



APPENDIX A

PRELIMINARY LINE & GRADE INSPECTION

**CLARK COUNTY
WINCHESTER BYPASS (SE)
ITEM NO. 7-331.50**

DECEMBER 14, 2000

MINUTES OF MEETING

Persons in attendance:

Ananias Calvin III - Central Office - Design;
Richard Thomas - Central Office - Design;
Joe Banahan - Central Office - Design;
Larry Irish - Central Office - Traffic;
Ron Rister - Central Office - Operations;
James Ballinger - District 7 - Preconstruction;
Randy Turner - District 7 - Design;
I.J. Blankenship - District 7 - Design;
Joe McDowell - District 7 - Drainage;
Don Lawson - District 7 - Utilities;
Wayne Mattingly – District 7 – Utilities;
Bradley Derickson – District 7 – Utilities;
Tom Kerns - District 7 - Right-of-Way;
Willie H. Whittamore, Jr. - District 7 - Planning;
Stuart Goodpaster – District 7 – Planning;
Joshua Samples – District 7 – Planning;
Larry McMurray – District 7 – Traffic/Permits;
Bob Vaughn - Vaughn & Melton;
Michael Jones - Vaughn & Melton;
Larry Blevins - Vaughn & Melton;
Rebecca Colvin - Commonwealth Technology, Inc.

A brief presentation of the two alternates and their design criteria was made. The two alternates studied for this project are noted as the **Alternate 1 (Red)** and **Alternate 2 (Blue)**. As with the Northeast Section of the Eastern Bypass, the Transportation Advisory Committee provided local input into the selection and design of alternates for this project. After several meetings, the committee selected **Alternate 1** as their preferred alignment. A Public Meeting was held for this project on October 26, 2000 and comments received were discussed. The following comments were made concerning this project:

1. The Department concurs with the Advisory Committee in the selection of Alternate 1 as the preferred up to approximate Station 240+00.
2. The remainder of the alignment around KY 627(S) was discussed in detail without a decision being made as to the preferred alternate. The Consultant shall study this area in further detail and provide the Department with drawings depicting the two (2) alternates as well as an additional alternate. It was the consensus of the Department that their preference is to connect the proposed eastern bypass directly with the existing western bypass.
3. District 7 – Operations recommended the use of concrete intersections at KY 89 and KY 627(S).
4. The access points for the project were discussed. Information received during the meeting indicates that a 15 percent variance policy is applicable to permit requests after construction is complete. The Consultant was directed to check all access breaks for compliance with this policy.
5. A project field visit was not taken during this meeting. A future field visit is planned.
6. The costs for this project are as follows:

	<u>Alternate 1</u>	<u>Alternate 2</u>
Construction	\$13,108,611	\$14,861,970
Right-of-Way	\$5,000,000	\$5,700,000
Utilities	\$7,409,059	\$6,803,040

7. A description of each alternate is attached.

ALTERNATE 1 (Red)

Alternate 1 begins on KY 89 at a point 0.30 miles from the intersection of KY 89 and East Broadway. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.15 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.44 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 1.12 miles from the Winchester Station and then crosses Two-mile Road (KY 1923) at a point 1.36 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west to its termini at KY 627, a point 0.49 miles from the intersection of KY 1958 and KY 627. Also included with this alternate is the upgrading of existing KY 627 to a five-lane urban facility from KY 1958 to the project terminus.

ALTERNATE 2 (Blue)

Alternate 2 begins at the same point as Alternate 1. From this point, it proceeds in a southerly direction crossing the CSX Railroad at a point 1.06 miles from the Winchester Station. It then proceeds in a southwesterly direction crossing Muddy Creek Road (KY 974) at a point 1.33 miles from the intersection of Main Street and KY 974. After crossing Muddy Creek Road, it continues southwesterly and crosses the CSX Railroad at a point 0.97 miles from the Winchester Station and then crosses Two-mile Road (KY 1923) at a point 1.20 miles from the intersection of KY 627 and KY 1923. It continues in a southwesterly direction before turning west and crossing KY 627 at a point 0.32 miles from the intersection of KY 1958 and KY 627. It continues across KY 627 to its termini on KY 1958, a point 0.60 miles from the intersection of KY 627 and KY 1958.

PRELIMINARY LINE & GRADE INSPECTION

**CLARK COUNTY
WINCHESTER BYPASS (SE)
ITEM NO. 7-331.50**

April 24, 2001

MINUTES OF MEETING

Persons in attendance:

Ananias Calvin III - Central Office - Design;
Joe Banahan - Central Office - Design;
James Ballinger - District 7 - Preconstruction;
Randy Turner - District 7 - Design;
I.J. Blankenship - District 7 - Design;
Ron Terry - District 7 - Right-of-Way;
Willie H. Whittamore, Jr. - District 7 - Planning;
Frank Duncan – District 7;
Bob Vaughn - Vaughn & Melton;
Michael Jones - Vaughn & Melton;
Larry Blevins - Vaughn & Melton;

This meeting is a continuation of the Preliminary Line & Grade Inspection held on December 14, 2000 for this project. The purpose of this meeting was to select an alternate for the intersection of the proposed SE Bypass with existing KY 627S. A brief presentation of the three alternates considered for this project was made by the Consultant. These alternates included the two (2) alternates presented at the earlier meeting as well as a third alternate that utilizes an interchange for the proposed connection to existing KY 627S. The following comments were made concerning this project:

1. Consultant was directed to show access breaks/roads to adjacent properties on Alternate 3.
2. It is still the consensus of the Department that their preference is to connect the proposed eastern bypass directly with the existing western bypass.
3. The Project Team recommended that a Level of Service analysis be performed by the Consultant on the proposed interchange. The District 7 office will request updated turning movements for the proposed interchange.
4. The Project Team prefers Alternate 3 pending the outcome of the Level of Service analysis on the proposed interchange.
5. The Project Team also recommended that an Advisory Committee meeting be set up to present the alternates for the KY 627S tie-in to the committee.
6. The costs for this project from Station 239+21.52 ahead are as follows:

	<u>Alternate 1</u>	<u>Alternate 2</u>	<u>Alternate 3</u>
Construction	\$13,108,611	\$17,397,331	\$17,509,153
Right-of-Way	\$ 5,000,000	\$ 5,700,000	\$ 6,600,000
Utilities	\$ 7,409,059	\$ 6,803,040	\$ 8,449,059

A Project Team Meeting was held at the District 7 Office on January 29, 2003 to present the Synchro/Sim Traffic modeling for alternatives at the KY 627S intersection with the following in attendance:

<u>Person</u>	<u>Representing</u>
Ananias Calvin III	Central Office – Design
Larry Irish	Central Office – Traffic
Telma Lightfoot	Central Office – Traffic
Frank Duncan	District 7 – Chief District Engineer
James Ballinger	District 7 – Preconstruction
Frank Bush, Jr.	District 7 – Design
Randy Turner	District 7 – Design
Michael Weitlauf	District 7 – Design
Joshua Samples	District 7 – Design
Donald Smith	District 7 – Traffic
Michael Jones	Vaughn & Melton
Robert Jacks	Vaughn & Melton

A brief overview of the project was made to bring everyone in attendance up-to-date on the purpose of this meeting. Robert Jacks made the above-mentioned presentation and then the floor was open to questions. Numerous options were discussed for the treatment of the proposed intersection without a concise decision being made.

However, several options for improvement of the alternatives for this area were discussed and are as follows:

1. Consultant was directed to add another movement for the analysis of the existing intersection at KY 1958 and KY 627S. This movement will be for the street extending east from the mentioned intersection.
2. District 7 will provide Consultant with traffic counts based upon plans when the KY 1958/KY 627S intersection was constructed.
3. Consultant was directed to investigate an interchange for the proposed intersection of the Bypass and KY 627S on Alternate 2. A standard diamond interchange and a single-point urban interchange shall be investigated.

A Project Team Meeting was held at the District 7 Office on April 16, 2003 to present a follow-up Synchro/Sim Traffic model for alternatives at the KY 627S intersection with the following in attendance:

<u>Person</u>	<u>Representing</u>
Ananias Calvin III	Central Office – Design
Larry Irish	Central Office – Traffic
James Ballinger	District 7 – Preconstruction
Frank Bush, Jr.	District 7 – Design
Randy Turner	District 7 – Design
Joshua Samples	District 7 – Design
Larry McMurray	District 7 – Traffic
Michael Jones	Vaughn & Melton
Robert Jacks	Vaughn & Melton

The purpose of this meeting was to present two (2) additional alternates requested at the January 29, 2003 meeting. A brief overview of these additional alternatives was made. Robert Jacks made the Synchro/Sim presentation and then the floor was open to comments. The Project Team did not arrive at a decision on a preferred alternate. All five (5) alternates considered will be presented to the Advisory Committee at a meeting scheduled for May 1, 2003.

Several options for presentation of alternates to the Advisory Committee were discussed and are as follows:

1. Consultant was directed to show details of turning movements, merge lanes, etc. for each alternate considered.
2. Consultant was directed to provide a time travel chart between stationary reference points for each alternate to aid the Committee in the overall understanding of each alternate.
3. Consultant was directed to provide a matrix of advantages and disadvantages of each alternate.