

Appendix G:

LOCAL OFFICIALS AND STAKEHOLDER MEETING MATERIALS

I-75 to Mountain Parkway Corridor Study Meeting Sign In Sheet

TITLE OF MEETING: Local Officials / Stakeholders Meeting LOCATION: KYTC District 7
 DATE OF MEETING: September 23, 2014 TIME OF MEETING: 10:00 AM EST PAGE 1 OF 3

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NAME	AGENCY / COMPANY	TELEPHONE NO.	EMAIL ADDRESS (PREFERRED)
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Kevin Wilson	Clark Co Road Dept	859-745-0255	Kwilson3730@Yahoo.com
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TO: Jason Blackburn, PE
Randy Turner, PE
Srinivasa Gutti, PE
Project Manager(s), KYTC

www.pbworld.com

FROM: Parsons Brinckerhoff

DATE: September 23, 2014

SUBJECT: I-75 to Mountain Parkway Corridor Study
Minutes of Local Officials and Stakeholder Meeting

The Local Officials and Stakeholder Meeting (LO/S) for the I-75 to Mountain Parkway Corridor Study was held at 10:00 AM (EST) on Tuesday, September 23, 2014, at KYTC District 7 Office in Lexington, Kentucky. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Srinivasa Gutti	KYTC – C.O. Planning	srinivasa.gutti@ky.gov
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Chris Barrow	Parsons Brinckerhoff	barrowcp@pbworld.com

The purpose of the LO/S meeting was to provide a venue to receive feedback on work to date and allow the opportunity for attendees to provide input and discuss any issues / notes related to the completion of this study. Randy Turner opened up the meeting, conducted introductions, welcomed and thanked all attendees, and proceeded to provide a brief overview of Parsons Brinckerhoff's role in the study before handing the meeting off to Lindsay Walker, the project manager for Parsons Brinckerhoff. Lindsay began the presentation with an agenda and reiterated the importance of the LO/S and how their input would impact the study document.

Study Overview, Process, Schedule, and Project Development Process

The first part of the meeting focused on some general background information for the LO/S about this study, its process and how it fits into KYTC's project development process. Lindsay gave a brief description of what this study will accomplish and the components involved (Existing Conditions, Traffic Forecasting, Environmental, Geotechnical and Stakeholder input) in the analysis of this task to arrive at the Feasible Recommendations. Following this, a review of the project schedule with completion of the study scheduled for December 2014 was provided and a discussion was held regarding where this initial planning study is located in KYTC's project development process. At this point Anthony Goodman (FHWA) mentioned that this process usually takes 6-10 years and Judge Taylor (Estill Co.) mentioned that depending on what is selected and the dollar amount it may be closer to 10-20 years.

Purpose and Need

Next Lindsay presented the purpose and need for the study. No comments were received regarding the purpose or need but a comment was made by Judge Taylor about previous routes being considered but were unable to move forward due to the National Forest which is located in Estill County.

Existing Conditions

In the existing conditions section, five maps were shown which displayed the results of the crash analysis, 2014 existing traffic counts and operations, 2040 forecasted Average Daily Traffic (ADT) and operations, geometric deficiencies along KY 52 and KY 499, and geometric deficiencies along KY 89 and KY 82.

1. The crash analysis map had the most comments, centered in particular on the Drowning Creek Bridge and the fact that multiple fatal crashes have occurred in this location. Additionally it was mentioned by the stakeholders that this area is a particularly dangerous section as it narrows down from the desired typical section on either side of the bridge in both Madison and Estill Counties. There are also issues at the Shell gasoline station along KY 52 in Moberly.
2. The traffic maps were then reviewed and Lindsay talked about the ADT for 2014 and forecasted ADT for 2040. Judge Taylor mentioned concern that the numbers seemed low. Lindsay then further explained what ADT was and how it is determined so that the attendees had a better understanding of what is represented. The future forecasts of modest growth are in line with expectations and trends in Kentucky. Judge Taylor then added an additional comment about concerns if a national emergency occurs, as the study corridor is classified as an evacuation route for the Bluegrass Army Depot.
3. The geometric deficiencies maps were then presented and comments concentrated around the KY 89 and KY 82 map. Specifically, reducing the posted speed limit to 45 mph would not reduce operational speed on that section of the road, would have a negative effect on the mobility of the corridor, and therefore does not satisfy the purpose and need of the project.

Study Alternatives

Next Lindsay spoke about the three different categories of projects being evaluated in the study area and continued by providing a brief overview of each. Comments mentioned during the overview can be found below next to the project identification number.

1. 52-A: Work has been done in the area recently and there was concern that the project sheet may be outdated due to the work completed.
2. 52-B: Consider squaring up the intersection and increasing the size of the intersection to make it look like a major crossing. There is a high speed differential between the major and minor street and side street traffic misjudges how fast vehicles are moving which is causing collisions.
3. 52-C: No comments
4. 52-D: No comments
5. 52-E: This comment tied back to the conversation which occurred when the crash map was being discussed. The attendees further added this alternative was essential to improve this corridor. Considerations should be given to having consistent shoulders and keeping the same typical section if possible.
6. 499-A: Human factors were the cause of the fatal incident at this location and should not be a reason for the new improvement.
7. 499-B: No comments

8. 89-A: Specifically related to the first bridge, make sure to not create a bigger problem for the people who are currently impacted by flooding in that area. A suggestion was made to re-route the creek to reduce the impact. KYTC addressed the comment by saying any alternatives will be evaluated in the design phase so that they do not create more of an issue for the public. The emphasis is on improving the typical section which garnered agreement.
9. 89-B: No comments
10. 82-A: No comments
11. 82-B: No comments

Jason Blackburn also added to the discussion that Parsons Brinckerhoff was requested to not study the following locations as they are in the process of either being let/awarded using District Safety funds.

1. Sandhill Road (KY 1457) intersection with KY 52
2. Trotting Ridge Road (KY 1353) intersection with KY 52

After the completion of the review of all Spot and Corridor improvements a short break was taken so that the survey forms could be filled out and further questions could be answered before moving onto the new route alternatives. Attendees were given time to review the project sheets and maps on boards stationed throughout the room.

Following the break, the meeting was concluded by presenting the three new route alternatives and the comparison of alternatives matrix for review. General comments were provided following the review of all new route alternatives.

Local Level:

- Route #3 and Route #2 would do little to help the citizens of Estill County in terms of improving access to Lexington or Winchester. Providing better access to jobs to Lexington or Winchester helps improve the quality of life for people that live in Estill County.
- Route #1 would reduce the travel time but it will also further remove trips from entering downtown Irvine.
- What would the access be like along these new routes, would economic development be considered? For the planning study, access is assumed to be full-access along the new route. Economic development is considered as the new routes would open new land for potential development.

Regional Level:

- Route #2 would provide benefit to communities further east of Powell and Estill County.

Survey Forms

Lindsay then closed the meeting and informed attendees again about the final report being prepared by the end of the year and more detailed information would be provided in the report. Additional time was also provided for the attendees to complete the survey and ask any questions before turning in their survey forms.

Next Steps

The PDT will review all comments and discuss the results of the survey received. Information received from this meeting will be incorporated into the draft report which is due on October 20, 2014 to KYTC. A final report will be available on KYTC's website on December 1, 2014.

The meeting was then adjourned at approximately 11:45 AM.