

Appendix B. Local Officials Meeting Minutes and Material

Local Officials Meeting Minutes

I-69 Strategic Corridor Planning Study, Fulton to Eddyville, KY
Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties
Purchase Area Development District Office
Mayfield, Kentucky

2:00 p.m. (CST), November 15, 2010

This meeting was held with local officials from Fulton, Hickman, Graves, Marshall, Livingston, Lyon, and surrounding counties to discuss the I-69 Strategic Corridor Planning Study from Fulton to Eddyville, KY. The project was introduced and the attendants were able to discuss potential project issues and provide input on specific local concerns. Those in attendance included:

Dan Voegeli	Mayor of Fulton
Kenney Etherton	City Manager of Fulton
Lee McCollum	Mayor of Kuttawa
John C. Mahre	Christian County
William M. "Bill" Corum	Madisonville-Hopkins County EDC
Ken Winters	State Senator – District 1
Will R. Coursey	State Representative – District 6
Mike Miller	Marshall County Judge Executive
Larry Kelley	Ballard County Chamber of Commerce
Greg Terry	Carlisle County Judge Executive
Vickie Viniard	Ballard County Judge Executive
John Anderson	Purchase ADD Staff
Marty Wiles	Field Representative for Senator McConnell
Mickey Beck	Clinton City Councilman
Tony Smith	Graves County Judge Executive
Arthur Byrn	Mayor of Mayfield
Jim LeFevre	KYTC – District Office
Jill Asher	KYTC – Central Office
Tonya Higdon	KYTC – Central Office
Steve Ross	KYTC – Central Office
Shane Tucker	KYTC – Planning
David Martin	KYTC – Highway Design
Stacey Courtney	Purchase ADD Staff
Mark Davis	Purchase ADD Staff
Will Conkin	Palmer Engineering
David Lindeman	Palmer Engineering
Gary Sharpe	Palmer Engineering
Chuck Wood	Palmer Engineering
Lee Kileman	Bernardin, Lochmuller, and Associates
David Isley	Bernardin, Lochmuller, and Associates

As the attendants arrived, they were asked to sign the attendance sheet and were given a project brochure and questionnaire. Several exhibits were on display for the local officials to look at. KYTC and consultant staff personnel were on hand to answer any questions at this time. Copies of the questionnaire, project brochure, and exhibits are attached to the end of Appendix C.

The meeting was opened by Jim LeFevre of KYTC welcomed the attendants and provided an introduction to the project. David Lindeman of Palmer Engineering then gave a project overview and presented a slide show to the attendants. The presentation included background information on previous studies, scope of work for this project, overview of existing conditions, and discussion of interstate design standards. The slides from the presentation are attached to the end of Appendix C.

Following the slide show presentation, the floor was opened for attendants to ask question and make comments concerning the information presented. Questions from attendants (underlined) and responses from the consultants and KYTC staff during the meeting included:

- Will there be work completed on the Mayfield Bypass?
In the current state, the median does not meet interstate standards. The median width is acceptable, but the median type does not meet interstate standards and separation will have to be provided with a concrete barrier.
- Will the power line at the Purchase Parkway and the I-24 interchange be affected by the new interstate design?
It is not known what exactly will be affected at the I-24 and Purchase Parkway interchange, but it is believed that the power line will not be affected.
- What is the time frame?
There is not a set time frame for final designation of the Purchase Parkway as I-69. Due to the fact that there is no longer an interstate program, funding will have to come from normal federal and state funds. KYTC is going to take an incremental approach to final designation of I-69. For example, KYTC has identified projects on the Parkways where the roadway is known not to meet interstate standards. The toll booth plazas are known interchanges that do not meet interstate standards. The KY 348 interchange in Benton has been let for design. KYTC is working with the FHWA to identify design exceptions and variances for the Wendell H. Ford and Edward T. Breathitt Parkways. These exceptions and variances will set precedence for designating the Purchase Parkway as I-69. KYTC has many larger projects that are consuming the current budget, including the Kennedy Interchange project, the Louisville Bridges project, the Lake Bridges project, and the Milton Madison Bridge project. In addition, the transition of the parkways to an interstate designation has to begin at an existing interstate and end at a logical terminus. It is believed that the first segment to be completed will be from I-24 east towards Edward T. Breathitt Parkway on the Wendell H. Ford Parkway.

- Are any preliminary costs available?

There are not any preliminary cost available at this time. The final report will provide a planning level cost estimate.

- Can you expound upon the issues at the Tennessee state line and Fulton?

The current Kentucky project will extend to the state line because the width is available to do so. Tennessee has currently stopped their I-69 design approximately two (2) miles south of the state line. There is currently no coordination with Tennessee. It is presumed that there will be coordination at the state line once Tennessee begins to look seriously at making the connection.

- Will a median barrier be required?

A Jersey style concrete barrier will probably be used instead of a cable barrier on the Mayfield Bypass. The rest of the Purchase Parkway meets the minimum interstate median width.

- What are the current plans for the I-24 interchange?

Yes, a fully-directional interchange would be required, but specifics are not yet known. KYTC is looking at providing an interim solution for short-term conversion to I-69. In the future, the I-24 interchange will probably need to be redesigned to a fully-directional interchange. KYTC is looking at providing an interim solution for short-term conversion to I-69.

- Are there other known interchanges where improvements will be required?

The former toll booth plazas at Benton and Wingo are known to not meet interstate standards.

- How will any bridge height problems be fixed?

The bridge can be torn down and replaced, the existing bridge can be raised, or the pavement under the bridge can be lowered as long as there are no drainage issues.

- What is the plan for the approach?

Kentucky has to work from the existing interstate out to get interstate designation on work that has been previously completed. The redesign and improvements to the I-24 interchange will be a big job. At this interchange all ramps may be replaced with two-lane ramps. Improvement can be completed anywhere on the Purchase Parkway, but the I-69 designation cannot be achieved until the roadway is contiguous with I-24.

- What effect will the progress for the I-69 connection in Henderson across the Ohio River have on the project?

The lack of bridges in Henderson will probably not have an effect on this project.