Appendix I

Local Officials-Stakeholder Meeting Summaries

Local Officials/Stakeholders Meeting 1...I-1

Local Officials/Stakeholders Meeting 2...I-87



Groundbreaking by Design.

MEETING MINUTES

Project: Pembroke Corridor Study

Christian County Item No. 2-381.00

Purpose Local Officials/Stakeholders Meeting No. 1

Present Existing Conditions and Gather Input

Place Pembroke Baptist Church, Pembroke, KY

Meeting Date November 10, 2016

1:00 p.m. CST

Prepared By: Andy Gilley

In Attendance:

Judy Peterson City of Pembroke - Mayor Phillip Peterson Pembroke Fire Department Lyn Moe Pembroke Fire Department

Rachel Chadwick
Jeanette Aldridge

City of Pembroke
City of Pembroke

Chief Sparks
Chief Reid
Pembroke Police Department
Pembroke Police Department
Pembroke Police Department
Community Development Services
Steve Bourne
John Mahre
Pembroke Police Department
Community Development Services
Pennyrile Transportation Committee

Nick Hall KYTC District 2 Planning

Pamela Broadston KYTC District 2 Environmental

Charlotte Cotton KYTC District 2 Design Mikael Pelfrey KYTC CO Planning KYTC CO Planning

Allen Rust KYTC CO R/W and Utilities

Craig Morris Pennyrile Area Development District

Annette Coffey Qk4, Inc.
Andy Gilley Qk4, Inc.
Tom Springer Qk4, Inc.

Pembroke Corridor Study Christian County November 10, 2016 Local Officials/Stakeholders Meeting No.1 Minutes Page 2 of 4

Nick Hall began the meeting by thanking everyone for attending and by reiterating the purpose of the meeting. Attendees were then asked to introduce themselves.

Handouts included a meeting agenda and three study area maps showing existing conditions, traffic, and an environmental overview, as well as a map showing the location of existing industry and projected changes in number of jobs and new homes based on the Christian County traffic model for 2010-2040 (Attachment A.) Two large plots of the existing industry maps were also laid out on tables. Andy Gilley presented the PowerPoint slides (Attachment B.) A summary of the presentation and items discussed is provided below, in accordance with the meeting agenda.

Scope of Work, Study Area, and Purpose of the Study

Mikael Pelfrey provided clarification in regards to the identified Kentucky Transportation Cabinet (KYTC) Highway Plan projects (Attachment B, p. 10). He explained they are not in the current biennium; i.e., a new Highway Plan will be developed and approved before these projects are advanced. He noted that this planning study will assist in determining what project, if any, should be included in the next highway plan.

Existing Conditions

Andy explained the lane and shoulder information provided in the KYTC's Highway Information System (HIS) database for much of KY 115, does not provide a clear representation of existing conditions. The HIS information lists seven miles of KY 115 as having 9-foot-wide lanes and shoulders ranging from 4 to 6 feet wide. Based on field review, the majority of KY 115 has 10- to 10.5-foot-wide travel lanes, which could be approximated as 9-foot-wide lanes and 1- to 1.5-foot-wide paved shoulders. The grass shoulders range from zero feet (drop offs) to five feet in gently sloped areas. Most of the corridor has no more than 1- to 2-foot-wide grass shoulders.

Both US 41 and KY 115 are identified on the Kentucky Highway Freight Network as Tier 3 corridors. Tier 3 corridors have an Average Annual Daily Truck Traffic (AADTT) of 500 to 4,000 trucks. In addition, US 41 is triple A rated for 80,000 lbs. max load and KY 115 is single A rated for max load of 44,000 lbs.

Philip Peterson, Pembroke Fire Department, asked if a truck restriction could be put on KY 115. He noted there used to be a truck restriction 10 years ago and if the ban was reinstalled, it could eliminate the need to improve this corridor.

With any widening improvements proposed in the study area, two structures may need to be replaced. The first structure is a culvert located on US 41 at MP 3.42 that is 39 feet wide from curb to curb. The second structure is a bridge located on KY 115 at MP 9.91. The bridge is narrow—its curb-to-curb width is 20 feet—and is considered Functionally Obsolete (FO). The bridge is also in a high crash location. Mayor Judy Peterson noted the bridge on KY 115 was very narrow, and is a problem when a school bus and another vehicle cross the bridge at the same time.

The US 41/KY 115 intersection has insufficient turn radii for large trucks. The intersection has been identified as a high crash location, with five crashes reported on KY 115 and seven on US 41 during the last five years. Andy noted the stop bar on the northbound KY 115 approach was recently relocated closer to US 41; however, the location of the stop sign was not moved with it.

Pembroke Corridor Study Christian County November 10, 2016 Local Officials/Stakeholders Meeting No.1 Minutes Page 3 of 4

The crash analysis identified six high crash locations within the study area and one extremely high crash location just south of the study area near the Pilot Truck Stop on KY 115. A large percentage of crashes in the study area, consist of single vehicles and take place outside daylight hours. Angle type crashes on US 41 occur more frequently than the statewide average. There was one fatal crash on US 41 and two on KY 115 during the five-year period. Crashes involving semi-tractor trailers are more than twice the statewide average on US 41 and more than four times on KY 115.

Traffic

Andy summarized the traffic and peak hour intersection movement counts performed in September 2016, truck percentages, and resulting Levels of Service (LOS) for US 41 and KY 115. Andy also called attention to a notable reduction in truck percentages on KY 115—from the 2011 count of 420 trucks per day (28.3%) at Station 325 to the 2016 count of 260 (10.7%), a difference of 160 trucks per day.

The Frank Yost Lane left-turn movement onto US 41 is operating at LOS F during the PM peak hour with about 300 vehicles turning northwest on US 41.

Qk4 counted 51 trains over a 48-hour period at the KY 115 train crossing. The average disruption to KY 115 during the hours observed was almost 4 minutes, with the maximum disruption being nearly 38 minutes. Mayor Peterson noted they met with CSX about two weeks ago regarding the serious issue of stopped trains blocking KY 115. She noted that trains can block the intersection for 45 minutes at a time. The Fire Chief noted the new train yard contributes to the problem because trains come out of the yard slowly and it takes a while for the trains to get enough speed to get through the intersection. It was also noted that trains are dispatched out of Nashville and the train yard has no control over them. Mayor Peterson expressed that CSX committed at the meeting to not block KY 115 with stopped trains moving forward.

Environmental, Socioeconomic and Environmental Justice, and Geotechnical Overview

Tom Springer explained and led discussion on the environmental overview information shown in the attached presentation (Attachment B, beginning on p. 50).

A Pembroke Historic District, with 51 previously recorded Kentucky Heritage Council (KHC) resources, is recommended eligible for listing in the National Register of Historic Places (NRHP). One of the resources, the Richardson House (CH-72), is listed in the NRHP.

There are several ecological resources that will need to be addressed during a bypass/connector project. There are a large number of sinkholes in the KY 115 corridor south of Pembroke. Prime farmland is abundant in the study area.

The limited English proficiency population percentage in the study area is more than three times higher than the statewide percentage.

Purpose and Need Review

The preliminary purpose and need of the project was reviewed and discussed. Additional goals for the project were not discussed.

Pembroke Corridor Study Christian County November 10, 2016 Local Officials/Stakeholders Meeting No.1 Minutes Page 4 of 4

Next Steps

Qk4 will summarize and review input from today's meeting and develop improvement alternatives.

Stakeholders Discussion

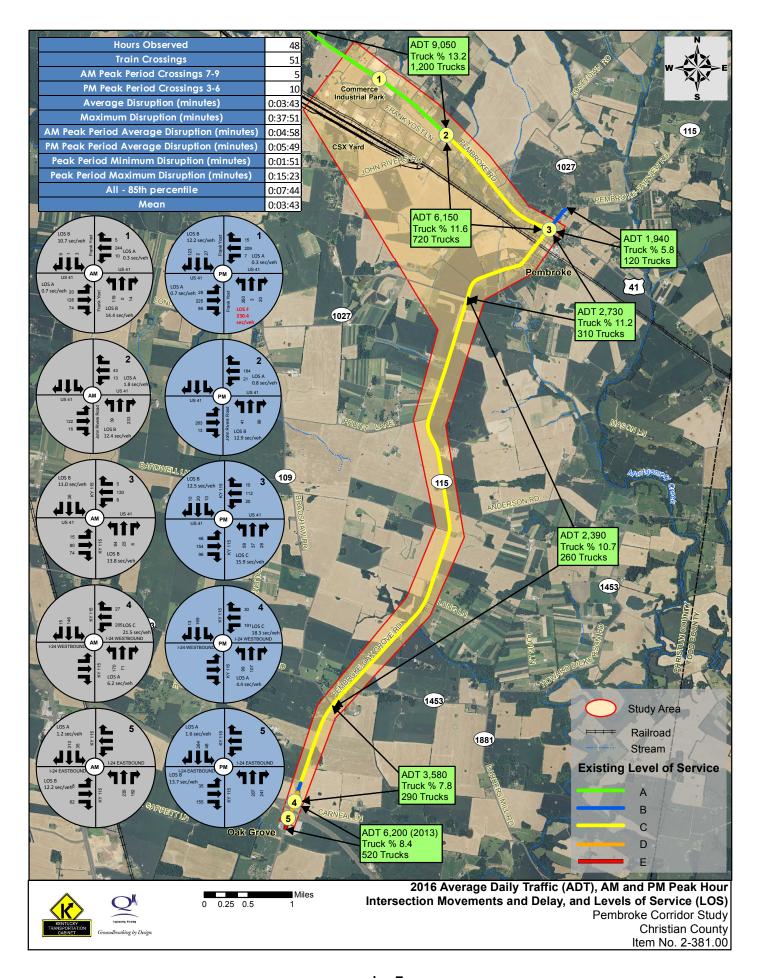
- John Mahre noted the bypass/connector project has been planned for decades.
- Two years ago the Pembroke Elementary School was expanded, and with the expansion of the railroad the traffic situation has worsened, which is another reason why this planning study is being advanced.
- Mayor Peterson noted if the bypass/connector connects south of the school it would impact more prime farmland, and therefore would be less appealing to the landowners in the area.
- Mayor Peterson handed out a letter (Attachment C) from KY Representative Myron Dossett (District 9), which he states: "...concerning the Pembroke bypass and the widening of KY 115, at this time I personally believe the widening of KY 115 to be my most important priority."
- Option: Rebuild KY 115, KY 158 north to US 68, and widen US 41 from KY 115 west to the 5-lane section.
- KY 115 should be widened/reconstructed before a bypass/connector is built.
- A lot of KY 115 traffic is from Oak Grove, going to Pembroke Elementary and/or to the Industrial Park.
- A number of Pembroke residents work at Ft. Campbell.
- At the next LO/S and Public Meeting, allow public to rank and prioritize options and segments (bypass/connector, vs. widening KY 115, vs. rebuilding intersection). There was some discussion that the Project Team should be careful as to how the options are presented to the public. The local officials expect push back against a bypass/connector project by landowners and by the community sensing that it may hurt the downtown area. The Project Team reiterated that we are not trying to "sell" any one option to the community. All options will be analyzed, right of way, utility and construction cost estimated, and presented to gather the communities input. A do nothing option will also be presented.
- It was noted that as the project goes forward, KYTC should work with property owners and try to follow property lines as much as possible.
- Montgomery County, TN has EMS and a hospital that serves the study area as well as Hopkinsville, KY.
- Google has acquired the Hemlock site in Montgomery County, TN.

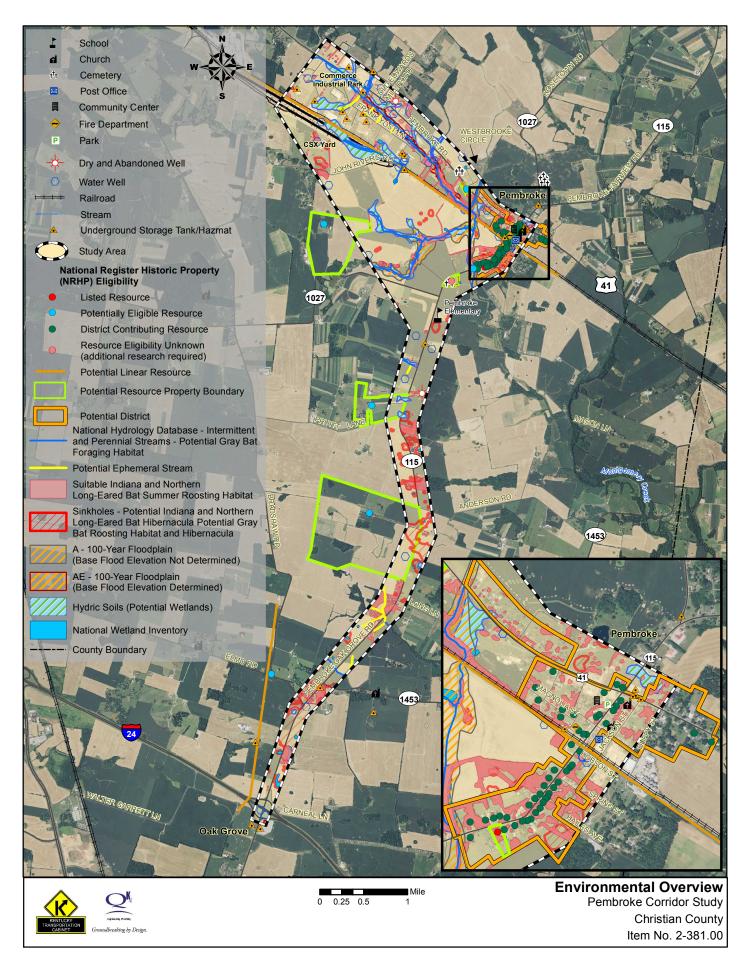
Schedule

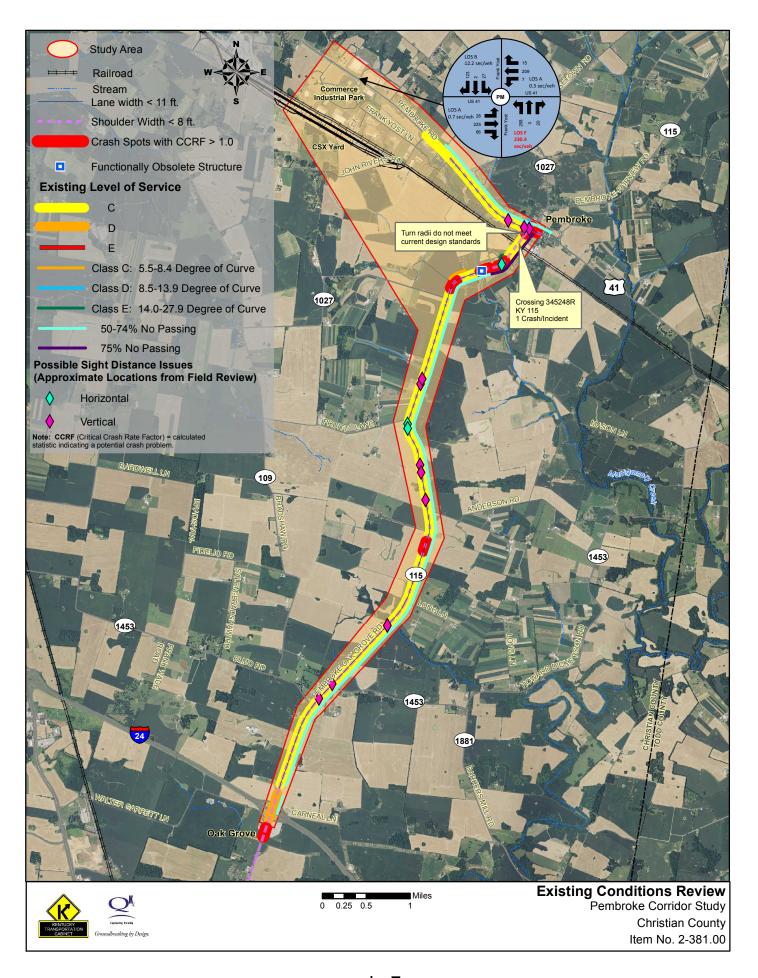
The project schedule is included on the meeting agenda. The next LO/S meeting is scheduled for April 2017. A Public Meeting is scheduled to be held in the evening on the same day.

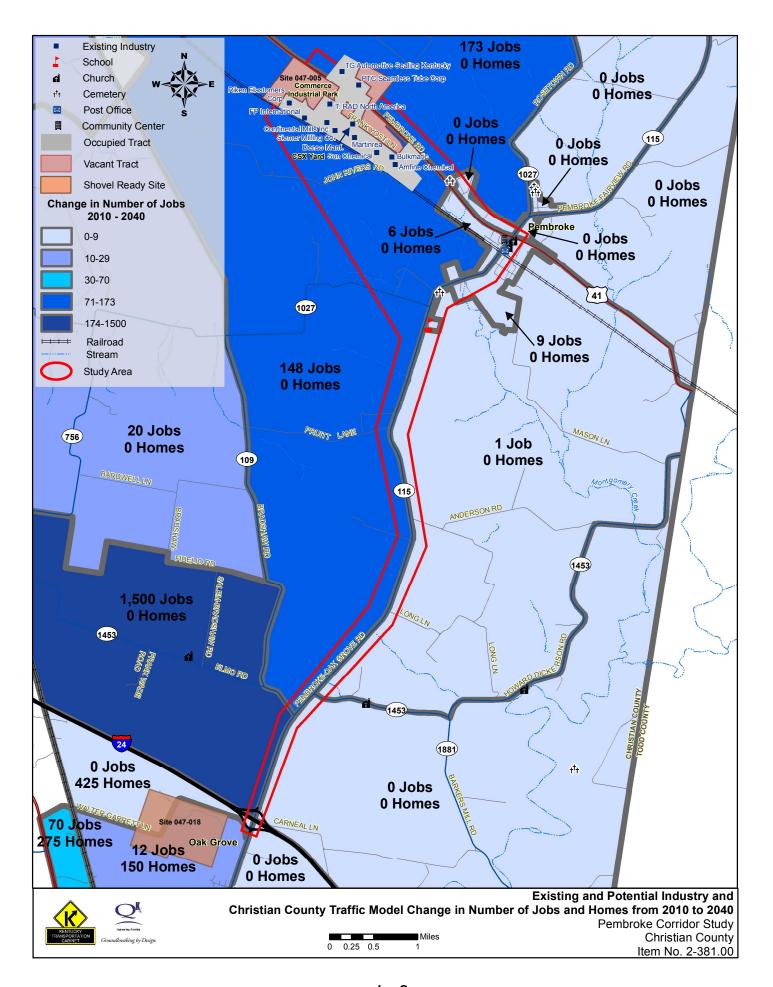
The meeting adjourned at 2:45 p.m. CST.

End of Minutes









Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

MYRON DOSSETT 7155 Salubria Springs Road Pembroke, Kentucky 42266 Home: 270,475,9503 State Message Line: 800,372,7181



STATE REPRESENTATIVE Room 424D, Capitol Annex Frankfort, Kentucky 40601 502.564.8100 EXT. 657 Fax: 502.564.1820 email: myron.dossett@lrc.ky.gov

To Whom It May Concern:

I would like to thank you in part for participating in discussions through local entities in regards to the 6 year road plan concerning the Pembroke bypass and the widening of KY-115. At this time I personally believe the widening of KY-115 to be my most important priority.

There has been a total of 678 accidents on this stretch of road in the past 12 years with 158 of them ending in injury and 5 in a fatality and well as many reports of property damage. These numbers tell us this road is unsafe and needs to be improved.

Personally my family uses this highway on a daily basis as do the residents of Pembroke, its surrounding communities, and many of the workers at the two industrial park complexes. Any additional traffic on this road such as commercial vehicles will cause an increase in accidents on KY-115, and I personally believe that he safety concerns of our citizens should be my top priority.

Sincerely

Myron Dossett 9th House District

MD/mjr

2002 thru CURRENT ALL COLLISIONS ON KY 115 CHRISTIAN CO. MILE POINT 0 thru 11

COLLISIONS	678
COLLISIONS W/ INJURIES	158
COLLISIONS W/ FATALITIES	5
COLLISIONS W/ PROPERTY DAMAGE	515
COLLISONS W/ COMMERCIAL VEHICLE	53
TOTAL INJURIES	246
TOTAL FATALITIES	5
TOTAL	678



Christian County Item Number 2-381.00

Project Team Meeting No. 1

Local Officials/Stakeholders Meeting No. 1

November 10, 2016





Scope of Work

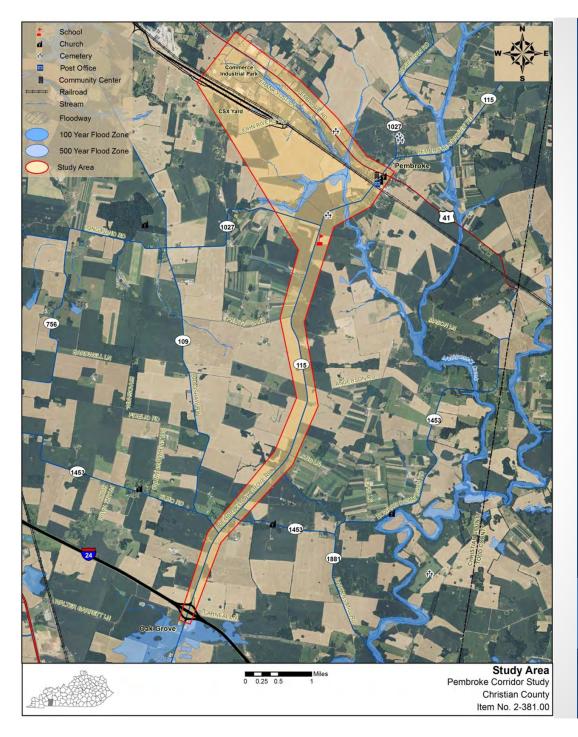
Analyze access, primarily for freight, from the newly expanded Commerce Park, along US 41 northwest of Pembroke, to I-24





Study Area





Purpose of the Study



- Improve truck access from the newly expanded Commerce Park along US 41 to KY 115 to I-24.
- In addition, the intersection of US 41 and KY 115 in Pembroke does not have the required turning radius for trucks.





Commerce Park Expansion









Commerce Park Expansion

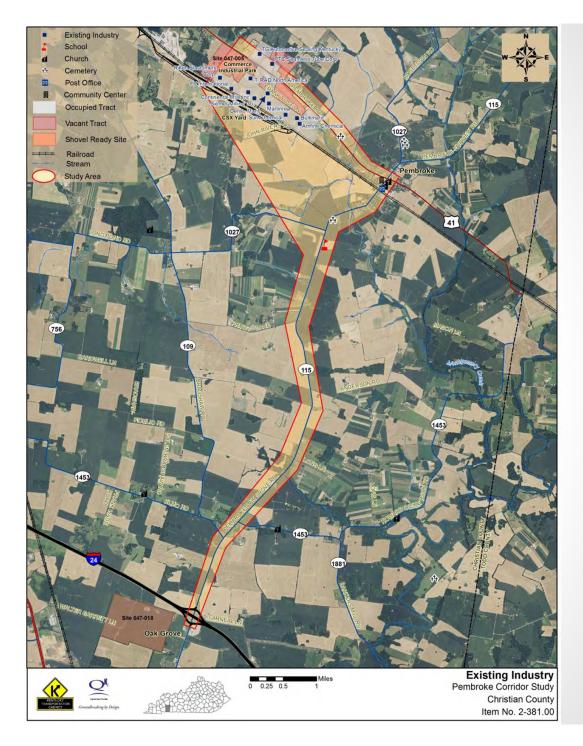






Existing Industry







Scope of Work Items



- Inventory and Assess Existing Conditions
- Environmental, Socioeconomic, and Geotechnical Overview
- Establish Project Purpose and Goals
- Develop and Analyze Alternate Improvement Options
- Estimate Cost
- Conduct Public Involvement Activities
 - Two Local Official/Stakeholders Meetings
 - One Resource Agency Mailing
 - One Public Meeting
- Prioritize Improvements
- Document Study Process and Results





Schedule



Project Team and Local Officials/ Stakeholders Meeting 1 November 2016

Project Team Meeting 2

February 2017

Local Officials/
Stakeholders
Meeting 2
and Public
Meeting 1

April 2017 Project Team Meeting 3

May 2017 Draft Report

> June 2017

Final Report Submitted to KYTC

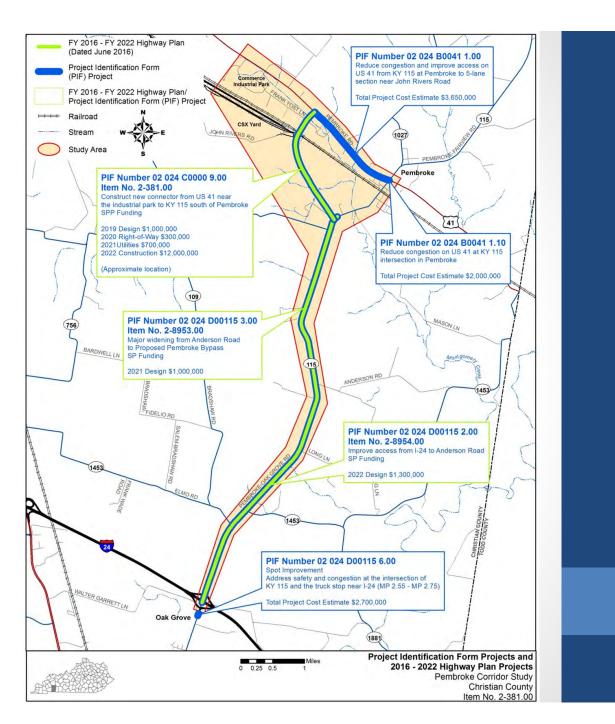
August 2017



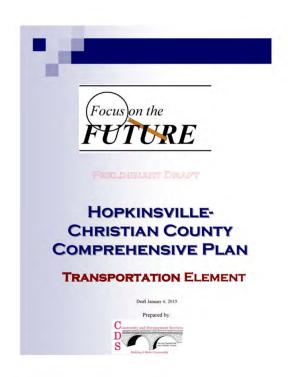


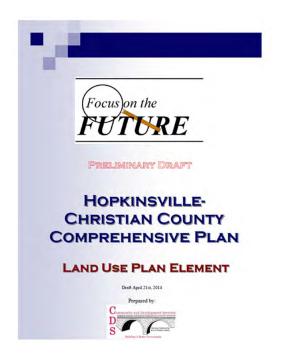
KYTC Projects in the Area





Review of Other Reports









Christian County Transportation Goals

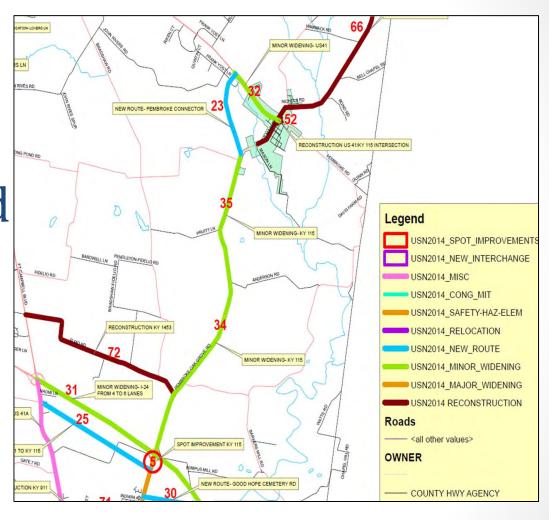
- 2. The community must design and provide a transportation system that offers a high degree of mobility in a reliable, safe, and efficient fashion and that integrates into the existing transportation systems.
 - A. To improve access to I-24 in Christian County
 - B. To examine improvements to facilitate the movement of vehicles and reduce congestion
 - C. To provide alternatives to reduce heavy freight traffic within congested areas
 - 2. By constructing a **truck bypass route near Pembroke** along US 41 and KY 115
- 8. Streets and Highways
 - B. To rank and develop an orderly transition of the projects on the **unscheduled needs plan** to the 6-Year Plan

(p. 6-7, 14-15, Transportation Element, emphasis added)





Christian
County
Unscheduled
Highway
Needs Map
2014

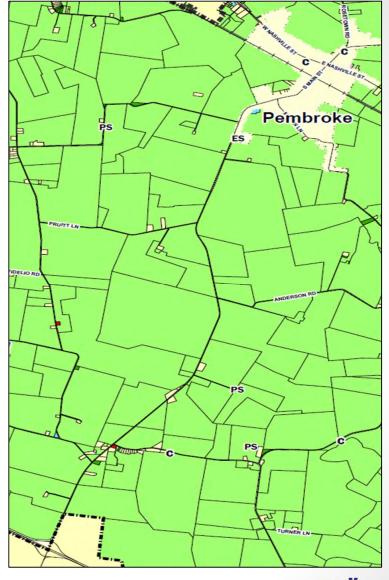






Christian County Land Use Map 2012







"Mega Industrial Site"







"Mega Industrial Site"

The location of this area to US Hwy 41A, KY 115, and I-24 make this area highly attractive to future industrial activity. The placement of large automotive manufacturing company in this area would provide a substantial economic impact to Christian County and surrounding jurisdictions.

Study the likely transportation improvements needed to accommodate additional traffic.

Alterations to the **on and off ramps of I-24** at both the US-41A and **KY 115** exits;

Widening of both US-41A and KY 115;

(p. 83 and 91, Land Use Element, emphasis added)





Existing Conditions

- Lane and Shoulder Widths
- Roadway Geometrics
- Sight Distance
- Truck Route(s)
- Structures
- US 41/KY 115 Intersection
- Crashes
- Travel Times
- Multimodal Accommodations
- 2016 Traffic, Truck, and Train Volumes
- Peak Hour Turn Movement Counts
- Capacity Analysis





Lane Widths





Shoulder Widths





Narrow Lanes and Shoulders







Roadway Geometrics





Horizontal Curve



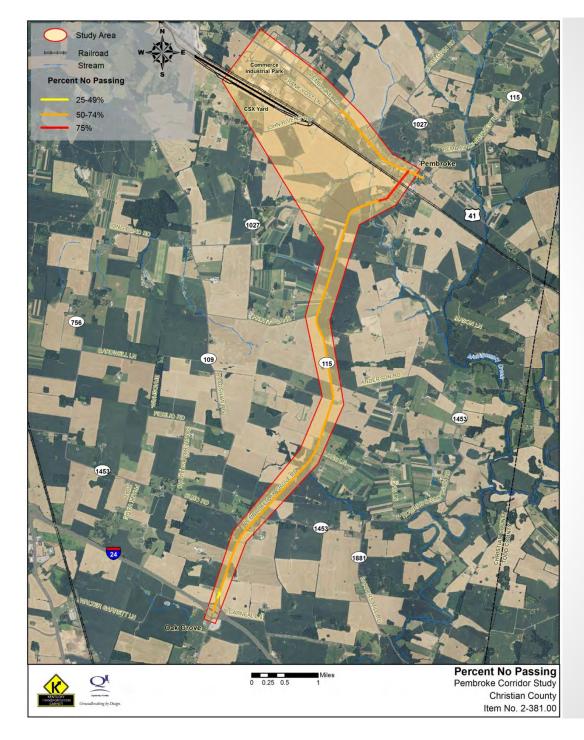


Vertical Curve



Passing Sight Distance





Sight Distance Issues







Sight Distance Issues







Kentucky Freight Network (Tier 3)

US 41 – AAA (80,000 lbs. Max)

KY 115 – A (44,000 lbs. Max)



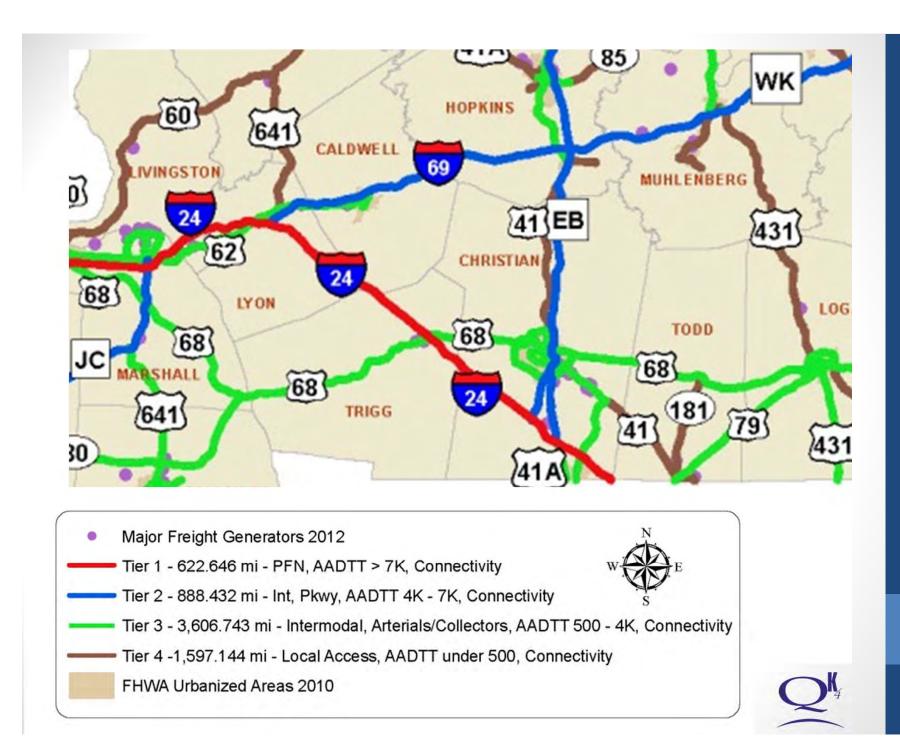
US 41 – AAA (80,000 lbs. Max)



KY 115 – A (44,000 lbs. Max)

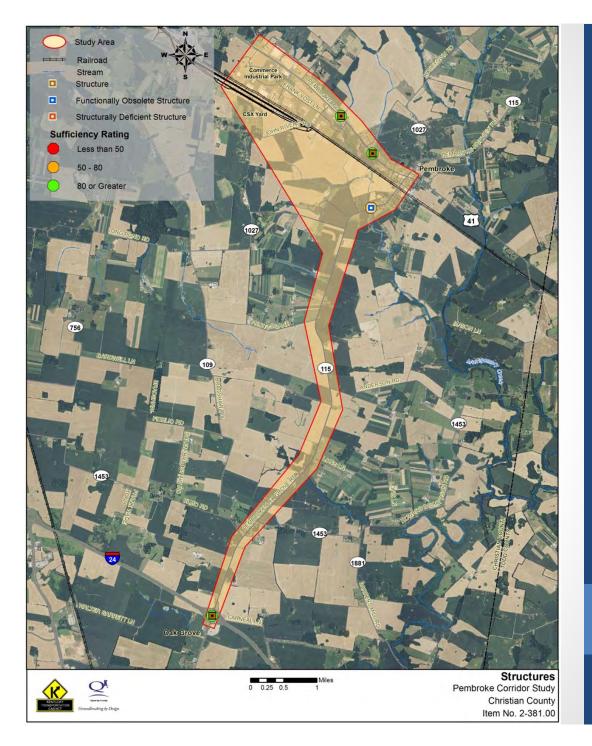






Structures





US 41 Culvert







KY 115 Narrow Bridge







KY 115 Narrow Bridge







KY 115 Narrow Bridge













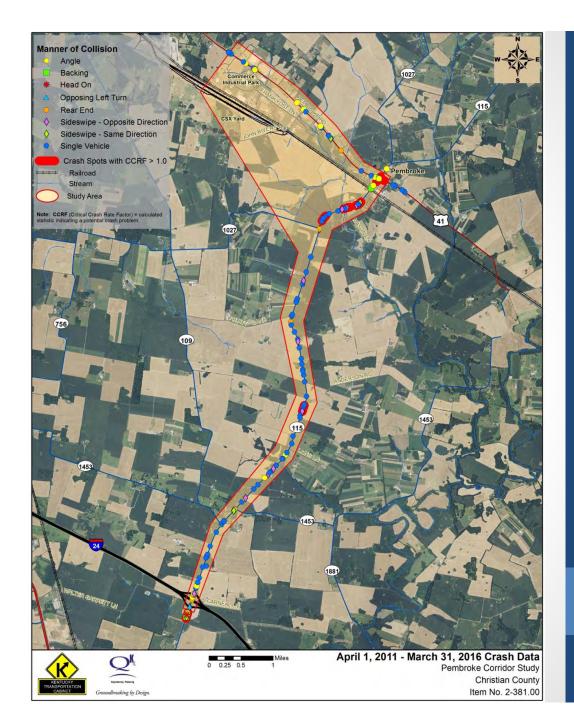




Crash Directional Analysis

5 -Years





Crash Type

5 -Years





Crash Summary (2011-2016)

Percent of Crashes:	US 41 MP 2.5-5.8	KY 115 MP 2.6-10.7	Statewide Average
Occurring in darkness	37.8%	43.4%	29.4%
Occurring when roads are wet	32.4%	24.5%	25.5%
Single vehicle crashes	45.9%	51.0%	39.6%
Angle crashes	40.5%	12.6%	17.4%
Sideswipe crashes	2.7%	18.2%	11.3%
Rear-end crashes	8.1%	11.2%	22.8%
Opposing left turn	0	3.5%	Not Shown
Backing up crashes	2.7%	2.8%	2.5%
Fatal crashes	2.7%	1.4%	0.5%
Injury crashes, not including fatal	24.3%	28.0%	18.0%
Property damage only crash	73.0%	70.6%	81.5%
Crash occurring on horizontal curve	2.7%	24.5%	20.1%
Crash involving semi-tractor trailer	10.8%	17.5%	4.1%

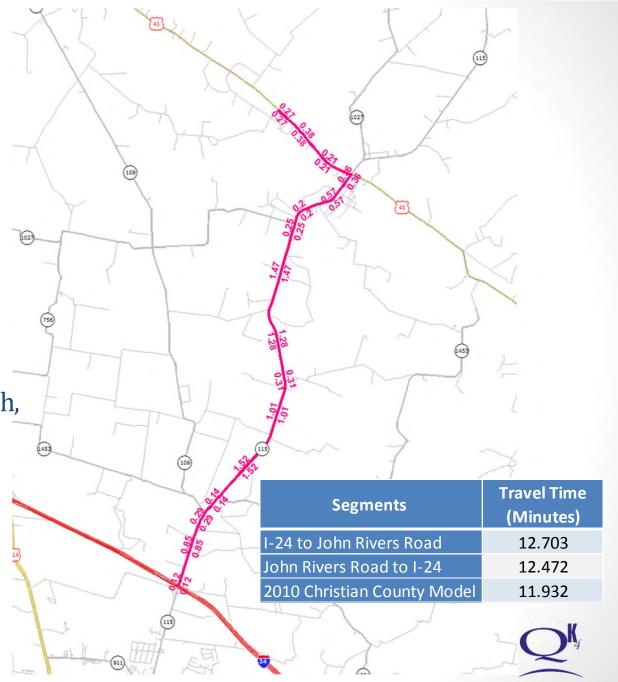




Travel **Times**

- Off Peak

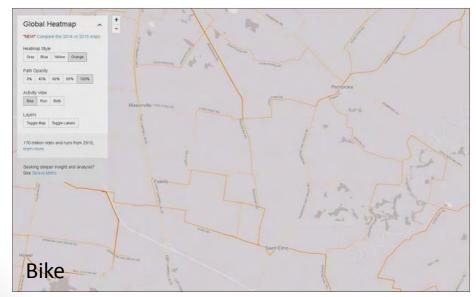
- No Trains, Farm Implements, Amish, etc.







Multimodal Accommodations



http://labs.strava.com/heatmap/



Source: KYTC HIS Extract



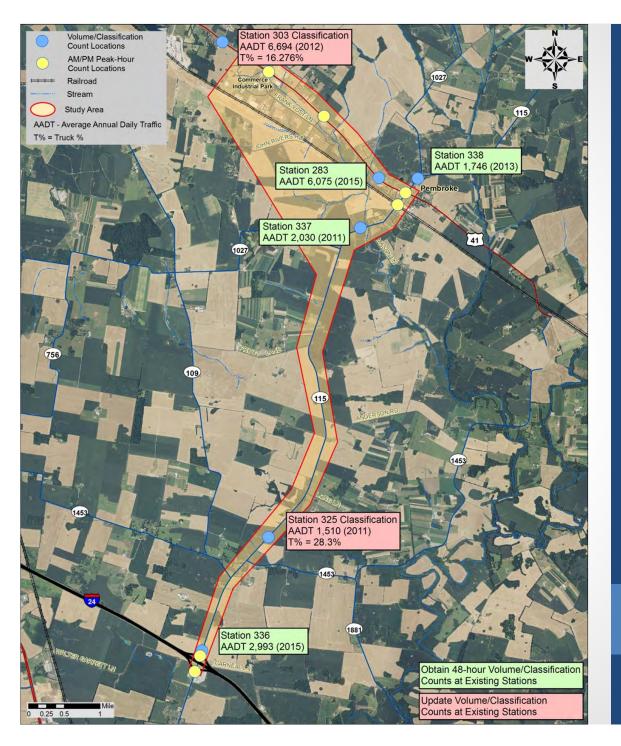
Source: 2014 Hopkinsville-Christian County Draft Transportation Element of the Draft Comprehensive Plan



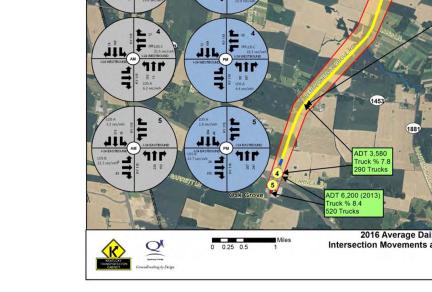


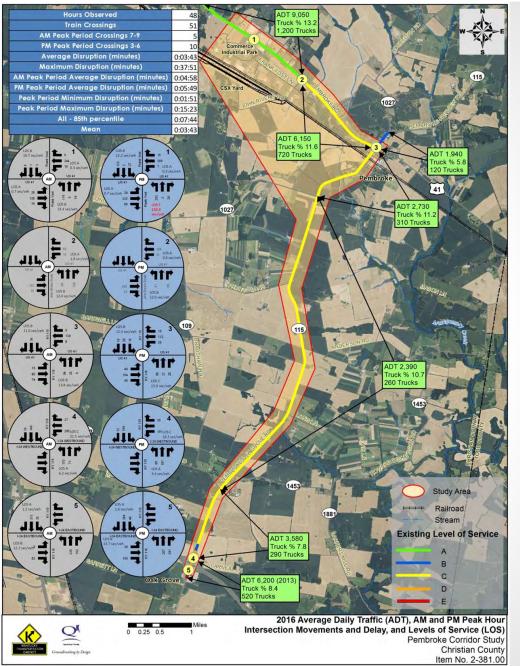
KYTC Traffic Counts



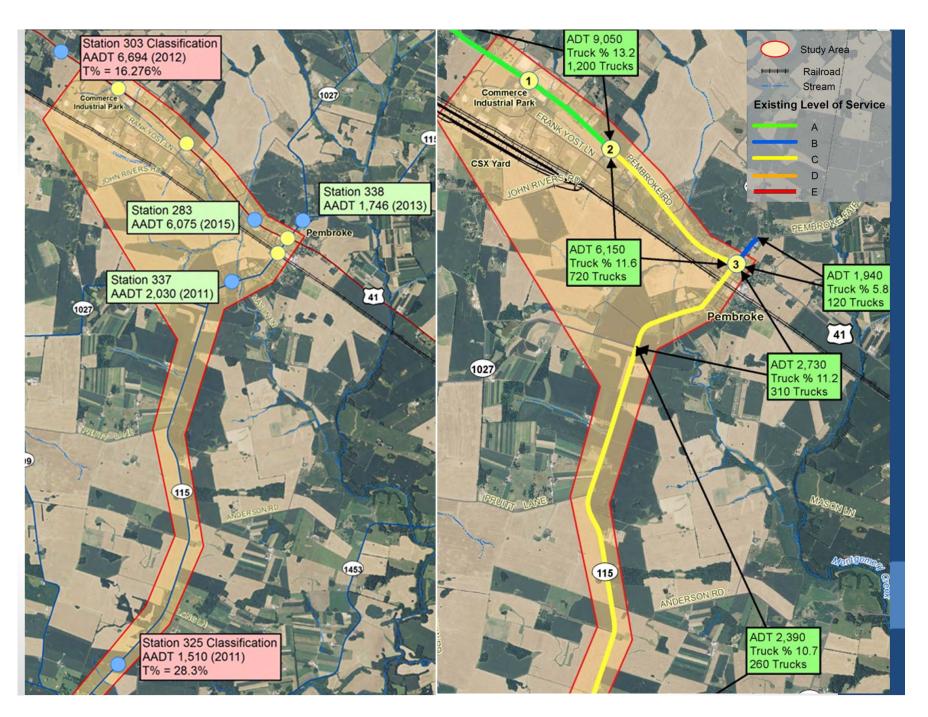


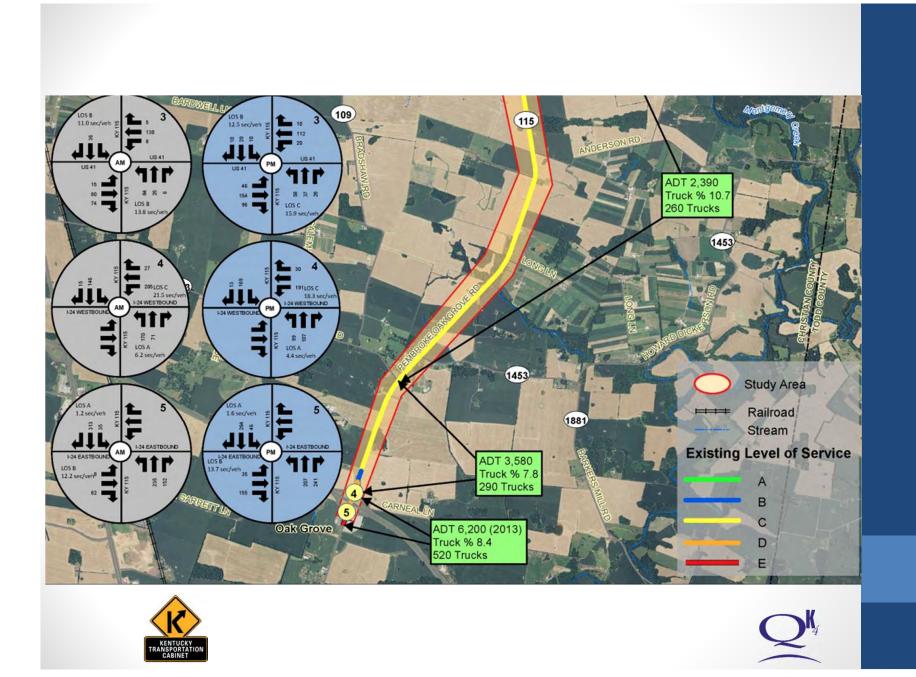
2016 Traffic and Operations

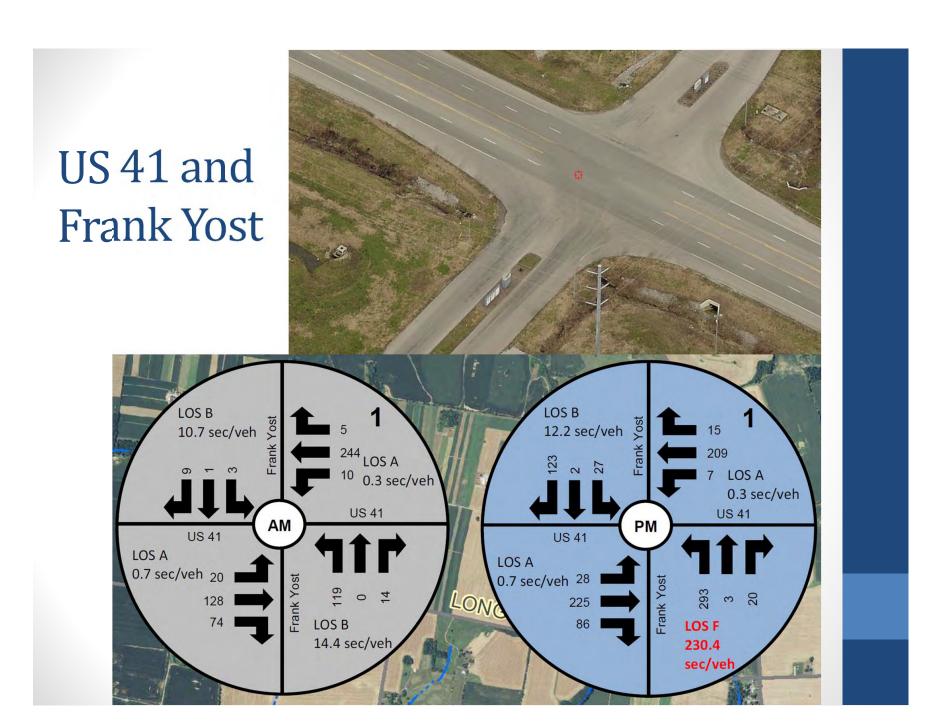


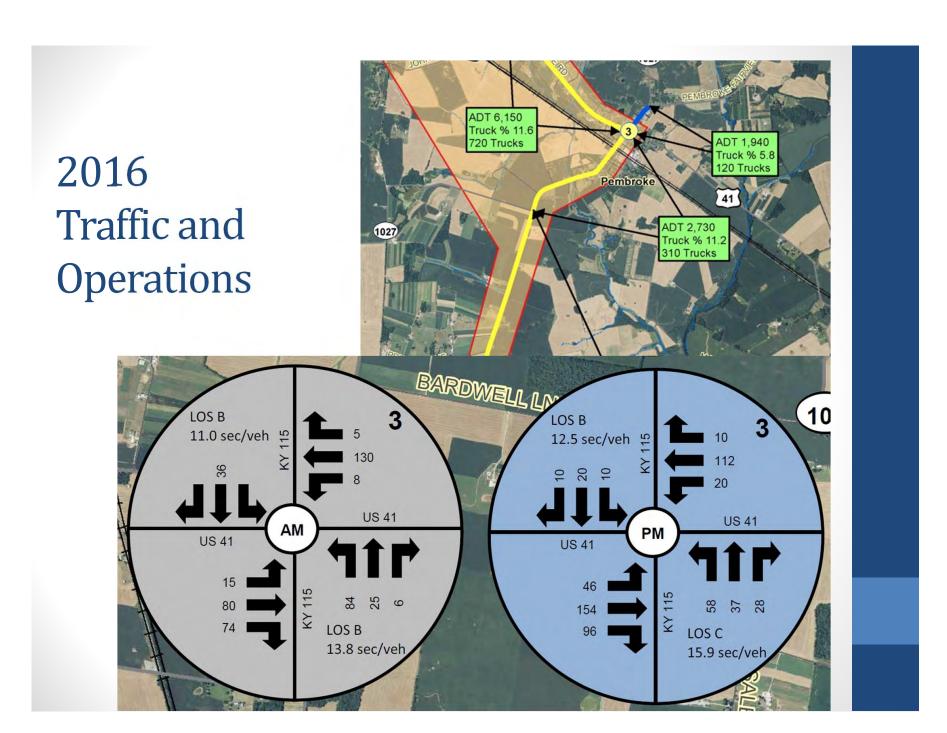












KY 115 Train Crossing

Hours Observed	48
Train Crossings	51 (25/day)
AM Peak Period Crossings 7-9	5
PM Peak Period Crossings 3-6	10
Average Disruption (minutes)	3:43
Maximum Disruption (minutes)	37:51
AM Peak Period Average Disruption (minutes)	4:58
PM Peak Period Average Disruption (minutes)	5:49
Peak Period Minimum Disruption (minutes)	1:51
Peak Period Maximum Disruption (minutes)	15:23
All - 85th percentile	7:44

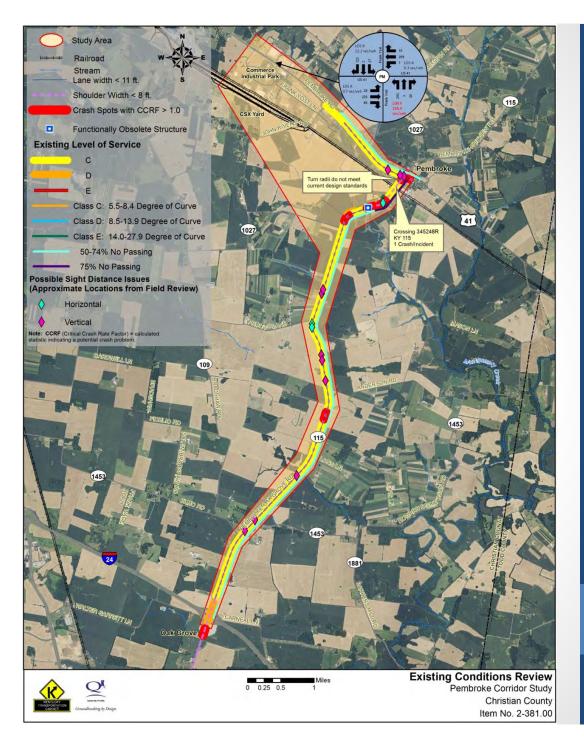






Existing Conditions Review





Environmental Overview

- Potential Historic District and Archaeological Resources
- Potential Ecological Resource Impacts
- Protected Species (Indiana bat, gray bat, northern long-eared bat)
- Potential Hazardous Materials/USTs
- Amish Community





Cultural Historic/Archaeology

Cultural Historic

63 recorded architectural resources

1 on National Register of Historic Places (NRHP)

51 within a newly identified Pembroke Historic District

11 additional resources within half mile of study area

5 additional resources potentially eligible

Archaeology

5 recorded archaeological sites

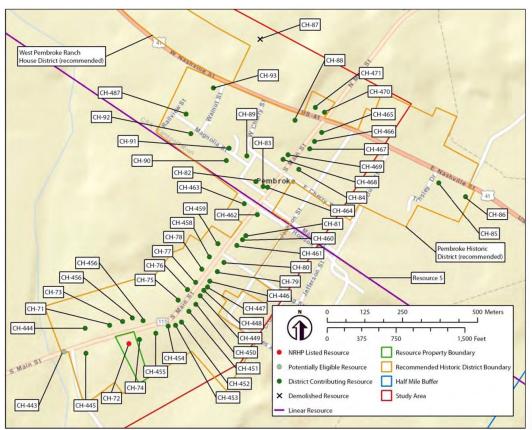
4 in the northern portion of Study Area

1 near the southern end of Study Area





Recommended Eligible Pembroke Historic District







Recommended Eligible Pembroke Historic District



Late nineteenth century to mid-twentieth century commercial buildings on South Main Street (KY 115)



The Richardson House, CH-72, is listed on the National Register of Historic Places





Ecological Resources

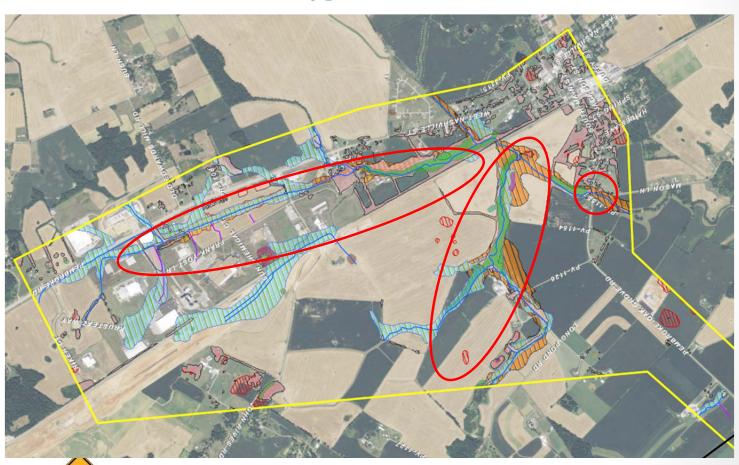
- Wetlands
- Streams
- Floodplains
- Endangered Bat Habitat
- 68 Sinkholes
- Prime Farmland





Ecological Resources

– Bypass Area







Ecological Resources

- KY 115 Corridor







Federally-listed Species

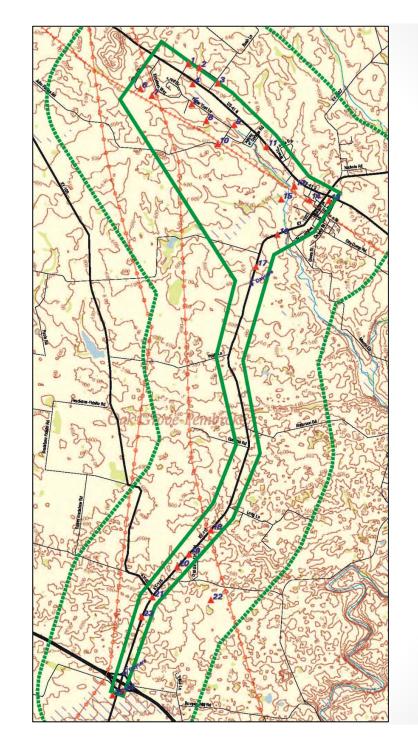
Species	Common Name	Status	Habitat Potentially Present
3 Listed Mammals (Bats):			
Indiana bat		Е	Yes
gray bat		Е	Yes
northern long-eared bat		Т	Yes
7 Listed Mussels			No
1 Listed Bird			No



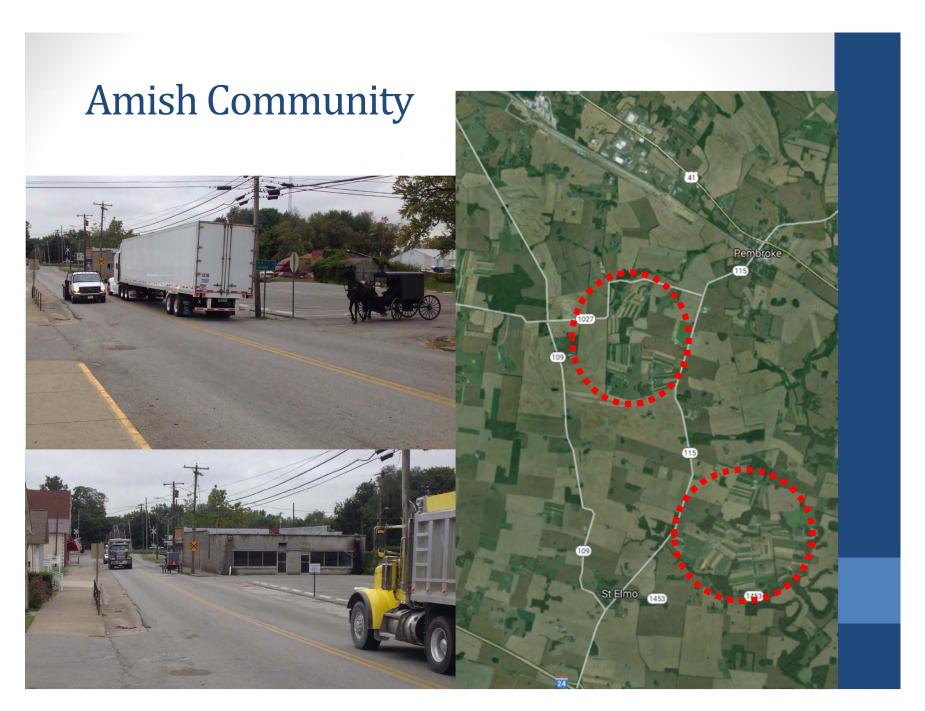


Hazardous Materials/ USTs





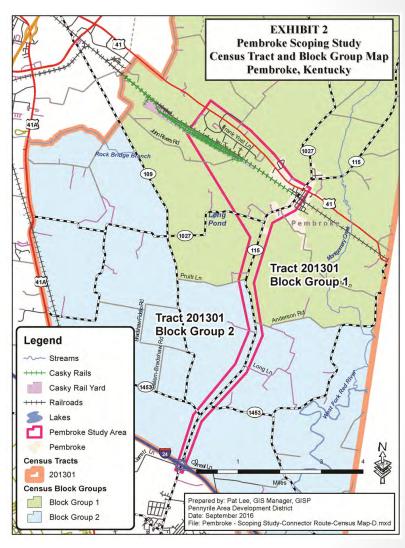




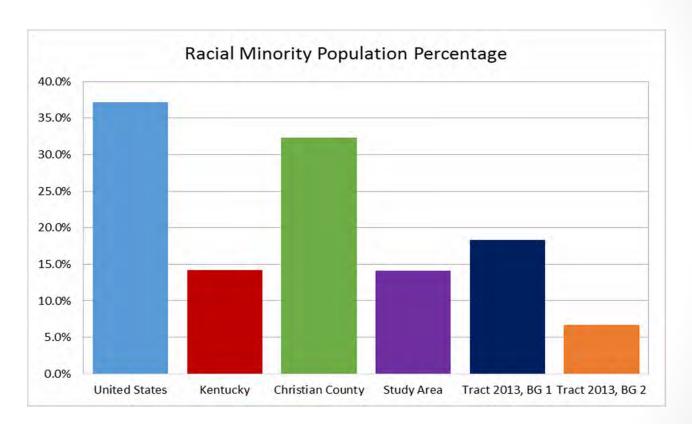
Study Area is comprised of the following Census Tract Block Groups:

Census Tract 201301 Block Group 1 Census Tract 201301 Block Group 2



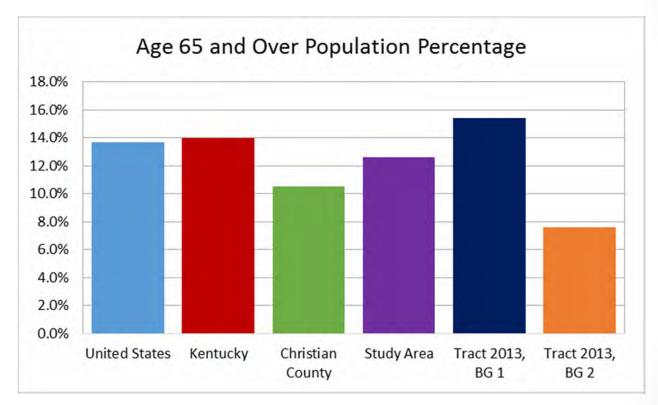






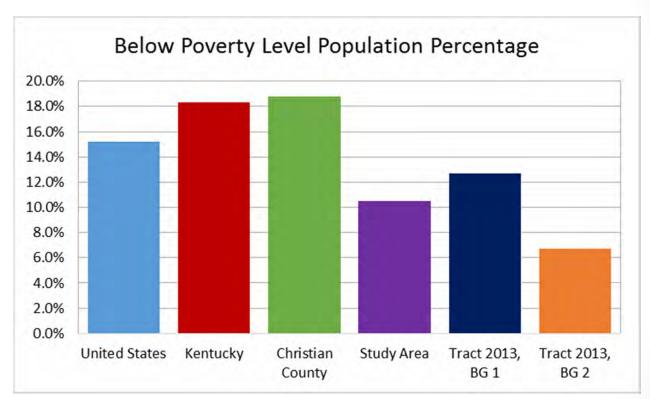






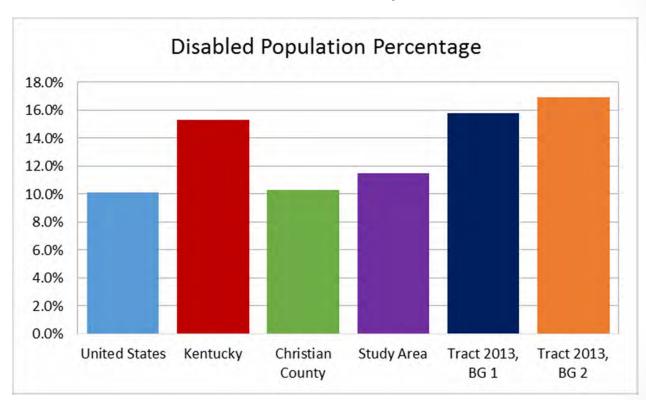






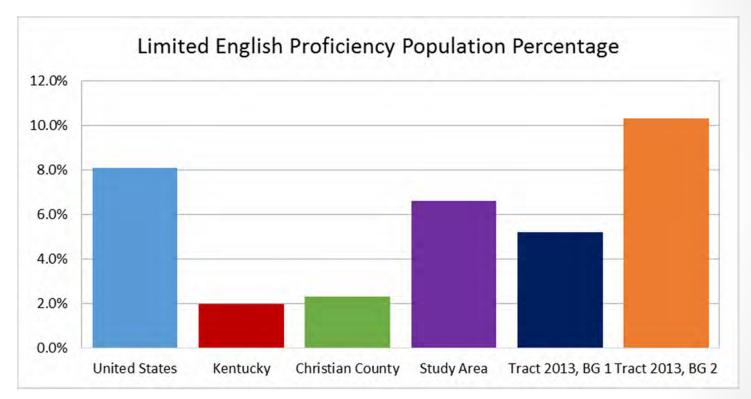
















Geotechnical Overview

Study area exhibits high and very high karst potential in areas

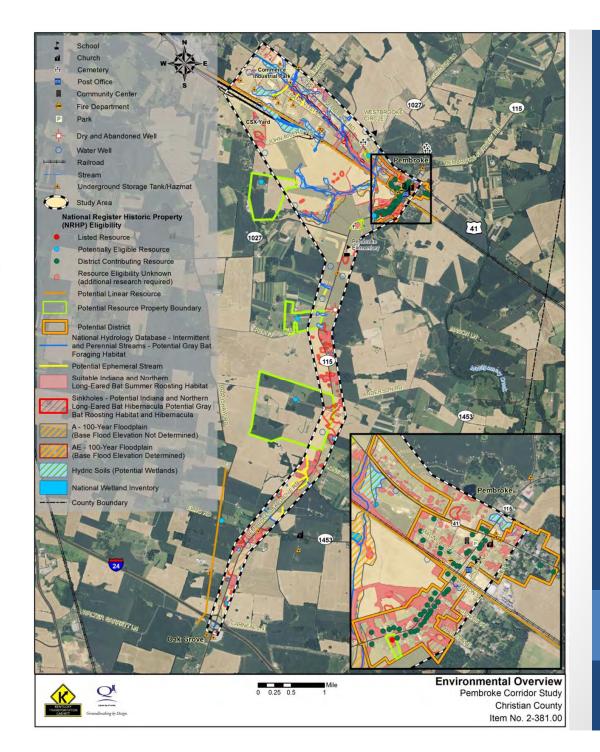
Numerous sinkholes were indicated, particularly south of US 41 and south of Pembroke





Environmental Review





Existing Corridor Issues

- Train delays
- KY 115/US 41 intersection
- Historic District
- Narrow lanes (9 and 10 feet)
- Narrow shoulders (0 3 feet)
- KY 115 truck Class is 44,000 lbs.
- High crash locations
- Sight distance issues
- Narrow bridge and culvert
- Left turn LOS F for Frank Yost to US 41
- Amish community





Preliminary Purpose and Need Statement

Improve truck maneuverability from the newly expanded Commerce Park along US 41 to KY 115 to I-24.

Improve safety and geometric deficiencies at the intersection of US 41 and KY 115 in Pembroke to better facilitate truck turning movements.





Next Steps

- Summarize and Review input from today's meeting
- Develop Improvement Alternatives
 - Pembroke Area
 - Concept A
 - Rebuild US 41 to KY 115
 - Rebuild the US 41/KY 115 intersection
 - Concept B
 - Construct a new connector from US 41 west of Pembroke to KY 115 south of Pembroke.
 - Include a grade separated railroad crossing
 - Partial control of access
 - KY 115 Corridor
 - Rebuild KY 115 south to I-24





What we need from you

What existing conditions did we miss?

Where do you see Pembroke Growing?

- New Housing
- New Industry/Jobs
- School

Thoughts on Bypass and Potential Connection Locations?

- Commerce Park
- KY 115

Anything else that should be considered?







Christian County Item Number 2-381.00

Consultant Project Manager Andy Gilley agilley@qk4.com 502.719.7893



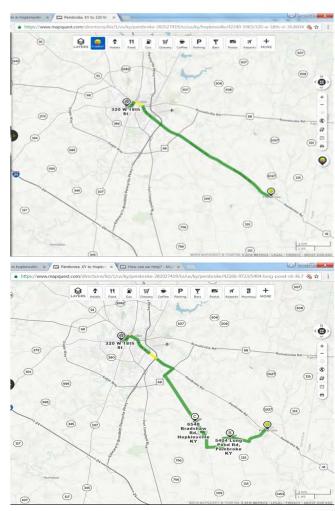


Emergency Response

- US 41 to Hospital
 - 17 minutes, 10.5 miles

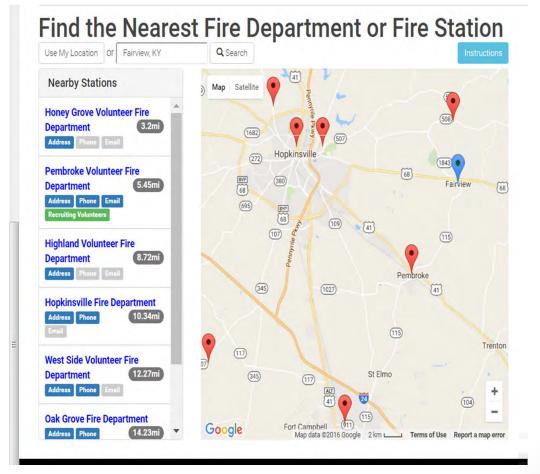
- Long Pond Road, KY 109, US 68 to US 41 bypass to US 41, KY 107, then 18th street
 - 25 minutes, 14.1 miles







Emergency Response









Groundbreaking by Design.

MEETING MINUTES

Project: Pembroke Corridor Study

Christian County, KY Item No. 2-381.00

Purpose: Local Officials/Stakeholders (LO/S) Meeting No. 2

Present Improvement Concepts and Gather Input

Place: Pembroke Baptist Church, Pembroke, KY

Meeting Date: April 11, 2017

10:00 AM CST

Prepared By: Tom Springer

In Attendance:

Judy Peterson Mayor, City of Pembroke

Sharon Butts SWK Economic Development Council

Rachel Chadwick City Clerk, Pembroke

Whitney Westerfield Christian County State Senate
Myron Dossett Christian County State House

Jack Lackey Christian County

Mark Gunner Martinrea

Ben Bolinger Pembroke Zoning Board

Jeanette Aldridge Pembroke Zoning

Craig Morris Pembroke Area Development District

Mark Reid Pembroke Police Department
Wade Clements KYTC Chief District Engineer
Nick Hall KYTC District 2 Planning
Pamela Broadston KYTC District 2 Environmental

John Rudd KYTC District 2 Project Development

Charlotte Cotton KYTC District 2 Design
Mikael Pelfrey KYTC C.O. Planning

Shane Mckenzie KYTC C.O. Planning Steve Ross KYTC C.O. Planning

Tom Springer Qk4, Inc. Annette Coffey Qk4, Inc. Andy Gilley Qk4, Inc. mayorjudyp@gmail.com sbutts@southwesternky.com pembroke@mchsi.com

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tspringer@qk4.com acoffey@qk4.com agilley@qk4.com Pembroke Corridor Study Christian County April 11, 2017 Local Officials/Stakeholders Meeting No. 2 Page 2 of 3

➤ Introductions—Shane McKenzie opened the second Local Officials/Stakeholders (LO/S) meeting with introductions and distribution of handouts that included a meeting agenda, a location map with brief descriptions of improvement concepts, and a 13-question survey (Attachment A).

Andy Gilley then led discussion based on the attached presentation (Attachment B). A summary of the meeting dialogue is provided below, in accordance with the meeting agenda.

- First LO/S Meeting Review—Andy reviewed the purpose of the planning study and work completed to date collecting existing information about traffic, environmental resources, geotechnical conditions, and roadway geometrics; and recapped the input gathered at the first LO/S meeting:
 - The study area includes US 41 from the Commerce Park to Pembroke, and the KY 115 corridor south to I-24. The project's purpose is to improve the safety and mobility of traffic, primarily freight, between Commerce Park and I-24.
 - Traffic congestion has worsened with recent increases in development.
 - A connector has been planned for decades.
 - Constructing a connector south of the school would have greater land impacts.
 - KY 115 is the route Oak Grove residents travel to Pembroke Elementary School and Commerce Park, and Pembroke residents take to Fort Campbell.
 - Representative Myron Dossett submitted a letter at the first meeting supporting KY 115 widening.
- Overview of Improvement Concepts—Andy reviewed improvement concepts A (US 41), A_I1 (US 41/KY 115 Intersection), B (New Connector), and C (KY 115); and cited cost estimates for design, right-of-way, utilities, and construction.
 - **A**—Widen the two US 41 travel lanes to 11 feet and the shoulders to 10 feet from east of Salubria Springs Road to KY 115. Improvements include widening an existing culvert and reconstructing sidewalks. Cost estimate: \$7,600,000.
 - **A_I1**—Install turning aprons so large trucks can make right turns from US 41 to KY 115 southbound and from KY 115 northbound to US 41 without encroaching on the opposite travel lane. Relocate sidewalk in the southwest quadrant. Cost estimate: \$365,000.
 - **B**—Construct a connector road with a bridge over the railroad connecting US 41 and KY 115 (see shaded area on map handout in Attachment A). Alignment options B1 and B2 were presented solely to provide cost estimate and impact comparisons; neither would, necessarily, become the final alignment. The connector joins KY 115 across from Rosedale Cemetery and north of Pembroke Elementary School. The connector becomes the through movement with KY 115 south to I-24. KY 115 from Pembroke would T-intersect with the connector road. Cost estimates: (B1) \$11,900,000, (B2) \$9,050,000. The 2016 Highway Plan includes \$14,000,000 of SPP funds for this project. (Note: Funds for SPP throughout the state are over programmed.)
 - **C**—Widen 6.86 miles of KY 115 to two 11-foot travel lanes with 10-foot shoulders. Qk4 examined four widening options: Middle, Left, Right, or Best Fit. The shaded band on the map represents the maximum impacts for widening to either side of KY 115. Cost estimate: \$22,650,000.
- Overview of Future Traffic—Projected 2040 traffic volumes were presented on two exhibits. The first showed traffic for a No-Build and Build scenario with Concepts A and C (US 41 and KY 115 widening). Traffic would be the same for either case because the widening proposed does not increase the capacity of US 41 or KY 115. The second exhibit projected traffic for the Build of Concepts B and C (Connector Road and KY 115 widening). The takeaways presented when comparing the two exhibits:
 - A connector road is projected to carry 2,200 vehicles per day in 2040 of which 880 are trucks.
 - Between a connector road and Pembroke, US 41 average daily traffic (ADT) volumes would decrease by 2,400 vehicles including 360 trucks per day.

Pembroke Corridor Study Christian County April 11, 2017 Local Officials/Stakeholders Meeting No. 2 Page 3 of 3

- From US 41 through Pembroke to a connector road, KY 115 ADT volumes would decrease by 500 vehicles including 310 trucks per day.
- KY 115 south of a connector road increases by 500 vehicles per day of which 430 are trucks.
- Potential Impacts—While there are no major showstoppers, there are stream impacts and possible historic considerations with each alignment concept. Sinkholes and habitat for endangered bat species exist throughout the corridor. Based on the Christian County travel demand model, a proposed connector would reduce travel time by 37 hours and 892 vehicle miles per day for all county motorists.
- Resource Agency Comments—Prior to the LO/S meeting, project information was sent to approximately 80 resource agencies. Fourteen responses were received as of today. Substantive comments are summarized as follows:
 - Kentucky Division of Waste Management, Hazardous Waste Branch noted two superfund sites are in the study area. (Also referenced an "old city landfill," but it is outside the study area.)
 - Kentucky State Police identified KY 115 as one of the nine most dangerous roads in Christian County.
 - Kentucky Geological Survey expressed concern about the karst topography.
 - SWK Economic Development Council: supported enhancing roadways to serve Commerce Park.
 - Pembroke Elementary School prefers Concept B because it would provide an elevated railroad bridge.
 - Representative Dossett supported Concept C (widening KY 115).
- **Stakeholders Discussion**—The following is a summary of comments made by LO/S:
 - Mayor Peterson asked if there was a third alignment option to Concept B. Andy explained the Project Team had considered and eliminated a third option (B3) due to steeper grades and higher costs than B2.
 - Mayor Peterson noted: If costs prohibit widening KY 115, she would support improving the US 41/KY 115 intersection (Concept **A_I1**) to provide some relief to citizens. Additionally, if the intersection is not improved with or before KY 115 can be widened, then reconstructing KY 115 south to I-24 (Concept C) would attract more truck traffic through the existing deficient intersection.
 - Local officials agreed that a new connector road and a wider KY 115 would attract more trucks to the corridor. It was stated that several industries do not send their trucks on KY 115 today because it is too narrow. If the road is widened, those industries would send their trucks to I-24 via KY 115
 - Mayor Peterson had requested bike and pedestrian facilities be included with a connector project
 prior to today's meeting. Andy noted that a question regarding the need for pedestrian and bicycle
 facilities was added to the public opinion survey to be distributed at the evening's meeting.
 - Regarding potential impacts, Representative Dossett mentioned old cemeteries adjacent to the railroad.
 - Ben Bolinger said a property owner recently entered into a conservation easement agreement to protect property along the west side of KY 115 across from Anderson Road (MP 8.2).

The meeting ended at approximately 11:30 AM.

End of Minutes



Pembroke Corridor Study Christian County Item Number 2-381.00



LOCAL OFFICIALS/STAKEHOLDERS MEETING NO. 2 10:00 AM CDT Pembroke Baptist Church April 11, 2017 AGENDA

- 1. Introductions
- 2. First Local Officials/Stakeholder Meeting Review
- 3. Concepts
- 4. Future Traffic
- 5. Potential Impacts
- 6. Purpose and Need Review
- 7. Stakeholders Discussion
- 8. Schedule

Project Team and Local Officials/ Stakeholders Meeting 1 November 2016

Project Team Meeting 2

> February 2017

Local
Officials/
Stakeholders
Meeting 2
and Public
Meeting 1
April

Project Team Meeting 3

> May 2017

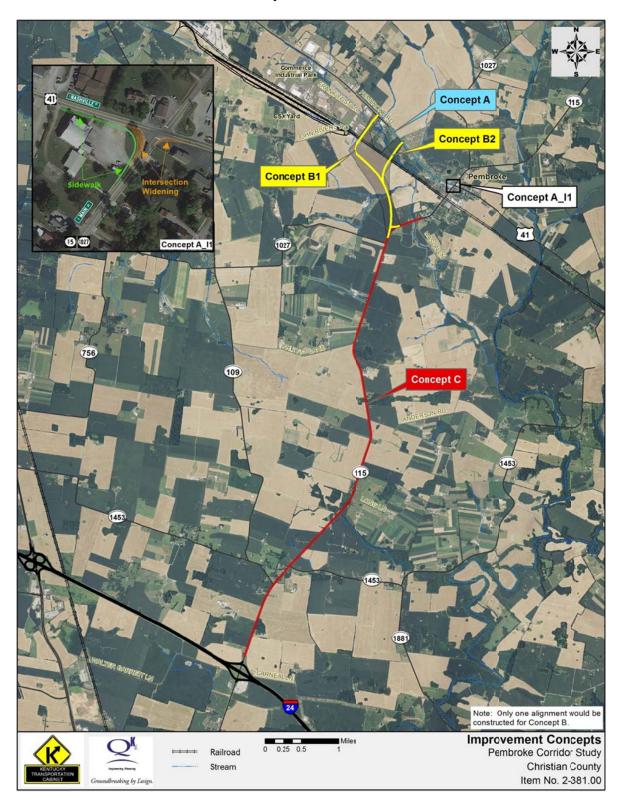
Draft Report

June 2017 Final Report Submitted to KYTC

> August 2017

PEMBROKE CORRIDOR STUDY

Christian County Item Number: 2-381.00 April 11, 2017



Purpose of the Project

Improve the safety and mobility of traffic, especially freight traffic, to and from I-24 and the Commerce Industrial Park northwest of Pembroke.

The following concepts are proposed as part of this study:

US 41—Concept A

Widen lanes and improve shoulders on US 41 for 1.21 miles from KY 115 (MP 2.786) west to the widened section east of Salubria Springs Road (MP 4.000). The improvements would include two 11-foot lanes and 10-foot paved shoulders, and widening of an existing culvert at MP 3.420. Additionally, the existing sidewalk would be reconstructed along US 41 from west of Walnut Street to KY 115.

US 41/KY 115 Intersection Improvements—Concept A_I1

Widen pavement so that semi-tractor trailers can make right turns from US 41 to KY 115 southbound and from KY 115 northbound to US 41 without encroaching on the opposite travel lane. Reconstruct sidewalk in southwest quadrant.

Construct a New US 41/KY 115 Connector—Concept B1 or B2

Construct a new connector road between US 41 and KY 115 with a bridge over the CSX railroad. The proposed connector would include 11-foot lanes and eight-foot paved shoulders, a design speed of 45 MPH, and would include land access at approximately every 1,200 feet. Two location options were considered for the connector: Concept B1 and Concept B2.

Widen KY 115—Concept C

Widen lanes and improve shoulders on KY 115 for 6.86 miles, starting at Carneal Lane just north of I-24 (MP 3.137) and extending north to Mason Lane (MP 10.000) in Pembroke. The improvements would include two 11-foot lanes, 10-foot paved shoulders, and the reconstruction of a functionally obsolete bridge at MP 9.910.

9.	Please identify your preference for improvements for this project.	0 would indicate no desire and 3 highly
	desired (please circle).	

	Project Considerations or Outcomes	None	Low	Medium	High
a.	No Build/Do Nothing	0	1	2	3
b.	Improve/Widen US 41	0	1	2	3
C.	Improve US 41/KY 115 Intersection	0	1	2	3
d.	Improve/Widen KY 115	0	1	2	3
e.	New US 41/KY 115 Connector	0	1	2	3
f.	Other (Please Explain)	0	1	2	3

_		
10. W	ould y	ou use a new US 41/KY 115 Connector with a grade separated railroad crossing (bridge)?
0	Yes	Please Explain:
0	No	
11. If	a new	US 41/KY 115 Connector included bicycle/pedestrian accommodations, would you use them?
0	Yes	Please Explain:
0	No	

Additional Comments:

- **12.** Please mark any additional information you think KYTC should know about on the front page map. Also please feel free to draw anything that you would like us to consider for improvements.
- 13. Please join our mailing list by providing additional general information below. (PLEASE PRINT)

 Name ______

 Home Address _____

 Email Address (optional) _____

 Phone # (optional) _____

PLEASE RETURN THIS SURVEY TO KYTC AT THIS MEETING OR BY APRIL 25TH TO:

NICK HALL
DEPARTMENT OF HIGHWAYS,
DISTRICT TWO
1840 NORTH MAIN STREET
MADISONVILLE, KENTUCKY 42431-5003
Phone: 270-824-7080
Nick Hall email: Nick.Hall@ky.gov













PEMBROKE CORRIDOR PLANNING STUDY

Christian County Item Number: 2-381.00 April 11, 2017

Study Purpose

To identify and evaluate improvements for access, primarily for freight, from the newly expanded Commerce Park, along US 41 northwest of Pembroke, to I-24.



- 1. What is your primary reason for travel in the Project Corridor? (Please circle one)
 - a. Live Along the Corridor
 - b. Work
 - c. Shopping
 - d. Personal Business/Errands
 - e. Pleasure
 - f. Take Child/Children to School
 - g. Other
- 2. How often do you travel within the Study Area? (Please circle one)
 - a. Several Times per Day
 - b. Twice Daily
 - c. Once Daily
 - d. Several Times per Week
 - e. Several Times per Month
- 3. Do you ride a bicycle or walk/run along the Corridor? (Please circle one)
 - a. Bike
 - b. Walk/Run
 - c. Neither
 - d. Both
- **4.** Do you believe **US 41** needs improvement? (Please circle one)
 - o Yes
 - o No

If Yes, what improvements would you like to see for this road? Please explain. Examples include: additional lanes, shoulders, sidewalk improvements, bike facilities, drainage improvements, beautification, access management, including turn lanes and entrance improvements, other, etc.

- 5. Do you believe **KY 115** needs improvement? (Please circle one)
 - o Yes
 - o No

If Yes, what improvements would you like to see for this road? Please explain. Examples include: additional lanes, shoulders, sidewalk improvements, bike facilities, drainage improvements, beautification, access management, including turn lanes and entrance improvements, other, etc.

6. Please rank your <u>level of concern</u> in the study area from 0-3. 0 indicates no concern and 3 high concern (*please circle*).

	Questions/Topics	None	Low	Medium	High
a.	Safety/Number of Crashes	0	1	2	3
b.	Congestion (Traffic or Train Delays)	0	1	2	3
C.	Drainage or Flooding	0	1	2	3
d.	Sidewalks	0	1	2	3
e.	Lack of Bicycle Facilities	0	1	2	3
f.	Multiple Driveways	0	1	2	3
g.	Narrow Driving Lanes	0	1	2	3
h.	Narrow Shoulders	0	1	2	3
i.	Large Trucks	0	1	2	3
j.	School Traffic	0	1	2	3
k.	Amish Horse and Buggy Traffic	0	1	2	3

lease woul	d indicate no concern and 3 high concern (please circle).				
	Level of Concerns for the Following	None	Low	Medium	Hiç
á	. US 41/Frank Yost Lane	0	1	2	3
I	. US 41/John Rivers Road	0	1	2	3
(. US 41/KY115 Intersection	0	1	2	3
(. KY 115/Railroad Crossing	0	1	2	3
(. KY 115/Mason Lane	0	1	2	3
1	KY 115/KY 1027	0	1	2	3
(. KY 115/Pembroke Elementary School Entrance	0	1	2	3
ı	. KY 115/KY 1453	0	1	2	3
i	KY 115/KY 109	0	1	2	3
				_	_
j	KY 115 at I-24 Ramps	0	1	2	3
dditio	RY 115 at I-24 Ramps Other (Please Explain) nal Comments: rank your level of environmental concern in the study area in (please circle).	0	1	2	3
dditio	rank your level of environmental concern in the study area in (please circle).	from 0-3. 0 i	1 ndicates r	2 no concern	and 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes	from 0-3. 0 i	1 ndicates r	2 no concern Medium	and 3
dditio	rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts	from 0-3. 0 i	ndicates r	2 no concern Medium 2	and 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources	from 0-3. 0 i	ndicates r	2 no concern Medium 2 2	and 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts	from 0-3. 0 i None 0 0 0	ndicates r	no concern Medium 2 2 2	3 and 3 Hi 3 3 3 3
Please	nal Comments: rank your level of environmental concern in the study area of (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks	from 0-3. 0 i None 0 0 0 0	Low 1 1 1	no concern Medium 2 2 2 2 2 2	3 and 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area of (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage	None 0 0 0 0 0 0 0	Low 1 1 1 1 1 1	2 no concern Medium 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage Noise	from 0-3. 0 i None 0 0 0 0 0 0 0	Low 1 1 1 1 1 1 1 1 1	2 Medium 2 2 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area of (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage Noise Air Quality	None 0 0 0 0 0 0 0 0 0 0 0	Low 1 1 1 1 1 1	Medium 2 2 2 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage Noise Air Quality Stream Impacts	None 0 0 0 0 0 0 0 0 0 0 0 0 0	Low 1 1 1 1 1 1 1 1 1 1	2 Medium 2 2 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage Noise Air Quality Stream Impacts Farmland Impacts	0 from 0-3. 0 i None 0 0 0 0 0 0 0 0 0 0 0	1	2 Medium 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
dditio	nal Comments: rank your level of environmental concern in the study area in (please circle). Project Considerations or Outcomes Residential Impacts Historic Resources Business Impacts Hazardous Materials / Underground Storage Tanks Groundwater/Drainage Noise Air Quality Stream Impacts Farmland Impacts	None 0 0 0 0 0 0 0 0 0 0 0 0 0	1 Low 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 Medium 2 2 2 2 2 2 2 2 2 2 2 2	3 and 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3



Christian County Item Number 2-381.00

Local Officials/Stakeholders Meeting No. 2

April 11, 2017





Scope of Work

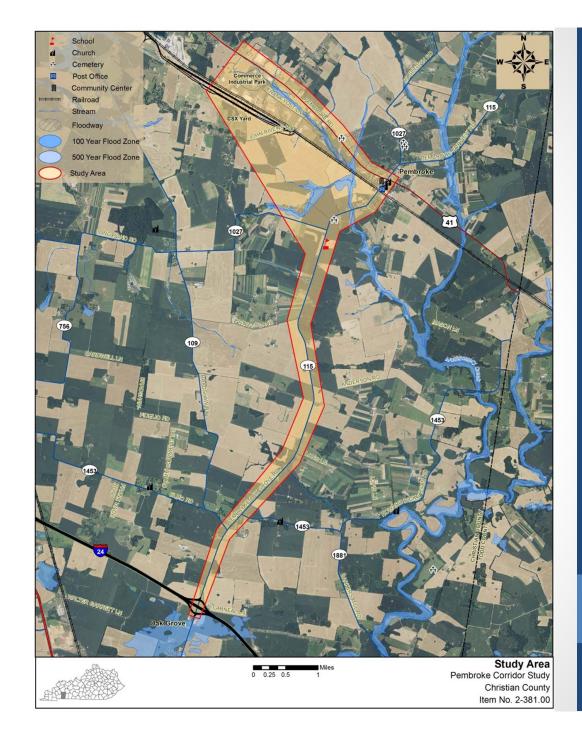
Analyze access, primarily for freight, from the newly expanded Commerce Park, along US 41 northwest of Pembroke, to I-24





Study Area





Purpose of the Project



• Improve the safety and mobility of traffic, especially freight traffic, to and from I-24 and the Commerce Industrial Park northwest of Pembroke.





Local Officials/Stakeholders Meeting No. 1 Feedback

- A connector has been planned for decades.
- Traffic has worsened with recent Pembroke Elementary, Commerce Park, and CSX expansions.
- Oak Grove residents travel KY 115 to Pembroke Elementary and the Commerce Park.
- Pembroke residents travel KY 115 to work at Fort Campbell.
- A connector that ties to KY 115 south of the school would impact more farmland and be less appealing to landowners.
- A connector should follow property lines if possible.
- A connector project will receive push back from the community sensing it may hurt the downtown area.
- Local officials are working with CSX to reduce trains blocking KY 115
- KY 115 should be widened before a connector is built.

Unmunuealth of Kentucky House of Representatives

MYRON DOSSETT 7155 Salubria Springs Road Peribroke, Kentucky 42266 Home: 270-475-9503 State Message Line, 800,372,7181



STATE REPRESENTATIVE Room 424D, Capitol Annex Frankfort, Kentucky 40601 502.564.8100 EXT. 657 Fax: 502.564 1820 email: myron.dossett@lrc.ky.gov

To Whom It May Concern:

I would like to thank you in part for participating in discussions through local entities in regards to the 6 year road plan concerning the Pembroke bypass and the widening of KY-115. At this time I personally believe the widening of KY-115 to be my most important priority.

There has been a total of 678 accidents on this stretch of road in the past 12 years with 158 of them ending in injury and 5 in a fatality and well as many reports of property damage. These numbers tell us this road is unsafe and needs to be improved.

Personally my family uses this highway on a daily basis as do the residents of Pembroke, its surrounding communities, and many of the workers at the two industrial park complexes. Any additional traffic on this road such as commercial vehicles will cause an increase in accidents on KY-115, and I personally believe that he safety concerns of our citizens should be my top priority.

Sincerely

Myron Dossett 9th House District

MD/mjr

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2002 thru CURRENT ALL COLLISIONS ON KY 115 CHRISTIAN CO. MILE POINT 0 thru 11

COLLISIONS	678
COLLISIONS W/ INJURIES	158
COLLISIONS W/ FATALITIES	5
COLLISIONS W/ PROPERTY DAMAGE	515
COLLISONS W/ COMMERCIAL VEHICLE	53
TOTAL INJURIES	246
TOTAL FATALITIES	5
TOTAL	678

Next Steps from Previous Meeting

- Summarize and Review input from today's meeting
- Develop Improvement Alternatives
 - Pembroke Area
 - Concept A
 - Widen US 41 to KY 115
 - Improve the US 41/KY 115 intersection
 - Concept B
 - Construct a new connector from US 41 west of Pembroke to KY 115 south of Pembroke.
 - Include a grade separated railroad crossing
 - Partial control of access
 - Concept C KY 115 Corridor
 - Widen KY 115 south to I-24





Schedule



Project Team and Local Officials/ Stakeholders Meeting 1 November 2016

Project Team Meeting 2

February 2017

Local Officials/
Stakeholders
Meeting 2
and Public
Meeting 1

April 2017 Project Team Meeting 3

May 2017

Draft Report

June 2017 Final Report Submitted to KYTC

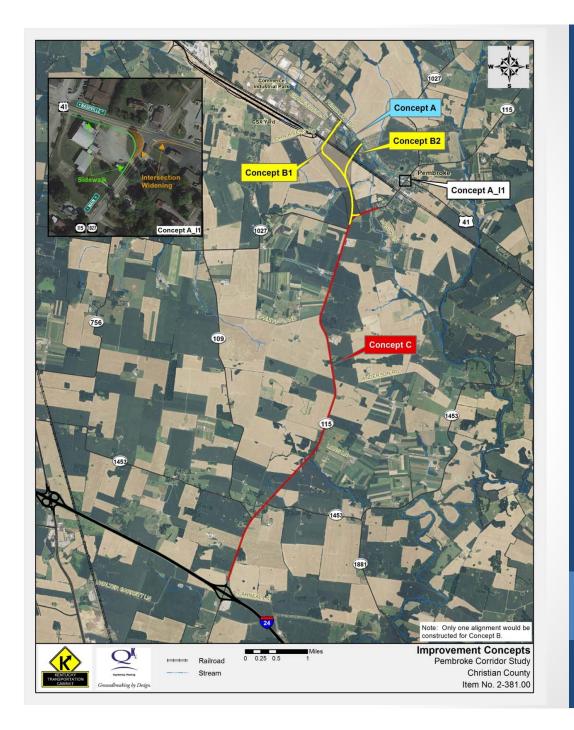
August 2017





Concepts



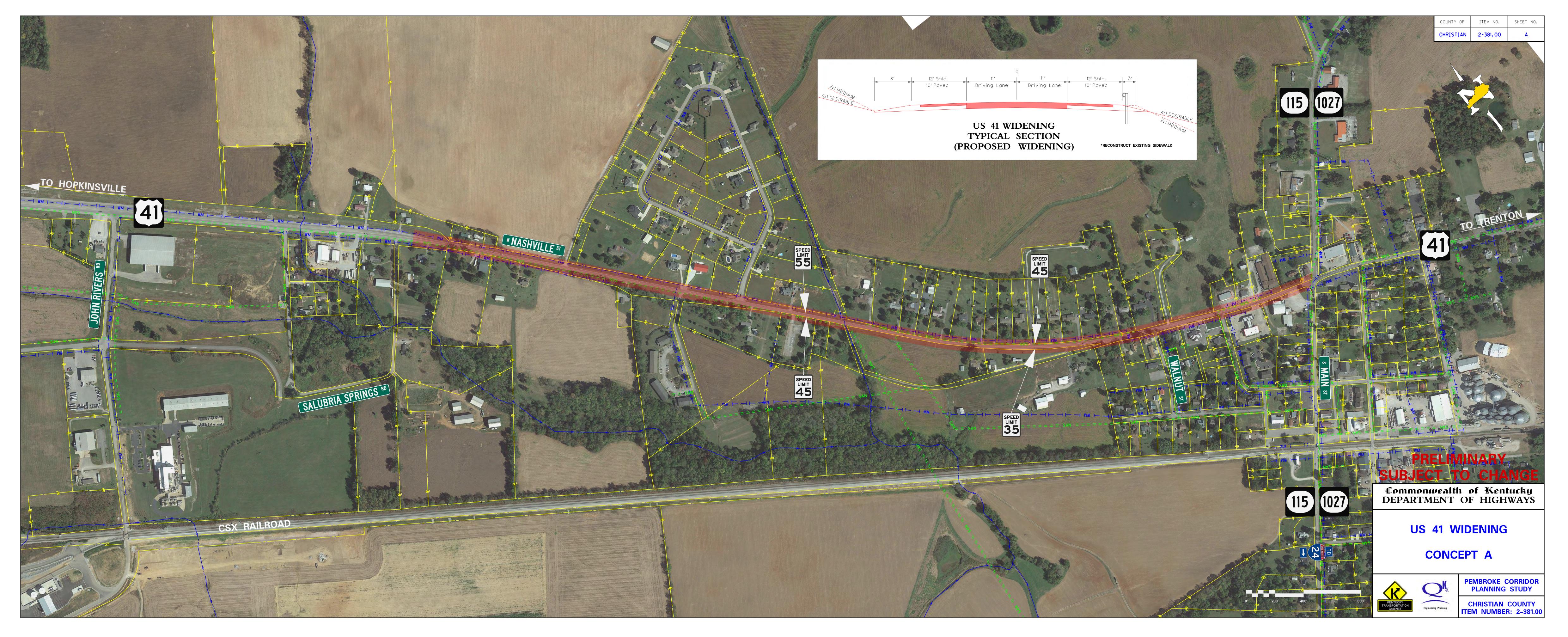


Concept A – Widen US 41

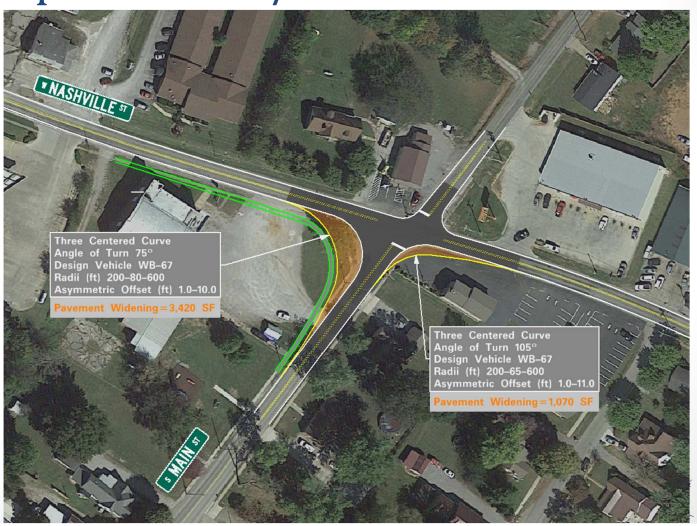
- Length 1.21 Miles from KY 115 (MP 2.79) to widened two lane section east of Salubria Springs Road (MP 4.00)
- Proposed Typical 11-foot lane widths, 10-foot paved shoulders
- Widen Two-Span Culvert at MP 3.42
- Reconstruct existing sidewalk on south side from MP 3.05 (west of Walnut St) to KY 115







Concept A_I1 Improve US 41/KY 115 Intersection



Concept B – New Connector

• Item No. 2-381.00 – 2016 (Current) Highway Plan

US-41

2.500

CONSTRUCT NEW CONNECTOR FROM US 41 NEAR THE INDUSTRIAL PARK TO KY

115 SOUTH OF PEMBROKE. (16CCR)

Milepoints: From: To

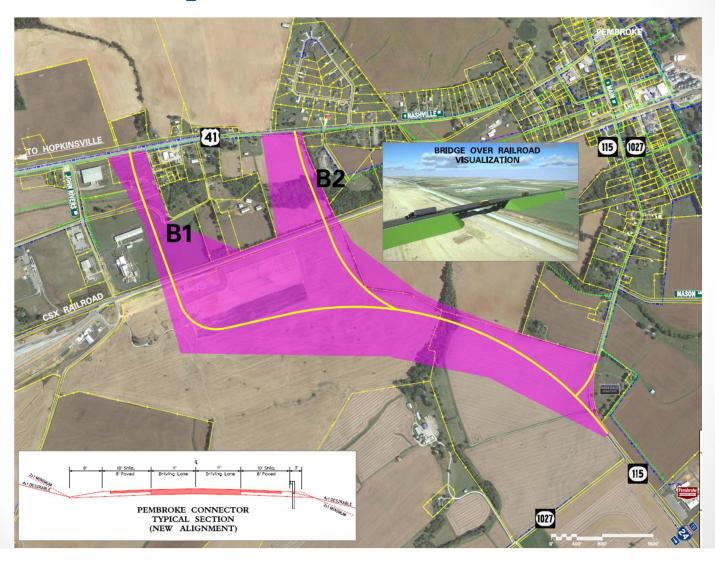
Purpose and Need: RELIABILITY / NEW ROUTE(O)

FUNDING	PHASE	YEAR	AMOUNT	
SPP	D	2019	\$1,000,000	
SPP	R	2020	\$300,000	
SPP	\mathbf{U}	2021	\$700,000	
SPP	C	2022	\$12,000,000	
	Tota	\$14,000,000		





Concept B – New Connector



Concept B – New Connectors

- Design Speed 45 MPH
- Partial Control of Access
- Proposed Typical 11-foot lane widths, 8-foot paved shoulders
- Grade Separated Crossing over the railroad.
 - Minimum Vertical Clearance is 23 feet top of rail to bottom of bridge.
 - Minimum Horizontal Clearance is 25 feet from centerline of track.



Concept C – Widen KY 115

- Length 6.86 Miles from Carneal Lane (North of I-24) to Pembroke (north of bridge near Mason Lane)
- Proposed Typical 11-foot lane widths, 10-foot paved shoulders
- Reconstruct Functionally Obsolete bridge at MP 9.91
- Examined four alignments for impacts and cost Widen Middle,
 Widen Left, Widen Right, and Best Fit.







Estimated Costs

Concept	Length (miles)	Design	Right of Way	Utilities	Construction	Total
Concept A - US 41 Widening	1.21	\$300,000	\$2,750,000	\$1,750,000	\$2,800,000	\$7,600,000
Concept A_I1 - US 41/KY 115 Intersection	0.00	\$25,000	\$100,000	\$150,000	\$90,000	\$365,000
Concept B1 - Pembroke Connector	1.80	\$1,000,000	\$1,000,000	\$500,000	\$9,400,000	\$11,900,000*
Concept B2 - Pembroke Connector	1.25	\$750,000	\$500,000	\$500,000	\$7,300,000	\$9,050,000*
Concept C - KY 115 Widening	6.86	\$1,500,000	\$2,500,000	\$4,250,000	\$14,400,000	\$22,650,000

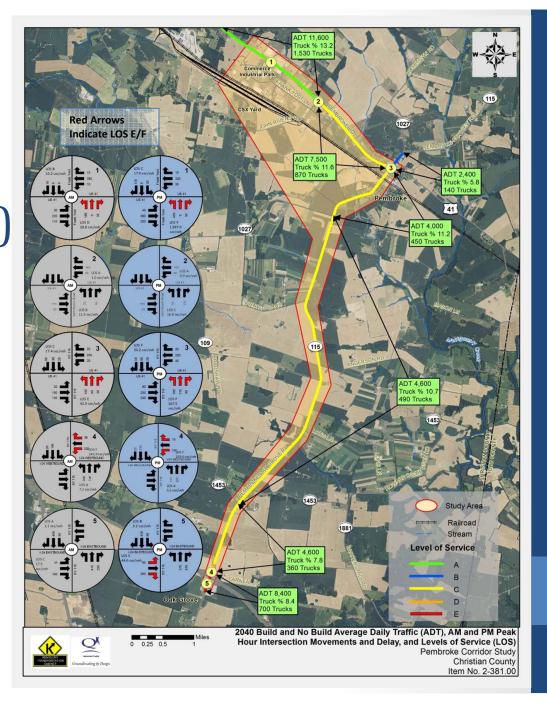
^{* 2016} KYTC Highway Plan Total Budget \$14,000,000 SPP funds





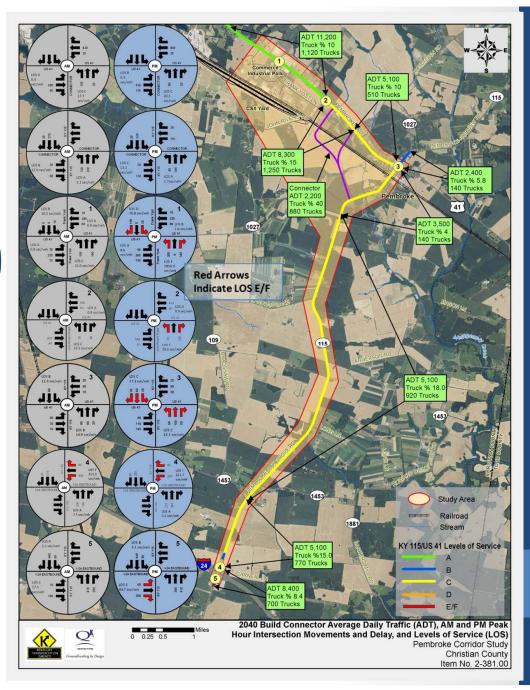
2040 Build (Concepts A & C) and No-Build Traffic and Operations





2040
Build
(Concepts B & C)
Traffic and
Operations







Intersection Summary

Intersections	2016 LOS		2040 No Build LOS		2040 Build LOS		Problem if LOS D, E, or F
	AM	PM	AM	PM	AM	PM	
KY 115/I-24WB	A/C	A/C	A/F	A/F	A/F	A/F	WB Ramp
KY 115/I-24EB	A/B	A/B	A/C	B/E	A/C	B/E	EB Ramp
US 41/Johns Rivers Road	A/B	A/B	A/B	A/C	A/C	A/F	John Rivers Road
US 41/Frank Yost Road	A/B	A/F	A/D	B/F	A/C	B/F	Frank Yost NB
US 41/KY 115	В/В	B/C	A/D	A/F	A/C	A/C	KY 115 NB and SB
US 41/KY 115 CONNECTOR					A/C	B/C	
KY 115/KY 115 CONNECTOR					A/C	A/C	

Intersections are stop-controlled and the LOS only reflects the worst movement at the intersection.





Potential Impacts

	Α	B1	B2	С				
UST/Hazmat	0	1	0	2				
Oil/Gas Well	None							
Water Well	None							
School	None							
Church	None							
Cemetery	None							
Intermittent and Perennial Streams (feet)	60.0	400.0	400.0	270.0				
Ephemeral Stream (feet)	0	0	0	50.0				
Historic Linear Resource (Railroad)	no	yes	yes	no				
Bat Habitat (acres)	0.5	1.5	3.0	24				
Flood zone (acres)	0.2	1.0	2.0	0.5				
Hydric Soils (potential Wetlands in acres)	0.2	0.5	0.5	1.0				
Sinkholes (number or acres)	0.0	0.5 acres	0	9				
Sites <u>Listed</u> in National Register of Historic Places (NRHP)	0	0	0	0				
Potential Historic Property Boundary (acres) (along KY 115)	0.1	0	0	0.5				
Potential Historic District (acres) (In Pembroke)	1.5	0	0	1.0				
Travel Time Savings in Vehicle Hours Traveled (VHT) per day		37	37					
Travel Time Savings in Vehicle Miles Traveled (VMT) per day		892	892					
Safety	16% reduction in crashes	30% reduction for KY 115 and 16% for US 41 only	30% reduction for KY 115 and 16% for US 41 only	30% reduction in crashes				

Preliminary Purpose and Need Statement

The purpose for a project resulting from this planning process would be to improve the safety and mobility of traffic, especially freight traffic, to and from I-24 and the Commerce Park west of Pembroke.

The needs are based on the fact that KY 115 is a narrow, single A (44,000 lbs. maximum load) facility on the Kentucky Highway Freight Network connecting a AAA (80,000 lbs. maximum load) designated facility (US 41) to Interstate 24. Within the community of Pembroke, (1) the US 41/KY 115 intersection has substandard turning radii, especially for large vehicles, (2) the at-grade railroad crossing on KY 115 poses geometric challenges and travel time delays, and (3) a bridge carrying KY 115 over Montgomery Branch, is functionally obsolete.

Goals of any project advanced from this planning study are to (1) where feasible, improve safety for Amish horse and buggy traffic, and (2) advance relevant transportation elements of the 2014 Hopkinsville-Christian County Comprehensive Plan (HCCCP) that support continued growth for the area.

Mayor's email to KYTC dated 2/10/2017

I understand there is a meeting next week concerning the Pembroke Bypass/connector route. As future plans are made for the construction of this Bypass we request that there should be a bike and pedestrian trail designed and constructed as part of the new route. I believe a separate Bike/Ped route that is in the new right of way but separate from the traffic lanes would be a great asset to the City. The engineers would need to co-route the Bike/Ped path into the shoulder on the bridge that goes over the railroad tracks, but the other sections could be separate from the traffic lanes. My second choice would be to have the Bike/Ped facilities as part of the shoulder of the road, but the more the separate distance is from the traffic lanes, the safer is for kids and it is just a better experience if you are not 6 feet away from a truck going 45 MPH.

The City of Pembroke could make a long term goal of trying to connect sidewalks to the Bypass' trail by extending new sidewalks in the US 41A and KY 115 ROWs from the downtown to where they will intersect with the new Bypass, which would create a loop round the southwest side of the City and residents can walk or bike on. I understand that this would be a future plan but one which would benefit our community and our future!

Thank you for your consideration in this project.

Sincerely, Judy R. Peterson Mayor City of Pembroke



