

Appendix G: Stakeholder and Public Meetings

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MINUTES
Stakeholder Meeting #1
KY 30 – Owsley/Breathitt Counties
KYTC District 10 Office
Jackson, Kentucky
October 3, 2013
1:30 PM EDT

A Stakeholder Meeting for the KY 30 Planning Study in Breathitt and Owsley Counties was held at 1:30 p.m. EDT on Thursday, October 3, in Jackson, Kentucky. The purpose of the meeting was to discuss the purpose and need of the project, existing and future traffic conditions, environmental overview, and improvement options. The following members of the project team were in attendance:

| | |
|-----------------|---|
| Corbett Caudill | KYTC, District 10 Chief District Engineer |
| Aric Skaggs | KYTC, District 10 Project Development Manager |
| Jason Blackburn | KYTC, District 10 Planning |
| Sreenu Gutti | KYTC, Central Office Planning |
| Mikael Pelfrey | KYTC, Central Office Planning |
| Eunice Holland | Kentucky River ADD |
| Brad Johnson | CDM Smith |
| Steve De Witte | CDM Smith |
| Joey Mosley | HMB |

The following local officials were in attendance:

| | |
|-----------------|---|
| Toby Herald | State Representative for Kentucky's 91 st District |
| Ronnie DeBord | Owsley County Judge Executive |
| Tim Bobrowski | Owsley County Schools Superintendent |
| Jerry McIntosh | Owsley County Schools |
| Scottie Spencer | Breathitt County Schools |

A summary of the key discussion items and decisions from this meeting are provided below, following the agenda outline.

1. Welcome and Introductions

Jason Blackburn, KYTC Project Manager, began the meeting, welcoming attendees and asking for formal introductions from all.

2. Project Schedule

Jason Blackburn gave background on the project and explained the legislative process. Jason remarked that this project became Owsley County's #1 priority on the most recent ranking of projects. Corbett Caudill explained to the stakeholders the process of planning studies and the role of stakeholders in that process. Jason further explained the role of consultants in the process. He reiterated that this meeting is informal, and the project team is looking for stakeholder input.

Brad Johnson, CDM Smith Project Manager, outlined the project schedule and approach. A typical planning study is completed in nine months. He explained that the second Project Team Meeting was held in the morning, and a public meeting will be held in approximately five weeks. A second stakeholders

meeting and a third project team meeting will be held in December. After the study's completion, the project enters the legislative process for further funding.

3. Draft Purpose and Need

Brad Johnson drew attention to the Purpose and Need handout for this project. He explained that alternatives would be measured against the Purpose and Need. The stakeholders had no comment.

4. Existing Conditions Maps

Brad Johnson discussed the figures in the handout. He commented that analysis showed no need for additional travel lanes along the corridor. Tim Bobrowski asked if future development was incorporated into the traffic forecast. Brad explained that the state maintains models which try to incorporate population and employment projections. Jason Blackburn commented that if the team is missing something such as a new school or factory, it could alter the forecast.

Ronnie DeBord mentioned that connectivity to I-75 would increase traffic. Jason explained that this was accounted for in making the growth rate positive, rather than leaving it negative as it is currently. Brad drew attention to the fact that current thru traffic is very low (785 in the middle of the corridor), so an increase to 3,400 is quite sufficient.

Brad explained the crash map and pointed out high crash spots. Tim remarked that geometry is a big concern for Owsley schools.

Ronnie asked if the driving factor on improvements will be monetary. Jason responded that KYTC can make improvements with \$1 million. KYTC can do a great deal more with \$100 million. Corbett Caudill commented that, like school districts, District 10 has a lot of needs, but little money. Decisions rest on what pieces can be done when. Toby Herald remarked that small steps may be prudent. A large amount of money coming for this project all at once is unlikely.

Brad continued to lead discussion on the environmental maps. He remarked that public involvement with community resources is very important, as there may be unmarked cemeteries or other features that the project team is unaware of.

Tim asked for clarification on the definition of a functionally obsolete bridge. Jason explained that functionally obsolete means the bridge can structurally hold its loads, but is not designed properly for its current use. Brad added that certain ratings are eligible for federal funds. Jason remarked that the lowest rated bridge along the corridor, the Old Buck Bridge, is being let for replacement in April.

5. Environmental Justice Update

An Environmental Justice report will be available at the second stakeholder meeting.

6. Initial Long Term Improvement Options / 7. Initial Spot Improvements

Joey Mosley introduced the alternatives developed by HMB. A fly-through of the corridor showing the alternatives using Google Earth was presented. An open discussion regarding the alternatives and other issues followed:

- Brad Johnson explained that KY 30 would be improved to 11' travel lanes with 10' shoulders (8' paved). Most alternatives would follow the existing alignment, and then go off-alignment where

necessary. Developed alternatives, along with spot improvements, would be compared against the purpose and need.

- Ronnie DeBord inquired if intersections would be improved. Jason Blackburn explained that the entire corridor would be brought up to standard with proper stopping sight distance and shoulders for turning.
- Jason Blackburn noted that KY 30 in Owsley County is in pretty good shape. The Breathitt County section, however, is in rough shape.
- Scotty Spencer noted that an alignment that passes in front of Highland Turner Elementary School is preferred. Joey explained that he will still push earthwork volumes through this area for comparison purposes.
- Jason noted that all 55 mph alignments would bypass Shoulderblade Hill. Scotty commented that that section of road was very difficult for school buses in the winter.
- Ronnie asked how many segments the road would be split into. Jason answered that CDM Smith will break into \$30 million sections with tie-in points. Spot Improvements are possible, and will be able to tie in to future corridor improvements.
- Tim Bobrowski noted that he didn't see any problem with what the project team presented. Ronnie agreed.
- Toby Herald asked if improvements would start in Breathitt or Owsley Counties. Corbett Caudill responded that the process is data driven. Any monies would be spent where it is needed most. Ronnie noted that thru travelers are likely to get into an accident anywhere along the corridor.
- Ronnie mentioned that several minutes of travel time would be removed by the off-alignment alternatives. He also asked about potential right-of-way costs. Jason responded that the project was not yet at that stage, but KYTC never purchases less than 50 feet on either side.

Jason Blackburn brought up a potential routing of KY 30 that does not traverse the Booneville courthouse square, and asked for Stakeholder input. Ronnie DeBord noted that trucks cannot currently get around the square easily. Tim Bobrowski does not believe there would be business impacts to a "bypass." Ronnie commented that Booneville is not set up for traffic. Jason noted that no lines have been drawn, and only a question on the public meeting survey would be presented.

Toby Herald commented that if corridor improvements are made, Booneville would become a choke point. Jason noted the new bridge north of Booneville should be incorporated into any new alignments, possibly along the "bottoms." Jerry McIntosh liked the idea of a bypass being close to the town, which Toby called a "no-brainer."

Tim Bobrowski explained that Owsley County residents can see long-term and short-term benefits, but that communication will be critical. A gentle approach is needed. Tim explained that better connectivity to London would be a huge plus. Toby Herald reiterated the need for improved roads. Terry Bobrowski noted that any help would be appreciated from a school standpoint.

8. Next Steps

Jason Blackburn explained that next meeting on the schedule will be a public meeting at Highland Turner School in early November. He encouraged attendance by the Stakeholders and for them to assist in getting the word out. The second and final Stakeholder meeting would take place in December.

With no further questions, the meeting was adjourned by Jason Blackburn at 2:45 p.m. EDT.

MINUTES
Public Meeting
KY 30 – Breathitt/Owsley Counties
Highland-Turner Elementary School
Booneville, Kentucky
November 7, 2013
5:00 PM to 7:00 PM

An open house public meeting was held for the KY 30 Planning Study from 5:00 p.m. to 7:00 p.m. EST on Thursday, November 7, 2013 in Booneville, Kentucky. The purpose of the meeting was to present project findings to-date, solicit public input on the initial alternates and give the public an opportunity to ask questions of the project team. The following KY 30 project team members were in attendance to engage the public and answer questions:

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|--------------------|---|
| Corbett Caudill | KYTC, District 10 Chief District Engineer |
| Aric Skaggs | KYTC, District 10 Project Development Manager |
| Jason Blackburn | KYTC, District 10 Planning |
| Min Jiang | KYTC, District 10 Design |
| Craig Lindon | KYTC, District 10 |
| Bruce Napier | KYTC, District 10 ROW |
| Darren Back | KYTC, District 10 |
| Brandon Baker | KYTC, District 10 |
| H.B. Elkins | KYTC, District 10 Public Information Officer |
| Elizabeth Eversole | KYTC, District 10 Admin |
| Sreenu Gutti | KYTC, Central Office Planning |
| Mikael Pelfrey | KYTC, Central Office Planning |
| Eunice Holland | Kentucky River ADD |
| Brad Johnson | CDM Smith |
| Len Harper | CDM Smith |
| Steve De Witte | CDM Smith |
| Joey Mosley | HMB |

Welcome

Attendees were greeted by KYTC and consultant team staff and provided a project information handout and project survey (attached).

Presentation Boards

There was no formal presentation made by the project team in this open house style meeting. Jason Blackburn addressed the room near its fullest point and briefly explained the planning process, and encouraged attendees to ask questions of the project team. The following project information was plotted on large display boards for members of the public to view and ask questions about:

- KY 30 Study Overview/"How We Build Roads"
- Purpose and Need
- Key Roadway Characteristics
- Existing Traffic Conditions
- Four Year Crash History
- Environmental Features

- Proposed Spot Improvements

- Long-Term Improvement Options

A fly-through video showing the alternates was played in a continuous loop for the attendees to view in addition to the exhibit boards. A roll plot of the alternates was also placed on a table for people to look at and mark additional ideas on.

Verbal Comments

Attendees made several comments to the project team:

- EMS vehicles in Owsley County have to traverse KY 30 to reach the hospital in Jackson. An improved corridor would aid in quicker response times.
- Fixing KY 30 near Shoulder Blade Hill and near Highland-Turner Elementary School are the two most critical areas.
- There are a lot of sharp curves. Trucks driving around the sharp curves have to use the opposing driving lane to navigate turns. This is really dangerous for opposing traffic. Widening driving lanes and shoulders could help this.
- School buses have a hard time using the Highland-Turner Elementary School entrance, especially during wintery weather.

In addition, attendees noted additional features on the “Environmental Features” presentation board, including omitted cemeteries and one attendee suggested a modification to the alternatives on the roll plot.

Meeting Results

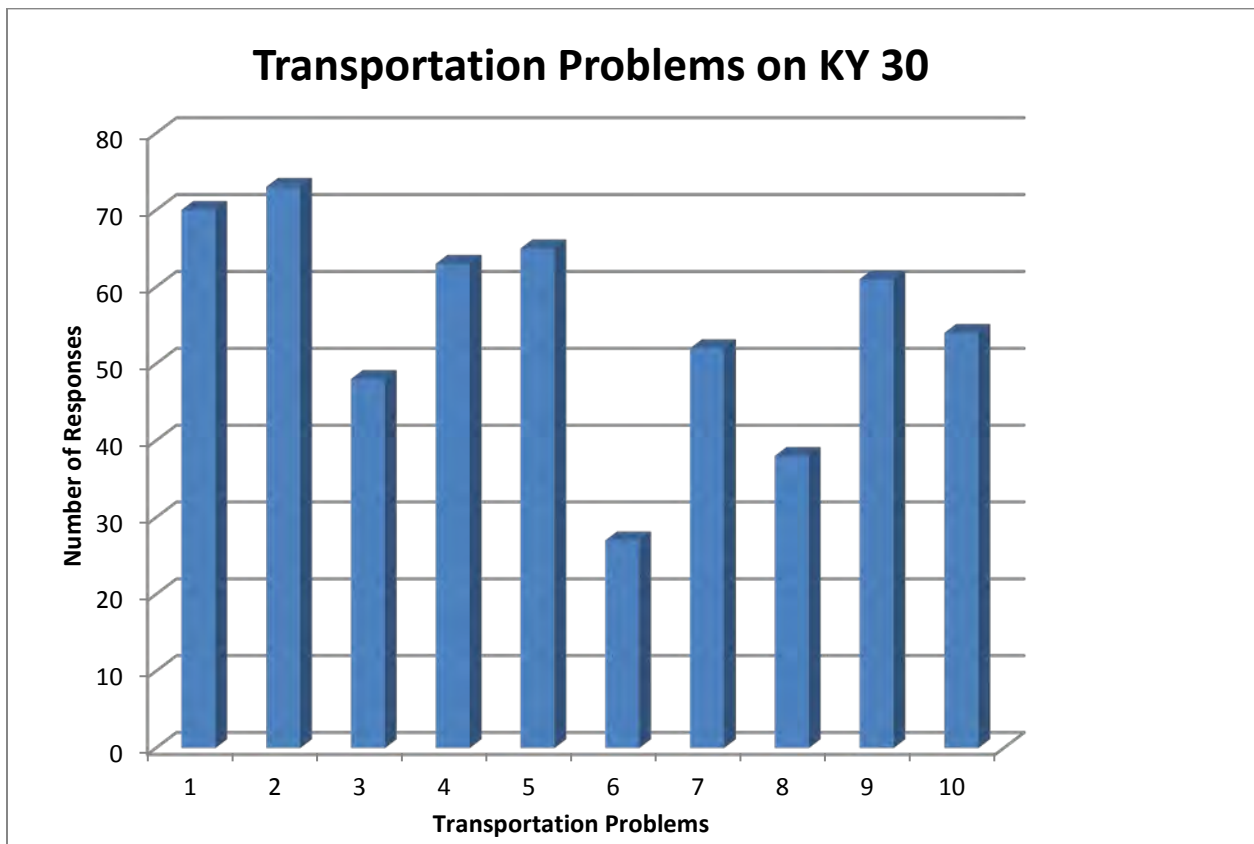
A total of 67 people attended the meeting, at which 51 surveys were returned. At the time these minutes were drafted, an additional 27 surveys had been returned by mail. The survey results can be found in the Public Meeting Survey Summary.

The meeting adjourned shortly after 7:00 p.m.

KY 30 Public Meeting Survey Results From KY 11 in Booneville to KY 15 in Jackson Owsley and Breathitt Counties

A public meeting was held at Highland-Turner Elementary School on November 7, 2013 and 75 people attended. 51 surveys were turned in at the meeting, and an additional 27 surveys were returned via mail.

- Of the surveys tabulated, all but two (97%) indicated that KY 30 should be improved. One person indicated that the existing road should not be improved but replaced completely.



- | | |
|----------------------------------|---|
| 1. Narrow lanes/shoulders | 6. Congestion |
| 2. Sharp Curves | 7. Poor Visibility |
| 3. Lack of regional connectivity | 8. Travel speed too low |
| 4. Limited passing opportunities | 9. Safety issues for drivers |
| 5. Safety issues for trucks | 10. Safety issues for pedestrians or cyclists |

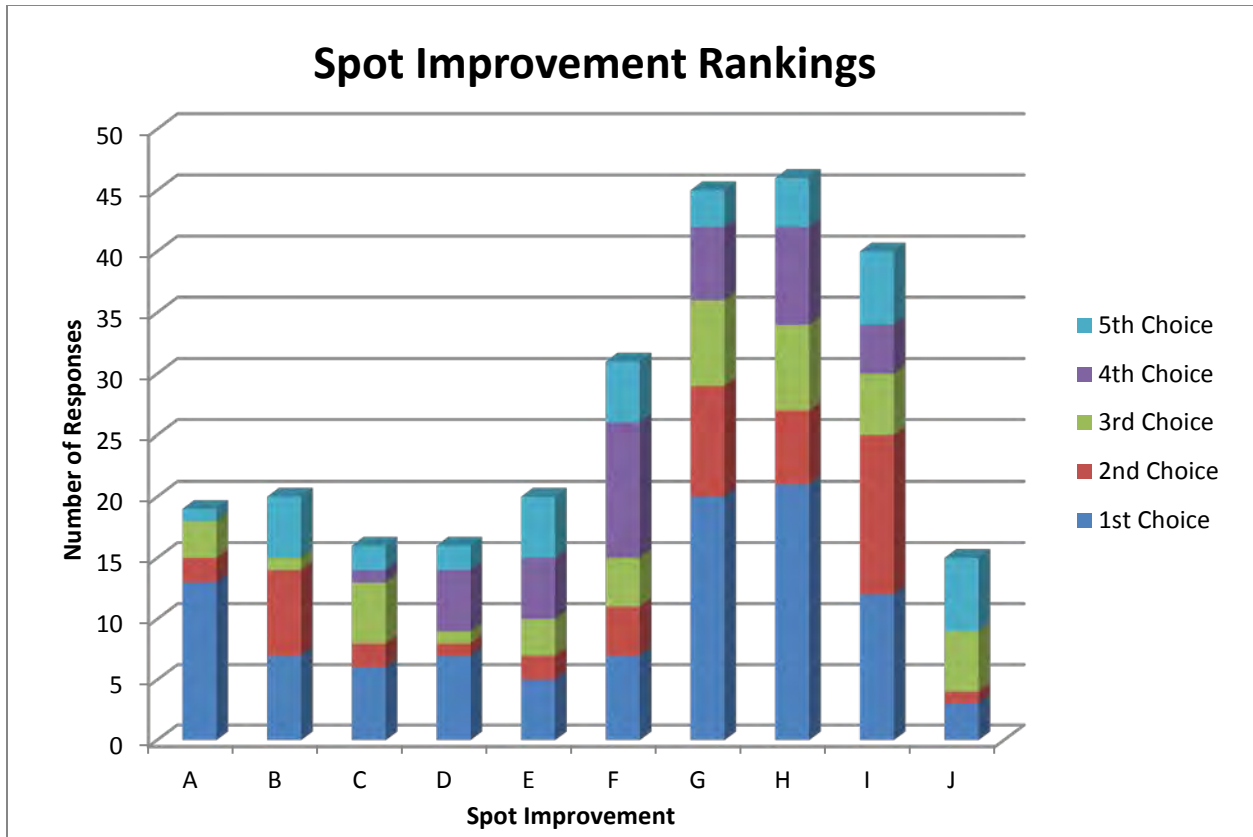
The following transportation problems were noted most often:

- 94% of respondents listed sharp curves as a problem
- 90% of respondents listed narrow lanes/shoulders as a problem
- 83% of respondents listed safety issues for trucks as a problem
- 81% of respondents listed limited passing opportunities as a problem
- 78% of respondents listed safety issues for drivers as a problem.

97% of the respondents noted they travel KY 30 more than once per month. 56% of respondents travel KY 30 daily, while 15% of respondents travel KY 30 at least 3-4 times per month.

Overall, 78% of the respondents preferred the corridor be improved to 55 mph, following a new alignment at times and widening the shoulders. 10% preferred to follow the existing alignment and bring all sections to at least 45 mph and widening shoulders. 10% of respondents preferred spot improvements over a long-term improvement.

- For **Segment 1**, 70% of respondents preferred Alternate 1A (Red and Blue Alignment).
 - Eighty percent (80%) felt that KY 30 should be routed to avoid the Booneville courthouse square
- For **Segment 2**, the alternates preferred were:
 - No improvements: 1% of respondents preferred this alternate
 - Spot improvements with no long term improvements: 11% of respondents preferred this alternate
 - Alternate 2A (Red and Yellow Alignment): 74% of respondents preferred this alternate
 - Alternate 2B (Red and Green Alignment): 10% of respondents preferred this alternate
 - Alternate 2C (Red and Pink Alignment): 3% of respondents preferred this alternate
- For **Segment 3**, the alternates preferred were:
 - No Improvements: 1% of respondents preferred this alternate
 - Spot improvements with no long term improvements: 11% of respondents preferred this alternate
 - Alternate 3A (Red and Green Alignment): 38% of respondents preferred this alternate
 - Alternate 3B (Red and Blue Alignment): 24% of respondents preferred this alternate
 - Alternate 3C (Red and Yellow Alignment): 17% of respondents preferred this alternate
 - Alternate 3D (Red and Orange Alignment): 5% of respondents preferred this alternate
 - Alternate 3E (Red and Pink Alignment): 4% of respondents preferred this alternate



Respondents were shown a map of potential spot improvements and asked to rank their top five preferences. The chart above shows the ranking of potential spot improvements.

- **Spot H**, a sharp curve near Shoulderblade Hill, was the 1st choice of 27% of respondents and was chosen by 59% of respondents overall.
- **Spot G**, a sharp curve near the intersection of KY 1114 near Turkey, was the 1st choice of 26% of respondents and was chosen by 58% of respondents overall.
- **Spot A**, where KY 30 narrows east of the South Fork of the Kentucky River, was the 1st choice of 17% of respondents and was chosen by 24% of respondents overall.
- **Spot I**, an S-curve near Robinson Fork, was the 1st choice of 15% of respondents and was chosen by 51% of respondents overall.
- **Spot F**, a sharp curve in Turkey, was the 1st choice of 9% of respondents and was chosen by 40% of respondents overall.

Respondents also made several general comments:

- Hope you can make improvements.
- 9101 KY 30 West dangerous to turn left as you are traveling west. Visibility very poor, rock sticking out blocking view and high spot in road (small hill) also causing poor visibility.
- Any improvement to KY 30 is greatly needed and would be very appreciated.
- From new bridge at KY 315 to Turkey Creek take the curbs out, any other improvement would be a great help.

- Don't waste money on an outdated trail. Construct complete new road.
- Nothing really needs to be done apart from simple deformities in the road.
- We, in Owsley and Breathitt Co., appreciate the consideration of KYTC for improvement of our roads in mountains of eastern Kentucky. We are excited.
- 9101 KY 30 West a lot of wrecks.
- Why couldn't you make straight roadway.
- Dangerous section 1: curvy, slow, very slick in winter.
- Any improvement will be good for KY 30.
- Anything will help.
- Any improvement has to help!
- Doing something will be better than it is now!
- Hopefully widen road on other side of road because there are no homes in front of our homes in our section of highway.
- We need to increase spending on our education and child protection. And reduce spending on roads. Road improvements are great if we have a healthy economy.
- We would like some sidewalks and cycling trails.
- I live in Owsley County. We need better access to immediate medical facility (hospital etc.) Better access for educational opportunities. Better roads provide encouragement for better employment opportunities.
- Dogs walking on road. 4 wheelers using the road, Pedestrians and cyclists.
- Take down Shoulderblade Hill; work on slope in front of Canoe Fire Dept. and Richie's residence: lots accidents there- cut cliff below fire dept. and open view from my drive visibility is impaired from Twin Cedar Road.
- Lipstick on a pig - road built in 1938. No use wasting money on existing KY 30. Construct new KY 30.
- Need guardrails in sharp curves. Lots of wrecks are caused when cars go into yards where children play.
- Danger to children loading buses high crash rates which in turn causes high insurance rates for the area.

MINUTES
Stakeholder Meeting #2
KY 30 – Owsley/Breathitt Counties
KYTC District 10 Office
Jackson, Kentucky
December 20, 2013
1:30 PM EDT

A Stakeholder Meeting for the KY 30 Planning Study in Breathitt and Owsley Counties was held at 1:30 p.m. EDT on Friday, December 20th, in Jackson, Kentucky. The purpose of the meeting was to discuss the input from the public meeting and project recommendations. The following members of the project team were in attendance:

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|-----------------|---|
| Corbett Caudill | KYTC, District 10 Chief District Engineer |
| Aric Skaggs | KYTC, District 10 Project Development Manager |
| Jason Blackburn | KYTC, District 10 Planning |
| Craig Lindon | KYTC, District 10 Planning |
| Steve Ross | KYTC, Central Office Planning |
| Sreenu Gutti | KYTC, Central Office Planning |
| Mikael Pelfrey | KYTC, Central Office Planning |
| Eunice Holland | Kentucky River ADD |
| Brad Johnson | CDM Smith |
| Len Harper | CDM Smith |
| Joey Mosley | HMB |

The following local officials and stakeholders were in attendance:

| | |
|-----------------|---|
| Toby Herald | State Representative for Kentucky's 91 st District |
| Ronnie DeBord | Owsley County Judge Executive |
| Tim Bobrowski | Owsley County Schools Superintendent |
| Jerry McIntosh | Owsley County Schools |
| Gary Cornett | Owsley County Schools |
| Stephen Bowling | Jackson City Council Member |
| Gary Sewell | Breathitt Department of Juvenile Justice |
| Gary Drake | Breathitt Department of Juvenile Justice |

A summary of the key discussion items and decisions from this meeting are provided below, following the agenda outline. Additionally, maps of the Long Term Improvement Options and Spot Improvements are attached for reference.

1. Welcome and Introductions

Jason Blackburn, KYTC Project Manager, began the meeting, welcoming attendees and asking for formal introductions from all.

2. Purpose of Meeting

Jason Blackburn gave background on the project and explained the legislative process. Jason explained to the stakeholders the process of planning studies and the role of stakeholders in that process. The purpose

of this meeting was to discuss the project findings and gather stakeholder input on the consultant recommendations.

3. Public Input

Brad Johnson, CDM Smith Project Manager, presented an overview of the input received from the KY 30 Public Meeting held at Highland-Turner Elementary School on November 7, 2013.

There were 78 surveys returned from the Public Meeting. The following are some key results from the surveys:

- 97% of respondents indicated the route should be improved.
- 78% of respondents preferred the corridor be improved to 55 mph, following new alignment at times and widening the shoulders.
- For Segment 1; 70% of respondents preferred Alternate 1A and 80% of respondents felt that KY 30 should be routed to avoid the Booneville courthouse.
- For Segment 2; 74% of respondents preferred Alternate 2A.
- For Segment 3; 38% of respondents preferred Alternate 3A, 24% of respondents preferred Alternate 3B, and 17% of respondents preferred Alternate 3C.
- 70% of the respondents do not think bicycle/pedestrian facilities should be included along the corridor.
- Spot Improvements H, G, A, I, and F were most often selected as the top priority spot improvements.

4. Overall Project Recommendations

Brad Johnson discussed the consultant recommendations. He noted that 78% of respondents preferred the corridor be improved to 55 mph. Only 10% of respondents preferred Spot Improvements over a Long-Term improvement. The Project Team agreed that the Spot Improvements do not meet the Purpose and Need of the project and that the Long-Term Improvement Options should be the priority and the overall project recommendation. The Spot Improvements will be included in the report in case money becomes available for a lower cost safety improvement.

An overview matrix was provided to the stakeholders which included the Purpose and Need, Number of Potential Relocations, Potential Environmental Impacts, Public Meeting Survey Results, and Estimated Total Cost for each Long-Term Improvement Alternate. CDM Smith used this matrix to compare the alternates and determine the recommendations.

The following consultant recommendations were discussed:

1. Segment 1: Alternate 1A is the recommended alternate.
 - This is the only alternate that improves the corridor to 55 mph.
 - The alternate meets the purpose and need and 70% of respondents from the public meeting surveys preferred this alternate.
 - There were no comments from the Stakeholders on this recommendation.
2. Segment 2: Alternate 2A is the recommended alternate.
 - The alternate meets the purpose and need, reduces impacts to the natural environment, it is the least expensive of the alternates that improves the corridor to 55 mph, and 74% of respondents from the public meeting surveys preferred this alternate.
 - The number of potential home relocations is a concern. This will need to be looked at in more detail in the future phases of the project. A lower design speed may need to be considered in some locations to reduce the number of potential relocations.

- There were no comments from the Stakeholders on this recommendation.
3. Segment 3: Alternate 3C is the recommended alternate.
 - The alternate meets the purpose and need, reduces impacts to the natural environment, it is the cheapest of the alternates that improves the corridor to 55 mph.
 - 79% of respondents from the public meeting surveys preferred the alternates that went off-alignment, bypassing the deficient geometrics between Shoulderblade Hill and Combs and Perry Road. Alternate 3C is the cheapest of the off-alignment alternates and it has the smallest amount of anticipated impacts to the natural environment.
 - Additional cost will be added to account for a potential connection back to KY 397.
 - There were no comments from the Stakeholders on this recommendation.
 4. Booneville Bypass
 - Brad Johnson presented some potential bypass alternates for the Booneville Courthouse Square.
 - 80% of respondents from the public meeting surveys felt that KY 30 should be routed to avoid the Booneville courthouse.
 - The Stakeholders preferred the 55 mph dark blue alignment with an additional bypass loop south of Booneville.
 5. The overall project recommendations listed in order of priority are as follows:
 - Segment 3: Alternate 3C is the recommended alternate including a connection to KY 397.
 - Segment 2: Alternate 2A is the recommended alternate.
 - Segment 1: Alternate 1A is the recommended alternate including the potential for a new Booneville Bypass.

5. Next Steps

Referencing the project schedule, Brad explained that the next step was to complete the draft report.

6. Q&A

An open discussion regarding the project recommendations and other issues followed:

- It was noted that this is an important project for the region and that they liked where the project was going.
- Jason Blackburn noted that this is just the beginning and that this project will take time to complete and would ultimately be constructed in smaller segments/construction sections.
- Question: Do Spot Improvements diminish the ability to get the segments constructed/funded?
Answer: It depends; most spot improvements can be incorporated into the segment improvements.
- Question: Will all the proposed improvements have a 55 mph design speed?
Answer: That will be the recommendation of this study.
- Question: What will the travel time savings be between Jackson and Booneville?
Answer: Although the exact number has not been determined, removing the deficient geometrics and raising the design speed to 55 mph will have considerable travel time savings.
- Question: Why not construct the project from both ends; start in Jackson and Booneville and meet in the middle.
Answer: The segments in Jackson have the worse geometrics and crash history. It is good to address the safety issues first.

With no further questions, the meeting was adjourned by Jason Blackburn at 2:45 p.m. EDT.