

MINUTES
Field Visit for Local Officials and Stakeholders
Bluegrass Crossings Regional Business Centre
Improved Access Road Study

Ritatsu Manufacturing (Board Room)

Beaver Dam, Kentucky

June 11, 2014

1:30 PM CDT

A field visit for local officials and stakeholders for the Bluegrass Crossings Regional Business Centre Improved Access Road Study in Ohio County was held at 1:30 p.m. CDT on Wednesday, June 11th in Beaver Dam, Kentucky in the Ritatsu Manufacturing board room. The purpose of the meeting was to discuss the project purpose and history, the scope of work, the existing conditions, relevant project issues, and conceptual alternatives. Participants in the meeting represented the Kentucky Transportation Cabinet (KYTC) District 2 and Central Offices, the Green River Area Development District (GRADD), and the consultant firm, CDM Smith. Meeting attendees included the following persons:

Kevin McClearn	KYTC, District 2 Chief District Engineer
Nick Hall	KYTC, District 2 Planning Supervisor & LPA Coordinator
Mikael Pelfrey	KYTC, Central Office Planning
Steve Ross	KYTC, Central Office Planning
Shane McKenzie	KYTC, Central Office Planning
Deanna Mills	KYTC, Central Office Planning
Gina Boaz	Green River ADD
Chase Vincent	Green River ADD
Brad Johnson	CDM Smith
Len Harper	CDM Smith

The following local officials and stakeholders were in attendance:

Tommy Thompson	State Representative, House District 14, Majority Whip
David Johnson	Ohio County Judge Executive
Kelly Thurman	McLean County Judge Executive
Al Mattingly	Daviess County Judge Executive
Paul Sandefur	Mayor of Beaver Dam
Bob Cox	Ohio County Fiscal Court
David Smith	Daviess County Fiscal Court
Kim Logsdon	Bluegrass Crossings Regional Business Centre, Executive Director
Larry Mayfield	Bluegrass Crossings Regional Business Centre
Frank Martin	Green River Regional Industrial Development Authority
Mike Mercer	Green River Regional Industrial Development Authority

Mike Baker	Green River Regional Industrial Development Authority
Roxann Fry	TVA Economic Development
Tatsunori Sugiyama	RMI Product Marketing Manager
Shizuko Harding	RMI Translator
Dale Beverly	Ritatsu Manufacturing, General Manager
Glen Ross	MSE

A summary of the key discussion items and decisions from this meeting are provided below, following the agenda outline.

1. Welcome and Introductions

Kevin McClearn, KYTC District 2 Chief District Engineer, began the meeting, welcomed attendees, and thanked Ritatsu Manufacturing for hosting the first stakeholder meeting.

2. Purpose of the Project

Kevin McClearn briefly outlined the history behind the project and the current funding.

Thanks to local official support, all phases of this project are funded in the current Six Year Highway Plan. That means, until told otherwise, District 2 will continue to push this project forward all the way through construction as long as we stay under budget. The project has \$400k for Design, \$700k for RW, \$300k for Utilities, and \$3 million for Construction in the current Six Year Highway Plan.

This is the planning phase of the project, which is being conducted by CDM Smith, the consultant hired by KYTC to perform this work. The planning phase is scheduled to be complete in November. The goal of planning phase is to come up with a recommended alternative that can then be designed in the next phase of the project.

3. Purpose of the Project and Meeting

Brad Johnson, CDM Smith Project Director, briefly outlined the purpose of the project and explained the approach and schedule.

There are residential homes, approximately 30, along Old Liberty Church Road which is the only entrance to the Bluegrass Crossings Regional Business Centre. This creates a safety concern due to the high number of trucks that use the entrance. As a result the KYTC has initiated this study to determine if there are ways to improve the access road to the Business Centre.

There will be two project team meetings and two stakeholder/local officials meetings as part of this study.

4. Draft Purpose and Need

Len Harper, CDM Smith Project Manager, introduced the draft purpose and need statement. The purpose of the project describes what the project should accomplish. It helps determine what type of

alternatives should be considered. The draft Purpose & Need statement for this study is to improve safety, traffic operations, and the existing accessibility to the Bluegrass Crossings Regional Business Centre. The primary focus is on the safety concerns of the existing entrance. The following needs were also identified during the existing conditions analysis:

- Safety
 - The US 231 and Old Liberty Church Road intersection is a high crash spot.
 - Old Liberty Church Road passes through a residential area and is the only entrance to the Business Centre.
 - Two school bus routes currently utilize Old Liberty Church Road.
 - Based on field observations there is a sharp “S” curve and vertical curves with inadequate sight distance along Old Liberty Church Road.
- Traffic Operations
 - Currently there are approximately 1,800 vehicles and 180 trucks using Old Liberty Church Road each day.
 - The Business Centre has approximately 1,134 acres of land available for development. Based on a preliminary trip generation analysis, which looks at employment and area available for development, traffic volumes along a New Entrance Road could range from 1,500 vehicles per day to 6,000 vehicles per day by 2040.
 - As the Business Center grows, additional capacity will be needed at the entrance/US 231 intersection.
- Accessibility
 - The existing Business Centre entrance (Old Liberty Church Road) is located 0.2 mile from Exit 75 of the Western Kentucky Parkway.
 - Business prospects are concerned about adding additional employee and truck traffic to Old Liberty Church Road because it passes through a residential area.

5. Existing Conditions

CDM Smith went over the existing conditions analysis, maps, and potential project issues and the group had an open discussion about these as follows:

- Len Harper: The proximity of the existing entrance to the Western Kentucky Parkway Interchange provides a good regional connection for the Business Centre. We want to maintain this when looking at different improvement alternatives.
- Len Harper: KYTC conducted Traffic Counts in April along Old Liberty Church Road. Old Liberty Church Road has an average daily traffic of 1,800 vehicles. Of that, 1,500 (83%) vehicles use the road to access the Business Centre and 300 vehicles (17%) are residential users. Of the 1,800 total vehicles, 180 are trucks.
- Brad Johnson: Currently Old Liberty Church Road and US 231 are operating at acceptable levels of service. Looking to the future, KYTC developed a Draft Traffic Forecast which looked at different development scenarios within the Business Centre and the residential area along Old Liberty Church Road. Although the Draft Traffic Forecast is still being finalized, it found that a

new entrance should allow for a SB left turn lane on US 231 and not impede movements at the Western Kentucky Park interchange or existing Old Liberty Church Road.

- Question – Len Harper: Are there 1,134 acres of land available for development or is that the total area of the Business Centre?
Answer – Kim Logsdon: 1,134 acres is the amount of land available.
- Question – Len Harper: What is a reasonable amount of future development to assume for the Business Centre?
Answer – Kim Logsdon: 200 to 300 acres are likely not developable because of terrain.
- Len Harper: We examined crash records from the past 4 years along US 231. There is a high crash spot at the US 231 and Old Liberty Church Road intersection. Over the past 4 years there have been 8 total crashes at this location. No SB left turn lane on US 231, slight skew of Old Liberty Church Road, and the “Do Not Enter” signs could be a factor in a majority those crashes; 3 ran off the road, 2 rear end, and 1 collision on the shoulder were all heading southbound on US 231 and could have swerved or hit a vehicle waiting to turn left onto Old Liberty Church Road. US 231 also has narrow lanes, narrow shoulders, and steep ditches at this intersection which does not allow for much error.
- Len Harper: Is there anything we missed on the existing conditions analysis?
 - Daicel requires buffer zones due to the explosive nature of some of their materials. *CDM Smith will investigate this further and add the buffer zone to its maps.*
 - A 200 acre distribution center turned down this site because 200 to 300 trucks and 800 employees would need to access the center every day. They were not comfortable putting that much additional traffic onto Old Liberty Church Road.

6. Conceptual Alternatives for Group Discussion

Len Harper explained that the conceptual alternatives presented in the handouts were for discussion purposes only; meant to jump start the discussion and help the project team determine which alternatives should be developed further as part of this study. The true alternate development phase of this project has not begun. The group had an open discussion about these alternatives as follows:

- Kevin McClearn: At the planning level you start with a blank slate and look at all feasible alternatives, which is what CDM Smith has shown. But our direction at this time is to stay within the \$3 million construction budget in the Six Year Plan. Alternatives 3a, 3b, and 3c have a much larger footprint and would exceed the \$3 million construction budget. Alternative 2 accomplishes the Purpose and Need and is anticipated to stay within the budget. Therefore; we will likely be moving forward with Alternative 2 and other variations similar to this. As a result Alternative 3a, 3b, and 3c will likely be removed from further consideration.
- Brad Johnson: Alternatives 3b and 3c push truck traffic further south on US 231 which would create a lot of additional conflict points with all the homes and driveways.
- Kim Logsdon: What about a new interchange as an alternative?
 - Answer: Kevin McClearn – We would likely not meet the warrants or design requirements from FHWA for an interchange at this location. Plus the Business Centre does not have the roadway infrastructure to connect to a new interchange, making this

a very expensive alternative. This is beyond the direction provided by the Secretary and the \$3 million construction budget in the Six Year Plan. We have other feasible alternatives that meet both the Purpose and Need and the \$3 million construction budget.

- Kim Logsdon: We had originally looked at an option similar to Alternate 3a but had to settle for Old Liberty Church Road because of the timing with Daicel moving in.
- Glen Ross: The Business Centre has a \$900,000 TVA grant to extend Old Liberty Church Road further into the Business Centre to attract businesses. Can we combine this grant money and any leftover money from this project to help pay for this extension of Old Liberty Church Road?
 - Answer - Kevin McClearn: We would not be able to use money from this project to pay for the extension of Old Liberty Church Road.
 - Question - What if it is handled under an LPA agreement?
 - Nick Hall - LPA projects are typically for federally funded projects. This is a state funded project. I do not think this is an option, but will look into it.
- Kim Logsdon: Acknowledging that Alternative 2 will likely become the preferred alternative: Can you look at providing alternative access during emergency situations? Have the geometrics and sight distance been checked? Would a SB left turn lane be added to US 231? What about the conflict between vehicles turning left into the entrance and those turning left onto Old Liberty Church Road? What about buying right-of-way? Will the new entrance restrict residential access along the road to prevent a similar situation from occurring in the future?
 - Answer - Kevin McClearn: All of these issues will be looked at and considered during the alternative development phase of this project. But most of the details will not be finalized until the design phase.
- Kim Logsdon: Would the US 231 interchange be improved?
 - Answer – Kevin McClearn: This would be a separate project, but would be considered relative to this project.

7. Next Steps

Brad Johnson explained the next step is to take the input we received today and develop alternatives that will be presented at the next round of meetings in late August or early September. He reminded attendees to stick around if they were interested in a Field Visit. *Note: no one stayed for the field visit.*

8. Q&A

With no further questions, the meeting adjourned at 3:30 p.m. CDT.

Appendix F: Local Officials and Stakeholder Meeting Minutes

MINUTES
Final Local Officials and Stakeholders Meeting
Bluegrass Crossings Regional Business Centre
Improved Access Road Study

KYTC District 2 (Conference Room)

Madisonville, Kentucky

September 22, 2014

10:30 AM CDT

A final meeting with local officials and stakeholders for the Bluegrass Crossings Regional Business Centre Improved Access Road Study in Ohio County was held at 10:30 a.m. CDT on Monday, September 22nd in Madisonville, Kentucky in the Kentucky Transportation Cabinet (KYTC) District 2 conference room. The purpose of the meeting was to review the project purpose, existing conditions, traffic forecast, and get feedback on the initial alternatives. Participants in the meeting represented the KYTC District 2 and Central Offices, the Green River Area Development District (GRADD), and the consultant firm, CDM Smith. Meeting attendees included the following persons:

Kevin McClearn	KYTC, District 2 Chief District Engineer
Nick Hall	KYTC, District 2 Planning Supervisor & LPA Coordinator
Shane McKenzie	KYTC, Central Office Planning
Mikael Pelfrey	KYTC, Central Office Planning
Deanna Mills	KYTC, Central Office Planning
Eileen Vaughan	KYTC, Central Office Planning
Gina Boaz	Green River ADD
Brad Johnson	CDM Smith
Len Harper	CDM Smith

The following local officials and stakeholders were in attendance:

Tommy Thompson	State Representative, House District 14, Majority Whip
Kelly Thurman	McLean County Judge Executive
Al Mattingly	Daviess County Judge Executive
George Wathen	Daviess County Commissioner
Kim Logsdon	Bluegrass Crossings Regional Business Centre, Executive Director
Wayne Neal	Bluegrass Crossings Regional Business Centre, Vice Chair
Larry Mayfield	Bluegrass Crossings Regional Business Centre
Chase Vincent	Ohio County Economic Development Alliance (OCEDA)
Dale Beverly	Ritatsu Manufacturing, General Manager
Ken Yeiser	Daicel Safety Systems America
Glen Ross	MSE

A summary of the key discussion items and decisions from this meeting are provided below, following the agenda outline.

1. Welcome and Introductions

Kevin McClearn, KYTC District 2 Chief District Engineer, began the meeting and welcomed attendees.

2. Purpose of the Meeting

Kevin McClearn reminded attendees that all phases of this project are funded in the 2014-2020 Six Year Highway Plan. That means KYTC will continue to push this project forward all the way through construction as long as we stay under budget. The project has \$400k for Design, \$700k for Right-of-Way, \$300k for Utilities, and \$3 million for Construction in the 2014-2020 Highway Plan.

This will be the final meeting for the planning phase of this project. The purpose of today's meeting is to get feedback on the initial alternatives CDM Smith created. CDM Smith will use the input we receive today and work with KYTC to come up with a recommended alternative and complete a final report for the planning phase of this project.

Once the planning phase is complete, KYTC will be ready to move to the design phase of this project.

3. Draft Purpose and Need

Len Harper, CDM Smith Project Manager, reintroduced the Purpose and Need statement from the first meeting. The purpose of the project describes what the project should accomplish. It helps determine what type of alternatives should be considered. The Purpose and Need statement for this study is to improve safety, traffic operations, and the existing accessibility to the Bluegrass Crossings Regional Business Centre. The primary focus is on the safety concerns of the existing entrance.

4. Existing Conditions

Len Harper reviewed some of the existing condition maps presented at the first meeting. The purpose was to remind attendees of the major issues CDM Smith looked to avoid or preserve when developing the initial alternatives. Some of those issues include:

- There are residential homes along Old Liberty Church Road which is the only entrance to the Bluegrass Crossings Regional Business Centre. This creates a safety concern due to the high number of trucks that use the entrance.
- There is a major electric transmission line traveling through the Business Centre to try and avoid.
- There are two streams south of Old Liberty Church Road to try and avoid.
- There are mining areas and monitored sites south of Old Liberty Church Road to try and avoid.
- A lot of the undeveloped lands in the area are designated prime farmland or farmland of statewide importance. Try and avoid as much of the designated farmlands as possible.

- The proximity of the existing entrance to the Western Kentucky Parkway Interchange provides a good regional connection for the Business Centre. We want to maintain this when looking at different improvement alternatives.
- We examined crash records from the past 4 years along US 231. There is a high crash spot at the US 231 and Old Liberty Church Road intersection. None of the crashes involved school buses or large semi-trucks.
- There is a deficient vertical curve with inadequate sight lines at US 231 and Old Liberty Church Road intersection. This was determined by reviewing As-Built Plans for US 231 and comparing them to current design standards.

We examined crash records from the past 4 years along Old Liberty Church Road. There were 10 total crashes; 1 injury crash and 9 property damage only. None of the crashes involved school buses or large semi-trucks. One of the reported crashes was a vehicle traveling on US 231. They lost control and hit the Business Centre retaining wall in front of the welcome signage. There was suspected drug involvement. The retaining wall is within the US 231 clear zone, which is a safety concern. After looking at the detailed crash reports; it was found that three of the crashes were actually in the Daicel Parking Lot, one was cell phone related, and three were weather related.

5. Traffic Forecast

Brad Johnson went over KYTC's traffic forecast.

- KYTC conducted Traffic Counts in April along Old Liberty Church Road. Old Liberty Church Road has an average daily traffic volume of 1,800 vehicles. Of that, 1,500 (83%) vehicles use the road to access the Business Centre and 300 vehicles (17%) are residential users. Of the 1,800 total vehicles, 180 are trucks.
- Currently Old Liberty Church Road and US 231 are operating at acceptable levels of service. Looking to the future, KYTC developed a Traffic Forecast which looked at different development scenarios within the Business Centre and the residential area along Old Liberty Church Road. One scenario looked at building a new entrance and the other looked at maintaining the existing entrance. Although maintaining the existing entrance would create less development opportunities and thus less future traffic, both scenarios found the need for a SB left turn lane on US 231. If a new entrance was built and the Business Centre developed all of its open land, a traffic signal could be warranted, depending on the type of development that occurs.

6. Initial Alternatives

Len presented the three initial alternatives created by CDM Smith. The group had an open discussion about these alternatives as follows:

- Alternative 1:
 - Len Harper: Alternative 1 constructs a new entrance north of Old Liberty Church Road. A SB left turn lane on US 231 is proposed to allow adequate storage length without impeding through traffic on US 231 or the Western Kentucky Parkway Ramps. Proper intersection sight distance is also provided between Old Liberty Church Road and the new entrance. An emergency access is provided at the eastern end of the new entrance.

As part of this alternative there are no improvements at the existing Old Liberty Church Road intersection.

- Glen Ross: How do you limit access to the property around the proposed entrance? Do you have to buy all the property?

Kevin McClearn: If we make the road fully controlled access we would likely have to buy the northern property between the proposed entrance and the Western Kentucky Parkway. This could be expensive because the property owner wants to develop the land with commercial businesses. Another option is to make the new road partially controlled access which would limit his access points along the new entrance. If KYTC owned the new entrance, the minimum spacing requirements are 600 feet for urban areas and 1,200 feet for rural areas. If the county owned the road, they would be able to decide what spacing they required. Ohio County does not have any zoning ordinances which means we would not be able to restrict what type of development ultimately occurred. But the price of the land would likely keep it from being residential.

- Alternative 2:

- Len Harper: Alternative 2 constructs a new entrance north of Old Liberty Church Road and a SB left turn lane on US 231 similar to Alternative 1. As part of this alternative there would also be improvements at the existing US 231/Old Liberty Church Road intersection. The deficient vertical alignment on US 231 and the skew along Old Liberty Church Road would be fixed.
- Brad Johnson: The SB left turn lane on US 231 at Old Liberty Church Road and the WB left turn lane on Old Liberty Church Road, as shown on the map, are not warranted based on traffic volumes.

- Alternative 3:

- Len Harper: Alternative 3 constructs a new entrance north of Old Liberty Church Road but ultimately ties back to US 231 at Old Liberty Church Road. A SB left turn lane on US 231 is proposed to allow adequate storage length without impeding through traffic on US 231. The deficient vertical alignment on US 231 and the skew along Old Liberty Church Road would also be fixed. A new connector road is proposed between the new Business Centre entrance and Old Liberty Church Road which would require the residential traffic along Old Liberty Church Road to use the new Business Centre entrance.

7. Cost Estimates and Evaluation Matrix

Len Harper presented the cost estimates and the evaluation matrix for the three initial alternatives. The cost estimates for each alternative are provided below.

Cost Estimates (Millions of 2013 Dollars)					
Alternative	Design	ROW	Utilities	Construction	Total Cost
1	\$0.3	\$0.4	\$0.3	\$2.5	\$3.4
2	\$0.3	\$0.4	\$0.3	\$3.1	\$4.0
3	\$0.3	\$0.4	\$0.3	\$3.3	\$4.3

As shown in the evaluation matrix:

- All three alternatives have 2 home relocations, low impacts to farmlands, 1 stream crossing, and no known impacts to community resources, historic properties, archaeology sites, or wetlands.
- Even though all three alternatives meet the purpose of the project, Alternative 2 does the best job addressing safety, traffic operations, and accessibility.

Questions & Comments:

- Glen Ross: How long is the new entrance, excluding the improvements to US 231?
Len Harper: Alternative 1 & 2 = 0.64 miles. Alternative 3 = 0.68 miles.
- Kim Logsdon: How will access be maintained for the property owner between the new Business Centre entrance and Western Kentucky Parkway? I am concerned how these approximately 30 acres will be developed.
Kevin McClearn: Can we move the new entrance closer to Old Liberty Church Road and allow the northern parcel access to US 231?
Brad Johnson: Would prefer access on the new entrance rather than US 231. This simplifies operations along US 231.
Len Harper: Cannot move the new entrance any further south and maintain intersection sight distance requirements.
Kevin McClearn: If we can't move the proposed new Business Centre entrance further south, I don't think we want to allow access to the property along US 231 because of safety concerns. To keep from buying the entire property, which would be very expensive, we would have to provide that property an entrance along the proposed Business Centre entrance.
- Chase Vincent: Is there any advantage to moving the new entrance closer to the interchange?
Brad Johnson: Moving the road closer would not be a good idea if a signal were ultimately needed.
Kevin McClearn: Moving the entrance closer would require additional property acquisition which would further limit the use of that northern parcel making the right-of-way acquisition more expensive.
- Tommy Thompson: Alternative 3 should be eliminated because it does not remove the residential traffic.
- Tommy Thompson: Could we save money selecting Alternative 1 and put the extra money toward to the potential rise in right-of-way costs?
Kevin McClearn: Yes, that is something that will have to be considered in the design phase.
- Kim Logsdon: Can you provide access to only one side of the new entrance?
Kevin McClearn: No, access would typically be provided on both sides of the road.
- Shane McKenzie: Can you maintain sightlines for the new access?
Len Harper: Yes, adequate sight distance would be provided.
- Kim Logsdon: Obviously the big worry is how these adjacent properties will be developed.
Kevin McClearn: We can make the road partially controlled access and put up a fence along the road restricting all future access to the one designated access point.
- Tommy Thompson: Make sure a left turn lane is constructed for the proposed access point.

8. Survey of Preferred Alternative

Len Harper asked the Local Officials and Stakeholders to mark down which alternative they preferred on the survey sheet provided in their handouts. The results were as follows:

Question: Of the Initial Alternatives presented today, which do you prefer?

- No Build = 0 votes
- Alternative 1 = 2 votes (22%)
- Alternative 2 = 7 votes (78%)
- Alternative 3 = 0 votes
- Other = 0 votes

Additional comments from the survey forms:

- Add two permitted entrances and a center turn lane to Alternative 2 for a commercial entrance along the Business Centre entrance road. Also need a parallel driveway to the eastern private property next to Ritatsu extended from Old Liberty Church Road.
- The real concern with any of the Alternatives is restricting the access to the new road. The possibility of reintroducing residential access in the future is a major concern.

7. Next Steps

Brad Johnson explained the next step is to take the input we received today and work with KYTC to write a report summarizing the findings and recommendations of this planning study. He reminded attendees that there will be future meetings during the design phase where they will be asked for their input when more detailed alternatives are created.

8. Q&A

With no further questions, the meeting adjourned at 11:50 a.m. CDT.