



Appendix G Meetings and Stakeholder Coordination



Meeting Minutes

TO: Mikael Pelfrey Jason Blackburn

Co-Project Manager
KYTC Central Office
Screet
Co-Project Manager
KYTC District 10
KYTC District 10
KYTC District 10
A73 Highway 15 South
Frankfort, KY 40622
Jackson, KY 41339

FROM: Gary W. Sharpe
Project Manager

All M. Sharpe

Project Manager
Palmer Engineering

DATE: November 3, 2017

SUBJECT: Perry County Airport Access Study Scoping Meeting

A Scoping Meeting for the Perry County Airport Access Study was held at the KYTC District 10 Office in Jackson, Kentucky on October 23, 2017 at 1:00 P.M. EST. The following individuals were in attendance:

Mikael Pelfrey (via videoconference)
Jason Blackburn
Aric Skaggs
Wendy Southworth (via videoconference)
Lynn Soporowski (via videoconference)
David Lindeman

Gary Sharpe

KYTC – Central Office Planning
KYTC – District 10 Project Dev
KYTC – Central Office Design
KYTC – Central Office Planning
Palmer Engineering
Palmer Engineering

Gary Sharpe Palmer Engineering
Ashley McLain Palmer Engineering

Jason Blackburn (District 10) welcomed everyone to the meeting and noted that the purpose of the meeting was to discuss the scope of work for the Perry County Airport Access Study. After introductions, Jason discussed that the area was identified as a project because a combination of elected officials, business owners, and citizens were interested in better access to the airport.

Project Background and Study Area

Jason, with assistance from Aric Skaggs (District 10), provided a description of the area and issues relating to the project. Comments included:

The Wendell H Ford Airport in Hazard is located on an old strip mine. It is at the top of the mountain, and currently is accessed via Wendell Ford Terminal Drive off of KY 15 (at the bottom of the mountain). An older access road was replaced by the Wendell Ford Terminal Drive. The airport is to the east of KY 15. To the west of KY 15 is the Coal Fields Regional Industrial Park. When a new access road to the airport is constructed, it is intended that all existing access routes will remain in place.

- Wendell Ford Terminal Drive is a county road with approximately 10'-11' lanes and little to no shoulder. The current intent is for this to remain a county road.
- Current access to the airport has steep grades (estimated 16-20%), poor horizontal curvature, and existing maintenance issues slope failures, etc.
- There is a housing development near the top of the mountain off of Wendell Ford Terminal Drive, as well as a nearby housing development behind the airport (off of Fly by Hazard Road). Any improved / relocated access road will avoid impacting these housing facilities.
- Fuel trucks are only able to take partial loads during the winter because of the steep grade.
- The airport has plans to extend the Runway 14 32 by 1,000 feet to obtain a 6,500-foot runway. Extending the runway length by 1,000 feet will allow the airport to better serve corporate jets and small air cargo planes. Extending the runway to a 10,000-foot length has been discussed but is considered highly unlikely.
- District 10 has studied two preliminary alignments connecting the airport to Trus Joist Lane (the main entrance to the industrial park). These alignments used a maximum grade of 10% and tied in at grade to Wendell H. Ford Terminal Road. Information from previous studies (existing dtm and alg files) have been provided to Palmer Engineering. See the attached map for the provided alignments. The orange alternative has been estimated at \$9 Million while the red alternative has been estimated at \$12 Million.

Available Studies in Project Area

There are no active Six-year Plan projects within the project area.

There are two PIF projects in the area. These include PIF 10 097 D0015 21.00 (reconstruct KY 15 from Stidham Lane to Tenmile Creek Road – MP 21.5-MP 24.3) and PIF 10 097 D0015 23.00 (new and better access to Wendell Ford Airport – MP 23.819-MP 25.179). PIF 10 097 D0015 23.00 is representative of the current planning study.

Additionally, it was mentioned that there is a programming study of KY 15 available from Campton to Hazard.

Tasks

Jason Blackburn will serve as the District 10 Project Manager for this study, Mikael Pelfrey will serve as the Central Office Project Manager, and Gary Sharpe will serve as Palmer Engineering Project Manager. All three project managers shall be copied on all project correspondence. Ashley McLain, Palmer Engineering, who will be handling the *day to day* working of project activities should also be copied on correspondence.

The scope of work was reviewed, and in addition to the Scope of Work Meeting Minutes provided, the following items were discussed:

• The KYTC Central Office will provide a traffic forecasting report. District 10 will set out the class counts. Palmer Engineering will provide a traffic forecasting map to

indicate where data is needed and provide a timeline for when the forecast is needed. Central Office has requested a 7-day class count at the airport entrance to capture the fuel trucks using the route. It is anticipated that the forecast will be needed for the Trus Joist Lane intersection with KY 15.

- The traffic forecasting report will include both a standard scenario based on historical conditions and a high growth scenario that assumes growth in the industrial park. Jason will provide Lynn Soporowski (Central Office) with the contact information for Chuck Davidson with the industrial park.
- Wendell Ford Terminal Drive will remain open after construction of the new access road as will the older access road that was in place before Wendell Ford Terminal Drive.
- Three years of crash data (January 2014-December 2016) will be used for the study.
- A freight assessment will be needed for horizontal and vertical clearances. There is an existing high voltage line that is estimated at 40 ft high. Any trees that result in issues can be removed.
- The project will be designed with 11' lanes and 4' shoulders. An 8% grade is desirable, but 10% is the maximum allowable grade. The route will be designed for a 35-40 mph design speed, but design speed of curves can be adjusted if necessary. The design vehicle will be a WB 40 or the fuel truck configuration delivering fuel to the Airport. The route should intersect with Trus Joist Lane the additional length will aid in countering the grades.
- The corridor will avoid going through the housing developments and any FAA navigation facilities. In order to miss the taxiway limits, the limits of the corridor should not exceed the existing airport buildings.
- The proposed route will have an at grade intersection at KY 15.
- There will not be a need for a resource agency mailing for this project.
- The Purpose and Need statement will be constantly evolving.
- The environmental overview is anticipated to be straight forward. It should consist of information available online. The area is currently under a coal permit (Blackhawk Coal, approximately 1984) but not a Corps of Engineers Water Quality permit. The area has been previously disturbed. There are some anticipated wetlands on the mountain. Additionally, there will be issues concerning bats, trees, and stream crossings. Air and noise are not anticipated to be an issue on this project. Additionally, there are no community facilities in the area.
- In lieu fees should be included in the construction cost estimate.
- The hours for the Environmental Overview shall be submitted to Scott Schurman, and copy Brandon Baker.
- The socioeconomic study will be completed by the Kentucky River Area Development District. The study area will need to encompass any alternatives that will be considered. Palmer Engineering will develop a study area map to be approved by both Central Office and District 10. The official request for the socioeconomic study will then be forwarded to the KRADD by Charlie Spalding with KYTC (ADD coordinator).
- The geotechnical review will be comprised of a literature review, database research, and review of open face cuts. There might be information available in the database

- for the KY 15 excavation at Trus Joist Lane. As part of the geotechnical review, existing mine maps should be obtained.
- The hours for the Geotechnical Review shall be submitted to Bart Asher and Erik Scott.
- The existing coal permit should indicate the thickness of the seam and mineral appraisal, and should be available online.
- District 10 will provide Right of Way and Utility estimates, including fair market value and estimates for recoverable minerals. Palmer Engineering will provide District 10 with acreage for right of way and the quantity (linear feet) of utility impacts for each utility impacted.
- A cost-benefit ratio analysis will not be necessary on this study.
- One independent alternative will be developed for the study. The report will include the following alternatives:
 - 1) A No Build alternative.
 - 2) A new, best fit alternative that connects to Trus Joist Lane.
 - 3) The 2 previously studied District 10 alignments (orange and red on the attached map).
- The project team emphasized that the goal for the study is to provide an independent alternative study that improves access to the Wendell H Ford Airport. A reasonable cost estimate for the recommended alternative is essential. Study documentation will include a final report that documents the entire process (including geotechnical investigations, environmental studies, and the traffic forecast), and a set of displays illustrating alternatives studied and the recommended alternative, and appropriate related information. The display showing the recommended alternative will include the alignment, cross section, and perhaps costs. However, cost estimates may be broken out as a separate display.
- There will be two project team meetings and a Local Officials/Stakeholders Meeting

Schedule

The following milestones were discussed:

- First Project Team Meeting Alternative Display and Analysis February 1, 2018
- First Local Official/Stakeholders Meeting Presentation of Alternatives March 15, 2018
- Second Project Team Meeting Local Officials/Stakeholders Feedback/Prioritization and Recommendation Discussion – April 15, 2018
- Draft Report May 1, 2018
- Final Report June 15, 2018

Project Team Meeting March 15, 2018



Meeting Minutes

TO: Mikael Pelfrey Jason Blackburn

Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Co-Project Manager
KYTC District 10
473 Highway 15 South
Jackson, KY 41339

FROM: Gary W. Sharpe
Project Manager

Glay W. Sharpe

Project Manager Palmer Engineering

DATE: March 15, 2018

SUBJECT: Perry County Airport Access Study Project Team Meeting

A Project Meeting for the Perry County Airport Access Study was held at the KYTC District 10 Office in Jackson, Kentucky on March 15, 2018 at 1:00 P.M. EST. The following individuals were in attendance:

Mikael Pelfrey
Jason Blackburn
Aric Skaggs
Corbett Caudill

KYTC – Central Office Planning
KYTC – District 10 Planning
KYTC – District 10 Project Dev
KYTC – District 10 Chief District Eng

Eunice Holland KY River ADD

Wendy Southworth (via videoconference) KYTC – Central Office Design Lynn Soporowski (via videoconference) KYTC – Central Office Planning

Stephen Sewell Palmer Engineering
Gary Sharpe Palmer Engineering

Jason Blackburn (District 10) welcomed everyone to the meeting and noted that the purpose of the meeting was to discuss the alternatives for the Perry County Airport Access Study. After introductions, Jason discussed that the project was to develop an option to provide improved access to the airport and also a connection to the industrial park.

Project Purpose

The team discussed the project purpose statement and the following was developed: To improve access to the Wendell H. Ford Airport in Hazard, Perry County, Kentucky. The need for this project arises from substandard conditions of the existing access road, including narrow lanes, little to no shoulders, steep grades, and slope failures.

Alternative Development

The team reviewed the study area map and discussed the topographic issues with the study area including the mining records that identify this area as all be part of a mining operation. The detailed mining maps were not available online.

The existing conditions map was discussed by the team and the narrow lanes and steep grades along the route were shown and improvements along the route would be costly and the grades would remain steep along this route.

The traffic forecast completed by KYTC forecast a low volume of traffic using the access road during the peak hours. Currently the airport has fuel trucks that deliver on a weekly and some smaller deliveries. The team discussed that turn lanes were not warranted along KY 15 but that they would be desired because of the high speeds that vehicles travel on the route. The industrial park currently has turn lanes into the park.

Crashes along the route have been minimal and do not indicate a high critical rate although the area had a recent fatality.

Alternatives

The alternatives that were presented included two alternatives that were developed by KYTC during previous studies and one by Palmer Engineering. Alternative 3 and 4 were provided to the team as part of the background data. Neither of these alternatives were modified from their original design but an independent cost estimate was developed for comparison. Alternative 1 and 2 were also provided but were not studied due to the similarities with Alternative 3 and 4

Alternative 3

Provided to Palmer by KYTC and meets a 35 mph design speed and would be significantly shorter since it uses the existing roadway thru the neighborhood. The total cost is \$13,490,000. The team discussed the following issues:

- Maximum 10% grades
- Traffic traveling thru the neighborhood
- Waste Area Required

Alternative 4

Provided to Palmer by KYTC and meets a 35 mph design speed and would eliminate impacts thru the neighborhood. The total cost is \$17,000,000. The team discussed the following issues:

- Maximum 10% grades
- Extra Earthwork based on the existing grade
- Waste Area Required

<u> Alternative 5</u>

Developed by Palmer and meets a 40 mph design speed and would eliminate impacts thru the neighborhood. The total cost is \$11,990,000. The team discussed the following issues:

- Maximum 5% grades
- Balanced roadway corridor
- Alignment is developed based on sidehill cuts

The team discussed each of these alternatives and also the Comparison Matrix and recommends that each of the alignments be presented to the stakeholders before a final recommendation is identified. As part of the study the turn lanes along KY 15 will be broken out for project budgeting.

Typical Section

The typical section for the access road is two 11 foot lanes with 4 foot paved shoulders. The project team discussed pavement widening and based on the design of the roadway it was determined not to be required.

Other Studies

The geotechnical and environmental overview are currently being completed and will be submitted to KYTC for review and concurrence in May. The freight study is beginning and will be submitted to KYTC prior to the Local Officials Meeting for their review. This study will interview various industrial members to discuss vehicles that would use the airport and potential cargo shipments.

Next Steps

The following stakeholders were identified for the meeting on either April 26 or 27:

- Mayor
- Airport Board
- Industrial Board
- Economic Development Board
- Perry County Judge Executive
- Senator and State Representative

WENDELL H. FORD AIRPORT ACCESS ROAD

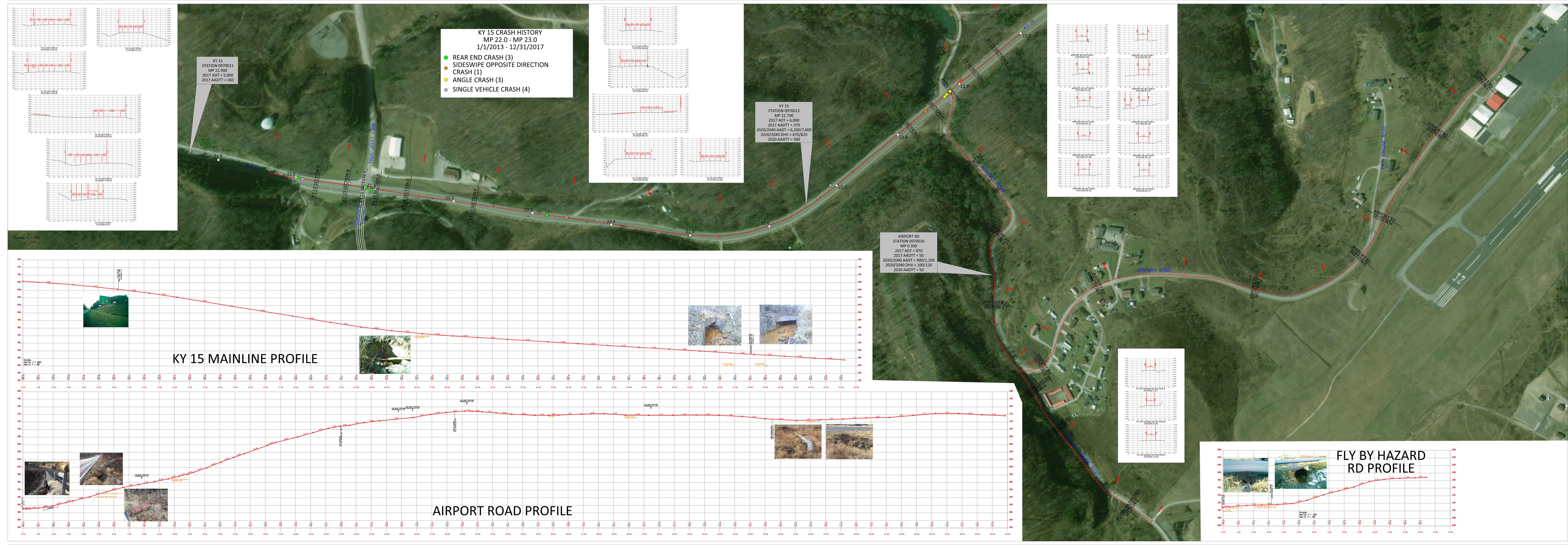
Perry County Scoping Study

KY 15 at Trus Joist Lane to Wendell H. Ford Airport

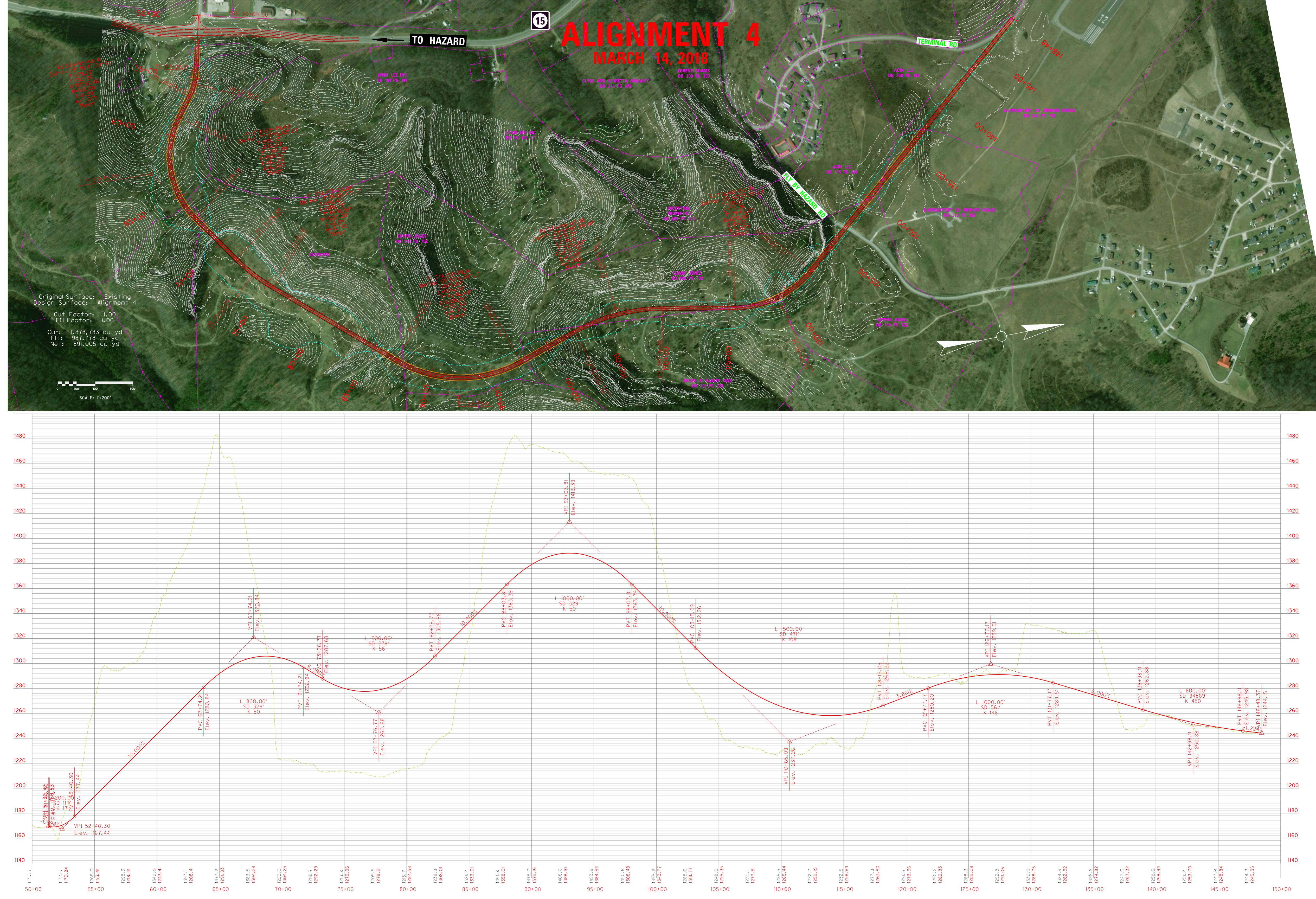
Project Team Meeting March 15, 2018

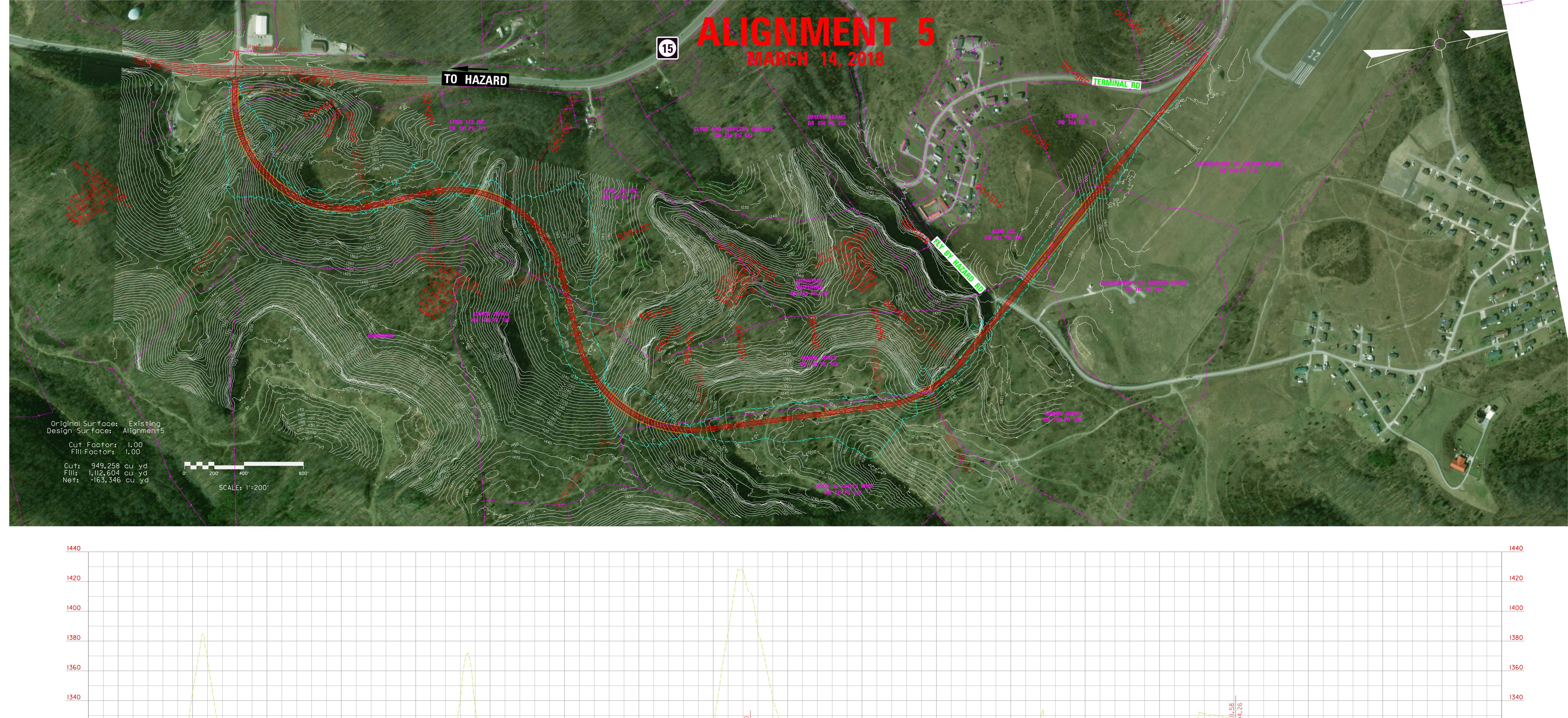
Agenda

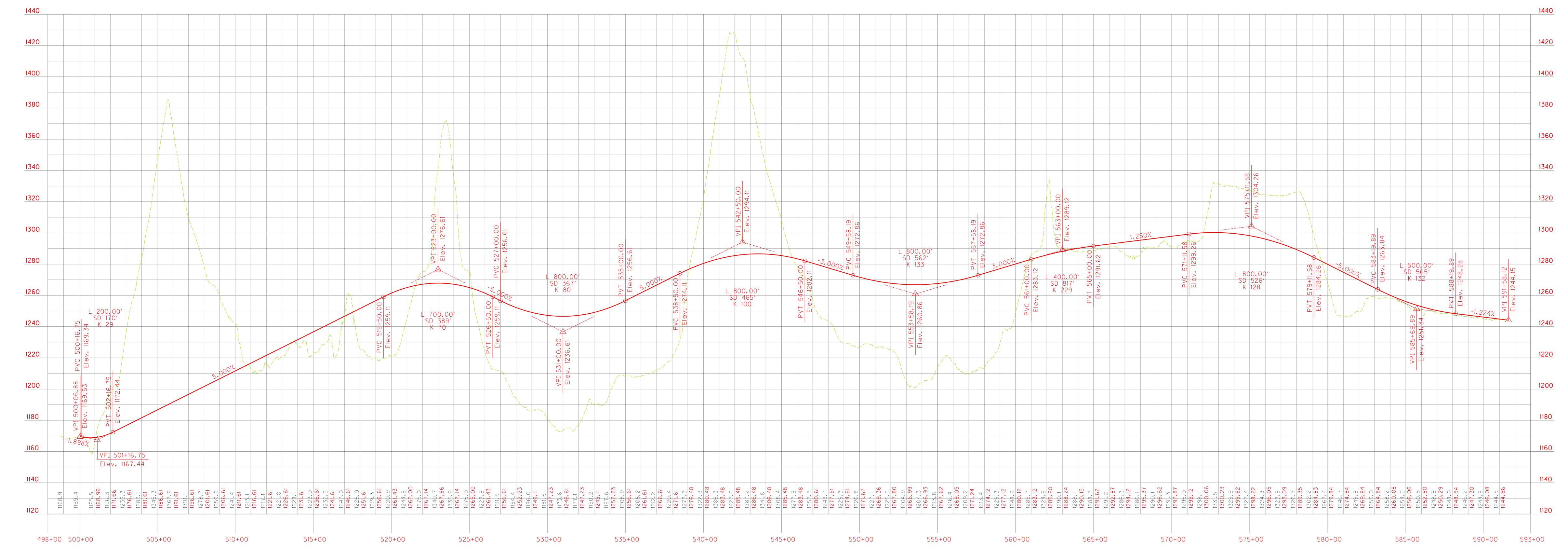
- 1. Introductions / Opening Comments
- 2. Project Purpose Provide an alignment for improved access to the Wendell H. Ford Airport in Perry County. Currently, the primary access to the airport is from KY 15 (MP 22.9) via the Wendell Ford Terminal Drive which is a narrow and winding county road with steep grades leading to the airport.
- 3. Project Goals Conduct an independent study for an alternative access road to the Wendell H. Ford Airport in Perry County. Tasks include:
 - a. Review two alternatives developed by District 10
 - b. Identify a new / recommended alternative that can be advanced to preliminary design. The new **best fit** alternative will connect to the Airport from KY 15 at the intersection with Trus Joist Lane, avoids impacts to housing developments, and avoids impacts to FAA navigation facilities.
- 4. Presentation Materials
 - a. Study Area
 - b. Existing Conditions
 - i. Roadway geometry
 - ii. Traffic
 - iii. Crashes
 - c. Alternatives
 - i. District 10 Alternative 3 maximum grade 10%
 - ii. District 10 Alternative 4 maximum grade 10%
 - iii. Alternative 5 maximum grade 5%
 - iv. Comparison Matrix
 - d. Typical Sections
- 5. Geotechnical Overview in progress
- Environmental Overview in progress
- 7. Freight Study getting started
- Local Officials / Stakeholders Meetings Possible Dates
 - a. April 5 or 6
 - b. April 12 or 13
- 9. Additional Discussions











Wendell Ford Airport Access Road Perry County

Alignment Review, March 15, 2018

Length (ft.)

Maximum Grade %

Design Speed (mph)

Min Radii

Total Curves

Earthwork

Cut (cu yd.)

Fill (cu yd.)

Net (cu yd.)

Disturb Limits (acres)

Blueline Stream Crossings

Right of Way

Number of Parcels

Right of Way Acquisition (AC)

Residential Takings Neighborhood Impact

Maintenance of Traffic Impacts

Utility Impacts

Oil & Gas Wells

Mine Impacts

Costs

Right of Way

Utilities

Construction

Total

Alternate #3	Alternate #4	Alternate #5
6,670	9,750	9,200
10%	10%	5%
35mph	35 mph	40 mph
314	518	750
7	6	4
1,540,000	1,879,000	949,300
282,300	988,000	1,112,600
1,257,700	891,000	-163,300
29	43	37
0	0	0
5	10	9
52	70	62
1	1	1
Yes	No	No
LOW	LOW	LOW
LOW	LOW	LOW
NO	NO	NO
YES	YES	YES
\$1,080,000	\$1,330,000	\$1,220,000
\$50,000	\$50,000	\$50,000
\$12,360,000	\$15,620,000	\$10,720,000
\$13,490,000	\$17,000,000	\$11,990,000

Local Officials/ Stakeholders Meeting April 26, 2018

Wendell H. Ford Airport Access Scoping Study Hazard, Perry Co. Stakeholders Meeting Minutes KYTC District 10 Office, Jackson, KY April 26, 2018

A Stakeholders Meeting was held on Thursday, April 26, at the Kentucky River Area Development District's Conference Center in Hazard. Those in attendance were:

Corbett Caudill KYTC, District 10, CDE
Aric Skaggs KYTC, District 10 Design
Jason Blackburn KYTC, District 10 Planning

Wendy Southworth KYTC, CO Design
Mikael Pelfrey KYTC, CO Planning
Steve Ross KYTC, CO Planning
Scott Alexander Perry County Fiscal Court

Jimmy Ray Lindon City of Hazard

Chris Fugate Kentucky 84th House District

Stephen G. Barker Airport Board
Toddy Clemons Airport Board
Hank Spalding Airport Board

Jeff Allen Coal Fields Industrial Park Board Betsy Clemons Coal Fields Industrial Park Board

Tonita Goodwin Hazard Perry County Economic Development Alliance

Eunice Holland Kentucky River Area Development District

Chuck Davidson Pine Branch Mining

Chuck Mullins Kentucky River Properties, LLC

Stephen Sewell Palmer Engineering
Gary Sharpe Palmer Engineering
Eric Fischer Palmer Engineering

A copy of the sign-in sheet for the meeting is attached with these minutes showing additional contact information.

Corbett Caudill opened the meeting at 1:35 pm and had everyone introduce themselves. He explained that we are in the very early stages of the planning process, and no funding is available for building an access road or even for designing an access road. This scoping study is to determine whether sufficient need exists to warrant further study, and, if so, what should be the scope of the further study?

Gary Sharpe went through a PowerPoint presentation highlighting specific elements of the scoping study including:

- Purpose
 - o Improve access to Wendell H. Ford Airport.
- Need Substandard conditions of the existing access road
 - Narrow Lanes
 - Narrow Shoulders
 - Steep Grades 16% Max
 - o Sharp Curves 100' Min Radius (20 mph)
 - o Slope Failures Geotechnical Overview
- Map of the study area. Does not include the oldest access road that is worse than the current access road.
- Proposed Design Criteria and Typical Section
 - Design Speed 35 to 40 mph
 - o Maximum Grade 10% (8% Desirable)
 - o 11-Foot Lanes with 4-Foot full depth paved shoulders
 - Accommodate fully loaded fuel trucks for delivery to airport. Currently, the steep grade requires fuel trucks to have only a partial load in order to be able to successfully climb the grade.
 - Verified that the fuel trucks are 48 foot 5-axle semi-trailers.
- Comparison of Existing and Three Potential Build Corridors
 - The worst problems with the existing access road are mainly found in the section between the intersections with KY 15 and Fly By Hazard Road. Thus, all the potential build corridors seek to relocate the intersection with KY 15 to the same location as the intersection of Trus Joist Lane with KY 15. The added length allows the grade to be flattened and moves away from some of the geotechnical slide issues. All three corridors have one residential relocation at the tie with KY 15.
 - Corridor 3 is a refinement of Corridor 1 the District looked at previously. It starts at the intersection with Fly By Hazard Road, cuts through two points, and then follows the contours around until it ties in to KY 15 across from Trus Joist Lane.
 - O Corridor 4 is a refinement of Corridor 2 the District looked at previously. It starts further up the access road before any significant curves are encountered and parallels Runway 4-32, staying far enough to the side that it will not interfere with the taxiway if the taxiway is extended. It then follows contours until it makes a large cut-through before tying in to KY 15 across from Trus Joist Lane.
 - O Corridor 5 is a combination and refinement of the first portion of Corridor 4 with the second portion of Corridor 3, paralleling runway 4 32 until it gets past the first two points that Corridor 3 cut through. Corridor 5 then turns and cuts through a narrow saddle in a ridge and then roughly follows the Corridor 3 alignment along the contours to the tie-in at KY 15.
 - O Doing nothing has no upfront cost but leaves a substandard road with a 20 mph speed and 16% max grade.
 - o Corridor 3 costs about \$13,500,000 and has a 35 mph speed and 10% max grade.
 - o Corridor 4 costs about \$17,000,000 and has a 35 mph speed and 10% max grade.
 - o Corridor 5 costs about \$12,000,000 and has a 40 mph speed and 5% max grade.

- Freight Study
 - o Part of the Airport Access Scoping Study
 - o It is being conducted to determine the impact freight haulage should have on the access road design criteria.
 - Phone interviews with business users of airport and members of Industrial Park Board prior to this meeting.
 - o Questionnaires from this meeting will also be included in the report.
 - o Preliminary findings are:
 - Currently, no scheduled air cargo.
 - Some air cargo by special order.
 - Steady 30 take-off and landing operations daily.
 - 50 operations per day in spring and summer in support of Marijuana eradication patrols by Kentucky State Police and National Guard.
 - Airport traffic is primarily for passengers associated with flight instruction, corporate and personal charters, and personal flying.
 - O Ground traffic consists of about 200 cars and single-unit trucks per week and one 5-axle semi tanker truck delivering fuel.
- No funding exists at this time for anything beyond this scoping study.

A question and answer session then followed:

- Q: Does Corridor 5 basically run around the top of the ridge line?
- A: It runs up the side of the hill to get to the top, cuts through a saddle, and then follows the sides of the hill as it goes down. It is just more gradual than the other two.
- Q: Do any of the corridors influence the airport clear zone?
- A: No impact.
- Q: Would Corridor 5 going along the runway help the earthwork for the runway extension?
- A: No. The corridors that parallel the runway are offset far enough that they do not interfere with the line of the taxiway extended so they really wouldn't help with the runway excavation, and they were not looked at with that particular consideration in mind.
- O: Was any consideration given to using 12-foot lanes?
- A: Eleven-foot lanes meet the warrants for the expected traffic, and we use 11-lanes on roads with more traffic than is projected for this with no problems. All of these options would require widening in the curves. (*Note: It was not pointed out during the question and answer, but the proposed 4-foot full-depth paved shoulders would effectively yield 15-foot paved lanes that are striped as 11-foot lanes for driving. This common strategy helps keep speeds lower, provides more safety area on the shoulder, improves pavement life by reducing edge breaks, and can eliminate the need for curve widening.)*

- Q: What if an aerospace industry were to locate here? Would that change the design criteria for the road? We are marketing to all different types of industries and we wouldn't want to be locked out of a particular one.
- A: Any of the proposed options can handle the largest road legal trucks. Even if the projected traffic numbers are tripled, any of these options still have the capacity to work. If some industry were to locate here that either created such a high volume of traffic or had such a large vehicle that the road had to be redesigned, then presumably it would be important enough that funding at that time would not be an issue.
- Q: We are working to lengthen the runway to 7,000 ft. Would all of these options allow that to happen if the road is built first?
- A: Yes. Any final design would take future expansion plans into account.
- Q: How do you coordinate this road with a mining operation?
- A: It can be discussed, but it really is not a part of this group. Corridor 3 follows Hazard Seam #7.
- Q: What can we do to help secure funding?
- A: This session of the legislature is over, and this project is not in the road plan. You need to talk to your legislators. The costs shown in the comparison matrix do not include design; they only include Right of Way, Utilities, and Construction. The final report should also include the cost for design. Other sources you can check on are General Aviation Airport State Funds, FAA funding, and Federal Earmark funds.
- Q: Can the design be done separate from other steps? Maybe use a federal earmark to do the design and have it ready for when other money comes along?
- A: Yes. Design, Right of Way, Utilities, and Construction are always separately funded steps. Problems can arise if you switch between funding sources depending on which way you go because of the rules involved for how things are done. If you start out federally funded and then switch to state funds you will probably be OK. If you start out with a non-federal funding source and then switch to federal funds, you may have to go back to the beginning and have everything re-approved and environmental reports redone because the federal process is usually more restrictive than others.
- Q: Where can we get a copy of this study?
- A: The report will be on the KYTC Planning website by the end of summer.

The Kentucky River Area Development District will add the project to their list of projects after the study is complete.

Wendell H. Ford Airport Less Road Scoping Study



Local Officials / Stakeholders Meeting

Perry County

Thursday, April 26, 2018

917 Perry Park Rd., Hazard, KY



Sign-in Sheet

Name	Organization	Telephone	Email
1. Carbell (audil)	KYTC D-10	606-666-8841)	CorbeH. Candill D Ky. son
2. Chuch Mulliha	Ky River Properties	Cal-439-4518	chuck@krpky. com
3. Stephen G. Barker	n n n	606-439-45)8	Steve @ KRPKY. Com
4. Speve Ross	KYTC-Co Planning	502-782-5080	stere rosse ky, an
5. Chris Fugatr	844 Det Representation	606 233-5660	Chris, Solo C windstream net
6.10dy Clemons	Airport Board	1,06-438-6342	Woody Clamoro BGMat Po
7. CHUCK DAVIDSON	PINE BIR. MINING	606-438-6608	chavidson e pinebranchmining co
8. Scott alestan	Perry Co Fisial Court	606 438-9639	SALEXANDER YORYAhas. COM
9. Detsy Clery	Hozart Chamber Coal	606 216-3154	hazardcoco hazardky.gon
10. If allen	Coal Fields and Bd Fixes	606 568-0757	
11. Thay Sundon	MAYOR-City HAZARD	606-436-3171	
12. Agus Sparesin,	H.A. Spaceding Heaf Precy Cingarity		hankispariding@ Masparding engs. Com
13. Ann Sugers	were on	666 666 8841	unicostassey-jou
14. Eric Fischer	Palmer Engineering	859-744-1218	efischer@Palmernet.com
15. Wendy Southworth	LYTC- CO Design	502 782 4909	wendy southworths ky gox
16. Tonital Goodwin	Hayard-PomyCo. EBC	४८१ -623-5248	tgoodwn@wrhdotream.net
17. Mikael Pelfrey	Kyte c.o. Planning	502-782-5073	mikael-pelfrey@ky.gov
18. GARY W. SHARPE	PACMER ENGINEERING	85y. 744-1218	gsharpe & palmernet. com
19. STEPHEN SEWELL	PACMER ENGINEERING	854-744-1218	Ssewell@palmernet.com
20. Jason BLACKBURN	KYTC- DISTRUCT 10 PLANNING	5 606-666-8941	Jason Blackburn D, Ky. gov

WENDELL H. FORD AIRPORT ACCESS ROAD

Hazard, Perry County
Scoping Study
KY 15 at Trus Joist Lane to Wendell H. Ford Airport
Local Officials / Stakeholders Meeting
April 26, 2018

Agenda

- 1. Introductions / Opening Comments
- 2. Project Purpose and Need The purpose of the project is to improve access to the Wendell H. Ford Airport in Hazard, Perry County, Kentucky. The need for this project arises from substandard conditions of the existing access road, including narrow lanes, little to no shoulders, steep grades, and slope failures.
- 3. Study Area
- 4. Existing Conditions
 - a. Geometry
 - b. Traffic
 - c. Crashes
 - d. Geotechnical Overview
 - e. Environmental Overview
- 5. Design Criteria
 - a. Design Speed 35 to 40 mph
 - b. Maximum Grade 10% (8% Desirable)
 - c. 11-Foot Lanes; 4-Foot Shoulders
 - d. Accommodate fully loaded fuel trucks for delivery to airport
- 6. Displays
 - a. Typical Section
 - b. Alternative Access Corridors
 - i. Alternative 3
 - ii. Alternative 4
 - iii. Alternative 5
 - c. Comparison Matrix
- 7. Additional Discussions

Wendell H. Ford Airport Access Road Hazard, Perry County, Kentucky

Scoping Study

Local Officials / Stakeholders Meeting



April 26, 2018





Project Purpose and Need

- Purpose
 - Improve access to Wendell H. Ford Airport
- O Need
 - Substandard conditions of the existing access road
 - Narrow Lanes
 - Narrow shoulders
 - Steep Grades
 - Sharp Curves
 - Slope Failures







Existing Conditions Wendell Ford Airport Road

- Maximum Grade 16%
- Minimum Radius 100 feet (20 mph)
- O Roadway Width 23 feet to 26 feet
- Traffic
 - 2017 Average Annual Daily Traffic 870
 - 2017 Average Annual Daily Truck Traffic 50
 - 2020 Average Annual Daily Traffic 900
 - 2020 Average Annual Daily Truck Traffic 50
 - 2040 Average Annual Daily Traffic 1,100
 - 2040 Average Annual Daily Truck Traffic 50
- Crashes Not Available



Geotechnical Overview



GEOTECHNICAL OVERVIEW REPORT P-XXX-2018

Wendell H. Ford Airport Access Road

Perry County, KY

March 2018

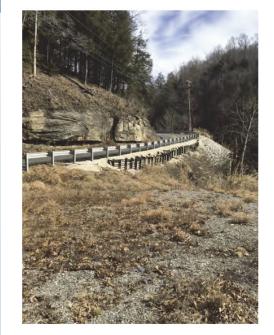


Figure 8 Remediated landslide area

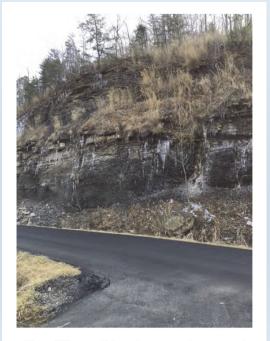


Figure 5 Open rock face along current access road



Environmental Overview

Environmental Overview

Wendell H. Ford Airport Access Road From KY 15 MP 22.1 to Wendell H. Ford Airport Perry County, Kentucky

prepared for:
Kentucky Transportation Cabinet



District 10



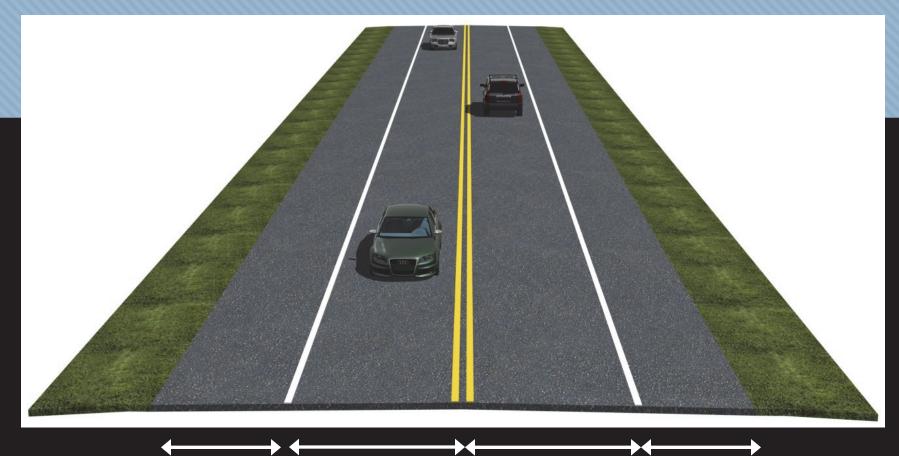
April 2018

Design Criteria

- Design Speed 35 to 40 mph
- Maximum Grade 10% (8% Desirable)
- 11-Foot Lanes; 4-Foot Shoulders
- Accommodate fully loaded fuel trucks for delivery to airport

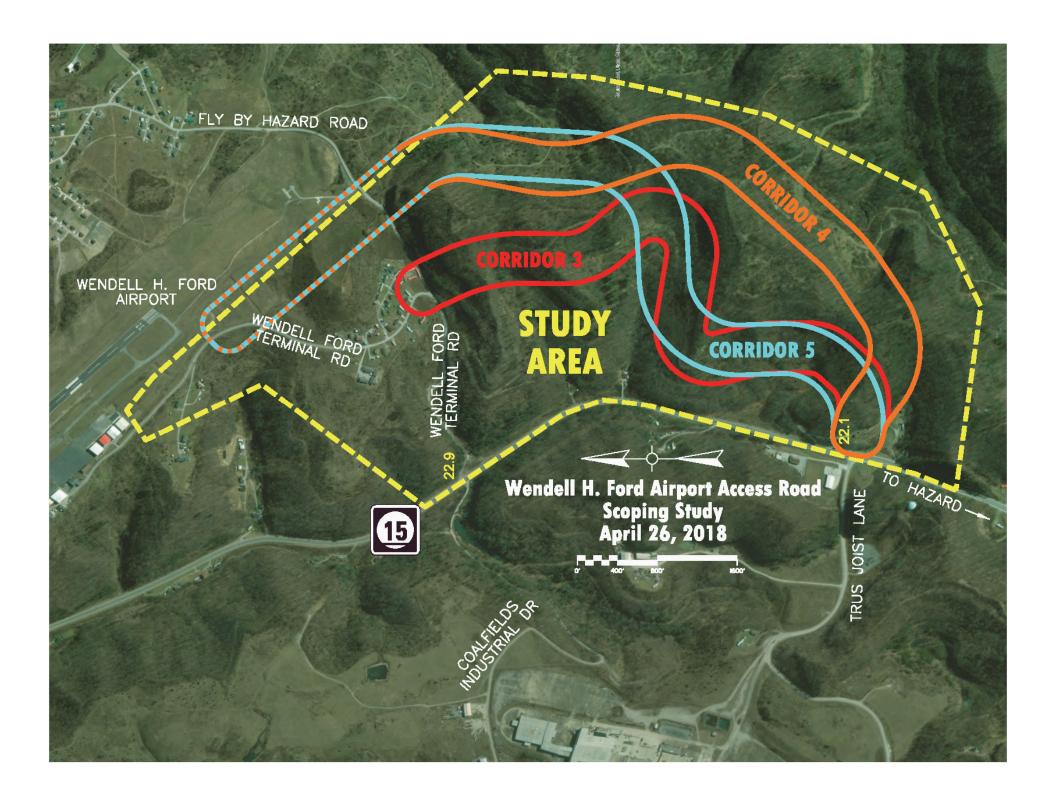


Potential Typical Section

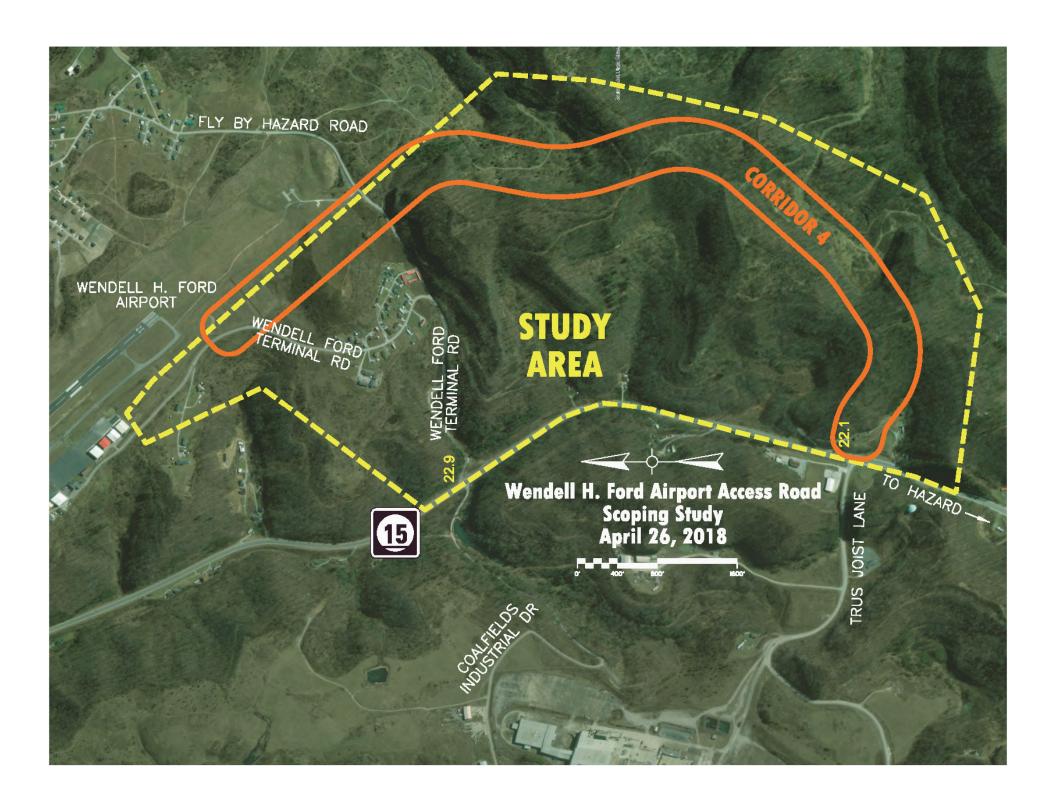


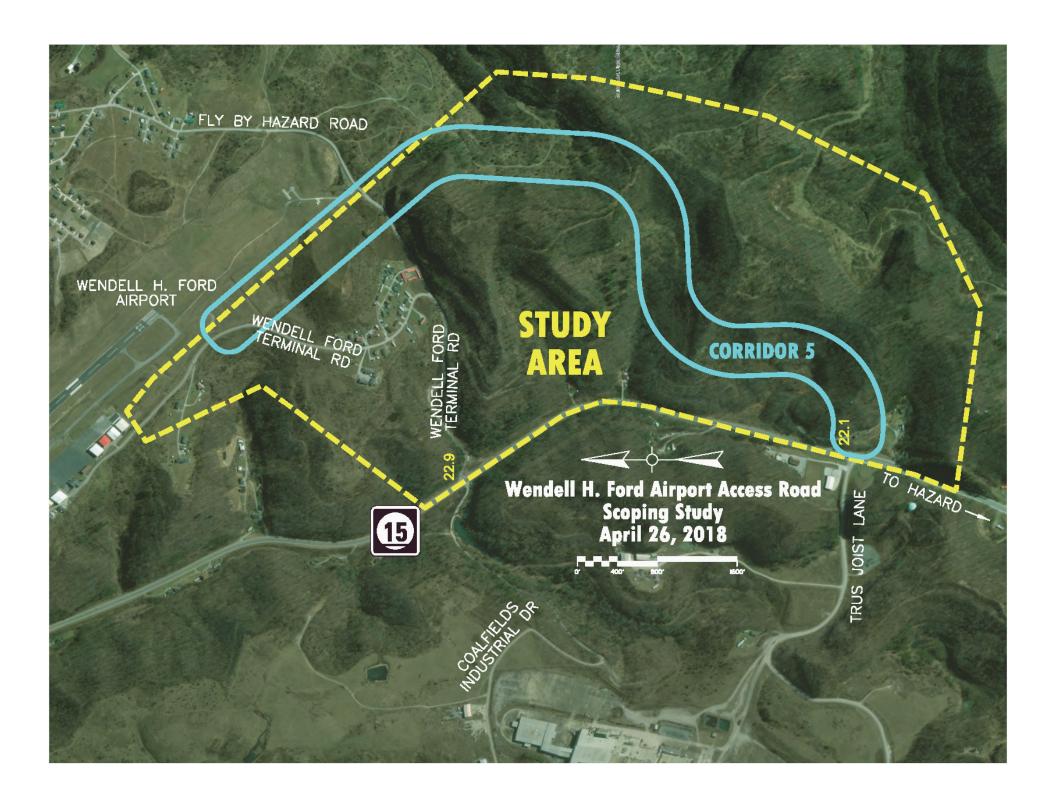
4' 11' 11' 4' paved paved
Wendell Ford Airport Roadway











Questionnaire

QUES	TION	IN/	AIRE
	April	26.	2018

Wendell H. Ford Airport Access
Scoping Study
KY 15 at Trus Joist Lane to Wendell II. Ford Airport
Hazard, Perry County
(Planta Print)

	(Please Print)			
Name:	Phone:			
Address				
City, State, Zip	email:			
Perry County, Kentucky. The	e need for this project uding narrow lanes, I and Need for the study	e Wendell H. Ford Airport in Hazard arises from substandard conditions of title to no shoulders, steep grades, and correctly stated? d the Purpose and Need be modified?		
		proving access to the Airport are most		
important to you? Check all : ☐ Maximum Grade		Right of Way Impacts		
☐ Design Speed		Construction Costs		
☐ Roadway Length		Project Cost		
□ Earthwork		Other		
☐ Disturbed Area	[Other		
Of the Alternative Corridors for each alternative with 1 bet Alt 3 Alt 4	ing most preferred.	3, 4, or 5, please rank your preference		
		o better accommodate cargo aircraft hipping practices to more significantly		
□ Iligh	☐ Medium	□ Low		
Comment				
	icipated to use the acc	eater utilization of cargo aircraft, what ess road from KY 15 to the Wendell II.		
☐ Single Unit Delivery Vehicle		3-Axle Semi-Trailer		
UPS / FedExpress		4-Axle Semi-Trailer		
☐ Single Unit Trucks – Fuel T		5-Axle Semi-Trailer		
Box Trucks	[Other		
Iditional Comments?		(Continue on back		

Comparison Matrix

Wendell Ford Airport Access Road Perry County

Stakeholders Meeting, April 26, 2018

Length (ft.)

Maximum Grade %

Design Speed (mph)

Min Radii

Total Curves

Earthwork

Cut (cu yd.)

Fill (cu yd.)

Net (cu yd.)

Disturb Limits (acres)

Blueline Stream Crossings

Right of Way

Number of Parcels

Right of Way Acquisition (AC)

Residential Takings

Neighborhood Impact

Maintenance of Traffic Impacts

Utility Impacts

Oil & Gas Wells

Mine Impacts

Costs

Right of Way

Utilities

Construction

Total

Existing	Corridor #3	Corridor #4	Corridor #5
6,490	6,670	9,750	9,200
16%	10%	10%	5%
20 mph	35 mph	35 mph	40 mph
100	314	518	750
13	7	6	4
0	1,540,000	1,879,000	949,300
0	282,300	988,000	1,112,600
0	1,257,700	891,000	-163,300
0	29	43	37
0	0	0	0
0	5	10	9
0	52	70	62
0	1	1	1
No	Yes	No	No
NONE	LOW	LOW	LOW
NONE	LOW	LOW	LOW
NO	NO	NO	NO
NONE	YES	YES	YES
\$0	\$1,080,000	\$1,330,000	\$1,220,000
\$0	\$50,000	\$50,000	\$50,000
\$0	\$12,360,000	\$15,620,000	\$10,720,000
\$0	\$13,490,000	\$17,000,000	\$11,990,000

Freight Study



- Phone interviews with Stakeholders and Business Owners
- Currently no scheduled air cargo
- Some air cargo by special order
- Steady 30 take-off & landing operations daily
- 50 operations / day spring & summer in support of marijuana eradication
- Traffic at airport is primarily for passengers
 - Flight instruction
 - Corporate and personal charters
 - Personal and recreational flying
- Ground traffic consists of about 200 cars and single unit trucks per week and one 5-axle semi tanker truck delivering fuel.

Funding

 No funding exists at this time for anything beyond this scoping study.



Questions? / Comments?

