

## **APPENDIX F.**

### **MEETING MINUTES**

1. May 28, 2003 – Project Team Initial Meeting
2. July 7, 2003 – Lincoln Trail Development District Local Officials Meeting
3. July 7, 2003 – Lincoln Trail Development District Local Agencies Meeting
4. July 15, 2003 – Lake Cumberland Area Development District Local Officials Meeting
5. July 15, 2003 – Lake Cumberland Area Development District Local Agencies Meeting
6. July 18, 2003 – Heartland Parkway Task Force Meeting
7. September 2, 2003 – Marion County First Round Public Information Meeting
8. September 4, 2003 – Adair County First Round Public Information Meeting
9. September 8, 2003 – Washington County First Round Public Information Meeting
10. September 11, 2003 – Taylor County First Round Public Information Meeting
11. February 4, 2004 – Project Team Second Meeting
12. February 27, 2004 – Adair County Second Round Local Officials/Agencies Meeting
13. February 27, 2004 – Taylor County Second Round Local Officials/Agencies Meeting
14. March 5, 2004 – Green County Second Round Local Officials/Agencies Meeting
15. March 9, 2004 – Marion County Second Round Local Officials/Agencies Meeting
16. March 9, 2004 – Washington County Second Round Local Officials/Agencies Meeting
17. April 26, 2004 – Green County Second Round Public Information Meeting
18. April 29, 2004 – Marion County Second Round Public Information Meeting
19. May 6, 2004 – Taylor County Second Round Public Information Meeting
20. May 10, 2004 – Washington County Second Round Public Information Meeting
21. May 11, 2004 – Adair County Second Round Public Information Meeting
22. August 11, 2004 – Stakeholder First Meeting
23. September 1, 2004 – Project Team Third Meeting
24. September 23, 2004 – Stakeholder Second Meeting

**Project Team Initial Meeting Minutes**  
Alternatives Study  
Adair, Marion, Taylor, and Washington Counties  
Item No. 4-132.00  
Heartland Parkway  
May 28, 2003

A project team meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted on Wednesday, May, 28, 2003, at the Kentucky Transportation Cabinet (KYTC) Department of Highways District 4 Office in Elizabethtown, Kentucky. The purpose of the meeting was to discuss the purpose, goals, and objectives of the proposed project, project issues, and to review existing conditions data for the study area. Participants at the meeting included representatives from KYTC District 4, KYTC District 8, KYTC Division of Planning, Lincoln Trail Area Development District, the consultant staff from T.H.E. Engineers, F.M.S.M. Engineers, and WMB, Inc. Attendees for the meeting are as follows:

Jim Wilson	KYTC – Central Office Planning
Ted Noe	KYTC – Central Office Planning
Tom Jobe, Jr.	KYTC D-4 Chief District Engineer
Patty Dunaway	KYTC D-4 Planning
Kevin Young	KYTC D-4 Planning
Gary Raymer	KYTC D-4 Construction
Becky Judson	KYTC D-4 Public Information Officer
E.L. Lewis	KYTC D-4 Traffic
Kevin Cartwright	KYTC D-4 Design
Tom Clouse	KYTC D-8 Planning
George Best	KYTC – Central Office Design
Mike Skaggs	Lincoln Trail ADD
Jack Qualls	Lincoln Trail ADD
John W. Brown	T.H.E. Engineers
John Beam	F.M.S.M. Engineers
Mark Litkenhus	F.M.S.M. Engineers
Daniel Byers	WMB, Inc.
Phil Lambert	WMB, Inc.

A summary of the comments and discussion items for this meeting are outlined below.

### **Introduction and Project History**

Attendees were given a project history, including the source of interest and funding. The current alternatives study will review options along the existing corridor of KY 55, US 68, and KY 555 between the Louie B. Nunn Cumberland Parkway and the Bluegrass Parkway, as well as, corridors east and west of the

existing facilities. The project will identify general corridor locations, a description of each corridor, corridor issues, desires of elected and public officials, public interest sectors, and documentation of environmental justice factors. The final study report will attempt to identify a recommended corridor for use in future design efforts. It will also document the process and address project goals.

Additionally, the project consultant presented both a *draft of the project purpose, issues, and goals* and a display board and handout maps of the *preliminary environmental footprint*.

### **Draft Project Purpose**

The purpose of the Heartland Parkway Scoping Study is to identify and evaluate potential corridors for a new route and/or existing routes (KY 55/US 68/KY 555) from the Louie B. Nunn Cumberland Parkway to the Bluegrass Parkway. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA).

Items involved with this study include:

- Discuss project needs and issues with public officials, resource agencies, and other groups which have a special interest in the project;
- Define project goals, needs, and issues;
- Define the beginning and ending points of the project corridor;
- Identify any known environmental concerns;
- Identify and evaluate alternate corridors with possible design concepts; and,
- Listen to, and share information with, the public.

### **Draft Project Issues**

Major issues and concerns have been identified within the study area that will be addressed in the Scoping Study. These include:

- Lack of good access to major expressway-type systems in the region (i.e., I-75, I-65, and the proposed I-66 corridor);
- A need to improve economic and tourism opportunities in Adair, Green, Taylor, Marion, Nelson, and Washington Counties;
- Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments, poor sight distance (no passing lanes), and access type;
- KY 55/US 68/KY 555 are not on the National Highway System; and,
- A need to improve capacity in Adair, Green, Taylor, Marion, Nelson, and Washington Counties.

## **Draft Project Goals**

For the Heartland Parkway Scoping Study project, several goals and objectives were identified. These include:

- Improved statewide and regional access;
- Improved truck access for the region;
- Improved economic opportunities;
- Improved horizontal/vertical alignments to provide adequate sight distances and control of access;
- Improved highway capacity;
- Decreased delays through communities; and,
- Improved emergency response times.

## **Study Area**

The project team discussed the environmental footprint area, and suggested an expansion westward near Lebanon and south of Lebanon. Attendees were provided copies of summary tables and maps defining existing conditions of the study area. The following tables and maps were included in the handout:

Traffic and Geometric Data tables were compiled for each county along the existing corridor route. Data for these tables was obtained from KYTC's *Highway Information System (HIS)* database.

Bridge Data tables were compiled for each county in the study area. Data for these tables was obtained from KYTC's *Highway Information System (HIS)* database.

Six Year Highway Plan Improvement tables were compiled for each county. The source for this information is KYTC's *Six-Year Highway Plan*.

Crash Data Analysis tables for segments and spots were included in the handout for each county. Sources for these tables were KYTC's *Highway Information System (HIS)*, Kentucky Transportation Center's *Analysis of Traffic Crash Data in Kentucky (1997-2001)*, and data received from KYTC Central Office Accident Section.

Maps included in the handout were an Environmental Footprint and Crash Data.

The consultant pointed out the different typical sections currently found along the existing facilities. Differences included lane and shoulder widths, as well as, the type of access control. The team also noted that continuity between sections is an important consideration for the project.

## **Project Termini**

The project team discussed the new interchange on the Louie B. Nunn Cumberland Parkway at KY 61 as a possible southern terminus, and the KY 555 interchange on the Bluegrass Parkway as a northern terminus. It was noted in the meeting that a project to extend KY 555 north of the Bluegrass Parkway is currently in the Right of Way phase.

## **Design Criteria**

Following the consultant's presentation of design criteria for Rural Arterial Roads (Other Than Freeways) and for Interstate/Parkway-type facilities, a discussion was held regarding the minimum design standards desired by the project team. It was noted that a two-lane facility should not be eliminated from consideration. Lane, shoulder, and median widths were also discussed, noting the difference in partial and full access control facilities. The consultant also discussed that additional input will be obtained from local officials, special interest groups, and the public regarding the type of facility desired for the Heartland Parkway.

Consequently, the design criteria presentation and discussion led to the primary question concerning the purpose and need for the Heartland Parkway: What are we trying to accomplish with this project? It has been described as an economic development project to promote economic growth for the communities along the corridor. If it is an economic growth project, other factors such as unemployment rates in affected and adjacent counties will need to be evaluated. It is also described as a north-south route to link other major expressway-type highways.

## **Public Involvement**

Meetings with elected/local officials will be scheduled in about a month. These meetings will be divided by Area Development District. The Lincoln Trail Area Development District will arrange meetings that include officials from Nelson, Washington, and Marion Counties; whereas, the Lake Cumberland Area Development District will arrange meetings that include officials from Green Adair, and Taylor Counties. It is anticipated that the meetings will be further divided, with elected officials attending a morning session and other local officials, resource agencies, and special interest groups attending an afternoon session.

There will not be a presentation of corridors at either the local/elected officials meetings, or the public meetings to be held in each of the communities along the existing corridor. This will allow the public to convey their ideas. It was noted, however, that the public may need to be educated regarding differences in the benefits of a two-lane versus four-lane, and partial access control versus full access control highway.

For each of the public meetings, a *power point presentation* may be used. The arrangements need to allow adequate seating, good visibility, and sufficient

audio. Advertisements will be placed in newspapers in each county and adjacent counties of the study area. There will also be advertisements placed in statewide newspapers, clarifying the different time zones involved in several of the planned meetings. A master mailing list will be developed for use in coordination letters.

### **Traffic Forecasting**

The consultant presented the proposed methodology for development of the future no build traffic forecasts. There was some question regarding the 3.5% growth rate; however, the project team deferred their approval (disposition?) to Rob Bostrom, Division of Multimodal Programs.

With no further comments, the meeting concluded at approximately 11:30 am.

## Local Officials Meeting Minutes

Alternatives Study

Adair, Marion, Taylor, and Washington Counties

Item No. 4-132.00

Heartland Parkway

July 7, 2003

10:00 a.m.

Lincoln Trail Area Development District Conference Room

A local officials meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 10:00 a.m. on Monday, July, 7, 2003, at the Lincoln Trail Area Development District Office in Elizabethtown, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the draft study area, and to solicit input from the local officials. Those in attendance included:

Reagan Barnum	Congressman Ron Lewis' Office
Brian Smith	Congressman Ron Lewis' Office
Dean Watts	Nelson County Judge-Executive
John Thomas	Lebanon City Administrator
John A. Settles	Washington County Judge-Executive
Hal B. Goode	Washington County Economic Dev.
Tom Jobe	KYTC D-4 Chief District Engineer
Patty Dunaway	KYTC D-4 Planning
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Mike Skaggs	Lincoln Trail ADD
Jack Qualls	Lincoln Trail ADD
Dan Byers	WMB, Inc.
Phil Lambert	WMB, Inc.

- Ted Noe began the meeting with introductions and an explanation of the study process. Next, Jim Wilson advised the attendees of previously held project team meeting and future meetings.
- The consultant gave a brief outline of the handout and the exhibits displayed. The *draft* project goals and *draft* study area were then discussed.
- The location for a corridor was discussed with most attendees preferring a corridor that would follow the existing routes.
- There was also a discussion of the type of roadway that is needed. The discussion included the types of access and the number of lanes as the Department explained the differences between fully controlled access and

partially controlled access. Afterward, the group expressed a preference for a partially controlled access and four-lane facility because it provides unrestricted traffic flow. It was noted by the group, however, that it would be acceptable to construct two lanes initially in areas where traffic volumes did not warrant four lanes then the additional two lanes could be added in the future if sufficient right of way is purchased. It was also suggested that photographs of an existing roadway, such as KY 61 from Elizabethtown to Hodgenville, be taken and displayed at public meetings

- The group expressed concern for transportation delays along the existing corridor. Items mentioned that contribute to delays include signalized intersections, driveways, lack of turn lanes, lack of passing lanes, and traveling through the communities. It was stated that these delays make it more difficult for the communities to attract industry. The attendees also suggested that a review of census data on the loss of jobs and migration from the communities along the proposed corridor might help identify future transportation needs for the affected counties since the economic livelihood is dependent on employment within the communities.
- As the *draft* goals were discussed, the group recommended adding tourism to the draft project goals, as well as noting economic development and the prevention of job losses. The Department stated that any data available from local officials regarding job losses would be used to help document the need for this project.
- There was some concern that the proposed Heartland Parkway will diminish the small community atmosphere or livability.
- The KY 555 extension project was discussed, and the group agreed that it would be desirable to connect the Heartland Parkway to the new facility. The group also expressed interest in extending KY 555 north to I-64.
- Ted Noe discussed the Public Involvement process and requested from attendees a suggested time frame for public meetings that will generate greater public participation. Suitable locations suggested were Center Square in Lebanon, Washington County Elementary School Commons Area, and Spalding Hall at St. Catharine College in the Springfield area.
- The group discussed environmental justice but didn't know of any applicable areas within the corridor.
- Other environmental concerns identified:
  - Possibility of Farm Service Agency Conservation District
  - Cemeteries
  - Prime Farm Land

- Area around Green River Lake
- Additional discussions involved the project's impact on St. Catharine College - and other affected colleges and universities - and its inclusion within the project goals. The group felt that improved access would increase the availability of educational opportunities.
- Copies of the meeting minutes were requested by local officials.

With no further discussion, the meeting adjourned at 11:30 a.m.

## **Local Agencies Meeting Minutes**

Alternatives Study

Adair, Marion, Taylor, and Washington Counties

Item No. 4-132.00

Heartland Parkway

July 7, 2003

1:00 p.m.

Lincoln Trail Area Development District Conference Room

A local agencies meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 1:00 p.m. on Monday, July, 7, 2003, at the Lincoln Trail Area Development District Office in Elizabethtown, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the draft study area, and to solicit input from the local agencies. Those in attendance included:

Tom Jobe	KYTC D-4 Chief District Engineer
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Jack Qualls	Lincoln Trail ADD
Dan Byers	WMB, Inc.
Phil Lambert	WMB, Inc.

There were no local agencies represented. The meeting was concluded at 1:30 p.m.

## Local Officials Meeting Minutes

Alternatives Study

Adair, Marion, Taylor, and Washington Counties

Item No. 4-132.00

Heartland Parkway

July 15, 2003

10:00 a.m. CDT

Lake Cumberland Area Development District Conference Room

A local officials meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 10:00 a.m. on Tuesday, July 15, 2003, at the Lake Cumberland Area Development District Office in Russell Springs, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the draft study area, and to solicit input from the local officials. Those in attendance included:

Frances Clinkscales	Campbellsville City Council
Brenda Allen	Mayor of Campbellsville
Mike Halk, Jr.	Campbellsville City Council
Dan Hayes	Campbellsville City Council
Jerry Vaughan	Adair County Judge-Executive
Paul Patton	Taylor County Judge-Executive
Redell Jewell	Green County Magistrate
Curtis Hardwick	Mayor of Columbia
J.M. Shelley	Columbia
Tom Clouse	KYTC D-8 Planning
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Neal Cundiff	Lake Cumberland ADD
Donna Diaz	Lake Cumberland ADD
David Rowland	Lake Cumberland ADD
Larry Wilson	Lake Cumberland ADD
Dan Byers	WMB, Inc.
Phil Lambert	WMB, Inc.

- Ted Noe began the meeting with introductions and an explanation of the study process. Next, Jim Wilson advised the attendees of previously held project team meetings and of future meetings before asking the group to explain what needs to be done.
- The consultant defined the end-product of the Alternatives Study by emphasizing that local officials had personal knowledge of transportation needs in their area, and by how groups would benefit from transportation improvements. These local observations will be documented in the final

report. Currently, information is still being gathered for the study, so the final goals can be defined.

- The consultant then gave a brief outline of the handout and the exhibits displayed before discussing the *draft* project goals and the *draft* study area.
- There was a discussion regarding the project goals, with several of the goals being related. The primary emphasis was on economic development. Not only are local officials concerned of the difficulty of trucks getting through Columbia, but they are also concerned that the region's loss of jobs is forcing many individuals to leave the area for other employment. Local officials were asked for supporting data to document the migrating workforce.
- Additionally, it was mentioned that Campbellsville does not have railway service. The only current mode of shipping is by truck, but truck widths greater than 102 inches are not permitted through Columbia.
- Tourism was also mentioned as a goal of significant importance. The group was told of a new development planned for Green River Lake that would include a lodge, conference center, and golf course. The John Hunt Morgan Civil War Trail was also mentioned as a local tourist attraction.
- Improved access to higher education facilities was also discussed since many students from Campbellsville University, Lindsey Wilson College, and St. Catharine College – one of the area's fastest growing colleges - commute from outside the area. Therefore, an improved transportation facility would provide more educational opportunities for students in the region. This was viewed as a benefit to economic development because with a better trained and educated workforce, higher paying professional and technical jobs could be attracted to the region.
- Agricultural economy was discussed because farmers are shifting from tobacco to crops that are shipped nationwide. In order to be competitive, improved transportation facilities are needed to better transport the products.
- With safety mentioned as another significant goal, it was noted that with only two hospitals along the existing corridor, in Lebanon and Campbellsville, a major highway is necessary for quick emergency response since the only regional trauma facility is located in Campbellsville.
- The group was asked what type of road was expected; most responded that a four-lane divided highway - similar to Lincoln Parkway (KY 61) from

Elizabethtown to Hodgenville - was needed. The consultant mentioned that many new highways are being built as a two-lane with passing bays on a four-lane right of way. This would allow for the expansion to four lanes as traffic increases and would allow more miles of highway improvement in a shorter timeframe. The group felt that, at a minimum, a two-lane highway with passing lanes should be built, as well as, the purchase of a four-lane right of way.

- Completion of the bypasses was a top priority. Since Campbellsville does not have a bypass in the current six-year highway plan, the group was asked about the need and location for a bypass. All agreed that an eastern bypass was the most appropriate and needed. It was recommended that the study should also address the comprehensive plan regarding a Campbellsville bypass.
- There was interest in extending the proposed Heartland Parkway route north to I-64.
- Ted Noe discussed the Public Involvement process and requested from attendees a suggested time frame for public meetings that will generate the greatest public participation. The preferred time was from 5:00 pm – 7:00 pm. Suitable locations suggested were the American Legion Hall or the Adair County High School lunchroom in Columbia. An additional opportunity to inform the public would be during a Campbellsville Chamber of Commerce monthly luncheon.
- Ted Noe also requested information on other employers/contacts in the region, such as Amazon.com, United Parcel Service, Campbellsville University, Lindsey Wilson College, and St. Catharine College.
- In conclusion, the group discussed environmental justice but did not know of any applicable areas within the corridor.

With no further discussion, the meeting adjourned at 11:30 a.m. CDT.

## Local Agencies Meeting Minutes

Alternatives Study

Adair, Marion, Taylor, and Washington Counties

Item No. 4-132.00

Heartland Parkway

July 15, 2003

1:30 p.m. CDT

Lake Cumberland Area Development District Conference Room

A local agencies meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 1:30 p.m. on Tuesday, July 15, 2003, at the Lake Cumberland Area Development District Office in Russell Springs, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the draft study area, and to solicit input from the local agencies. Those in attendance included:

Jeffrey Schuhmann

Phyllis Causey

Lt. Greg Speck

Tom Clouse

Jim Wilson

Ted Noe

Neal Cundiff

Dan Byers

Phil Lambert

Team Taylor County

Congressman Ron Lewis' Office

Kentucky State Police

KYTC D-8 Planning

KYTC Division of Planning

KYTC Division of Planning

Lake Cumberland ADD

WMB, Inc.

WMB, Inc.

- Ted Noe introduced the project before he and Jim Wilson gave its brief history. They informed the group that we are seeking input from local leaders and the general public.
- The consultant explained that the final product of the alternatives study will document the needs of the communities along the corridor as they relate to transportation.
- After the draft project goals were discussed, Lt. Speck spoke of his concern for reducing the number of fatalities. He indicated that most fatalities occur on two-lane roads where vehicles drop off the shoulders and then over-correct and into the path of oncoming traffic. Consequently, four-lane sections with medians – as well, as wider shoulders with rumble strips - provide a greater separation from oncoming traffic and lower the risk of accidents. This type of shoulder was discussed with everyone agreeing that paved shoulders also do not have the erosion problems along the edges of driving lanes that other shoulders do.

- Tourism was another significant goal, with an emphasis placed on access to Green River Lake. The proposed development of a lodge and golf course was noted, with work scheduled to begin this fall.
- Because farm equipment is frequently seen on the highway, wider shoulders would provide an opportunity to move farm equipment without hindering other traffic.
- Bypass routes were a top priority with the group as a way to alleviate congestion in the communities. Since Campbellsville does not have a bypass in the current six-year highway plan, the consultant asked the group if this study should address that need and where a bypass should be built. There was some discussion about the connector route built between KY 55 and KY 210. However, it has already become congested, and everyone felt it would not be a consideration for a bypass. Therefore, all agreed that a bypass was needed and should be positioned on the east side of Campbellsville.
- Focusing on the public involvement process, Ted Noe discussed that the next step will be public meetings in each of the four communities along the existing corridor. Ted mentioned that coordination letters will be sent out to local, state, and federal agencies, as well as, local hospitals.
- Ted Noe also discussed environment justice by asking the group if they were aware of any low-income or minority groups that may be disproportionately impacted by the project. No one was aware of any that may be affected.
- In conclusion, Ted Noe asked the attendees whether a two-lane road should be built on a four-lane right of way. There was a general consensus that a four-lane divided highway is the most desirable; however, a two-lane with passing lanes may be the most feasible at this time.

With no further discussion, the meeting adjourned at 2:40 pm CDT.

## Heartland Parkway Task Force Meeting Minutes

Alternatives Study

Adair, Marion, Taylor, and Washington Counties

Item No. 4-132.00

Heartland Parkway

July 18, 2003

10:00 a.m. EDT

Campbellsville University Technology Training Center

A special meeting with the Heartland Parkway Task Force leadership was conducted at 10:00 a.m. on Friday, July 18, 2003, at the Campbellsville University Technology Training Center in Campbellsville, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the draft study area, and to solicit input from the task force. Those in attendance included:

Brian D. Smith	U.S. Representative Ron Lewis' Office
Sandy Simpson	U.S. Representative Ed Whitfield's Office
Jim Askins	U.S. Senator Jim Bunning's Office
John E. Chowning	Chairman, Heartland Pkwy. Task Force
John Thomas	Vice-Chairman, Heartland Pkwy. Task Force
Alan Medders	Campbellsville University
Kevin Sheilley	Economic Development Director
Brenda Allen	Mayor of Campbellsville
Tom Jobe	KYTC D-4 Chief District Engineer
Patty Dunaway	KYTC D-4 Planning
Tom Clouse	KYTC D-8 Planning
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Dan Byers	WMB, Inc.
Phil Lambert	WMB, Inc.

- Chairman Chowning welcomed all attendees.
- Ted Noe introduced the project before he and Jim Wilson gave its brief history. They informed the group that we are seeking input from local leaders and the general public.
- The consultant explained that the final product of the alternatives study will document the needs of the communities along the corridor as they relate to transportation.
- After the draft project goals were discussed, Chairman Chowning indicated that all of the goals presented were needed and that none

should be eliminated. He, additionally, suggested adding a goal - *agricultural economy* - because local farming is beginning to shift from the raising of tobacco to the raising of crops that are being shipped nationwide.

- Economic development was of primary importance among the attendees. Kevin Sheilley indicated that new industries are seeking the best locations with the lowest transportation costs. Consequently, the garment industry has left the region and agriculture is on the decline.
- Tourism was another significant goal, with emphasis placed on access to Green River Lake. The proposed development of a lodge and golf course was mentioned with work scheduled to begin this fall and to be completed by the spring of 2005. Kevin Sheilley also showed the group a drawing of the proposed project, which is expected to generate a significant tourism increase from the current one million visitors per year.
- Chairman Chowning noted that 50% of Campbellsville University's enrollment consists of first generation college students from working class families. Many students, consequently, commute from within the area and would benefit from a new highway. Chairman Chowning also indicated that the higher educational facilities of Campbellsville University, Lindsey Wilson College, St. Catharine College, and the Vocational School in Lebanon are the region's public means of educating local residents. As a result, Jim Wilson requested additional data on the number of commuters and their counties of residence.
- Emergency response time is also a key goal of the project. The Campbellsville hospital houses the only regional trauma center, making travel time critical. Because the trauma center is second only to those facilities in Louisville and Lexington, data is required that indicates counties served, the number of patients transported to Campbellsville, and the number of patients transported to either Louisville or Lexington before the final project study report can be completed.
- Reducing delay time was also discussed with several attendees commenting on traffic congestion in Columbia. Tom Clouse told the group that a bypass is currently planned and already designed for Columbia. Many also mentioned the need for a bypass around the eastern side of Campbellsville.
- The group expressed interest in the future extension of the proposed Heartland Parkway to the south into Tennessee and to the north to I-64.
- Ted Noe then discussed the public involvement process. The next step will be public meetings in each of the four communities along the existing

corridor. Ted also mentioned that coordination letters will be sent out to local, state, and federal agencies. Kevin Sheilley offered to help publicize the public meetings and to supply a directory of agencies from his mailing list.

- Focusing on environmental justice, Ted Noe asked the group if they were aware of any low-income or minority groups that may be disproportionately impacted by the project. No one was aware of any that may be affected. Chairman Chowning, chairman of Greater Campbellsville United, which represents minorities and low-income families, indicated that these groups should be solicited for their input on the project.
- Ted Noe asked about the type of road the task force expected. He mentioned the magnitude of this project and the funding that would be required. There was a general consensus that a four-lane divided highway is the most desirable. Chairman Chowning gave the example of the Lincoln Parkway (KY61) as the type of road that would best serve the needs of the region. With everyone in agreement, he also stated that the project would be even more beneficial if the existing roadway could be utilized. Therefore, Dan Byers mentioned that projects are often designed and constructed as two-lanes with passing lanes but with additional right of way purchased for future four-lane expansion.

With no further discussion, the meeting adjourned at 11:40 am EDT.

## Public Information Meeting

Heartland Parkway, from the Cumberland Parkway to the Blue Grass Parkway  
Adair, Taylor, Marion, and Washington Counties.

Item No. 4-132.00

Center Square, Lebanon, Kentucky  
4:00 p.m. to 7:00 p.m. (EDT) September 2, 2003

A public information meeting was held on Tuesday, September 2, 2003 from 4:00 p.m. to 7:00 p.m. at Center Square in Lebanon, Kentucky. The following KYTC Central Office Planning, KYTC District 4, Lincoln Trail Area Development District, and consultant staff members were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Tom Jobe	KYTC District 4
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
Jack Qualls	Lincoln Trail ADD
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. The room was set up with an arrangement of a guest registration, PowerPoint Presentation tour, exhibits, and refreshments at the end. As attendees entered, they were led through the following stations:

**Station One:** Attendees were greeted and asked to sign the attendance list. Kentucky maps and Kentucky Road Work Ahead pamphlets were available for any interested parties. Attendees were also given a handout that included the following items:

- Project Questionnaire
- Study Purpose, Issues, and Project Goals
- Project Environmental Footprint Map
- Special Project Considerations

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the provided postage-paid envelope.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area. This included the project goals, identified environmental, social, and

cultural features in the area, and indicated evaluation criteria to be used for this study.

**Station Three:** Individual county maps were displayed with current Six-Year Highway Plan projects identified.

**Station Four:** Several exhibit boards were displayed, including:

- Existing conditions information collected to date that included a project location map, Year 2003 traffic data, and accident data from January 1997 through December 2002. Identified environmental data was also displayed, including the environmental footprint area.
- Traffic Forecast data for YEAR 2030
- Draft Project Goals

**Station Five:** Refreshments were provided.

A total of twenty-two people registered their attendance at the public information meeting. This does not include the eleven staff members listed above. There were also three who chose not to register. Lastly, one attendee made oral comments to one staff member, which were noted and transcribed.

## Public Information Meeting

Heartland Parkway, from the Cumberland Parkway to the Blue Grass Parkway  
Adair, Taylor, Marion, and Washington Counties.

Item No. 4-132.00

W.R. Davenport Family Life Center, Columbia, Kentucky

4:00 p.m. to 7:00 p.m. (CDT) September 4, 2003

A public information meeting was held on Thursday, September 4, 2003, from 4:00 p.m. to 7:00 p.m. at the W.R. Davenport Family Life Center in Columbia, Kentucky. The following KYTC Central Office Planning, KYTC District 4, Lincoln Trail Area Development District, and consultant staff members were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Tom Clouse	KYTC District 8
Kim Shoemaker	KYTC District 8
Cathi Blair	KYTC District 8
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. The room was set up with an arrangement of a guest registration, PowerPoint Presentation tour, exhibits, and refreshments at the end. As attendees entered, they were led through the following stations:

**Station One:** Attendees were greeted and asked to sign the attendance list. Kentucky maps and Kentucky Road Work Ahead pamphlets were available for any interested parties. Attendees were also given a handout that included the following items:

- Project Questionnaire
- Study Purpose, Issues, and Project Goals
- Project Environmental Footprint Map
- Special Project Considerations

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the provided postage-paid envelope.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area. This included the project goals, identified environmental, social, and

cultural features in the area, and indicated evaluation criteria to be used for this study.

**Station Three:** Individual county maps were displayed with current Six-Year Highway Plan projects identified.

**Station Four:** Several exhibit boards were displayed, including:

- Existing conditions information collected to date that included a project location map, Year 2003 traffic data, and accident data from January 1997 through December 2002. Identified environmental data was also displayed, including the environmental footprint area.
- Traffic Forecast data for YEAR 2030
- Draft Project Goals

**Station Five:** Refreshments were provided.

A total of fifty-nine people registered their attendance at the public information meeting. This does not include the ten staff members listed above.

## Public Information Meeting

Heartland Parkway, from the Cumberland Parkway to the Blue Grass Parkway  
Adair, Taylor, Marion, and Washington Counties.

Item No. 4-132.00

Washington County Extension Office, Springfield, Kentucky

4:00 p.m. to 7:00 p.m. (EDT) September 8, 2003

A public information meeting was held on Monday, September 8, 2003 from 4:00 p.m. to 7:00 p.m. at the Washington County Extension Office in Springfield, Kentucky. The following KYTC Central Office Planning, KYTC District 8, Lincoln Trail Area Development District, and consultant staff members were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Tom Jobe	KYTC District 4
Gary Valentine	KYTC District 4
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
Jack Qualls	Lincoln Trail ADD
Mike Skaggs	Lincoln Trail ADD
Marty Marchaterre	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. The room was set up with an arrangement of a guest registration, PowerPoint Presentation tour, exhibits, and refreshments at the end. As attendees entered, they were led through the following stations:

**Station One:** Attendees were greeted and asked to sign the attendance list. Kentucky maps and Kentucky Road Work Ahead pamphlets were available for any interested parties. Attendees were also given a handout that included the following items:

- Project Questionnaire
- Study Purpose, Issues, and Project Goals
- Project Environmental Footprint Map
- Special Project Considerations

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the provided postage-paid envelope.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area. This included the project goals, identified environmental, social, and cultural features in the area, and indicated evaluation criteria to be used for this study.

**Station Three:** Individual county maps were displayed with current Six-Year Highway Plan projects identified.

**Station Four:** Several exhibit boards were displayed, including:

- Existing conditions information collected to date that included a project location map, Year 2003 traffic data, and accident data from January 1997 through December 2002. Identified environmental data was also displayed, including the environmental footprint area.
- Traffic Forecast data for YEAR 2030
- Draft Project Goals

**Station Five:** Refreshments were provided.

A total of sixteen people registered their attendance at the public information meeting. This does not include the thirteen staff members listed above. There were also some oral comments received by staff members, which were noted and transcribed.

## Public Information Meeting

Heartland Parkway, from the Cumberland Parkway to the Blue Grass Parkway  
Adair, Taylor, Marion, and Washington Counties.

Item No. 4-132.00

City Council Chambers, Campbellsville, Kentucky

4:00 p.m. to 7:00 p.m. (EDT) September 11, 2003

A public information meeting was held on Thursday, September 11, 2003 from 4:00 p.m. to 7:00 p.m. at the City Council Chambers in Campbellsville, Kentucky. The following KYTC Central Office Planning, KYTC District 4, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Tom Jobe	KYTC District 4
Gary Valentine	KYTC District 4
Patty Dunaway	KYTC District 4
Marty Marchaterre	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. The room was set up with an arrangement of a guest registration, PowerPoint Presentation tour, exhibits, and refreshments at the end. As attendees entered, they were led through the following stations:

**Station One:** Attendees were greeted and asked to sign the attendance list. Kentucky maps and Kentucky Road Work Ahead pamphlets were available for any interested parties. Attendees were also given a handout that included the following items:

- Project Questionnaire
- Study Purpose, Issues, and Project Goals
- Project Environmental Footprint Map
- Special Project Considerations

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the provided postage-paid envelope.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area. This included the project goals, identified environmental, social, and

cultural features in the area, and indicated evaluation criteria to be used for this study.

**Station Three:** Individual county maps were displayed with current Six-Year Highway Plan projects identified.

**Station Four:** Several exhibit boards were displayed, including:

- Existing conditions information collected to date that included a project location map, Year 2003 traffic data, and accident data from January 1997 through December 2002. Identified environmental data was also displayed, including the environmental footprint area.
- Traffic Forecast data for YEAR 2030
- Draft Project Goals

**Station Five:** Refreshments were provided.

A total of twenty-three people registered their attendance at the public information meeting. This does not include the ten staff members listed above.

**Project Team Second Meeting Minutes**  
Alternatives Study  
Adair, Marion, Taylor, and Washington Counties  
Item No. 4-132.00  
Heartland Parkway  
February 4, 2004  
10:00 a.m.

A second project team meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted on Wednesday, February 4, 2004, at the Kentucky Transportation Cabinet (KYTC) Department of Highways District 4 Office in Elizabethtown, Kentucky. The purpose of the meeting was to review the corridors and options being studied, the purpose, goals and objectives of the proposed project, project issues, and a summary of the questionnaire results from the first round of local officials, local agencies, and public meetings. Participants at the meeting included representatives from KYTC District 4, KYTC District 8, KYTC Division of Planning, Lincoln Trail Area Development District, the consultant staffs from T.H.E. Engineers, F.M.S.M. Engineers, and WMB, Inc. Attendees for the meeting were as follows:

Jim Wilson	KYTC – Central Office Planning
Ted Noe	KYTC – Central Office Planning
Rusty Wallace	KYTC D-4 Acting Chief District Engineer
Daniel Jewell	KYTC D-8 Chief District Engineer
Patty Dunaway	KYTC D-4 Planning
Kevin Young	KYTC D-4 Planning
Gary Raymer	KYTC D-4 Construction
Becky Judson	KYTC D-4 Public Information Officer
E.L. Lewis	KYTC D-4 Traffic
Kevin Cartwright	KYTC D-4 Design
Jeff Schaefer	KYTC D-4 Environmental Coordinator
Tom Clouse	KYTC D-8 Planning
Jack Qualls	Lincoln Trail ADD
Marty Marchaterre	T.H.E. Engineers
John W. Brown	T.H.E. Engineers
John Beam	F.M.S.M. Engineers
Mark Litkenhus	F.M.S.M. Engineers
Daniel Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.

A summary of the comments and discussion items for this meeting are outlined below.

## **Introduction and Project History**

The project consultant updated attendees on the project's history and description of events that have taken place since the first project team meeting. This included information on the meetings with local officials and local agencies, which were held in two sessions at the Area Development District Offices – a morning session for local officials and an afternoon session with local agencies. Locations for these meetings were:

Lincoln Trail Area Development District	July 7, 2003
Lake Cumberland Area Development District	July 15, 2003

These meeting were followed by the first round of public meetings, which were held in the communities along the existing corridor. Locations for these meetings were:

Center Square in Lebanon	September 2, 2003
William R. Davenport Family Life Center in Columbia	September 4, 2003
Washington County Extension Office in Springfield	September 8, 2003
City Council Chambers in Campbellsville	September 11, 2003

Additionally, there was a progress meeting held with the Division of Planning in Frankfort on November 20, 2003.

The introduction and project history segment of the meeting concluded with the project consultant presenting a revised *draft of the project purpose, issues, and goals* and a display board with alternative corridors and handouts.

## **Draft Project Purpose**

The purpose of the Heartland Parkway Scoping Study is to identify and evaluate potential corridors for a new route and/or existing routes (KY 55/US 68/KY 555) from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway. The study is intended to help define the location and purpose of the project and better meet federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA).

Items involved with this study include:

- Discuss project needs and issues with public officials, resource agencies, and other groups which have a special interest in the project;
- Define project goals, needs, and issues;
- Define the beginning and ending points of the project corridor;
- Identify any known environmental concerns;
- Identify and evaluate alternate corridors with possible design concepts; and,

- Listen to, and share information with, the public.

### **Draft Project Issues**

Major issues and concerns have been identified within the study area that will be addressed in the Scoping Study. These include:

- Lack of good access to major expressway-type systems in the region (i.e., I-75, I-65, and the proposed I-66 corridor);
- A need to improve economic and tourism opportunities in Adair, Green, Taylor, Marion, Nelson, and Washington Counties;
- Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments, poor sight distance (no passing lanes), and access type;
- Truck Access; and,
- A need to improve capacity in Adair, Green, Taylor, Marion, Nelson, and Washington Counties in certain locations.

### **Draft Project Goals**

For the Heartland Parkway Scoping Study project, the public's input led to the revision of the project goals and objectives after the public meetings. The revised draft goals include:

- Improve Regional Access for:
  - Economic Development;
  - Existing Industry;
  - Truck Access;
  - Tourism;
  - Higher Education; and,
  - Agricultural Economy
- Improved Safety;
- Improved highway capacity in certain locations;
- Decreased delays through communities; and,
- Improved emergency response times.

### **Questionnaire Results**

During the second project team meeting, the project team was given a summary of the questionnaire results by the project consultant that was included in the provided handout. The following results were noted:

In questions two & three, 100% of the local officials and 82% of the public said the Heartland Parkway is needed and would be helpful to the region.

In question four, 94% of the local officials and 77% of the public said it would improve regional access to a major highway network; similar percentages said it would improve economic development and tourism.

In question five, where existing condition problem areas were identified, 93% of the local officials and 90% of the public rated “too much traffic” from “some problems to serious problems.” 100% of the local officials and 98% of the public rated “large trucks” from “some problems to serious problems.” Similar results were also noted regarding dangerous curves and narrow shoulders.

The top two concerns for local officials were “Natural Areas or Habitats” and “Hazardous or Monitored Sites”; whereas, the public’s top two concerns were “Historic or Cultural Sites” and “Natural Areas or Habitats.”

Most of those who completed a questionnaire indicated that the Heartland Parkway should be a four-lane divided highway with limited access points and should be constructed along the existing route.

### **Special Considerations**

The project consultant also presented some of the special considerations along the two corridors.

A geotechnical overview was presented by Mark Litkenhus, F.M.S.M. Engineers who noted that existing quarries, for the most part, have been avoided.

Mr. Litkenhus also indicated the potential for encountering Karst features, such as sinkholes and subterranean channels. These features exist along significant portions of both corridors with the greatest potential being in the southern portion of the region. He also mentioned Albany Shale, which is an acidic shale.

Furthermore, there are faults that both corridors must cross; however, the corridor alignments are generally oriented in a favorable direction.

It was also noted that in the Knobs Region, the acidic shale will require special design consideration.

An environmental overview was presented by Marty Marchaterre of T.H.E. Engineers who began by noting that some wetlands are going to be encountered, as well as, special consideration biological habitats, such as those of the Indiana Bat, Gray Bat, Bald Eagle, and mussels.

Additionally, Mr. Marchaterre indicated that both historic and archaeological investigations have been completed, including some of the major sites in the region: Green River Lake, Willisburg Lake, Tebbs Bend Civil War Battlefield, Lincoln Homestead State Park, and Homeplace on Green River.

Mr. Marchaterre also advised the project team that a few farms have been purchased as Agricultural Conservation Easements along Green River. These easements are being purchased under Kentucky’s Farm Preservation Program, the Purchase of Agricultural Conservation Easement Corporation (PACE).

John Brown of T.H.E. Engineers presented socio-economic information for this region, citing several studies and reports. Mr. Brown also addressed environmental justice considerations and research he had conducted in the study area.

### **Discussion of Alternatives**

Dan Byers of WMB Consulting Engineers, Inc. presented the alternative corridors and options associated with the existing corridor.

Option 1 is a four-lane divided fully controlled access facility. It lies approximately two miles west of the existing corridor with interchanges provided at major crossroads to access the communities. These crossroads would need to be upgraded from the parkway to the communities. Mr. Byers indicated the cost for this type of improvement would be in excess of \$700 million.

Option 2 is also a four-lane divided partially controlled highway. It will use as much of the existing roadway and right of way as possible. It is broken into eight segments, beginning at KY 61 from the Louie B. Nunn Cumberland Parkway. With Option 2, KY 61 would be used as currently designed, and the Columbia and Lebanon Bypasses would be upgraded to four-lane facilities. Additionally, a four-lane bypass is proposed for Campbellsville on the southeast side. The remaining portions of KY 55/ US 68/ KY 555 corridor would be upgraded to four-lane, and all right of way would be upgraded to partial access control. Some frontage roads would also be required to serve properties where access points are closed.

Option 3 also begins at the KY 61 interchange on the Louie B. Nunn Parkway. This option uses KY 61 and the Columbia and Lebanon bypasses as designed. However, unlike Option 2, a two-lane bypass is proposed for Campbellsville on the southeast side. The Campbellsville Bypass would be constructed on four-lane ultimate right of way, which is consistent with the design concept used on the bypasses in Columbia and Lebanon. Option 3 would also add passing bays along the exist routes requiring the purchase of right of way where needed. Pavement and shoulder rehabilitation would be included in this option; whereas, no improvements to right of way access control are proposed in this option. This option provided the least improvement to future level of service.

Mr. Byers noted that Options 2 and 3 allowed an opportunity to mix and match the options for different segments. He noted that with the four-lane option being the ultimate goal, the most critical areas could be upgraded to four lanes now and an Option 3 upgrade for the remainder of the route could be completed. Currently, the most needed areas are from Lebanon, south to the Louie B. Nunn Parkway. Mr. Byers also pointed out the traffic forecast data included in each handout.

It was noted that the section of the existing corridor from the Adair-Taylor County Line to Campbellsville has several sensitive areas such as the lake, historic sites, and significant development. Widening along the existing corridor will require consideration of these items.

Costs are tabulated for each segment and each option.

In addition, there was some discussion about the Columbia Bypass design; however, since right of way is already being bought, no changes were recommended at this time.

The project team also discussed the pros and cons of making the bypasses the direct route with the route through the communities connecting to the bypasses. Jim Wilson pointed out that many communities oppose that concept, preferring the movement of through-traffic through their communities.

The project team recommended that the Campbellsville Bypass extend from KY 55 south of Campbellsville to US 68/KY 55 north of Campbellsville around the southeast side of Campbellsville.

The project team also recommended showing Option 1 as a shaded corridor on the project exhibits.

There was some discussion about showing an option on the east side of Columbia, but no proposals were made.

After a review of the cost matrix, the team recommended that the cost of KY 61, Columbia Bypass, and Lebanon Bypass be shown within the cost of the roadway option and affected segment.

### **Purpose, Goals, and Issues**

After the project consultant's presentation, Ted Noe asked if any of the project's purposes, goals, and issues needed changes or revisions. However, none were suggested at this time.

### **Public Involvement**

It was decided that the second round of meetings with elected/local officials will be scheduled as soon as possible. Since there was such low attendance at the first round of meetings, it was proposed to hold these meetings in each community, rather than at the Area Development District Offices.

The project team also discussed ideas to generate more public involvement, such as meeting with civic groups or getting a civic group to sponsor a local forum. Other civic groups could also be invited to the meeting, while advertising

the meeting as open to the public. Patty Dunaway then mentioned the possibility of showing a PowerPoint presentation on Campbellsville University's television station.

With no further comments, the meeting concluded at approximately 11:50 am.

## **Second Local Officials/Agencies Meeting Minutes**

Heartland Parkway Alternatives Study

Adair, Green, Marion, Taylor, and Washington Counties

Item No. 4-132.00

February 27, 2004

10:00 a.m. CST

Court House Annex Meeting Room in Columbia

A combined meeting for local officials and agencies for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 10:00 a.m. (CST) on Friday, February 27, 2004, at the Court House Annex Meeting Room in Columbia, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Jerry Vaughan	Adair County Judge-Executive
Lt. Greg Speck	Kentucky State Police
Curtis Hardwick	City of Columbia - Mayor
Stacey Bailey	Columbia/Adair Co Industrial Dev. Authority
Charles D. Grimsley	City of Columbia Councilman
Tony Loy	Adair County Magistrate
J.M. Shelley	Adair County Magistrate
William "Wid" Harris	Adair County Magistrate
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Neal Cundiff	Lake Cumberland ADD
Larry Wilson	Lake Cumberland ADD
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.

- Ted Noe began the meeting with introductions, asking each attendee to introduce himself.
- The consultant gave a brief history of the project that began with the first Project Team Meeting in May 2003. That first Project Team Meeting was followed by the first round of Local Officials/Agencies Meetings in July 2003, held at Lake Cumberland Area Development District Office in Russell Springs and at the Lincoln Trail Area Development District Office in Elizabethtown. In September 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield. Today's meeting is to provide the attendees with the options that have been developed by the consultant.

- The consultant then gave a presentation of the project purpose, project issues, and *draft* project goals, which have been revised through input from the first round of Local Officials/Agencies Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, project study area of all three options, current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.
- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by the consultant.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes, with the southern portion of the region having the greatest potential for karst activity. Both corridors cross faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region. This will require special consideration to achieve adequate cover over the shale.
- John Brown, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield. He also provided regional socio-economic information.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. There would be eight or nine interchanges between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. The tie-in on the Louie B. Nunn Cumberland Parkway is located about two miles from the proposed reconstructed KY 61 interchange, and was pushed out beyond the Tebbs Bend Civil War Battlefield and the bends in Green River, making it necessary to cross Green River one time. Referring to the cost estimate sheet in the handout, Byers mentioned that the cost of this option is about \$720M. Looking at the typical section for Option 2, and noting that it would be a road similar to the Lincoln Parkway, Byers posed the question: Where could this concept be built? For the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY

555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of \$367M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$113M.

- There was also a brief explanation of Level of Service, which compared Level of Service rating to a report card. For example, Level of Service A would receive the highest rating while Level of Service F would receive the worst.
- Before Dan Byers continued discussing the handout contents and the questionnaire, he responded to Mayor Hardwick's question. According to Hardwick, he stated that he could live with Option 3 but would prefer Option 2; therefore, how long would it take to build. Byers responded with ten years, if money is not an object.
- Ted Noe requested that the attendees complete the questionnaire and return them before the close of the meeting.
- The Project Goals were discussed again, noting that they are still in draft form and can be changed. The group was then asked if any of the goals needed to be changed or added, but no suggestions were made.
- Lastly, Ted Noe inquired about the meeting time and location for the next Public Information Meeting. Everyone expressed his approval of the facilities at the William R. Davenport Family Life Center – site of the last Columbia Public Information Meeting – and a time of 5:00 pm to 8:00 pm.

With no further discussion, the meeting adjourned at 11:30 a.m. CST.

## **Second Local Officials/Agencies Meeting Minutes**

Heartland Parkway Alternatives Study

Adair, Green, Marion, Taylor, and Washington Counties

Item No. 4-132.00

February 27, 2004

2:00 p.m. EST

District Court Room in Campbellsville

A combined meeting for local officials and agencies for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 2:00 p.m. (EST) on Friday, February 27, 2004, at the District Court Room in Campbellsville, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Brenda Allen	Mayor of Campbellsville
Paul Patton	Taylor County Judge-Executive
James E. Jones	Taylor County Magistrate
Robert T. Roots	Taylor County Magistrate
John Gaines	Taylor County Fiscal Court
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Neal Cundiff	Lake Cumberland ADD
Larry Wilson	Lake Cumberland ADD
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.

- Ted Noe began the meeting with introductions, asking all attendees to introduce themselves.
- The consultant gave a brief history of the project that began with the first Project Team Meeting in May, 2003. That first project team meeting was followed with the first round of Local Officials/Agencies Meetings in July 2003, at Lake Cumberland Area Development District Office in Russell Springs and at the Lincoln Trail Area Development District Office in Elizabethtown. In September, 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield. Today's meeting is to provide the attendees with the options that have been developed by the consultant.
- The consultant then gave a presentation of the project purpose, project issues, and *draft* project goals, which have been revised through input

from the first round of Local Officials/Agencies Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, project study area of all three options, current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.

- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by the consultant. A comparison of results from both the Local Officials/Agencies and Public Information Meetings was also discussed.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes, with the southern portion of the region having the greatest potential for karst activity. Both corridors cross faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region. This will require special consideration to achieve adequate cover over the shale.
- John Brown, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield. He also provided regional socio-economic information.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. There would be eight or nine interchanges between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. The tie-in on the Louie B. Nunn Cumberland Parkway is located about two miles from the proposed reconstructed KY 61 interchange, and was pushed out beyond the Tebbs Bend Civil War Battlefield and the bends in Green River, making it necessary to cross Green River one time. Referring to the cost estimate sheet in the handout, Byers mentioned that the cost of this option is about \$720M. Looking at the typical section for Option 2, and noting that it would be a road similar to the Lincoln Parkway, Byers posed the question: Where could this concept be built? For the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY

555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of \$367M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$113M.

- Dan Byers also addressed a question regarding the timeframe for a project of this magnitude. His reply was an optimistic ten to fifteen year estimate, if funding was not an issue.
- Mayor Allen had a question regarding tourism and industry on Option 1. The concern was that with the towns being bypassed, Option 1 would defeat the purpose of a new road to promote their communities and improve tourism and economic development.
- Additionally, there was a discussion about the cost differences in Options 2 and 3.
- There was also a brief explanation of Level of Service, which compared Level of Service rating to a report card. For example, Level of Service A would receive the highest rating while Level of Service F would receive the worst.
- Dan Byers continued discussing the handout contents and the questionnaire. Consequently, Ted Noe requested that the attendees complete the questionnaire and return them before the close of the meeting.
- The Project Goals were discussed again, noting that they are still in draft form and can be changed. The group was then asked if any of the goals needed to be changed or added, but no suggestions were made.
- Lastly, Ted Noe inquired about the meeting time and location for the next Public Information Meeting. Everyone expressed approval of the facilities at the City Council Chambers – site of the last Campbellsville Public Information Meeting – and a time of 5:00 pm to 8:00 pm.

With no further discussion, the meeting adjourned at 3:15 p.m. EST.

## **Second Local Officials/Agencies Meeting Minutes**

Heartland Parkway Alternatives Study

Adair, Green, Marion, Taylor, and Washington Counties

Item No. 4-132.00

March 5, 2004

1:00 p.m. CST

District Court Room in Greensburg

A combined meeting for local officials and agencies for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 1:00 p.m. (CST) on Friday, March 5, 2004, in the District Court Room in Greensburg, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Brian D. Smith	Governor's Regional Office - Elizabethtown
Lisle Cheatham	City of Greensburg - Mayor
Redell Jewell	Green County Magistrate
Homer B. Simpson	Green County Magistrate
Brenda Patterson	Greensburg City Council
Bill Patterson	Green County Industrial Foundation
Terry D. Mills	Green Tourism
Faye Conley	Green County Industrial Foundation
Mike Mills	Director of Community Development
Morris Gozz	Director Industrial Foundation
Tom Mills	Greensburg Record-Herald
Bill Taylor	Greensburg City Council
Gerald Ford	Green County Magistrate
Ronnie Milby	Green County Deputy Judge/Executive
Mitchell Hudgins	Nally & Haydon LLC
Wayne Edwards	Greensburg Industrial Foundation
Marty Marchaterre	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Larry Wilson	Lake Cumberland ADD
Patty Dunaway	KYTC D-4 Planning

- Ted Noe began the meeting with introductions, asking attendees to introduce themselves.
- The consultant gave a brief history of the project that began with the first Project Team Meeting in May 2003. That first Project Team Meeting was followed by the first round of Local Officials/Agencies Meetings in July

2003, held at Lake Cumberland Area Development District Office in Russell Springs and at the Lincoln Trail Area Development District Office in Elizabethtown. In September 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield. Today's meeting is to provide the attendees with the options that have been developed by the consultant.

- The consultant then gave a presentation of the project purpose, project issues, and *draft* project goals, which have been revised through input from the first round of Local Officials/Agencies Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, project study area of all three options, current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.
- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by the consultant.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes, with the southern portion of the region having the greatest potential for karst activity. Both corridors cross faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region. This will require special consideration to achieve adequate cover over the shale.
- Marty Marchaterre, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. There would be eight or nine interchanges between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. The tie-in on the Louie B. Nunn Cumberland Parkway is located about two miles from the proposed reconstructed KY 61 interchange, and was pushed out beyond the Tebbs Bend Civil War Battlefield and the bends in Green River, making it necessary to cross Green River one time. Referring to the cost estimate sheet in the handout, Byers mentioned that the cost of this option is about \$720M. Looking at

the typical section for Option 2, and noting that it would be a road similar to the Lincoln Parkway, Byers posed the question: Where could this concept be built? For the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY 555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of \$367M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$113M.

- There were several comments and questions regarding the need for a corridor that runs nearly parallel to the proposed KY 61 improvement project from Columbia to Greensburg. Some wanted to know why the KY 61 improvement could not be used as part of the Heartland Parkway. However, there is still a concern that the new Heartland Parkway will bypass Greensburg again. Attendees mentioned the limited miles of AAA Trucking routes in Green County, making it difficult to attract industry to the area.
- Patty Dunaway explained to the group that KY 61 was a separate project and was outside the scope to be included in this project.
- Another comment from the attendees centered on the state's current budget crisis. They felt that the Heartland Parkway was a waste of money, and if it wasn't going to benefit Greensburg, they were opposed to the project.
- Additional general comments were also mentioned, including the need to improve KY 565 from KY 61 to New Road; Segment 2 of Option 2 would encompass 60% of Option 2's total cost; a good road is needed to Greensburg; and, traveling between Greensburg and the Louie B. Nunn Cumberland Parkway necessitates travel through Columbia.
- Dan Byers continued discussing the handout contents and the questionnaire. Attendees were encouraged to fill out the questionnaires and make their concerns known. Ted Noe requested that attendees complete them before leaving, if possible; however, postage-paid envelopes were made available for those who preferred mailing in their questionnaires.

- Ted Noe inquired about any possible meeting facilities for the Greensburg/Green County area public information meetings. Several were mentioned, including Green County Middle and High Schools and the Greensburg Fire Department. Noe also asked if a 5:00 pm to 8:00 pm meeting time would be acceptable; no alternative times were offered by the attendees.
- The Project Goals were discussed again, noting that they are still in draft form and can be changed. The group was then asked if any of the goals needed to be changed or added, but no suggestions were made.

With no further discussion, the meeting adjourned at 1:50 p.m. CST.

## **Second Local Officials/Agencies Meeting Minutes**

Heartland Parkway Alternatives Study

Adair, Green, Marion, Taylor, and Washington Counties

Item No. 4-132.00

March 9, 2004

10:00 a.m. EST

Second Floor Court Room in Lebanon

A combined meeting for local officials and agencies for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 10:00 a.m. (EST) on Tuesday, March 9, 2004, in the Second Floor Court Room in Lebanon, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Jimmy Moda	Marion County Water District
Dave Hourigan	Marion County Judge Executive
Roger P. Marcum	Marion County Public Schools
Keith Kleine	Lebanon Tourist Commission
John Thomas	City of Lebanon – City Manager
Kathy Browning	Lebanon-Marion Co. Chamber of Commerce
Marty Marchaterre	T.H.E. Engineers
Daniel R. Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Patty Dunaway	KYTC D-4 Planning
Jack Qualls	Lincoln Trail Area Development District
Mike Skaggs	Lincoln Trail Area Development District

- Ted Noe began the meeting with introductions, asking all attendees to introduce themselves.
- Phil Lambert, of WMB, gave a brief history of the project that began with the first Project Team Meeting in May 2003. At that meeting, Draft Project Goals and a Preliminary Environmental Footprint area were established. This first project team meeting was then followed with the first round of Local Officials/Agencies Meetings in July 2003, held at the Lake Cumberland Area Development District Office in Russell Springs and the Lincoln Trail Area Development District Office in Elizabethtown. Additionally, in September 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield. Today's meeting, therefore, is to provide the attendees with the options that have since been developed by the consultant.

- He continued by pointing out that the project goals have been revised to now include both *Higher Education* and *Agricultural Economy* under the heading *Improve Regional Access For*. It was also noted that these changes were a result of input received at the first round of Local Officials/Agencies Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, project study area of all three options, current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.
- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by Phil Lambert before discussing the comparison of results from both types of meetings.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes, with the southern portion of the region having the greatest potential for karst activity. Both corridors cross known faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region.
- Marty Marchaterre, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield. He also provided regional socio-economic information.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. There would be eight or nine interchanges between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. The tie-in on the Louie B. Nunn Cumberland Parkway is located about two miles from the proposed reconstructed KY 61 interchange, and was pushed out beyond the Tebbs Bend Civil War Battlefield and the bends in Green River, making it necessary to cross Green River one time. Referring to the cost estimate sheet in the handout, Byers mentioned that the cost of this option is about \$720M. Looking at the typical section for Option 2, and noting that it would be a road similar to the Lincoln Parkway, Byers posed the question: Where could this concept be built? For the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept

would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY 555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of \$367M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$113M.

- Dan Byers also led the group through the current questionnaire.
- Jim Wilson then asked Byers to explain the Traffic Volumes and Level of Service (LOS) sheets included in the attendees' handouts. He compared the LOS letter assigned as being similar to a report card, with A being the best, and D, E, and F being the worst.
- John Thomas asked if inflation was built into the cost estimates. Byers responded that because the proposed estimate is in today's dollars, it is a conservative estimate.
- Additionally, John Thomas said the city preferred Option 2; he did not believe Option 1 would serve the people of Lebanon with its proposed location being two miles from town.
- Another question was raised about providing access only at public road intersections. This would be more restrictive than Option 2 but less restrictive than Option 1. Dan Byers responded that it can be done; however, it would mean additional frontage roads would be required.
- There was also a question about our experience with Option 1, such as the type of road and how the communities were affected. Jim Wilson responded that, generally, some growth would migrate to the parkway interchanges.
- The remaining question was focused on utilities improvements. Byers responded that utilities improvements would be a local issue; whereas, the Heartland Parkway is a transportation improvement project.
- Ted Noe mentioned that pages one and two of the handout contained the project purpose, goals, and issues. The group was then asked if any of the goals needed to be changed or added, but no suggestions were made.
- Lastly, Ted Noe inquired about the meeting time – 5:00 to 8:00 pm – and location – The Center Square – for the next Public Information Meeting, but no one objected to either the time or location. He also emphasized the

importance of completing the questionnaires and offered postage-paid envelopes to anyone who needed them.

- Lastly, John Thomas mentioned Congressional support for the project. He also stated that there will be a Heartland Summit on May 17<sup>th</sup>.

With no further discussion, the meeting adjourned at 11:05 a.m. EST.

## **Second Local Officials/Agencies Meeting Minutes**

Heartland Parkway Alternatives Study

Adair, Green, Marion, Taylor, and Washington Counties

Item No. 4-132.00

March 9, 2004

2:00 p.m. EST

Agricultural Extension Office in Springfield

A combined meeting for local officials and agencies for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 2:00 p.m. (EST) on Tuesday, March 9, 2004, at the Washington County Agricultural Extension Office in Springfield, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Gary Byerly	Washington Co. Planning Commission
John A. Settles	Washington Co. Judge/Executive
Nell R. Haydon	City of Springfield
Reagan Barnum	Congressman Ron Lewis' Office
Brian D. Smith	Governor Ernie Fletcher's Office
Hal B. Goode	Economic Development (SWEDA)
Laurie Smith	City of Springfield
Amy Bishop	Springfield-Washington Co. Chamber of Commerce
Joe Pat Haydon	ACE Hardware
James Roberts	Springfield Sun
Marty Marchaterre	T.H.E. Engineers
Daniel R. Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Patty Dunaway	KYTC D-4 Planning
Jack Qualls	Lincoln Trail Area Development District
Mike Skaggs	Lincoln Trail Area Development District

- Ted Noe began the meeting with introductions, asking all attendees to introduce themselves. He then asked Phil Lambert, of WMB Consulting Engineers, to give the project history.
- Phil Lambert gave a brief history of the project that began with the first Project Team Meeting in May 2003. At that meeting, Draft Project Goals and a Preliminary Environmental Footprint area were established. This first project team meeting was then followed with the first round of Local

Officials/Agencies Meetings in July 2003, held at the Lake Cumberland Area Development District Office in Russell Springs and the Lincoln Trail Area Development District Office in Elizabethtown. Additionally, in September 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield. Today's meeting, therefore, is to provide the attendees with the options that have since been developed by the consultant.

- He continued by pointing out that the project goals have been revised to now include both *Higher Education* and *Agricultural Economy* under the heading *Improve Regional Access For*. It was also noted that these changes were a result of input received at the first round of Local Officials/Agencies Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, project study area of all three options, current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.
- In addition to the project goals, he also discussed the project purpose, highlighting some key points from the handout.
- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by Phil Lambert before discussing the comparison of results from both types of meetings.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes, with the southern portion of the region having the greatest potential for karst activity. Both corridors cross known faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region.
- Marty Marchaterre, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield. He noted that an inventory of cultural, historic, and archaeological resources has been performed. He also mentioned that even though some of these resources exist in the corridor, they may be avoidable or the impacts may be minimized. He also mentioned that parks have been identified, such as Idle Hour Park in Springfield. Socio-economic information was provided, citing a report from a similar situation in New York. Marchaterre also mentioned that they have performed environmental justice research in the study area, involving low income and minority communities. Consequently, these areas have been avoided in the selection of roadway options

- Dan Byers revealed the study purpose, which is to improve the transportation corridor from the Louie B. Nunn Cumberland Parkway near Columbia to the Martha Layne Collins Blue Grass Parkway north of Springfield near the KY 555 interchange. The study and the selection of options consider both economic development and safety issues.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. There would be eight or nine interchanges between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. The tie-in on the Louie B. Nunn Cumberland Parkway is located about two miles from the proposed reconstructed KY 61 interchange, and was pushed out beyond the Tebbs Bend Civil War Battlefield and the bends in Green River, making it necessary to cross Green River one time. Referring to the cost estimate sheet in the handout, Byers mentioned that the cost of this option is about \$720M. Looking at the typical section for Option 2, and noting that it would be a road similar to the Lincoln Parkway, Byers posed the question: Where could this concept be built? For the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY 555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of \$367M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$113M.
- Dan Byers continued by explaining the Traffic Volumes and Level of Service (LOS) sheets in the handouts. Dan compared the LOS letter assigned as being similar to a report card, with A being the best, and D, E, and F being the worst. He also noted that the next sheet contained truck percentage data.
- Jim Wilson asked Byers to explain the usability of options. It was pointed out that segments could be prioritized, such as upgrading to four lanes first, allowing the remaining segments to use Option 3. Unlike Option 1, completing a segment of either Option 2 or 3 would be immediately beneficial by allowing an opportunity to mix and match these options,

according to need and available funding. This would permit incremental improvements. Whereas, Option 1 would have to be entirely completed, rather than built in segments, in order to receive the option's full benefits.

- There was a question regarding access routes from Option 1 into the communities. Byers responded that many of those routes would likely need to be upgraded, but those costs have not been included in the estimate.
- Next, there was a question about how Option 2 would benefit Springfield. Byers responded by telling the group that they weren't there to endorse any option – but to present the options and listen to the comments from the community. Another comment focused on a concern by some local residents about the bypass. Three questions were also asked: would the KY 555 extension affect traffic; when will the KY 555 extension be constructed; and, has any economic modeling been done on this route.
- There was another comment expressing concern about Option 1 bypassing and having a negative impact on Springfield. It was pointed out that a similar sentiment exists in the community regarding the US 150 Bypass.
- Additionally, there was another comment on favoring Option 2 because it allows driveway access.
- There was also a question regarding the KY 555 extension project, and whether the project's effects have been considered with this study. Byers responded that the traffic forecast analysis does consider the KY 555 extension.
- Lastly, there was a question about the economic benefits of a new road. Byers said that T.H.E. has reviewed a New York study, with characteristics similar to this one, in order to determine the potential economic benefits. Marty Marchaterre added that Springfield has most of its infrastructure in place already. The only key component missing is access to a major highway. Likewise, the cited study mentions that the best way to achieve a positive economic impact is through transportation access.
- Dan Byers mentioned the questionnaire at the back of the handout and requested that all attendees complete their questionnaires before leaving.
- Ted Noe mentioned pages one and two of the handout contained the project purpose, goals, and issues; and since these goals are still in draft form, they can be changed. He also indicated that these goals are used in

the environmental document. The group was then asked if any of the goals needed to be changed or added, but no suggestions were made.

- Ted Noe inquired about the meeting time – 5:00 pm to 8:00 pm – and location – Agricultural Extension Office – for the next Public Information Meeting; no one objected to either the potential time or location. He also inquired if any groups or area employers would like an agency coordination letter.
- Ted Noe, lastly, asked for any additional questions, but none were presented.

With no further discussion, the meeting adjourned at 3:00 p.m. EST.

## Public Information Meeting

Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway

Adair, Green, Taylor, Marion, and Washington Counties - Item No. 4-132.00

Green County Middle School, Greensburg, Kentucky

April 26, 2004 - 5:00 p.m. to 7:00 p.m. (CDT)

A public information meeting was held on Monday, April 26, 2004, from 5:00 p.m. to 7:00 p.m. at the Green County Middle School in Greensburg, Kentucky. The following KYTC Central Office Planning, KYTC District 4, Lake Cumberland Area Development District, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Gary Valentine	KYTC District 4
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
Larry Wilson	Lake Cumberland ADD
Marty Marchaterre	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. Beginning with guest registration, attendees were then led through a series of stations that included a project PowerPoint presentation, exhibits, and refreshments. Detailed descriptions of these stations are listed below.

**Station One:** Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps, and an assortment of pamphlets, were available for interested parties. Attendees were also given handouts that included the following items:

- Study Purpose, Issues, and Project Goals
- Environmental Footprint Map, showing three options for consideration
- Discussion of each option
- Cost Estimate for each option
- Summary of the questionnaires from the first round of public meetings and local officials/agencies meetings
- Questionnaire

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the postage-paid envelope provided.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area and included the Project Goals, identified environmental, social, and cultural features in the area, as well as, an explanation of the three options being presented for consideration.

**Station Three:** Individual county maps were displayed with identified current Six-Year Highway Plan projects.

**Station Four:** Several exhibit boards displayed the following:

- Project Location Map
- Study Area with identified environmental data and the three corridor options
- Year 2003 traffic data
- Traffic Forecast data for YEAR 2030 for each corridor option, as well as, a no-build option
- Draft Project Goals
- Typical Section display for each corridor option

**Station Five:** Refreshments were provided.

A total of thirty-three individuals registered their attendance at the public information meeting. This does not include the eleven staff members listed above.

There were also two comments written on the provided flip-charts:

- “Most people in Greensburg travel to E’town.”
- “Actually, I think most people in Greensburg shop in Campbellsville. After that, it depends on which end of the county they are in – Columbia and Glasgow in addition to Campbellsville.”

There was a general consensus of attendees that the Heartland Parkway should be closer to Greensburg because many felt that the community is being bypassed by the Heartland Parkway. In addition, many individuals also noted that the Heartland Parkway should incorporate the proposed improvements planned for KY 61 between Greensburg and Columbia.

## Public Information Meeting

Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway

Adair, Green, Taylor, Marion, and Washington Counties - Item No. 4-132.00

Center Square, Lebanon, Kentucky

April 29, 2004 - 5:00 p.m. to 7:00 p.m. (EDT)

A public information meeting was held on Thursday, April 29, 2004, from 5:00 p.m. to 7:00 p.m. at the Center Square in Lebanon, Kentucky. The following KYTC Central Office Planning, KYTC District 4, Lincoln Trail Area Development District, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
Jack Qualls	Lake Cumberland ADD
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. Beginning with guest registration, attendees were then led through a series of stations that included a project PowerPoint presentation, exhibits, and refreshments. Detailed descriptions of these stations are listed below.

**Station One:** Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps, and an assortment of pamphlets, were available for interested parties. Attendees were also given handouts that included the following items:

- Study Purpose, Issues, and Project Goals
- Environmental Footprint Map, showing three options for consideration
- Discussion of each option
- Cost Estimate for each option
- Summary of the questionnaires from the first round of public meetings and local officials/agencies meetings
- Questionnaire

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the postage-paid envelope provided.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area and included the Project Goals, identified environmental, social, and cultural features in the area, as well as, an explanation of the three options being presented for consideration.

**Station Three:** Individual county maps were displayed with identified current Six-Year Highway Plan projects.

**Station Four:** Several exhibit boards displayed the following:

- Project Location Map
- Study Area with identified environmental data and the three corridor options
- Year 2003 traffic data
- Traffic Forecast data for YEAR 2030 for each corridor option, as well as, a no-build option
- Draft Project Goals
- Typical Section display for each corridor option

**Station Five:** Refreshments were provided.

A total of three persons registered their attendance at the public information meeting. This does not include the ten staff members listed above.

There was one comment written on the provided flip chart:

- St. Rose Church in Washington County isn't shown as a historic property.

One verbal comment was that Option 1 would bypass all the communities, so it would make more sense to build Option 2 and complete the bypasses for each community.

## Public Information Meeting

Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway

Adair, Green, Taylor, Marion, and Washington Counties - Item No. 4-132.00

Campbellsville University Little Auditorium, Campbellsville, Kentucky

May 6, 2004 - 5:00 p.m. to 7:00 p.m. (EDT)

A public information meeting was held on Thursday, May 6, 2004, from 5:00 p.m. to 7:00 p.m. in the Student Union Building's Little Auditorium at Campbellsville University in Campbellsville, Kentucky. The following KYTC Central Office Planning, KYTC District 4, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. Beginning with guest registration, attendees were then led through a series of stations that included a project PowerPoint presentation, exhibits, and refreshments. Detailed descriptions of these stations are listed below.

**Station One:** Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps, and an assortment of pamphlets, were available for interested parties. Attendees were also given handouts that included the following items:

- Study Purpose, Issues, and Project Goals
- Environmental Footprint Map, showing three options for consideration
- Discussion of each option
- Cost Estimate for each option
- Summary of the questionnaires from the first round of public meetings and local officials/agencies meetings
- Questionnaire

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the postage-paid envelope provided.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area and included the Project Goals, identified environmental, social, and cultural features in the area, as well as, an explanation of the three options being presented for consideration.

**Station Three:** Individual county maps were displayed with identified current Six-Year Highway Plan projects.

**Station Four:** Several exhibit boards displayed the following:

- Project Location Map
- Study Area with identified environmental data and the three corridor options
- Year 2003 traffic data
- Traffic Forecast data for YEAR 2030 for each corridor option, as well as, a no-build option
- Draft Project Goals
- Typical Section display for each corridor option

**Station Five:** Refreshments were provided.

The meeting was well attended with a total of forty-four individuals who registered their attendance. This does not include the nine staff members listed above.

There were no comments written on the provided flip-charts.

However, there were discussions on the pros and cons of Option One, and how it would affect the communities along the corridor. After reviewing the exhibits, some attendees noted that Option One would reduce the number of trucks on the existing routes. Others were concerned that Option One may “dry up” the communities or cause them to be bypassed by most traffic.

One woman indicated that Option One would split her family’s farm, while another indicated that Option One would take her house.

In addition, one gentleman was concerned about how the construction of Option Two would affect his plan to build a new house. Living along US 68 north of Campbellsville, he hopes to build adjacent to his current home but is concerned that Option Two would place his new home too close to the highway.

## Public Information Meeting

Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway

Adair, Green, Taylor, Marion, and Washington Counties - Item No. 4-132.00

Washington County Extension Office, Springfield, Kentucky

May 10, 2004 - 5:00 p.m. to 7:00 p.m. (EDT)

A public information meeting was held on Monday, May 10, 2004, from 5:00 p.m. to 7:00 p.m. in the Washington County Extension Office in Springfield, Kentucky. The following KYTC Central Office Planning, KYTC District 4, Lincoln Trail Area Development District, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Patty Dunaway	KYTC District 4
Becky Judson	KYTC District 4
Jack Qualls	Lincoln Trail ADD
Marty Marchaterre	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. Beginning with guest registration, attendees were then led through a series of stations that included a project PowerPoint presentation, exhibits, and refreshments. Detailed descriptions of these stations are listed below.

**Station One:** Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps, and an assortment of pamphlets, were available for interested parties. Attendees were also given handouts that included the following items:

- Study Purpose, Issues, and Project Goals
- Environmental Footprint Map, showing three options for consideration
- Discussion of each option
- Cost Estimate for each option
- Summary of the questionnaires from the first round of public meetings and local officials/agencies meetings
- Questionnaire

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the postage-paid envelope provided.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area and included the Project Goals, identified environmental, social, and cultural features in the area, as well as, an explanation of the three options being presented for consideration.

**Station Three:** Individual county maps were displayed with identified current Six-Year Highway Plan projects.

**Station Four:** Several exhibit boards displayed the following:

- Project Location Map
- Study Area with identified environmental data and the three corridor options
- Year 2003 traffic data
- Traffic Forecast data for YEAR 2030 for each corridor option, as well as, a no-build option
- Draft Project Goals
- Typical Section display for each corridor option

**Station Five:** Refreshments were provided.

The meeting was well attended with a total of thirty-five individuals who registered their attendance. This does not include the ten staff members listed above.

There were no comments written on the provided flip-charts.

However, there were discussions on the pros and cons of each option. Many that attended expressed their displeasure of Option One because it would cut through too many farms.

One attendee indicated Option One, as currently shown, would go through her home. She was told that the current Option One corridor area is approximately 2000 feet wide, which may not actually take her home when a final alignment is selected in a future design phase.

Three families that live near the community of Cisselville were also concerned that Option One would either take their property or split their farms, so they preferred Option Two.

## Public Information Meeting

Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway

Adair, Green, Taylor, Marion, and Washington Counties - Item No. 4-132.00

William R. Davenport Family Life Center, Columbia, Kentucky

May 11, 2004 - 5:00 p.m. to 7:00 p.m. (CDT)

A public information meeting was held on Tuesday, May 11, 2004, from 5:00 p.m. to 7:00 p.m. in the William R. Davenport Family Life Center in Columbia, Kentucky. The following KYTC Central Office Planning, KYTC District 8, and consultant staff were in attendance:

Jim Wilson	KYTC Central Office Planning
Ted Noe	KYTC Central Office Planning
Tom Clouse	KYTC D-8 Planning
John Brown	T.H.E. Engineers
Dan Byers	WMB Consulting Engineers
Lyn Johnson	WMB Consulting Engineers
Cliff Planck	WMB Consulting Engineers
Phil Lambert	WMB Consulting Engineers

The public information meeting was organized as a walk-through tour of project information. Beginning with guest registration, attendees were then led through a series of stations that included a project PowerPoint presentation, exhibits, and refreshments. Detailed descriptions of these stations are listed below.

**Station One:** Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps, and an assortment of pamphlets, were available for interested parties. Attendees were also given handouts that included the following items:

- Study Purpose, Issues, and Project Goals
- Environmental Footprint Map, showing three options for consideration
- Discussion of each option
- Cost Estimate for each option
- Summary of the questionnaires from the first round of public meetings and local officials/agencies meetings
- Questionnaire

Attendees were asked to complete the questionnaire prior to leaving the meeting or return it to the KYTC at a later date in the postage-paid envelope provided.

**Station Two:** A PowerPoint presentation gave the attendees a guided tour of the area and included the Project Goals, identified environmental, social, and cultural features in the area, as well as, an explanation of the three options being presented for consideration.

**Station Three:** Individual county maps were displayed with identified current Six-Year Highway Plan projects.

**Station Four:** Several exhibit boards displayed the following:

- Project Location Map
- Study Area with identified environmental data and the three corridor options
- Year 2003 traffic data
- Traffic Forecast data for YEAR 2030 for each corridor option, as well as, a no-build option
- Draft Project Goals
- Typical Section display for each corridor option

**Station Five:** Refreshments were provided.

The meeting was attended by six individuals, which does not include the eight staff members listed above. One individual didn't register his/her attendance.

There were no comments written on the provided flip-charts.

However, there was discussion about the traffic congestion in Columbia, and the difficulty of transporting houseboats around the downtown square. In addition, the bypass project was mentioned as being the most important roadway improvement project.

**Stakeholder First Meeting Minutes**  
Heartland Parkway Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Item No. 4-132.00  
August 11, 2004  
5:30 p.m. EST  
City Hall in Lebanon

A local stakeholders meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 5:30 p.m. (EST) on Wednesday, August 11, 2004, at City Hall in Lebanon, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Jimmy Higdon	State Representative
John Thomas	City of Lebanon – City Manager
Marty Marchaterre	T.H.E. Engineers
John Brown	T.H.E. Engineers
Daniel R. Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.
Daryl Greer	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Patty Dunaway	KYTC D-4 Planning
Becky Judson	KYTC D-4

- Ted Noe began the meeting with introductions of KYTC and consultant personnel.
- The handouts prepared for this meetings contained: (1) Study Purpose, (2) Project Goals and Issues, (3) A discussion of the three options studied, (4) Questionnaire Summary, (5) Project Map and Estimate, and (6) a Questionnaire.
- Phil Lambert, of WMB, gave a brief history of the project that began with the first Project Team Meeting in May 2003. At that meeting, Draft Project Goals and a Preliminary Environmental Footprint area were established. This first project team meeting was then followed with the first round of Local Officials/Agencies Meetings in July 2003, at the Lake Cumberland Area Development District Office in Russell Springs and the Lincoln Trail Area Development District Office in Elizabethtown. Additionally, in September 2003, the first round of Public Information Meetings was held in Columbia, Campbellsville, Lebanon, and Springfield.

- Lambert continued by pointing out that the project goals have been revised throughout the public involvement process. It was also noted that these changes were a result of input received at the first round of Local Officials/Agencies and Public Meetings. Additionally, an exhibit board listing the *draft* project goals was on display, along with other exhibit boards illustrating the following: project location map, project options showing roadway typical sections, and project study area with all three options. Other boards available but not displayed due to space restrictions were Current ADT totals, 2030 ADT – No Improvement projected totals, 2030 ADT – Option 1 projected totals, 2030 ADT – Option 2 projected totals, and 2030 ADT – Option 3 project totals.
- The questionnaire results from the first Local Officials/Agencies and Public Information Meetings were summarized by Phil Lambert. Also, a summary of the questionnaires received to date from the second round of meetings was presented. He informed everyone that their responses will be included in the final summary.
- A brief overview of the geotechnical issues in the study area was given. It was noted that the corridor options presented would most likely encounter sinkholes within the southern portion of the region. Both corridors cross known faulted areas within the Knobs Region. Additionally, acidic shale associated with the New Albany Shale will also be encountered in the Knobs Region, and it was noted that active and abandoned quarries have been identified and avoided.
- Marty Marchaterre, of T.H.E. Engineers, gave an environmental overview. He discussed the sensitive cultural and historic areas, such as Green River Lake State Park and Tebbs Bend Civil War Battlefield.
- John Brown, with T.H.E. Engineers gave an overview of the socio-economic impacts of this project. He discussed the local infrastructure and available workforce. One comment received indicated people from Larue County travel to Elizabethtown rather than Lebanon for employment because of a better highway, even though Larue County is closer to Lebanon than it is to Elizabethtown.
- Dan Byers then led the attendees through each of the corridor options. He explained that Option 1 was an interstate-type highway where access on and off would be at interchanges only. Byers noted that it would have to be constructed from end to end before the benefits could be fully realized. Furthermore, it is necessary for Option 1 to be located on the west side of the existing routes because of Green River Lake and the Wildlife Habitat Areas. Referring to the cost estimate sheet in the handout, Mr. Byers mentioned that the cost of this option is about \$750M. Looking at the typical section for Option 2, and noting that it would be a road similar to

the Lincoln Parkway, for the most part, it can be constructed along the existing road, allowing both local and through traffic to use it. This concept would utilize the planned bypasses at Columbia and Lebanon and add a bypass at Campbellsville. He mentioned that the locations of KY 55/KY 555 are already serving as a bypass for Springfield. This option would allow driveway access every 1200 feet along with median crossovers. Option 2 has an estimated cost of about \$370M. Option 3 also follows the existing routes and leaves them as a two-lane facility, but Byers explained that one-mile passing bays would be added every three miles. The remainder of the route would then receive pavement and shoulder rehab treatment and be brought up to full-safety. The cost estimate for Option 3 was \$125M.

- Mr. Byers mentioned that each handout contained a questionnaire, and encouraged everyone to complete and return it.
- One individual asked if there had been any accident studies focusing on fatalities. She asked which of the options presented was safest. The discussion that followed involved several aspects to consider (1) If Option 1 were built, nothing would be done along the existing highway to correct deficiencies. (2) If Option 2 were built, speed and driver error can still contribute to serious crashes. (3) Another consideration is that if Option 1 is built, there will be two roads to maintain.
- There was one comment that Marion County is an agricultural county, and Option 1 would take a lot of farmland.
- There was a question regarding the availability of studies on the effects of Lincoln Parkway and how it has impacted economic growth.
- Another question on safety centered on low or broken shoulders. Shoulder drop-offs were mentioned in an earlier meeting. Mr. Byers noted that full-depth paved shoulders have been included in the project estimate.
- Still another safety comment said people are driving 85 mph.
- There was a question about how long it will take to construct this project. Mr. Byers responded that it was a funding issue.
- Department and consultant personnel were available to answer questions individually following the question and answer session.

There were approximately 50-60 attendees in addition to staff members, consultant personnel, Rep. Higdon, and Mr. Thomas listed above.

With no further discussion, the meeting adjourned at 7:35 p.m. EST.

**Project Team Third Meeting Minutes**  
Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Item No. 4-132.00  
Heartland Parkway  
September 1, 2004  
10:00 a.m.

A project team meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted on Wednesday, September 1, 2004, at the Kentucky Transportation Cabinet (KYTC) Department of Highways District 4 Office in Elizabethtown, Kentucky. The purpose of the meeting was to review the corridors and options being studied, the purpose, goals and objectives of the proposed project, project issues, a summary of the questionnaire results from the second round of local officials, local agencies, and public meetings, and to make preliminary recommendations for proposed improvements. An additional public involvement meeting is scheduled for September 23, 2004 at Springfield. Any comments generated by this meeting will be considered in the final recommendation of alternatives. Participants at the meeting included representatives from KYTC District 4, KYTC District 8, KYTC Division of Planning, Lincoln Trail Area Development District, the consultant staffs from T.H.E. Engineers, and WMB, Inc. Attendees for the meeting were as follows:

Gary Raymer	KYTC D-4 Chief District Engineer
Jim Wilson	KYTC – Central Office Planning
Ted Noe	KYTC – Central Office Planning
Patty Dunaway	KYTC D-4 Planning
E.L. Lewis	KYTC D-4 Traffic
Gary Valentine	KYTC D-4 Design
Jude Filiatreau	KYTC D-4 Maintenance
John Moor	KYTC D-4 Maintenance
David Matthews	KYTC D-4 Traffic
Tom Clouse	KYTC D-8 Planning
Jack Qualls	Lincoln Trail ADD
Marty Marchaterre	T.H.E. Engineers
Daniel Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.

A summary of the comments and discussion items for this meeting are outlined below.

### **Introduction and Project History**

The project team received an update on the project's history and description of events that have taken place since the second project team meeting. This included information on the meetings with local officials and local agencies,

which were held in each of the five communities in order to provide an opportunity for more participation. These meetings grouped the local officials and resource agencies from each of the respective counties. Locations for these meetings were:

Court House Annex Meeting Room in Columbia	February 27, 2004
District Court Room in Campbellsville	February 27, 2004
District Court Room in Greensburg	March 5, 2004
2 <sup>nd</sup> Floor Court Room in Lebanon	March 9, 2004
Agriculture Extension Office in Springfield	March 9, 2004

These meeting were followed by the second round of public meetings, which were held in the communities along the existing corridor, and in Greensburg. Locations for these meetings were:

Green County Middle School	April 26, 2004
Center Square in Lebanon	April 29, 2004
Campbellsville University Little Auditorium	May 6, 2004
Washington County Extension Office in Springfield	May 10, 2004
William R. Davenport Family Life Center in Columbia	May 11, 2004

Additionally, there was a stakeholders meeting held at City Hall in Lebanon on August 11, 2004. It was noted that a second stakeholders meeting is scheduled for September 23, 2004 in Springfield.

The consultant displayed an exhibit showing the Draft Project Goals.

### **Questionnaire Results**

The next item discussed was the questionnaire results received to date from all the second round meetings. The following results were noted:

In questions two & three, 80% said the Heartland Parkway is needed, and 79% said the Heartland Parkway is needed and would be helpful to the region.

In question four, 79% of all responses said the Heartland Parkway should be constructed along the existing route.

In question five, 74% indicated they prefer a four-lane highway with limited entrances.

The results of the priority by segment question closely resemble the recommendations presented by WMB, as a result of the public responses and other engineering factors.

After the overview of questionnaire responses, the project team discussed funding for the Columbia and Lebanon Bypasses. There was some concern surrounding these two projects being able to convert the bypasses to federal funding unless appropriate environmental documents have been approved; and, the question of logical termini as required by FHWA.

A review of historic funding through the corridor indicate the funding level was approximately \$20M per year.

Additionally, it was noted that the Lebanon Bypass includes only enough right of way for two-lane construction; however, after the construction of the two-lane bypass, and the commencement of development, it will be difficult to go back and purchase the additional right of way needed for two more lanes.

### **Special Considerations**

The project team was updated regarding geotechnical issues, indicating that nothing new has developed since the previous project team meeting. Some of these geotechnical items include the following:

- Both corridors must cross area geological faults.
- Acidic shale will require special design and construction consideration.

An update was provided by T.H.E. Engineers on the environmental overview. He indicated that a draft environmental overview had been submitted to the Division of Planning for consideration.

Environmental justice considerations were discussed, specifically mentioning the community of Frogtown, which will not be affected by any of the corridors being studied.

### **Discussion of Alternatives**

Three alternatives were presented to the project team.

1. Alternate 1 is a new four-lane fully controlled access corridor from the Louie B. Nunn Cumberland Parkway to the Martha Layne Collins Blue Grass Parkway and lying approximately two miles west of the communities of Columbia, Campbellsville, Lebanon, and Springfield.
2. Alternate 2 is a four-lane partially controlled access facility running along the existing KY 55 route with bypasses at the communities.
3. Alternate 3 is a two-lane partially controlled access facility running along the existing KY 55 route with bypasses at the communities. Alternate 3 includes passing bays at approximately three-mile intervals. Estimates for

Alternate 3 leave the access control by permit for approximately one mile of KY 55 south of Lebanon and for approximately 6.5 miles at the north end of the corridor along KY 555, and an 11.8 mile section of KY 55 from the Columbia Bypass in Adair County to the intersection of KY 1701 in Taylor County.

#### 4. No Build Alternate

The project team identified the following as important considerations in recommending an alternate.

1. Meet the project goals as determined from the study and public input.
2. Public Support
3. Cost to Construct
4. Traffic Volumes

The no build alternate was evaluated by the project team and a conclusion was reached that without some corridor improvements, the project goals that relate to congestion and regional mobility could not be met for the following reasons:

1. The existing routes through the communities are congested and cause considerable delays.
2. Trucks traveling on the existing roadways between the communities cause increased travel times. As the number of trucks and traffic volumes increase, these delays will continue to increase.

Alternate 1 was discussed and eliminated from further consideration for the following reasons:

1. It does not have significant support (13%).
2. It has the greatest potential for community impact by creating an all new roadway corridor. The corridor would have access from one side to the other at crossroads only. Therefore the potential to separate farms and neighborhoods is high.
3. It requires the greatest amount of new right of way.
4. A totally new roadway would be created which would leave the state with two systems to maintain (existing KY 55 and the new route).
5. It has the greatest cost.

Alternates two and three were discussed together. Items common to the two alternates that were recognized by the project team as being beneficial to the project were:

1. Bypasses around Columbia, Campbellsville, and Lebanon.
2. Using existing KY 55-KY 555 between the communities.
3. Communities and rural areas have direct access to the route.

The major difference between Alternate 2 and Alternate 3 is that Alternate 2 is a four-lane facility while Alternate 3 is a two-lane facility.

The project team discussed how this difference affected the ability of each alternate meeting the project goals.

1. Alternate 3 has the least cost and the least overall impact due to right of way and construction.
2. Alternate 2 has the greatest public support (74%). It also provides better regional mobility because the four-lane facility allows passing throughout its length and has greater capacity.
3. The traffic volumes warrant a four-lane facility for year 2030.

Based on these considerations the project team concluded that for the long term traffic mobility and in keeping with public support Alternate 2 best addresses the project goals.

A discussion was held concerning the cost of completing Alternate 2 and how Alternate 2 might affect ongoing projects along the KY 55 corridor.

Based on historic cost of projects in the Six-Year Road Plan along the corridor this process would take 18 to 20 years to complete Alternate 2. Under this approach more critical sections of the route would be completed first, working through the sections by priority until the entire project is completed. Since this process is expected to take approximately twenty years to complete, the project team recommended that a spot improvement/safety improvements program for sections of the route that would not be improved until several years in the future. These improvements such as additional passing lanes, pavement rehabilitation, and shoulder improvements could be completed within the existing right of way and would not require major construction that would be replaced when the four-lane section is constructed.

There are three projects that are currently in the six-year plan: KY 61 with new interchange with the Louie B. Nunn Cumberland Parkway, Columbia Bypass, and the Lebanon Bypass that could become a part of Alternate 2.

KY 61 from the Louie B. Nunn Cumberland Parkway to the Columbia Bypass is currently in the Right of Way Phase. It is designed as a five-lane section with flush median and access control by permit. Including KY 61 as proposed would result in a different typical and access control for the south two miles of the corridor.

The Columbia Bypass is in the Right of Way Phase. It is designed as a two-lane initial on four-lane right of way with partial access control. The portion of the bypass from KY 61 to KY 55 on the north side of Columbia could be included in the proposed Heartland Parkway corridor. Two items were noted that could be

adjusted on the Columbia Bypass that would make it fit the Heartland Parkway better. As designed, the Columbia Bypass T's into KY 55 north of Columbia. For the parkway, traffic flow would be better if the parkway were the through route around Columbia. It was also noted that the location of the proposed connection of the bypass and KY 55 north of Columbia would serve the parkway route better if it were located approximately 0.5 miles further north of Columbia.

The Lebanon Bypass is currently in the Design Phase. It is being designed as two-lane on two-lane right of way. If the Lebanon Bypass is to be included in the four-lane Heartland Parkway, the bypass would need to be revised to provide four-lane right of way. Both the south connection and the north connection of the Lebanon Bypass "T" into KY 55. Consideration should be given to the Heartland Parkway being the primary route with the route through Lebanon connecting to the parkway. The location of the south connection of the Lebanon Bypass is in an area along KY 55 that has access control by permit. If this location is maintained, there will be the need to change access control from permit controlled to partially controlled on KY 55 for approximately one mile south of the bypass connection. This would provide consistent access control throughout the route.

The project team recommended the following priority for construction:

- Priority 1 – Segment 1 – KY 61 from the Louie B. Nunn Cumberland Parkway to the Columbia Bypass.
- Priority 2 – Segment 2 – Columbia Bypass
- Priority 3 – Segment 6 – Lebanon Bypass
- Priority 4 – Segment 4 – Campbellsville Bypass
- Priority 5 – Segment 3 – KY 55 from Columbia to Campbellsville
- Priority 6 – Segment 7 – KY 55 from Lebanon to Springfield
- Priority 7 – Segment 5 – US 68 from Campbellsville to Lebanon
- Priority 8 – Segment 8 – KY 555 from Springfield to the Martha Layne Collins Blue Grass Parkway

With no further comments, the meeting concluded at approximately 11:30 am.

**Stakeholders Second Meeting Minutes**  
Heartland Parkway Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Item No. 4-132.00  
September 23, 2004  
5:30 p.m. EDT  
Washington County Courthouse  
First Floor Court Room

A local stakeholders meeting for the Alternatives Study for Heartland Parkway (Item No. 4-132.00) was conducted at 5:30 p.m. (EDT) on Thursday, September 23, 2004, at the Washington County Courthouse in Springfield, Kentucky. The purpose of the meeting was to discuss the draft purpose, goals, and objectives of the proposed project, project issues, to review the options developed by the consultant, and to solicit input from those in attendance. Those in attendance included:

Mike Harmon	State Representative
Gary Raymer	KYTC D-4 Chief District Engineer
Patty Dunaway	KYTC D-4 Planning
Becky Judson	KYTC D-4 Public Information Officer
Jim Wilson	KYTC Division of Planning
Ted Noe	KYTC Division of Planning
Jack Qualls	Lincoln Trail ADD
Marty Marchaterre	T.H.E. Engineers
Daniel R. Byers	WMB Consulting Engineers, Inc.
Phil Lambert	WMB Consulting Engineers, Inc.

- State Representative Mike Harmon welcomed everyone, thanked them for attending, and introduced Ted Noe for opening remarks. Noe then introduced attending KYTC staff and consultant personnel.
- Phil Lambert of WMB Consulting Engineers, Inc. gave a brief history of the project, which began with the first Project Team Meeting in May 2003. He mentioned that there have been three project team meetings and two rounds of meetings with local officials and the public.
- Lambert continued by discussing the results of all received questionnaires and noted that the majority of the responses indicated a preference for a four-lane divided highway with limited access similar to the Lincoln Parkway.
- Next, Marty Marchaterre of T.H.E. Engineers gave an environmental overview. He discussed the number of stream crossings with Option 1 having more crossings than Options 2 and 3. He also indicated that the

research of agriculture conservation districts has been completed and none of the districts would be affected by any of the proposed options. In addition, Marchaterre said they have reviewed the area for impacts on threatened and/or endangered species.

- Marchaterre continued by stating that extensive research related to economic impacts on the region has also been completed.
- Additionally, environmental justice issues have been studied, with no low-income or minority communities being displaced by any of the studied options.
- Dan Byers of WMB Consulting Engineers, Inc. then led the attendees through each of the three options. He indicated that the options were created in an effort to improve the transportation corridor between the Louie B. Nunn Cumberland Parkway and the Martha Layne Collins Blue Grass Parkway. He continued by mentioning that through the public involvement process, regional goals have been modified. However, prior to developing alternative corridors, the preservation and identification of environmental resources were discussed and researched. At that point, roadway options were developed that would improve transportation, preserve environmental resources, and meet the project goals.
- Three options were defined: (1) Option 1 is a four-lane divided highway with access provided only at interchanges; however, this option may create access issues because of splits in farmland. (2) Option 2 is a four-lane divided highway similar to the Lincoln Parkway with access being provided every 1200 feet. (3) Option 3 would be a two-lane highway with the addition of passing lanes; Option 3 would require minimal improvements.
- During the discussion of Option 1, it was noted that a new highway of this type would have to be built a minimum of two miles from the communities, and it would need to be completed from beginning to end in order for the communities to receive any transportation benefits. Option 2, which includes four-lane bypasses around the communities of Columbia, Campbellsville, and Lebanon, could be built incrementally, and as each section is completed, immediate use of that facility would be available. Lastly, Option 3 would only include two lane bypasses for the communities of Columbia, Campbellsville, and Lebanon.
- The cost for each option was discussed, as was the current budget issue. It was mentioned that a primary question has arisen during the planning study: Which option best meets the goals of the project, and how will it be funded? A review of historic funding of highway projects in the existing corridor is about \$20M per year. At that rate, Option 2 - preferred by most

who have responded to the questionnaire - would take approximately 18-20 years to complete.

- After the presentation by the project consultants, all attendees were invited to review the exhibits and ask questions. The exhibits included:
  1. Environmental Footprint with Alternatives shown
  2. Draft Project Goals
  3. Typical Sections for each option.
  
- Representative Harmon again thanked everyone who attended and encouraged everyone to comment on the project. He also reiterated the current budgetary concerns.
  
- Ted Noe concluded by adding some closing remarks and mentioned that additional handouts were available if anyone wanted to take extra copies for friends and neighbors who were unable to attend tonight's meeting.

There were 16 attendees, including staff members, consultant personnel, and Rep. Harmon.

With no further discussion, the meeting adjourned at 6:15 p.m. EDT.