

APPENDIX H

MEETING MINUTES

PROJECT TEAM MEETINGS



Architecture

Engineering

Construction

MEETING MINUTES

Project:	KY 321 Johnson County Programming Study	
Purpose:	Project Team Meeting	
Place:	Johnson County Board of Education Paintsville	
Meeting Date:	July 18, 2011	
Prepared By:	Annette Coffey	
Attendance:	Willard Cuzzort	KYTC, District #12
	Mandy Justice	KYTC, District #12
	Tarnell Patton	KYTC, District #12
	James D. Wright	KYTC, District #12
	Mary Westfall-Holbrook	KYTC, District #12
	Kevin Damron	KYTC, District #12
	Tim Spencer	KYTC, District #12
	Mikael Pelfrey	KYTC, CO Planning
	Jill Asher	KYTC, CO Planning
	Jeremy Lukat	Qk4
	Tom Springer	Qk4
	Annette Coffey	Qk4

Following the stakeholders' meeting, there was a Project Team Meeting to go into more detail on some items, discuss what was heard at the stakeholders' meeting, and chart the course for studying alternative scenarios. Annette Coffey with Qk4 gave more detail into what was left to do after this meeting.

Qk4 is currently reviewing District 12's cost estimates, which were provided to Qk4 on July 12, 2011. The major concern is excavation because it is the largest cost item. For the environmental footprint, the HAZMAT and UST information has not yet been identified and noise and air will be presented in the report, therefore, the environmental footprint is near completion.

From the crash analysis, most crashes are happening during the day, involve multiple vehicles, and are either rear-end or angle crashes and have many injuries. A map showing 0.1-mile, 0.2-mile, and 0.3-mile spots were shown on KY 321, KY 40 and KY 321X. Much of the corridor of KY 321 illustrates crash concerns where crashes are not

happening at random. Annette explained that the analysis from the crash software considered KY 321 a two-lane rural section. She will talk to the UK Kentucky Transportation Center to see if there is a more appropriate methodology because KY 321 is a rural three-lane section at minimum. The adequacy rating due to the congestion and safety shows that KY 321 ranges between 14-20%, meaning 80% of the roadways in that classification in Kentucky operate better than KY 321.

Jeremy Lukat (Qk4) will develop scenarios from the stakeholders' meeting and run those "solutions" through the traffic model. Once that is complete and traffic projections and capacity calculations are performed, another Project Team Meeting will be necessary before meeting with the Stakeholders again. Ms. Coffey also explained that the alternative evaluation methodology agreed upon in the project scoping process is as follows: if an alternative does not relieve congestion from KY 321 (which is the purpose of the project), then a cost estimate will not be developed for that alternative.

Mr. Damron expressed a concern that the study may be expanding to an area study, because there are other transportation projects that need to be identified in Paintsville. However, he did not want the concept of improving KY 321 to be overshadowed. Kevin stated that KY 321 has problems, and they need to be addressed with this study. (The stakeholders' meeting revealed that most individuals wanted KY 40 to be the focus.)

The remaining discussion centered on what we heard from the Stakeholders' Meeting and what possible solutions would move forward to be evaluated in the traffic model. The project team after much discussion decided the following were viable options for the traffic model runs:

- Five-lane urban (curb and gutter) section for KY 321 with consideration of some right in/right out movements. The five-lane section may only be necessary to Wendy's and then transition to three lanes before KY 2378 and further south to 321X.
- KY 321/KY 40 Connector with a bridge over Paint Creek giving access to the schools. Turn lanes should be considered on both the connector, KY 321 and KY 40.
- Improve KY 40 with a rural typical with these scenarios:
 - Improve KY 40 from Teays Branch to KY 40/KY 321 Intersection including a left-turn lane at Teays Branch Road
 - A KY 40 left turn lane into Teays Branch Road only
 - Improve KY 40 from the KY 40/KY 321 Intersection south to Paul Hall Hospital and also add a left turn lane at Teays Branch Road
 - Improve KY 40 from the KY 40/KY 321 Intersection south to Paul Haul Hospital, add a left turn lane at Teays Branch Road, and improve from Teays Branch Road to the KY 40/KY 321 Intersection

The main theme here is to only improve what is necessary on KY 40. Improving the entire length of KY 40 from KY 321 to Paul Hall Hospital while desirable may not be necessary.

- A Route from KY 321 west to US 23
- A connector from KY 321 around Mills' Branch Road to KY 40 skirting the development behind Wal-Mart and connecting with KY 40. The estimate should include the cost of a signal.
- Consider an alternative that routes at least Wal-Mart traffic headed for US 23 onto KY 40 rather than onto KY 321.

The KY 321 and KY 40 Connector alternatives should also consider sidewalks at least on one side.

Near the end of August, Qk4 will return to the Project Team with results of the above analysis. The meeting concluded at 1:30 p.m.



Architecture

Engineering

Construction

MEETING MINUTES

Project: KY 321
Johnson County Programming
Study

Purpose: Project Team Meeting

Place: KYTC District 12 Office

Meeting Date: November 21, 2011

Prepared By: Bruce Siria

Attendance:

Willard G. Cuzzort	KYTC, District #12
Mandy Justice	KYTC, District #12
Tarnell Patton	KYTC, District #12
James D. Wright	KYTC, District #12
Mary Westfall-Holbrook	KYTC, District #12
Tim Spencer	KYTC, District #12
Ron Slone	KYTC, District #12
Greg Couch	KYTC, District #12
Samuel Hale	KYTC, District #12
Darold Slone	KYTC, District #12
Mikael Pelfrey	KYTC, CO Planning
Jill Asher	KYTC, CO Planning
Jeremy Lukat	Qk4
Annette Coffey	Qk4
Bruce Siria	Qk4

Following brief introductions, Annette Coffey provided the Project Team with a short refresher of existing crash information, environmental data, existing and projected traffic information, and the location of nine intersections along KY 321 that were the focus of the traffic analysis. Ms. Coffey also discussed the limitations of the digital elevation model (DEM) for the area and the resulting difficulty in determining certain elements of cost estimates for alternatives.

Ms. Coffey then presented a proposed Purpose and Need statement for the study (attached) with which the Project Team concurred.

Ms. Coffey then began a discussion of the alternatives development process. The first concept discussed was an Access Management scenario (attached) in which several

entrances would be closed and an internal circulation system would be developed near Arby's, Fazolli's, and McDonald's restaurants. Several alternatives that were originally considered were dropped from detailed analysis for the reasons cited:

- An alternative for combining the Wal-Mart and K-Mart entrances at the current K-Mart entrance near MP 8.4 was considered impractical due to the steep grade required for the entrance.
- A connector between KY 321 and KY 40 between Johnson Central High School and McDonalds was not further considered because of the difficulty in providing access to the school. Absent service to school traffic, a connector between KY 321 and KY 40 this far south would serve little traffic.
- A north-south connector from KY 40 that would utilize West Street and bridge Paint Creek near Mill Branch Road on KY 321 was considered very early. This connector was eliminated from further study due to the dense development and multiple businesses along the north side of the creek.

Nineteen alternative improvement concepts were then presented graphically (attached) and evaluated in terms of cost, potential environmental impacts, current and future year traffic, service to Johnson Central High School, Johnson County Middle School, and the Midway Pharmacy School. Finally, a detailed traffic congestion evaluation for current and future year traffic for eight of these alternatives. Locations along KY 321 where the volume to capacity (v/c) ratio and/or the average delay time were improved when compared to the no-build option, except where the improved v/c ratio would still be greater than 1.0, were highlighted. Looking at the nine critical intersections along KY 321 presented at the beginning of the meeting, the number of intersection legs, both on the KY 321 mainline and on the intersecting cross road, at which the v/c improved in both the morning and afternoon peak periods was identified for these alternatives:

- Right-turn lanes at seven locations – improves 9 KY 321 intersection legs/3 crossroad intersection legs
- Alternative 1B (KY 321/KY 40 connector at Teays Branch Road) – improves 22 KY 321 intersection legs/8 crossroad intersection legs
- Alternatives 2+3 (KY 321/KY 40 connector from south of Johnson County Middle School on KY 321 to just south of W H Dixon Boulevard on KY 40 and improvements to KY 40 from the new connector south to the vicinity of Paul B. Hall Regional Medical Center) – improves 17 KY 321 intersection legs /3 crossroad intersection legs
- Alternative 4 (5-lane KY 321 from KY 40 south to KY 2378) – improves 28 KY 321 intersection legs /6 crossroad intersection legs
- Alternative 5 (4-lane KY 321 from KY 2378 south to KY 321X – improves 32 KY 321 intersection legs /9 crossroad intersection legs

- Alternative 6 (New connector from KY 321 @ KY 2378 to US 23) – improves 21 KY 321 intersection legs /6 crossroad intersection legs
- Alternative 7 (New circulator road from KY 321 near Mill Branch Road around behind Wal-mart to McCloud Street) - improves 18 KY 321 intersection legs /5 crossroad intersection legs
- Alternative 8 (New connector from KY 40 between Tractor Supply and the new Judicial Center to McCloud Street) - improves 8 KY 321 intersection legs /0 crossroad intersection legs

In summary, Qk4 stated that a couple of short-term alternatives could be implemented that may help congestion and safety on KY 321. One was to extend a through lane through and past KY 321's intersection with Wal-Mart so that motorists do not have to merge immediately upon entering KY 321 from the west headed south. Currently a merge, lane drop, right turn lane, and a left turn occur at probably the largest traffic generator along the route (Wal-Mart). A second possibility would be to add right turn lanes on KY 321 beginning with McDonald's and Arby's, and then five more locations. Both of these concepts help improve congestion some, however, not enough to place the v/c ratio under 1.0 along KY 321 in the design year. The alternatives that seem to have the most impact on KY 321 are Alternatives 4 and 5 with Alternative 6 following behind. Qk4's Traffic Engineer, Jeremy Lukat also stated that optimizing some signal timings would also improve the volume to capacity ratio even more.

Following the presentation of alternative concepts and the metrics associated with them, the Project Team discussed several issues.

- The 100-year flood plain shown on the topo map that showed environmental features was thought not to be inclusive of all areas that flooded. Qk4 agreed to check the 100-year flood plain for the study area.
- Concern was expressed that closing entrances on the north side of KY 321 between Southside Drive (Mill Branch Road) and KY 321X, and providing access to these businesses only from Mill Branch Road was problematical due to flooding along Mill Branch Road near KY 321X.
- Much discussion concerned whether the portion of Alternate 5 between KY 2378 and Mill Creek Road should be four lanes or remain two lanes. Ultimately, it was the consensus of the Project Team that 4-lanes were preferred. When compared to the future year, no-build scenario, four lanes would improve the future year v/c ratio from 0.74 to 0.39 in the a.m. peak hours, and from 0.96 to 0.51 in the p.m. peak hours.

The next step in the study process will be a Project Stakeholders' meeting to discuss some or all of the alternatives discussed at the Project Team meeting. The Project Team will decide which alternatives they would like to present to the stakeholders, and

will advise Qk4 in the next few weeks. The Project Stakeholders' meeting will likely be scheduled in early January.

STAKEHOLDER MEETINGS

KY 321- PROGRAMMING STUDY

JULY 18, 2011 STAKEHOLDER'S MEETING

ISSUES

- Cannot turn in into schools heading south on KY 321
- When busses pull out of the schools turning north, they encounter an immediate red light.
- POSITIVE COMMENT – the two turn lanes west on US 460 was a positive improvement
- Red light at Wal-Mart backs up onto KY 40.
- At the unsignalized intersection, people turning left onto KY 321 have to wait a long time.
- At the Lowes and Mexican restaurant, everyone goes over to red light to come out at a traffic signal, and causes back up.
- People turning south from KY 40 onto KY 321 who are trying to continue south have a difficult time merging with the present lane configuration and it causes accidents. Another through lane is needed so that a vehicle can merge left when they do not want to turn into Wal-Mart.
- Downtown, travelling KY 40 to KY 321 you can easily miss the bridge to KY 321. It is a clumsy connection.
- Coming from hospital parking lot to turn left you take your life in your hands, especially in morning and first of the month.
- “Garbage Hollow” will develop and may be able to put ball fields that may be affected by the KY 321/KY 40 Connector there. It is the site of an old garbage dump.
- It is very difficult to make turns at lights and non-signalized intersections.
- Concerned about safety of hospital and school access
- KY 40 improvements would provide material that could be used for development
- North of the KY 321/KY 40 intersection, if you are trying to turn left to head south on KY 321, is difficult. KYTC uses that area as storage.
- Most people from west turn on KY 321.
- Midway College – 30 employees now from Tayes Branch Road and turn left you cannot see. 80—85 students will be the initial class with a class added each year will grow to 340 students and 75-90 employees. Because there are no dormitory facilities, and no cafeteria, those students will be travelling KY 321 to travel to and from school and eat possibly at the restaurants. This will occur from 7-9 a.m. and 5-6 p.m. Therefore, this will make the situation worse. They are also trying to build a second building constructed with community events.
- Lowes across to Wal-Mart (left) tight intersection; someone tries to cut in on you.
- S-curve needs something done about it near hospital
- 2000 people are on the school campuses everyday during the school year.
- 460 toward Salyersville backs up
- Cars trying to get to Paintsville schools are an issue

- KY 321 is not safe for pedestrians
- Backs up in all directions
- Sunlight is an issue at the KY 40/KY 321 Intersection
- Interconnected signals are good until school lets out and then they are not good.
- It is good to have a global view of the problems; however, KY 321 still needs to be the main focus.
- No way to walk from the City of Paintsville to the plaza, many come through the school properties and that is a liability problem. There is no way to go to Kmart, Wal-Mart, and Food City without getting back out on KY 321. KY 321 needs a third lane and sidewalks.
- People walk in parking lots and behind guardrail. From the high-rise and downtown, there is no safe way to walk to the schools.
- Currently there is an indirect connection to the hospital.
- Tayes Branch has 850 acres there to be developed and KY 40 is up/down/curvy.
- Hospital/KY 40 intersection is a problem
- Immediate problem is the school access
- Southside to Collins Branch there is 25 acres of developable land, which will add to the problems.
- There are rockfall problems on the south side of bridge at hospital to new post office.
- Must be realistic with the solutions
- Traffic flow through town is a problem. Everyone also with their own traffic signal is a problem.
- Drivers from McDonald's to Food City challenge each other to pull out.
- There is no access to Wal-Mart from Kmart. Wal-Mart refused that access 6 to 7 years ago. Need Post Office, Food City and Wal-Mart connections.

SOLUTIONS

- Think connector to KY 40 and improve KY 40 for schools
- Use back gate to get to "Plaza" (High School).
- Construct route KY 40 bridge across is doable and would take care of the schools.
- Pharmacy school opens in February 2012.
- KY 40 Connector into town to improve KY 321/KY 40 improve KY 50 to Paintsville and connector
- Another solution "plaza area, access road, a way into Wal Mart from KY 40)
- Investment must include pedestrian traffic.

COMMENT – KY was not "widened" was built in 1960's.

COMMENT – \$5 Million bridge is a 3-4 year project; \$30M project is a 10-15-20 year project.



Architecture

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MEETING MINUTES

Project: KY 321
Johnson County

Purpose: Stakeholders' Meeting

Place: Johnson County Board of
Education Paintsville

Meeting Date: July 18, 2011

Prepared By: Annette Coffey

Attendance: David Matthews
Willard Cuzzort
Justin Nairn
Martha Wells
Mark McKenzie
Sandy Runyon
Kevin Raymer
Bob Porter
Clayton Holland
Harry Burchett
Dennis Dorton
Hubert Collins
Deborah Trimble
Venice Branham
Mandy Justice
Tarnell Patton
Clarence Scarberry
Tom Salyer
Steve Trimble
Bruce Aaron Davis
James D. Wright
Ron Slone
Mary Westfall-Holbrook
Mikael Pelfrey
Kevin Damron
Tim Spencer
Jill Asher
Jeremy Lukat
Tom Springer
Annette Coffey

Midway College
KYTC, District 12
De la Vega Development
Midway College SOP
Mayo Plaza
Big Sandy ADD
Lowe's
City of Paintsville
cehollandjr@yahoo.com
Johnson County Board of Education
Citizens National Bank
House of Representatives
Paul B. Hall Regional Medical Center
Paul B. Hall Regional Medical Center
KYTC, District 12 Traffic
KYTC, District 12 Traffic
Bocook Engineering
Johnson County Schools
Johnson County Schools
Johnson County Schools
KYTC, District 12
KYTC, District 12
KYTC, District 12
KYTC, CO Planning
KYTC, District 12
KYTC, District 12
KYTC, CO Planning
Qk4
Qk4
Qk4

Following introductions, Willard Cuzzort, District 12, provided a project history. Relieving congestion on KY 321 has been on the Unscheduled Needs List for six to eight years and has consistently ranked in the top 10 priorities for District 12 and the Area Development District but has not progressed to the Transportation Cabinet's Six-Year Plan. KY 321, formerly US 23, passes through the commercial section of town and has between 13000 and 16000 vehicles per day. Recently, District 12 staff has looked at various options that included a new connector from KY 321 east to KY 40 (\$4.9M), widening KY 321 (\$30M) and KY 40 (\$19M) and a left turn lane at KY 40 (\$4.7M) to provide better access to Midway College. Mr. Cuzzort emphasized that we are in the study phase and are not close to starting any construction.

Annette Coffey from Qk4 began a presentation by stating that the purpose of the meeting today was to tell the group what work Qk4 and District 12 had done to date, but the main purpose was to listen to their concerns and solution ideas. Ms. Coffey said that when US 23 was built it took the coal trucks from KY 321 but congestion remains. In addition to congestion, there appears to be many crashes that are rear end and angle crashes, of which many included multiple injuries. Qk4 will examine solutions both short and long term that will help minimize that congestion and improve safety, study the effects of a proposed new bridge over Paint Creek from KY 321 to KY 40, and study the effects of the new pharmacy school on KY 40. Qk4 is also challenged with "what can be done for minimal costs that will make the situation better," because smaller projects have a better chance of being funded.

The challenges for this project are topography, commercial property values, potential archaeology sites, historic sites, public parks, streams, and very tight development. To assist in this study, District 12 staff counted traffic at 13 intersections at three peak times during the weekday and two peak times on Saturday. In addition, Mr. Lukat performed travel time studies. Jeremy has built a traffic model that shows how traffic is operating today. The model showed queues at the Wal-Mart entrance and at the southern end of the project but not a continuous line of traffic. He said that the traffic signals are coordinated, which does help with traffic flow.

Tom Springer and Annette Coffey stated that the environmental issues on this project were not insurmountable and we could work with the entities—such as the schools to replace ball fields, or businesses to replace parking lots however, they do equate to additional costs. One of the key environmental concerns was the historic structures in downtown Paintsville. The potential historic structure shown at the north end of the project is no longer an issue because the school was moved. There is also a strong potential for archaeology sites in the area; however, many may have been disturbed by private development. There are several wetlands and a crossing of Paint Creek, large cuts, many utilities, and potentially five pipeline crossings depending on what solutions are selected. Ms. Coffey brought to the group's attention that, for such a developed area, the number of property owners that could be affected was not large. District 12 staff stated that the state owns most of the property needed to widen KY 321 except in

one location. Ms. Coffey had several handouts that were given to the participants that contained existing traffic, crashes for Years 2008-2010, the environmental conditions, and utility locations discovered to date.

Ms. Coffey stated that we were ahead of our contract schedule. The next milestone would be at the end of August where initial solutions would be presented to the Project Team. Those solutions must meet the purpose of the project, which is to relieve congestion from KY 321 to continue to be studied throughout the planning process. She said that even though the study document will not be completed until May of 2012, Qk4 would ensure that KYTC has enough information and cost estimates for consideration of a project into the Six-Year Highway Plan in late fall.

At the conclusion of Ms. Coffey's presentation, Tom Springer, Qk4, led a stakeholder discussion where two questions asked:

- What is your #1 issue and please be specific?
- What do you propose as a solution?

The below bullets capture the results of that discussion.

ISSUES

- Cannot turn into schools heading south on KY 321
- When buses pull out of the schools turning north, they encounter an immediate red light.
- Red light at Wal-Mart backs up onto KY 40.
- At unsignalized intersections, people turning left onto KY 321 have to wait a long time.
- At the Lowes and Mexican restaurant, everyone goes over to the red light to come out at a traffic signal, and that causes a back up.
- People turning from KY 40 south onto KY 321 have a difficult time merging with the present lane configuration and cause crashes. Another through lane is needed so that a vehicle can merge left when they do not want to turn into Wal-Mart.
- Downtown, travelling KY 40 to KY 321 you can easily miss the bridge to KY 321. It is a clumsy connection.
- Coming from the hospital parking lot to turn left onto KY 40 you take your life in your hands, especially in the morning.
- "Garbage Hollow" may be developed with ball fields that may be affected by the KY 321/KY 40 Connector there. It is the site of an old garbage dump.
- It is very difficult to make turns at lights and non-signalized intersections.
- Concerned about safety of hospital and school access
- KY 40 improvements would provide material that could be used for development.
- North of the KY 321/KY 40 intersection, if you are trying to turn left to head south on KY 321, it is difficult. KYTC uses that area as storage.

- Most people coming from the west turn right on KY 321.
- Midway College has 30 employees now. There will be 80 - 85 students in the initial class with a class added each year. The facility will grow to 340 students and 75-90 employees. Because there are no dormitory facilities, and no cafeteria, those students will be using KY 321 to travel to and from school and will eat possibly at the restaurants along KY 321. This will occur from 7-9 a.m. and 5-6 p.m. Therefore, this will make the situation worse. They are also trying to build a second building to hold community events. It was noted that when you travel from Teays Branch Road and turn left onto KY 40, you cannot see around the cliffs.
- Lowes across to Wal-Mart (left) is a tight intersection; someone tries to cut in on you.
- The S-curve near hospital needs something done.
- 2000 people are on the school campuses everyday during the school year.
- US 460 toward Salyersville backs up
- Cars trying to get to Paintsville schools are an issue
- KY 321 is not safe for pedestrians
- KY 321 backs up in all directions
- Sunlight is an issue at the KY 40/KY 321 intersection
- Interconnected signals are good until school lets out and then they are not good.
- It is good to have a global view of the problems; however, KY 321 still needs to be the main focus.
- No way to walk from the City of Paintsville to the plaza, many come through the school properties and that is a liability problem. There is no way to go to Kmart, Wal-Mart, and Food City without getting back out on KY 321. KY 321 needs a third lane and sidewalks.
- People walk in parking lots and behind guardrail. From the high-rise and downtown, there is no safe way to walk to the schools.
- Currently there is an indirect connection to the hospital.
- Teays Branch has 850 acres of developable land and KY 40 is up/down/curvy.
- Hospital/KY 40 intersection is a problem
- Immediate problem is the Pharmacy School access
- Southside to Collins Branch there is 25 acres of developable land, which will add to the problems.
- There are rockfall problems on the south side of bridge at hospital to new post office.
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SOLUTIONS

- Connector to KY 40 and improve KY 40 for schools

- Use back gate to get to “Plaza” (High School).
- Construct route to KY 40 and bridge across is doable and would take care of the schools.
- Pharmacy school opens in February 2012.
- Build KY 321/KY 40 Connector, improve KY 40 into town, and improve KY 321/KY 40 intersection to Teays Branch Road.
- Another solution “plaza area, access road,” and a way into Wal-Mart from KY 40
- Investment must include pedestrian traffic.

ADDITIONAL COMMENTS

COMMENT – KY 321 was not “widened,” it was built in 1960’s.

COMMENT – \$5 Million bridge is a 3-4 year project; \$30M project is a 10-15-20 year project.

COMMENT - The two turn lanes west on US 460 was a positive improvement

After a period for questions and answers, the participants were thanked for their participation, reminded of the project schedule, and the meeting adjourned.

HANDOUTS

ALTERNATIVE COMPARISON MATRIX

ALTERNATIVE NUMBER	DESCRIPTION	LENGTH	CONSTRUCTION COST ESTIMATE ****	POTENTIAL IMPACTS TO		2011 ADT RANGE (vehicles per day)	2035 ADT RANGE (vehicles per day)	# OF KY 321 IMPROVED INTERSECTION MOVEMENTS	GOAL 1		GOAL 2	GOAL 3	GOAL 4	GOAL 5	ADVANTAGES	DISADVANTAGES
				NATURAL ENVIRONMENT	HUMAN ENVIRONMENT				ESTIMATED CRASH REDUCTION	PROVIDES CONGESTION RELIEF ON KY 321	PROVIDES SERVICE TO TEAYS BRANCH	PROVIDES ACCESS TO JOHNSON COUNTY SCHOOLS	PROVIDES ACCESS TO HOSPITAL	PROVIDES FOR PEDESTRIAN MOVEMENTS		
DO NOTHING	NO BUILD		\$0	None	None	13000-17400	15000-22300	0	0%	No	No	No	No	No	No investment other than routine maintenance	Conditions remain the same, congestion, crashes
1	LEFT TURN LANE AT TEAYS BRANCH ROAD	0.30 mile	2300000*	Steep cut slopes 100 year floodplain floodway	·1 business ·10" water main ·6" force main wastewater ·2" gas main ·2 fire hydrants ·overhead utilities creek side	810	1030	0	Yes on KY 40 If unsignalized, 35% reduction in all crashes and 50% reduction in left turn crashes	No	Yes	No	No	No	Provides safer access to a new traffic generator that is to open soon	Provides inconsistency and driver expectation of the route, still no congestion relief for KY 321
**1A	Improve KY 40 from the Left Turn Lane (ALT 1) to KY 321	0.30 mile	\$1,339,000	Steep cut slopes 100 year floodplain floodway	·10" water main ·overhead utilities creek side	7000	10300	0	Yes 40%	No	Yes	No	No	No	Provides safer access to a new traffic generator that is to open soon	Provides consistency on KY 40 from Teays Branch to KY 321, however still no congestion relief for KY 321
1B	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF LOWES TERMINATING AT TEAYS BRANCH ROAD	0.24 mile	\$4,260,000	Crosses stream 100 year floodplain floodway	·4 businesses ·10" water main ·lift station ·2 fire hydrants ·6" force main wastewater ·6" gas main (two) ·overhead utilities on Paint Creek side of KY 40	3800	4600	29	N/A	1800-2600 vpd	Yes	No	No	Yes (on connector)	Provides a shorter connection to KY 321 for Teays Branch Road traffic, improves KY 321 congestion and less floodplain impacts	Places two intersections on KY 321 (KY 40 and the Connector) very close together, and will also impact Lowe's internal circulation
1C	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE NORTH SIDE OF LOWES with Bridge	0.18 mile	\$4,149,000	Crosses stream 100 year floodplain floodway	·4 businesses ·10" water main ·2 fire hydrants, ·8" and 12" force main wastewater ·overhead utilities on Paint Creek side of KY 40	3400	4300	21	N/A	1200-2100 vpd	Yes	No	No	Yes (on connector)	Provides a shorter connection to KY 321 for Teays Branch Road traffic	Places two intersections on KY 321 (KY 40 and the Connector) very close together
1D	Improve KY 40 from the Connector North of Lowes (1C) to KY 321/KY 40 Intersection	0.15 mile	\$644,000	Steep cut slopes 100 year floodplain floodway	·pipeline ·10" water main, ·Overhead utilities on Paint Creek side of KY 40	7000	10300	0	N/A	1 intersection (Walmart)	Yes	No	No	No	Provides a shorter connection to KY 321 for Teays Branch Road traffic	Provides no congestion relief for KY 321
2	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.25 mile	\$6,996,000	Crosses stream 100 year floodplain floodway	·1 business ·2 schools and school ball field ·school traffic internal circulation ·2" and 6" gas mains, ·8" water and wastewater mains ·archaeological ·Overhead utilities on Paint Creek side of KY 40 and along path of connector	3000	4300	15 (MUST BE COUPLED WITH ALTERNATIVE 3A OR 3B TO ACHIEVE THIS IMPROVEMENT)	N/A	850 - 1100 vpd	No	Yes	Yes	Yes	Provides for a "backdoor" entrance/exit and pedestrian access for the Johnson County schools.	Provides less relief to KY 321 congestion than other connector options and the connection to school will have a steeper grade
**2B	Left Turn Lane on KY 40 for Alt 2	0.28 mile	\$793,000	100 year floodplain floodway	·2 businesses ·1 cemetery ·10" water main ·Overhead utilities on Paint Creek side of KY 40	780	1120	0	Yes on KY 40 If unsignalized, 35% reduction in all crashes and 50% reduction in left turn crashes	No	Limited	Yes	Limited	Yes (on connector)	Provides for safer KY 40 turns	No congestion relief for KY 321
2A	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	100 year floodplain floodway	·1 business, ·school traffic internal circulation, ·2 " and 6" gas main ·8"water and wastewater main, ·archaeological	NOT FEASIBLE	NOT FEASIBLE	N/A	N/A	Not able to tie into school	Not able to tie into School	Limited	Limited	Limited	Not considered due to the impacts of the school traffic circulation	Would impact the schools internal circulation and cut off one of their main exits
2A-1	SHORTENED KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.17 mile	\$4,440,000	100 year floodplain floodway	·2 businesses ·2" gas main ·8" and 10" water main ·6" force main wastewater ·1 fire hydrants ·Overhead utilities on Paint Creek side of KY 40	1700	2200	21	N/A	500-650 vpd	Limited	Yes	Limited	Yes (on connector)	Provides for a "backdoor" entrance/exit and pedestrian access for the schools for Johnson County Schools	Does not connect to KY 321 nor provide pedestrian access to KY 321 and begins in what is almost a parking lot, provides very little congestion relief
**2A-1 KY 40	Left Turn Lane on KY 40 at Connector 2A-1	0.30 mile	\$1,585,000	100 year floodplain floodway	·10" water main ·overhead utilities on Paint Creek side of KY 40	450	550	0	Yes If unsignalized, 35% reduction in all crashes and 50% reduction in left turn crashes	No	Limited	Yes	Limited	Yes (on connector)	Provides for safer KY 40 turns	No congestion relief for KY 321
3A	IMPROVE KY 40 SHARP CURVE ON NEW ALIGNMENT	0.26 mile	\$3,000,000	Steep cut slopes	·8 residential ·2 businesses ·cemetery, ·10" water main ·6" force main wastewater ·2" gas main ·1 fire hydrant	6700	9300 (with Alternative 2)	0	Yes 40%	Yes if coupled with a connector 850-1100 vpd	No	Yes if coupled with a connector	Yes	No	Improves a less than desirable curve and adds pedestrian movement. However, to be effective with pedestrian movement it must be coupled with the KY 321/KY 40 connector.	Requires business and residential impacts and has steep cut slopes and the new alignment will have a steeper grade. It also cuts off access to Church Street at the very top of the hill that will need to access their property from WH Dixon Boulevard and may impact the cemetery. It must be coupled with a connector to realize any minimal congestion improvement on KY 321.
3B	IMPROVE KY 40 SHARP CURVE TO PAUL HALL HOSPITAL	0.27 mile	\$1,100,000	Steep cut slopes 100 year floodplain floodway	·1 business ·hospital parking lot ·2 residential, ·4 empty buildings ·cemetery ·2" gas main ·8" water main ·3 fire hydrants ·overhead utilities on Paint Creek side of KY 40	6700	9300 (with Alternative 2)	0	Yes 50%	Yes, if coupled with a connector 850-1100 vpd	No	Yes if coupled with a connector	Yes	No	Improves a less than desirable curve and adds pedestrian movement. However, to be effective with pedestrian movement it must be coupled with Alternative 2. It is less expensive than Alternative 3A but has more residential impacts	Requires some of the hospital parking lot, requires purchasing some vacant buildings, and will impact one business and residential properties. It must be coupled with a connector to realize any minimal congestion improvement on KY 321.

ALTERNATIVE COMPARISON MATRIX

ALTERNATIVE NUMBER	DESCRIPTION	LENGTH	CONSTRUCTION COST ESTIMATE ****	POTENTIAL IMPACTS TO		2011 ADT RANGE (vehicles per day)	2035 ADT RANGE (vehicles per day)	# OF KY 321 IMPROVED INTERSECTION MOVEMENTS	GOAL 1		GOAL 2	GOAL 3	GOAL 4	GOAL 5	ADVANTAGES	DISADVANTAGES
				NATURAL ENVIRONMENT	HUMAN ENVIRONMENT				ESTIMATED CRASH REDUCTION	PROVIDES CONGESTION RELIEF ON KY 321	PROVIDES SERVICE TO TEAYS BRANCH	PROVIDES ACCESS TO JOHNSON COUNTY SCHOOLS	PROVIDES ACCESS TO HOSPITAL	PROVIDES FOR PEDESTRIAN MOVEMENTS		
4	FIVE LANE KY 321 FROM KY 40 TO KY 2378 / JAMES TRIMBLE BOULEVARD	1.01 mile	\$8,236,000	Steep cut slopes 100 year floodplain floodway	·21 businesses, ·2 residential, pipeline, ·8" water and wastewater main, ·2" and 6" gas main, ·water pump station ·Overhead utilities on both sides	12600	16280	32	Yes 25% if right-turn lanes are included	Yes North of James Trimble Boulevard	No	Yes	Yes	Yes	Improves congestion by adding through lanes and adds safe pedestrian movement along the corridor.	business and some residential impacts, right of way and utility costs will most likely be high
* **4A	Right In/Right Out Scenarios	N/A	\$200,000	Minimal	·5 businesses ·12" wastewater main ·8" and 12" force main wastewater ·3" and 6" gas main ·1 UST	Not available	Not available	Not Significant	Yes 25% if right-turn lanes are included	Minimal	No	No	No	No	Eliminates left turns	Left turning vehicles will have adverse travel
4B, 4B-1, 4B-2	Access Road that parallels KY 321 (Restriping, Purchase of Business, and Restriping and purchase of some of Lowes Parking Lot)	0.50 mile	\$500,000	100 year floodplain	·2 businesses ·8" water and wastewater main	Not available	Not available	Did not count traffic to determine but access management improve slightly	N/A	Did not count traffic to determine but access management will help	No	Minimal	No	No	Most of the route is already there, just restriping and traffic control would be necessary. It does little to help with congestion on KY 321	One impact to a business
**4C	Right Turn Lanes at: NB Apple Tree Plaza NB Middle School NB High School NB McDonalds Intersection SB Kmart NB 321X NB James Trimble Boulevard	0.33 mile	\$2,400,000	Minimal	·2 businesses, ·3" and 6" gas main ·8" water main ·overhead utilities	1430, 400, and 820	1810, 510, and 1050	11	Yes 25% if right-turn lanes are included	Yes for those intersections	No	Yes	No	No	Improvement in KY 321 congestion for the right turn lane movements for all 6 intersections and some through movements at those intersections, less cost and impacts to businesses	Business impacts to parking and business fronts and utilities will be an issue
4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	Minimal 100 year floodplain	·5 businesses ·1 UST ·3" and 6" gas main ·8" wastewater and water main ·overhead utilities	1870	2730	1	Yes 10%	Yes Between Kmart and KY 40	No	Yes	No	No	Allows WB KY 40 traffic turning south onto KY 321 to travel south without having to merge until the Wal-Mart traffic has turned right	Provides little congestion relief to KY 321 as a whole
4E	Connects the entrances of Wal-Mart and K-Mart and would close the K-mart entrance	0.04 mile	\$87,000	Minimal	·Two businesses ·8" water main ·6" gas main			0	N/A	Minimal	No	No	No	No	Puts more separation between entrances on KY 321	Loss of Kmart parking spaces, longer left turn signal at Wal-Mart
5	FOUR LANE KY 321 FROM KY 2378/JAMES TRIMBLE BOULEVARD TO KY 321X	0.65 mile	\$3,955,000	Steep cut slopes 100 year floodplain floodway	·12 businesses ·8 residential ·8" and 12" water main ·2" and 4" gas main ·8" wastewater main ·5 USTs ·2 fire hydrants ·overhead utilities	12600	16280	3	Yes 25%	Yes South of James Trimble Boulevard	No	No	Yes	No	Improves congestion and safety along KY 321 South of James Trimble Boulevard	business and residential impacts, very steep cuts along the southbound side of KY 321, right of way and utility costs will most likely be high
6	CONNECTOR FROM KY 2378/JAMES TRIMBLE BOULEVARD TO US 23	1.34 miles	\$46,845,000	Steep cut slopes 100 year floodplain 1 wetland	·2 residential, ·1 school, ·12" water main ·pipeline	3700	4700	22	N/A	Yes North of schools 3000-3500 vpd	No	Yes	Yes	No	Routes through traffic around congested portion of KY 321 and diverts the most traffic from KY 321	Added system mileage, very costly, and has steep cuts
7***	CONNECTOR FROM KY 321 AROUND MILL BRANCH ROAD TERMINATING AT WAL-MART CIRCULATOR ROAD	1.61 miles	\$56,479,000	Crosses streams 1 wetland Coal seams 100 year floodplain	·20 residential ·pipeline ·8" water and wastewater main, ·2" gas main ·archaeological ·1 wetland	1800	2300	19	N/A	Yes North of James Trimble Boulevard 2100 vpd	No	Yes	No	No	Through traffic bypasses commercial strip, diverts traffic from KY 321	Added system mileage; high costly, requires a very long bridge because of the floodplain
8***	CONNECTOR FROM KY 40 TO WAL-MART CIRCULATOR ROAD WITH BRIDGE OVER PAINT CREEK AND TRAFFIC SIGNAL ON KY 40	0.16 mile	\$16,600,000	Crosses stream 100 year floodplain floodway	·2 businesses, ·6" gas main ·8" water main ·3 fire hydrants ·archaeological	3100	4000	7	N/A	Yes	No	No	No	No	Provides another entrance to a major traffic generator	Added system mileage, serves a small portion of the KY 321corridor; and adds a new traffic signal on KY 40
9	PEDESTRIAN OPPORTUNITIES FOR KY 2378 TO KY 321 AND HOSPITAL and to TEAYS BRANCH ROAD	0.04	\$280,000-\$430,000 per bridge	Crosses stream 100 year floodplain floodway	·1 hospital, ·1 business, ·12" water main ·8" wastewater main ·archaeological	4300 (KY 2378)	5900 (KY 2378)	0	Yes Up to 65% less likelihood of pedestrian crashes	No	No	No	Yes - Pedestrian	Yes	Low cost improvements for non-vehicular traffic	No improved vehicular connection to Teays Branch Road
10	WIDEN KY 40 FROM KY 321 TO EITHER ALTERNATIVE 3A OR 3B WITH SIDEWALK ON PAINT CREEK SIDE	1.13 miles	\$8,306,000	Steep cut slopes 100 year floodplain floodway	·4 businesses ·cemetery ·overhead utilities	7000	10000	0	Yes Up to 65% less likelihood of pedestrian crashes	No	Yes	Yes (if coupled with a connector)	Yes	Yes	Improves safety on KY 40 and provides for pedestrian movements	Still leaves KY 321 congested

*At McCloud Drive
**Not shown on exhibit
***Eliminated from further consideration does not relieve congestion from KY 321
****Does not include R/W and Utilities
*Taken from KYTC 2012-2018 Highway Plan



QUESTIONNAIRES

COMMENT FORM

STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321
between KY 40 and KY 321X
Johnson County
Programming Study



We need your help! You can help us by completing this comment form. The Kentucky Transportation Cabinet (KYTC) has initiated a programming study designed to develop and evaluate potential improvements to relieve congestion and improve safety on KY 321 between KY 40 and KY 321X in Johnson County. As part of the study, KYTC would like you to let us know which alternative improvements are important to you. Please complete this form and return it either the consultant or the Transportation Cabinet staff here today. We appreciate your participation and value your comments! Each person should complete a separate comment form.

Name: Harry Burchett

Representing (title, agency, organization, if applicable): Johnson County Schools

Address: 253 North Mayo Trail
Paintsville, KY 41240

Phone (optional): 606-789-2530 Date: 3-13-2012

Email (optional): harry.burchett@johnson.kyschools.us

The objective of the following form is to solicit your views on alternatives and their priorities in this study. Each form will be read and tabulated by the project team. All comments are welcome! We appreciate your participation!

Please discuss any other suggestions for you would like to have considered in this study, any environmental, cemeteries, or community features in the study area which we should be aware of, and any additional comments you may have regarding the study.

To meet the top priority goal of the Transportation Cabinet of alleviating traffic
congestion on KY 321, Alternates 4 & 5 best accomplish this goal. If financial
restrictions limit the scope of the project it could be viewed in phases
beginning with the five lane of KY 321 from the school/high school exit at
McDonalds to the Paint Creek bridge at KY 321 & KY 40.

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

Keith Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622
Phone (502) 564-7183
E-Mail: Keith.Damron@ky.gov

OR
CONTACT

Willard Cuzzort, Project Manager
District 12
Kentucky Transportation Cabinet
109 Loraine Street
Pikeville, KY
Phone (606) 433-7791
E-Mail: Willard.Cuzzort@ky.gov

KY 321 ALTERNATIVES SURVEY								
ALTERNATIVE NUMBER	DESCRIPTION	LENGTH	COST ESTIMATE ****	Least Important		Important		Very Important
DO NOTHING	NO BUILD		\$0	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
1	LEFT TURN LANE AT TEAYS BRANCH ROAD	0.30	\$1,187,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
**1A	Improve KY 40 from the Left Turn Lane (ALT 1) to KY 321	0.30	\$1,339,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
1B	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF LOWES TERMINATING AT TEAYS BRANCH ROAD	0.24 mile	\$4,260,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
1C	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE NORTH SIDE OF LOWES with Bridge	0.18 mile	\$4,149,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
1D	Improve KY 40 from the Connector North of Lowes (1C) to KY 321/KY 40 Intersection	0.15 mile	\$644,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
2	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.25 mile	\$6,996,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
**2B	Left Turn Lane on KY 40 for Alt 2	0.28 mile	\$793,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
2A	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
2A-1	SHORTENED KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.17 mile	\$4,440,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
**2A-1 KY 40	Left Turn Lane on KY 40 at Connector 2A-1	0.30 mile	\$1,585,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
3A	IMPROVE KY 40 SHARP CURVE ON NEW ALIGNMENT	0.26	\$3,000,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
3B	IMPROVE KY 40 SHARP CURVE TO PAUL HALL HOSPITAL	0.27 mile	\$1,100,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
4	FIVE LANE KY 321 FROM KY 40 TO KY 2378 / JAMES TRIMBLE BOULEVARD	1.01 mile	\$9,477,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
**4A	Right In/Right Out Scenarios	N/A	\$200,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
4B, 4B-1, 4B-2	Access Road that parallels KY 321 (Restriping, Purchase of Business, and Restriping and purchase of some of Lowes Parking Lot)	0.50 mile	\$500,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
**4C	Right Turn Lanes at Johnson County Middle School, Johnson Central High School, Appletree Plaza, Mayo (McDonalds Intersection), Kmart Walmart (shared through right lane)	0.33	\$2,400,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
4E	Connects the entrances of Wal-Mart and K-Mart and would close the K-mart entrance	0.04 mile	\$87,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
5	FOUR LANE KY 321 FROM KY 2378/JAMES TRIMBLE BOULEVARD TO KY 321X	0.65 mile	\$4,747,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
6	CONNECTOR FROM KY 2378/JAMES TRIMBLE BOULEVARD TO US 23	1.34 miles	\$46,845,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
7***	CONNECTOR FROM KY 321 AROUND MILL BRANCH ROAD TERMINATING AT WAL-MART CIRCULATOR ROAD	1.61 miles	\$56,479,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
8***	CONNECTOR FROM KY 40 TO WAL-MART CIRCULATOR ROAD WITH BRIDGE OVER PAINT CREEK AND TRAFFIC SIGNAL ON KY 40	0.16 mile	\$16,600,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
9	PEDESTRIAN OPPORTUNITIES FOR KY 2378 TO KY 321 AND HOSPITAL and to TEAYS BRANCH ROAD	0.08	\$280,000- \$430,000 per bridge	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
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*At McCloud Drive
 **Not shown on exhibit
 ***Eliminated from further consideration does not relieve congestion from KY 321
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COMMENT FORM STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321
between KY 40 and KY 321X
Johnson County
Programming Study



We need your help! You can help us by completing this comment form. The Kentucky Transportation Cabinet (KYTC) has initiated a programming study designed to develop and evaluate potential improvements to relieve congestion and improve safety on KY 321 between KY 40 and KY 321X in Johnson County. As part of the study, KYTC would like you to let us know which alternative improvements are important to you. Please complete this form and return it either the consultant or the Transportation Cabinet staff here today. We appreciate your participation and value your comments! Each person should complete a separate comment form.

Name: R.T. DANIEL

Representing (title, agency, organization, if applicable): JOHNSON COUNTY FISCAL COURT

Address: PO BOX 868

PAINTSVILLE, KY 41240

Phone (optional): 606-789-2550 Date: 3-13-12

Email (optional): _____

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ALT 4 Seems to be the best Alternative to really
impacting Traffic flow on Rt 321. 5 LANES - BEST VALUE COSTWISE.

Obviously ALT 5 Should be Constructed in conjunction
with ALT 4 TO complete the entire project AND NOT
Leave bottlenecks.

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

Keith Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622
Phone (502) 564-7183
E-Mail: Keith.Damron@ky.gov

OR
CONTACT

Willard Cuzzort, Project Manager
District 12
Kentucky Transportation Cabinet
109 Loraine Street
Pikeville, KY
Phone (606) 433-7791
E-Mail: Willard.Cuzzort@ky.gov

March 13, 2012



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 ****Does not include R/W and Utilities



COMMENT FORM STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321
between KY 40 and KY 321X
Johnson County
Programming Study



We need your help! You can help us by completing this comment form. The Kentucky Transportation Cabinet (KYTC) has initiated a programming study designed to develop and evaluate potential improvements to relieve congestion and improve safety on KY 321 between KY 40 and KY 321X in Johnson County. As part of the study, KYTC would like you to let us know which alternative improvements are important to you. Please complete this form and return it either the consultant or the Transportation Cabinet staff here today. We appreciate your participation and value your comments! Each person should complete a separate comment form.

Name: Mark McKenzie

Representing (title, agency, organization, if applicable): Mayo Plaza

Address: 7766 Rt 321 South
Hager Hill, KY 41222

Phone (optional): (606) 789-3279 Date: 3/13/12

Email (optional): men41240@yahoo.com

The objective of the following form is to solicit your views on alternatives and their priorities in this study. Each form will be read and tabulated by the project team. All comments are welcome! We appreciate your participation!

Please discuss any other suggestions for you would like to have considered in this study, any environmental, cemeteries, or community features in the study area which we should be aware of, and any additional comments you may have regarding the study.

^{proposed}
Please give consideration to any entrance closures to being at least Right In/Right Out. Also, North bound access from new Wendy's needs to be maintained.

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

Keith Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622
Phone (502) 564-7183
E-Mail: Keith.Damron@ky.gov

OR
CONTACT

Willard Cuzzort, Project Manager
District 12
Kentucky Transportation Cabinet
109 Loraine Street
Pikeville, KY
Phone (606) 433-7791
E-Mail: Willard.Cuzzort@ky.gov

KY 321 ALTERNATIVES SURVEY								
ALTERNATIVE NUMBER	DESCRIPTION	LENGTH	COST ESTIMATE ****	Least Important		Important		Very Important
DO NOTHING	NO BUILD		\$0	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
1	LEFT TURN LANE AT TEAYS BRANCH ROAD	0.30	\$1,187,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
**1A	Improve KY 40 from the Left Turn Lane (ALT 1) to KY 321	0.30	\$1,339,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
1B	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF LOWES TERMINATING AT TEAYS BRANCH ROAD	0.24 mile	\$4,260,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
1C	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE NORTH SIDE OF LOWES with Bridge	0.18 mile	\$4,149,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
1D	Improve KY 40 from the Connector North of Lowes (1C) to KY 321/KY 40 Intersection	0.15 mile	\$644,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
2	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.25 mile	\$6,996,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
**2B	Left Turn Lane on KY 40 for Alt 2	0.28 mile	\$793,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
2A	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
2A-1	SHORTENED KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.17 mile	\$4,440,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
**2A-1 KY 40	Left Turn Lane on KY 40 at Connector 2A-1	0.30 mile	\$1,585,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
3A	IMPROVE KY 40 SHARP CURVE ON NEW ALIGNMENT	0.26	\$3,000,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
3B	IMPROVE KY 40 SHARP CURVE TO PAUL HALL HOSPITAL	0.27 mile	\$1,100,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
4	FIVE LANE KY 321 FROM KY 40 TO KY 2378 / JAMES TRIMBLE BOULEVARD	1.01 mile	\$9,477,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
* **4A	Right In/Right Out Scenarios	N/A	\$200,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
4B, 4B-1, 4B-2	Access Road that parallels KY 321 (Restriping, Purchase of Business, and Restriping and purchase of some of Lowes Parking Lot)	0.50 mile	\$500,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
**4C	Right Turn Lanes at Johnson County Middle School, Johnson Central High School, Appletree Plaza, Mayo (McDonalds Intersection), Kmart Walmart (shared through right lane)	0.33	\$2,400,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
4E	Connects the entrances of Wal-Mart and K-Mart and would close the K-mart entrance	0.04 mile	\$87,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
5	FOUR LANE KY 321 FROM KY 2378/JAMES TRIMBLE BOULEVARD TO KY 321X	0.65 mile	\$4,747,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
6	CONNECTOR FROM KY 2378/JAMES TRIMBLE BOULEVARD TO US 23	1.34 miles	\$46,845,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
7***	CONNECTOR FROM KY 321 AROUND MILL BRANCH ROAD TERMINATING AT WAL-MART CIRCULATOR ROAD	1.61 miles	\$56,479,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
8***	CONNECTOR FROM KY 40 TO WAL-MART CIRCULATOR ROAD WITH BRIDGE OVER PAINT CREEK AND TRAFFIC SIGNAL ON KY 40	0.16 mile	\$16,600,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
9	PEDESTRIAN OPPORTUNITIES FOR KY 2378 TO KY 321 AND HOSPITAL and to TEAYS BRANCH ROAD	0.08	\$280,000-\$430,000 per bridge	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
10	WIDEN KY 40 FROM KY 321 TO ALTERNATIVE 3A OR 3B INCLUDING SIDEWALK ON PAINT CREEK SIDE	1.13 miles	\$8,306,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐

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COMMENT FORM STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321 between KY 40 and KY 321X Johnson County Programming Study



We need your help! You can help us by completing this comment form. The Kentucky Transportation Cabinet (KYTC) has initiated a programming study designed to develop and evaluate potential improvements to relieve congestion and improve safety on KY 321 between KY 40 and KY 321X in Johnson County. As part of the study, KYTC would like you to let us know which alternative improvements are important to you. Please complete this form and return it either the consultant or the Transportation Cabinet staff here today. We appreciate your participation and value your comments! Each person should complete a separate comment form.

Name: Jamie Finson

Representing (title, agency, organization, if applicable): Regional Transportation Planner, Big Sandy AOD

Address: 110 Resource Court
Prestonsburg, KY 41653

Phone (optional): 606-886-2374, Ext. 308 Date: 3/12/12

Email (optional): jamie.finson@bigandy.org

The objective of the following form is to solicit your views on alternatives and their priorities in this study. Each form will be read and tabulated by the project team. All comments are welcome! We appreciate your participation!

Please discuss any other suggestions for you would like to have considered in this study, any environmental, cemeteries, or community features in the study area which we should be aware of, and any additional comments you may have regarding the study.

In a perfect, non-fiscally constrained world, Alt. 6 in conjunction with 2, and/or improvements on 40; otherwise, in my opinion Alt. 4b, the ^(Accessed - controlled) frontage road, would alleviate some of the turning movements / intersection issues. Adding capacity, as in Alt. 4 or 5, would also increase volume, which might just compound the original issue? Disruptions to traffic & travel patterns would be great in the most congested area, I would think. Most of the alternatives would benefit greatly with right-turn lanes / right-turn only lane & and left/U-turn abilities at signalized intersections.
(If majority is local and not thru, then adding capacity would help.)

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

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Director, Division of Planning
Kentucky Transportation Cabinet
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KY 321 ALTERNATIVES SURVEY								
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4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
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COMMENT FORM STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321
between KY 40 and KY 321X
Johnson County
Programming Study



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Name: Tim Spencer

Representing (title, agency, organization, if applicable): KYTC

Address: _____

Phone (optional): _____ Date: 3-13-12

Email (optional): _____

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Go ahead and extend ALI 4D to McDonalds intersection both sides
and extend the north side to Johnson Central Entrance

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

Keith Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622
Phone (502) 564-7183
E-Mail: Keith.Damron@ky.gov

OR
CONTACT

Willard Cuzzort, Project Manager
District 12
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109 Loraine Street
Pikeville, KY
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4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
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Architecture

Engineering

Construction

MEETING MINUTES

Project: KY 321
Johnson County

Purpose: Stakeholders' Meeting #2

Place: Johnson County Board of
Education Paintsville

Meeting Date: March 13, 2012

Prepared By: Annette Coffey

Attendance:

Willard Cuzzort
James D. Wright
Mark Westfall
Sam Hale
Ron Slone
Greg Couch
Chris James
Tim Spencer
Mark McKenzie
Mikael Pelfrey
Keith Damron
Jaime Pinson
Denise Thomas
Joe Keaton
Denny Dorton
Dewey Bocook
Tom Salyer
Harry Burchett
Jeremy Lukat
Annette Coffey

KYTC, District 12
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KYTC, District 12
KYTC, District 12
KYTC, District 12
KYTC, District 12
KYTC, District 12, Paintsville Section
Mayo Plaza
KYTC, CO Planning
KYTC, CO Planning
Big Sandy ADD
Big Sandy ADD
City of Paintsville
Citizens National Bank/Chamber
Bocook Engineering
Johnson County Schools
Johnson County Schools
Qk4
Qk4

Following introductions, Willard Cuzzort, District 12, provided a project history. Relieving congestion on KY 321 has been on the Unscheduled Needs List for six to eight years and has consistently ranked in the top 10 priorities for District 12 and the Area Development District but has not progressed to the Transportation Cabinet's Six-Year Plan. The draft Highway Plan contains a left turn lane for Teays Branch Road and is scheduled for design in 2013. In June 2011, the Kentucky Transportation Cabinet contracted with Qk4 to perform a Programming Study to examine alternatives to relieve congestion on KY 321. Mr. Cuzzort emphasized that we are in the study phase and are not close to starting construction and again only, the turn lane at Teays Branch Road has been funded. This is the second Stakeholders' Meeting (the first in July 2011), and Qk4 has alternatives and information about those alternatives to present to the group. The presence and extent of the floodplain/floodway shown in the display maps caused us to take a second look at alternatives.

Annette Coffey with Qk4 began her presentation by reminding everyone of the current issues on KY 321: congestion, crash issues, dense development, terrain, and the presence of the 100-year floodplain and designated floodway that have a direct effect on alternatives. The purpose of the meeting today was to tell the group what work Qk4 has performed since the first stakeholders' meeting, and to capture their concerns regarding the solution ideas. Qk4 examined solutions both short and long term that minimize congestion and improve safety, studied the effects of a proposed new bridge over Paint Creek from KY 321 to KY 40, and studied the effects of the new pharmacy school on KY 40 and studied minimal cost options to make the situation better," because smaller projects have a better chance of being funded.

The following alternatives were addressed individually with the advantages and disadvantages of each. The attached alternatives matrix was distributed to each attendee.

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>KY 321 CONGESTION RELIEF</u>
1	Construct a left turn lane on eastbound KY 40 at Teay's Branch Road	NONE
1A	Improve KY 40 between the existing improvements associated with the KY 321 intersection and those that would be associated with the proposed left-turn lane at Teay's Branch Road (Alternative 1)	NONE except when coupled with Alternative 1B
1B	Construct a connector from KY 321 near the present Hardee's/Big Sandy Superstore entrance to KY 40 at its intersection with Teay's Branch Road (south of Lowes)	Reduces congestion on KY 321 by 1800 to 2500 vpd
1C	Construct a connector route from KY 321 opposite the present Wal-mart entrance to KY 40 between KY 321 and Teay's Branch Road (north of Lowes)	Reduces congestion on KY 321 by 1170 to 2050 vpd

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>KY 321 CONGESTION RELIEF</u>
1D	Improve KY 40 between the existing improvements associated with the KY 321 intersection and those that would be associated with the proposed new connector between KY 321 north of Lowe's (Alternative 1C).	NONE except when coupled with Alternative 1C
2	Construct a connector from KY 321 opposite the Post Office entrance to KY 40 near W H Dixon Boulevard	Reduces congestion on KY 321 by 850 to 1100 vpd and must be coupled with Alternative 3A or 3B to achieve that reduction
2A	Construct a connector from KY 321 just south of McDonald's to KY 40 between Teay's Branch Road and W H Dixon Boulevard	Not analyzed because it would not tie into the school internal circulation
2A-1	Construct a connector from the shopping complex behind McDonald's on the north side of KY 321 to KY 40 between Teay's Branch Road and W H Dixon Boulevard	Reduces congestion on KY 321 by 440 to 650 vpd
2A-1 KY 40	Construct geometric improvements to KY 40, including a left-turn lane northbound and a right-turn lane southbound, near the connector route proposed in Alternatives 2A and 2A-1	NONE except when coupled with Alternative 2A-1
3A	Reconstruct KY 40 on new alignment north of the hospital	NONE, except in conjunction with Alternative 2
3B	Construct geometric improvements to KY 40 in the vicinity of the hospital	NONE, , except in conjunction with Alternative 2
4	Reconstruct KY 321 to five lanes from James Trimble Boulevard north to the bridge over Paint Creek near KY 40	Improves congestion by adding lanes
4A	Convert existing intersection of KY 321 and McCloud Drive to right in/right out only	NONE
4B	Implement a frontage road north of KY 321 opposite K-Mart and Walmart through striping and traffic control modifications	MINIMAL
4C	Construct right turn lanes on KY 321 at six locations (Appletree Plaza, Middle School, High School, Mayo {McDonald's}, K-Mart, and Walmart)	Improves congestion at 11 KY 321 intersection legs
4D	Construct an additional southbound lane and exclusive right turn lane on KY 321 from Paint Creek bridge to K-Mart entrance	Improves congestion for 1 KY 321 intersection leg (Walmart SB through)

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>KY 321 CONGESTION RELIEF</u>
4E	Close separate entrance to K-Mart near MP 8.4 and connect exiting K-Mart traffic to Walmart entrance at the top of the hill.	NONE
5	Reconstruct KY 321 to four lanes from James Trimble Boulevard south to KY 321X. The three-lane transition would begin at Southside Drive.	Improves congestion for 32 KY 321 intersection legs
6	Construct a new route between KY 321 at its intersection with James Trimble Boulevard and US 23 in the vicinity of Milepoint 6.0	Reduces congestion on KY 321 by 2950 to 3540 vpd from the schools North only
7	Construct a new route from KY 321 around Mill Branch Road terminating at Walmart circulator road	Reduces congestion on KY 321 by 2100 vpd North of James Trimble Boulevard
8	Construct a new route from KY 40 to Walmart circulator road with a bridge over Paint Creek and a traffic signal on KY 40	Reduces congestion on KY 321 by 3250 vpd just North of Walmart only
9	Construct pedestrian opportunities on James Trimble Blvd at KY 321 and across Paint Creek just south of Teays Branch Road	NONE
10	Widen KY 40 from KY 321 intersection to either Alternative 3A or 3B including sidewalk on south side of KY 40	NONE

In summary, any KY 321/KY 40 Connector that is constructed, still leaves congestion on KY 321. Based on traffic modeling, impacts to the floodplain/floodway, cost, measures of congestion, and general impacts, Alternative 1B appears to be the best “connector” solution to relieve congestion on KY 321 but Alternatives 4 and 5 are the most effective overall solution to relieve congestion on KY 321. Alternative 4D which is construction of an additional southbound lane and exclusive right turn lane on KY 321 from Paint Creek bridge to the first K-Mart entrance does relieve congestion in one of the most congested areas and could be considered a short-term improvement. Lastly, construction of right turn lanes on KY 321 at six locations (Appletree Plaza, Middle School, High School, Mayo {McDonald's}, K-Mart, and Walmart) would improve the operation of those intersections and any of those right turns could be considered a short-term alternative.

Jeremy Lukat, Traffic Engineer for Qk4, demonstrated the build and no build traffic scenarios for several alternatives using traffic simulations.

At the conclusion of the presentation, Ms Coffey led a stakeholder in a discussion regarding their preferences, issues or concerns with the alternatives presented. Each stakeholder was also given a questionnaire to complete rating the importance of each

alternative on a scale of least important to most important. The following bullets capture the results of that discussion.

SUGGESTIONS/COMMENTS

- Prohibit left turns at unsignalized intersections
- If funding is an issue, could Alternative 4 widening broken into two sections with the first section being from the school exit for busses north to the project terminus.
- Consideration should be given to right in/right out scenarios rather than completely closing an entrance
- Another point that was brought to the group's attention is the BB & T bank retaining wall should be avoided if possible, for the stability of the bank building
- An additional 3 acres of development around the northern terminus of the project around the current Marathon/Wendys development is probable and should be considered as entrance closings are considered.
- It may be desirable to add Alternative 4B, 4B-1, and 4B-2 to Alternative 4.

SUMMARY OF QUESTIONNAIRES

Seven completed questionnaires were returned during the meeting and the results were tabulated afterwards. One respondent simply articulated a preference for Alternative 4 and, ultimately, Alternative 5. Another ideally preferred a combination of Alternates 2, 4D, and 6 but recognized the fiscal difficulties with that scenario and preferred Alternative 4B as a cost-effective solution. The remaining five respondents scored alternatives with a score of 5 being "very important" and 1 being "least important". (Not all respondents scored every alternative. Shown below is the average of the scores designated for each alternative.)

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>ESTIMATED CONSTRUCTION COST (MILLIONS)</u>	<u>AVERAGE SCORE</u>
Do Nothing	No build	\$0	3.50
1	Construct a left turn lane on eastbound KY 40 at Teay's Branch Road	\$1.187	4.50
1A	Improve KY 40 between the existing improvements associated with the KY 321 intersection and those that would be associated with the proposed left-turn lane at Teay's Branch Road (Alternative 1).	\$1.339	3.67
1B	Construct a connector from KY 321 near the present Hardee's/Big Sandy Superstore entrance to KY 40 at its intersection with Teay's Branch Road (south of Lowes)	\$4.260	2.25

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>ESTIMATED CONSTRUCTION COST (MILLIONS)</u>	<u>AVERAGE SCORE</u>
1C	Construct a connector route from KY 321 opposite the present Wal-mart entrance to KY 40 between KY 321 and Teay's Branch Road (north of Lowes)	\$4.149	1.50
1D	Improve KY 40 between the existing improvements associated with the KY 321 intersection and those that would be associated with the proposed new connector between KY 321 north of Lowe's (Alternative 1C).	\$0.644	1.50
2	Construct a connector from KY 321 opposite the Post Office entrance to KY 40 near W H Dixon Boulevard	\$6.996	1.75
2A	Construct a connector from KY 321 just south of McDonald's to KY 40 between Teay's Branch Road and W H Dixon Boulevard	N/A	1.50
2A-1	Construct a connector from the shopping complex behind McDonald's on the north side of KY 321 to KY 40 between Teay's Branch Road and W H Dixon Boulevard	\$4.400	1.75
2A-1 KY 40	Construct geometric improvements to KY 40, including a left-turn lane northbound and a right-turn lane southbound, near the connector route proposed in Alternatives 2A and 2A-1	\$1.585	1.75
2B	Construct left-turn lanes on KY 40 for Alternative 2	\$0.793	1.75
3A	Reconstruct KY 40 on new alignment north of the hospital	\$3.000	1.75
3B	Construct geometric improvements to KY 40 in the vicinity of the hospital	\$1.100	2.50
4	Reconstruct KY 321 to five lanes from James Trimble Boulevard north to the bridge over Paint Creek near KY 40	\$8.236	5.00
4A	Convert existing intersection of KY 321 and McCloud Drive to right in/right out only	\$0.200	3.75
4B	Implement a frontage road north of KY 321 opposite K-Mart and Walmart through striping and traffic control modifications	\$0.500	2.75
4C	Construct right turn lanes on KY 321 at six locations (Appletree Plaza, Middle School, High School, Mayo {McDonald's}, K-Mart, and Walmart)	\$2.400	3.25

<u>ALTERNATIVE</u>	<u>DESCRIPTION</u>	<u>ESTIMATED CONSTRUCTION COST (MILLIONS)</u>	<u>AVERAGE SCORE</u>
4D	Construct an additional southbound lane and exclusive right turn lane on KY 321 from Paint Creek bridge to K-Mart entrance	\$1.845	4.75
4E	Close separate entrance to K-Mart near MP 8.4 and connect exiting K-Mart traffic to Walmart entrance at the top of the hill.	\$0.087	3.25
5	Reconstruct KY 321 to four lanes from James Trimble Boulevard south to KY 321X. The three-lane transition would begin at Southside Drive.	\$3.995	3.80
6	Construct a new route between KY 321 at its intersection with James Trimble Boulevard and US 23 in the vicinity of Milepoint 6.0	\$46.845	1.50
7	Construct a new route from KY 321 around Mill Branch Road terminating at Walmart circulator road	\$56.479	1.25
8	Construct a new route from KY 40 to Walmart circulator road with a bridge over Paint Creek and a traffic signal on KY 40	\$16.600	1.25
9	Construct pedestrian opportunities on James Trimble Blvd at KY 321 and across Paint Creek just south of Teays Branch Road	\$350,000 each	3.75
10	Widen KY 40 from KY 321 intersection to either Alternative 3A or 3B including sidewalk on south side of KY 40	\$8,306	3.00

The highest average score was achieved by Alternative 4 (5.00), followed by Alternative 4D (4.75), Alternative 1A (4.50), Alternative 5 (3.80), and Alternatives 4A and 9 (3.75). (Interestingly, the next highest scoring alternative was “do nothing”{3.50}.) Among the connectors between KY 321 and KY 40 providing service to vehicular traffic, the highest scoring was Alternative 1B (2.25); it should be noted that none of the connectors serving vehicular traffic scored especially high while a pedestrian crossing at Teays Branch Road (combined with pedestrian improvements to James Trimble Boulevard at KY 321) scored 3.75. Improvements to the existing KY 40 alignment outscored construction on a new alignment near the hospital, but none of the other KY 40 improvements – including those near the hospital -- scored nearly as high as the left-turn lane at Teays Branch Road and improvements from that point on KY 40 back to KY 321.

After a period for questions and answers, the participants were thanked for their participation, reminded of the project schedule, and the meeting adjourned.

COMMENT FORM STAKEHOLDERS' MEETING 2

March 13, 2012



KY 321 between KY 40 and KY 321X Johnson County Programming Study



We need your help! You can help us by completing this comment form. The Kentucky Transportation Cabinet (KYTC) has initiated a programming study designed to develop and evaluate potential improvements to relieve congestion and improve safety on KY 321 between KY 40 and KY 321X in Johnson County. As part of the study, KYTC would like you to let us know which alternative improvements are important to you. Please complete this form and return it either the consultant or the Transportation Cabinet staff here today. We appreciate your participation and value your comments! Each person should complete a separate comment form.

Name: Denise Thomas

Representing (title, agency, organization, if applicable): BSADD

Address: 110 Resource Ct., Prestonsburg, Ky 41653

Phone (optional): 606-886-2374 Date: 3/13/12

Email (optional): denise.thomas@bigsandy.org

The objective of the following form is to solicit your views on alternatives and their priorities in this study. Each form will be read and tabulated by the project team. All comments are welcome! We appreciate your participation!

Please discuss any other suggestions for you would like to have considered in this study, any environmental, cemeteries, or community features in the study area which we should be aware of, and any additional comments you may have regarding the study.

pedestrian travel should be included in any alternative that adds lanes thru
Ky 321

Alt 4/5 preferred as primary
options for lower cost alt would be to add turning lanes on 321

Use additional pages if necessary. If you fail to receive a postage-paid envelope, you may send your written comments to:

For further information contact:

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Director, Division of Planning
Kentucky Transportation Cabinet
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OR
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KY 321 ALTERNATIVES SURVEY								
ALTERNATIVE NUMBER	DESCRIPTION	LENGTH	COST ESTIMATE ****	Least Important		Important		Very Important
DO NOTHING	NO BUILD		\$0	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
1	LEFT TURN LANE AT TEAYS BRANCH ROAD	0.30	\$1,187,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
**1A	Improve KY 40 from the Left Turn Lane (ALT 1) to KY 321	0.30	\$1,339,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☐
1B	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF LOWES TERMINATING AT TEAYS BRANCH ROAD	0.24 mile	\$4,260,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
1C	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE NORTH SIDE OF LOWES with Bridge	0.18 mile	\$4,149,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
1D	Improve KY 40 from the Connector North of Lowes (1C) to KY 321/KY 40 Intersection	0.15 mile	\$644,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
2	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON THE SOUTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.25 mile	\$6,996,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
**2B	Left Turn Lane on KY 40 for Alt 2	0.28 mile	\$793,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
2A	KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	NOT FEASIBLE WITHOUT TOTALLY DISRUPTING SCHOOL TRAFFIC FLOW	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
2A-1	SHORTENED KY 321/KY 40 CONNECTOR WITH BRIDGE OVER PAINT CREEK ON NORTH SIDE OF JOHNSON CENTRAL SCHOOLS	0.17 mile	\$4,440,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
**2A-1 KY 40	Left Turn Lane on KY 40 at Connector 2A-1	0.30 mile	\$1,585,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
3A	IMPROVE KY 40 SHARP CURVE ON NEW ALIGNMENT	0.26	\$3,000,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
3B	IMPROVE KY 40 SHARP CURVE TO PAUL HALL HOSPITAL	0.27 mile	\$1,100,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
4	FIVE LANE KY 321 FROM KY 40 TO KY 2378 / JAMES TRIMBLE BOULEVARD	1.01 mile	\$9,477,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
* **4A	Right In/Right Out Scenarios	N/A	\$200,000	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
4B, 4B-1, 4B-2	Access Road that parallels KY 321 (Restriping, Purchase of Business, and Restriping and purchase of some of Lowes Parking Lot)	0.50 mile	\$500,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
**4C	Right Turn Lanes at Johnson County Middle School, Johnson Central High School, Appletree Plaza, Mayo (McDonalds Intersection), Kmart Walmart (shared through right lane)	0.33	\$2,400,000	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
4D	Carry additional KY 321 SB lane and Turn Lane from Paint Creek Bridge SB past Wal-Mart entrance dropping at Kmart Entrance	0.31 mile	\$1,845,000	1 ☐	2 ☐	3 ☐	4 ☒	5 ☐
4E	Connects the entrances of Wal-Mart and K-Mart and would close the K-mart entrance	0.04 mile	\$87,000	1 ☐	2 ☐	3 ☒	4 ☐	5 ☐
5	FOUR LANE KY 321 FROM KY 2378/JAMES TRIMBLE BOULEVARD TO KY 321X	0.65 mile	\$4,747,000	1 ☐	2 ☐	3 ☐	4 ☐	5 ☒
6	CONNECTOR FROM KY 2378/JAMES TRIMBLE BOULEVARD TO US 23	1.34 miles	\$46,845,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐
7***	CONNECTOR FROM KY 321 AROUND MILL BRANCH ROAD TERMINATING AT WAL-MART CIRCULATOR ROAD	1.61 miles	\$56,479,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
8***	CONNECTOR FROM KY 40 TO WAL-MART CIRCULATOR ROAD WITH BRIDGE OVER PAINT CREEK AND TRAFFIC SIGNAL ON KY 40	0.16 mile	\$16,600,000	1 ☒	2 ☐	3 ☐	4 ☐	5 ☐
9	PEDESTRIAN OPPORTUNITIES FOR KY 2378 TO KY 321 AND HOSPITAL and to TEAYS BRANCH ROAD	0.08	\$280,000-\$430,000 per bridge	1 ☐	2 ☐	3 ☒	4 ☒	5 ☐
10	WIDEN KY 40 FROM KY 321 TO ALTERNATIVE 3A OR 3B INCLUDING SIDEWALK ON PAINT CREEK SIDE	1.13 miles	\$8,306,000	1 ☐	2 ☒	3 ☐	4 ☐	5 ☐

*At McCloud Drive
 **Not shown on exhibit
 ***Eliminated from further consideration does not relieve congestion from KY 321
 ****Does not include R/W and Utilities

