



Appendix A – Meeting Summaries

Meeting Summary

TO: Mikael Pelfrey, P.E.
Central Office Division of Planning
Kentucky Transportation Cabinet

FROM: Brian Aldridge, P.E.
Project Manager
Stantec Consulting Services Inc.

DATE: April 12, 2012

SUBJECT: Statewide Corridor Planning Letter Agreement #6
US 460 Improvements Scoping Study
Magoffin County
Project Team Meeting

The first project team meeting for the US 460 Improvements Scoping Study was held on April 11, 2012 at 1:30 p.m. EDT in the KYTC Central Office Planning conference room in Frankfort. The following individuals were in attendance:

Derek Adams	KYTC Environmental Analysis
Jill Asher	KYTC – Central Office Planning
Jason Blackburn	KYTC District 10 (via videoconference)
Corbett Caudill	KYTC District 10 (via videoconference)
Willard Cuzzort	KYTC District 12 (via videoconference)
Keith Damron	KYTC – Central Office Planning
Sam Hale	KYTC District 12 (via videoconference)
Mikael Pelfrey	KYTC – Central Office Planning
Ron Slone	KYTC District 12 (via videoconference)
Mark Westfall	KYTC District 12 (via videoconference)
Mary Westfall Holbrook	KYTC District 12 (via videoconference)
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Adam McLain	Stantec Consulting Services Inc.
Greg Sharp	Stantec Consulting Services Inc.

The purpose of this meeting was to discuss Stantec's work to date on the study and to discuss the preliminary improvement concepts that have been developed. The following enumerated items were discussed:

1. Brian Aldridge gave a brief summary of the scope of work for the study. He said Stantec has developed four conceptual improvement alternatives for US 460 and three possible intersection reconfiguration alternatives for the US 460 intersection with the Mountain

Parkway. He said the goal for the meeting was to narrow the improvement concepts to two and to gather feedback on the possible intersection alternatives.

2. The Draft Purpose and Need Statement was presented and discussed. Keith Damron suggested rewording the opening statement. Brian said a revised draft would be distributed for comment.
3. Existing conditions along the study corridor were presented. Existing average daily traffic (ADT) volumes range from about 9,600 vehicles per day (VPD) on the east end of the study corridor near KY 114 to about 14,200 VPD east of the Mountain Parkway. Historic traffic volumes were shown for comparison, and the general trend has been traffic growth has been relatively flat since 2000.
4. Peak hour traffic volumes were summarized for each count station in the study area. Brian noted the AM peak hour, typically between 7:00 and 9:00 AM, is generally lower than the mid-day peak (11:00 AM to 1:00 PM). The PM peak hour, between 4:00 and 6:00 PM, is highest.
5. Turning movement counts were provided for the US 460 intersection with the Mountain Parkway. The counts show little traffic traveling through the intersection between the parkway and Salyersville. The highest volumes are the through movements along US 460.
6. Existing Levels of Service (LOS) were calculated based on 2010 traffic counts. In the section of US 460 with the highest traffic volumes (just east of the Mountain Parkway), existing LOS is D in the AM peak and E in the PM peak. In 2032, the No-Build condition would result in LOS E for both the morning and afternoon peaks. The intersection with the Mountain Parkway currently operates at LOS C in both the AM and PM peak. In 2032, it is expected to operate at LOS D in the AM and LOS E (with some individual movements at LOS F) in the PM if no improvements are constructed.
7. There were 79 reported crashes on US 460 between January 1, 2007 through December 31, 2011. Rear ends comprise about 30 percent of the crashes and angle crashes and single vehicle crashes make up about 19 percent each. Three segments of the roadway have critical crash rate factors (CRF) approaching or exceeding 1.0 suggesting that crashes are not occurring randomly and roadway or traffic conditions are contributing to a higher than expected crash frequency.
8. There was discussion on the southbound US 460 approach to the KY 114 intersection. This section has a high crash rate and many of the crashes are because vehicles are not stopping at the intersection. The intersection is lighted and a caution light is provided, rumble strips are used to notify drivers of the upcoming intersection, and advance warning signage is located on both sides of the roadway.
9. The Environmental Footprint is under development, but the preliminary findings suggest three areas of concern include a number (at least eight) of underground storage

tanks, potential habitat for the Indiana Bat, and a potential archaeological resource southwest of the KY 1888 (Burning Fork Road) intersection.

10. The four conceptual improvement alternatives were presented. These include the following:
 - a. Four Lane alternatives (with raised median and turn lanes at intersections)
 - i. Widening to the north
 - ii. Widening to the south
 - iii. Hybrid alternative widening to alternating sides to minimize impacts
 - b. Five Lane alternative (with continuous center left-turn lane)

Each of the four lane alternatives have been developed using an urban typical with curb and gutter and include access management improvements in the form of new frontage/backage roads and the elimination of direct left-turn access to and from US 460 except at median openings. Median openings are located to accommodate access to the proposed new access roads, and the closest spacing is approximately 700 feet.

11. There was some discussion on the impacts associated with each alternative. Widening to the north or to the south would require relocation of numerous businesses and residences on the affected side of the roadway. The “Hybrid” alternative was therefore developed in an effort to minimize the number of relocations by alternating the widening from one side to the other. The Study Team felt the five-lane option would not address the existing safety concerns and could increase some types of crashes. Therefore, it was decided to move forward with two variations of the Hybrid alternative. One will include an urban typical for the entire project and the other will explore the possibility of using a combination of an urban typical on the west end and a rural typical on the east end. Stantec will also investigate u-turn opportunities within the urban typical section.
12. The following three conceptual reconfigurations of the Mountain Parkway intersection were discussed:
 - a. Option 1 – Realign intersection such that Mountain Parkway tee’s into US 460 and US 460 is the “through” route. A continuous movement is maintained for the eastbound Mountain Parkway to eastbound US 460.
 - b. Option 2 – Relocate the existing intersection west of the current location to improve sight distance and add dual left-turn lanes on southbound US 460.
 - c. Option 3 – Similar to Option 1, but eastbound Mountain Parkway is not maintained as a continuous movement and dual rights are instead provided.
13. It was noted each concept would be capable of accommodating future traffic. The Study Team decided to move forward with Option 2 and to consider alternatives to safely maintain a continuous movement for eastbound traffic from the Mountain Parkway.

Next Steps



Stantec

Mark Westfall and Corbett Caudill will arrange a meeting with the Magoffin County Judge Executive. Stantec will revise the conceptual improvement options and provide revised drafts to the Study Team for comment.

The meeting ended at approximately 4:00 p.m. EDT.

PUBLIC MEETING SUMMARY
US 460 IMPROVEMENTS SCOPING STUDY
From the Mountain Parkway to KY 114
Magoffin County

Magoffin County Courthouse
Salyersville, KY
Thursday, May 24, 2012, 5:00 – 7:00 pm

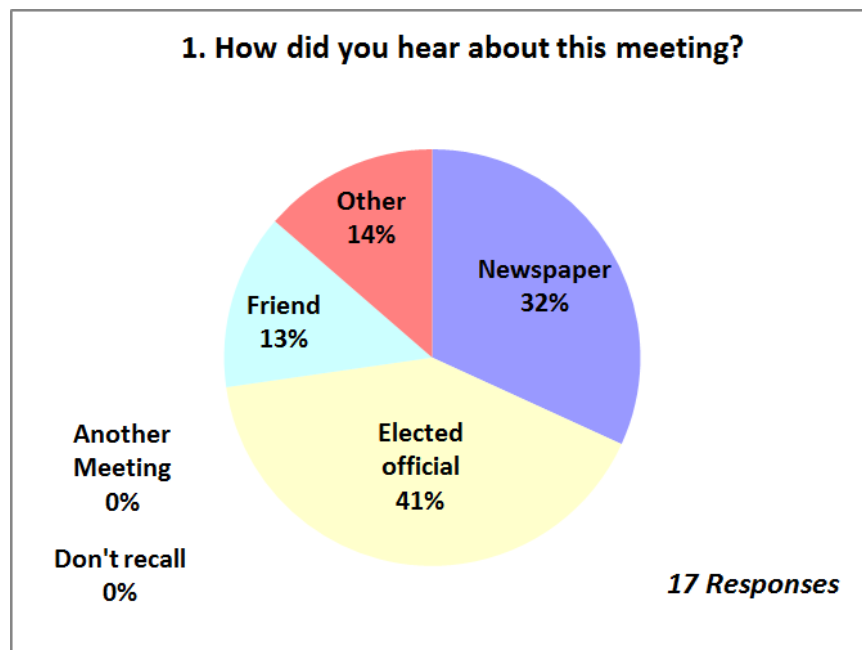
A public information meeting for the US 460 Improvements Scoping Study was held on Thursday, May 24, 2012 from 5:00 to 7:00 pm at the Magoffin County Courthouse in Salyersville. The purpose of the meeting was to provide information about the study, discuss conceptual alternative improvements to be considered, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

Jeff Allen	KYTC District 10
Jason Blackburn	KYTC District 10
Corbett Caudill	KYTC District 10
Kevin Damron	KYTC – Central Office Design
Sam Hale	KYTC District 12
Mark Westfall	KYTC District 12
Brian Aldridge	Stantec Consulting Services Inc.
Adam McLain	Stantec Consulting Services Inc.
Greg Sharp	Stantec Consulting Services Inc.

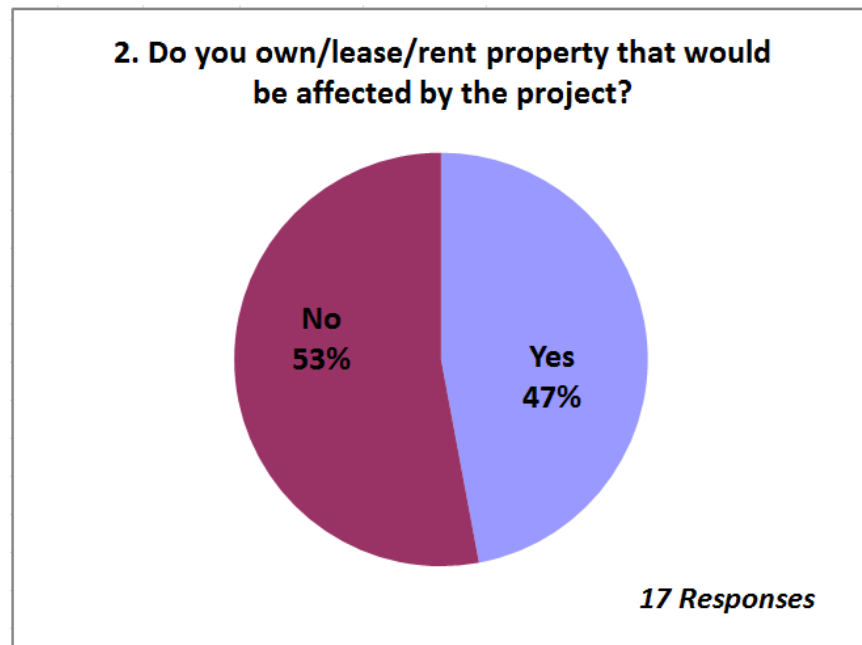
The public information meeting was held in an open house format, with a formal presentation given at 5:15 pm. A sign in table was set up where attendees signed in and were given a project handout and questionnaire. KYTC and consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 75 members of the public attended the meeting.

Project exhibits with depicting the conceptual improvement alternatives and typical sections were on display.

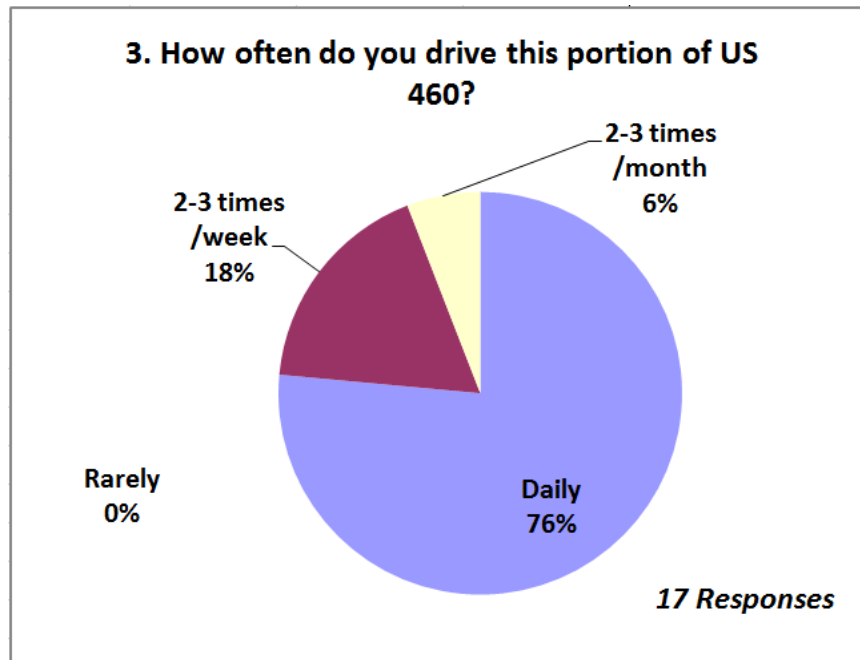
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 17 questionnaires were returned. The results of the questionnaire are summarized as follows:



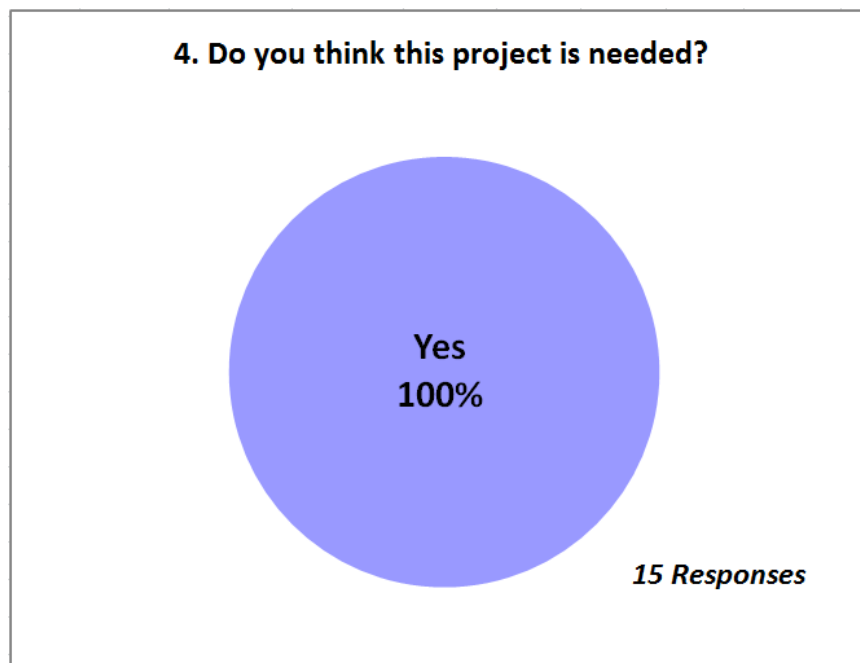
Nine respondents (41%) indicated they heard about the meeting from an elected official. Seven (32%) indicated they heard about the meeting from the newspaper.



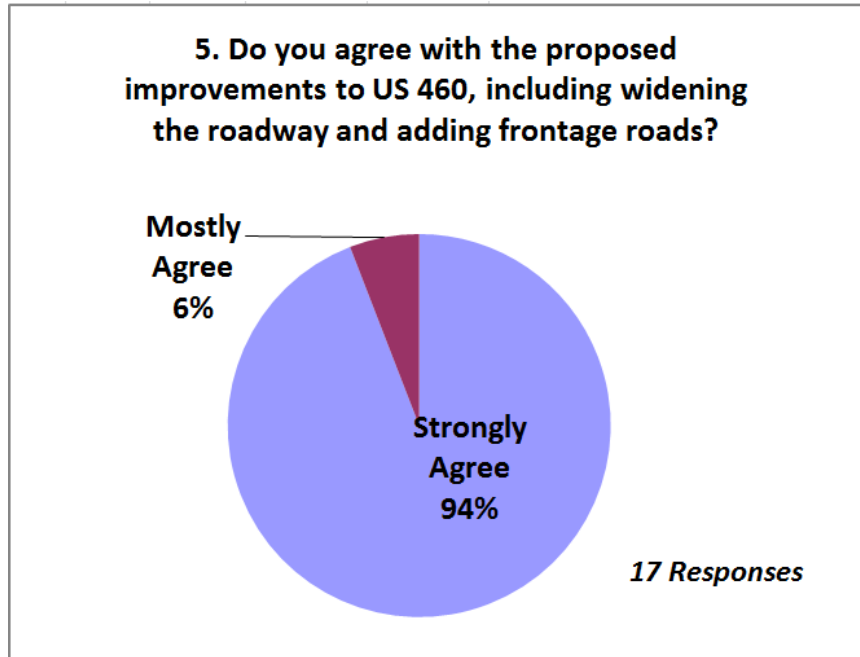
The majority of the survey respondents (9 responses, 53%) indicated they do not own property that may be affected by the project.



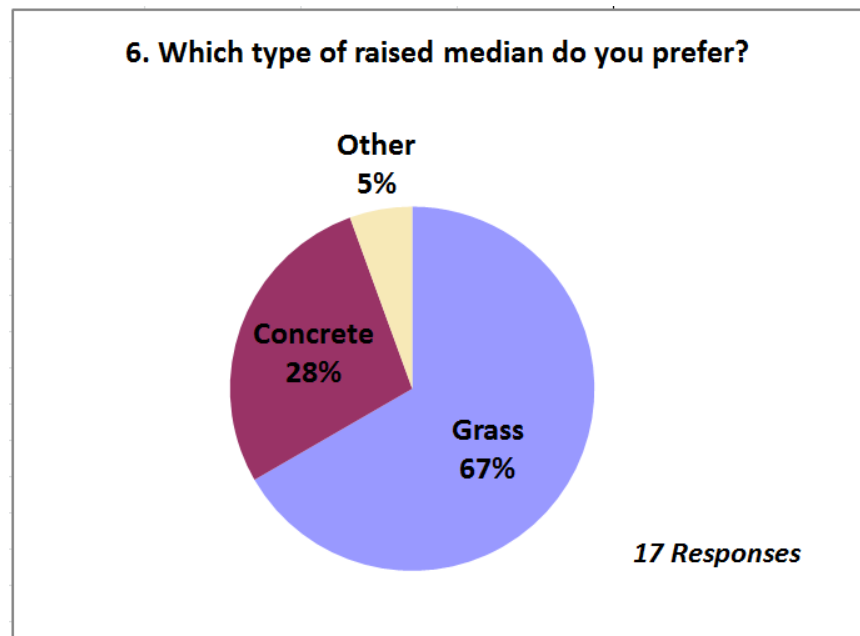
Most respondents (13 responses, 76%) said they drive the route daily.



All respondents said the project is needed. Safety and traffic congestion were the two most common explanations provided.



An overwhelming majority (16 responses, 94%) strongly agreed with the conceptual improvements proposed. The only other respondent indicated they “mostly agreed” with the concept. Comments were received relating to individual parcel access.



A question was asked concerning the material to be used in the raised median. Two options were provided, including grass or concrete. It was noted a grass median would require a maintenance agreement between Magoffin County/City of Salyersville and the KYTC. Approximately two-thirds (12 responses) favored the grass median.

Additional questions were asked regarding the study. No respondents indicated they were aware of any sensitive environmental areas that should be considered during project development. When asked what improvements are needed at the Mountain Parkway intersection, several respondents indicated advance warning signage on the Parkway approach should be considered. At the KY 114 intersection, consideration for a traffic signal was mentioned as well as extending turn lanes.

Meeting Summary

TO: Mikael Pelfrey, P.E.
Central Office Division of Planning
Kentucky Transportation Cabinet

FROM: Brian Aldridge, P.E.
Project Manager
Stantec Consulting Services Inc.

DATE: June 22, 2012

SUBJECT: Statewide Corridor Planning Letter Agreement #6
US 460 Improvements Scoping Study
Magoffin County
Project Team Meeting

The second project team meeting for the US 460 Improvements Scoping Study was held on June 20, 2012 at 9:30 a.m. EDT in the KYTC Central Office Planning conference room in Frankfort. The following individuals were in attendance:

Derek Adams	KYTC Environmental Analysis
Darren Back	KYTC District 10 (via videoconference)
Jason Blackburn	KYTC District 10 (via videoconference)
Corbett Caudill	KYTC District 10 (via videoconference)
Keith Damron	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Mark Westfall	KYTC District 12 (via videoconference)
Mary Westfall Holbrook	KYTC District 12 (via videoconference)
Brian Aldridge	Stantec Consulting Services Inc.
Jesse Binau	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

The purpose of this meeting was to discuss the results of the public meeting and to discuss recommendations. The following enumerated items were discussed:

1. Brian Aldridge gave a brief summary of the May 24 public meeting. There were approximately 75 individuals in attendance. Overall response was very positive and 17 comment forms were returned. The comment forms were summarized as follows:
 - a. 41 percent of the respondents indicated they learned of the meeting from an elected official and 32 percent said they saw it in the newspaper.
 - b. 33 percent said they own or rent property that would be affected by the project.

- c. 76 percent of the respondents indicated they drive the study portion of US 460 daily.
 - d. All respondents said the project is needed.
 - e. 94 percent indicated they strongly agreed with the improvements proposed to US 460, and the remaining six percent mostly agreed.
 - f. 67 percent of the respondents indicated they preferred a grass median to a concrete median.
2. The recommended alternative is the Hybrid four-lane option with raised median. The cost estimates should reflect extending a four-lane section west to the east end of the 10-140.00 project and include the cost for improvements to the bridge.
3. There was some discussion concerning the northern backage road behind the Magoffin County Health Department. Based on feedback from the public meeting, it was decided to stop the backage road at the Health Department. Stantec will explore options to maintain access from US 460 to the homes to the west.
4. The existing southern frontage road will be extended west to the US 460/Mountain Parkway intersection.
5. The proposed access to St. Luke Catholic Church will be modified based on input from the public meeting. A single access drive will be provided west of the existing entrance.
6. The trailer park at the east end of the project has access to KY 1888 that has been gated off to prevent through traffic from accessing US 460 through the neighborhood. The previous concept was to eliminate the existing entrance on US 460 and to provide a new entrance at the KY 114 intersection. It was decided to eliminate the existing access on US 460 and to instead use the gated access on KY 1888 for the trailer park. Further coordination with the property owner will be required during subsequent project phases.

Next Steps

Stantec will revise the conceptual improvement options and provide revised drafts to the Study Team for comment.

The meeting ended at approximately 10:30 a.m. EDT.