

Appendix E

Meeting Minutes

Minutes

Scoping Study – Initial Team Meeting

Russell & Adair Counties, Item No. 08-8302.00

KY 76 – from US 127 to KY 206

Meeting Location: KYTC – District 8 Office Conference Room (Basement)

Meeting Date: March 16, 2007

1. INTRODUCTION AND PURPOSE

The meeting began at approximately 10:00 a.m. local time.

Those present were:

Jeff Dick	KYTC – District 8 Maintenance
Brad Redmon	KYTC – District 8 Russell Co. Maintenance
Junior Brown	KYTC – District 8 Adair Co. Maintenance
Cathi Blair	KYTC – District 8 Environmental Coordinator
David Beattie	KTYC – District 8 Preconstruction Branch Manager
Tom Clouse	KYTC – District 8 Planning Branch Manager
Lewis (Tee) Phelps	KYTC – District 8 Executive Director
Randall Thomas	KYTC – Division of Environmental Analysis
Jimmy Wilson	KYTC – Division of Planning
Boday Borres	KYTC – Division of Planning

The following Handouts were distributed:

- Agenda
- General Information and Project Location
- Year 2007 and Year 2030 Traffic & Level of Service
- High Crash Spot & Segment
- Aerial View

The project was described as a scoping study for KY 76 from the intersection of US 127 to the intersection of KY 206 in Russell and Adair Counties. This planning phase was scheduled in the Kentucky Six-Year Highway Plan (FY 2007-2012). No other phases are currently scheduled.

Senator Vernie MaGaha and Representative Jeff Hoover have been in correspondence with the district office regarding the scoping study. Sen. MaGaha sent an e-mail describing his and his constituents' issues with KY 76. See attached e-mail.

2. PROJECT GOALS AND OBJECTIVES

a) General project area

- Defined as the corridor of KY 76 from US 127 to KY 206

b) Prior Reports - None

c) Roadway conditions

i) Traffic Data and Level of Service

- The two-lane facility with wider lanes and shoulders is expected to be adequate to handle future traffic volumes. Current (2007) traffic volumes range from 1260-1600 vehicles per day and are projected to be 2400-3100 vehicles per day by 2030. The level of service (LOS)

for both current (2007) and projected 2030 traffic volumes on the existing roadway are rated with an “A”.

ii) Crash Data

- Spot at KY 76 near Edgar Jesse Rd. is a high crash location
- Possible high crash segment from county line to KY 206

iii) Existing Geometry

- Narrow road with curves and grades. (9 foot lanes with 3 foot shoulders)
**As per e-mails from the D8 Maintenance Engineer following this meeting, due to the most current repaving of KY 76 in Russell Co., the pavement width is between 21'-6" and 22'-0" including the pavement wedge.*
- Russell County has flat terrain and Adair County has more rolling terrain.

iv) Other

- Resurfacing of 1.4 miles was done last year in Russell County from the county line to the intersection of US 127.
- The rest of this route will be resurfaced this year.
- Cut bank down at a high crash location near Freeman Coomer Road.
- Amish community is 15 miles northeast of route, but there is no evidence they use this route.
- New development is projected on this route, such as subdivisions.
- Houses were estimated 200' away from the road, but a later field review indicated some less than the 200' stated.
- The district will do a classification count to determine truck usage on KY 76.

d) Problems with existing roadway

- KY 76 has narrow driving lanes and shoulders that do not meet current standards.
- **No striping on edge of road because transportation policy only allows roads with 20' width to have white striping and KY 76 is 18' wide.*
- It was noted that there is an increased truck usage for agricultural and logging purposes along this route. The logging trucks may be going to Tarter located on US 127 north.
- Crashes are believed to be occurring at the KY 76/US 127 intersection because vehicles are coming around the curve and hitting an immediate down grade just as they have to come to a stop at US 127.
- There is also a 90 degree curve in the road near mile point 12.4 in Russell County.
- It was stated that there have been several crashes occurring at the Adair/Russell county line due to the curves and grades of the narrow passage.
- There are several consecutive curves as the driver approaches the KY 206 intersection.
- There are no continuous lighting fixtures for night time driving on this roadway and it has some deep drop-offs from the current shoulders.

i) Environmental Footprint – Cathi Blair will prepare an environmental footprint covering approximately 1000 feet on each side of KY 76.

ii) Environmental Justice – Will ask the Lake Cumberland ADD to develop the EJ.

iii) ITS – No ITS issues.

iv) Bikes/Pedestrians – Not an issue on this route since Bull Run, near Campbellsville is used by cyclists.

v) Access Management – Rural area, therefore no significant access management issues.

vi) Freight Issues – None

e) Logical Termini

US 127 and KY 206

f) Benefits of proposed project

- Citizens who drive the road regularly know about the challenges the road presents, but people just passing through have difficulty with the current roadway alignment.
- Decrease crashes and increase safety for all travelers who use this road.

g) Project Goals and Objectives

The previously developed goals and their ranking were agreed upon:

1. Improve safety by:
 - a) Correcting horizontal and vertical deficiencies,
 - b) Increasing lane and shoulder widths to meet current guidelines,
 - c) Providing improved safety measures such as a flashing beacon, signage and guardrail where needed in certain locations.
2. Improve connectivity between US 127 and KY 206. KY 76 is a rural minor collector to the Green River Lake area, US 68 and KY 55.

h) Other Issues

- More commercial and tourist (hauling boats) traffic along this route is expected since Lake Cumberland usage may be reduced this summer and this road provides connectivity to Green River Lake.
- This route is a cut through for traffic to get from Russellville to Campbellsville.
- Future funding for design and construction is not scheduled at this time.

i) Spots, Segments to Address

- The county line spot needs to be looked at in more detail since crash data did not indicate a problem at this location.
- The intersection of KY 76/US 127 also needs to be addressed since there was not any crash data for this point. A crash check with the US 127 corridor at this location will be looked at for possible crash information being on this route instead of KY 76. The signage needs to be checked to make sure that it is adequate and flashing beacons may be considered.
- There is a turning radius problem for trucks at the intersection of KY 76 and KY 206.

3. POSSIBLE DESIGN CRITERIA

- Design parameters for estimating costs with a 55 mph design speed, 12 foot lanes and 8 foot shoulders.
- Also estimate costs for a 55 mph design speed, 11 foot lanes and 3 foot shoulders.
- Spot improvements at noted locations.

4. AGENCY COORDINATION NEEDS

- Need to mail to agency groups for input.

5. PUBLIC INVOLVEMENT NEEDS

- Will have a local officials meeting and hopefully meet with Sen. MaGaha and/or Rep. Hoover at that time or in a separate meeting.
- Not planning on having a Public meeting since there are no future funds available at this time.

6. DOCUMENTATION/ REPORTS

- This will be a programming study to assist local leaders in determining future needs for funding along this corridor.
- Will produce a final report to document this study. Projected to be finalized before the next legislative session.

Clouse, Tom (KYTC-D08)

From: McGaha, Vernie (State Sen.) (LRC) [vern.mcgha@lrc.ky.gov]
Sent: Thursday, August 10, 2006 4:09 PM
To: Clouse, Tom (KYTC-D08)
Subject: RE: Russell Adair County Item No. 8-8302.00 Scoping Study for Safety Improvements to KY 76 from US 127 to KY 206

Tom:

Regarding project No. 8-8302.00, this is a heavily used road as a connector between Russell and Adair counties. The road is narrow. What I would like to know is the cost of adding width to the road-if that is possible or feasible to enhance the safety.

There are many trucks that travel the road. I have asked for white shoulder stripes to be painted but was informed it was too narrow for those.

Let me know if I can provide you with other info or if you have more questions.

Vernie

From: Clouse, Tom (KYTC-D08) [mailto:Tom.Clouse@ky.gov]
Sent: Tuesday, August 01, 2006 3:03 PM
To: Hoover, Jeff (State Rep.) (LRC); McGaha, Vernie (State Sen.) (LRC)
Cc: Clouse, Tom (KYTC-D08)
Subject: Russell Adair County Item No. 8-8302.00 Scoping Study for Safety Improvements to KY 76 from US 127 to KY 206

Mr.'s Hoover and McGaha,
My name is Tom Clouse, and I am the Branch Manager for Planning in the District 8 Highway office. I am trying to find out some background information on the above referenced project. Do either of you have any information that you care to share with me on the intended scope of this study? In order to make the most out of the money that was committed to the project, it would certainly be helpful to know the intent of the project as written in the Six Year Plan. Since the start date is FY 2007, we will need to begin working on this project soon. Any guidance either of you may have is appreciated. You can reach me by email at tom.clouse@ky.gov, or give me a call at 606-677-4017.

Thanks,

Tom Clouse, P.E.

3/15/2007

AGENDA
INITIAL PROJECT TEAM MEETING
SCOPING STUDY FOR SAFETY IMPROVEMENTS

KY 76
FROM THE INTERSECTION OF US 127 TO THE INTERSECTION OF KY 206
RUSSELL & ADAIR COUNTIES

Meeting Location: KYTC – District 8 Conference Room
US 27, P.O. Box 780
Somerset, KY 42501

Meeting Date: March 16, 2007, Friday

Meeting Time: 10:00 A.M. – 12:00 P.M. (noon)

- 1) Introduction and Purpose
- 2) Project Goals and Objectives
 - a) Project area
 - b) Prior reports
 - c) Roadway Conditions
 - i) Traffic data
 - ii) Crash data
 - iii) Existing geometry
 - iv) Other
 - d) Identify additional information needed to document problems
 - i) Environmental Footprint
 - ii) Environmental Justice
 - iii) ITS
 - iv) Bikes/Peds
 - v) Access Management
 - vi) Freight Issues
 - vii) Other
 - e) Identify logical termini
 - f) Benefits of proposed project
 - g) Develop project goals and objectives
- 3) Probable Design Criteria
 - a) Functional class
 - b) ADT/DHV
 - c) Design speed
 - d) Typical section
 - e) Other criteria
- 4) Agency Coordination Needs
- 5) Public Involvement Needs
- 6) Documentation/Reports
 - a) Information to include/not include in report
 - b) Level of detail
 - c) Distribution
- 7) Q & A



SCOPING STUDY
Russell and Adair Counties
KY 76
From US 127 to KY 206
Item No. 8-8302.00

STUDY PURPOSE

The purpose of this Scoping Study is to evaluate the need for improvements to KY 76 between US 127 and KY 206 in Russell and Adair Counties

DRAFT PROJECT GOALS

- Improve Safety

Opportunities exist to improve safety. Vehicles and trucks using this two-lane 18 foot wide route face the increased likelihood of running off the road when on-coming vehicles approach. Crash data calculations show a Critical Rate Factor (CRF) = 0.935 for the segment starting at the Russell/Adair County line to the intersection of KY 206, approaching the threshold (CRF > 1.0) of which crashes may not be occurring randomly. Within that segment, there is a crash spot at MP 1.0-1.1 with the CRF = 1.15. At this spot, two (2) of the three (3) crashes have been described as vehicles running off the road.

ISSUES

KY 76 is a Rural Minor Collector. The existing route is a narrow two-lane roadway with curves and grades that do not meet current guidelines or provide adequate sight distances for on-coming vehicles. This route is used as a "cut thru" for traffic going to the areas of Green River Lake and Campbellsville or Columbia.

PROJECT SCHEDULE

Only the Planning phase is approved for funding at this time. Funding for other project phases will be considered during future legislative sessions.

CONTACTS

Address written comments to:

Mr. Daryl J. Greer, P.E.
Director, Division of Planning
200 Mero Street, 5th Floor
Station: W5-05-01
Kentucky Transportation Cabinet
Frankfort, KY 40622

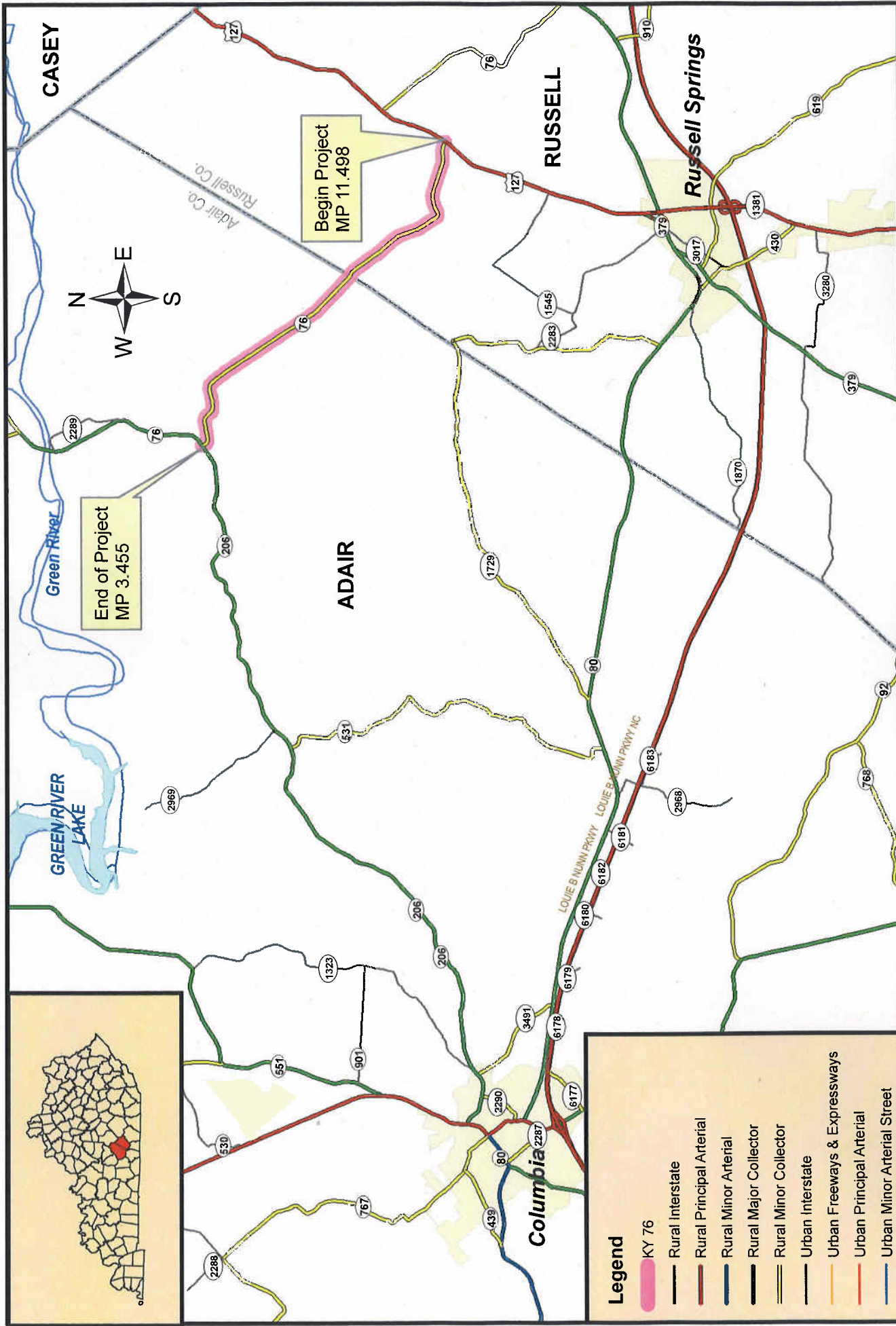
Or you may contact by phone or e-mail:

Mrs. Boday Borres, P.E.
Project Manager, Division of Planning
Kentucky Transportation Cabinet
(502) 564-7183
Boday.borres@ky.gov

General Information

Counties:	Russell and Adair		
Route:	KY 76	Beg MP:	11.498
		End MP:	3.455
Item No:	8-8302.00	Length:	6.092 miles
Description:	Scoping study for KY 76 intersection of US 127 to intersection of KY 206.		

Area Development District (ADD):	Lake Cumberland Area Development District (LCADD)
Average Right of Way:	Russell - 40 Feet
	Adair - 60 Feet
Lane Width:	9 Feet
Shoulder Width:	Varies 3-4 Feet
Speed Limits:	55 mph
Traffic Volumes:	Varies from 1260-1600 ADT (2007)
% Trucks:	6.70%
Bike Route:	No
Coal Haul Route:	No
Defense Highway Network:	No
District:	8
Extended Weight:	No
Functional Classification:	Rural Minor Collector
National Truck Network:	No
National Highway System (NHS):	No
Number of Bridges:	0
Pavement type:	Mixed Bituminous
Scenic Byway:	No
State System:	Rural Secondary
Truck Weight Class:	A (40,000 lb. Gross Load Limit)
Type Road:	Undivided Highway
Type of Terrain:	Rolling



PROJECT LOCATION
KY 76
Russell & Adair Counties
ITEM NO. 8-8302.00

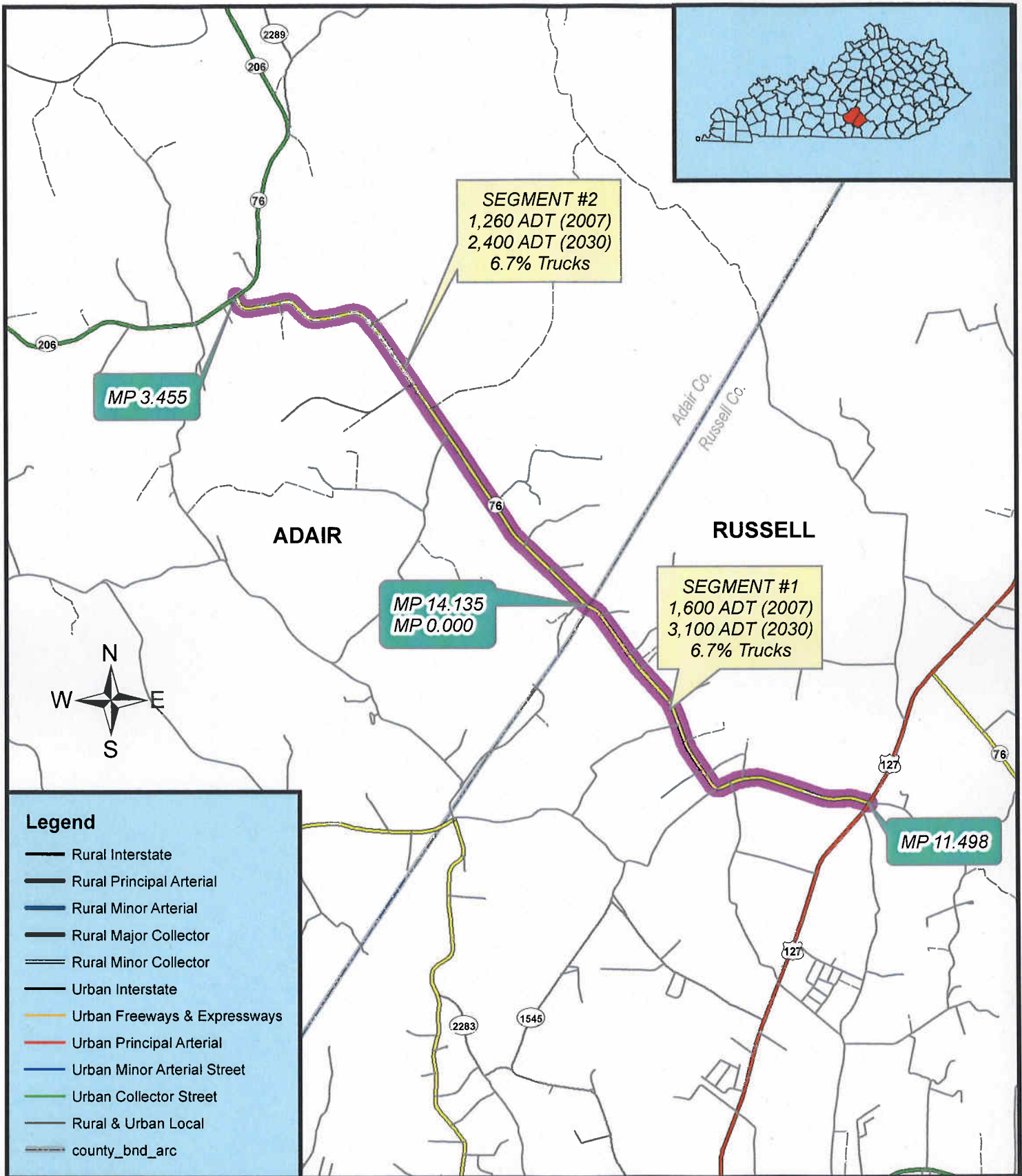


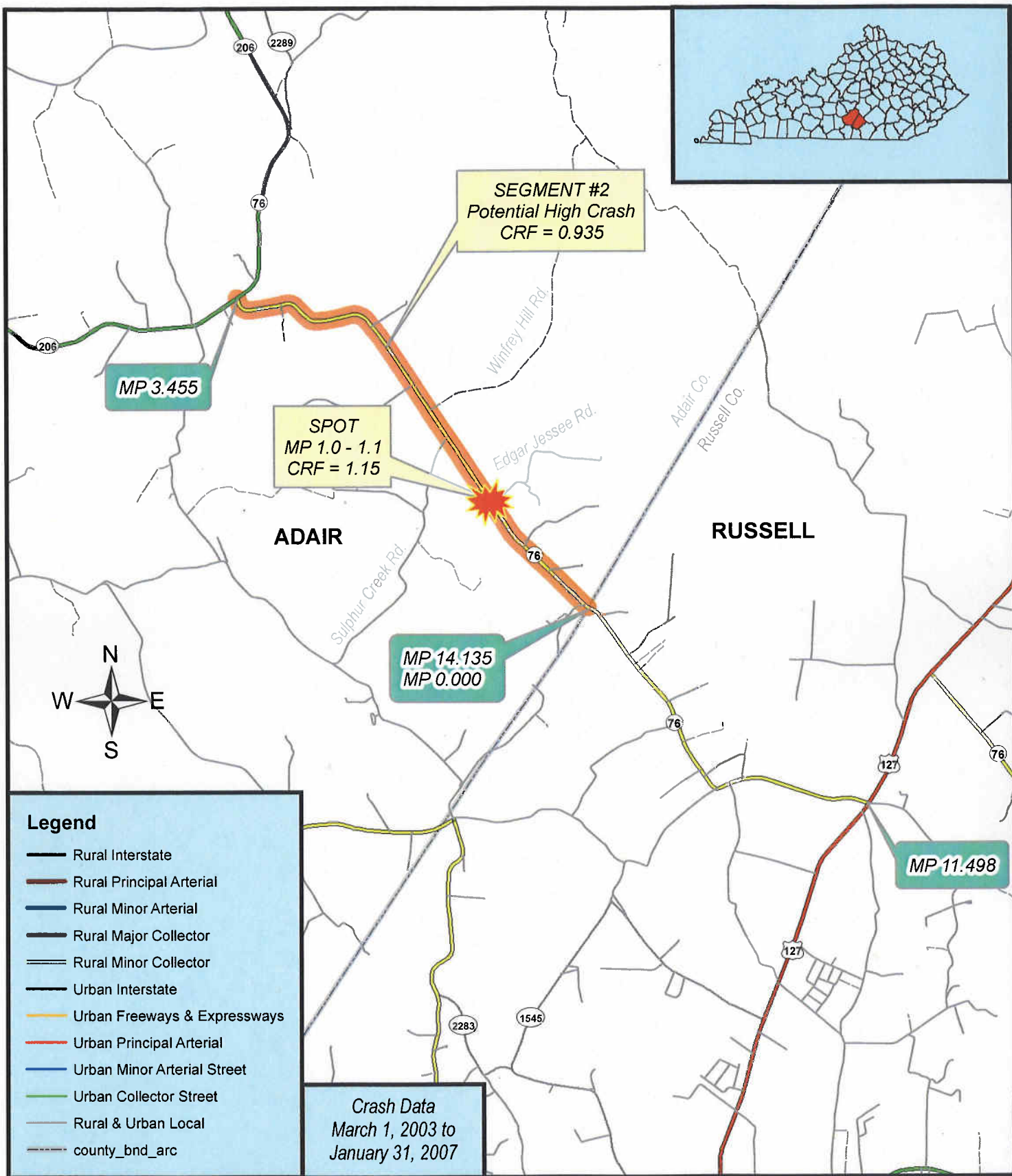
Miles
 0 0.5 1 2 3 4

Last map revision: FEBRUARY 2007
 Road centerlines collected using GPS technology
 Kentucky State Plane Coordinate System (NAD83)
www.transportation.ky.gov/planning/

Legend

- KY 76
- Rural Interstate
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Urban Interstate
- Urban Freeways & Expressways
- Urban Principal Arterial
- Urban Minor Arterial Street
- Urban Collector Street
- Rural & Urban Local
- City Boundary Polygons
- Rivers
- county_bnd_arc





High Crash



Spot



Potential Segment

0 0.2 0.4 0.8 1.2 Miles

Last map revision: FEBRUARY 2007
Road centerlines collected using GPS technology
Kentucky State Plane Coordinate System (NAD83)
www.transportation.ky.gov/planning/



High Crash Spot & Segment

KY 76
Russell & Adair Counties
ITEM NO. 8-8302.00

Final Minutes

Programming Study – Local Officials Meeting
Russell & Adair Counties, Item No. 08-8302.00
KY 76 – from US 127 to KY 206

Meeting Location: Lake Cumberland ADD – Conference Room

Meeting Date: May 7, 2007

1. INTRODUCTION AND PURPOSE

The meeting began at approximately 9:00 a.m. local time.

Those present were:

Hon. Vernie McGaha	Kentucky Senator – District 15
Hon. Ann Melton	Adair County Judge Executive
Roger Stephens	Adair County Magistrate – District 1
Jimmy McQueary	Russell County Magistrate – District 4
Dennis Loy	Adair County Circuit Clerk/Fire Department
Terry Akin	Adair County Ambulance Service - EMT
Justin Bailey	Adair County 911 Center – Assistant Coordinator
Mark Coots	Russell County Ambulance Service - Director
Robert Leach	Russell County Board of Education – Transportation Director
Donna Diaz	LCADD – Executive Director
Neal Cundiff	LCADD – Planning Director
Larry Wilson	LCADD – Planning
David Rowland	LCADD – Highway Safety Coordinator
Clarissa Hart	LCADD
Tom Clouse	KYTC – District 8 Planning Branch Manager
Jimmy Wilson	KYTC – Division of Planning Team Leader
Boday Borres	KYTC – Division of Planning Project Manager

The following Handouts were distributed:

- Agenda
- General Information and Project Location
- Year 2007 and Year 2030 Traffic & Level of Service
- High Crash Spot & Segment
- Aerial View

This project was included in the Enacted Six-Year Highway Plan FY 2007-2012, and is described as follows:

<u>Item No.</u>	<u>Route</u>	<u>Length</u>	<u>Description</u>
8-8302.00	KY 76	6.000	Scoping Study for Safety Improvements to KY 76 From US-127 to KY-206.
.			

The planning phase was the only phase of this project scheduled at this time.

2. PROJECT GOALS AND OBJECTIVES

a) General project area

- Defined as the KY 76 corridor from US 127 to KY 206

b) Roadway conditions

i) Traffic Data and Level of Service

- The two-lane facility with wider lanes and shoulders is expected to be adequate to handle future traffic volumes. Current (2007) traffic volumes range from 1260-1600 vehicles per day and are projected to be 2400-3100 vehicles per day by 2030. The levels of service (LOS) for both current (2007) and projected 2030 traffic volumes are "A". All projected volumes have been adjusted with the growth rate of 2.4%.

ii) Crash Data

- A "Spot" at KY 76 near Edgar Jesse Rd. is a high crash location with a Critical Rate Factor (CRF) greater than 1.00 as calculated by the spot crash analysis, using a tenth of a mile spots.
- A possible high crash segment from the county line to KY 206 is identified by having a CRF of 0.935, therefore has the potential of crashes not occurring randomly.

iii) Existing Geometry

- Narrow road with curves and grades. (9 foot lanes with 3 foot shoulders)
- Russell County has flat terrain and Adair County has more rolling terrain. Although, for design purposes, all terrain in District 8 is considered "rolling".

iv) Other

- Resurfacing of 1.4 miles of KY 76 was completed last year in Adair County from the Adair-Russell County Line to the intersection of US 127.
- The rest of this route is scheduled to be resurfaced in 2007.
- A bank was cut down at a location near Freeman Coomer Road to provide better sight distance.
- An Amish community exists approximately 15 miles northeast of route, but there is no evidence they use this route.
- New developments, such as subdivisions, are projected on this route.
- Houses were estimated to be 200' away from the road, but a later field review indicated some were closer to the roadway than the stated 200'.
- The district will do a classification count to determine truck usage on KY 76.

3. COMMENTS AND SUGGESTIONS ABOUT THE PURPOSE AND PROJECT GOALS

- Senator McGaha said he sponsored this project in the Six-Year Highway Plan.
- It was noted from an Emergency Medical Service representative that KY 76 is frequently used by the ambulance service.
- It was mentioned that there was a fatal crash at the county line 10 years ago which resulted in one death. Also, there may be many other minor crashes that occur throughout this segment that go unreported.
- The Adair-Russell County Line was mentioned several times as being dangerous and was described as having steep side slopes with little or no shoulders in the area around the culvert. This provides little room to install guardrail. This segment is characterized by sharp winding horizontal curves with a corresponding vertical alignment that may pose hazards during wet or icy conditions.
- This county line area also is a concern for the school bus drivers from both Adair and Russell Counties. Both Adair and Russell county buses turn around on Joe Grider Road, which is a narrow side road.

- Many trucks and recreational vehicles were reported to be using this route as a “cut thru” to get to their destination. Specific hauling uses were: logging/sawmill, carpet materials, concrete, gravel and boats with trailers. Again, the main concern is that the road is very narrow with less than desirable shoulders, has many drop offs, and no white striping on the edges.
- It was noted that a small section from the Russell County line, MP 0.000 to MP 1.460 was not resurfaced. It was researched that this segment is scheduled for resurfacing this year.
- Many claimed that incidents have occurred at the intersection of KY 76 and US 127. Several years ago US 127 was rebuilt and lowered to its current grade. Some current problems that were brought to light:
 - The realignment of US 127 caused the connection to KY 76 to have a steeper grade, which hinders sight distance when approaching US 127. The steepened grade also makes stopping distances longer. This is especially evident in wet or icy conditions.
 - A complaint was made about the visibility of the US 127 and KY 76 intersection. The visibility of this intersection was listed as a concern as it is approached from both US 127 and KY 76. Compounding the problem are the higher speeds of vehicles on US 127, and the lack of a left turn lane along US 127. It was stated that many vehicles use the wide shoulder on US 127 to go around vehicles stopped on US 127 waiting to make a left turn onto KY 76. Other factors mentioned that may affect the intersection visibility are a nearby brick house, existing roadway geometry, and a lack of intersection lighting.
 - Lastly, Jericho Road, which intersects US 127 and is opposite from the KY 76 junction was mentioned. It was told that a lady who lives on Jericho Road will avoid the intersection at US 127, and instead will make a longer detour around, because she believes the US 127/KY 76 intersection to be unsafe.
- Issues were raised about the intersection of KY 76 and KY 206. Trucks encroach on the other lane to make the turn.
- Questions were brought up asking about existing right-of-way widths along the corridor.

4. OPEN DISCUSSION FOR POSSIBLE SOLUTIONS

Improvements and possible solutions were discussed. Spot improvements, as immediate low cost fixes, were suggested as a realistic goal for this project. Furthermore, suggested comparisons for the cost of widening and/or for total reconstruction were recommended for the purpose of studying the needs of how to attain future funds through the legislative process.

Potential Spot Improvements

The following suggestions for safety improvements were brought up at the meeting:

- Additional signing on US 127 and KY 76
- Lighting at KY 76/ US 127 intersection
- Rumble strips to warn drivers they are approaching US 127 intersection
- Install flashing beacon and/or other signs that warn drivers on KY 76 that the intersection with US 127 is imminent
- Left turn lane on US 127 to enter KY 76
- Additional rumble strips on shoulder of US 127 to discourage passing on right on shoulder
- Guard rail were possible along KY 76 route
- Attach guard rail to the parapets on the culvert
- Cut berms down to give better sight distance

Widening and Reconstruction

- Minor widening (11' driving lanes with 3' to 6' shoulders) with the possible realignment of the worst curves and grade, and adding guardrail where needed
- Reconstruction to current design standards (12' lanes with 8' shoulders, see chart below from KYTC Highway Design Manual) – may have new alignment at some places – This option will also be used as a basis for cost comparison
- The minor widening option was seen as an acceptable solution by this group

EXHIBIT 700-02							
COMMON GEOMETRIC PRACTICES RURAL COLLECTOR ROADS							
		TRAFFIC VOLUME					
	TERRIAN	UNDER 400 A.D.T.	400-2000 A.D.T.		OVER 2000 A.D.T.		
MINIMUM DESIGN SPEED (M.P.H.) ⑦	LEVEL	40	50		60		
	ROLLING	30	40		50		
	MOUNTAIN	20	30		40		
PAVEMENT WIDTH (FEET) ① ⑧	DESIGN SPEED	UNDER 400 A.D.T.	400-1500 A.D.T.	1500-2000 A.D.T.	OVER 2000 A.D.T.		
	20 MPH	20 ⑨	20	22	24		
	25 MPH						
	30 MPH		22				
	35 MPH						
	40 MPH	20					
	45 MPH						
	50 MPH	22		24			
	55 MPH						
60 MPH							
MINIMUM GRADED SHOULDER WIDTH (FEET) ⑥	ALL SPEEDS	2	5 ⑩	6	8		

AGENDA
LOCAL OFFICIALS MEETING
SCOPING STUDY FOR SAFETY IMPROVEMENTS

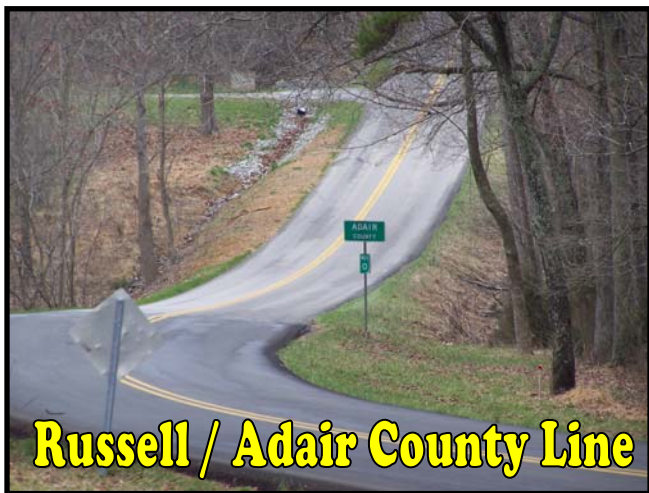
KY 76
FROM THE INTERSECTION OF US 127 TO THE INTERSECTION OF KY 206
RUSSELL & ADAIR COUNTIES

Meeting Location: Lake Cumberland ADD Conference Room
P.O. Box 1570
Russell Springs, KY 42642

Meeting Date: May 7, 2007, Monday

Meeting Time: 9:00 A.M. – 11:00 A.M. (CT)

- 1) Introduction and Purpose
- 2) Project Goals and Objectives
 - a) Project area
 - b) Roadway Conditions
 - i) Traffic data
 - ii) Crash data
 - iii) Existing geometry
 - iv) Other
- 3) Comments & Suggestions about the Purpose and Project Goals
- 4) Open Discussion for Possible Solutions



Final Minutes

Programming Study – 2nd Local Officials Meeting

Russell & Adair Counties, Item No. 08-8302.00

KY 76 – from US 127 to KY 206

Meeting Location: Lake Cumberland ADD – Conference Room

Meeting Date: October 29, 2007

1. Welcome and Introduction

Boday Borres began the meeting by welcoming the participants and asking the project team members to introduce themselves.

The meeting began at approximately 10:00 a.m. Central Time.

Those present were:

Hon. Vernie McGaha	Kentucky Senator – District 15
Hon. Ann Melton	Adair County Judge Executive
Hon. Mickey Gainer	Russell County Judge Executive
Gary D. Robertson	Russell County Magistrate
Larry Wilson	LCADD – Planning
Tom Clouse	KYTC – District 8 Planning Branch Manager
Jeff Dick	KYTC – District 8 Maintenance Engineer
Brad Redmon	KYTC – District 8 Russell Co. Maintenance
Junior Brown	KYTC – District 8 Adair Co. Maintenance
Jimmy Wilson	KYTC – Division of Planning Team Leader
Boday Borres	KYTC – Division of Planning Project Manager

The following Handouts were distributed:

- Agenda
- Aerial View of Corridor with Alternates/Spot Improvements

2. Purpose

Ms. Borres briefly outlined the purpose of the meeting: to review the possible alternates along with spot improvements, consider cost estimates, gather input from the members, make suggestions for prioritization and develop a recommendation.

3. Review of Alternatives

Descriptions of the proposed alternates were presented by Ms. Borres and Mr. Clouse. Alternate No. 2 was described as widening the existing alignment to a template consisting of 11' driving lanes with 4' shoulders, in addition to reconstructing the identified spot locations described below. Alternate No. 3 was described as constructing a "super 2" template consisting of 12' driving lanes with 8' shoulders. Alternate No. 3 consists of a complete reworking of the roadway, making both horizontal and vertical alignment improvements along with the widening. The project costs associated with both alternates 2 and 3 include all costs associated with the spot improvements listed below. The spot improvements were described as follows:

- Spot Improvement No. 1 ~ Improve the horizontal alignment and widen KY 76 at location number 1 and improve the intersection alignment and layout of KY 76 and KY 206 thereby providing for improved operation for large trucks.
- Spot Improvement No. 2 ~ Improve the horizontal alignment and widen KY 76 at this location.

- Spot Improvement No. 3 ~ Improve the horizontal alignment and widen the route by extending the box culvert at the Adair - Russell County Line.
- Spot Improvement No. 4 ~ Improve the horizontal alignment and widen KY 76 at this location.
- Spot Improvement No. 5 ~ Improve the US 127 – KY 76 intersection by constructing left turn lanes on US 127, revise the ditch back slopes on US 127 to improve sight distance at the intersection, consider adding intersection lighting and other traffic control devices to the intersection, and improve the vertical alignment of KY 76 as it approaches the US 127 intersection from the west.

Mr. Clouse suggested that Spots No's. 1 & 2 were close enough together to be considered as one Spot Improvement. It was agreed that Spot's 1 & 2 would be combined into Spot Improvement #1 for the final report.

Senator Vernie McGaha asked if Alternates 2 or 3 included the cost of the identified spot improvements, or if the spot improvement costs would have to be added to the costs identified for Alternates 2 or 3. Mr. Clouse clarified that if either Alternate No. 2 or 3 was chosen, the cost for each Alternate would include all costs associated with the spot improvements.

4. Comments, Suggestions & Possible Recommendations

The group was asked if there were any other spot improvements to add or if anything was left out and needed to be included in the study. Senator McGaha said that the handout basically covered everything, but he also noted that there were still other areas along KY 76 which had deep drop offs and was concerned of about driver's safety. Jeff Dick confirmed that the whole route was recently repaved and that the roadway width is now approximately 21'-6" to 22'-0". Mr. Dick said that roadway banks are being cut back in Russell County near the Adair County line to improve sight distance. The removed material is being used to address pavement drop offs approaching the creek. He also suggested that KYTC Maintenance forces could assist in providing low-cost improvements such as cutting back brush, revising road slopes, and installing more signage.

Jericho Road opposite of KY 76 at US 127 was also mentioned as having a blind spot when entering US 127.

*Spot Nos. 1 & 2 will be combined as one Spot Improvement. Mr. Clouse will also break out spot improvement costs by section, along with the length of each spot improvement segment. This information will then be sent to Ms. Borres and Senator McGaha. He will also re-enumerate the spots accordingly.

5. Study Recommendations

The meeting concluded with Alternate No. 2 selected as the primary recommendation based on input from local officials and technical analysis. This alternate includes all spot improvements and widening the existing route to 11' lanes and 4' shoulders. The estimated cost for this rebuild is \$19,000,000.

The group decided that Alternate No. 1, Spot Improvements, should have consideration as an interim recommended choice if funding does not become immediately available for the primary recommendation. This would provide the opportunity for lower-cost improvements to be programmed if only those lesser funding amounts become available. The purpose of each of these proposed projects is to improve safety and mobility along the existing route. The spot improvements were prioritized as follows:

- 1) Spot Improvement No. 5
- 2) Spot Improvement No. 3

- 3) *Spot Improvement Nos. 1 & 2
- 4) Spot Improvement No. 4

7. Open Discussion

Ms. Borres addressed the timeline for completion of this study. It is anticipated that the rough draft report could be reviewed by the end of November with a final report by the end of December.

8. Adjourn

The meeting adjourned at approximately 10:45 a.m.



AGENDA
2ND LOCAL OFFICIALS MEETING
PROGRAMMING STUDY FOR SAFETY IMPROVEMENTS



KY 76
FROM THE INTERSECTION OF US 127 TO THE INTERSECTION OF KY 206
RUSSELL & ADAIR COUNTIES

Meeting Location: Lake Cumberland ADD Conference Room
P.O. Box 1570
Russell Springs, KY 42642

Meeting Date: October 29, 2007, Monday

Meeting Time: 10:00 A.M. (CT)

- 1) Welcome and Introduction
- 2) Purpose of Meeting
- 3) Review Alternatives
- 4) Comments, Suggestions & Possible Recommendations
- 5) Open Discussion
- 6) Adjourn

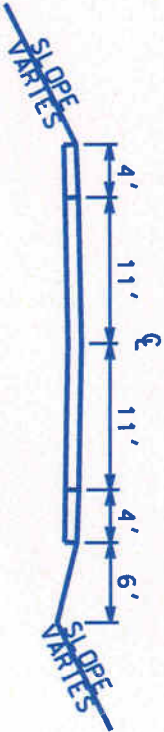


SPOT IMPROVEMENTS
(#’s 1, 2, 3, 4 & 5)

DESIGN:	\$600,000
R/W:	\$1,850,000
UTILITIES:	\$850,000
CONSTRUCTION:	\$4,500,000
TOTAL:	\$7,800,000

ALTERNATE #1

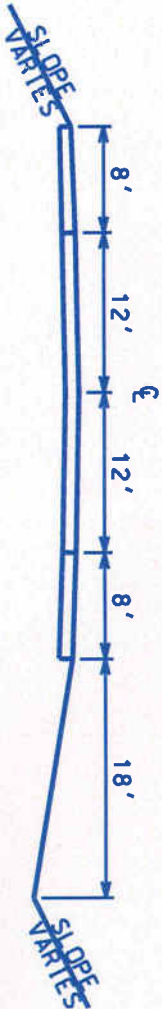
WIDENING ALTERNATE USING:
11’ LANES & 4’ PAVED SHOULDERS



DESIGN:	\$2,200,000
R/W:	\$3,300,000
UTILITIES:	\$3,500,000
CONSTRUCTION:	\$10,000,000
TOTAL:	\$19,000,000

ALTERNATE #2

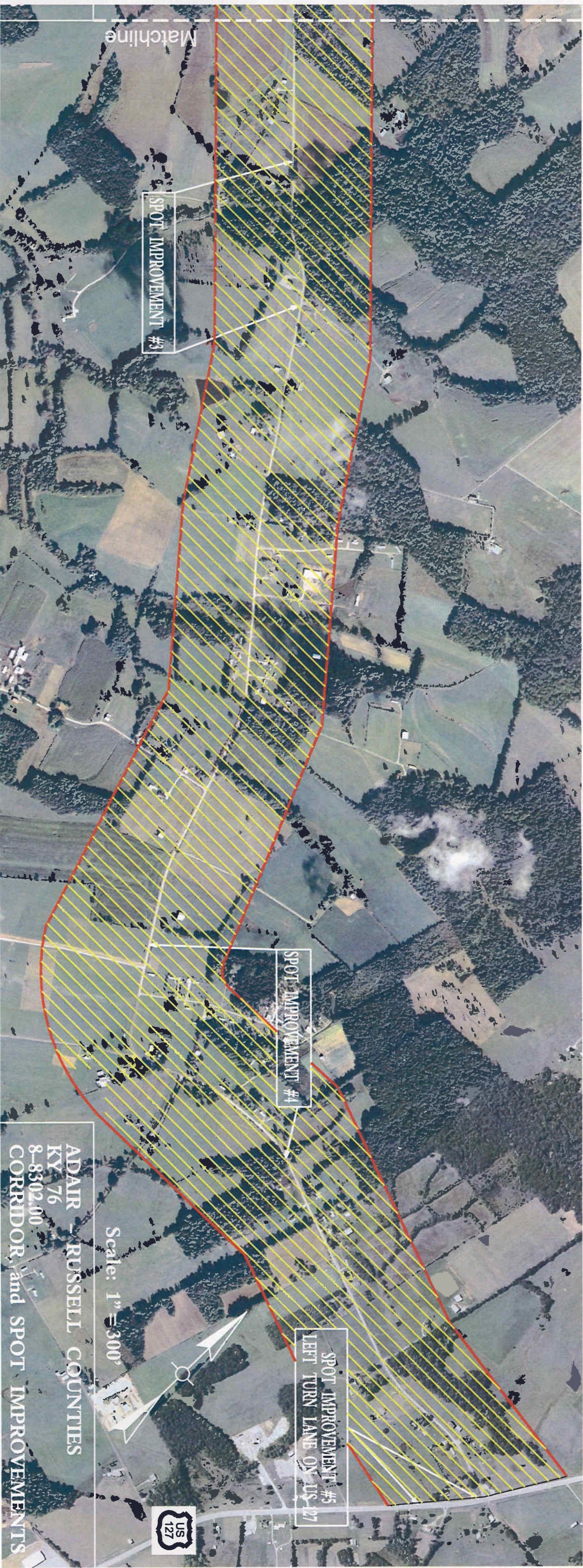
WIDENING ALTERNATE USING:
12’ LANES & 8’ PAVED SHOULDERS



DESIGN:	\$2,200,000
R/W:	\$3,500,000
UTILITIES:	\$3,500,000
CONSTRUCTION:	\$20,800,000
TOTAL:	\$30,000,000

ALTERNATE #3





Matchline

SPOT IMPROVEMENT #3

SPOT IMPROVEMENT #4

SPOT IMPROVEMENT #5
LEFT TURN LANE ON US 27

Scale: 1"=300'

ADAIR - RUSSELL COUNTIES
KY 76
8-8302.00
CORRIDOR, and SPOT IMPROVEMENTS



Final Minutes

Programming Study – Final Project Team Meeting

Russell & Adair Counties, Item No. 08-8302.00

KY 76 – from US 127 to KY 206

Meeting Location: Lake Cumberland ADD – Conference Room

Meeting Date: October 29, 2007

An impromptu meeting began directly after the 2nd Local Officials Meeting, at approximately 11:00 a.m. Central Time.

Those present were:

Larry Wilson	LCADD – Planning
Tom Clouse	KYTC – District 8 Planning Branch Manager
Jeff Dick	KYTC – District 8 Maintenance Engineer
Jimmy Wilson	KYTC – Division of Planning Team Leader
Boday Borres	KYTC – Division of Planning Project Manager

The purpose of this meeting was to see if an official Project Team Meeting was warranted. Based upon discussions just completed at the Local Officials meeting, and due to the fact that there were no changes to present back to the full project team, it was decided unanimously that an additional Project Team Meeting was not needed to finalize the report.

Boday Borres briefly reviewed what was acknowledged at the Local Officials Meeting that Alternate No. 2 was the primary recommendation. Alternate No. 1 was a secondary recommendation based on short-term improvements while funding is secured for the larger projects. It was agreed that the prioritization of the spot improvements remain the same as previously discussed in the Local Officials Meeting.

Tom Clouse offered to revise the aerial photo/map that would include the merging of Spot Improvements Nos. 1 & 2 as Spot Improvement No. 1 and re-enumerate the rest of the spots accordingly. He also will update the cost estimates for the “New” Spot Improvement No. 1 and provide a breakdown of spot improvement costs by section along with lengths, and forward the updates to Ms. Borres and Senator McGaha.

The meeting adjourned at approximately 11:20 a.m.