

MINUTES

Project Team Meeting KY 32 – Rowan and Elliott Counties – Item 9-192.00

KYTC District 9 Office
Flemingsburg, Kentucky
May 7, 2008
10:00 a.m. EST

A project team meeting for the KY 32 Alternatives Study in Rowan and Elliott Counties was held at 10:00 a.m. EST on Wednesday, May 7, at the Highway District 9 office in Flemingsburg, Kentucky. The purpose of the meeting was to discuss the project purpose and history, the scope of work, the preliminary data collected, relevant project issues, and public input strategies. A copy of the agenda is attached.

Participants in the meeting represented the Gateway Area Development District, FIVCO Area Development District, Kentucky Transportation Cabinet (KYTC) District 9 and Central Office, and the consultants, Wilbur Smith Associates (WSA) and HMB Professional Engineers. Attendees included the following:

Sandy Meadows	Gateway Area Development District
Russ Brannon	FIVCO Area Development District
Bart Bryant	KYTC District 9, Chief District Engineer
Thomas Witt	KYTC Central Office, Planning
David Martin	KYTC Central Office, Planning
Deanna Miller	KYTC District 9, Planning
Brent Wells	KYTC District 9, Planning
Daran Razor	KYTC District 9, Traffic
Brian Gillum	KYTC District 9, Construction
Robert Brown	KYTC Central Office, Traffic
Karen Mynhier	KYTC District 9, Environmental
Jack Litton	KYTC District 9, Right-of-Way
James Simpson	KYTC Central Office, Design
Rachel Catchings	KYTC District 9, Design
Robyn Ramey	KYTC District 9, Right-of-Way
Samantha Wright	Wilbur Smith Associates
Carl D. Dixon	Wilbur Smith Associates
Amanda R. Spencer	Wilbur Smith Associates
Rich Dutton	HMB Consultants

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introductions

Thomas Witt began the meeting, welcoming the participants and asking for formal introductions from all attendees.

2. Purpose of Meeting

Thomas Witt briefly explained that the purpose of the meeting was to discuss the purpose and history, scope of work, preliminary data, project issues, and public involvement approach for the KY 32 Alternatives Study. He explained that Wilbur Smith Associates had been retained through the statewide planning contract as the consultant for this project.

3. Project History

Samantha Wright provided an overview of the KY 645 study completed by KYTC in April 2006. The KY 645 study resulted in two recommended corridors, one which included the study portion of KY 32 in Rowan and Elliott Counties.

The group agreed that the KY 32 Alternatives Study was completely independent of the KY 645 effort and should be treated as such.

For the benefit of attendees involved with the Ashland Connector Study, Deanna Miller explained that the KY 32 Alternatives Study would be a more detailed analysis than the Ashland Connector Study. She stated that the KY 32 Alternatives Study was moving closer to the design phase.

4. Scope of Work

Carl Dixon reviewed the tasks in Wilbur Smith Associate's scope of work, referencing a handout with the major tasks and subtasks outlined. Carl noted that HMB Consultants would be the subconsultant handling a portion of the environmental overview.

Samantha Wright added a brief explanation of public involvement and the alternatives evaluation process.

Carl explained that the study would take approximately 12 months to complete. He referenced a handout with key project milestones and projected dates for completion. He noted that this schedule should be considered as a guide that would have to be updated as the project progresses. He said it was unlikely that all estimated dates could be met, largely depending on the time needed to set up meetings and review materials and documents.

5. Preliminary Data/Exhibits

Amanda Spencer presented an overview of the preliminary data and exhibits, including the following:

- Study Area Map;
- Route Log, Systems, and Roadway Geometry Tables;
- Study Area Photos;
- ADT and LOS Map and Table;
- Adequacy Rating Map and Table;
- Highway Crash Maps; and
- Environmental Footprint Map.

The project team agreed that the study area boundary should be slightly modified, as shown on the study area map in proximity to the previously approved study boundary, to ensure adequate room for all possible off-alignment alternatives while minimizing impacts to Caney Creek and karst.

Russ Brannon shared that the FIVCO ADD had begun a study of environmental justice issues in the area and he had already completed a preliminary report. He noted that a minority population existed north of KY 32 and would be encompassed by the revised study area. He also stated that 30% of persons in Elliott County are disabled and 30% are below the poverty level. It was mentioned that the ADD would have an opportunity to review and comment on proposed improvement alternatives as part of this study.

Deanna Miller asked that the features (oil wells, gas wells and abandoned mines) identified by Clatis Walker, an active participant in the KY 645 study, be added to the KY 32 environmental map.

One attendee asked what the EPA site identified on the environmental map was. No further details were available at the time of the meeting.

It was mentioned that the yellow circles on the environmental map should be brown as shown in the legend, or vice versa.

Carl Dixon noted that the discovery of other potential historic structures along the route was anticipated.

Samantha Wright mentioned that both Big Caney and Laurel Creeks are "Exceptional Waters".

6. Project Issues

The group agreed that the primary purpose of the project appears to be improving safety and geometrics, including improving sight distance at school bus stops. Other considerations and potential project goals mentioned include:

- Improving travel time, including response time for EMT services
- Improving access to Morehead State University, St. Claire Hospital, retail stores, and other facilities and services in Morehead
- Addressing truck traffic, primarily delivery and box trucks that use the route, as well as log trucks and semis (it was noted that there was not much coal trucking on the route)
- Improving access for traffic to and from the prison, primarily for delivery trucks, commuters, and visitors
- Improving access for tourism to the Laurel Gorge Cultural Heritage Center located near the Newfoundland end of the corridor
- Addressing the use of the existing route by recreational motorcycle traffic, i.e., trying to maintain the character of the roadway that makes it attractive for motorcyclists (it was noted that a story on the KY 32 route had been included in a major motorcycling magazine)

- Providing an alternate route for tourism and recreational trips from the west to Grayson Lake
- Providing an improved route for people in Newfoundland and Sandy Hook to get to I-64 and go west toward Lexington

Concerns and other considerations identified include:

- The Marathon/Ashland pipeline could be a concern – this should be identified on the environmental map.
- Utilities are primarily along the existing route.
- The northern terminus of the study corridor will direct traffic into Elliottville – will this be a problem?
- It may be useful to limit the access points to current businesses in Elliottville.
- The intersection at KY 504 needs to be reconfigured to a right angle. KY 32 should be the through route, with KY 504 as a “T” intersection.

7. Public Involvement

Although the study schedule identified May 20 as a target date for the first local officials and local stakeholders meeting, it was agreed to avoid this date, since it is Election Day. The Area Development Districts agreed to make meeting arrangements with the goal of having one combined local officials/stakeholder meeting in each county on the same day. The meetings will likely take place in Sandy Hook and Morehead, if possible. Invitations will be extended to Representative Rocky Adkins, local city and county officials, Little Sandy Correctional Complex staff, local emergency service personnel, and utility professionals, as well as others to be identified later. Deanna Miller agreed to review the list of stakeholders involved with the Ashland Connector Study as a starting point for identifying appropriate participants. Thomas Witt asked WSA to prepare a PowerPoint presentation and handouts for the local officials meeting.

There was some discussion about possible public meeting locations on and near the study corridor, including churches, a fire station, and Sandy Hook Elementary. The group agreed to solicit local official and local stakeholder input on this issue.

Carl Dixon mentioned that the BP station at the KY 32/KY 7 intersection and McBrayer’s grocery store located at KY 32/KY 173 are willing to distribute public meeting flyers.

KYTC will place a variable message board at the meeting location, if possible.

8. Q & A

Carl Dixon requested as-built plans for KY 32 from KYTC. Deanna Miller agreed to attempt to obtain those plans.

Carl noted that WSA would request per-mile cost estimates from KYTC later in the study process, and possibly some input on R/W costs.

The meeting was adjourned just before 11:30 a.m. EST.



AGENDA

Project Team Meeting 1

KY 32 Alternatives Study, Rowan and Elliott Counties

KYTC Item No. 9-192.00

Highway District 9 Conference Room, Flemingsburg, Kentucky

10 a.m., May 7, 2008

- | | |
|---|--------------------------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project History | KYTC/WSA |
| a. Origin | |
| b. KY 645 Study | |
| c. Purpose | |
| d. Group Discussion | |
| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible Parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
| a. Study Area | |
| b. Route Log, Systems, and Geometry | |
| c. Adequacy Ratings | |
| d. Existing and Future ADT and LOS | |
| e. Highway Crashes | |
| f. Environmental Footprint | |
| 6. Project Issues | Group Discussion |
| a. Study Area | |
| b. Project Purpose/Goals | |
| c. Local Issues | |
| d. Environmental Justice | |
| 7. Public Involvement | Group Discussion |
| a. Local Officials/Stakeholders Meeting | |
| i. Stakeholders/Special Groups | |
| ii. Meeting Location and Time | |
| b. Public Meeting | |
| i. Meeting Format | |
| ii. Meeting Location and Time | |
| c. Public Involvement Tasks and Schedule | |
| 8. Q & A | Group Discussion |
| ADJOURN | KYTC |

MINUTES
Local Officials/Stakeholders Meeting
KY 32 – Rowan and Elliott Counties -- KYTC Item # 9-192.00
Morehead City Hall -- Morehead, Kentucky
June 6, 2008

The first of two early Local Officials/Stakeholders Meetings for the KY 32 Alternatives Study in Rowan and Elliott counties was held at 10:00 a.m. on Friday, June 6, 2008, at City Hall in Morehead, Kentucky. The purpose of this initial meeting was to present information and get input on the project purpose and history, the scope of work, preliminary data and analysis, project issues, and public input strategies. Attendees included the following:

Jerry Alderman	Rowan County Judge Executive's Office
Troy Perkins	Rowan County Magistrate
David Perkins	Mayor, City of Morehead
Ted Trent	Rowan County Board of Education
Danny Blevins	Rowan County EMS
Bruce Adkins	City of Morehead
Bill Patrick	City of Morehead
Joseph Parson	City of Morehead
Glen Teager	City of Morehead
Keith Kappes	Morehead State University
Terry Mays	Morehead State University
Bill Winkleman	Morehead Utility Plant Board
Allen Gillum	Mountain Telephone
Clyde Mays	Home Owner
Wendell Johnson	Home Owner
Doug Doerrfield	Kentuckians for the Commonwealth
Ted Withrow	KY Division of Water
Sandy Meadows	Gateway ADD
Russell Brannon	FIVCO ADD
Brent Wells	KYTC District 9, Planning
Rachel Catchings	KYTC District 9, Design
Allen Blair	KYTC District 9, Public Information
Randy Stull	KYTC District 9, Maintenance
David Martin	KYTC Central Office, Planning
Thomas Witt	KYTC Central Office, Planning
Carl Dixon	Wilbur Smith Associates
Amanda Spencer	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, which follows the agenda outline (attached).

1. Welcome and Introduction

Thomas Witt convened the meeting at approximately 10:00 a.m., welcoming all participants.

2. Purpose of Meeting

Thomas Witt indicated that the purpose of the meeting was to discuss a planning study of KY 32 in Rowan and Elliott Counties from KY 504 in Elliottville to KY 7 in Newfoundland. He explained that Wilbur Smith Associates had been retained as the consultant for this project and introduced Carl Dixon to lead the discussion, using a PowerPoint presentation.

3. Project History

Regarding the history of the project, Carl Dixon explained that funds for improvements to KY 32 were included in the last Six Year Highway Plan and are currently included in the 2008 Recommended Six Year Highway Plan.

4. Scope of Work

Carl reviewed the tasks in the Wilbur Smith Associate scope of work, referencing a summary handout provided to attendees. This includes public involvement activities, analyzing the existing conditions, environmental overview, development of alternatives, evaluation of alternatives, and recommendations. He stressed the importance of defining the project purpose since this would guide all future decisions for the project. He explained that the basic KY 32 "build" alternatives would probably include reconstruction of the roadway along the existing alignment, relocation of KY 32 on new alignment, and spot improvements at key problem areas along the existing roadway.

Carl mentioned that a public meeting will be held in late July. He said that another round of local meetings will be held after the alternatives are developed to get input from local officials, stakeholders, and the public, which would probably be sometime in the November 2008 to January 2009 timeframe. Carl said that the study would be completed in approximately one year.

5. Preliminary Data/Exhibits

Amanda Spencer presented an overview of the preliminary data and exhibits, including the following:

- Adequacy Rating Map;
- Highway Crash Map;
- Existing ADT and LOS Map;
- Future ADT and LOS Map; and
- Environmental Footprint Map.

Attendees were provided with a copy of each of the maps referenced.

Some of the major information and data related to KY 32 are as follows:

- Rural Major Collector
- Speed Limit 55 mph
- Geometrics
 - Two 10 foot lanes, 2 to 4 foot shoulders (Rowan County)
 - Two 9 foot lanes, 2 foot shoulders (Elliott County)
- Adequacy Rating Percentile
 - 11.9 - 42.7 (Rowan County)
 - 14.9 (Elliott County)

- Existing Traffic: Carries 470 to 3,670 Vehicles per Day
- Future Traffic: Projected to Carry 730 to 3,730 vehicles per day by Year 2030 with No Improvements
- Crash History: March 04-December 07
 - 48 crashes (1 fatal crash, 15 injury crashes)
 - 2 “high crash spots” (Elliott County)

Based on the adequacy ratings, Amanda noted that KY 32 is rated as poor, primarily because of safety issues. She also noted that there were two high crash locations located along KY 32 in Elliott County.

6. Project Issues

Carl Dixon began the group discussion of project issues by summarizing those identified to date, as follows:

- Safety
- Roadway Geometrics
- Travel Time
- Access to Morehead and Lexington
- Access to Little Sandy Correctional Complex
- Tourism and Recreation Access
- Truck Traffic
- Motorcyclists

He also noted that the study team needs input from the attendees on the following:

- Project Goals – What is the Problem?
- Problem Locations
- Environmental and Cultural Resources
- Community Impacts, including Environmental Justice
- Economics
- Utilities
- Engineering Issues

Carl then asked for input from attendees. Key reasons for the project made by attendees during the discussion include:

- KY 32 is dangerous for buses
- Numerous log trucks (and some semis)
- More people will take KY 32 if it is improved
- Improvements to KY 32 will increase safety, decrease travel time, and decrease wear and tear on automobiles
- Lawrence County residents commute to Morehead State University via KY 32
- Many Morehead State University employees use KY 32
 - Inclement weather causes employee absenteeism
- Traveling KY 32 causes physical discomfort and nausea
 - Discourages tour bus operators from traveling KY 32

- Impacts patient care decisions, i.e., some patients are too sick or will become too sick traveling KY 32, therefore are taken on a longer route or to a facility that is further way
- Laurel Gorge and other attractions would benefit from an improved route
- Local discussions are underway regarding achieving Scenic Byway status for KY 32
 - Improvements should fit these criteria
- Numerous sensitive environmental resources in the study area
 - The Laurel Creek watershed
- Many people travel to Morehead for goods and services from surrounding counties via KY 32
- Poor driving conditions of KY 32 impact price of services provided for residents in the area

Carl then led the discussion on the sensitive environmental and community resources. He stated that the goal is to avoid those resources. Where that is not possible, Carl explained that minimization and/or mitigation efforts would be made. He mentioned that cemeteries, churches, historic properties, farmlands and farm ponds stand out as important and sensitive resources.

Carl then introduced Ted Withrow with the Kentucky Division of Water to introduce the discussion on sensitive environmental resources, noting that Mr. Withrow had contacted the Cabinet prior to the meeting and asked to speak. Key points from his presentation are as follows:

- Big Caney and Laurel Creeks are very special
 - Represent two of only twenty water bodies with “cold water”, “exceptional”, and “reference reach” designations
 - Sensitive to any disturbance
 - Well known for trout
- Kentucky Heritage Land Council is in the process of buying large tracts of Laurel Gorge for preservation
- Elliott County is the third fastest growing county for tourism in Kentucky
 - Agricultural tourism and Eco-Tourism
 - Locally driven
- Efforts should be made to make KY 32 a Scenic Byway
 - Any road construction should have as little impact as possible
 - The road should have tourist pull-offs and signs that highlight the special environmental resources and cultural background of the area and explain the road’s special features
 - Elliott County should be included as a destination
 - KY 32 could be a showcase for what can be done, when proper planning is accomplished in a holistic manner
 - This would protect rare natural resources for future generations

Carl Dixon then asked for further input on sensitive environmental and community resources.

One attendee stated that, anytime you build, you want to make a better road, but you should also maintain tourism. The attendee went on to draw a recommended alternative that would primarily run north of the existing route from KY 7 to KY 173, as shown on the attached map. He explained that existing KY 32 between KY 173 and KY 504 would need to be improved if this recommended route was constructed.

Another attendee asked that consideration be given to improving a route closer to KY 173 instead of KY 32 since it would provide more direct access to Sandy Hook. Another attendee asked if this would be possible. Carl responded that examining KY 173 was outside the scope of work at present, so it would be up to the Cabinet to decide to expand the study area. Another attendee added that improvements to KY 173 would accommodate far fewer people, less than 25% of Elliott County.

An attendee asked what would happen to KY 32 if another road were built. Carl answered that the state would likely want the county to take over responsibility of the road. However, he explained, this does not always happen and would have to be worked out between the state and the county. If not, then the state would still maintain the road, which would represent an additional cost to the state.

One attendee asked if there would be an improvement to the intersection of KY 32 and KY 504, stating that it was a dangerous location. Carl agreed and said that it would be evaluated.

When Carl asked about other problem locations, several attendees mentioned Hogtown Hill, which is along KY 32 between KY 504 and KY 173.

Carl asked for attendees' thoughts on motorcycle traffic on KY 32. Some attendees explained that most motorcyclists, particularly those riding in groups, are very safe and ride with a spotter. It was suggested that single riders are more of a problem and are the ones involved in crashes. Regarding motorcyclists, one attendee mentioned that the "Keith Whitley Ride" had made the route famous.

7. Public Involvement

Carl asked for input on public meeting locations. The Morehead Conference Center was suggested. Attendees also asked that two public meetings be held, one in Rowan County and one in Elliott County, per round.

8. Q. & A.

With no further questions, Carl asked attendees to complete a survey form. Three attendees returned their forms at the meeting. The form included the KYTC address so attendees could mail the completed forms later. Once the survey forms are received, they will be summarized and included as part of the project records.

The meeting was adjourned at about 12:00 p.m.

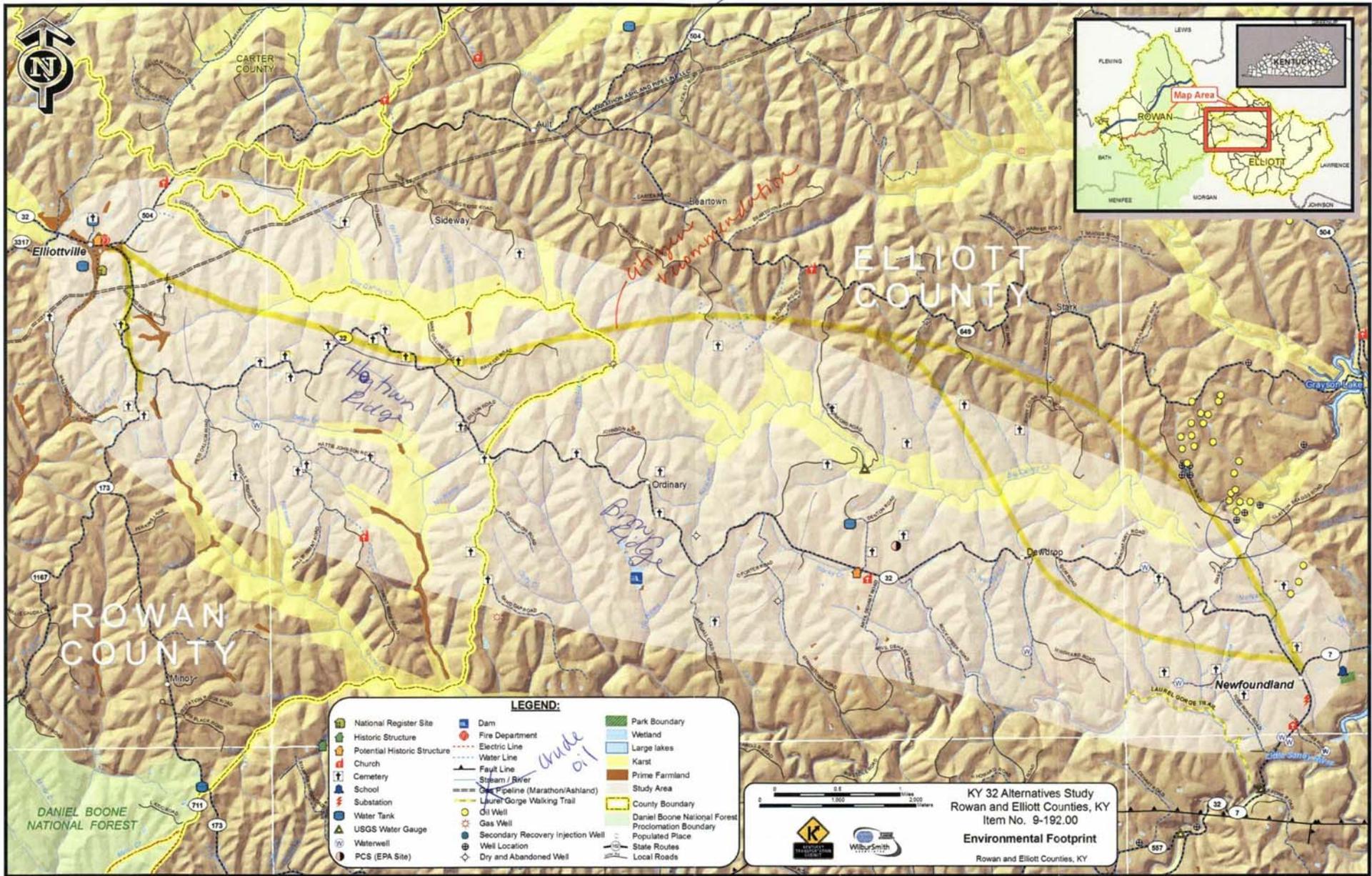


AGENDA

**Local Officials/Stakeholders Meeting
KY 32 Alternatives Study, Rowan and Elliott Counties
KYTC Item No. 9-192.00
Rowan County – Morehead City Hall
June 6, 2008 10:00 AM**

- | | |
|--|--------------------------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project History | KYTC/WSA |
| a. Origin | |
| b. Purpose | |
| c. Group Discussion | |
| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible Parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
| a. Study Area | |
| b. Geometry | |
| c. Adequacy Ratings | |
| d. Existing and Future ADT and LOS | |
| e. Highway Crashes | |
| f. Environmental Footprint | |
| 6. Project Issues | Group Discussion |
| a. Project Purpose/Goals | |
| b. Local Issues | |
| i. Environmental | |
| ii. Community | |
| c. Environmental Justice | |
| 7. Public Involvement | Group Discussion |
| a. Local Officials/Stakeholders Meetings | |
| i. Meeting 1: Early Input | |
| ii. Meeting 2: Presentation of Alternatives | |
| b. Public Meetings | |
| i. Purpose and Format | |
| ii. Location and Time | |
| c. Public Involvement Tasks and Schedule | |
| 8. Q & A | Group Discussion |

crude oil



LEGEND:

National Register Site	Dam	Park Boundary
Historic Structure	Fire Department	Wetland
Potential Historic Structure	Electric Line	Large lakes
Church	Water Line	Karst
Cemetery	Fault Line	Prime Farmland
School	Stream / River	Study Area
Substation	Pipeline (Marathon/Ashland)	County Boundary
Water Tank	Laurel Gorge Walking Trail	Daniel Boone National Forest
USGS Water Gauge	Oil Well	Proclamation Boundary
Waterwell	Gas Well	Populated Place
PCS (EPA Site)	Secondary Recovery Injection Well	State Routes
	Well Location	Local Roads
	Dry and Abandoned Well	

0 0.5 1 1.5 2 Miles

KY 32 Alternatives Study
 Rowan and Elliott Counties, KY
 Item No. 9-192.00
Environmental Footprint
 Rowan and Elliott Counties, KY

MINUTES
Local Officials/Stakeholders Meeting
KY 32 –Rowan and Elliott Counties - KYTC Item # 9-192.00
Laurel George Cultural Heritage Center – Sandy Hook, Kentucky
June 6, 2008

The second of two early Local Officials/Stakeholders Meetings for the KY 32 Alternatives Study in Rowan and Elliott counties was held at 2:00 p.m. on Friday, June 6, 2008, at the Laurel George Cultural Heritage Center in Sandy Hook, Kentucky. The purpose of this initial meeting was to present information and get input on the project purpose and history, the scope of work, preliminary data and analysis, project issues, and public input strategies. Attendees included:

Rocky Adkins	State Representative
David Blair	Elliott County Judge Executive
Barry Stevens	Elliott County, Deputy Judge Executive
Brian Dillon	Elliott County, Magistrate
Gwenda Adkins	Elliott County, Extension Agent
John C. Williams	Superintendent, Elliott Co. Board of Education
Billy J Montgomery	Sandy Hook, City Council
Judy Stern	Sandy Hook Water District
Kevin Winkleman	Sandy Hook Water District
John M. Clevenger	Sandy Hook, Resident
Kyle Clevenger	Grayson RECC
Beverly Faulkner	Grayson Lake State Park
Alex Ford	Little Sandy Correctional Complex
Paul Holbrook	Little Sandy Correctional Complex
Kay Harris	Laurel George Cultural Heritage Center
Flora Whitley	Laurel George Cultural Heritage Center
Rick Pelfrey	Mountain Telephone
Allen Gillum	Mountain Telephone
Dale Kemper	Resident
Ted Withrow	KY Division of Water
Russell Brannon	FIVCO ADD
Brent Wells	KYTC District 9, Planning
Rachel Catchings	KYTC District 9, Design
Allen Blair	KYTC District 9, Public Information
David Martin	KYTC Central Office, Planning
Thomas Witt	KYTC Central Office, Planning
Carl Dixon	Wilbur Smith Associates
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3. Project History

Regarding the history of the project, Carl Dixon explained that funds for improvements to KY 32 were included in the last Six Year Highway Plan and are currently included in the 2008 Recommended Six Year Highway Plan. He explained that design funds are currently programmed for Year 2010, Right of Way and Utilities for year 2012, and Construction for Year 2014. He asked if Representative Adkins would like to add anything. Representative Adkins mentioned that the process could be sped up if design goes well. He also added that construction costs will increase. Last, he shared that state transportation funds are limited, but options may be available in the future, such as bond issues, to move projects forward.

One attendee asked if the improvement would be two lanes. Carl answered that this would be determined as part of the study, but was unknown at this point.

The attendee then asked if the improvement being studied was part of the proposed KY 645 corridor. Representative Adkins responded that the KY 32 project is entirely separate and was intended to improve access into and out of the county and safety along KY 32. He went on to say that the KY 645 project cost was estimated as \$400 million dollars, if it were built. He said that state funds are limited and construction costs have increased considerably, so building the KY 645 project could be difficult.

An attendee remarked that between 6 a.m. and 8 a.m., as well as 4 p.m. and 6 p.m., a four-lane KY 32 might be needed between Newfoundland and Elliottville to carry the heavy traffic volumes.

Another attendee remarked that the improvement is needed for the Little Sandy Correctional Complex and MSU employees.

4. Scope of Work

Carl reviewed the tasks in the Wilbur Smith Associate scope of work, referencing a summary handout provided to attendees. This includes public involvement activities, analyzing existing conditions, conducting an environmental overview, development of alternatives, evaluation of alternatives, and recommendations. He stressed the importance of defining the project purpose since this would guide all future decisions for the project. He explained that the basic KY 32 "build" alternatives would probably include reconstruction of the roadway along the existing alignment, relocation of KY 32 on new alignment, and spot improvements at key problem areas along the existing roadway.

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to get input from local officials, stakeholders, and the public, which would probably be sometime in the November 2008 to January 2009 timeframe. Carl said that the study would be completed in approximately one year.

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- Travel Time
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- Tourism and Recreation Access
- Truck Traffic
- Motorcyclists

He also noted that the study team needs input from the attendees on the following:

- Project Goals – What is the Problem?
- Problem Locations
- Environmental and Cultural Resources
- Community Impacts, including Environmental Justice
- Economics
- Utilities
- Engineering Issues

Carl then asked for input from attendees. Key reasons for the project made by attendees during the discussion include:

- Many Morehead State University employees use KY 32
 - Improve for employee safety
- Many Little Sandy Correctional Complex employees use KY 32
 - Improve for employee, visitor, inmate transfer, and vendor safety
 - Inclement weather of particular concern
- Once KY 519 (currently under construction) is completed, people will use it - some are already using KY 519 along with KY 7 and KY 801
- Elliott County has a strong workforce
 - Many employees use KY 32 to get to the interstate and to Lexington
- You cannot get industry without roads
- Improvements to KY 32 would save lives (due to travel time savings to hospitals)
- Many people travel in RVs from I-64 to the area
- Maintain the scenic vistas
- Provide for bicycle transportation to improve the health of area residents and visitors
 - Consider health issues in all decisions
- Consider incorporating lighting, bike accommodations, and other amenities as is done in other scenic areas
- There are numerous sensitive environmental resources in the study area
- The road should be improved in such a way as to support the local goal of achieving Scenic Byway status for KY 32
- Balance the need to improve access and safety with the need to protect and enhance environmental and scenic resources
- There are dangerous working conditions along KY 32 for utility workers – no place to pull off and park vehicles

Carl then led the discussion on the sensitive environmental and community resources. He stated that the goal is to avoid those resources. Where that is not possible, Carl explained that minimization and/or mitigation efforts would be made. He mentioned that cemeteries, churches, historic properties, farmlands and farm ponds stand out as important and sensitive resources.

Carl then introduced Ted Withrow with the Kentucky Division of Water to start the discussion of sensitive environmental resources, noting that Mr. Withrow had contacted the Cabinet prior to the meeting and asked to speak. Key points from his presentation are as follows:

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 - Sensitive to any disturbance
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- Kentucky Heritage Land Council is in the process of buying large tracts of Laurel Gorge for preservation
- Elliott County is the third fastest growing county for tourism in Kentucky
 - Agricultural tourism and Eco-Tourism
 - Locally driven
- Efforts should be made to make KY 32 a Scenic Byway
 - Any road construction should have as little impact as possible on the rural character of the roadway
 - The road should have tourist pull-offs and signs that highlight the special environmental resources and cultural background of the area and explain the road’s special features
 - Elliott County should be included as a tourist destination
 - KY 32 could be a showcase for what can be done, when proper planning is accomplished in a holistic manner
 - This would protect rare natural resources for future generations

Carl Dixon then asked for further input on sensitive environmental and community resources.

One attendee mentioned the remarkable trout fishing in the area north of KY 32 near KY 649.

Another attendee expressed concern over bringing too much traffic through Sandy Hook, noting that widening could not be done through town.

It was noted that previous attempts to install and maintain a traffic light had been undone by vandalism. One attendee remarked that not having a traffic light is an attraction to many tourists because it represents a lost small town atmosphere.

7. Public Involvement

Carl asked for input on public meeting locations. The new performing arts center at Sandy Hook Elementary was suggested. It was also suggested that the first public meeting be held in Rowan County and the second be held in Elliott County. Another attendee mentioned having both rounds of public meetings out of either county, in, for example, West Liberty.

8. Q. & A.

With no further questions, Carl asked attendees to complete a survey form. Three attendees returned their forms at the meeting. The form included the KYTC address so attendees could mail the completed forms later. Once the survey forms are received, they will be summarized and included as part of the project records.

The meeting was adjourned at about 4:00 p.m.



AGENDA
Local Officials/Stakeholders Meeting
KY 32 Alternatives Study, Rowan and Elliott Counties
KYTC Item No. 9-192.00
Elliott County – Laurel Gorge Heritage Center
June 6, 2008 2:00 PM

- | | |
|--|--------------------------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project History | KYTC/WSA |
| a. Origin | |
| b. Purpose | |
| c. Group Discussion | |
| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible Parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
| a. Study Area | |
| b. Geometry | |
| c. Adequacy Ratings | |
| d. Existing and Future ADT and LOS | |
| e. Highway Crashes | |
| f. Environmental Footprint | |
| 6. Project Issues | Group Discussion |
| a. Project Purpose/Goals | |
| b. Local Issues | |
| i. Environmental | |
| ii. Community | |
| c. Environmental Justice | |
| 7. Public Involvement | Group Discussion |
| a. Local Officials/Stakeholders Meetings | |
| i. Meeting 1: Early Input | |
| ii. Meeting 2: Presentation of Alternatives | |
| b. Public Meetings | |
| i. Purpose and Format | |
| ii. Location and Time | |
| c. Public Involvement Tasks and Schedule | |
| 8. Q & A | Group Discussion |

MINUTES
Public Involvement Meeting

KY 32 Alternatives Study – Rowan/Elliott Counties
KYTC Item No. 9-192.00

Elliottville Baptist Church Meeting Facility
Elliottville, Rowan County, Kentucky
Thursday, July 31, 2008
5:00 p.m. to 7:00 p.m. (Open House)

A public involvement open house meeting was held on Thursday, July 31, 2008, from 5:00 p.m. to 7:00 p.m. at the Elliottville Baptist Church Meeting Facility, Elliottville, Kentucky. The purpose of the meeting was to provide preliminary information to the public on the proposed project and to get public input on possible issues, impacts, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Russ Brannon	FIVCO Area Development District
Deanna Miller	KYTC, Highway District 9
Brent Wells	KYTC, Highway District 9
Darrin Eldridge	KYTC, Highway District 9
Allen Blair	KYTC, Highway District 9
Robyn Ramey	KYTC, Highway District 9
Brian Gillum	KYTC, Highway District 9
Thomas Witt	KYTC, Central Office, Division of Planning
David Martin	KYTC, Central Office, Division of Planning
Carl Dixon	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates
Amanda Spencer	Wilbur Smith Associates

The public involvement meeting was arranged with several informational display boards in a central location for the public to view. KYTC, ADD, and consultant staff were available at these locations to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire and a study information sheet (including a study area map). Attendees were asked to complete the survey prior to leaving the meeting, or return it to KYTC at a later date in the postage-paid envelope provided. State highway maps and information regarding the process for KYTC roadway projects were also available at the sign-in table.

- Presentation

Carl Dixon welcomed the attendees and thanked the Elliottville Baptist Church for hosting the meeting. He explained the purpose of both the KY 32 Alternatives Study and the public meeting. He introduced the KYTC, ADD, and consultant staff and told the attendees that he and they were available during the meeting to answer questions or talk to them one-on-one.

Using a PowerPoint Presentation as a visual aid, Carl explained that the KY 32 Alternatives Study would (1) help the KYTC to decide if an improvement is needed and (2) identify and evaluate possible improvement alternatives if the proposed project was approved. He indicated that there were no preconceived ideas on what type of improvement should be made. Carl described that the purpose of the meeting was to get public input on the need for an improvement, what the purpose of the project should be, issues and concerns about the proposed project, any sensitive areas that should be avoided, areas that should be served by a new improvement, and where and what types of improvements were needed, if any. Carl said that the planning study will take approximately one year to complete and would result in a recommendation as to how KY 32 should be improved, if at all.

He then asked the attendees to walk around and enjoy the refreshments, look at the exhibits, and ask questions of the staff. He encouraged them to complete the survey form that had been given to them. Carl told the attendees that they could also mark on either of two maps lying on tables in the back of the room to indicate traffic or safety problems, areas to avoid, possible alternatives, and other features of importance.

One attendee asked if this was part of the recently completed KY 645 study. Carl explained that this was a completely independent, unrelated study. He went on to say that the KY 32 project concept had been considered long before the KY 645 project concept.

After a few other attendees attempted to ask questions in the large and crowded meeting room, Deanna Miller asked that attendees pose their questions independently to the many available project team members and note their comments privately on their comment forms.

Carl gave the welcome presentation a second time at 5:30 pm to ensure all attendees heard the information and understood the purpose of the project and meeting. During this presentation, State Representative Rocky Adkins added remarks about the need for the project, project funding, and the importance of balancing the protection of sensitive environmental resources with highway safety and mobility. Representative Adkins stressed that all needs could be met through cooperation and collaboration.

- Exhibit Boards

The following maps were presented on exhibit boards:

- Study Area
- Project Description and Preliminary Project Goals
- Environmental Footprint

- Existing Average Daily Traffic/Level of Service
- Future Average Daily Traffic/Level of Service
- Crash Data
- Adequacy Ratings

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff.

Two large writing tablets were available at either end of the exhibit boards for attendees to note comments. The following comments were written on the tablets:

- Build new road (with 3 check marks next to it – left by other attendees noting their support for the comment);
- Popular motorcycle route;
- For more accurate crash data, visit local body shops;
- Hogtown Hill;
- Straight line;
- Follow existing road – straighten curves; and
- Entire Laurel and Big Caney watersheds have been targeted by KYDFWR (Kentucky Department of Fish and Wildlife Resources) as areas of concern.

- Map Drawing Exercise

Two tables were set up with study area maps for attendees to draw on. Attendees used markers and post-it notes to identify potential areas of impact, problem locations along the existing route, improvement options, and general comments.

A few people marked on the maps to show the location of:

- Foster's cemetery;
- Two unnamed cemeteries;
- An unnamed church;
- Two "old" post offices;
- "Old" Brown Hospital;
- "Historic" Storell House;
- Several possible archaeology sites; and
- Four proposed alternatives.

- Verbal Comments

Following is a summary of comments made to project team members by citizens in attendance at the public meeting:

- Laurel and Caney Creeks are extremely rare habitats and should be avoided, including any runoff during construction or after completion.
- Look at side hill construction (avoiding the top of the ridge to miss residences and avoiding the valley to miss the streams).
- Homes and farms should be protected from any new alignment options. These are more important than historic and archaeological sites where nobody lives anymore.
- There are more family cemeteries along the route than are shown on the environmental map. These cemeteries should be protected.

- Avoid/protect potential historic sites (post office, hospital, cemeteries).
- Avoid/protect potential prehistoric archeology sites (pre-Native American).
- Provide aesthetically pleasing roadway (overlook areas, blending into natural environment, etc.).
- Keep the old road intact for tourism purposes – build new road.
- KY 32 is a part of a bicycle route; please add wide shoulders at least for bike safety.
- The traffic numbers and crash data do not show a need for the road to be improved.
- Make sure steps are taken to prevent increased heavy truck traffic. There is concern that any improved road would become a “coal haul road” with increased traffic coming from the coal fields headed to the Maysville area market.
- The crash data is not representative of what happens along KY 32. Many crashes are not reported when they are single-vehicle, non-injury, or uninsured drivers.
- The few straight stretches of the route are dangerous as well, because this is where many people try to pass.
- This route is important for emergency services in the area and should be improved.
- Improvements to the road are overdue and should be completed as soon as possible.
- School bus safety is a concern all year, but especially during the winter months because of the steep hills and curves.
- There is need for improved geometrics (flatter curves and better grades).
- Straighten the road and do it quickly.
- Look at KY 173 as an alternate – show the ADTs on surrounding roads on exhibits.
- Build the road south of the existing road.
- Straighten the curves, but leave the rest of the road alone.
- Build a straight line from Elliottville to KY 7.
- Make improvements to the existing route.
- The other sections of KY 32 outside of the study area also need improvement.
- There are a lot more accidents on the section of KY 32 west of Elliottville.
- There is concern about KY 32 from Elliottville to Morehead.
- We need to look at KY 32 from Elliottville to Morehead instead.
- KY 32 from Elliottville to Morehead has a couple of bad curves that need to be fixed.
- There are some blind curves before you get to Elliottville that should be fixed.
- Some local residents think that improving the road will bring more traffic – something that they would not want to happen.
- Widening and straightening the road will make the road less safe since people will be able to go faster.
- Leave the road alone; it's fine.
- You already know where the new road will be built, so why are we filling-out the comment sheets.

- The Cabinet should spend this money on something more worthwhile, like care for the elderly and handicapped.
- This is another Pork-Barrel project that doesn't need to be done with tax-payers money.
- The road is safe as long as you haven't been drinking or taking drugs.

One attendee provided an article about the recently completed Paris Pike project and asked that similar construction aesthetics be used for any KY 32 improvements.

Two attendees requested copies of the KY 645 Planning Study.

- Survey Area

Tables were available for attendees to fill out their survey form and read over the project information sheet.

- Summary

A total of 152 persons signed an attendance sheet at the two-hour public session.

Public comment surveys forms were distributed at the meeting to be returned during the meeting or by mail to KYTC. 68 survey forms were returned during the meeting. Once all of the questionnaires are received by KYTC, these comments will also be considered and included in the official meeting record.

The meeting was adjourned at 7:00 p.m.

MINUTES

Project Team Meeting

KY 32 – Rowan and Elliott Counties – Item 9-192.00

Fleming County Library
Flemingsburg, Kentucky
September 29, 2008
10:30 a.m. EDT

A project team meeting for the KY 32 Alternatives Study in Rowan and Elliott Counties was held at 10:30 a.m. EDT on Monday, September 29, 2008, at the Fleming County Library in Flemingsburg, Kentucky. The purpose of the meeting was to provide information on progress to date, present preliminary corridor concepts and a Level 1 evaluation of those concepts, make decisions on final alternatives to be carried forward, and to present preliminary information on proposed spot improvements along existing KY 32. A copy of the agenda is attached.

Participants in the meeting represented the FIVCO Area Development District, Kentucky Transportation Cabinet (KYTC) District 9 and Central Office, and the consultants, Wilbur Smith Associates (WSA) and HMB Professional Engineers. Attendees included the following:

Russ Brannon	FIVCO Area Development District
Decilia Mullins	Gateway Area Development District
Thomas Witt	KYTC Central Office, Planning
David Tipton	KYTC Central Office, Planning
James Simpson	KYTC, Central Office, Design
Darrin Eldridge	KYTC District 9, Project Development
Phil Mauney	KYTC District 9, Planning
Brent Wells	KYTC District 9, Planning
Karen Mynhier	KYTC District 9, Environmental
Danny Mineer	KYTC District 9, Right-of-Way
Rachel Catchings	KYTC District 9, Design
Robyn Ramey	KYTC District 9, Right-of-Way
Carl D. Dixon	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates
Amanda R. Spencer	Wilbur Smith Associates
Len Harper	Wilbur Smith Associates
John Brown	HMB Consultants
Todd McDaniel	HMB Consultants

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introductions

Darrin Eldridge began the meeting by welcoming the participants and asking for formal introductions from all attendees. Darrin also discussed the recent District reorganization and introduced Phil Mauney as the new Planning Engineer, replacing Deanna Miller who is now the District Branch Manager for Construction.

2. Purpose of Meeting

Thomas Witt briefly explained that the purpose of the meeting was to discuss and make recommendations on proposed improvement alternatives for KY 32.

3. Project Update

Carl Dixon briefly reviewed the tasks completed to date, including the local officials/stakeholders meetings, public meeting, resource agency coordination, environmental and geotechnical overviews, development and Level 1 evaluation of preliminary corridor alternatives, and the development of potential spot improvements. He summarized the input from the local officials/stakeholders meetings and resource agencies, as well as the information from the overview research on noise, historical/archaeological, and geotechnical issues.

4. Summary of Environmental Overview

John Brown from HMB reviewed the aquatic and terrestrial resources in the project area. Big Caney Creek and Laurel Creek are the biggest concern with various agencies. There is habitat for the Virginia Bat, the Big Eared Bat, and various mussels in the study area. There are 2 or 3 hazardous materials sites (gas stations), but no major concerns. John also noted that air quality is not an issue for the project.

Carl provided a summary of other environmental resources. There are a few noise receptors, including homes and the Laurel Gorge trail. The Concord School is likely a historic resource. There is a National Register historic site in the study area, the Hogtown Voting House at Elliottville, but it is outside the boundary of the proposed corridors. There are several known archaeological sites on the western end of the corridor. The predominant land use is farmland.

Geotechnical issues include some karst areas and the Little Sandy Fault. There are some wells in the area, and abandoned mine sites may be encountered during construction. Soils are suitable for construction, but there is no source for rock in the area.

From local and resource agency input, the biggest issue appears to be potential impacts to Laurel Creek and Big Caney Creek, both recognized as exceptional waters. Other major issues in the corridor include homes, farmland, numerous cemeteries, scenic areas, the potentially historic Concord School, known and potential archaeological sites, Laurel Gorge Hiking Trail, the Little Sandy Fault Line, karst areas, and utilities along the existing roadway.

From some of the input, there is also a perceived need for improved safety and travel time, as well as improved access for emergency services, economic development, and tourism, including local craft outlets and events. However, some local interests would like to preserve the existing route for tourism, perhaps as a scenic byway. KY 32 is attractive to motorcyclists for recreational rides, including the annual Keith Whitley Memorial Motorcycle Ride. There is also a local tourism group that is considering marketing a drive along KY 32 and KY 173 as the 80-Curve Loop.

Carl noted that a scenic byway application had been submitted a few years ago, but it had been turned down. Russ Brannon, FIVCO ADD, said that he had recently been contacted about helping with a new application to designate KY 32 as a scenic byway. When told that a local sponsor group or organization would have to accept responsibility for submitting the application, getting support, and monitoring the corridor to try to protect it as a scenic route, the person who contacted him was not willing to make that commitment at this time.

The project team agreed that preserving or constructing KY 32 as a scenic byway should not be included as a project goal; however, context-sensitive design principles should be used, where feasible, to protect the character and context of the corridor.

Russ Brannon, FIVCO ADD, provided an update on environmental justice. The 2000 census does not show any ethnic enclaves in the county, and the local judges confirmed this. The census also shows about 33% disability in the region. There appear to be no major negative environmental justice impacts. Incomes are well below the poverty level, so improved access could lead to economic development and jobs, which could in fact provide a positive impact for local residents.

WSA ACTION: Darrin Eldridge asked WSA to make sure that maps are updated to show all resources identified by the public and environmental groups. WSA will review the maps from the public meeting to make sure all these have been included.

5. Summary of Public Meeting

Samantha Wright provided a summary of the input received from the public meeting held on July 31, 2008. A handout was provided showing tables and charts that represented this input. Of 100 survey forms received, 86% of those surveyed indicated that KY 32 needs to be improved. The top problem is the sharp curves on the road, followed by limited passing opportunities. Other significant issues are narrow shoulders, school bus safety, steep hills, and poor visibility. Approximately 60% of the respondents drive the road daily or 3 to 4 times per week. The most often identified sensitive areas to avoid were churches, schools, and cemeteries; homes and personal property; natural areas and wildlife habitats; scenic areas; and farmland.

6. Proposed Improvement Alternatives

Carl Dixon discussed the process and principles used to develop the preliminary alternatives, noting that 14 "corridor concepts" have been identified for evaluation. A handout was provided showing a map of the proposed corridor concepts. The "Corridor Concepts" map presented is attached for reference. Len Harper gave a more detailed explanation of how WSA developed the alternatives and briefly discussed each of the concepts.

Before developing the alternatives, WSA first looked at all the obstacles. The terrain, environmental data, traffic data, crash history, alternatives proposed by the local officials, alternatives proposed by the public, and most importantly, the purpose and need, were all carefully considered.

The terrain in the study is mountainous, which is typical for this part of eastern Kentucky. There are lots of water resources within the study area. Two water resources of major importance are Laurel Creek and Big Caney Creek, which are classified as "Exceptional" waterways. Every attempt was made to minimize the impacts to Laurel Creek and Big Caney Creek.

WSA developed 14 independent "corridor concepts." These include improvements to the existing alignment (Concept 1), three new northern alignments (Concepts 2, 3, and 14), six new southern alignments (Concepts 6, 7, 10, 11, 12, and 13), and four new alignments that cross KY 32 (Concepts 4, 5, 8, and 9). Following is a brief description and issues related to these 14 corridor concepts.

1. Improvements to the existing alignment (Concept 1) between Elliottville and Newfoundland:
 - Challenges
 - 95% of existing KY 32 is geometrically deficient so most of the road will have to be reconstructed.
 - There are lots of homes and cemeteries just outside the road right-of-way.
 - Maintenance of traffic will be difficult during the reconstruction of KY 32.
 - Total Cost and Number of Stream/Creek Crossings:
 - Concept 1 – \$82.04 million (0 Crossings)
2. Three new northern alignments (Concepts 2, 3, and 14):
 - All three concepts use point D as the western tie-down and point A as the eastern tie-down.
 - WSA looked at tying to KY 694 but decided this did not meet the purpose and need of the project.
 - The corridor width was expanded along segment 9-10. This area has a number of cemeteries and other potential impacts. A more detailed survey is needed to determine the best course of action. By expanding the corridor width, future roadway designers will have the flexibility needed to minimize impacts.
 - Total Cost and Number of Stream/Creek Crossings:
 - Concept 2 – \$92.36 million (14 Crossings)
 - Concept 3 – \$85.34 million (12 Crossings)
 - Concept 14 – \$83.69 million (13 Crossings)
3. Six new southern alignments (Concepts 6, 7, 10, 11, 12, and 13):
 - Three eastern tie down points
 - Point A at KY 7
 - Point B in Sandy Hook
 - Point C south of Sandy Hook
 - There is extremely rough terrain along the eastern portion of segment C-3.
 - All six southern concepts meet at KY 32 (point 4). Once at point 4 there are two options: (1) reconstruct the existing KY 32 to KY 504 or (2) construct a new corridor (segment 4-D) between point 4 and KY 504. A lot of the existing portion of KY 32 (segment 4-5-D) is geometrically sufficient. This will reduce the construction cost for this segment. The construction of a new corridor (segment 4-D) will require an additional stream crossing.
 - Total Cost and Number of Stream/Creek Crossings:
 - Concept 6 – \$79.84 million (11 crossings)
 - Concept 7 – \$82.76 million (10 crossings)
 - Concept 10 – \$79.11 million (11 crossings)
 - Concept 11 – \$82.03 million (10 crossings)
 - Concept 12 – \$82.10 million (9 crossings)
 - Concept 13 - \$85.02 million (8 crossings)
4. Four new alignments that cross KY 32 (Concepts 4, 5, 8, and 9):
 - Two eastern tie down points
 - Point A at KY 7: Concepts 4 and 5 share this tie-down. Both concepts will have to be careful not to disturb Laurel Gorge Trail.
 - Point B in Sandy Hook: Concepts 8 and 9 share this tie-down. These concepts will require two large structures over the Little Sandy River and Laurel Creek.

- The corridor width was expanded along segment 9-10. This area has a number of cemeteries and other potential impacts. A more detailed survey is needed to determine the best course of action. By expanding the corridor width, future roadway designers will have the flexibility needed to minimize impacts.
- All four corridor concepts have a western tie down at KY 504.
- Total cost and number of stream/creek crossings are as follows:
 - Concept 4 – \$86.87 million (13 crossings)
 - Concept 5 – \$79.86 million (11 crossings)
 - Concept 8 – \$86.41 million (11 crossings)
 - Concept 9 – \$79.39 million (9 crossings)

7. Level 1 Screening

Amanda Spencer gave an overview of the screening process for the 14 alternatives. The 14 “Corridor Concepts” include the improvements to the existing alignment (Concept 1), three new northern alignments (Concepts 2, 3, and 14), four new alignments that cross KY 32 (Concepts 4, 5, 8, and 9), and six new southern alignments (Concepts 6, 7, 10, 11, 12, and 13). Amanda briefly explained the Level 1 Screening process. A handout was provided showing the Level 1 evaluation matrix.

Amanda then explained the key decisions made to recommend the elimination of 8 of the 14 corridor concepts, as follows:

Decision 1: Concepts with 4-5-D should advance over concepts with 4-D:

- 4D and 4-5-D are somewhat redundant, one on new alignment and one on the existing roadway. However, 4-D would not provide a connection with KY 173, which is a major traffic split with most of the traffic going along KY 173. 4-5-D maintains and provides an improvement for KY 173 connection.
- 4-5 is on new alignment and will, therefore, have “new” impacts and add miles to the state system.
- 4-5-D will not be too difficult to improve and will retain existing access to homes and the McBrayer store, a local landmark, at the KY 32-KY 173 intersection and maintain the current “community” context.
- However, 4-5 is at the headwaters of Laurel Creek, so care will be needed to avoid impacts.
- **This decision would eliminate Corridor Concepts 6, 10, and 12**

Decision 2: Concepts using 8-9-10-11 should advance over concepts using 8-11:

- These are functionally the same, but 8-11 crosses Big Caney Creek twice, 8-9-10-11 does not cross Big Caney Creek
- However, five cemeteries are located between or near points 9-10 so care will be needed to choose an alignment to avoid those cemeteries. This appears to be possible within the wide corridor shown in this area.
- **This decision would eliminate Concepts 2, 4, and 8 (Note: Concept 2 crosses Laurel Creek 4 times and should be eliminated for that reason alone).**

Decision 3: Concept 14 should advance, Concept 3 should not:

- These are both similar new northern alignments, so they are somewhat duplicative.
- The differences are for segment 14-8 for Concept 14 and 14-7-8 for Concept 3.

- In this area, Concept 3 crosses Big Caney Creek and then parallels and runs in close proximity to the creek and the karst area in the stream bottom for over a mile. This could cause greater impacts to the stream and create additional potential problems in dealing with the karst. Concept 14 crosses the stream in a less intense karst area, and it does not follow the stream after crossing so it could lessen potential impacts.
- Concept 3 is longer and a little more expensive.
- **This would eliminate Concept 3.**

Decision 4: Concept 5 should advance, and Concept 9 should not:

- These have different termini on KY 7, but they are the same from points 6 to D. Both start south of KY 32 and cross to run north of KY 32.
- Concept 5 does not cross Laurel or Big Caney Creek, one of only 4 alternatives that avoid direct impacts to these two resources (one of which, Concept 12, is already recommended for dismissal, leaving Concepts 1, 5, and 13). Concept 9 crosses Laurel Creek once.
- **This would eliminate Concept 9.**

Therefore, WSA recommended the following:

- **Eliminate 2, 3, 4, 6, 8, 9, 10, and 12 from further consideration.**
- **Get input from project team on 1, 5, 7, 11, 13, and 14 to discuss whether any of the other corridor concepts can be eliminated.**

DECISION: The project team agreed with these recommendations.

Several questions were considered in the discussion of the remaining corridor concepts, as follows:

- 7, 11, and 13 are southern routes with starting points A, B, and C, respectively. What is the preferred starting point? Should Sandy Hook and KY 32 to the south be the prime destinations, or should access to the school, prison, and Grayson Lake be an issue?
- Does Concept 13 address the existing traffic/corridor, or is it outside the scope of the project? Is it an acceptable compromise for those who prefer a KY 173 improvement?
- Is a future connection beyond Sandy Hook an issue? Point B is located just north/east of John Street at the eastern edge of Sandy Hook, directly across from businesses and homes on the other side of KY 7, which could preclude extending it to connect with KY 32 south of Sandy Hook in the future.
- To what degree are the known archaeology sites between 3 and 4 a problem? This would indicate that other nearby sites would probably exist.
- To what degree are the crossings of Laurel Gorge Trail a problem? The trail is a public recreation area, so it could be a 4f issue. The crossings could possibly be on structure over the Trail.
- To what degree is crossing the fault line a problem? Both alternatives cross perpendicular to the fault line.
- To what degree are the many cemeteries along existing KY 32 a problem?

Together, the team was able to eliminate and/or update some of the remaining concepts as follows:

Concept 14 was not moved forward

- It does not adequately meet the scope and purpose of the project.
- There are not many tie-down points in the 12-14-8 section – it would be difficult to identify construction segments.
- This section crosses many of the tributaries to Big Caney Creek.

Concept 13 was not moved forward

- It does not adequately meet the scope and purpose of the project.
- There are not many tie-down points in the C-3 section – it would be difficult to identify construction segments.
- It crosses the fault line.

Concept 11 was not moved forward

- It will not pull traffic from KY 32 and, therefore, does not adequately meet the project purpose.
- Terminating the route at B would not provide for future continuation of a route to the east of Sandy Hook.

Concept 7 was revised slightly by changing the path to A-2-3-4-5-D

- This eliminates 2 crossings of Laurel Creek and 1 crossing of Laurel Gorge Trail on the east end of the corridor.

Other special considerations were discussed during the meeting, as follows:

- There are some known archaeology sites between junctions 3 and 4 (Concept 7). These can likely be avoided, although additional sites may be uncovered as the project moves forward. The route shown between 3 and 4 is the best opportunity to connect with KY 32 at the right elevation.
- The headwaters of Laurel Creek are located between junctions 4 and 5 (Concepts 1 and 7) and may require special erosion control measures.

DECISION: The project team agreed that the following corridor concept alternatives would move forward for further evaluation: 1, 5, and 7 (revised). Further consideration will also be given to the No Build alternative and Spot Improvements alternative. [Also, please see note at the end of these minutes.]

WSA ACTION: WSA was asked to create an exhibit that shades out the concepts that were eliminated and one to show a bulleted list explaining why each concept was eliminated.

8. Proposed Spot Improvements

Len Harper briefly discussed the spot improvements identified for the existing corridor and asked that the project team provide input on these within two weeks. Handouts were provided, including a map of the spot improvement locations and preliminary project information sheets for each location. Crash data, geometric data and public input were the primary factors used to locate the spot improvements.

KYTC ACTION: Darrin Eldridge said that his traffic branch manager would review and prioritize the spots that WSA has identified.

WSA ACTION: WSA agreed to send Darrin Eldridge an electronic version of the spot improvements and contour maps.

9. Next Steps

Carl Dixon gave a quick summary of the next steps in the study process. He indicated that we will now go back and ask our staff and HMB to make a comparative evaluation of these final alternatives. We will use this information and other data to do a Level 2 Screening of these final alternatives and bring that information back to the project team to approve for presentation in the final round of public input. The next project team meeting will likely be held in late November or early December of this year. Due to the Christmas holiday period, the next local officials/stakeholders meetings and public meeting will probably be in January.

Some ideas proposed for the next public meeting include the following: provide the information sheet developed by WSA, bring a microphone, invite the local sheriff/deputy to be a presence, ask the local leaders to be familiar faces at the meetings, and check the venue ahead of time.

After the public meeting, public input will be used to help in the final evaluation of the alternatives. WSA will then bring recommendations to the project team for discussion and approval, probably in April 2009.

The meeting was adjourned at approximately 12:30 p.m.

NOTE: After the project team meeting, WSA prepared preliminary maps of the final alternatives and submitted them for KYTC review on October 3, 2008. After reviewing the maps, Thomas Witt, KYTC Division of Planning, suggested expanding the corridor study area near the KY 32-KY 7 intersection for Alternative 2 (Corridor Concept 5) and Alternative 3 (Corridor Concept 7 revised). Carl Dixon, WSA, discussed this proposed change with Thomas Witt and with Darrin Eldridge, KYTC Highway District 9, on October 6th, and it was decided that WSA should make the proposed changes. Based on these follow-up discussions, WSA modified these two alternatives to include two options for tying into KY 7:

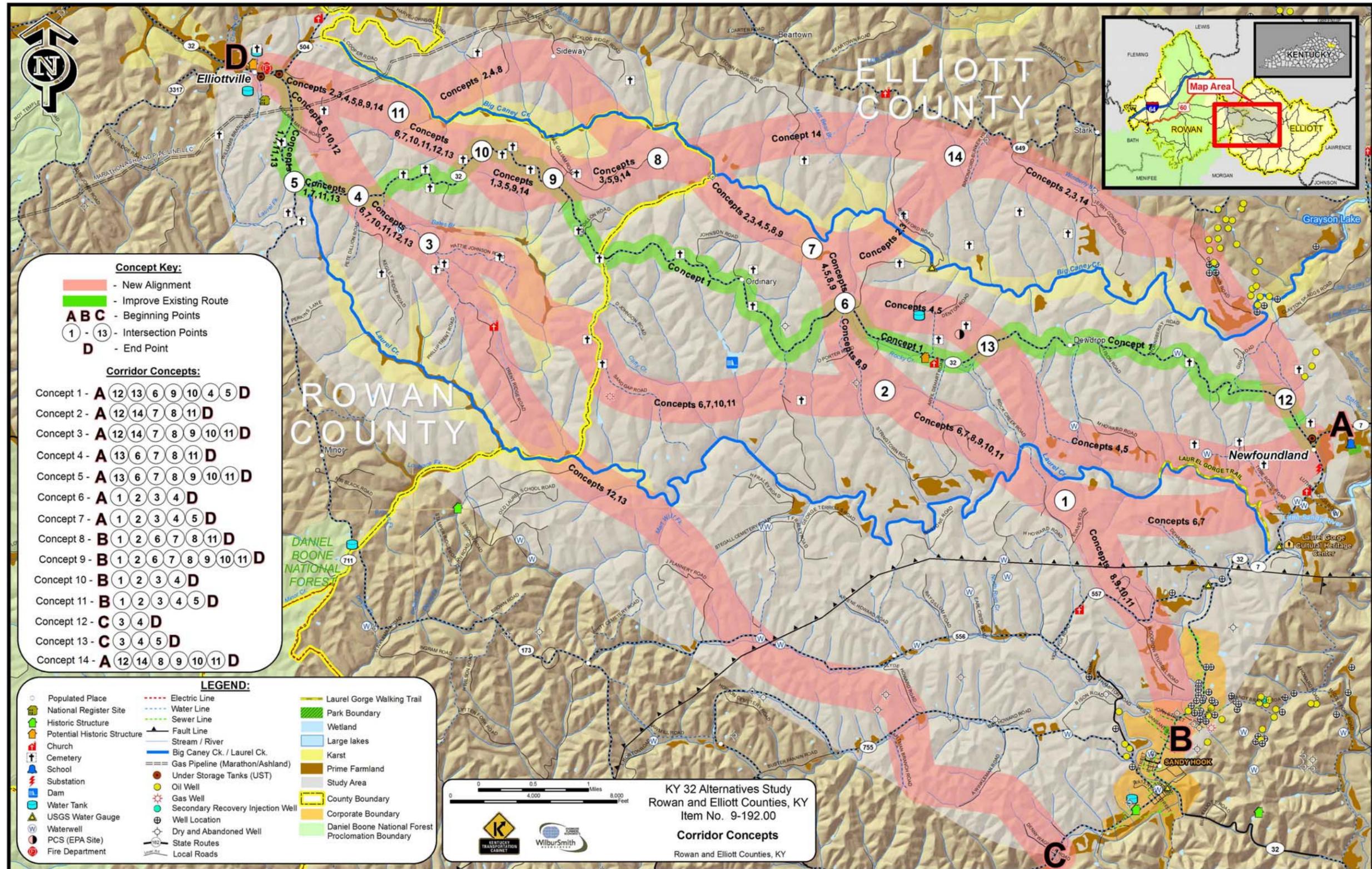
1. One that includes a portion of the existing route at the eastern (southern) end from KY 7 to approximately milepoint 6.8 (Option A) and then has a short connector to the new alignment presented at the meeting; and
2. One totally on new alignment (Option B), as presented at the September 29th project team meeting.



**Project Team Meeting
 KY 32 Alternatives Study
 Rowan and Elliott Counties
 KYTC Item No. 9-192.00**

September 29, 2008

- | | | | | |
|--|--|--|--|-------------------------|
| 1. Welcome and Introductions | | | | KYTC |
| 2. Purpose of Meeting | | | | KYTC |
| 3. Project Update | | | | WSA |
| a. First Local Official/Local and Public Meetings | | | | Stakeholder |
| b. Environmental, Noise, Historic/Archeological, Geotechnical, EJ Overviews | | | | |
| c. Resource Agency Coordination (Round I) | | | | |
| d. Proposed Improvement Alternatives | | | | |
| e. Level 1 Screening | | | | |
| f. Proposed Spot Improvements | | | | |
| 4. Summary of Environmental Overview | | | | HMB |
| 5. Summary of Public Meeting | | | | WSA |
| 6. Proposed Improvement Alternatives | | | | WSA |
| 7. Level 1 Screening | | | | WSA |
| 8. Proposed Spot Improvements | | | | WSA |
| 9. Next Steps | | | | KYTC/WSA |
| a. Input on Spot Improvements | | | | |
| b. Level 2 Screening | | | | |
| c. Project Team Meeting | | | | |
| d. Local Officials/Local Stakeholders Meeting | | | | |
| e. Public Meeting | | | | |
| 10. Q & A | | | | Group Discussion |
| ADJOURN | | | | KYTC |



MINUTES

Project Team Meeting
KY 32 – Rowan and Elliott Counties – Item 9-192.00
Gateway Area Development District
Morehead, Kentucky
November 19, 2008
10:00 a.m.

A project team meeting for the KY 32 Alternatives Study in Rowan and Elliott Counties was held at 10:00 a.m. on Wednesday, November 19, 2008, at the Gateway Area Development District Office in Morehead, Kentucky. The purpose of the meeting was to provide information on progress to date, present proposed improvement alternatives and a Level 2 evaluation of those alternatives, present detailed information on proposed spot improvements along existing KY 32, and discuss the second public meeting for the project. A copy of the agenda is attached.

Participants in the meeting represented the Gateway Area Development District, FIVCO Area Development District, Kentucky Transportation Cabinet (KYTC) District 9 and Central Office, and Wilbur Smith Associates (WSA). Attendees included the following:

Joy Mullins	Gateway Area Development District
Russ Brannon	FIVCO Area Development District
Thomas Witt	KYTC Central Office, Planning
David Martin	KYTC Central Office, Planning
Darrin Eldridge	KYTC District 9, Project Development
Phil Mauney	KYTC District 9, Planning
Brent Wells	KYTC District 9, Planning
Brian S. Gillum	KYTC District 9, Project Delivery & Preservation
Randy Stull	KYTC District 9, Project Delivery & Preservation
Carl D. Dixon	Wilbur Smith Associates
Amanda R. Spencer	Wilbur Smith Associates
Len Harper	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introductions

Thomas Witt began the meeting by welcoming the participants. Attendees then introduced themselves.

2. Purpose of Meeting

Thomas Witt briefly explained that the purpose of the meeting was to discuss proposed improvement alternatives, a Level 2 screening of the alternatives, proposed spot improvements, and preparations for the second public meeting.

3. Project Update

Carl Dixon briefly reviewed the tasks completed since the last project team meeting, including: 1) revision of the purpose and need statement to remove scenic byway reference, as agreed upon at the last project team meeting; 2) modifications to the eastern portion of former corridor concept 7 to be included in alternative 2 and 3; 3) development of a practical solution (Alternative 1P); 4) traffic forecasts for the proposed improvement alternatives; 5) development of a Level 2 screening matrix; 6) further development of proposed spot improvements and 7) development of detailed cost estimates.

Carl then turned the floor over to Len Harper to expand on the cost estimating and spot improvement work. Len discussed the differences between the Level 1 and Level 2 cost estimates. The Level 1 cost estimates were based on historical per mile costs from similar road construction in the region. The Level 2 cost estimates looked at each Level 2 alternative in more detail, using site specific information to calculate each cost estimate. Ken Sperry with HMB provided the QC/QA for the cost estimates.

The project team discussed several design parameters to use for the purpose of estimating the costs of each alternative. The project team agreed on a typical section with 12-foot driving lanes, 8-foot graded shoulders (6-foot paved) and 12-foot recoverable ditch or fill slopes for all alternatives except for Alternative 1P. For Alternative 1P, the practical solution alternative, the shoulder width would be reduced by two feet leaving 6-foot paved and graded shoulders. An improved KY 32 would have two driving lanes with turn lanes at major intersections. KY 32 is a Rural Major Collector with mountainous terrain. The design speed will be 55 mph except on Alternative 1P, where a 25 mph design speed is used along a few sections. The project team discussed the 25 mph design speed for Alternative 1P and agreed it was appropriate for the practical solution. If a design speed of 35 mph is used; 59 horizontal curves and 61 vertical curves would have to be reconstructed. This compared to the 8 horizontal curves and 15 vertical curves that must be reconstructed with the 25 mph design speed. It will be noted in the study report that these assumptions were made for cost estimation purposes only. Traffic volumes and variations between cut and fill sections will change the typical section. The final typical section will be decided during design.

Len also discussed the spot improvements. Project team members were asked to review the cost estimates and spot improvements and provide comments by December 3, 2008. Len said that he would provide project sheets for the proposed spot improvements by the end of the week. [NOTE: These were e-mailed to the District on November 21st, as promised.]

4. Level 2 Screening

Amanda Spencer provided an overview of the Level 2 screening process for the five alternatives, including the No Build. She explained the reason for the relative rankings

of low, medium and high assigned to each alternative for the various evaluation measures related to purpose and need, potential impacts, and cost. The group agreed with the results based on the cursory review.

The project team members were asked to take a closer look internally and advise Wilbur Smith Associates of any questions or concerns by December 3, 2008. Amanda explained that the goal was not to draw conclusions from the evaluation, but to ensure it accurately reflects each of the alternatives. Conclusions will be drawn when all of the information is in hand, specifically public and resource agency input.

The group agreed that an evaluation measure related to constructability (phasing and scheduling) should be added to the level 2 screening matrix for determining the final recommendations.

5. Second Round of Public Involvement

Carl Dixon summarized several ideas and options for the second public meeting to be held in February or March 2009, citing the Sandy Hook Performing Arts Center and the Sandy Hook High School Gymnasium as potential locations. The group discussed the pros and cons of each location and decided the school gymnasium or a school cafeteria in Sandy Hook would be most suitable for the large group expected.

The group also agreed that there would be no need for a formal presentation. Instead, small groups of attendees will be escorted through display boards by staff members who will explain the information, particularly the proposed alternatives, and answer any questions. Wilbur Smith Associates will provide talking points for staff members to ensure all attendees receive consistent information. A welcome station will be staffed with project team members to explain meeting logistics. After attendees visit the display boards with their escorts they will have the opportunity to vote for their preferred alternative and spot improvements at a voting station at the meeting and on their survey forms. A background information station will be available with two environmental professionals to answer any questions about the initial work done, particularly to minimize potential impacts to the environment.

The group agreed that the local police should be invited to the meeting. This should be addressed at the local officials/stakeholders meeting.

6. Next Steps/Schedule

Meetings for local officials and local stakeholders are scheduled on December 11, 2008, at 10 a.m. and 2 p.m. in Morehead and Sandy Hook, respectively. The same information planned for the public meeting will be presented at the local officials and stakeholders meetings, but in a typical round-table format, suitable for a smaller group.

7. Q & A

With no further questions, the meeting was adjourned at approximately 12:00 p.m.



AGENDA

**Project Team Meeting
KY 32 Alternatives Study
Rowan and Elliott Counties
KYTC Item No. 9-192.00**

**November 19, 2008 – 10:00 a.m.
Gateway Area Development District Office
Morehead, Kentucky**

- | | |
|---|-----------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project Update | WSA |
| a. Revised Purpose and Need | |
| b. Revised Alternatives | |
| c. Traffic Forecasts | |
| d. Revised Cost Estimates | |
| e. Spot Improvements with Cost Estimates | |
| f. Level 2 Screening: Input and Evaluation | |
| 4. Level 2 Screening: Presentation/Discussion | WSA/KYTC |
| a. Purpose and Need | |
| b. Environmental | |
| c. Historic/Archeological | |
| d. Geotechnical | |
| e. Socioeconomic | |
| i. Environmental Justice | |
| f. Traffic Forecasts | |
| g. Cost Estimates | |
| 5. Second Round of Public Involvement: Discussion | WSA/KYTC |
| a. Local Officials and Local Stakeholders Meetings | |
| b. Resource Agency Coordination | |
| c. Public Meeting | |
| i. Place, Time, Format | |
| ii. Meeting Materials | |
| 6. Next Steps/Schedule | |
| 7. Q & A | Group |
| ADJOURN | KYTC |

MINUTES
Local Officials/Stakeholders Meeting
KY 32 – Rowan and Elliott Counties -- KYTC Item # 9-192.00
Morehead City Hall -- Morehead, Kentucky
December 11, 2008

The first of two second-round Local Officials/Stakeholders Meetings for the KY 32 Alternatives Study in Rowan and Elliott counties was held at 10:00 a.m. on Thursday, December 11, 2008, at City Hall in Morehead, Kentucky. The purposes of the meeting were to present project activities conducted to date and to discuss the development and evaluation of the proposed improvement alternatives. Attendees included the following:

Jim Nickell	Rowan County Judge Executive
Doug Doerrfeld	Kentuckians for the Commonwealth
Roger Russell	Saint Claire Regional Hospital
Ted Trent	Rowan County Board of Education
David Perkins	Mayor, City of Morehead
Allen Gillum	Mountain Telephone
Jackie Thomas	Elliottville Fire Department
Mike Adams	Morehead Police Department
Bruce Adkins	Morehead City Council
Tim Gibbs	Trooper, Kentucky State Police
Michael Walters	Morehead State University
Rodney Fugett	Morehead City Council
Joy Mullins	Gateway ADD
Russell Brannon	FIVCO ADD
Darrin Eldridge	KYTC District 9, Project Development
Phil Mauney	KYTC District 9, Planning
Brent Wells	KYTC District 9, Planning
Rachel Catchings	KYTC District 9, Design
Karen Mynhier	KYTC District 9, Environmental
Allen Blair	KYTC District 9, Public Information
Thomas Witt	KYTC Central Office, Planning
Carl Dixon	Wilbur Smith Associates
Amanda Spencer	Wilbur Smith Associates

Following the agenda outline (attached), a summary of the key components and discussion items for this meeting is provided below.

1. Welcome and Introduction

Thomas Witt convened the meeting at approximately 10:00 a.m. by welcoming all participants.

2. Purpose of Meeting

Thomas Witt indicated that the purpose of the meeting was to discuss the proposed improvement alternatives developed using study findings to date and to prepare for the next public meeting.

3. Project Update

Carl Dixon summarized the project activities conducted since the last meeting with local officials and stakeholders (June 6, 2008), including: 1) holding the first public meeting; 2) coordinating with approximately 100 resource agencies; 3) completing environmental, geotechnical, environmental justice, and archaeological-historic overviews; 4) developing initial improvement concepts; 5) conducting a Level 1 screening to select alternatives to move forward for further consideration; and 6) conducting a more detailed Level 2 screening to present throughout the second round of public involvement and ultimately to use with public and agency input to select a recommendation for KY 32.

4. Proposed Alternatives & Level 2 Screening

Amanda Spencer explained the development of initial improvement concepts, dismissal of concepts using the Level 1 screening, the resulting proposed improvement alternatives, and the Level 2 screening. She presented handouts that illustrated this information.

Carl Dixon then explained each of the proposed alternatives (1, 1P, 2, 3, and the No Build alternative) in more detail, including traffic projections depicted on the maps distributed to attendees.

Phil Mauney asked Carl to explain the traffic forecasting methodology. Carl explained that a 2% growth rate was used to estimate the traffic along KY 32 in the future (2030) if no improvements were made (the “no build” alternative). He added that the statewide travel demand model was used to compare the build alternatives. The travel demand model has a network of state highways and a fairly large number of traffic analysis zones (TAZs) that contain socioeconomic data, especially current and estimated future population and jobs for commuter trips, as well as characteristics that address other trip purposes. The model determines how many trips will be attracted from one zone to another due to generation factors (e.g., number of workers) and attractors (e.g., number of jobs). It then assigns trips based primarily on travel time (a function of speed and distance). The model is best used for long-distance trips.

One attendee asked why traffic would be higher on Alternative 2 or 3 (a new road) than on Alternative 1 (an improvement along the existing alignment). Carl reiterated that trips are based on travel time, so it may depend on the distance and assumed speed. He explained that a model used to derive the traffic estimates is not perfect, but it does give an idea of the relative difference between alternatives. He added that a brand new road could possibly attract new trips to or from new sources. Someone added that some of the trips could be diverted from other roads, and the number of those trips could depend on the location of the road.

Another attendee asked what the EPA site noted on the maps within the Alternative 2 corridor was. WSA agreed to investigate and include details in the study documentation.

Another attendee asked if local (KY 32) traffic would have access to Alternatives 2 or 3. Carl explained that because Alternative 2 crosses KY 32 it would offer

access at that point. Alternative 3, as shown, does not include any access for local traffic; however, including a connection to an existing road is possible.

Darrin Eldridge added that the District had talked about how a new road, such as Alternative 3, might not help the people living along the existing road.

One attendee asked if a toll road was an option. Carl explained that funding was a KYTC decision that would not be addressed during this study.

Doug Doerrfeld, Kentuckians for the Commonwealth, shared his disappointment that improving KY 173 wasn't considered. Carl explained that the KYTC had initiated a study of KY 32; therefore, a policy decision would have to be made to study another route. Carl pointed out that one alternative in the extreme west of the study area had been considered to try to address interest in the KY 173 corridor. However, this alternative was dismissed in the Level 1 screening.

5. Proposed Spot Improvements

Carl explained that locations with a 25 mph design speed and a high crash history were used to identify the 10 proposed spot improvement locations. He pointed out some of the locations on a large plot showing crash history along KY 32. He added that a proposal to improve all the curves with a 35 mph or less design speed would require approximately 60 curves to be improved.

Jackie Thomas, Ellittoville Fire Department, explained that "Hogtown Hill" was the biggest problem for emergency responders. The biggest issue was icy, snowy, and other slick conditions when drivers had a hard time with some of the curves because of the superelevation.

Trooper Tim Gibbs with the Kentucky State Police (KSP) inquired as to the dates of the crash history displayed. Carl explained that the data was from March 2004 to December 2007.

Jackie Thomas said that there had recently been a fatality at the foot of Hogtown Hill. He expressed concern that the spot improvements would not address all of Hogtown Hill, as some of the problem was between proposed spot improvements 1b and 2a.

Trooper Gibbs provided some recent data indicating that there had been few incidents and no fatalities in the past year along KY 32. There was some discussion about the differences between the data Trooper Gibbs had found and the historic study data presented in the study.

Judge Nickell stated that there were 10 times as many crashes along KY 32 north of KY 504.

Jackie Thomas added that crashes had increased since the prison opened because people unfamiliar with the area are traveling KY 32 to make visits to the prison.

Phil Mauney explained that spot improvements could be made one at a time as funding becomes available.

6. Next Steps

Carl explained that the second public meeting for the KY 32 Alternatives Study would be held in February or March 2009 in Sandy Hook. He added that the meeting would be an open-house format with staff on hand to provide guided tours of exhibits and to answer questions.

Darrin explained that the study team would like to have a police presence. Trooper Gibbs suggested that the KYTC contact the Sheriff with the request.

Carl also mentioned that the KYTC is sending coordination letters to approximately 100 resource agencies to solicit input on the alternatives. After receiving this input and input from the public meeting, the project team will review all the local official, local stakeholder, public, and resource agency input to make a final recommendation regarding KY 32. He estimated that this would occur in April 2009. After decisions are made, the consultant will submit a draft report for KYTC review in May 2009. The final report will probably be finished in July 2009.

7. Q. & A.

With no further questions, Carl asked attendees to complete a survey form. The form included the KYTC address so attendees could mail the completed surveys later, if desired. Once the survey forms are received, they will be summarized and included as part of the project records.

The meeting was adjourned at about 11:45 p.m.



AGENDA

**Local Officials/Stakeholders Meeting
KY 32 Alternatives Study, Rowan and Elliott Counties
KYTC Item No. 9-192.00
Rowan County – Morehead City Hall
December 11, 2008 10:00 AM**

- 1. Welcome and Introductions** **KYTC**

- 2. Purpose of Meeting** **KYTC**

- 3. Project Update** **WSA**
 - a. Progress Report**
 - b. Development of Proposed Concepts**
 - c. Level 1 Screening**
 - d. Resulting Alternatives**

- 4. Proposed Alternatives & Level 2 Screening** **WSA/Group Discussion**
 - a. Alternative 1** **Improve KY 32 along the existing roadway**
 - b. Alternative 1P** **Improve KY 32 along the existing roadway using “practical design” standards**
 - c. Alternative 2** **New route from KY 32/KY 7 to KY 32/KY 504 that initially runs south of KY 32 then crosses over and runs north of KY 32**
 - d. Alternative 3** **New route south of KY 32 from KY 32/KY 7 to KY 32 near KY 173, includes improvement of existing KY 32 from KY 173 to KY 504**
 - e. No Build** **No Build Alternative (i.e., no improvements to KY 32)**

- 5. Proposed Spot Improvements** **WSA**

- 6. Next Steps** **KYTC/WSA**
 - a. Public Meeting (Place/Time/Format)**
 - b. Recommendations**
 - c. Study Documentation/Report**

- 7. Q & A** **Group Discussion**

- ADJOURN** **KYTC**

MINUTES
Local Officials/Stakeholders Meeting
KY 32 –Rowan and Elliott Counties - KYTC Item # 9-192.00
Laurel George Cultural Heritage Center – Sandy Hook, Kentucky
December 11, 2008

The second of two second-round Local Officials/Stakeholders Meetings for the KY 32 Alternatives Study in Rowan and Elliott counties was held at 2:00 p.m. on Thursday, December 11, 2008, at the Laurel George Cultural Heritage Center in Sandy Hook, Kentucky. The purposes of the meeting were to present project activities conducted to date and to discuss the development and evaluation of the proposed improvement alternatives. Attendees included the following:

Allen Gillum	Mountain Telephone
John M. Clevenger	VFW
Kyle Clevenger	Grayson RECC
Doug Doerrfeld	Kentuckians for the Commonwealth
Ted Withrow	KY Division of Water
Joe Montgomery	Sandy Hook City Council
Glen Creech	VFW
Flo Whitley	Sandy Hook Resident
Debbie Stephens	Elliott County Board of Education
Russell Brannon	FIVCO ADD
Darrin Eldridge	KYTC District 9, Project Development
Phil Mauney	KYTC District 9, Planning
Brent Wells	KYTC District 9, Planning
Rachel Catchings	KYTC District 9, Design
Karen Mynhier	KYTC District 9, Environmental
Thomas Witt	KYTC Central Office, Planning
Carl Dixon	Wilbur Smith Associates
Amanda Spencer	Wilbur Smith Associates

Following the agenda outline (attached), a summary of the key components and discussion items for this meeting is provided below.

1. Welcome and Introduction

Thomas Witt convened the meeting at approximately 2:00 p.m. by welcoming all participants.

2. Purpose of Meeting

Thomas Witt indicated that the purpose of the meeting was to discuss the proposed improvement alternatives developed using study findings to date and to prepare for the next public meeting.

3. Project Update

Carl Dixon summarized the project activities conducted since the last meeting with local officials and stakeholders (June 6, 2008), including: 1) holding the first public meeting; 2) coordinating with approximately 100 resource agencies; 3) completing environmental, geotechnical, environmental justice, and

archaeological-historic overviews; 4) developing initial improvement concepts; 5) conducting a Level 1 screening to select alternatives to move forward for further consideration; and 6) conducting a more detailed Level 2 screening to present throughout the second round of public involvement and ultimately to use with public and agency input to select a recommendation for KY 32.

4. Proposed Alternatives & Level 2 Screening

Amanda Spencer explained the development of initial improvement concepts, dismissal of concepts using the Level 1 screening, the resulting proposed improvement alternatives, and the Level 2 screening. She presented handouts that illustrated this information.

Carl Dixon then explained each of the proposed alternatives (1, 1P, 2, 3, and the No Build alternative) in more detail, including traffic projections depicted on the maps distributed to attendees.

In reference to the cost estimates displayed in the Level 2 screening matrix distributed to attendees, one attendee asked if the right of way costs associated with a new alignment would “cancel out” the maintenance of traffic costs associated with improvements to the existing alignment. Carl explained that the costs shown include these considerations.

Ted Withrow, Division of Water, asked how WSA and KYTC came up with the traffic forecasts and questioned the validity of the numbers. Carl explained that a 2% growth rate was used to estimate the traffic along KY 32 in the future (2030) if no improvements were made (the “no build” alternative). He added that the statewide travel demand model was used to compare the build alternatives. He added that traffic modeling isn’t an exact science, but it does give a good idea of the relative differences among various improvement alternatives.

Ted Withrow added that traversing the head water streams of Laurel Creek or Big Caney Creek is a high impact. Darrin Eldridge answered that KYTC was aware that impacting the headwaters could be worse than crossing. Carl Dixon added that this important consideration would be well documented in the study report.

Ted Withrow advised the group that Rocky Adkins had asked him to study how KY 32 could be developed as a scenic route by protecting and/or enhancing the natural resources and aesthetics along the route. As a result, the University of Kentucky landscape architecture department has begun a project to look at this issue. The study will take another year. Carl Dixon expressed his concern that this would be a parallel study and was assured that it was not. It will take the results of the current KY 32 Alternatives Study and try to identify potential context-sensitive design options. Carl suggested that the KYTC be invited to participate in or be kept informed of the study process. After discussion of the effort, Darrin Eldridge stated that the University of Kentucky study will be relevant in the next phase after the planning study is complete and a location has been selected.

One attendee asked if the KYTC was going to take out small curves and put in larger and more dangerous curves. Darrin Eldridge replied that flatter curves would be part of the design. The same attendee asked if the KY 7/KY 32 intersection would be replaced, noting it is fairly new and was very expensive. Carl Dixon replied that he felt that the KYTC would try to use it if they can.

Another attendee asked if Improvement Alternative 2 or 3 would help anyone living along KY 32. Phil Mauney replied that, because Alternative 2 crosses KY 32, it would offer access at those points. Alternative 3 does not include any access for local traffic, but a connection is possible.

There was some discussion about maintenance of KY 32. One attendee asked if traffic volumes dictate priority for maintenance service. Darrin Eldridge said that traffic volumes do dictate priority and that KY 32 is currently a high priority route for maintenance.

Darrin added that, if a new alignment was constructed without connectivity to the old road (KY 32), the old road (KY 32) could go to the locals, a step down. But those going between Sandy Hook and Morehead would see a huge improvement.

Ted Withrow remarked that you could use an airplane to transport patients from Sandy Hook to the hospital for less than it would take to construct a new road.

Allen Gillum suggested that because Alternative 3 comes close to KY 32, it should provide a connection. Allen Gillum said that if enough money to rebuild the entire route isn't available, KY 32 should be improved between KY 173 and KY 504.

Ted Withrow asked if improvements to KY 173 were examined. Carl explained that the KYTC had initiated a study of KY 32; therefore, a policy decision would have to be made to study another route. He noted that one of the initial alternatives was located close to the KY 173 corridor, but it was dismissed in the Level 1 screening.

5. Proposed Spot Improvements

Carl explained that locations with a 25 mph design speed and a high crash history were used to identify the 10 proposed spot improvement locations. He pointed out some of the locations on a large plot showing crash history along KY 32. He added that a proposal to improve all the curves with a 35 mph or less design speed would require approximately 60 curves to be improved a huge difference. In that case, the "spot improvements" would improve practically the entire route.

One attendee asked when the rest of KY 7 "going to Carter County" would be improved. Darrin Eldridge stated that it is in Phase 2 design and was getting close to right of way plans. He added that money was currently available only for design.

6. Next Steps

Carl explained that the second public meeting for the KY 32 Alternatives Study would be held in February or March 2009 in Sandy Hook. He added that the

meeting would be an open-house format with staff on hand to provide guided tours of exhibits and to answer questions.

Darrin explained that the study team would like to have a police presence. One attendee suggested the KYTC contact the Sheriff, Ronnie Stevens. She added that two state troopers live in Elliott County.

Carl also mentioned that the KYTC will send coordination letters to approximately 100 resource agencies to solicit input on the alternatives. After receiving this input and input from the public meeting, the project team will review all the local official, local stakeholder, public, and resource agency input to make a final recommendation regarding KY 32. He estimated that this would occur in April 2009. After decisions are made, the consultant will submit a draft report for KYTC review in May 2009. The final report will probably be finished in July 2009.

7. Q. & A.

With no further questions, Carl asked attendees to complete a survey form. The form included the KYTC address so attendees could mail the completed surveys later, if desired. Once the survey forms are received, they will be summarized and included as part of the project records.

The meeting was adjourned at about 3:30 p.m.



AGENDA

**Local Officials/Stakeholders Meeting
KY 32 Alternatives Study, Rowan and Elliott Counties
KYTC Item No. 9-192.00
Elliott County – Laurel Gorge Heritage Center, Newfoundland, KY
December 11, 2008 2:00 PM**

1. **Welcome and Introductions** **KYTC**

2. **Purpose of Meeting** **KYTC**

3. **Project Update** **WSA**
 - a. **Progress Report**
 - b. **Development of Proposed Concepts**
 - c. **Level 1 Screening**
 - d. **Resulting Alternatives**

4. **Proposed Alternatives & Level 2 Screening** **WSA/Group Discussion**
 - a. **Alternative 1** **Improve KY 32 along the existing roadway**
 - b. **Alternative 1P** **Improve KY 32 along the existing roadway using “practical design” standards**
 - c. **Alternative 2** **New route from KY 32/KY 7 to KY 32/KY 504 that initially runs south of KY 32 then crosses over and runs north of KY 32**
 - d. **Alternative 3** **New route south of KY 32 from KY 32/KY 7 to KY 32 near KY 173, includes improvement of existing KY 32 from KY 173 to KY 504**
 - e. **No Build** **No Build Alternative (i.e., no improvements to KY 32)**

5. **Proposed Spot Improvements** **WSA**

6. **Next Steps** **KYTC/WSA**
 - a. **Public Meeting (Place/Time/Format)**
 - b. **Recommendations**
 - c. **Study Documentation/Report**

7. **Q & A** **Group Discussion**

- ADJOURN** **KYTC**

MINUTES
Public Involvement Meeting

KY 32 Alternatives Study – Rowan/Elliott Counties
KYTC Item No. 9-192.00

Elliott County High School Gymnasium
Elliott County, Kentucky
Tuesday, March 24, 2009
5:00 PM to 7:00 PM (Open House)

An open house meeting was held for the public on Tuesday, March 24, 2009, from 5:00 p.m. to 7:00 p.m. at the Elliott County High School Gymnasium in Sandy Hook, Kentucky. The purpose of the meeting was to provide the public with an update on KY 32 Alternatives Study activities and solicit input on proposed improvement alternatives. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Russ Brannon	FIVCO Area Development District
Bart Bryant	KYTC, Highway District 9
Brent Wells	KYTC, Highway District 9
Darrin Eldridge	KYTC, Highway District 9
Allen Blair	KYTC, Highway District 9
Robyn Ramey	KYTC, Highway District 9
Brian Gillum	KYTC, Highway District 9
Scott Clarke	KYTC, Highway District 9
Karen Mynhier	KYTC, Highway District 9
Danny Mineer	KYTC, Highway District 9
Rachel Catchings	KYTC, Highway District 9
Phil Mauney	KYTC, Highway District 9
Thomas Witt	KYTC, Central Office, Division of Planning
David Martin	KYTC, Central Office, Division of Planning
Jill Asher	KYTC, Central Office, Division of Planning
Amanda Spencer	Wilbur Smith Associates
Len Harper	Wilbur Smith Associates

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. According to the sign-in sheet, there were 68 persons who attended the public meeting.

After signing, each attendee was given a survey questionnaire and a study information sheet (including proposed alternative maps). Attendees were asked to complete the survey prior to leaving the meeting, or return it to KYTC at a later date in the postage-paid envelope provided. State highway maps were also available at the sign-in table.

• **Exhibit Boards**

KYTC, ADD, and consultant staff escorted attendees in groups of 3 to 4 in guided tours of the exhibit boards. Two sets of the exhibit boards enabled tours to occur simultaneously at different locations. Following is a list of the exhibit boards in the order presented:

- Road Building Process
- Project Purpose and Need
- Proposed Improvement Alternatives (Combined) Map
- Proposed Alternative 1 Map (Improve Existing KY 32)

- Proposed Alternative 1P Map (Improve Existing KY 32 using Practical Solutions)
- Proposed Alternative 2 Map (New Route with Options A or B near terminus)
- Proposed Alternative 3 Map (New Route with Options A or B near terminus)
- Level 2 Screening Matrix
- Proposed Spot Improvements Map
- Spot Improvement Detail Matrix

- **Alternative Preference Station**

Once a tour was completed, each small group of attendees was given three small pieces of paper: one red, one green, and one yellow. Attendees were asked to indicate their preferences as to which alternative was their most favorite (green sheet), second most favorite (yellow sheet), and least favorite (red sheet) by placing the sheets into boxes marked with the name of each proposed alternative. The following table shows the number of sheets (by color) placed in each box.

	ALT 1	ALT 1P	ALT 2A	ALT 2B	ALT 3A	ALT 3B	SPOT IMPROVEMENTS ONLY	NO BUILD
GREEN (Most Favorite)	7	10	2	10	6	6	3	2
YELLOW (Second Most Favorite)	5	4	12	7	1	7	4	4
RED (Least Favorite)	2	7	5	4	7	4	6	11

- **Background Station**

A station with the following exhibits was set up for attendees who had questions or concerns about the study process and findings. Two staff members were available at this station to answer questions.

- Initial Proposed Improvement Concepts - Decision Summary
- Environmental Footprint
- Crash History
- Existing and Future Traffic Map

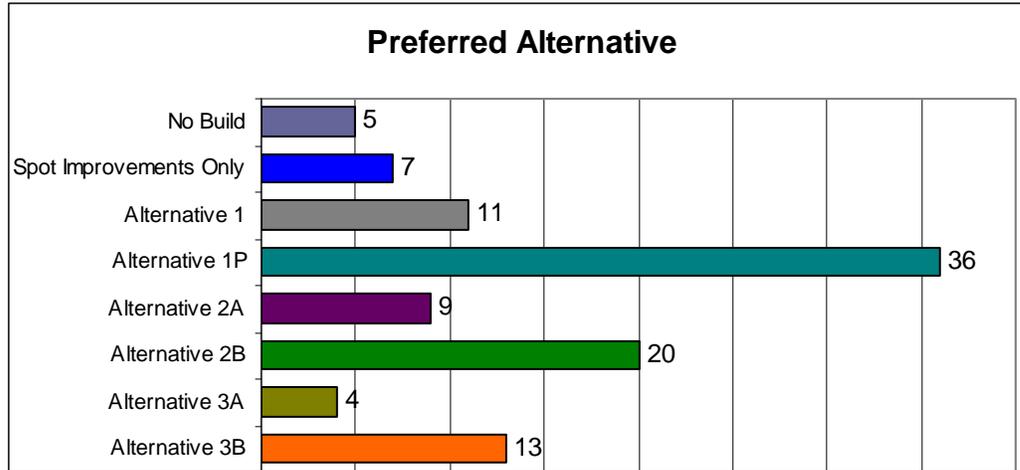
Attendees were invited to view the project exhibits and ask questions or discuss any issue with KYTC, ADD, and consultant staff.

- **Survey Area**

Tables were available for attendees to fill out their survey forms and read over the project information sheet. Refreshments were provided.

Thirteen (13) survey forms were returned during the meeting. An additional 23 surveys were received after the meeting, for a total of 36. Key findings are summarized below:

Attendees were asked to identify their first and second most preferred alternatives. Two points were assigned for a first preference and one point was assigned for a second preference. The results showing the total points are as follows:



As shown, Alternative 1P was most preferred and Alternative 2B was the second most preferred. Alternatives 3A and the No Build Alternative had the lowest point totals.

Attendees were asked to identify their least favorite alternative. Following are the 34 answers just as provided:

- 1, 1P
- 1
- 1, it will cost more in the long run
- 1P
- 1P
- 2A
- 2B
- 2B
- 2A and 3A
- 2A and 3A
- 2A / 3A
- 2A / 3A
- 2A&2B - 3A&3B
- 2A2B - 3A3B
- 2A & 3A
- Alt 3 - create most environmental damage. Most cultural damage - most expensive.
- 3 - This would devastate Laurel
- 3 option 3
- 3
- 3A
- 3A - way too much ecological damage
- 3B
- Option B
- Major widening
- Major widening 32
- Major widening of existing KY 32
- Major widening of existing KY 32
- Major widening of existing KY 32 (It would probably take my church)
- Spot improvement only
- Do Nothing
- Do Nothing
- Do Nothing
- Do Nothing
- I don't prefer any of being the least.

Attendees were asked which 3 spot improvements were most needed. Points were again assigned according to preference, and Spot Improvements J, K, and B were ranked the highest.

One e-mail with input was also received after the meeting. All surveys and comments will be included in the official meeting record.

- **Summary**

A total of 68 persons signed an attendance sheet at the two-hour public session. Forty-six (67.6%) of the attendees cast votes at the Alternative Preference station, and 36 (52.9%) completed and returned survey forms.

At the voting station, Alternatives 1P and 2B tied for the most preferred alternative, and the No Build Alternative was the least preferred alternative.

Surveys returned by attendees resulted in the following:

- According to points assigned for the attendees' preferences, Alternative 1P was the most preferred, and Alternative 2B was the second most preferred. Alternatives 3A and the No Build Alternative received the fewest points.
- The No Build appeared to be the least preferred alternative.
- For spot improvement locations, the attendees preferred Spot Improvements J, K, and B.

The meeting was closed at 7:00 p.m.

MINUTES

Final Project Team Meeting KY 32 – Rowan and Elliott Counties – Item 9-192.00

KYTC Highway District 9 Office
Flemingsburg, Kentucky
May 26, 2009
10:00 a.m.

The final project team meeting for the KY 32 Alternatives Study in Rowan and Elliott Counties was held at 10:00 a.m. on Tuesday, May 26, 2009, at the KYTC Highway District 9 Office in Flemingsburg, Kentucky. The purpose of the meeting was to (1) discuss the input from the second round of resource agency coordination, the second local officials stakeholders meeting, and the second public meeting and (2) review the Level 2 Screening Matrix and the public and resource agency input to determine a recommendation for the KY 32 study corridor. A copy of the agenda is attached.

Participants in the meeting represented the Gateway Area Development District, FIVCO Area Development District, Kentucky Transportation Cabinet (KYTC) District 9 and Central Office, and Wilbur Smith Associates (WSA). Attendees included the following:

Joy Mullins	Gateway Area Development District
Russ Brannon	FIVCO Area Development District
Thomas Witt	KYTC Central Office, Planning
David Martin	KYTC Central Office, Planning
Joseph Carter	KYTC Central Office, Planning
Darrin Eldridge	KYTC District 9, Project Development
Phil Mauney	KYTC District 9, Planning
Karen Mynhier	KYTC District 9, Environmental
Rachel Catchings	KYTC District 9, Design
Ken Sperry	HMB Professional Engineers
Carl D. Dixon	Wilbur Smith Associates
Amanda R. Spencer	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introductions

Thomas Witt began the meeting by welcoming the participants. Attendees then introduced themselves.

2. Purpose of Meeting

Thomas Witt briefly explained that the purpose of the meeting was to discuss and develop a recommended alternative for the KY 32 study corridor considering study findings to date.

3. Project Update

Amanda Spencer summarized input from the 19 resource agencies that responded to the second round of coordination. Amanda noted that concerns were expressed by the Division of Water in the Kentucky Environmental and Public Protection Cabinet, Kentuckians for the Commonwealth, and U.S. Army Corps of Engineers-Huntington Division about potential impacts

of both Alternatives 2 and 3 to Big Caney Creek and/or Laurel Creek. The Division of Structural Design, Geotechnical Branch, also cited concerns with Alternative 2 because it could encounter the Olive Hill Clay Bed of Crider. This is semi-flint clay and flint clay that has been extensively stripped and underground mined along Big Caney Creek. The Branch recommended that areas directly on top of and around this bed be avoided.

Amanda then summarized input received from local officials and stakeholders at the December 11, 2008 meetings held in Morehead and Sandy Hook. 19 people attended the meetings and 7 surveys were completed. The surveys indicated that Alternatives 1, 1P, and 2 were the top preference, in that order. The No Build alternative was the least preferred. The most preferred spot improvements were at locations 2a and 9. Proposed spot improvements 1a, 1b, and 7 were the second most preferred. [NOTE: The spot improvement locations were later revised slightly and given a letter designation prior to the public meeting in March 2009.]

Last, Amanda summarized and shared the results of the second public meeting held in Sandy Hook on March 24, 2009. Amanda explained that 68 people signed an attendance sheet at the two-hour public session. Forty-six (67.6%) of the attendees cast votes at the Alternative Preference station, and 36 (52.9%) completed and returned survey forms. At the voting station, Alternatives 1P and 2B tied for the most preferred alternative, and the No Build Alternative was the least preferred alternative. According to points assigned for attendees' preferences submitted on survey forms, Alternative 1P was the most preferred, and Alternative 2B was the second most preferred. Alternatives 3A and the No Build Alternative received the fewest points. The No Build appeared to be the least preferred alternative. For spot improvement locations, the attendees preferred Spot Improvements J, K, and B.

4. Study Recommendations

Carl Dixon led a discussion regarding the concerns and benefits with each proposed improvement alternative. Carl began by recommending the dismissal of Alternative 3 from further consideration due to a number of concerns. Key discussion points follow.

Connectivity to Existing KY 32: This alternative provides no opportunities for a connection to existing KY 32 between KY 7 and the proposed tie-down on KY 32 just east of KY 173. Therefore, there would be no improvement for highway users with origins and destinations along KY 32 for approximately 12 miles (85% of the total project length). Some local roads could be improved or new roads built to provide this connection; however, this would expand the scope of the project, increase the cost, and pose other potential impacts that have not yet been assessed.

Purpose and Need: Alternative 3 is on new alignment and has no connectivity to existing KY 32 for most of its length. While it would meet the purpose and need of improved access and safety for through traffic, the geometric conditions would not be improved so it would be of little benefit to those who live along the existing roadway.

Constructability: Because of the lack of connectivity, there are no opportunities in this 12-mile section to build constructible sections that would have independent utility during the time it would take to complete phased construction.

Stream Impacts: Laurel Creek would likely be impacted if Option B of Alternative 3 is selected. The portion of Laurel Creek that could be impacted is located in the area where Option B separates from Option A in the easternmost portion of the corridor. Up to 35 named and

unnamed streams are located within this corridor, but not all would be crossed. While not a reason by itself, this issue adds additional weight for dismissing this alternative for a combination of factors.

Known and Potential Archaeological Sites: There are up to four known archeological sites that could potentially impacted by Alternative 3. Because known sites exist, there is also increased potential for additional sites to exist. While not a reason by itself, this issue adds additional weight for dismissing this alternative for a combination of factors.

Resource Agency Input: Concerns were expressed by the Division of Water in the Kentucky Environmental and Public Protection Cabinet, Kentuckians for the Commonwealth, and U.S. Army Corps of Engineers-Huntington Division about potential impacts of both Alternatives 2 and 3 to Big Caney Creek and/or Laurel Creek.

Public Sentiment: At the final public meeting, public input was provided in two ways; a voting station and written surveys. At the voting station, Alternative 3A was the least preferred alternative. After combining the written survey results for the two options developed for each numbered corridor, Alternative 3 was the least favored alternative. These combined results showed 47% in favor of Alternative 1 or 1P, 29% for Alternatives 2A or 2B, and 17% for Alternative 3A or 3B. The voting station yielded similar results when totals were combined for 3A and 3B. While not a reason to dismiss by itself, the public input adds additional weight for dismissing this alternative for a combination of factors.

Decision 1: Discussion of these points led the group to agree that Alternative 3 should be dismissed.

The group then discussed the first section of Alternative 2 between KY 504 (MP 16.619) and approximately MP 19.9 (just east of Atlee Lowe Road). Key discussion items follow:

Access: This alternative would not provide a direct connection to KY 173, which is an important route in the area. At present, the section of existing KY 32 between KY 504 and KY 173 carries an Average Daily Traffic volume of 2,400 vehicles per day (vpd). There is a major traffic split at KY 173, with approximately 40% of the traffic continuing along KY 32 and 60% along KY 173. Although an improvement would result in a slight estimated diversion of about 300 vehicles per day from KY 173 to KY 32, almost half of the traffic would continue to use KY 173. Therefore, the first section of Alternative 2 would not improve access for those who continue to use KY 32.

Safety: The construction of the first section of Alternative 2 would not improve safety along existing KY 32 at Hogtown Hill between KY 504 and KY 173. Although the Critical Rate Factor does not indicate a major safety problem in this segment, there was one fatality reported in this section in the study data. More significantly, there was considerable anecdotal data from local officials and the public that there were perceived safety problems by highway users, particularly during snow and ice conditions. From local input, improving this section was considered a major need, especially given that a significant percentage of the traffic would continue to access both KY 173 and, for local residents, this portion of existing KY 32.

Purpose and Need: Because this section of Alternative 2 would not improve access and safety for a significant portion of highway users, it does not meet the purpose and need for the project as well as an improvement along the existing route (Alternatives 1 and 1P).

Geotechnical Issues: This section of Alternative 2 would pass through the Lee Formation. According to the Geotech Branch of KYTC, the Lee Formation is made up of mostly conglomeritic sandstone and minor amounts of shale that range from 0 to 200 feet in thickness in the study area. Within the Lee Formation is the Olive Hill Clay Bed of Crider, a semiflint clay

and flint clay bed that has been extensively stripped and underground mined along Big Caney Creek. The Geotech Branch recommends that areas directly on top of and around this bed should be avoided. Since an alignment could probably be developed that would avoid the areas of concern, this issue is not a reason by itself to dismiss this section of Alternative 2, but it adds additional weight when combined with other factors.

Pipeline: This alternative would cross the Marathon Ashland Pipeline in a new location. This is a major gas pipeline that crosses beneath existing KY 32 just east of KY 504. While any improvement would affect the pipeline, a road on new alignment could possibly result in more additional issues and costs. While this issue is not a reason by itself to dismiss this section of Alternative 2, it adds additional weight for dismissing this section for a combination of factors.

Decision 2: This discussion led the group to agree that this section of Alternative 2 should be dismissed.

The group then discussed Alternative 1. Following are the key discussion items.

Stream Impacts: Alternative 1 (Improve Existing KY 32) follows the ridge and may have significantly less stream impacts than 2 or 3. Stream impacts to Big Caney Creek and Laurel Creek appear to be the most important environmental issues of concern within the study area.

Purpose and Need: Alternative 1 improves access and safety for all highway users, including through traffic and those whose origins and destinations are within the study area. Therefore, the Alternative 1 best meets the purpose and need for the proposed KY 32 project.

Constructability: The opportunity for phased construction is much better since connectivity is not an issue. The project could be built in affordable, logical sections, each of which would have independent utility since the improvement would primarily along or in close proximity to the existing roadway.

Resource Agency Input: A primary concern from several key resource agencies were the potential impacts to Big Caney Creek and Laurel Creek. Generally, these agencies opposed Alternatives 2 and 3 and preferred Alternative 1.

Public Input: At the voting station, Alternatives 1P and 2B tied for the most preferred alternative. Based on the written survey, Alternative 1P was the most preferred alternative and Alternative 2B was second. Combining the written survey results for the two options for each of the numbered alternatives, the written public survey results indicate that Corridor Alternative 1 was the most favored alternative (47% for Alternative 1; 29% for Alternative 2; 17% for Alternative 3; 7% for Spot Improvements Only; and 5% for the No Build Alternative).

Relocations: Alternative 1 has the greatest potential number of relocations since many homes and/or other structures are located close to the existing road.

Maintenance of Traffic: Maintenance of traffic is an issue of concern; however, this potential problem could be minimized because of the following:

- The relatively low ADT along existing KY 32;
- The availability of detour routes via KY 173 and/or KY 504/KY 649; and
- The likely nature of the reconstruction along this curvy roadway (i.e., much of the improvement will be to reduce curves by building sections on new alignment; so the maintenance of traffic in many cases would only be at the crossing points where the new alignment merges and diverges from the existing KY 32 alignment).

Stream Impacts: Although Alternative 1 would have fewer potential impacts than Alternatives 2 and 3, there are still potential impacts just east of KY 173 at the headwaters of Laurel Creek, so,

if Alternative 1 moves forward, care is needed to stay as close to the existing alignment as possible at that location and/or to widen or reconstruct to the north side of the existing roadway.

Cemeteries: There are numerous cemeteries located along or in close proximity to the existing route. If Alternative 1 moves forward, care should be taken in the next phase to avoid or minimize the impacts to these important community resources.

Historic: While there are no historic sites on the National Register of Historic Places in the study area, there are numerous potentially historic structures along the existing route, in addition to the many cemeteries that may have historic importance. Historic sites are likely along existing KY 32 due to the number of older structures that are illustrated on early maps and are no longer extant. If Alternative 1 moves forward, care should be taken in the next phase to identify and to avoid or minimize impacts to these important community resources.

Archaeological Sites: It is possible that archaeological sites will be encountered along KY 32 since this is the area where much of the settlement has taken place over time. The numerous drainages and ridge tops signal a high likelihood for additional unrecorded prehistoric sites within the project area. If Alternative 1 moves forward, care should be taken in the next phase to identify and to avoid or minimize impacts to these important resources, if possible.

Utility Relocation: Several major utilities are located along the existing route. These are likely to be identified for relocation in the next phase.

Pipeline: Existing KY 32 currently crosses the Marathon Ashland Pipeline, and any improvement will need to address this issue.

Decision 3: The discussion of these points led the group to agree that Alternative 1 should be recommended for further consideration in the next phase.

The remaining section for discussion was Alternative 2B (excluding the first section of Alternative 2 from KY 504 to MP 19.9, which had been dismissed previously). Because potential issues may arise related to Alternative 1, Carl Dixon asked if the remaining portion of Alternative 2B should move forward in the next phase to allow for more flexibility. Following are key items discussed for this portion of Alternative 2B:

Connectivity and Constructability: Unlike Alternative 3, Alternative 2B would cross the existing roadway in two or three locations, which would make phased construction possible, since this alternative would provide connectivity and independent utility for phased construction.

Reduction of Some Impacts: It would likely reduce some of the potential impacts associated with Alternative 1, including relocations, maintenance of traffic, cemeteries, historic sites, archaeological sites, and utilities.

Stream and Trail Impacts: There is concern about potential impacts to Big Caney Creek to the north (in the middle of the corridor) and to Laurel Creek and the Laurel Gorge Trail to the south (near the eastern end of the corridor). Flexibility would be needed in the next phase to allow the development of an alignment to the outer limits of or possibly just outside the planning study corridor boundary to provide an opportunity to avoid or minimize impacts to these resources.

Decision 4: After discussing this corridor alternative, the group decided that Alternative 2 was too close to Big Caney Creek; however, it is desirable to have flexibility for a new alignment in the general area, but closer to existing KY 32. Based on this discussion, the project team decided that Alternative 1 should be modified to provide an opportunity for sections to be constructed off existing KY 32 within a widened Alternative 1 corridor. This was preferred over carrying the remainder of Alternative 2 forward because of the potential impacts Alternatives 2A

and 2B pose to Big Caney Creek, Laurel Creek, and/or the Laurel Gorge Trail. Widening the Alternative 1 corridor offers the same opportunity to go off alignment, if needed, with less potential impact to these sensitive resources.

A map of the recommendation for the Revised Corridor Alternative 1 is attached. [NOTE: WSA created the modified Alternative 1 after the meeting and submitted and received approval from KYTC via e-mail].

Construction Sections

Carl Dixon explained that spot improvements identified on each end are high priorities (A, B, J, and K), so constructing KY 32 from each end to the middle is recommended to address the highest priority sections first. Carl then presented a map with details on recommended construction sections. The project team concurred with the recommended phasing, as shown on the attached map.

Typical Section

Carl then engaged the group in a discussion of the typical section for an improved KY 32. The typical section of existing KY 32 includes 9-foot driving lanes and 2-foot combination shoulders. KY 32 is currently a Rural Major Collector. For planning level cost estimates, two potential cross-sections were used, one using full design guidelines and one using a "practical solution" option.

For the full design guidelines, the typical section included 12-foot driving lanes, 8-foot graded shoulders and a 12-foot clear zone. The improvement to KY 32 was assumed to be a two-lane section with turn lanes at major intersections.

The KYTC could elect a practical solution for the KY 32 corridor, so cost estimates were also prepared for this option. For planning purposes only, Alternative 1P, a "practical solution" option was developed for improvement of the existing roadway, which included a typical section with 11-foot driving lanes, 6-foot paved shoulders and no additional graded shoulder. While 98% of KY 32 is geometrically deficient to a 55 mph design speed, Alternative 1P included improvements only to horizontal curves with 25 mph geometrics and below. Alternative 1P also included widening the remaining corridor between those horizontal curves. As stated previously, the assumptions made for Alternative 1P were primarily for cost estimation purposes as one example of a practical solution.

Decision 5: While the typical sections developed for the planning study can provide some guidance, flexibility may be needed in the next phase to (1) decide whether full design guidelines should be used or (2) find the best way of applying practical solutions, including variations from the design parameters assumed in the planning phase. Therefore, it was agreed by the project team members that the typical section should be decided during the next phase of project development.

Short-Term Improvements

Carl Dixon noted that a number of potential short-term improvements had been identified. These improvements are intended to improve access and safety to the maximum extent possible based on the most critical needs. Carl recommended that short-term improvement

priorities be established because transportation funds are limited and availability is unpredictable.

Decision 6: Based on highway geometrics, crash history, and public input, the project team decided that the “spot improvements” identified in the study be constructed as funds are available in the following order of priority:

1. B - Reconstruct or realign KY 32 between KY 504 and KY 173, add eastbound and westbound passing lanes just east of KY 504 (includes intersection with Cox Cemetery Road).
2. A - Realign KY 504 at the KY 32 intersection.
3. J - Realign KY 32 (includes western end of Simmons Loop).
4. K - Realign KY 32 (includes eastern end of Simmons Loop).
5. C - Realign KY 32 just east of KY 173.
6. E - Realign KY 32 (includes intersection with Lower Caney Creek Road).
7. F - Realign KY 32 (includes intersection with Alexandra Drive).
8. G - Realign KY 32 (includes intersection with Sand Gap Road).
9. H - Realign KY 32 in/near Dewdrop.
10. I - Realign KY 32 between George Johnson Road and Thornberry Road.
11. D - Realign KY 32 (includes intersections with Fraley Cemetery Road and Adkins Road).

However, the project team also decided that the KYTC would continue to review these spot improvement locations and would have the flexibility to rearrange these priorities in the future, as needed, based on the level of available funds and changing conditions over time. Further, the project team agreed that the design and construction of each spot improvement should be consistent with its incorporation into the KY 32 long-term vision for improvement of the entire segment under study.

5. Next Steps/Schedule

WSA was asked to modify the Alternative 1 corridor in accordance with the discussion of the corridor alternatives and then submit it to the KYTC for final approval, as noted in the discussion of Decision 4 in Section 4 of these minutes.

Once this final corridor is approved, WSA will begin work to develop a draft report for KYTC review by mid to late July, 2009.

6. Q & A

With no further questions, the meeting was adjourned at approximately 11:30 a.m.



AGENDA

Final Project Team Meeting

KY 32 Alternatives Study, Rowan and Elliott Counties

KYTC Item No. 9-192.00

Highway District 9 Conference Room, Flemingsburg, Kentucky

10 a.m., May 26, 2009

- | | |
|--|----------------------------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project Update | WSA |
| a. Resource Agency Input | |
| b. Local Officials/Local Stakeholders Meeting | |
| c. Public Meeting and Survey Input | |
| 4. Study Recommendations | WSA/
Group Discussion |
| 5. Next Steps | WSA/KYTC |
| a. Draft Report | |
| 6. Q & A | Group Discussion |
| ADJOURN | KYTC |

KY 32 – Potential Construction Sections

