

Public Hearing Packet

Project Item Number: 1-180.00

County and Route: Trigg and Marshall, US68/KY80

Project Description: Improvements to US 68/KY 80 between Aurora and the Cadiz Bypass

Project Manager Contact information (Cabinet): Tim Choate, 270-898-2431

Project Manager Contact Information (Consultant): Frank (Steve) Slade of Parsons Brinkerhoff Blade and Douglas, (502) 456-2126

Other contacts: Nancy Skinner of Parsons Brinkerhoff Blade and Douglas, (502) 456-2126

Approximate dates: December 5, 2005

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.):

PUBLIC HEARING

December 5, 2005

5:00 p.m. to 8:00 p.m.

Kenlake State Resort Park
542 Kenlake Road
Harden, Kentucky 42048-9737

Proposed Improvements to US 68/KY 80 from Aurora to the Cadiz Bypass

Trigg and Marshall Counties

Item No. 1-180.00



***Kentucky Transportation Cabinet
Department of Highways***



WELCOME!

Thank you for attending the Public Hearing for the proposed US 68/KY 80 transportation improvements. This handout package provides an overview of the project and its key features. Please take this opportunity to read this information and become better acquainted with the proposed improvements.

As you enter the room, you will notice displays of the proposed project. Representatives of the Kentucky Transportation Cabinet are stationed at the displays to discuss the project with you and to answer any questions that you may have concerning any phase of the project. The representatives can be identified by a nametag they are wearing. Please take the time to discuss the project with them.

A court reporter is available for those persons who desire to make a statement about the project and have that statement included in the official transcript of this hearing. If you wish to make a statement, please see the representative at the court reporter's table.

Included with this package is a comment form for you to fill out if you wish to make written comments tonight. The completed forms may be deposited in the box by the door. If you do not wish to make a statement at this time, or if you arrive home and think of something you wish you had told the court reporter, you have fifteen (15) days from the date of this hearing, to submit written comments to:

*D. Wayne Mosley, P.E., Chief District Engineer
Kentucky Department of Highways – District One Office
P.O. Box 3010
Paducah, KY 42002-3010
Phone (270) 898-2491*

For the written comments, you can use the comment form. Letters are also acceptable.

Thank you for attending and participating in this hearing. Your comments are important to us and we will consider them when making a final determination regarding this project.

PURPOSE OF THIS HEARING

This public hearing is being held to present the alternatives for the design of the improvements to US 68/KY 80 between Aurora and the Cadiz Bypass, and to receive comments from the public that will assist the Kentucky Transportation Cabinet (KYTC) in selecting the preferred alternative for the portion of the project within the Land Between the Lakes (LBL) National Recreation Area. In 1994 an Environmental Assessment (EA) was prepared to evaluate the effects of several alternative alignments for roadway improvements in this 17-mile long US 68/KY 80 Corridor. A public hearing was held on January 24, 1995 and based on comments received from the public and resources/regulatory agencies, the Transportation Cabinet selected an alternative to carry forward into design. Refinements in the design of the Selected Alternative have been made since the 1995 public hearing, to advance preliminary design concepts, such as the separate hike-bike trail extending the length of the project, and to avoid or minimize environmental impacts. A Finding of No Significant Impact (FONSI) was drafted and discussed with the cooperating agencies; however, prior to the completion of the FONSI, Congressional action in late 1999 changed the management for the LBL from the Tennessee Valley Authority to the USDA Forest Service. Based on concerns expressed by the new LBL land manager, four alternative concepts have been investigated within the LBL portion of the project and are presented here tonight.

PURPOSE OF AND NEED FOR PROJECT

The primary purpose of this project is to correct geometric deficiencies of the existing roadway and bridges, which provide the only east-west connection across the southern portion of western Kentucky. The correction of those deficiencies will in turn provide a safer road for persons traveling along US 68/KY 80, satisfy the demands of the traveling public in 2025, and meet current design standards. A secondary purpose for this project is to support the regional planning and economic development goals of western Kentucky.

PROJECT DESCRIPTION

This portion of US 68/KY 80 extends approximately 17 miles between KY 94 in Kenlake State Resort Park in Marshall County and the western terminus of the Cadiz bypass in Trigg County. The proposed project will cross both Kentucky Lake (Tennessee River) and Lake Barkley (Cumberland River), replacing each existing two-lane bridge with a new four-lane bridge. The project also passes through the Kenlake State Resort Park and the LBL National Recreation Area. Portions of the improved roadway will be built on new locations, while other portions will follow the general alignment of the existing roadway.

The portion of the project outside the LBL is referred to as the Selected Alternative. It is shown on Figures A, C and D, attached, and has the following components:

- The existing Eggner's Ferry and Henry R. Lawrence Memorial Bridges will be demolished or removed and replaced with a new single four-lane bridge for each river crossing. Existing embankments that reach out into Kentucky Lake and Lake Barkley will be widened to accommodate two travel lanes in each direction. The new bridges will have wider lanes and shoulders as well as a two-way bike trail on

the south side of the bridge, will meet current seismic design and vessel impact criteria, and will have greater horizontal and vertical navigation clearances than the old bridges.

- Between the Lake Barkley crossing and the Pete Light Spring area, the existing two lanes will be improved and two new lanes and a grassy median will be added, or four new lanes will be constructed in the vicinity of the existing roadway. The improved roadway will feature wider lanes and shoulders than the existing road. Existing horizontal or vertical curve deficiencies of the existing roadway will be corrected.
- Four new lanes on a new location away from the existing road will be built from the Pete Light Spring area to the eastern terminus at the Cadiz bypass.
- The angle of intersection between US 68/KY 80 and local roads will be improved at Pete Light Spring Road and at KY 1062/KY 272.
- The minimum permitted interval of direct access (i.e., driveway openings) to the improved road will be 1,200 feet. A frontage road will be built along US 68/KY 80 in Canton.
- A separate hike-bike trail (12 feet wide) for two-way bicycle movement and separate pedestrian access will be designed and constructed between Kenlake State Resort Park and the Cadiz bypass. Between Aurora and Canton, the trail will be on the south side of the roadway and major bridges; between Canton and the Cadiz bypass, the trail will be north of the proposed roadway.

Since 2002, as a result of ongoing coordination between the USDA Forest Service, FHWA and KYTC, the portion of the project's Selected Alternative through the LBL has been dropped from further consideration. Instead, four alternatives are under have been identified and evaluated for the LBL portion of the corridor: the No-Build Alternative; a three-lane design option (LBL Alternative 3A), and two four-lane design options (LBL Alternative 1 and 1A). These alternatives have been identified and refined through a series of meetings between 2002 and 2005 with representatives of the USDA Forest Service, FHWA, KYTC, and TVA and based on the results of a scoping by the USDA Forest Service in 2002. These four LBL alternatives are described below and shown on Figures A, B and C.

LBL ALTERNATIVES UNDER CONSIDERATION

LBL No Build Alternative

Under this alternative, the geometry of the existing two-lane highway through the LBL would not be improved. The current lane widths, shoulder widths, and grades remain unchanged.

LBL Build Alternative 1 – New Four-lane Divided Highway

Alternative 1 is a modification to the 1995 Selected Alternative through LBL.

Alternative 1 would be a new four-lane divided highway through the LBL; its design criteria have been modified to achieve a design that is more in balance with the natural setting of the LBL, compared with the original four-lane alternative. Steeper grades are permitted and in several areas, the highway would be bifurcated or shifted to avoid certain sensitive areas and to create new recreational area viewing opportunities. Two

areas of bifurcations (separation of eastbound and westbound lanes), totaling 2.7 miles in length, would be created.

LBL Build Alternative 1A – New Four-lane Divided Highway with Longer Areas of Bifurcation

Alternative 1A is identical to Alternative 1 in the 5-mile section between Kentucky Lake and the Golden Pond Picnic Area. From the Golden Pond Picnic Area to Lake Barkley, Alternative 1A would be bifurcated to minimize impacts to the old Golden Pond town site. For the easternmost 1.7 miles of this segment, the two eastbound lanes would use the path of Old Highway 68, to the south of the existing highway, while the westbound lanes would follow the existing highway.

LBL Build Alternative 3 – New Three-lane Undivided Highway

Alternative 3 would construct a new three-lane undivided highway. The third lane would be an alternating outside passing lane through the LBL area. Each direction of travel would have two separate passing lane sections through the LBL. Alternative 3 generally follows the same alignment as the existing two-lane alignment, but improves horizontal and vertical geometry.

Table 1 presents a comparison of the design and selected environmental characteristics of the Selected Alternative outside the LBL, and the three LBL Build Alternatives (1, 1A and 3).

Figures A, B, C and D illustrate the Selected Alternatives outside the LBL and the LBL Build Alternatives.

Table 1. Comparison of Selected Alternative and LBL Build Alternatives

	Selected Alternative	LBL Alternative 1	LBL Alternative1A	LBL Alternative 3A
Design Characteristics				
Total Length / Bifurcated (miles)	7.3 / 0	7.4 / 2.7	7.4 / 5.25	7.9 / 0
Number of Lanes / Lane Width	4 / 12'	4 / 12'	4 / 12'	3 / 12'
ROW Width	250' - 1000'	110' - 380'	110' - 510'	120' - 330'
ROW Conversion	295 acres	168 acres	204 acres	107 acres
Construction Cost	\$209,002,500	\$50,350,000	\$50,850,000	\$35,050,000
Level of Service (in 2028)	LOS A	LOS A	LOS A	LOS C
Design Speed	60 mph	55 mph	55 mph	55 mph
Shoulders	12' outside shoulders with 10' paved and 2' stabilized grass. 6' inside shoulder with 4' paved and 2' stabilized grass	Median divided - 12' with 2' paved, 10' stabilized grass Bifurcated - 6' inside; 12' outside; 2' of each paved, remaining stabilized grass	Median divided - 12' with 2' paved, 10' stabilized grass Bifurcated - 6' inside; 12' outside; 2' of each paved, remaining stabilized grass	12' shoulders, with 10' paved and 2' stabilized grass
Medians	40'	median divided - 40': bifurcated median - 150' to 850'	median divided - 40': bifurcated median - 50' to 1000'	N/A
Hike-Bike Trail				
Location	South side of road to Canton, then north side and north of road to Cadiz	South of proposed roadway	South of proposed roadway	South of proposed roadway
Length (miles)	7.3	9.1	9.1	9.1
Land Required	?????	22.8 acres	22.8 acres	22.8 acres
Water Resource Impacts				
Lake Barkley Impacts	7.2 acres	2.57 acres	9.02 acres	1.77 acres
# of Streams Crossed	2	9	11	7
Length of Channel Change (feet)	690	1,000	1,000	600
Floodplains Impacted	Hopson Creek (2,600 linear feet)	14.8 acres of Lake Barkley ponding easement	14.8 acres of Lake Barkley ponding easement	14.8 acres of Lake Barkley ponding easement
Wetlands (acres filled)	0	0.52	2.15	0.29
Wildlife & Habitat				
New acreage Converted to Roadway	258.5	177.7	205.1	130.3
Forest Lands Converted (acres)	105.3	122.7	141.4	89.4
Areage of Rehabilitated Roads	17.5	4	4.5	9.5
Land Use				
Displacements	10 residential; 3 businesses; 31 accessory structures	0	0	0
Farmlands Converted (acres)	34	13	23.4	8.8
Recreational Resources Affected				
Kenlake State Resort Park	Takes 10.4 acres, partial loss of vegetative screen for campground	N/A	N/A	N/A
Land Between the Lake NRA	N/A	Affects Fenton Lake Access Area, Golden Pond Picnic Area, Elbow Bay & Southwest Causeway	Affects Fenton Lake Access Area, Golden Pond Picnic Area, Devils Lake Access Area, Elbow Bay & Southwest Causeway	Affects Fenton Lake Access Area, Golden Pond Picnic Area, Elbow Bay & Southwest Causeway
Lake Barkley	Takes Canton boat ramp and beach area	N/A	N/A	N/A



2-4

LEGEND

- Existing US 68/KY 80
- Selected Alt. (Outside LBL)
- Roadway segments used when evaluating location alternatives

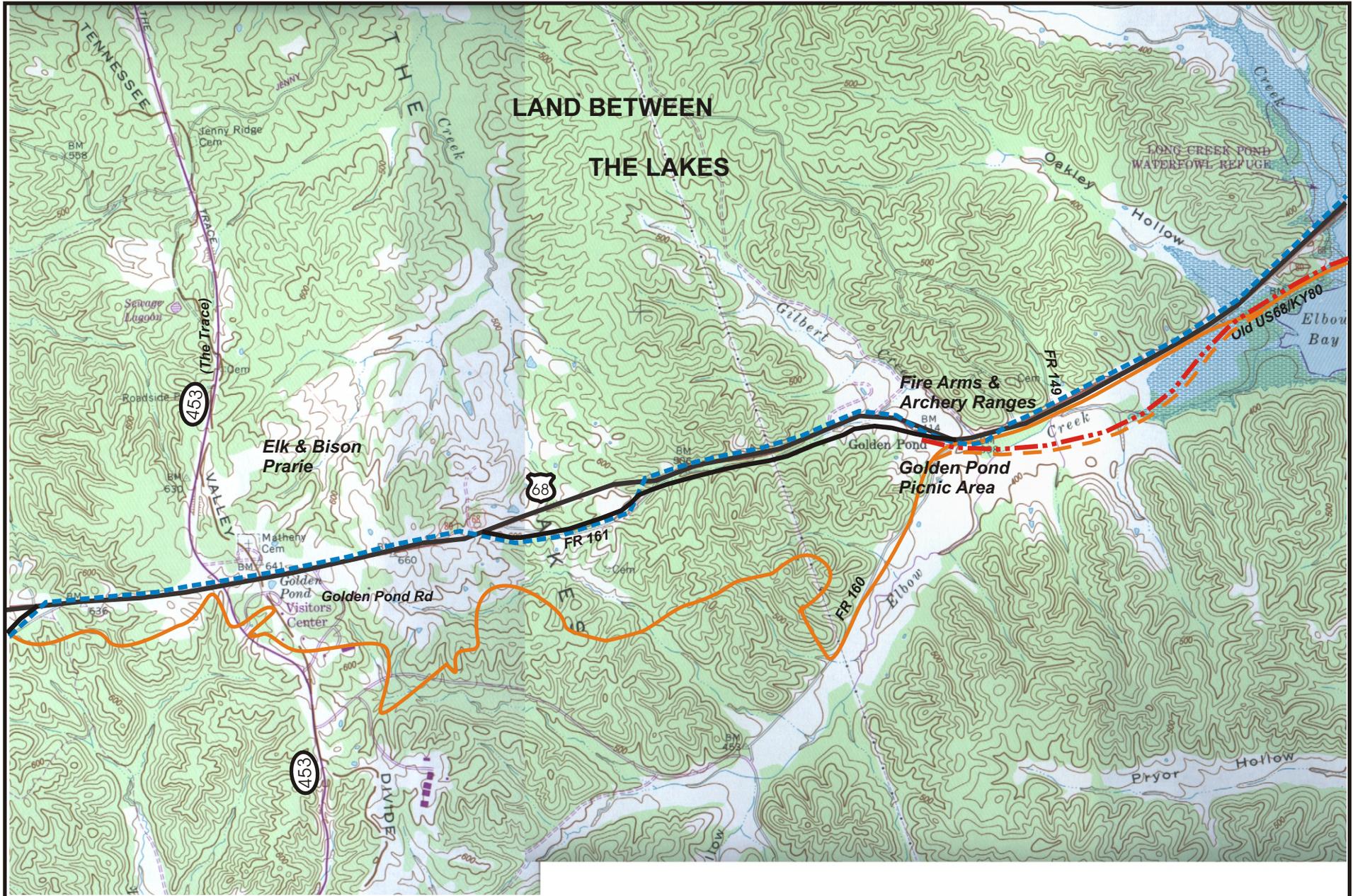
LBL Alternatives

- Alt 1
- Alt 1A (Where different from 1)
- Alt 3A
- LBL Hike-Bike Path

Selected Alternative
& LBL Build Alternatives

Scale
1" = 2000'

Figure A



LEGEND

- Existing US 68/KY 80
- Selected Alt. (Outside LBL)
- Roadway segments used when evaluating location alternatives

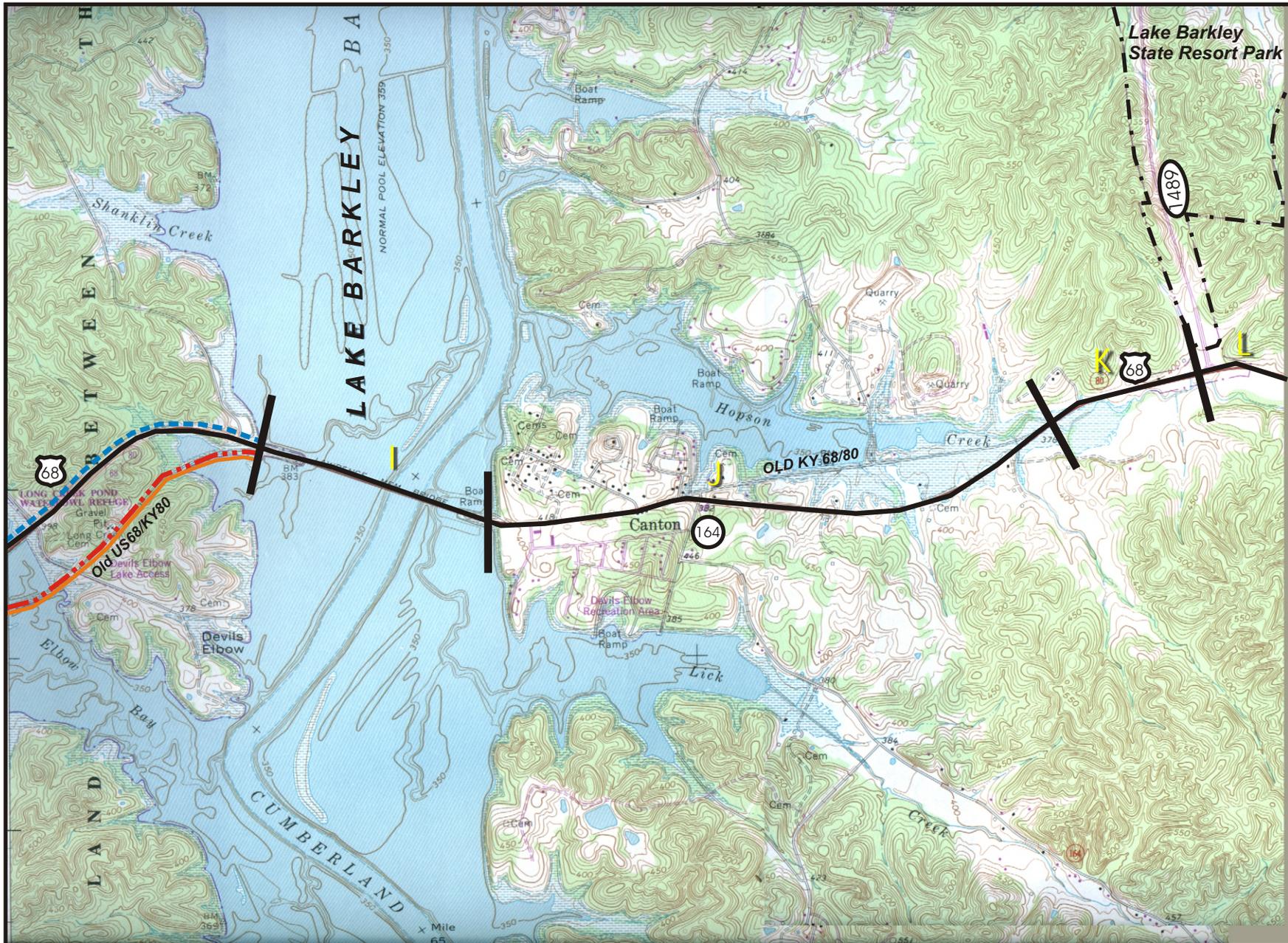
LBL Alternatives

- Alt 1
- Alt 1A (Where different from 1)
- Alt 3A
- LBL Hike-Bike Path (Alt 1 & 3A)
- LBL Hike-Bike Path (Alt 1B)

Selected Alternative & LBL Build Alternatives

Scale
1" = 2000'

Figure B



LEGEND

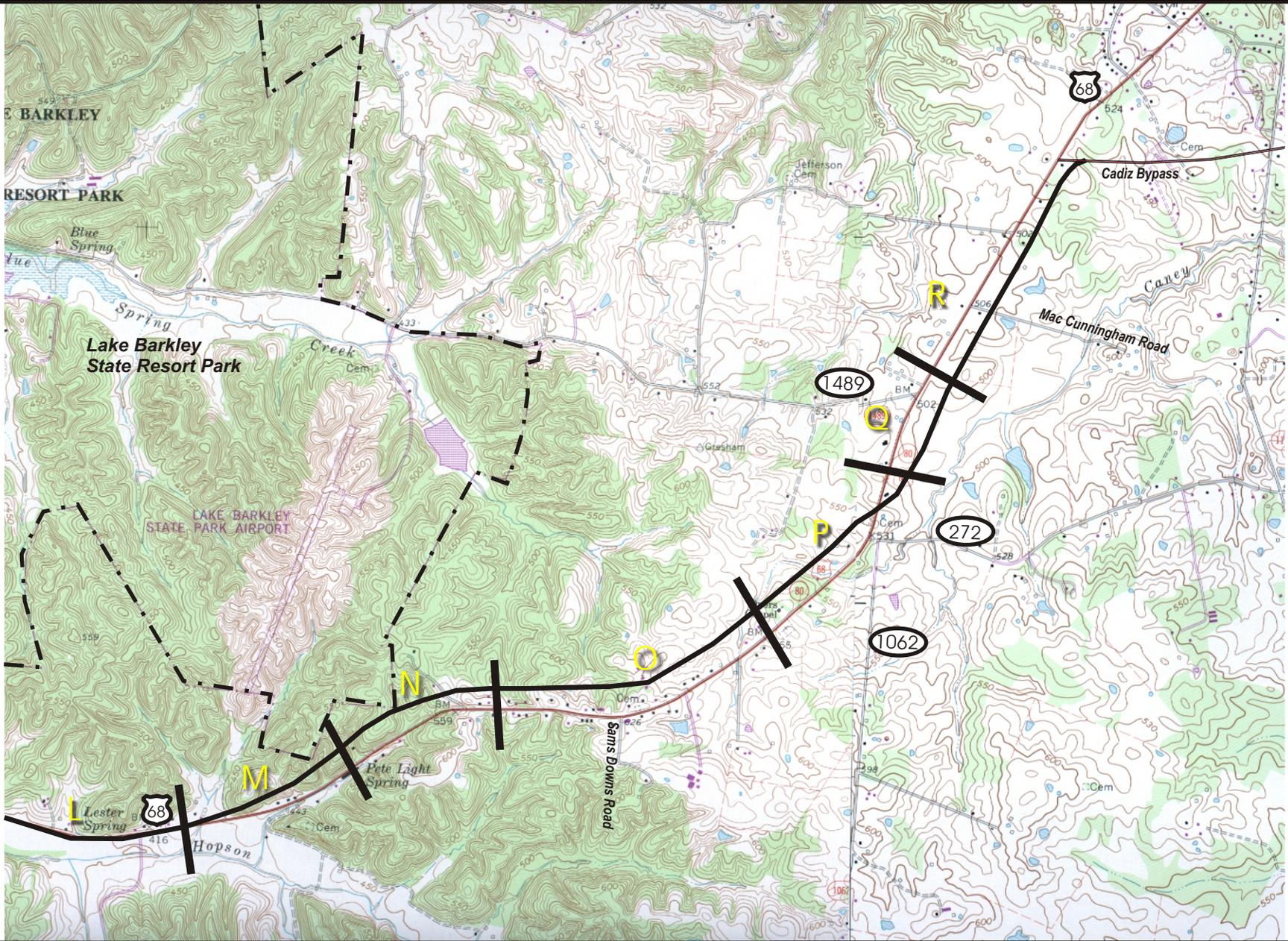
-  Existing US 68/KY 80
-  Selected Alt. (Outside LBL)
-  Roadway segments used when evaluating location alternatives

- LBL Alternatives**
-  Alt 1
-  Alt 1A (Where different from 1)
-  Alt 3A
-  LBL Hike-Bike Path

Selected Alternative & LBL Build Alternatives

Scale
1" = 2000'

Figure C



LEGEND

-  Existing US 68/KY 80
-  Selected Alt. (Outside LBL)
-  Roadway segments used when evaluating location alternatives

- LBL Alternatives**
-  Alt 1
 -  Alt 1A (Where different from 1)
 -  Alt 3A
 -  LBL Hike-Bike Path

**Selected Alternative
& LBL Build Alternatives**

Scale
1" = 2000'

Figure D

PUBLIC HEARING

Proposed Improvements to US 68/KY 80 from Aurora to the Cadiz Bypass Trigg and Marshall Counties Item No. 1-180.00

December 5, 2005

The Kentucky Transportation Cabinet asks that you write your comments on this form so they can be given full consideration for this project. Please return the form to any KYTC personnel present this evening or mail it to the following address: **(Please respond by December 20, 2005)**

D. Wayne Mosley, P.E. Chief District Engineer
Kentucky Department of Highways – District One Office
P.O. Box 3010
Paducah, KY 42002-3010

Name: _____

Address: _____

Phone (optional): _____

Please write your comments below (use additional pages if necessary):
