

Appendix F – Meeting Summaries



Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: April 5, 2013

SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Project Kickoff Meeting

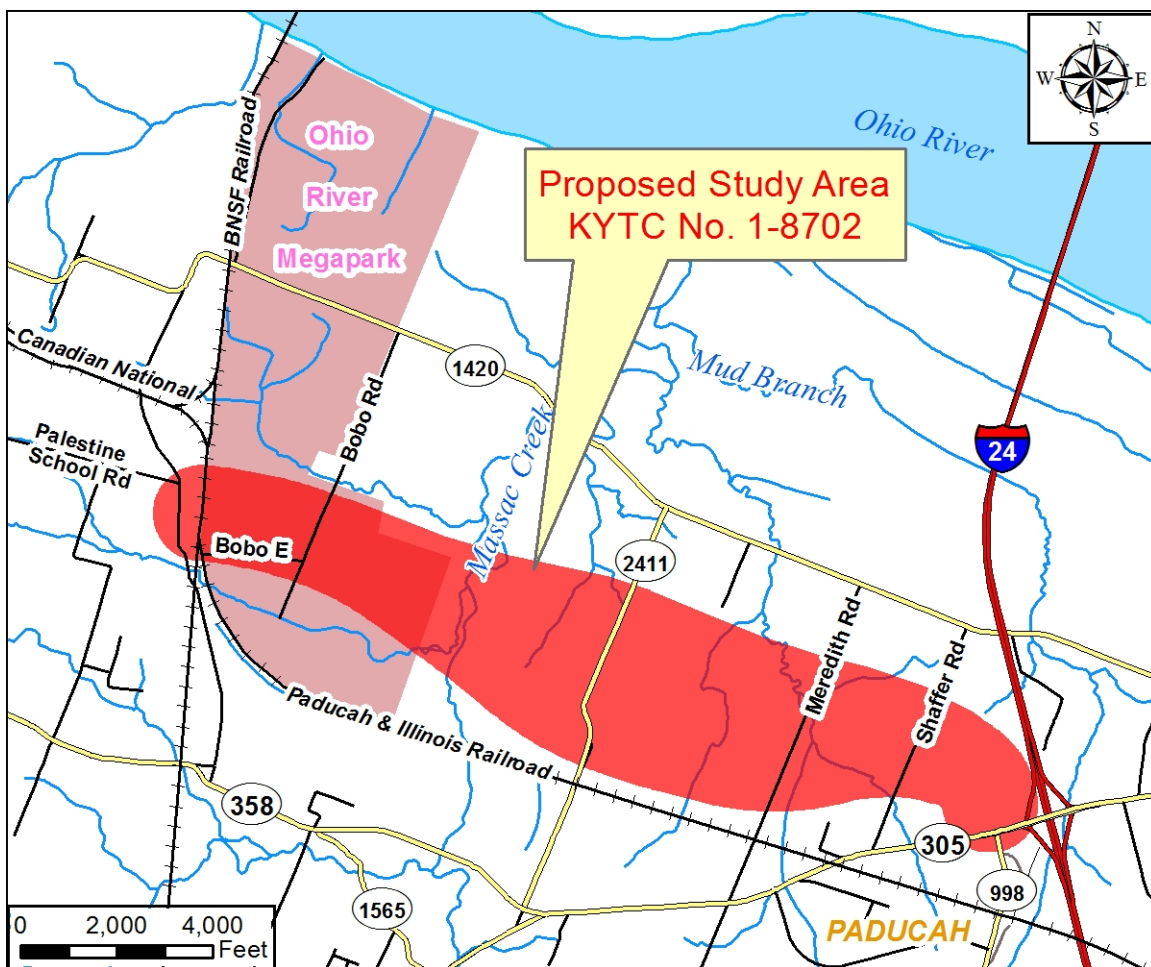
The project kickoff meeting for the subject project was held on March 28, 2013 at 12:30 p.m. CDT in the KYTC District 1 conference room in Paducah. The following individuals were in attendance:

Blake Beyer	KYTC - District 1 Environmental
Dorian Brawner	KYTC – Central Office Planning (via videoconference)
David Davis	KYTC - District 1 Utilities
Lucas Gilliam	KYTC - District 1 Utilities
Jessica Herring	KYTC - District 1 Planning
Tonya Higdon	KYTC – Central Office Planning (via videoconference)
Chris Kuntz	KYTC - District 1 Traffic
Michael McGregor	KYTC - District 1 Project Development
Susan Oatman	KYTC - District 1 Design
Mikael Pelfrey	KYTC – Central Office Planning (via videoconference)
Scott Thomson	KYTC – Central Office Planning (via videoconference)
Randy Williams	KYTC - District 1 Project Delivery & Preservation
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Mike McGregor welcomed everyone and said the purpose of the meeting was to discuss the scope of work for and progress to date on the Ohio River Megapark Connector Study in McCracken County. After introductions, Brian Aldridge indicated Stantec received Notice to Proceed on the project on February 21, 2013. He then delivered a brief presentation concerning the project. The following enumerated items were discussed:



1. The purpose of the project is to provide a safe and efficient connection between KY 305 near I-24 and the proposed Megapark site.
2. The original study area included an area west of I-24, north of KY 305, south of KY 1420 (Noble Road which is south of the Ohio River), and east of the Ohio River Megapark. After meeting with Paducah Economic Development, the study area was further refined to the area shown below. This revision would allow for a new roadway connection into the southern portion of the proposed development while allowing the site to maintain large, contiguous parcels immediately north and south of Noble Road. Economic Development indicated a connection to the west of the Burlington Northern Santa Fe (BNSF) rail line was critical to their needs.



Ohio River Megapark Connector Study - Study Area

3. Maps depicting existing conditions were shown. These maps included the following topics:
 - a. Roadway functional classification
 - b. Number of lanes and lane widths
 - c. Shoulder width



- d. Average daily traffic (ADT) volumes
- e. Crash history from 2008 through 2012

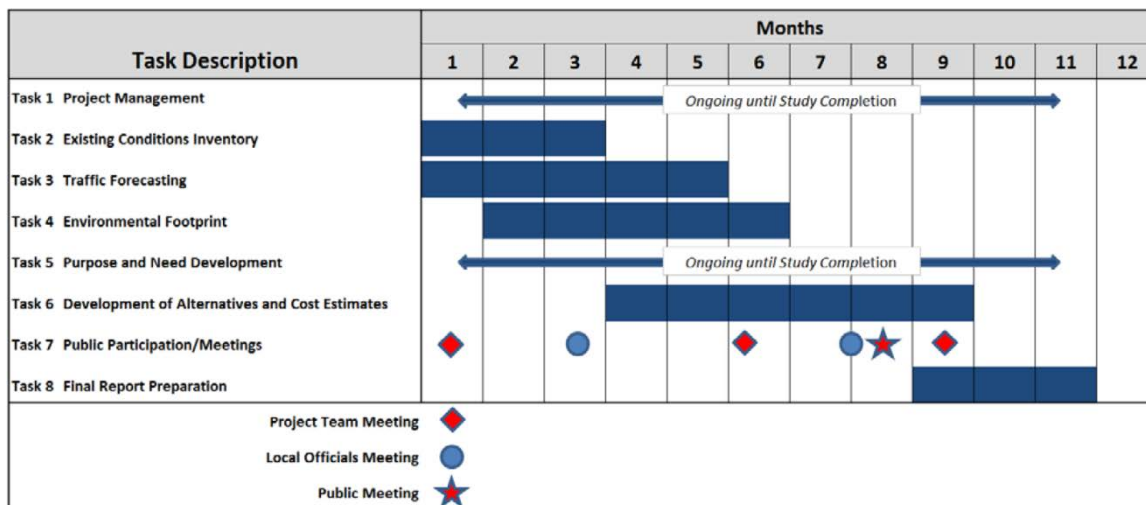
Brian indicated the existing conditions inventory was still underway. Level of Service (LOS) calculations have not yet been performed, but the traffic count data have been requested from the KYTC. He also highlighted two high crash rate segments (one on KY 358 and one on KY 305) and two high crash rate spots (the intersection of KY 305 and KY 358 and the intersection of KY 305 and KY 998).

- 4. The environmental overview is underway and Brian showed two working maps depicting some features within the study area. The natural environment resources are significant with numerous blueline streams and associated floodplain areas along with a multitude of wetland areas. It was noted the wetlands shown are based on National Wetland Inventory (NWI) mapping and would require further study in subsequent phases of the project.
- 5. Stantec is updating the McCracken County travel demand model as part of this project and will utilize this tool to develop traffic forecasts for the proposed roadway. The current version of the model has a base year of 2010 and a horizon year of 2030 (it is also capable of estimating traffic in a 2020 interim year and a longer-range year of 2040). The project design year is 2036 and will be reflected in the traffic forecasts. As the type and intensity of development within the proposed Megapark is still unknown, the forecasting task will look at range of growth scenarios to estimate the future demand for travel.
- 6. Projections provided by the Kentucky State Data Center suggest the population in McCracken County will increase through 2025 and will then begin to decrease slightly. The current population is estimated around 66,000.
- 7. Historic traffic volumes along KY 305 have been between 7,000 and 7,500 vehicles per day over the last 12 years. The existing roadway should be capable of accommodating significantly more traffic in the future with modest capacity improvements at the signalized intersections.
- 8. While the project photogrammetry is not yet available, Stantec has developed three preliminary new connector road concepts for discussion purposes. These concepts, which include a northern corridor, a central corridor, and a southern corridor, were developed with the following constraints in mind:
 - a. Paducah Economic Development indicated the proposed connector roadway must provide a connection west of the existing BNSF rail line at the west of the study area. This connection will better serve a currently vacant building they are currently marketing along KY 1420 and will also provide for a future connection to both redevelopment proposed at the Paducah Gaseous Diffusion Plant and to US 60 to the south. Accommodating a grade-separated rail crossing for the BNSF line is desirable but the existing grades

within the vicinity will require some reconfiguration of existing roadways to the west. The details concerning the rail crossing cannot be further evaluated until project mapping is available.

- b. The central portion of the study area is characterized by stream crossings, wetland areas, and significant floodplain encroachment. It is envisioned that any new route in this area will be built largely on fill with overflow structures within floodplain areas and structures (bridges and/or box culverts) at each blue-line stream crossing.
- c. At the east end of the study area, near the KY 305 intersection with KY 998, some access modifications will be required to accommodate the new connector road and access to the Pilot truck stop to the east and the gas station and Huddle House restaurant to the west. Stantec has developed a preliminary concept for revised access, and Brian suggested Stantec would like to meet with those property owners soon to discuss their needs. Brian will work with Mike and Jessica Herring to schedule that meeting in the coming weeks.

9. The study was originally to follow an 11-month schedule. However, with the Notice to Proceed received in late February the schedule will be somewhat compressed. The schedule as outlined in the scope of work is as follows:



Mike said he had communicated the KYTC statewide consultant performing the photogrammetry services and they had indicated the data should be available sometime after mid-April. Brian said that would allow Stantec to remain on schedule.

The meeting ended at approximately 1:40 p.m. CDT.



Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: September 6, 2013

SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Project Team Meeting

A project team meeting for the subject project was held on August 27, 2013 at 12:00 p.m. CDT in the KYTC District 1 conference room in Paducah. The following individuals were in attendance:

Blake Beyer	KYTC - District 1 Environmental
Jessica Herring	KYTC - District 1 Planning
Tonya Higdon	KYTC – Central Office Planning (via videoconference)
Michael McGregor	KYTC - District 1 Project Development
Shane McKenzie	KYTC – Central Office Planning (via videoconference)
Susan Oatman	KYTC - District 1 Design
Mikael Pelfrey	KYTC – Central Office Planning (via videoconference)
Steve Ross	KYTC – Central Office Planning (via videoconference)
Scott Thomson	KYTC – Central Office Planning (via videoconference)
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Mike McGregor welcomed everyone and said the purpose of the meeting was to discuss the status of the Ohio River Megapark Connector Study in McCracken County. After introductions, Brian Aldridge delivered a brief presentation concerning the project. The following enumerated items were discussed:

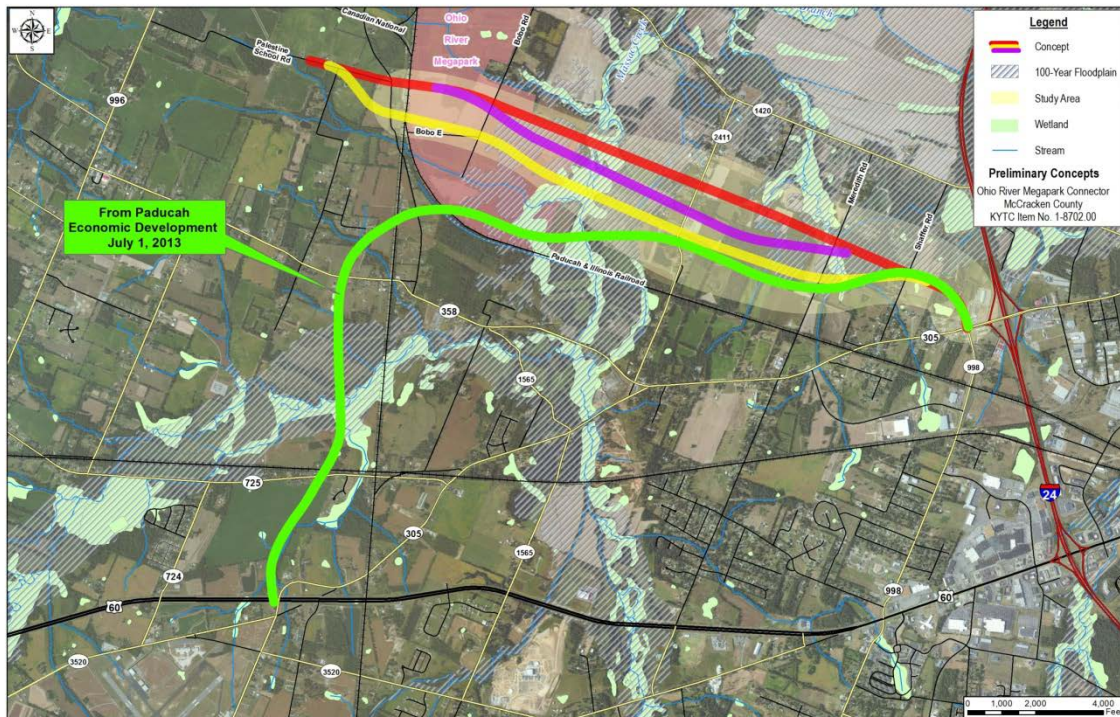
1. The public meeting was held on June 27, 2013 at Concord Elementary in Paducah. There were 44 attendees and 16 comment sheets were returned. Some of the findings are as follows:



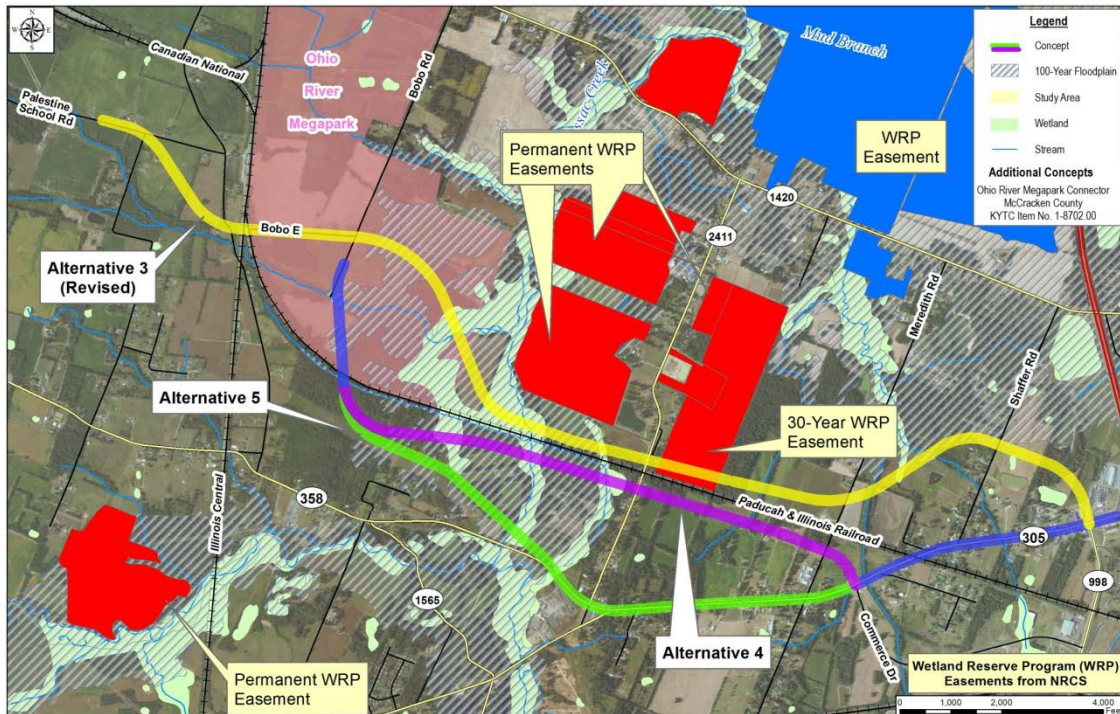
- Most respondents (6 responses, 37%) said they heard about the meeting solely from the newspaper. Some respondents indicated they heard about the meeting from more than one source.
 - Most respondents (10 responses, 62%) said they drive through the study area daily. Only two respondents (13%) said they rarely drive through.
 - The majority of the survey respondents (11 responses, 69%) indicated they own property within the study area.
 - When asked if they felt the project is needed, the majority (8 responses, 53%) said the project is needed. There were five responses (34%) indicating they did not know if the project is needed.
 - Three respondents (25%) indicated there were sensitive resources that should be avoided by the project. Some of the resources mentioned include wetland areas and Massac Creek.
 - The majority of respondents (9 responses, 75%) indicated an appropriate level of information was shared at the meeting. Of the negative responses, some questions were asked regarding the actual construction of and potential mitigation for the project.
2. Several public meeting attendees suggested improving Noble Road (KY 1420) or Cairo Road (KY 305) and providing a connection from one of these existing routes to the Megapark as an alternative to new construction through the study area. Property owners along Cold Springs Road (KY 2411) also indicated there were Natural Resource Conservation Service (NRCS) easements on their properties that would be affected by one or more of the alternatives under consideration. Further investigation on that matter revealed these are Wetland Reserve Program (WRP) Easements. Consultation with NRCS suggests pursuing an alternative affecting an area under easement would require significant environmental evaluation, potentially to the level of an Environmental Impact Statement (EIS).
 3. Paducah Economic Development contacted Brian after the public meeting to discuss the alternatives that were presented. Prospective tenants have expressed interest in the areas adjacent to E Bobo Road, an area affected by two of the three alternatives. They provided a new alternative for consideration, shown below, for consideration by the project team.
 4. Given the concerns related to the WRP easements and the current needs of Paducah Economic Development, it was previously decided to expand the study area south of the Paducah and Illinois Railroad and to investigate additional alternatives. These revised alternatives are shown below.



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Proposed Concept Received from Paducah Economic Development



Revised Alternatives



5. Brian said the alternative proposed by Economic Development was beyond the scope of this project as it connected to US 60 near the airport and it required two lengthy bridges to cross the Paducah and Illinois and the Illinois Central rail lines. However, Alternative 3 (the southernmost option presented to the public) was revised to connect directly into the existing Bobo E corridor. East of Bobo Road, the revised concept is shifted as far south as possible, affecting only one easement area.
6. Two additional concepts were discussed that utilize portions of KY 305 west of KY 998. Alternative 4 begins at the Commerce Drive intersection and parallels the Paducah and Illinois rail line on new alignment. Alternative 5 follows KY 305 to the KY 358 intersection, then uses a short segment of KY 358 before beginning on new alignment. Both Alternative 4 and Alternative 5 follow the same alignment as they cross the rail line and tie into the existing Bobo Road corridor.
7. Stantec has investigated the likely traffic forecasts that would utilize Alternative 4 and Alternative 5. Assuming full buildout of the Megapark by the design year with as many as 2,000 employees, it is anticipated to generate approximately 7,000 to 7,500 trips per day. The result is projected traffic volumes along KY 305 of just under 14,000 vehicles per day west of KY 998 and over 20,000 east of KY 998 through the I-24 interchange. This suggests two lanes can accommodate the demand west of KY 998 but would require improvements through the interchange.
8. A summary of the revised concepts was presented, as follows:

2 Lane Alternatives	Alternative 3 (Revised)	Alternative 4	Alternative 5
Length (miles)	4.5	2.7	1.7
Wetland Reserve Program (WRP) Easement Disturbance (Acres)	7.73	0	0
Potential Relocations*	3	3	2
Probable Construction Cost (\$)	\$17 M	\$16 M	\$13 M

***Note: includes both businesses and residences.**

9. The project team decided to pursue revised Alternative 3 and Alternative 4. These concepts will be presented to Economic Development and NRCS for discussion. Subsequent discussions indicate Economic Development is comfortable both concepts would meet their needs. Their primary goal is to position to the project



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such that a new roadway can be open to traffic within two years of obtaining a tenant contract.

10. Mike McGregor shared the revised concepts with NRCS. Unfortunately, even though the revised Alternative 3 only affects a peripheral portion of one easement area, it would still be treated as an encroachment and would require a full environmental evaluation. Based on this and Economic Development's need to have a roadway available within two years, Alternative 4 appears to be the best solution to move forward.

The meeting ended at approximately 1:15 p.m. CDT.

Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: November 12, 2013

SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Project Team Meeting

A project team meeting for the subject project was held on November 1, 2013 at 1:00 p.m. CDT in the KYTC District 1 conference room in Paducah. The following individuals were in attendance:

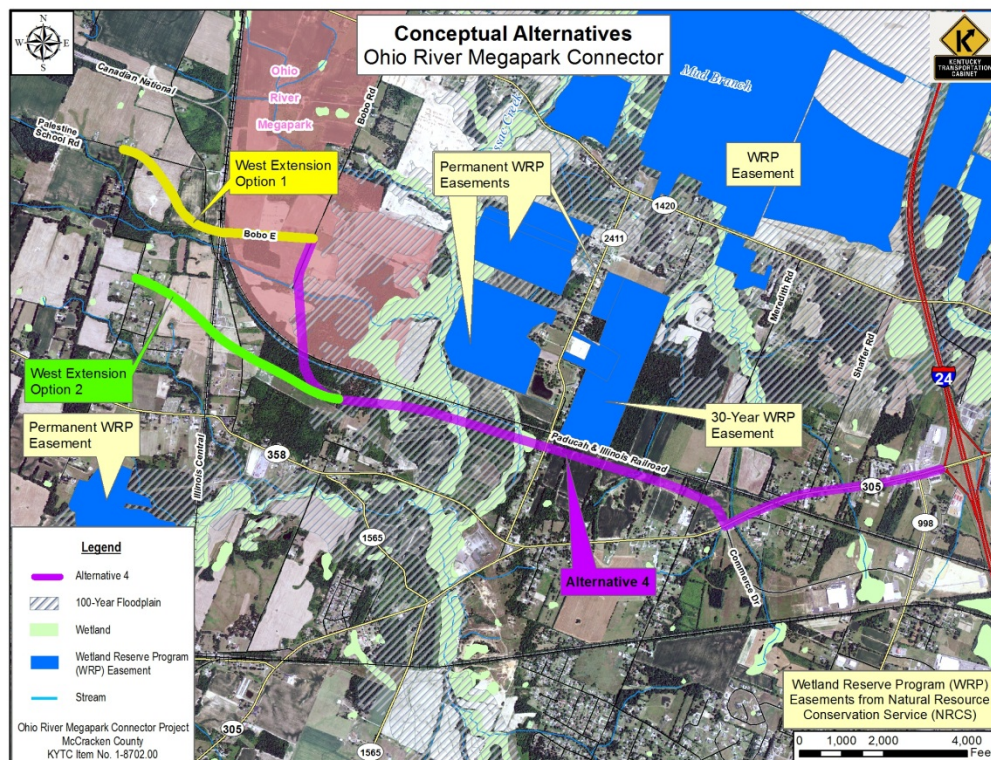
Blake Beyer	KYTC - District 1 Environmental
Jessica Herring	KYTC - District 1 Planning
Tonya Higdon	KYTC – Central Office Planning
Michael McGregor	KYTC - District 1
Shane McKenzie	KYTC – Central Office Planning
Susan Oatman	KYTC - District 1 Design
Steve Ross	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.
Jason Bricker	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

The purpose of the meeting was to summarize the final recommendations for the study and to discuss units of work for the next phase of the project (preliminary design). The following enumerated items were discussed:

1. Stantec is working on production units for the design phases for Alternative 4. The District would ideally like to negotiate a single contract modification for Phase I and Phase II design.
2. The photogrammetry provided under the KYTC statewide contract covers most of the proposed project area, but it appears as though there may be additional

topographic data that could be extracted to fully cover the project. Stantec will coordinate with Dan Farrell to request the additional data (if available). **Stantec followed up on this item on November 5 and the statewide consultant is in the process of providing additional topographic data.**

3. The Stantec team will include survey units to cover the entire project limits, including along KY 305 between Commerce Drive and I-24.
4. Given the timeframe it may take to obtain permission to access Canadian National's right-of-way to survey, Stantec attempted to contact John Dinning with the railroad via email to initiate the right of entry permit process.
5. During the Advisory Committee meeting held before this meeting, Paducah Economic Development requested consideration of a new roadway extension to the west of the Illinois Central rail line. Stantec was requested to include Phase 1 units and production hours to evaluate options. Stantec was asked to provide information to Economic Development to solicit their input on potential corridors. **Stantec followed up with Economic Development on November 7 and they indicated a preference for a southern alignment (Option 2 shown below in green) but noted both options would meet their goal.**



Concepts for a West Extension

6. Stantec will estimate a number of project team and miscellaneous meetings to include in the draft units of work. A single public meeting will be assumed.

The meeting ended at approximately 1:30 p.m. CDT.



Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: June 8, 2013

SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Project Advisory Committee Meeting #1

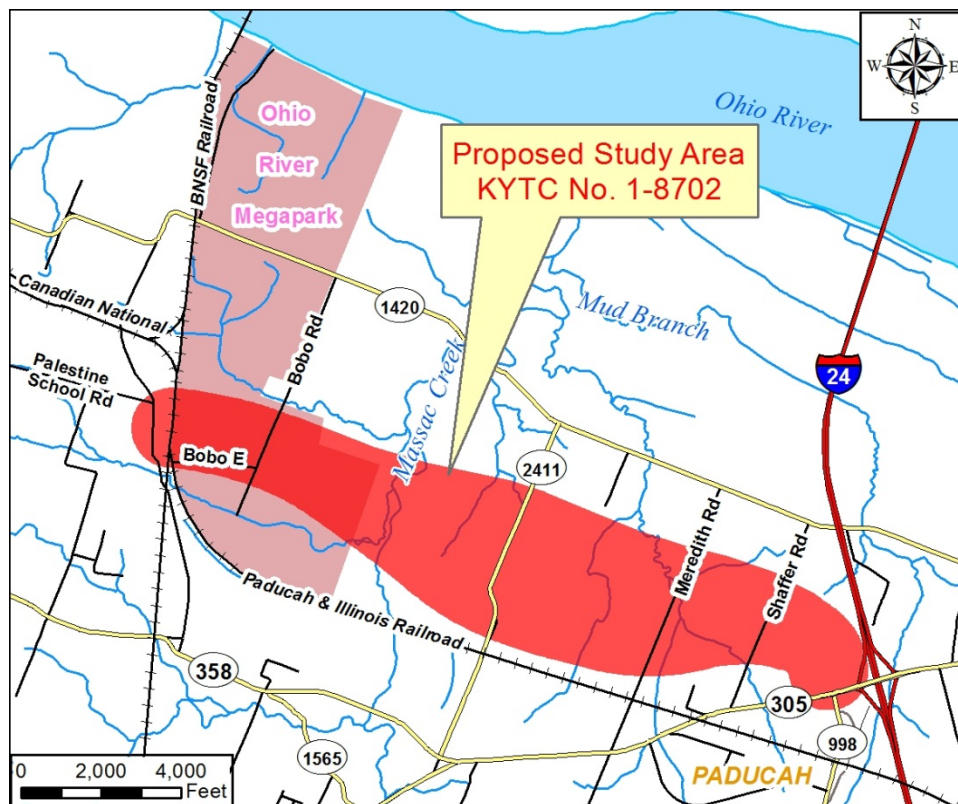
The first project advisory committee meeting for the subject project was held on May 23, 2013 at 12:30 p.m. CDT in the KYTC District 1 conference room in Paducah. The following individuals were in attendance:

Blake Beyer	KYTC - District 1 Environmental
Paul Carter	McCracken County Emergency Management Agency
Stacey Courtney	Purchase Area Development District
John Dinning	Canadian National Railroad
Steve Ervin	Paducah Planning
Doug Harnice	McCracken County Fiscal Court
Jessica Herring	KYTC - District 1 Planning
Tonya Higdon	KYTC – Central Office Planning
Fran Johnson	Paducah Chamber of Commerce
Chris Kuntz	KYTC - District 1 Traffic
Charlie Martin	Paducah Economic Development
Michael McGregor	KYTC - District 1 Project Development
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Richard Roof	Barkley Regional Airport Authority
Brian Aldridge	Stantec Consulting Services Inc.
Jason Bricker	Stantec Consulting Services Inc.
Adam Mays	Stantec Consulting Services Inc.

Mike McGregor welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Ohio River Megapark Connector Study in McCracken County. After

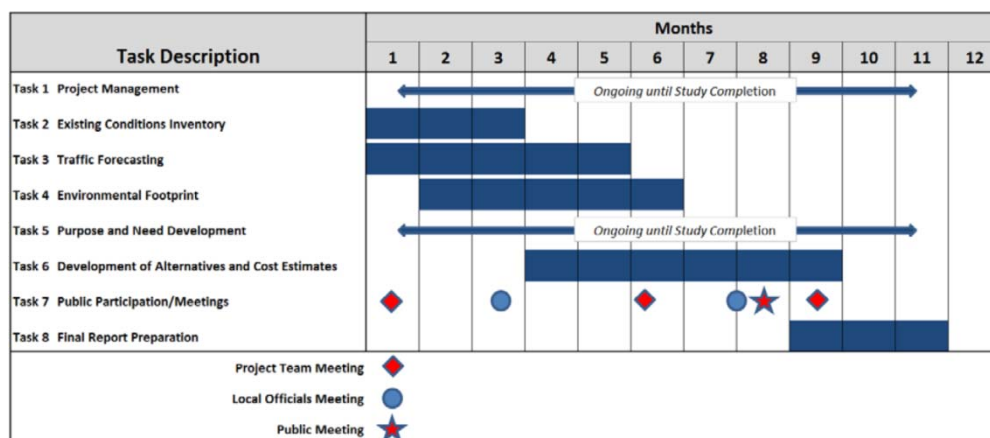
introductions, Brian Aldridge delivered a brief presentation concerning the project. The following enumerated items were discussed:

1. The purpose of the project is to provide a safe and efficient connection between KY 305 near I-24 and the proposed Megapark site.
2. The original study area included an area west of I-24, north of KY 305, south of KY 1420 (Noble Road which is south of the Ohio River), and east of the Ohio River Megapark. Because the study area was so large, the KYTC elected to designate some of the design funds authorized for the project to perform a planning study that would narrow the number of alternatives to carry forward into Phase I design. Design (2013) and right-of-way (2014) are both funded with State Priority Project (SPP) funds in the current biennium. Utility relocation (2015) and construction (2016) are included in the current Highway Plan with SPP funds.
3. The study area was revised to allow for a new roadway connection into the southern portion of the proposed megapark while maintaining large, contiguous parcels immediately north and south of Noble Road. The study area extends west of the railroad as Paducah Economic Development indicated a connection to the west of the Burlington Northern Santa Fe (BNSF) rail line was critical to their needs.



Ohio River Megapark Connector Study - Study Area

4. The crash history from 2010 through 2012 was discussed. There are two high crash rate segments (one on KY 358 west of KY 305 and one on KY 305 between KY 998 and I-24) and two high crash rate spots (the intersection of KY 305 and KY 358 and the intersection of KY 305 and KY 998).
5. Current Average daily traffic (ADT) volumes and Level of Service (LOS) was shown. All roadway segments within the study operate at LOS C or better. Current traffic volumes on KY 305 range from 3,200 to 7,100 vehicles per day (VPD).
6. Stantec is developing an environmental overview for the study area. Known environment resources include numerous blueline streams and associated floodplain areas along with a multitude of wetland areas.
7. Stantec is updating the McCracken County travel demand model as part of this project and will utilize this tool to develop traffic forecasts for the proposed roadway. The current version of the model has a base year of 2010 and a horizon year of 2030. The project design year is 2036 and will be reflected in the traffic forecasts. As the type and intensity of development within the proposed Megapark is still unknown, the forecasting task will look at range of growth scenarios to estimate the future demand for travel.
8. Historic traffic volumes along KY 305 have been between 7,000 and 7,500 VPD over the last 12 years. The existing roadway should be capable of accommodating significantly more traffic in the future with modest capacity improvements at the signalized intersections.
9. The study phase began in late February and will wrap up this fall. The project schedule is as follows:



10. As traffic forecasts are not yet available for the proposed connector road, the project team is considering several possible typical sections, including the following:

- a. Two-lane typicals
 - i. Two lanes (one per direction) with outside shoulders
 - ii. Three lanes (one lane per direction with a continuous center left-turn lane)
- b. Four-lane typicals
 - i. Four lanes (two per direction) with a 40-foot depressed median
 - ii. Four lanes with 18-foot wide raised median
 - iii. Five lanes (two per direction with a continuous center left-turn lane)

It was noted the project could be implemented with an initial two-lane section and ultimately widened to four lanes. The right-of-way necessary to build four lanes would be acquired with the initial construction.

11. The project team has developed three preliminary new connector road concepts for comparison. These concepts were developed with the following constraints in mind:
 - a. Paducah Economic Development indicated the proposed connector roadway must provide a connection west of the existing BNSF rail line at the west of the study area. This connection will better serve a currently vacant building they are currently marketing along KY 1420 and will also provide for a future connection to both redevelopment proposed at the Paducah Gaseous Diffusion Plant and to US 60 to the south. It is currently assumed that a grade-separated rail crossing will be constructed over the BNSF line.
 - b. The central portion of the study area is characterized by stream crossings, wetland areas, and floodplain. Construction in this area will be largely on fill with overflow structures through floodplain areas and structures (bridges and/or box culverts) at each blueline stream crossing.
 - c. At the east end of the study area, near the KY 305 intersection with KY 998, some access modifications will be required to accommodate the new connector road and access to the Pilot truck stop to the east and the gas station and Huddle House restaurant to the west. Stantec and KYTC have communicated with the property owners to discuss their needs and are working on concepts to accommodate access.

Adam Mays provided an overview of the three roadway concepts under consideration. In each case, both a two-lane and a four-lane option have been evaluated to estimate costs and impacts. A summary of the conceptual alternatives, shown on Attachment A, is as follows:



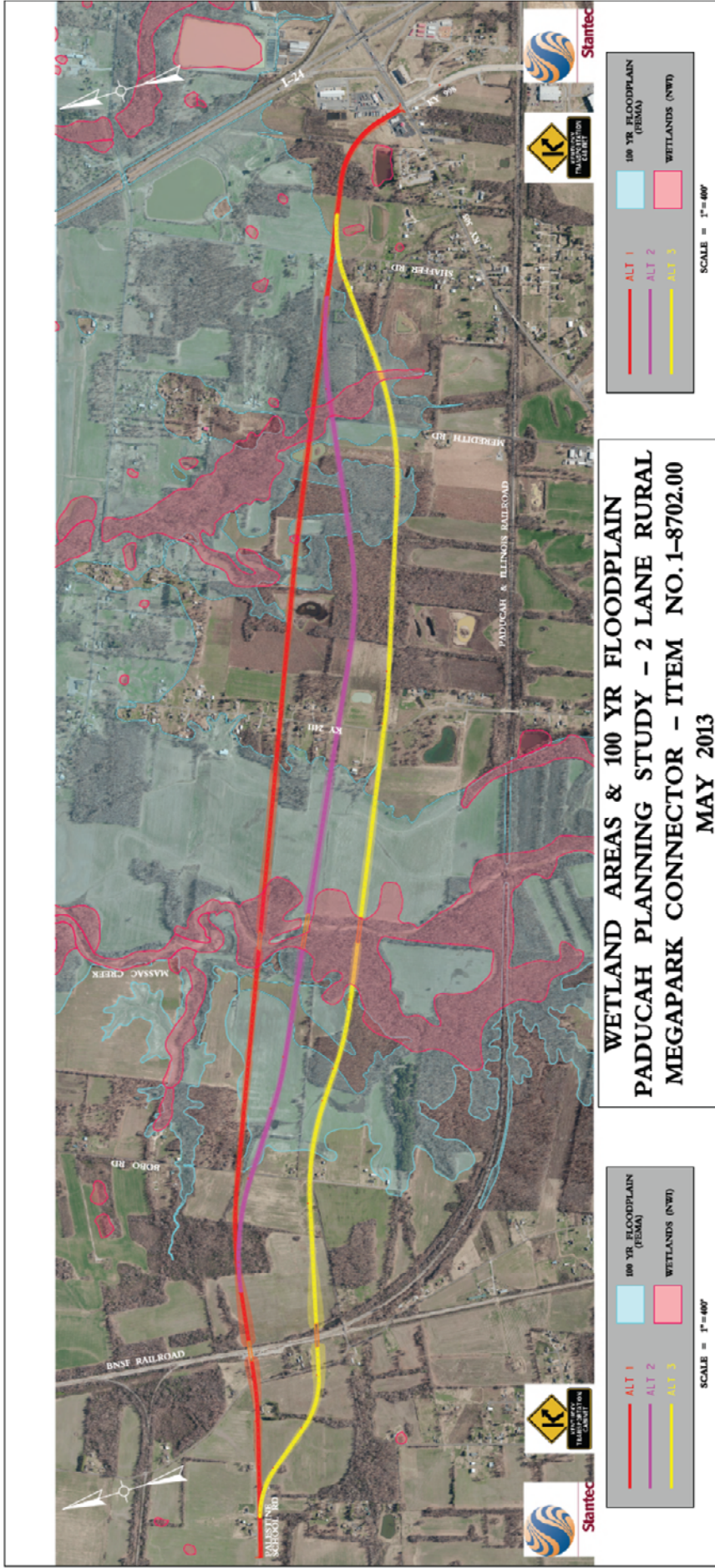
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Megapark Connector - Comparison Matrix						
	ALT 1 - 2 LANE	ALT 2 - 2 LANE	ALT 3 - 2 LANE	ALT 1 - 4 LANE	ALT 2 - 4 LANE	ALT 3 - 4 LANE
Wetland Disturbance (Acres)	4.20	0.59	2.07	5.88	0.95	3.26
Potential Relocations	4	1	1	7	4	1
Total Cost (\$)	\$16,000,000	\$17,000,000	\$17,000,000	\$28,000,000	\$31,000,000	\$29,000,000

Alternative 1, the northernmost concept, includes the shortest bridge crossing over Massac Creek but has the greatest number of potential residential relocations (most occur along KY 2411). Alternative 2 and 3 both have fewer potential relocations but require longer bridges that increase construction cost. It is possible that segments of concepts may be combined to form a new alternative(s).

12. A public meeting has been scheduled for June 27 at Concord Elementary School on Hinkleville Road (US 60) in Paducah. The KYTC will be advertising the meeting and providing additional details as the date approaches.

The meeting ended at approximately 2:00 p.m. CDT.



Attachment A
Preliminary Connector Roadway Concepts

Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: November 12, 2013

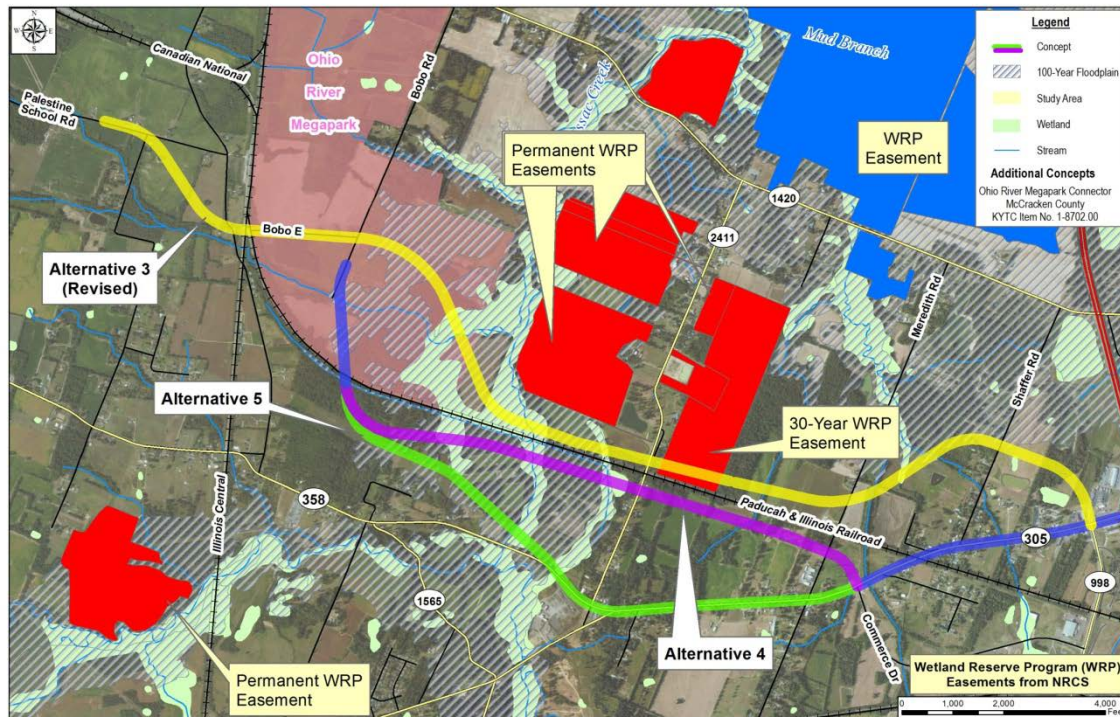
SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Project Advisory Committee Meeting #2

The second project advisory committee meeting for the subject project was held on November 1, 2013 at 12:00 p.m. CDT in the KYTC District 1 conference room in Paducah. The following individuals were in attendance:

Blake Beyer	KYTC - District 1 Environmental
Jim Binder	Canadian National Railroad
Paul Carter	McCracken County Emergency Management Agency
Chad Chancellor	Paducah Economic Development
Stacey Courtney	Purchase Area Development District
Steve Ervin	Paducah Planning
Jessica Herring	KYTC - District 1 Planning
Tonya Higdon	KYTC – Central Office Planning
Michael McGregor	KYTC - District 1 Project Development
Shane McKenzie	KYTC – Central Office Planning
Alex Metzger	Paducah Economic Development
Van Newberry	McCracken County Fiscal Court
Susan Oatman	KYTC - District 1
Mallory Panuska	Paducah Economic Development
Kyle Poat	KYTC - District 1
Steve Ross	KYTC – Central Office Planning
Randy Williams	KYTC - District 1
Brian Aldridge	Stantec Consulting Services Inc.
Jason Bricker	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and said the purpose of the meeting was to discuss the progress to date on the Ohio River Megapark Connector Study in McCracken County. After introductions, Brian delivered a brief presentation concerning the project. The following enumerated items were discussed:

1. The public meeting was held on June 27, 2013 at Concord Elementary in Paducah. There were 44 attendees and 16 comment sheets were returned. Some of the findings are as follows:
 - a. The majority of the survey respondents (11 responses, 69%) indicated they own property within the study area.
 - b. When asked if they felt the project is needed, the majority (8 responses, 53%) said the project is needed. There were five responses (34%) indicating they did not know if the project is needed.
 - c. Three respondents (25%) indicated there were sensitive resources that should be avoided by the project. Some of the resources mentioned include wetland areas and Massac Creek.
2. Brian noted several public meeting attendees suggested improving Noble Road (KY 1420) or Cairo Road (KY 305) and providing a connection from one of these existing routes to the Megapark. Additionally, property owners along Cold Springs Road (KY 2411) also indicated there were Natural Resource Conservation Service (NRCS) easements on their properties that would be affected by the alternatives under consideration at that time. Further investigation on that matter revealed these are Wetland Reserve Program (WRP) Easements. Consultation with NRCS suggests pursuing an alternative affecting an area under easement would require significant environmental evaluation, potentially to the level of an Environmental Impact Statement (EIS).
3. Paducah Economic Development contacted Brian after the public meeting to discuss the alternatives that were presented. Prospective Megapark tenants expressed interest in developing areas affected by two of the three alternatives. Their primary goal is to position the project such that a new roadway can be open to traffic within two years of obtaining a tenant contract.
4. Given the concerns related to the WRP easements and potential development within the Megapark, the Project Team attempted to develop alternatives that would avoid or at least minimize impacts to easement areas. This required modification to Alternative 3 and an expansion of the study area south of the Paducah and Illinois Railroad to investigate additional alternatives. These revised alternatives are shown below.



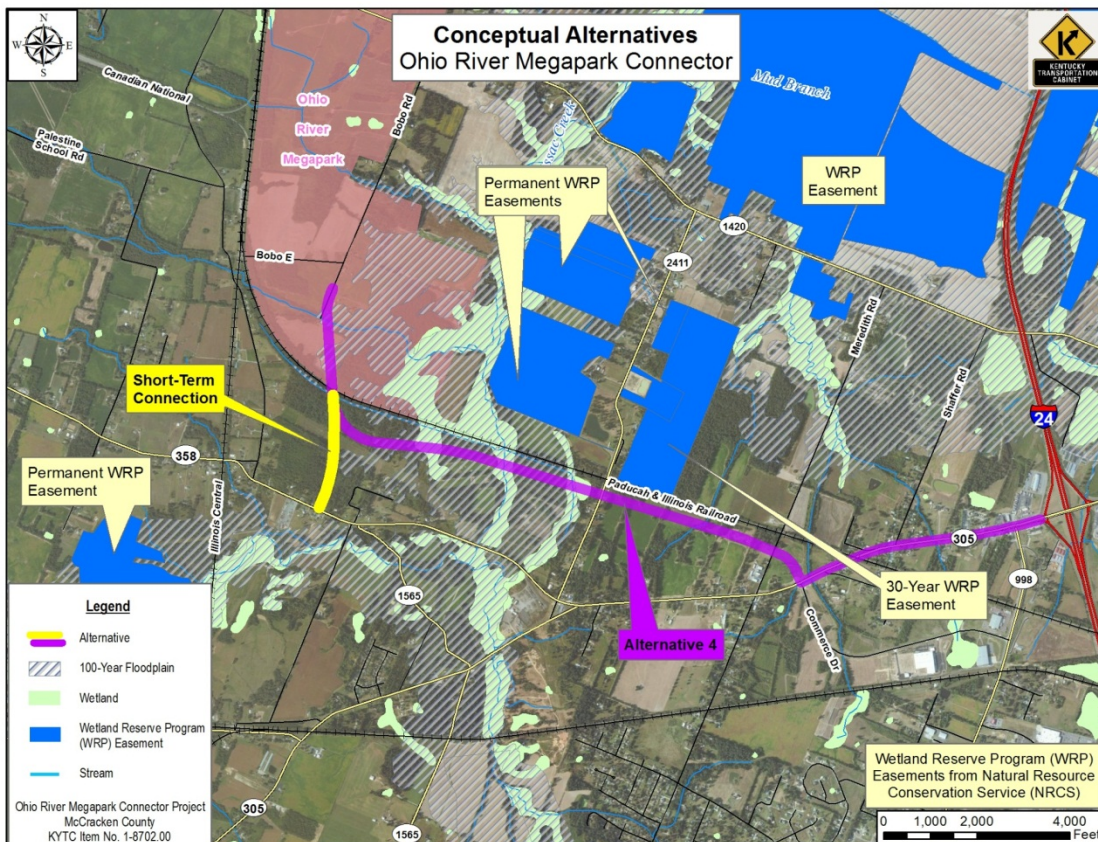
Revised Alternatives

5. Two new concepts were discussed that utilize portions of KY 305 west of KY 998. Alternative 4 begins at the Commerce Drive intersection and parallels the Paducah and Illinois rail line on new alignment. Alternative 5 follows KY 305 to the KY 358 intersection, then uses a short segment of KY 358 before beginning on new alignment. Both Alternative 4 and Alternative 5 follow the same alignment as they cross the rail line and tie into the existing Bobo Road corridor in the southern portion of the Megapark.
6. At the last project team meeting, the project team decided to pursue revised Alternative 3 and Alternative 4. These concepts were presented to NRCS for discussion. Unfortunately, even though the revised Alternative 3 only affects a limited portion of one easement area, it would still be treated as an encroachment and would require a full environmental evaluation. Based on this and Economic Development's need to have a roadway available within two years, Alternative 4 appears to be the best solution to move forward. A summary of the likely costs and impacts associated with Alternative 4 is shown below.
7. If necessary to meet Paducah Economic Development's schedule, a potential short-term connection could be considered to provide a link to KY 358. This concept is shown below in yellow.

Summary of Costs and Impacts for Alternative 4

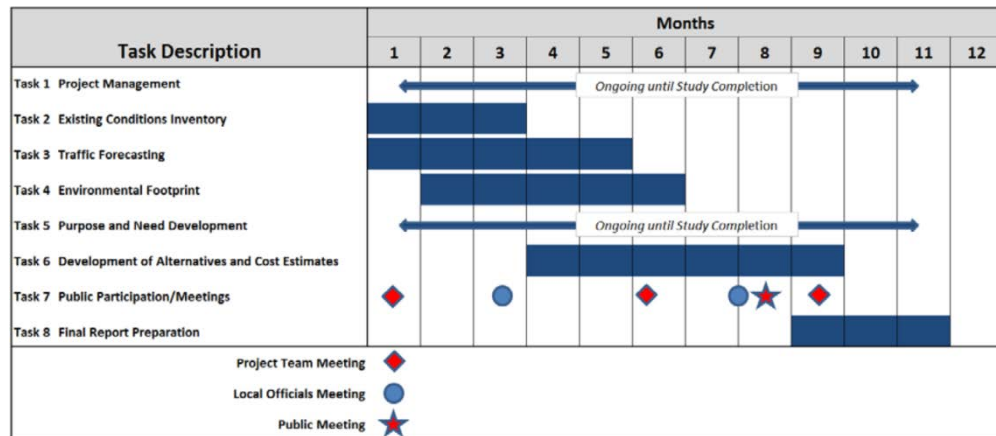
Alternative 4	Alternative 4 2-Lane	Alternative 4 4-Lane
Length (miles)	2.7	3.6
Wetland Reserve Program (WRP) Easement Disturbance (Acres)	0	0
Potential Relocations*	3	13
Probable Construction Cost (\$)	\$16 M	\$33 M

*Note: includes both businesses and residences.



Alternative 4 and Possible Short-term Connection to KY 358

8. Paducah Economic Development requested consideration for a connection across the Illinois Central west of the Megapark. Brian and Mike McGregor indicated such a connection could be explored further but may comprise a future project phase.
9. Stantec has investigated the likely traffic forecasts that would utilize Alternative 4. Assuming full buildout of the Megapark by the 2036 design year with as many as 2,000 employees, it is anticipated to generate approximately 7,000 to 7,500 trips per day. The result is projected traffic volumes along KY 305 of just under 14,000 vehicles per day west of KY 998 and over 20,000 east of KY 998 through the I-24 interchange. This suggests two lanes can accommodate the demand west of KY 998.
10. The project team has not yet decided on a typical section for the new roadway, but Brian noted the project could be implemented with an initial two-lane section and ultimately widened to four lanes. The right-of-way necessary to build four lanes would be acquired with the initial construction.
11. The study phase began in late February and will wrap up later this fall. The project schedule is as follows:



12. The project team intends to advance the project into preliminary design as soon as possible. Stantec has initiated coordination with the Canadian National Railroad to expedite this effort.

The meeting ended at approximately 1:00 p.m. CDT.



Meeting Summary

TO: Michael McGregor, P.E.
Project Manager
KYTC District Office #1
5501 Kentucky Dam Road
Paducah, KY 42003

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

DATE: August 12, 2013

SUBJECT: New Route, McCracken County
Study of New Access Road from KY 305 to the Ohio River Megapark
KYTC Item No. 1-8702.00
Public Meeting

A Public Information Meeting for the Ohio River Megapark Connector Project was held on June 27, 2013 at 5:00 p.m. CDT in the Concord Elementary School in Paducah. The purpose of the meeting was to provide information about the project, discuss conceptual alternatives under consideration, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

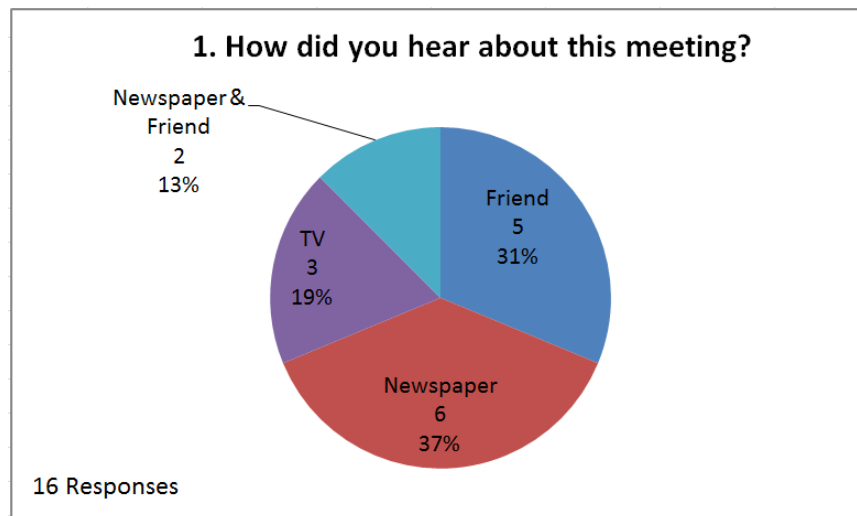
Blake Beyer	KYTC – District 1
Stacey Courtney	Purchase Area Development District
David Davis	KYTC – District 1
Keith Damron	KYTC – Central Office Planning
Tonya Higdon	KYTC – Central Office Planning
Mike McGregor	KYTC – District 1
Shane McKenzie	KYTC – Central Office Planning
Susan Oatman	KYTC – District 1
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Keith Todd	KYTC – District 1
Kara Wilson	KYTC – District 1
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Adam Mays	Stantec Consulting Services Inc.

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 and questionnaire. KYTC and consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 44 members of the public attended the meeting.

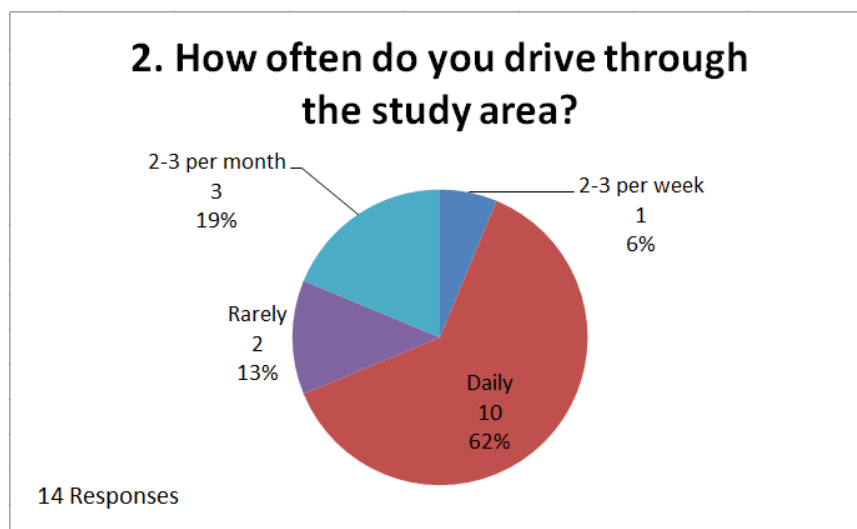
The following project exhibits were on display:

- Environmental Resources
- Conceptual Connector Road Alternatives

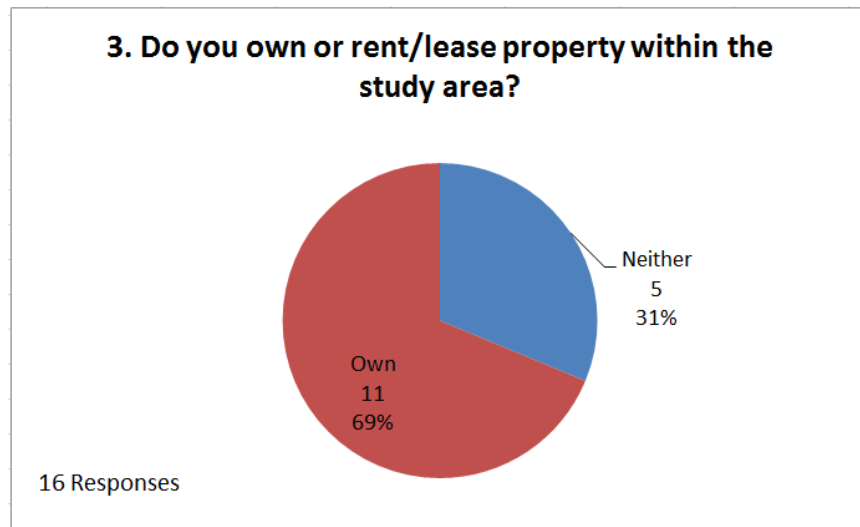
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 16 questionnaires were returned with 14 received at the meeting and two received within the two-week comment period. The results of the questionnaire are summarized as follows:



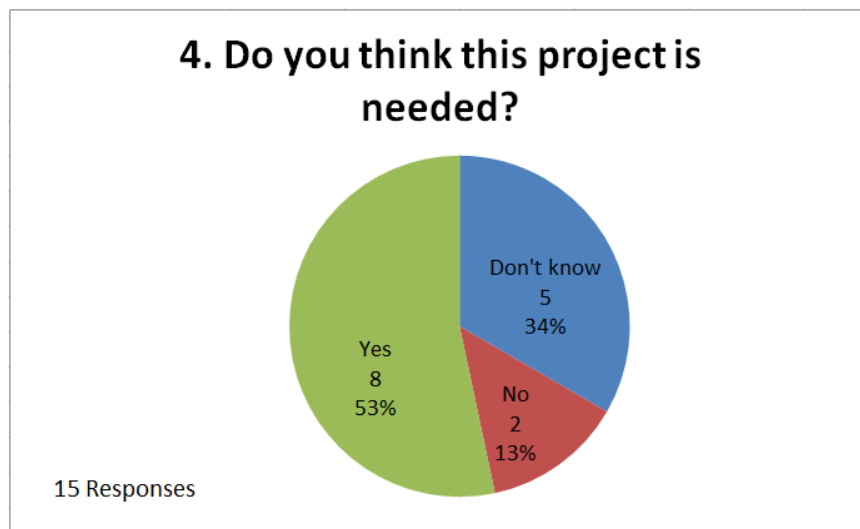
Most respondents (6 responses, 37%) said they heard about the meeting solely from the newspaper. Some respondents indicated they heard about the meeting from more than one source.



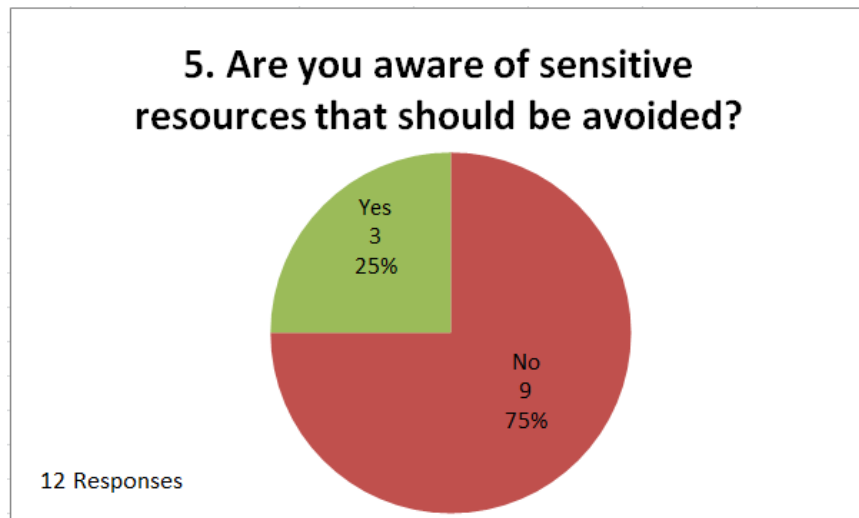
Most respondents (10 responses, 62%) said they drive through the study area daily. Only two respondents (13%) said they rarely drive through the study area.



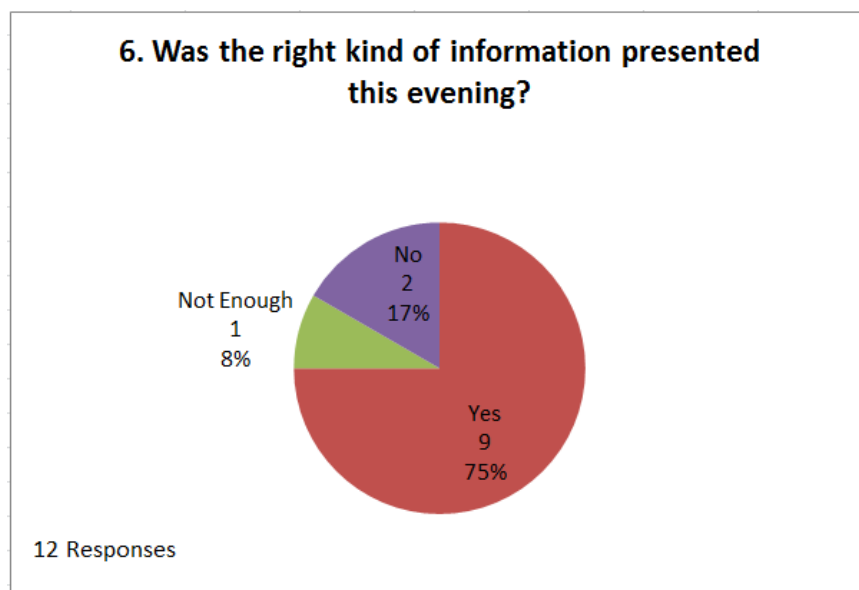
The majority of the survey respondents (11 responses, 69%) indicated they own property within the study area.



When asked if they felt the project is needed, the majority (8 responses, 53%) said the project is needed. There were five responses (34%) indicating they did not know if the project is needed.



Three respondents (25%) indicated there were sensitive resources that should be avoided by the project. Some of the resources mentioned include wetland areas and Massac Creek.



The majority of respondents (9 responses, 75%) indicated an appropriate level of information was shared at the meeting. Of the negative responses, some questions were asked regarding the actual construction of and potential mitigation for the project. These are details that will not be available until future project phases.

Several meeting attendees suggested improving Noble Road (KY 1420) or Cairo Road (KY 305) and providing a connection from one of these existing routes to the Megapark as an alternative to new construction through the study area. Property owners along Cold Springs Road (KY 2411) also indicated there were Natural Resource Conservation Service (NRCS)



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easements on their properties that would be affected by one or more of the alternatives under consideration.

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