Mt. Lebanon Church
10	Area South of Russell Creek Hill
11	Russell Creek Hill
12/12A	Vaughn Curve
13	Realignment between KY 218 and Russell Creek Hill

Each concept was to be rated from 1 to 5, where 1 was considered a low priority and 5 a high priority. Spot #4 received the highest total number of points (35) followed by Spot #6 (31 points) and Spots # 5 and #12/12A (30 points each).



- h. Attendees were asked if any suggestions could be made for additional spot improvements along US 68. Out of the four responses, three (75 percent) had suggestions. It was noted Spot Improvement #13 is preferable to #8, #9 and #10 combined.



- i. There were no responses to question #9 asking if the meeting provided the right kind of information for the US 68 Scoping Study.

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



## Meeting Summary

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TO:

Srinivasa Gutti, P.E.  
Co-Project Manager  
KYTC Central Office Planning  
200 Mero Street  
Frankfort, KY 40622

Jeff Moore  
Co-Project Manager  
KYTC District 3 Office  
900 Morgantown Road  
Bowling Green, KY 42101

Charlie Allen, P.E.  
Co-Project Manager  
KYTC District 4 Office  
634 East Dixie Highway  
Elizabethtown, KY 42701

---

FROM: Brian Aldridge, P.E.  
Project Manager  
Stantec Consulting Services Inc.

DATE: September 12, 2014

SUBJECT: US 68 Scoping Study, Metcalfe and Green County  
KYTC Item No. 3-203.00  
Public Meeting #2a – Green County

A Public Information Meeting for the US 68 Scoping Study was held on July 29, 2014 at 5:00 p.m. CDT at the Greensburg Baptist Church in Greensburg, KY. This was a follow-up meeting to the first public meeting held in February. At the first public meetings in February there were 72 attendees at Edmonton and 86 attendees at Greensburg. There were a total of 41 comments sheets turned in after these meetings.

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:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Chris Jessie	KYTC – District 4 Public Involvement Officer
Dana King	KYTC – District 4
David Martin	KYTC – Central Office Design
Jeff Moore	KYTC – District 3 Planning
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Eileen Vaughn	KYTC – Central Office Planning
Kevin Young	KYTC – District 4

Peter Overmohle	American Engineers, Inc.
Gary Sharpe	Palmer Engineering
Natalie Thomerson	American Engineers, Inc.
Brian Aldridge	Stantec Consulting Services Inc.

Tom Creasey  
 Ashley Day  
 Glenn Hardin

Stantec Consulting Services Inc.  
 Stantec Consulting Services Inc.  
 Stantec Consulting Services Inc.

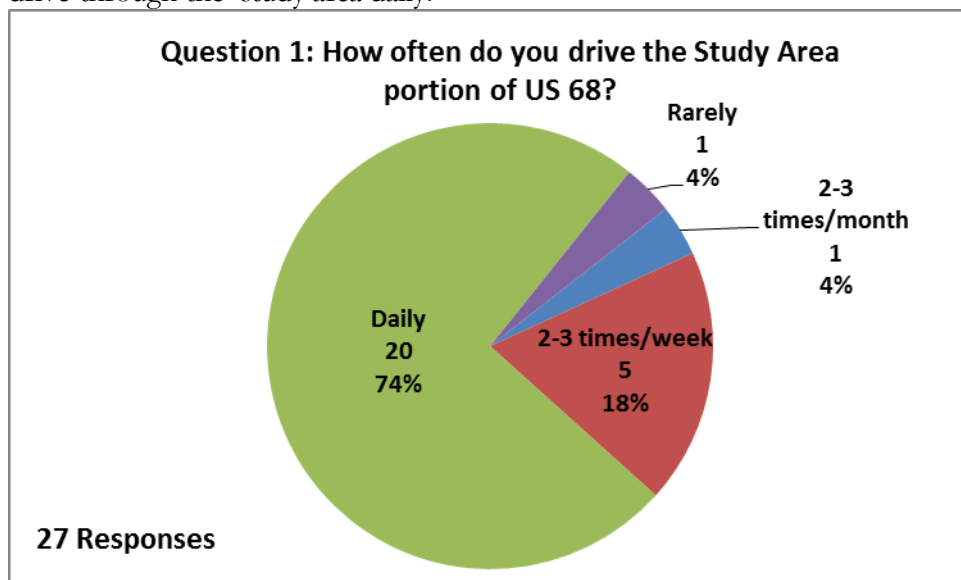
This was the first of two public meetings with a similar meeting to be held in Sulphur Well in Metcalfe County on July 31. The meeting was held in an open house format, with a formal presentation at 5:15 p.m. to explain the project. Attendees were asked to sign in and were provided handouts that included a questionnaire and maps that showed the conceptual alternatives for the US 68 Corridor and the US 68 Greensburg Connector. All information was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>. KYTC and consultant staff was available to answer questions and discuss issues. Based on the sign-in sheets, 80 members of the public attended the meeting.

The following project exhibits were on display:

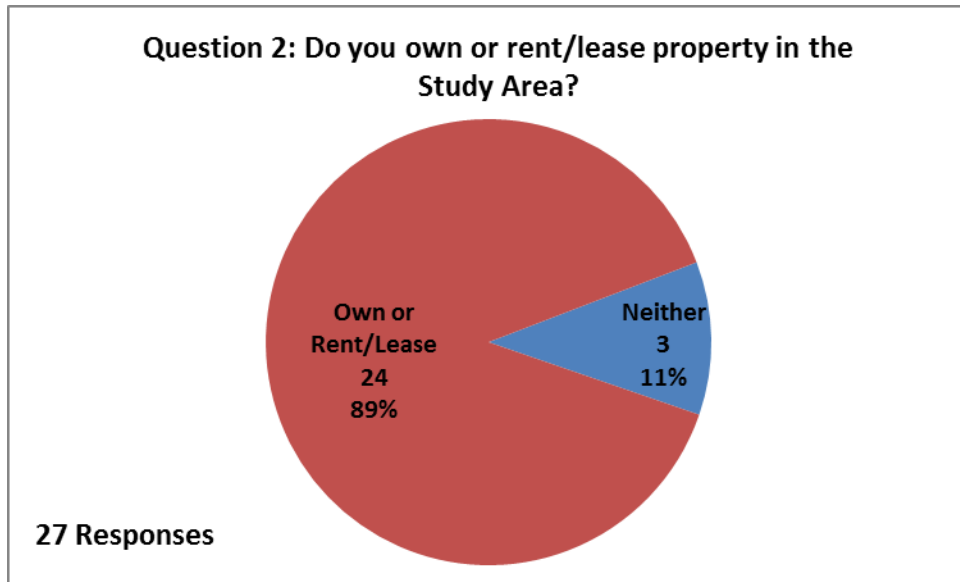
- US 68 Corridor (“Map A”)
- US 68 Corridor Project Spot Improvement Concepts (four exhibits)
- US 68 Greensburg Connector Option A (“Map B1”)
- US 68 Greensburg Connector Option B (“Map B2”)
- US 68 Greensburg Connector Preliminary Cost Estimates

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. (An online version of the questionnaire was also made available and the results are summarized in a separate document.) A total of 27 questionnaires were returned within the two-week comment period ending on August 15, 2014. The results of the questionnaire are summarized as follows:

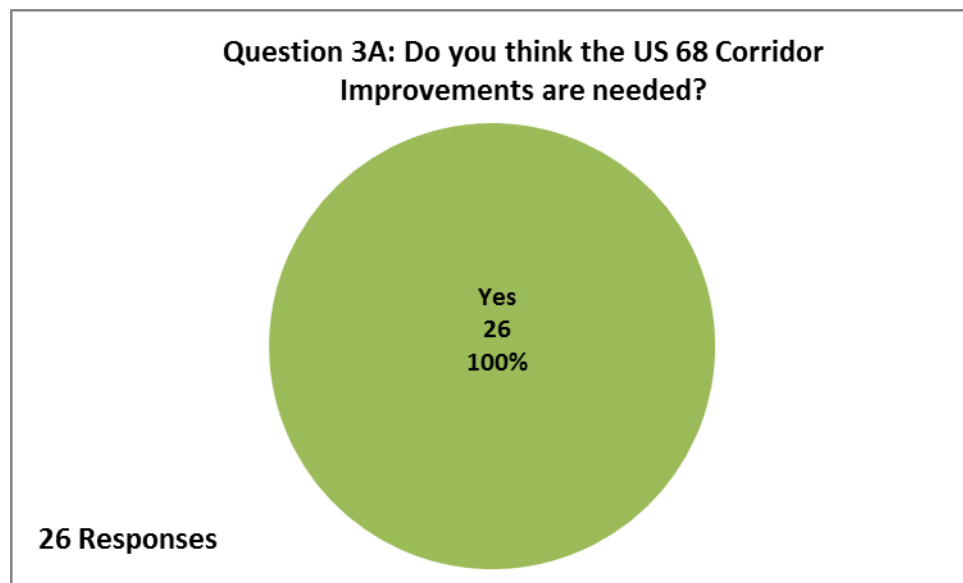
- a. The first question asked how frequently the attendees drove through the study area. Twenty respondents (74 percent) said they drive through the study area daily.

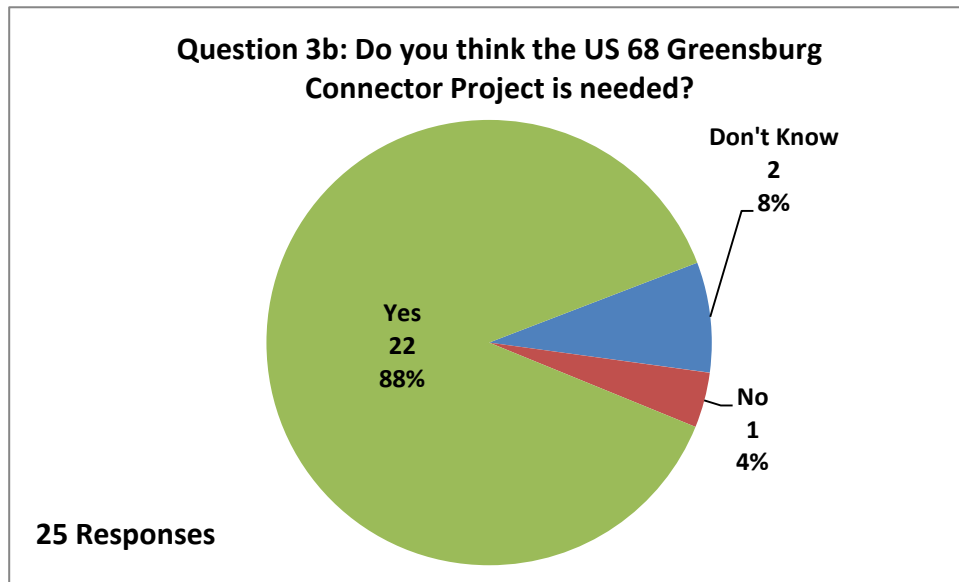


- b. Question 2 asked if the attendees own or rent/lease property within the study area. Of the 27 responses, 24 (89 percent) indicated they own property within the study area. Only 3 respondents (11 percent) indicated they neither own nor rent property in the study area.

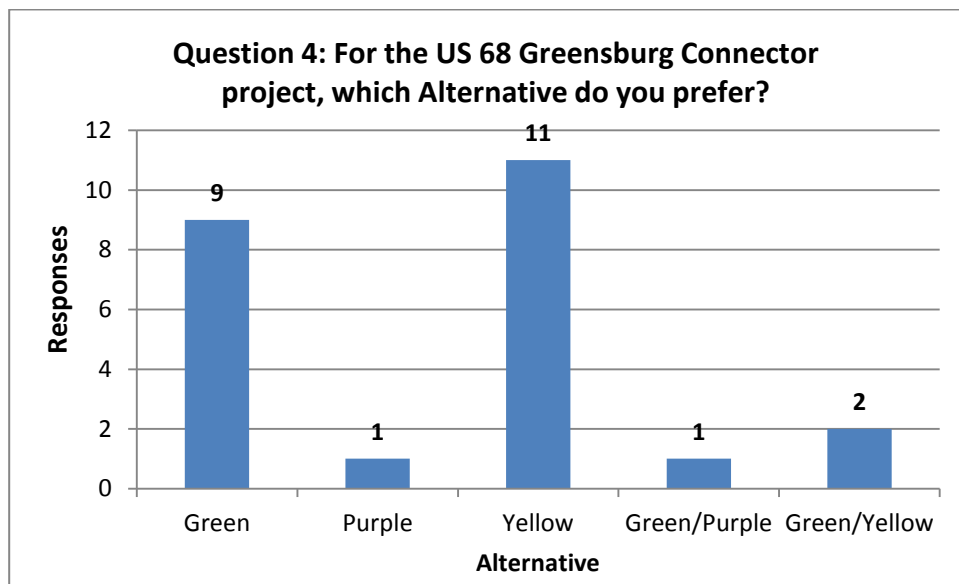


- c. Question 3 asked if respondents felt the US 68 Corridor Project and the US 68 Greensburg Connector Project are needed. All respondents (26 responses, 100 percent) indicated the US 68 Corridor project is needed. Twenty-two respondents (88 percent) indicated the US 68 Greensburg Connector is needed.

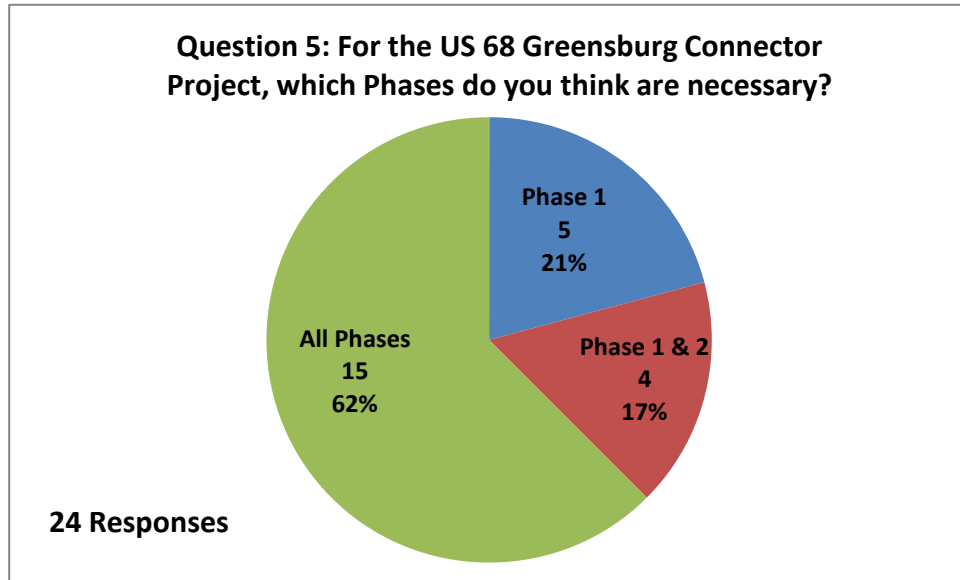




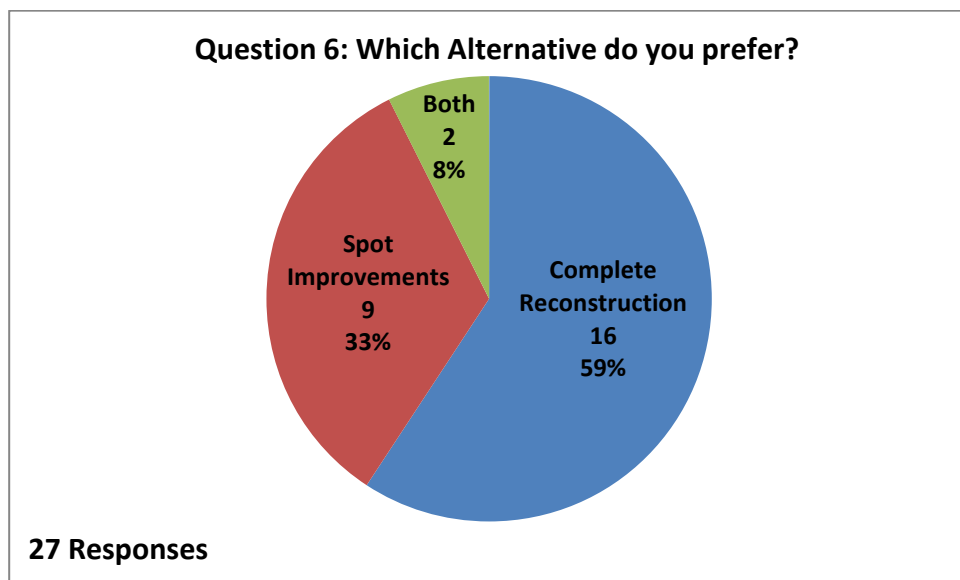
- d. Attendees were asked which alternative they prefer for the US 68 Greensburg Connector Project. Eleven respondents preferred the Yellow alternative while 9 respondents preferred the Green (improve existing US 68) alternative.



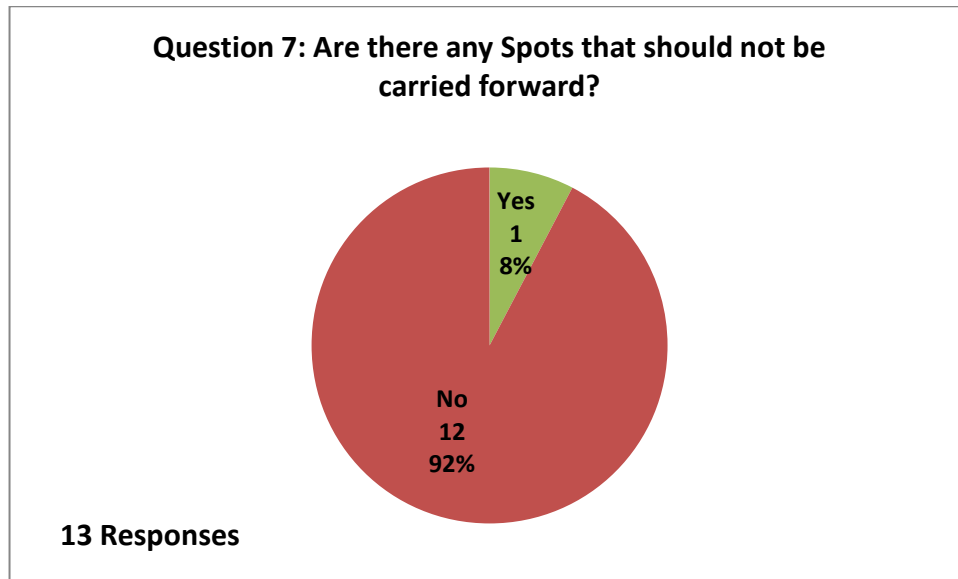
- e. The attendees were asked which phases they felt are necessary for the US 68 Greensburg Connector Project. Fifteen (62 percent) indicated all phases would be necessary.



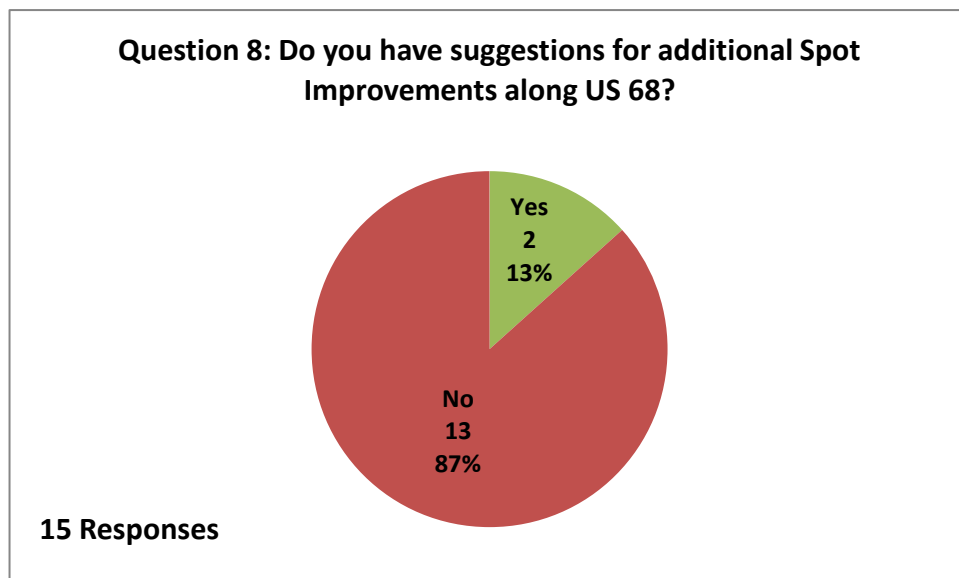
- f. Attendees were asked which alternative they prefer for the US 68 Corridor project. With twenty-seven respondents, sixteen (59 percent) indicated complete reconstruction.



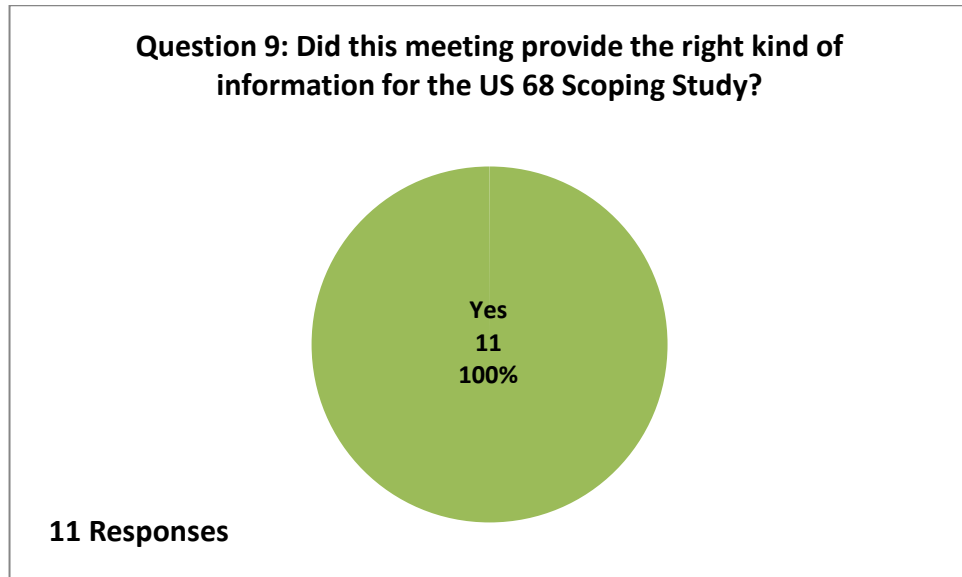
- g. Question #7 asked if any of the conceptual spot improvements for the US 68 Corridor project should not be carried forward. Out of thirteen responses, one (8 percent) believed one or more Spots should not be carried forward. The spot that was noted as improvements on Russell Creek Hill (Spot # 11).



- h. Attendees were asked if any suggestions could be made for additional spot improvements along US 68. Out of the fifteen responses, only two (13 percent) had suggestions. These suggestions included an additional spot improvement between Spot #4 and Spot #5 and just to widen the roadway and remove trees near Spot #13.



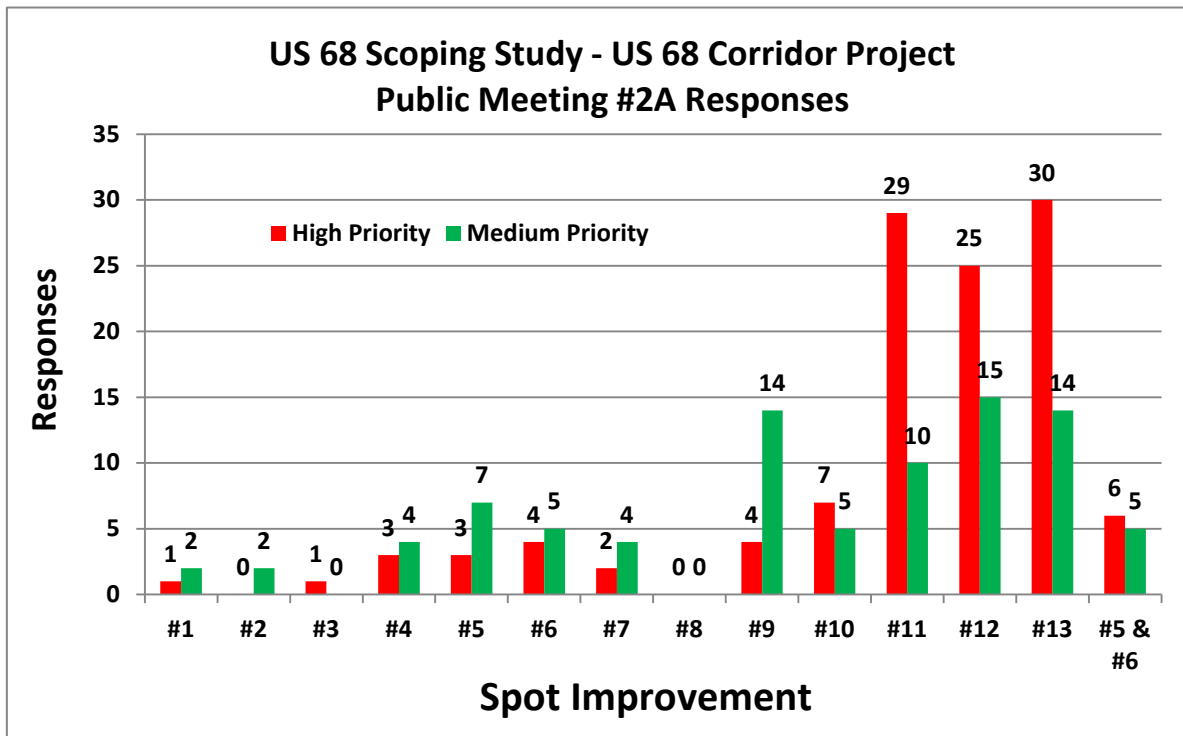
- i. The last question asked how the attendees felt about the information presented at the meeting. All eleven (100 percent) respondents indicated the meeting provided the right kind of information for the US 68 Scoping Study.



At each 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 two red stickers and two green stickers and they were asked to “vote” for their preferred projects by placing these stickers on the exhibit boards showing the alternatives. The red stickers were to be placed on the two Spot Improvement projects that should be, in their opinion, given the highest priority for moving forward. The green stickers were to be placed on the next two most important projects, referred to as the medium priorities. The following table shows the spot improvement concepts:

<b>Spot</b>	<b>Description</b>
1	Curves North of Foundation Church
2	Curves North of Toby Hill Road (KY 543)
3	Curves near Denzil Park Rd and Fishback Ln
4	KY 70 Intersection
5	North of KY 70 to the Green County Line
6	Bridge over Caney Fork
7	Curve at Pruitt Road
8	Curves North of Whippoorwill Ln
9	Curves North of Mt. Lebanon Church
10	Area South of Russell Creek Hill
11	Russell Creek Hill
12/12A	Vaughn Curve
13	Realignment between KY 218 and Russell Creek Hill

The Spot Improvement projects receiving the most red/high priority stickers were #13 (30 stickers), #11 (29 stickers), and 12 (25 stickers). The Spot Improvement projects that received the most green/medium priority stickers were projects #12 (15 stickers), #13 (14 stickers) and #9 (14 stickers). The full results from this meeting are shown below.



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



## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District 3 Office

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District 4 Office

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

September 12, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Public Meeting #2b – Metcalfe County

A Public Information Meeting for the US 68 Scoping Study was held on July 31, 2014 at 5:00 p.m. CDT at the Sulphur Well Community Center. This was a follow-up meeting to the first public meetings held in February. At the first public meetings in February there were 72 attendees at Edmonton and 86 attendees at Greensburg. There were a total of 41 comments sheets turned in after these meetings.

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:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Travis Carrico	KYTC – Central Office
Srinivasa Gutti	KYTC – Central Office Planning
Deneatra Henderson	KYTC – District 3 Planning
Chris Jessie	KYTC – District 4 Public Information Officer
Lacie Lawson	KYTC – District 3
Greg Meredith	KYTC – District 3 Chief District Engineer
Jeff Moore	KYTC – District 3 Planning
Deanna Mills	KYTC – Central Office Planning
Joe Plunk	KYTC – District 3 Project Development
Amy Scott	Barren River Area Development District
Wes Watt	KYTC – District 3 Public Involvement Officer
Peter Overmohle	American Engineers, Inc.
Gary Sharpe	Palmer Engineering

Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

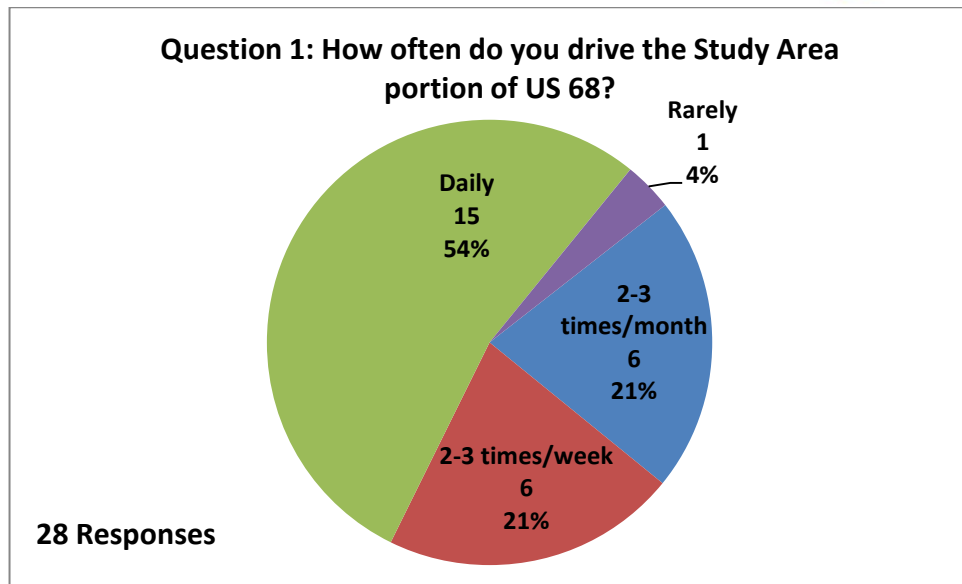
This was the second of two public meetings with a similar meeting held in Greensburg (Green County) on July 29<sup>th</sup>. The meeting was held in an open house format, with a formal presentation at 5:15 p.m. to explain the project. Attendees were asked to sign in and were provided handouts that included a questionnaire and maps that showed the conceptual alternatives for the US 68 Corridor and the US 68 Greensburg Connector. All information was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>. KYTC and consultant staff was available to answer questions and discuss issues. Based on the sign-in sheets, 52 members of the public attended the meeting.

The following project exhibits were on display:

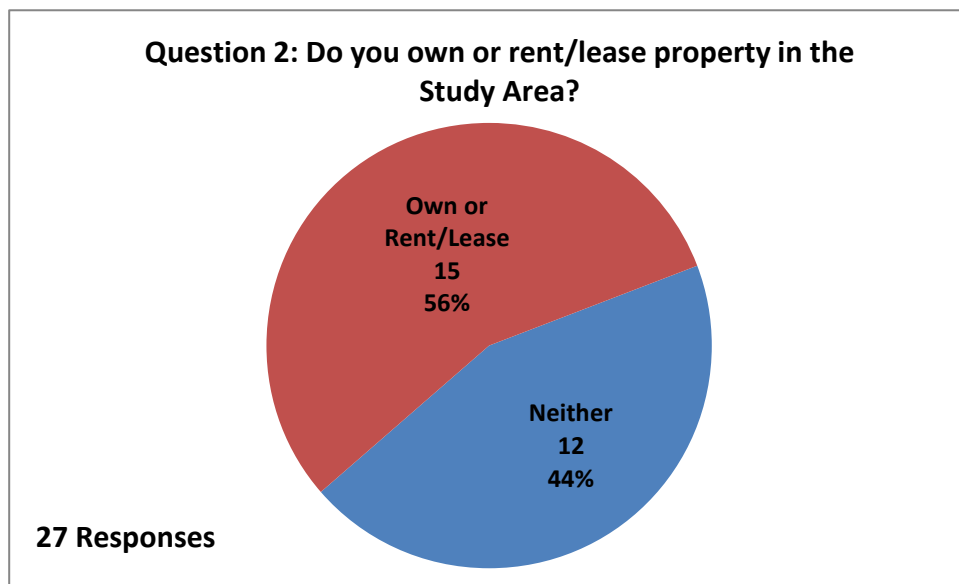
- US 68 Corridor (“Map A”)
- US 68 Corridor Project Spot Improvement Concepts (four exhibits)
- US 68 Greensburg Connector Option A (“Map B1”)
- US 68 Greensburg Connector Option B (“Map B2”)
- US 68 Greensburg Connector Preliminary Cost Estimates

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. (An online version of the questionnaire was also made available and the results are summarized in a separate document.) A total of 29 questionnaires were returned within the two-week comment period ending on August 15, 2014. The results from the questionnaire are summarized as follows:

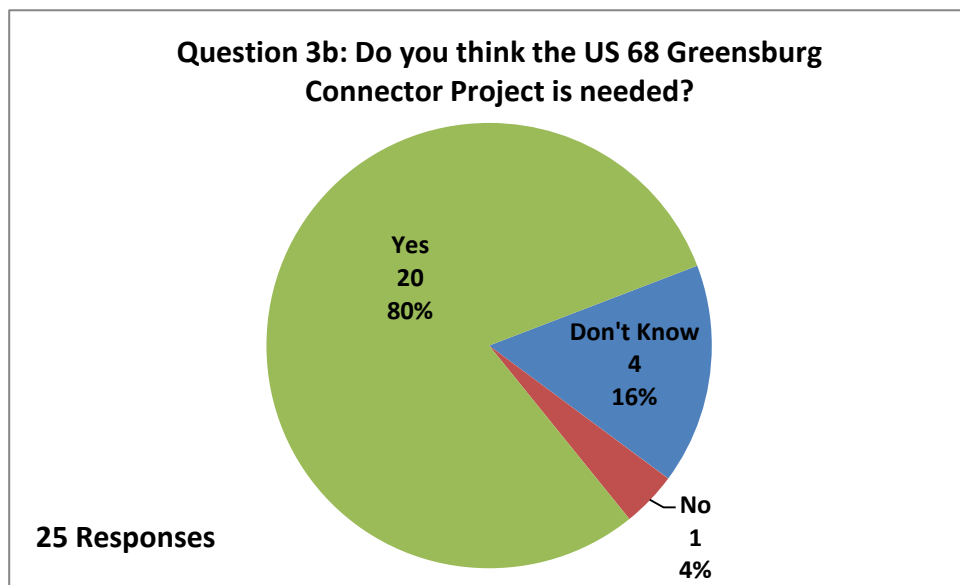
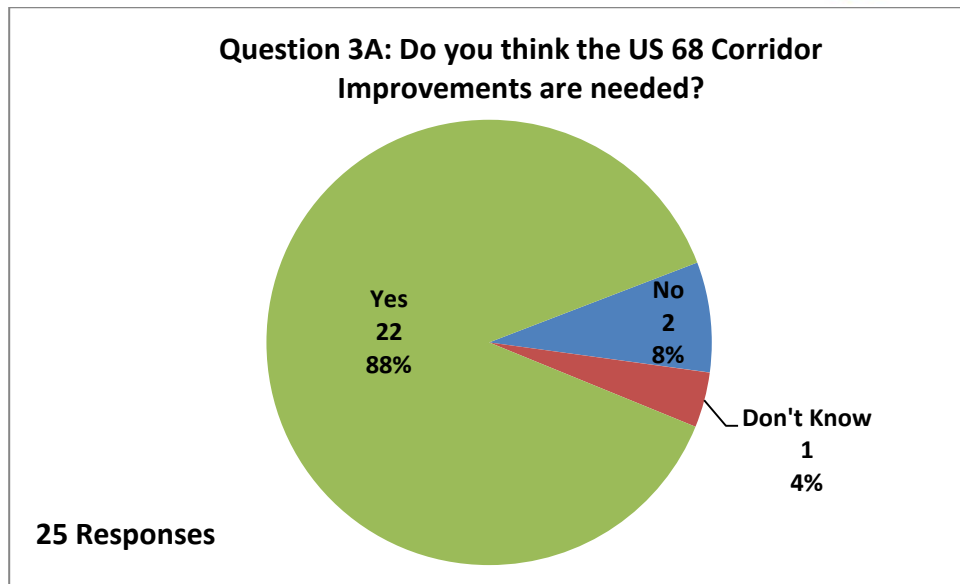
- a. The first question asked how frequently the attendees drove through the study area. Fifteen respondents (54 percent) said they drive through the study area daily.



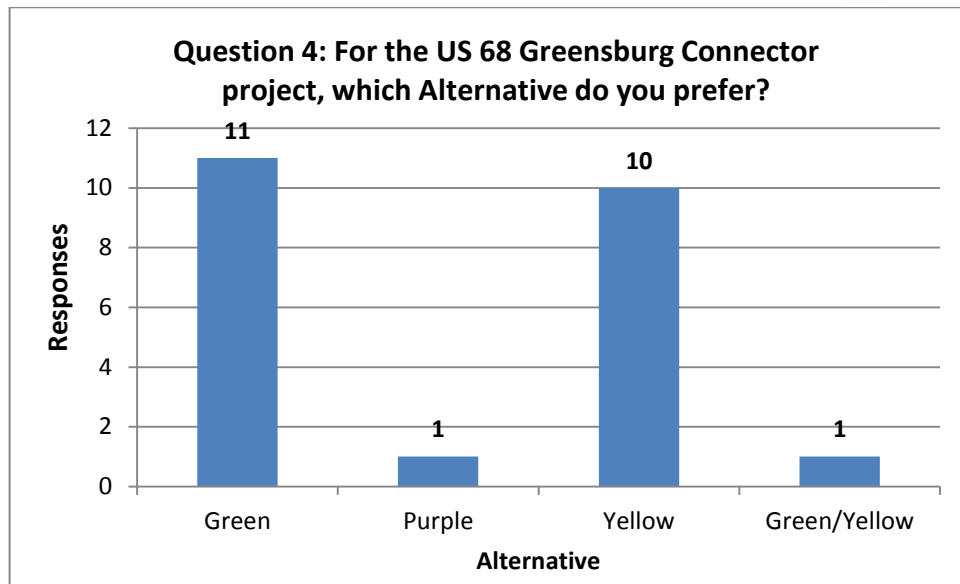
- b. Question 2 asked if the attendees own or rent/lease property within the study area. Of the 27 responses, 15 (56 percent) indicated they own property within the study area. On the other hand twelve respondents (44 percent) indicated they neither own nor rent property in the study area.



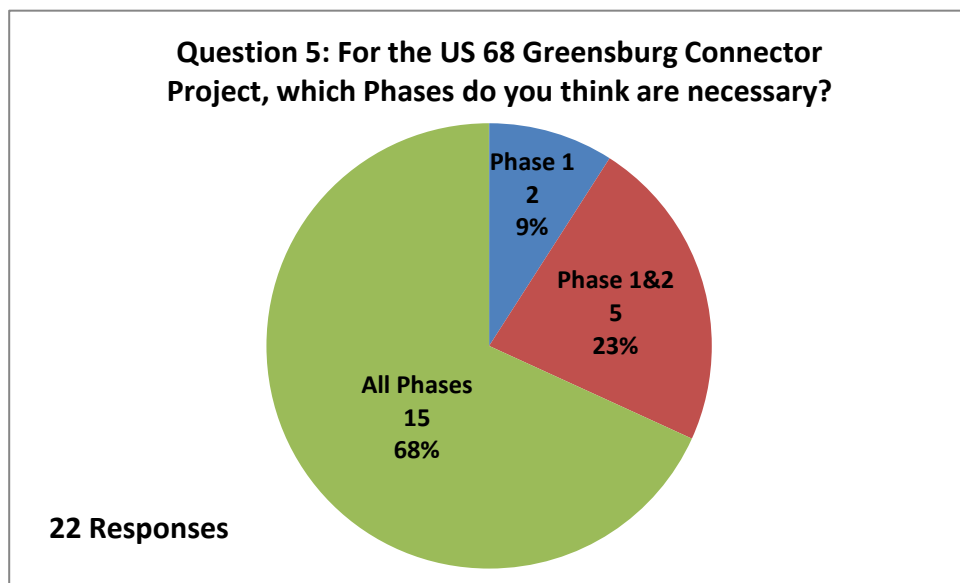
- c. Question 3 asked if respondents felt the US 68 Corridor Project and the US 68 Greensburg Connector Project are needed. Twenty-two respondents (88 percent) indicated the US 68 Corridor project is needed. Twenty respondents (80 percent) indicated the US 68 Greensburg Connector is needed.



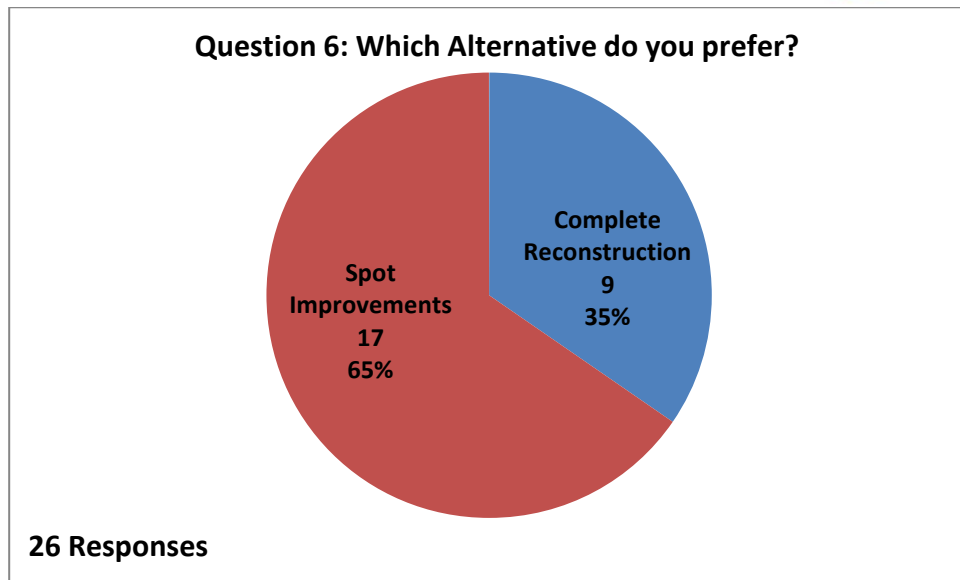
- d. Attendees were asked which alternative they prefer for the US 68 Greensburg Connector Project. Eleven respondents preferred the Green (improve existing US 68) alternative while 10 respondents preferred the Yellow alternative.



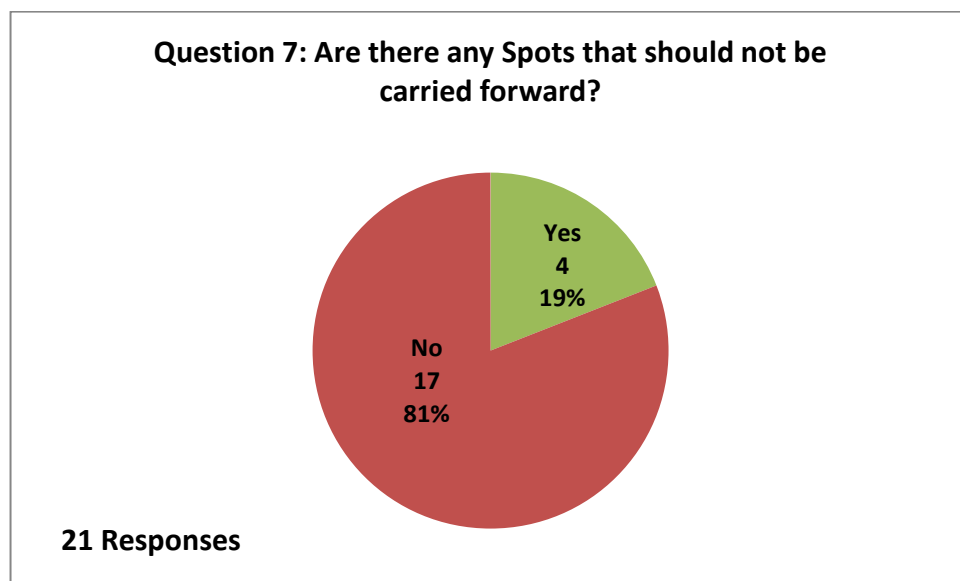
- e. The attendees were asked which phases they felt are necessary for the US 68 Greensburg Connector Project. Fifteen (68 percent) indicated all phases would be necessary.



- f. Attendees were asked which alternative they prefer for the US 68 Corridor project. With a total of twenty-six respondents, seventeen (65 percent) indicated spot improvements.

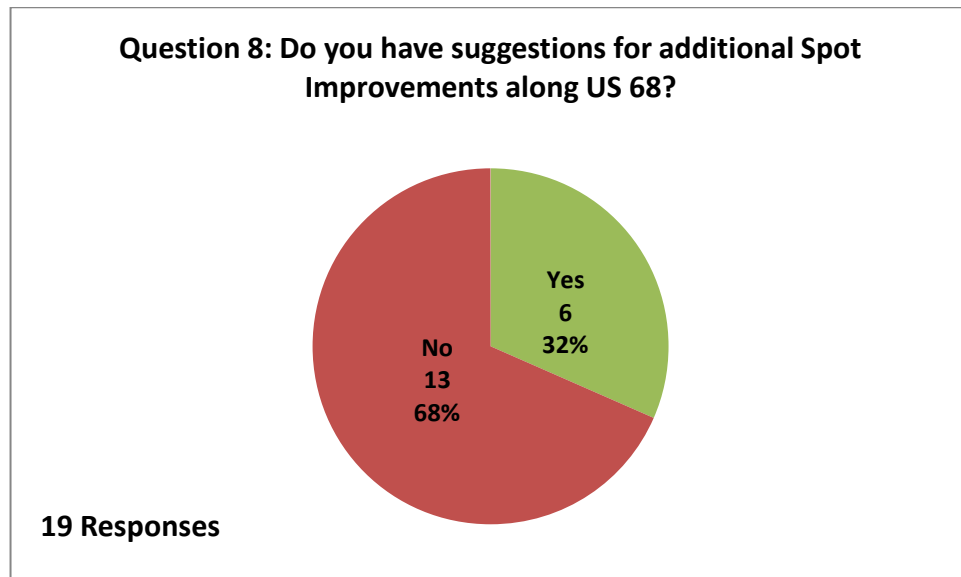


- g. Question #7 asked if any of the conceptual spot improvements for the US 68 Corridor project should not be carried forward. Out of twenty-one responses, four (19 percent) believed one or more spots should not be carried forward. Spots #7, 8, 9 & 13 were mentioned as to not move forward in the process.

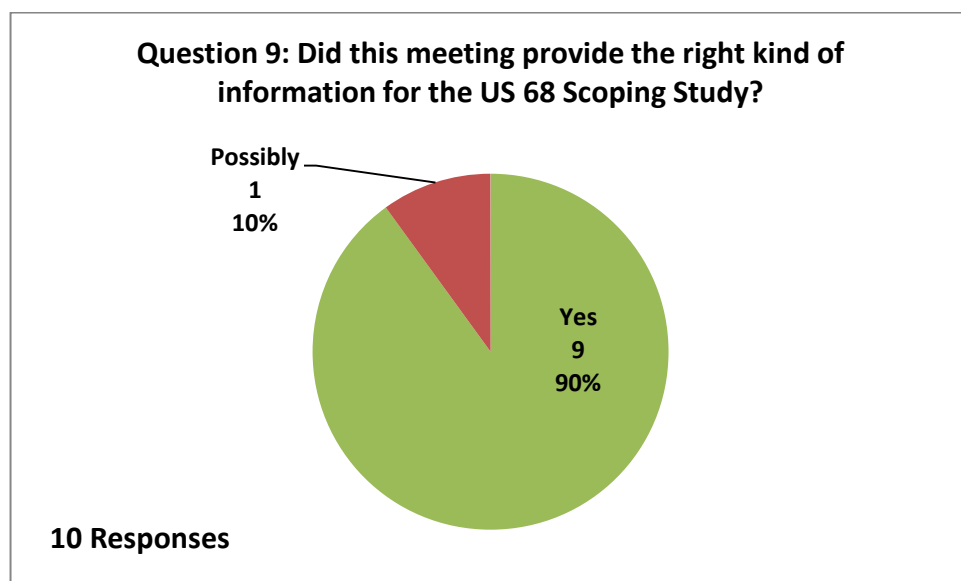


- h. Attendees were asked if any suggestions could be made for additional spot improvements along US 68. Out of the nineteen responses, only six (32 percent) had suggestions. These suggestions included redesigning Spot #1 to avoid property loss, extending the driveways at Spot # 2 instead of leaving an access road, adding an additional spot at 3708 Greensburg Road where sight distance is

an issue and where US 68 meets KY 61, and to complete Spots #3-#5.



- i. The last question asked how the attendees felt about the information presented at the meeting. Nine (90 percent) respondents indicated the meeting provided the right kind of information for the US 68 Scoping Study.

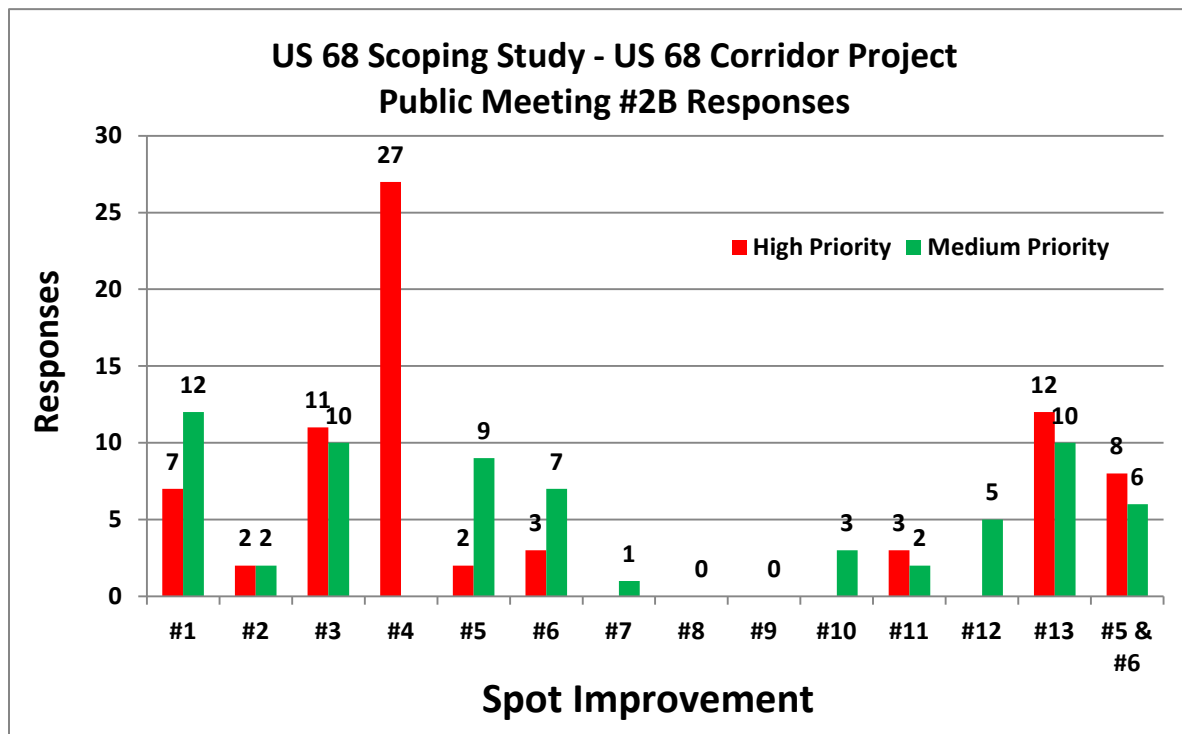


At each public meeting, attendees were asked to assist the project team in prioritizing the spot improvement concepts by selecting the projects they felt should be priorities for implementation. Each attendee was given two red stickers and two green stickers and they were asked to “vote” for their preferred projects by placing these stickers on the exhibit boards showing the alternatives. The red stickers were to be placed on the two Spot Improvement projects that should be, in their opinion, given the highest priority for moving forward. The green stickers were to be placed on the next two most important projects, referred to as the medium priorities.

The following table shows the spot improvement concepts:

Spot	Description
1	Curves North of Foundation Church
2	Curves North of Toby Hill Road (KY 543)
3	Curves near Denzil Park Rd and Fishback Ln
4	KY 70 Intersection
5	North of KY 70 to the Green County Line
6	Bridge over Caney Fork
7	Curve at Pruitt Road
8	Curves North of Whippoorwill Ln
9	Curves North of Mt. Lebanon Church
10	Area South of Russell Creek Hill
11	Russell Creek Hill
12/12A	Vaughn Curve
13	Realignment between KY 218 and Russell Creek Hill

The Spot Improvement projects receiving the most red/high priority stickers were #4 (27 stickers), #13 (12 stickers), and #3 (11 stickers). The Spot Improvement projects that received the most green/medium priority stickers were projects #1 (12 stickers), #3 (10 stickers) and #13 (10 stickers). The full results from this meeting are shown below.



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



## Meeting Summary

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TO:

Srinivasa Gutti, P.E.

Co-Project Manager

KYTC Central Office Planning

200 Mero Street

Frankfort, KY 40622

Jeff Moore

Co-Project Manager

KYTC District 3 Office

900 Morgantown Road

Bowling Green, KY 42101

Charlie Allen, P.E.

Co-Project Manager

KYTC District 4 Office

634 East Dixie Highway

Elizabethtown, KY 42701

---

FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

September 12, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

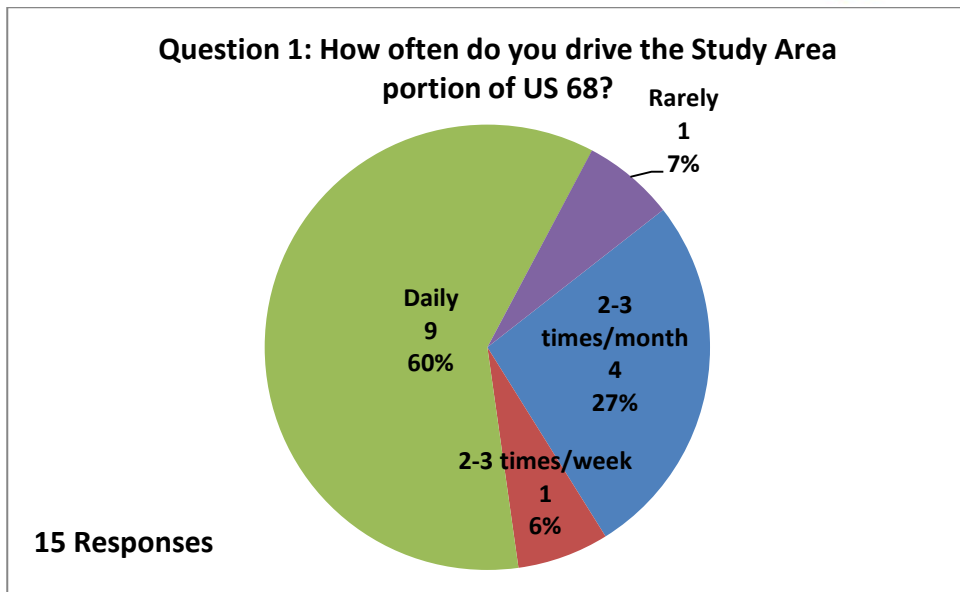
KYTC Item No. 3-203.00

Online Survey Results from Public Meeting #2

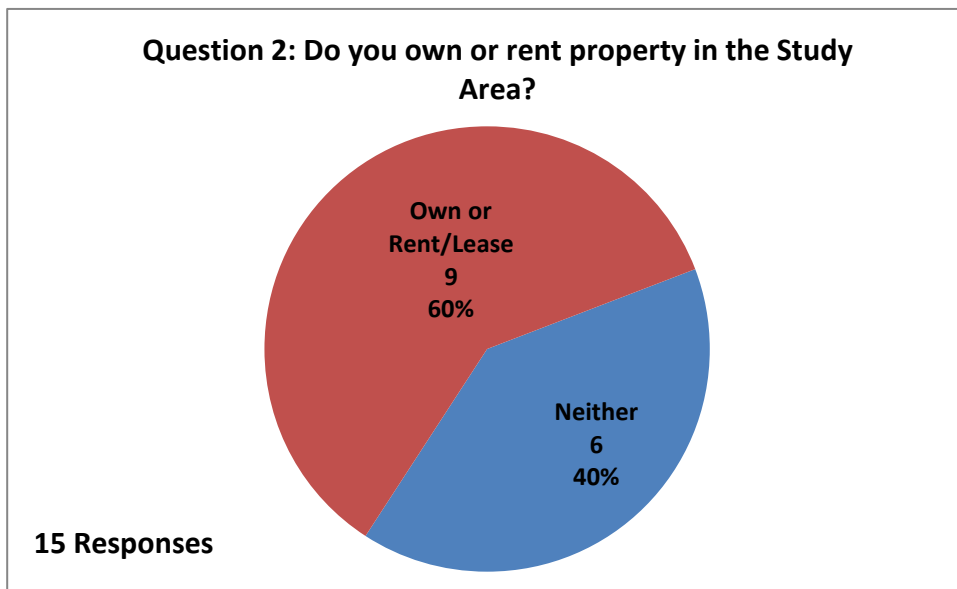
Two Public Information Meetings for the US 68 Scoping Study were held on July 29 (Greensburg in Green County) and July 31, 2014 (Edmonton in Metcalfe County) as a follow up from the public meetings held in February. The purpose of these meetings was to provide information about the study and the projects under consideration, to discuss conceptual alternatives, and to solicit input from the public.

All information presented at the meetings was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>. The last online survey resulted in 19 surveys submitted. An online version of the public meeting questionnaire was made available through August 25, 2014. A total of 33 electronic surveys were submitted, but most were incomplete. The findings are summarized as follows:

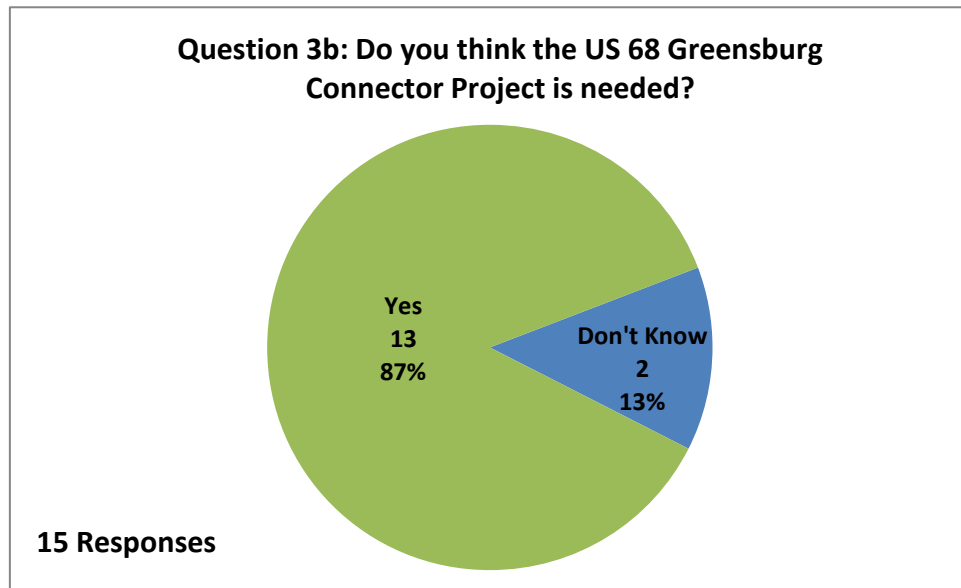
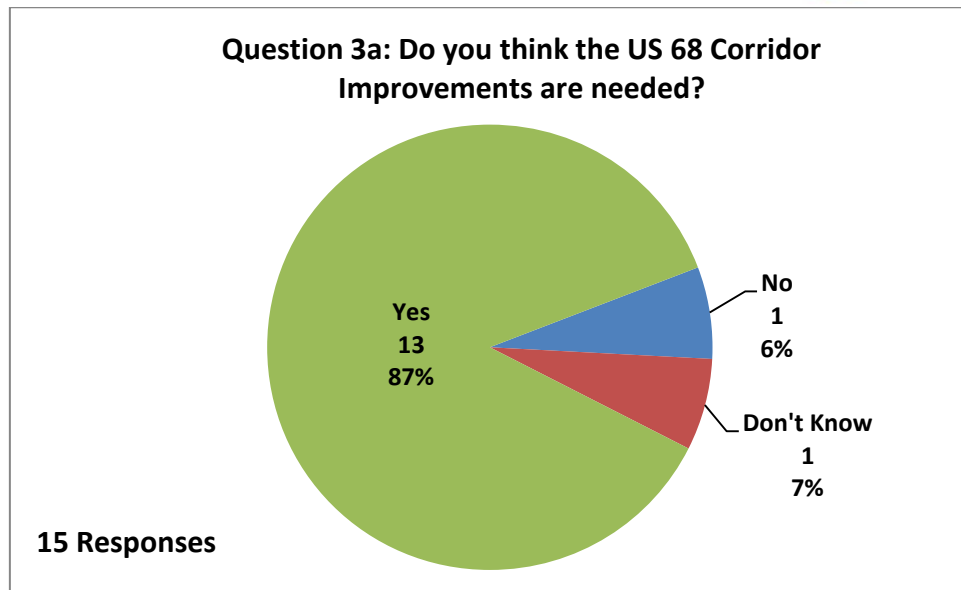
- a. Ninety percent of the respondents do not represent a state, federal or local agency. The agencies that were represented include the City of Greensburg (two respondents) and Metcalfe County Public Schools (one respondent).
- b. The first question asked how frequently the attendees drove through the study area. Nine respondents (60 percent) said they drive through the study area daily.



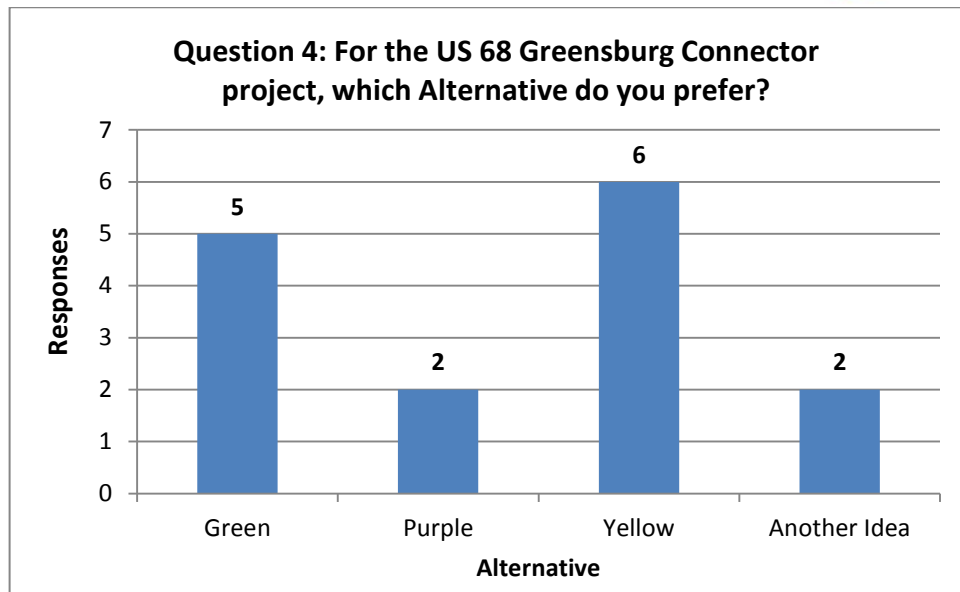
- c. Question 2 asked if the respondents own or rent/lease property within the study area. Of the 15 responses, 9 (60 percent) indicated they own property within the study area. Only 6 respondents (40 percent) indicated they neither own nor rent property in the study area.



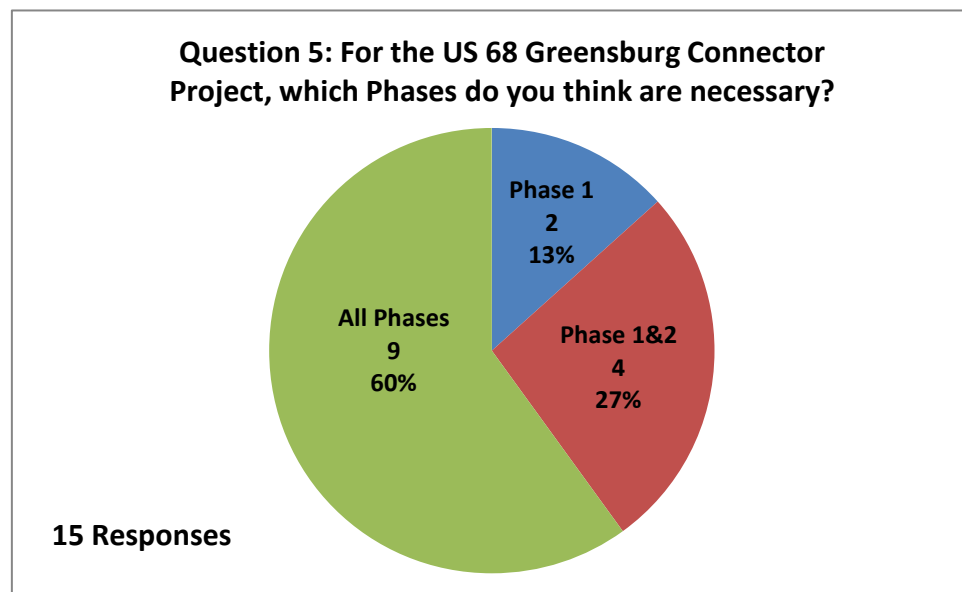
- d. Question 3 asked if respondents felt the US 68 Corridor Project and the US 68 Greensburg Connector Project are needed. Thirteen respondents (87 percent) indicated the US 68 Corridor project is needed. Thirteen respondents (87 percent) indicated the US 68 Greensburg Connector is needed.



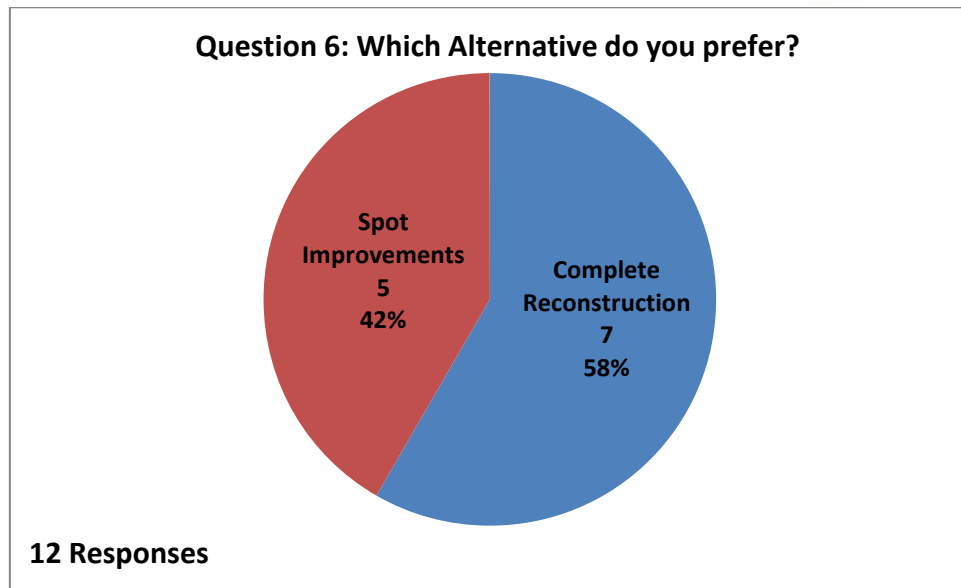
- e. Respondents were asked which alternative they prefer for the US 68 Greensburg Connector Project. Six respondents preferred the Yellow alternative while five respondents preferred the Green (improve existing US 68) alternative. Two chose purple and the remaining two had another idea for an alternative. One idea is to not do a bypass but rather go through the small towns. Another idea mentioned avoiding a cemetery.



- f. The respondents were asked which phases they felt are necessary for the US 68 Greensburg Connector Project. Nine (60 percent) indicated all phases would be necessary while four (27 percent) indicated Phases 1 & 2 were needed. The remaining (2, 13 percent) indicated Phase 1 was needed.



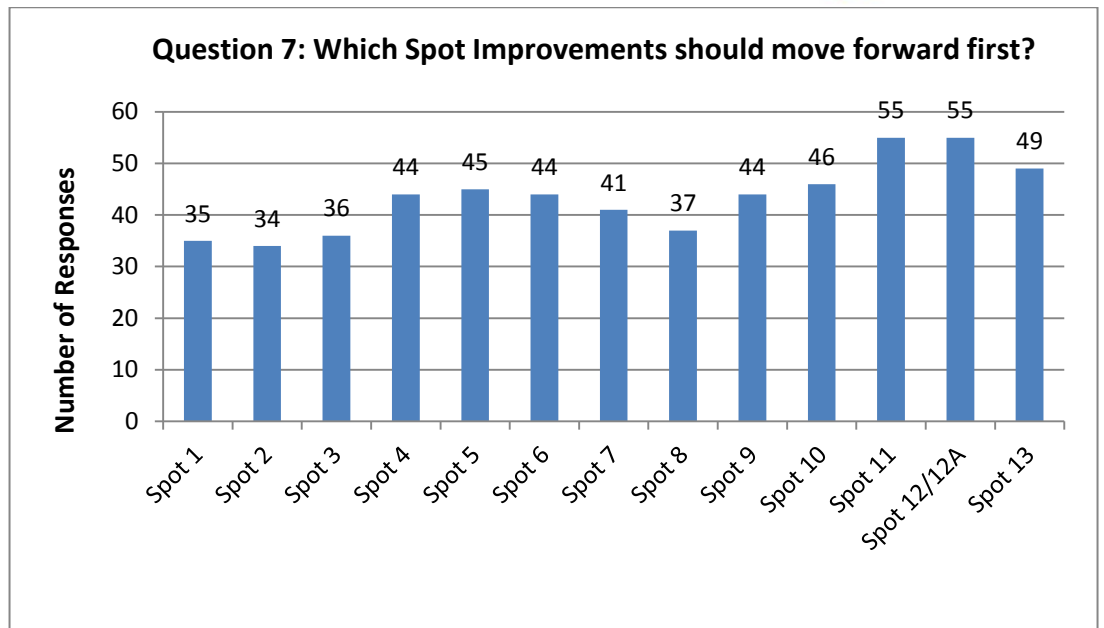
- g. Respondents were asked which alternative they prefer for the US 68 Corridor project. With twelve respondents, seven (58 percent) indicated complete reconstruction and the remaining 42 percent indicated spot improvements.



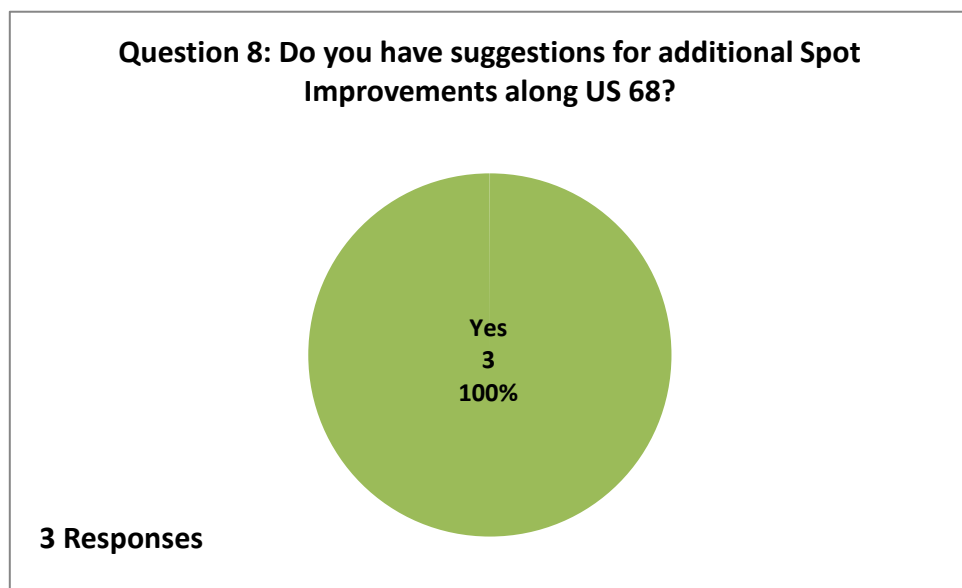
- h. Respondents were asked to assist the project team in prioritizing the conceptual Spot Improvement projects developed for the US 68 Corridor project.

Spot	Description
1	Curves North of Foundation Church
2	Curves North of Toby Hill Road (KY 543)
3	Curves near Denzil Park Rd and Fishback Ln
4	KY 70 Intersection
5	North of KY 70 to the Green County Line
6	Bridge over Caney Fork
7	Curve at Pruitt Road
8	Curves North of Whippoorwill Ln
9	Curves North of Mt. Lebanon Church
10	Area South of Russell Creek Hill
11	Russell Creek Hill
12/12A	Vaughn Curve
13	Realignment between KY 218 and Russell Creek Hill

Each concept was to be rated from 1 to 5, where 1 was considered a low priority and 5 a high priority. Spots #11 and #12/12A received the highest total number of points (55 each) followed by Spot #13 (49 points) and Spot #10 (46 points).



- i. Respondents were asked if any suggestions could be made for additional spot improvements along US 68. Out of the three responses, all three (100 percent) had suggestions. One area is from Memorial Gardens near H Boston Road. The next is near Spot #3 at the Beechville Road and Cody Trent Road intersection. The final at Spot # 1 where there are school buses that use this section of US 68.



- j. Some additional comments received at the end of the survey consisted of the following:
- Against a bypass;
  - Not wanting land taken;
  - Road improvements greatly needed.

## Meeting Summary

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TO:

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FROM:

Brian Aldridge, P.E.

Project Manager

Stantec Consulting Services Inc.

DATE:

October 14, 2014

SUBJECT:

US 68 Scoping Study, Metcalfe and Green County

KYTC Item No. 3-203.00

Project Team Meeting #4

A Project Team meeting for the subject project was held on Wednesday, October 1, 2014 at 10:00 a.m. EDT in the KYTC District 4 conference room in Elizabethtown. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Brad Bottoms	KYTC – District 4 Project Development
Patty Dunaway	KYTC – District 4 Chief District Engineer
Joseph Ferguson	KYTC – District 4 Environmental
Brittany Fisher	Barren River Area Development District
Srinivasa Gutti	KYTC – Central Office Planning
Josh Hornbeck	KYTC – District 4 Project Delivery & Preservation
Larry Krueger	KYTC – District 4 Design
Shane McKenzie	KYTC – Central Office Planning
Jeff Moore	KYTC – District 3 Planning
Mikael Pelfrey	KYTC – Central Office Planning
Joe Plunk	KYTC – District 3 Project Development
Benjamin Warren	KYTC – District 4 Project Delivery & Preservation
Wes Watt	KYTC – District 3 Public Involvement Officer
Peter Overmohle	American Engineers, Inc.
Gary Sharpe	Palmer Engineering
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Ashley Sells	Stantec Consulting Services Inc.

Charlie Allen welcomed everyone and stated the purpose of the meeting was to discuss the findings from the Local Officials/Stakeholder and Public Meetings held in late July as well as progress since the last Project Team meeting on the US 68 Scoping Study. Handouts included copies of the second public meeting handout and the Revised Draft Purpose and Need Statements. After introductions, Brian Aldridge delivered a brief presentation, a copy of which is attached. The following enumerated items were discussed.

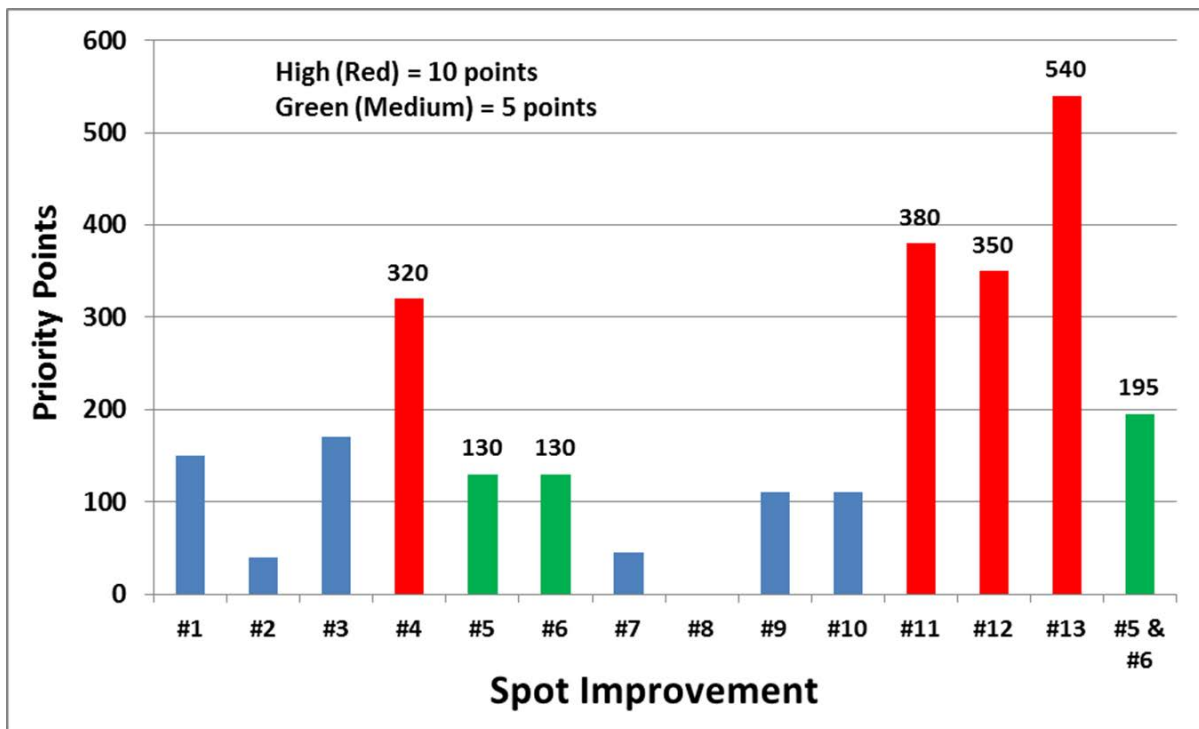
1. The US 68 Scoping Study has been scoped with two primary component studies. The first is referred to as the US 68 Corridor which is listed in the 2014 Highway Plan as item numbers 8-8710 in Green County and 3-8706 in Metcalfe County. The study area for the US 68 Corridor is a 1-mile wide buffer centered along the existing alignment for US 68. The second project is the US 68 Greensburg Connector which includes item number 8-8711. The US 68 Greensburg Connector study area includes the existing US 68 corridor between “Vaughn Curve” and the northern KY 61 intersection, as well as an area southeast of Greensburg.
2. Brad Bottoms noted new item numbers have been assigned for the Green County portions of both US 68 projects. The US 68 Corridor in Green County is now 4-397 and the US 68 Greensburg Connector is now 4-398.
3. Brian briefly discussed the revised Draft Purpose and Need Statements. There was discussion concerning the August 24 incident on US 68 in Greensburg that required closing the route to through traffic just south of downtown, further demonstrating the need for a redundant crossing of the Green River. After some discussion, it was decided to leave both Purpose and Need Statements as-is.
4. Brian provided a recap of the most recent meetings held since the last Project Team meeting. All information presented at the meetings was made available on the project website at <http://transportation.ky.gov/YourTurn/Pages/US-68-Scoping-Study-main.aspx>. A summary is as follows:
  - a. Local Officials/Stakeholder Meetings were held on July 29 and July 31, 2014
    - i. Tuesday, July 29, 2014 at 2:30 PM CDT in Greensburg – 4 attendees
    - ii. Thursday, July 31, 2014 at 1:30 PM CDT in Sulphur Well – 7 attendees
  - b. Public Meetings were held on July 29 and July 31, 2014
    - i. Tuesday, July 29, 2014 from 5:00 to 7:00 PM CDT in Greensburg – 80 attendees
    - ii. Thursday, July 31, 2014 from 5:00 to 7:00 PM CDT in Sulphur Well – 52 attendees

Comment sheets were distributed at each meeting and an online survey was made available on the project website. Brian discussed the results from all the responses. In general, there is widespread support for both the US 68 Corridor Project and the US



68 Greensburg Connector Project. Only three respondents suggested the US 68 Corridor Project was not needed, and most respondents favored spot improvements over a complete reconstruction of US 68. Only two respondents suggested the US 68 Greensburg Connector Project was not needed, and there was generally strong support for both the Green (improvements to existing US 68) and Yellow alternatives. More detailed summaries for each of these meetings, including the findings from the comment sheets, are included in the Public Meeting Summary.

5. In the online survey, an additional Spot Improvement was recommended on US 68 between Memorial Gardens and A H Boston Road, which is just north of the interchange project with the Louie B. Nunn Cumberland Parkway.
6. At each public meeting, attendees were asked to place stickers on exhibits to indicate which spot improvement projects should be considered highest priority for implementation with the US 68 Corridor Project. Each attendee was provided two red and two green stickers, and the red stickers were to be placed on the highest priority projects. The green stickers were to be placed on the next highest (medium) priority projects. A total of 344 stickers were placed on these boards, and priority point values were assigned to each sticker color. Red stickers were assigned 10 priority points and green stickers 5 priority points. **Exhibit 1** displays the results.
- 7.



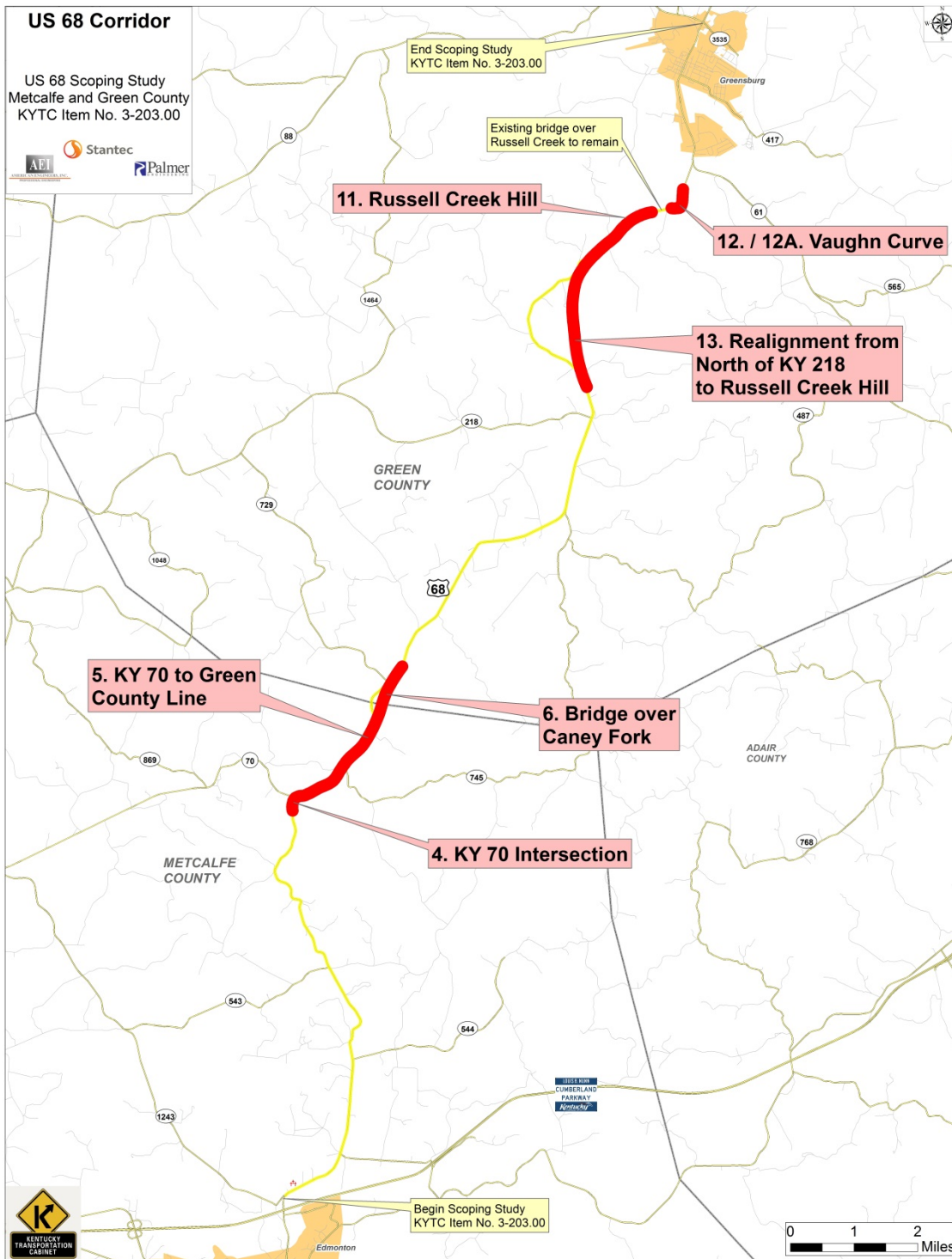
**Exhibit 1: Combined Results from Public Meeting Prioritization Exercise – US 68 Corridor Project**

The resulting values indicate spot improvements 4 (320 points), 11 (380 points), 12 (350 points) and 13 (540 points) are considered the public's highest priorities. Spot improvements 5 (130 points) and 6 (130 points) would be medium priority if considered on their own. However, a combination of spots 5 and 6 was provided as an alternative, and if all the relevant scores were to be summed up (spot #4, spot #5, and the combined spot #4/#5 alternative), spots 5 and 6 would be considered a high priority with 455 priority points.

8. Based on input from the Local Officials/Stakeholders and the general public, the recommendation for the US 68 Corridor Project, shown in **Exhibit 2**, includes two segments each consisting of three spot improvements that include the following:
  - a. Metcalfe County
    - i. Spot 4: KY 70
    - ii. Spot 5: North of KY 70 to south of the Green County line
    - iii. Spot 6: Bridge over Caney Fork and Realignment
  - b. Green County
    - i. Spot 11: Russell Creek Hill
    - ii. Spot 12: Vaughn Curve
    - iii. Spot 13: Realignment between KY 218 and Russell Creek Hill

In both cases, the recommended, high priority spot improvements were close enough to each other that it is feasible to connect them into segments. The exception is the bridge over Russell Creek south of Greensburg was recently replaced and therefore is not included with the Green County US 68 Corridor Project.

9. A draft summary of the recommended US 68 Corridor spot improvements is shown in **Exhibit 3**. The Project Team agreed that the total mileages should be shown for each segment. Brian discussed the possibility of modifying spot improvements 1 and 3 based upon feedback from the public. The Project Team decided to mention modifications were possible in the report but to continue to show each concept as they had been presented to the public.
10. Brian said the remaining spot improvements are still recommended projects and would be listed as such in the study report, but the design funds currently included in the 2014 Highway Plan will only fund the design of these priority spots. It was noted that the combination of these six spot improvements into two segments (one primarily in Metcalfe County and the other in Green County) would not preclude a future reconstruction project for the remainder of the US 68 Corridor, should such funding be made available.

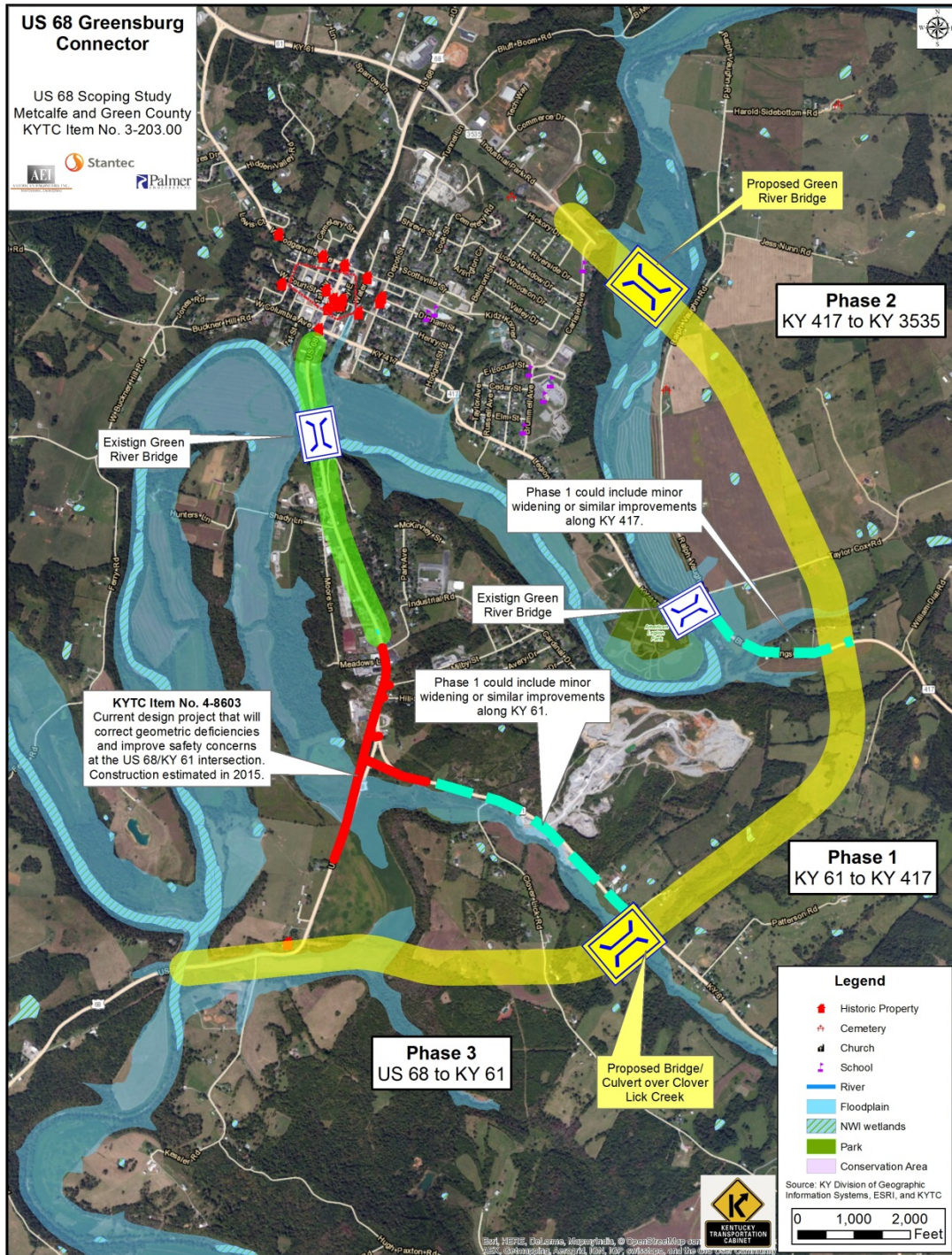


**Exhibit 2: US 68 Corridor Prioritized Spot Improvements**

US 68 Corridor - Recommended Spot Improvements						
Spot #	#4	#5	#6	#11	#12	#13
Location	KY 70 Intersection	KY 70 to South of the Green Co. Line	Bridge over Caney Fork & Realignment	Russell Creek Hill	Vaughn Curve	Realignment between KY 218 and Russell Creek Hill
Total Length (miles)	0.5	0.9	0.9	0.5	0.5	2.5
Design	\$1,750,000			\$2,090,000		
Right-of-Way	\$375,000	\$475,000	\$550,000	\$365,000	\$335,000	\$1,850,000
Utilities	\$300,000	\$450,000	\$450,000	\$340,000	\$365,000	\$1,580,000
Construction	\$2,600,000	\$6,200,000	\$8,700,000	\$1,700,000	\$2,800,000	\$16,400,000
TOTAL	\$21,850,000			\$27,825,000		

**Exhibit 3: US 68 Corridor Project Recommended Spot Improvements**

11. A question was asked regarding a way to demonstrate to the public complete reconstruction often isn't the best selection since using the best resources and time is a benefit to the project. Twenty-five individuals selected Complete Reconstruction rather than Spot Improvements and needs to be documented in the report why Spot Improvements were chosen.
  
12. The US 68 Greensburg Connector concepts were shown and discussed. The Green (existing) alternative and Yellow alternative, shown in **Exhibit 4**, were recommended by the Project Team. The green alternative includes replacing the bridge over the Green River, which should be eligible for Federal bridge replacement funding at some point in the near future. The Project Team suggested updating the existing alignment south of the bridge as a concurrent project when the bridge is to be replaced. The recommendation for the Yellow alternative is to proceed with the design for all three phases of the corridor, but to focus on pursuing final design and construction for only phases 1 and 2. The Green County spot improvement for the US 68 Corridor Project will include improvements to Vaughn Curve which will likely make Phase 3 unnecessary.



**Exhibit 4: US 68 Greensburg Connector Recommendation**

13. Brian provided the typical sections that were shown to the public for the Green and Yellow alternatives. Only these will be documented in the final report but the final report will include discussion of possible bicycle and pedestrian accommodations.
14. The Geotechnical Overview was provided after the meeting and will be included in the Draft Report.
15. Stantec will provide Central Office Planning a copy of the updated statewide travel demand model that has been used to develop traffic forecasts for the US 68 Scoping Study.
16. The Draft Report will be ready for review sometime in early November. According to the original study schedule, that would be about three months ahead of schedule. The Resource Agency deadline was September 30, 2014 but additional responses are anticipated and will be included in the Draft Report.

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