

CITY OF CAMPBELLSVILLE

Taylor County, Kentucky



Prepared for:

KENTUCKY TRANSPORTATION CABINET

DIVISION of PLANNING

Prepared by:



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EXECUTIVE SUMMARY

Project Description

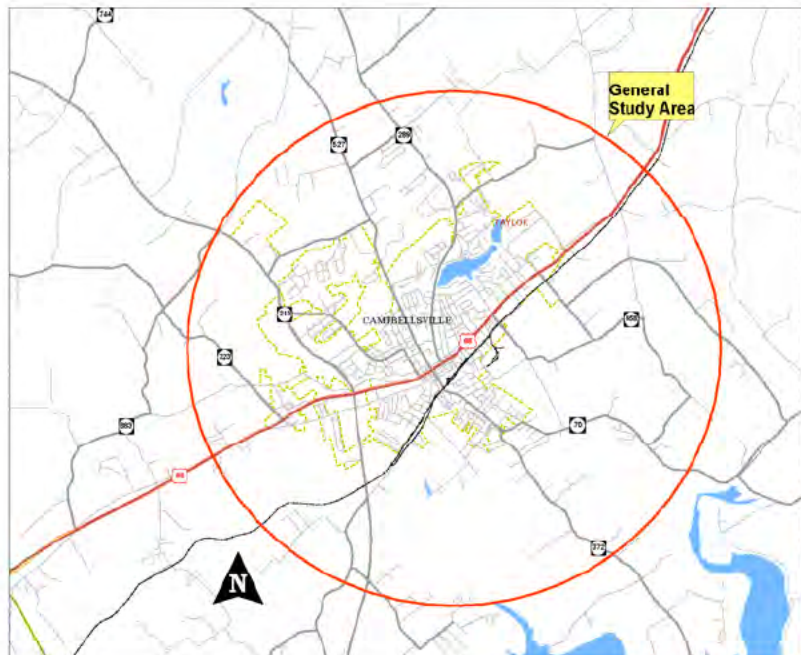
The *Campbellsville Small Urban Area (SUA) Transportation Study* was conducted for the Kentucky Transportation Cabinet (KYTC), Division of Planning. Small Urban Area Transportation Studies are conducted in municipalities that range in population from 5,000 to 50,000 residents. Campbellsville was an eligible municipality to undergo an SUA Study because it has a population of 10,000 residents.

The goal of an SUA is to identify improvements to the transportation system within and surrounding the Campbellsville urban area. Special attention is given to those improvements that address the travel needs and safety concerns within the study area. The focus on the transportation improvements is not specifically adding transportation systems, but maximizing the current transportation assets on the existing state controlled route system.

Qk4 served KYTC as the project consultant. A project team approach was employed and was comprised of members from KYTC and Qk4. Steps taken by the project team included analyzing road system data, identification of problem spots, multiple field reviews, and identification and prioritization of improvement strategies. An advisory committee was also involved and was comprised of elected officials and local stakeholders. Public input was gathered via an online public comment survey.

Study Location

The general study area includes all of the incorporated limits plus the surrounding developed areas of the City of Campbellsville in Taylor County. This area consists of the designated Urban Area plus the vicinity of the proposed bypass (Item No. 4-142.10, in the Kentucky's 2008 Highway Plan). The study area is illustrated in the figure to the right and in Exhibit 1, in Appendix A of the report.



Project Recommendations

A list of small urban area safety and congestion improvement projects have been compiled and ranked in order of local preference and will be considered for state funding. The recommended projects identified in the study have been organized into three (3) categories according implementation time frame and the responsible party. Project type, cost, and a brief description have been identified.

- **KYTC Long-Term** — Projects of the scale that would likely have to be included in the Highway Plan. These projects are listed below and in Table 3A of the report, and one page descriptions of each are included on pages 20 to 23 of the report.

Rank	Project	KYTC LONG-TERM PROJECTS—Description	Type	Cost
1	5b	Reconstruct KY 70 intersections with Martin Luther King Jr. Boulevard and Tie Street.	Reconstruct	\$130-460K
2	18	KY 527 has minimal shoulder width and ditches and utility poles too close to the roadway between KY 3350 and US 68. Widen shoulder and relocate utilities.	Reconstruct	\$2.1M
3	12	Convert KY 658 (Roberts Road) from 2 lanes to 3 lanes from US 68 to junction with KY 3518.	Reconstruct	\$2.0 - 3.7M
4	16b	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Reconstruct roadway for a long-term solution.	Reconstruct	\$407.5K

- **KYTC Short-Term** — Projects that can be executed fairly quickly by the District personnel due to their less intricate nature. These projects typically range in cost from <\$10,000 - \$200,000. These projects are listed in Table 3B, with a red title row, and one page descriptions of each are included on pages 25 to 37 in the report.
- **Local** — Projects that would be the responsibility of the City of Campbellsville, Taylor County, and/or private developers and that may be undertaken at the discretion of any of those entities. These projects are listed in Table 3C, with a yellow title row, and one page descriptions of each are included on pages 39 to 55 of the report.

1.0 INTRODUCTION

1.1 Study Purpose

This Small Urban Area (SUA) Transportation Study (Transportation Study of Campbellsville) was conducted for the Kentucky Transportation Cabinet (KYTC), Division of Planning, with the goal of identifying and improving the transportation system in and surrounding the Campbellsville urban area. Qk4 has been retained by KYTC as the project consultant.

The focus on the improvements is not specifically adding transportation systems, but maximizing the current transportation assets on the existing state controlled route system. One particular criterion that must be met in order for a municipality to be eligible for a SUA transportation study is that it must range in size of 5,000 to 50,000 in population. Campbellsville falls within this range with a population of 10,000 residents.

This planning process included the following tasks:

- Review and evaluate KYTC's Division of Planning's Highway Information System (HIS) and Collision Reports Analysis for Safer Highways (CRASH) data.
- Establish project team to guide the study effort.
- Consult with an advisory committee made up of local officials to obtain their input.
- Identify potential problem areas.
- Conduct field reviews to study problems.
- Identify possible solutions and estimate project costs.
- Develop recommendations and prioritize projects with input from the local officials.

1.2 Programming and Other Projects

A Design / Build construction contract was awarded in 2007 to widen KY 55 from KY 1625 North to US 68 and KY 210 from US 68 North to KY 3183, for a total of 3.511 miles. Further, preliminary engineering and an environmental assessment for four-laning KY 55 south of KY 1625, including the Campbellsville Bypass, was under contract at the outset of this Transportation Study. In addition, several projects in and near Campbellsville are listed in Kentucky's 2008 Highway Plan. In addition to the Design / Build project, these projects listed below were taken into consideration during the evaluation of the study area for compatibility and/or redundancy with the proposed projects.

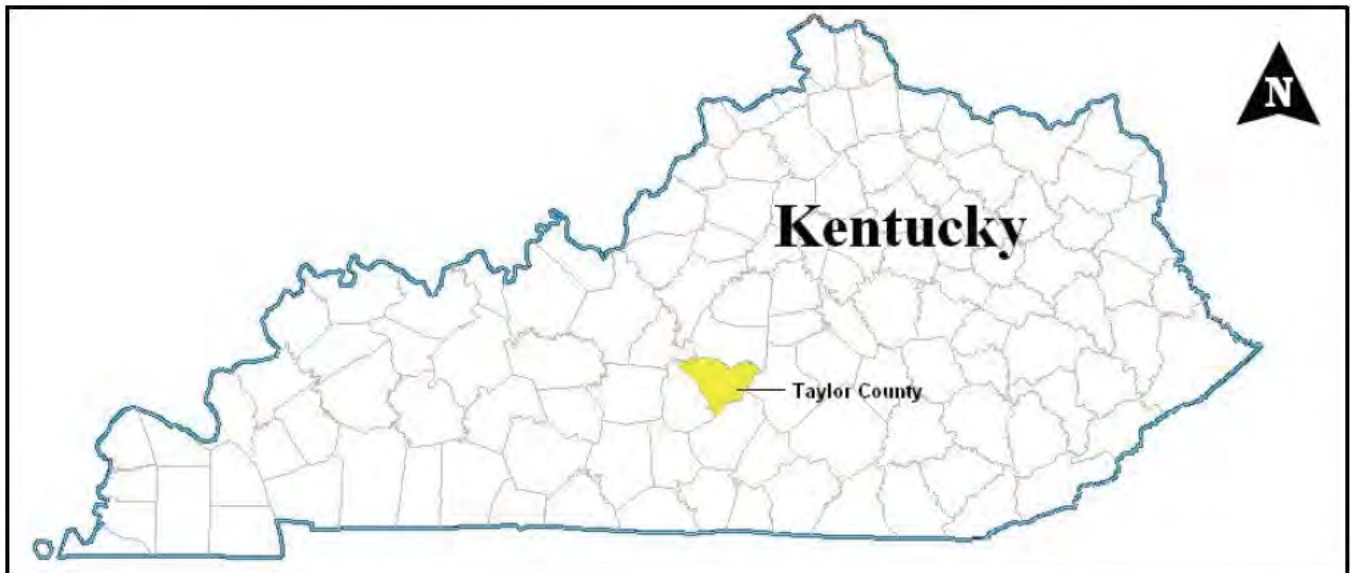
- Item No. 04-142.10: Final Design of the Campbellsville Bypass (FY 2012) (As of this report, the project is in the preliminary design and environmental documentation stage, although it is currently on hold.)

- Construction of safety improvements to the intersection of KY 289 and KY 3350 (FY 2008) (As of this report the project has been canceled due to the reduction of crashes since a traffic signal was installed at this intersection.)

In addition to the 2008 KYTC Highway Plan projects that were identified on the Unscheduled Project List (UPL), these significant projects identified in the study area with Project Identification Form (PIF) data are:

- D3350 108.00: Extend KY 3350 east from KY 289 to US 68.
- D0289 112.00: Extend South Lebanon Avenue south to South Central Avenue at Hotchkiss Street.
- D2222 109.00: Address geometric deficiencies and enhance access to Taylor County Airport by widening KY 2222/KY 1799.
- D3212 113.00: Widen and realign Old Pitman Road (KY 3212) from KY 210 to KY 527 in Campbellsville.

These projects are illustrated in Exhibit 4 in Appendix A and detailed in Appendix E.



2.0 PROJECT LOCATION AND EXISTING CONDITIONS

2.1 Project Location

The general study area includes all of the incorporated limits plus the surrounding developed areas of the City of Campbellsville in Taylor County. This area consists of the designated Urban Area plus the vicinity of the proposed bypass (Item No. 4-142.10, in the Kentucky's 2008 Highway Plan. The study area is illustrated below and in Exhibit 1, in Appendix A

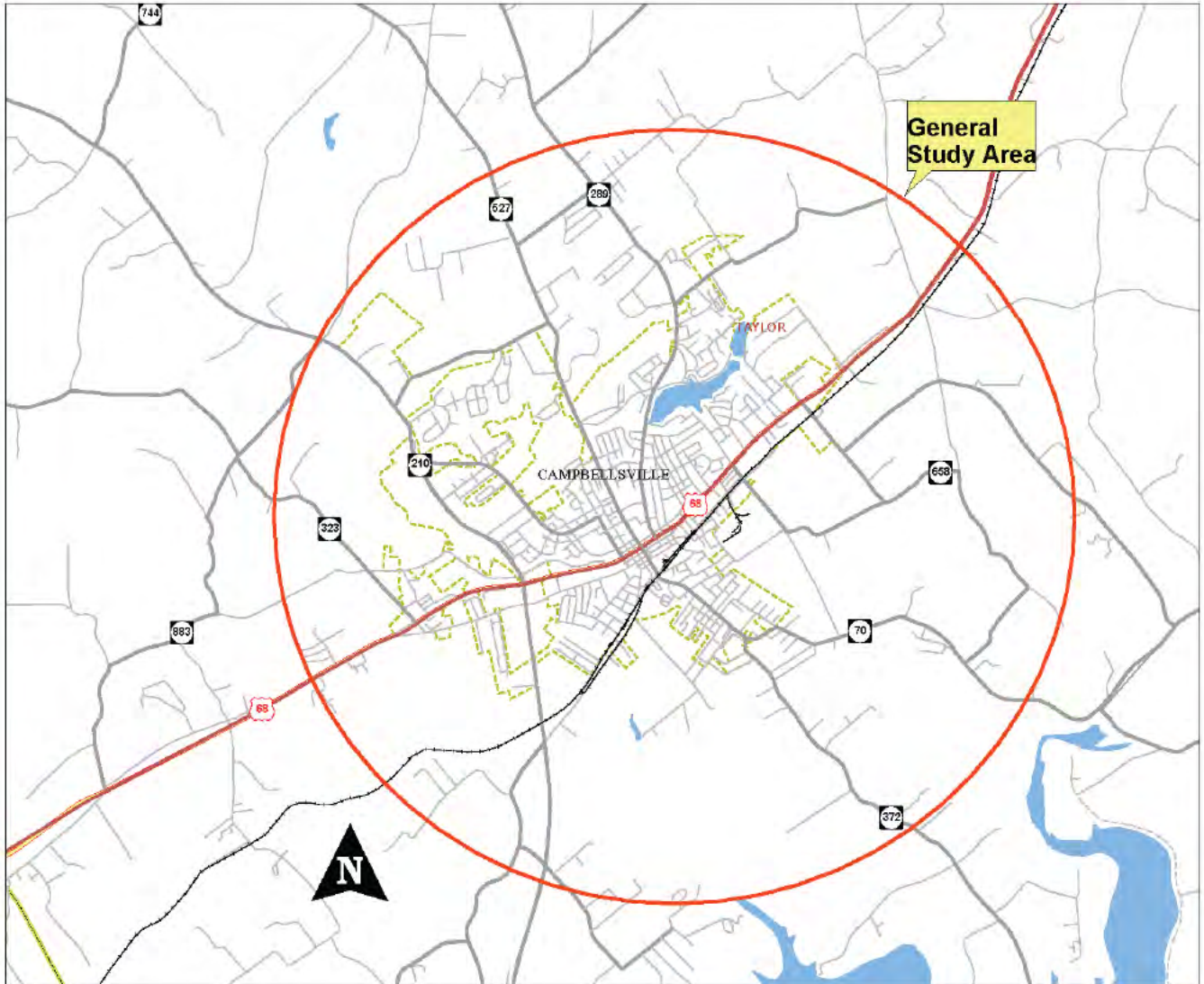


Figure 1: Project Study Area

2.2 Existing Conditions

Data on the existing conditions of the state route in the study area were taken from the Division of Planning's Highway Information System (HIS) database. Table 1 shows some general state route information for the City of Campbellsville.

Current roadway deficiencies are illustrated in Exhibit 2 in Appendix A. In particular, Exhibit 2 shows roadway segments with the following deficiencies: poor adequacy ratings (less than 20 percent), poor levels of service (LOS D and E), narrow lane widths (less than 11 feet), excessive volume/service flow ratios indicating congested conditions (V/SF greater than 0.7), and areas of high crashes (critical rate factor (CRF) greater than 1.00). Road segments where these thresholds are exceeded are also highlighted on Table 1.

2.2.1 Average Daily Traffic

Current (2007) average daily traffic (ADT) in the study area ranges from 1,000 vehicles per day (vpd) to 23,100 vpd. The two roadways with the highest volumes are US 68 and KY 55. These are the primary north-south and east-west arterials serving Campbellsville. The bulk of the 2-lane facilities in the study area do not exceed volumes of 9,000 vpd.

2.2.2 Level of Service

Level of service (LOS) is a qualitative measure of expected traffic conflicts, delay, driver discomfort, and congestion. Levels of service are described according to a letter rating system (similar to school grades) ranging from LOS A (free flow, minimal or no delays – best conditions) to LOS F (stop and go conditions, very long delays – worst conditions). For intersections, the Highway Capacity Manual defines levels of service based on the average delay due to the signal or stop control. LOS C is often considered the threshold for desirable traffic conditions in smaller cities such as Campbellsville. In this study, levels of service below this threshold are noted as undesirable and warrant improvement. LOS C corresponds to less than 35 seconds of delay per vehicle at a signalized intersection and less than 25 seconds of delay at an unsignalized intersection.

The facilities in the study area that exhibit poor levels of service (LOS) are primarily the 2-lane collector facilities within the city, such as KY 70, KY 3183, KY 527, KY 372, and KY 658. Facilities in the rural areas typically exhibit much better LOS than their urban counterparts. The principal arterials in the study area—US 68, KY 55, and KY 210—exhibit primarily acceptable levels of service, not below LOS D.

Table 1: HIS Base Data Route Information

Route	Beginning Mile Point (MP)	Ending MP	Functional Class	# of Lanes	Lane Width (feet)	Approx V/SF Ratio	ADT (vpd)	LOS	Crash Rate Factor (CRF)	% Truck	Composite Adequacy Rating Percentile
US 68	2.379	3.441	Rural Minor Arterial	2	12	0.50	10,700	C	0.397	7%	88.64
	3.441	3.780	Rural Minor Arterial	2	12	0.52	10,700	C	0.380		88.64
	3.780	3.941	Urban Minor Arterial	2	12	0.35	10,700	A	0.102		96.77
	3.941	4.415	Urban Minor Arterial	2	12	0.60	10,900	A	0.447	6.5%	83.89
	4.415	4.571	Urban Minor Arterial	4	12	0.19	10,900	A	0.000		99.15
	4.571	4.870	Urban Minor Arterial	4	12	0.47	10,900	A	0.104		99.15
	4.870	4.956	Other Urban Principal Arterial	4	12	0.26	15,200	B	1.391	7.6%	93.05
	4.956	5.075	Other Urban Principal Arterial	4	12	0.26	16,500	B	0.820		93.05
	5.075	5.396	Other Urban Principal Arterial	4	12	0.26	16,500	B	0.188		93.05
	5.396	5.687	Other Urban Principal Arterial	4	10	0.69	16,500	B	0.694		57.30
	5.687	5.923	Other Urban Principal Arterial	4	10	0.82	23,100	C	2.382		7.76
	5.923	7.040	Other Urban Principal Arterial	4	10	0.98	19,000	B	2.232		7.67
	7.040	7.210	Other Urban Principal Arterial	4	10	0.27	13,100	A	2.002		27.78
	7.210	7.404	Other Urban Principal Arterial	4	10	0.25	13,100	A	0.227		61.46
7.404	7.715	Other Urban Principal Arterial	2	12	0.32	8,930	C	0.886	8.9%	64.24	
7.715	10.675	Rural Other Principal Arterial	2	12	0.43	8,800	C	0.324		81.66	
KY 55	5.080	9.066	Rural Other Principal Arterial	2	12	0.47	10,100	D	0.446	N/A	81.66
	9.066	10.293	Other Urban Principal Arterial	2	12	1.27	10,600	C	0.710		21.92
KY 70	0.000	0.213	Urban Collector	2	10	1.38	4,930	E	7.141	5.8%	0.55
	0.213	1.080	Urban Collector	2	10	0.40	8,650	E	1.616		11.26
	1.080	1.367	Urban Collector	2	10	0.24	5,180	D	1.628		11.26
	1.367	1.794	Rural Major Collector	2	10	0.42	5,180	D	0.531		46.39
	1.794	1.823	Rural Major Collector	2	9	0.40	5,180	D	0.222		83.37
	1.823	2.215	Rural Major Collector	2	9	0.42	5,180	B	0.470		83.37

Highlighted cells indicate substandard conditions

Table 1: HIS Base Data Route Information (Continued)

Route	Beginning MP	Ending MP	Functional Class	# of Lanes	Lane Width (feet)	Approx V/SF Ratio	ADT (vpd)	LOS	Crash Rate Factor (CRF)	% Truck	Composite Adequacy Rating Percentile
KY 210	7.626	14.436	Rural Other Principal Arterial	2	11	0.28	5,500	C	0.440	12%	22.62
	14.436	15.405	Other Urban Principal Arterial	2	11	0.27	7,190	C	0.919		87.43
	15.405	16.626	Other Urban Principal Arterial	2	11	0.74	7,950	C	3.387		42.16
KY 289	0.000	1.896	Urban Collector	2	9	0.42	8,820	E	1.106	5.4%	13.73
	1.896	2.125	Rural Major Collector	2	9	0.33	4,760	B	0.457		88.92
	2.125	2.331	Rural Major Collector	2	9	0.33	4,760	B	0.306		88.92
	2.331	2.637	Rural Major Collector	2	9	0.33	4,760	B	0.470		88.92
KY 323	6.863	7.038	Urban Collector	2	10	0.19	1,000	B	0.375	6.3%	83.98
	7.038	8.825	Urban Collector	2	10	0.31	1,600	D	0.592		83.98
KY 372	3.327	3.508	Urban Collector	2	9	0.45	2,290	E	0.246	5.6%	35.65
KY 527	0.000	1.124	Urban Collector	2	9	0.37	4,060	E	1.431	5.3%	15.94
KY 658	0.000	0.655	Urban Collector	2	10	0.30	6,820	E	0.813	14.5%	61.47
	0.655	0.665	Urban Collector	2	8	0.32	6,820	C	0.803		35.65
KY 3183	3.503	3.577	Urban Collector	2	10	0.74	7,310	E	0.547	14%	9.68
	3.577	3.958	Urban Collector	2	10	0.25	5,350	E	0.085	4.3%	61.47
	3.958	5.681	Urban Collector	2	10	0.62	5,980	E	4.053		15.94
KY 3212	0.000	1.408	Urban Collector	2	9	0.17	1,010	B	0.387	N/A	74.42
KY 3350	0.000	0.373	Urban Minor Arterial	2	12	0.24	8,120	C	1.223	7.8%	71.06
	0.373	2.411	Urban Minor Arterial	2	12	0.19	5,530	B	0.355		96.77
	2.411	2.621	Urban Minor Arterial	2	9	0.05	1,320	B	0.306		59.74

2.2.3 Crash Analysis

Summaries of vehicle crashes were recorded with valid reference points in the study area during the five-year period (2002-2006). Of the 1,077 recorded crashes, 883 were property damage only (PDO) occurrences, 189 resulted in one or more injuries, and 5 resulted in one or more fatalities.

There are twelve segments of the seven state routes (US 68, KY 70, KY 210, KY 289, KY 527, KY 3183, and KY 3350) with a Critical Rate Factor (CRF) in excess of 1.00, as shown below in Table 2 and on Exhibit 2 in Appendix A. A CRF greater than 1.00 indicates that the segment of roadway has had a statistically significant number of crashes and they are likely not occurring at random.

Table 2: Crash Data

Route	Begin MP	End MP	Crashes				CRF > 1
			PDO	Fatal	Injury	Total	
US 68	4.87	4.95	21	0	0	21	1.391
US 68	5.68	5.92	50	0	3	53	2.382
US 68	5.92	7.04	130	1	28	159	2.232
US 68	7.04	7.21	24	0	2	26	2.002
KY 70	0.00	0.21	50	0	10	60	7.141
KY 70	0.21	1.08	37	0	13	50	1.616
KY 70	1.08	1.36	9	0	6	15	1.628
KY 210	15.40	16.62	94	0	28	122	3.387
KY 289	0.00	1.89	50	2	15	67	1.106
KY 527	0.00	1.12	27	0	2	29	1.431
KY 3183	3.95	5.68	80	0	14	94	4.053
KY 3350	0.00	0.37	15	0	2	17	1.223

3.0 PROJECT TEAM, ADVISORY COMMITTEE, AND PUBLIC INVOLVEMENT

3.1 KYTC Project Team

A project team approach was used, consisting of representatives from the KYTC Central Office, KYTC District 4, Lake Cumberland Area Development District (LCADD), and Qk4. Three project team meetings were held during the project: two were held at the Kentucky Transportation Cabinet's District 4 Office on March 19, 2008, and June 20, 2008; and the third was held in Campbellsville at the Taylor County Extension Office on August, 7, 2008. Each meeting was documented with meeting minutes, which are included in Appendix B. A summary of the major topics discussed at each meeting follows:

- 1) **March 19, 2008, at KYTC District 4:** At the first project team meeting, members were introduced, the type of study was discussed, and the study's scope and schedule were reviewed. Major topics of discussion included the project's purpose and range of improvements to consider; the general existing conditions; other current, scheduled, and proposed projects in and around the Campbellsville study area; public involvement; and a tentative schedule of events. It was determined that the public involvement process would consist of a web-based survey that would be available for residents to complete online. The public survey is detailed in Appendix C.
- 2) **June 20, 2008, at KYTC District 4:** At the second project team meeting, each of the identified projects was reviewed in detail. It was determined that the projects would be organized in three categories based on project origination and party responsibility. The categories chosen were: KYTC Long-Term, KYTC Short-Term, and Local projects. Plans for presenting the projects at the second Advisory Committee meeting (see Section 3.2, below) were discussed.
- 3) **August, 7, 2008, at Taylor County Extension Office:** At the final project team meeting, the content of the final project report was discussed and agreed upon. The priority ranking of recommended projects was modified as were some of the recommended project data sheets.

3.2 Advisory Committee

A group of elected officials and local stakeholders formed the Advisory Committee that met twice during the study process. The meetings were held on April 18, 2008, and July 23, 2008, at the Taylor County Extension Office in Campbellsville. Meeting minutes including agendas and persons in attendance are included in Appendix C. A summary of the major topics discussed at each of the two meeting follows:

- 1) **April 18, 2008:** Members were informed that the intended outcome of the meeting was to identify low-cost, short-term, “quick fixes” for local transportation issues on state roads in the City of Campbellsville. The improvements could consist of but would not be limited to signalizations, turn lanes, and traffic calming measures. Meeting attendees used large maps to identify the locations of areas where they thought transportation improvement projects were needed. A preliminary list of projects was generated by this activity and provided a starting point for the formal identification of problem areas. An introduction to the web-based public survey was explained in hopes the county would solicit the public for their input.
- 2) **July 23, 2008:** At the second Advisory Committee meeting, the members were presented the list of recommended projects organized into the three categories identified by the project team: KYTC Long-Term, KYTC Short-Term and Local projects. The committee provided feedback on the contents of each project and ranked the KYTC projects according to priority within the long and short-term categories. Members were informed that the Local projects were the responsibility of the City of Campbellsville and/or Taylor County, not KYTC. The committee elected to organize these projects into high, medium, and low priorities.

3.3 Public Involvement

Public involvement consisted of a web-based survey form voluntarily completed on-line by residents and then submitted to the KYTC and Qk4. The survey was available to be taken from March 27, 2008 through June 13, 2008. Through a series of questions, this form identified some areas in and around Campbellsville that were perceived as problems by local individuals. There were a total of six surveys submitted by area residents. These individual submissions are included in Appendix C.

4.0 ENVIRONMENTAL AND SOCIOECONOMIC OVERVIEW

4.1 Environmental Footprint

A brief environmental footprint review was conducted to locate places of significant historical or cultural value. Places of potential hazards including floodplains, wetlands, and sinkholes were also identified. These environmental issues are illustrated in Exhibit 3 in Appendix A.

4.2 Environmental Justice

The *Environmental Justice Report* was prepared by the Lake Cumberland Area Development District (LCADD) to assess the community demographics in the Campbellsville Small Urban Area (SUA). The study area contains thirteen block groups within three census tracts, all of which are listed below:

- Census Tract: 9803 – Block Group: 1, 2, 3, & 4
- Census Tract: 9804 – Block Group: 1, 2, 3, & 4
- Census Tract: 9805 – Block Group: 1, 2, 3, 4, & 6

Based on data obtained by LCADD from the U.S. Census Bureau for income, race, and age, as well as on discussions with local officials and field observations, it appears there are small concentrations of populations over 65 years of age in Campbellsville. Analysis of the minority population data showed several of the block groups as having identified concentrations, some of which were significant and some only minor. The more significant concentrations identified were noted in the narrative analysis of the *Environmental Justice Report* in Appendix D. The concentrations identified should not be adversely affected by improvements. The elevated percentages in the populations below poverty level might be indicative of concentrations throughout the study area. However, based on the economic status of this rural, economically depressed county, these percentages are not uncommon for this area. The complete *Environmental Justice Report* produced by LCADD comprises Appendix D.

5.0 RECOMMENDATIONS

Following the first Advisory Committee meeting and receipt of the public input, the Project Team took into account all of the available project information. The team then identified alternatives to be carried forward or eliminated from further consideration. The criteria that were considered in the decision included the project ease of implementation, costs, impacts, traffic volumes, and public comments.

In determining the alternatives to be carried forward, the project team first separated the recommended projects into three categories based on project origination and party responsibility. The categories are as follows:

- **KYTC Long-Term**—Projects of the scale that would likely have to be included in the Highway Plan. These projects are listed in Table 3A, with a blue title row, and one page descriptions of each are included on pages 20 to 23.
- **KYTC Short-Term**—Projects that can be executed fairly quickly by the District personnel due to their less intricate nature. These projects are listed in Table 3B, with a red title row, and one page descriptions of each are included on pages 25 to 37.
- **Local**—Projects that would be the responsibility of the City of Campbellsville, Taylor County, and/or private developers and that may be undertaken at the discretion of any of those entities. These projects are listed in Table 3C, with a yellow title row, and one page descriptions of each are included on pages 39 to 55.

The projects recommended by the Advisory Committee and Project Team are listed below in Table 3, shown in detail in the following project summary sheets, and illustrated in Exhibit 4 in Appendix A.

Table 3A: Recommended KYTC Long-Term Projects

Rank	Project	KYTC LONG-TERM PROJECTS—Description	Type	Cost
1	5b	Reconstruct KY 70 intersections with Martin Luther King Jr. Boulevard and Tie Street.	Reconstruct	\$130-460K
	<i>Notes/ Activity Completed</i>			
2	18	KY 527 has minimal shoulder width and ditches and utility poles too close to the roadway between KY 3350 and US 68. Widen shoulder and relocate utilities.	Reconstruct	\$2.1M
	<i>Notes/ Activity Completed</i>			
3	12	Convert KY 658 (Roberts Road) from 2 lanes to 3 lanes from US 68 to junction with KY 3518.	Reconstruct	\$2 - 3.7M
	<i>Notes/ Activity Completed</i>			
4	16b	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Reconstruct roadway for a long-term solution.	Reconstruct	\$407.5K
	<i>Notes/ Activity Completed</i>			

Table 3B: Recommended KYTC Short-Term Projects

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost
1	3	The signal at North Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing up traffic when the signal is red. Enable the Fire Department to manually override the red signal to green, from inside the station, thereby making it possible for traffic to leave the area in front of the station and allowing for egress of fire trucks during a call.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
2	2	Conduct signal warrant analysis for possible split phase signal at US 68/KY 289 (Lebanon Avenue) intersection to facilitate left-turns.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
	4	Conduct a signal warrant analysis for a split phase signal to be installed at London Drive and US 68.	Signal Warrant Analysis	<\$10K
	<i>Notes/ Activity Completed</i>			
3	13	Add a left-turn lane on eastbound US 68 to northbound Palestine Road (KY 3211).	Reconstruct	\$190K
	<i>Notes/ Activity Completed</i>			
4	9c	Add right-turn lane on southbound US 68 and left-turn lane on northbound US 68.	Reconstruct	\$200K
	<i>Notes/ Activity Completed</i>			
5	16a	Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS notes back-to-back horizontal curves of 16.5 degrees and 24.5 degrees. HIS does not have vertical curve data for this functional class of road.) Install signage, and cut back the embankment on the west side of KY 527 between MPs 1.7 and 1.8 to improve sight distance.	Maintenance / Signage	\$200K
	<i>Notes/ Activity Completed</i>			

Table 3B: Recommended KYTC Short-Term Projects (Continued)

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost
6	26	Submit speed limit study request to KYTC for possible speed limit reevaluation on Water Tower Bypass (KY 3518).	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
7	1	KY 1799 has no speed limit signs. (According to HIS, speed limit is currently 55 mph and route is state maintained – State Primary Road System class is rural secondary.) Install speed limit sign.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
	17	Install signage and striping to remedy the confusion at the intersection of Meader Street and North Columbia Avenue.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
	27	Improve intersection definition at US 68/Airport Road (KY 1799) by extending the pavement on the south side shoulder of US 68 from Airport Road east approximately 100 feet.	Reconstruction	<\$10K
	<i>Notes/ Activity Completed</i>			
	29	Install signage on West Broadway and Federal Place to advise motorists of their proximity to Campbellsville Elementary and High Schools.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
	35	Install “Stop Ahead” sign on northbound KY 3211 approaching KY 289.	Signage	<\$10K
<i>Notes/ Activity Completed</i>				

Table 3B: Recommended KYTC Short-Term Projects (Continued)

Rank	Project	KYTC SHORT-TERM PROJECTS—Description	Type	Cost
7 (cont.)	36	Install "Stop Ahead" sign on northbound KY 2222 approaching KY 658.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			
	37	Vertical sight distance deficiencies exist on KY 527 just north of KY 3211 to the Woodhill Road intersection. Install signage to increase awareness and safety.	Signage	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3C: Recommended Local Projects

Rank	Project	LOCAL PROJECTS—Description	Type	Cost
High	8	Provide lot interconnectivity in commercial retail area on west side of KY 210 between Lowe's and Ponderosa. (Commercial responsibility.)	New Construction	\$100K
	<i>Notes/ Activity Completed</i>			
High	11	To reduce congestion on South Columbia Avenue due to traffic entering/exiting Amazon.com, Inc., the following are recommended: Pave the 1,800 feet-long, gravel, county road across from Amazon.com, Inc., linking South Columbia Avenue north to KY 55; add turning lanes and a caution light on South Columbia Avenue at the Amazon.com, Inc., entrance; and relocate the western entrance to Amazon.com, Inc. to align with the proposed paved gravel road.	Reconstruct	\$350K
	<i>Notes/ Activity Completed</i>			
High	14	Reconstruct Davis Road (CR 1223) from US 68 to Hatcher Road.	Reconstruct	<\$1M
	<i>Notes/ Activity Completed</i>			
High	15	Parked cars at school on KY 289 at Lakeview Drive create a visual obstruction for traffic entering KY 289 from Lakeview Drive. Prohibit parking in front of school.	Maintenance	<\$10K
	<i>Notes/ Activity Completed</i>			
High	19	Cut back cemetery embankment and fix sidewalk on South Central Avenue. This could be included in KYTC Long-Term Project 5b.	Reconstruct	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3C: Recommended Local Projects(Continued)

Rank	Project	LOCAL PROJECTS—Description	Type	Cost
High	21	Revitalize streetscapes along Meader Street and North Columbia Avenue, including sidewalk and crosswalk construction, asphalt resurfacing, and improvements of sight distance and drainage problems.	Reconstruct	\$300K
	<i>Notes/ Activity Completed</i>			
High	30	Prepare a needs analysis/design study for sidewalks along north side of West Broadway, between KY 210 and North Columbia Avenue	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	31	Prepare a needs analysis/design study for sidewalks connecting Taylor County High School with the surrounding neighborhood.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	32	Prepare a needs analysis/design study for sidewalks along Main Street.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	33	Prepare a needs analysis/design study for sidewalks on US 68/East Broadway from Ingram Avenue to Cherokee Drive.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			
High	34	Prepare needs analysis/design study for sidewalks along South Columbia Avenue.	Sidewalks	<\$10K
	<i>Notes/ Activity Completed</i>			

Table 3C: Recommended Local Projects (Continued)

Rank	Project	LOCAL PROJECTS—Description	Type	Cost
Med	5a	Reconstruct the merger of S. Columbia and Martin Luther King Jr. Boulevard to the intersection of Tie and Carnation Streets.	Reconstruct	\$75-125K
	<i>Notes/ Activity Completed</i>			
Med	6	Reconstruct the intersection of Clem Haskins and Martin Luther King Jr. Boulevard.	Reconstruct	\$100-200K
	<i>Notes/ Activity Completed</i>			
Med	7	Reconstruct the intersection at Martin Luther King Jr. Boulevard and Roberts Road.	Reconstruct	\$25-150K
	<i>Notes/ Activity Completed</i>			
Low	9a	Realign junction of Eastport Road and Bluegrass Drive (just north of US 68 @ MP 7.71) prior to opening of the potential new school to be constructed at the site. (Dependent upon school construction.)	Reconstruct	\$75K
	<i>Notes/ Activity Completed</i>			
Low	9b	Upgrade Eastport Road (a 3,000-foot-long locally maintained road) prior to opening of the new schools. (Dependent on school construction.)	Reconstruct	\$500K
	<i>Notes/ Activity Completed</i>			
Low	10	Add a northbound entrance to the Campbellsville University campus to improve access from US 68/West Broadway.	Reconstruct	\$100K
	<i>Notes/ Activity Completed</i>			
Low	20	Reconstruct the intersection of Red Lane and Lincoln Avenue to correct the horizontal and vertical curvature deficiencies.	Reconstruct	\$100K
	<i>Notes/ Activity Completed</i>			

5.1 KYTC LONG-TERM PROJECTS



Looking south on KY 70 at the Tie Street Intersection



Looking south on KY 70 from the MLK Jr. Blvd. Intersection



MLK JR. BLVD. AND KY 70 INTERSECTION

Background: Martin Luther King Junior Boulevard (MLK Jr. Blvd.) occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous. The line of sight at the intersection of MLK Jr. Blvd. and KY 70 is reduced due to the location of existing buildings close to the roadway. Sight deficiencies also exist at the intersection of KY 70 and Tie Street due to a horizontal curve.

Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$296,000
Design:	\$23,000
ROW:	\$25,000
Utility:	\$25,000
Construction:	\$223,000

Existing Conditions and Issues on KY 70:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th Percentile
- ▶ LOS = E
- ▶ KY 70 (2007) ADT 8,650

Notes:

Proposed Project: Reconstruct the sections of KY 70 that intersect with MLK Jr. Blvd. and Tie Street.



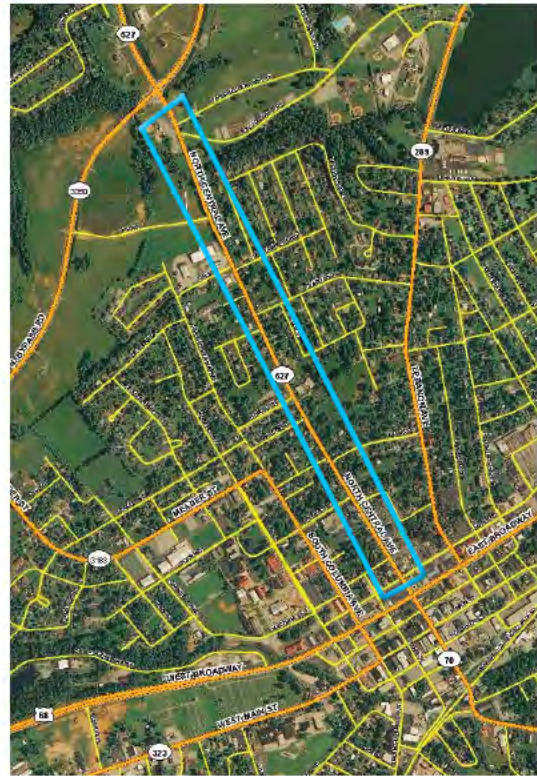
**- RECONSTRUCT THE INTERSECTION
OF TIE STREET AND KY 70**

SCALE: 1"=100'
PROJECT 5b - ALTERNATE 1

Looking northbound on KY 527



Looking south on KY 527



WIDEN KY 527

Background: Currently, KY 527 from KY 3350 to US 68 exhibits narrow to no shoulders, utility poles at the road's edge, and in some places deep ditches, resulting in dangerous conditions to motorists and pedestrians.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 4,060

Proposed Project: Widen the shoulder of KY 527 from KY 3350 to US 68. The bulk of this project is the relocation of utilities.

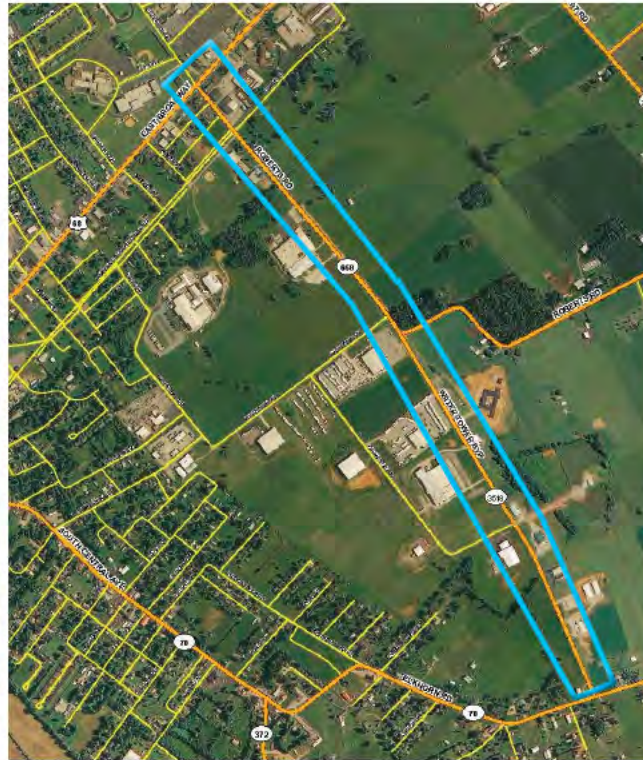
Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$2,127,000
Design:	\$89,000
ROW:	\$84,000
Utility:	\$1,063,000
Construction:	\$891,000

Notes:

Looking north on KY 658 towards US 68



WIDEN KY 658, ROBERTS ROAD

Background: Narrow lane width and high traffic volumes on the section of Roberts Road (KY 658) from US 68 to KY 3518 needs to be addressed.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Adequacy Rating \leq 20th percentile
- ▶ LOS = E
- ▶ ADT = 6,820

Proposed Project: Reconstruct KY 658 (Roberts Road) from US 68 to junction with KY 3518 (Water Tower Drive) from 2 lanes to 3. Project # 7 could be included in this project.

See following diagrams for conceptual design

Project Type: Reconstruction

Planning Cost Estimates:

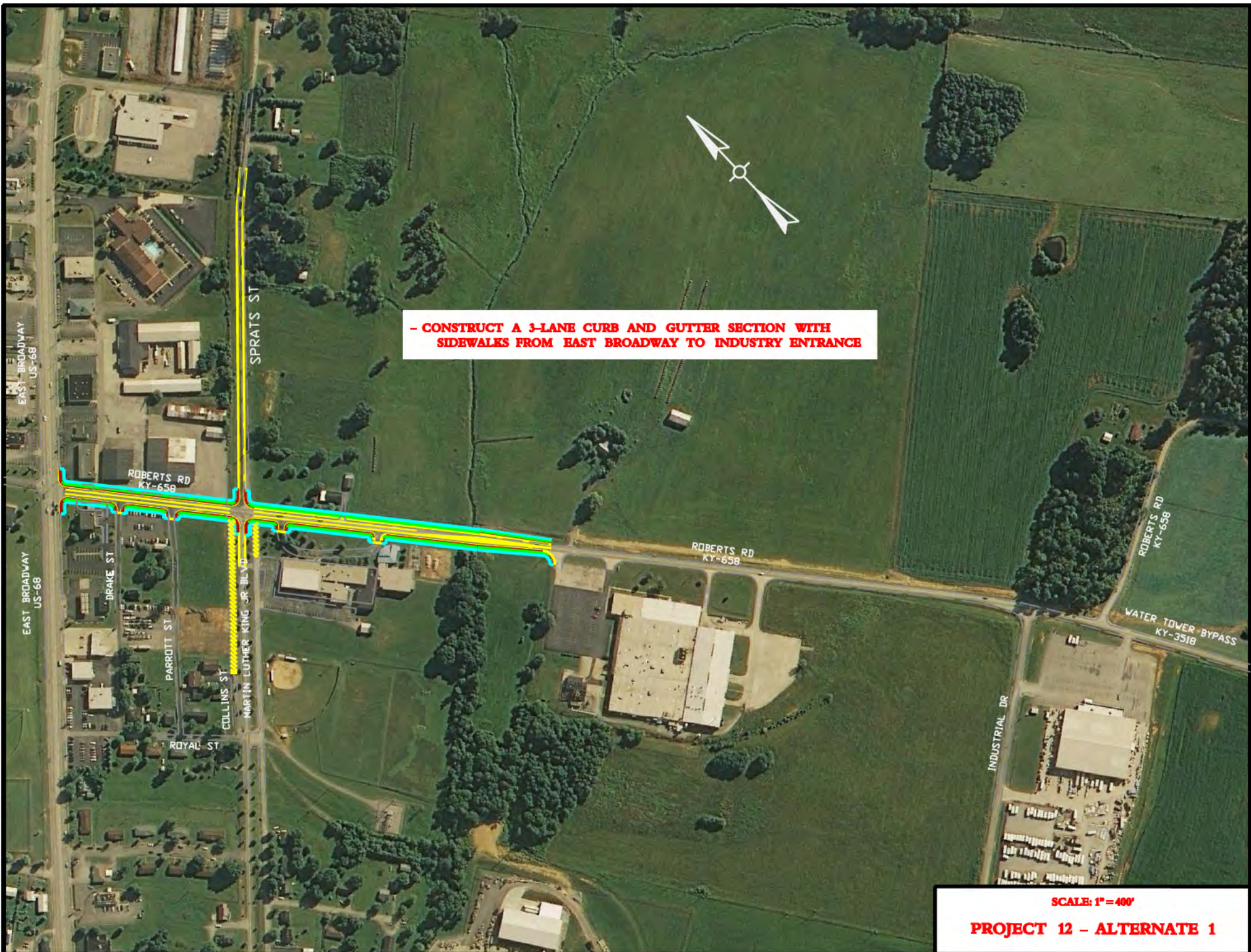
Alternate 1:

TOTAL:	\$1,997,000
Design:	\$98,000
ROW:	\$628,000
Utility:	\$293,000
Construction:	\$978,000

Alternate 2:

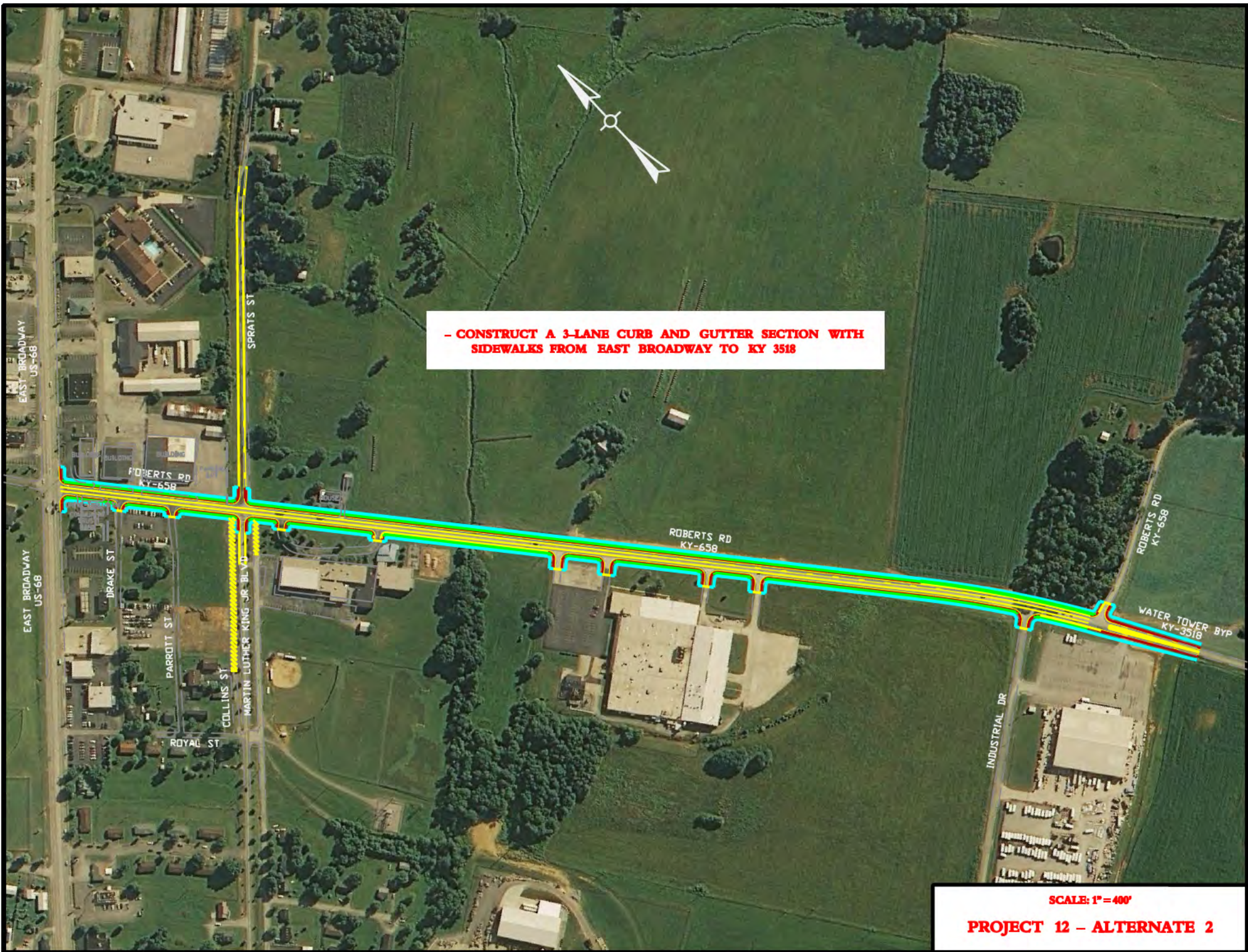
TOTAL:	\$3,748,000
Design:	\$225,000
ROW:	\$672,000
Utility:	\$596,000
Construction:	\$2,255,000

Notes:



- CONSTRUCT A 3-LANE CURB AND GUTTER SECTION WITH SIDEWALKS FROM EAST BROADWAY TO INDUSTRY ENTRANCE

SCALE: 1"=400'
PROJECT 12 - ALTERNATE 1



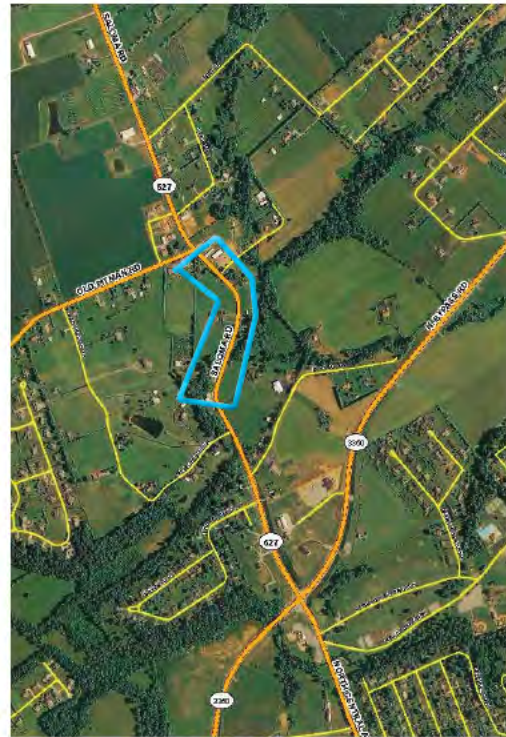
**- CONSTRUCT A 3-LANE CURB AND GUTTER SECTION WITH
SIDEWALKS FROM EAST BROADWAY TO KY 3518**

SCALE: 1"=400'
PROJECT 12 - ALTERNATE 2

KY 527
Looking
north at the
embankment
and
horizontal
curve



KY 527
Looking
north from
Wedgewood
Drive



KY 527 CURVE IMPROVEMENTS

Background: A high crash area exists along KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive due to vertical and horizontal curvature deficiencies.

Existing Conditions and Issues:

- ▶ Critical Rate Factor > 1

Proposed Project: Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. The long-term project is to reconstruct and straighten the curves on KY 527.

Project Type: Reconstruction

Planning Cost Estimates:

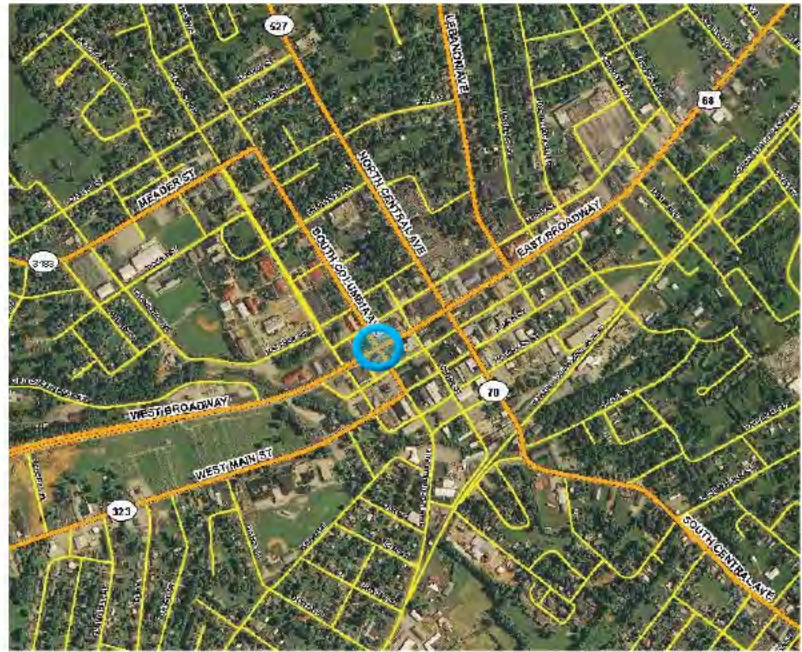
TOTAL:	\$408,000
Design:	\$33,000
ROW:	\$25,000
Utility:	\$25,000
Construction:	\$325,000

Notes:

5.2 KYTC SHORT-TERM PROJECTS



Looking eastbound on west Broadway at the Fire Station and the signal in question



FIRE STATION SIGNAL ACCESS

Background: Signal at N. Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing traffic when the signal is red.

Existing Conditions and Issues:

- ▶ Volume/Service Flow > 0.7
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 16,500

Proposed Project: It is proposed that the Fire Department be able to manually override the red signal to green, to allow traffic to depart the area in front of the station allowing for egress of fire trucks during a call. Installation of signage directing motorists not to block the exit for fire equipment is also recommended.

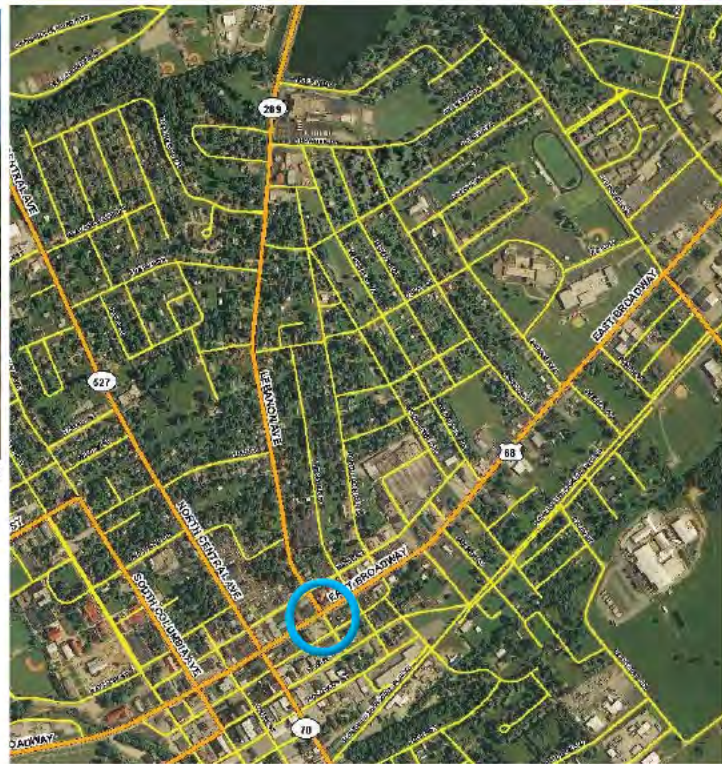
Project Type: Signal Warrant Analysis

Planning Cost Estimates: <\$10,000

Notes:



Looking westbound on west Broadway at KY 289 Intersection.



US 68 AT LEBANON AVENUE (KY 289)

Background: There is considerable congestion at the intersection of US 68 and KY 289 due to the restrictions of left turn movements during the traffic signal cycle. Increased left turn movements would reduce congestion at this intersection.

Project Type: Signal Warrant Analysis

Planning Cost Estimates: <\$10,000

Existing Conditions and Issues:

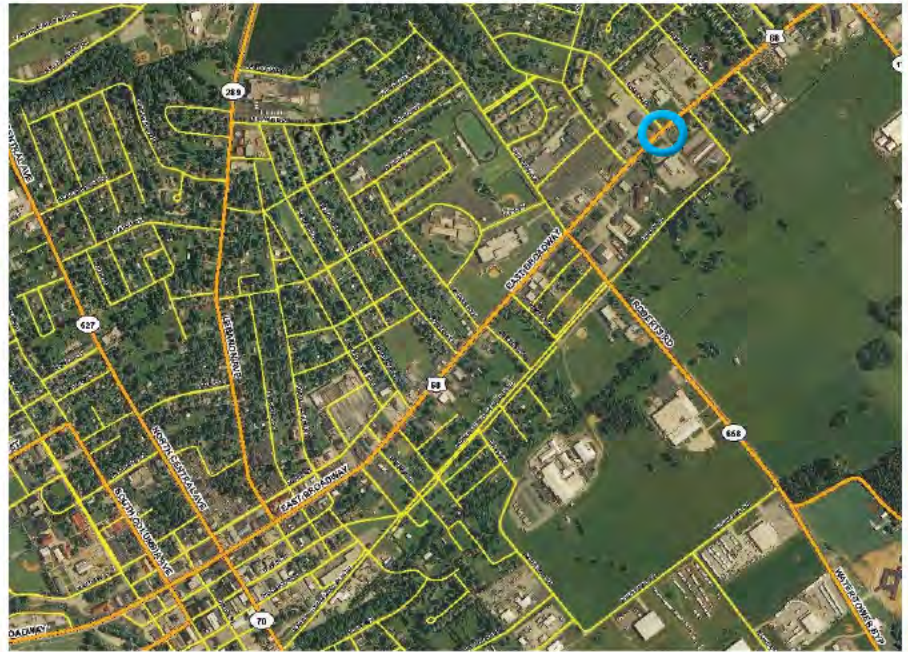
- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20TH percentile
- ▶ LOS = E
- ▶ ADT = 19,800

Proposed Project: Consider split phase signal at US 68/KY 289 (Lebanon Avenue) intersection to better facilitate left-turns.

Notes:



Looking south at the intersection of US 68 and London Drive



LONDON DRIVE AT US 68

Background: Due to negative roadway conditions at this offset intersection, improvements to reduce driver confusion need to be addressed.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 14,600

Proposed Project: A signal warrant analysis should be conducted for installation of a split phase signal at the intersection of London Drive and US 68.

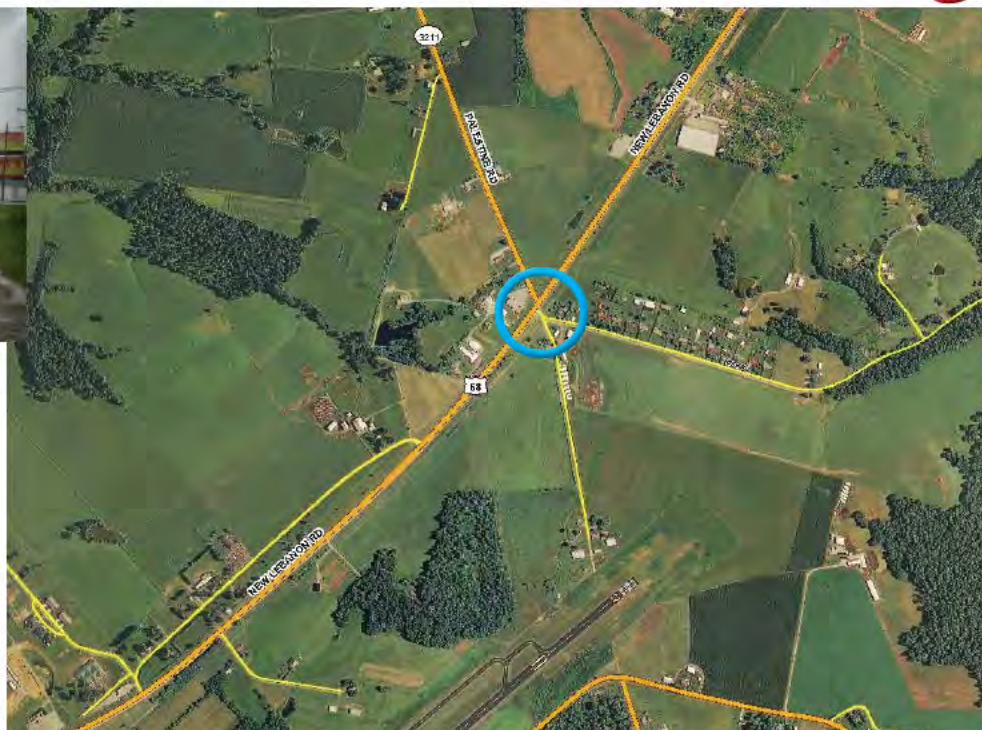
Project Type: Signal Warrant Analysis

Planning Cost Estimates: \$<10,000

Notes:



Looking westbound at the intersection of US 68 and Palestine Road



LEFT TURN LANE ON US 68 TO PALESTINE ROAD (KY 3211)

Background: A high crash rate exists on US 68 in the vicinity of the Palestine Road intersection due to eastbound US 68 traffic turning left on Palestine Road.

Existing Conditions and Issues:

- ▶ Critical Rate Factor > 1

Proposed Project: A left-turn lane may be needed from eastbound US 68 to KY 3211 North (Palestine Road).

Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$190,000
Design:	\$15,000
ROW:	\$0
Utility:	\$25,000
Construction	\$150,000

Notes:



(Top) and
(Bottom)
Intersection
of US
68 and
Bluegrass
Drive



TURN LANES ON US 68 AT EASTPORT DRIVE

Background: A school building is planned for the area near Eastport Road and Bluegrass Drive. Currently there are scattered residential properties and low traffic volumes. In order to effectively plan for the increase in traffic and activity, the following recommendations are proposed.

Existing Conditions and Issues:

- ▶ Offset Intersection, substandard road, and the need for turning lanes exists in anticipation of higher traffic volumes due to this area being the site of a future school.

Proposed Project: Evaluate the need to add a right-turn lane on southbound US 68 and a left-turn lane on northbound US 68. This project is contingent upon the construction of the proposed school.

Project Type: Reconstruction

Planning Cost Estimates:

TOTAL:	\$200,000
Design:	\$15,000
ROW:	\$0
Utility:	\$35,000
Construction:	\$150,000

Notes:



KY 527 looking north from Wedgewood Drive



KY 527 looking north at the embankment and horizontal curve



KY 527 CURVE IMPROVEMENTS

Background: A high crash area exists along KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive due to vertical and horizontal curvature deficiencies.

Existing Conditions and Issues:

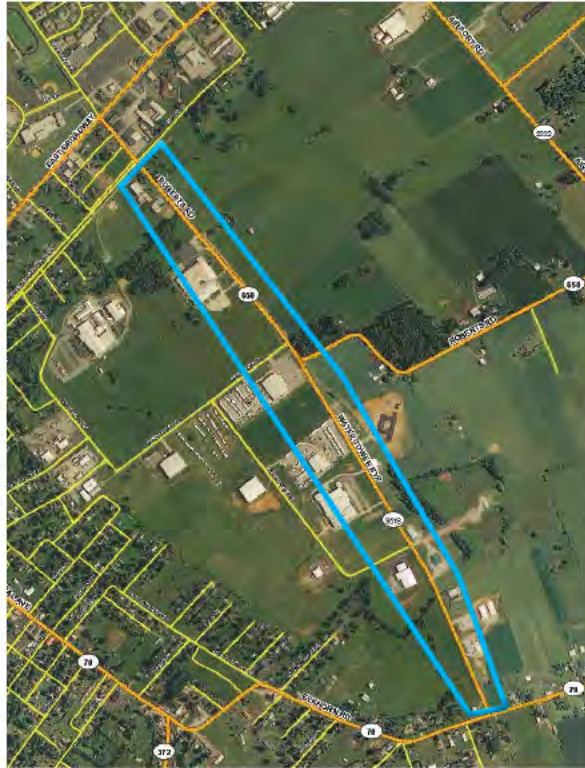
- ▶ Critical Rate Factor > 1

Proposed Project: Vertical and horizontal curvature deficiencies exist on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. An embankment on the west side of KY 527 between MP 1.7 and 1.8 could be cut back to improve sight distance. Recommended short-term improvements include signage and cutting back the berm. Long-term reconstruction improvements are included on Project 16B.

Project Type: Maintenance/Signage

Planning Cost Estimates: \$200,000

Notes:



WATER TOWER BYPASS (KY 3518) SPEED LIMIT CHANGE

Background: Driver confusion occurs when the speed limit reduction is not evident for northbound traffic due to inadequate signage.

Existing Conditions and Issues:

- ▶ ADT = 3,760

Proposed Project: The City of Campbellsville should submit a speed limit study request to KYTC for the purpose of reevaluating the speed limit on KY 3518.

Project Type: Study/Signage

Planning Cost Estimates: < \$10,000

Notes:



(Top) and

(Bottom) Eastbound view on US 68 at the Airport Road intersection



US 68 AND AIRPORT ROAD (KY 1799) INTERSECTION IMPROVEMENTS

Background: There is considerable congestion near the intersection of Eastbound US 68 and KY 1799 due to the lack of definition indicating the drop from four lanes to two lanes.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 13,100

Proposed Project: Intersection needs overall better definition through updated roadway striping and possibly extended pavement on the south side shoulder east of the Airport Road intersection.

Project Type: Reconstruction

Planning Cost Estimates: < \$10,000

Notes:



SPEED LIMIT SIGN ON KY 1799

Background: Currently there is no signage on Reids Chapel Road (KY 1799) indicating the speed limit.

Existing Conditions and Issues:

A lack of speed limit signage on Reids Chapel Road (KY 1799) results in driver confusion.

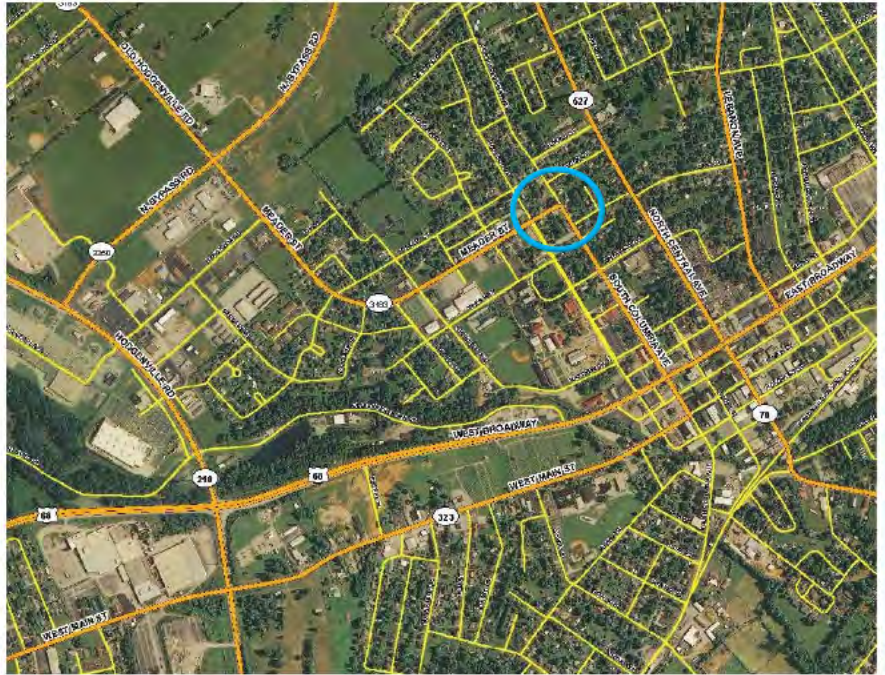
Proposed Project: KY 1799 needs speed limit signs between MP 2.0 (or sooner) and MP 3.6. (According to HIS, the speed limit is currently 55 mph and route is state maintained - SPRS class is rural secondary.)

Project Type: Signage

Planning Cost Estimates: < \$10,000



Notes:



N. COLUMBIA AVE./MEADER ST. INTERSECTION IMPROVEMENTS

Background: Currently, North Columbia Avenue converges into a confusing three way intersection with Meader Street. There is no striping, and little indication for motorists to negotiate this intersection.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Adequacy Rating \leq 20th percentile
- ▶ ADT = 5,350

Proposed Project: Install additional signage and striping to remedy the confusion at the three way intersection of Meader Street and North Columbia Avenue.

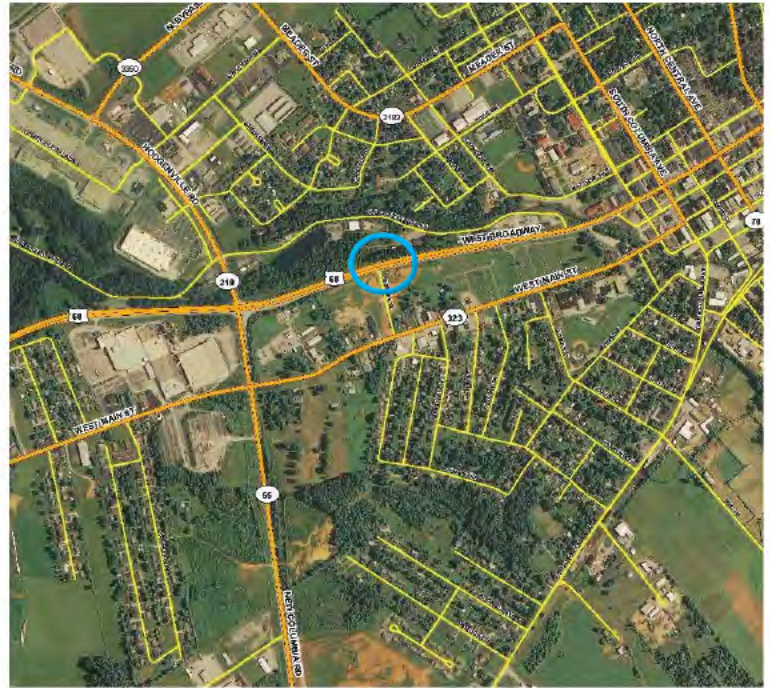
Project Type: Signage

Planning Cost Estimates: < \$10,000

Notes:



Intersection of Federal Place and US 68, looking east



INSTALL SCHOOL WAYFINDING SIGNAGE ON WEST BROADWAY

Background: Some confusion exists for motorists traveling West Broadway as to the location of and directions to Campbellsville Elementary and High School.

Project Type: Signage

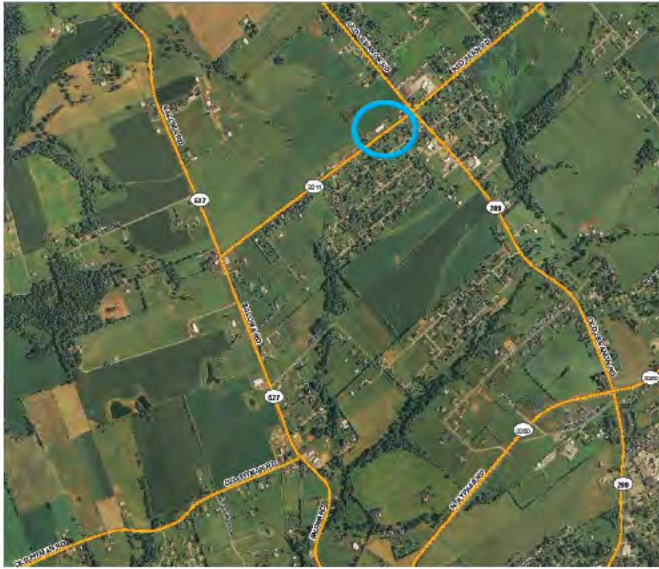
Planning Cost Estimates: < \$10,000

Existing Conditions and Issues:

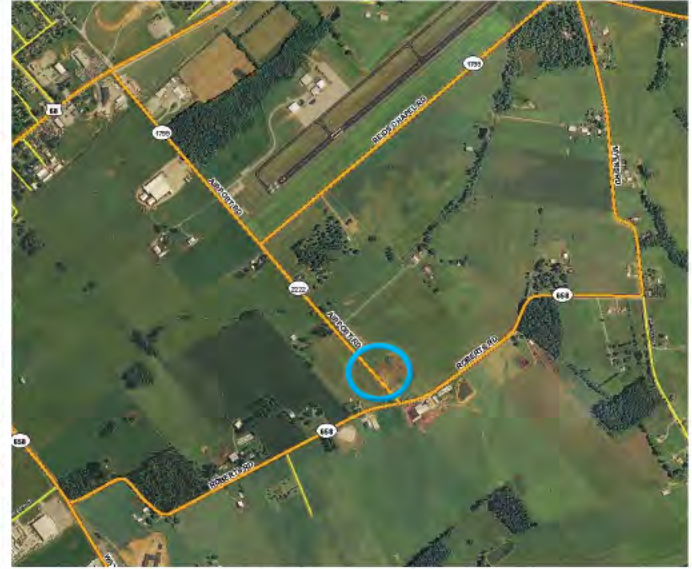
- ▶ Lane Width < 11'
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 16,500

Proposed Project: Some drivers are not aware of the locations of Campbellsville Elementary and High School. Signage is suggested on West Broadway and Federal Place indicating the locations of Campbellsville Elementary and High Schools.

Notes:



Eastbound on KY 3211



Southbound on KY 2222

STOP AHEAD SIGNAGE ON KY 3211 & KY 2222

Background: Due to vertical curves for northbound KY 3211 traffic approaching KY 289 and KY 2222 traffic approaching KY 658, deficient sight distance exists for vehicles to safely stop at these intersections.

Existing Conditions and Issues:

Vertical curve causes deficient line of sight for vehicles approaching the stop sign

Proposed Project: Install “Stop Ahead” signs for northbound KY 3211 traffic approaching the intersection of KY 289, as well as for southbound KY 2222 traffic approaching KY 658.

Project Type: Signage

Planning Cost Estimates: < \$10,000

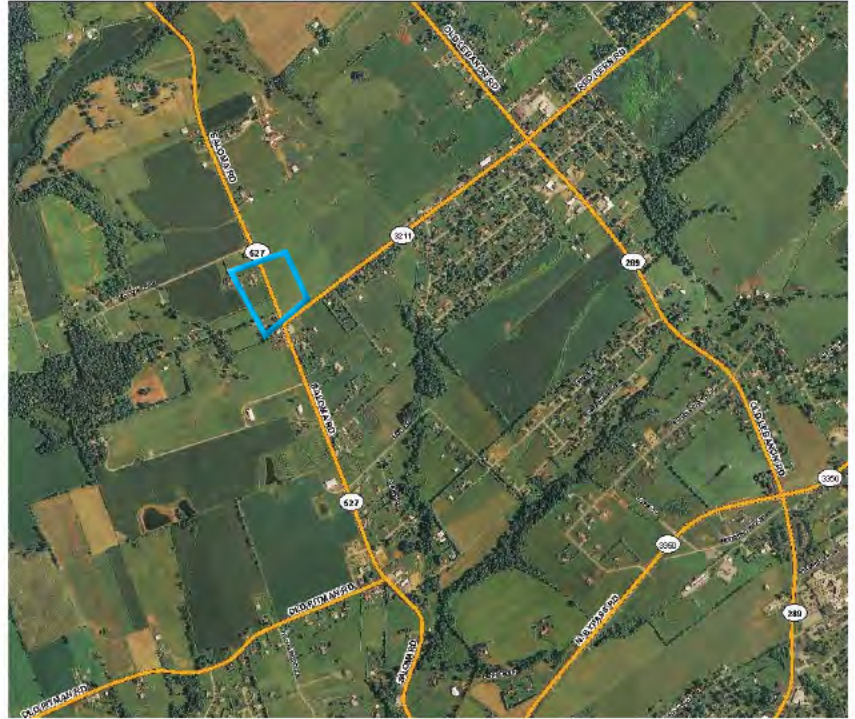


Sight distance deficiencies due to vertical curve approaching an unannounced stop sign

Notes:



Looking north up KY 527 from the KY 3211 intersection



KY 527 SIGNAGE ON KY 527 AT KY 3211

Background: Vertical sight distance deficiencies exist on KY 527 just north of KY 3211 to the Woodhill Road intersection. Signage could be installed to increase awareness and safety

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ ADT = 4,060

Proposed Project: Due to the vertical sight distance problem, signage could be installed to increase awareness and safety.

Project Type: Signage

Planning Cost Estimates: < \$10,000



Looking south on KY 527 from the Woodhill Road intersection

Notes:

5.3 LOCAL PROJECTS



Looking east from the Ponderosa at KY 210



No interconnectivity from the Lowe's lot to the Ponderosa



KY 210 AND COMMERCIAL PARKING LOTS

Background: This quickly developing commercial area along KY 210 between KY 3183 and US 68 is experiencing increasing volumes of traffic. Growth is such that this section of KY 210 (a length of 1.24 miles) will be improved in a proposed Design Build Project.

Existing Conditions and Issues:

- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ ADT = 7,950

Proposed Project: Suggested lot interconnectivity in commercial retail on west side of KY 210 beginning with constructing a connection between Lowe's and Ponderosa (Commercial Responsibility).

Project Type: Reconstruction

Planning Cost Estimates: \$100,000

Notes:



Looking west from South Columbia Avenue at the gravel road



Looking southeast at the Amazon.com facility



PAVE GRAVEL ROAD LINKING SOUTH COLUMBIA AND KY 55

Background: Congestion on South Columbia Avenue occurs during shift changes at nearby Amazon.com. Currently, there is an existing County controlled gravel road that links South Columbia Avenue and KY 55. This road could provide increased connectivity for Amazon.com traffic, thereby decreasing congestion at peak hours.

Existing Conditions and Issues: The County Maintained road is currently graveled, which could be resurfaced to accommodate higher traffic volumes to achieve increased interconnectivity.

Proposed Project: To relieve congestion on South Columbia Ave., it is suggested to pave the gravel road across from Amazon.com, which connects S. Columbia to KY 55. Also suggested are turning lanes and a caution light on S. Columbia at the Amazon entrance. This would also include relocating the western entrance to Amazon.com.

Project Type: Reconstruction

Planning Cost Estimates: \$350,000

Notes:

Blank lined area for notes.



(Above image) Looking southbound on Davis Road



(Right image) Looking southbound on Davis Road



DAVIS ROAD (CR 1223) IMPROVEMENTS

Background: Davis Road south from US 68 is narrow and dangerous. Residents report crashes occur quite frequently due to fast moving traffic that is unfamiliar with the roadway.

Existing Conditions and Issues: This is a narrow two-lane road with no shoulders and vertical curvature deficiencies.

Proposed Project: Improvements to Davis Road (CR 1223) south from US 68 to Hatcher Road. The possibilities of widening and curve straightening should be addressed.

Project Type: Reconstruction

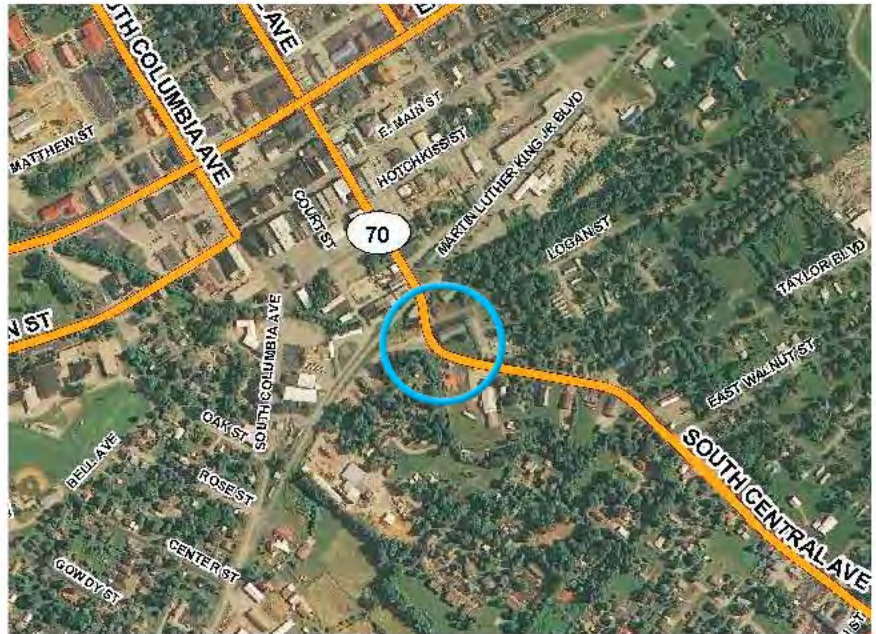
Planning Cost Estimates: <\$1,000,000

Notes:

Lined area for notes.



Looking eastbound on KY 70 at the substandard sidewalk



IMPROVE SIDEWALKS ON SOUTH CENTRAL AVENUE (KY 70)

Background: The sidewalk at the curve along South Central Avenue adjacent to Tie Street is substandard and deteriorated posing a hazard to pedestrians.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating $\leq 20^{\text{th}}$ percentile
- ▶ LOS = E
- ▶ ADT = 8,650

Proposed Project: Cut back Cemetery embankment and fix sidewalk on South Central Avenue. This project would be addressed in conjunction with Project 5b, should project 5b progress first.

Project Type: Reconstruction

Planning Cost Estimates: < \$ 10,000

Notes:



Lack of sidewalks along US 68



SIDEWALK NEEDS ASSESSMENT

Background: There are no sidewalks on the north side of US 68, east of Ingram Avenue. As a result, public interest was expressed for sidewalks in this area.

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Adequacy Rating \leq 20th percentile
- ▶ ADT = 19,800

Proposed Project: Conduct sidewalk needs assessment on US 68/East Broadway to determine if a sidewalk connection should be constructed between Ingram Avenue and Cherokee Drive on US 68.

Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

Notes:



Looking northeast on South Columbia Avenue



SIDEWALK NEEDS ASSESSMENT

Background: Currently, there are no sidewalks along South Columbia Avenue. Pedestrian facilities here would provide connectivity for pedestrian access from residences and the Amazon warehouse.

Existing Conditions and Issues: There are no pedestrian facilities that serve the residences and businesses on South Columbia Avenue.

Proposed Project: Conduct a sidewalk needs assessment for sidewalk construction along South Columbia Avenue.

Project Type: Sidewalk Needs Assessment

Planning Cost Estimates: < \$10,000

Notes:

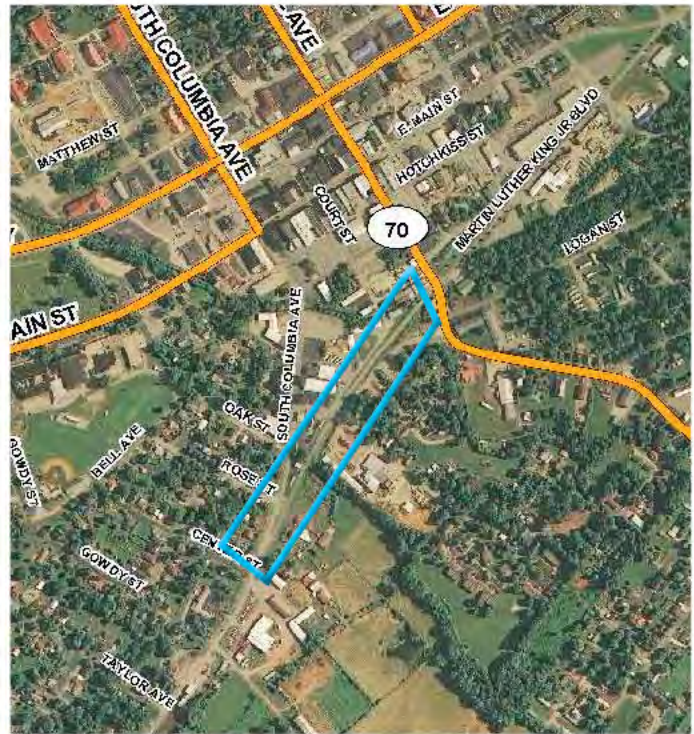
A series of horizontal lines for taking notes, contained within a light yellow rectangular box with a drop shadow.



Merger of South Columbia Avenue and MLK Jr. Blvd., showing confusing curb cuts



Looking south at the 3 parallel roads at the Carnation Street and MLK Jr. Blvd. intersection



MLK JR. BLVD. AND KY 70 INTERSECTION IMPROVEMENTS

Background: Martin Luther King Boulevard (MLK Jr. Blvd.) occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous. Current substandard designs on MLK Jr. Blvd. between South Columbia Avenue and KY 70 include multiple curb cuts, a confusing 6-legged intersection, and sight distance deficiencies.

the intersection at Tie Street and Carnation Street. Continue reconstruction of MLK Jr. Blvd. and Tie Street from the 6-legged intersection with Carnation Street eastward toward KY 70 intersections. *See four conceptual design options on the following pages.*

Existing Conditions and Issues:

- ▶ Lane Width < 11'
- ▶ Volume/Service Flow > 0.7
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ LOS = E
- ▶ KY 70 (2007) ADT 8,650

Project Type: Reconstruction
Planning Cost Estimates: \$425,000

Proposed Project: Reconstruct MLK Jr. Blvd. from the merger of S. Columbia Avenue, (including the three curb cuts immediately after the merger) to

Notes:



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD



- RECONSTRUCT COURT STREET SO THAT IT INTERSECTS MLK BLVD ACROSS FROM SOUTH COURT STREET
- ADD A CONNECTION FROM THE INTERSECTION OF MLK BLVD AND COURT STREET TO TIE STREET
- CLOSE THE CONNECTION OF THE STREET ONTO CARNATION STREET
- RECONSTRUCT THE INTERSECTION OF MLK BLVD AND CARNATION STREET TO HAVE LARGER TURNING RADIUS AND BETTER SIGHT DISTANCE

SCALE: 1"=200'
PROJECT 5a - ALTERNATE 1



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD



- RECONSTRUCT COURT STREET SO THAT IT T-INTERSECTS INTO MLK BLVD
- RECONSTRUCT MARTIN LUTHER KING BLVD SO THAT IT INTERSECTS TIE STREET
- CLOSE MLK BLVD FROM CARNATION STREET EAST SW TO THE NEW INTERSECTION OF COURT STREET AND MLK BLVD
- RECONSTRUCT THE INTERSECTION OF TIE STREET AND CARNATION STREET SO THAT TIE STREET IS THE PRIMARY MOVEMENT

SCALE: 1"=200'

PROJECT 5a - ALTERNATE 2



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD



- RECONSTRUCT COURT STREET SO THAT IT INTERSECTS TIE STREET
- CLOSE MARTIN LUTHER KING BLVD FROM CARNATION STREET TO KY 70
- RECONSTRUCT THE STREET SO IT INTERSECTS WITH LOGAN STREET
- CLOSE THE OLD TIE STREET FROM SOUTH COURT STREET TO KY 70
- RECONSTRUCT THE INTERSECTION OF TIE STREET AND CARNATION STREET SO THAT TIE STREET IS THE PRIMARY MOVEMENT

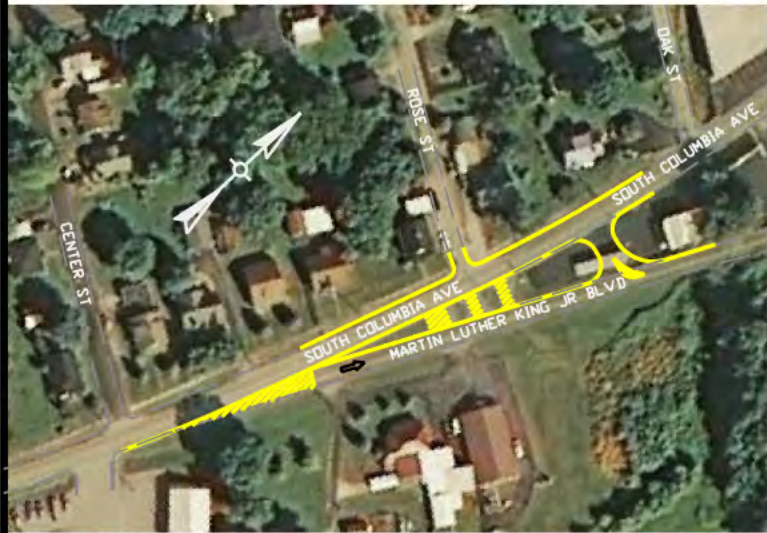
SCALE: 1"=200'

PROJECT 5a - ALTERNATE 3



OPTION B

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA ACROSS FROM ROSE STREET
- CLOSE THE CONNECTOR ROADS BETWEEN MLK BLVD AND SOUTH COLUMBIA



OPTION A

- RECONSTRUCT MLK BLVD SO IT T-INTERSECTS INTO SOUTH COLUMBIA AVE
- CLOSE MARTIN LUTHER KING BLVD FROM SOUTH COLUMBIA AVE OR HAVE ONE-WAY EASTBOUND BETWEEN SOUTH COLUMBIA AND NEW CONNECTION
- CLOSE THE 3 STREETS BETWEEN SOUTH COLUMBIA AND MLK BLVD

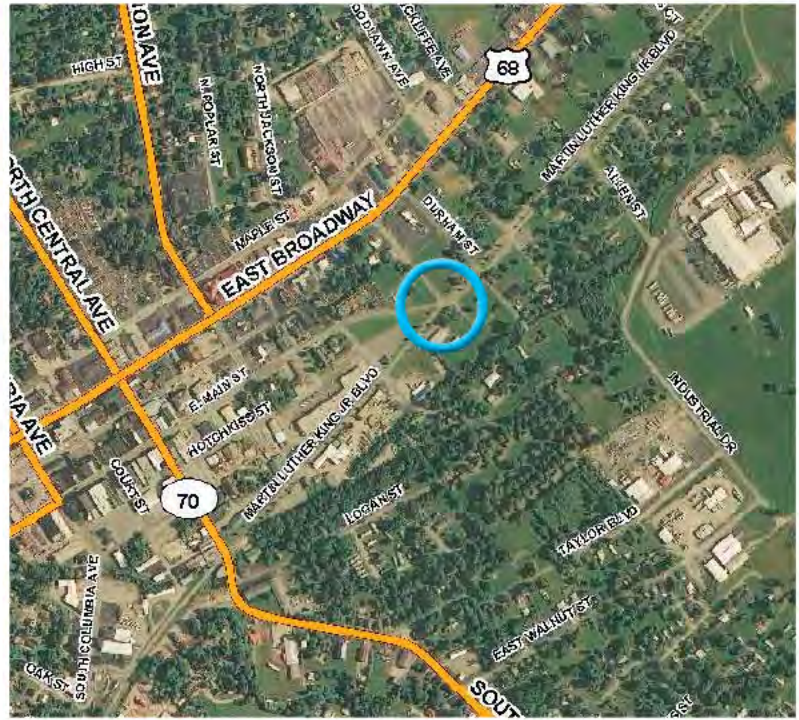


- CONSTRUCT A ROUNDABOUT APPROXIMATELY 300' SOUTHWEST OF THE INTERSECTION OF MLK BLVD AND KY-70
- RECONSTRUCT COURT STREET AND TIE STREET SO THEY TIE INTO THE ROUNDABOUT
- CLOSE THE CONNECTOR OF TIE STREET ONTO CARNATION STREET AND EAST OF SOUTH COURT STREET
- RECONSTRUCT THE INTERSECTION OF TIE STREET AND KY-70

SCALE: 1"=200'
PROJECT 5a - ALTERNATE 4



Six-legged intersection at MLK Jr. Blvd. and Clem Haskins



MLK JR. BLVD. AT CLEM H. INTERSECTION IMPROVEMENTS

Background: Martin Luther King Blvd. occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous.

Existing Conditions and Issues: This is a confusing multi-legged intersection.

Proposed Project: Reconstruct the six – legged intersection of Clem Haskins, MLK Blvd., et al. Evaluate all other MLK Blvd intersections from S. Columbia Ave. to Roberts Road.

See conceptual design option on the following page

Project Type: Reconstruction

Planning Cost Estimates: \$100,000 - \$200,000

Notes:

Blank lined area for notes.



- RECONSTRUCT CLEM HASKINS BLVD WITH A NEW INTERSECTION AT MARTIN LUTHER KING BLVD THAT IS APPROXIMATELY 207' WEST OF STOCKYARD STREET
- CLOSE THE OLD CLEM HASKINS BLVD THAT IS WEST OF STOCKYARD STREET AND RE-PAVE THE ENTRANCE OF STOCKYARD STREET
- CLOSE CLEM HASKINS BLVD THAT IS ACROSS FROM STOCKYARD STREET

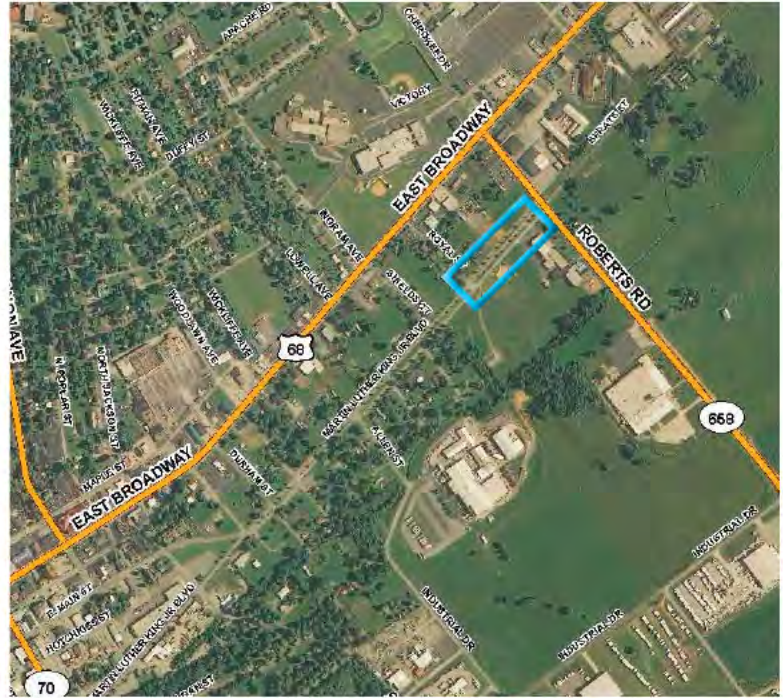
SCALE: 1"=100'
PROJECT 6 - ALTERNATE 1



Confusing intersections at MLK Jr. Blvd. and Roberts Road



Confusing intersections at MLK Jr. Blvd. and Roberts Road



MLK JR. BLVD. AT ROBERTS RD. INTERSECTION IMPROVEMENTS

Background: Martin Luther King Blvd. occupies what once was a railroad bed. Consequently in some instances, its intersections are substandard, confusing, and dangerous.

Existing Conditions and Issues:

- ▶ Lane width < 11'
- ▶ Critical Rate Factor > 1
- ▶ Adequacy Rating ≤ 20th percentile
- ▶ LOS = D

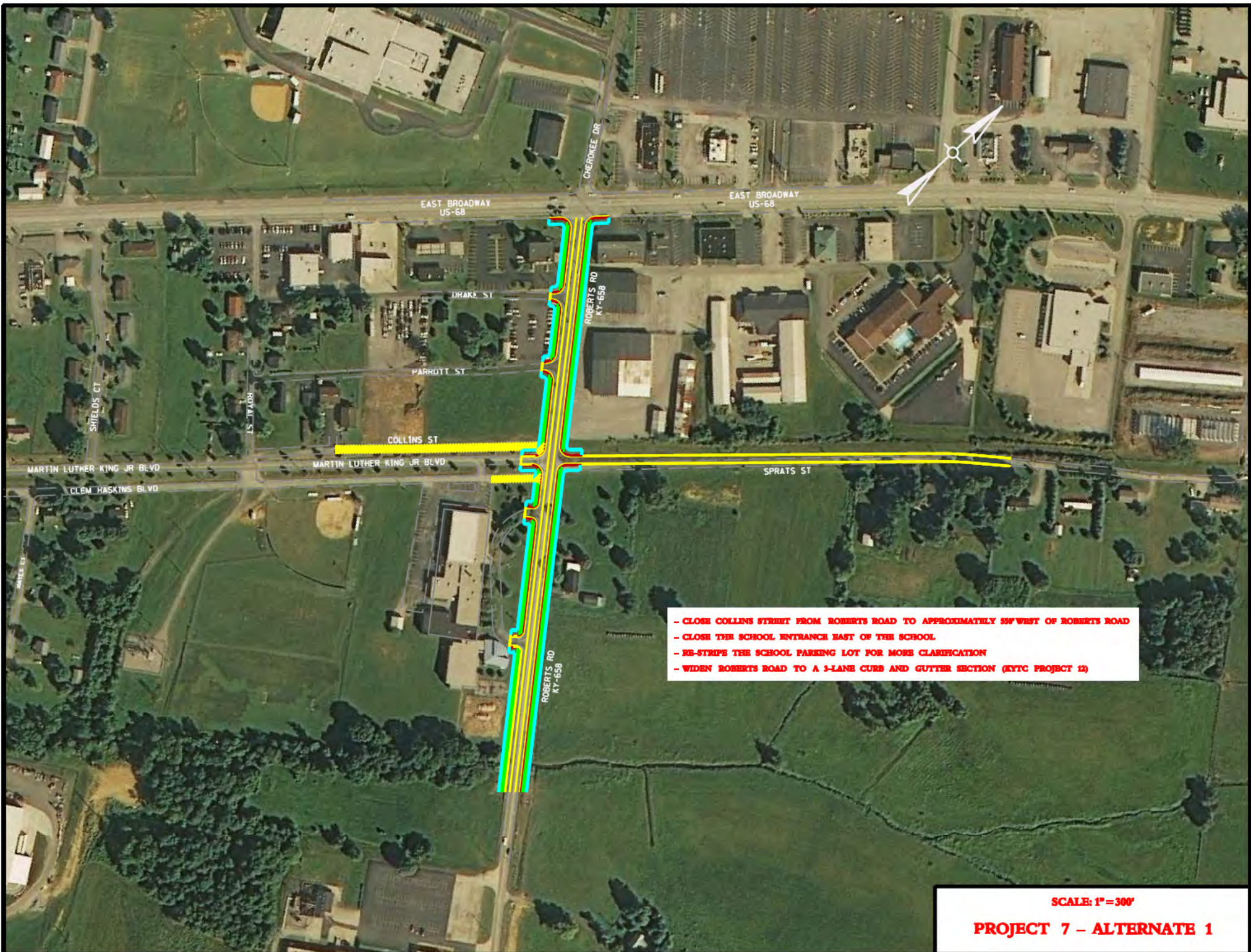
Proposed Project: Reconstruct the multi-legged intersection of Wolford Way, MLK Jr. Blvd., Collins Way, and the Campbellsville Middle School entrance. Specifically, close Wolford Way and Collins Street entrance to Roberts Road.

See two conceptual design options on the following pages.

Project Type: Reconstruction

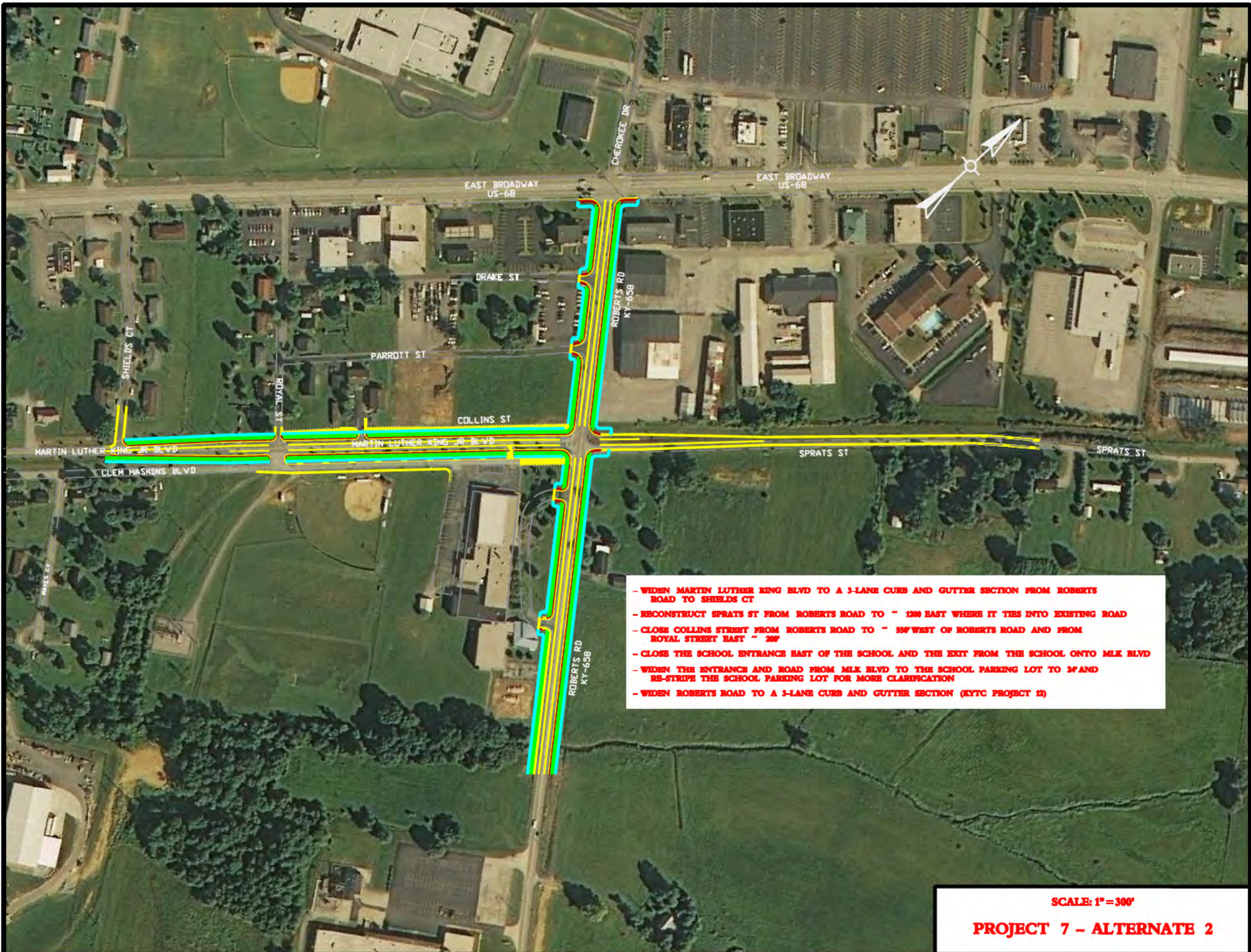
Planning Cost Estimates: \$25,000 - \$150,000

Notes:



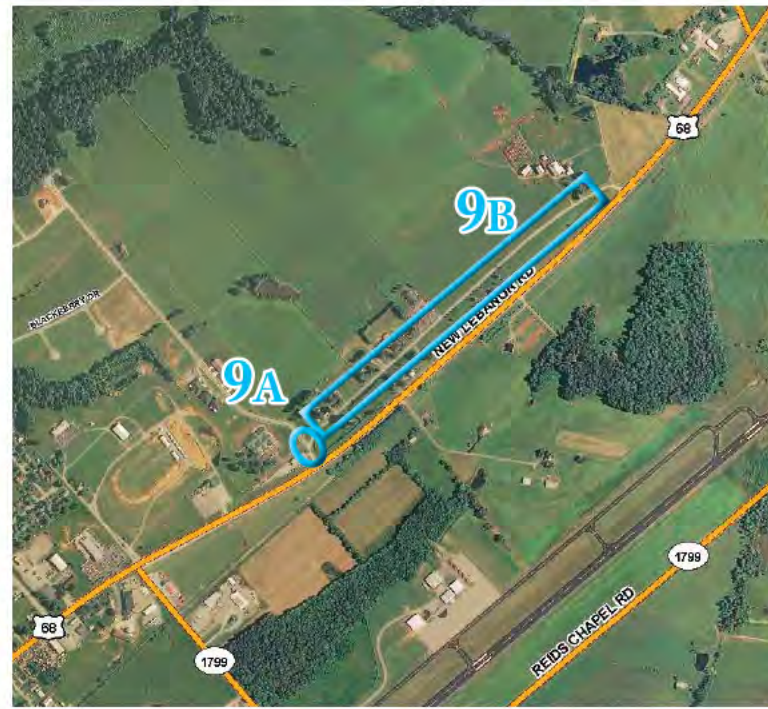
- CLOSE COLLINS STREET FROM ROBERTS ROAD TO APPROXIMATELY 150' WEST OF ROBERTS ROAD
- CLOSE THE SCHOOL ENTRANCE EAST OF THE SCHOOL
- RE-STRIPS THE SCHOOL PARKING LOT FOR MORE CLARIFICATION
- WIDEN ROBERTS ROAD TO A 3-LANE CURB AND GUTTER SECTION (KYTC PROJECT 12)

SCALE: 1"=300'
PROJECT 7 - ALTERNATE 1



- WIDEN MARTIN LUTHER KING BLVD TO A 3-LANE CURB AND GUTTER SECTION FROM ROBERTS ROAD TO SHIELDS CT
- RECONSTRUCT SPRATS ST FROM ROBERTS ROAD TO ~ 1200 EAST WHERE IT TIES INTO EXISTING ROAD
- CLOSE COLLINS STREET FROM ROBERTS ROAD TO ~ 550 WEST OF ROBERTS ROAD AND FROM ROYAL STREET EAST ~ 200'
- CLOSE THE SCHOOL ENTRANCE EAST OF THE SCHOOL AND THE EXIT FROM THE SCHOOL ONTO MLK BLVD
- WIDEN THE ENTRANCE AND ROAD FROM MLK BLVD TO THE SCHOOL PARKING LOT TO 24' AND RE-STRIPE THE SCHOOL PARKING LOT FOR MORE CLARIFICATION
- WIDEN ROBERTS ROAD TO A 3-LANE CURB AND GUTTER SECTION (KYTC PROJECT 12)

SCALE: 1"=300'
PROJECT 7 - ALTERNATE 2



Offset Intersection, substandard road, at Eastport Road and Bluegrass Drive

EASTPORT ROAD AT BLUEGRASS DRIVE

Background: A school building is planned for the area near Eastport Road and Bluegrass Drive. Currently there is a nursing home, scattered residential properties, and low traffic volumes. In order to effectively plan for the increase in traffic and activity, the following recommendations are proposed.

Proposed Project:

9a: Junction of Eastport Road and Bluegrass Drive (just north of US 68 @ MP 7.71) should be realigned prior to opening of the new school).

9b: Eastport Road (a 3,000 ft. long locally maintained road) should be upgraded prior to the opening of the new school. These projects are contingent upon school construction.

Project Type: Reconstruction

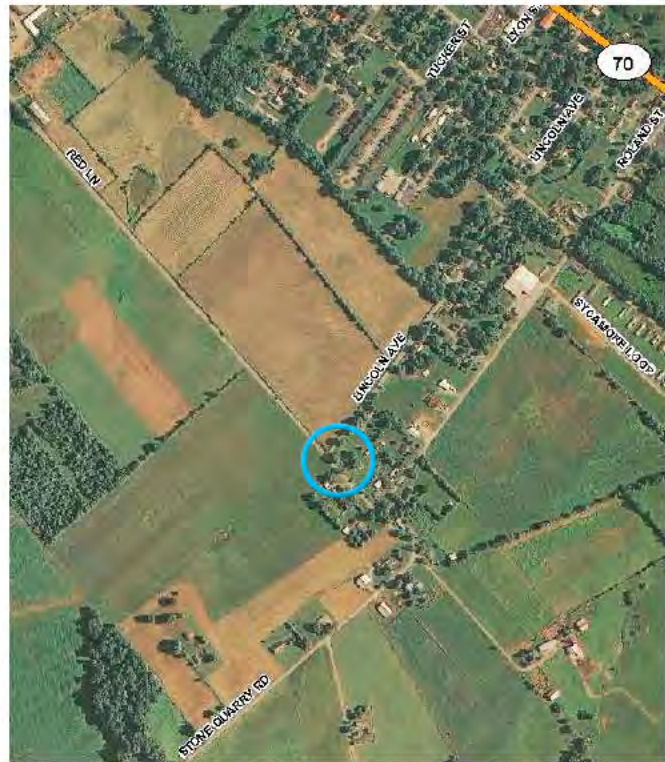
Planning Cost Estimates:

9a: \$75,000 **9b:** \$500,000

Notes:



Horizontal and vertical deficiencies at the intersection of Red Lane and Lincoln Avenue



IMPROVE INTERSECTION OF RED LN. AND LINCOLN AVENUE

Background: The intersection of Red Ln. and Lincoln Ave. is substandard in horizontal and vertical curvature as well as sight distance posing a hazardous situation to motorists.

Existing Conditions and Issues: The intersection exhibits poor sight distance and has horizontal and vertical curvature issues.

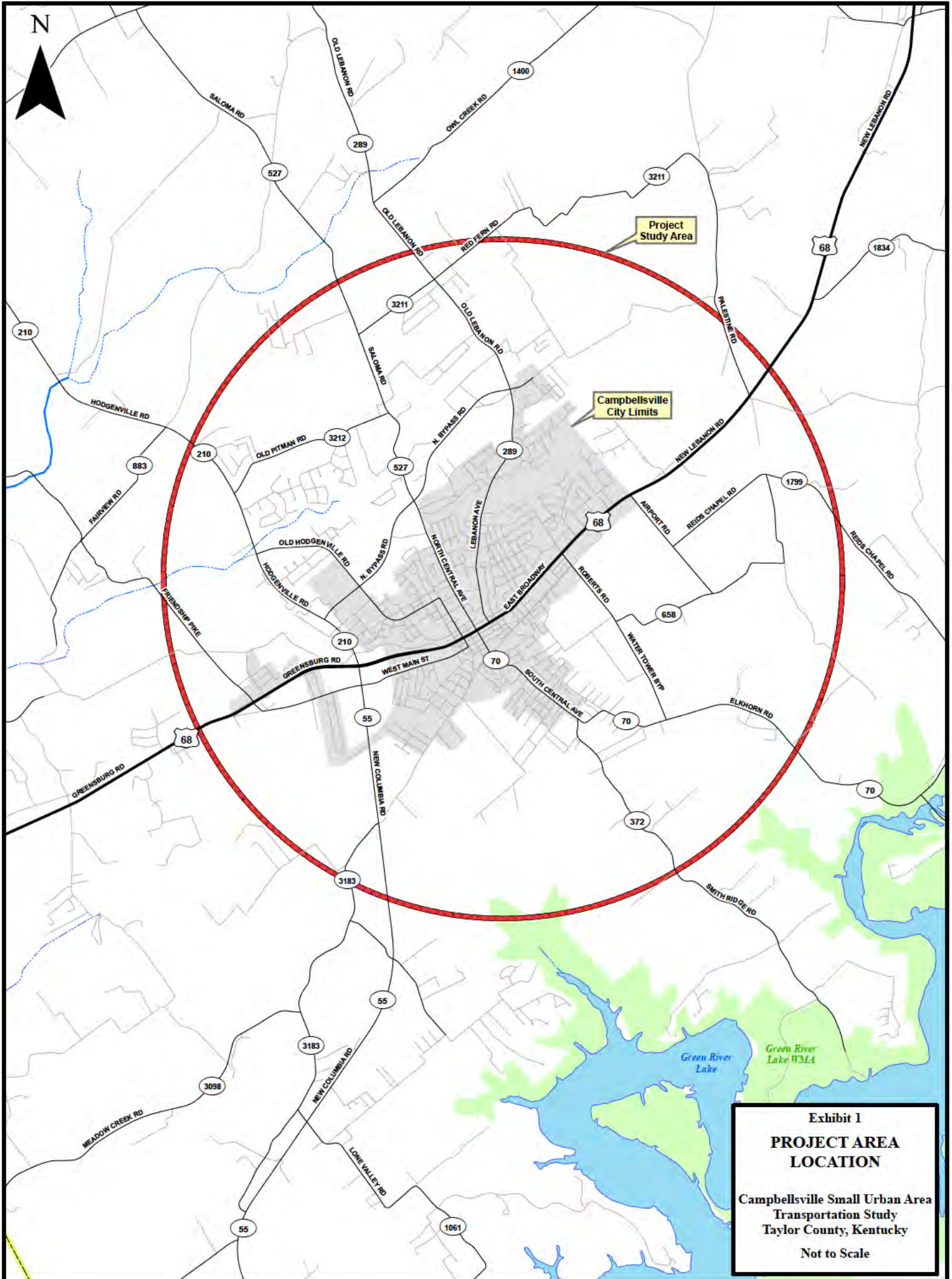
Proposed Project: Reconstruct the intersection of Red Ln. and Lincoln Ave. to current safety standards.

Project Type: Reconstruction

Planning Cost Estimates: \$100,000

Notes:

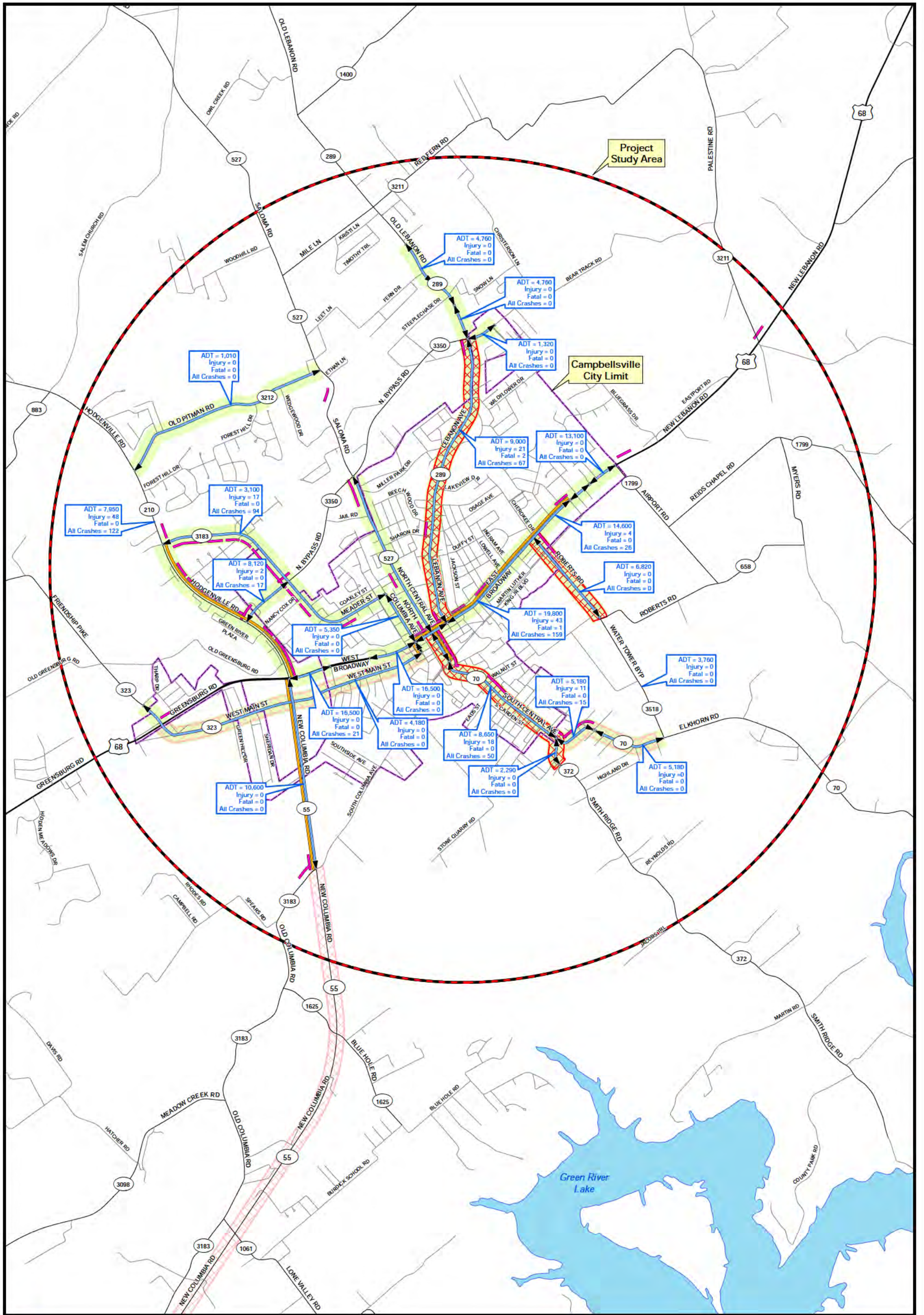
Lined area for notes with 12 horizontal lines.



Project Study Area

Campbellsville City Limits

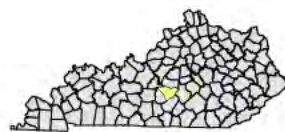
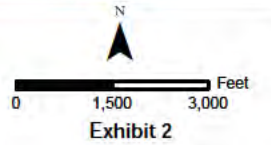
Exhibit 1
PROJECT AREA
LOCATION
Campbellsville Small Urban Area
Transportation Study
Taylor County, Kentucky
Not to Scale



Legend

- Lane Width < 11'
- Volume/Service Flow > 0.7
- Critical Rate Factor > 1
- Adequacy Rating ≤ 20th Percentile
- LOS = D
- LOS = E

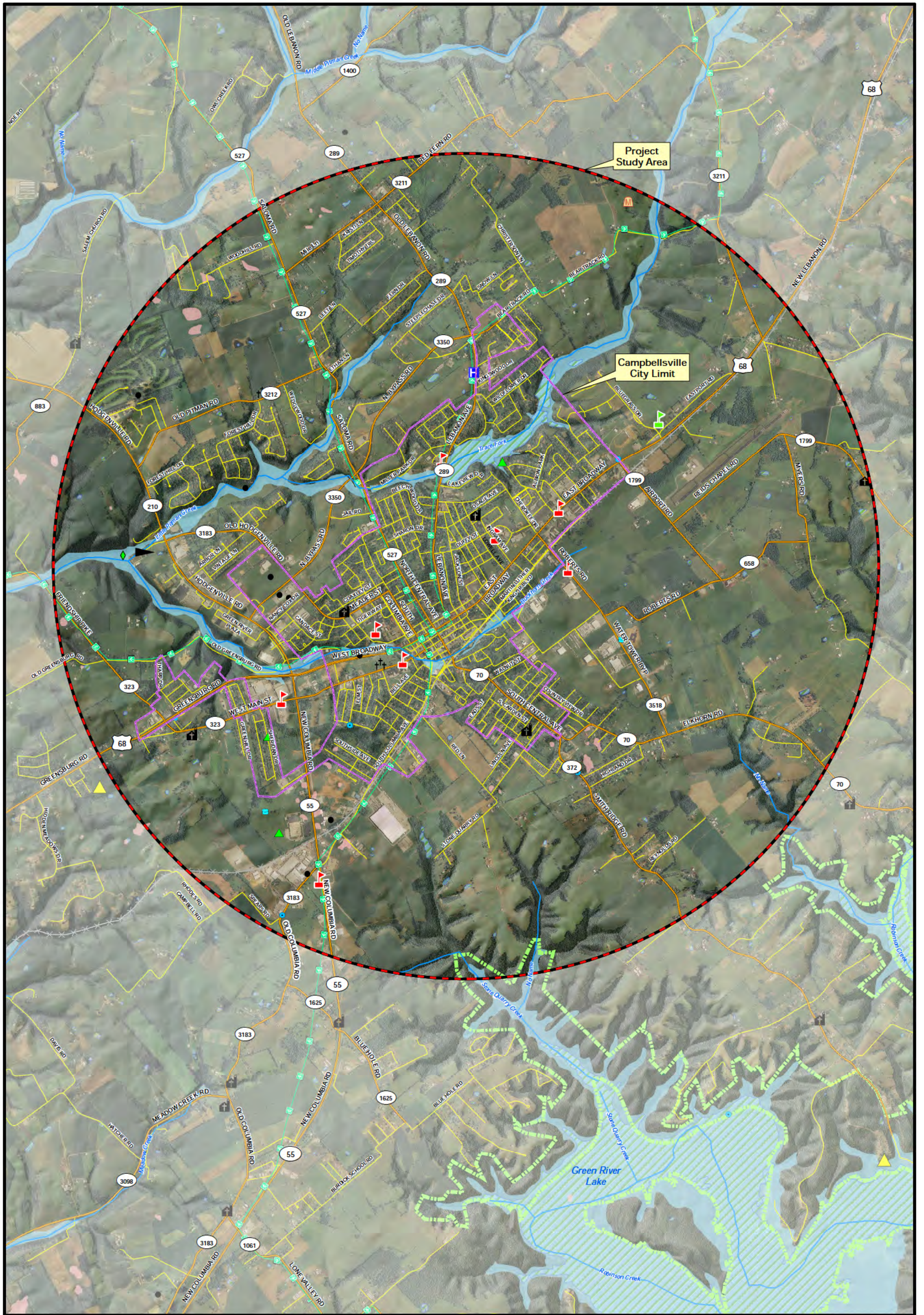
Terminology Key
 ADT: Average Daily Traffic
 LOS: Level of Service
 ADT Data = 2007
 Crash Data = 1/1/2005 - 12/31/2007



VICINITY MAP

CURRENT ROADWAY DEFICIENCIES
 Campbellsville Small Urban Area
 Transportation Study
 Taylor County, Kentucky



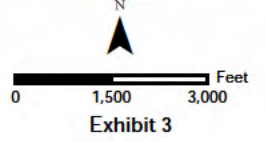


Project Study Area

Campbellsville City Limit

Legend

- | | | |
|--------------------|--------------------------|--------------------------|
| Hospital | Sanitary Outfall | Water Tank |
| School | Sanitary Treatment Plant | Water Pump Station |
| Proposed School | Package Plant | Water Source (Purchase) |
| Cemetery | Lift Station | Water Treatment Plant |
| Church | Landfill | Green River WMA |
| Bike Trail | Gas/Oil Well | Sink Hole Area |
| Abandoned Railroad | | Wetlands |
| | | 100 Year Flood Potential |
| | | Project Study Area |



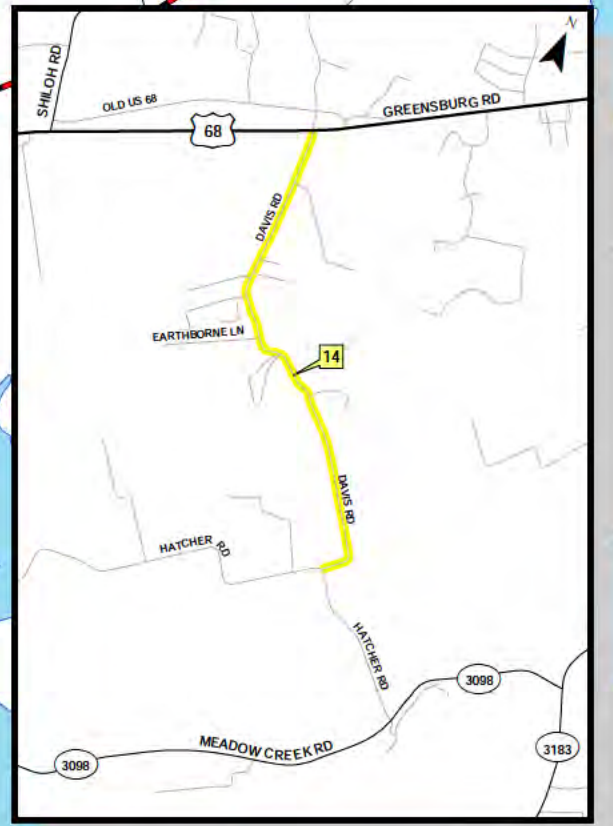
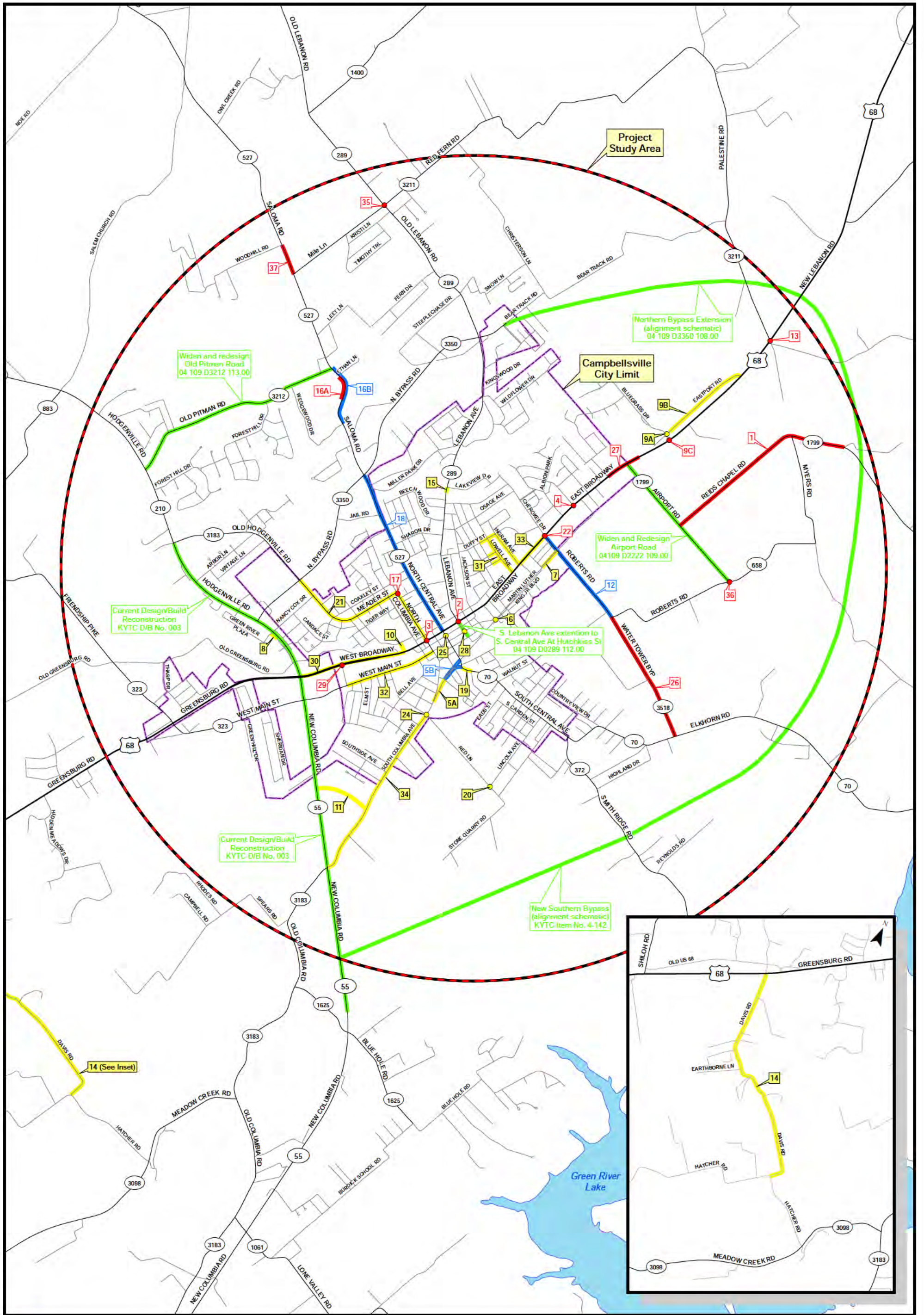
VICINITY MAP

ENVIRONMENTAL FOOTPRINT
Campbellsville Small Urban Area
Transportation Study
Taylor County, Kentucky

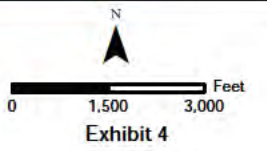
Kentucky
Division of Planning

QGIS

Source: Citigroup
Topographic data, including utilities and imagery and base historic, present and potential coverage of the Kentucky Office of Geographic Information Systems (KYOGIS) data make no claim to the accuracy of their data shown on this map.



- Legend**
- / — KYTC Short Term Project
 - / — KYTC Long Term Project
 - / — Local Project
 - / — KYTC Planned, Pending or Programmed Project
 - Project ID Number



PROJECT RECOMMENDATIONS
Campbellville Small Urban Area
Transportation Study
Taylor County, Kentucky



Architecture

Engineering

Construction

MEETING MINUTES

Project: Campbellsville Small Urban Area Transportation Study
Item Number N/A
Purpose: Project Team Meeting #1,
Place: Kentucky Transportation Cabinet (KYTC) District 4 Conference Room, Elizabethtown, Kentucky
Meeting Date: March 19, 2008 9:00 am EST
Prepared By: Doug Heberle
In Attendance:

Josh Hornbeck	KYTC – D4 Planning
Jude Filiatreau	KYTC – D4 Operations
John W. Moore	KYTC – D4 Design
Becky Judson	KYTC – D4 Public Information Officer
Kevin Blain	KYTC – D4 Traffic
David Matthews	KYTC – D4 Traffic
Boday Borres	KYTC – CO Planning
David Tipton	KYTC – CO Planning
David Martin	KYTC – CO Planning
Bruce Siria	Qk4
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Bruce Siria opened the first Project Team Meeting by asking the attendees to introduce themselves. An agenda and a folder containing other handouts were given to all the attendees.

STATUS OF STUDY: Bruce then provided descriptions of the project study area, scope of work, and schedule. The proposed project is a Small Urban Area (SUA) transportation study in and around the City of Campbellsville, in Taylor County. The study will examine low-cost improvement strategies and evaluate alternatives to address both current and future state route transportation needs.

OTHER PROJECTS: He then went on to note other Six-Year Plan projects in the study area as well as other unscheduled projects with the Project Information Forms (PIF). Large maps of the study area portraying the existing conditions such as Average Daily Traffic (ADT) counts, crash data, roadway conditions, and environmental conditions) were provided to the Project Team members.

EXISTING CONDITIONS: Bruce reviewed the handouts describing the existing conditions of the area. The Highway Information System (HIS) data presented, illustrates the conditions of the Kentucky State routes and not local city streets. Traffic and crash data were reviewed as well.

Tom Springer presented a photo tour of the study area, which illustrated the character of the downtown Campbellsville streets, parking situations, and some potential problem areas.

DISCUSSION OF EXISTING CONDITIONS:

- An existing streetscape plan for downtown Campbellsville was mentioned with regard to any potential compatibility/conflict issues that may arise. This plan will be obtained and compared with the current small urban area transportation study.
- If local road issues become part of the discussion for the study in the future, the Project Team may consider improvements and alternatives if these concerns affect the same routes.
- Comments were made that the rights of way for the existing facilities were typically at maximum capacity which would not leave open the possibility of widening for additional lanes in many cases.
- The potential need for turning lanes on US 68 West at the Davis Road intersection was mentioned.
- The Six-Year Plan will be monitored to detect any overlap with Campbellsville Projects.

DISCUSS MEMBERS OF LOCAL OFFICIALS/ OTHER STAKEHOLDERS GROUP: This group from this point forward will be referred to as the Advisory Committee. Tom Springer presented a preliminary list of local officials and stakeholders to possibly be invited to participate in the Advisory Committee meeting. Qk4 will refine this list and forward it to KYTC. Boday Borres will write the invitation letter for the listed committee members. The invitation letter may be sent to the County Judge Executive and the Mayor of Campbellsville with the effect that they may invite whom they feel is necessary to join the Advisory Committee. Representatives of local services will be invited, among them; police, fire, Campbellsville Planning and Zoning, Chamber of Commerce, etc. The Advisory Committee Meeting will serve to inform the Project Team members in identifying their transportation issues and concerns for the SUA.

NEXT STEPS: LOCAL OFFICIALS/ OTHER STAKEHOLDERS MEETING: The presentation at the Advisory Committee Meeting will consist of a power point presentation, and include a large scale map to facilitate the discussion of other issues and concerns that were not mentioned at this First Project Team Meeting. Scheduling and requirements were discussed. The Advisory Committee Meeting is to be held in a round table format, at 10:00 am, on April 18, 2008, at the Taylor County Cooperative Extension Office.

PUBLIC INVOLVEMENT: Tom Springer reviewed the public involvement process which is in the form of a preliminary online survey document. Elements of the document were reviewed and suggestions from the project team were made. These suggestions will be incorporated into the document to be finalized and will be made available online to the public within the next few weeks. Becky Judson will advertise the availability of the web page. The web page will also be linked to KYTC D4 web page.

END OF MINUTES

Agenda
Campbellsville Small Urban Area Transportation Study
Project Team Meeting # 1

Date: March 19, 2008
Time: 9:00 a.m.
Location: KYTC District 4, Elizabethtown, KY

1. Introductions
2. Status of Study
 - a. Study Area
 - b. Scope of Work
 - c. Schedule
3. Other Six-Year Plan Projects in Area
 - a. Item 4-114.00 Widen KY 210 from KY 3183 to US 68: Construction contract awarded in 2007
 - b. Item 4-142.00 4 Lane KY 55 in Taylor County including Campbellsville Bypass: PE and EA under contract
 - c. Item 4-901.00 Safety Improvements on KY 289 @ KY 3350; Sight Distance Improvements, Add Left-Turn Lane, Signalize: R/W and Utility Phases recently authorized; higher construction estimate in new 6YP
4. Significant Unscheduled Projects w/ PIF Data
 - a. B0068 109.00 Widen US 68 from Campbellsville Bypass to Marion County Line
 - b. D3350 108.00 Extend KY 3350 from KY 289 to US 68
 - c. D0289 112.00 Extend South Lebanon Avenue to South Central Avenue at Hotchkiss Street
 - d. D0055 116.00 Bicycle Accommodation on KY 55/KY1061 from Green River State Park to US 68
 - e. B0068 108.00 Bicycle Accommodation on KY 55, KY 210, and US 68 in Taylor County
5. Existing Conditions
 - a. Photo Tour of Area
 - b. Review Traffic, Crash, and HIS Information
6. Discuss Members of Local Officials/Other Stakeholders Group
7. Next Steps: Local Officials/Other Stakeholders meeting



Architecture

Engineering

Construction

MEETING MINUTES

Project: Campbellsville Small Urban Area Transportation Study
Purpose: Project Team Meeting #2
Place: Kentucky Transportation Cabinet (KYTC) District 4 Conference Room, Elizabethtown, Kentucky
Meeting Date: June 20, 2008 9:30 am EST
Prepared By: Doug Heberle
In Attendance:

Josh Hornbeck	KYTC – D4 Planning
John W. Moore	KYTC – D4 Design
Kevin Blain	KYTC – D4 Traffic
Boday Borres	KYTC – CO Planning
David Tipton	KYTC – CO Planning
David Martin	KYTC – CO Planning
Larry Wilson	Lake Cumberland Area Development District (LCADD)
Chris Padgett	Qk4
Albert Zimmerman	Qk4
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Doug Heberle opened the meeting by asking the attendees to introduce themselves and sign the sign-in sheet. An agenda and a folder containing handouts of public and advisory committee feedback and project recommendations were given to all the attendees. A power point presentation outlined the project schedule, public and advisory committee feedback, and the project recommendations. The recommended projects originated from public comments and deficient existing conditions within the study area.

Note: Original project spreadsheet as presented at the meeting is attached for reference.

PROJECT RECOMMENDATIONS: The project team discussed each recommended project in detail. Recommended projects will be presented in three categories based on project origination and party responsibility. The categories will be: KYTC – Long Term, KYTC D4 – Short-Term, and Local Projects. The projects classified as Long Term are of the scale that they would likely have to be included in the Six-Year Plan (SYP). Comments and classifications for each project are listed below:

- 1) This project is a signal warrant analysis and will be categorized as a **“KYTC Short-Term”** project.
- 2) This project is a signal warrant analysis and will be categorized as a **“KYTC Short-Term”** project.
- 3) This project is a signal warrant analysis and should also include signage to discourage motorists from blocking fire equipment from exiting the fire station. It is categorized as a **“KYTC Short-Term”** project.
- 4) This project is signal warrant analyses and will be categorized as a **“KYTC Short-Term”** project.

- 5a) This project is classified as a **“Local”** project.
- 5b) This project is classified as a **“KYTC Long – Term”** project.
- 6) The team recommended that design Alternate 2 be removed from this project and that it is classified as a **“Local”** project.
- 7) This project is classified as a **“Local”** project, but could have KYTC involvement. It could potentially become a part of the widening of Roberts Road (Project number 12), which is classified as a **“KYTC Long – Term”** project.
- 8) Parking lot interconnectivity is needed on the east side of KY 210 as well as the west side. Interconnectivity at the north end of Green River Plaza is adequate, but could be improved. Access roads abutting KY 210 should be curbed to control access at least 150 feet. . This is a **“Local”** project.
- 9a) This project is classified as a **“Local”** project.
- 9b) This project is classified as a **“Local”** project.
- 9c) This project is classified as a **“KYTC Long – Term”** project due to the possible future addition of a new school campus on Eastport Road. This intersection could have permit requests if a new school is constructed.
- 10) This project is classified as a **“Local”** project. The University may have to apply for a permit.
- 11) This project is classified as a **“Local”** project.
- 12) The team suggested that the length of this project be reduced to the area from US 68 to just south of the school. It could possibly be comprised of phased extensions as funding permits. This project is classified as a **“KYTC Long – Term”** project. Project number 7 could potentially be included in this project, depending on whichever project came first.
- 13) The team suggested the estimated cost be increased to between \$100,000 and \$150,000. This project is classified as a **“KYTC Long – Term”** project.
- 14) This project is classified as a **“Local”** project.
- 15) This project is classified as a **“Local”** project.
- 16) Low cost improvements to this project include signage and possibly to increase sight distance by removing part of the embankment. With respect to these improvements, it will be classified as a **“KYTC Short-Term”** project. For curve reduction and roadway reconstruction, this project is classified as a **“KYTC Long – Term”** project.
- 17) Intersection improvements and signage at Meader Street and South Columbia are classified as a **“KYTC Short-Term”** project.
- 18) This project is classified as a **“KYTC Long – Term”** project.

- 19) This project is classified as a “**Local**” project and would be addressed as an element of Project 5b.
- 20) This project is classified as a “**Local**” project.
- 21) Streetscape improvements on South Columbia Avenue will be included with streetscape improvements on Meader Street and classified as a “**Local**” project. The highlighted area on the picture in the data sheet needs to be revised to follow Meader Street, not Coaxley Street, which accurately describes the project.
- 22) This project is classified as a “**KYTC Short-Term**” project.
- 23) This project is classified as a “**KYTC Short-Term**” project.
- 24) This project is classified as a “**Local**” project.
- 25) This project is classified as a “**Local**” project.
- 26) This project is classified as a “**KYTC Short-Term**” project.
- 27) This project is classified as a “**KYTC Short-Term**” project.
- 28) This project is classified as a “**Local**” project.
- 29) It will be determined if this project is a “**KYTC Short-Term**” or a “**Local**” project.
- 30) This project is classified as a “**KYTC Short-Term**” project.
- 31-35) These projects are classified as “**Local**” projects.

NOTES:

- For KYTC Long-Term projects, Qk4 will provide the phased project costs; *Planning, Design, ROW, Utility, and Construction.*
- Include a paragraph in the report about the existing PIF projects to be included in an appendix. Also, make recommendations on the correction of the map of PIF # D0289 112.00 (Lebanon Avenue extension).

NEXT STEPS: At the Advisory Committee Meeting (ACM) #2, the recommended projects will be presented in three categories: KYTC-Long Term, KYTC-Short-Term, and Local Responsibility. The project sheets, as revised per this meeting, will be sent to KYTC-Central Office for review prior to being sent to the ACM members. The ACM members will be sent the project sheets one week prior to the meeting to allow time for their review. The next Advisory Committee Meeting will be held tentatively, at 10:00 am, on either July 23, 24, or 25, 2008, at the Taylor County Cooperative Extension Office.

The Environmental Justice report will be compiled by Larry Wilson of LCADD.

END OF MINUTES

Agenda
Campbellsville Small Urban Area Transportation Study
Project Team Meeting # 2

Date: June 20, 2008
Time: 9:30 a.m.
Location: KYTC District 4, Elizabethtown, KY

1. Introductions
2. Status of Study
3. Feedback from the Public Web Survey and Advisory Committee Meeting
4. Project Recommendations
5. Environmental Justice Report Discussion
6. Next Steps: Advisory Committee Meeting # 2

Handouts:

Public Input
Project Recommendations
Roadway Deficiency Map
Environmental Constraints Map

CITY OF CAMPBELLSVILLE PROPOSED PROJECTS								
Project Name	Description	Type	Cost	Priority	Existing Roadway Issues	Constraints/Issues		
1	KY 210 at Wal Mart	Conduct study warrant analysis for traffic signal at commercial entrances off KY 210 near MP 15.9 (new Baskin Robbins defines the location, but main entrance to Wal-Mart defines the cause).	Signal Warrant Analysis	<10K	High	2,3	Within the D/B, Item # 4-	
2	US 68 and Lebanon Avenue signalization	Conduct signal warrant analysis for possible split phase signal at US 68/KY 289 (Lebanon Avenue) intersection to facilitate left-turns.	Signal Warrant Analysis	<10K	High	1,2,3,4,6		
3	Fire Station access for signal at Intersection of North Columbia and West Broadway	Signal at S. Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing up traffic when the signal is red. (Suggested that the Fire Department be able to manually override the red signal, from inside the station, to green to allow traffic to depart the area in front of the station allowing for egress of fire trucks during a call.)	Signal Warrant Analysis	<10K	High	2,4		
4	London drive and US 68 signalization	Oposing legs of London Drive intersection with US 68 @ MP 6.97 should be aligned (difficult) or conduct a warrant analysis for a split phase signal installed.	Signal Warrant Analysis	<10K	High	1,2,3,4	Highly Developed	
9a	Realign Eastport Road and Bluegrass Drive	Junction of Eastport Road and Bluegrass Drive (just north of US 68 @ MP 7.71) should be realigned prior to opening of new schools)	Reconstruct	75K	High			
9b	Improve Eastport Road	Eastport Road (a locally maintained road) should be upgraded prior to opening of new schools)	Reconstruct	500K	High			
9c	Add turn lanes on US 68	Add RT lane on SB US 68 and LT lane on NB US 68.	Reconstruct	150K	High			
11	Pave gravel road linking S. Columbia and KY 55	To relieve congestion on South Columbia Ave., pave the gravel county road across from Amazon Inc, linking S. Columbia north to KY 55. This will alleviate the traffic on S. Columbia from Amazon, Inc. And realign Amazon western entrance to newly paved road. Also suggested were turning lanes and a caution light on S. Columbia at the Amazon entrance.)	Reconstruct	350K	High			
13	Left Turn Lane from US 68 to Palestine Road	Add a left-turn lane on eastbound US 68 to northbound Palestine Road (KY 3211)	Reconstruct	190K	High	3		
22	Landscaping at US 68 and Cherokee	Remove or trim vegetation at the intersection of US 68/East Broadway and Cherokee Drive	Maintenance	N/A	High	1,2,4,6		
24	Improve hotel signs at S. Columbia	Consider several actions to improve sight distance at intersection South Columbia Avenue with Gowdy Street/Red Lane, e.g. trim vegetation, move "Town Motel" sign, move "Lucky Vista Motel" sign.	Maintenance	<10K	High			
25	Remove First St. parking space	First parking spot on south side of East First Street east of intersection with Central Avenue needs to be removed to improve sight distance.	Maintenance	<10K	High	1,3,4		
27	US 68 Lane Drop Signage	Revise signing for lane drop on US 68 eastbound at Airport Road (KY 1799). Current signing is for "lane drop/merge left". Should be signed for "Right lane must turn right". Further, intersection needs overall better definition through updated roadway striping.	Signage	<10K	High	1,3,4		
28	Install signage and striping at intersection of Lebanon Ave. and E. Main Street	Intersection of Lebanon Avenue and East Main Street needs additional stop sign; opposing vehicular movements appear to each have non-stop or yield condition. (This is a temporary fix before S. Lebanon is extended to Hotchkiss, as defined in PIF project D0289 112.00)	Signage	<10K	High		Included in PIF project D0289 112.00	
29	Install school signage on W. Broadway	Some drivers are not aware of the locations of Campbellsville Elementary and High School. Suggestion signage on West Broadway and Federal Place indicating the locations of Campbellsville Elementary and High Schools.	Signage	<10K	High	1,4		
30	Speed Limit sign on KY 1799	KY 1799 has no speed limit signs. (According to HIS, speed limit is currently 55 mph and route is state maintained - SPRS class is rural secondary.)	Signage	<10K	High			
5a	MLK intersection improvements	Reconstruct the merger of S. Columbia and MLK Blvd.	Reconstruct	75-125K	Med			
5b	MLK intersection improvements	Reconstruct MLK from the 3 legged intersection east to KY 70	Reconstruct	100-400K	Med			
6	MLK intersection improvements	Reconstruct the merger of Stockyard and MLK Blvd.	Reconstruct	100-200K	Med			
7	MLK and Roberts Rd. intersection	Reconstruct the intersection at MLK and Roberts Road	Reconstruct	25-150K	Med	1,3,4,6	Coordinate with school	
12	Widen Roberts Road	Convert KY 658 (Roberts Road) from US 68 to junction with KY 3518 from 2 lanes to 3 lanes.	Reconstruct	2M	Med	1,4,6	ROW required	
16	KY 527 Curve Improvements	Vertical and horizontal curvature deficiencies on KY 527 between KY 3212 (Old Pittman Road) and Wedgewood Drive. (HIS says back-to-back horizontal curves of 16.5 degrees and 24.5 degrees; HIS does not have vertical curve info for this functional class of road.) The embankment on the west side of KY 527 between MP 1.7 and 1.8 could be cut back to improve sight distance.	Reconstruct	300K	Med	3	Temporary easement required	
17	North Columbia Avenue Streetscape Improvements	To enhance aesthetics and to provide curb-and-gutter street definition and drainage, recommend street-scaping on North Columbia Avenue (KY 3183) from US 68 north to Meader Street. This will remedy the confusion at the 3 way intersection of Meader Street and North Columbia Avenue.	Reconstruct	175K	Med	1,4	Utilities	
20	Improve Curvature of Red Ln. and Lincoln Avenue Intersection	Improvements need to be made to the intersection of Red Lane and Lincoln Ave. to correct the horizontal and vertical curvature deficiencies.	Reconstruct	100K	Med			
21	Meader Street streetscape improvement	Consider allowing the City of Campbellsville to take control of KY 3183/Meader Street to construct sidewalks and crosswalks and improve sight distance and drainage problems.	Reconstruct	300K	Med	1,3,4		
26	Water Tower Bypass Speed Limit Change	45-to-35 speed limit transition on KY 3518 should be moved from current spot near MP 0.4 north to near intersection with KY 658 at MP 0.8.	Signage	<10K	Med			
31	Sidewalk Needs Assessment	Study need for sidewalks along West Broadway, between KY 210 and North Columbia	Sidewalks	<10K	Med	2,3,4		
32	Sidewalk Needs Assessment	Study need for sidewalks connecting Taylor County High School with the surrounding neighborhood	Sidewalks	<10K	Med			
33	Sidewalk Needs Assessment	Study need for sidewalks along Main Street	Sidewalks	<10K	Med	1,3,4,5		
34	Sidewalk Needs Assessment	Study need for sidewalk on US 68/East Broadway to be connected between Ingram Avenue to Cherokee Drive	Sidewalks	<10K	Med	1,2,4		
35	Sidewalk Needs Assessment	Study need for sidewalks along South Columbia	Sidewalks	<10K	Med			
8	KY 210 and Commercial Parking Lots	KY 210 in the vicinity of the commercial retail (Suggested lot interconnectivitybetween Lowe's and Ponderosa and Krogers and Wal Mart, signal and LTL from Green River Plaza)	Reconstruct	100K	Low	2,3	Commercial Responsibility	
10	West Broadway University Entrance	Access from US 68 to the University Campus needs to be increased. Suggested northbound entrance to the Campbellsville University from West Broadway.	Reconstruct	100K	Low	1,4		
14	Improve Davis Road	Improvements to Davis Road (CR 1223) south of US 68 west of town. (Not sure what can be done short of reconstruction.)	Reconstruct	<1M	Low		South terminus, low traffic vol	
15	Improve Lakeview Drive	Intersection of Old Lebanon Road and Lakeview Drive. Move stone wall away from road and widen Lakeview Drive.	Reconstruct	50K	Low	1,4,6		
18	Widen KY 527	KY 527 has minimal shoulder width with ditches and utility poles too close to the roadway between KY 3350 and US 68. Widen shoulder and relocate utilities	Reconstruct	2.5M	Low	1,3,4	Utilities	
19	Improve sidewalk at S. Central Ave.	Cutback Cemetery embankment and fix sidewalk on South Central Avenue	Reconstruct	<10K	Low	1,3,4,6		
23	Relocate Hospital Sign at KY 289	Move "Entrance" sign to hospital off KY 289 and Kingswood Drive to improve sight distance	Maintenance	<10K	Low	1,4,6		
SYP PROJECTS								
1	Item 4-114.00 Widen KY 210 from KY 3183 to US 68: Construction contract awarded in 2007							
2	Item 4-142.00 4 Lane KY 55 in Taylor County including Campbellsville Bypass: PE and EA under contract							
3	Item 4-901.00 Safety Improvements on KY 289 @ KY 3350; Sight Distance Improvements, Add Left-Turn Lane, Signalize: R/W and Utility Phases recently authorized; higher construction estimate in new 6YP							
PIF PROJECTS								
4	B0068 107.00 Construct a Bypass on new alignment beginning on south KY 55 and extending to the east to US 68.							
5	B0068 108.00 Bicycle Accommodation on KY 55, KY 210, and US 68 in Taylor County							
6	B0068 109.00 Widen US 68 from Campbellsville Bypass to Marion County Line							
7	D2222 1.00 Widen lanes and shoulders on KY 2222/KY 1799 to handle increased traffic volume from US 68 to KY 658							
8	D3212 113.00 Widen and realign Old Pittman Road (KY 3212) from KY 210 to KY 527							
9	D3350 108.00 Extend KY 3350 from KY 289 to US 68							
10	D0289 112.00 Extend South Lebanon Avenue to South Central Avenue at Hotchkiss Street							
11	D0055 116.00 Bicycle Accommodation on KY 55/KY1061 from Green River State Park to US 68							
Existing Roadway Issues								
1	Lane Width < 11'							
2	Volume/Service Flow > 0.7							
3	Critical Rate Factor > 1							
4	Adequacy Rating < 20%							
5	LOS = D							
6	LOS = E							



Architecture

Engineering

Construction

MEETING MINUTES

Project: Campbellsville Small Urban Area Transportation Study
Purpose: Project Team Meeting #3
Place: Taylor County Cooperative Extension Office,
Campbellsville, Kentucky
Meeting Date: August 7, 2008 9:00 am EST
Prepared By: Doug Heberle
In Attendance:

Josh Hornbeck	KYTC – D4 Planning
John W. Moore	KYTC – D4 Design
Kevin Blain	KYTC – D4 Traffic
Boday Borres	KYTC – CO Planning
David Tipton	KYTC – CO Planning
David Martin	KYTC – CO Planning
Becky Judson	KYTC – D4 Public Information Officer
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Boday Borres opened the meeting by indicating that the focus of the meeting was to finalize the layout of the draft Campbellsville SUA Report. Handouts were distributed to the meeting attendees consisting of the draft report outline, project spreadsheet, project summary sheets, and the three report exhibits. The exhibits are: Exhibit 1 (Current Roadway Deficiencies), Exhibit 2 (Environmental Footprint), and Exhibit 3 (Project Recommendations).

PROJECT RECOMMENDATIONS: The project team discussed and reviewed the report sections which consisted of: the report table of contents, project spreadsheet, project summary sheets, and map exhibits. Comments and classifications for each report section are listed below:

Report Table of Contents:

Relocate the project summary sheets from Appendix D to Chapter 5 (Project recommendations) of the narrative.

Include a reference in narrative section 1.2, regarding the location of the Six Year Plan (SYP) Projects and the Project Information Form (PIF) Projects, which are located in Appendix E.

Project Spreadsheet:

Include the spreadsheet in Chapter 5 (Project recommendations)

Add a section in the spreadsheet allowing future comments regarding the follow-up and or implementation of the recommended projects.

Revise the ranking of project numbers 1, 17, 29, 35, 36, 37, from rank 7 to rank 8

Move project # to Rank 7.

Project Summary Sheets:

Comments and recommendations were made to some of the project summary sheets. Only those projects which required changes and their corresponding comments are listed below.

Project 5b:

- Revise this project to indicate that KYTC should consider reconstruction improvements on KY 70 where it intersects with MLK Blvd and Tie Street. Eliminate reference to improvements other than state maintained roadways.
- Insert conceptual alternate 2 as the sole conceptual design image on the project summary sheet and eliminate the other conceptual designs as they relate to this project.

Projects 1, 17, 29, 35, 36, 37:

- Revise the project rank of these projects to 7 from rank 8.

Project 27:

- Include signage improvements in the description of the project.

General suggestions for the project summary sheets:

- Color-code the rank number to the color of the type of project.
- Round up the cost estimates to the nearest thousandth.
- Add a section for notes

Map Exhibits:

It was suggested to add the Project Area Location as Exhibit 1 for a total of four exhibits in the report. The individual exhibits were reviewed and corresponding comments are listed below:

Exhibit 1, Roadway Deficiencies

- Rename “Exhibit 2, Current Roadway Deficiencies”.
- In “Terminology Key” inset, indicate that the Average Daily Traffic (ADT) is from 2007.
- Indicate that Crash Data is from January 1, 2005 to December 31, 2008.
- Move the “Terminology Key” to the bottom of the page, next to the Legend.
- Adequacy Rating is expressed as the 20th percentile.

- Indicate the boundary of the study area to surround all the recommended projects and the proposed bypass. The study area boundary should appear as a screened overlay or as a semi-transparent color.

Exhibit 2, Environmental Constraints

- Rename “Exhibit 3, Environmental Footprint”.
- Indicate the location of the proposed school near Bluegrass Drive and Eastport Road.

Exhibit 3, Project Recommendations

- Rename “Exhibit 4, Project Recommendations.
- This map should be depicted to the same scale as the other exhibits, which is: 1 inch = 2,000 feet.
- Indicate Project 14 (Davis Road improvements) as an inset on the map that is not to scale.
- The arrows on the numbered project call-out boxes should contact the highlighted color depicting the project location.
- Revise the legend to indicate the “Project Identification Number” as well as the symbols (points and lines) indicating the project locations.
- Indicate the boundary of the study area to surround all the recommended projects and the proposed bypass. The study area boundary should appear as a screened overlay or as a semi-transparent color.

General suggestions for the maps are listed below:

- Label the map legend at the bottom of each exhibit.
- Depict the City Limit Boundary in a bright color.
- The maps are to be scaled. Therefore, the term “Not to Scale” should be removed.

END OF MINUTES

Agenda

Campbellsville Small Urban Area Transportation Study Project Team Meeting # 3

Date: August 7, 2008
Time: 9:00 a.m.
Location: Taylor County Cooperative Extension Office, Campbellsville, KY

1. Introductions
2. Status of Study
3. Draft Report Highlights

Handouts:

Draft Report Outline
Project Spreadsheet
Project Summary Sheets
Report Exhibits 1-3

**Campbellsville Small Urban Area Transportation Study
Advisory Committee Meeting # 1**

April 18, 2008

NAME	REPRESENTING	PHONE #	EMAIL
Eddie Rogers	TC Fiscal Court	270 465-17729	judgeexec@taylorcounty.us
Dennis Benningfield	CAMPBELLVILLE POLICE	270-465-4122	pdchiet@campbellville.us
Becky Nash	TC Extension Service	270-465-4511	rnash@uky.edu
GARY N. Seaborn-e	TC Bd of Education	270-465-5371	Gary.Seaborn@taylor.kyschools.us
SAM GRAHAM	TC Bd of Education	270-789-1745	SAM.GRAHAM@TAYLOR.KYSCHOOLS.US
Chris Tucker	City of Cville	(270)469-6303	ctucker196@hotmail.com
Diane Woods-Ayers	C-Ville Board	270-465-4162	dwoods-ayers@cville.kyschools.us
Allen Johnson	C-Ville Fire Dept	270-465-4131	firedpt@campbellville.us
John Chowning	C-ville Univ.	270-789-5520	jchowning@campbellville.edu
Ron McManhan	Team Taylor County	270-465-9636	ron@teamtaylorcounty.com
Boddy Brees	KYTC - CO PLANNING	(502) 564-7183	boddy.brees@ky.gov
Betsy Judson	KYTC - D-4 PIO	270-766-5066	
DONNA GEDDIS	CAMPBELLVILLE IND. SCHOOLS	270-465-4162	donna.geddis@cville.kyschools.us
DOUG HERBERLE	OK4	502-585-2222	
BRUCE SIRIA	OK4	502-585-2222	
TOM SPRINGER	OK4	502-585-2222	
David Tipton	KYTC - Planning	502-564-7183	David.tipton@ky.gov
Josh Hornbeck	" D4	270-766-5066	Josh.Hornbeck@KY.GOV



Architecture

Engineering

Construction

MEETING MINUTES

Project: Campbellsville Small Urban Area (SUA) Transportation Study
Purpose: Advisory Committee Meeting #1,
Place: Taylor County Cooperative Extension Office,
Campbellsville, Kentucky
Meeting Date: April 18, 2008 10:00 a.m. (EST)
Prepared By: Doug Heberle
In Attendance:

Eddie Rogers	Judge Executive-Taylor County Fiscal Court
Dennis Benningfield	Campbellsville Police
Becky Nash	Taylor County Extension Service
Gary N. Seaborne	Taylor County Board of Education
Sam Graham	Taylor County Board of Education
Chris Tucker	City of Campbellsville Planning and Zoning
Diane Woods-Ayers	Campbellsville Independent Schools (Board of Education)
Donna Gaddis	Campbellsville Independent Schools (Board of Education)
Allen Johnson	Campbellsville Fire Department
John Chowning	Campbellsville University
Ron McMahan	Team Taylor County
Josh Hornbeck	KYTC – D4 Planning
Becky Judson	KYTC – D4 Public Information Officer
Boday Borres	KYTC – CO Planning
David Tipton	KYTC – CO Planning
Bruce Siria	Qk4
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Ms. Boday Borres opened the first Advisory Committee Meeting by providing an overview of the Small Urban Area Transportation Study for the City of Campbellsville. The intended outcome is to identify low-cost, short-term, quick fixes for local transportation issues on state roads in the defined small urban area (City of Campbellsville). The improvements could consist of but not be limited to signalizations, turn lanes, and traffic calming measures. The attendees were asked to introduce themselves.

Mr. Tom Springer then presented a Power Point presentation detailing the study schedule, existing conditions, other projects in the area, and a photo tour. Following the Power Point presentation, Mr. Springer introduced everyone to the web-based public comment survey form and invited them to complete one online and advertise to his/her peers. He then advised the meeting attendees that on the table were sets of large printed maps showing the study area. The purpose of the maps was two fold: first, to provide the meeting attendees the ability to identify on the maps the problem areas which they were familiar with, second to provide the following existing conditions data;

- Highway Information System (HIS) data, crash data, and Level of Service (LOS)
- Other transportation projects in the area
- Aerial view of the study area

Meeting attendees broke into small groups and focused on marking the problem areas on the maps. At least one member of the Project Team attended and assisted the small groups.

DISCUSSION OF EXISTING CONDITIONS & SUGGESTIONS: The following is a collective list of problem areas and possible improvement alternatives provided by the advisory committee members that were indicated on the maps provided at the meeting.

- Suggested traffic signal and left turn lane to address left turn issue at Hodgenville Road/KY 210 at Nancy Cox Drive in anticipation of the increased commercial growth.
- Interconnect the frontage access to the shopping centers on KY 210 to avoid shopping traffic having to transition onto KY 210. Unify access and frontage road along KY 210.
- Evaluate the need for a possible left turn signal and turning lane from Green River Plaza to northbound KY 210.
- Evaluate the need for a right turn lane on eastbound KY 3350 to southbound KY 527.
- KY 527 has horizontal and vertical difficulties between Leet Lane and Bennett Lane.
- KY 527 has minimal shoulder width with ditches and utility poles too close to the roadway between KY 3350 and US 68.
- There is congestion at KY 289 and Miller Park Drive.
- Schools on KY 289 and US 68 produce congestion. A school is scheduled to be built on US 68 west of the airport in the vicinity of Eastport Drive. Evaluate the need for a left turn lane at US 68 at Eastern Drive to prevent passing on the right.
- Suggested left turn signal at US 68 and KY 289.
- US 68 at New Lebanon changes from four lanes down to two which produces a bottleneck effect.
- Suggested left turn lane on eastbound US 68 at Palestine Road. This is a high crash area.
- The City wants to take control of KY 3183/Meader Street to construct sidewalks and crosswalks and improve sight distance problem.
- Drainage is insufficient on Meader Street and on Nancy Cox Drive resulting in standing water.
- Suggestion for signage on West Broadway and Federal Place indicating the locations of Campbellsville Elementary and High Schools.

- Northbound entrance to the Campbellsville University from West Broadway was suggested
- Congestion due to Amazon, Inc. employee traffic and standing water during rains are issues on South Columbia Ave from Amazon to KY 70
- Suggested to pave the gravel county road across from Amazon Inc, linking S. Columbia north to KY 55. This will alleviate the traffic on S. Columbia from Amazon. As a related improvement, turning lanes and a caution light on S. Columbia at the Amazon entrance were also suggested.
- Evaluate needed improvements to S. Columbia/KY 70/MLK Blvd intersection
- Signal at S. Columbia Avenue and West Broadway blocks fire trucks exiting the station by queuing up traffic when the signal is red. Suggested that the Fire Department be able to manually override (from inside the station) the red signal to green to allow traffic to depart the area in front of the station to allow for egress of fire trucks during a call.
- Address curb cuts on Martin Luther King (MLK) Blvd. and S. Columbia
- Suggested to increase speed limit to 45 mph on Roberts Road between MLK Blvd and Industrial Drive.
- Include bike/pedestrian considerations for the alternatives.
- A comment was made indicating that the Campbellsville City Limits were not accurate as indicated on the maps at the meeting. The Campbellsville City Limits will be verified for future mapping purposes.

NEXT STEPS: Maintain the collection of public input from the online comment form. Develop alternative concepts for presentation at the next project team meeting and advisory committee meeting.

END OF MINUTES

Agenda
Campbellsville Small Urban Area Transportation Study
Advisory Committee Meeting # 1

Date: April 18, 2008
Time: 10:00 a.m.
Location: Cooperative Extension Office, Campbellsville, KY

1. Introductions
2. Status of Study
 - a. Study Area
 - b. Scope of Work
 - c. Schedule
3. Other Six-Year Plan Projects in Area
 - a. Item 4-114.00/.10 Widen KY 210/KY 55 from KY 3183 to US 1625: Construction contract awarded in 2007
 - b. Item 4-142.00 Campbellsville Bypass: PE and EA under contract
 - c. Item 4-901.00 Safety Improvements on KY 289 @ KY 3350; Sight Distance Improvements, Add Left-Turn Lane, Signalize: R/W and Utility Phases recently authorized; higher construction estimate in new 6YP
4. Significant Unscheduled Projects w/ PIF Data
 - a. B0068 109.00 Widen US 68 from Campbellsville Bypass to Marion County Line
 - b. D3350 108.00 Extend KY 3350 from KY 289 to US 68 – northeast bypass extension
 - c. D0289 112.00 Extend South Lebanon Avenue to South Central Avenue at Hotchkiss Street
5. Existing Conditions
 - a. Photo Tour of Area
 - b. Review Traffic, Crash, and HIS Information
6. Next Steps:
 - a. Promote webpage to Campbellsville citizens:
<http://www.qk4.com/campbellsville/webpagesurvey.html>
(Web page will be taken offline June 13, 2008)
 - b. Advisory Committee Meeting #2, May 2008

Campbellsville Small Urban Area Transportation Study
Advisory Committee Meeting # 2

July 23, 2008

NAME	REPRESENTING	PHONE #	EMAIL
John Moore	KYTC 0-4	270-766-5066	John.W.Moore@ky.gov
Eddie Rogers	TCFC Judge/Exec	270-465-7729	Judgeexec@TaylorCounty.US
DAVID MARTIN	KYTC-CENTRAL OFFICE	502-564-7183	Charles.Martin@ky.gov
Boddy BORGES	KYTC-Co	(502) " "	Boddy.Borges@ky.gov
Larry Wilson	LCNDD	270-866-4200	Larry@LCadd.org
David Tipton	KYTC-co	502 564 7183	David.Tipton@ky.gov
TOM SPRINGER	QK4	502-585-2222	tspringer@qk4.com
Doug Heberle	"	"	dheberle@qk4.com
George Wilson	Taylor Co Fire	270-403-7106	
Dennis Benningfield	CAMPBELLSVILLE POLICE DEPT.	270-465-4122	Dchriet@Campbellsville.us
JOE DESPAIN	TAYLOR Co. HIST. Soc.	270-465-5494	dernilyann42@aol.com
DONNA GADDIS	CAMPBELLSVILLE INDEPENDENT SCHOOLS	270-849-8108	donna.gaddis@cuille.kyschools.us
Ronald Stoney	CISD	270-465-4142	Ronald.Stoney@cuille.kyschools.us
Becky Nash	Coop. Ext. Sewer	270-465-4511	rnash@uky.edu
Ron McMaham	Small Taylor County	270-465-9636	ron@taylorcounty.com
Allen Johnson	Campbellsville Fire	270-465-4131	firedpt@Campbellsville.25
Becky Judson	KYTC D4	270-766-5066	beckyjudson@ky.gov
Stephen R. Morris	Campbellsville University	270-789-5391	srmorris@Campbellsville.edu
Brenda Allen	Mayor Campbellsville	270-465-7011	mayor@Campbellsville.us



Architecture

Engineering

Construction

MEETING MINUTES

Project: Campbellsville Small Urban Area (SUA) Transportation Study
Purpose: Advisory Committee Meeting #2,
Place: Taylor County Cooperative Extension Office,
Campbellsville, Kentucky
Meeting Date: July 23, 2008 10:00 a.m. (EST)
Prepared By: Doug Heberle
In Attendance:

Eddie Rogers	Judge Executive-Taylor County Fiscal Court
Brenda Allen	Mayor, City of Campbellsville
Dennis Benningfield	Campbellsville Police
Becky Nash	Taylor County Extension Service
George Wilson	Taylor County Fire Department
Joe DeSpain	Taylor County Historical Society
Rosalind Strong	Campbellsville Independent Schools (Board of Education)
Donna Gaddis	Campbellsville Independent Schools (Board of Education)
Allen Johnson	Campbellsville Fire Department
Stephen Morris	Campbellsville University
Ron McMahan	Team Taylor County
Larry Wilson	Lake Cumberland Area Development District
Josh Hornbeck	KYTC – D4 Planning
John Moore	KYTC – D4 Design
Becky Judson	KYTC – D4 Public Information Officer
Boday Borres	KYTC – CO Planning
David Tipton	KYTC – CO Planning
David Martin	KYTC – CO Planning
Tom Springer	Qk4
Doug Heberle	Qk4

INTRODUCTIONS: Ms. Boday Borres opened the second and final Advisory Committee Meeting by welcoming everyone to the meeting. She indicated that the recommended projects have been identified and categorized by KYTC and Qk4, according to the party responsible and the possible time frames for project execution. The project categories to be individually ranked are: KYTC Long-Term, KYTC Short-Term, and Local. The purpose of this meeting is to provide the advisory committee the opportunity to rank the projects in order of priority.

Mr. Doug Heberle then advised the meeting attendees that on the table were sets of large printed maps showing the recommended improvements on an aerial of the study area. He also presented a Power Point presentation detailing the individual projects in the respective categories.

DISCUSSION OF PROPOSED PROJECTS & SUGGESTIONS: The following is the determined rankings of the recommended projects by the advisory committee members. The projects are listed in order of rank in their respective categories.

KYTC Long-Term:

- 1) Project# 5b – MLK Blvd. intersection improvements from Carnation Ave. to KY 70, including Tie St.
- 2) Project #18 – Widen KY 527 to US 68
- 3) Project # 12 – Roberts Road Widening
- 4) Project # 16b – Reconstruction of horizontal and vertical curve on KY 527, near KY 3212

KYTC Short Term:

It was decided to group the Short-Term signage projects (Project #s 1, 17, 27, and 29) into one overall signage project.

- 1) Project # 3 – Fire Station override of signal at N. Columbia Ave. and West Broadway
- 2) Project # 2 and #4 – Signal warrant analyses on US 68 at the intersections of KY 289 and London Drive
- 3) Project # 13 – Left-Turn Lane on US 68 at Palestine Road (KY 3211)
- 4) Project #9c – Right and Left-Turn Lanes on US 68 at Bluegrass Drive
- 5) Project # 16a – Cut back embankment and install signage at curve on KY 527, near KY 3212
- 6) Project # 26 – Submit speed limit study request to KYTC for speed limit reevaluation on KY 3518.

Note: it was decided to eliminate two maintenance projects: #s 22 and 23.

Local:

It was decided to remove local projects # 24, 25, and 28 from the plan, since they are short-term projects that can be implemented immediately by the City of Campbellsville.

The remaining projects were grouped into High, Medium, and Low categories. The groupings are as follows:

High:

Project # 8 – Commercial parking lot interconnectivity between Lowe’s and Green River Plaza, along KY 210

Project # 11 – Pave gravel road linking S. Columbia and KY 55

Project # 14 – Davis Road (CR 1223) improvements from US 68 to Hatcher Road

Project # 15 – Prevent Parking on KY 289 immediately south of the Kingswood Drive intersection (in front of the school), to increase sight distance for vehicles entering KY 289 from Kingswood Drive.

Project # 19 – Improve sidewalk at KY 70, beside the cemetery between MLK Blvd. and Tie Street intersections (This project is contingent on KYTC Long-Term Project # 5b)

Project # 21 – Streetscape improvement on Meader St. and N. Columbia Ave. (This project is currently underway)

Project # 30, 31, 32, 33, 34 – Various sidewalk needs assessments

Medium:

Project # 5a – Reconstruction of the MLK Blvd. intersection with Carnation, Court, and Tie Streets

Project # 6 – Reconstruct the intersection of MLK Blvd. and Clem Haskins

Project # 7 - Reconstruct the intersection of MLK Blvd. and Roberts Road

Low:

Project # 9a – Realignment of Eastport Road and Bluegrass Drive (Dependent on school construction)

Project # 9b – Reconstruct Eastport Road (Dependent on school construction)

Project # 10 – Construct University of Campbellsville entrance from US 68

Project # 20 – Correct the horizontal and vertical curves at Red Lane and Lincoln Ave.

OTHER COMMENTS: The suggestion was made for the project team to evaluate the area on KY 527 near the intersection of Woodhill Road for improvements due to the vertical curve which causes a sight distance deficiency.

NEXT STEP: The final report will be distributed to the attendees after KYTC approval, which is projected to be in September 2008.

END OF MEETING MINUTES


Agenda
Campbellsville Small Urban Area Transportation Study
Advisory Committee Meeting # 2

Date: July 23, 2008
Time: 10:00 a.m.
Location: Cooperative Extension Office, Campbellsville, KY

1. Introductions
2. Status of Study
3. Project Recommendations
4. Group Rankings of Recommended Projects
5. Next Steps: Submit Report

Handouts:

Recommended Project Spreadsheet
Recommended Project Data Sheets
Area Project Map



CAMPBELLSVILLE, KY

SMALL URBAN AREA TRANSPORTATION STUDY

SPRING – SUMMER 2008

Dear Road Users:

The Kentucky Transportation Cabinet is conducting a study of the transportation issues on the state routes in your community. [We need your participation!](#)

We have plenty of crash and traffic data, but you drive the roads and walk the sidewalks every day, so you know where your transportation problems exist. Our goals are to identify low-cost, quick fixes that will improve driving, bicycling, transit and pedestrian safety in your community.

The purpose of this web page is for us to learn about the problem areas. Please fill in and submit the comment boxes below, and your comments will go to the KYTC District-4 staff in Elizabethtown, Central Office Staff in Frankfort, and their consultant, Qk4, who is performing this study. For a map of the Campbellsville Study Area, click on the following: [Campbellsville Map](#)

**indicates required field*

*Name	
Address	
*E-mail	

- [Places where you have trouble pulling out because you can't see oncoming cars](#)
- [Places where water runs over the top of the road during a rain storm](#)
- [Places where congestion is bad or a lot of crashes occur](#)
- [Intersections that are confusing](#)

- Places where signs need to be placed
- Places where sidewalks are unsafe or need to be built
- Other places where walking or crossing roads is difficult for pedestrians

Also, please share this web page with as many Campbellsville citizens and businesses as possible.

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Thank you for taking time to help us plan your transportation needs!

SUBMIT

RESET

VISITORS 

 Bravenet Free Counter

 [VIEW SITE STATS](#)

From: grizzdhm@alltel.net
Sent: Thursday, April 17, 2008 6:56 PM
To: White, Helen
Subject: Campbellsville SUA Survey Reply

Here is information that I filled in on the Campbellsville SUA Survey.

Time and Date of Submission: 18:56:23 17 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080417-7356-9450

Name: David Marksbury
Address: 2207 reids Chapel Road, Campbellsville,KY. 42718
E-mail: grizzdhm@alltel.net

1. Places where you have trouble pulling out becuase you can't see oncoming cars:
Highway 55/68 at Southern States

2. Places where water runs over the top of the road during a rain storm:
Highway 337 above Mannsville at Hollan residence

3. Places where congestion is bad or a lot of crashes occur:
Highway 210 to Hodgenville. Way too accidents because of high rate of speed.

4. Intersections that are confusing:

5. Places where signs need to be placed:
Highway 1799 Reids Chapel Road. No speed signs.Too much speed on the narrow road. Through traffic from Highway 70 to 55/68. People use this road as short cut to Campbellsville and is very dangerous.Too many people using this road and driving at unsfe speeds.Major Problem.

6. Places where sidewalks are unsafe or just end:

7. Other places where walking or crossing roads is difficult for pedestrians:

8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:
Highway 1799(Reids Chapel Road)is too narrow for the volume of traffic it gets. People cut through the road from Highway 70 to get into Campbellsville. Very dangerous. Can't even mow the edge of yards for feir of getting hit by a car.

The form submited on <http://www.qk4.com/campbellsville/webpagesurvey.html>
IP address is 98.17.242.211

From: selmer84@windstream.net
Sent: Friday, April 18, 2008 12:27 AM
To: White, Helen
Subject: Campbellsville SUA Survey Reply

Here is information that I filled in on the Campbellsville SUA Survey.

Time and Date of Submission: 00:26:41 18 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080418-6052-2067

Name: David Sublett
Address:
E-mail: selmer84@windstream.net

1. Places where you have trouble pulling out becuase you can't see oncoming cars:
From parking lot in front of save-a-lot onto Nancy Cox Dr.
2. Places where water runs over the top of the road during a rain storm:
South Columbia Ave.
3. Places where congestion is bad or a lot of crashes occur:
Pulling out of Garcia's/Goodwill onto 210. Also, from 1625 (Blue Hole Rd.) onto KY 55.
4. Intersections that are confusing:
The by-pass and 210 intersection by Movie Gallery.
5. Places where signs need to be placed:
6. Places where sidewalks are unsafe or just end:
All over.
7. Other places where walking or crossing roads is difficult for pedestrians:
Everywhere.
8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:

Connecting the Lowe's parking lot with the Ponderosa/Kroger parking lot would greatly reduce traffic jam on 210 everyday. If the cops in Campbellsville would do their job and not just sit hid behind a building gathered talking; speeding would be reduced and greatly reducing other problems.

The form submitted on <http://www.qk4.com/campbellsville/webpagesurvey.html>
IP address is 98.17.245.185

From: viper42718@yahoo.com
Sent: Thursday, April 17, 2008 4:19 PM
To: White, Helen
Subject: Campbellsville SUA Survey Reply

Here is information that I filled in on the Campbellsville SUA Survey.

Time and Date of Submission: 16:19:10 17 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080417-9082-1278

Name: Diann Newcomb
Address:
E-mail: viper42718@yahoo.com

1. Places where you have trouble pulling out because you can't see oncoming cars:
Hatcher and Meadow creek.
2. Places where water runs over the top of the road during a rain storm:
Broadway
3. Places where congestion is bad or a lot of crashes occur:
Hwy 55 and 1061. In front of McDonalds traffic backs up. Also 68 and Davis rd needs a turn lane. 55 and lone valley rd needs a turn lane. The locals call these intersections car part alley!! Due to all the accidents that occur there.
4. Intersections that are confusing:
carnation st, MLK, tie st, s court st.
5. Places where signs need to be placed:
The signs on lone valley rd need to be replaced, and moved a bit due to visibility problems.
6. Places where sidewalks are unsafe or just end:
Lowell ave, when the kids get out of school they have to share the rd with traffic that is going too fast.
7. Other places where walking or crossing roads is difficult for pedestrians:
Main st.
8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:
The synchronization of the lights on Broadway is really a problem. Traffic should flow, not have to stop at every light. Also the lights on 210 create a huge traffic jam and a lot of accidents between 210 and 68 intersection and Walmart.

The form submitted on <http://www.qk4.com/campbellsville/webpagesurvey.html>
IP address is 67.140.154.202

From: joshp2234@yahoo.com
Sent: Sunday, April 27, 2008 9:48 PM
To: White, Helen
Subject: Campbellville SUA Survey Reply

Here is information that I filled in on the Campbellville SUA Survey.

Time and Date of Submission: 21:48:11 27 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080427-5174-6958

Name: Josh P.
Address:
E-mail: joshp2234@yahoo.com

1. Places where you have trouble pulling out because you can't see oncoming cars:
Cherokee drive and Broadway due to bushes, old Lebanon road and kingswood drive due to TRH sign, Lakeview drive and old Lebanon road, Gowdy and South Columbia Ave due to bushes, Martin Luther King and South Central Ave
2. Places where water runs over the top of the road during a rain storm:
South Columbia Ave and between Taylor Ave and Risen Ave, South Columbia between Autumn Drive and Fairview Drive, South Columbia between Bell Ave and Main street, Entire stretch of outside lanes of Broadway I always drive in the inside lanes during rain due to water in the road,
3. Places where congestion is bad or a lot of crashes occur:
Lots of congestion at Broadway and Cherokee drive in the mornings with school traffic at times Broadway is totally blocked for 5 minutes at a time, South Columbia in the area of amazon during shift changes you can not pull out onto South Columbia, several crashes a year at Cherokee drive and Broadway,
4. Intersections that are confusing:
Martin Luther King at the Tie street, South Court Street, and Tie Street intersection
5. Places where signs need to be placed:
Broadway and South Columbia the right turn lane of south columbia needs to be a no turn on red due to not being able to see cars coming up broadway due to library building, I have almost witness and almost been in several crashes due to people turning on red at this light.
6. Places where sidewalks are unsafe or just end:
Sidewalk needs to be connected from Ingram to Cherokee drive on Broadway,
7. Other places where walking or crossing roads is difficult for pedestrians:
Lots of people are walking up and down south columbia and there are no sidewalks
8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:
Please consider putting a no turn on red at Broadway and south Columbia, this is a very dangerous intersection and people get very angry at someone who does not turn on red due to not being able to see. Lots of cars scrape the pavement at the Broadway and north central avenue light. Please feel free to e-mail me to get more details about anything I have said.

The form submitted on <http://www.gk4.com/campbellville/webpagesurvey.html>
IP address is 71.28.230.228

From: ritajmills@hotmail.com
Sent: Wednesday, April 16, 2008 3:21 PM
To: White, Helen
Subject: Campbellsville SUA Survey Reply

Here is information that I filled in on the Campbellsville SUA Survey.

Time and Date of Submission: 15:20:54 16 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080416-4090-6683

Name: Rita J. Mills
Address:
E-mail: ritajmills@hotmail.com

1. Places where you have trouble pulling out because you can't see oncoming cars:
Rt 70 and Rt 76

2. Places where water runs over the top of the road during a rain storm:
608 W. Main Street

3. Places where congestion is bad or a lot of crashes occur:
W. Broadway & HWY 210 light

4. Intersections that are confusing:
E. Main St and Lebanon Ave

5. Places where signs need to be placed:
HWY 210 from W. Broadway to Golf Course

6. Places where sidewalks are unsafe or just end:
side walks along W Broadway and to 210 to shopping centers

7. Other places where walking or crossing roads is difficult for pedestrians:
all along Broadway from 210 to Roberts Rd

8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:

With the Price of gas going so high many more people will have to walk to stores and it is VERY dangerous now. I hope it does not take someone getting KILLED to get them installed.

The form submitted on <http://www.qk4.com/campbellsville/webpagesurvey.html>

IP address is 98.19.81.180

From: daddydimples91703@yahoo.com
Sent: Thursday, April 17, 2008 10:43 PM
To: White. Helen
Subject: Campbellsville SUA Survey Reply

Here is information that I filled in on the Campbellsville SUA Survey.

Time and Date of Submission: 22:42:43 17 April 2008 GMT-4 Eastern Time

Unique Reference Number: 20080417-7296-8757

Name: Travis Bright
Address: 432 Davis Road
E-mail: daddydimples91703@yahoo.com

1. Places where you have trouble pulling out because you can't see oncoming cars:
at the end of hatcher road turning onto Meadow Creek-not sure of that is the right name.

2. Places where water runs over the top of the road during a rain storm:
Davis road coming from 68 just as you go down towards the bridge

3. Places where congestion is bad or a lot of crashes occur:
North Columbia Avenue and 55 intersection. The traffic light does not have a turn lane you have to yield to oncoming traffic to turn left. This is an industrial area where many vehicles are at the same time.

4. Intersections that are confusing:
N. Columbia Avenue onto Meader Street

5. Places where signs need to be placed:

6. Places where sidewalks are unsafe or just end:

7. Other places where walking or crossing roads is difficult for pedestrians:

8. And any other area that you would like us to study:

Please provide any other transportation comments/concerns below:
Davis Road is too narrow. Cars have gone into my yard several times to prevent from hitting a large pick up truck...Traffic goes tooooooo fast

The form submitted on <http://www.qk4.com/campbellsville/webpagesurvey.html>
IP address is 75.90.132.196

**CAMPBELLSVILLE
SMALL URBAN AREA
TRANSPORTATION STUDY
Environmental Justice Report**



**Prepared By:
Lake Cumberland Area Development District
P.O. Box 1570
Russell Springs, KY. 42642**



Division Of Planning

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5.0 <i>Study Findings / Population by Persons 65 and over</i>	3
6.0 <i>Conclusion</i>	3

Appendices

Appendix A. Census Tracts and Block Groups (Maps)
Population by Black or African American (Map 1)
Population by Hispanic (Map 2)
Population by Poverty Level (Map 3)
Population by Persons 65 and over (Map 4)

Appendix B. Census Tracts and Block Groups (Table)

1.0 Introduction

This document assesses the community demographics involved in the Small Urban Area Transportation Study for the City of Campbellsville. The Lake Cumberland Area Development District has analyzed and prepared the following document to identify any concentration of population that could be displaced or segmented as result. The data displayed in this report has been compiled from a number of sources including the U.S. Census Bureau, Kentucky State Data Center, Kentucky Transportation Cabinet (KYTC) Division of Planning, local elected officials, community leaders, and field observations of the study area. The information and results are intended to assist the Kentucky Transportation Cabinet in making informed and prudent transportation decisions in the study area, especially as it pertains to the requirements of Executive Order 12898¹, to ensure equal protection to all groups potentially impacted by this study.

This report includes maps and tables of statistical comparisons of the study area based on US Census 2000 tracts and block groups with regard to minority, low income, and aging populations for the United States, Kentucky and Taylor County. The study area includes tracts and block groups directly in and around portions of the defined area.

2.0 Study Findings / Study Area

This Environmental Justice and Community Impact Report should be utilized as a component of the planning study being conducted by Kentucky Transportation Cabinet's Division of Planning, for the City of Campbellsville.

This study is intended to help define the location and purpose of the project and meet federal requirements regarding consideration of environmental issues as defined in the National Environmental Policy Act (NEPA).

The Campbellsville Small Urban Area Transportation Study area contains 13 Block Groups within three Census Tracts. The Census Tracts and Block Groups are listed below. (*Appendix A* includes maps). Detailed data of Census Tracts and Block Groups are located in *Appendix B* of this document.

Taylor County:

Census Tract: 9803
Block Group: 1, 2, 3 & 4

Census Tract: 9804
Block Group: 1, 2, 3 & 4

Census Tract: 9805
Block Group: 1, 2, 3 4 & 6

¹ Executive Order 12898 signed on February 11, 1994 states "...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..."

3.0 Study Findings / Population by Race

The defined study area within Campbellsville encompasses portions of the following Census Tracts: 9803, 9804 and 9805. Taylor County's population by race percentages are lower than the national and state averages. However, there is one Census Tract and a few particular Block Groups in the study area that warrant further discussion. Tract 9805, indicates higher percentages of minority populations than the state. However, the Tract has lower percentages compared to national levels. Upon review and discussion with local community members, the higher concentration occurs in two out of seven Block Groups: Block Group 2, and Block Group 3. There is a concentration of Black population in Block Group 2 of 36.6 percent, which is higher than the remainder of Census Tract 9805. Also areas of Block Group 1 and Block Group 3 that are adjacent to Block Group 2 show similar levels. These Block Groups are located within the older sections of the City of Campbellsville.

4.0 Study Findings / Population by Poverty Level

The defined study area within Campbellsville encompasses portions of the following Census Tracts: 9803, 9804, and 9805. Two of the three Census Tracts within the study area are comparable or below the state and national average, Census Tracts: 9803, and 9804. However, there are block groups in those tracts that are higher than the state and national averages. They include Block Group 3, and Block Group 4, of Census Tract 9803, and Block Group 2, of Census Tract 9804. Both Tracts remain consistent with other percentages in the region.

Census Tract 9805 has the highest percentage of the population below poverty level in the Taylor County study area at 24.8 percent. That percent is almost double the national average. Block Group 1, Block Group 4, and Block Group 6, range from a low of 16.5 percent to a high of 24.5 percent and is comparable to the state and regional averages. Both Block Group 2, (38.1%) and Block Group 3, (51.6%) have a higher average of population that are below poverty level. A subsequent review of poverty data within affected Census divisions should be undertaken to determine if particular concentrations of population below the poverty level exist in the study area; and if so, proactive measures be undertaken to insure that these groups are not disproportionately affected by any projects.

5.0 Study Findings / Population by Persons 65 and Over

The study area within Campbellsville encompasses portions of the following Census Tracts: 9803, 9804 and 9805. The aging characteristics and percentages for Taylor County are similar to other Census Tracts in the county, the state and the nation. However, there are some elevated percentages of 65 and over age groups in two Census Tracts. Census Tract 9803 Block Group 3 and Census Tract 9805 Block Group 2 show an elevated percentage in the number of people 65 and over. Census Tract 9803 Block Group 4 shows potential higher levels of aging population, 23.0 percent. This Census Tract is located between Census Tract 9803 Block Group 3, which is 33.3 percent, and Census Tract 9805 Block Group 2, which is 31.9 percent. Census Tract 9804 Block Group 2 is 21.3 percent. After discussions with other community members, it appears that the higher percentages are the result of older sections of the City of Campbellsville. It is anticipated that the implementation of projects would not have a disproportionate effect on the population of persons age 65 and over residing in the study area.

6.0 Conclusion

Based on data obtained from the U.S. Census Bureau for income, race and age, discussions with local officials and field observations; it appears there is a small concentration of populations over 65 years of age in Campbellsville. The concentrations identified in Campbellsville should not be affected.




Analysis of the minority population data showed several of the block groups as having an identified concentration of some sort. Some were significant, some were only minor. The more significant concentrations identified were noted in the narrative analysis. All areas within this study should be given full consideration in the planning process to achieve the goals put forth by the U. S. Department of Transportation. The concentrations identified should not be adversely affected by improvements.

The elevated percentages in the populations below poverty level might be indicative of concentrations throughout the study area. However, based on the economic status of this rural depressed county, these percentages are not uncommon for this area.






Appendix A
Map 1

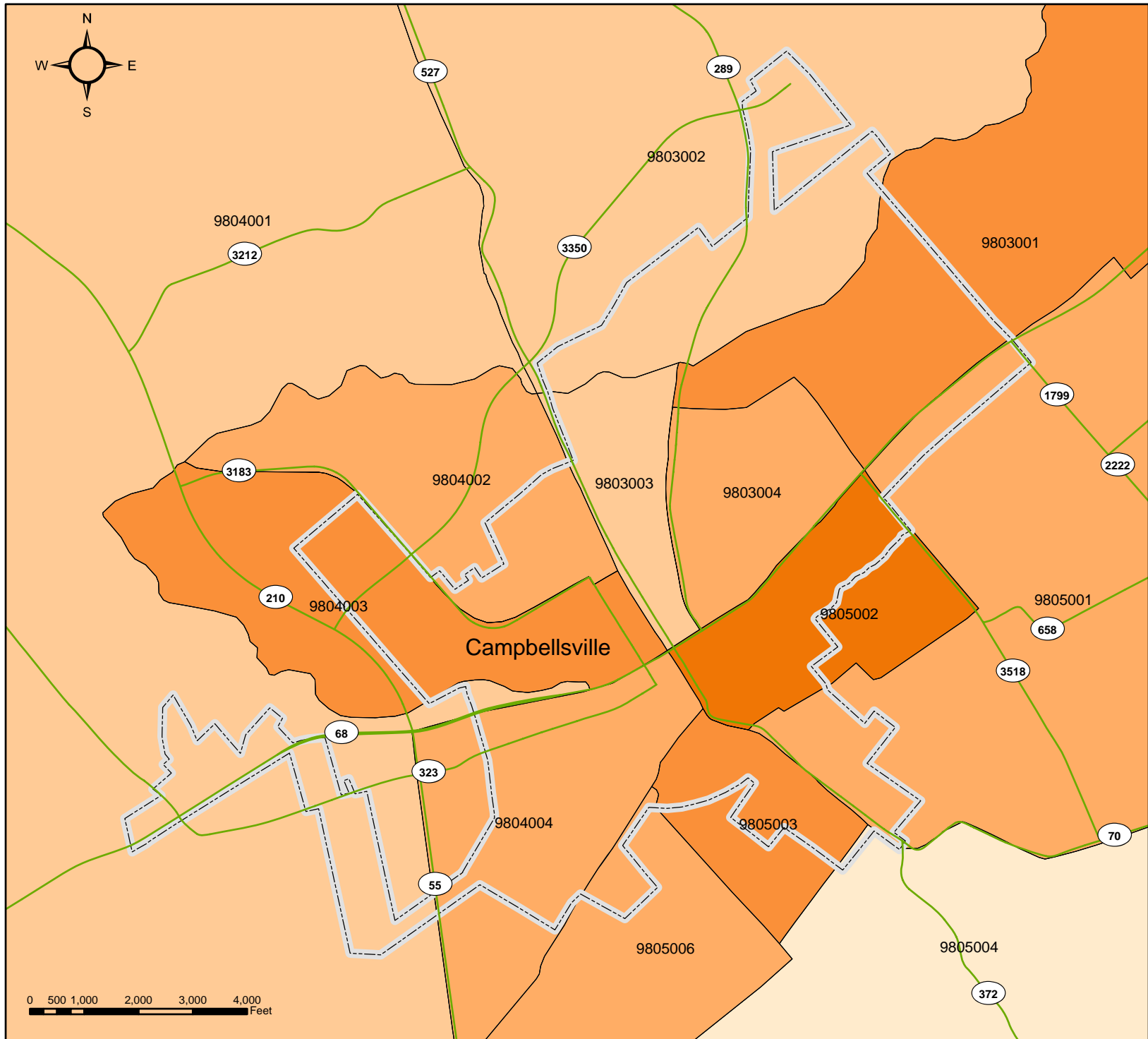
**Population by
Black
or
African
American**

Legend

-  State Routes
-  City Boundary
-  Block Group

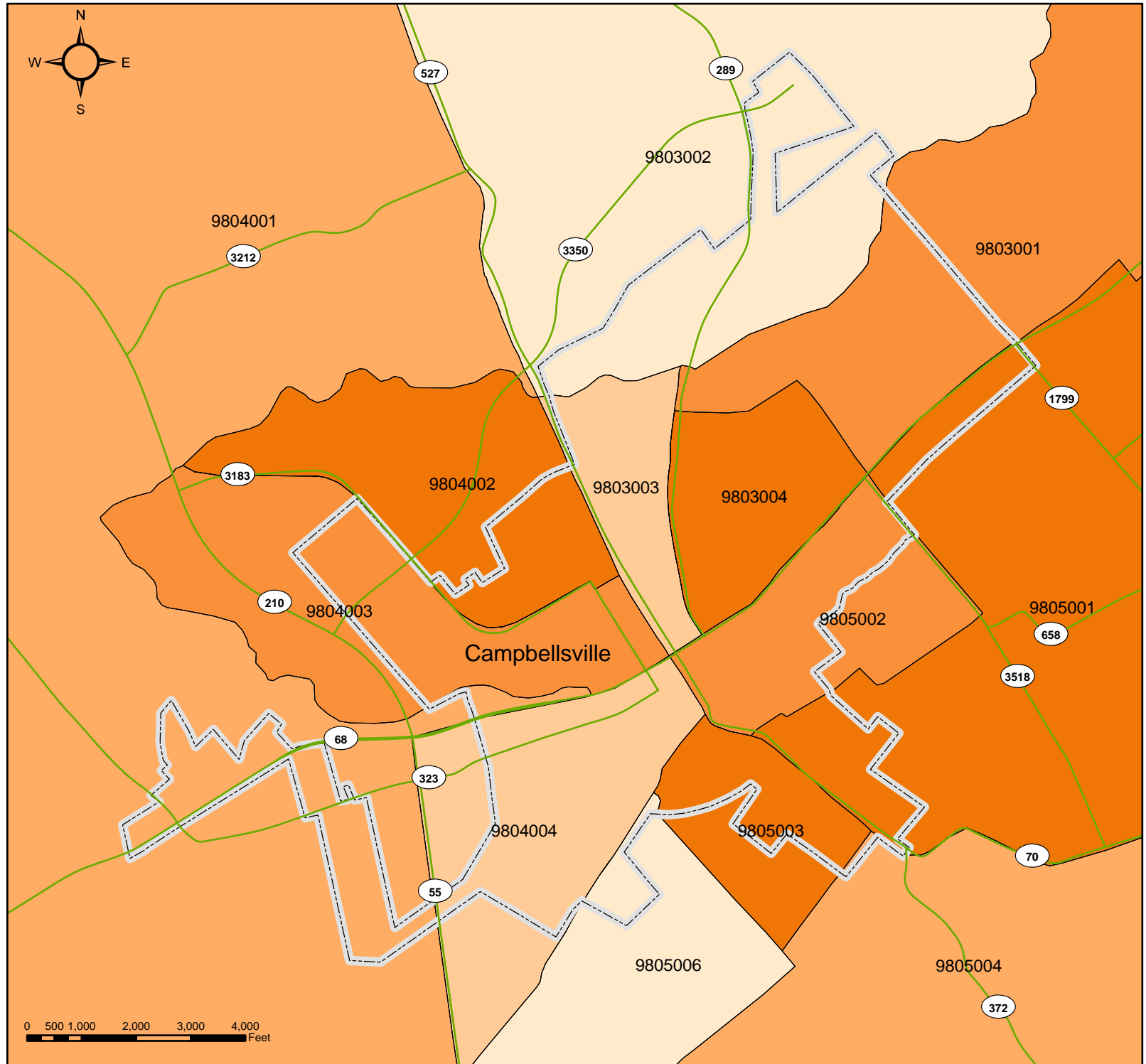
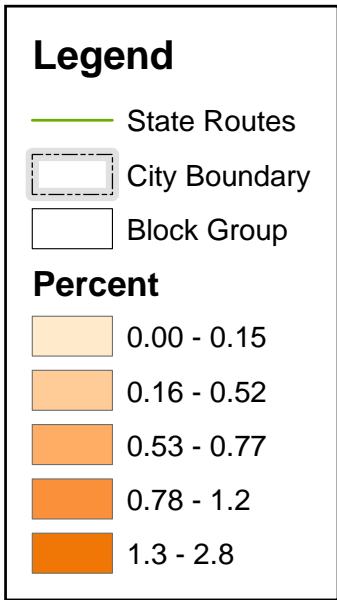
Percent

	0.13 - 1.23
	1.24 - 3.64
	3.65 - 6.58
	6.59 - 11.12
	11.13 - 40.43



Appendix A
Map 2




**Population by
Hispanic**








Appendix A
Map 3

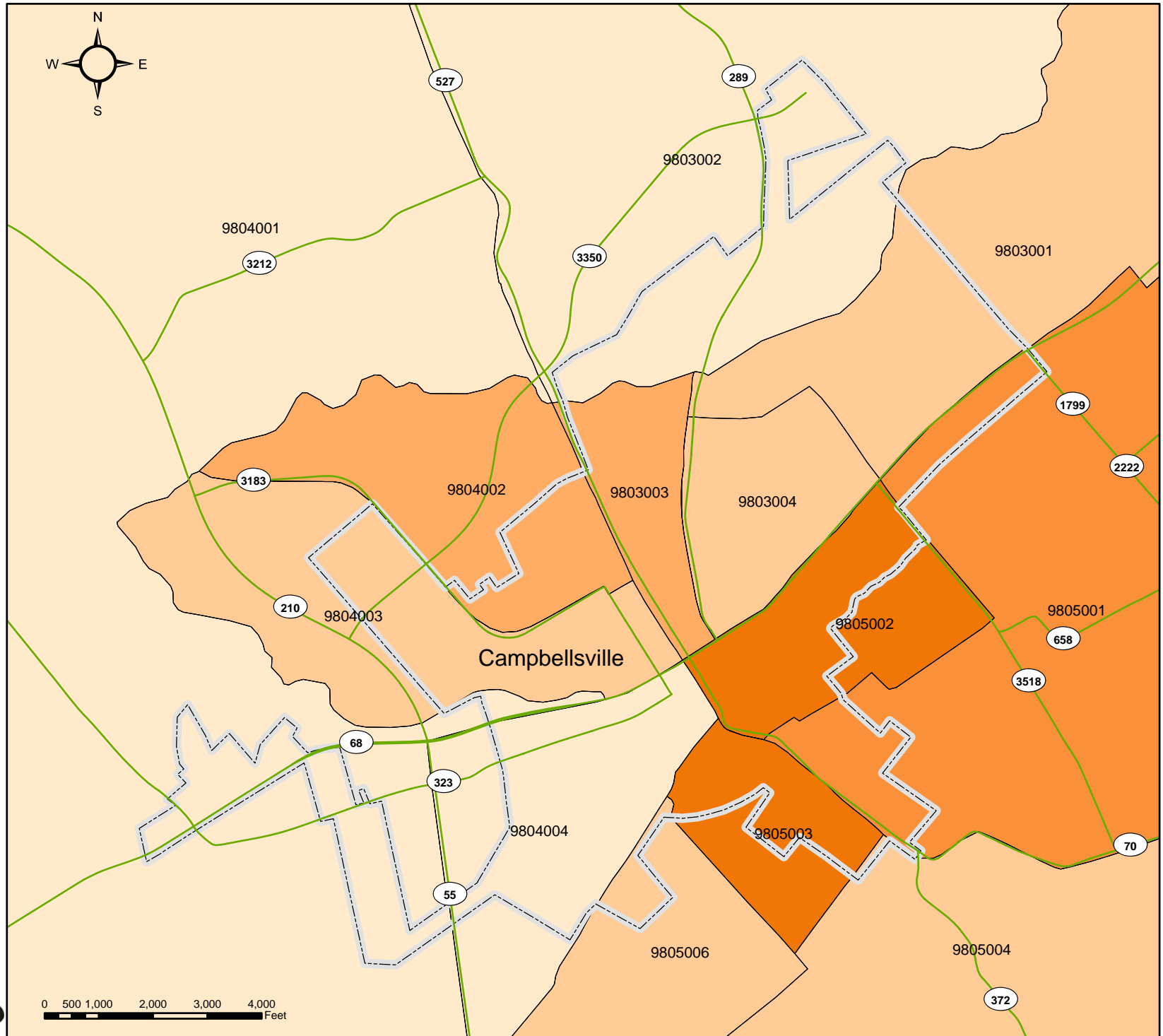
**Population by
Poverty
Level**

Legend

-  State Routes
-  City Boundary
-  Block Group

Percent




	5.05 - 10.81
	10.82 - 16.72
	16.73 - 21.06
	21.07 - 28.36
	28.37 - 51.63








Appendix A
Map 4

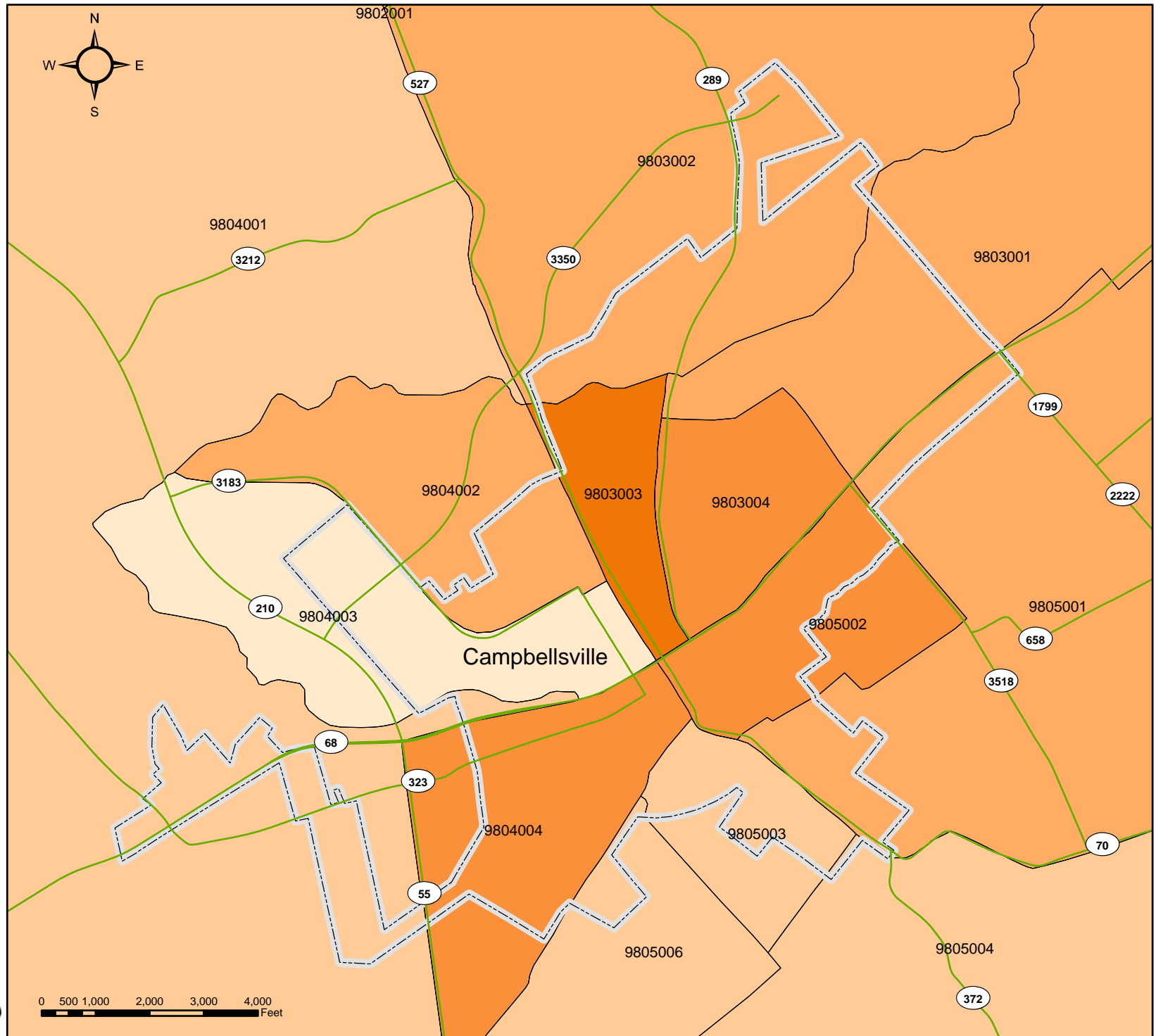
**Population by
Persons 65
and Over**

Legend

-  State Routes
-  City Boundary
-  Block Group

Percent

	9.58 - 10.21
	10.22 - 14.32
	14.33 - 17.87
	17.88 - 23.19
	23.20 - 36.75



0 500 1,000 2,000 3,000 4,000 Feet

Appendix B											
REGION	TOTAL POPULATION	WHITE ALONE	PERCENT WHITE ALONE	BLACK OR AFRICAN AMERICAN ALONE	PERCENT BLACK OR AFRICAN AMERICAN ALONE	AMERICAN INDIAN AND ALASKA NATIVE ALONE	PERCENT AMERICAN INDIAN AND ALASKA NATIVE ALONE	ASIAN ALONE	PERCENT ASIAN ALONE	NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	PERCENT NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE
United States	281,421,906	211,353,725	75.10%	34,361,740	12.21%	2,447,989	0.87%	10,171,820	3.61%	378,782	0.13%
Kentucky	4,041,769	3,639,168	90.04%	293,915	7.27%	9,080	0.22%	28,994	0.72%	1,155	0.03%
Taylor Co.	22,927	21,436	93.50%	1,252	5.46%	15	0.07%	20	0.09%	9	0.04%
Census Tract 9801	2,311	2,298	99.44%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	691	678	98.12%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	1,620	1,620	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 9802	2,920	2,873	98.39%	41	1.40%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	1,547	1,535	99.22%	12	0.78%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	748	713	95.32%	29	3.88%	0	0.00%	0	0.00%	0	0.00%
Block Group 3	625	625	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Census Tract 9803	4,325	4,028	93.13%	255	5.90%	0	0.00%	0	0.00%	0	0.00%
Block Group 1	847	767	90.55%	80	9.45%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	1,821	1,708	93.79%	113	6.21%	0	0.00%	0	0.00%	0	0.00%
Block Group 3	732	708	96.72%	24	3.28%	0	0.00%	0	0.00%	0	0.00%
Block Group 4	925	845	91.35%	38	4.11%	0	0.00%	0	0.00%	0	0.00%
Census Tract 9804	7,007	6,482	92.51%	402	5.74%	15	0.21%	20	0.29%	0	0.00%
Block Group 1	3,394	3,266	96.23%	78	2.30%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	864	790	91.44%	52	6.02%	0	0.00%	0	0.00%	0	0.00%
Block Group 3	1,665	1,434	86.13%	195	11.71%	0	0.00%	20	1.20%	0	0.00%
Block Group 4	1,084	992	91.51%	77	7.10%	15	1.38%	0	0.00%	0	0.00%
Census Tract 9805	6,364	5,755	90.43%	554	8.71%	0	0.00%	0	0.00%	9	0.14%
Block Group 1	891	806	90.46%	85	9.54%	0	0.00%	0	0.00%	0	0.00%
Block Group 2	653	414	63.40%	239	36.60%	0	0.00%	0	0.00%	0	0.00%
Block Group 3	1,011	808	79.92%	178	17.61%	0	0.00%	0	0.00%	0	0.00%
Block Group 4	1,434	1,434	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 5	707	686	97.03%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Block Group 6	975	914	93.74%	52	5.33%	0	0.00%	0	0.00%	9	0.92%
Block Group 7	693	693	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Source: www.census.gov											
Summary File 3 (SF3)											
Detailed Tables: P.6-Race, P.8-Sex by Age, P.87-Poverty Status in 1999 by Age											
Summary File 3 (SF3)											
Hispanic or Latino Origin was found on Table: P7. Hispanic or Latino by Race											

KENTUCKY TRANSPORTATION CABINET
SIX YEAR HIGHWAY PLAN

FY - 2006 THRU FY - 2012

COUNTY	ITEM NO. & PARENT NO.	ROUTE	LENGTH	DESCRIPTION	FUND-SCHEDULING INFORMATION			
TAYLOR	1998 04 . 114.00	KY-210	1.200	WIDEN KY-210 FROM KY-3183 TO US-68 IN CAMPBELLSVILLE. (06CCN) Milepoints: From:15.405 To: 16.626 Purpose and Need: RELIABILITY / MAJOR WIDENING(O)	FUNDING	PHASE	YEAR	AMOUNT
	Parent No.:				SP	R	2007	\$350,000
	1998 04 . 114.00				SP	U	2007	\$750,000
					SP	C	2008	\$4,000,000
					Total		\$5,100,000	
TAYLOR	2004 04 . 142.00	-		EXPANSION TO FOUR LANES OF PRIORITY SECTION OF HWY 55 AND HWY 555 HEARTLAND PARKWAY IN TAYLOR COUNTY. (2005HPP-KY127) Milepoints: From: To: Purpose and Need: RELIABILITY / MAJOR WIDENING(O)	FUNDING	PHASE	YEAR	AMOUNT
	Parent No.:				HPP	D	2006	\$500,000
	2004 04 . 142.00				HPP	R	2007	\$1,000,000
					HPP	U	2007	\$1,000,000
					Total		\$5,500,000	
TAYLOR	2004 04 . 901.00	KY-289	.200	SAFETY IMPROVEMENTS ON KY-289 AT KY-3350 IN CAMPBELLSVILLE; SIGHT DISTANCE IMPROVEMENT, ADD LEFT TURN LANE AND SIGNALIZE. (2004BOPC) Milepoints: From:1.8 To: 2 Purpose and Need: SAFETY / SAFETY-HAZARD ELIM(P)	FUNDING	PHASE	YEAR	AMOUNT
	Parent No.:				HES	R	2006	\$125,000
	2004 99 . 354.07				HES	U	2006	\$150,000
					HES	C	2007	\$515,000
					Total		\$790,000	
TAYLOR	2000 04 . 1056.00	KY-3211	.100	REPLACE BRIDGE AT TRACE FORK 1.9 MILES WEST OF US68/KY55 JUNCTION (B52) Milepoints: From:3.39 To: 3.49 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	Parent No.:				BRX	C	2006	\$500,000
	2000 04 . 1056.00				Total		\$500,000	
TAYLOR	2002 04 . 1058.00	CR-1236	.100	REPLACE BRIDGE OVER GREEN RIVER (C15) 0.75MI SW OF N-JCT. KY-55. (SR=24.3) Milepoints: From:2.275 To: 2.375 Purpose and Need: RELIABILITY / BRIDGE REPLACEMENT(P)	FUNDING	PHASE	YEAR	AMOUNT
	Parent No.:				BRZ	R	2006	\$50,000
	2002 04 . 1058.00				BRZ	C	2008	\$1,000,000
					Total		\$1,050,000	

KYTC Project Identification Form

Cycle Year: **2005**
 Priority: L: **Hi** R: **Hi** D: **Hi**
 Tier: **2**
 Tier Rank: R: **7** D: **8**
 Overall Top Ten: R: D:

Section I – General Information

Requested by: Unknown
Title/Organization:
Date:
Form Completed by: L. Wilson/P. Dunaway
Title/Organization: LCADD/KYTC-D4
Date:
Revision 1 by:
Title/Organization:
Date:
Revision 2 by:
Title/Organization:
Date:

UPL Control #: 04 109 D3350 108.00	Co. #: 109
Parent Control #:	_____
RSE Unique Number:	_____
District: 4	County: Taylor
ADD: LCADD	MPO: _____
	Route: 0000
Mode: Highway	State System: Supplemental
Type: New Route	Funct'l Class: Rural Min Art
Project Length: 1.500	Total Cost Estimate: \$ 2,000
	(P:200 D:1,000 R:1,000 U:800 C:6,000)
Possible Funding Sources (Check all that apply):	
<input type="checkbox"/> IM <input type="checkbox"/> NH <input type="checkbox"/> HES <input type="checkbox"/> BR <input checked="" type="checkbox"/> STP <input checked="" type="checkbox"/> SP <input type="checkbox"/> TE <input type="checkbox"/> CMAQ <input type="checkbox"/> PLH <input type="checkbox"/> Other: _____	
Highway Networks (Check all that apply):	
<input type="checkbox"/> NN <input type="checkbox"/> Scenic Byway <input type="checkbox"/> Coal Haul <input checked="" type="checkbox"/> Non NHS <input type="checkbox"/> NHS <input type="checkbox"/> Defense <input type="checkbox"/> Strahnet <input type="checkbox"/> Ext. Wt. <input type="checkbox"/> Bike <input type="checkbox"/> Forest <input type="checkbox"/> ADHS ()	
Existing Project Studies (Year): UTS	

Section II – Problem Statement

Route Number: 0000	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP: 0.000	Adequacy Rating:	:()	:()	:()
Ending MP: 0.000	• CRF: (Year)	:()	:()	:()
Total Length: 1.500	• IRI: (Year)	:()	:()	:()
Primary Purpose: New System Mileage	• V/SF: (Year)	:()	:()	:()
	Current ADT: (Year):	:()	:()	:()
	Percent Trucks: (Year):	:()	:()	:()
	Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

This project would extend KY 3350 (called Campbellsville Bypass by locals) from KY 289 to US 68. KY 3350 is used as a northern bypass of Campbellsville that carries a daily traffic volume of 4280. However, it remains an incomplete bypass in that it does not connect up to US 68. Traffic on the east side of town must travel KY 289 to access US 68. Because of this, KY 289 is congested during peak hours and has a CRF of 1.484.

Section III – Project Description

Project Description Narrative:

Extension of KY 3350 from KY 289 to US 68.

Regional Goals/Objectives Addressed: **This meets Lake Cumberland ADD's goals and objectives of regional highway network connectivity and safety.**

Section IV – Project Area Information:

1. Miscellaneous Roadway Conditions	Access Control:	Existing: _____ Proposed: Partial	Median Type:	Existing: _____ Proposed: N/A	Width: _____ Width: _____
	Lane No./Width:	Existing: _____/_____ Proposed: 2/12'	Shoulders:	Existing: _____ Proposed: Asphalt	Width: _____ Width: 2-10'
	No. of Bridges:	Existing: _____ Proposed: 1	Other Improvement Projects in Area:	<input type="checkbox"/> None <input checked="" type="checkbox"/> SYP <input type="checkbox"/> Resurface <input type="checkbox"/> Other 4-901.00	
	Comments:				

2. Right of Way	Avg. Width:	Existing: _____	Source:	<input type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____	
	Current Primary Use: <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Farmland <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require additional R/W.		Possible Relocations : Homes: _____ Businesses: _____		
	Comments:				

3. Utilities	Existing Utilities:	<input checked="" type="checkbox"/> Power <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Telephone <input checked="" type="checkbox"/> Cable <input checked="" type="checkbox"/> Sewer <input checked="" type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____			
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require Utility Relocations.		Comments:		

4. Environmental Impacts	(Check all that apply):				
	<input checked="" type="checkbox"/> Blueline Streams <input type="checkbox"/> Cemeteries <input type="checkbox"/> Noise Impact	<input type="checkbox"/> Wetlands <input type="checkbox"/> Schools <input type="checkbox"/> Arch. Sites	<input type="checkbox"/> Floodplain <input type="checkbox"/> Churches <input type="checkbox"/> NR Properties	<input type="checkbox"/> Wildlife Managed Areas <input type="checkbox"/> Endangered Species <input type="checkbox"/> Potential NR Properties	<input type="checkbox"/> Historic Properties <input type="checkbox"/> Public Land/Park <input checked="" type="checkbox"/> Other: Hospital
	<input type="checkbox"/> Potential Contaminated sites:	<input type="checkbox"/> Gas Stations <input type="checkbox"/> Landfills <input type="checkbox"/> Auto Repair <input type="checkbox"/> Junkyards <input type="checkbox"/> Other	Comments:		

5. Air Quality	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project is located in a Maintenance or Nonattainment Area <input type="checkbox"/> Ozone <input type="checkbox"/> PM 2.5
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project adds through lane capacity
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project results from a Congestion Management Plan
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project is included in TIP/STIP TIP Page # STIP Page #
	Comments:

6. Economic Impacts	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Planning/Zoning Regulations exist in Community <input type="checkbox"/> No <input type="checkbox"/> Yes Project may affect established Business, Commercial or Industrial Districts.
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes This project has economic impacts on regional/local economy: <input type="checkbox"/> Development <input type="checkbox"/> Tax Revenues <input type="checkbox"/> Employment Opportunity <input type="checkbox"/> Retail Sales <input type="checkbox"/> Other Please Describe:
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other Please Describe:
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes This project provides direct access to major traffic generators: <input type="checkbox"/> Shopping Centers <input checked="" type="checkbox"/> Schools <input type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input checked="" type="checkbox"/> Other Please Describe: Hospital

7. Multimodal Opportunities	This project is a candidate for: (check all that apply)	<input type="checkbox"/> Bicycle Paths	<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Shared-Use Paths
		<input type="checkbox"/> Park/Ride Lots	<input checked="" type="checkbox"/> N/A	
	This project improves direct access to: (check all that apply)	<input type="checkbox"/> Airports	<input type="checkbox"/> Railways	<input type="checkbox"/> Riverports
		<input checked="" type="checkbox"/> Trucking Routes	<input type="checkbox"/> N/A	
	Type of Public Transportation available:	<input type="checkbox"/> Fixed Route	<input checked="" type="checkbox"/> Demand Response	
	Comments:			

8. Social Impacts	This project may affect: (Check all that apply)	<input type="checkbox"/> Neighborhood or Community Cohesion
		<input type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian)
		<input type="checkbox"/> Household Relocations
		<input type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons
		<input type="checkbox"/> No adverse effects to neighborhoods apparent.
	Comments/Impact Descriptions:	

Section V – Cost Estimate Information (to be completed by Hwy District Office):

Cost Estimate by Phase:

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning	200,000	PBD						
Design	1,000,000	PBD						
ROW	1,000,000	PBD						
Utilities	800,000	PBD						
Construction	6,000,000	PBD						
Total Cost	\$9,000,000	PBD						

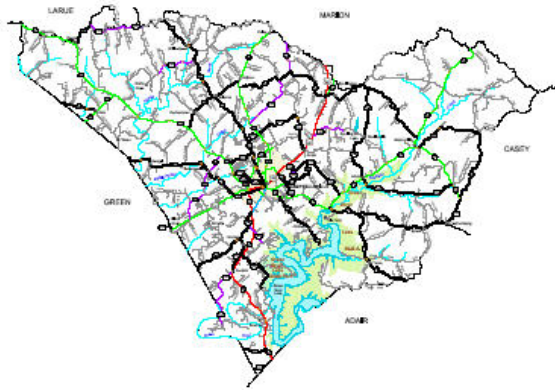
Estimate Procedure Used:

Original Estimate:	Revision 1:	Revision 2:
<input checked="" type="checkbox"/> Per Mile@ \$ 6,000,000 Terrain: Rolling	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u> -Match existing typical on KY 3350.	<u>Estimate Assumptions:</u>	<u>Estimate Assumptions:</u>
Estimate Class: E-Requires further study	Estimate Class: _____	Estimate Class: _____

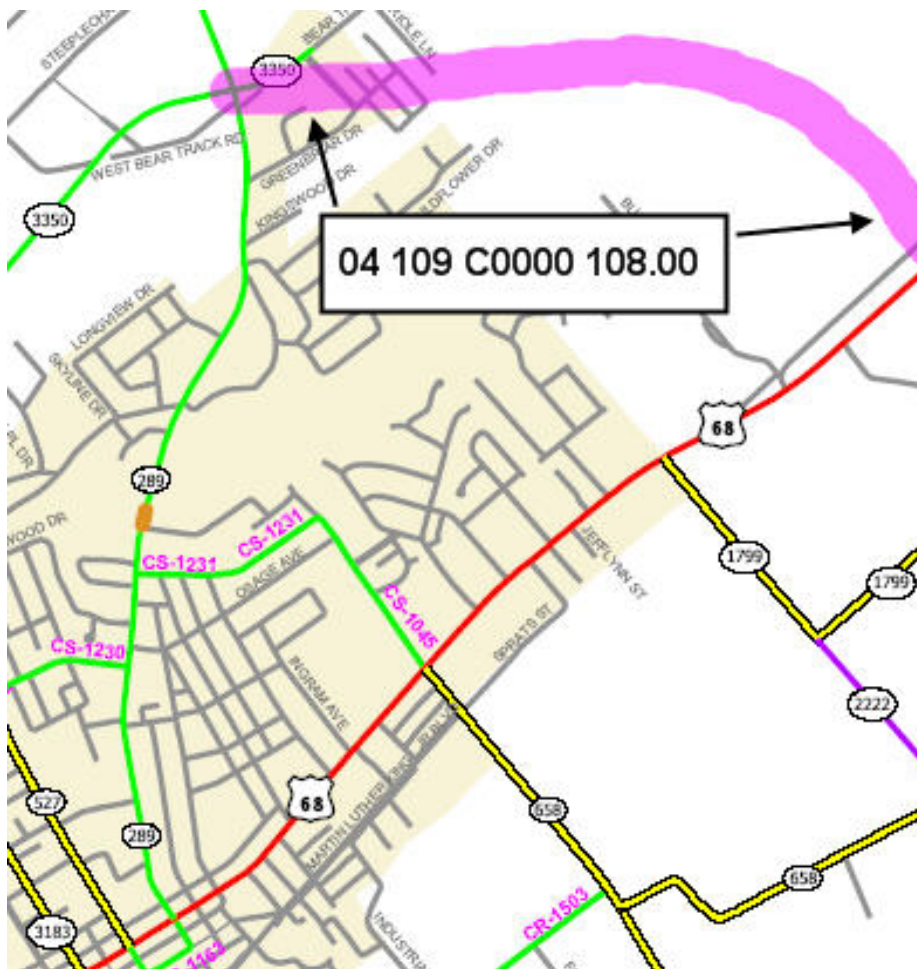
Section VI – Attachments:

The following items are attached to this document: Location Map Photograph(s) Other:

Comments:



TAYLOR



PROJECT#: 04 109 C0000 108.00

Campbellsville Northern Connector Extension from KY 289 to US 68 E of
Campbellsville

KYTC Project Identification Form

Cycle Year: **2005**
 Priority: L: **Hi** R: **Hi** D: **Low**
 Tier: **1**
 Tier Rank: R: **2** D: **7**
 Overall Top Ten: R: **n/a** D: **n/a**

Section I – General Information

Requested by:	Unknown
Title/Organization:	
Date:	
Form Completed by:	L. Wilson/P. Dunaway
Title/Organization:	LCADD/KYTC-D4
Date:	
Revision 1 by:	L. Wilson/P. Dunaway
Title/Organization:	LCADD/KYTC-D4
Date:	June 2006
Revision 2 by:	
Title/Organization:	
Date:	

UPL Control #:	04 109 D0289 112.00	Co. #:	109
Parent Control #:	_____		
RSE Unique Number:	109 KY 289		
District:	4	County:	Taylor
ADD:	LCADD	MPO:	n/a
		Route:	KY 289
Mode:	Highway	State System:	State Secondary
Type:	_____	Funct'l Class:	_____
Project Length:	0.200	Total Cost Estimate:	\$ 1,500,000
	(P:100 D:200 R:200 U:200 C:800)		
Possible Funding Sources (Check all that apply):			
<input type="checkbox"/> IM	<input type="checkbox"/> NH	<input type="checkbox"/> HES	<input type="checkbox"/> BR
<input checked="" type="checkbox"/> STP	<input type="checkbox"/> SP	<input type="checkbox"/> TE	<input type="checkbox"/> CMAQ
<input type="checkbox"/> PLH	<input type="checkbox"/> Other: _____		
Highway Networks (Check all that apply):			
<input type="checkbox"/> NN	<input type="checkbox"/> Scenic Byway	<input type="checkbox"/> Coal Haul	<input type="checkbox"/> Bike
<input type="checkbox"/> Defense	<input type="checkbox"/> Strahnet	<input type="checkbox"/> Ext. Wt.	<input type="checkbox"/> ADHS ()
<input type="checkbox"/> Non NHS	<input type="checkbox"/> NHS		
Existing Project Studies (Year):			

Section II – Problem Statement

Route Number:	KY 289	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP:	0.000	Adequacy Rating:	:()	:()	:()
Ending MP:	0.000	• CRF: (Year)	:()	:()	:()
Total Length:	0.200	• IRI: (Year)	:()	:()	:()
		• V/SF: (Year)	:()	:()	:()
Primary Purpose:	New System Mileage	Current ADT: (Year):	:()	:()	:()
		Percent Trucks: (Year):	:()	:()	:()
		Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

Campbellsville has limited connectivity from US 68 (BROADWAY) to the southern portions of the city. These incomplete connections result in traffic congestion and safety concerns at certain intersections. This project is to extend S. Lebanon Avenue to S. Central Avenue at Hotchkiss Street in Campbellsville.

Section III – Project Description

Project Description Narrative:

Improve connectivity in Campbellsville by extending from US 68 to Hotchkiss Street.

Regional Goals/Objectives Addressed: **This project meets LCADD RTC goals by reducing traffic congestion and improving highway safety.**

Section IV – Project Area Information:

1. Miscellaneous Roadway Conditions	Access Control:	Existing: _____ Proposed: _____	Median Type:	Existing: _____ Proposed: _____	Width: _____ Width: _____
	Lane No./Width:	Existing: _____ / _____ Proposed: _____ / _____	Shoulders:	Existing: _____ Proposed: _____	Width: _____ Width: _____
	No. of Bridges:	Existing: _____ Proposed: _____	Other Improvement Projects in Area:	<input type="checkbox"/> None <input type="checkbox"/> SYP <input type="checkbox"/> Resurface <input type="checkbox"/> Other _____	
	Comments:				

2. Right of Way	Avg. Width:	Existing: _____	Source:	<input type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____	
	Current Primary Use: <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Farmland <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require additional R/W.		Possible Relocations : Homes: _____ Businesses: _____		
	Comments:				

3. Utilities	Existing Utilities:	<input checked="" type="checkbox"/> Power <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Telephone <input checked="" type="checkbox"/> Cable <input checked="" type="checkbox"/> Sewer <input checked="" type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____			
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may require Utility Relocations.		Comments:		

4. Environmental Impacts	(Check all that apply):				
	<input type="checkbox"/> Blueline Streams <input type="checkbox"/> Cemeteries <input type="checkbox"/> Noise Impact	<input type="checkbox"/> Wetlands <input type="checkbox"/> Schools <input type="checkbox"/> Arch. Sites	<input type="checkbox"/> Floodplain <input type="checkbox"/> Churches <input type="checkbox"/> NR Properties	<input type="checkbox"/> Wildlife Managed Areas <input type="checkbox"/> Endangered Species <input type="checkbox"/> Potential NR Properties	<input type="checkbox"/> Historic Properties <input type="checkbox"/> Public Land/Park <input type="checkbox"/> Other: _____
	<input type="checkbox"/> Potential Contaminated sites:	<input type="checkbox"/> Gas Stations	<input type="checkbox"/> Landfills	<input type="checkbox"/> Auto Repair	<input type="checkbox"/> Junkyards <input type="checkbox"/> Other
Comments:					

5. Air Quality	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project is located in a Maintenance or Nonattainment Area		<input type="checkbox"/> Ozone	<input type="checkbox"/> PM 2.5
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project adds through lane capacity			
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project results from a Congestion Management Plan			
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Project is included in TIP/STIP		TIP Page #	STIP Page #
	Comments:			

6. Economic Impacts	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Planning/Zoning Regulations exist in Community	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes Project may affect established Business, Commercial or Industrial Districts.
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes This project has economic impacts on regional/local economy: <input type="checkbox"/> Development <input type="checkbox"/> Tax Revenues <input type="checkbox"/> Employment Opportunity <input checked="" type="checkbox"/> Retail Sales <input type="checkbox"/> Other	Please Describe:
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other	Please Describe:
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes This project provides direct access to major traffic generators: <input checked="" type="checkbox"/> Shopping Centers <input type="checkbox"/> Schools <input type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input type="checkbox"/> Other	Please Describe: Campbellsville's downtown District
	Comments:	

7. Multimodal Opportunities	This project is a candidate for: (check all that apply)	<input type="checkbox"/> Bicycle Paths	<input checked="" type="checkbox"/> Sidewalks	<input type="checkbox"/> Shared-Use Paths
		<input type="checkbox"/> Park/Ride Lots	<input type="checkbox"/> N/A	
	This project improves direct access to: (check all that apply)	<input type="checkbox"/> Airports	<input type="checkbox"/> Railways	<input type="checkbox"/> Riverports
		<input type="checkbox"/> Trucking Routes	<input checked="" type="checkbox"/> N/A	
	Type of Public Transportation available:	<input type="checkbox"/> Fixed Route	<input checked="" type="checkbox"/> Demand Response	
	Comments:			

8. Social Impacts	This project may affect: (Check all that apply)	<input type="checkbox"/> Neighborhood or Community Cohesion	
		<input type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian)	
		<input type="checkbox"/> Household Relocations	
		<input type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons	
		<input checked="" type="checkbox"/> No adverse effects to neighborhoods apparent.	
	Comments/Impact Descriptions:		

Section V – Cost Estimate Information (to be completed by Hwy District Office):

Cost Estimate by Phase:

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning	100,000	PBD						
Design	200,000	PBD						
ROW	200,000	PBD						
Utilities	200,000	PBD						
Construction	800,000	PBD						
Total Cost	\$1,500,000	PBD						

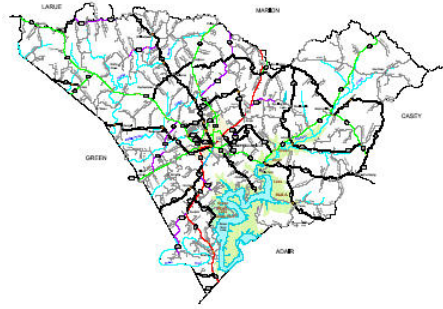
Estimate Procedure Used:

Original Estimate:	Revision 1:	Revision 2:
<input checked="" type="checkbox"/> Per Mile@ \$ 7,500,000 Terrain: Rolling	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u> -New construction.	<u>Estimate Assumptions:</u>	<u>Estimate Assumptions:</u>
Estimate Class: E-Requires further study	Estimate Class: _____	Estimate Class: _____

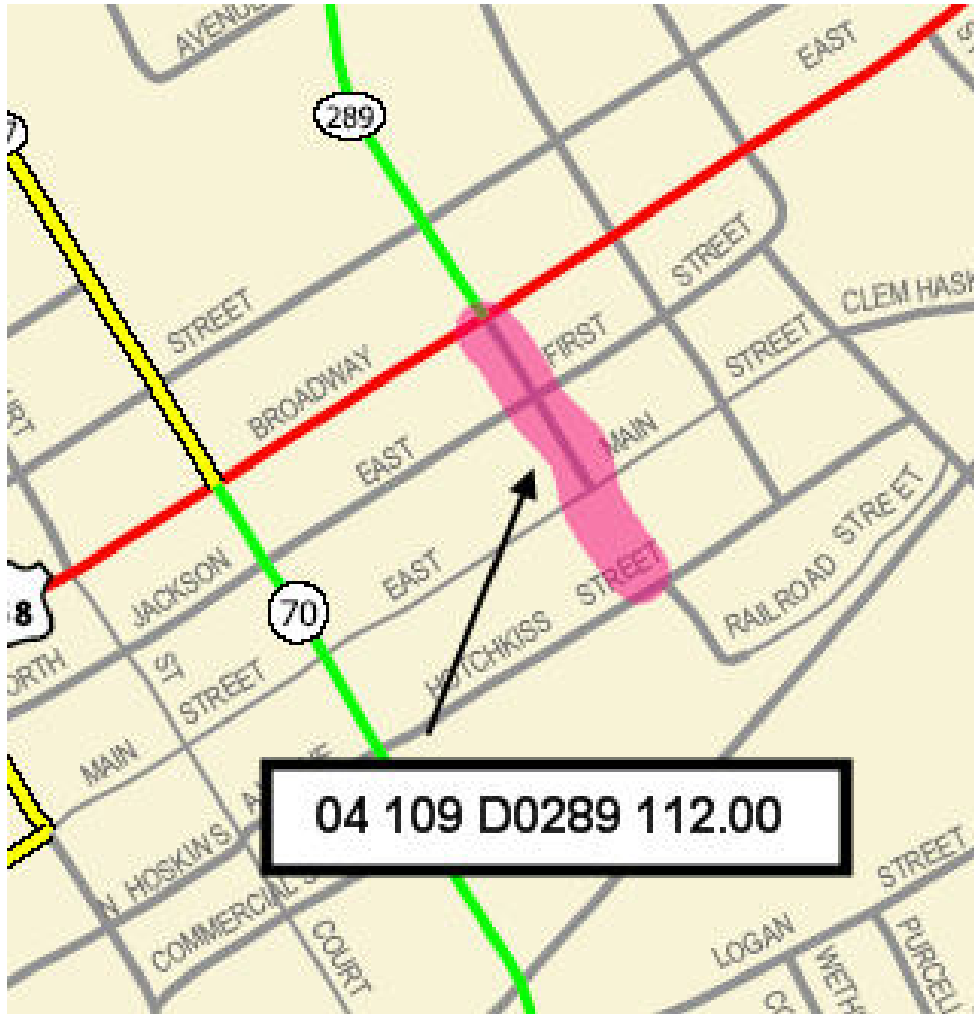
Section VI – Attachments:

The following items are attached to this document: Location Map Photograph(s) Other:

Comments:



Taylor County



Project#: 04 109 D0289 112.00

South Lebanon AVE. extension to S. Central AVE. at Hotchkiss ST. in Campbellville.

KYTC Project Identification Form

Cycle Year: **2005**
 Priority: L: **Med** R: **Low** D: **Low**
 Tier: **2**
 Tier Rank: R: **---** D: **---**
 Overall Top Ten: R: **---** D: **---**

Section I – General Information

Requested by:	Unknown
Title/Organization:	
Date:	
Form Completed by:	L. Wilson/P. Dunaway
Title/Organization:	LCADD/KYTC-D4
Date:	
Revision 1 by:	L. Wilson/J Hornbeck
Title/Organization:	LCADD/KYTC-D4
Date:	3/14/07
Revision 2 by:	
Title/Organization:	
Date:	

UPL Control #:	04 109 D2222 1.00	Co. #:	109
Parent Control #:	_____		
RSE Unique Number:	109 KY-2222		
District:	4	County:	Taylor
ADD:	LCADD	MPO:	_____
Route:	KY 2222		
Mode:	Highway	State System:	Rural Secondary
Type:	_____	Funct'l Class:	Rural Mjr Coll
Project Length:	1.00	Total Cost Estimate:	\$ 6,000
	(P:200 D:600 R:600 U:600 C:4,000)		
Possible Funding Sources (Check all that apply):			
<input type="checkbox"/> IM	<input type="checkbox"/> NH	<input type="checkbox"/> HES	<input type="checkbox"/> BR
<input checked="" type="checkbox"/> STP	<input checked="" type="checkbox"/> SP	<input type="checkbox"/> TE	<input type="checkbox"/> CMAQ
<input type="checkbox"/> PLH	<input type="checkbox"/> Other: _____		
Highway Networks (Check all that apply):			
<input type="checkbox"/> NN	<input type="checkbox"/> Scenic Byway	<input type="checkbox"/> Coal Haul	<input checked="" type="checkbox"/> Non NHS
<input type="checkbox"/> Defense	<input type="checkbox"/> Strahnet	<input type="checkbox"/> Ext. Wt.	<input type="checkbox"/> Bike
			<input type="checkbox"/> NHS
			<input type="checkbox"/> Forest
Existing Project Studies (Year):			

Section II – Problem Statement

Route Number:	KY 2222/KY 1799	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP:	0.000/3.617	Adequacy Rating:	:()	:()	:()
Ending MP:	0.518/4.134	• CRF: (Year)	:()	:()	:()
Total Length:	1.000	• IRI: (Year)	:()	:()	:()
		• V/SF: (Year)	:()	:()	:()
Primary Purpose:	Improve Existing System(Minor)	Current ADT: (Year):	1121: (04)	1195: (06)	:()
		Percent Trucks: (Year):	:()	:()	:()
		Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

The problem with KY 2222/KY 1799 is that it is a narrow two lane roadway with little or no shoulders. Due to its proximity to the airport, stockyards, and industries, this road has higher than average volumes of truck traffic and cattle trailers. To handle the volume of larger traffic, lane widening and shouldering are needed.

Section III – Project Description

Project Description Narrative:

Address geometric deficiencies and enhance access to Taylor County Airport by widening KY 2222/KY 1799.

Regional Goals/Objectives Addressed: **This project meets LCADD's Regional Goals and Objectives by improving access to economic development sites.**

Section IV – Project Area Information:

1. Miscellaneous Roadway Conditions	Access Control:	Existing: <u>Permit</u> Proposed: _____	Median Type:	Existing: _____ Proposed: _____	Width: <u>0</u> Width: _____
	Lane No./Width:	Existing: <u>2/10'</u> Proposed: <u>2/12'</u>	Shoulders:	Existing: <u>DGA</u> Proposed: <u>Asphalt</u>	Width: <u>4'</u> Width: <u>10'</u>
	No. of Bridges:	Existing: <u>0</u> Proposed: _____	Other Improvement Projects in Area:	<input checked="" type="checkbox"/> None <input type="checkbox"/> SYP <input type="checkbox"/> Resurface <input type="checkbox"/> Other _____	
	Comments:				

2. Right of Way	Avg. Width:	Existing: <u>30'</u>	Source:	<input checked="" type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____		
	Current Primary Use: <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Farmland <input type="checkbox"/> Other: _____					
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Project may require additional R/W.	Possible Relocations : Homes: _____ Businesses: _____		
	Comments: R/W will have to be acquired.					

3. Utilities	Existing Utilities:	<input checked="" type="checkbox"/> Power <input checked="" type="checkbox"/> Gas <input checked="" type="checkbox"/> Telephone <input checked="" type="checkbox"/> Cable <input checked="" type="checkbox"/> Sewer <input checked="" type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes			Project may require Utility Relocations.		Comments: Utilities will have to be relocated.

4. Environmental Impacts	(Check all that apply):				
	<input checked="" type="checkbox"/> BlueLine Streams	<input type="checkbox"/> Wetlands	<input type="checkbox"/> Floodplain	<input type="checkbox"/> Wildlife Managed Areas	<input type="checkbox"/> Historic Properties
	<input type="checkbox"/> Cemeteries	<input type="checkbox"/> Schools	<input type="checkbox"/> Churches	<input type="checkbox"/> Endangered Species	<input type="checkbox"/> Public Land/Park
<input type="checkbox"/> Noise Impact		<input type="checkbox"/> Arch. Sites	<input type="checkbox"/> NR Properties	<input type="checkbox"/> Potential NR Properties	<input type="checkbox"/> Other:
<input type="checkbox"/> Potential Contaminated sites:		<input type="checkbox"/> Gas Stations	<input type="checkbox"/> Landfills	<input type="checkbox"/> Auto Repair	<input type="checkbox"/> Junkyards <input type="checkbox"/> Other
Comments:					

5. Air Quality	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project is located in a Maintenance or Nonattainment Area	<input type="checkbox"/> Ozone	<input type="checkbox"/> PM 2.5
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project adds through lane capacity		
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project results from a Congestion Management Plan		
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project is included in TIP/STIP	TIP Page #	STIP Page #
	Comments:				

6. Economic Impacts	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Planning/Zoning Regulations exist in Community	<input type="checkbox"/> No <input type="checkbox"/> Yes		Project may affect established Business, Commercial or Industrial Districts.
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		This project has economic impacts on regional/local economy: <input checked="" type="checkbox"/> Development <input checked="" type="checkbox"/> Tax Revenues <input checked="" type="checkbox"/> Employment Opportunity <input type="checkbox"/> Retail Sales <input type="checkbox"/> Other			
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other			
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		This project provides direct access to major traffic generators: <input type="checkbox"/> Shopping Centers <input type="checkbox"/> Schools <input checked="" type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input checked="" type="checkbox"/> Other			
	Please Describe: Airport and industrial					

7. Multimodal Opportunities	This project is a candidate for: (check all that apply)	<input type="checkbox"/> Bicycle Paths	<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Shared-Use Paths
		<input type="checkbox"/> Park/Ride Lots	<input checked="" type="checkbox"/> N/A	
	This project improves direct access to: (check all that apply)	<input checked="" type="checkbox"/> Airports	<input type="checkbox"/> Railways	<input type="checkbox"/> Riverports
		<input checked="" type="checkbox"/> Trucking Routes	<input type="checkbox"/> N/A	
	Type of Public Transportation available:	<input type="checkbox"/> Fixed Route	<input checked="" type="checkbox"/> Demand Response	
	Comments:			

8. Social Impacts	This project may affect: (Check all that apply)	<input type="checkbox"/> Neighborhood or Community Cohesion	
		<input type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian)	
		<input type="checkbox"/> Household Relocations	
		<input type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons	
		<input checked="" type="checkbox"/> No adverse effects to neighborhoods apparent.	
	Comments/Impact Descriptions:		

Section V – Cost Estimate Information (to be completed by Hwy District Office):

Cost Estimate by Phase:

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning	200,000	PBD						
Design	600,000	PBD						
ROW	600,000	PBD						
Utilities	600,000	PBD						
Construction	\$4,000,000	PBD						
Total Cost	\$6,000,000	PBD						

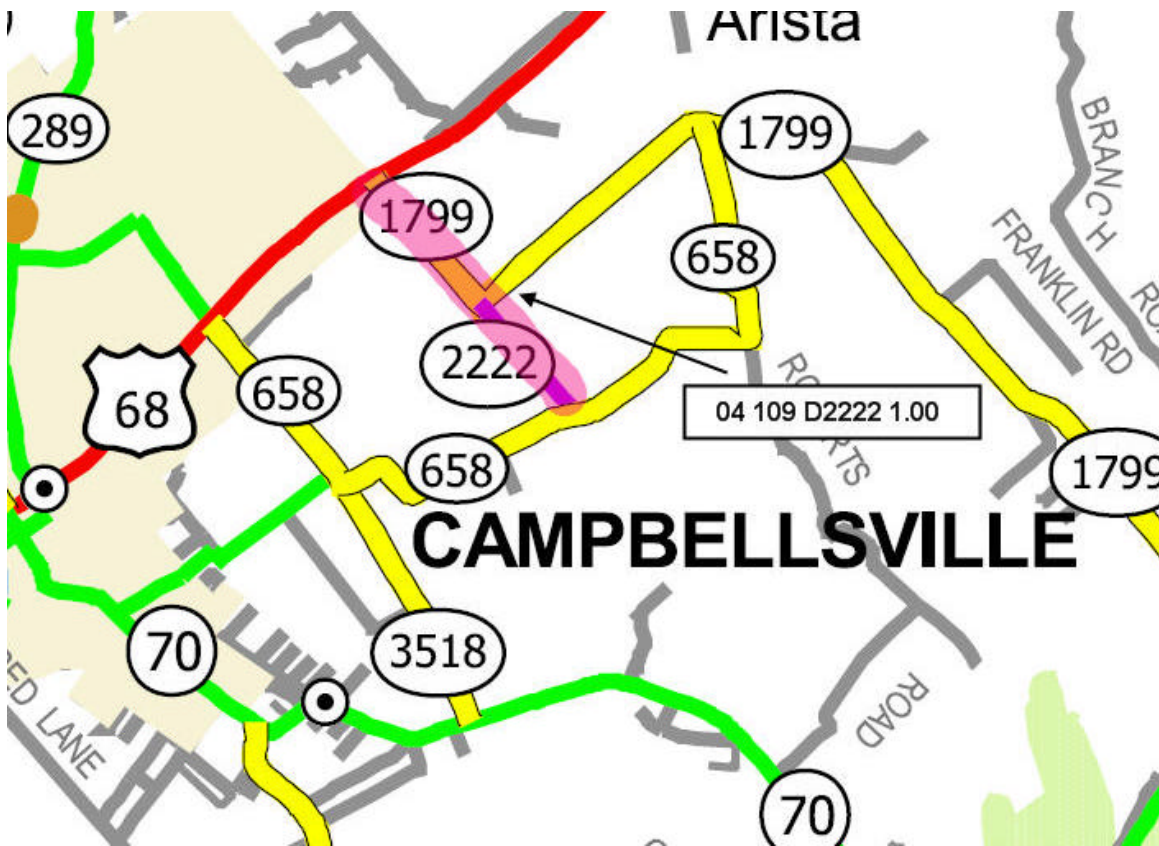
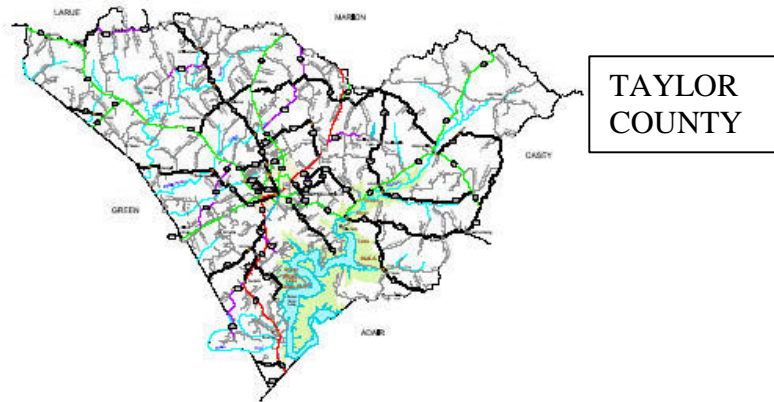
Estimate Procedure Used:

Original Estimate:	Revision 1:	Revision 2:
<input checked="" type="checkbox"/> Per Mile@ \$ 6,000,000 Terrain: Rolling	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u> -2-12' lanes and 10' asphalt shoulders.	<u>Estimate Assumptions:</u>	<u>Estimate Assumptions:</u>
Estimate Class: E-Requires further study	Estimate Class: _____	Estimate Class: _____

Section VI – Attachments:

The following items are attached to this document: Location Map Photograph(s) Other:

Comments:



TAYLOR COUNTY

PROJECT #: 04 109 D2222 1.00

IMPROVED ACCESS TO TAYLOR CO AIRPORT. RECONSTRUCT KY
2222\KY 1799 FROM US 68 TO KY 658

KYTC Project Identification Form

Cycle Year: **2005**
 Priority: L: **Low** R: **Low** D: **Low**
 Tier: **2**
 Tier Rank: R: **n/a** D: **n/a**
 Overall Top Ten: R: **n/a** D: **n/a**

Section I – General Information

Requested by:	Unknown
Title/Organization:	
Date:	
Form Completed by:	L. Wilson/P. Dunaway
Title/Organization:	LCADD/KYTC-D4
Date:	
Revision 1 by:	L. Wilson/J Hornbeck
Title/Organization:	LCADD/KYTC-D4
Date:	3/14/07
Revision 2 by:	
Title/Organization:	
Date:	

UPL Control #:	04 109 D3212 113.00	Co. #:	109
Parent Control #:	_____		
RSE Unique Number:	109 KY-3212		
District:	4	County:	Taylor
ADD:	LCADD	MPO:	_____
Route:	KY 3212		
Mode:	Highway	State System:	Rural Secondary
Type:	Minor Widening	Funct'l Class:	Urban Coll Str
Project Length:	1.408	Total Cost Estimate:	\$ 7,500
	(P:100 D:750 R:900 U:750 C:5,000)		
Possible Funding Sources (Check all that apply):			
<input type="checkbox"/> IM	<input type="checkbox"/> NH	<input type="checkbox"/> HES	<input type="checkbox"/> BR
<input checked="" type="checkbox"/> STP	<input checked="" type="checkbox"/> SP	<input type="checkbox"/> TE	<input type="checkbox"/> CMAQ
<input type="checkbox"/> PLH	<input type="checkbox"/> Other: _____		
Highway Networks (Check all that apply):			
<input type="checkbox"/> NN	<input type="checkbox"/> Scenic Byway	<input type="checkbox"/> Coal Haul	<input checked="" type="checkbox"/> Non NHS
<input type="checkbox"/> Defense	<input type="checkbox"/> Strahnet	<input type="checkbox"/> Ext. Wt.	<input type="checkbox"/> Bike
			<input type="checkbox"/> NHS
			<input type="checkbox"/> Forest
Existing Project Studies (Year): 1988 UTS			

Section II – Problem Statement

Route Number:	KY 3212	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP:	0.000	Adequacy Rating:	: ()	67.50: (06)	: ()
Ending MP:	1.408	• CRF: (Year)	: ()	.55: (06)	: ()
Total Length:	1.408	• IRI: (Year)	: ()	142: (06)	: ()
		• V/SF: (Year)	: ()	.20: (06)	: ()
Primary Purpose:	Improve Existing System(Minor)	Current ADT: (Year):	863: (03)	794: (06)	: ()
		Percent Trucks: (Year):	: ()	: ()	: ()
		Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

KY 3212 is a semi-urban roadway with two 9 ft lanes, infrequent hills and curves, and minimal shouldering. There are several subdivision entrances along the roadway, with new ones developing. With new development, safety is becoming a concern along the roadway.

Section III – Project Description

Project Description Narrative:

Widen and realign Old Pitman Road (KY 3212) from KY 210 to KY 527 in Campbellville.

Regional Goals/Objectives Addressed: **This meets Lake Cumberland ADD's goals and objectives of improved highway safety.**

Section IV – Project Area Information:

1. Miscellaneous Roadway Conditions	Access Control:	Existing: <u>Permit</u> Proposed: _____	Median Type:	Existing: <u>N/A</u> Proposed: _____	Width: _____ Width: _____
	Lane No./Width:	Existing: <u>2/9'</u> Proposed: <u>2/12'</u>	Shoulders:	Existing: <u>DGA</u> Proposed: <u>Asphalt</u>	Width: <u>4'</u> Width: <u>2'</u>
	No. of Bridges:	Existing: _____ Proposed: _____	Other Improvement Projects in Area:	<input checked="" type="checkbox"/> None <input type="checkbox"/> SYP <input type="checkbox"/> Resurface <input type="checkbox"/> Other _____	
	Comments:				

2. Right of Way	Avg. Width:	Existing: <u>30'</u>	Source:	<input checked="" type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____	
	Current Primary Use: <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Farmland <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Project may require additional R/W.		Possible Relocations : Homes: _____ Businesses: _____
	Comments:				

3. Utilities	Existing Utilities:	<input checked="" type="checkbox"/> Power <input type="checkbox"/> Gas <input checked="" type="checkbox"/> Telephone <input checked="" type="checkbox"/> Cable <input type="checkbox"/> Sewer <input checked="" type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____			
	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Project may require Utility Relocations.		Comments:

4. Environmental Impacts	(Check all that apply):				
	<input type="checkbox"/> Blueline Streams	<input type="checkbox"/> Wetlands	<input type="checkbox"/> Floodplain	<input type="checkbox"/> Wildlife Managed Areas	<input type="checkbox"/> Historic Properties
	<input checked="" type="checkbox"/> Cemeteries	<input type="checkbox"/> Schools	<input type="checkbox"/> Churches	<input type="checkbox"/> Endangered Species	<input type="checkbox"/> Public Land/Park
<input type="checkbox"/> Noise Impact	<input type="checkbox"/> Arch. Sites	<input type="checkbox"/> NR Properties	<input type="checkbox"/> Potential NR Properties	<input type="checkbox"/> Other:	
<input type="checkbox"/> Potential Contaminated sites:		<input type="checkbox"/> Gas Stations	<input type="checkbox"/> Landfills	<input type="checkbox"/> Auto Repair	<input type="checkbox"/> Junkyards <input type="checkbox"/> Other
Comments:					

5. Air Quality	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project is located in a Maintenance or Nonattainment Area		<input type="checkbox"/> Ozone	<input type="checkbox"/> PM 2.5
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project adds through lane capacity			
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project results from a Congestion Management Plan			
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project is included in TIP/STIP		TIP Page #	STIP Page #
	Comments:					

6. Economic Impacts	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		Planning/Zoning Regulations exist in Community		<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		Project may affect established Business, Commercial or Industrial Districts.	
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		This project has economic impacts on regional/local economy: <input type="checkbox"/> Development <input type="checkbox"/> Tax Revenues <input type="checkbox"/> Employment Opportunity <input type="checkbox"/> Retail Sales <input type="checkbox"/> Other					
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other					
	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes		This project provides direct access to major traffic generators: <input type="checkbox"/> Shopping Centers <input type="checkbox"/> Schools <input type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input type="checkbox"/> Other					
	Please Describe:							

7. Multimodal Opportunities	This project is a candidate for: (check all that apply)	<input type="checkbox"/> Bicycle Paths	<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Shared-Use Paths
		<input type="checkbox"/> Park/Ride Lots	<input checked="" type="checkbox"/> N/A	
	This project improves direct access to: (check all that apply)	<input type="checkbox"/> Airports	<input type="checkbox"/> Railways	<input type="checkbox"/> Riverports
		<input type="checkbox"/> Trucking Routes	<input checked="" type="checkbox"/> N/A	
	Type of Public Transportation available:	<input type="checkbox"/> Fixed Route	<input checked="" type="checkbox"/> Demand Response	
	Comments:			

8. Social Impacts	This project may affect: (Check all that apply)	<input type="checkbox"/> Neighborhood or Community Cohesion	
		<input type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian)	
		<input type="checkbox"/> Household Relocations	
		<input type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons	
		<input checked="" type="checkbox"/> No adverse effects to neighborhoods apparent.	
	Comments/Impact Descriptions:		

Section V – Cost Estimate Information (to be completed by Hwy District Office):

Cost Estimate by Phase:

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning	100,000	PBD						
Design	750,000	PBD						
ROW	900,000	PBD						
Utilities	750,000	PBD						
Construction	5,000,000	PBD						
Total Cost	\$7,500,000	PBD						

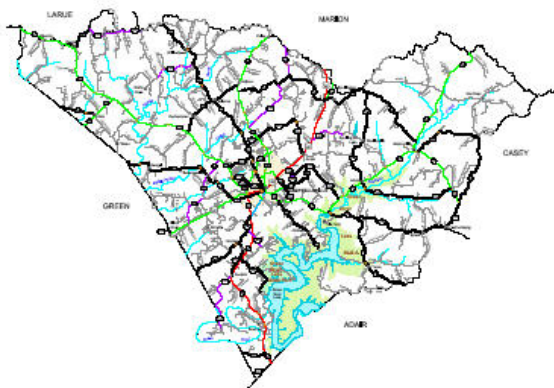
Estimate Procedure Used:

Original Estimate:	Revision 1:	Revision 2:
<input checked="" type="checkbox"/> Per Mile@ \$ 5,350,000 Terrain: Rolling	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u> See Rev. 1	<u>Estimate Assumptions:</u> -This estimate includes some reconstruction. However, this route would benefit greatly from minor widening and realignment.	<u>Estimate Assumptions:</u>
Estimate Class: E-Requires further study	Estimate Class: _____	Estimate Class: _____

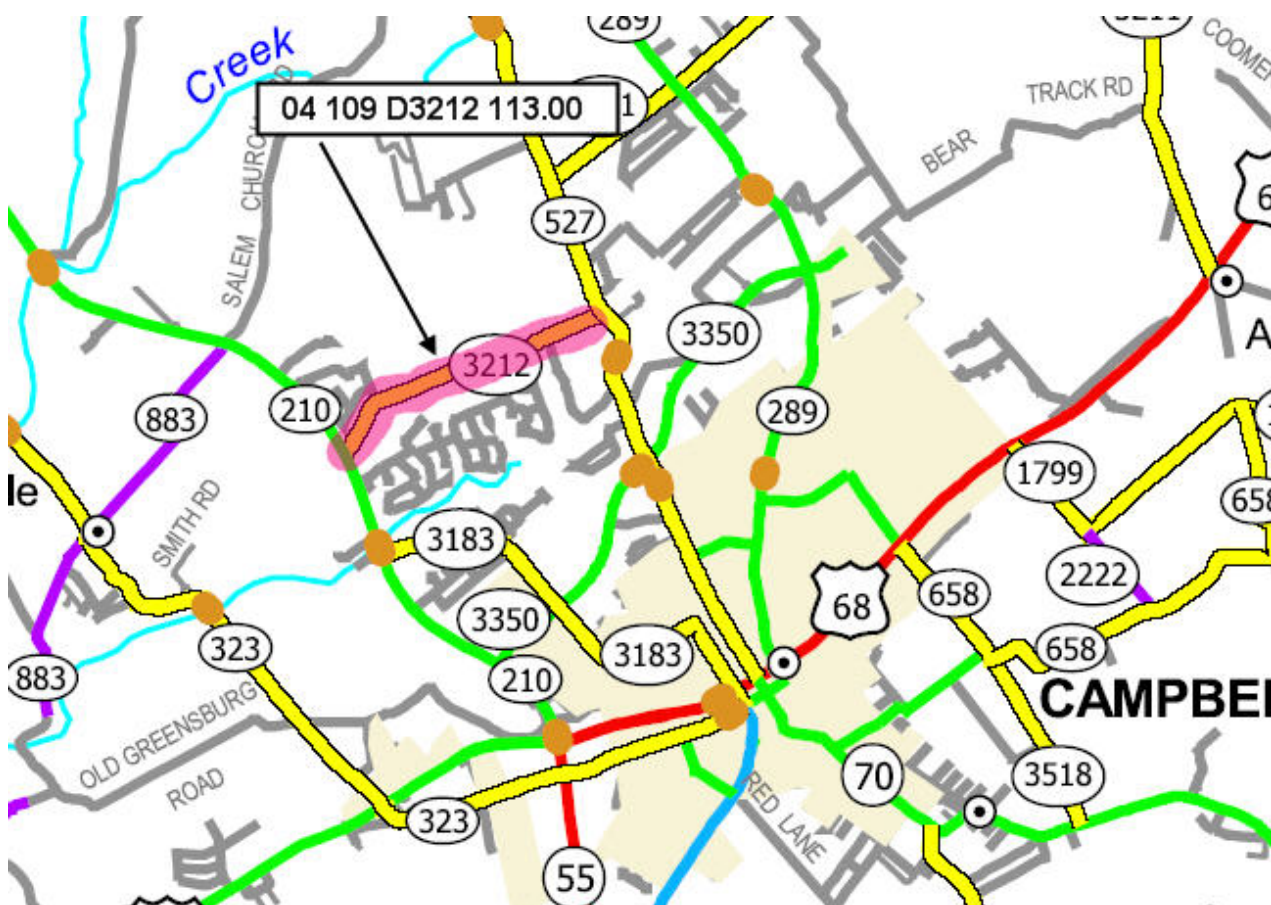
Section VI – Attachments:

The following items are attached to this document: Location Map Photograph(s) Other:

Comments:



TAYLOR



PROJECT#: 04 109 D3212 113.00

Widen and realign Old Pitman Rd from KY 210 to KY 527 in
Campbellsville.