

I. PRELIMINARY PROJECT INFORMATION

County: Rowan Item No.: 9-204
Route Number(s): KY 32 Road Name: FLEMINGSBURG ROAD
Program No.: 8676401D UPN: FD04 103 32 002-005
Federal Project No.: Type of Work: RECONSTRUCTION

2012 Highway Plan Project Description:

FROM PARK HILLS DRIVE TO VIKING DRIVE NORTH. (12CCR)

Beginning MP: 2.235 Ending MP: 4.157 Project Length: 2 MILES

Functional Class.: ☐ Urban ☒ Rural
Arterial
State Class.: ☒ Primary ☐ Secondary
Route is on: ☐ NHS ☒ Nat'l Truck Network

MPO Area: Not Applicable

In TIP: ☐ Yes ☒ No

ADT (current): 9551 (2012)

Access Control: ☐ Fully Controlled ☒ Permit

Median Type: ☒ Undivided ☐ Divided (Type):

Existing Bike Accomodations: Shared Lane

Ped: ☐ Sidewalk

Posted Speed: ☐ 35 mph ☒ 45 mph ☒ 55 mph ☐ Other (Specify):

KYTC Guidelines Preliminarily Based on : 45 & 55 MPH Proposed Design Speed

COMMON GEOMETRIC

Roadway Data:	EXISTING	PRACTICES*
No. of Lanes	2-3	2-3
Travelled Way Width	24-36	24-36
Shoulder Width	2-5	8
Max. Superelevation**		8%
Minimum Radius**	1500	587 & 960
Maximum Grade	7%	6% & 5%
Minimum Sight Dist.	225	360 & 495
Sidewalk Width(urban)		N/A
Clear-zone***		

Existing Rdwy. Plans available?
☒ Yes ☐ No
Year of Plans: 1978
☐ Traffic Forecast Requested
Date Requested:
☐ Mapping Requested
Date Requested:
Type:

Project Notes/Design Exceptions?:

*Based on proposed Design Speed, **AASHTO's A Policy on Geometric Design of Highways and Streets, ***AASHTO's Roadside Design Guide

Bridge No.*: 103B00064N (Bridge #2)
Sufficiency Rating: 85.7
Total Length: 84
Width, curb to curb: 35.1
Span Lengths:
Max. Span Length: 77.1
Year Built: 1973
Posted Weight Limit: N/A
Structurally Deficient?: No
Functionally Obsolete?: No

Existing Geotech data available?
☐ Yes ☒ No

* If more than 2 bridges are present on project, see attached sheets.

II. PROJECT PURPOSE AND NEED

A. Legislation

The following funding was listed in the 2012 Highway Plan.

<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
SPP	D	2012	\$2,000,000
SPP	R	2016	\$5,000,000
SPP	U	2016	\$3,888,000
SPP	C	2018	\$18,036,000

B. Project Status

Design funds were authorized for this project in June of 2012. Scheduled advertisement date is August 2012.

C. System Linkage

This segment of KY 32 connects Flemingsburg to Morehead. The route in which the reconstruction occurs is classified as a Rural Minor Arterial.

D. Modal Interrelationships

N/A

E. Social Demands & Economic Development

The end of this project, Viking Drive, connects to a elementary, middle, and high school. Also off the same drive is a community technical college and access to a Wal-Mart. Just west of this intersection is an entrance to industrial facility. Various commercial and retail developments exist throughout this corridor.

F. Transportation Demand

The last traffic count for this section of roadway from CTS was 9551 in 2012.

II. PROJECT PURPOSE AND NEED (cont.)

G. Capacity

In the existing area of three-lane section at the end of the project, congestion builds up at Viking Drive during peak school traffic hours which combines with the adjacent industrial facility to further exacerbate capacity issues.

H. Safety

Collision data was obtained for a five year period from June 2007 to June 2012. There were 95 collisions during this time frame; 1 fatality and 27 injury collisions. The **CRF = 1.05** for this section of roadway.

Collision data was obtained from the Highway Information Extract Interface for a five year period from January 1, 2007 to July 6, 2012 for the project limits.

I. Roadway Deficiencies

The current section of roadway has a rural template of 12' lanes and 5' shoulders. KYTC's Common Geometric Practices for Rural Arterial Roads recommends 12' lanes and 8' shoulders. The major deficiencies are in the vertical curves. The minimum recommended stopping sight distance (495') and maximum grade (5%) which is not met in several vertical curves contribute to rear end-type collisions. With the location of the schools, two lumber yards, the industrial facility, and a number of businesses, this section of roadway carries a mixture of passenger cars, buses, and trucks. With the congestion and vertical curve issues present, there is the potential for severe crashes in this 2 lane 55 mph section of roadway.

Purpose and Need Statement:

Need: During peak traffic periods, congestion occurs on KY 32 near Viking Drive and Guardian Avenue. Vertical grade and sight distance deficiencies occur throughout the project resulting in collision patterns at several approaches.

Purpose: The purpose of this study is to address the congestion of KY 32 during peak periods and improve the safety, mobility, and connectivity between Morehead and Flemingsburg.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

A. Air Quality

Project is in: ☒ Attainment area ☐ Nonattainment or Maintenance Area ☐ PM 2.5 County

STIP Pg. #: TIP Pg. #:

Project is state-funded through all phases and therefore isn't listed in the STIP.

B. Archeology/Historic Resources

☒ Known Archeological or Historic Resources are present

Bridge was constructed in 1973 and therefore doesn't meet the age criteria to be eligible for the NRHP. Because this is a state-funded project, archaeology and historic architectural surveys will be conducted only in the USACE jurisdictional areas.

C. Threatened and Endangered Species

Indiana bat, gray bat, Virginia big-eared bat, and freshwater mussels are federally threatened/endangered species listed by USFWS for Rowan County. It is expected that an Indiana Bat Conservation Memorandum of Agreement (IBCMOA), which could include tree cutting restrictions and a contribution to the Indiana Bat Conservation Fund (IBCF), will be required for the project. Additionally, it is likely that KYTC will assume the presence of gray bat and will minimize/mitigate impacts by utilizing erosion and sedimentation control measures. Streams within the project area appear to be too small to support freshwater mussels. Therefore, it is anticipated that a No Effect finding can be prepared for those listed species.

D. Hazardous Materials

☐ Potentially Contaminated Sites are present ☒ Potential Bridge or Structure Demolition

At least one site within the project limits (Park Hills Gas Station) could require a Phase II ESA if impacted by the project.

G. Permitting

Check all that may apply: ☒ Waters of the US ☐ MS4 area ☐ Floodplain Impacts ☐ Navigable Waters of the US Impacts
Are 401/404 Permits likely to be required? ☒ Yes ☐ No Impacts to: ☐ Wetlands ☒ Stream/Lake/Pond
☐ ACE LON ☐ ACE NW ☐ ACE IP ☐ DOW IWQC ☐ Special Use Waters

There are potentially 6 streams that could be affected by the project. Most of these appear to be perpendicular to existing KY 32 and thus would likely require a culvert or bridge type crossing. It is unknown if wetlands exist within the project area at this time. Once an alignment is selected, the anticipated permit needs can be better assessed. If only linear crossings are needed, then it's possible to have a ACE LON or ACE NW, but if stream relocations are needed, then it's likely an ACE Individual Permit and KY DOW Individual Water Quality Certification, including in-lieu fees, will be required.

H. Noise

Are noise sensitive receivers adjacent to the proposed project? ☒ Yes ☐ No

There are several homes and businesses located adjacent to existing KY 32.

I. Socioeconomic

Check all that may apply: ☐ Low Income/Minority Populations affected ☒ Relocations ☐ Local Land Use Plan available

There are no known low income/minority populations at this stage of the project. Relocations are anticipated to be necessary for construction of the project.

J. Section 4(f) or 6(f) Resources

The following are present on the project:

☐ Section 4(f) Resources

☒ Section 6(f) Resources

The Morehead Park/Recreational area across KY 32 from Viking Drive is a Section 6(f) resource. Impacts to this property will require a Section 6(f) analysis and replacement of converted property.

Anticipated Environmental Document:

None (Completely State funded)

