

Appendix F - MEETING SUMMARIES

Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: March 11, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Project Kickoff Meeting

The kickoff meeting for the subject project was held on February 27, 2013 at 10:00 a.m. EST in the KYTC District 11 conference room in Manchester. The following individuals were in attendance:

Dorian Brawner	KYTC – Central Office Planning
Michael Calebs	KYTC – District 11 PD&P
Sherri Chappell	KYTC – District 11
Dean Croft	KYTC – District 11 Environmental Coordinator
Jonathan Dobson	KYTC – District 11 Public Affairs
David Fields	KYTC – District 11
Christopher Harris	KYTC – District 11 Traffic
Tonya Higdon	KYTC – Central Office Planning
Daniel Hoffman	KYTC – District 11 PD&P
Phillip Howard	KYTC – District 11 Design
Joseph E. Mosley	KYTC – District 11
Steve Ross	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Sherri Chappell welcomed everyone to the kickoff meeting for the corridor study to examine the possible extension of the Corbin Bypass north and west to I-75 in Knox County and Laurel County. After introductions, Brian Aldridge delivered a brief presentation highlighting the scope of work and the study area. The following enumerated items were discussed:

1. The Stantec / Vaughn and Melton team received Notice to Proceed on the study on January 31, 2013.
2. A handout with the draft Purpose and Need Statement was provided. The basic purpose for the project is as follows:

The purpose of the KY 3041 (Corbin Bypass) Extension Project is to provide a safer, more efficient connection between northern Knox County / southern Laurel County and I-75.

The overall Purpose and Need Statement is roughly a page, and Tonya Higdon suggested it should be limited to one or two paragraphs, if possible.

3. The scope of work for the study includes the following tasks:
 - a. Existing Conditions Inventory
 - b. Environmental Overview
 - c. Purpose and Need Development
 - d. Traffic Forecasting
 - e. Alternatives Development and Cost Estimates
 - f. Public Participation\Meetings
 - g. Final Report Preparation
4. Brian indicated the Existing Conditions Inventory and Environmental Overview are underway. District 11 has provided LiDAR data for the study area. Stantec has received parcel data from both Knox County and Laurel County.
5. Stantec has received the latest version of the Laurel-Pulaski County Travel Demand Model from the Division of Planning. The latest available traffic counts have been requested. A proposed model expansion area, which includes portions of northwestern Knox County and northern Whitley County, was shown for discussion. The Project Team agreed the proposed expansion area would suffice for the purposes of the study.
6. It was noted that the population projections from the Kentucky State Data Center suggest Knox County and Whitley County will decrease over the next 30 years. The projections indicate a significant increase of over 25 percent for Laurel County.
7. Clint Goodin presented four conceptual alternatives for discussion, shown below. Three concepts extend the existing Corbin Bypass to I-75. A fourth option connects US 25 to I-75. These concepts were discussed, particularly in terms of where a new I-75 interchange would be permissible. The southern limits of the study area along I-75 are just over two miles from the US 25E interchange (exit 29). The proposed location for a future I-66 interchange with I-75 was mentioned as being north of the I-75 weigh stations, which would not preclude the construction of a new interchange for the extension of the Corbin Bypass. It was noted any concepts shown to the public will include corridors approximately 1,000 feet in width.

8. There was discussion on scheduling the first meeting with local Stakeholders. It was decided to present only the study area at the first meeting and to ask the meeting attendees to suggest some conceptual alternatives for consideration. This effort will include a group exercise, and Stantec will provide large maps for the Stakeholders to draw on. Stantec will also provide a study area map for inclusion in the meeting invitation.
9. The study will include two public meetings, the first of which will be held after preliminary alternatives have been developed. The preliminary schedule shows the first public meeting in June. The second public meeting will be held before final study recommendations are made, likely in August.

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Meeting Summary

TO: Sherri Chappell, P.E.
 Project Manager
 KYTC District Office #11
 600 Railroad Ave.
 Manchester, KY 40962

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

DATE: May 9, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
 Knox and Laurel County
 KYTC Item No. 11-190.00
 Advisory Committee Meeting #1

The first Advisory Committee meeting for the subject project was held on May 1, 2013 at 1:30 p.m. EDT in the Laurel County Judicial Annex in London. The following individuals were in attendance:

Jessica Blankenship	Cumberland Valley Area Development District
Josh S. Brock	Landowner
Steven H. Brock	Landowner
Michael Calebs	KYTC – District 11 PD&P
Sherri Chappell	KYTC – District 11
Keith Damron	KYTC – Central Office Planning
Jonathan Dobson	KYTC – District 11 Public Affairs
David Fields	KYTC – District 11
Dale Gifford	Elmo Greer & Sons, LLC
Charlie Gray	Landowner
Robert Gray	Landowner
Ruth Ann Gray	Landowner
Todd Greer	Elmo Greer & Sons, LLC
Tonya Higdon	KYTC – Central Office Planning
Phillip Howard	KYTC – District 11 Design
Patrick Lyga	Falls Auto Group
Willard McBurney	Mayor, City of Corbin
Shane McKenzie	KYTC – Central Office Planning
Joseph E. Mosley	KYTC – District 11
Saied Nami	Falls Auto Group
Steve Ross	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton

Brian Aldridge
Glenn Hardin

Stantec Consulting Services Inc.
Stantec Consulting Services Inc.

Sherri Chappell welcomed everyone to the meeting. She explained this corridor study is underway to examine the possible extension of the Corbin Bypass north and west to I-75 in Knox County and Laurel County. After introductions, Brian Aldridge delivered a brief presentation. The following enumerated items were discussed:

1. The Stantec / Vaughn and Melton team received Notice to Proceed on the study on January 31, 2013.
2. Handouts with the draft Purpose and Need Statement and some existing conditions information were provided. The basic purpose for the project is as follows:

The purpose of the KY 3041 (Corbin Bypass) Extension Project is to provide a safer, more efficient connection between northern Knox County / southern Laurel County and I-75.

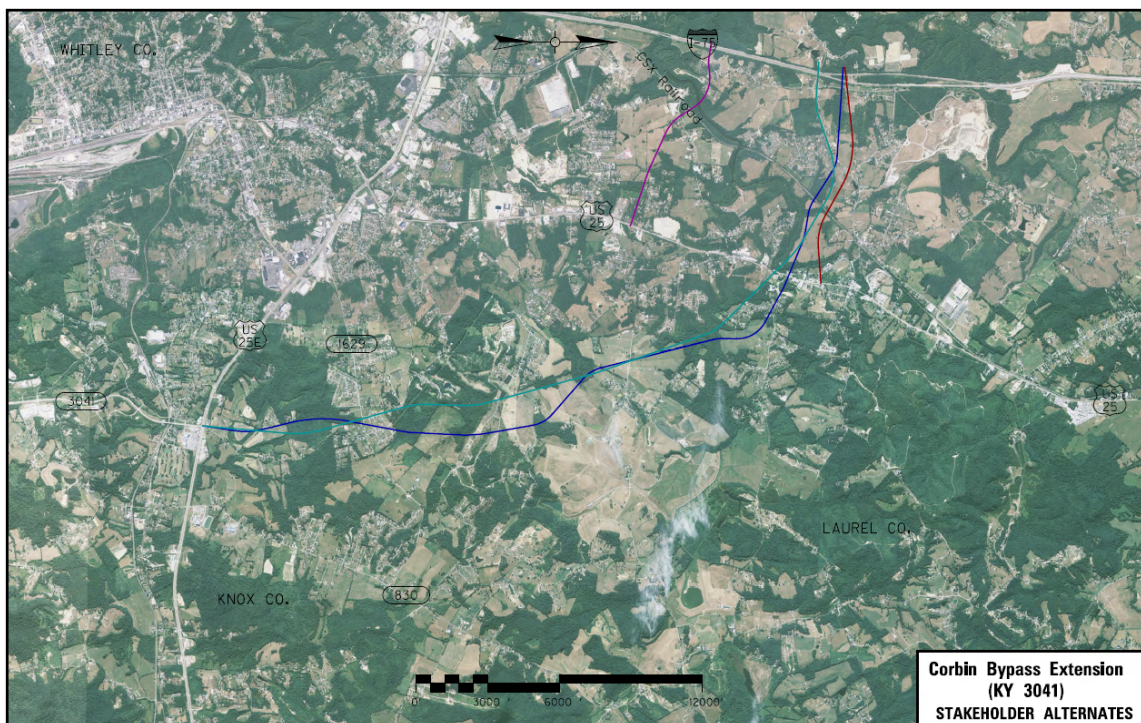
3. Brian discussed the purpose of and typical goals for planning studies. He said that while each planning study is unique, they all have common characteristics. In the case of the Corbin Bypass Extension Study, the primary purpose is to determine the feasibility of providing a new roadway connection to I-75. He said the focus is considering a connection between the north end of the Corbin Bypass and I-75, but the study will also consider a connection between US 25 and the interstate.
4. The scope of work for the study includes the following elements:
 - a. Existing Conditions Inventory
 - b. Environmental Overview
 - c. Purpose and Need Development
 - d. Traffic Forecasting
 - e. Alternatives Development and Cost Estimates
 - f. Public Participation\Meetings
 - g. Final Report Preparation
5. The study area was discussed at length, including the constraints for considering a new interchange along I-75. These constraints include the location of the weigh stations along I-75 and the Laurel Ridge Landfill to the north, and the location of the US 25E interchange to the south.
6. A number of transportation improvements are committed within vicinity of the study area, and a graphic was shown highlighting all the nearby projects. Brian suggested that some of the committed projects, such as proposed improvements to US 25E (KYTC Item No. 11-185) might affect the need for extending the Corbin Bypass. Sherri Chappell provided a brief summary of the US 25 project (KYTC Item No. 11-8515).

7. Existing transportation conditions were discussed. Brian explained the level of service (LOS) concept and showed several segments of study area roadway currently operate at LOS D or below. He indicated LOS D is desirable in urban areas and LOS C or better in rural areas. Graphics were shown depicting existing lane and shoulder widths. Crash history from 2010 through 2012 was shown highlighting roadway segments and spots with critical crash rate factors (CRF) greater than 1.0, which indicates a high crash rate and that crashes are not occurring randomly.
8. A draft of the Environmental Overview was submitted to the KYTC prior to the meeting. The overview consists primarily of database research combined with some limited field review. Some of the key environmental resources were discussed.
9. The Laurel-Pulaski County Travel Demand Model is being updated and expanded as part of the study. The model expansion area includes portions of northwestern Knox County and northern Whitley County. Brian said this effort was currently underway and explained how population and employment data were used to estimate the current and future traffic volumes. Graphics summarizing data from the Kentucky State Data Center were shown indicating the population of both Knox County and Whitley County is expected to decrease over the next 30 years. The projections indicate a significant increase of over 25 percent for Laurel County.
10. The study schedule was discussed. Brian said the study will include two public meetings, the first of which will be scheduled after the advisory committee meeting (the public meeting was later scheduled for June 13). The second public meeting will be held before final study recommendations are made, likely in August.
11. A group exercise was undertaken to allow the meeting attendees an opportunity to assist the project team by answering three important questions:
 - a. Are there sensitive resources that should be avoided?
 - b. Are there “trouble spots” that should be addressed?
 - c. Where should a new corridor(s) be considered?

Large maps of the study area showing some sensitive resources were provided along with markers, and the advisory committee was asked to answer the questions above by drawing on the maps. Brian explained the committee’s input would assist the project team in developing the conceptual corridors that would be shown at the first public meeting. (It was noted any concepts shown to the public will include corridors 1,000 feet or more in width.) After about 20 minutes of deliberation, the results were presented. Other resources that should be avoided included deep mines immediately east of the study area. No trouble spots were discussed. The advisory committee drew four conceptual roadway corridors, two extending the Corbin Bypass to I-75 and two connecting US 25 to I-75. These concepts are shown below.



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**KYTC Item No. 11-190 Corbin Bypass (KY 3041) Extension Study
Advisory Committee Concepts**

12. Brian presented the preliminary concepts developed by the project team, noting how similar they are to the lines drawn by the committee during the group exercise. Three concepts extend the existing Corbin Bypass to I-75. A fourth option connects US 25 to I-75.
13. There was a question asked regarding what types of trips (i.e. local traffic as opposed to regional/"through" traffic) would be served by the proposed roadway and how that might affect the need for extending the Corbin Bypass to I-75 versus simply providing a shorted connection from US 25 to I-75. Brian asked the group their opinion on the subject, and it was mentioned that proposed improvements along US 25E and US 25 would provide a better connection to a new interstate connector west of US 25, at least partially negating the need for new roadway between US 25E and US 25. Brian said the study is evaluating both options and the development of traffic forecasts will help determine the type and intensity of traffic that would use them.

The meeting ended at approximately 3:00 p.m. EDT.

Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: July 16, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Public Meeting #1

A Public Information Meeting for the Corbin Bypass Extension Study was held on June 13, 2013 at 5:00 p.m. EDT in the Lynn Camp High School in Corbin. The purpose of the meeting was to provide information about the study, discuss potential alternative improvements to be considered, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

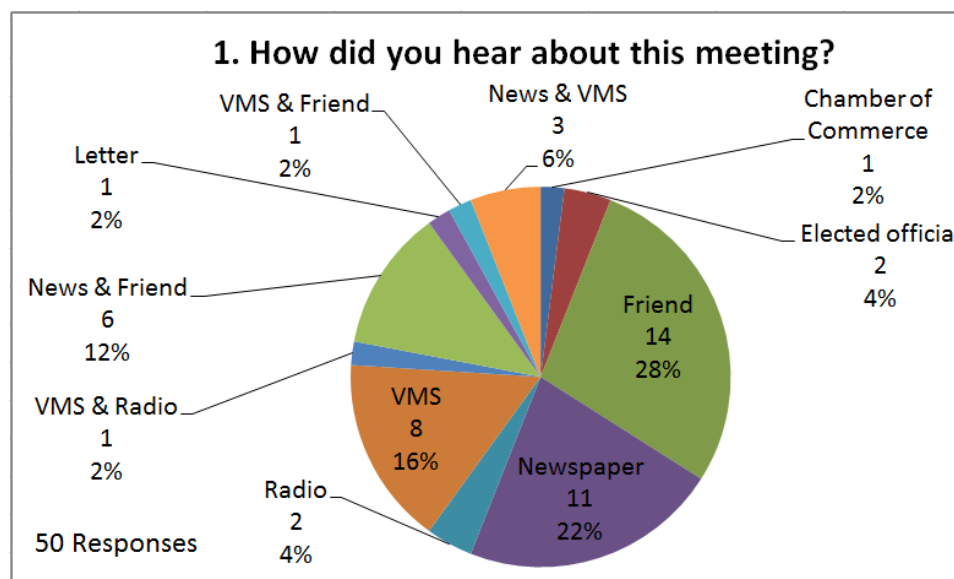
Jessica Blankenship	Cumberland Valley Area Development District
Sherri Chappell	KYTC – District 11
Dean Croft	KYTC – District 11
Keith Damron	KYTC – Central Office Planning
Jonathan Dobson	KYTC – District 11 Public Affairs
Tonya Higdon	KYTC – Central Office Planning
Shane McKenzie	KYTC – Central Office Planning
Joseph E. Mosley	KYTC – District 11
Steve Ross	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton
Michael Jones	Vaughn and Melton
John Prater	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

The meeting was held in an open house format, with a formal presentation at 5:15 pm to explain the project. Attendees were asked to sign in and were provided a project handout and questionnaire. KYTC and consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 84 members of the public attended the meeting.

The following project exhibits were on display:

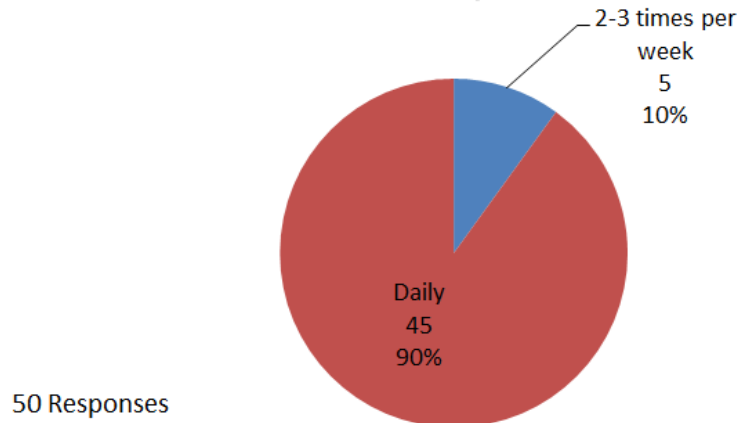
- Study Area with Existing Traffic Volumes and Level of Service (LOS)
- Crash History
- Environmental Resources
- Conceptual Roadway Corridors

Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 50 questionnaires were returned with 31 received at the meeting and 19 received within the two-week comment period. The results of the questionnaire are summarized as follows:



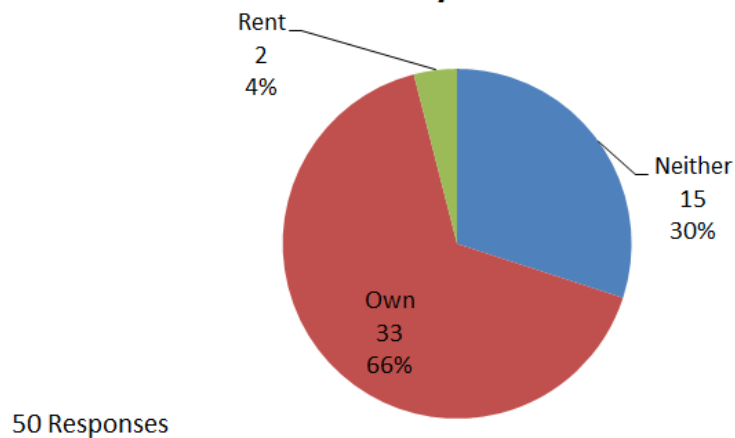
Some respondents indicated they heard about the meeting from more than one source. Most (14 responses, 28%) said they heard about the meeting from a friend. The variable message signs posted prior to the meeting were also mentioned in 13 responses (26%).

2. How often do you drive through the study area?



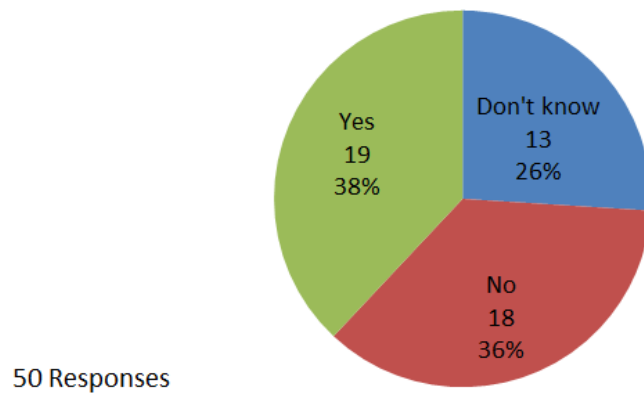
Most respondents (45 responses, 90%) said they drive through the study area daily. No respondents said they rarely drive through the study area.

3. Do you own or rent/lease property within the study area?



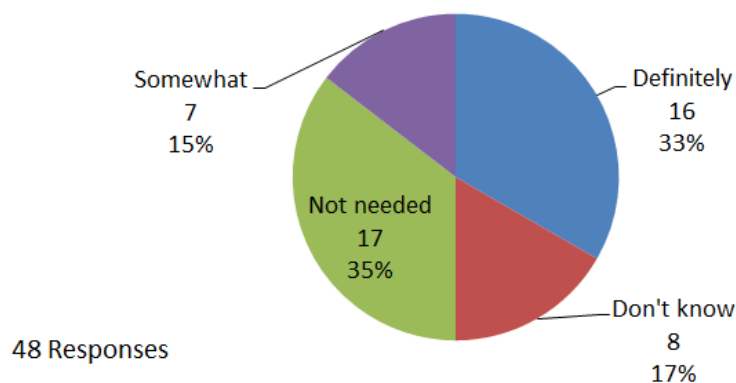
The majority of the survey respondents (33 responses, 66%) indicated they own property within the study area.

4. Do you think this project is needed?



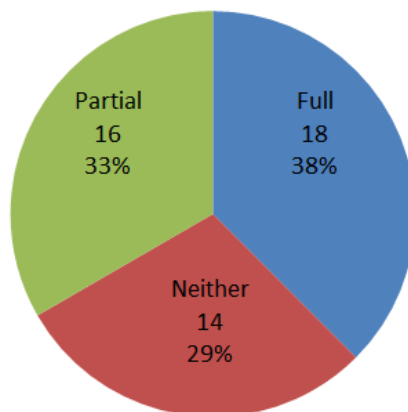
When asked if they felt the project is needed, there was a close split on the responses. A slim majority (19 responses, 38%) said the project is needed.

5. Do you think a new interchange is needed?



Most respondents (23 responses, 48%) indicated that a new interchange on I-75 north of Corbin was either somewhat or definitely needed. However, comparing those that said it was not needed (17 responses, 35%) to those that said it was definitely needed (16 responses, 33%) results in a closer split.

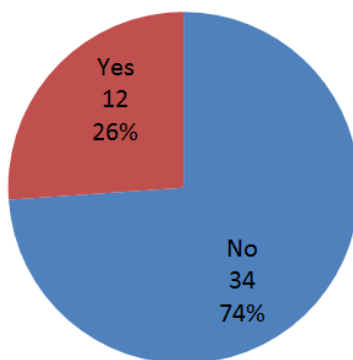
6. Do you think a full extension of the Corbin Bypass is needed, or a partial connection between US 25 and I-75?



48 Responses

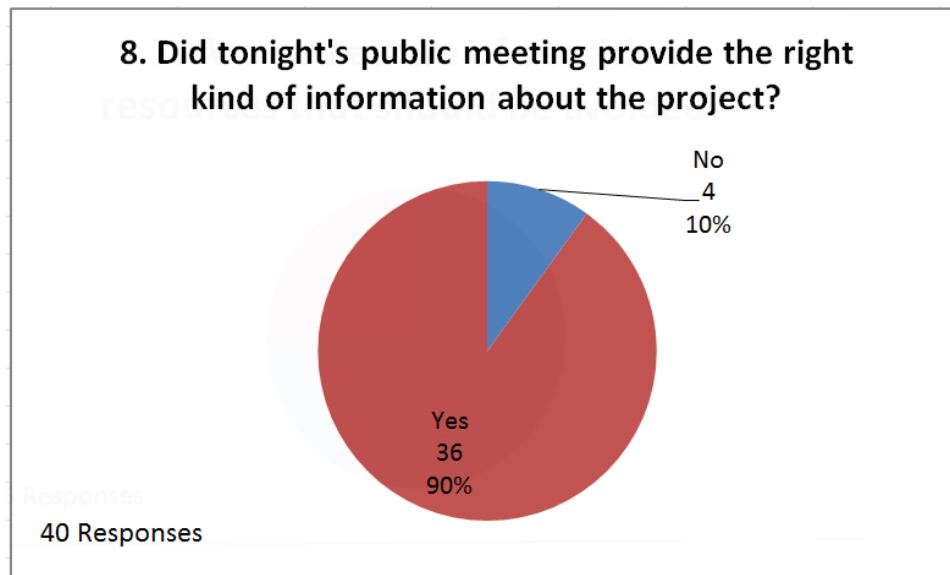
A question was asked regarding the need for either a full extension of the Corbin Bypass to a new interchange on I-75 or a partial extension with a new connector route between US 25 and a proposed I-75 interchange. The results were similar for the full extension (18 responses, 38%) and the partial extension (16 responses, 33%).

7. Are you aware of sensitive resources that should be avoided?



46 Responses

Several respondents (12 responses, 26%) indicated there were sensitive resources that should be avoided by the project. Some of the resources mentioned include residential neighborhoods, farmland, and forested areas.



The vast majority of respondents (26 responses, 93%) indicated the appropriate information was shared at the meeting. Of the negative responses, some were not aware of the meeting until after and one suggested there should have been discussion about the right-of-way acquisition process.

The meeting ended at approximately 7:00 p.m. EDT.

How the KYTC Builds Roads

Year 0: Long-Range Planning

- Identify/prioritize purpose & need
- Identify & address public concern
- Identify priorities for Six Year-Highway Plan

Year 1: Six-Year Highway Plan

- Project revenue for federal & state funds
- Break revenue into funding categories
- Match required state funds to federal funds
- Balance all fund categories
- Determine projects & programs that can be funded with projected revenues

Years 2-3: Project Planning

- Determine project limits
- Verify funding needs
- Identify public concerns
- Verify project needs
- Identify project goals
- Identify environmental concerns
- Coordinate with resource agencies
- Make project recommendations

Years 4-5: Preliminary Design & Environmental Analysis

- Conduct field surveys
- Inventory existing resources to identify protected, endangered & important resources
- Identify & address public concerns by conducting meetings & distributing reports
- Develop alternatives
- Prepare environmental documentation

Years 6-7: Final Design

- Develop final alignments
- Develop right-of-way needs
- Drill for soil & rock samples
- Identify & address public comments
- Review environmental commitments
- Develop construction plans

Year 8: Right-of-Way Purchase (Land Acquisition)

- Determine property values
- Meet with property owners
- Address property owner concerns
- Make offers & buy property
- Sign deeds
- Assist with relocations

Year 9: Utility Relocation

- Move utilities out of construction zone
- Pay utility companies for relocations

Year 10: Construction

- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Years 11+: Maintenance

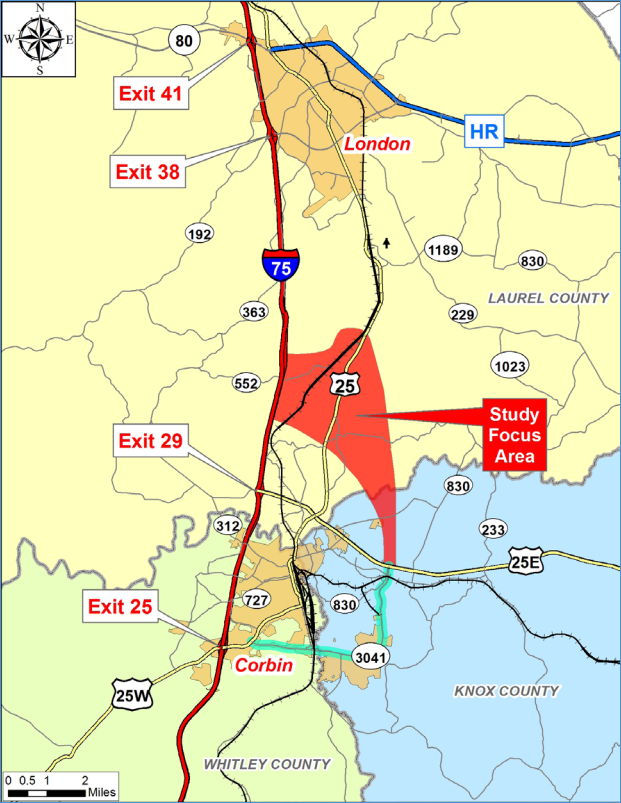
- Remove snow & ice
- Patch potholes & resurface
- Mowing & many other items

PUBLIC MEETING

Study for the Extension of the Corbin Bypass (KY 3041)

Knox and Laurel Counties
KYTC Item No. 11-190.00

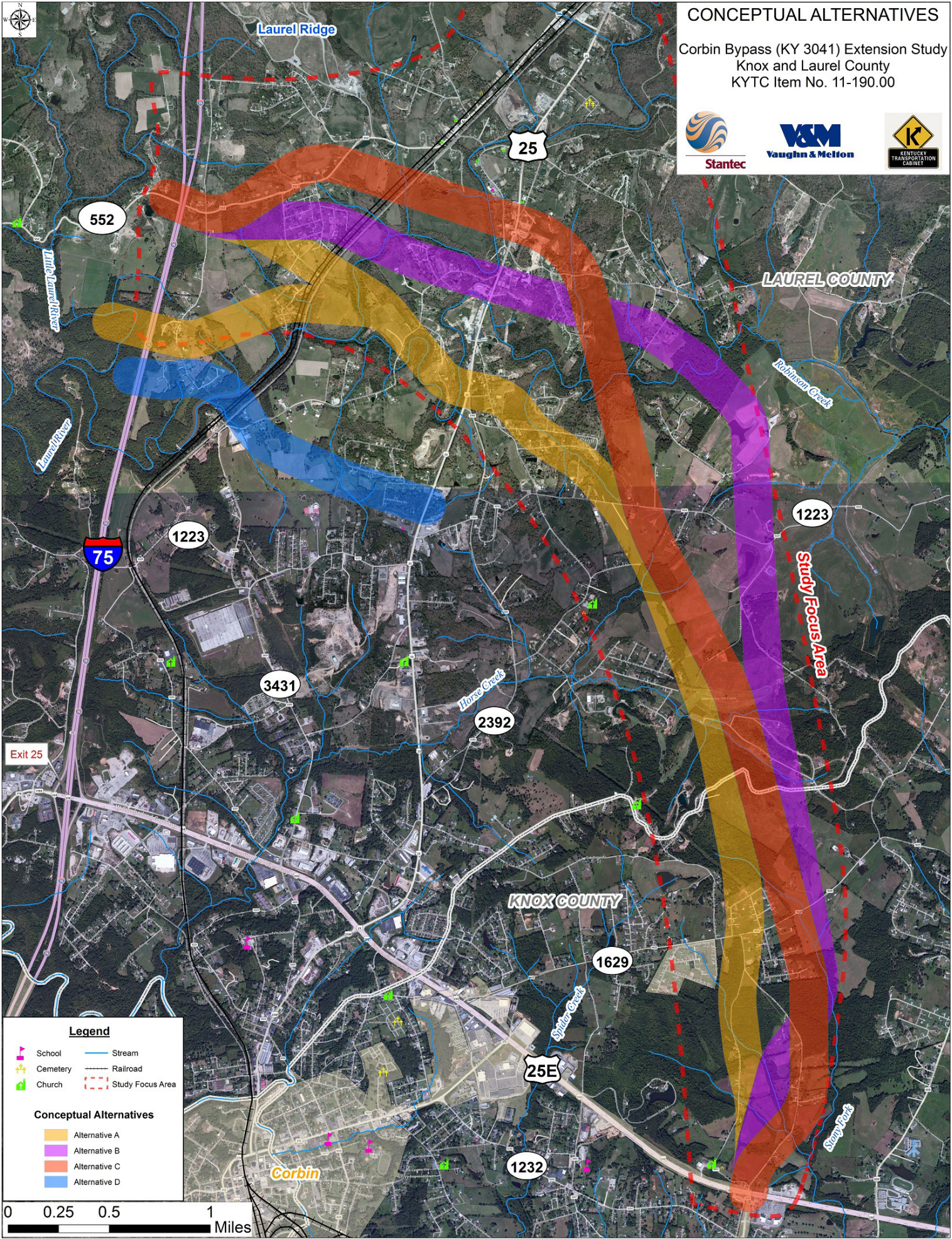
June 13, 2013



The Kentucky Transportation Cabinet (KYTC) is seeking your input on the need for and feasibility of extending the Corbin Bypass (KY 3041) from US 25E to I-75. The project team – including the KYTC and its consultants Stantec and Vaughn & Melton - has developed preliminary information and conceptual alternatives to extend the bypass.

The purpose of this public meeting is to share this information with you, listen to your concerns, and to get your input about the project. After a short presentation, you will have an opportunity to talk with the project team and ask questions.





Why conduct a planning study?

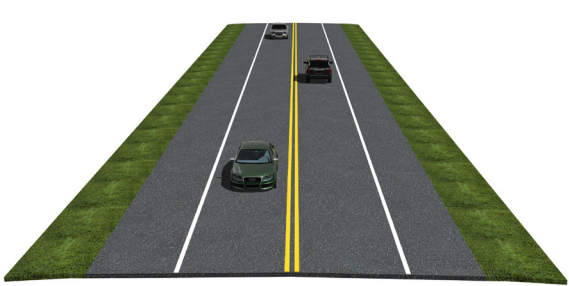
The purpose of the KY 3041 (Corbin Bypass) Extension Project is to provide a safer, more efficient connection between northern Knox County / southern Laurel County and I-75. This planning study is the first step in establishing project goals, determining the feasibility of the new roadway, and evaluating preliminary alternatives.

What alternatives are under consideration?

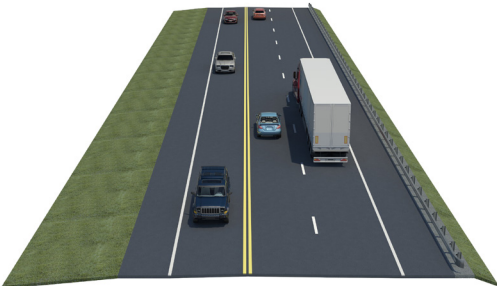
The project team is investigating new roadway options that would extend the existing Corbin Bypass to a new interchange on I-75, about seven miles. We’re also investigating the possibility of constructing only a new connection between US 25 and I-75. The map to the left shows the options we are currently exploring. Because we’re still in the planning stages, we are looking at corridors about 1,000 feet wide within which a new roadway could be constructed.

What will a new roadway look like?

The project team is working to estimate how much traffic might use the proposed roadway in the future. Until those estimates are finalized, we don’t know if the extension would require two or four lanes. However, if it carries a similar amount of traffic as the Corbin Bypass carries today (7,000 – 8,000 vehicles per day), the proposed roadway might look something like one of the concepts below. If higher traffic volumes are anticipated, four travel lanes might be necessary.



Two lanes with paved shoulders



Two lanes with with a truck climbing lane and paved shoulders

What happens next?

After a short presentation about the project, you’ll have the opportunity to review the project exhibits, talk with the project team, and provide feedback. This public feedback will be used to evaluate preliminary design options before the project moves into preliminary (Phase II) design.

CONTACT INFORMATION

To find out more about this project after tonight’s meeting, please contact:

Sherri Chappell, PE
Acting Chief District Engineer and
Project Manager, KYTC District 11

(606) 598-2145
Sherri.Chappell@ky.gov

Brian Aldridge, PE
Project Manager
Stantec

(502) 212-5000
Brian.Aldridge@Stantec.com





COMMONWEALTH OF KENTUCKY
KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
DISTRICT 11



PUBLIC INFORMATION MEETING

Study for the Extension of the Corbin Bypass (KY 3041)
Laurel and Knox County
Item No. 11-190.00

Thursday, June 13, 2013, 5:00p.m. – 7:00p.m.
Lynn Camp High School
North KY 830
Corbin, KY

Comments will be received at the meeting or by mail through **July 1, 2013**

To: Sherri Chappell, P.E.
Department of Highways
600 Railroad Avenue
Manchester, KY 40962
Phone: (606) 598-2145
Fax: (606) 598-8269
Email: Sherri.Chappell@ky.gov

Name: _____
Address: _____

Phone (optional): _____
E-mail (optional): _____

Comments and views concerning this project:

1. How did you hear about this meeting? ☐ Newspaper ☐ Letter/postcard ☐ Elected official ☐ Variable Message Sign
☐ Friend ☐ Do not recall ☐ Other (please list)

2. How often do you drive through the study area, along US 25E or US 25? ☐ Daily ☐ 2-3 times per week ☐ 2-3 times per month ☐ Rarely

3. Do you own or rent/lease property within the study area? ☐ Own ☐ Rent/ Lease ☐ Neither

Under KRS 516.030, Falsely completing, making or altering this document with the intent to defraud deceive or injure another is forgery in the second degree, a Class D felony.

Continued on back

Comments and views concerning this project (continued):

4. Do you think this project is needed?
Please explain.

☐ Yes ☐ No ☐ I don't know

5. Do you think a new interchange is needed on I-75 north of Corbin?
Please explain.

☐ Definitely needed ☐ Somewhat needed ☐ Not needed ☐ I don't know

6. Do you think the Corbin Bypass should be extended to connect to I-75, or should a new route be built only between US 25 and I-75?
Please explain.

☐ Extend the Bypass to I-75 ☐ Provide a connection between US 25 and I-75 ☐ Neither

7. Are you aware of any sensitive resources within the study area that should be avoided should the project move forward?
Please explain.

☐ Yes ☐ No

8. Did this evening's Public Meeting provide the right kind of information about the study for the extension of the Corbin Bypass?

If not, please tell us what should have been addressed.
Please share any other comments you have on the project.

☐ Yes ☐ No

**Thank you for taking the time to complete this questionnaire.
Your input is critical to the success of this project!**

Please leave your completed questionnaire at the sign-in table or send them to Sherri Chappell with the Kentucky Transportation Cabinet at the address on the front.

Corbin Bypass (KY 3041) Extension Study

Knox and Laurel County

KYTC Item No. 11-190.00

June 13, 2013



Discussion Items

- Purpose of Tonight's Meeting
- Project Team
- Draft Purpose and Need Statement
- What is a Planning Study?
- Study Area
- Project Schedule



Why we are here

- To share information about the Corbin Bypass Extension Study
- To discuss improvement alternatives that are under consideration
- Most importantly, to obtain your comments and concerns through the comment forms

We need your input!



The Project Team

- KYTC District 11 & Central Office
- Stantec Consulting Services
- Vaughn & Melton Consulting Engineers



Stantec



Draft Purpose and Need

The purpose of the KY 3041 (Corbin Bypass) Extension Project is to provide a safer, more efficient connection between northern Knox County / southern Laurel County and I-75.

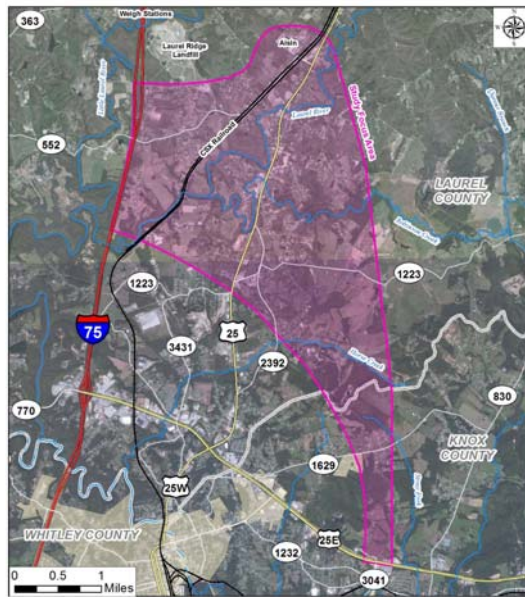


What is a Planning Study?

- First step in the project development process
- Helps define issues and restrictions in study area
- Define project goals
- Identify potential environmental concerns
- Initiate public involvement activities
- DETERMINE FEASIBILITY

Study Area

- **East-West**
 - I-75 to east of the Corbin Bypass (KY 3041)
- **North-South**
 - Aisin Automotive Castings to US 25E



Stantec

Study Area

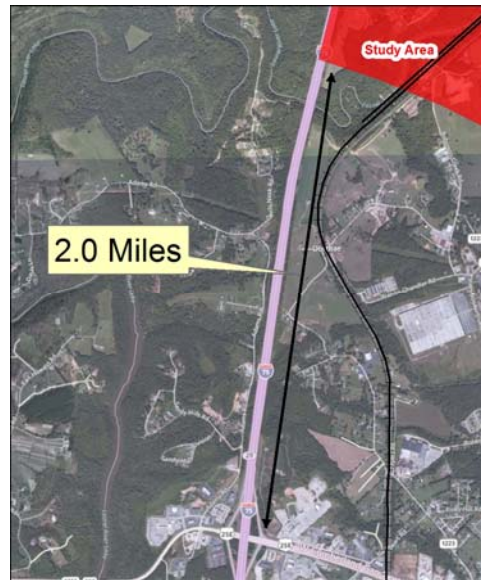
- **Constraint #1**
 - I-75 Weigh Stations
 - Laurel Ridge Landfill



Stantec

Study Area

- **Constraint #2**
 - I-75 interchange with US 25E (Exit 29)



Stantec



















Corbin Bypass at US 25E

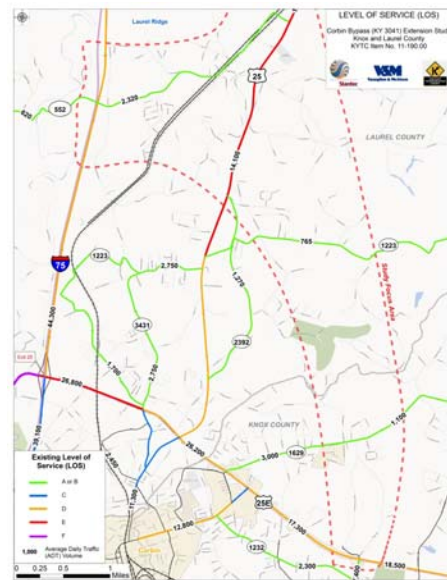


Stantec

Level of Service

- Similar to letter grades in school
 - LOS D or better is desirable in urban areas

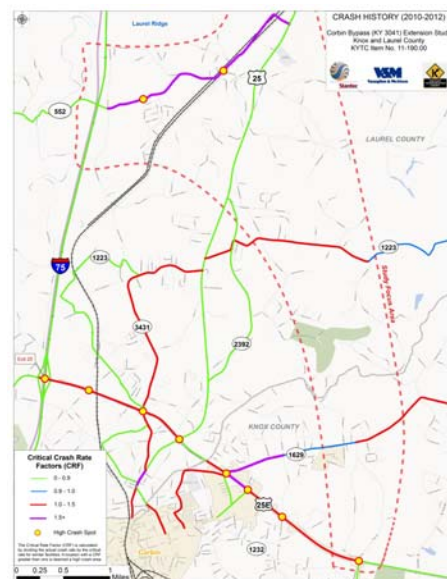
What is Level of Service (LOS)?		
A	  	Desirable
B	  	Desirable
C	  	Acceptable
D	  	Moderately congested
E	  	Congested
F	  	Severely congested



Stantec

Crash History

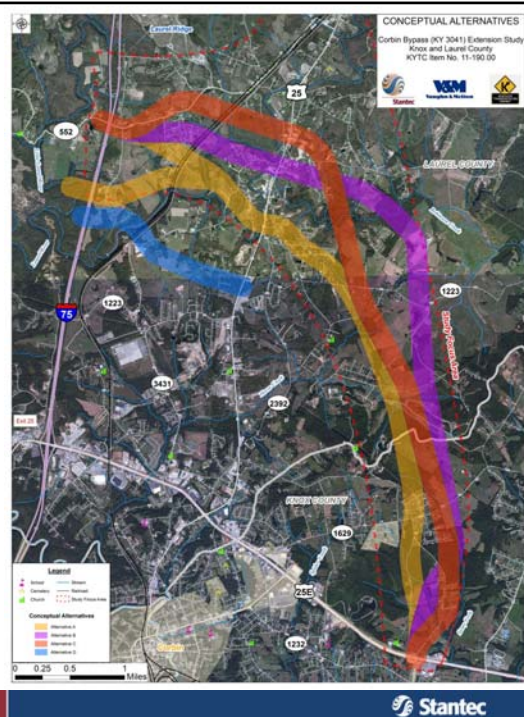
- 2010 – 2012 Crash Data from KY State Police
- Critical Crash Rate Factors (CRF)



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Alternatives

- 3 Concepts between Corbin Bypass and I-75
- 1 Concept from US 25 to I-75
- All include a new interchange with I-75

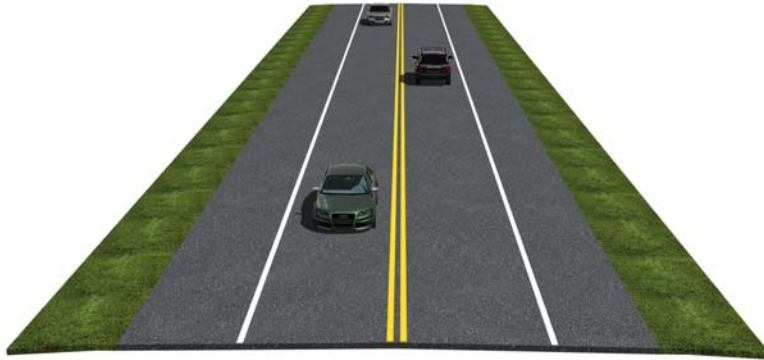


Existing Corbin Bypass

- Carries about 7,500 vehicles per day
- Two lanes (one per direction)
- Turn lanes at major intersections

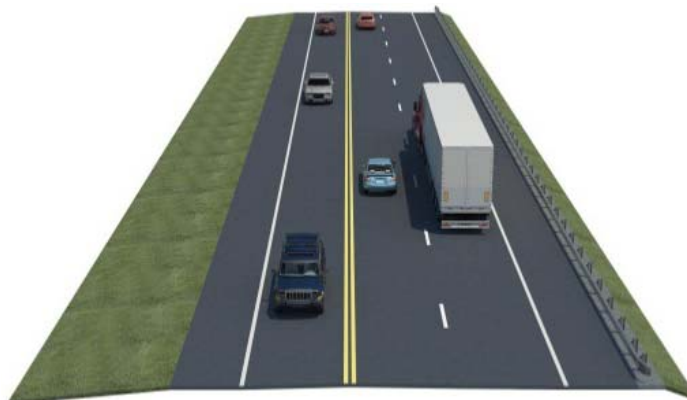


Potential “Typical” Section



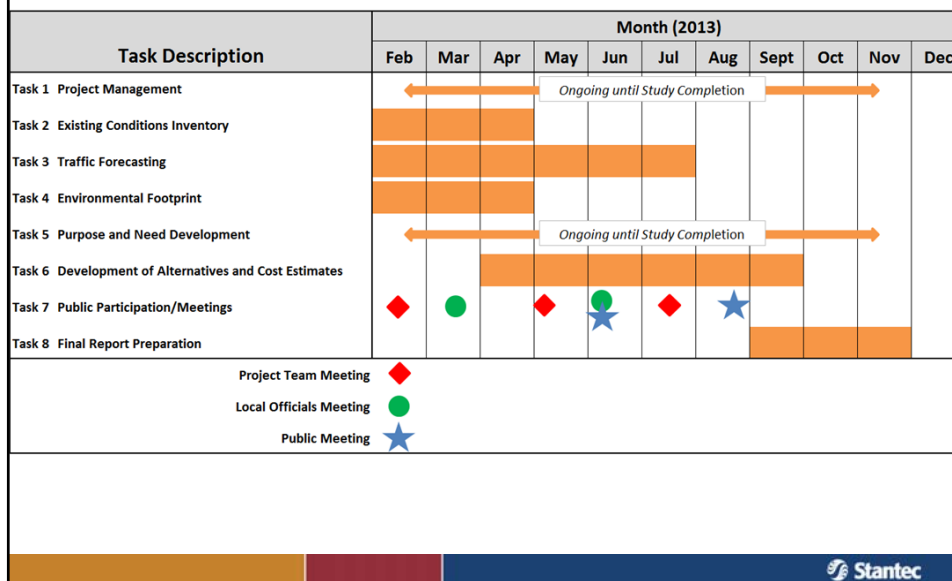
Two lanes with paved shoulders

Optional “Typical” Section



*Two lanes with a truck climbing lane
and paved shoulders*

Study Schedule



Thank you for Attending!



Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: July 26, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Project Team Meeting #2

A project team meeting for the subject project was held on July 22, 2013 at 10:00 a.m. EDT in the KYTC District 11 conference room in Manchester. The following individuals were in attendance:

Chuck Allen	KYTC – Central Office Design
Michael Calebs	KYTC – District 11 PD&P
Sherri Chappell	KYTC – District 11
Jonathan Dobson	KYTC – District 11 Public Affairs
Tonya Higdon	KYTC – Central Office Planning
Daniel Hoffman	KYTC – District 11 PD&P
Shane McKenzie	KYTC – Central Office Planning
Joseph E. Mosley	KYTC – District 11
Mikael Pelfrey	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Sherri Chappell welcomed everyone to the meeting for the corridor study to examine the possible extension of the Corbin Bypass north and west to I-75 in Knox County and Laurel County. After introductions, Brian Aldridge delivered a brief presentation highlighting the results from the first public meeting and the revised alternatives under consideration. The following enumerated items were discussed:

1. Brian provided a summary of the first public meeting, a complete summary of which was submitted separately. There were 50 comment sheets returned, with 31 received at the meeting and 19 submitted via email or regular mail afterwards. Generally

speaking, the public is split on the need for the project, but most respondents indicated support for a new interchange on I-75 and a connection to US 25.

2. There was discussion regarding comments received the evening of the meeting versus those received after the meeting as well as the fact that nearly all the responses were from individuals who live in the southern end of the study area or in Corbin. It was decided additional surveys should be distributed to increase the geographic area of the responses. Therefore, the second public meeting will request more feedback from the public rather than announcing a preliminary project recommendation.
3. The second public meeting will be held on August 29. In an effort to obtain more input from residents within the northern portions of the study area, District 11 decided to hold the second meeting at Hunter Hills Elementary School on US 25. There was some discussion about posting variable message signs along US 25 to advertise the meeting.
4. There was some discussion regarding exhibits for the second public meeting. In order to provide more detail, graphics depicting the alternatives at a lower resolution will be investigated.
5. The Stantec team will estimate travel times to the proposed interchange on I-75 for the No-Build and the extension of the Corbin Bypass. This information will be made available at the second public meeting.
6. Central Office Planning will once again distribute invitations for the stakeholders meeting. After the meeting, it was decided to postpone the second stakeholders meeting until after comments from the second public have been received and summarized. September 24 is a tentative date.
7. Preliminary traffic forecasts were discussed showing 12,000 to 16,000 vehicles per day using the proposed extension of the Corbin Bypass. Brian indicated some input from District 11 is needed to correctly model the other projects underway near the study area. Immediately after the meeting, Joey Moseley provided a summary of the current plans related to the committed projects in Laurel and Whitley County, including the US 25E, US 25, US 25W, and KY 192 improvement projects. The following is a summary:
 - a. Item No. 11-147.00 US 25 Reconstruction north of KY 1006 - two lanes in each direction with a 20' raised median from KY 1006, then along the proposed bypass, along KY 229 extending north to KY 192. For the existing leg of US 25 from KY 2069 north to KY 192, two lanes in each direction with an 8' raised median and turn lanes. The same template will be used on US 25/KY 229 north of KY 192 extending up to the KY 229/US 25 intersection.

- b. Item No. 11-8515.00 US 25 from US 25/US 25E/ US 25W in Corbin extending north to KY 1006 in London - A final recommendation has not yet been made, but so far the preferred alternate includes a four lane depressed median roadway similar to US 25E.
 - c. Item No. 11-185 and 11-188 – US 25E reconstruction from KY 3041 to I-75 Exit 29 – The project has recently begun, and the District is evaluating the need for a six lane ultimate section and placement of the proposed frontage roads. It is not anticipated that future travel demand will warrant six lanes with the exception of the segment from the proposed US 25, US 25E, US 25W interchange west to I-75. This segment has the highest volume and may exceed 32,000 to 35,000 vehicles per day in the design year.
 - d. Item No. 187.00 KY 192 from I-75 Exit 38 extending east to US 25. As with US 25E, the District is evaluating future lane needs, but it is anticipated four lanes will satisfy future demand. The reinstallation of a raised median, connecting existing frontage roads, and development of access management concepts are also part of the project.
 - e. Item No. 11-186.00 US 25W from KY 727 extending north to KY 3041 - Beginning about a quarter of a mile south of exit 25, the District intends to widen the existing two lane roadway to four lanes with turn lanes. US 25W is already four lanes north of exit 25 and will not be widened. Frontage roads and access management are also under consideration.
8. Some revisions have been made to each of the alternatives presented at the first public meeting. The most noticeable modification is to Alternative 3 (yellow option) which was shifted east at the south end to move it farther from the Stonegate Subdivision. It was decided the I-75 interchange location for Alternative 4 (blue alternative) should be shifted north (if possible) in order to provide a means of extending the proposed roadway to the west such that it could connect to KY 552.
9. Cost estimates for all options are to be broken down by constructible segment, from I-75 to US 25 and from US 25 to US 25E.

The meeting ended at approximately 11:15 a.m. EDT.

Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: October 2, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Public Meeting #2

A Public Information Meeting for the Corbin Bypass Extension Study was held on August 29, 2013 at 5:00 p.m. EDT in the Hunter Hills Elementary School in Corbin. The purpose of the meeting was to provide updated information about the study, discuss revised alternative improvements to be considered, and solicit additional input from the public. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

Jessica Blankenship	Cumberland Valley Area Development District
Sherri Chappell	KYTC – District 11
Jonathan Dobson	KYTC – District 11 Public Affairs
David Fields	KYTC – District 11
Tonya Higdon	KYTC – Central Office Planning
Philip Howard	KYTC – District 11
Lois Hubbard	KYTC – District 11
Shane McKenzie	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Tom Creasey	Stantec Consulting Services Inc.
Ashley Day	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

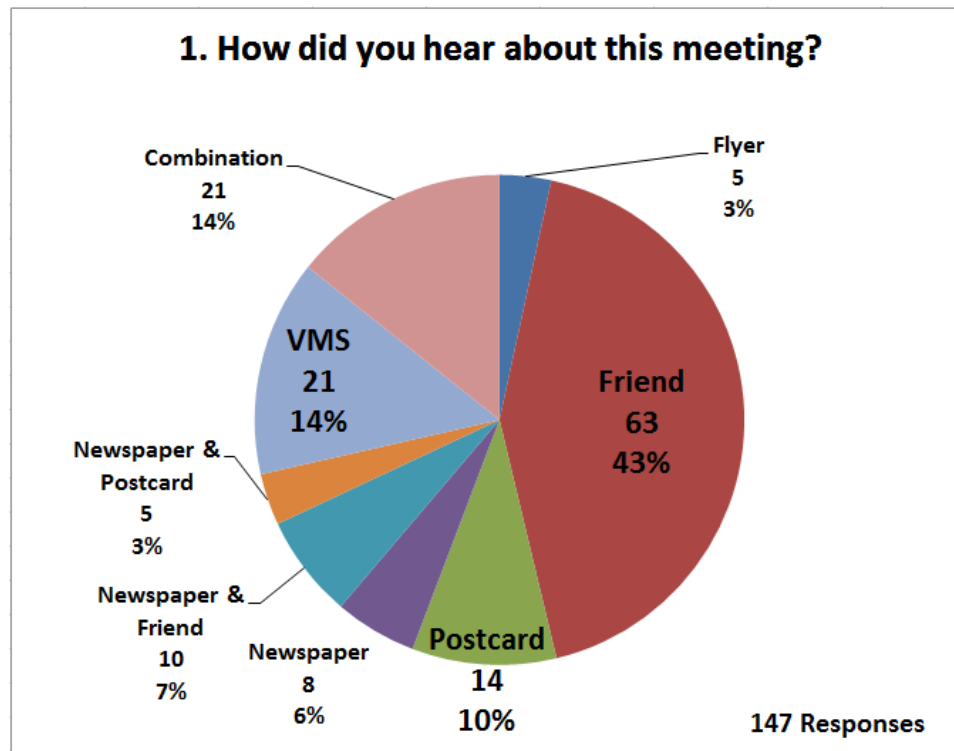
The meeting was held in an open house format, with a formal presentation at 5:15 pm to explain the project. Attendees were asked to sign in and were provided a project handout and questionnaire. KYTC and consultant staff were available to answer questions and discuss issues. Based on the sign-in sheets, 168 members of the public attended the meeting.

The following project exhibits were on display:

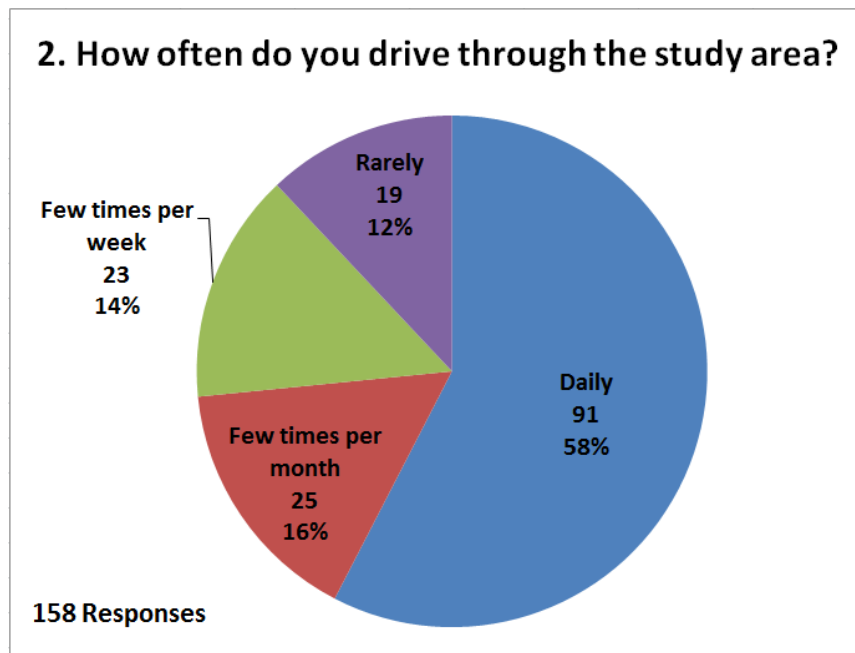
- Study Area with Existing Traffic Volumes and Level of Service (LOS)
- Traffic Forecasts
- Crash History
- Revised Conceptual Roadway Corridors

A handout was also provided that included an exhibit depicting the revised alternatives, a matrix summarizing the costs and impacts associated with the alternatives, and a frequently asked questions (FAQ) section. A copy of the handout is attached.

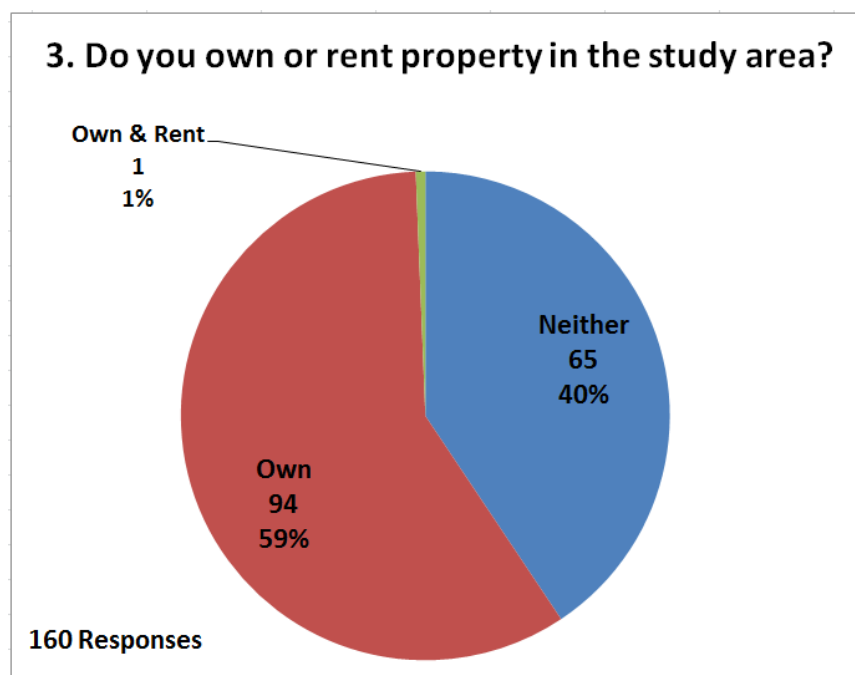
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 161 questionnaires were returned, with 69 (43%) received at the public meeting and 92 (57%) received after the meeting via mail or email. The results of the questionnaire are summarized as follows:



The first questions asked how respondents heard about the meeting. Most (63 responses, 43%) said they heard about the meeting from a friend. Some respondents indicated they heard about the meeting from more than one source.

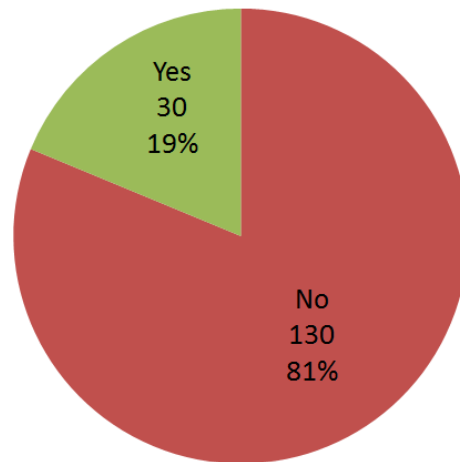


Most respondents (91 responses, 58%) said they drive through the study area daily. Few respondents (19 responses, 12%) said they rarely drive through the study area.



The majority of the survey respondents (94 responses, 59%) indicated they own property within the study area.

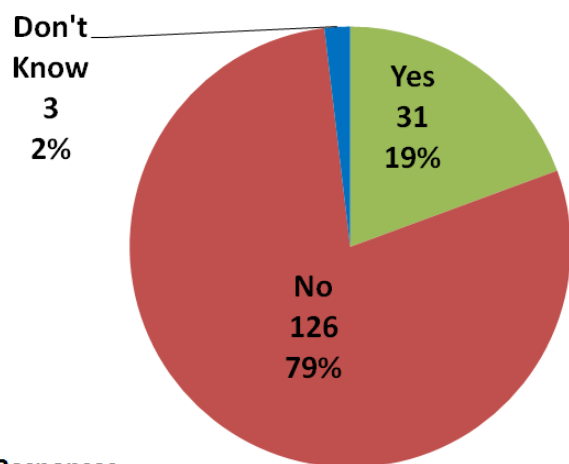
4. Did you attend the first public meeting?



160 Responses

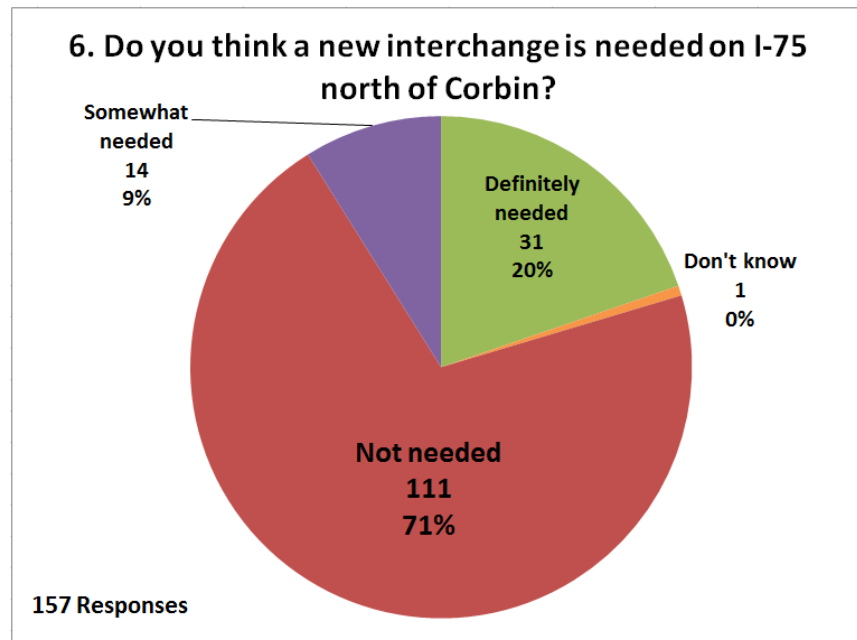
As this was the second public meeting for the study, a question was asked to determine if respondents had attended the first public meeting. The majority (130 responses, 81%) indicated they had not attended the first meeting.

5. Do you think this project is needed?

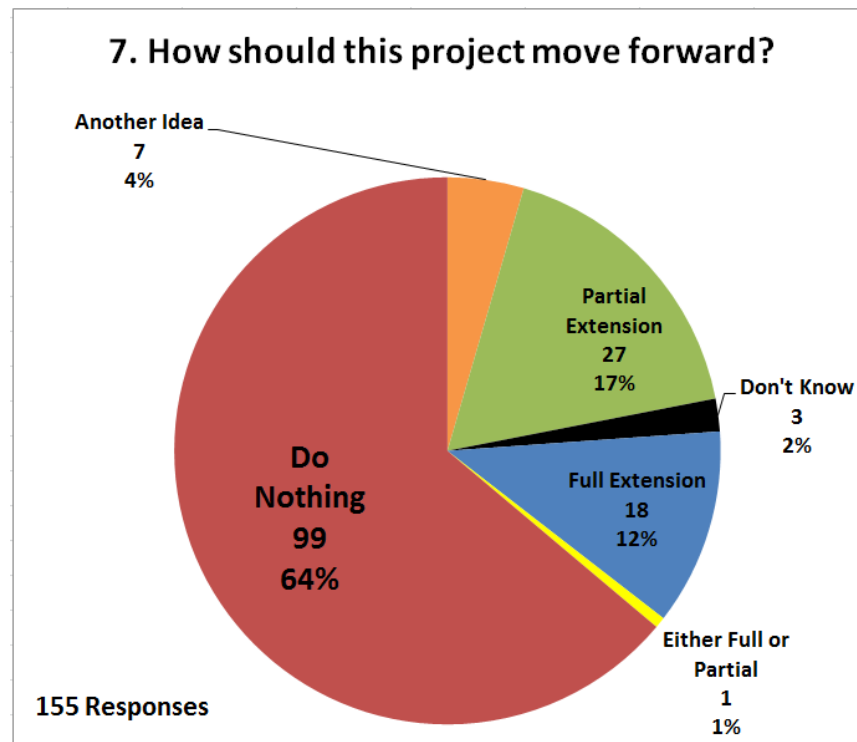


160 Responses

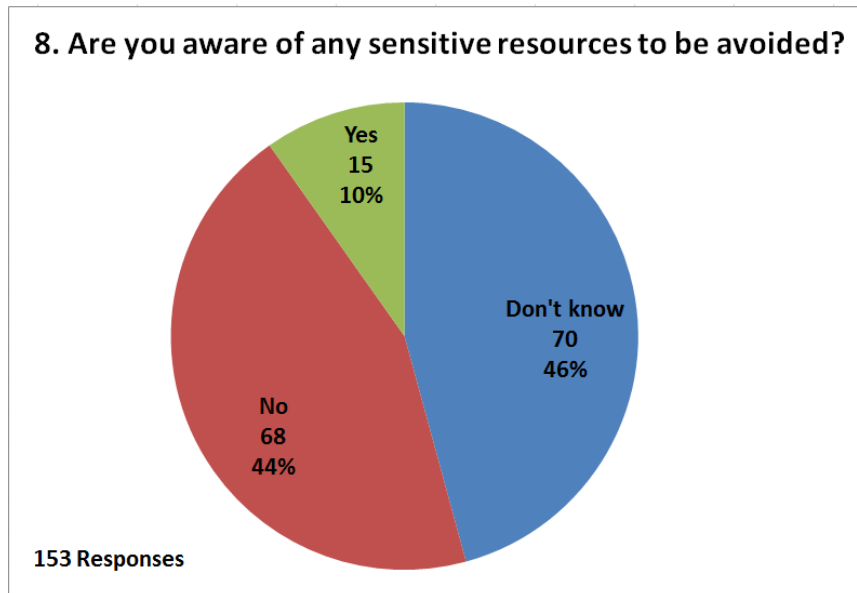
The majority (126 responses, 79%) said the project is not needed. A minority (3 responses, 2%) indicated they did not know if the project is needed.



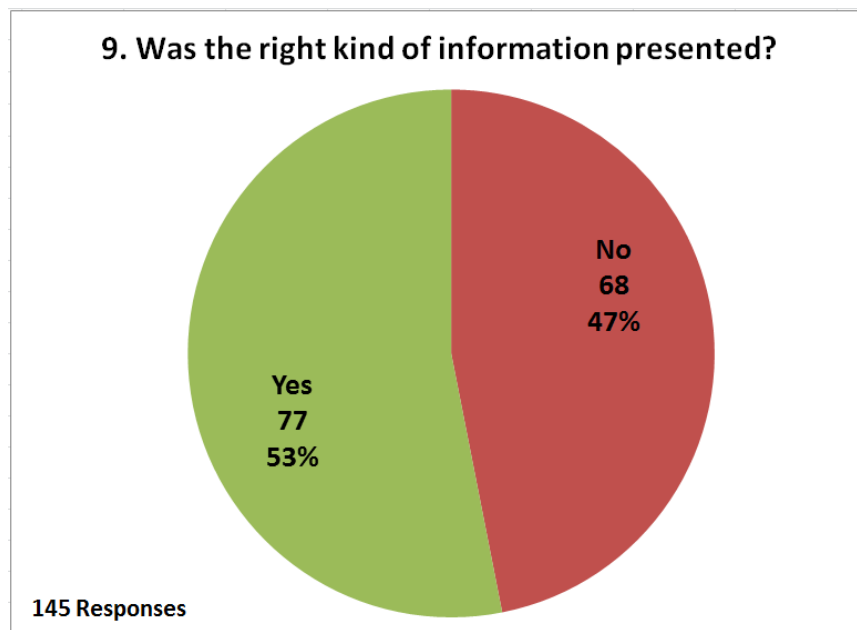
Most respondents (111 responses, 71%) indicated that a new interchange on I-75 north of Corbin is not needed. A total of 45 respondents (29%) indicated an interchange is “somewhat needed” or “definitely needed”.



Respondents were asked how they thought the project should move forward, with options including do nothing, construct a full extension of the Corbin Bypass to a new interchange on I-75, or construct a partial extension with a new connector route between US 25 and a proposed I-75 interchange. Most responses (99 responses, 64%) indicated a preference for the do nothing alternative.



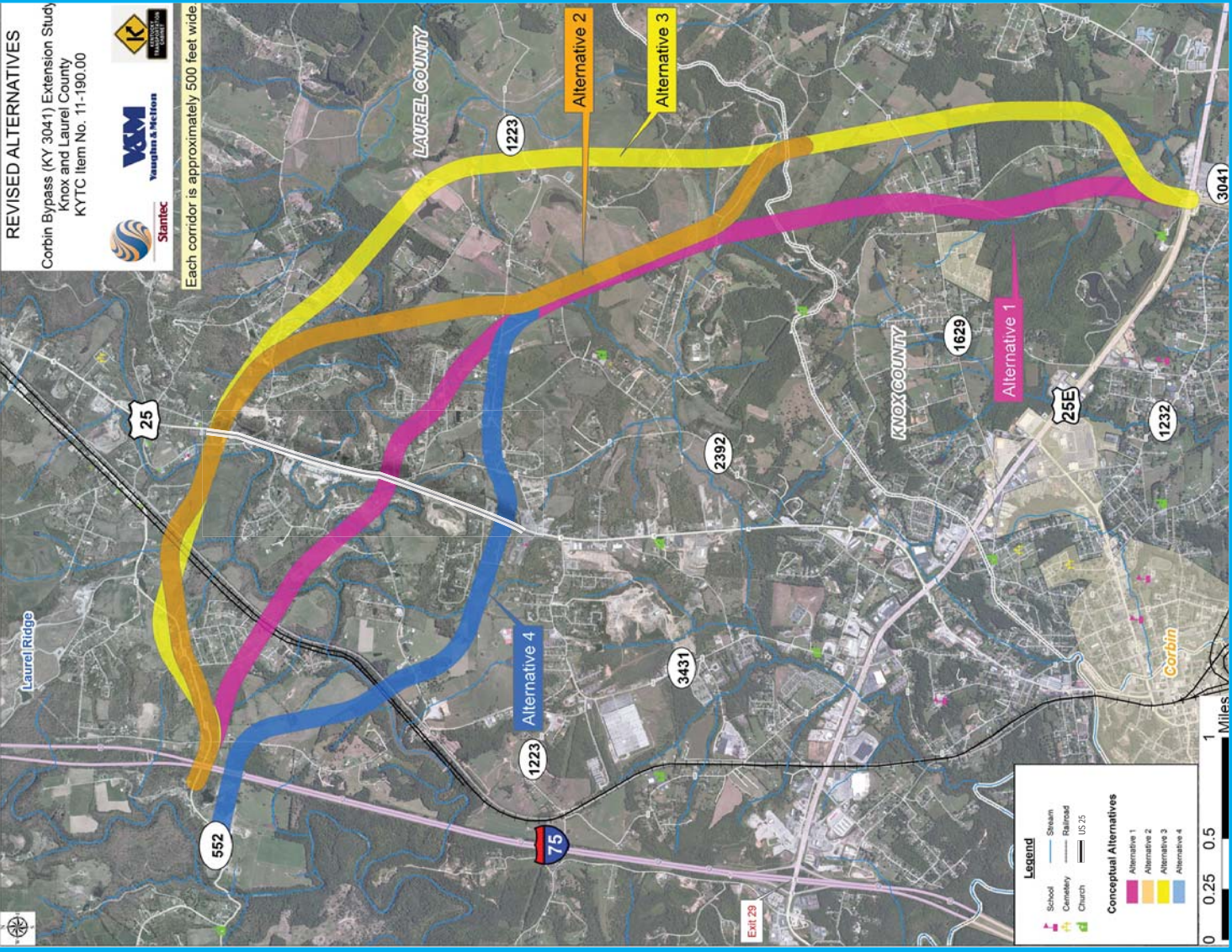
Several respondents (15 responses, 10%) indicated there were sensitive resources that should be avoided by the project. Many of these responses mentioned neighborhoods as a resource to avoid.



The majority of respondents (77 responses, 53%) indicated the appropriate information was shared at the meeting. Of the negative responses (68 responses, 47%), some comments suggested more specific information regarding property impacts should have been shared or that an open question-and-answer session should have been held. Further analysis of the negative responses suggests it is possible that some did not attend the meeting. As shown below, of the responses submitted at the public meeting, the majority (59 responses, 86% of the 69 completed questionnaires submitted at the meeting) suggested the appropriate information had been shared.

Comments received (161)	Was the right kind of information presented?					
	Yes		No		Blank (no response)	
At public meeting (69)	59	38%	3	2%	7	5%
After public meeting (92)	18	12%	65	42%	9	6%

The meeting ended at approximately 7:00 p.m. EDT.



Corbin Bypass Extension Feasibility Study

Laurel and Knox County
Item No. 11-190.00

Thursday, August 29, 2013
5 pm to 7 pm
Hunter Hills Elementary
8325 South U.S. 25
Corbin, KY

Public Meeting #2

After you've talked to project engineers and reviewed these materials, please take a few moments to fill out a brief survey (attached to this handout). Your feedback helps us better respond to your concerns and address them as this project progresses through the study phase.

Comments will be received at the meeting or by mail through **September 13, 2013**. To mail comments or ask further questions, contact **Sherri Chappell, PE** at:

Department of Highways
600 Railroad Avenue
Manchester, KY

Phone: (606) 598-2145
Fax: (606) 598-8269
e-mail: Sherri.Chappell@ky.gov

Comparison of Revised Draft Alternatives

Alt	Full Extension Corbin Bypass to I-75			Partial Extension US 25 - I-75		
	Length ¹	Cost ²	Reloc ³	Length ¹	Cost ²	Reloc ³
1	6.3	\$44	34-38	1.7	\$27	8-10
2	7.3	\$40	24-26	1.8	\$24	10-12
3	7.5	\$45	26-28	1.9	\$21	10-12
4	6.3	\$43	26-28	1.8	\$25	8-10

¹ Length in miles | ² Construction cost in millions of dollars | ³ Estimated residential relocations

Questions and Answers

Below are the answers to the questions we're most commonly asked about this project.

Feel free to speak with us during this meeting or contact us later if you have any questions or concerns we haven't addressed.

What's the purpose of this project?

Extending the Corbin Bypass from US 25E in Knox County to I-75 in Laurel County would address growing traffic congestion and safety concerns in the area. It won't just make travel safer and faster, but it would also reduce traffic congestion along other nearby roads. This planning study will provide specific answers to questions about the placement and impact of a new route to help determine if the project is feasible.

What's the purpose of this meeting?

While we received feedback from some residents in our meeting back in June, we felt it wasn't representative of the entire project area. So, we're trying to reach out to as many people as we can with the project's possible corridors so we can make better informed decisions. The purpose of this meeting is to cast a wider net so we can have a more productive conversation about this study and address your concerns.

Are you going to take my house?

We hope not, but as the map on the front shows, portions of any of the four proposed alternatives could affect some residences. At this early feasibility phase of the project, we can't pinpoint exactly how many houses would be impacted. If the project were to move forward, we wouldn't know until we're through preliminary design and, even then, things could still change.

Buying residences to build or improve roads isn't a decision we take lightly. If the project does move forward and reaches the stage that we know if any residences are required for this extension, acquisition specialists—not KYTC officials—will contact homeowners individually to make arrangements. They work closely with owners to offer a fair price for their property well in advance of construction.

While we're still several steps away from this part of the process, we know this is a concern many of you share. That's why we're doing our best to communicate with you about this project during these early study stages and listen to your concerns.

Will this project de-value my home?

Generally speaking, investing in infrastructure by improving interstate access and connectivity in a growing area like Corbin positively impacts your community and the region. For instance, there are a number of industries and businesses located directly on the existing Corbin Bypass. Many more in the area, like the Southeast Kentucky Regional Industrial Park, are strategically located within this footprint to take advantage of interstate accessibility. Extending the Corbin Bypass will enhance that footprint and increase opportunities to bring jobs and families to the area. Consequently, a project such as extending the Corbin Bypass should not result in reduced property values within the region.

What about adverse environmental impacts?

Because there are four alternatives being considered, this is a tough question to answer: it depends on which alternative (or combination of alternatives) is moved forward into design. That said, projects of this type require environmental studies later in the process. Environmental specialists will look at air, noise, socioeconomic, historic resources, and wildlife habitat characteristics along the project route.

What options are available to improve traffic conditions?

As the area continues to grow and attract new industry, traffic is going to grow with it, including truck traffic. If we do nothing, congestion and safety problems won't go away on their own. One possibility is to extend the Corbin Bypass. Other opportunities—which are being explored as part of separate projects—include widening the existing four-lane US 25E to six lanes and changing the configuration of businesses' driveways along this road. So, the results of this study could impact the types and extent of improvements made as part of necessary for these other projects. That's because extending the Corbin Bypass could take 30% of today's traffic off of US 25E, thereby reducing congestion and consequently reducing the occurrence of crashes related to congestion.

Your Comments

Please tell us what you think about this study and proposed alternatives, as well as your concerns. When you're done, you can tear the sheet and return it to the sign-in table (or mail later to the address on the front). The rest of the handout is yours to keep in case you need to reach us later concerning this project.

Basic Information

We use this information to follow up with you if needed, to figure out if there are groups along the project route we haven't heard from, and to figure out the most effective ways of communicating with you.

Name:

Address:

Phone (optional):

E-mail (optional):

How did you hear about this meeting?

<input type="checkbox"/> Newspaper	<input type="checkbox"/> Letter/postcard	<input type="checkbox"/> Elected Official
<input type="checkbox"/> Friend	<input type="checkbox"/> Don't remember	<input type="checkbox"/> Flyer/handout
<input type="checkbox"/> Variable message sign	<input type="checkbox"/> Other (please list)	

Background Information

We use this information to help quantify the impacts of this study/proposed project and to help assess how well we're communicating about the project.

How often do you drive through the study area—along US 25E or US 25?

☐ Daily ☐ A few times a week ☐ A few times a month ☐ Rarely

Do you own or rent/lease property within the study area?

☐ Own ☐ Rent/lease ☐ Neither

Did you attend the first public meeting in June?

☐ Yes ☐ No



About the Corbin Bypass Extension Feasibility Study

We use answers to questions like these to help us evaluate the viability of alternatives and to identify issues/features we might have overlooked.

Do you think this project is needed?

(please explain)

- ☐ Yes ☐ No ☐ Don't know / don't care

Do you think a new interchange is needed on I-75 north of Corbin?

(please explain)

- ☐ Definitely needed ☐ Somewhat needed
☐ Not needed ☐ Don't know / don't care

How should this project move forward? (please explain)

- ☐ Extend the Corbin Bypass to connect to I-75
☐ Build a new route that connects US 25 and I-75
☐ It shouldn't move forward; I like things the way they are
☐ I have another idea for how this project should move forward
☐ Don't know / don't care

Are there any sensitive resources (like wetlands, historic homes, etc) within the study area that should be avoided if this project moves forward?

- ☐ Yes (please explain)
☐ No
☐ Don't know

Did this evening's meeting/presentation give you the right kind of information about the study for the extension of the Corbin Bypass?

- ☐ Yes
☐ No (please tell us what we should have addressed or done better)

Any additional comments?

Corbin Bypass (KY 3041) Extension Study

Knox and Laurel County

KYTC Item No. 11-190.00

August 29, 2013



Discussion Items

- Purpose of Tonight's Meeting
- Project Team
- Draft Purpose and Need Statement
- Concepts Under Consideration
- Project Schedule



Why we are here

- To share additional information about the Corbin Bypass Extension Study
- To discuss the revised alternatives that are under consideration
- Most importantly, to obtain your comments and concerns through the comment forms

We need MORE of your input!



The Project Team

- KYTC District 11 & Central Office
- Stantec Consulting Services
- Vaughn & Melton Consulting Engineers



Stantec



Draft Purpose and Need

The purpose of the KY 3041 (Corbin Bypass) Extension Project is to provide a safer, more efficient connection between northern Knox County / southern Laurel County and I-75.

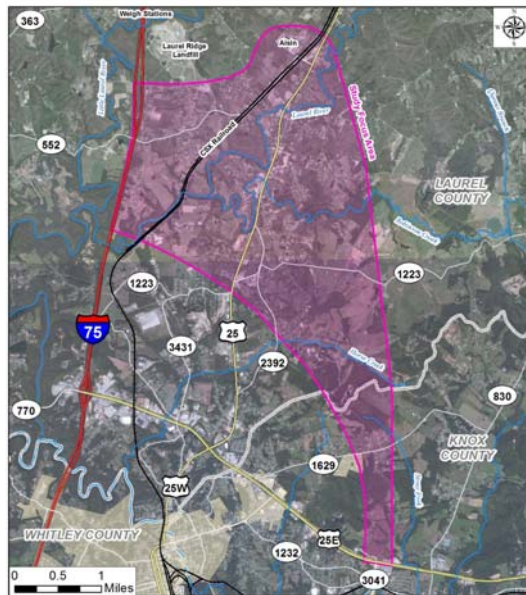


Feasibility Study

- No Decisions or Recommendations have been made
 - Consideration of other studies underway
 - Need for Additional Input

Study Area

- **East-West**
 - I-75 to east of the Corbin Bypass (KY 3041)
- **North-South**
 - Aisin Automotive Castings to US 25E



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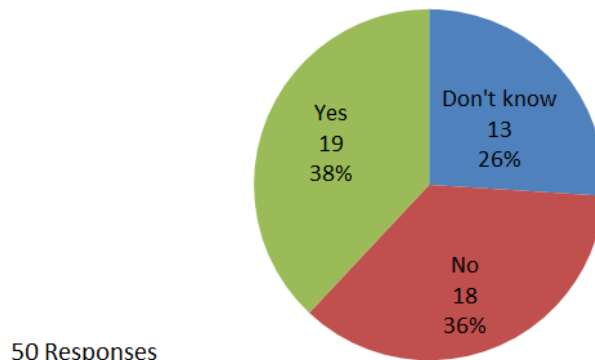
Public Meeting #1

- June 13 at Lynn Camp High School
- 50 Comment sheets returned

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Public Meeting #1 - Responses

4. Do you think this project is needed?

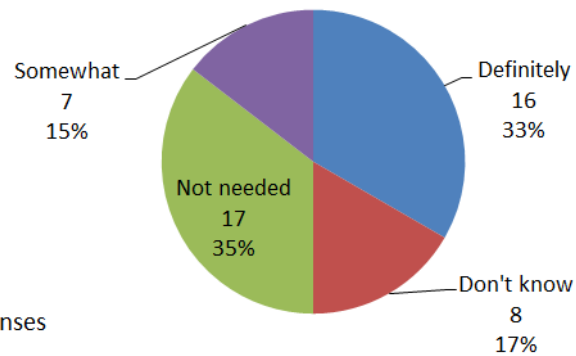


50 Responses

Stantec

Public Meeting #1 - Responses

5. Do you think a new interchange is needed?

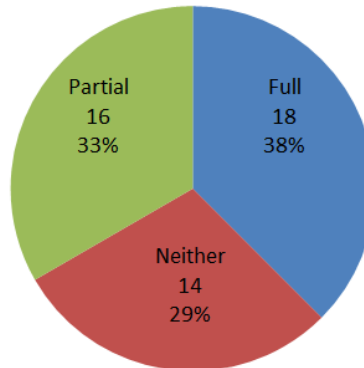


48 Responses

Stantec

Public Meeting #1 - Responses

6. Do you think a full extension of the Corbin Bypass is needed, or a partial connection between US 25 and I-75?



48 Responses

Information Discussed

- Roadways providing access to I-75:
 - Experience recurring congestion
 - Tend to have high crash rates
- Four Conceptual Alternatives for extending the Corbin Bypass were shown

Existing Corbin Bypass

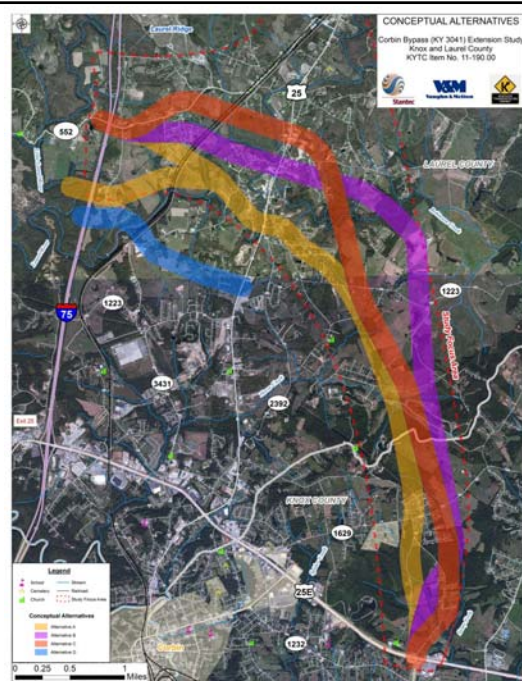
- Carries about 7,500 vehicles per day
- Two lanes (one per direction)
- Turn lanes at major intersections



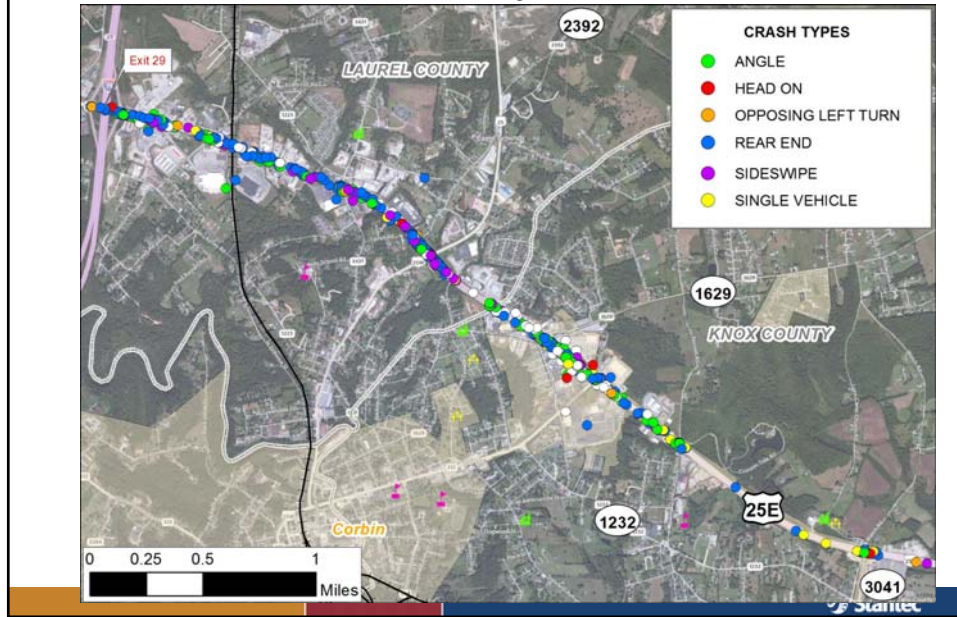
Public Meeting #1

Alternatives

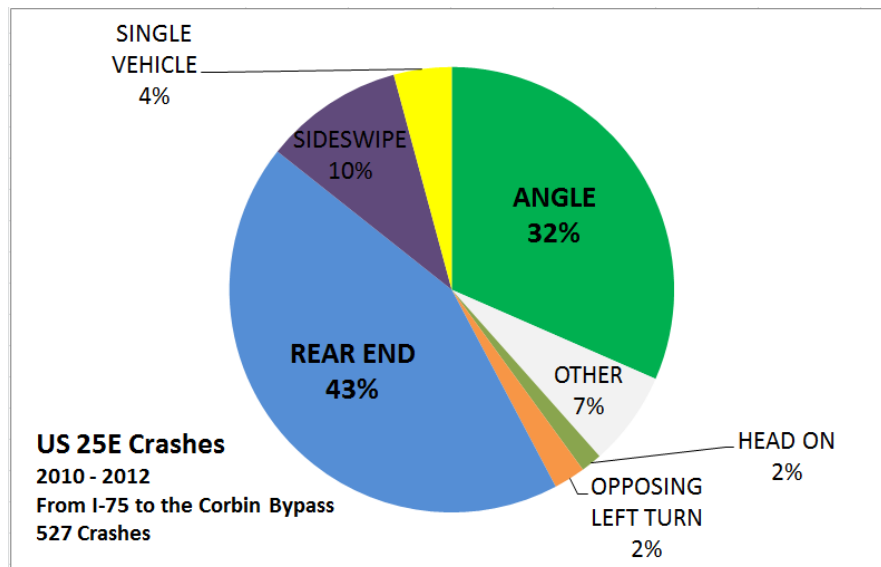
- 3 Concepts between Corbin Bypass and I-75
- 1 Concept from US 25 to I-75
- All included a new interchange with I-75



Crash History – US 25E



Crash Types – US 25E



Cost of Crashes on US 25E*



*Source: Kentucky State Police, *Traffic Collision Facts, 2011 Report*

Cost of Crashes on US 25E

		Economic Cost		Comprehensive Cost	
Crash Type	Reported Crashes	Cost Per Crash	Subtotal	Cost Per Crash	Subtotal
Property Damage Only (PDO)	397	\$ 2,400	\$ 952,800	\$ 2,400	\$ 952,800
Injuries*	126	\$ 45,650	\$ 5,751,900	\$ 138,250	\$ 17,419,500
Fatalities	4	\$ 1,290,000	\$ 5,160,000	\$ 4,100,000	\$ 16,400,000
TOTAL, 2010-2012		\$ 11,864,700		\$ 34,772,300	
COST PER YEAR		\$ 3,954,900		\$ 11,590,800	

Public Meeting #2 Alternatives

- 4 Revised Concepts, plus variations
- As shown, corridors are 500' wide
- All include a new interchange with I-75



Stantec

Estimated Impacts

ALT	Full Extension Corbin Bypass to I-75			Partial Extension US 25 - I-75		
	Length ¹	Cost ²	Reloc. ³	Length ¹	Cost ²	Reloc. ³
1	6.3	\$44	34-38	1.7	\$27	8-10
2	7.3	\$40	24-26	1.8	\$24	10-12
3	7.5	\$45	26-28	1.9	\$21	10-12
4	6.3	\$43	26-28	1.8	\$25	8-10

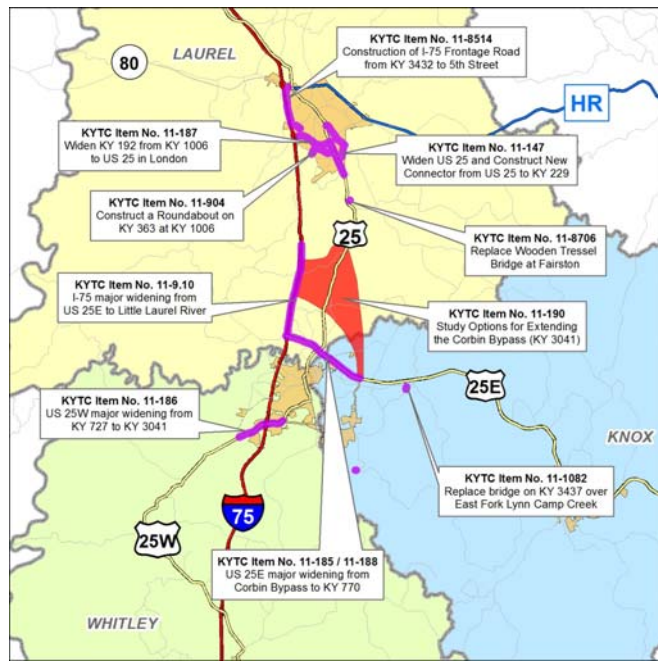
1. Length in miles.

2. Cost in millions of dollars.

3. Estimated range of relocations (business and residential).

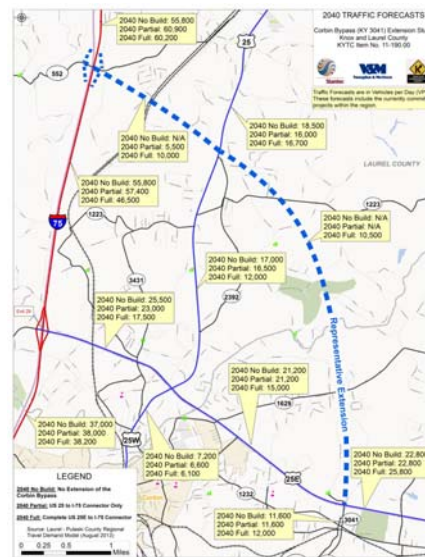
Stantec

Committed Projects included in Forecasts



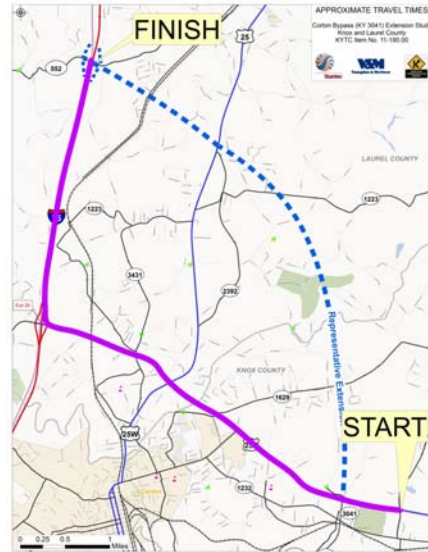
2040 Traffic Forecasts

- No-Build suggests 20% increase on US 25E
- Extending the Bypass shifts traffic away from US 25E
 - 10% for the Partial Alternatives
 - 30% or more for the Full Alternatives



Travel Times

- From East of the Corbin Bypass to KY 552 Overpass on I-75
- Existing average is 11.7 Minutes
- Estimated 20% to 30% improvement with Full Bypass Extension



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Benefit-Cost (B/C) Analysis

	Cost or Benefit Element (Average)	Full Extension	Partial Extension
COST	Estimate of Probable Construction Cost	\$43,000,000	\$24,000,000
	Right-of-way Impacts	\$15,000,000	\$5,000,000
	Maintenance	\$13,700,000	\$3,600,000
BENEFIT	Congestion Reduction Benefit/ 30-Year	\$248,608,450	\$32,774,747
	Improved Safety	\$35,594,100	\$11,880,000
	Improved Interstate Access	?	?
	Travel Reliability	?	?

Stantec

B/C Preliminary Results

COST	Average Costs	Full Extension	Partial Extension
		\$71,700,000	\$32,600,000
BENEFIT	Average Benefits	\$284,202,550	\$44,654,747
30-Year B/C Ratio		3.96	1.37
Payback Period		6 Years	23 Years

Study Schedule

Task Description	Month (2013)											
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
Task 1 Project Management	Ongoing until Study Completion											
Task 2 Existing Conditions Inventory												
Task 3 Traffic Forecasting												
Task 4 Environmental Footprint												
Task 5 Purpose and Need Development	Ongoing until Study Completion											
Task 6 Development of Alternatives and Cost Estimates												
Task 7 Public Participation/Meetings	◆	●		◆	★	◆	★					
Task 8 Final Report Preparation												
Project Team Meeting ◆ Local Officials Meeting ● Public Meeting ★												

Thank you for Attending!



Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: October 21, 2013

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Project Team Meeting #3

A project team meeting for the subject project was held on September 24, 2013 at 1:00 p.m. EDT in the Laurel County Judicial Annex in London. The following individuals were in attendance:

Chuck Allen	KYTC – Central Office Design
Sherri Chappell	KYTC – District 11
Jonathan Dobson	KYTC – District 11 Public Affairs
David Fields	KYTC – District 11
Tonya Higdon	KYTC – Central Office Planning
Louis Hubbard	KYTC – District 11
Phillip Howard	KYTC – District 11
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Clint Goodin	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.

Sherri Chappell welcomed everyone to the meeting for the corridor study to examine the possible extension of the Corbin Bypass north and west to I-75 in Knox County and Laurel County. After introductions, Brian Aldridge delivered a brief presentation highlighting the results from the second public meeting. The following enumerated items were discussed:

1. Brian provided a summary of the second public meeting, held on Thursday, August 29 at Hunter Hills Elementary School. There were 168 attendees at the meeting. A total of 161 comment sheets were returned, with 69 received at the meeting and 92

submitted after the meeting. A brief summary of the responses included the following:

- a. About 19 percent of the respondents indicated they had attended the first public meeting.
 - b. The majority (79 percent) do not think the project is needed.
 - c. About 71 percent of the respondents do not think a new interchange is needed on I-75 north of Corbin.
2. Stantec address-matched the responses to better understand the geographic distribution of the responses. Of the addresses that could be accurately mapped, nearly all the comment sheets received at the public meeting were completed by individuals that live within the study area. Most of the responses received after the meeting were from individuals outside the study area.
3. There was discussion regarding the draft Purpose and Need for the project. The project team decided to consider revisions to the Purpose and Need to include discussion of accommodating growth in the region. Stantec was asked after the meeting to submit a revised draft for consideration.
4. The project team decided to postpone concluding the study until such time the District and its consultant have advanced the US 25E Project (KYTC Item No. 11-185 and 11-188). The goal is to ensure the recommendations from both projects are compatible with one another. The final stakeholders meeting for the Corbin Bypass Extension study will not be held until more information is available from the US 25E Project.

The meeting ended at approximately 2:00 p.m. EDT.

Meeting Summary

TO: Sherri Chappell, P.E.
Project Manager
KYTC District Office #11
600 Railroad Ave.
Manchester, KY 40962

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

DATE: November 13, 2014

SUBJECT: Study for the Extension of the Corbin Bypass (KY 3041)
Knox and Laurel County
KYTC Item No. 11-190.00
Final Project Team Meeting

The final project team meeting for the subject project was held on November 12, 2014 at 10:00 a.m. EST in the KYTC District 11 conference room in Manchester. The following individuals were in attendance:

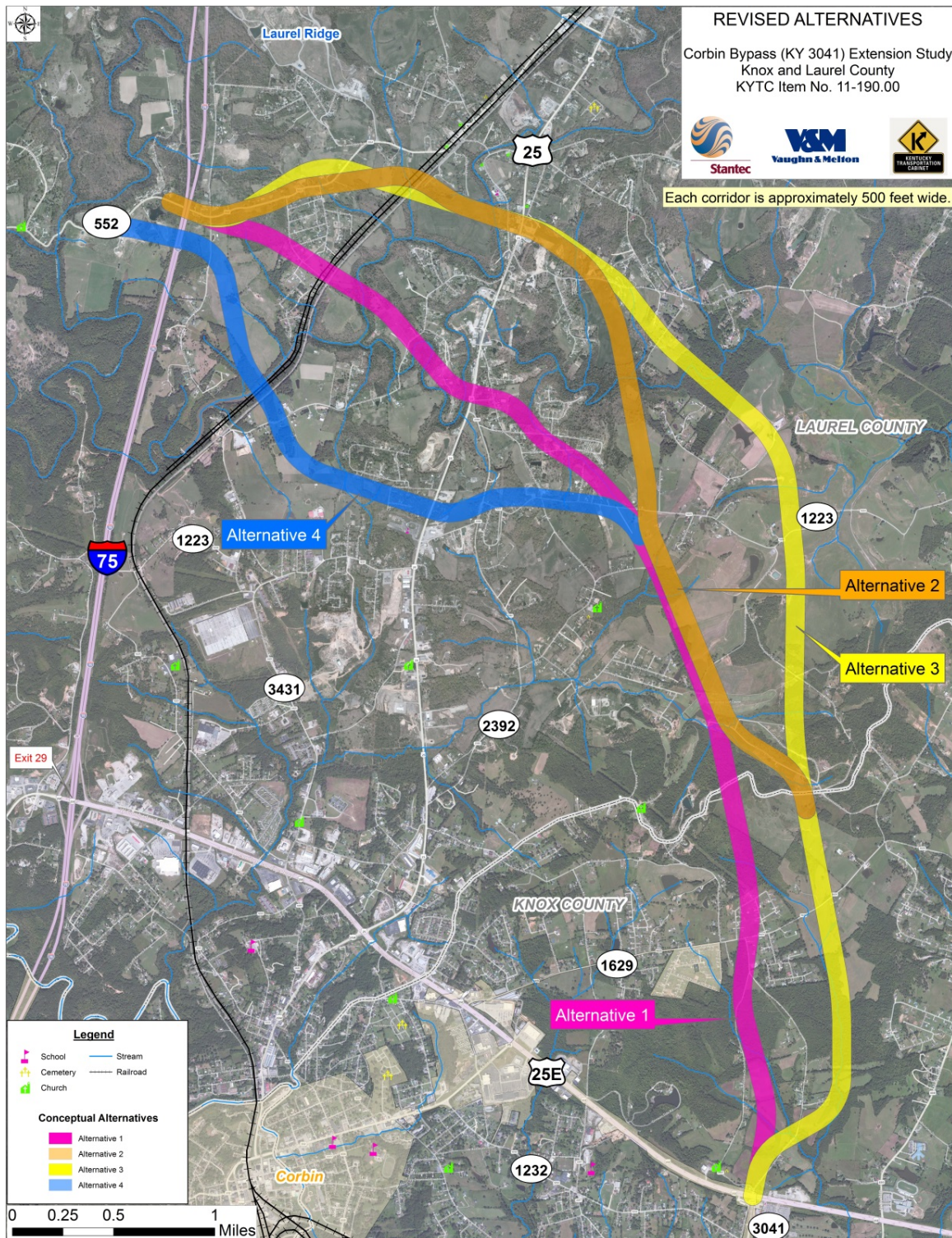
Sherri Chappell	KYTC – District 11
Adam Knuckles	KYTC – District 11
David Fields	KYTC – District 11
Tonya Higdon	KYTC – Central Office Planning
Deanna Mills	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Travis Carrico	KYTC – Central Office Design
Clint Goodin	Vaughn and Melton
Brian Aldridge	Stantec Consulting Services Inc.
Glenn Hardin	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.

Sherri Chappell welcomed everyone to the meeting for the corridor study to examine the possible extension of the Corbin Bypass north and west to I-75 in Knox County and Laurel County. After introductions, Brian Aldridge delivered a brief presentation highlighting the revised draft purpose and need, the traffic forecast, a review of the results from the first public meeting, the revised alternatives under consideration, results from the second public meeting, and final recommendations. A summary of the key discussion items and decisions from this meeting are provided below:

1. A handout with the revised draft Purpose and Need Statement was provided. The draft purpose statement was revised to highlight the need for both local **and** regional mobility improvements. The project team agreed with this addition. The basic purpose for the project is as follows:

The purpose of the KY 3041 (Corbin Bypass) Extension Project is to improve local and regional mobility and to provide a safer, more efficient connection between I-75 and much of southeastern Kentucky, including southern Laurel County, Knox County, and Bell County.

2. Of the three counties in the study area (Knox, Laurel, and Whitley County), only Laurel County is anticipated to experience population growth in the coming years. This resulted in a negligible difference between the existing traffic volumes and the 2040 No-Build traffic volumes.
3. Brian provided a recap of the first public meeting. There were 50 comment sheets returned, with 31 received at the meeting and 19 submitted via email or regular mail afterwards. Generally speaking, the public was split on the need for the project, but most respondents indicated support for a new interchange on I-75 and a connection to US 25.
4. Four revised conceptual alternatives were developed by the Project Team. These, concepts, which are shown in the figure below, were presented at the second public meeting in August. All four concepts were evaluated in two ways. First was the “full” extension of the existing Corbin Bypass from its current terminus at US 25E to a new interchange on I-75. Second was a “partial” connection between US 25 and a new I-75 interchange.
5. The traffic forecast showed a sizeable difference between the 2040 No-Build and 2040 Full Build traffic volumes. Extending the Corbin Bypass shifts traffic away from US 25 and US 25E (10% for the Partial Build Alternatives and 30% or more for the Full Build Alternatives).
6. Brian provided a summary of the second public meeting. The second public meeting was held on August 29, 2013 at Hunter Hills Elementary School. 168 people attended the meeting. There were 161 surveys returned, with 69 received at the meeting and 92 submitted via email or regular mail after the meeting. Looking at all the surveys received, 79% of respondents did not think the project was needed. Of the 92 participants who submitted surveys after the meeting, 74% preferred the No-Build. The responses received at the public meeting were more evenly split. Of the 69 participants who submitted their surveys at the meeting; 15% preferred the Full Build, 19% preferred the Partial Build and 24% preferred the No-Build.



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7. After a brief discussion the Project Team recommend the Partial Build Alternative for consideration in future project development phases. The Full Build Alternative diverts too much traffic away from US 25, which was a major public concern. But, the additional I-65 interchange will be beneficial as the area develops and the Partial Build Alternative maintains connection with US 25.
8. Brian explained that the next step was for Stantec to complete the draft report and submit it to KYTC for review.

With no further questions, the meeting adjourned at approximately 11:00 a.m. EST.