

We Need Your Input!

We need your input to help us continue developing the preferred alternative for the KY 82 Design Project! Please take a look at the intersection and mainline alternates and complete the attached survey. If you have additional questions, please visit the KYTC District 10 website <https://transportation.ky.gov/DistrictTen/Pages/default.aspx> or contact Aric Skaggs with the Kentucky Transportation Cabinet at (606) 666-8841 or Aric.Skaggs@ky.gov.

Public Meeting KY 82 Design Project

Estill County
KYTC Item No. 10-205.00
December 11, 2023



Project Overview

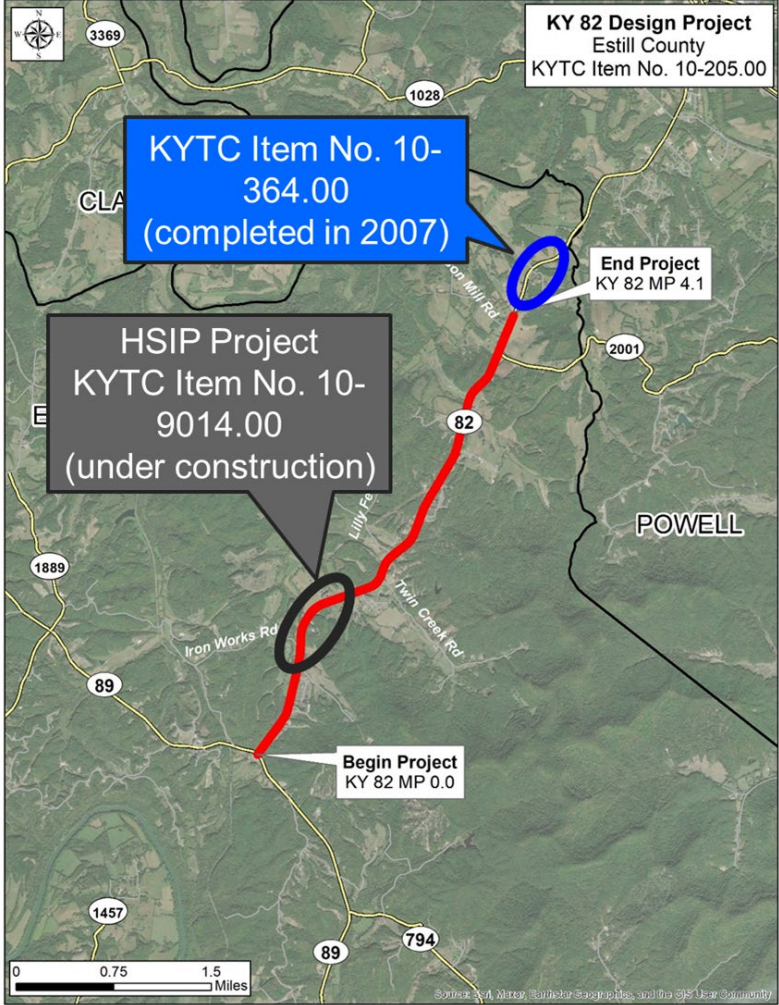
The Kentucky Transportation Cabinet (KYTC) is seeking your input on a Preliminary Engineering project impacting KY 82 in Estill County. This project is listed in Kentucky's 2022 Highway Plan as Item No. 10-205.00 which includes \$2.5 million for final design in 2023. All future phases of the project are dependent upon funding in the 2024 Highway Plan. Please see the reverse side for a graphical explanation of project phases.

The purpose of the KY 82 Design Project is to improve mobility, connectivity, and safety, as well as to address roadway deficiencies on KY 82 in Estill County.

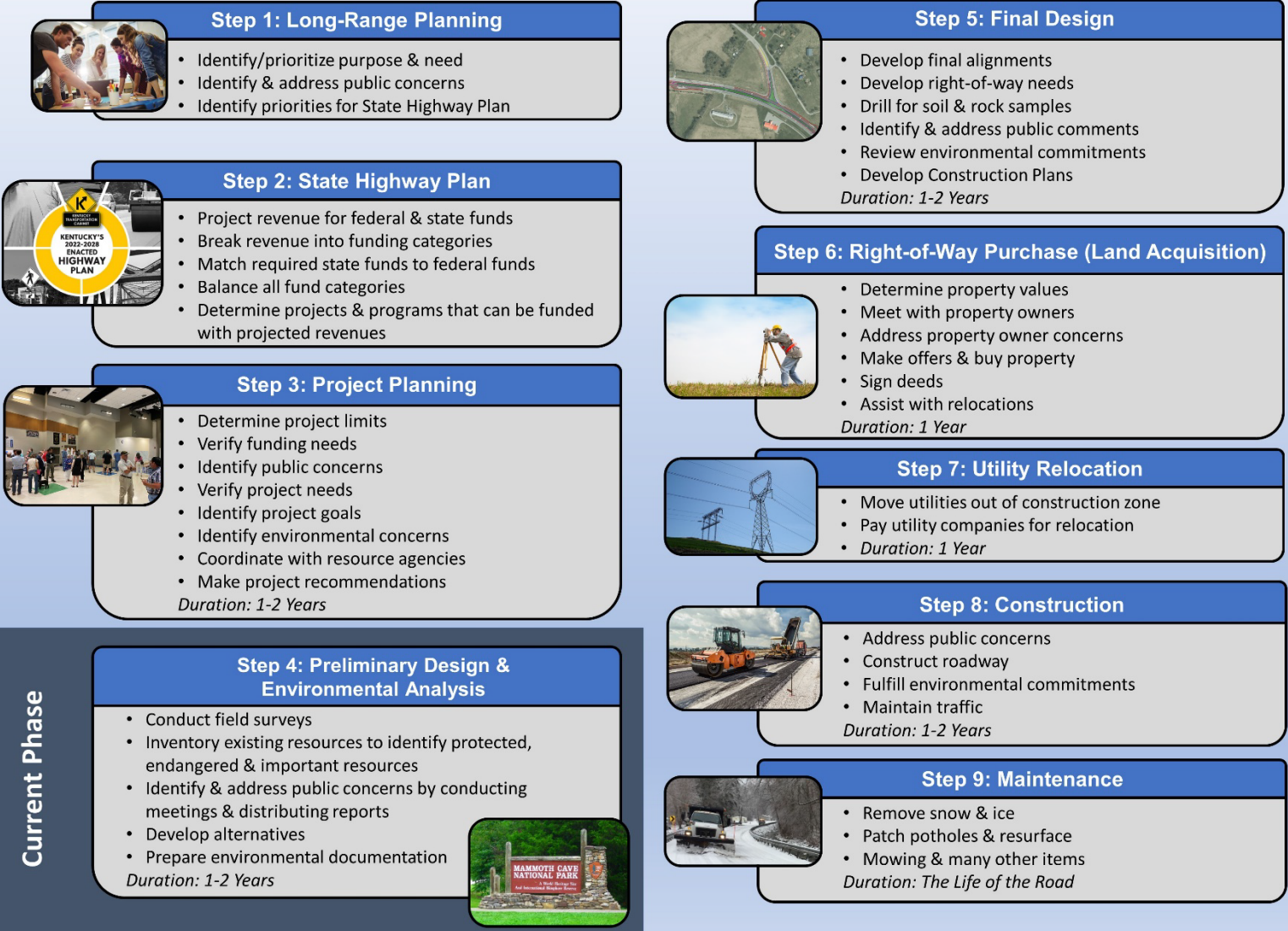
KY 82 serves as a vital arterial route that provides road network connectivity between the Mountain Parkway and Irvine (KY 89). On a larger scale, KY 82 serves within a network of routes that ultimately connects the Mountain Parkway to I-75 through Estill, Powell, and Madison Counties.

The project section of KY 82, shown in red, stretches from the KY 89 intersection to just north of Hudson Mill Road. There are currently two other projects on KY 82: a Highway Safety Improvement Program (HSIP) project to reconstruct the horizontal curve between Iron Works Road and Linus Fore Road (KYTC Item No. 10-9014.00); and a project to reconstruct the horizontal curve at Salem Church (10-364.00).

KY 82 currently carries 3,650 vehicles per day (VPD) based on the most recent KYTC count. Results from the traffic analysis show that the KY 82 and all study area intersections currently operate at an acceptable level during the peak AM and PM hours and will continue to operate below capacity in 2045.



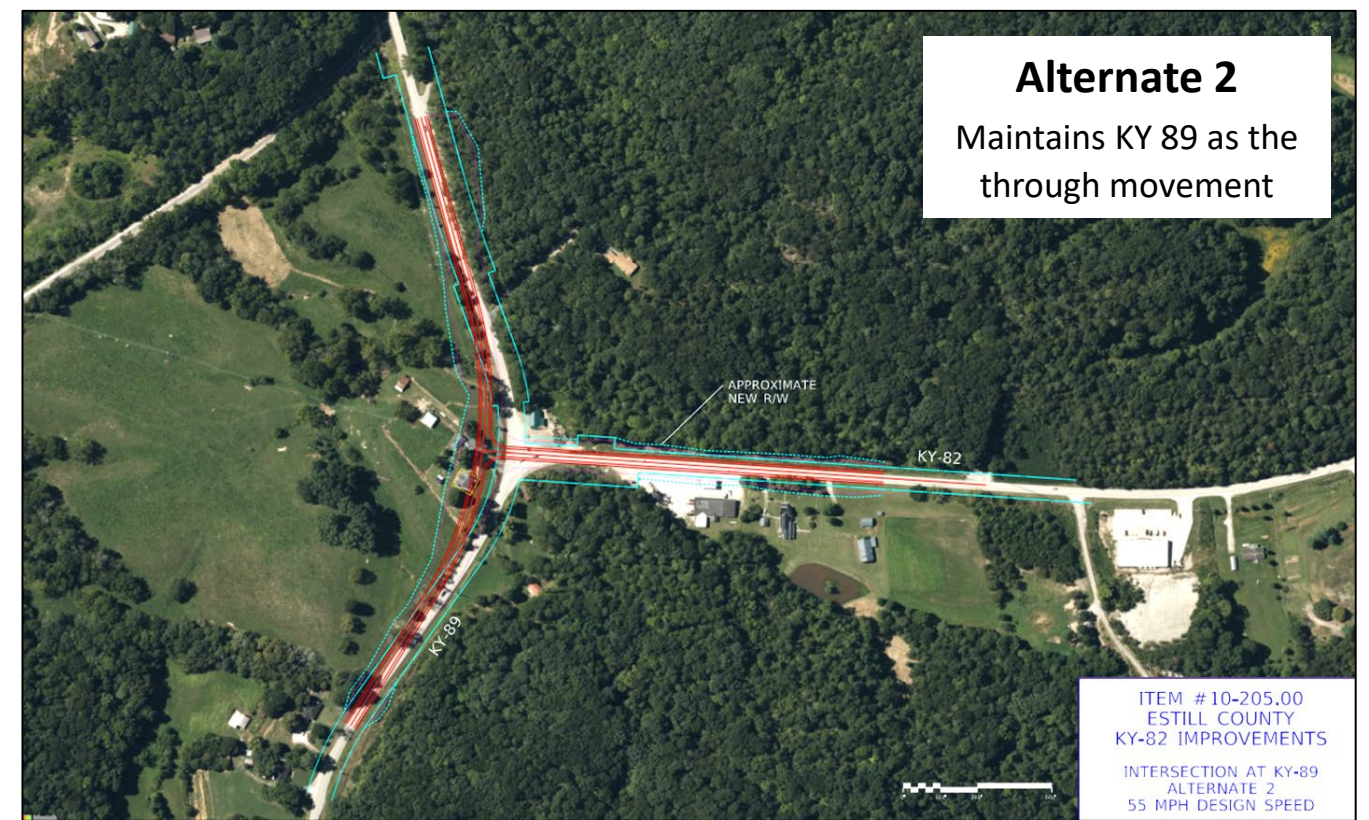
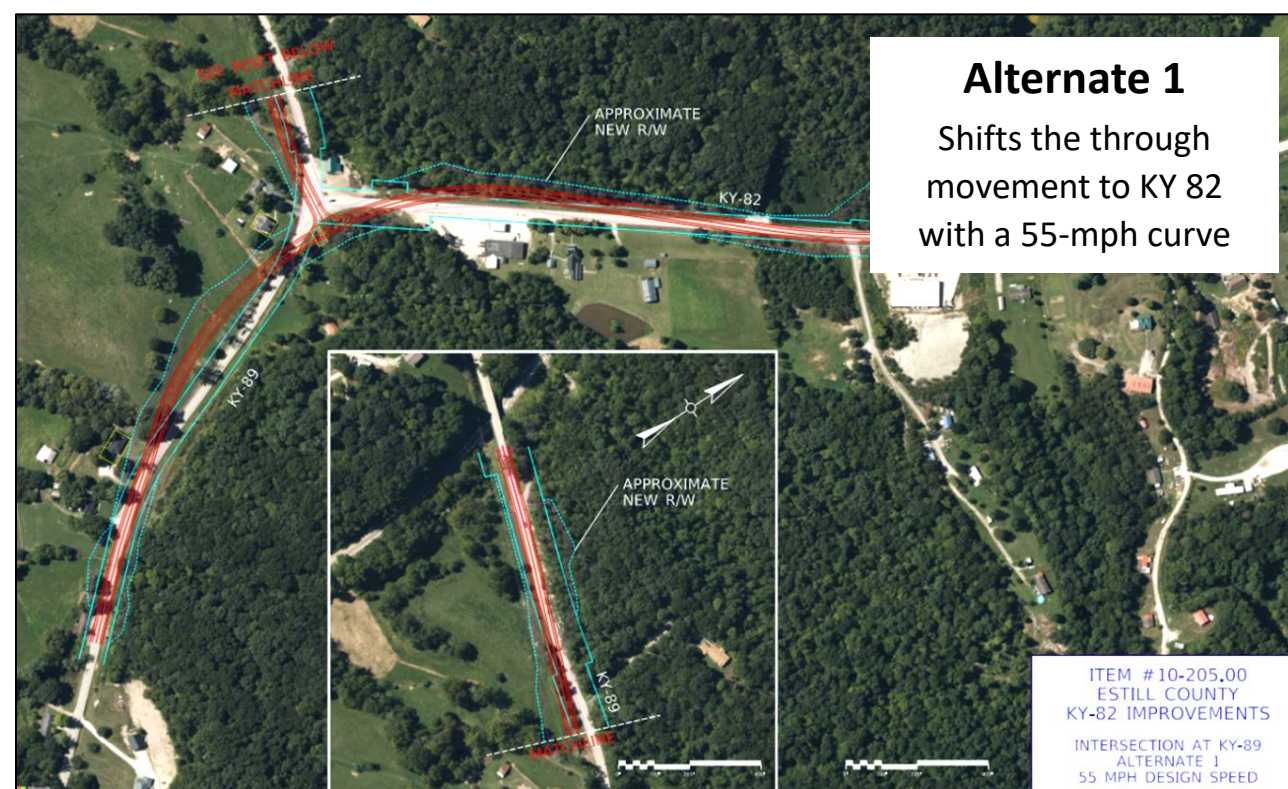
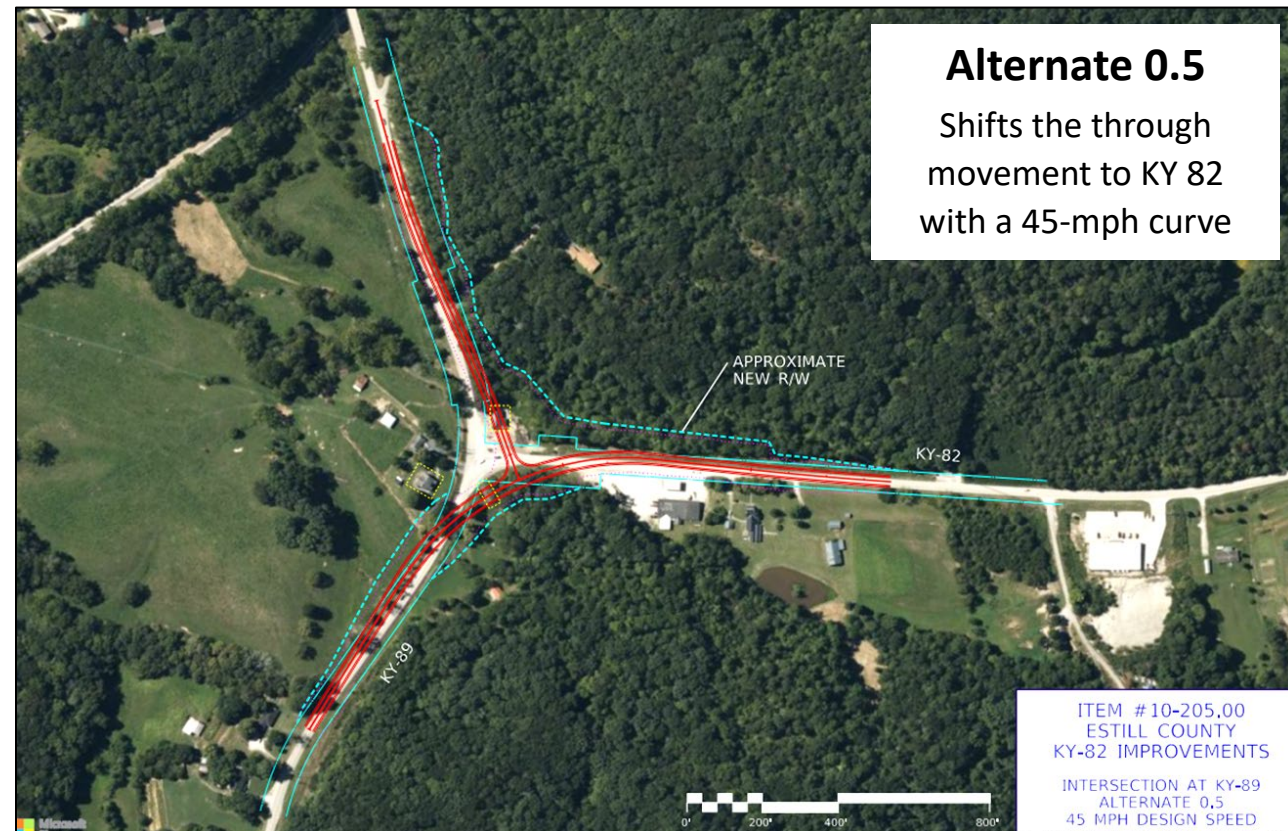
The Project Development Process



Current Phase

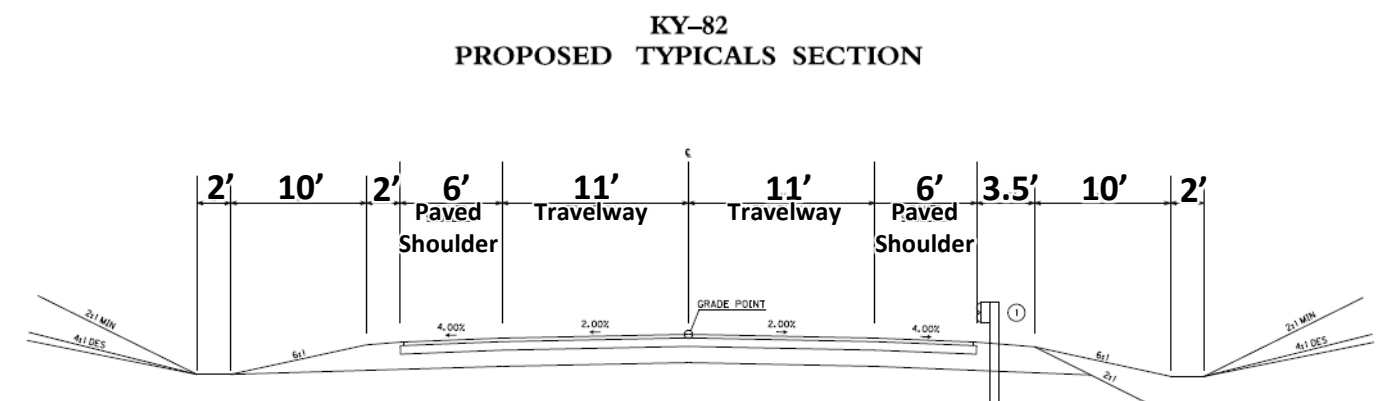
In the five years between 2018 and 2022, there were 109 collisions on the project portion of KY 82, five of which resulted in a fatality and 19 of which resulted in an injury. Of the 109 collisions, the most common crash type was single vehicle, with 78 collisions (72 percent). Further statistical analysis revealed KY 82 has experienced more crashes than what is expected and has a moderate to high potential for crash reduction.

Intersection Alternates



Typical Section & Mainline Alternates

KY 82 currently has two ten-foot lanes with four-foot combination shoulders (one foot paved). The proposed typical section includes two eleven-foot lanes with eight-foot shoulders (six feet paved).



Alternate 1: Retains the existing KY 82 centerline and improves deficient horizontal and/or vertical curves.

Alternate 2: Retains the left or right edge of pavement, whichever is more logical, and improves deficient horizontal and/or vertical curves.

Alternate 2A: Provides the same improvements as Alternate 2 except for one section (see exhibit board)

Please see the exhibit boards for more detail on the mainline alternates!