

# **APPENDIX F:**

## Meeting Summaries

## Meeting Minutes

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TO: Beth Niemann  
Co-Project Manager  
KYTC Central Office  
200 Mero Street  
Frankfort, KY 40622

Blake Jones  
Co-Project Manager  
KYTC District Office #9  
822 Elizaville Ave.  
Flemingsburg, KY 41041

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FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: April 23, 2021

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
City of Morehead Coordination Meeting

A meeting to coordinate with the City of Morehead for the subject project was held via Microsoft Teams on April 23, 2021 at 8:00 a.m. EDT. The following individuals were in attendance:

Rodney Fouch	City of Morehead
Darrin Eldridge	KYTC – District 9
Blake Jones	KYTC – District 9
Karen Mynhier	KYTC – District 9
Beth Niemann	KYTC – Central Office Planning
Michael Read	KYTC – District 9
Brian Aldridge	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Blake Jones welcomed everyone and led introductions. Brian Aldridge gave a brief overview of the scope of work for the *KY 32 Corridor Study*. This objective of the study is to develop conceptual improvement options to improve traffic flow, safety, and access along the KY 32 (Flemingsburg Road) corridor between KY 377 and US 60 in Morehead, KY.

Rodney Fouch then led a discussion of expected developments in the study area. The following numerated developments are shown in **Figure 1**.

1. Area northwest of Walmart
  - a. 100 acres for industrial development
2. Wells Property
  - a. 20 acres for single- and multi-family housing
  - b. 20 acres for commercial development including a large store similar to Lowes
3. West of Viking Drive (south entrance)
  - a. Three plots available
4. Dollar Tree shopping center
  - a. One plot available
5. Rowan County Community Park (softball field)
  - a. This site is a candidate for future sale and redevelopment
6. Old Cranston Rd. Development
7. Polo 1 Development (trailer park redevelopment)
  - a. Phase 1 (2025)
    - i. 200 AM trips in/out
    - ii. 240 PM trips in/out
  - b. Phase 2 (2030)
    - i. 190 additional trips in/out
    - ii. 220 additional trips in/out
8. Starbucks
9. East of Clinic Drive
  - a. Long-term possibility for development
10. West of Valero
  - a. One restaurant
11. Former middle school (across from St. Claire HealthCare)
  - a. Will be used by Clearfield Elementary School during their renovations (starting in the fall of 2021)
  - b. Not likely to be developed by St. Claire HealthCare

Rodney will keep the Project Team informed as information becomes available for developments in the study area.

The meeting ended at approximately 8:30 a.m. EDT.



Figure 1: Study Area

## Meeting Minutes

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TO: Beth Niemann  
Co-Project Manager  
KYTC Central Office  
200 Mero Street  
Frankfort, KY 40622

Blake Jones  
Co-Project Manager  
KYTC District Office #9  
822 Elizaville Ave.  
Flemingsburg, KY 41041

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FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: May 10, 2021

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
St. Claire Healthcare Coordination Meeting

A meeting to coordinate with St. Claire Healthcare on the subject project was held via Microsoft Teams on May 10, 2021 at 1:30 p.m. EDT. The following individuals were in attendance:

Travis Bailey	St. Claire Healthcare
Darrin Eldridge	KYTC – District 9
Blake Jones	KYTC – District 9
Karen Mynhier	KYTC – District 9
Beth Niemann	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.

Blake Jones welcomed everyone and provided a brief overview of the scope of work for the *KY 32 Corridor Study*. The study will focus on identifying current issues and future transportation needs and developing conceptual improvement options to improve traffic flow, safety, and access along the KY 32 (Flemingsburg Road) corridor between KY 377 and US 60 in Morehead, KY.

Travis Bailey and the study team discussed a number of items related to the KY 32 Corridor Study from the perspective of St. Claire Healthcare, including the following items.

1. St. Claire is interviewing consultant team finalists for Master Plan update on Friday (5/14)
  - a. Expect results from study later in 2021 (late fall or winter)
  - b. Likely will see higher density but not necessarily acquisition of new property
  - c. Have never completed a study this comprehensive before
2. Current trouble spots
  - a. Restaurant drive-thrus are very busy (McDonald's)
  - b. 2<sup>nd</sup> Street intersection
  - c. Significant pedestrian traffic – 2<sup>nd</sup> Street to Allen Avenue
3. General observations
  - a. No good way to get to the Bypass without going downtown
    - i. Improve Hargis Avenue?
    - ii. Daniels Ave with the new Police Dept – one way instead of two-way?
4. A relatively recent study was completed that examined St. Claire shift changes
  - a. The work day starts at 5 a.m. – tiered, soft opening
  - b. Biggest change is the Pavilion – consolidated traffic to one point
    - i. Much capacity remains in the building that will be used in the next ~5 years
    - ii. Expect higher level of intensity
5. Would anticipate any growth to be on the north side, affecting the McDonald's entrance at Sister Jeanette Drive
6. Parking lot next to 2<sup>nd</sup> Street has already been expanded; do not expect further expansion
7. COVID continues to impact service demand
  - a. Parking lots have recently started to show “normalcy” – relatively full
  - b. Visitors are still limited
8. 9 acres across from the Pavilion will re-develop at some point (former Rowan County Middle school)

KYTC and/or Stantec will follow up with Travis and their Master Planning consultant sometime in the future to discuss.

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



## Meeting Minutes

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TO: Beth Niemann  
Co-Project Manager  
KYTC Central Office  
200 Mero Street  
Frankfort, KY 40622

Blake Jones  
Co-Project Manager  
KYTC District Office 9  
822 Elizaville Avenue  
Flemingsburg, KY 41041

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FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: October 21, 2020

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
Project Team Meeting No. 1

The first Project Team Meeting for the subject project was held virtually with Microsoft Teams on October 7, 2021 at 1:30 p.m. EDT. The following individuals were in attendance:

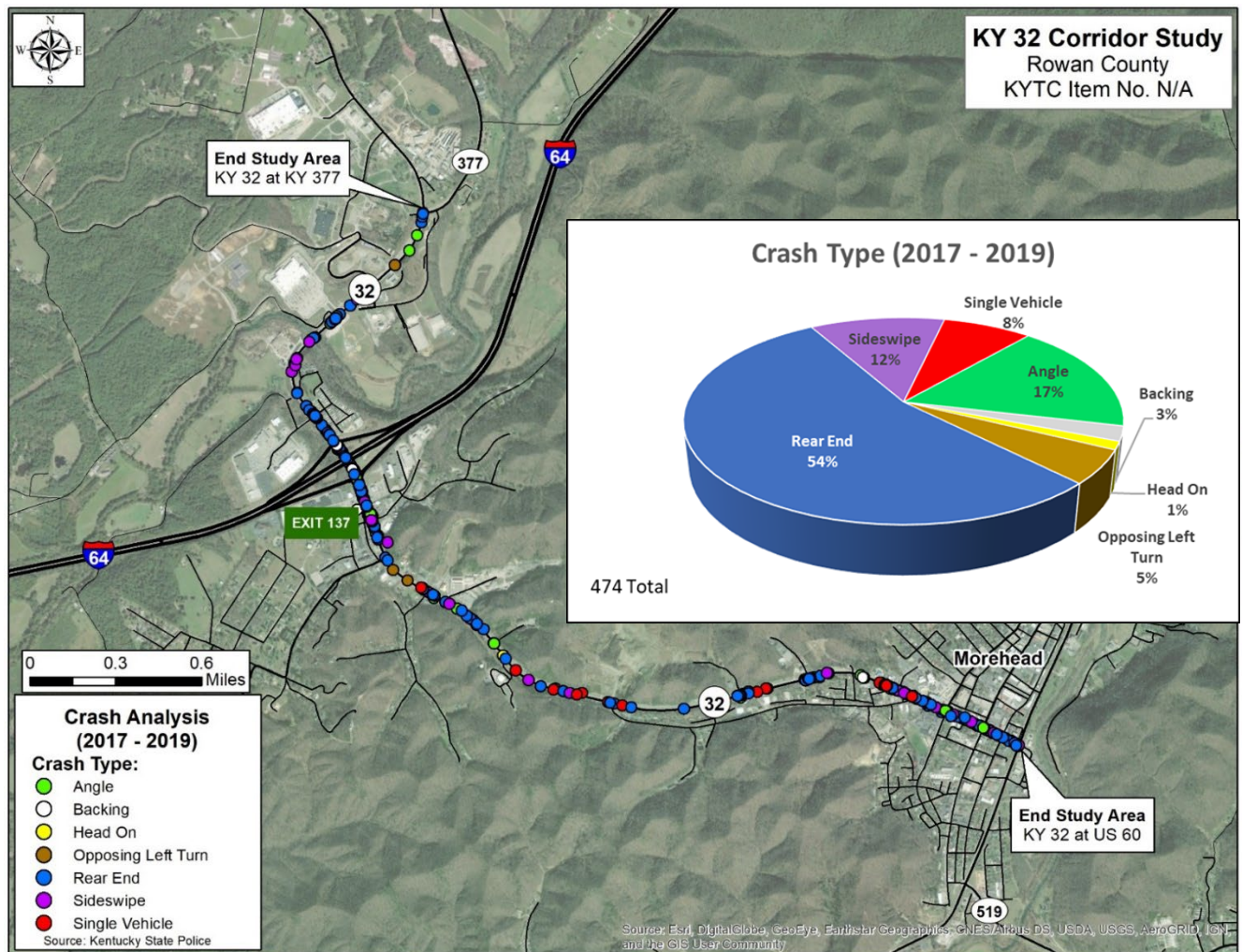
Jay Balaji	KYTC – Central Office Planning
Joe Callahan	KYTC – District 9
Stephen De Witte	KYTC – Central Office Planning
Darrin Eldridge	KYTC – District 9
Blake Jones	KYTC – District 9
David Leach	KYTC – District 9
Keith Lovan	KYTC – Central Office Planning
Karen Mynhier	KYTC – District 9
Beth Niemann	KYTC – Central Office Planning
Michael Read	KYTC – District 9
Steve Ross	KYTC – Central Office Planning
David Souleyrette	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and said the purpose of the meeting was to discuss the progress to-date for the KY 32 Corridor Study. Brian then delivered a presentation. The following enumerated items were discussed:

1. The purpose of the meeting is to present the results from the existing conditions analysis and to get feedback from the project team on transportation issues in the study area.

2. This project is federally funded with Federal State Planning and Research (SPR) Chapter 7 funds. Future phases of the project are not funded in *Kentucky's FY 2020 – FY 2026 Highway Plan*.
3. There are two projects in the vicinity listed in *Kentucky's FY 2020 – 2026 Highway Plan*:
  - KYTC Item No. 09-8406 includes improving KY 377 from KY 32 to north of KY 799 (R = \$2.6 million, U = \$7.7 million, C = \$9.1 million). *This project just began the right-of-way phase.*
  - KYTC Item No. 09-204 involves improving KY 32 from Park Hills Drive to Viking Drive North (R = \$2.63 million, U = \$2.025 million, C = \$27.155). *This project is currently in the design phase.*
4. In addition to the active Highway Plan projects, there are two Highway Safety Improvement Program (HSIP) projects in the study area.
  - Intersection improvements at KY 32 and Kroger Center Drive. KYTC District 9 will provide design details when they become available.
  - Intersection improvements at KY 32 and the I-64 eastbound off-ramp. The improvement is looking at minor widening of the ramp to include storage for a dedicated right-turn lane and possibly removing the channelized right-turn lane to square up the intersection. KYTC District 9 will provide design details when they become available.
5. The goal of the KY 32 Corridor Study is to evaluate potential improvement options to increase safety, mobility, and connectivity on KY 32 between KY 377 (Cranston Rd.) and US 60 (W. Wilkinson Blvd.).
6. Highlights from the existing conditions analysis were discussed. The study portion of KY 32 is 3.95 miles in length with posted speed limits between 35 and 55 miles per hour (MPH). This five-lane urban minor arterial has 11- to 12-foot lanes and a center two-way left-turn lane (TWLTL). The northern portion of the corridor has ten-foot paved shoulders which transition to curb & gutter and sidewalks south of Mabry Drive, as you approach downtown Morehead.
  - It was noted that there is an inconsistency in the Highway Information System (HIS) database, which shows KY 32 as a four-lane roadway instead of a five-lane road and as 10-foot shoulders through the interchange instead of 2-feet.
7. Crash data from the Kentucky State Police database indicates that in the three years between January 1, 2017 and December 31, 2019, a total of 474 crashes were reported on the study portion of KY 32. Of the 474 crashes, there were four fatal collisions (0.8%), 61 injury collisions (12.9%), and 409 property damage only collisions (86.3%) during this three-year period. Three of the fatal collisions were angle collisions at intersections and one was labeled as a sideswipe along the 55-mph portion of KY 32 in the middle of the study area. Rear end crashes (54 percent) and angle crashes (17 percent) were the most prominent types of collisions as shown in **Figure 1**.





**Figure 1: Crash Type by Location (January 1, 2017 - December 31, 2019)**

- Comment: a previous project showed several crashes occurring at KY 32 milepoint 0.0 when they actually took place at the I-64 interchange.  
Answer: this is a common problem which is why Stantec maps the crash data by its GPS coordinates instead of by milepoint

The Crash Data Analysis Tool (CDAT) was used to perform an Excess Expected Crashes (EEC) analysis. EEC is a measure of the crash frequency at a given site compared to what is expected based on current conditions (geometrics, traffic, etc.). A positive EEC indicates more crashes are occurring than should be expected. Results from this analysis showed most of the study portion of KY 32 with a positive EEC between 5 and 33 crashes per year. The portion between Walmart Way and Fraley Drive has the highest EEC at 33 crashes per year. There is a 1.1-mile-long segment between Fraley Drive and Old Flemingsburg Road with a negative EEC, as shown in **Figure 2**.

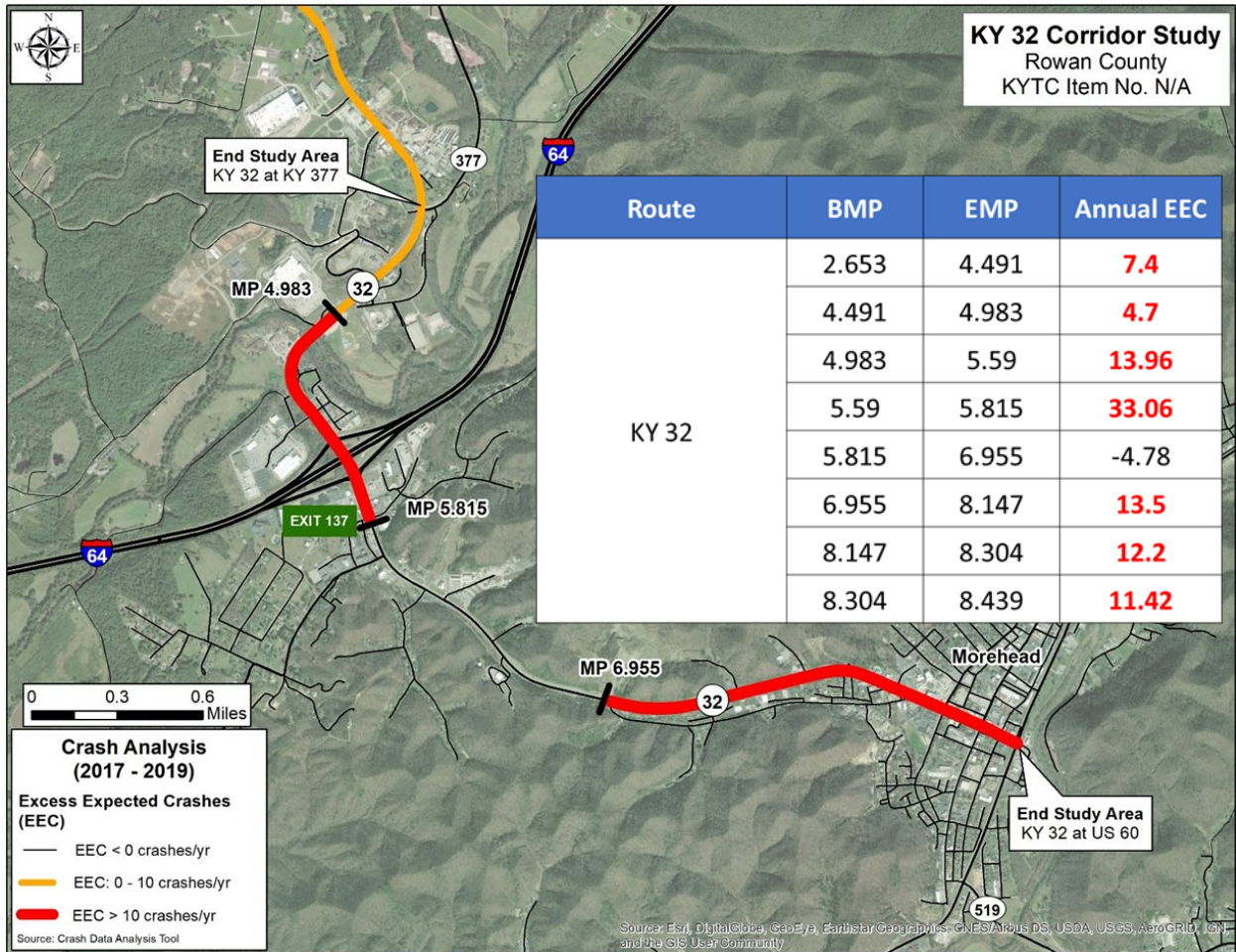


Figure 2: Excess Expected Crashes (January 1, 2017 - December 31, 2019)

8. Historical KYTC traffic volumes show Annual Average Daily Traffic (AADT) volumes range from 15,200 – 28,000 vehicles per day (VPD) on the study portion of KY 32. Turning movement counts were collected at 14 intersections. Existing peak hour simulation models were developed using TransModeler version 5. Level of service (LOS), a qualitative measure describing operational conditions, was used to evaluate the adequacy of the existing roadway. In rural areas, LOS C or better is desirable and in urban areas, LOS D or better is desirable. Results from the existing simulation model analysis show that all study area intersections operate at a LOS D or better during the AM and PM peak hour, as shown in **Figure 3** and **Figure 4**. It should be noted, however, that the eastbound US 60 approach operates at LOS E during the PM peak hour and the eastbound I-65 off-ramp approach operates at LOS E during both the AM and PM peak hours .





Figure 3: Existing AM Peak Hour Level of Service (LOS)



Figure 4: Existing PM Peak Hour Level of Service (LOS)

9. Preliminary traffic forecasts were developed using the Kentucky Statewide Travel Model (KYSTM) and compared to historical KYTC traffic counts and population projections. Traffic count station data for the 20-year period between 2000 and 2020 show an average annual growth rate of 0.66 percent per year and the Kentucky Data Center shows an annual population growth rate of 0.73 percent per year from 1990 to 2040. The following developments were included in the KYSTM:
- Industrial northwest of Walmart
  - Wells Sawmill Property
    - 20 acres for single- and multi-family housing
    - 20 acres for commercial development
  - West of Viking Drive (south entrance)
  - Dollar Tree shopping center
  - Rowan County Community Park (softball field)
  - Old Cranston Rd. Development
  - Polo 1 Development (trailer park redevelopment)
  - Starbucks
  - East of Clinic Drive
  - West of Valero
  - Former middle school

There are still a wide range of development scenarios at some of these locations including the Wells Sawmill Property, which has not submitted a Traffic Impact Study (TIS). The Draft TIS for the Wells Sawmill Property is expected to be submitted to KYTC in November. Because of the size these developments and the direct impact they will have on KY 32, preliminary traffic forecasts were presented for two scenarios: low growth (1.1 percent annual growth around I-64 and 0.8 percent everywhere else) and high growth (1.5 percent annual growth around I-64 and 1.0 percent everywhere else).

Future year (2030) No-Build peak hour simulation models were developed using the existing simulation model networks. Under the “low growth” scenario, all study area intersections are expected to operate at LOS D or better with future signal optimization during the AM and PM peak hours. Under the “high growth” scenario, there are several intersections that are expected to operate at LOS E and F. During the AM peak hour, the eastbound I-64 off-ramp and US 60 intersections are expected to operate at LOS E and F, respectively as shown in **Figure 5**. During the PM peak hour, the eastbound I-64 off-ramp, Fraley Drive, and US 60 intersections are expected to operate at LOS F with the Main Street intersection operating at a LOS E, as shown in **Figure 6**.

- Question: Would signal optimization help today?  
Answer: The existing signals appear to operate well, with little to no unmet demand. There may be some locations where a right-turn overlap signal head/phase would be beneficial, such as the westbound US 60 right-turn lane.





Figure 5: 2030 High Growth AM Peak Hour Level of Service (LOS)

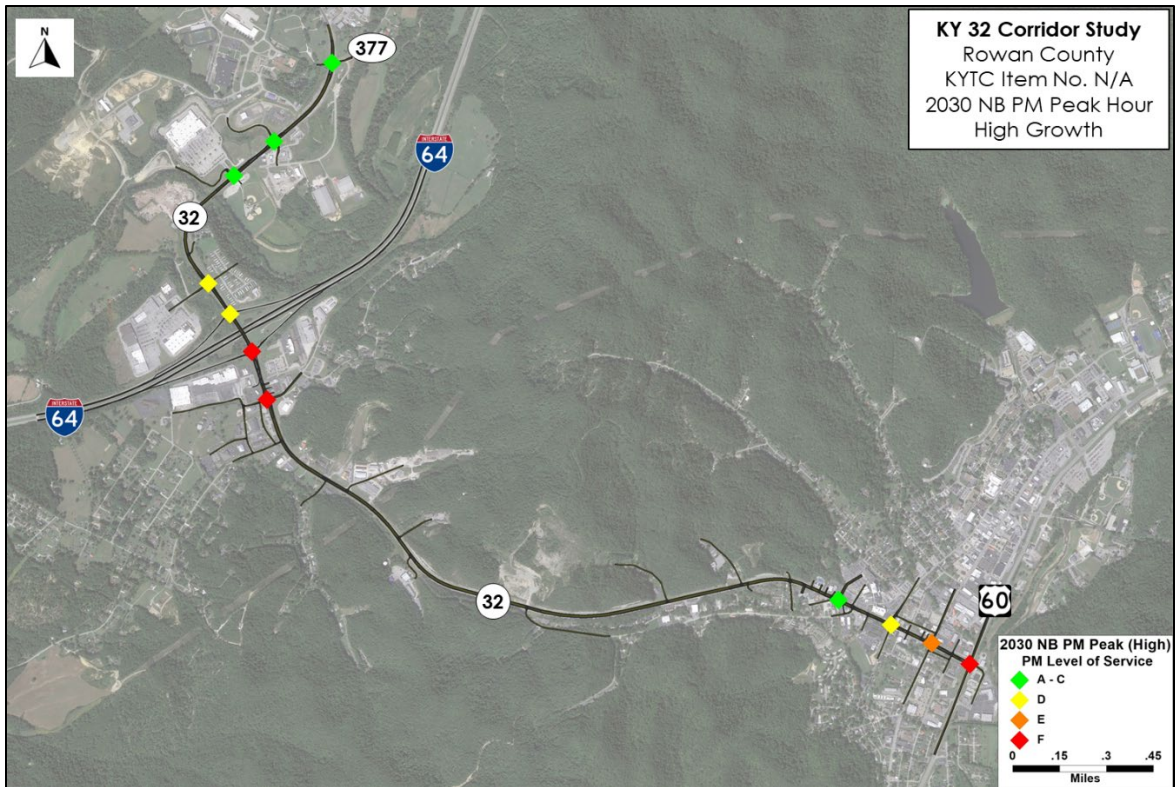


Figure 6: 2030 High Growth PM Peak Hour Level of Service (LOS)

10. Preliminary improvement concepts were discussed for KY 32 including both short-term and long-term concepts:

- Preliminary Short-Term Improvement Concepts
  - KY 32 and US 60 Intersection
    - Eastbound US 60 Approach: Minor widening to add dual left-turn lanes.
    - Westbound US 60 Approach: Convert left-turn lane to an eastbound receiving lane to allow for dual left-turn lanes on the KY 32 approach.
      - Question: Where would the extra receiving lane end?  
Answer: Turning movement counts along this portion of US 60 would be needed to answer this question. But it could likely be carried to Bridge Street because there are not many access points on this portion of US 60.
  - 1<sup>st</sup> Street: Make right-in/right-out only at KY 32.
    - There have been some complaints from Local Officials about the Qwick Kurb on KY 32 but KYTC was able show how the number of crashes have reduced since its installation.
  - I-64 Interchange: HSIP intersection improvements at the eastbound off-ramp. Minor widening of the ramp to include storage for a dedicated right-turn lane and possibly removing the channelized right-turn lane to square up the intersection.
- Preliminary Long-Term Improvement Concepts
  - KY 32 and US 60 Intersection
    - Westbound US 60 Approach: Widen US 60 to allow for two eastbound receiving lanes to allow for dual left-turn lanes on the KY 32 approach.
      - Comment: this also would allow for bike/ped accommodations.
  - Convert Stone Street to One-Way
  - Reconstruct I-64 Interchange
    - Single-Point Urban Interchange (SPUI)
    - Double Crossover Diamond (DCD) Interchange
      - Comment: this would allow for a third lane in the westbound direction if desired.

11. The next step of the study is to complete Public Outreach No. 1, which will include a Local Officials/Stakeholder Meeting and the dissemination of an online MetroQuest survey to the stakeholders and the public to solicit feedback on transportation issues and problem areas. Stantec will also be working to finalize the traffic forecasts. Once the Wells Sawmill Property TIS is submitted to KYTC, Stantec will submit a traffic forecast and existing simulation model technical memorandum to KYTC's Multi Modal Branch for review.



- Stantec developed the online MetroQuest survey for Public Outreach No. 1. Updates were made based on review comments from District 9 and the Division of Planning.
- Once the traffic forecasts are complete, Steve will send them to The Corradino Group for use in the KYTC Statewide Interstate and Parkway Plan.
- Question: what type of bicycle and pedestrian accommodations should be considered on KY 32?  
Answer: There is a biking and walking network gap along KY 32. The 2019 Morehead Bicycle and Pedestrian Master Plan<sup>1</sup> recommends a shared-use path south of I-64 to Old Flemingsburg Road. After completion of the shared-use path, Old Flemingsburg Road is recommended to receive curb & gutter and a five-foot concrete sidewalk on the south side connecting to the existing sidewalks on KY 32. Sharrow markings are also recommended on Old Flemingsburg roadway, which would complete the bicycle and pedestrian connection from Morehead, out to I-64. The cost estimate for this improvement was approximately \$1.1 million.
- It was noted that this study is approximately three months behind schedule because of the coordination that was required with the proposed developers along KY 32.
- After the project team meeting, District 9 decided Local Officials/Stakeholder Meeting No. 1 would be a hybrid meeting at the Maysville Community and Technical College to allow for both in-person and virtual attendance. The meeting will be on November 17, 2021 at 10 AM EST. The online MetroQuest survey will be distributed to the Local Officials/Stakeholders approximately one week before that meeting. The same online MetroQuest survey will be distributed to the public after Local Officials/Stakeholder Meeting No. 1.

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

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<sup>1</sup> [https://www.moreheadtourism.com/wp-content/uploads/Morehead\\_Bicycle\\_Pedestrian\\_Master\\_Plan.pdf](https://www.moreheadtourism.com/wp-content/uploads/Morehead_Bicycle_Pedestrian_Master_Plan.pdf)

## Meeting Minutes

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TO: Beth Niemann  
Co-Project Manager  
KYTC Central Office  
200 Mero Street  
Frankfort, KY 40622

Blake Jones  
Co-Project Manager  
KYTC District Office 9  
822 Elizaville Avenue  
Flemingsburg, KY 41041

---

FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: December 7, 2021

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
Local Officials/Stakeholder Meeting No. 1

The first Local Official/Stakeholder for the subject project was held both in-person at the Maysville Community & Technical College Rowan Campus and virtually with Microsoft Teams on November 17, 2021 at 10:00 a.m. EST. The following individuals were in attendance:

Jeff Anderson	City of Morehead
Harry Clark	Rowan County Judge Executive
Rodney Fouch	City of Morehead
Jarred Moore	Rowan County Emergency Management
Kim Oatman	Morehead State University
Jason Slone	Rowan County Chamber of Commerce
Raymond Steagall	St. Claire Regional Medical Center
Glen Teager	Rowan County Schools
Laura White-Brown	Mayor of Morehead

Darrin Eldridge	KYTC – District 9
Steve Gunnell	KYTC – District 9
Benjamin Hamm	Gateway Area Development District
Dave Heil	KYTC – District 9
Blake Jones	KYTC – District 9
Karen Mynhier	KYTC – District 9
Beth Niemann	KYTC – Central Office Planning
Michael Read	KYTC – District 9
Steve Ross	KYTC – Central Office Planning
Randy Turner	KYTC – Central Office Design
Thomas Witt	KYTC – Central Office Planning

Brian Aldridge      Stantec Consulting Services Inc.  
Len Harper          Stantec Consulting Services Inc.  
Graham Winchester   Stantec Consulting Services Inc.

Blake Jones welcomed everyone and said the purpose of the meeting was to discuss progress to date for the KY 32 Corridor Study. Brian Aldridge then delivered a presentation. The following enumerated items were discussed:

1. The purpose of the meeting is to present the results from the existing conditions analysis and to get feedback from the local officials/stakeholders on transportation issues in the study area.
2. This project is federally funded with Federal State Planning and Research (SPR) Chapter 7 funds. Future phases of the project are not funded in *Kentucky's FY 2020 – FY 2026 Highway Plan*.
3. There are two projects in the vicinity listed in *Kentucky's FY 2020 – 2026 Highway Plan*:
  - KYTC Item No. 09-8406 includes improving KY 377 from KY 32 to north of KY 799 (R = \$2.6 million, U = \$7.7 million, C = \$9.1 million). *This project just began the right-of-way phase.*
  - KYTC Item No. 09-204 involves improving KY 32 from Park Hills Drive to Viking Drive North (R = \$2.63 million, U = \$2.025 million, C = \$27.155). *This project is currently in the design phase.*
4. In addition to the active Highway Plan projects, there are two Highway Safety Improvement Program (HSIP) projects in the study area.
  - Intersection improvements at KY 32 and Kroger Center Drive.
  - Improvements to the I-64 eastbound off-ramp. The improvement will widen the ramp to include storage for a dedicated right-turn lane and will square up the intersection by removing the channelized right-turn lane.
    - Question: Will this project consider a merge lane on KY 32?  
Answer: No, that is outside of the scope. However, District 9 will consider that option as part of a future long-term project.
5. The goal of the KY 32 Corridor Study is to identify community concerns and to evaluate potential improvement options to increase safety, mobility, and connectivity on KY 32 between KY 377 (Cranston Rd.) and US 60 (W. Wilkinson Blvd.).
6. Highlights from the existing conditions analysis were discussed. The study portion of KY 32 is 3.95 miles in length with posted speed limits between 35 and 55 miles per hour (MPH). This five-lane urban minor arterial has 11- to 12-foot lanes and a center two-way left-turn lane (TWLTL). The northern portion of the corridor has ten-foot paved shoulders which transition to curb & gutter and sidewalks south of Mabry Drive, as you approach downtown Morehead.

- It was noted that arterials acting as regional connections, such as KY 32, are meant to provide higher levels of mobility than land access. As access density increases, crash rates also increase.
7. Crash data indicates that in the three years between January 1, 2017 and December 31, 2019, a total of 474 crashes were reported on the study portion of KY 32. Of the 474 crashes, there were four fatal collisions (0.8%), 61 injury collisions (12.9%), and 409 property damage only collisions (86.3%) during this three-year period. Three of the fatal collisions were angle collisions at intersections and one was labeled as a sideswipe along the 55-mph portion of KY 32 in the middle of the study area. Rear end crashes (54 percent) and angle crashes (17 percent) were the most prominent types of collisions.
- Question: Where did the project team get the crash data?  
Answer: The crash data is from the Kentucky State Police database. All state and local agencies report crashes to this database.

The Crash Data Analysis Tool (CDAT) was used to perform an Excess Expected Crashes (EEC) analysis. EEC is a measure of the crash frequency at a given site compared to what is expected based on current conditions (geometrics, traffic, etc.). A positive EEC indicates more crashes are occurring than should be expected. Results from this analysis showed most of the study portion of KY 32 with a positive EEC between 5 and 33 crashes per year. The portion between I-64 (MP 5.59) and Fraley Drive (MP 5.815) has the highest EEC at 33 crashes per year. There is a 1.1-mile-long segment between Fraley Drive and Old Flemingsburg Road (MP 6.955) with a negative EEC.

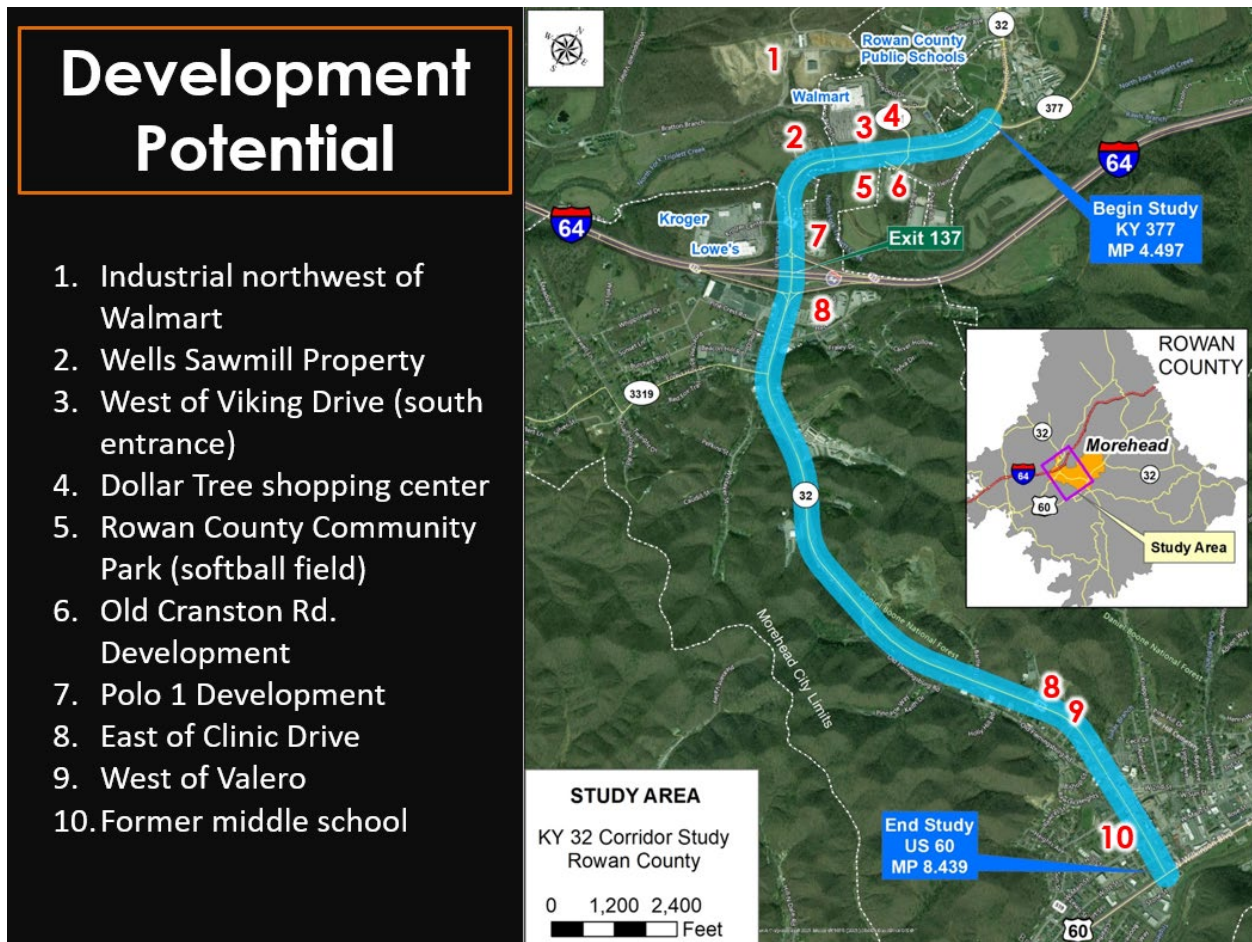
8. Historical KYTC traffic volumes show Annual Average Daily Traffic (AADT) volumes range from 15,200 – 28,000 vehicles per day (VPD) on the study portion of KY 32. Turning movement counts were collected at 14 intersections. Existing peak hour simulation models were developed. Level of service (LOS), a qualitative measure describing operational conditions, was used to evaluate the adequacy of the existing roadway. In rural areas, LOS C or better is desirable and in urban areas, LOS D or better is desirable. Results from the existing simulation model analysis show that all study area intersections operate at a LOS D or better during the AM and PM peak hour. It should be noted, however, that the eastbound US 60 approach operates at LOS E during the PM peak hour and the eastbound I-65 off-ramp approach operates at LOS E during both the AM and PM peak hours.
9. Preliminary traffic forecasts were developed for the year 2030. Traffic count station data for the 20-year period between 2000 and 2020 show an average annual growth rate of 0.66 percent per year and the Kentucky Data Center shows an annual population growth rate of 0.73 percent per year from 1990 to 2040.
- Comment: It was noted that people in the surrounding counties commute to work in Morehead so the traffic is likely to increase at a faster rate than the population. KY 32 is not only used as a connection between Morehead and I-64, but also as a regional connection.

Answer: Morehead University and St. Claire Regional Medical Center are two good examples. The traffic forecasts take this into consideration.

There also remains a wide range of development scenarios along the study portion of KY 32, as shown in **Figure 1**.

- It was noted that Starbucks is now open. Starbucks was removed from Figure 1.

Because of the size these developments and the direct impact they will have on KY 32, preliminary traffic forecasts were presented for two scenarios: low growth (1.1 percent annual growth around I-64 and 0.8 percent everywhere else) and high growth (1.5 percent annual growth around I-64 and 1.0 percent everywhere else).



**Figure 1: Potential Study Area Developments**

Future year (2030) No-Build peak hour simulation models were developed using the existing simulation model networks. Under the “low growth” scenario, all study area intersections are expected to operate at LOS D or better except the US 60 intersection which will operate at a LOS E during the AM and PM peak hours, as shown in **Figure 2**. Under the “high growth” scenario, there are several intersections that are expected to operate at LOS E and F. During the AM peak hour, the eastbound I-64 off-ramp and US 60 intersections are expected to operate at LOS E and F, respectively. During the PM peak hour, the eastbound I-64 off-



ramp, Fraley Drive, and US 60 intersections are expected to operate at LOS F with the Main Street intersection operating at a LOS E, as shown in **Figure 3**.

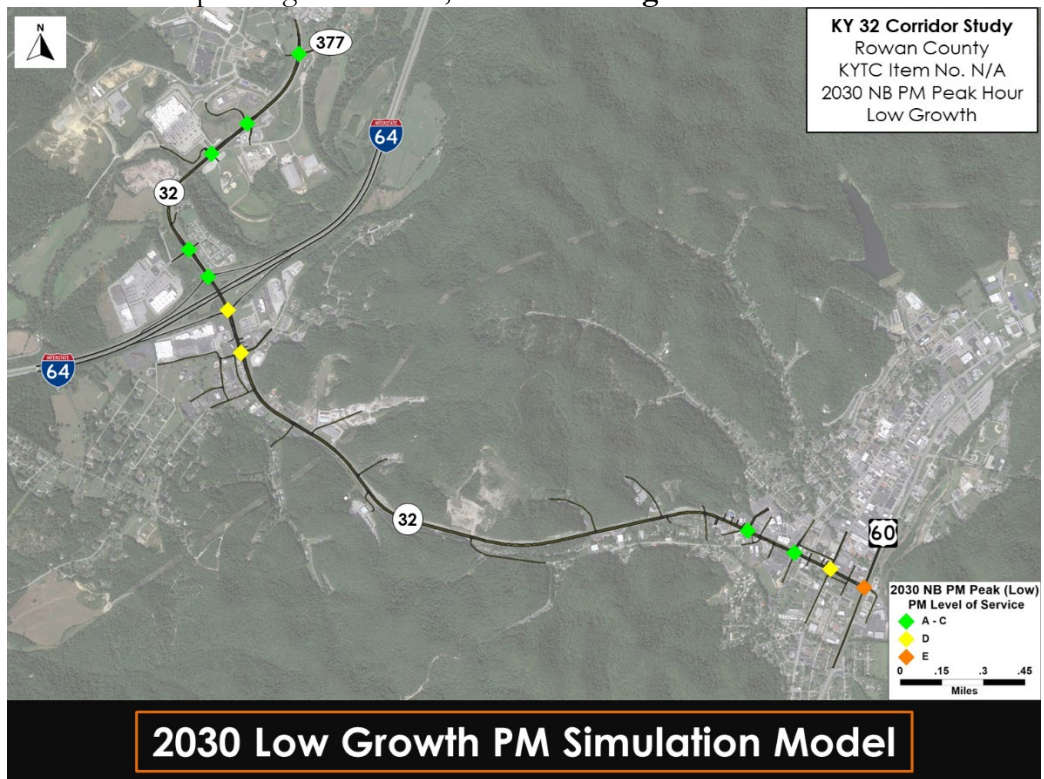
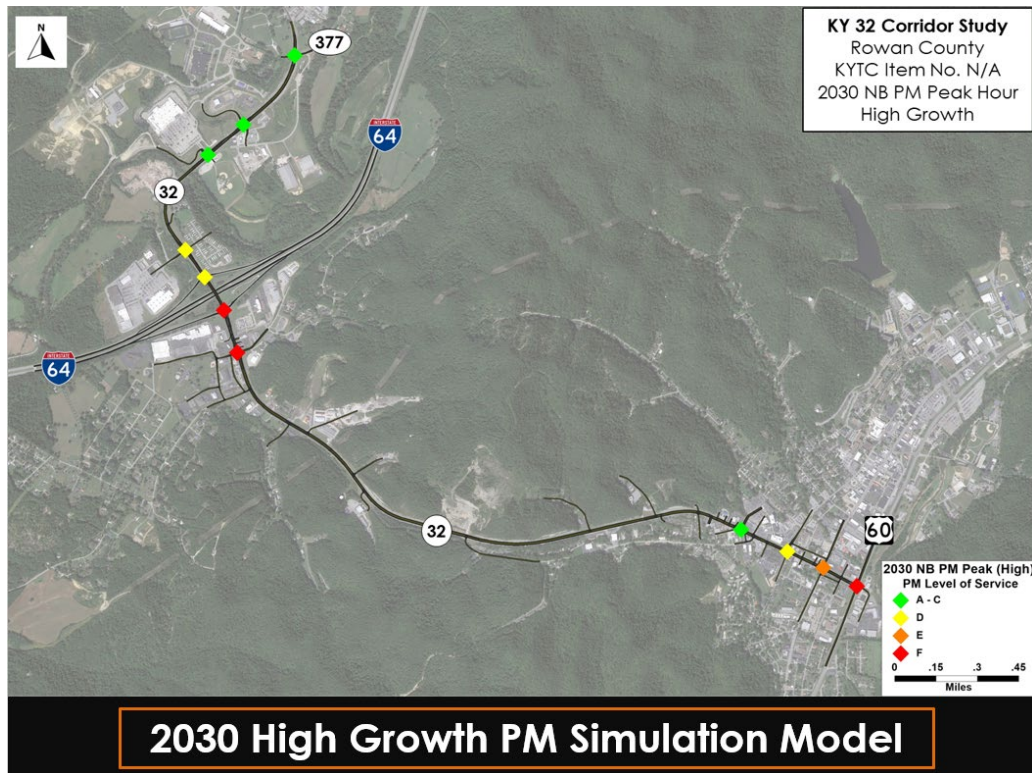


Figure 2: 2030 Low Growth PM Peak Level of Service





**Figure 3: 2030 High Growth PM Peak Level of Service**

10. Brian then led a brief discussion of the types of improvement concepts that will be considered, including:

- Short-term improvements
  - Intersection improvements
  - Access management and turn lanes
  - Minor widening
  - Multimodal improvements
- Long-term improvements
  - Interchange reconfiguration
  - Innovative intersections
  - Major widening
- Question: Will improvements to US 60 between KY 519 and KY 801 be considered to alleviate traffic on KY 32?  
Answer: That is outside the scope of this study.
- Question: Will this project consider the McDonalds traffic that backs up onto KY 32?  
Answer: Yes, this project will consider improvements to address that issue. St. Claire Regional Medical Center is developing a new master plan and is willing to consider modifications to the signalized Sister Jeannette intersection. Stantec will follow-up with St. Claire Regional Medical Center as improvement concepts are explored.
- Question: Can we jump start any of these projects to use money from the Infrastructure Investment and Jobs Act?

Answer: This is a planning study so any improvement concepts identified as part of the study will be early in the project development process. District 9 has other projects that are further along that would likely receive the first available funding, but that will free up future funds for improvement concepts identified as part of this study.

- Question: Can this presentation be shared?  
Answer: Yes

11. A MetroQuest survey was developed and sent to participants before the meeting. The survey was sent to the Advisory Committee prior to the meeting (November 12, 2021) and remained open two weeks after the meeting (December 1, 2021). The goal of the survey was to solicit feedback regarding general transportation concerns, traffic and safety concerns, potential improvement concepts, and areas of expected growth. There were five participants who completed the survey, All respondents indicated they travel on KY 32 daily, with one participant owning property in the study area and one leasing.

Participants were asked to rank transportation issues on KY 32 (#1 – #5) with #1 being the highest rating. A point system was used to summarize the results, with five points given to a first-place ranking, four points to a second place, and so on. Traffic congestion was by far the highest ranked issue, followed by safety and excessive speeds, as shown in **Figure 4**.

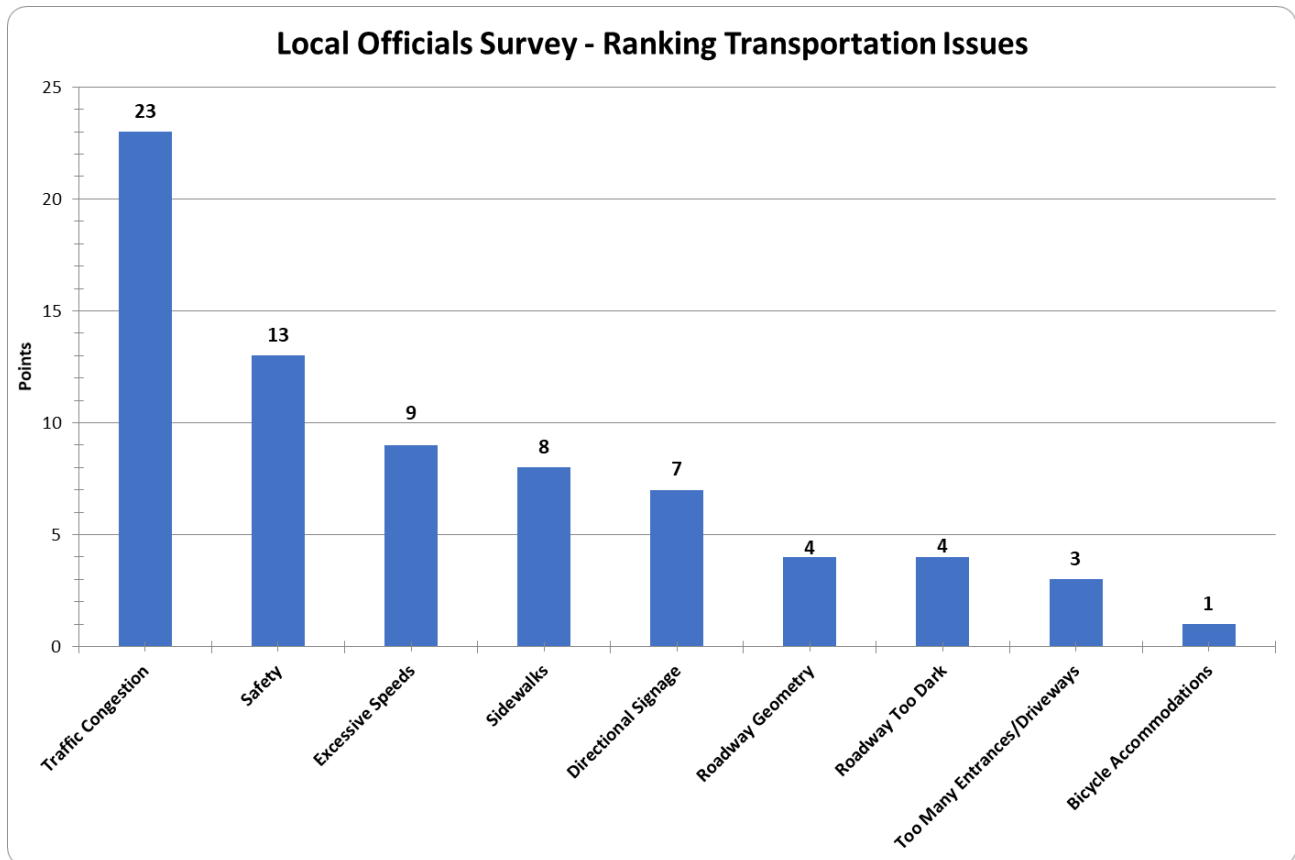
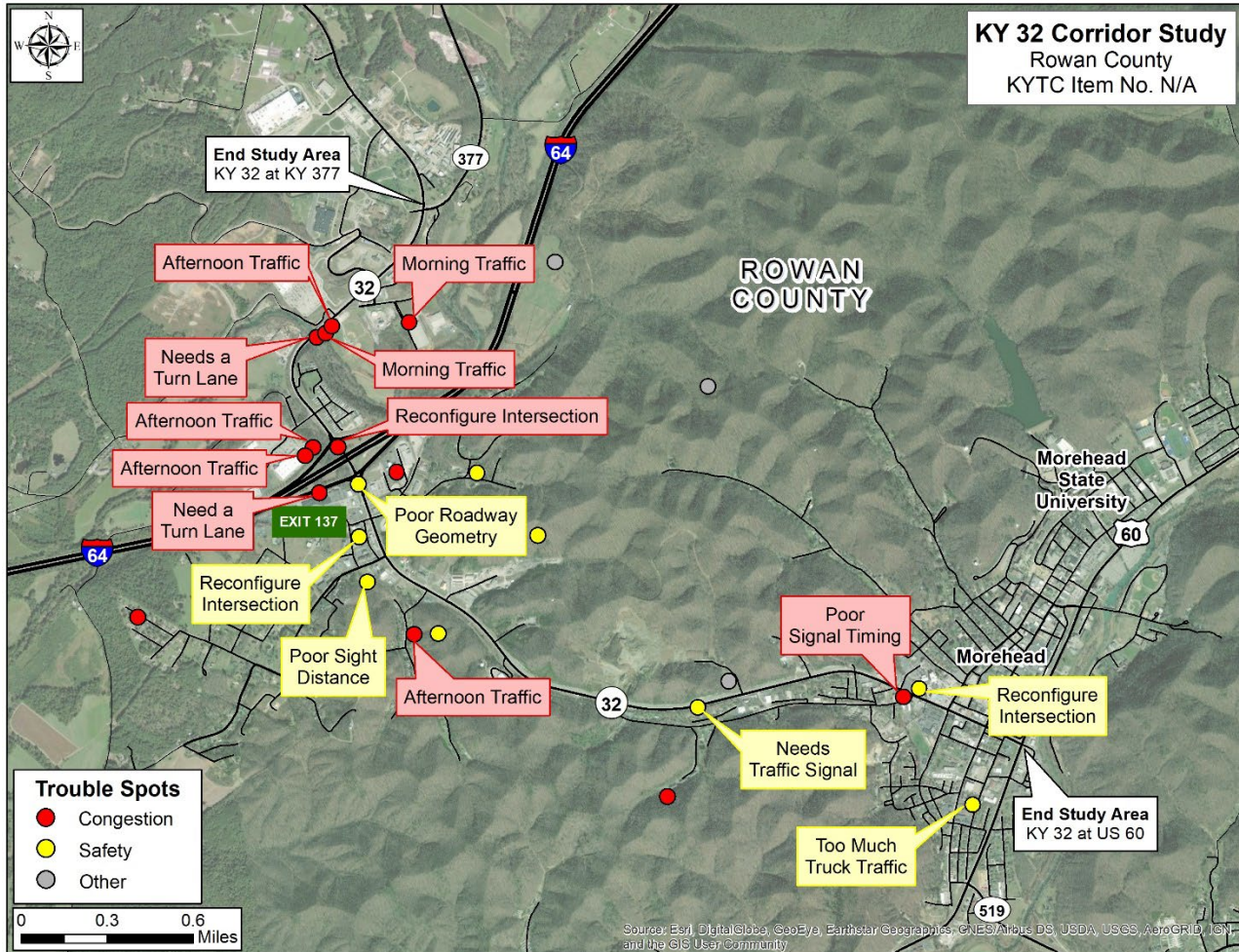


Figure 4: Online Survey – Ranking Transportation Issues on KY 32

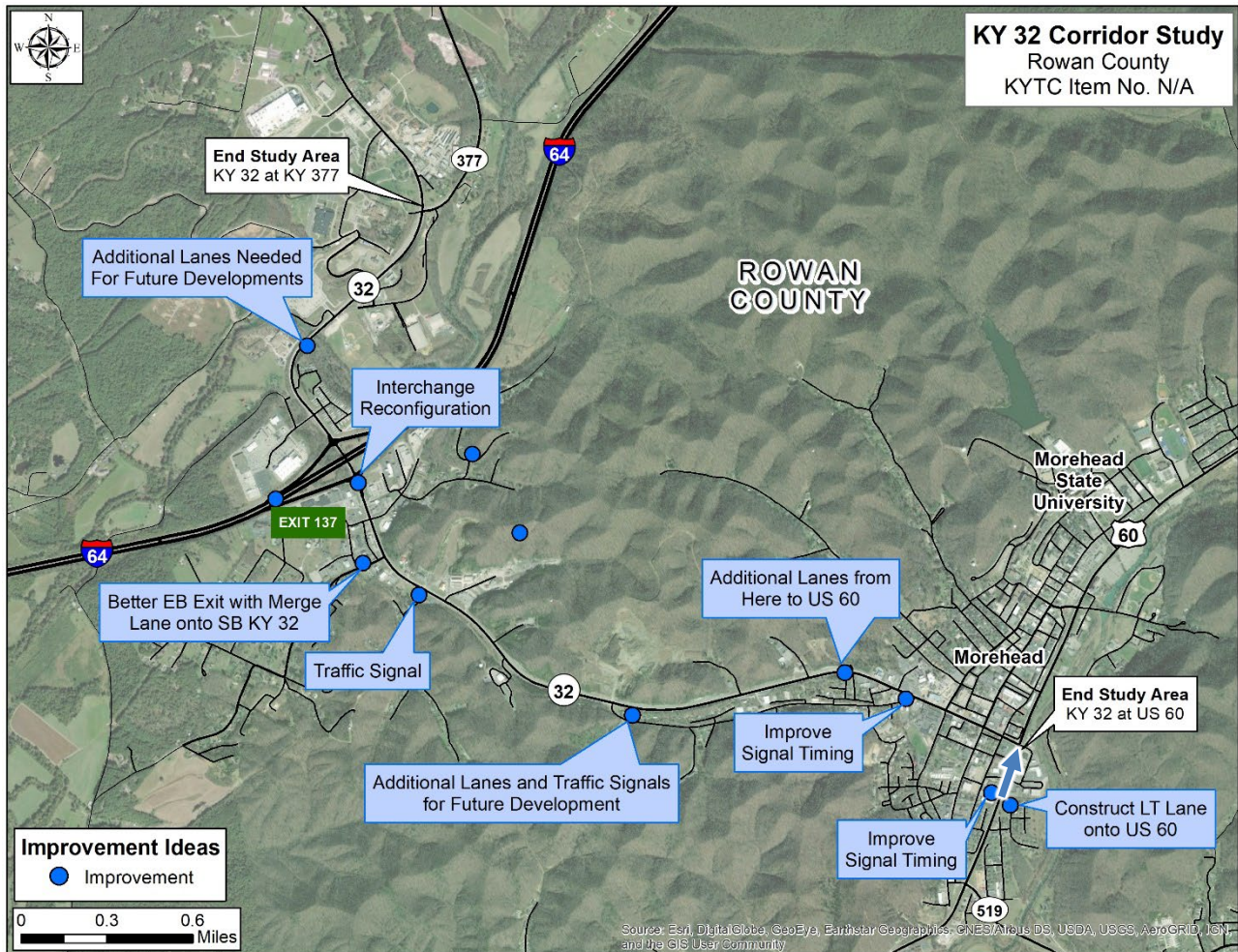
Participants were then asked to indicate trouble spots related to congestion and safety on a study area map. Most of the congestion related concerns are near the I-64 interchange and to the north and included morning traffic, afternoon traffic, the need for turn lanes, poor signal timing, and the need for interchange reconfiguration, as shown in **Figure 5**. The safety related concerns are all south of the interchange and include poor roadway geometry and sight distance, too much truck traffic, the need for a traffic signal, and the need for intersection reconfiguration.



**Figure 5: Online Survey –Trouble Spots**

Participants were then asked to indicate potential improvement concepts on a study area map. Improvement ideas included additional lanes, new traffic signals, improving signal timing, interchange improvements, and turn lanes, as shown in **Figure 6**.





**Figure 6: Online Survey – Improvement Ideas**

12. The next step of the study is to disseminate the online MetroQuest survey to the public to solicit feedback on transportation issues and problem areas. Stantec will also be working to finalize the traffic forecasts. Once the Wells Sawmill Property TIS is submitted to KYTC, Stantec will submit a traffic forecast technical memorandum to KYTC’s Multi Modal Branch for review.

The meeting ended at approximately 11:00 a.m. EST.

## Meeting Minutes

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TO: Beth Niemann  
Co-Project Manager  
KYTC Central Office  
200 Mero Street  
Frankfort, KY 40622

Blake Jones  
Co-Project Manager  
KYTC District Office 9  
822 Elizaville Avenue  
Flemingsburg, KY 41041

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FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: September 2, 2022

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
Project Team Meeting No. 2

The second Project Team Meeting for the subject project was held at the District 9 office in Flemingsburg, Kentucky and virtually with Microsoft Teams on August 18, 2022 at 10:30 a.m. EDT. The following individuals were in attendance:

Jay Balaji*	KYTC – Central Office Planning
Stephen De Witte	KYTC – Central Office Planning
Darrin Eldridge	KYTC – District 9
Vickie Griggs*	KYTC – District 9
Dave Heil	KYTC – Central Office Planning
Jared Jeffers	KYTC – Central Office Planning
Blake Jones	KYTC – District 9
David Leach*	KYTC – District 9
Karen Mynhier*	KYTC – District 9
Beth Niemann*	KYTC – Central Office Planning
Michael Read	KYTC – District 9
Brent Sweger	KYTC – Central Office Planning
David Souleyrette*	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.
Hayden Chism*	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

\*Joined virtually via Microsoft Teams

Brian Aldridge welcomed everyone and said the purpose of the meeting was to discuss the progress to-date for the KY 32 Corridor Study. Brian then delivered a presentation. The following enumerated items were discussed:

1. The purpose of the meeting is to present the results from the public survey and to get feedback from the project team on improvement concepts.
2. The goal of the KY 32 Corridor Study is to evaluate potential improvement options to increase safety, mobility, and connectivity on KY 32 between KY 377 (Cranston Rd.) and US 60 (W. Wilkinson Blvd.).
3. Highlights from the existing conditions analysis were discussed. The study portion of KY 32 is 3.95 miles in length with posted speed limits between 35 and 55 miles per hour (MPH). This five-lane urban minor arterial has 11- to 12-foot lanes and a center two-way left-turn lane (TWLTL). The northern portion of the corridor has ten-foot paved shoulders which transition to curb & gutter and sidewalks south of Mabry Drive approaching downtown Morehead.
4. Crash data from the Kentucky State Police database indicates that in the five years between January 1, 2017 and December 31, 2021, a total of 750 crashes were reported on the study portion of KY 32. Of the 750 crashes, there were five fatal collisions (0.7%), 93 injury collisions (12.4%), and 652 property damage only collisions (87%) during this three-year period. Two of the fatal collisions were angle collisions, two were single vehicle collisions, and one was a sideswipe.

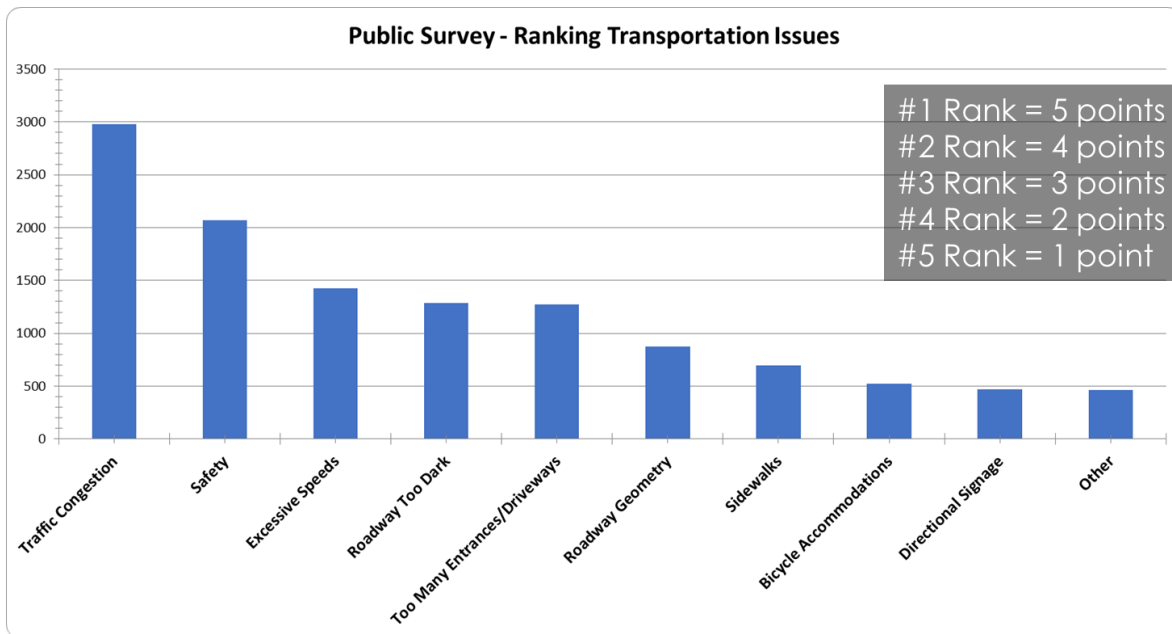
Based on a crash analysis using the Crash Data Analysis Tool (CDAT), KY 32 is shown to only have two short segments with excess expected crashes (EEC) greater than zero if analyzed as a four-lane undivided road. If analyzed as a four-lane divided roadway, most of the study corridor has an EEC greater than zero. It was determined that the crash density shows the areas of concern, near the I-64 interchange and near downtown Morehead. These are the locations where improvement concepts are being considered.

- Question: Did we analyze KY 32 using the KAB EEC?  
Answer: No, we do not have access to the data. KYTC will send Stantec a shapefile with the KAB EECs.

5. There was a discussion of the results from the online public meeting survey. Nearly 700 people responded to the survey and most (94 percent) indicated they drive the corridor daily or two to three times per week with 65 percent using KY 32 to get to work. When asked where they reside, 40 percent indicated they are Rowan County residents, 33 percent were Morehead residents, and 9 percent were Morehead State University students.

When asked to rank transportation issues #1 through #5, with a #1 ranking receiving 5 points, #2 receiving 4 points, #3 receiving 3 points, #4 receiving 2 points, and #5 receiving 1 point, traffic congestion was ranked as the biggest issue followed by safety, as shown in **Figure 1**.





**Figure 1: Public Survey – Ranking Transportation Issues**

- Question: Could the votes for “Roadway too Dark” be related to the lack of retro reflectivity in the pavement markings?  
Answer: Yes, that will be considered moving forward.

When asked to identify trouble spots related to congestion, most of the spots were related to the afternoon rush hour. **Figure 2** presents a heat map showing the highest concentration of points in red.

- It was noted that some of the identified trouble spots seemed to be off of the KY 32 corridor. This was likely due to the respondents not zooming in on the map and choosing an exact location. For this reason, heat maps were used to find patterns in the responses.

When asked to identify trouble spots related to safety; speeding, too many entrances, lack of turn lanes, and intersection reconfiguration were the most common safety concerns. **Figure 3** presents a heat map showing the highest concentration of points in red.

- Question: Where are the sight distance issues?  
Answer: There are potential sight distance issues at the Old Flemingsburg Road intersection and near the Papa Johns in the commercial area near Morehead. While these locations may satisfy design speed requirements, the sight distance concerns are amplified by speeding on KY 32.

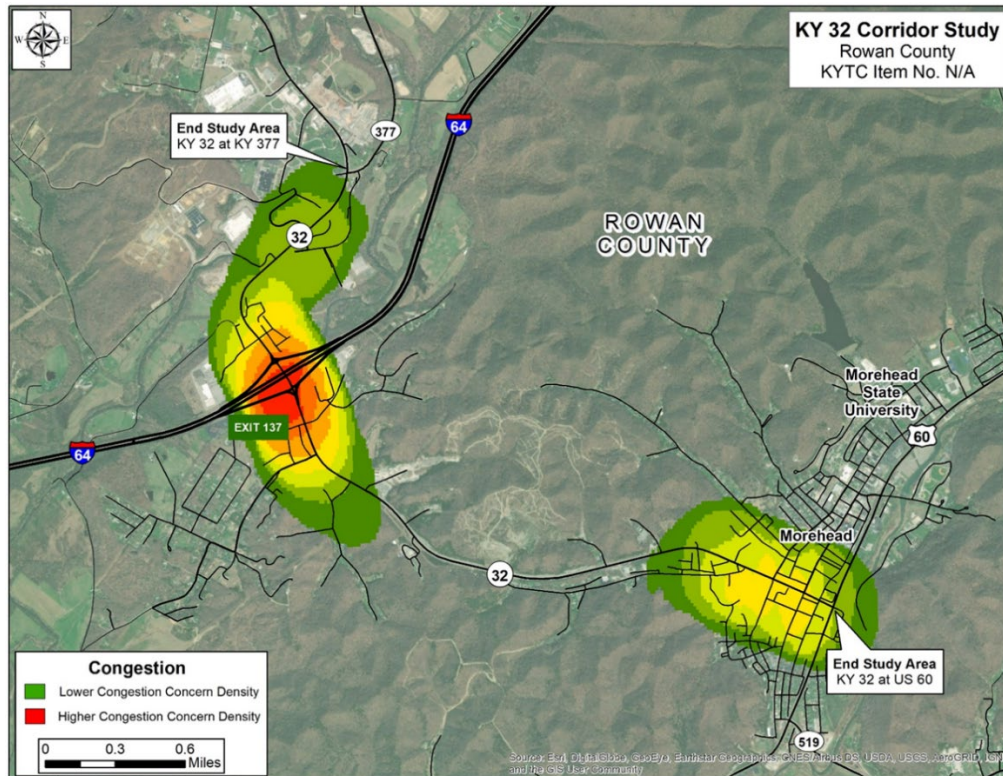


Figure 2: Public Survey – Traffic Concerns Heat Map

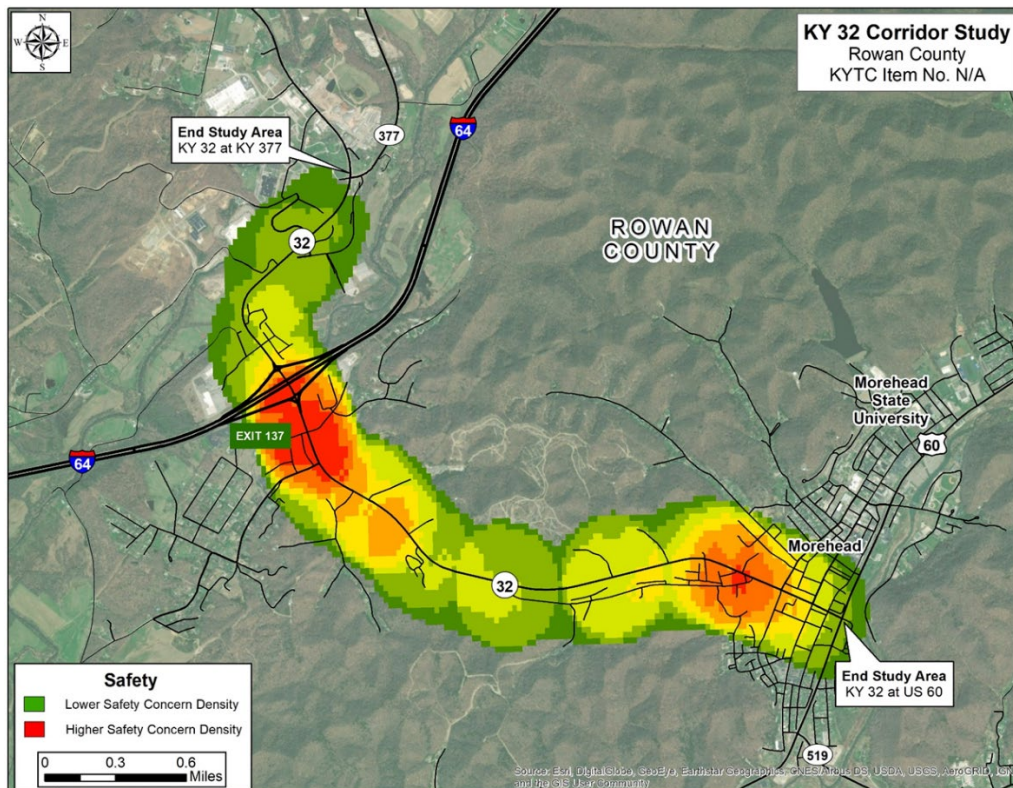
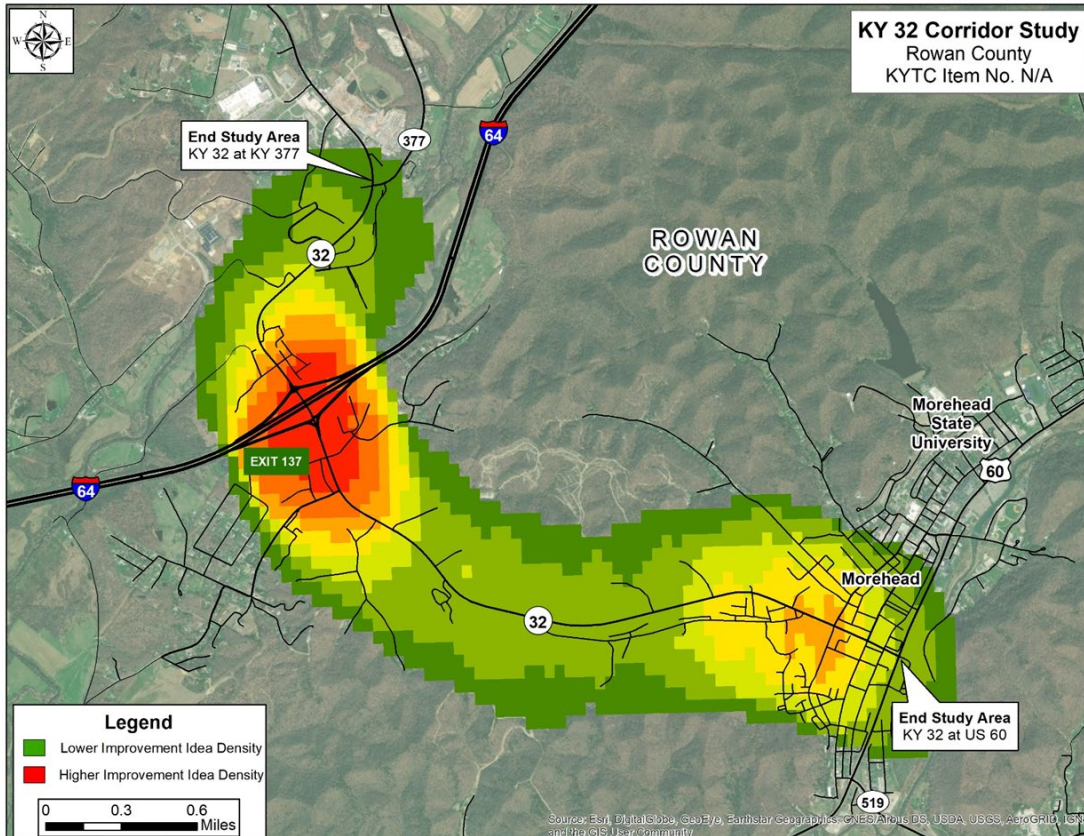


Figure 3: Public Survey – Safety Concerns Heat Map



When asked to identify improvement ideas; turn lanes, improved signal timing, access point improvement or elimination, new traffic signals, and additional through lanes were the most common improvements. **Figure 4** presents a heat map showing the highest concentration of points in red.

- It was noted that several of the locations identified as needing turn lanes have existing turn lanes. In these instances, it was assumed that longer turn lanes are desirable.



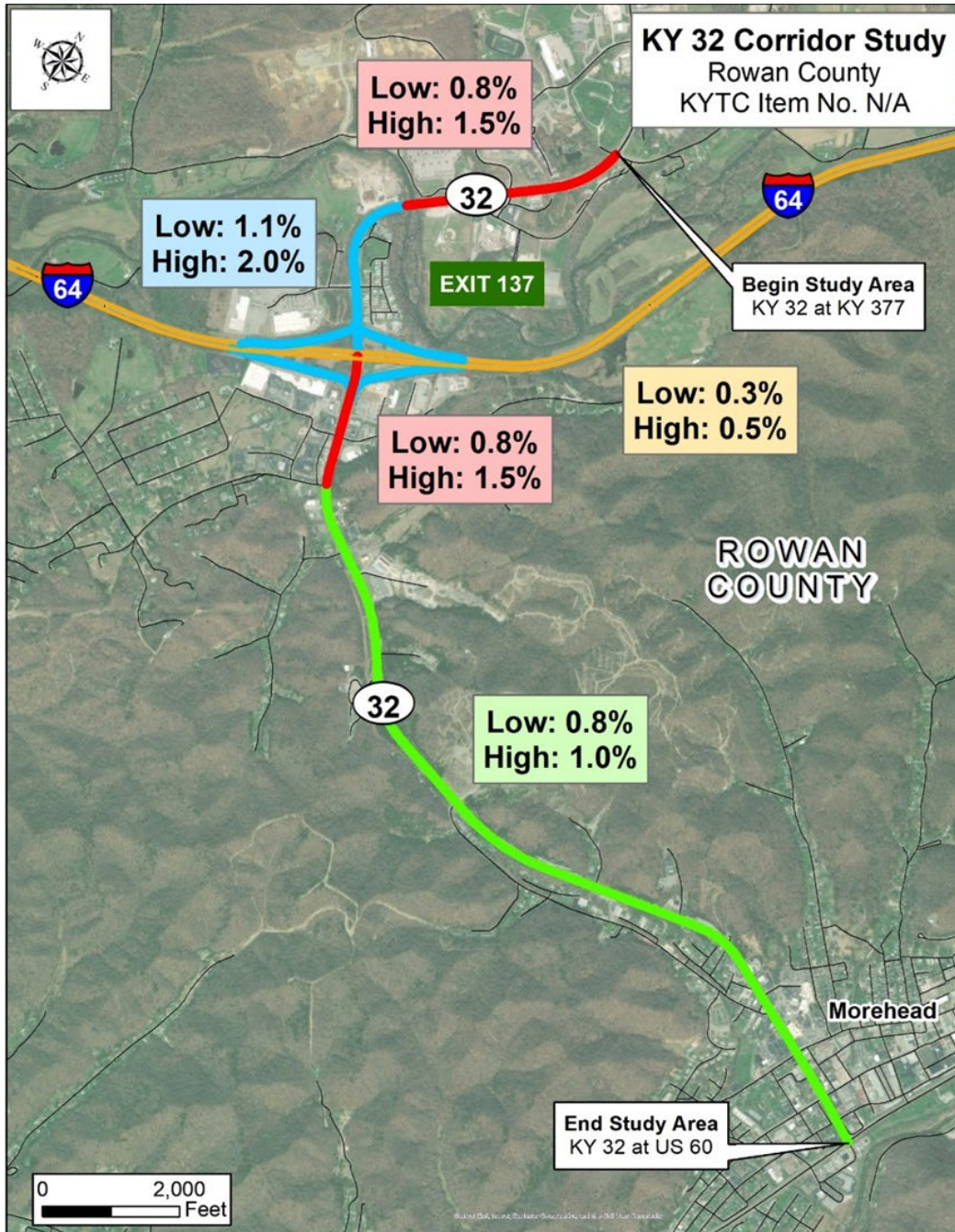
**Figure 4: Public Survey – Improvement Ideas Heat Map**

Overall, results from the public survey indicate that congestion is the biggest concern on KY 32. The I-64 interchange was the area most commonly identified and signal timing improvements were the most common suggestion for improvement. The public also believes safety is an issue with drive-thru lines from fast food restaurants consistently backing up onto mainline KY 32. It is also a challenge to turn left into and out of non-signalized intersections which causes drivers to accept smaller gaps. Speeding is also a concern on KY 32, especially in the transition from 55 to 45 to 35 miles per hour (MPH). The public would also like to see better lighting and better bicycle and pedestrian accommodations on KY 32.

6. Traffic forecasts were then discussed. There are 11 developments, all in different stages of development, expected along the study portion of KY 32. Recently, the project team received information regarding developments on the Wells Sawmill property and the Rowan

County Community Park north of the I-64 interchange. The most up-to-date information available was included in the traffic forecasts. A traffic forecast technical memorandum was accepted by KYTC in July 2022. Based on the unknown nature of many of the developments, a range of annual growth rates was developed, as shown in **Figure 5**.

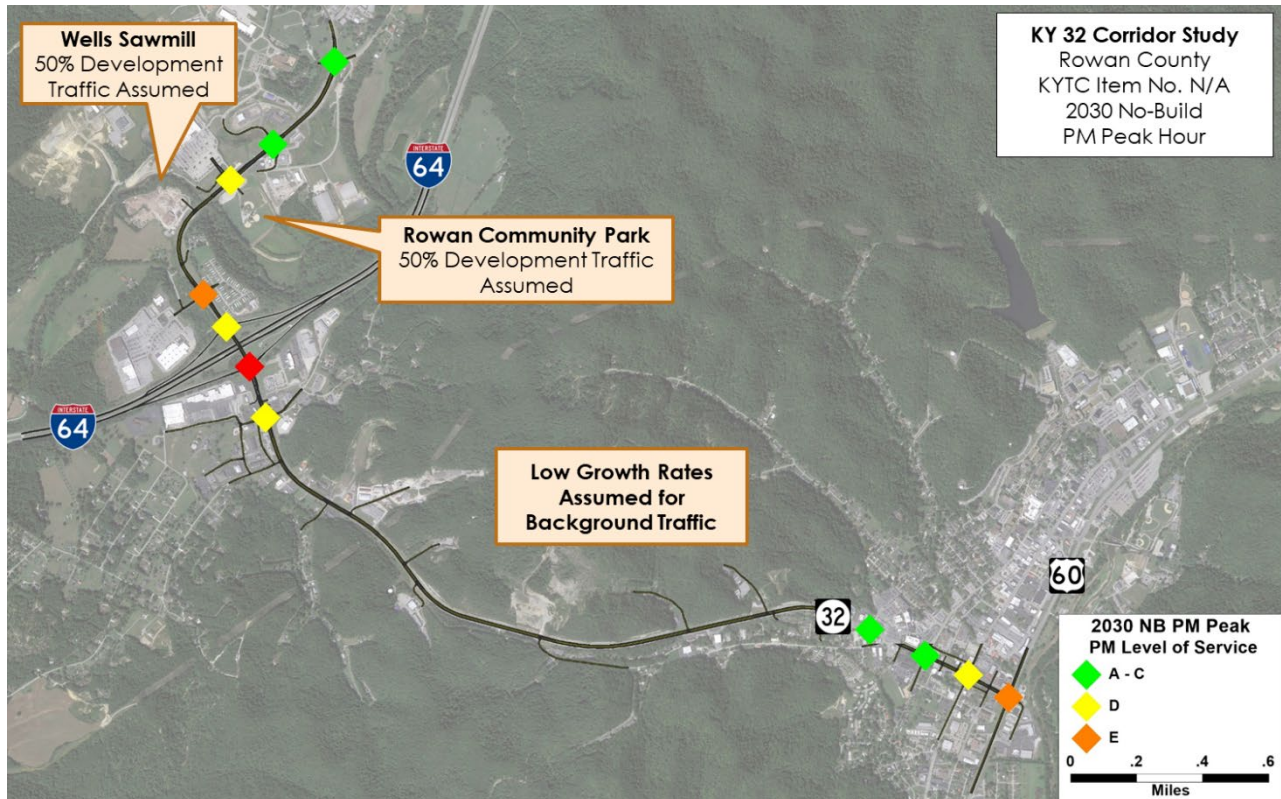
- Question: Where did the project team get the data for the expected developments?  
Answer: Through KYTC permits/applications and meetings with various stakeholders.



**Figure 5: Annual Growth Rate Scenarios**



A 2030 No-Build simulation model was developed using the low growth rates and assuming 50 percent of the anticipated traffic from the Wells Sawmill and Rowan Community Park developments. During the PM peak hour, all of the signalized intersections near the I-64 interchange and the US 60 intersection operate at level of services (LOS) D or worse, as shown in **Figure 6**.



**Figure 6: 2030 No-Build PM Peak Hour Simulation Model Results**

- Improvement concepts were then discussed focusing on three sections of KY 32: the downtown Morehead area near the US 60 intersection, the “corridor” area where the speed limit is 55 MPH, and the I-64 interchange (shown in **Figure 7**).

#### **Downtown Morehead / US 60 intersection**

A short-term option at the US 60 intersection includes:

- Reinforcing the 1<sup>st</sup> Street approaches as right-in/right-out by constructing “porkchop” islands
- Restriping the westbound KY 32 left-turn lane to 1<sup>st</sup> Street to an eastbound left-turn lane onto US 60 eastbound
- Restriping the southbound US 60 approach left-turn lane to a northbound through lane to Bridge Street
- Eliminating the southbound US 60 left-turn movement
- Convert Stone Street to a one-way

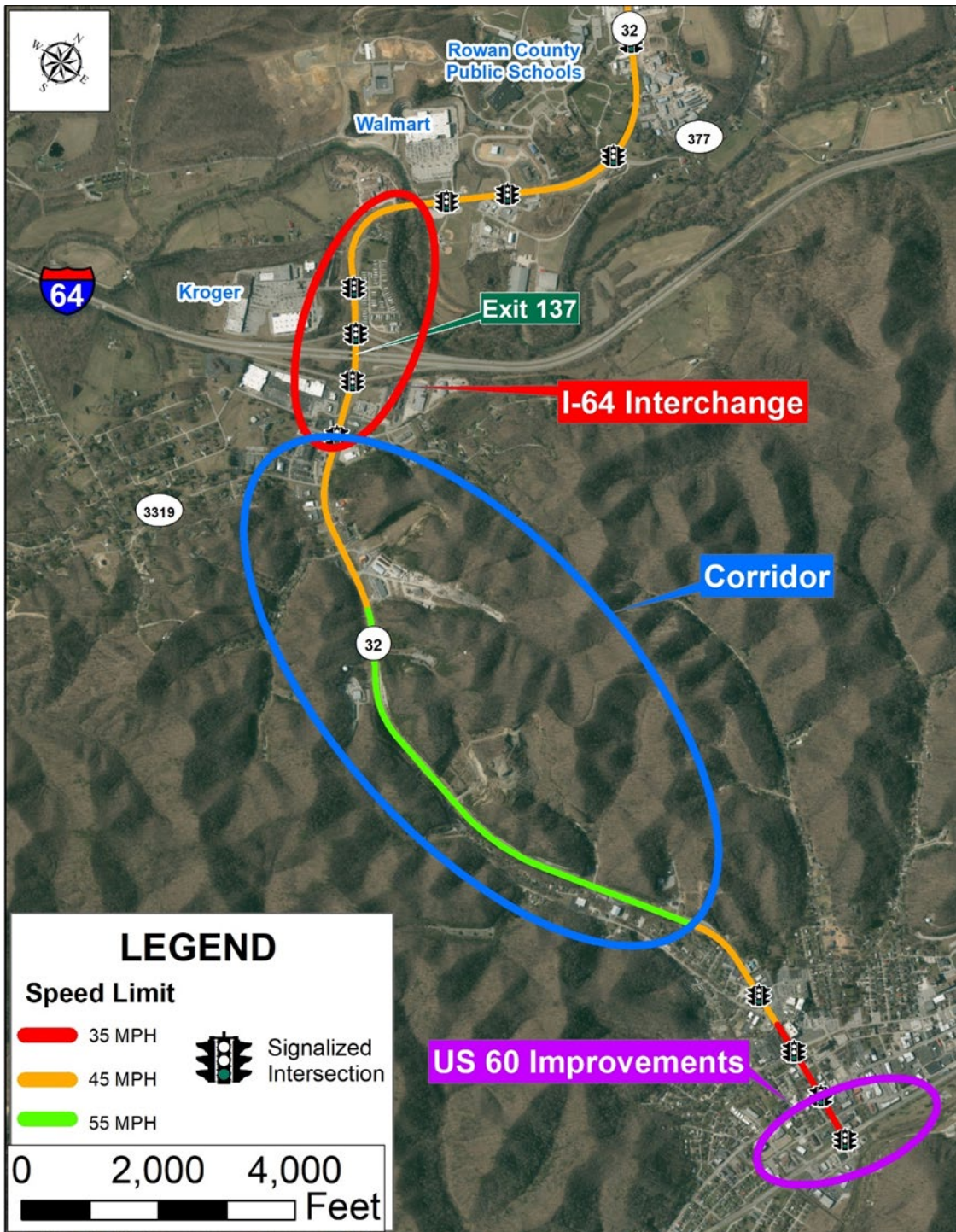


Figure 7: KY 32 Improvement Concept Sections

A long-term option at the US 60 intersection includes widening US 60 from Stone Street to Bridge Street to provide dual northbound left-turn lanes at the intersection and offset left-turn lanes at Stone Street, as shown in **Figure 8**. This concept includes the extension of a culvert on US 60 north of KY 32.





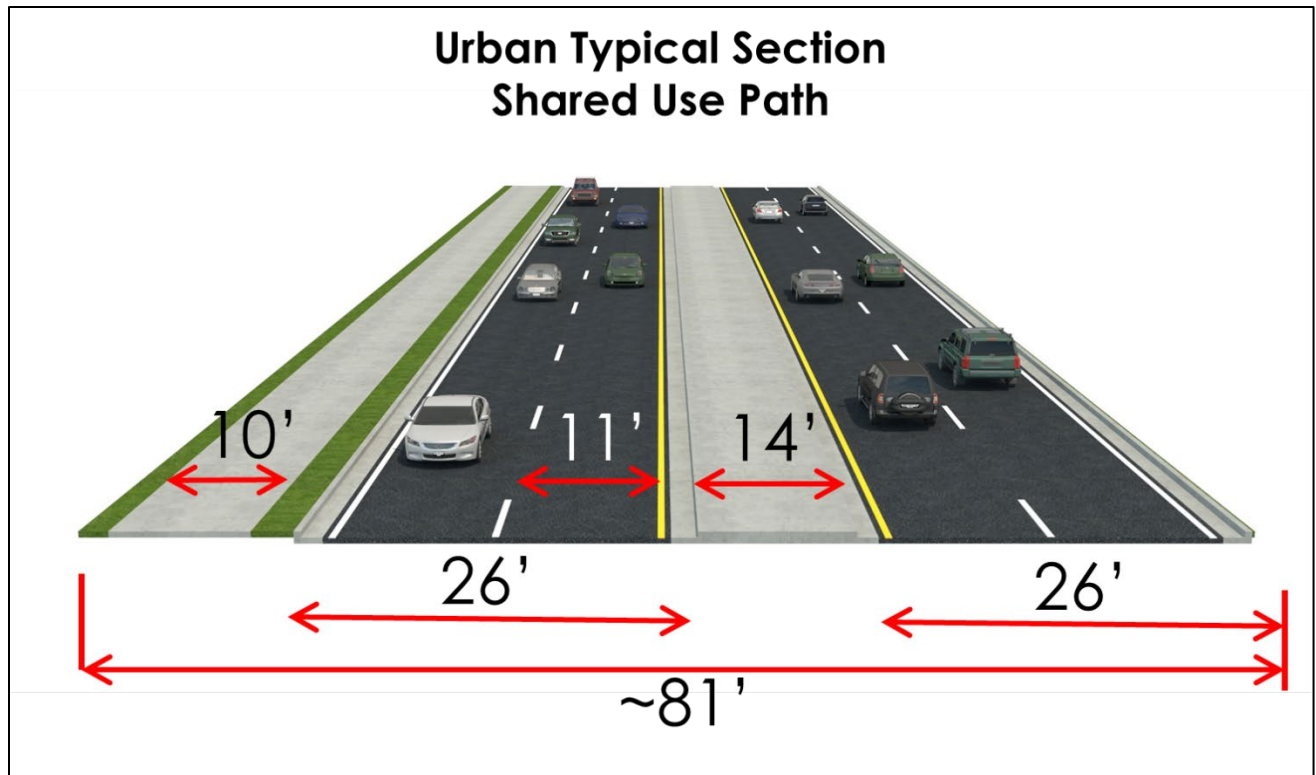
**Figure 8: Long-Term Improvement Concept at the US 60 Intersection**

- The Sister Jeanette intersection is the main entrance to both St. Claire Healthcare and McDonalds. Traffic from the McDonalds drive-thru backs up and has the potential to block Emergency Medical Services (EMS) vehicles from accessing the hospital. KYTC and Stantec will discuss options with the owners of McDonalds.
- Stantec will provide cost estimates for both the short- and long-term concepts. For the long-term improvement concept assume a five-lane section on US 60.

### **The “Corridor”**

Proposed improvements to KY 32 between the Viking Drive and Mabry Drive include:

- Converting the two-way left-turn lane (TWLTL) to a raised 14’ median (shown in **Figure 9**)
- Providing a shared-use path along the south side of KY 32
- Restricting access to right-in/right-out at minor access points
- Providing U-turn opportunities with loons



**Figure 9: Proposed Typical Section along the KY 32 Corridor**

- There was a discussion regarding the speed limit on the corridor. It is assumed that the speed limit will be lowered from 55 MPH to 45 MPH.
- Question: Should right-turn lanes be considered on downhill portions of KY 32 even if the traffic does not warrant a turn lane?  
Answer: Yes, they will be considered at strategic locations.
- Stantec will provide a cost estimate with and without the shared-use path.

#### **The I-64 Interchange Area**

Two options were analyzed to improve the area near the I-64 interchange with KY 32:

- Double Crossover Diamond (DCD)
- Single Point Urban Interchange (SPUI)

2030 TransModeler simulation models were developed for both of the interchange options.

**Figure 10** presents the results of the 2030 PM peak hour DCD model without widening the bridge over KY 32. Under this scenario, all intersections around the interchange operate at LOS E or worse. **Figure 11** presents the results of the 2030 PM peak hour SPUI model with improvements to the US 60 interchange. Under this scenario, all intersections operate at an acceptable LOS.

- The Highway Safety Improvement Plan (HSIP) project on the eastbound I-64 off ramp has been let to construction.



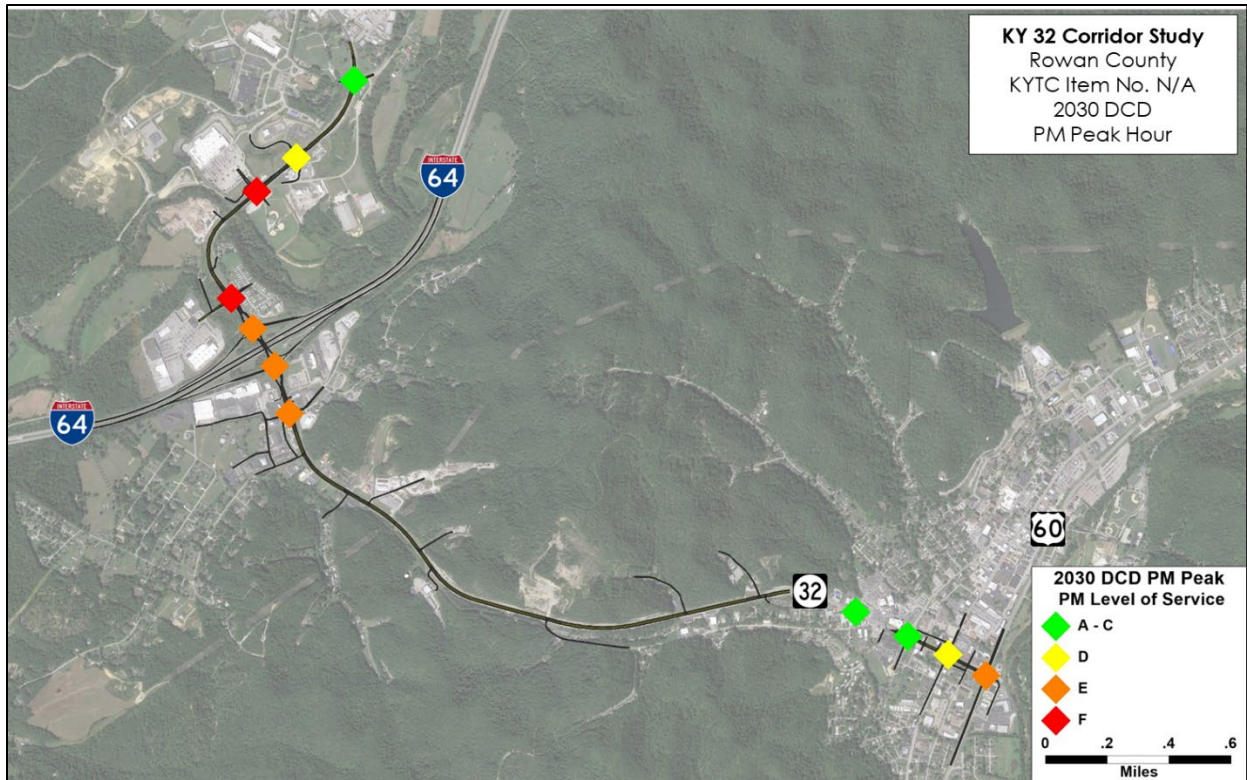


Figure 10: 2030 DCD PM Peak Hour Simulation Model Results

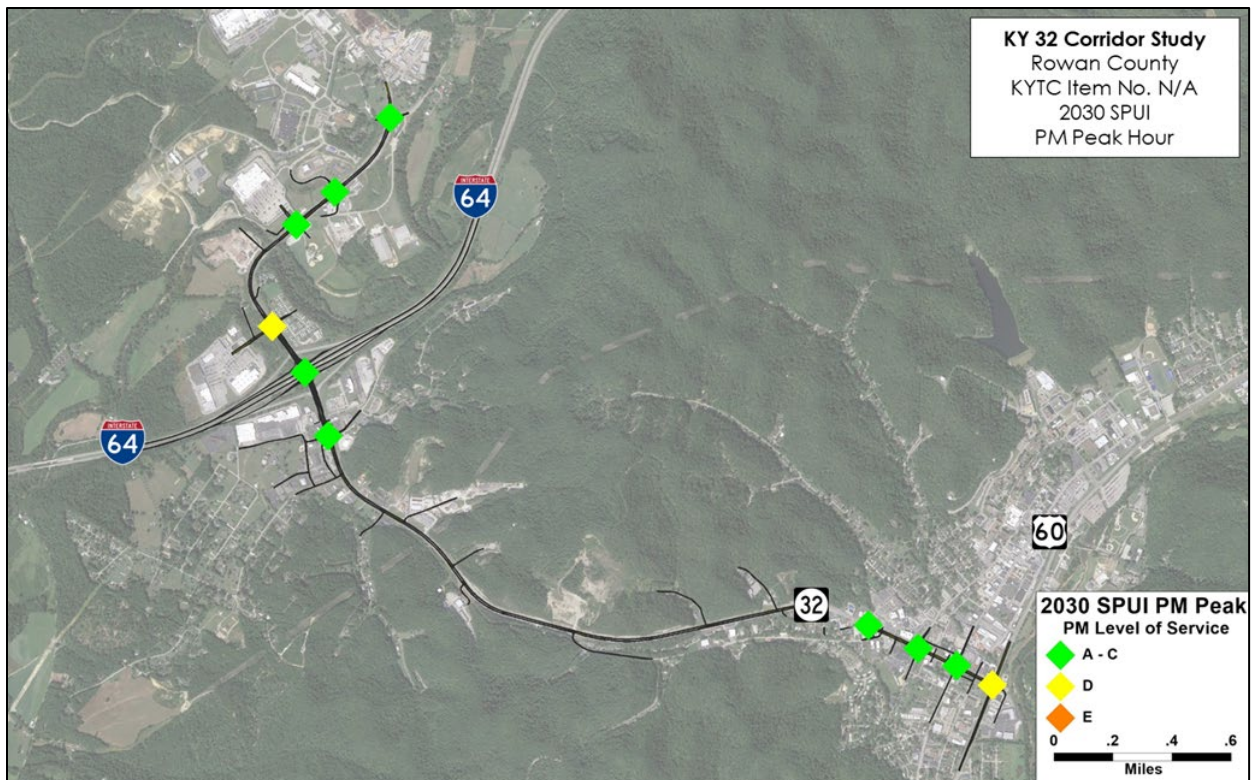


Figure 11: 2030 SPUI PM Peak Hour Simulation Model Results



- If a shared-use path is constructed there may need to be lighting under the bridge. This will be considered during the design phase.
  - It was determined that the DCD would not be carried forward as a viable concept.
8. The next steps are for Stantec to refine the improvement concepts and cost estimates and to prepare for the second local officials/stakeholder meeting which will be held in-person.

The meeting ended at approximately 12:30 p.m. EDT.

## Meeting Minutes

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TO: Jason Blackburn  
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Blake Jones  
Co-Project Manager  
KYTC District Office 9  
822 Elizaville Avenue  
Flemingsburg, KY 41041

---

FROM: Brian Aldridge  
Project Manager  
Stantec Consulting Services Inc.

DATE: January 18, 2023

SUBJECT: KY 32 Corridor Study  
KY 32 (MP 4.497 – MP 8.439)  
Rowan County  
KYTC Item No. N/A  
Local Officials/Stakeholder Meeting No. 2

The second Local Official/Stakeholder Meeting for the subject project was held at the Gateway Area Development District Office on January 6, 2023 at 10:00 a.m. EST. The following individuals were in attendance:

Harry Clark	Rowan County Judge Executive
Chris Dean	St. Claire Healthcare
Gene Detherage	Rowan County Citizen
Jason Slone	Rowan County Chamber of Commerce
Darrin Eldridge	KYTC – District 9
Steve Gunnell	KYTC – District 9
Joshua Farrow	Gateway Area Development District
Benjamin Hamm	Gateway Area Development District
Blake Jones	KYTC – District 9
Karen Mynhier	KYTC – District 9
Michael Read	KYTC – District 9
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Blake Jones welcomed everyone and said the purpose of the meeting was to discuss progress to date for the KY 32 Corridor Study. Brian Aldridge then delivered a presentation. The following enumerated items were discussed:

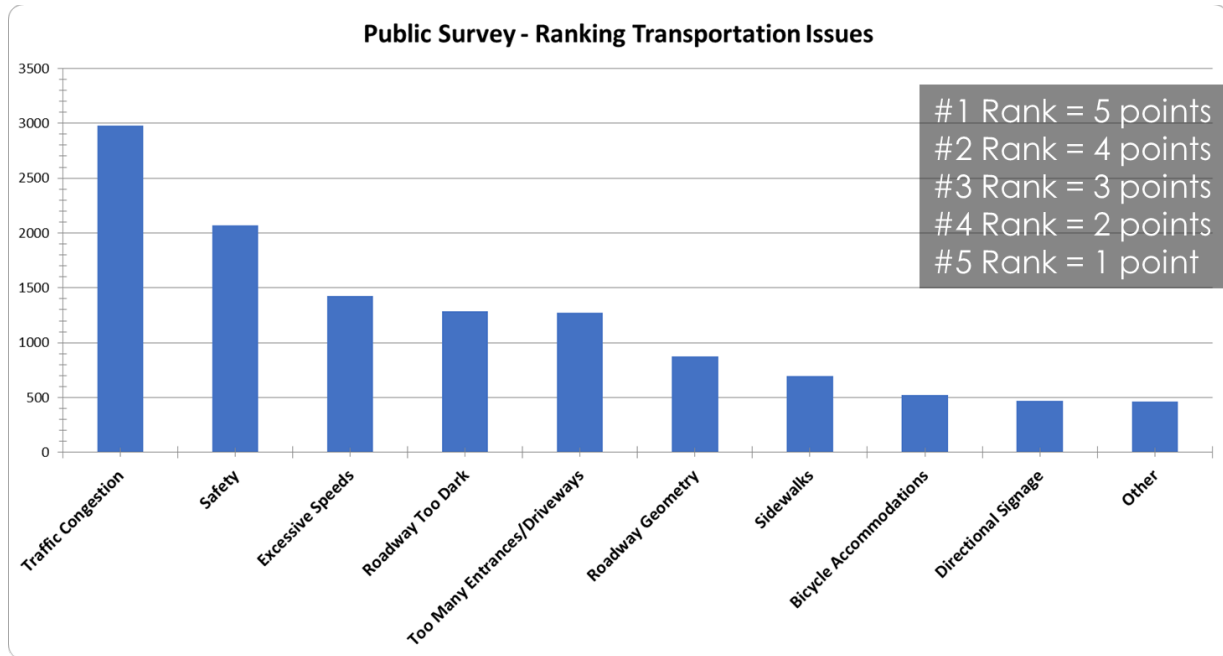
1. The purpose of the meeting is to provide a recap of the first meeting and to solicit feedback from the local officials/stakeholders on improvement concepts.
2. The goal of the *KY 32 Corridor Study* is to evaluate potential improvement options to increase safety, mobility, and connectivity on KY 32 between KY 377 (Cranston Rd.) and US 60 (W. Wilkinson Blvd.).
3. Brian provided a recap of the first Local Officials / Stakeholders Meeting, beginning with highlights from the existing conditions analysis. The study portion of KY 32 is 3.95 miles in length with posted speed limits between 35 and 55 miles per hour (MPH). This five-lane urban minor arterial has 11- to 12-foot lanes and a center two-way left-turn lane (TWLTL). The northern portion of the corridor has ten-foot paved shoulders which transition to curb & gutter and sidewalks south of Mabry Drive, approaching downtown Morehead.
4. Crash data indicates that in the five years between January 1, 2017 and December 31, 2021, a total of 750 crashes were reported on the study portion of KY 32. Of the 750 crashes, there were five fatal collisions (0.7%), 93 injury collisions (12.4%), and 652 property damage only collisions (86.9%) during this five-year period. Two of the fatal collisions were angle collisions at intersections, two were single vehicle, and one was a sideswipe along the 55-mph portion of KY 32 in the middle of the study area.

The Crash Data Analysis Tool (CDAT) was used to perform an Excess Expected Crashes (EEC) analysis. EEC is a measure of the crash frequency at a given site compared to what is expected based on current conditions (geometrics, traffic, etc.). A positive EEC indicates more crashes are occurring than should be expected. Results from this analysis showed the segments of KY 32 near the I-64 interchange and Pinecrest Drive and the downtown section near US 60 have positive EECs suggesting there is some potential to mitigate / reduce future crashes. Additionally, several intersections had positive EECs, with the Walmart Way, eastbound I-64 ramp terminal, and Pinecrest Drive intersections all have EECs greater than five crashes per year.

5. Historical KYTC traffic volumes show Annual Average Daily Traffic (AADT) volumes range from 15,200 – 28,000 vehicles per day (VPD) on the study portion of KY 32.
6. A MetroQuest survey was developed and disseminated to the public in late 2021 / early 2022 to solicit feedback on transportation issues on the KY 32. Nearly 700 people responded to the survey and most (94 percent) indicated they drive the corridor daily or two to three times per week with 65 percent using KY 32 to get to work. When asked where they reside, 40 percent indicated they are Rowan County residents, 33 percent were Morehead residents, and nine percent were Morehead State University students.



When asked to rank transportation issues affecting KY 32 #1 through #5, with a #1 ranking receiving 5 points, #2 receiving 4 points, #3 receiving 3 points, #4 receiving 2 points, and #5 receiving 1 point, traffic congestion was ranked as the biggest issue followed by safety, as shown in **Figure 1**.



**Figure 1: Public Survey – Ranking Transportation Issues**

When asked to identify trouble spots related to congestion, most of the spots were related to the afternoon rush hour. **Figure 2** presents a heat map showing the highest concentration of points in red. The area around the I-64 interchange and near downtown Morehead were the most frequently noted locations for congestion concerns.

When asked to identify trouble spots related to safety; speeding, too many entrances, lack of turn lanes, and intersection reconfiguration were the most common safety concerns. **Figure 3** presents a heat map showing the highest concentration of points in red. Similar to the areas with concerns related to congestion, the area around the I-64 interchange and near downtown Morehead were the most frequently noted locations for safety concerns.

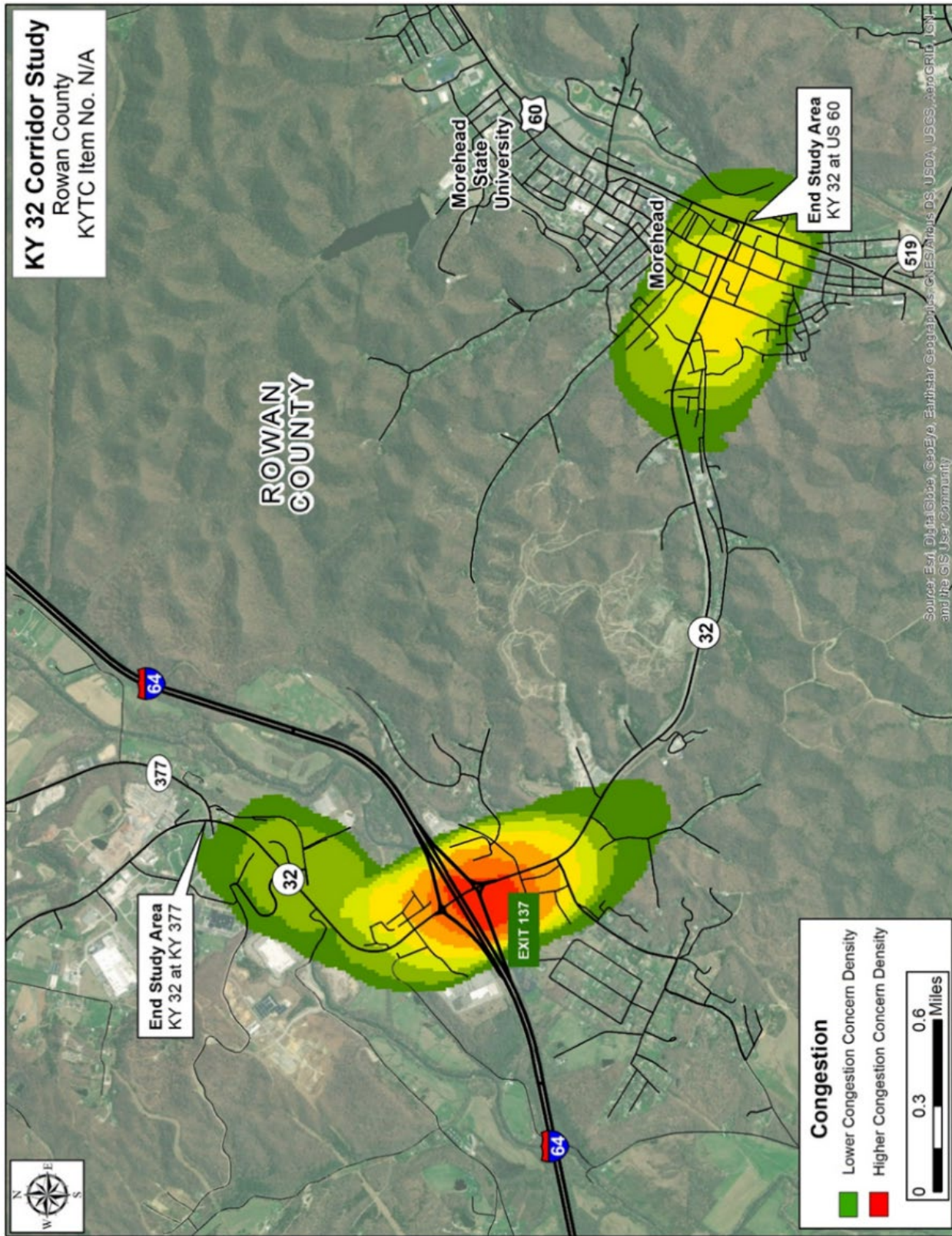


Figure 2: Public Survey – Traffic Concerns Heat Map



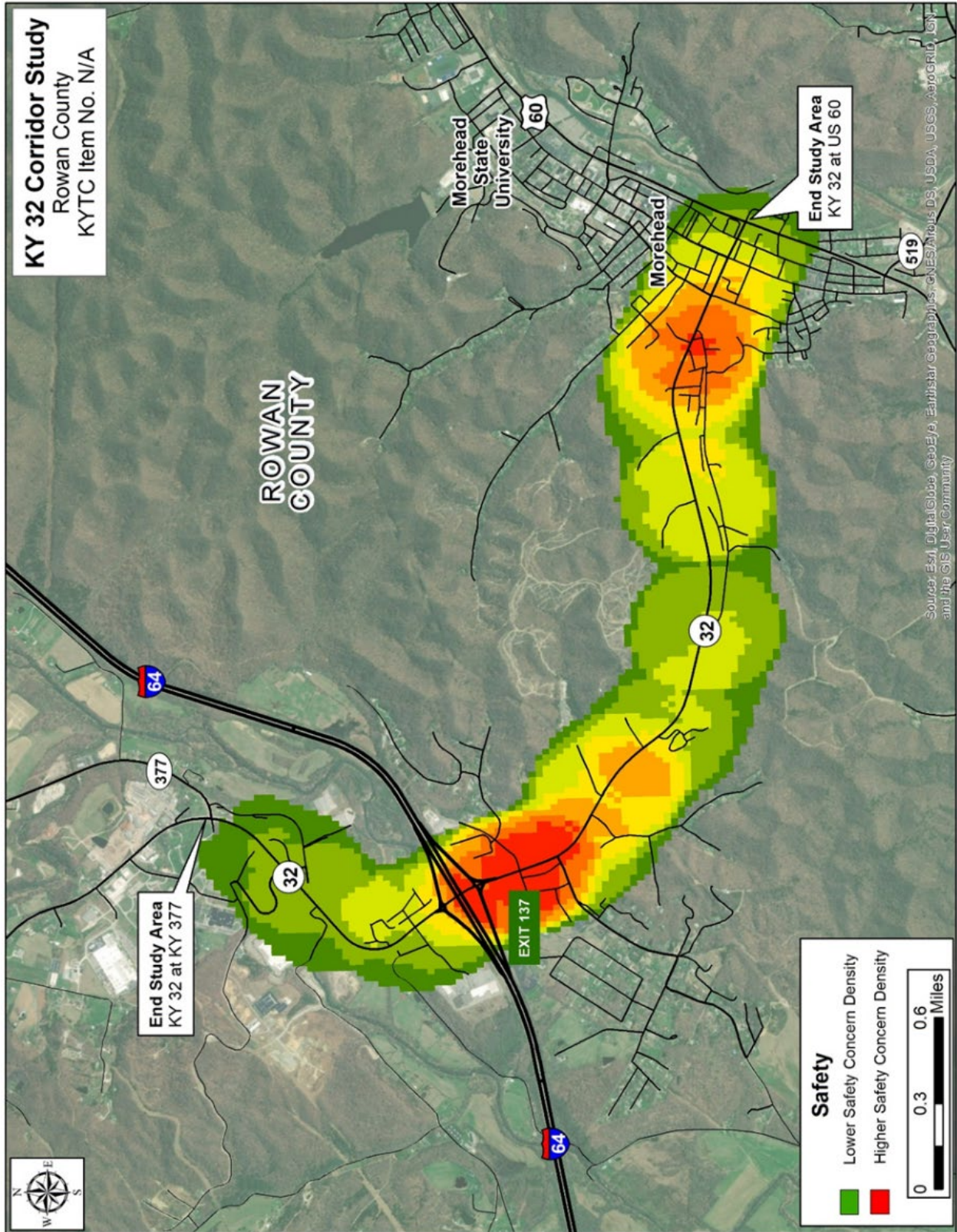


Figure 3: Public Survey – Safety Concerns Heat Map



When asked to identify specific improvement ideas, turn lanes, improved signal timing, access point improvement or elimination, new traffic signals, and additional through lanes were the most common improvements. **Figure 4** presents a heat map showing locations where improvements were suggested, with the highest concentration of points in red. As would be expected, more candidate solutions were identified within the areas where congestion and safety concerns had been noted.

Overall, results from the public survey indicate that congestion is the biggest concern on KY 32. The I-64 interchange was the area most commonly identified, and signal timing improvements were the most common suggestion for improvement. The public also believes safety is an issue with drive-thru lines from fast food restaurants consistently backing up onto mainline KY 32. It is also a challenge to turn left into and out of non-signalized intersections which causes drivers to accept smaller gaps. Speeding is also a concern on KY 32, especially in the transition from 55 to 45 to 35 MPH. The public would also like to see better lighting and better bicycle and pedestrian accommodations on KY 32.

7. Traffic forecasts were then discussed. There are 11 locations within the study area where land use changes, all in different stages of development, are expected. These developments, shown in **Figure 5**, are listed below.
  1. Industrial northwest of Walmart
  2. Wells Sawmill Property (under construction)
  3. West of Viking Drive (south entrance)
  4. Dollar Tree shopping center
  5. Rowan County Community Park
  6. Old Cranston Road Development
  7. Polo 1 Development (under construction)
  8. Starbucks (now open)
  9. East of Clinic Drive
  10. West of Valero
  11. Former middle school

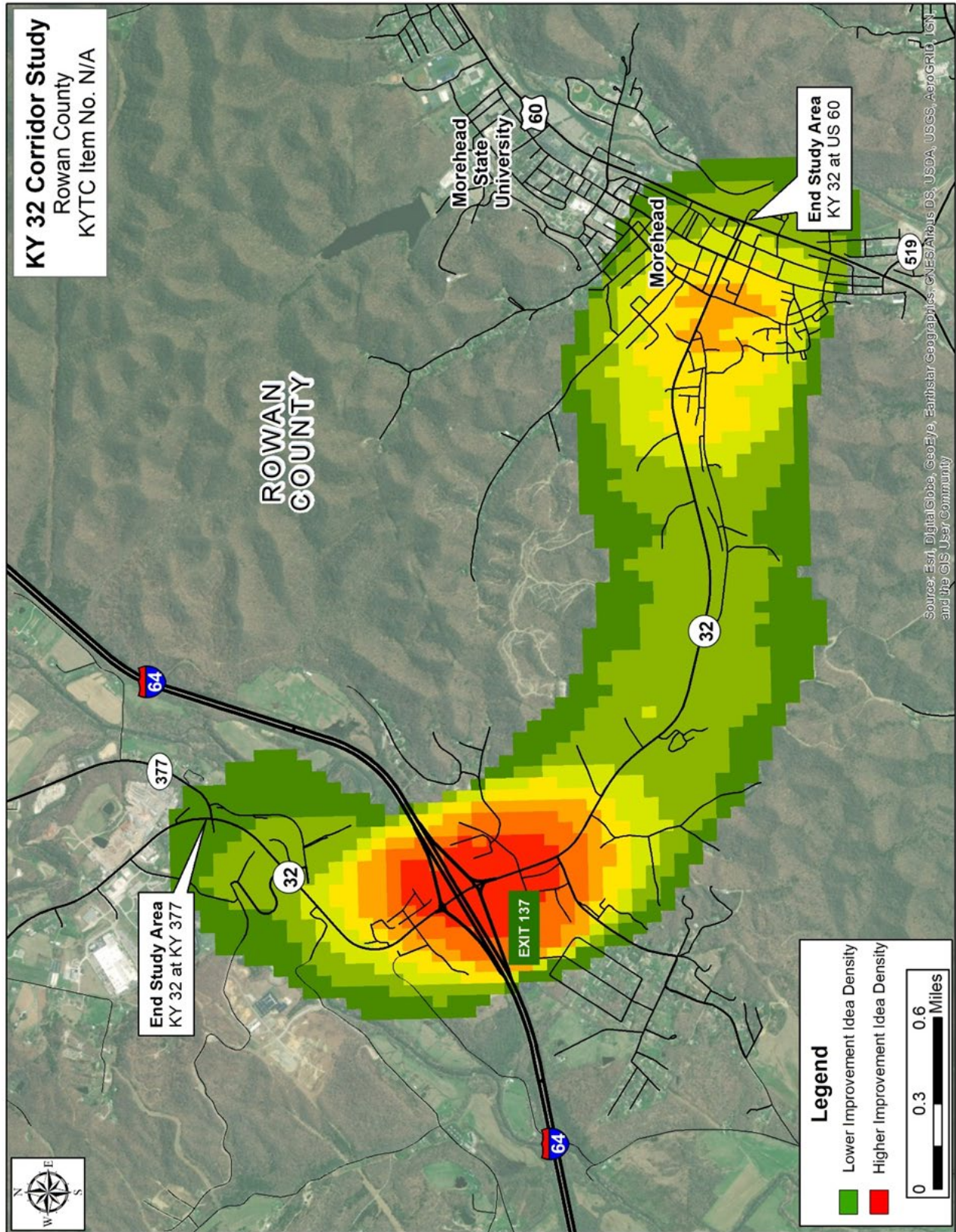


Figure 4: Public Survey – Improvement Ideas Heat Map



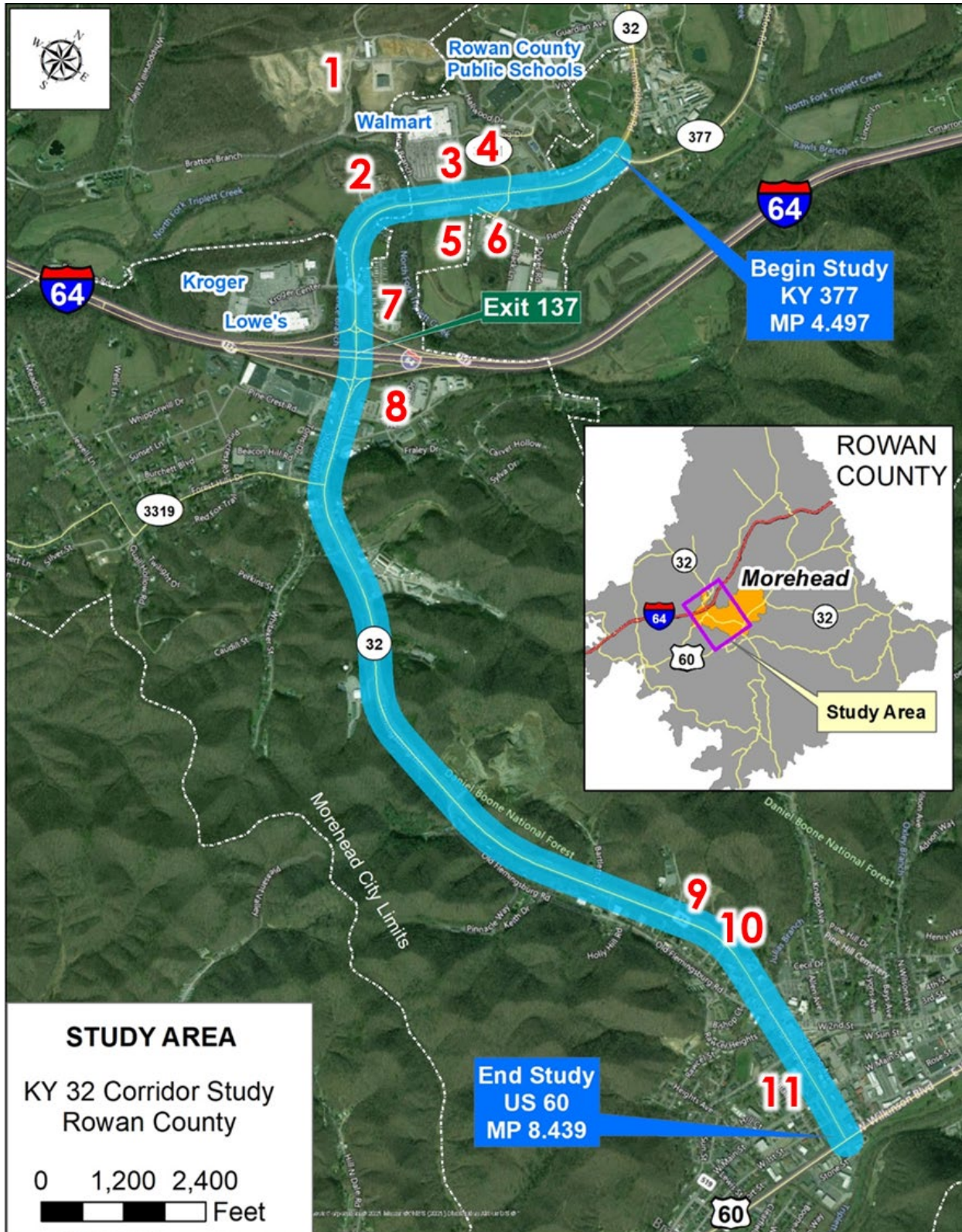


Figure 5: Potential Study Area Developments



There was discussion about several of the sites listed above, as well as other sites that may see changes in the future.

- #11 – the former middle school may revert from the school board to Rowan County.
- The Johnson property near Big 4 Street has three acres ready to be developed.
- An area north / west of the western intersection of Old Flemingsburg Road has been excavated to provide fill material for the Wells Sawmill site (#5 on Figure 5). With the excavation into the hillside, this area is now a potential development site.

Due to the unknowns surrounding many of these developments, low and high growth scenarios were developed for use in estimating future traffic demand, as shown in **Figure 6**.

Based on the high growth scenario, daily traffic on KY 32 is expected to reach 43,900 VPD by 2045, as shown in **Figure 7**.

8. Improvement concepts were then discussed focusing on three sections of KY 32: the downtown area near the US 60 intersection, the “corridor” area where the speed limit is 55 MPH, and the I-64 interchange.

#### **US 60 intersection**

A short-term option at the KY 32 intersection with US 60 includes:

- Reinforcing the 1<sup>st</sup> Street approaches as right-in/right-out by constructing “porkchop” islands and installing delineator posts.
  - Attendees noted many drivers do not adhere to the existing signs on 1st Street restricting left turns.
- Restriping the westbound KY 32 left-turn lane to 1<sup>st</sup> Street to an eastbound left-turn lane onto US 60 eastbound.
- Restriping the southbound US 60 approach left-turn lane (to Stone Street) to a northbound through lane to Bridge Street.
- Eliminating the southbound US 60 left-turn movement onto Stone Street.

Additionally, Stone Street could be converted to a one-way, with traffic flowing in from the southern entrance and out at the KY 32/US 60 intersection. This would allow the eastbound KY 32 shared left-turn/thru lane to be restriped to left-turn only.

- Attendees noted this concept may not be desirable to the businesses on Stone Street.

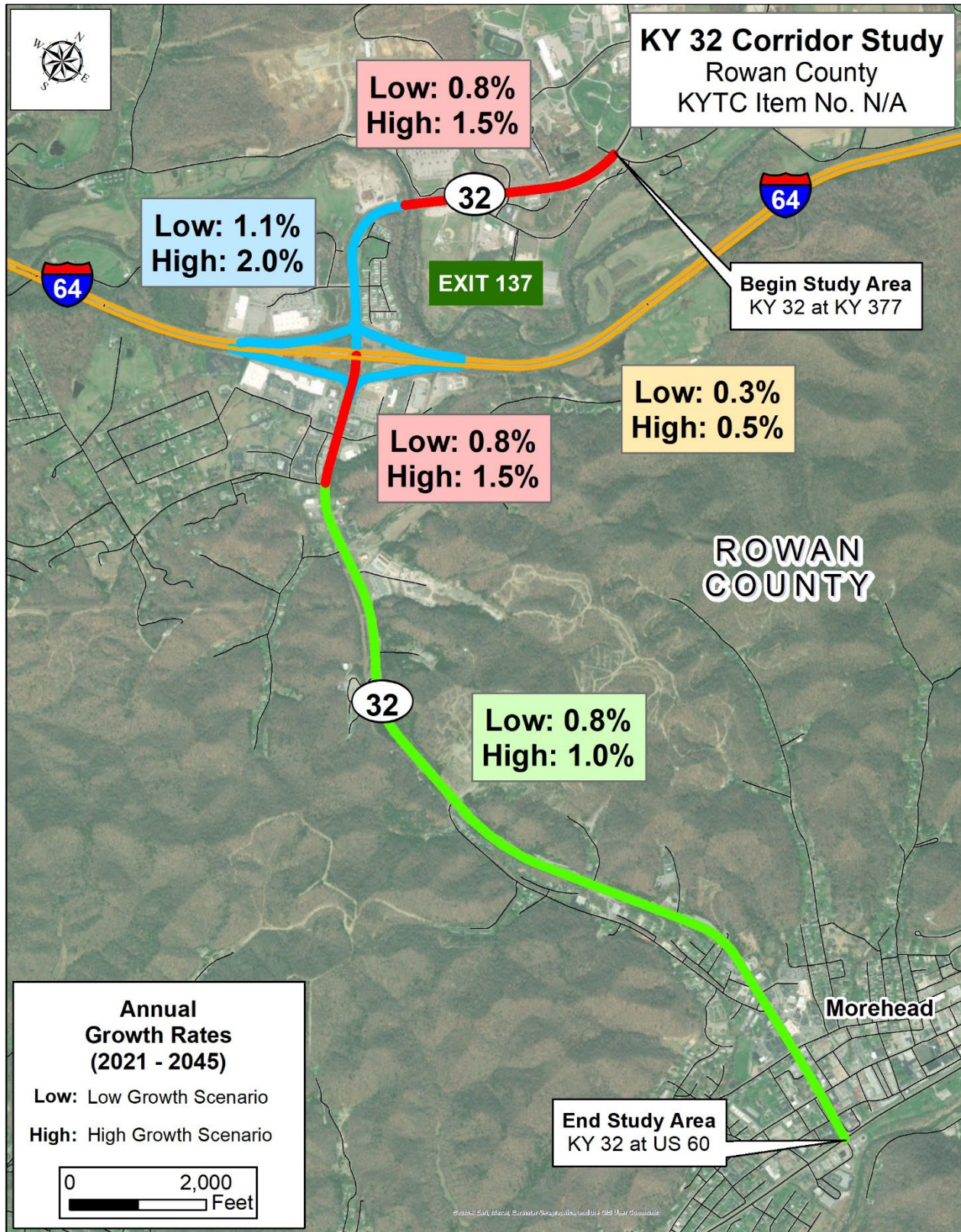


Figure 6: KY 32 Annual Growth Scenarios



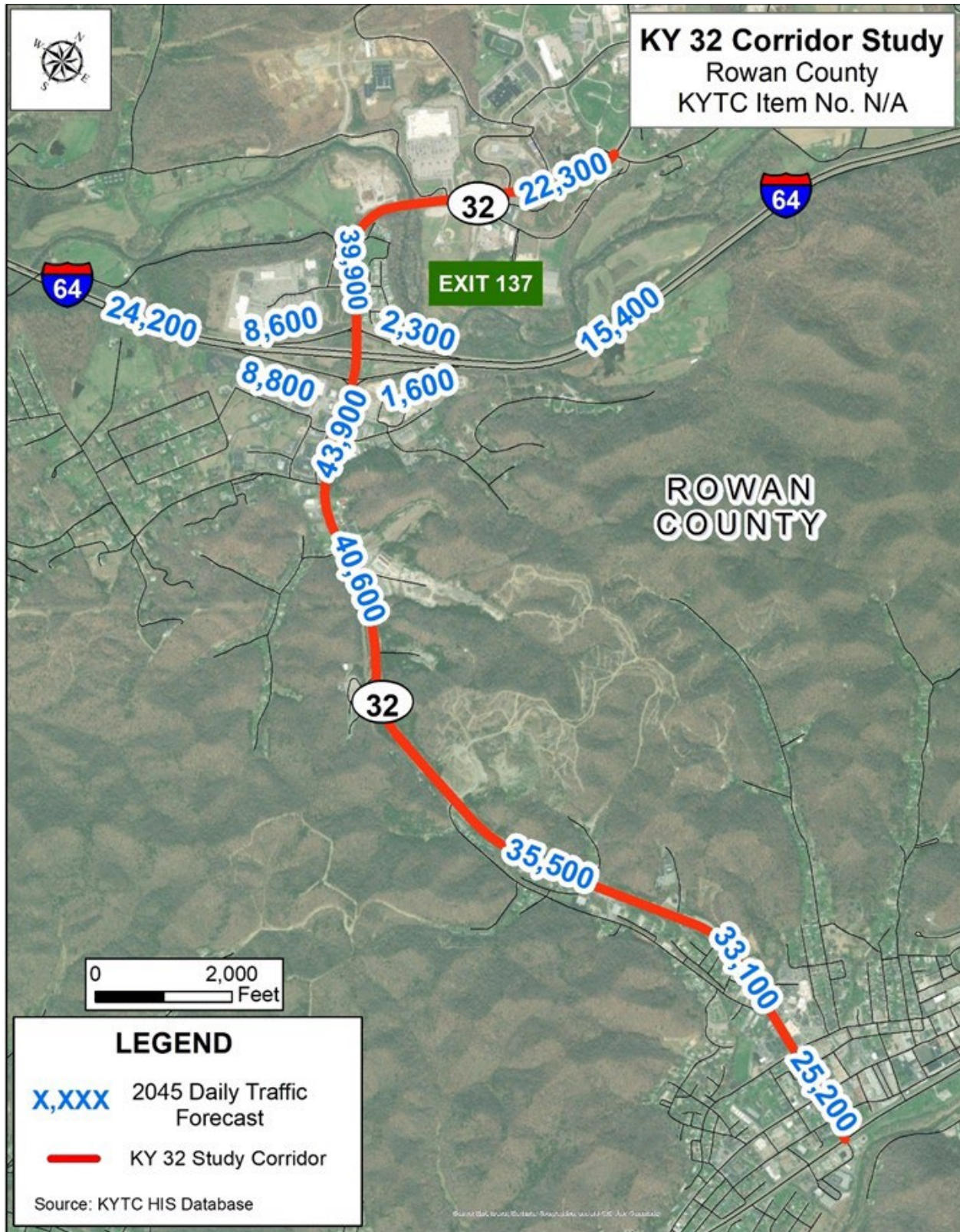


Figure 7: 2045 High Growth Scenario Daily Traffic Forecasts



A long-term option at the US 60 intersection includes widening US 60 from the southern Stone Street intersection to Bridge Street to provide dual northbound left-turn lanes at the intersection and offset left-turn lanes at Stone Street, as shown in **Figure 8**. This concept includes the extension of a culvert on US 60 north of KY 32 to maintain the existing southbound US 60 left-turn movement onto Stone Street and provide room for an additional northbound receiving lane on US 60.

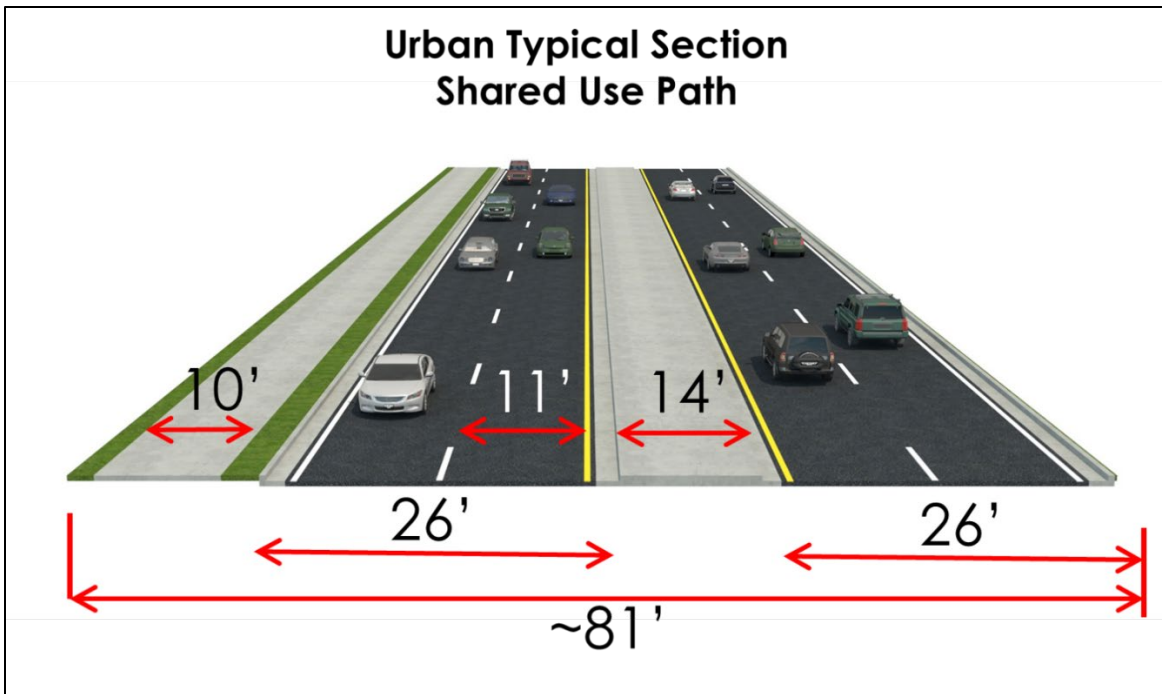


**Figure 8: Long-Term Improvement Concept at the US 60 Intersection**

### The “Corridor”

Improvements to KY 32 between the Viking Drive intersection and Mabry Drive include:

- Converting the two-way left-turn lane (TWLTL) to a raised 14’ median (shown in **Figure 9**).
- Providing a shared-use path along the south side of KY 32.
- Restricting access to right-in/right-out at minor access points.
- Providing U-turn opportunities with restricted crossing U-turn intersections (RCUT).

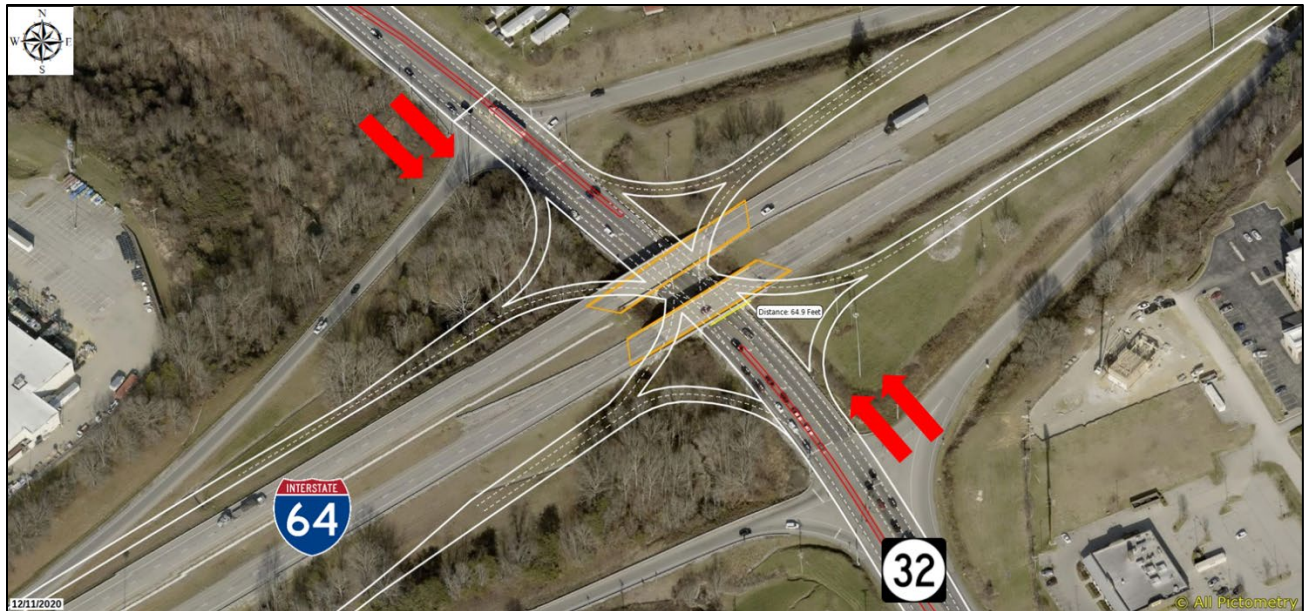


**Figure 9: Proposed Typical Section along the KY 32 Corridor**

### The I-64 Interchange Area

The proposed improvement at the I-64 interchange is a Single Point Urban Interchange (SPUI). This type of interchange combines the eastbound and westbound ramps into one centralized intersection, as shown in **Figure 10**. Under this concept, the existing I-64 bridges will be replaced, but the new ramps will be constructed within the existing right-of-way.

- There was a discussion concerning the entrances for the Wells Sawmill development. The access point on KY 32 south of Walmart Way will be a left-in/right-in/right-out only, restricting left turns out of the proposed development. It can be designed initially as unsignalized with the option to signalize if traffic warrants a signal. If additional access is needed, the developer could look at making a connection to Trademore Circle via White House Hill Road.



**Figure 10: SPUI Concept**

9. 2030 TransModeler simulation models were developed to estimate future traffic operations on KY 32. With no improvements, the KY 32 intersections with US 60, the eastbound I-64 ramp terminal, and Trademore Circle are expected to operate at LOS E or worse during the PM peak in 2030. With the proposed improvements, all intersections are expected to operate at LOS D or better in 2030.
10. Cost estimates and concept priorities were then discussed. Improvements to US 60 are the first priority, followed by the I-64 interchange, and “the corridor,” as shown in **Table 1**.

**Table 1: KY 32 Improvement Concept Cost Estimates**

Draft Priority	Alternative	Description	Design	Construction Cost
#2	SPUI	Construct a single point urban interchange (SPUI) at I-64.	\$1,810,000	\$18,110,000
#3	KY 32 Corridor	Construct raised, non-traversable median and provide left-turn, u-turn opportunities (2 miles south of I-64 and 0.5 miles north of I-64). Provide shared use path on one side.	\$1,030,000	\$10,260,000
#1	US 60	Widen US 60, provide dual left-turn lanes from KY 32 to US 60 and from US 60 to KY 32.	\$420,000	\$2,830,000
		<b>TOTAL</b>	<b>\$3,260,000</b>	<b>\$31,200,000</b>



11. The Local Officials/Stakeholders were then asked to fill out a questionnaire to solicit feedback on the proposed improvement concepts. All five respondents indicated that improvements are needed on KY 32. The next question asked if the respondents believe the improvement concepts will adequately address recurring congestion and safety concerns affecting KY 32. All five responded that the short-term US 60 concept and three long-term concepts listed in Table 1 adequately address congestion and safety concerns. Finally, respondents were asked if they agree with prioritizing US 60 first, the I-64 interchange second, and the “corridor” third. All five respondents agreed with the proposed prioritization.
12. The next steps are for the project team to finalize the prioritization of the improvement concepts and the cost estimates and for Stantec to submit draft project sheets for KYTC review.

The meeting ended at approximately 11:30 a.m. EST.