



APPENDIX Q
PROJECT TEAM MEETINGS

PROJECT TEAM MEETING 1



KY 59 / KY 344 / KY 377 Design Study
Item Number 9-231.00
KY 9 in Vanceburg to KY 799 in Triplett
Lewis and Rowan Counties



Project: KY 59/KY 344/KY 377 Design Study
 KY 9 in Vanceburg to KY 799 in Triplett
 Item Number 9-231.00

Purpose: Project Team Meeting #1 to Present Existing Conditions

Place: District 9 – Flemingsburg District Office 10:00 A.M.

Meeting Date: May 5, 2015

Prepared By: Annette Coffey

Attendees:

Bart Bryant	KYTC D9 CDE	bart.bryant@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	darrin.eldridge@ky.gov
Joe Callahan	KYTC D9 Planning	joe.callahan@ky.gov
Brent Wells	KYTC D9 Planning	brent.wells@ky.gov
Karen Mynhier	KYTC D9 Environmental	karen.mynhier@ky.gov
Rachel Catchings	KYTC D9 Design	rachel.catchings@ky.gov
Mikael Pelfrey	KYTC C.O. Planning	mikael.pelfrey@ky.gov
Deanna Mills	KYTC C.O. Planning	deanna.mills@ky.gov
Tom Springer	QK4	tspringer@qk4.com
Tom Clouse	QK4	tclouse@qk4.com
Larry Ginthum	QK4	lginthum@qk4.com
Annette Coffey	QK4	acoffey@qk4.com
Bruce Siria	QK4	bsiria@qk4.com

Joe provided introductory statements. Following introductions Annette provided a project overview, noting the corridor from Vanceburg to Morehead consists of KY 59, KY 344, and KY 377. The goal of this meeting was to review existing conditions and the preliminary alternative concepts in the northern section on KY 59 from KY 344 to KY 9. Joe noted that our schedule has been modified because the notice to proceed was delayed about five weeks longer than anticipated.

Bruce provided a presentation noting the following major items:

Purpose and Need:

The purpose of the project is to improve safety and travel time from Vanceburg to Morehead for access to medical, educational and shopping destinations. The need is based on crash data, geometric deficiencies, and travel times.

Roadway Conditions:

- For most of the corridor, the average lane width is 9-feet. The northernmost portion of KY 59 has 11-foot lanes.
- Corridor shoulder widths range from 2 to 3 feet with the exception of a short section entering Vanceburg.
- The speed limit is 55 MPH reducing to 45 mph on KY 59 entering Vanceburg.
- The ADT ranges from 700 vehicles per day (vpd) on KY 344 to 2,200 vpd on KY 59 near Vanceburg. The ADT on KY 377 is 1,300 vpd.

Environmental Overview:

- Kinniconick Creek - it was noted this is not only an Outstanding Water Resource, but also a designated Stream Bank with Kentucky Department of Fish and Wildlife Resources. If at all possible, impacts to this stream should be avoided.
- Historic Sites - there is one site listed, and 12 other potentially significant sites that would be protected by Section 4(f) if eligible for listing in the NRHP.
- There are some potential hazmat concerns, including a large junk yard on KY 377 in Rowan County between MP 11.0 and 11.5.
- Archaeology sites are anticipated due to the alluvial soil and rock outcroppings.
- The BTADD / GADD joint socioeconomic/census data analysis identified the potential EJ concerns due to the high number of low income populations.
- The Lewis County Park is a Section 4(f) site, and has received Section 6(f) funds.

Crash Data:

- There are seven (7) 0.1 mile spot locations with a CCRF>1.0 indicating that crashes may not be occurring at random. The data shows that while there is a statistically significant high crash rate, however, because of low traffic volumes along the corridor, a few crashes can trigger an elevated crash rate. This makes it difficult to identify significant crash patterns. The problem areas are:
 - o In the north, KY 59 at "Vanceburg Hill" in Lewis County
 - o In the south, on KY 344, south of Holly Branch in Lewis County
 - o In the south, on KY 377 in Rowan County, near Plank Chapel Road and Brookside Drive.

Utilities:

- Gas pipeline on the east side of KY 377 north of KY 799 will be a major control point during design.
- Gas field along the KY 377 corridor between MP 14 in Rowan County to approximately MP 1.0 in Lewis County. Other oil and gas wells do exist along the corridor.
- In the northern project study, a major transmission line crosses KY 59 near MP 22.1.
- In the project corridor, there are known water lines and sewer lines beginning just north of Vanceburg Hill.
- Several water tanks and pumps are located throughout the corridor.

- On KY 377 just south of McCless Hollow Road in Lewis County, there is a gas pipeline crossing near MP 1.5.

Bicycle and Pedestrian:

- Current bicycle comfort index is C. Adding shoulders and providing gaps in the shoulder rumble strips every 40- to 60-feet would improve it to B.

Geotechnical Considerations:

- Sunbury and Ohio Shales will be a concern, and 2H:1V slopes are recommended by the geotechnical overview. There are also landslides along the corridor. Impacts to these areas will increase costs and decrease slope stability.

2015 Capacity:

- Roadway: Level of Service C & D due to low travel speeds and high “percent time spent following”
- Volume to Capacity Ratios (v/c Ratios) along the corridor range from 0.05 to 0.17 in the AM peak hour and 0.05 to 0.19 in the PM peak hour.
- Intersections operate at LOS A in the AM and PM peak hour for the KY 377/KY 59 and KY 344/KY 59 intersections. The KY 59 @ KY 9: NB intersection operates at LOS B in the AM, and LOS C in the PM peak hour.

Truck Climbing Lanes:

Utilizing current year traffic, the corridor does not currently meet warrants for truck climbing lanes, or left and right turn lanes at the above intersections. However, this will be revisited with future year traffic volumes and investigated in detail during the Design phase.

Alternative Concepts:

The initial approach to the alternatives development for this preliminary review utilized a 55 mph design speed, which made rebuilding KY 59 on Vanceburg Hill difficult to construct while maintaining traffic. Slope stability issues, stream impacts, property owner impacts, and steeper than desirable grades are all challenges that must be taken into consideration if improvements are made along existing KY 59 at Vanceburg Hill. However, it was pointed out in this meeting that the District would have to be able to answer questions about why improvements to the existing roadway were not being considered. Therefore, although the consultant had taken a preliminary look at this reconstruction, they were tasked with taking a more thorough look at reconstructing Vanceburg Hill along the existing alignment with a possibly reduced design speed of 45 mph.

Larry Ginthum provided an overview of the preliminary alternative concepts for the high priority segment, (Section 5: KY 59 from KY 344 to KY 9 including options specifically to address Vanceburg Hill). These concepts included alternatives on new alignment to the west of existing KY 59 (Alternatives 5A and 5B), east of KY 59 (Alternative 5C East), and along KY 59 (Alternative 5C). Initially these alternatives were developed with the typical section given for the project at the scoping meeting for a 55 mph design speed, 12-foot lanes, 8-foot paved shoulders and 2H:1V cut and fill slopes.

Three alternatives on new alignment included:

- **Alternative 5A:** This option is shown in green. It diverges west from KY 59 onto new alignment along Clarksburg Branch to Hazel Branch to intersect KY 9 near the Lewis County High School. Alternative 5A is 6.7 miles in length.
- **Alternative 5B:** This option is shown in red, and is on new alignment beginning near Axehandle Branch and through Dry Run Creek Hollow, and ties into KY 59 just south of KY 9, taking advantage of the rebuilt approach of KY 59 to KY 9. Alternative 5B is 5.9 miles in length with a design speed of 45 MPH as it approaches KY 9.
- **Alternative 5C EAST:** Shown in light blue is just east of existing KY 59 and would have grades up to 9.1%. Approaching KY 9, grades would be about 7.7%.

Alternative 5C is along the existing alignment and would have a grade to KY 9 of 7.7% and would require matching existing grades and perhaps a lesser design speed to maintain traffic.

Preliminary costs were provided for the three off-alignment alternatives. Including improvements to KY 344, the design and construction costs ranged from \$53M to \$57M, while Vanceburg Hill ranged from \$20.5M to \$24.8M.

Alternatives Discussion:

Bart Bryant noted that the project sponsor and the County Judge/Executive are looking to improve Vanceburg Hill, where the majority of the crashes are occurring. Advancing the alternatives that avoid this area would leave the substandard road and its pre-existing issues in place. Also, it was pointed out that the KYTC would likely be required to maintain both KY 59 and the new road in the future. Therefore, rebuilding existing KY 59 in the existing corridor, utilizing a lower design speed, guardrail, spot slope stability improvements, and other considerations to minimize impacts should be considered for Alternative 5C. District 9 would prefer 5C be investigated in more detail following existing KY 59 as it approaches KY 9 on the existing road, instead of providing a new intersection with KY 9. This would allow better access to the businesses and residents along KY 59 and reduce, if not eliminate, the length of additional miles that would have to be maintained because much of the existing roadway would be removed.

When looking at the options to build along the existing road in Vanceburg, District 9 project staff requested Qk4 focus on fixing the areas of high maintenance. It might be warranted that if a new alignment is advanced, options to improve existing KY 59 in town should be considered, even if it is a separate project. Through town a hybrid typical section (curb and gutter on one side and a shoulder on the other) could also be considered. The lanes could be reduced to 11 foot wide, if needed. From Vanceburg Hill to KY 9, the design speed could be reduced to 45 MPH.

Additional work for the off-alignment alternatives (5A, 5C) is not required, unless rebuilding the existing road is not feasible. With Alternative 5B, Qk4 is to investigate access to existing parcels that may include a connector, or connectors, to existing KY 59 for access.

Public Involvement:

Two Local Official/Stakeholder meetings will be held: one with Rowan County officials and the other with Lewis County officials each on a separate day. A public meeting will be held in Lewis County on the same day as the Lewis County Local Official/Stakeholder meeting.

At the public meeting and Local Official/Stakeholder meetings, ask for cemetery locations, flooding information, crash areas, and other local information that will enhance the existing conditions information. The mapping will be revised to show critical path environmental issues: Daniel Boone National Forest, floodplains, Sheltolee Trailhead, cemeteries, historic sites, junk yard, protected streams, park, landslides, churches, schools, wetlands, etc. Qk4 should remove from the mapping provided today: forested areas, bat polygons, and archaeology.

Qk4 will develop a handout, public opinion survey, exhibits and press release for District-9 to review. Joe recommends having three identical displays. Lewis County High or Middle School will be the best location for the public meeting. District-9 will coordinate with the schools to identify a date and location. June 23 and 25 will be the target dates.


The meeting ended at 1:00 PM.

Addendum:


Since the project team meeting, coordination with Danny Peake at KYTC, DEA was held about crossing the portion of Kinniconick Creek that is both an Outstanding Water Resource and a mitigation site. After discussing the issue with the USACOE, Danny stated there is a conservation easement on this site and highly suggested the easement be avoided via an alternative route.

Following the meeting, Brent Wells investigated the pipeline located just south of McCless Hollow Road in Lewis County near MP 1.5 known as the Briary pipeline. Judge Todd Ruckel (Lewis County) gave the project team a starting contact, and provided some additional information. The pipeline easement is maintained by Molpus Timber Company (contact person - Mark James). The best way to contact him is by his cell phone number (provided to KYTC). The pipeline itself is the property/use of Texas Eastern or Spectra Energy and the contact person is Kevin Darbe. The pipeline may be in the process of being repurposed to carry different materials, however, it is still an active line. Mr. James asked that he be kept updated on milestones and meetings.

PRE-PROJECT TEAM MEETING 2



KY 59 / KY 344 / KY 377 Design Study
Item Number 9-231.00
KY 9 in Vanceburg to KY 799 in Triplett
Lewis and Rowan Counties



Project: KY 59/KY 344/KY 377 Design Study
 KY 9 in Vanceburg to KY 799 (Big Perry Road) in Triplett
 Item Number 9-231.00

Purpose: Pre Project Team Meeting for Section 5 and Vanceburg Hill

Place: District 9 – Flemingsburg District Office 10:00 A.M.

Meeting Date: June 23, 2015

Prepared By: Annette Coffey

Attendees:

Bart Bryant	KYTC D9 CDE	bart.bryant@ky.gov
Darrin Eldridge	KYTC D9 Project Dev.	darrin.eldridge@ky.gov
Joe Callahan	KYTC D9 Planning	joe.callahan@ky.gov
Brent Wells	KYTC D9 Planning	brent.wells@ky.gov
Karen Mynhier	KYTC D9 Environmental	karen.mynhier@ky.gov
Rachel Catchings	KYTC D9 Design	rachel.catchings@ky.gov
Tom Clouse	QK4	tclouse@qk4.com
Larry Ginthum	QK4	lginthum@qk4.com
Annette Coffey	QK4	acoffey@qk4.com

Joe provided introductory statements then turned over the meeting to Annette Coffey. Annette stated the purpose of the meeting was twofold 1) preliminarily discuss alternatives along the KY 59 corridor to ensure KYTC has what is needed to program monies for the next highway plan, and review materials provided for upcoming public and local officials' meetings.

As a review, Annette quickly summarized the alternative corridors presented to date:

- **Alternative 5A:** This option is shown in green. It diverges west from KY 59 onto new alignment along Clarksburg Branch to Hazel Branch to intersect KY 9 near the Lewis County High School. Alternative 5A is 6.7 miles in length (maximum grade of 5.0 %)
- **Alternative 5A-1** - ALT 5A-1 is 6.59 miles in length from KY 344 tie-in south of Kinniconick along existing KY 344 around Kinniconick Creek to existing KY 59 at Fuller Branch to Clarksburg Branch over the ridge to Hazel Branch to KY 9 approximately 2.25 miles west of Vanceburg. (maximum grade of 5.0 %)
- **Alternative 5B:** This option is shown in red, and is on new alignment beginning near Axehandle Branch and through Dry Run Creek Hollow, and ties into KY 59 just south of KY 9, taking advantage of the rebuilt approach of KY 59 to KY 9. Alternative 5B is 5.9

miles in length with a design speed of 45 MPH as it approaches KY 9 (maximum grade of 5.0%).

- **Alternative 5C** is along the existing alignment and would have a grade to KY 9 of 7.7% and would require matching existing grades and perhaps a lesser design speed to maintain traffic (maximum grade of 7.67% with minimum k value at crest vertical curve near Rock Run road).
- **Alternative 5C EAST:** Shown in light blue is just east of existing KY 59 and would have grades up to 9.1%. Approaching KY 9, grades would be about 7.7%.

At the first Project Team Meeting, it was decided that additional work for the off-alignment alternatives (5A, 5B and 5C EAST) is not required, unless rebuilding the existing road is not feasible. Alternative 5C EAST was eliminated from further consideration because of the less than desirable grades, and an undesirable intersection with KY 9.

More focus was placed on studying Alternative 5C (along the existing corridor) in depth where the majority of the crashes are occurring. Advancing the alternatives that avoid this area would leave the substandard road and its pre-existing issues in place. Also, it was pointed out that the KYTC would likely be required to maintain both KY 59 and the new road in the future. Therefore, rebuilding existing KY 59 in the existing corridor, utilizing a lower design speed, guardrail, spot slope stability improvements, and other considerations to minimize impacts should be considered for Alternative 5C. This would allow better access to the businesses and residents along KY 59 and reduce, if not eliminate, the length of additional miles that would have to be maintained because much of the existing roadway would be removed.

When looking at the options to build along the existing road in Vanceburg, District 9 project staff requested Qk4 focus on fixing the areas of high maintenance. Consideration may be given to improving existing KY 59, potentially as a separate project, if an alternative away from existing KY 59 is advanced. Through town, a hybrid typical section using curb and gutter on one side and a shoulder on the other could also be considered, and the lanes could be reduced to 11 foot wide, if needed. From Vanceburg Hill to KY 9, the design speed could also be reduced to 45 mph. In addition with Alternative 5B, Qk4 was to investigate access to existing parcels that may include a connector, or connectors, to existing KY 59 for access.

Alternative Concepts:

Following the above discussions in Project Team Meeting 1, Qk4 developed in more detail the existing corridor alternative (5C). Larry Ginthum provided an overview of alternative concepts for Alternative 5C. Each alternative encompasses all of KY 59 including a reconstruction of the KY 59/KY 344 intersection north to KY 59 however, are broken into three smaller sections/projects. Each alignment has a 55 mph design speed rural typical with 12 foot lanes and 8 foot paved shoulders until approximately Rock Run Road (top of Vanceburg Hill) where the design speed is reduced to 45 mph. The maximum slope on 55 mph is 7%; 45 mph is 8% in rolling terrain. The maximum horizontal curve for 55 mph is 960 feet, and 600 feet for 45 mph.

- **ALT 5C** – 6.17 miles – from KY 344 tie-in south of Kinniconick crossing Kinniconick Creek twice to existing KY 59 at Fuller Branch and along existing KY 59 to MP 23.0 south of intersection with KY 9. This alternative also includes options for truck climbing

lanes or passing lanes on Vanceburg Hill. The following typical sections variations were developed to determine differences in costs for the 3.46-mile section over Vanceburg Hill:

- Rural / Urban typical section with rolled curb, truck climbing lanes and a clear zone of 16 feet. – \$36,304,000
 - Rural / Urban typical section with rolled curb, truck climbing lanes and a clear zone of 10 feet. \$35,553,000
 - Rural / Urban typical with rolled curb, passing lanes, and a clear zone of 10 feet - \$33,980,000
 - Rural typical with truck climbing lanes and a clear zone of 22 feet \$37,143,000
 - Rural typical with passing lanes with a clear zone of 22 feet \$35,750,000
- **Spot Improvement 1** – 1.53 miles - MP 20.6 to MP 22.1 with curb and gutter, passing lanes with a 45 mph design speed. This spot encompasses two high crash locations over 20 vertical and horizontal curves that do not meet 45 mph, shoulder failure and continual maintenance issues.
 - **Spot Improvement 2** – 0.55 miles - MP 22.3 to MP 22.8 - with curb and gutter and a 45 mph design speed. This spot encompasses 4 vertical and horizontal curves that do not meet 45 mph, shoulder failure and continual maintenance issues.

In addition, if Alternative B were constructed, direct access to parcels along existing KY 59 from Alternative B was examined. Direct access to each parcel along the new roadway was determined not feasible due to terrain, the number of parcels to access and the length each access would require. Therefore, Qk4 provided two options for access to KY 59 via through connector roads that follow small valleys:

- **North Connector** – 0.73 miles - between Alternatives 5B and 5C to provide access from KY 59 to Alternative B if Alternative B were constructed. This connector may be added into the cost of Alternative B.
- **South Connector** – 0.69 miles - between Alternative 5B and 5C to provide access from KY 59 to Alternative B if Alternative B were constructed. This connector or the northern connector may be added into the cost of Alternative B.

Preliminary cost estimates and an overall exhibit of all preliminary draft alternatives are attached to these minutes.

Alternatives Discussion:

The following were discussion items related to Alternative 5C:

- Due to the presence of the truck climbing lanes and knowing that vehicles will hurry to pass that last car in the passing lane left and right turn lanes should be considered at Rock Run Road even though they may not meet warrants.

- A question was raised as to whether the shoulder should be reduced to four (4) feet through the truck climbing lane areas. The general consensus was that it was acceptable. It was noted that all exhibits presented at the meeting showed 4 foot shoulders through the proposed truck climbing and passing lanes.
- Typical section options were discuss at the tie in at Vanceburg whether to provide for curb and gutter north to KY 9 rather than tying into the existing rural typical section. It was also recognized that there are additional typical section options that could be studied during Phase I design that may reduce earthwork and improve safety. At this point, no additional typical sections need to be studied.
- For the Section 5 exhibit(s), the North and South Connectors should be shaded red to match Alternative B since they would only apply if Alt B was built.
- After discussion, Qk4 was asked to look at an alternative that is in between Alternative 5A and 5B that ties to KY 9 (AA Highway) at McDonalds/Shelton Drive. With this alternative it may be possible to shorten what is improved on KY 59, take the Southern Connector and then tie to this new alternative.
- There may also be an opportunity to shorten the Vanceburg Hill project by utilizing the Alternative 5B South Connector from existing KY 59, combined with Alternative 5B as another alternative.
- Right of Way estimates were developed utilizing PVA information. A number of acres impacted was developed and an average cost/acre (taking the highest farm value) calculated for each alternative section. The average was then tripled. An effort was made to estimate business/residential impacts and an average was developed for each section in a like manner. District 9 agreed with this methodology.
- Although some alternatives are close to balancing, grades have not been adjusted and readjusted to further balance cuts and fills for each alternative. That task will take place in the next phase of project development.
- Capacity analyses were performed for Alternative 5C -KY 59 from KY 344 to KY 59 for both directions and AM and PM peak hours. The result was a 2040 Level of Service (LOS) C. The KY 59 approaches to the KY 9 intersection have a low LOS in the PM peak hour due to the northbound left turns. However, the 95% queue for the low LOS movement is only 4 cars. If right turn lanes are added to the KY 59 approaches, there is only a nominal difference. Considering projected turning volumes the KY 9/Alternative 5C/KY 59 would not meet signal warrants. Volumes, delays, and queues should be monitored in the future to determine when or if a signal would be warranted.

Additional Project Discussion Items Affecting the Remaining Project Corridor

- **Conservation Easement** - Qk4 provided a copy of the conservation easement near the KY 377/KY 344 intersection to the attendees. The conservation easement was conveyed in perpetuity. An excerpt from the easement states:

“(16) Except with the written consent of the Grantee, there shall be no building of roads, trails or other rights of way within the Property area. Existing trails may be maintained by reasonable means consistent with the purposes of this Easement. Low-water crossing will also be created across the unnamed tributaries to allow access from one end of the property to the other.”

This will limit alternative options in the KY 377/KY 344 intersection area. Correspondence from the Kentucky Department of Fish and Wildlife Resources (KDFWR) through Qk4’s subconsultant regarding the project study area said the following in their agency comments about the corridor:

“Current and future owners of the easement and the property are bound by the terms of the Conservation Easement. Therefore, any disturbance within the CE is prohibited and any impact to the project must be avoided.”

In addition, KDFWR provided another letter during the Resource Agency Coordination for this project study, and it stated the following:

“Further, the KDFWR has a stream restoration site on Kinniconick Creek and Indian Creek within very close proximity to the proposed project. We strongly urge that site be left undisturbed and alternative considered that do not enter this site. Discussion with KDFWR and the US Army Corps of Engineers may need to be undertaken if other alternatives are not feasible.”

- **Utilities** - Qk4 contacted Spectra Energy regarding an easement along KY 377 in Lewis County near McCless Road (near MP 1.3). Email correspondence from Spectra stated that they have three natural gas lines that cross Highway 377 at this location. This system runs from the Gulf of Mexico, Texas and Louisiana, all the way up into New England. The system is bi-directional with a MOP of 936 psig at KY 377 (all three lines), Lines 10, 15 & 25. These are part of the Texas Eastern Transmission LP (TETLP) system.
 - o **Line 10** is a 30-inch pipe with no casing and approximately 30 to 35 inches of cover. Wall thickness is 0.375, X52. **This pipe is a concern** and will need to be replaced with a thicker wall pipe along with additional cover in order to meet maximum permissible load requirements.
 - o **Line 15** is a 30-inch pipe with a 36” casing. The casing will need to be extended to the new road right of way limits with new end seals and vents. How much of an extension will depend on the direction of the widening. This line is approximately 61 to 65 inches deep and wall thickness is 0.375, X52.
 - o **Line 25** is a 36-inch pipe with a 42” casing. The casing will need to be extended to the new road right of way limits with new end seals and vents. How much of an extension will depend on the direction of the widening. This line is approximately 85 to 90 inches deep and wall thickness is 0.469, X60.

Public Involvement

Annette presented to district staff what will be shown at the Lewis County local officials/stakeholders/public meetings on July 7 and the Rowan County local officials/stakeholders meetings July 9, 2015. There will be 3 sets of exhibit boards:


- Project Study Area and Draft Purpose and Need
- Existing Conditions
- Environmental Footprint
- Survey
- Presentation

Comments included:


- The original purpose of the project was to improve safety and travel time from Vanceburg to Morehead for access to medical, educational and shopping destinations. The need is based on crash data, geometric deficiencies, and travel times. At this meeting, it was requested to add Regional Connectivity and access to I64 to the Draft Purpose and Need (P&N). It was suggested to review KY 32's P&N for perhaps other applicable language.
- Survey question referring to an alternative corridor should be removed as there is not an alternative corridor (Originally Question 4)
- Question #3, should be revised to remove Vanceburg as it seems to be out of place.
- PowerPoint presentation should be modified to reflect comments regarding the draft purpose and need.
- Ensure that the survey will be uploaded to KYTC CO Planning's website as stated in the flyer and the survey.
- Provide the 3-4 existing conditions oversized maps to be placed on the tables so that attendees can write/draw/mark on them.
- KYTC D-9 staff will staff the sign in tables at the public meeting, and will also provide signs.
- Qk4 will provide handouts of the revised purpose and need and study area exhibit for the local officials/stakeholders meetings. In addition, Qk4 will bring screens, projects, and the necessary equipment to make a presentation at this same meeting.

Meeting adjourned at 1:30 pm.

PROJECT TEAM MEETING 2



KY 59 / KY 344 / KY 377 Planning Study
Item Number 9-231.00
KY 9 in Vanceburg to KY 799 (Big Perry Road)
in Triplett



Project: KY 59/KY 344/KY 377 Planning Study
 KY 9 in Vanceburg to KY 799 (Big Perry Road) in Triplett
 Item Number 9-231.00

Purpose: Project Team Meeting #2

Place: District 9 – Flemingsburg District Office 10:00 A.M.

Meeting Date: August 25, 2015

Prepared By: Tom Springer

Attendees:

Bart Bryant	KYTC D9 CDE	bart.bryant@ky.gov	606-845-2551
Darrin Eldridge	KYTC D9 Project Dev.	darrin.eldridge@ky.gov	606-845-2551
Joe Callahan	KYTC D9 Planning	joe.callahan@ky.gov	606-845-2551
Mikael Pelfrey	KYTC C.O. Planning	mikael.pelfrey@ky.gov	502-782-5073
Deanna Mills	KYTC C.O. Planning	deanna.mills@ky.gov	502-782-5085
Brent Wells	KYTC D9 Planning	brent.wells@ky.gov	606-845-2551
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Annette Coffey	QK4	acoffey@qk4.com	502-352-2197
Bruce Siria	QK4	bsiria@qk4.com	502-352-2197

Joe Callahan provided introductory statements. Following introductions, Annette provided an overview of the project, including the need to study additional alternative concepts:

- During the first Project Team Meeting, District 9 requested Qk4 study in more detail rebuilding KY 59 within the existing corridor on Vanceburg Hill.
- At the June 23, 2015 Pre Project Team Meeting 2, Qk4 was asked to examine an alternative for Vanceburg Hill that left existing KY 59 @ MP 20.7 and terminated at Shelton Drive near McDonalds.

- During the July 2015 stakeholder meetings, Representative Adkins and Judge Ruckel requested that several alternatives on new alignment bypassing a portion of KY 59, KY 344 in its entirety and a part of KY 377 in the south, on new alignment, toward Morehead.

Introduction:

Prior to Project Meeting 2 a summary of both local officials meetings and the public meeting were provided to KYTC in addition to 5 copies of a Public Meeting Notebook. The following is a short summary of those meetings along with a resource agency summary.

Summary of Public, Stakeholder and Resource Agency Comments:

- Public Meeting: All commenters noted problems with the road including sharp curves, safety, large trucks, and speeding vehicles as top concerns. The respondents noted they use the road for medical-related trips, shopping and going to and from work; many motorists drive the road over 20 miles each trip. Several locations were pointed to on KY 59, KY 344 and KY 377 as areas of concern. Flooding locations were cited as issues also.
- In Lewis County, the local officials noted that Vanceburg Hill was their top priority because of the safety concern, especially for school busses. District 9 staff said they will recommend adding this project to the next Highway Plan.
- In Rowan and Lewis Counties, the public and local officials noted a host of problems with the existing road, including flooding, residents/family clusters, cemeteries, and others. Some told of students that will travel to Portsmouth, Ohio to go to college rather than Morehead due to safety concerns in the corridor
- The Resource Agencies provided typical responses, but did state the need to consider Kinniconick Creek, and the need to avoid the preservation easement and stream restoration project that is on-going by KYF&WS.

Stream Mitigation Cost Estimates:

Fees for mitigating stream impacts can be costly, exceeding \$12M on some of the off-road alternatives in the south. It was noted that while the cost is high, there are options to reduce those through stream banking, but there are no guarantees, and thus this cost was estimated as additional costs for each alternative. Note: Following this meeting, there was an adjustment to the in lieu / linear foot fees and cost estimates presented at the meeting; the updates are attached to these meeting minutes.

Alternatives:

Due to the length of the corridor, and the need to be on-alignment and off-alignment at various locations, there are numerous combinations of options. Each alternative has a 55 MPH design speed with 2:1 slopes with the exception of KY 59 down Vanceburg Hill, which is estimated with a 45 mph design speed. The alternatives presented are as follows:

- Section 5
 - o Section 5 has 5a, 5b, 5b1, 5c, and 5d
 - o Alt 5b1 was presented to the Project Team for the first time. It ties into the AA Highway (KY 9) at McDonalds (Pollitt Lane and Shelton Lane).

- After a detailed discussion of each of the alternatives in Section 5, it was decided that alignments further away from the existing corridor are not recommended to be studied further. Those alternatives are: 4D-1 to 5E-2 Connector (Purple), 5E-1 and 2 (Green), 5E-2 to 5D-2 Connector (Red), and 5D-2 (Purple) to the East of KY 59. To the West of KY 59, Alternative 5A-3 (Green) is also not recommended to be studied further. The primary reasons for not advancing these alternatives are the amount and high cost of the earthwork and estimated stream impacts. The additional costs do not provide a benefit over the other alternatives.
- Section 4
 - In Section 4 the following are not recommended to be studied further due to earthwork quantities, stream impacts and high total costs: 4D-1 and 2 (Purple), Alt 4D-1 to 5E-2 Connector (Purple), 4C-1 and 2 (Yellow).
- Section 3
 - In Section 3, the Texas Gas transmission line cost estimate should be \$1M for each natural gas line crossed in the existing corridor, and about \$3M for each natural gas line crossing on new alignment.
 - Karen noted that if land is needed from the United States Forest Service (FS), a NEPA document may be needed. In other projects, the FS has preferred KYTC stay along the existing corridor with any improvements.
 - Initially, Alternatives 3D-1 and 3D-2 were not recommended for further study due to the splitting of the Daniel Boone National Forest. However, this decision was to be validated with the FS prior to making a final decision.

NOTE: On September 1, 2015, KYTC staff and Qk4 representatives met with the Forest Service at their office in Morehead to discuss alternatives and how they relate to the Daniel Boone National Forest. The Forest Service stated their first preference would be along either Alternative 3A or 3B which have minimal impacts to the forest. Secondly, they preferred Alternative 3D-1 over 3E1. Alternative 3D1 provides them opportunities to access areas of the forest that they presently do not have, it does not bisect long stretches of the Sheltoewe Trace, and splits only a small portion of the forest.

At any future public meeting, the Project Team will not show these alternatives as they are not recommended to be studied further.

Spot Improvement Options:

Annette provided a decision matrix of data to illustrate needed spot improvements. The matrix included horizontal and vertical deficiencies by design speed, public input, crash data, shoulder failure and KYTC continual maintenance issues.

- Darrin requested Qk4 prioritize the spot improvements and combine if warranted. The spot improvements should be discussed in the Planning Study as an option to the total reconstruction and/or off-alignment options. One to two-mile in length is acceptable as a spot improvement.



- Due to the number of deficient curves, 35 MPH was chosen as a benchmark to prioritize spot improvements. The minimum design for a spot improvement should be 45 MPH.

Next Steps:

The following items outline the immediate project next steps:

- On September 1, 2015 a meeting is scheduled with the U.S. Forest Service to obtain their input on alternatives and project issues.
- September 3, 2015, a meeting is set with Representative Adkins and Judge Ruckel to review alternatives to date.
- Mid October - Project Team Meeting #3 will be held to review remaining alternatives, spot improvements and public meeting materials.
- Late October or early November - Local Official Meetings and Public Meeting #2 will be held. The alignments will be shown as corridors, utilizing the widest disturbed limits to illustrate a corridor. Disturbed limits will not be shown. The goal will be to hold the Local Official meetings (Rowan and Lewis) and Public Meeting (Lewis only) on a Tuesday / Thursday of the same week.

PROJECT TEAM MEETING 3

 <p>Engineering Planning Groundbreaking by Design.</p>	<p>KY 59 / KY 344 / KY 377 Planning Study Item Number 9-231.00 KY 9 in Vanceburg to KY 799 (Big Perry Road) Lewis and Rowan Counties</p>	 <p>KENTUCKY TRANSPORTATION CABINET</p>
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Project: KY 59/KY 344/KY 377 Planning Study
 KY 9 in Vanceburg to KY 799 (Big Perry Road) in Triplett
 Item Number 9-231.00

Purpose: Project Team Meeting #3

Place: District 9 – Flemingsburg District Office 10:00 A.M.

Meeting Date: October 19, 2015

Prepared By: Annette Coffey

Attendees:

Bart Bryant	KYTC D9 CDE	bart.bryant@ky.gov	606-845-2551
Darrin Eldridge	KYTC D9 Project Dev.	darrin.eldridge@ky.gov	606-845-2551
Joe Callahan	KYTC D9 Planning	joe.callahan@ky.gov	606-845-2551
Deanna Mills	KYTC C.O. Planning	deanna.mills@ky.gov	502-782-6085
Mikael Pelfrey	KYTC C.O. Planning	mikael.pelfrey@ky.gov	502-782-5073
Brent Wells	KYTC D9 Planning	brent.wells@ky.gov	606-845-2551
Karen Mynhier	KYTC D9 Environmental	karen.mynhier@ky.gov	606-845-2551
Brandon Howe	KYTC D9 Construction	brandon.howe@ky.gov	606-474-5721
Allen Blair	KYTC D9 PIO	allen.blair@ky.gov	606-748-3716
David Leach	KYTC D9 Morehead Section	david.leach@ky.gov	606-783-8675
Rachel Catchings	KYTC D9 Design	rachel.catchings@ky.gov	606-845-2551
Brian Gillum	KYTC D9 Grayson Section	brian.gillum@ky.gov	606-474-5721
James Simpson	KYTC C.O. Highway Design	jim.simpson@ky.gov	502-785-4906
Tom Clouse	QK4	tclouse@qk4.com	502-585-2222
Larry Ginthum	QK4	lginthum@qk4.com	502-585-2222
Annette Coffey	QK4	acoffey@qk4.com	502-352-2197
Bruce Siria	QK4	bsiria@qk4.com	502-352-2197

Joe Callahan began the meeting with introductions, and brief project summary. The following summarizes the meeting:

Project Activities to Date

The following is a short list of major project events to date:

- 1st Project Team Meeting – May 2015
- Pre-Project Team Meeting 2 - June 2015
- Local Officials Meetings in Rowan and Lewis County and Public Meeting (Lewis Only) – July 2015
- Project Team Meeting 2 – August 2015
- Forest Service Meeting – September 1, 2015
- Local Officials Meeting – Lewis County – September 3, 2015

Summaries of Forest Service and Local Officials Meetings

Next, Annette Coffey updated the project team about previously held meetings with local officials and with the Forest Service. At Project Team Meeting 2, Alternatives 3D-1 and 3D-2 were initially not recommended for further study due to the splitting of the Daniel Boone National Forest. However, this decision was to be validated with the FS prior to making a final decision. On September 1, 2015, KYTC staff and Qk4 representatives met with the Forest Service at their office in Morehead to discuss alternatives and how they relate to the Daniel Boone National Forest. The Forest Service stated their first preference would be along either Alternative 3A or 3B which have minimal impacts to the forest. Secondly, they preferred Alternative 3D-1 over 3E1. Alternative 3D-1 provides opportunities to access areas of the forest that they presently cannot easily access, it does not bisect long stretches of the Sheltoewe Trace, and splits only a small portion of the forest. Therefore, 3E-2, 3C, and 3D-3E Connector were eliminated from further consideration based on impacts to Sheltoewe Trace, the DBNF property, and costs.

A subsequent meeting with the Lewis County local officials was held to brief them on the progression of alternatives and the meeting with the Forest Service. They agreed with project team decisions and looked forward to the public meetings in November. They did ask that a new Alternative that combined Alternative 5B and 5B-1 be examined. That alternative will be referred to as 5A>5A2>5C-1>5B1-1>5B2.

KY 59 Priority Section

Everyone attending this meeting was in attendance at Project Team Meeting 2; therefore, the priority sections were not revisited.

Alternatives for Remainder of Corridor

Larry Ginthum then discussed Sections 1 and 2. Qk4 looked at 2 alternatives in each section, each meeting a 55 mph design speed and generally following the existing corridor. Everyone agreed that, due to the alignment and lack of horizontal and vertical deficiencies along the KY 377, it would be beneficial to stay within the existing corridor. Both alternatives for each section would move forward. The red alignment (1A) follows the existing alignment more closely, with the centerline offset only 12'-13' to utilize as much of the existing pavement as

possible. Alternative 1B's centerline is offset 30' from the existing centerline. Construction costs are similar between the two alternatives (\$24.5 million for Alternative 1A, \$24.8 million for Alternative 1B), but Alternative 1B does have more right of way impacts. However, it is noted that these estimates and impacts were developed using less accurate digital elevation models since LiDAR data is not available for this area. For consistent comparison of alternatives, if a structure is located within 25 feet of the proposed disturb limits, it was typically considered a total take.

Section 1 is 4.5 miles long and the centerline crosses the existing road multiple times. This will present maintenance of traffic issues that would have to be addressed in design if this alternative were advanced.

Section 2 is 1.17 miles long and connects to the additional alternatives considered at the county line. Alternative 2A, similar to Alternative 1A, is offset 12'-13' with a construction cost of \$6.2M. Again, the project team did not see a need to look at alternatives that didn't follow the existing alignment.

Spot Improvements

Spot improvements that could be implemented as short-term improvements were developed considering continual maintenance spots, high crash locations, public input, horizontal and vertical deficiencies, and shoulder failures. They were selected based on a 35 mph threshold of deficiency, and improvements were estimated using a 45 mph design speed. Ten spot improvements were identified. The same typical section was used: 12' lanes 10' shoulders, 8' paved. Those spots range in cost from \$2.5M to \$21.6M. Spot improvements were then presented and each profile was reviewed.

Spot improvements 1 and 2 were covered in the first and second project team meetings. Spot Improvement 1 improved the worst section of Vanceburg Hill for \$21.6M, and Spot Improvement 2 improved the area approaching Leslie and Chestnut Street totaling \$6.3M. Larry described the remaining spot improvements:

- Spot Improvement 3 - improve sight distance issue at Fuller Branch. It is 0.4 miles long with a construction cost of \$2.5M.
- Spot Improvement 4 - improve the intersection of KY 344 and KY 59 to provide continuous flow. Requires 2 bridges and extensive excavation. However, one of those bridge costs will be absorbed by a new bridge replacement project that has been submitted by D-9. The cost estimate is \$17.7M.
- Spot Improvement 5 - on KY 344 near Holly Branch: length 0.6 miles cost: \$ 10.95M
- Spot Improvement 7 – on KY 344 south of Lewis County Park, sight distance issues, horizontal and vertical curve issues. 0.4-mile, construction cost \$2.6 M.

- Spot Improvement 8 - Thurman Curve on KY 344. This 0.5-mile spot would replace the existing 50 degree horizontal curve with one meeting 45 MPH design speed. Construction cost estimate \$7.7M:
- Spot Improvement 9 – KY 377 at the Lewis/Rowan county line, 1.14 miles with a construction cost estimate of \$14.1M; includes 7.2% and 8.6% grades.
- Spot Improvement 11 - KY 377 from McCleese Hollow Road to Stamm Fork, 1.78 miles, construction estimated to be \$11.3 M
- Spot 13: Briery Curve on KY 377, 0.6 mile long, construction estimate: \$4.6M.
- Spot 14: on KY 377- similar to section 2, but uses 45 MPH design speed. Similar cost as section 2 (\$6.3M).

The Project Team suggested eliminating Spot Improvement 14 because it closely resembled Section 2. Another suggestion was made to include the bridge over Holly Branch Road on KY 344 as part of Spot Improvement 5 (Qk4 had originally considered this as a separate Spot Improvement 6). The costs shown in the table below include this extension, but not a replacement of the structure itself.

A concern was raised about whether showing spot improvement alternatives would prevent consideration of Alt 3D; the project team decided that differences in grades between alternatives would allow for discussion for keeping Alternative 3D.

Rachel Catchings suggested naming, instead of only numbering, alternatives. This would help the public relate to their locations. Note: Following the meeting, the potential spot improvements were mapped to new numbers and names as follows:

OLD NUMBER	NEW NUMBER	NEW DESCRIPTION	Costs
1	1	Vanceburg Hill	\$21,600,000
2	2	Leslie Street/Chestnut Street	\$6,300,000
3	3	Fuller Branch	\$2,500,000
4	4	KY 59/KY 344 Intersection	\$17,710,000
5	5	Holly Branch	\$10,950,000
7	6	Area from South of Lewis County Park to the Old Jack Esham Place	\$2,550,000
8	7	Thurman Curve	\$7,690,000
9	8	County Line	\$14,100,000
11	9	McCleese Hollow Road to Stamm Fork	\$11,300,000
13	10	Briery Curve	\$4,600,000
14	Eliminate	and combine with Section 2	\$6,300,000

It was also noted that implementing spot improvements, while less expensive, may not be as beneficial as an overall corridor reconstruction. Therefore, at the 2nd public and local officials meetings, it was decided to ask the public if they prefer spot improvements or total reconstruction.

Summary of Alternatives Eliminated from Further Consideration

A summary of the alternatives studied to date that have now been eliminated as of the close of this meeting are as follows:

Section 5	Section 4	Section 3	Section 2	Section 1
5A-3	4D1	3C	None	None
4D1-5E2 Connector	4D2	3D-3E Connector		
5E1	4C1	3E1		
5E2	4C2	3E2		
5E2-5D2 Connector				
5D-1				
5D-2				
5C-East				

No Build Traffic

Bruce Siria discussed traffic and capacity analysis. Future traffic was based on a 1% growth rate projected to year 2040. The growth in truck percentage is 0%, i.e. 2040 truck percentages were forecast to remain the same as current. 2040 No Build traffic ranges from 900 (KY 344) to 2,700 (KY 59 near Vanceburg) vehicles per day (vpd).

Section Descriptions					2040 No Build							
					AM				PM			
Route	Beg MP Desc	Beg MP	End MP Desc	End MP	LOS	PTSF	ATS (mph)	v/c Ratio	LOS	PTSF	ATS (mph)	v/c Ratio
KY 59*	KY 344	18.093	KY 9	23.190	D	52.9	44.7	0.41	D	58.2	41.2	0.66
KY 59**	Rock Run Rd	21.389	Near Moore St	22.679	D	52.9	43.0	0.41	E	58.2	39.5	0.66
KY 344	KY 377	13.843	KY 59	18.516	C	39.9	45.7	0.07	C	37.3	45.2	0.07
KY 377	KY 799 East	Rowan 8.049	KY 344	Lewis 8.555	D	56.4	40.3	0.16	E	55.0	39.9	0.15

*KY 59 segment from KY 9 to KY 344
PTS=Percent Time Spent Following

**Vanceburg Hill segment only
V/C=Volume/Capacity Ratio

ATS=Average Travel Speed
LOS=Level of Service

At the KY 9/KY 59 intersection, the left turn from KY 59 northbound to KY 9 westbound currently operates at LOS C in both the AM and PM peak periods; the through/right turn movement currently operates at LOS B in the AM peak period, but the LOS drops to C in the PM peak period. Both the KY 59/KY 344 and KY 344/KY 377 intersections currently operate at LOS A in both the AM and PM peak periods.

Build Traffic

The 2040 Build Traffic is the same as the 2040 No-Build traffic; however, the metrics for traffic operations (Level of Service, Average Travel Speed, and % Time Spent Following) improve due to wider lanes and shoulders.

Section Descriptions					2040 Build							
					AM				PM			
Route	Beg MP Desc	Beg MP	End MP Desc	End MP	LOS	PTSF	ATS (mph)	v/c Ratio	LOS	PTSF	ATS	v/c Ratio
KY 59*	KY 344	18.093	KY 9	23.190	C	50.6	49.8	0.19	C	53.5	49.0	0.23
KY 59**	Rock Run Rd	21.389	Near Moore St	22.679	C	32.9	49.2	0.41	D	41.8	41.9	0.66
KY 344	KY 377	13.843	KY 59	18.516	B	39.9	54.1	0.07	B	37.3	53.7	0.07
KY 377	KY 799 East	Rowan 8.049	KY 344	Lewis 8.555	C	56.4	49.8	0.16	C	55.0	49.5	0.15

*KY 59 segment from KY 9 to KY 344 with truck climbing lane on Vanceburg Hill lane

**Vanceburg Hill segment only with truck climbing lane

Capacity analyses were performed for KY 59 Alternative 5C from KY 344 to KY 9 for both directions. The result was a 2040 LOS C in both the AM and PM peak periods. The KY 59 northbound approach to KY 9 has a low LOS in the PM peak hour due to the northbound left turns. However, the 95% queue for that movement is only 4 cars. If right turn lanes are added to the KY 59 approaches, the LOS for the northbound through/right turn movement would improve from D to B. Considering projected turning volumes, the KY 9/KY 59 intersection under Alternative 5C would not meet signal warrants. Volumes, delays, and queues here should be monitored for changes in traffic patterns or longer queues.

One build scenario capacity analysis (Alternative 5C) was performed for intersections. All other build alternatives should operate the same or better. Both the KY 59/KY 344 and KY 344/KY 377 intersections are projected to operate at LOS A in 2040.

Darrin Eldridge commented about the Stave plant, sometimes log trucks are backed up 8-9 deep to turn out onto KY 377. Therefore, there may be a different mix of trucks to be considered in future project phases and turn lanes may be needed at this location.

Annette passed out a summary of project impacts for Sections 1 and 2, and for Spots.

Additional Discussion

Bart asked question about the cost difference between reconstruction vs spot improvements. An approximate total for the spot improvements is \$105,600,000. The Total Reconstruction estimates are dependent on which alternatives are selected. The Total Reconstruction alternatives range from \$226M to \$315M.

Local Officials and Stakeholders Meetings – November 12, 2015

The Local Officials meeting for Rowan County will be held on November 12, 2015 from 10:00 to 12:00 AM at the Morehead Technical Center. Beginning at 4:00 PM at the Lewis County High School, the Local Officials meeting for Lewis County will be held in the auditorium. It was decided to present only the alternatives that have not been eliminated from further consideration. Qk4 will make three (3) sets of displays: Sections 1 and 2 will be combined, 3, 4, and 5 will have their own displays. Those displays will have total cost for each section, the number of cemeteries affected, and the total number of estimated relocations. The displays should be uniform spanning across left to right in logical order. The idea is to keep it simple.

In addition, the proposed Spot Improvements would be shown on 1 oversized display similar to what was presented at this meeting as a handout. Allen Blair will set up a station that will allow attendees to complete their surveys on line. Qk4 will make a board to facilitate that effort. KYTC requested a narrated video presentation and a handout, both explaining what is expected from public meeting attendees. The narrated video that gives an overview of the project and what they can expect around the room will be shown to attendees in Lewis County prior to entering the gymnasium. Then attendees would proceed to the gymnasium. KYTC also requested a brochure summarizing information, and also a live presentation for the Local Officials meetings.

The survey should include the question, "Do you prefer spots improvements or corridor improvements?" The follow-up questions would be "If KYTC implements spot improvements, which spots do you prefer." Also, with each segment or spot ask the public "Is this worth pursuing?" Possibly, another way to state the question is "Should we investigate spot improvements further? If so, what are your top 3 spots?"

Qk4 should make 150 copies of handouts for the public meeting.


Meeting with the Corps of Engineers

As part of the resource agency coordination the US Army Corps of Engineers requested a planning meeting as a part of this study in regard to Kinniconick Creek. Joe will contact David Baldrige to organize that meeting following November 12, 2015 at their Louisville office if possible.


Next Steps

Following the public meeting and Stakeholder/Local Officials meetings there will be another project team meeting (#4) in mid-January to discuss the November 12 and Corps of Engineers meetings and to discuss priorities. A draft report will be submitted in early March. The meeting adjourned at 12:50 pm.

PROJECT TEAM MEETING 4



KY 59 / KY 344 / KY 377 Planning Study
Item Number 9-231.00
KY 9 in Vanceburg to KY 799 (Big Perry Road)
Lewis and Rowan Counties



KENTUCKY
TRANSPORTATION
CABINET

Engineering Planning
Groundbreaking by Design.

Project: KY 59/KY 344/KY 377 Planning Study
 KY 9 in Vanceburg to KY 799 (Big Perry Road) in Triplett
 Item Number 9-231.00

Purpose: Project Team Meeting #4

Place: District 9 – Flemingsburg District Office

Meeting Date: January 11, 2016

Prepared By: Annette Coffey

Attendees:

Bart Bryant	KYTC D9 CDE	bart.bryant@ky.gov	606-845-2551
Darrin Eldridge	KYTC D9 Project Dev.	darrin.eldridge@ky.gov	606-845-2551
Joe Callahan	KYTC D9 Planning	joe.callahan@ky.gov	606-845-2551
Brent Wells	KYTC D9 Planning	brent.wells@ky.gov	606-845-2551
Karen Mynhier	KYTC D9 Environmental	karen.mynhier@ky.gov	606-845-2551
Allen Blair	KYTC D9 PIO	allen.blair@ky.gov	606-748-3716
Jeremy Brickey	KYTC D9 Construction	jeremy.brickey@ky.gov	606-474-5721
Rachel Catchings	KYTC D9 Design	rachel.catchings@ky.gov	606-845-2551
Deanna Miller	KYTC D9 PDP	deanna.miller@ky.gov	606-474-5721
Randy Stull	KYTC D9 PDP	randy.stull@ky.gov	606-845-2551
Mikael Pelfrey	KYTC C.O. Planning	mikael.pelfrey@ky.gov	502-782-5073
James Simpson*	KYTC C.O. Highway Design	jim.simpson@ky.gov	502-785-4906
Tom Clouse	QK4	tclouse@qk4.com	606-875-8976
Larry Ginthum	QK4	lginthum@qk4.com	502-585-2222
Annette Coffey	QK4	acoffey@qk4.com	502-352-2197
Tom Springer	QK4	tspringer@qk4.com	502-585-2222
Andy Gilley	Qk4	agilley@qk4.com	502-585-2222

*videoconference

Joe Callahan began the meeting with introductions. He explained that we had a public meeting November 12, 2015 and Qk4 has summarized those responses. This meeting is to review those responses, and discuss recommendations and priorities for inclusion into the final report.

Project Activities to Date

The following is a short list of major project events to date:

- Notice to Proceed – February 5, 2015
- 1st Project Team Meeting – May 2015

- Pre-Project Team Meeting 2 - June 2015
- Local Officials/Stakeholder Meetings in Rowan and Lewis County and Public Meeting (Lewis Only) – July 2015
- Project Team Meeting 2 – August 2015
- Forest Service Meeting – September 1, 2015
- Local Officials Meeting – Lewis County – September 3, 2015
- Project Team Meeting 3 – October 2015
- Local Officials/Stakeholders Meetings in Rowan and Lewis County and Public Meeting (Lewis Only) – November 2015

Public Meeting and Post Meeting Responses

There were 102 survey responses at and following the November public meeting in Lewis County and three letters received following the meeting. The responses are summarized as (see handouts) to these minutes. There were nearly 100 people that attended the public meeting. The responses indicated 34% preferred “total reconstruction” of the corridor, 50% “Do Nothing,” and 16 % preferred “Spot Improvements.” Of those that preferred Do Nothing, 30% indicated they resided out of state, and 37% out of the study area, and 23% were from Lewis County. The reasons given for selection of the “Do Nothing” alternative were property concerns, loss of flora and fauna and other habitat, not worth the investment, and the current road is fine. Under Question 9, there were 11 responses that indicated preference for improving the existing corridor, widening, adding passing lanes, and reducing steepness and curves. When examining alternative or spot improvement preferences, there was not enough variance (between 2 and 8) between alternatives and spots to have a clear indication of preference of alternatives to move forward or eliminate from further consideration. The letters received stated: *“in favor of the project, opposition to Alternative 3B and preference for Alternative 3D, and opposition due to the project not being financially feasible, environmental and wildlife concerns, landslides, and Vanceburg is not growing to name a few.”*

Priorities and Recommendations

The public meeting responses together with information from the first and second public and local officials/stakeholders meetings, continual maintenance issues, flooding, horizontal and vertical deficiencies, shoulder failures, and the location of high crash locations were summarized with the remaining ALT segments and remaining alternatives for the purposes of prioritizing the corridor improvements (see handouts). Qk4 prepared that list of priorities to spark discussion. Following a lengthy discussion, it was determined alternatives development and screening was complete, and all ALTS/Alternatives remaining in each section are viable to move to the next project development phase. Individual priorities were discussed, and the following project team decisions were made. The following priorities will be based on funding and design considerations.

Priority 1 - Vanceburg Hill (near MP 19.5 to KY 9 (AA Highway) - Section 5

As a section of independent utility, with logical termini, conduct Phase I design and NEPA documentation from KY 344 to KY 9 (AA Highway). The Purpose and Need is

based on safety, maintenance, and travel time. At this time there is not enough information to make a recommendation for a preferred alternative, as each has benefits and impacts that should be studied in more detail. Given the project's rough terrain, it is expected that geotechnical findings will significantly impact all alternatives considered. The remaining alternatives for Priority 1 range from \$25.4M to \$64M (see below).

MP 19.5 to MP 23.0

- ALTS 5C1, 5B1-1, AND 5B1-2 (\$64M)
- ALTS 5C1 AND 5C2 (\$39.4M)
- ALTS 5B1, 5B2 AND NORTH CONNECTOR (\$49.7M)
- ALTS 5C1, 5B1-1, AND 5B2 (\$47.8M)
- ALTS 5B1 AND 5B2 (\$42.6M)
- ALTS 5B1 AND 5B1-2 (\$58.8M)

MP 20.7 to MP 23.0

- ALTS 5B1-1 and 5B1-2 (\$50.0M) white
- ALT 5C2 (\$25.4M) blue
- ALTS 5B1-1 and 5B2 (\$33.8M) red white

Spot improvements falling within Priority 1

- Spot Improvement 1 – Vanceburg Hill – (\$21.6M)
- Spot Improvement 2 – Lewis/Leslie Street – (\$6.3M)

Priority 2 - KY 59/KY 344 intersection - Section 5

This priority replaces a structurally deficient bridge and realigns the intersection of KY 344 and KY 59 to meet one of the goals for a continuous corridor. There are considerable slope/shoulder stability issues on KY 344 between MP 18.1 and MP 18.2. This section of roadway is adjacent to Kinniconick Creek and fronts the “Kinniconick Hotel”. There are also numerous horizontal and vertical deficiencies that each would correct. The alternatives for Priority 2 range from \$27.6M to \$30.3M.

- ALT 5A (\$30.3M)
- ALT 5A-1(\$27.6M)

Spot improvements falling within Priority 2

- Spot Improvement 3 – Fuller Branch (\$2.5M)
- Spot Improvement 4 - KY 59 / KY 344 intersection (\$17.7M)

Priority 3 – 5A-2 - Section 5

ALT 5A-2 would complete Section 5 from south of KY 344 (approximately MP 16.5) to KY 9 / AA Highway. ALT 5A-2 is a 0.50-mile section along existing KY 59 just north of the KY 59/KY 344 intersection. It has 11-foot lanes and generally 2-foot shoulders and one sag vertical curve that according to the as-built plans does not meet sight distance for 55 mph design criteria. The alternative for Priority 3 is \$5.1M.

- ALT 5A-2 (\$5.1M)

Priority 4 – KY 344 - Section 4

This priority section was chosen due to the continual maintenance issues (between MPs 14.3 and 14.4 and between MPs 15.7 and 15.9), shoulder stability, high crash location, flooding, and horizontal and vertical deficiencies. The alternatives for Priority 4 range from \$36.5M to \$41.3M.

- ALT 4A (\$36.5M)
- ALT 4B (\$41.3M)

Spot improvements falling within Priority 4

- Spot Improvement 5 - Holly Branch (\$11.0M)
- Spot Improvement 6 - Area from South of Lewis County Park to the old Jack Esham Place (\$2.6M)
- Spot Improvement 7 - Thurman Curve (\$7.7M)
- Spot Improvement 10 – Briery Curve (could be in Section 3 or 4) (\$4.6M)

The remaining Sections 3, 2, and 1 are considered to be beyond foreseeable funding and are therefore considered long term projects. Section 3 has 3 alternatives and 2 Spot Improvements. Sections 1 and 2 have two alternatives each that remain. Each of these alternatives would be viable to move into the next phase of project development if funding were to become available.

Post Meeting Note:

In regard to the meeting handouts (pdf page 17), the last line of the 11x17 landscaped table handout: of alternatives (this handout has two tables on it one reads ALTS (OUT OF STUDY AREA), and the second table is REMAINING ALTERNATIVE COMBINATIONS, KY 344 (APPROXIMATELY MP 16.6 TO KY 59 (APPROXIMATELY MP 23.0) has the very last line under the first column Alternatives/Spots that lists ALTS 5B1 and 5B2 is incorrect and should read:

ALTS 5B1-1 and 5B2

The statistics associated with the line are correct. The handout attachment accompanying these minutes has been corrected.

Next Steps

- Schedule a meeting with the Corps of Engineers
- Submit Project Team Meeting #4 Minutes
- Submit Draft Report in early March 2016