

APPENDIX A

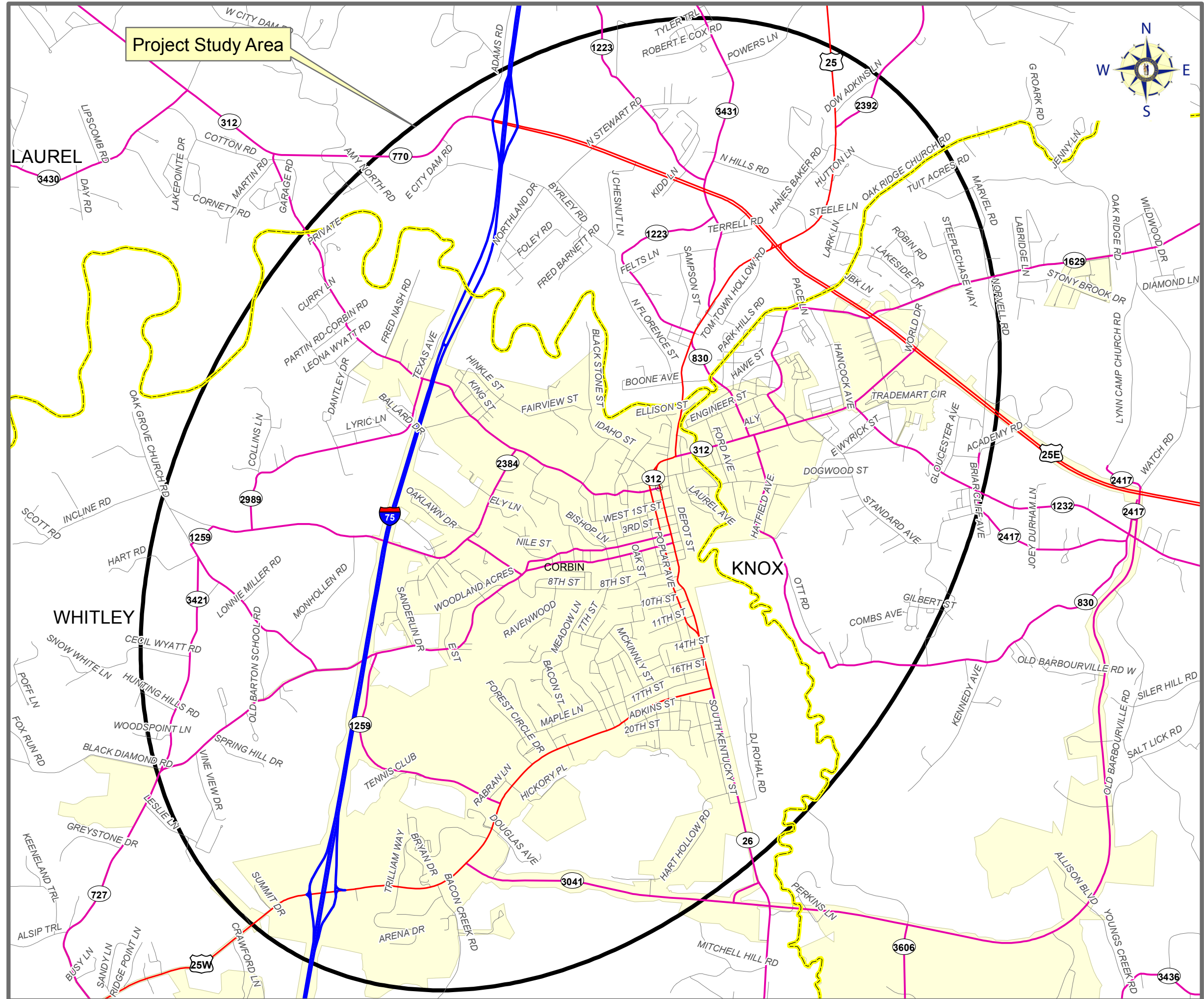
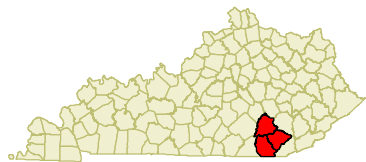
PROJECT
STUDY AREA MAP

CORBIN SMALL URBAN
AREA STUDY:
KNOX, LAUREL & WHITLEY

Legend

- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Study_Area
- County Boundary Polygons
- Corporate Boundary Polygons

2,000 0 2,000 4,000 Feet



APPENDIX B

EXISTING HIGHWAY SYSTEMS								
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	NATIONAL TRUCK NETWORK	NATIONAL HIGHWAY SYSTEM	TRUCK WEIGHT CLASS
Laurel	US 25	0.000	0.173	2	Urban Principal Arterial	Yes	Yes	AAA
		0.173	0.240	2	Urban Principal Arterial	Yes	Yes	AAA
		0.240	0.677	2	Urban Principal Arterial	Yes	Yes	AAA
		0.677	1.210	2	Rural Major Collector	Yes	Yes	AAA
Knox	US 25E	25.100	25.325	4	Rural Principal Arterial	Yes	Yes	AAA
		25.325	25.500	4	Rural Principal Arterial	Yes	Yes	AAA
		25.500	25.650	4	Rural Principal Arterial	Yes	Yes	AAA
		25.650	25.942	4	Urban Principal Arterial	Yes	Yes	AAA
		25.942	26.197	4	Urban Principal Arterial	Yes	Yes	AAA
Laurel	US 25E	0.000	0.300	4	Urban Principal Arterial	Yes	Yes	AAA
		0.300	0.344	4	Urban Principal Arterial	Yes	Yes	AAA
		0.344	0.410	4	Urban Principal Arterial	Yes	Yes	AAA
		0.410	0.855	4	Urban Principal Arterial	Yes	Yes	AAA
		0.855	1.740	4	Urban Principal Arterial	Yes	Yes	AAA
		1.740	1.845	4	Urban Principal Arterial	Yes	Yes	AAA
		1.845	1.900	4	Urban Principal Arterial	Yes	Yes	AAA
		1.900	1.960	4	Urban Principal Arterial	Yes	Yes	AAA
		1.960	2.024	4	Urban Principal Arterial	Yes	Yes	AAA
Whitley	US 25W	29.063	29.275	2	Urban Principal Arterial	No	No	AAA
		29.275	29.392	2	Urban Principal Arterial	No	No	AAA
		29.392	29.400	2	Urban Principal Arterial	No	No	AAA
		29.400	29.429	2	Urban Principal Arterial	No	No	AAA
		29.429	29.551	2	Urban Principal Arterial	No	No	AAA
		29.551	29.610	2	Urban Principal Arterial	No	No	AAA
		29.610	29.677	2	Urban Principal Arterial	No	No	AAA
		29.677	29.683	2	Urban Principal Arterial	No	No	AAA
		29.683	29.917	4	Urban Principal Arterial	No	No	AAA
		29.917	30.425	4	Urban Principal Arterial	No	No	AAA
		30.425	30.470	1	Urban Minor Arterial Street	No	No	AAA
		30.470	30.595	1	Urban Minor Arterial Street	No	No	AAA
		30.595	30.792	2	Urban Minor Arterial Street	No	No	AAA
		30.792	31.223	2	Urban Minor Arterial Street	No	No	AAA
		31.223	31.505	2	Urban Minor Arterial Street	No	No	AAA
		31.505	32.115	2	Urban Minor Arterial Street	No	No	AAA
		32.115	32.427	2	Urban Minor Arterial Street	No	No	AAA
		32.427	32.668	2	Urban Minor Arterial Street	No	No	AAA
		32.668	32.833	2	Urban Minor Arterial Street	No	No	AAA
		32.833	33.231	2	Urban Minor Arterial Street	No	No	AAA
		33.231	33.278	2	Urban Minor Arterial Street	No	No	AAA
		33.278	33.347	2	Urban Minor Arterial Street	No	No	AAA
		33.347	33.362	4	Urban Minor Arterial Street	No	No	AAA
		33.362	33.408	4	Urban Minor Arterial Street	No	No	AAA
		33.408	33.464	4	Urban Minor Arterial Street	No	No	AAA
		33.464	33.763	2	Urban Minor Arterial Street	No	No	AAA
Laurel	US 25W	0.000	0.362	2	Urban Minor Arterial Street	No	No	AAA
		0.362	0.545	2	Urban Minor Arterial Street	No	No	AAA
		0.545	0.920	2	Urban Minor Arterial Street	No	No	AAA
		0.920	1.036	2	Urban Minor Arterial Street	No	No	AAA
Whitley	KY 26	13.320	13.348	2	Urban Minor Arterial Street	No	No	AA
		13.348	13.422	2	Urban Minor Arterial Street	No	No	AA
		13.422	13.512	2	Urban Minor Arterial Street	No	No	AA
		13.512	13.531	2	Urban Minor Arterial Street	No	No	AA
		13.531	14.319	2	Urban Minor Arterial Street	No	No	AA

EXISTING HIGHWAY SYSTEMS								
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	NATIONAL TRUCK NETWORK	NATIONAL HIGHWAY SYSTEM	TRUCK WEIGHT CLASS
Whitley	I-75	24.300	24.357	4	Rural Interstate	Yes	Yes	AAA
		24.357	24.670	4	Urban Interstate	Yes	Yes	AAA
		24.670	24.750	4	Urban Interstate	Yes	Yes	AAA
		24.750	25.200	4	Urban Interstate	Yes	Yes	AAA
		25.200	27.650	4	Urban Interstate	Yes	Yes	AAA
		27.650	27.943	4	Urban Interstate	Yes	Yes	AAA
Laurel	I-75	27.943	28.330	4	Urban Interstate	Yes	Yes	AAA
		28.330	28.872	4	Urban Interstate	Yes	Yes	AAA
		28.872	29.150	4	Rural Interstate	Yes	Yes	AAA
Whitley	KY 312	0.000	0.351	2	Rural Minor Arterial	No	No	A
		0.351	0.818	2	Rural Minor Arterial	No	No	A
		0.818	0.902	2	Urban Minor Arterial Street	No	No	A
		0.902	0.951	2	Urban Minor Arterial Street	No	No	A
		0.951	1.703	2	Urban Minor Arterial Street	No	No	A
		1.703	2.181	2	Urban Minor Arterial Street	No	No	A
		2.181	2.185	2	Urban Minor Arterial Street	No	No	A
		2.185	2.493	2	Urban Minor Arterial Street	No	No	A
		2.493	2.542	2	Urban Minor Arterial Street	No	No	A
		2.542	2.632	4	Urban Minor Arterial Street	No	No	A
Knox	KY 312	0.000	0.038	4	Urban Minor Arterial Street	No	No	A
		0.038	0.329	2	Urban Minor Arterial Street	No	No	A
		0.329	0.664	2	Urban Minor Arterial Street	No	No	A
		0.664	0.685	2	Urban Minor Arterial Street	No	No	A
		0.685	0.880	2	Urban Minor Arterial Street	No	No	A
		0.880	1.097	2	Urban Minor Arterial Street	No	No	A
		1.097	1.313	2	Urban Minor Arterial Street	No	No	A
Whitley	KY 727	0.000	1.439	2	Rural Major Collector	No	No	A
		1.439	2.436	2	Rural Major Collector	No	No	A
		2.436	2.680	2	Rural Major Collector	No	No	A
		2.680	2.774	2	Urban Minor Arterial Street	No	No	A
		2.774	2.985	2	Urban Minor Arterial Street	No	No	A
		2.985	3.756	2	Urban Minor Arterial Street	No	No	A
		3.756	3.790	2	Urban Minor Arterial Street	No	No	A
		3.790	4.528	2	Urban Minor Arterial Street	No	No	A
		4.528	4.580	2	Urban Minor Arterial Street	No	No	A
Laurel	KY 770	0.540	0.925	2	Rural Minor Arterial	No	No	AAA
		0.925	1.180	2	Urban Minor Arterial Street	No	No	AAA
		1.180	1.243	2	Urban Minor Arterial Street	No	No	AAA
Knox	KY 830	0.000	0.072	2	Urban Collector Street	No	No	A
		0.072	0.123	2	Urban Collector Street	No	No	A
		0.123	0.376	2	Urban Collector Street	No	No	A
		0.376	0.642	2	Urban Collector Street	No	No	A
		0.642	0.830	2	Urban Collector Street	No	No	A
		0.830	0.847	2	Urban Collector Street	No	No	A
		0.847	0.940	2	Urban Collector Street	No	No	A
		0.940	2.150	2	Rural Minor Collector	No	No	A
		2.150	2.638	2	Rural Minor Collector	No	No	A
Laurel	KY 830	0.000	0.222	2	Urban Collector Street	No	No	A
Laurel	KY 1223	0.000	1.139	2	Urban Local	No	No	A
		1.139	1.253	2	Urban Local	No	No	A
		1.253	2.140	2	Rural Local	No	No	A
Knox	KY 1232	0.000	0.029	2	Rural Major Collector	No	No	AAA
		0.029	0.810	2	Rural Major Collector	No	No	AAA
		0.810	0.850	2	Rural Major Collector	No	No	AAA

EXISTING HIGHWAY SYSTEMS								
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	NATIONAL TRUCK NETWORK	NATIONAL HIGHWAY SYSTEM	TRUCK WEIGHT CLASS
Whitley	KY 1259	0.000	0.315	2	Urban Collector Street	No	No	A
		0.315	1.315	2	Urban Collector Street	No	No	A
		1.315	3.200	2	Rural Minor Collector	No	No	A
		3.200	3.356	2	Rural Minor Collector	No	No	A
		3.356	3.640	2	Urban Collector Street	No	No	A
		3.640	3.829	2	Urban Collector Street	No	No	A
		3.829	4.192	2	Urban Collector Street	No	No	A
Knox	KY 1629	0.000	0.125	2	Urban Collector Street	No	No	A
		0.125	0.196	2	Urban Collector Street	No	No	A
		0.196	1.128	2	Urban Collector Street	No	No	A
		1.128	1.159	2	Urban Collector Street	No	No	A
		1.159	1.430	2	Rural Minor Collector	No	No	A
		1.430	1.822	2	Rural Minor Collector	No	No	A
		1.822	2.602	2	Rural Minor Collector	No	No	A
Whitley	KY 2384	0.000	0.546	2	Urban Collector Street	No	No	A
Laurel	KY 2392	0.000	0.360	2	Rural Local	No	No	A
Knox	KY 2417	0.000	0.200	2	Rural Local	No	No	A
		0.200	1.155	2	Rural Local	No	No	A
Whitley	KY 2989	0.000	1.225	2	Rural Local	No	No	A
		1.225	1.416	2	Urban Local	No	No	A
Whitley	KY 3041	0.000	0.855	2	Urban Principal Arterial	No	No	AAA
		0.855	1.269	2	Urban Principal Arterial	No	No	AAA
		1.269	1.280	2	Urban Principal Arterial	No	No	AAA
Whitley	KY 3421	0.000	1.154	2	Rural Local	No	No	A
Laurel	KY 3431	0.000	0.650	2	Urban Collector Street	No	No	AAA
		0.650	0.809	2	Urban Collector Street	No	No	AAA
		0.809	1.610	2	Rural Minor Collector	No	No	AAA

GEOMETRIC AND TRAFFIC DATA FOR CORBIN S.U.A.																	
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	SITE DISTANCE %	AVG. PHF	K-FACTOR %	LANE WIDTH	V/ SF	ADT		LOS-w/o Imp.		CRF	TRUCK %	COMP ADEQ.%
											2009	2035	2009	2035			
US 25																	
Laurel	0025 - 000	0.000	0.173	2	Urban Principal Arterial	0	0.93	9.4	12	0.62	16,600	22,010	D	E	2.491	9.5	46.54
	0025 - 000	0.173	0.240	2	Urban Principal Arterial	0	0.93	9.4	12	0.62	16,600	22,010	D	E	0.855	9.5	46.54
	0025 - 000	0.240	0.677	2	Urban Principal Arterial	0	0.93	9.4	12	0.62	16,600	22,010	D	E	1.149	9.5	46.54
	0025 - 000	0.677	1.210	2	Rural Major Collector	15	0.88	11.4	12	0.71	16,600	22,350	D	D	1.005	10.4	23.66
US 25E																	
Knox	0025E - 000	25.100	25.325	4	Rural Principal Arterial	100	0.89	10.9	12	0.71	18,900	28,630	B	C	1.075	14.5	6.49
	0025E - 000	25.325	25.500	4	Rural Principal Arterial	100	0.89	10.9	12	0.71	18,900	28,630	B	C	0.852	14.5	6.49
	0025E - 000	25.500	25.650	4	Rural Principal Arterial	100	0.89	10.9	12	0.71	18,900	28,630	C	D	2.718	14.5	6.49
	0025E - 000	25.650	25.942	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	20,500	27,180	B	C	2.542	9.5	42.37
	0025E - 000	25.942	26.197	4	Urban Principal Arterial	100	0.93	9.4	12	0.46	30,700	40,700	D	E	1.372	14.5	51.42
	0025E - 010	25.100	25.650	4	Rural Principal Arterial	100	0.89	10.9	12	0.71	18,900	28,630	C	D		14.5	6.49
*****	0025E - 010	25.650	26.197	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	30,700	40,700	D	E		14.5	42.37
Laurel	0025E - 000	0.000	0.300	4	Urban Principal Arterial	100	0.93	9.4	12	0.68	30,700	40,700	D	E	0.430	9.5	62.41
	0025E - 000	0.300	0.344	4	Urban Principal Arterial	100	0.93	9.4	12	0.68	30,700	40,700	D	E	0.978	9.5	62.41
	0025E - 000	0.344	0.410	4	Urban Principal Arterial	100	0.93	9.4	12	0.58	20,100	26,650	B	C	0.693	9.5	36.24
	0025E - 000	0.410	0.855	4	Urban Principal Arterial	100	0.93	9.4	12	0.58	20,100	26,650	B	C	0.533	9.5	36.24
	0025E - 000	0.855	1.740	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	26,700	35,400	C	D	0.808	9.5	51.66
	0025E - 000	1.740	1.845	4	Urban Principal Arterial	100	0.93	10.1	12	0.65	26,700	35,400	C	D	0.695	9.5	51.66
	0025E - 000	1.845	1.900	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	26,700	35,400	C	D	0.646	9.5	51.66
	0025E - 000	1.900	1.960	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	26,700	35,400	C	D	0.261	9.5	51.66
	0025E - 000	1.960	2.024	4	Urban Principal Arterial	100	0.93	9.4	12	0.65	26,700	35,400	C	C	0.664	9.5	51.66
	0025E - 010	0.000	2.024	4	Urban Principal Arterial	100	0.93	9.4	12	0.68	30,700	40,700	D	E		9.5	62.41
US 25W																	
Whitley	0025W - 000	29.063	29.275	2	Urban Principal Arterial	0	0.93	9.4	10	0.40	11,900	15,780	C	D	0.358	9.5	24.73
	0025W - 000	29.275	29.392	2	Urban Principal Arterial	0	0.93	9.4	10	0.40	11,900	15,780	C	D	0.641	9.5	24.73
	0025W - 000	29.392	29.400	2	Urban Principal Arterial	0	0.93	9.4	10	0.40	11,900	15,780	C	D	0.000	9.5	24.73
	0025W - 000	29.400	29.429	2	Urban Principal Arterial	0	0.93	9.4	10	0.40	11,900	15,780	C	D	0.223	9.5	24.73
	0025W - 000	29.429	29.551	2	Urban Principal Arterial	0	0.93	9.4	10	0.87	11,900	15,780	C	D	1.867	9.5	3.55
	0025W - 000	29.551	29.610	2	Urban Principal Arterial	0	0.93	9.4	12	0.87	11,900	15,780	C	D	0.723	9.5	3.55
	0025W - 000	29.610	29.677	2	Urban Principal Arterial	0	0.93	9.4	12	0.53	19,500	25,850	D	F	0.287	9.5	46.54
	0025W - 000	29.677	29.683	2	Urban Principal Arterial	0	0.93	9.4	12	0.53	19,500	25,850	D	F	0.000	9.5	46.54
	0025W - 000	29.683	29.917	4	Urban Principal Arterial	0	0.93	9.4	12	0.53	19,500	25,850	B	C	1.160	9.5	46.54

GEOMETRIC AND TRAFFIC DATA FOR CORBIN S.U.A.																		
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	SITE DISTANCE %	AVG. PHF	K-FACTOR %	LANE WIDTH	V/ SF	ADT		LOS-w/o Imp.		CRF	TRUCK %	COMP ADEQ.%	
											2009	2035	2009	2035				
US 25W (Continued)																		
Whitley	0025W-000	29.917	30.425	4	Urban Principal Arterial	0	0.93	9.4	12	0.53	19,500	25,850	B	C	0.508	9.5	46.54	
	0025W-000	30.425	30.470	1	Urban Minor Arterial Street	0	0.92	9.9	12	0.56	18,400	24,710	E	F	0.392	8.7	46.23	
	0025W-010	30.425	30.470	2	Urban Minor Arterial Street	0	0.92	9.9	12	0.56	18,400	24,710	B	C		8.7	46.23	
	0025W-000	30.470	30.595	1	Urban Minor Arterial Street	0	0.92	9.9	12	0.56	18,400	24,710	E	F	0.744	8.7	46.23	
	0025W-010	30.470	30.595	2	Urban Minor Arterial Street	0	0.92	9.9	12	0.56	18,400	24,710	B	C		8.7	46.23	
	0025W-000	30.595	30.792	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.56	18,400	24,710	D	F	0.499	8.7	46.23	
	0025W-000	30.792	31.223	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.56	18,400	24,710	D	F	0.558	8.7	46.23	
	0025W-000	31.223	31.505	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.56	15,600	20,950	D	E	1.365	8.7	46.23	
	0025W-000	31.505	32.115	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.56	14,700	19,740	D	E	0.723	8.7	46.23	
	0025W-000	32.115	32.427	2	Urban Minor Arterial Street	0	0.92	9.9	14	0.53	20,000	26,860	D	F	0.590	8.7	13.84	
	0025W-000	32.427	32.668	2	Urban Minor Arterial Street	100	0.92	9.9	15	0.28	8,190	11,000	C	C	1.124	8.7	34.04	
	0025W-000	32.668	32.833	2	Urban Minor Arterial Street	100	0.92	9.9	18	0.27	8,190	11,000	C	C	1.761	8.7	13.84	
	0025W-000	32.833	33.231	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.45	8,190	11,000	C	C	3.671	8.7	3.75	
	0025W-000	33.231	33.278	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.45	12,600	16,920	C	D	1.845	8.7	1.19	
	0025W-000	33.278	33.347	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.45	12,600	16,920	C	D	0.920	8.7	1.19	
	0025W-000	33.347	33.362	4	Urban Minor Arterial Street	100	0.92	9.9	12	0.50	19,900	26,730	B	C	0.000	8.7	13.84	
	0025W-000	33.362	33.408	4	Urban Minor Arterial Street	100	0.92	9.9	12	0.50	19,900	26,730	B	C	0.000	8.7	13.84	
	0025W-000	33.408	33.464	4	Urban Minor Arterial Street	100	0.92	9.9	12	0.50	19,900	26,730	B	C	0.857	8.7	13.84	
	0025W-000	33.464	33.763	2	Urban Minor Arterial Street	100	0.92	9.9	11	0.43	12,400	16,660	C	D	0.375	8.7	19.06	
	0025W-001	32.427	32.840	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.51	8,190	11,000	C	C		8.7	34.04	
	0025W-001	32.840	33.239	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.68	12,600	16,920	C	D		8.7	28.89	
	0025W-001	33.239	33.362	2	Urban Minor Arterial Street	100	0.92	9.9	10	0.47	12,600	16,920	C	D		8.7	34.04	
Laurel	0025W-000	0.000	0.362	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.43	12,400	16,660	C	D	0.576	8.7	93.66	
	0025W-000	0.362	0.545	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.47	13,900	18,670	D	D	0.889	8.7	93.66	
	0025W-000	0.545	0.920	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.26	8,670	11,650	C	C	0.296	8.7	93.66	
	0025W-000	0.920	1.036	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.36	8,670	11,650	C	C	0.800	8.7	80.89	

GEOMETRIC AND TRAFFIC DATA FOR CORBIN S.U.A.																		
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	SITE DISTANCE %	AVG. PHF	K-FACTOR %	LANE WIDTH	V/ SF	ADT		LOS-w/o Imp.		CRF	TRUCK %	COMP ADEQ.%	
											2009	2035	2009	2035				
KY 26																		
Whitley	0026 - 000	13.320	13.348	2	Urban Minor Arterial Street	40	0.92	9.9	12	0.25	7,860	10,560	C	C	0.217	8.7	80.89	
	0026 - 000	13.348	13.422	2	Urban Minor Arterial Street	40	0.92	9.9	12	0.25	7,860	10,560	C	C	0.000	8.7	80.89	
	0026 - 000	13.422	13.512	2	Urban Minor Arterial Street	40	0.92	9.9	12	0.25	7,860	10,560	C	C	0.000	8.7	80.89	
	0026 - 000	13.512	13.531	2	Urban Minor Arterial Street	100	0.92	9.9	12	0.52	7,860	10,560	C	C	0.000	8.7	57.77	
	0026 - 000	13.531	14.319	2	Urban Minor Arterial Street	100	0.92	9.9	12	0.52	7,860	10,560	C	C	1.036	8.7	57.77	
I 75																		
Whitley	0075 - 000	24.300	24.357	4	Rural Interstate	100	0.95	10.3	12	0.55	30,900	47,780	B	D	0.293	31.0	15.43	
	0075 - 000	24.357	24.670	4	Urban Interstate	100	0.92	10.2	12	0.61	30,900	49,020	B	D	0.413	18.7	79.50	
	0075 - 000	24.670	24.750	4	Urban Interstate	100	0.92	10.2	12	0.61	36,300	57,580	C	F	0.339	18.7	79.50	
	0075 - 000	24.750	25.200	4	Urban Interstate	100	0.92	10.2	12	0.61	36,300	57,580	C	F	0.195	18.7	79.50	
	0075 - 000	25.200	27.650	4	Urban Interstate	100	0.92	10.2	12	0.61	36,300	57,580	C	F	0.097	18.7	79.50	
	0075 - 000	27.650	27.943	4	Urban Interstate	100	0.92	10.2	12	0.61	36,300	57,580	C	F	0.080	18.7	79.50	
	0075 - 010	24.300	27.943	4	Urban Interstate	100	0.92	10.2	12	0.61	36,300	57,580	C	F		18.7	79.50	
Laurel	0075 - 000	27.943	28.330	4	Urban Interstate	100	0.92	10.2	12	0.62	36,300	57,580	C	F	0.206	18.7	79.50	
	0075 - 000	28.330	28.872	4	Urban Interstate	100	0.92	10.2	12	0.62	36,300	57,580	C	F	0.166	18.7	79.50	
	0075 - 010	27.943	28.872	4	Urban Interstate	100	0.92	10.2	12	0.62	36,300	57,580	C	F		18.7	79.50	
	0075 - 000	28.872	29.150	4	Rural Interstate	100	0.95	10.3	12	0.63	38,900	60,150	C	F	0.376	31.0	42.70	
	0075 - 010	28.872	29.150	4	Rural Interstate	100	0.95	10.3	12	0.63	38,900	60,150	C	F		31.0	42.70	
KY 312																		
Whitley	0312 - 000	0.000	0.351	2	Rural Minor Arterial	0	0.87	11.9	11	0.60	3,640	5,340	A	B	0.194	14.5	10.35	
	0312 - 000	0.351	0.818	2	Rural Minor Arterial	0	0.87	11.9	10	0.60	3,640	5,340	A	B	0.477	14.5	10.35	
	0312 - 000	0.818	0.902	2	Urban Minor Arterial Street	0	0.92	10.0	10	0.14	3,640	4,890	A	B	0.239	8.7	34.04	
	0312 - 000	0.902	0.951	2	Urban Minor Arterial Street	0	0.92	10.0	10	0.14	3,640	4,890	A	B	0.000	8.7	34.04	
	0312 - 000	0.951	1.703	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.14	3,640	4,890	A	B	0.842	8.7	34.04	
	0312 - 000	1.703	2.181	2	Urban Minor Arterial Street	0	0.92	10.0	11	1.02	4,990	6,710	B	B	1.120	8.7	3.88	
	0312 - 000	2.181	2.185	2	Urban Minor Arterial Street	0	0.92	10.0	11	1.02	4,990	6,710	B	B	0.000	8.7	3.88	
	0312 - 000	2.185	2.493	2	Urban Minor Arterial Street	0	0.92	10.0	10	1.02	4,990	6,710	B	B	1.111	8.7	3.88	
	0312 - 000	2.493	2.542	2	Urban Minor Arterial Street	0	0.92	10.0	10	0.47	3,320	4,460	A	A	1.340	8.7	11.50	
	0312 - 000	2.542	2.632	4	Urban Minor Arterial Street	100	0.92	10.0	11	0.24	14,300	19,210	B	B	0.809	8.7	69.21	
	0312 - 001	2.493	2.525	2	Urban Minor Arterial Street	0	0.92	10.0	10	0.15	1,300	1,750	A	A		8.7	53.26	
Knox	0312 - 000	0.000	0.038	4	Urban Minor Arterial Street	0	0.92	10.0	11	0.45	13,900	18,670	B	B	0.779	8.7	34.04	
	0312 - 000	0.038	0.329	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.45	13,900	18,670	D	D	0.916	8.7	34.04	
	0312 - 000	0.329	0.664	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.44	14,300	19,210	D	D	0.292	8.7	80.89	
	0312 - 000	0.664	0.685	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.44	14,300	19,210	D	D	0.241	8.7	46.23	
	0312 - 000	0.685	0.880	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.44	14,300	19,210	D	D	0.498	8.7	46.23	

GEOMETRIC AND TRAFFIC DATA FOR CORBIN S.U.A.																	
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	SITE DISTANCE %	AVG. PHF	K-FACTOR %	LANE WIDTH	V/ SF	ADT		LOS-w/o Imp.		CRF	TRUCK %	COMP ADEQ.%
											2009	2035	2009	2035			
KY 312 (Continued)																	
Knox	0312 - 000	0.880	1.097	2	Urban Minor Arterial Street	0	0.92	10.0	11	0.47	15,500	20,820	D	E	0.096	8.7	93.66
	0312 - 000	1.097	1.313	2	Urban Minor Arterial Street	0	0.92	9.9	11	0.55	9,480	12,730	C	D	2.574	8.7	46.23
KY 727																	
Whitley	0727 - 000	0.000	1.439	2	Rural Major Collector	0	0.88	11.4	10	0.27	3,200	4,310	B	B	0.610	10.4	60.20
	0727 - 000	1.439	2.436	2	Rural Major Collector	0	0.88	11.4	10	0.27	2,090	2,820	A	A	0.362	10.4	60.20
	0727 - 000	2.436	2.680	2	Rural Major Collector	0	0.88	11.4	10	0.27	3,780	5,090	A	A	0.622	10.4	60.20
	727 - 000	2.680	2.774	2	Urban Minor Arterial Street	0	0.92	9.9	10	0.11	3,780	5,080	A	B	0.000	8.7	53.26
	0727 - 000	2.774	2.985	2	Urban Minor Arterial Street	0	0.92	9.9	10	0.11	3,780	5,080	A	B	0.133	8.7	11.10
	0727 - 000	2.985	3.756	2	Urban Minor Arterial Street	0	0.92	9.9	10	0.11	3,780	5,080	A	B	0.803	8.7	11.10
	0727 - 000	3.756	3.790	2	Urban Minor Arterial Street	0	0.92	9.9	10	0.11	3,780	5,080	A	B	0.000	8.7	11.10
	0727 - 000	3.790	4.528	2	Urban Minor Arterial Street	0	0.92	9.9	8	0.62	1,860	2,500	A	A	2.404	8.7	1.33
	0727 - 000	4.528	4.580	2	Urban Minor Arterial Street	0	0.92	9.9	12	0.62	1,860	2,500	A	A	0.431	8.7	1.33
	0727 - 001	3.790	4.230	2	Urban Minor Arterial Street	0	0.92	9.9	8	0.50	2,450	3,290	A	A		8.7	1.96
	0727 - 001	4.230	4.289	2	Urban Minor Arterial Street	0	0.92	9.9	12	0.50	2,450	3,290	A	A		8.7	1.96
	0727 - 001	4.289	4.489	2	Urban Minor Arterial Street	0	0.92	9.9	8	0.50	2,450	3,290	A	A		8.7	1.96
	0727 - 001	4.489	4.580	2	Urban Minor Arterial Street	0	0.92	9.9	12	0.50	2,450	3,290	A	A		8.7	1.96
KY 770																	
Laurel	0770 - 000	0.540	0.925	2	Rural Minor Arterial	49	0.87	11.9	12	1.04	17,500	25,650	E	E	0.227	14.5	38.36
	0770 - 000	0.925	1.180	2	Urban Minor Arterial Street	15	0.92	9.9	12	1.60	17,500	23,500	D	E	0.424	8.7	37.17
	0770 - 000	1.180	1.243	2	Urban Minor Arterial Street	15	0.92	9.9	12	1.60	17,500	23,500	D	E	0.752	8.7	37.17
KY 830																	
Knox	0830 - 000	0.000	0.072	2	Urban Collector Street	0	0.89	11.3	9	0.09	2,330	3,260	A	A	0.659	6.7	29.01
	0830 - 000	0.072	0.123	2	Urban Collector Street	0	0.89	11.3	9	0.09	2,330	3,260	A	A	0.783	6.7	29.01
	0830 - 000	0.123	0.376	2	Urban Collector Street	0	0.89	11.3	9	0.36	2,330	3,260	A	A	0.969	6.7	2.00
	0830 - 000	0.376	0.642	2	Urban Collector Street	0	0.89	11.3	9	0.21	1,510	2,110	A	A	0.611	6.7	2.00
	0830 - 000	0.642	0.830	2	Urban Collector Street	0	0.89	11.3	9	0.21	879	1,230	A	A	0.332	6.7	2.00
	0830 - 000	0.830	0.847	2	Urban Collector Street	0	0.89	11.3	9	0.21	879	1,230	A	A	0.000	6.7	2.00
	0830 - 000	0.847	0.940	2	Urban Collector Street	0	0.89	11.3	9	0.21	879	1,230	A	A	0.000	6.7	2.00
	0830 - 000	0.940	2.150	2	Rural Minor Collector	0	0.85	11.2	9	0.00	879	1,160	A	A	0.710	10.4	0.00
	0830 - 000	2.150	2.638	2	Rural Minor Collector	0	0.85	11.2	9	0.00	879	1,160	A	A	0.736	10.4	0.00
Laurel	0830 - 000	0.000	0.222	2	Urban Collector Street	0	0.89	11.3	10	0.09	2,330	3,260	A	A	0.441	6.7	59.96
KY 1223																	
Laurel	1223 - 000	0.000	1.139	2	Urban Local	0	0.89	11.3	10	0.00	2,770	3,690	A	A	0.050	8.7	0.00
	1223 - 000	1.139	1.253	2	Urban Local	0	0.89	11.3	9	0.00	1,740	2,320	A	A	0.000	8.7	0.00
	1223 - 000	1.253	2.140	2	Rural Local	0	0.85	11.2	9	0.00	1,740	2,320	A	A	0.000	10.4	0.00
KY 1232																	
Knox	1232 - 000	0.000	0.029	2	Rural Major Collector	0	0.88	11.4	11	0.28	3,880	5,230	A	B	0.000	10.4	13.43
	1232 - 000	0.029	0.810	2	Rural Major Collector	0	0.88	11.4	11	0.28	3,880	5,230	A	B	0.069	10.4	13.43
	1232 - 000	0.810	0.850	2	Rural Major Collector	0	0.88	11.4	10	0.28	2,350	3,170	A	A	0.000	10.4	13.43
	1232 - 020	0.000	0.029	2	Rural Major Collector	0	0.88	11.4	11	0.28	3,880	5,230	A	B		10.4	13.43

GEOMETRIC AND TRAFFIC DATA FOR CORBIN S.U.A.																	
COUNTY NAME	ROUTE	BEGIN MP	END MP	NO LANES	FUNCTIONAL CLASSIFICATION	SITE DISTANCE %	AVG. PHF	K-FACTOR %	LANE WIDTH	V/ SF	ADT		LOS-w/o Imp.		CRF	TRUCK %	COMP ADEQ.%
											2009	2035	2009	2035			
KY 1259																	
Whitley	1259 - 000	0.000	0.315	2	Urban Collector Street	0	0.89	11.3	9	0.46	2,520	3,520	A	A	0.534	8.7	72.02
	1259 - 000	0.315	1.315	2	Urban Collector Street	0	0.89	11.3	9	0.46	2,520	3,520	A	A	0.119	8.7	72.02
	1259 - 000	1.315	3.200	2	Rural Minor Collector	0	0.85	11.2	10	0.00	2,400	3,150	A	A	0.309	10.4	0.00
	1259 - 000	3.200	3.356	2	Rural Minor Collector	0	0.85	11.2	10	0.00	958	1,260	A	A	0.000	10.4	0.00
	1259 - 000	3.356	3.640	2	Urban Collector Street	0	0.89	11.3	10	0.21	958	1,340	A	A	0.000	8.7	81.40
	1259 - 000	3.640	3.829	2	Urban Collector Street	0	0.89	11.3	10	0.21	1,820	2,540	A	A	0.446	8.7	81.40
	1259 - 000	3.829	4.192	2	Urban Collector Street	0	0.89	11.3	10	0.21	964	1,350	A	A	0.442	8.7	81.40
KY 1629																	
Knox	1629 - 000	0.000	0.125	2	Urban Collector Street	0	0.89	11.3	8	0.04	980	1,370	A	A	0.000	6.7	31.30
	1629 - 000	0.125	0.196	2	Urban Collector Street	0	0.89	11.3	8	0.04	980	1,370	A	A	0.000	6.7	31.30
	1629 - 000	0.196	1.128	2	Urban Collector Street	0	0.89	11.3	8	0.39	980	1,370	A	A	1.219	6.7	56.03
	1629 - 000	1.128	1.159	2	Urban Collector Street	0	0.89	11.3	8	0.39	980	1,370	A	A	2.088	6.7	56.03
	1629 - 000	1.159	1.430	2	Rural Minor Collector	0	0.87	11.2	11	0.00	4,380	5,740	B	B	0.529	10.4	0.00
	1629 - 000	1.430	1.822	2	Rural Minor Collector	0	0.87	11.2	11	0.00	4,380	5,740	B	B	0.104	10.4	0.00
	1629 - 000	1.822	2.602	2	Rural Minor Collector	0	0.87	11.2	9	0.00	2,970	3,890	A	A	0.505	10.4	0.00
KY 2384																	
Whitley	2384 - 000	0.000	0.546	2	Urban Collector Street	0	0.89	11.3	9	0.53	2,790	3,900	A	A	0.344	6.7	48.88
KY 2392																	
Laurel	2392 - 000	0.000	0.360	2	Rural Local	0	0.85	11.2	10	0.00	1,250	1,610	A	A	0.239	10.4	0.00
KY 2417																	
Knox	2417 - 000	0.000	0.200	2	Rural Local	0	0.85	11.2	10	0.00	916	1,180	A	A	0.383	10.4	0.00
	2417 - 000	0.200	1.155	2	Rural Local	0	0.85	11.2	9	0.00	466	600	A	A	0.719	10.4	0.00
KY 2989																	
Whitley	2989 - 000	0.000	1.225	2	Rural Local	0	0.85	11.2	10	0.00	1,190	1,530	A	A	0.000	10.4	0.00
	2989 - 000	1.225	1.416	2	Urban Local	0	0.85	11.3	10	0.00	1,190	1,590	A	A	0.281	8.7	0.00
KY 3041																	
Whitley	3041 - 000	0.000	0.855	2	Urban Principal Arterial	100	0.93	9.4	12	0.32	9,200	12,200	C	D	0.195	9.5	83.95
	3041 - 000	0.855	1.269	2	Urban Principal Arterial	100	0.93	9.4	12	0.32	9,200	12,200	C	D	0.000	9.5	83.95
	3041 - 000	1.269	1.280	2	Urban Principal Arterial	100	0.93	9.4	12	0.32	9,200	12,200	C	D	0.000	9.5	83.95
KY 3421																	
Whitley	3421 - 000	0.000	1.154	2	Rural Local	0	0.85	11.2	9	0.00	709	920	A	A	0.168	10.4	0.00
KY 3431																	
Laurel	3431 - 000	0.000	0.650	2	Urban Collector Street	0	0.89	11.3	9	0.78	5,020	7,010	B	B	1.180	6.7	29.31
	3431 - 000	0.650	0.809	2	Urban Collector Street	0	0.89	11.3	11	0.12	2,920	4,080	A	A	1.495	6.7	26.53
	3431 - 000	0.809	1.610	2	Rural Minor Collector	0	0.85	11.2	11	0.00	2,920	3,830	A	A	0.668	10.4	0.00
CRF=		Critical Rate Factor for Segment															
xyz=		Indicates possible deficiency															
PURPLE =		New Info. discovered 062110 to 062510 - KY State Police Database. Orig. Data Collection showed zero to a limited number of collisions per segment.															
0.00		Means NA - Data Not Available (some regarding opposing Non-Cardinal Direction)															











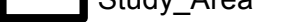
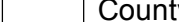

APPENDIX C

EXHIBIT 1

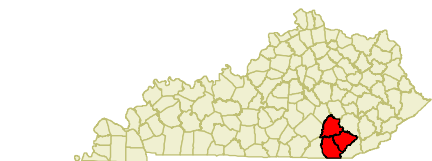
CURRENT (2009) AVERAGE DAILY TRAFFIC

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY

Legend

-  4107 Current ADT
-  County Boundary Lines
-  Interstate
-  Parkway
-  US Highway
-  State Road
-  Local Road
-  Bridge (Line)
-  Study_Area
-  County Boundary Polygons
-  Active Railroad
-  Rivers
-  Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet



Kentucky
UNBRIDLED SPIRIT™



Division of Planning

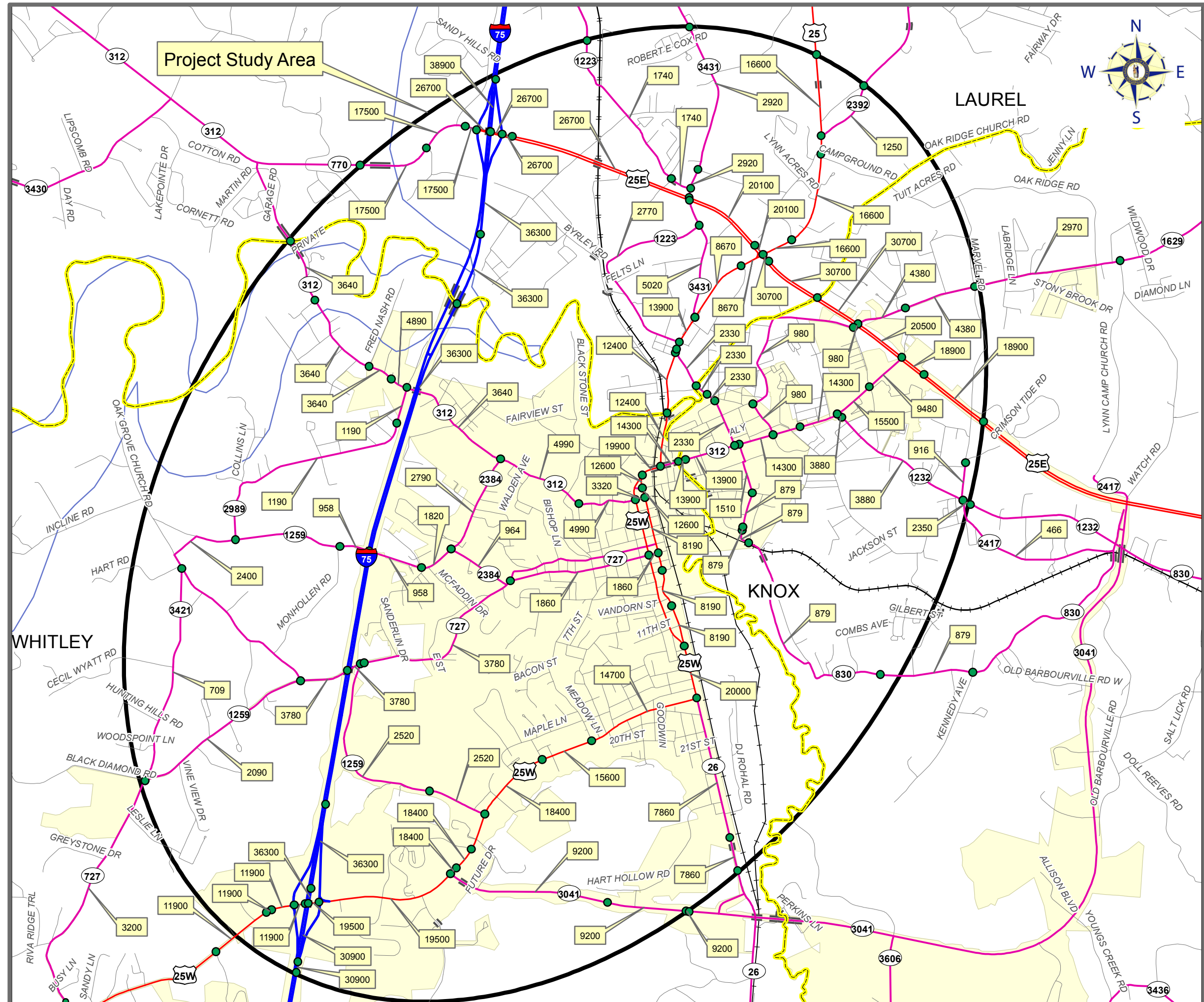


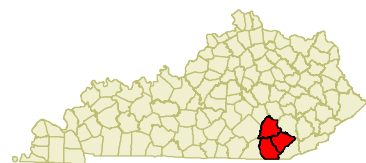
EXHIBIT 2
PROJECTED
(2035) AVERAGE
DAILY TRAFFIC

CORBIN SMALL URBAN
AREA STUDY:
KNOX, LAUREL & WHITLEY

Legend

- 4107 Future ADT
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Rivers
- Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet



Kentucky
UNBRIDLED SPIRIT™

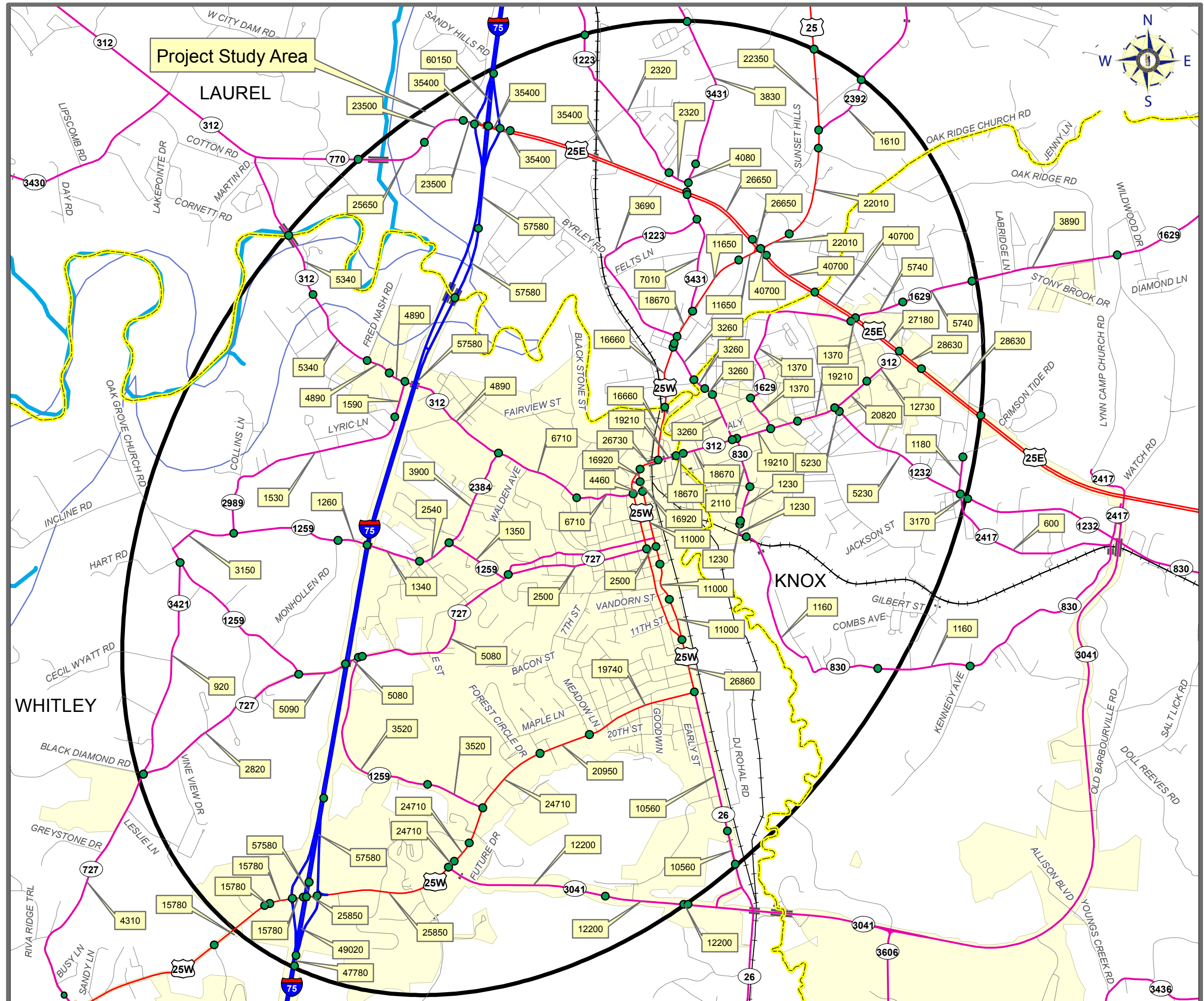


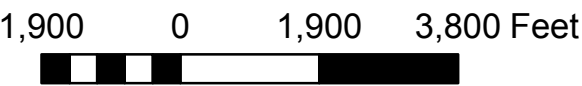
EXHIBIT 3

VOLUME / SERVICE FLOW

CORBIN SMALL URBAN
AREA STUDY:
KNOX, LAUREL & WHITLEY

Legend

- VSF**
- 0 -0.70
 - > 0.70
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Rivers
- Corporate Boundary Polygons



Division of Planning

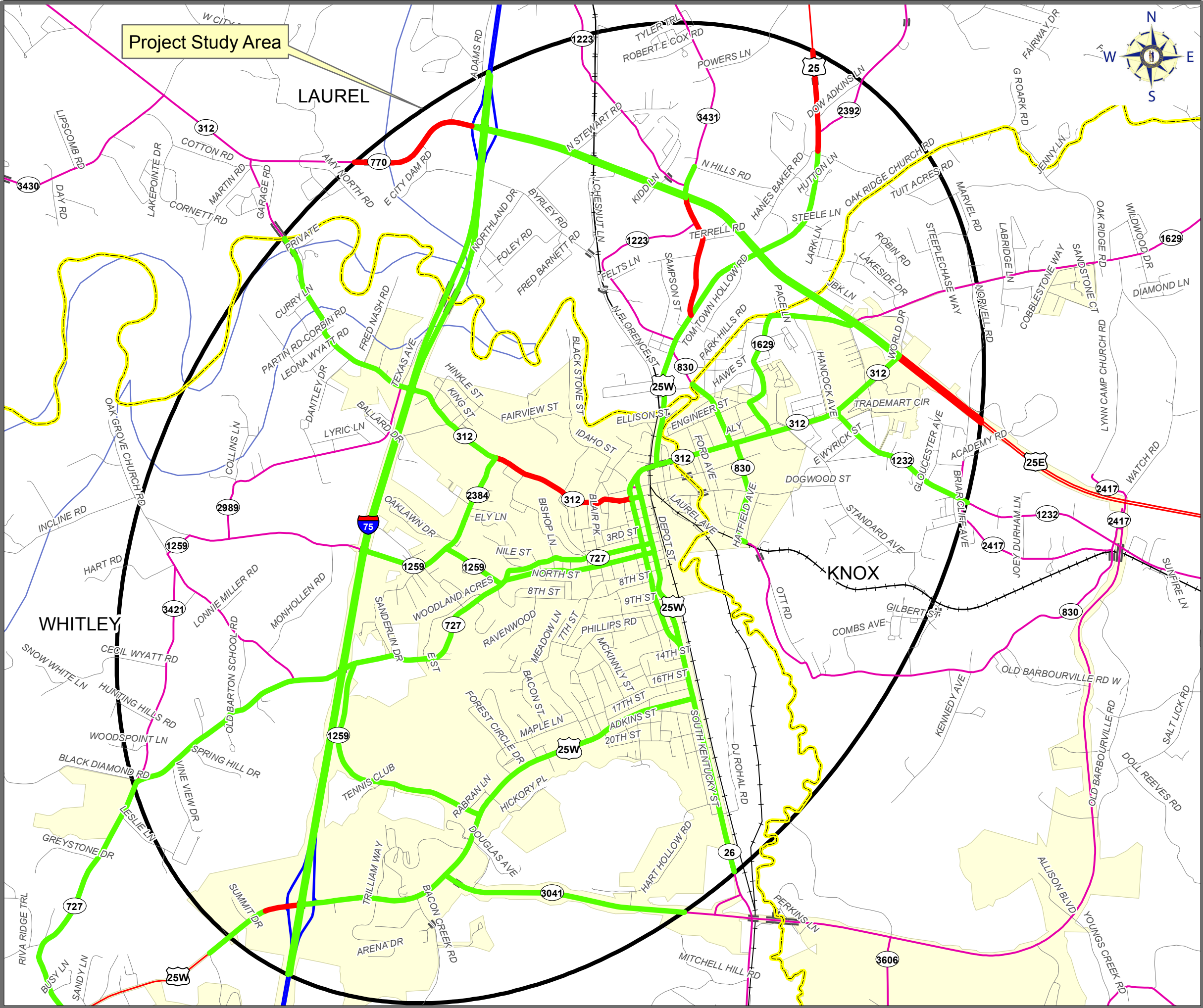
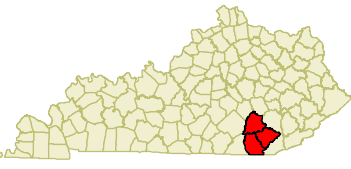


EXHIBIT 4

CURRENT (2009) LEVEL OF SERVICE

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY

Legend

LOS_2009

- A
- B
- C
- D
- E
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Rivers
- Corporate Boundary Polygons

1,500 0 1,500 3,000 Feet



Division of Planning

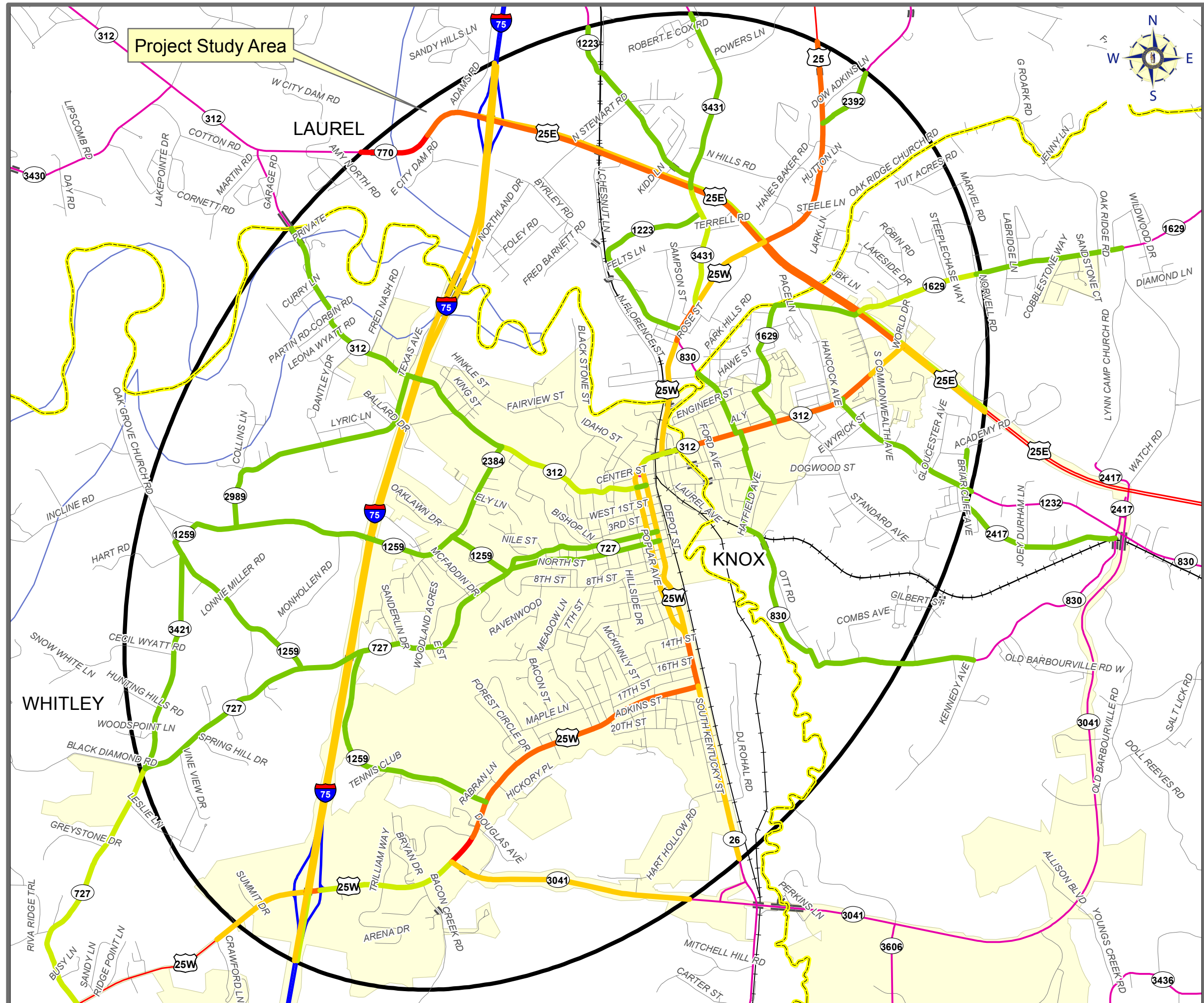
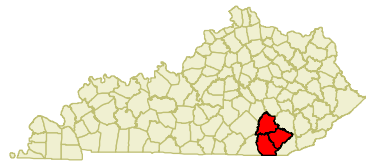


EXHIBIT 5

PROPOSED (2035) LEVEL OF SERVICE

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY

Legend

2035

- A
- B
- C
- D
- E
- F
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Rivers
- Corporate Boundary Polygons

1,800 0 1,800 3,600 Feet

Kentucky
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Division of Planning

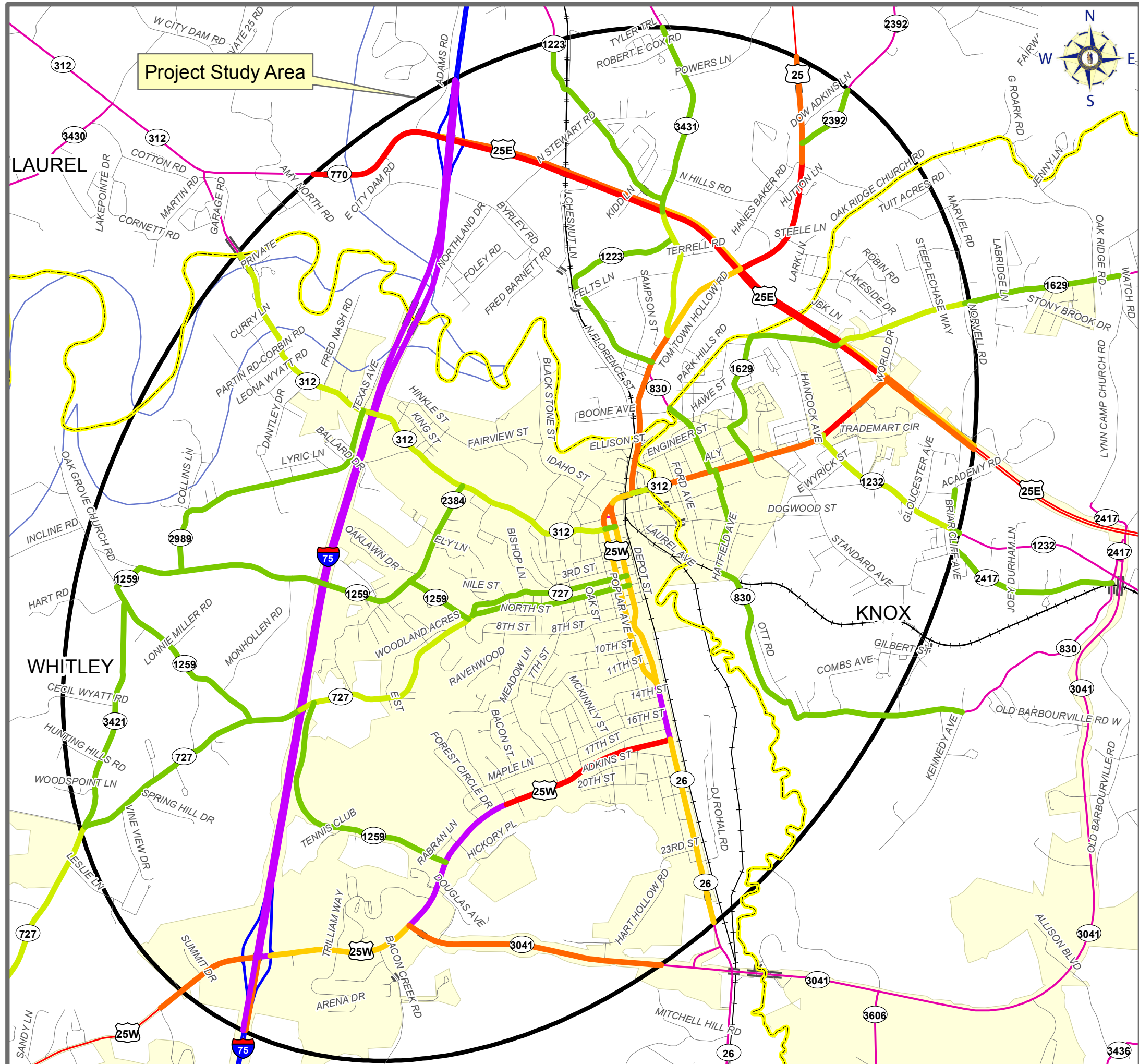


EXHIBIT 6

ADEQUACY RATINGS

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY

Legend

AR

- Ratings < 20 Percentile
- Ratings >= 20 Percentile
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Major Rivers
- Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet



Division of Planning

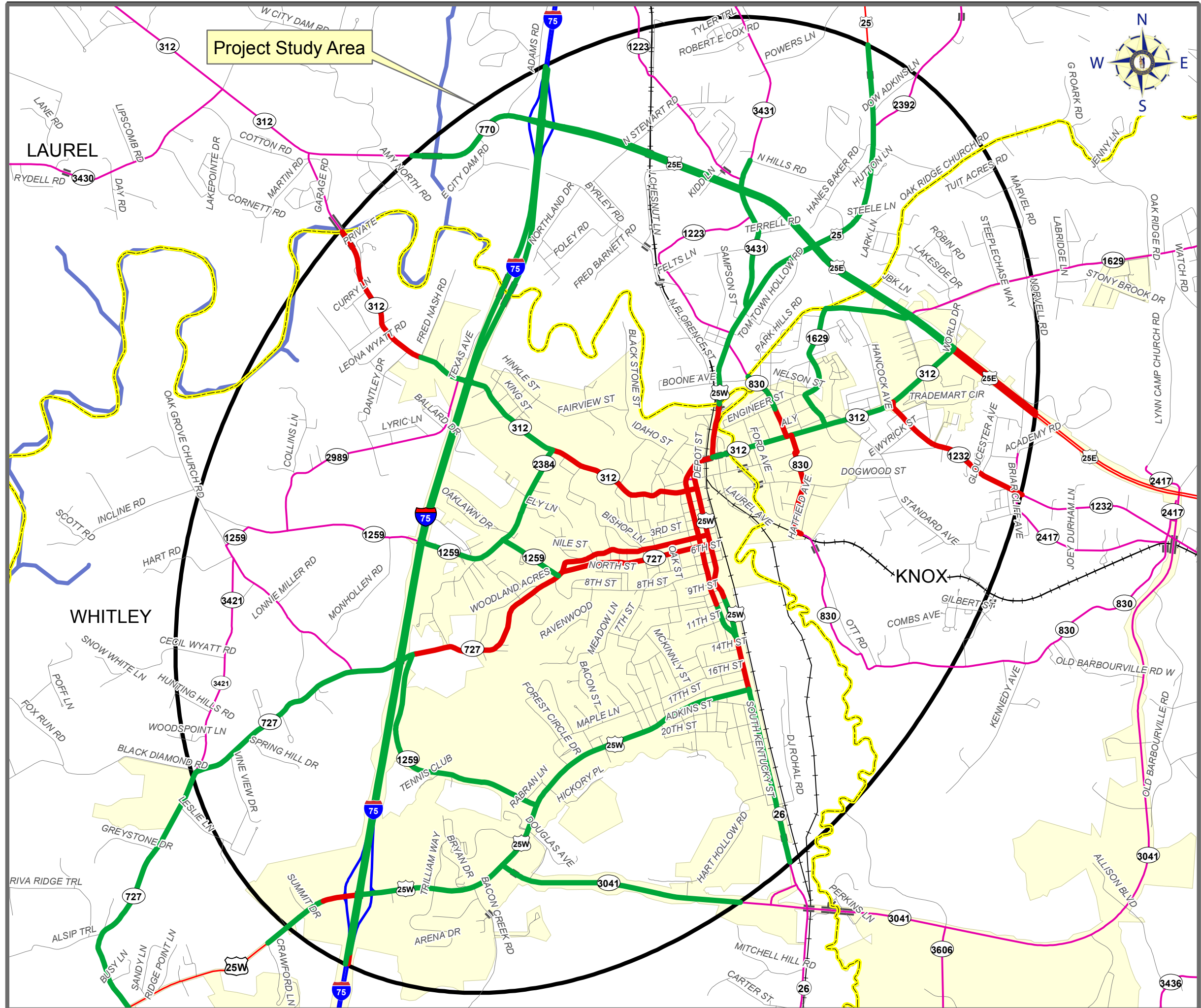
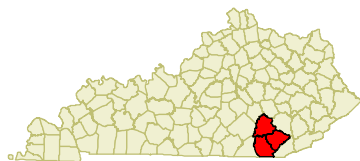


EXHIBIT 7

CRITICAL RATE
FACTORS OF
ANALYZED SEGMENTS

CORBIN SMALL URBAN
AREA STUDY:
KNOX, LAUREL & WHITLEY

Legend

CRF

-- .90 to .99

-- >= 1.0

KY_3431_CRF_Segment

County Boundary Lines

Interstate

Parkway

US Highway

State Road

Local Road

Bridge (Line)

Study_Area

County Boundary Polygons

Active Railroad

Rivers

Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet



Division of Planning

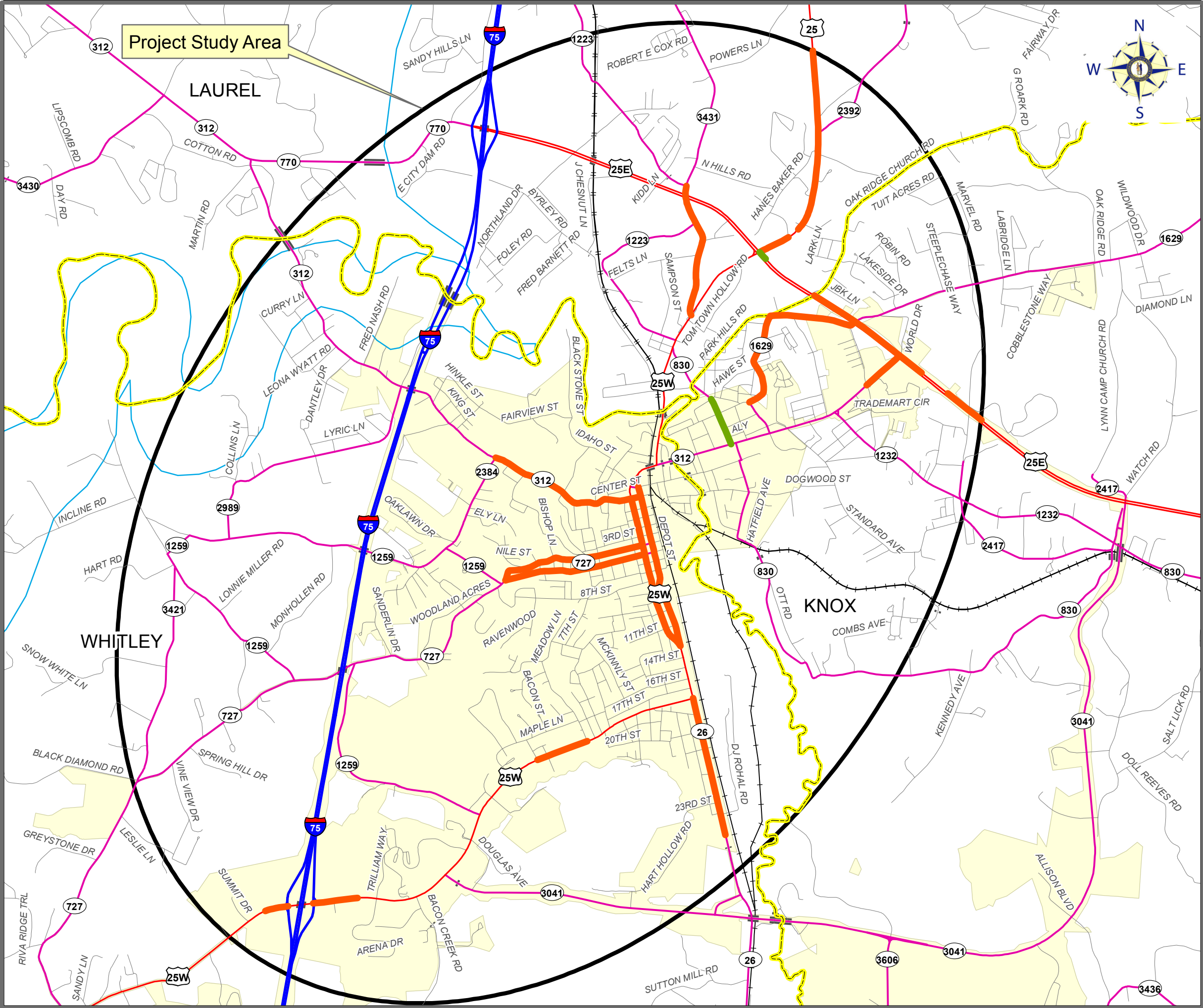
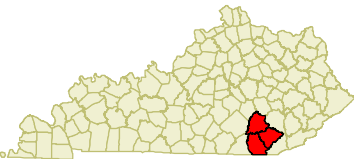
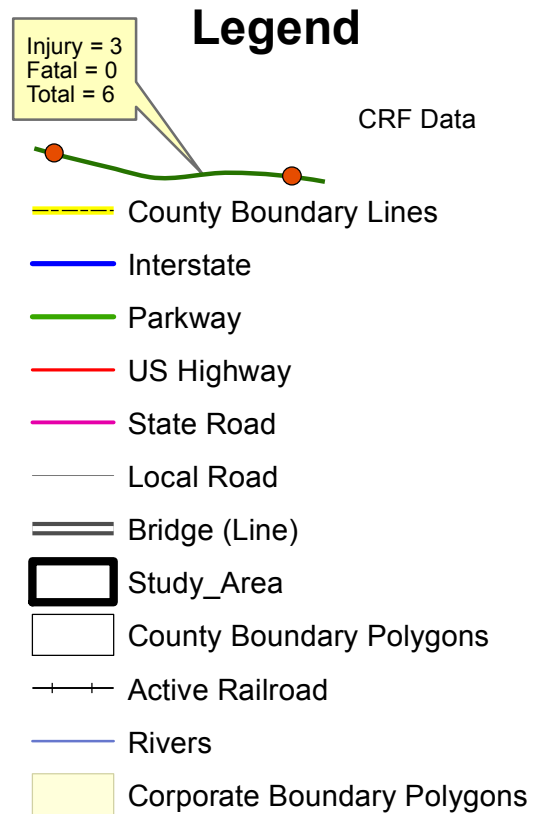


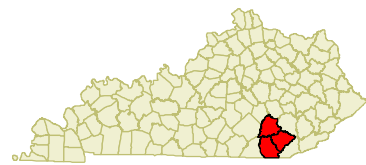
EXHIBIT 8

.10 Mile Road Spots
With CRF Greater than or
Equal to 1

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY



1,900 0 1,900 3,800 Feet



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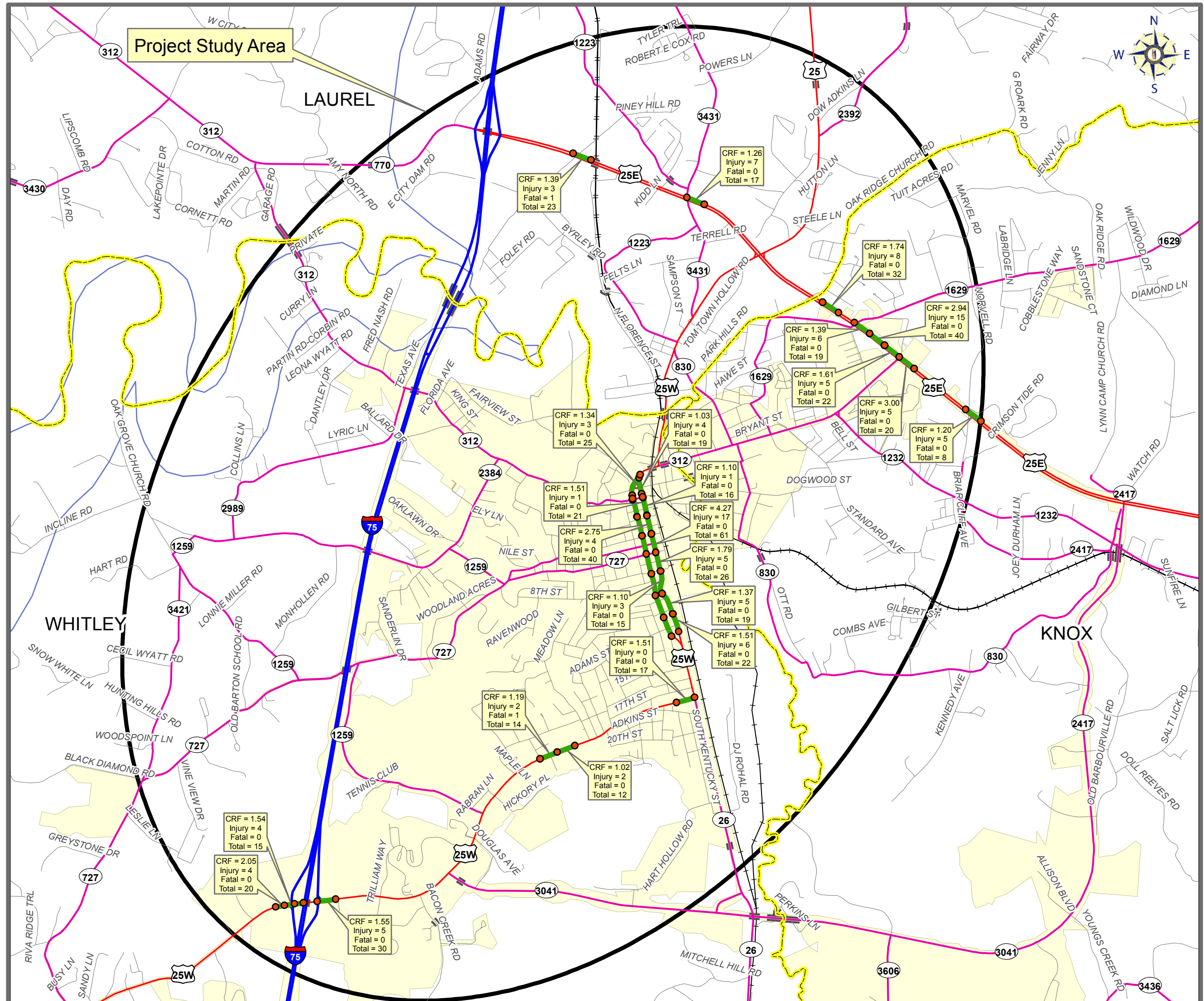


EXHIBIT 9

.30 Mile Road Spot With CRF Greater than or Equal to 1

CORBIN SMALL URBAN AREA STUDY: KNOX, LAUREL & WHITLEY

Injury = 3
Fatal = 0
Total = 6

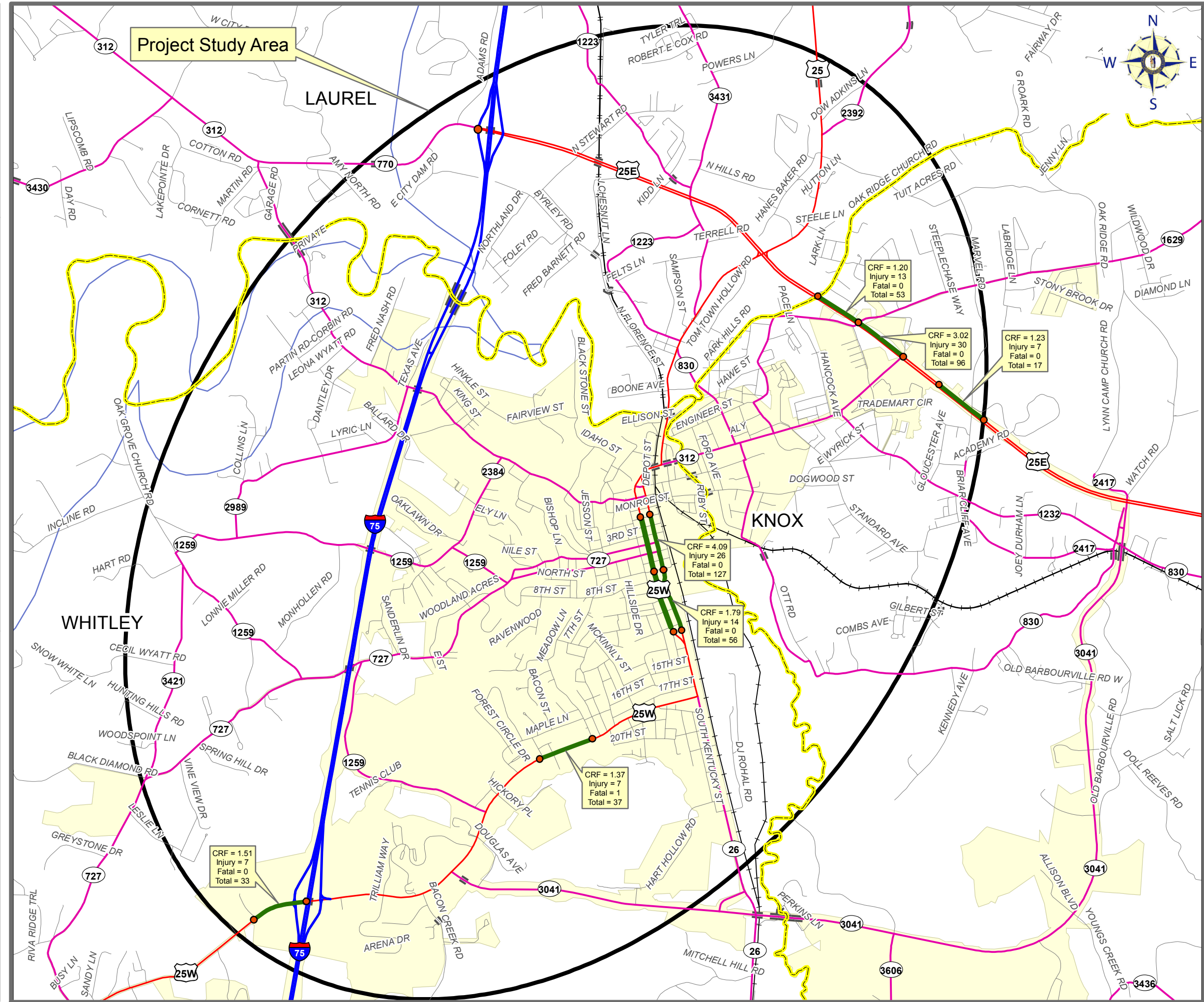
Legend

- CRF Data
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- == Bridge (Line)
- Study_Area
- County Boundary Polygons
- + + Active Railroad
- Rivers
- Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet

**KENTUCKY
TRANSPORTATION
CABINET**

Division of Planning



APPENDIX D



Photo 1- US-25W West of I-75 Interchange looking west at mile point 29.400



Photo 2 – US-25W just past I-75 Interchange looking northwest at mile point 29.45



Photo 3 – US-25W just past I-75 Interchange looking west at mile point 29.300



Photo 4 – US-25W approaching I-75 Interchange looking west at mile point 29.950



Photo 5 – US-25W looking west upon intersection with KY-3041 between mile point 30.600 to 30.4.00



Photo 6–US-25W & KY-26 Intersection looking west onto US-25W from KY-26 at mile point 32.120



Photo 7—US-25W & KY-26 Intersection looking west onto US-25W from KY-26 at mile point 32.120



Photo 8—US-25W & KY-26 Intersection looking north onto US-25W/Main Street at mile point 32.120



Photo 9—US-25W/Main Street northbound between mile points 32.200 and 33.300



Photo 10—US-25W/Main Street at 8th Street Intersection looking south onto one-way Main Street



Photo 11—US-25W/Main Street at Seventh Street Intersection looking north



Photo 12—US-25W/Main Street at Sixth Street Intersection looking north east



Photo 13—US-25W/Main Street near Fifth Street/KY-727 Intersection looking north

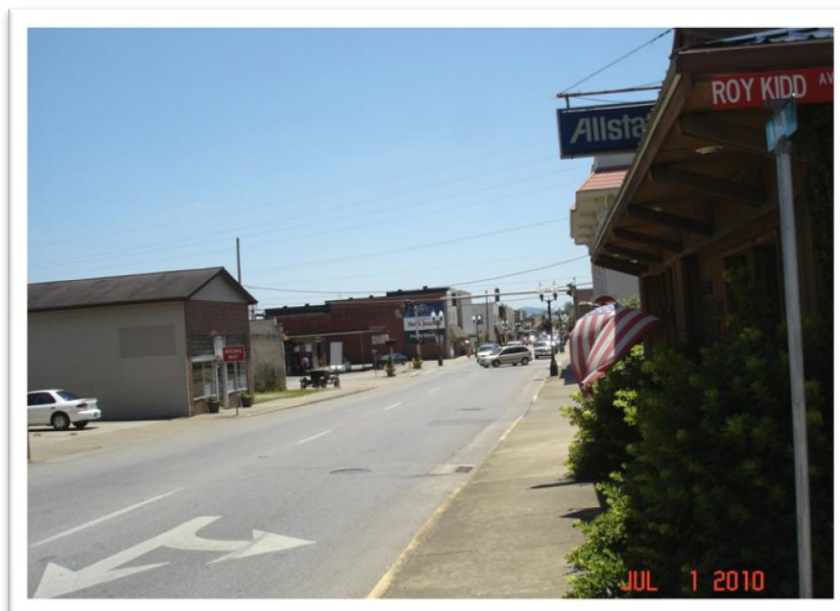


Photo 14—US-25W/Main Street at Roy Kidd Ave Intersection looking South on KY-312 Intersection



Photo 15—US-25W/KY-312 at KY-312 Intersection north of Main Street at mile point 33.420 from east leg, looking west



Photo 16—US-25W/KY-312 north of Main Street at mile point 33.350 looking southwest



Photo 17—US-25W/KY-312 at one-way northern split for Main Street (North) & South Kentucky Ave (South), Southbound



Photo 18—US-25W/South Kentucky Avenue at Fourth Street looking South upon Fifth Street Intersection



Photo 19—US-25W/South Kentucky Avenue at the Fifth Street Intersection from the north leg, southbound



Photo 20—US-25W/South Kentucky Avenue at Seventh Street Intersection looking west onto Eighth Street



Photo 21—US-25W/South Kentucky Avenue at Seventh Street Intersection looking South onto South Kentucky Avenue



Photo 22—US-25W/South Kentucky Avenue at Eighth Street Intersection looking west onto Eighth Street



Photo 23—US-25W/South Kentucky Avenue at Ninth Street Intersection, southbound



Photo 24—US-25W/South Kentucky Avenue between Tenth and Eleventh Streets, southbound



Photo 25—US-25W/South Kentucky Avenue at Eleventh Street approaching one-way southern split, looking south



Photo 26—US-25W at one-way southern split for Main Street (North) & South Kentucky Avenue (South), looking south



Photo 27—US-25W at KY-26 Intersection, south of one-way southern split moving southbound in Whitley County



Photo 28—US-25W approaching Intersection with US-25 (North) & US-25E (East/West) in Laurel County from South leg

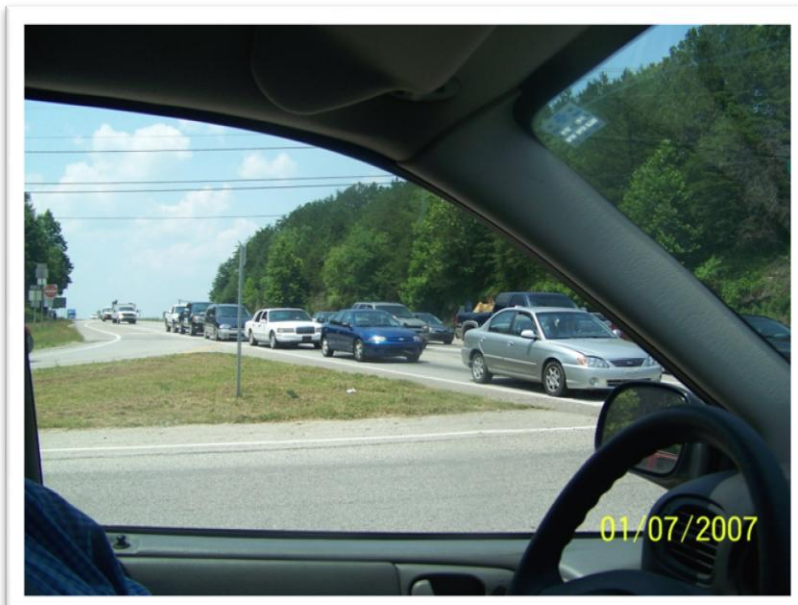


Photo 29—US-25E at Intersection with US-25 & US-25W looking west onto US-25E from south leg of US-25W



Photo 30—US-25E at Intersection with US-25 & US-25W looking north onto the beginning of US-25 to London, KY



Photo 31—US-25E at Intersection with US-25 & US-25W looking east onto US-25E from south leg at US-25W



Photo 32—US-25E approaching I-75 interchange from west at mile point 1.200, eastbound



Photo 33—US-25E at I-75 western interchange ramps looking upon I-75 Bridge eastbound on US-25E



Photo 34—US-25E at I-75 Interchange Bridge moving westbound and looking upon left turn lane to south I-75 ramp



Photo 35—US-25E at I-75 Interchange Bridge moving eastbound and looking upon left turn lane to north I-75 ramp



Photo 36—US-25E approaching Stewart Road from east leg, westbound at mile point 1.450



Photo 37—US-25E westbound at mile point 0.700 approaching KY-3431 Intersection from east leg



Photo 38—US-25E & KY-3431 Intersection from north leg on KY-3431 looking south near mile point 0.850 on US-25E



Photo 39— US-25E & KY-3431 Intersection from south leg on KY-3431 looking north near mile point 0.850 on US-25E



Photo 40—US-25E & KY-1629 Intersection from KY-1629 looking northeast at backup onto North Commonwealth Ave.



Photo 41—US-25E looking west upon KY-312 Intersection between mile points 25.400 and 25.500



Photo 42—US-25E & KY-312 Intersection looking southwest towards south leg of KY-312 from left turn lane on US-25E



Photo 43—US-25E at KY-312 Intersection looking west onto US-25E from east leg of US-25E at mile point 25.650



Photo 44—US-25E looking west from mile point 25.300 in Knox County



Photo 45—US-25E looking east from mile point 25.300 in Knox County to Study Area Boundary

APPENDIX E

MEETING MINUTES

Project: Corbin Small Urban Area Study

Purpose: Project Team Meeting #1

Place: Corbin City Hall, Corbin, Ky.

Meeting Date: December 14, 2009, 10:30 am EST

In Attendance:

Christopher Harris	KYTC-D11 Engineering Support
Daniel Hoffman	KYTC-D11 Project Delivery & Preservation
Joel Holcomb	KYTC-D11 Engineering Support
Phillip Howard	KYTC-D11 Project Delivery & Preservation
Adam Knuckles	KYTC-D11 Planning
Joseph E. Mosley	KYTC-D11 Project Development
Quentin Smith	KYTC-D11 Project Delivery & Preservation
Lesli Gill	Cumberland Valley ADD
Jill Asher	KYTC-CO Planning
Sreenu Gutti	KYTC-CO Planning
Tonya Higdon	KYTC-CO Planning

INTRODUCTIONS: Tonya Higdon opened the first Project Team Meeting by asking meeting attendees to introduce themselves and fill out a sign-in sheet. A meeting agenda and other handouts were given to all meeting attendees.

STATUS OF STUDY: Tonya stated that Kentucky Transportation Cabinet, Central Office Planning was performing a Small Urban Area (SUA) Study for the City of Corbin and adjacent areas impacting this city. Jill Asher shared that Small Urban Area transportation studies are conducted on cities with a population between 5,000 and 50,000, and this one is being done in-house by KYTC Central Office, Division of Planning. The purpose of this study is to identify and examine transportation issues in Corbin with a focus on short-term, low-cost improvements that can be quickly implemented, not just long-term projects to be included in the Six-Year Plan. In addition to identifying both long-term and short-term projects, this study will also list local transportation concerns for the purpose of helping local officials prioritize those areas outside the state's responsibility.

Tonya Higdon described the project area as including those areas in the incorporated limits of the City of Corbin as well as those adjacent traffic generators and roadways that directly impact Corbin. She referred to the provided map of the study area boundary and noted that numerous roadways were reviewed within this three county study area. Jill noted that we could include modify the study area, if desired.

OTHER PROJECTS: Tonya stated that no projects were identified in the 2008 Highway Plan within this study area. She noted that previously a project was identified for widening a portion of I-75 within this study area but was removed from the last version. Tonya also mentioned that there were several projects on the Unscheduled Projects List (UPL). She noted comparing any suggestions with the current UPL projects to make sure no redundancy occurred. The UPL projects will also be noted in the report.

EXISTING CONDITIONS: Tables and maps of the study area displaying roadway conditions, current and future Average Daily Traffic (ADT) counts, and crash data were provided to the project team members. Tonya reviewed the information on the state routes within the study area and any potential problem areas identified through the data analysis process. The project team members were asked to identify any areas they considered a concern that may need to be addressed. The following concerns were discussed:

- The KY 1629 and US 25E intersection was noted as the worst intersection in the state by Chris Harris. He also stated a signal timing project was recently completed with Highway Safety Improvement Program (HSIP) dollars.
- Several Crash Rate Factors (CRFs) > 1.0 at intersections along US 25E with a few HSIP projects.
- KY 3431 warrants further review as the crash data indicates a problem along this corridor.
- KY 727 was inquired about by Joey Mosley as adequacy ratings are low, roadway is narrow and gets school traffic. Tonya noted that the initial field visit included this roadway and intersection with new school access.
- KY 727 at Black Diamond intersection has safety concerns. It was suggested to take out a trailer and realign the curve to bring in the roadway at another intersection. Jill noted that we would include these concerns in our report.
- KY 727 at Woodland has safety issues related to site distance with the stone wall and runoff/drainage issues resulting in a recent fatality per Phillip Howard.
- KY 727 at KY 1259 has site distance issues that should be addressed.
- US 25W at KY 26 and US 25 has back up issues in left turn lane from US 25 W onto US 25 as observed during the first field visit with Adam Knuckles and Central Office Planning Staff. The District will look at safety issues at intersection. Tonya mentioned retiming signals to allow for more green time for US 25W traffic since there is nearly double the traffic on this route compared to KY 26. The left-turn lane from US 25W onto US 25 could be extended as well. Adding another left-turn lane may help but would require widening two lanes on US 25 and as a result, create right of way issues. This area is already identified as a “High” priority by the District.
- KY 312 near KY Avenue has a stretch of concern with roadway being curvy and narrow. This section of roadway has a 16-inch to 18-inch water main on one side. The City of Corbin is interested in improving this section of roadway.
- The interchange at US 25 W South is terribly congested and should be addressed. Leslie Gill noted that US 25 W backs up onto the interstate during some Arena Events.
- Locals want a light at Applebee’s, and counts have been done but they haven’t been analyzed yet. One suggestion was to block off access for left turns at this location and encourage a U-turn at the light.
- Widening of US 25W between KY 3041 and KY 26 was initially considered due to identification of several schools in the area among other traffic generators. During the meeting, however, it was identified that the Corbin school districts may have plans to move all schools away from downtown and, as such, widening would not be needed long-term. Also, of the three schools identified in the environmental footprint, some thought that two were possibly closed school sites or even small private schools.
- Concern was raised regarding arena traffic directly across from Trillian Way. Also, the arena has a secondary entrance at Bacon Creek, but there is no light at this intersection and police

direct traffic for events. There is also a theatre next to the arena at Applebee's, and consideration should be given to limiting access points in the Applebee's area.

Jill asked to let us know of any other issues not currently identified such as signal timing, need for signal, signage problems and need for new signs. Chris agreed to send a list of HSIP projects to Tonya in the area. Tonya also requested to look at traffic counts for relatively new traffic generators including the new school on KY 727 and Arena on US 25 W. Tonya will provide the UPL map.

The following list of roadways has been reviewed and photos taken a week ago with Adam Knuckles and the Central Office Planning Staff of Tonya, Jill Asher & Sreenu Gutti: KY 727, US 25 W, US 25 E, I 75, KY 312, KY 830 and KY 1232. Today, the following roadways will be reviewed by Adam Knuckles, Joey Mosley, and Quentin Smith from the District and Jill Asher, Sreenu Gutti & Tonya Higdon with Central Office Planning: KY 3041, KY 1629, KY 3431 and KY 2417.

ENVIRONMENTAL FOOTPRINT AND ENVIRONMENTAL JUSTICE: Tonya Higdon provide a draft map identifying environmentally sensitive locations in the study area and asked that all team members including the Environmental Coordinator review and provide any updated information they have to improve the accuracy of the map. We would like to also receive feedback for this map before the first Advisory Committee Meeting.

An Environmental Justice (EJ) report will be done by the CVADD. Lesli Gill mentioned the need to have her Director notified before she can begin work on this project. Tonya stated she would send out a letter to her Director requesting this report.

NEXT STEP: ADVISORY COMMITTEE MEETING: The Advisory Council Meeting will likely be scheduled around the first week of February. Tonya and Jill noted the Advisory Committee shall consist of local officials, emergency management groups and other stakeholders in the project area. Lesli agreed to send Tonya a list of possible local officials, emergency management, and other stakeholders. District Team Members were also advised to provide names of other possible attendees. Joey Mosley agreed to reserve Corbin City Hall again for the next Corbin SUA meeting likely to be held the first week of February. Tonya will send out meeting minutes and invitations for the next meeting. She also asked to get feedback from individual team members in 3 to 4 weeks from today's date.

END OF MINUTES

MEETING MINUTES

Project: Corbin Small Urban Area Study

Purpose: Project Team Meeting #2

Place: Corbin City Hall, Corbin, Ky.

Meeting Date: June 23, 2010, 10:00 A.M. EST

In Attendance:

Amy Collins	KYTC-D11 Design
Dean Croft	KYTC-D 11 Environmental Coordinator
Taylor Davis	KYTC-D 11 Design
Jonathan Dobson	KYTC-D 11 Public Information Officer
David Fields	KYTC-D 11 Design
Daniel Hoffman	KYTC-D11 Project Delivery & Preservation
Phillip Howard	KYTC-D11 Project Delivery & Preservation
Wes Hyttle	KYTC-D11 Design
Quentin Smith	KYTC-D11 Project Delivery & Preservation
Lesli Gill	Cumberland Valley ADD
Steve Ross	KYTC-CO Planning
Tonya Higdon	KYTC-CO Planning

INTRODUCTIONS: Tonya Higdon opened the second Project Team Meeting by stating the reason for this meeting as it relates to the Corbin Small Urban Area Study. She then asked meeting attendees to introduce themselves and fill out a sign-in sheet. A meeting agenda, advisory committee meeting minutes and handouts on project recommendations were given to meeting attendees.

STATUS OF STUDY: Tonya stated the first Project Team Meeting took place on December 14, 2009 and the first Advisory Committee Meeting was held on February 9, 2010. Several suggestions were made for roadway improvements within the study area at both meetings and through a web-based public questionnaire. Recommendations were reviewed to present at this meeting.

PROJECT RECOMMENDATIONS: The project team discussed each recommended project in detail. Each recommended project was presented in one of three identified categories based on project origination and party responsibility. The categories were KYTC Long-Term, KYTC-D 11 Short-Term, and Local Projects. The projects classified as Long-Term are of the scale that they would most likely need to be included in the Recommended Highway Plan to receive the necessary funding. KYTC Short-Term Projects are those most likely to be addressed by the district possibly through maintenance or Highway Safety Improvement Project (HSIP) funds. Tonya also noted that some original data downloaded from the State Police Collision Database was found to not be complete. A few additional areas were identified since then to have higher Critical Rate Factors (CRF). Responses from the web-based questionnaire were also reviewed by the attendees during this time. Comments and classifications for each project are listed below:

KYTC Long-Term:

1. ***US 25W Improvements at Interstate 75 between mile points 29.20-29.610*** - The recommended approach to this project area is much the same as that recently implemented at the northern interchange of Interstate 75 with KY 770. Provide access management, turn lanes and signalize intersection at controlled access point. An additional eastbound through lane under the Interstate 75 bridge was suggested by the district along with widening US 25W to four lanes from I-75 west before tapering back to two lanes outside the project study area. The district confirmed there was adequate room under the bridge for the extra lane and pier location would not impact the additional through lanes. This is a “Long-Term” project.
2. ***US 25W from mile points 29.683-30.600 including Bacon Creek & Hospital Intersections*** - Provide access management along US 25W by closing off multiple private access points. Signal warrant analysis is recommended at both US 25W intersections with Bacon Creek Rd and Trilliam Way/Hospital Entrance to determine which intersection is best suited for a traffic signal. If signalization is found to be warranted and removal of multiple private access points along US 25W are feasible, motorists should be required to utilize the access road through these intersections to help reduce crash rates along this section of roadway. The access road must also be extended to reach all businesses and reviewed to meet needed function. This is a “Long-Term” project.
3. ***US 25W and Local Road (7th Street/Meadow Lane) Intersection Improvements*** - Consideration for added turn lane mainly due to the need for improvements at intersection of US 25W & KY 26 and will be addressed in that project. 7th Street to be widened at intersection with US 25W to provide added Turn Radius onto 7th street. District to determine if widening 7th Street at intersection is a “Short-Term” or “Local” project.
4. ***US 25W and KY26 Intersection Improvements*** - Consideration should be given to one-way couplets for congestion relief on US 25W/Main Street between 11th Street and 14th Street to provide continuation of the one-way street system. The option considered here will be to widening US 25W (North leg) to add 2 through lanes in each direction and a TWLTL. Also, a 2nd left turn lane from US 25W (West leg) onto US 25W (North leg) will be included to help relieve congestion backups on US 25W. These improvements will require purchasing right of way and relocating utilities. This is a “Long-Term” project.
5. ***KY 312 Improvements in Whitley County between mile points 0.350 to 0.820*** - This was the original route to Corbin before US 25 E was built. Site distance issues should be addressed through this section of roadway by improving the alignment and widening the shoulders. This is a “Long-Term” project.

6. ***KY 312 Improvements in Whitley County between mile points 1.700 to 2.542*** - This urbanized state route is a more direct route to downtown Corbin from western Laurel County and was the original route to Corbin before US 25E. Concentrated portions of the route have a significant number of private access points that appear around vertical and horizontal curves. This route is known for a high incidence of crashes. From mile point 2.200 to 2.500 there are historic properties as well as curb and gutter. There are also two large water mains (one 16 inch & other 12 inch) in roadway and steep grades of approximately 8-10% around the Gordon Hill Area. Curb and Gutter should be added between KY 2384 & Jesson Street. A left turn lane onto KY 2384 from KY 312 (East Leg) should be considered due to increased traffic to new school. Site distance issues to be improved by widening lanes to 11ft and adding shoulder to existing and proposed sections with curb and gutter. This is a “Long-Term” project.
7. ***KY 312 Improvements in Knox County between mile points 1.097 to 1.313*** - This is a direct urbanized state route to downtown Corbin from US 25E as well as a direct route to shopping centers and commercial developments along US 25E and KY 312 from downtown. HSIP funds are being requested to address improvements to the intersection with US 25E. Consideration should be given to adding a right turn lane on US 25E (West Leg) onto KY 312 and US 25E (East Leg) onto World Drive Shopping Center. A traffic count is warranted at the intersection of KY 312 and North Commonwealth as a right turn lane into North Commonwealth Drive to access the back entrance into the Kroger shopping center and McDonald’s should also be contemplated as well as the addition of a right turn lane from south leg of KY 312 into the Wal-mart shopping center at this intersection. The left turn lane onto N. Commonwealth Avenue from the south leg of KY 312 should also be considered for an extension. Individual crash reports are to be pulled and reviewed by Tonya to provide further details on the high number of angle crashes. This could be considered a “Short-Term” project if HSIP funds can be utilized, otherwise this will be a “Long-Term” project.
8. ***KY 727 and KY 3421 and Black Diamond Road Intersection Improvements*** - A traffic count is initially warranted at this location due to the addition of the new school. One option is to relocate KY 3421 further east for a perpendicular tie in to KY 727 to help minimize intersection confusion and allow for a more desired turn radius when entering KY 3421 from KY 727. This is a “Long-Term” Project.
9. ***KY 727 Improvements between mile points 1.439 to 4.580*** - Increased traffic generated by the new school has contributed to the added concern along this mainly urban minor arterial street. There appears to be site distance concerns along the route to include a stone wall and numerous curves. There is also little to no shoulder throughout much of the corridor and guardrail to be considered from McFadden Drive to Woodland Acres. The district noted that some portions of this section of roadway are being addressed with HSIP funds to include the removal of the stone wall and addition of guardrail. Site distance issues should still be addressed throughout this section of roadway by improving

the alignment and widening the shoulders. Drainage issues should also be considered along with painting curbing between mile points 3.790 to 4.580 of route to limit parking along this section with a high critical rate factor, narrow lanes due in part to added parking and a low adequacy rating. The initial portion of this project is considered a “Short-Term” project including potential painting of the curb, while the proposed realignments, shoulder widening and addressing drainage issues would be considered a “Long-Term” project.

10. ***KY 1629 Improvements between mile points 0.196 to 1.128 including North Commonwealth Rd Intersection*** - This intersection should be positively impacted by the proposed improvements to the adjacent intersection of US 25E and KY 1629. From this intersection, consideration should be given to delineate a left turn lane onto Commonwealth Rd in an attempt to help reduce backup conditions onto the US 25E intersection by allowing through traffic to continue without interruption through this secondary intersection towards the Arby's and commercial/industrial development. Consideration may be given to widening the shoulder and curve improvements along the remaining KY 1629 route in an attempt to help improve sight distance. The North Commonwealth Intersection improvements could be considered for HSIP funds and if so, would be moved from a “Long-Term” project to a “Short-Term” project. However, the shoulder widening and curve improvement portion of this project would still be considered a “Long-Term” project.
11. ***KY 3431 Improvements between mile points 0.000 to 0.650 including US 25W Intersection*** - Realign road to allow for a more perpendicular connection to US 25W, widen roadway and shoulder. Consider adding a left turn lane from KY 3431 onto east leg of US 25W as well as providing access management along US 25W adjacent to this intersection. This is a “Long-Term” Project.
12. ***KY 3431 Improvements between mile points 0.650 to 1.300*** - When entering this section of roadway from the north leg of the US 25E intersection, sight distance is limited by the vertical curve approach. Access management is also a factor in this area with both a private fueling station entrance and KY 1223 intersection being less than a few hundred feet from the US 25E and KY 3431 intersection. Currently there is only one north bound lane from the north leg of the US 25E intersection. A designated left turn lane onto KY 1223 from KY 3431 would help reduce backups onto the US 25E intersection as the through traffic will no longer be held up by those turning left onto either KY 1223 or the private fueling station entrance. Consideration should be given to eliminating the private fuel station entrance at KY 3431 that is approximately 100 ft from the US 25E intersection. This entrance also adds to the backup from the north leg of the US 25E and KY 3431 intersection. This station also has two or three additional entrances including one access point from KY 1223. Multiple private entrances also exist further north along this route at both vertical and horizontal curves. The district may consider some vegetation removal and possibly cutting back a few earthen banks in an attempt to improve sight distance at other high collision locations in remaining route. This is likely a “Long-Term” Project, if HSIP funds are not available, while some components have the potential to be addressed by maintenance. Considerations should also be given to the

possibility of combining this project with the proposed HSIP project for the US 25E and KY 3431 intersection improvements.

- 13. US 25 and US 25E Intersection Improvements** - There is a high incident of segment and spot collisions in and around the intersection of US 25 & US 25E. High traffic volumes and grade changes have contributed to the higher risk of accidents most of which are the rear end type. District noted having reviewed the concerns at this location. They are currently considering the addition of dual left turn lanes at this intersection and extending these lanes. An interchange is also being reviewed and will have a significant cost.

KYTC Short-Term:

- 14. US 25E and KY 3431 Intersection Improvements** - Sight distance appears to be a significant factor due to the vertical curve when approach the US 25E intersection from KY 3431 at either the north or south leg and compounded by the increasing grade on US 25E from the west leg to the east leg of this intersection. The adjacent intersection with KY 1223 appears to be affecting traffic as backups from either intersection can affect the other. The intersection of KY 3431 and US 25E can have sight distance improved by leveling out the KY 3431 approach to the US 25E intersection from both the north and south leg. An extended designated right turn lane on the north leg of KY 3431 onto the west leg of US 25E would be beneficial to reduce traffic backups that can block the KY 1223 intersection with KY 3431. A left turn lane from the south leg of the intersection on KY 3431 would also help to cut down traffic signal phase timing. This is a good candidate for HSIP funds due to the high incident of collisions and as such considered a “Short-Term” Project.
- 15. US 25E and KY 1629 Intersection Improvements** - HSIP funds have been requested for this project. Review performed 9/22/09. The addition of a right turn lane on the west leg of US 25 E onto KY 1629 south and a right turn lane on north leg of KY 1629 at intersection with US 25E should help to relieve backing up of traffic on both US 25E and KY 1629 at this intersection. A designated left turn lane from KY 1629 (South leg of US 25E intersection) onto the adjacent North Commonwealth Avenue should be considered to allow through traffic from the US 25E intersection to continue on to Wendy’s or other commercial developments along KY 1629. “No blocking intersection” signs to be considered by maintenance.
- 16. US 25E Improvements between mile points 25.100 to 26.197** - Considerations should be given to constructing left turn lanes between crossings to allow those vehicles turning left to get out of driving lanes. Access management to also be considered in limiting the number of left turn lanes along this highly traveled corridor.
- 17. US 25W and KY 26 Intersection Improvements** - Improvement to this intersection would initially warrant a review of signal timing in an attempt to reduce congestion on US 25W from left turn lane backups. The district will confirm that a recent signal timing analysis was completed by traffic. If signal timing has recently been adjusted, this project will be removed from the study.

- 18. US 25W and KY 312 Intersection Improvements** - A traffic movement count may be considered to determine if extending the left turn lane on west leg of US 25W onto the US 25W north leg is warranted. If doing so is not needed, this project will be removed from the study.
- 19. KY 1232 and KY 2417 Intersection Improvements** - Site distance should be improved by either cutting back or removing the bushes located at the northeast corner of the intersection. The approach to this intersection from KY 2417 should be widened to allow for an appropriate turning radius onto KY 2417 from KY 1232. Consideration should be given to making this a 4-way stop.
- 20. KY 1629 Improvements between mile points 0.196 to 1.128 including North Commonwealth Rd Intersection** - The addition of signage stating “Do Not Block Intersection” as well as larger stop sign and stop bar at south leg of the North Commonwealth Road intersection should help reduce the crash rates seen at this location. This intersection impact is directly tied to the needed improvements on US 25E and KY 1629. Consideration should be given to provide additional stop signs with stop bars at “Y” intersections to local roads located along KY 1629.
- 21. KY 3431 Improvements between mile points 0.000-0.650 including US 25W Intersection** – Provide access management to the area around the KY 3431 and US 25W intersection to help improve sight distance and congestion at this location.
- 22. KY 1259 and KY 2989 Intersection Improvements** - Consideration should be given to confirming intersection has required stop sign on KY 2989. Once sign has been confirmed, this project will be removed from the study.
- 23. KY 1259 Improvements** - Consideration should be given to adding a shoulder and ditch line to route. Further team discussion concluded that the ditch line was previously filled in by property owners causing water to enter roadway. Right of way will be required to relocate utilities. The KY 727 and KY 1259 intersection concerns may best be addressed by providing a perpendicular tie-in to KY 727.
- 24. US 25 Improvements between mile points 0.240 to 1.210 including KY 2392 (Camp Ground Road) Intersection** - There is a high incident of segment and spot collisions along this portion of US 25. This area of concern was specifically noted due to rear ending of vehicles in passing zone turning left onto KY 2392. The district noted that this area was currently being addressed by converting a passing lane into two lanes with a TWLTL on US 25 South.

Local:

- 25. Adams Lane Improvements** – Concern was raised during Advisory Committee Meeting over need to repave Adams Lane. KYTC Central Office to check records to see if State or Local Government is responsible for maintenance to include paving of this roadway.

26. Black Diamond Road Improvements – An Advisory Committee Member requested someone from the district to advise the local roadway agency on required procedures for selecting a contractor to stripe roadway.

ENVIRONMENTAL JUSTICE: Lesli Gill with the Cumberland Valley Area Development District completed an Environmental Justice (EJ) report for the Corbin study area. She presented her findings to the meeting attendees. Although there were some identified concentrations of minority populations and populations of people over 65 years of age, neither was considered to be adversely affected by this study's project recommendations. There were also elevated percentages of populations below the poverty level as well as persons over five with disabilities identified, but both groups are considered common for the surrounding counties as well as this study area.

NEXT STEPS:

Tonya will develop and distribute meeting minutes. She will also make a final list of project recommendations as well as work with Joey, David and other district staff as they determine preliminary cost estimates. Project cost estimates should be broken down into Design, Right-of-Way (ROW), Utilities, and Construction. Those projects costing less than \$10,000 can be listed as such. The second Advisory Committee meeting will be scheduled by Tonya upon receiving the cost estimates from the district. The district will need six weeks or more to work on these estimates. Initially, late August was considered a likely time to hold the 2nd Advisory Committee Meeting. However, further discussion with district staff identified the next meeting to occur in late summer to early fall.

END OF MINUTES

APPENDIX F

Corbin Small Urban Area Study-Public Involvement Questionnaire

Corbin, Kentucky

Knox, Laurel & Whitney Counties

1. Please define places where you are having trouble entering a roadway because you cannot clearly see oncoming traffic.
2. Please identify places where water ponds on the roadway during rain events.
3. Please define places where congestion is bad and/or a lot of crashes occur.
4. Please note intersections that you consider confusing.
5. Please identify locations where signage needs to be added.
6. Please define places where sidewalks are considered unsafe and need to be created.
7. Please note any other locations where walking or crossing the roadway is difficult for pedestrians.

APPENDIX G

MEETING MINUTES

Project: Corbin Small Urban Area Study

Purpose: Advisory Committee Meeting No.1

Place: Corbin City Hall, Corbin, Ky.

Meeting Date: February 9, 2010, 10:30 A.M. EST

In Attendance:

Dennis Loma	City of Corbin
Williard Buy	City of Corbin
Bill Cannon	City of Corbin
Ron Baker	Laurel County Magistrate District 2
Jeffrey Book	Laurel County Magistrate Fiscal Court
David Myers	Whitley County Magistrate District 2
Kelly L. Harrison	Whitley County E.M.S.
Sheila Norman	Whitley County E.M.S.
Jimmy Bridges	Ambulance Incorporated of Laurel County
Terry McNees	Pepsi-Cola Company
David Fields	KYTC-D11 Engineering Design
Wesley Hyttle	KYTC-D11 Engineering Design
Dean Croft	KYTC-D11 Environmental Coordinator
Joseph E. Mosley	KYTC-D11 Project Development
Quentin Smith	KYTC-D11 Project Delivery & Preservation
Lesli Gill	Cumberland Valley A.D.D.
Jill Asher	KYTC-CO Planning
Tonya Higdon	KYTC-CO Planning

INTRODUCTIONS: Tonya Higdon began the first Advisory Committee Meeting by introducing herself and asking all attendees to sign-in and pick up a meeting agenda and exhibit handout. She then explained that the Kentucky Transportation Cabinet (KYTC), Division of Planning is performing a Small Urban Area (SUA) Study that includes the area within the Corbin City Limits as well as adjacent areas of Knox, Laurel and Whitley Counties that also impact the City of Corbin. She continued by stating that Small Urban Area transportation studies are conducted on cities with a population between 5,000 and 50,000, and this one is being done in-house by KYTC Central Office, Division of Planning. Tonya then proceeded to ask all meeting attendees to introduce themselves and introductions proceeded around the room.

STATUS OF STUDY: Tonya stated the purpose of this study is to identify and to examine transportation issues in Corbin with a focus on short-term, low-cost improvements that can be quickly implemented, not just long-term projects that may eventually get into a Recommended Highway Plan. In addition to identifying both long-term and short-term projects, this study will also make a list of local transportation concerns for the purpose of helping local officials prioritize those areas outside the state's responsibility. Data analysis was performed on the identified roadways within this study area and was presented to attendees graphically in the exhibit handouts. This same information was presented in the first Project Team Meeting that was held in December of 2009.

EXISTING CONDITIONS: Tonya described the project area as including those areas in the incorporated limits of the City of Corbin as well as those adjacent areas including traffic generators and roadways that directly impact the City of Corbin. She referred to Exhibit 1 in the handouts that showed the study area boundary and noted that numerous roadways were reviewed within this three county study area. The data analysis process was performed on state and federal routes within this study area in order to help identify any possible problem areas. Tonya proceeded through the handouts and explain acronyms, definitions and associated purpose for the collected data. These handouts also included:

- Exhibit 2-Current (2009) Average Daily Traffic (ADT),
- Exhibit 3-Proposed (2035) ADT,
- Exhibit 4-Critical Rate Factors (CRF) of Analyzed Segments,
- A list of those roadway segments with high CRFs,
- Exhibit 5-Current (2009) Level of Service,
- Exhibit 6-Proposed (2035) Level of Service,
- Exhibit 7-Volume/Service Flow,
- Exhibit 8-Adequacy Ratings,
- Exhibit 9A-0.10 Mile Road Spots with CRF Greater than or equal to 1.0,
- Exhibit 9B-0.30 Mile Road Spots with CRF Greater than or equal to 1.0,
- Exhibit 10- Environmental Footprint.

At the conclusion of Tonya's presentation, she asked that those present participate in a break out session. Jill Asher, Joseph Mosley and Tonya acted as facilitators to each of the three groups in an effort to help the group identify their concerns on project area maps. These maps were also cross referenced with a number onto a note pad where a more detailed description of the problem could be provided for each of the groups. The groups were asked to identify any areas they considered a concern that may need to be addressed (i.e. signal timing, need for signal, signage problems, need for new signs, etc.). The following concerns were discussed:

Group 1 (Tonya Higdon-Facilitator):

- Bacon Creek off of US 25 W has flooding on both ends of roadway that isolates two nursing homes. This road also has narrow lanes and site distance issues. Army Corp. of Engineers involved with review of flooding issues with Whitley County in hopes of addressing this issue.
- KY 25W at KY 26 intersection has traffic back-ups along KY 25W for those turning left onto KY 25 between 1:00 PM and 3:00 PM. The Corbin High School and other nearby Schools as well as the Pepsi Cola warehouse are significant sources of traffic during this peak time frame. This congestion issue is a big problem for EMS having to weave through traffic or just stop. It is also a problem for the Pepsi Cola Facility as traffic backs up past Seventh Street in front of their facility.
- US 25W and Trilliam Way intersection should have a traffic signal review due Hospital access issues during peak times.
- US 25 W at Interstate 75 has traffic back-ups along US 25W all the way to KY 727 prior to reaching Interstate 75 between 7:15AM to 8:00AM. A new school along KY 727 has added considerable congestion to this area. KYTC may need to consider signalization, access management and lane number issues.

- US 25W at KY 3041 has grade concerns that can contribute to unintended increased speed when coming down the hill to a stop light. There appears to be a need to provide an advance warning sign of the upcoming signal.
- The intersection of Black Diamond Road to KY 3421 and KY 727 combined is difficult to maneuver and confusing.
- Black Diamond Road is in need of striping. This newly paved county roadway was built with a turning lane but needs striping to identify it as new school buses utilize this route.
- Seventh Street at US 25W is in need of widening as it is used by Pepsi Cola Plant Traffic for sugar deliveries as well as receiving high residential traffic due to being a cut through route. A turning lane should also be considered.
- KY 1259 and Oak Grove Church Road intersection has no identifying signage in either direction of intersection along KY 1259. "Flashing" signage on Oak Grove Church Road that oncoming traffic along KY 1259 does not stop, should also be considered.
- KY 1259 (Barton Mill Road) is a narrow residential road with steep grades and immediate grade change issues, drainage issues, right of way issues, residential and may be in need of curb and gutter.
- KY 727 has a stone retaining wall that is leaning towards the roadway causing sight distance issues and may need guard rail on the opposing side.
- KY 2989 at Browning Acres has a dip in the roadway that is a concern to EMS crews.
- KY 2989 at the retaining pond should be considered for guardrail.
- KY 830 has drainage issues to be investigated.
- KY 770 at Interstate 75 and Adams Lane is a signalized intersection where reportedly many motorists run the traffic signal. Signalization timing should be investigated at this location.

Group 2 (Joseph Mosley-Facilitator):

- US 25W and Trilliam Way intersection is in need of a traffic signal review due to added traffic during Arena events backing up and impacting entrance to the hospital.
- KY 1629 at the intersection with Cardinal Heights Road is in need of some improvements due to poor geometry. Realignment may need to be considered.
- KY 727 at Fourth Street, Fifth Street and Poplar Street intersections were requested by the City for four-way stop reviews at these locations.
- KY 1259/Scuffer Town Road (near KY 727) needs to have sight distance improved due to view obstruction.
- KY 727 from McFadden Drive to Woodlin Acres should be considered for guardrail in locations where natural off-road obstructions could negatively impact drivers should they leave the roadway.
- An alternate access to the Arena was requested for review by KYTC as traffic is backing up on the I-75 Ramps during events per the City. This concern is in need of further research as the District was not aware of this issue.
- KY 770 near the bridge through Interstate 75 was requested to have KYTC perform a speed limit reviewed by the city police.
- US 25 W from 18th Street (US 25W) North is in need of a congestion relief project due to traffic backups when converging at intersection with KY 26 into 2-lane road before diverging into 2 lanes for each direction at 13th Street. This project was already identified and is on the current UPL.

- North Corbin Bypass should be considered by KYTC to help relieve congestion along US 25E in Corbin and give traffic including trucks a more direct route north to the Interstate to help support economic growth. It would intersect US 25E near the south bypass (KY3041) and then tie to Interstate 75 in Laurel County just north of Corbin. The City requested the current status of this potential project and was informed the project is already a part of the UPL.
- KY 312 at Gordon Hill may need to be considered for widening due to vehicles striking objects along the roadway. Clear zone issues may be a factor here that could lead to need for added lane width and/or shoulder width.
- KY 312, US 25W at Kentucky Street are in need of signal timing review.
- KY 1259/Scuffer Town Road needs utility poles to be moved back from the roadway.
- Fifth Street at Sandfilin Drive is in need of rumble strips and curve markings/signing due to a bad curve.
- KY 1259 at Subdivision Road has drainage issues resulting in debris washing onto the roadway.

Group 3 (Jill Asher-Facilitator):

- US 25 W (Eighteenth Street) has congestion at the traffic signal from the intersection with KY 26 that backs up from schools' afternoon traffic blocking other turns. This is a concern for EMS.
- KY 727 is now congested due to new school traffic all the way to US 25 W.
- KY 3431 is in need of extending right turn lane back in direction of KY 1223 on south side of intersection with US 25E to alleviate congestion and improve safety.
- KY 312 up Gordon Hill is in need of re-paving.
- Arena entrance and Hospital entrance off of US 25 W have a need for traffic being directed during events. Currently, police are directing traffic due to lack of traffic signalization and as a result, may warrant inspecting for signalization during these times.
- KY 2392 (Campground Road) and US 25 intersection has crash issues with vehicles traveling south on US 25 rear ending vehicles turning left onto Campground Road from US 25. A left turn lane may be warranted to minimize rear end collisions.
- US 25 E and US 25 intersection has considerable congestion on all legs of intersection and should be reviewed by KYTC.
- KY 1259 is in need of guardrail along various points throughout route where drop-offs are an issue should a vehicle leave the roadway in these locations.
- Adams Road is in need of resurfacing. This roadway is located on Interstate 75 right of way and as such, can KYTC resurface?

SCHEDULE: Tonya noted the current schedule is to take the information from today's meeting, review and begin developing Long-term, Short-Term and Local recommendations. Then a second Project Team Meeting will be held with KYTC District 11 to help organize the information and to initiate cost estimates for those identified recommendations. Once cost estimates are received, a second Advisory Committee meeting will be held to sort through and prioritize these recommendations with associated cost estimates for each of the Long-Term, Short-Term and Local categories. It is thought this meeting will occur in late spring.

KENTUCKY'S 2008 RECOMMENDED HIGHWAY PLAN: Tonya stated that no projects were identified in the 2008 Recommended Highway Plan within this study area.

UNSCHEDULED PROJECTS WITH PIF DATA: Tonya also mentioned that there were several projects on the Unscheduled Projects List (UPL) with Project Identification Forms (PIFs). She then proceeded to provide those present with a list of those UPL projects within the study area. Tonya then noted that this is the first step in getting a project onto a Recommended Highway Plan but does not guarantee that any project on the UPL gets on the Recommended Highway Plan.

HIGHWAY SAFETY IMPROVEMENT PROJECTS (HSIP): Tonya referred everyone to the Agenda that listed the four projects currently on the HSIP list. At present, none are known to have funds allocated for these improvements but may receive HSIP dollars in the near future.

NEXT STEPS: Tonya noted that there were several individuals who could not be there and KYTC would still like to get their feedback. KYTC has developed a questionnaire on their webpage at the following address: <http://www.planning.kytc.ky.gov/projects/projects/dist11/corbin/corbin.asp> . She asked that all present share this address, which is also listed on their Agenda, with fellow citizens within Knox, Laurel and Whitley Counties.

The 2nd Advisory Committee Meeting will likely be scheduled later in the spring of this year, after the next Project Team Meeting. The second Advisory Committee Meeting will prioritize recommendations with associated cost estimates developed by the KYTC project team from Long-Term, Short-Term and Local Recommendation categories.

END OF MINUTES

MEETING MINUTES

Project: Corbin Small Urban Area Study

Purpose: Final Advisory Committee Meeting

Place: Corbin City Hall, Corbin, Ky.

Meeting Date: January 25, 2011, 10:30 A.M. EST

In Attendance:

Williard McBurney	Mayor, City of Corbin
Bill Cannon	City Manager, City of Corbin
Ed Tye	City of Corbin
Darrell Tremaine	Corbin Independent School District
Bruce Carpenter	Corbin Economic Development Authority
David Westerfield	Laurel County Fiscal Court
Kelly Sutton	Laurel County Fiscal Court
Pat White, Jr.	Whitley County Fiscal Court
Kelly L. Harrison	Whitley County E.M.S.
Joseph E. Mosley	KYTC-D11 Project Development
David Fields	KYTC-D11 Engineering Design
Chris Harris	KYTC-D11 Traffic
Joel Holcomb	KYTC-D11 Engineering Support
Daniel Hoffman	KYTC-D11 Project Delivery & Preservation
Maureen Baird	KYTC-D11 Project Delivery & Preservation
Brandon Peters	KYTC-D11 Planning
Jonathan Dobson	KYTC-D11 Public Information
Lesli Gill	Cumberland Valley A.D.D.
Steve Ross	KYTC-CO Planning
Jill Asher	KYTC-CO Planning
Shane Tucker	KYTC-CO Planning
Tonya Higdon	KYTC-CO Planning

INTRODUCTIONS: Tonya Higdon began the Final Advisory Committee Meeting by introducing herself and asking all attendees to sign-in and pick up a meeting agenda and exhibit handouts. She then explained that the Kentucky Transportation Cabinet (KYTC), Division of Planning is performing a Small Urban Area (SUA) Study that includes the area within the Corbin City Limits as well as adjacent areas of Knox, Laurel and Whitley Counties that also impact the City of Corbin. Tonya then proceeded to ask all meeting attendees to introduce themselves.

REVIEW STUDY PURPOSE: Tonya reviewed the purpose of the Small Urban Area Transportation Study for the City of Corbin and portions of Whitley, Laurel and Knox Counties. This type of transportation study is conducted on cities with a population between 5,000 and 50,000, and this one is being done in-house by KYTC Central Office, Division of Planning. The study identifies areas of concern within the selected Project Study Area through data analysis, public questionnaire responses and Advisory Committee feedback. Projects were then identified as long-term, short-term or a local depending upon funding source and project need. The study's primary focus is on short-term, low-cost improvements to local transportation issues on state roads within the study area. However, long-term

alternatives are also considered in the study. There is no funding allocated for the recommended solutions at this time. Short-term projects which involve lower cost solutions may be able to be completed using maintenance funds or, possibly, funds through the Highway Safety Improvement Program (HSIP), if they are available. A Project Identification Form (PIF) will be completed for those projects recommended by the project team, if the project does not already have one. Those recommended projects will then be considered for the Unscheduled Projects List (UPL) which is prioritized by the regional transportation committees and the KYTC District Offices. This information can then be used to help the General Assembly identify potential projects to place on the Highway Plan.

PROGRESS TO DATE: The initial Advisory Committee Meeting was held last year on February 9th, 2010 at this same location. This first meeting was used to present results graphically and in exhibit handouts from the data analysis that was performed on the identified roadways within the study area. The same information was presented in the first Project Team Meeting that was held in December of 2009. The Advisory Committee and the Project Team identified issues and concerns of roadways within the study area to include the information collected from the public through the website based questionnaire forms. The project team evaluated alternatives for roadway improvements, and the KYTC District 11 Office estimated the planning level cost for the recommendations.

DISCUSS PROJECT RECOMMENDATIONS: Several handouts were distributed during this meeting. They included a project study area map with potential project locations as well as project summary sheets describing the recommended improvements and preliminary cost estimates. All recommendations were reviewed.

KYTC Long-Term Recommendations were discussed as follows:

- US 25W Improvements at I-75 between mile point 29.200 and mile point 29.610 - The District will consider adding an eastbound through lane under the I-75 bridge, widening the roadway between these mile points to four lanes and providing access management with turn lanes and a signalized intersection at the access road located near mile point 29.400.
- US 25W Improvements from mile point 29.792 to mile point 30.600 Including Bacon Creek and Hospital Intersections - A long-term traffic forecast and a traffic model is recommended at this location to determine the best approach in addressing access management concerns.
- US 25W and Seventh Street/Meadow Lane Intersection Improvements - A turning movement count is recommended at this location to determine if a designated left turn lane may be added. Improvements at US 25W and KY 26 should positively impact this intersection.
- US 25W & KY 26 Intersection & Roadway Improvements between mile point 31.223 and mile point 32.525 - A long-term traffic study with a forecast and traffic model is recommended at this location to help identify the best recommendation to provide congestion relief and account for environmental concerns including historical impacts. Mr. Tremaine informed us that the High School was expanding and he anticipated completion in the spring. With this expansion, he noted that both the entrance and exist points for the high school students would change to having them enter school from US 25W and depart from KY 26. This change in travel pattern from the High School, will add more traffic concerns to an already congested intersection.
- KY 727, KY 3421, and Black Diamond Road Intersection Improvements - Relocate KY 3421 to tie-in further east along KY 727 in order to provide KY 3421 a perpendicular tie-in to KY 727.
- KY 727 Improvements from mile point 1.439 to mile point 4.580 - Provide 2-ft shoulders, straighten some curves and increase sight distance through cutting back some earth

embankments and vegetation removal. HSIP funds were recently utilized to remove a stone fence and add guardrail along portions of this route.

- KY 312 Improvements in Whitley County between mile point 1.700 and mile point 2.542 - A drainage study is recommended for this location to determine the best approach to address drainage concerns. A turning movement count is also recommended to determine if a left turn lane should be added from KY 312 onto KY 2384. This portion of roadway should also be considered for widening to 11 ft lanes with 2 ft shoulders.
- KY 3431 Improvements from mile point 0.000 to mile point 0.650 including US 25W Intersection – Realign road for a perpendicular connection and widen to 11 ft lanes with 2 ft shoulders. A turning movement count is also recommended at this intersection to determine if a left turn lane is feasible.
- KY 3431 Improvements from mile point 0.650 to mile point 1.300 – A turning movement count is recommended at the US 25E and KY 3431 intersection to determine if a left turn lane from KY 3431 (south leg) onto KY 1223 (west leg) may be needed to help reduce backups onto the US 25E and KY 3431 intersection. Right in/right out access should be considered at the gas station entrance on KY 3431.
- US 25 Improvements from mile point 0.000 to mile point 1.210 including KY 2392 Intersection – Convert a passing lane into two lanes with a two-way left turn lane on US 25 South and add truck climbing lanes on US 25 Northbound. Joey Mosley mentioned this project was just recently placed on a prioritization list to help identify funding.
- KY 1629 from mile point 0.196 to mile point 1.128 including North Commonwealth Avenue Intersection – A turning movement count is recommended at the intersection with N. Commonwealth Avenue to help determine, if a left turn lane is needed to help reduce backups onto the adjacent US 25E intersection. Sight distance is also recommended to be improved along this section of roadway by adding a 2 ft shoulder.
- KY 312 Improvements in Knox County between mile point 1.097 and mile point 1.313 - A turning movement count is recommended at both the US 25E and N. Commonwealth Intersections with KY 312. If feasible, a right turn lane from US 25E onto KY 312 should be extended, a right turn lane should be added from KY 312 into the Kmart Shopping Center, and the left turn lane from KY 312 onto North Commonwealth Avenue extended.
- US 25 & US 25 E Intersection Improvements - The district recommends a grade separated interchange. Joey Mosley mentioned this project was just recently placed on a prioritization list to receive funding and is close to being funded.

KYTC Short-Term Recommendations were discussed as follows:

- US 25W Improvements from mile point 29.792 to mile point 30.600 including Bacon Creek and Hospital Intersections –A signal warrant analysis should be considered at Bacon Creek. A signal was recently added at Trilliam Way-East (Hospital entrance) and was a part of the original review recommendations for this location.
- KY 1259 Improvements in Whitley County from mile point 0.000 to mile point 1.315 – Add a ditch line and shoulder along this portion of roadway.
- US 25W and Seventh Street/Meadow Lane Intersection Improvements – Consider constructing a larger turning radius onto Seventh Street from US 25W.
- US 25W and KY 26 Intersection Improvements - Signal Timing Review
- US 25W Improvements along Main Street from mile point 32.525 to mile point 33.278 - Adding curb extensions at pedestrian crosswalks rumble strips before signals, painting curbs at no-

parking locations and performing a signal timing review for impact from additional intersection clearance time.

- US 25W and KY 312 Intersection Improvements - A turning movement count should be performed and, if validated, the left turn lane extended on the west leg of this intersection.
- KY 830/Beatty Avenue and Engineering Street Intersection Improvements – A turning movement count is recommended at this location and if needed, a four-way stop be provided.
- KY 3431 and US 25W Intersection Improvement – A turning movement count is recommended at this location to help in determining the effectiveness of access management and need for a left turn lane from US 25W onto KY 3431.
- US 25E at KY 3431 Intersection Improvements – A turning movement count is recommended at this location. If needed, provide an extended right turn lane on the north leg of KY 3431 onto US 25E and a left turn lane on the south leg of KY 3431 onto US 25E. Sight distance would also be improved by leveling out the approach to this intersection from both the north and south leg of KY 3431.
- US 25E and KY 1629 Intersection Improvements – Project a Go as HSIP funds have been identified for this project.
- KY 1629 and Commonwealth Road Intersection Improvements - Project a Go as HSIP funds have been identified for this project.
- US 25E Improvements in Knox County between mile points 25.100 and mile point 26.197 – Turning movement counts are recommended along this section of roadway to help identify areas and best methods to improve access management.

During this meeting, it was stated that KYTC will provide guidance and planning level cost estimates for Local projects. However, the local projects would be the responsibility of the local government to implement and fund. The Local projects discussed were as follows:

- Black Diamond Road Improvements – Striping existing roadway to show a left turn lane into the new school assuming the county roadway meets the required dimensions to allow for this left turn lane.
- Corbin Center Drive Improvements - Extend roadway to allow for more effective use of this access road to businesses and to the Regional Arena/Convention Center.

EVALUATION RECOMMENDATIONS: Tonya asked the Advisory Committee Members in attendance to prioritize separately each category of projects. Those present were asked to rank all the projects numerically with 1 being the highest priority.

The following are the results of this prioritization completed by the Advisory Committee Members.

KYTC LONG-TERM PROJECTS			
ID No.	PROJECT DESCRIPTION	TYPE	Ranking
1LT	US 25W Improvements at I-75 between MP 29.200 and MP 29.610	Reconstruction	2
2LT	US 25W Improvements from MP 29.792 to 30.600 Including Bacon Creek & Hospital Intersections	Traffic Study with Model/ Access Management	3
3LT	US 25W and Local road (7th Street/Meadow Lane) Intersection Improvements	Reconstruction	6
4LT	US 25W & KY 26 Intersection & Roadway Improvements between MP 31.223 & 32.525	Traffic Study with Model/ Reconstruction	1
5LT	KY 727 & KY 3421 & Black Diamond Intersection Improvements	Reconstruction	5
6LT	KY 727 Improvements from MP 1.439 to MP 4.580	Reconstruction/ Maintenance	8
7LT	KY 312 Improvements in Whitley County between MP 1.700 & MP 2.542	Drainage Study/ Reconstruction	12
8LT	KY 3431 Improvements MP 0.000 to MP 0.650 including US 25W Intersection	Reconstruction	7
9LT	KY 3431 Improvements from MP 0.650 to MP 1.300	Access Management/ Reconstruction	11
10LT	US 25 Improvements from MP 0.000 to MP 1.210 including KY 2392 Intersection	Reconstruction	9
11LT	KY 1629 from MP 0.196 to MP 1.128 including N. Commonwealth Ave. Intersection	Reconstruction	10
12LT	KY 312 Improvements in Knox County between MP 1.097 & MP 1.313	Reconstruction	13
13LT	US 25 & US 25 E Intersection Improvements	Traffic Study with Model/ Reconstruction	4

KYTC SHORT-TERM PROJECTS			
ID No.	PROJECT DESCRIPTION	TYPE	RANKING
1S	US 25W Improvements from MP 29.792 to 30.600 Including Bacon Creek & Hospital Intersections	Maintenance/ Signal Warrant Analysis	2
2S	KY 1259 Improvements in Whitley County from MP 0.000 to MP 1.315	Maintenance	4
3S	US 25W and Local road (7th Street/Meadow Lane) Intersection Improvements	Reconstruction	5
4S	US 25W and KY 26 Intersection Improvements-Signal Timing Review	Maintenance	1
5S	US 25W Improvements along Main St. from MP 32.525 to MP 33.278	Reconstruction/ Maintenance	3
6S	US 25W & KY 312 Intersection Improvements	Maintenance	6
7S	KY 830/Beatty Ave. & Engineering St. Intersection Improvements	Maintenance	9
8S	KY 3431 and US 25W Intersection Improvement	Access Management/ Reconstruction	7
9S	US 25E at KY 3431 Intersection Improvements	Reconstruction	8
10S	US 25E and KY 1629 Intersection Improvements	N/A HSIP Funded PROJECT	
11S	KY 1629 and Commonwealth RD Intersection Improvements	N/A HSIP Funded PROJECT	
12S	US 25E Improvements in Knox County between MP 25.100 to MP 26.197	Access Management	10

LOCAL PROJECTS			
ID No.	PROJECT DESCRIPTION	TYPE	RANKING
1L	Black Diamond Road Improvements	Striping	2
2L	Corbin Center Drive Improvements	Reconstruction	1

NEXT STEPS: The Project Team will review and consider the results of the Advisory Committee's ranking before providing the final study rankings. The next step of the study will then be to complete the documentation. A draft of the study will be reviewed before the final draft is made available during the summer of this year. Once the final study is complete, a copy of the study will be made available on the KYTC website by clicking District 11 on the map at http://www.planning.kytc.ky.gov/planning_studies.asp.

END OF MINUTES

APPENDIX H

Name: Donna
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Sometimes in front of the Corbin Center for Technology & Community Activities (where my office is located).

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

In front of the Corbin Center for Technology & Community Activities (where my office is located). It is very tricky trying to pull out and head in either direction because people travel so quickly on Cumberland Falls Hwy. And, it is also tricky to pull out because of congestion in that area.

Intersections that are confusing

Trying to get onto I-75 (heading North) if you are leaving the McDonald's parking lot/exit.

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Karla
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Hawe Street on to HWY 1629

Places where water ponds in the roadway during a rain storm

Master Street

Places where congestion is bad and/or a lot of crashes occur

Falls Road in front of Eldorado's, The area around the new expo center.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Ashley
City: Corbin
State: Kentucky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

On many of the intersections onto Main Street.

Places where water ponds in the roadway during a rain storm

The drainage in the city is terrible. Everytime a hard rain comes the sewer graits are pushed up and water comes out like a water fountain. The city does a great job placing "warning cones" beside them and blocking places such as the underpass that flood. However, it is still VERY dangerous. Many times I have been afraid of loosing control due to the water rushing under my tires.

Places where congestion is bad and/or a lot of crashes occur

In front of Kmart. I'm unsure if that is covered in the city planning, however it is absolutely terrible. Hanging signs were placed on the lights to explain which lane turns, which lane goes straight but noone sees them and far too many accidents occur or almost occur daily. Maybe some new line painting with arrows would help!

Intersections that are confusing

Turning from Depot Street into the underpass. The lines one the road are so faint noone understands that right on red isn't premitted there.

Places where signs need to be placed

In front of Kmart, Intersection of Depot Street/Underpass, some secondary roads off of Main Street and Kentucky Avenue. Also, towards the end of Kentucky Avenue there are always alot of people having to rush to cut into the right lane, to keep from having to turn back left onto Main Street. Maybe a few extra signs explaining the left lane MUST turn left would help!

Places where sidewalks are unsafe or need to be built

Other places were walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: anthony

City: corbin

State: ky

Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

traffic backs up at the intersection of master street and 25e.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Gordon Hill needs to be repaved. It was repaved last year and then evidently some pipe work was done to it after the repaving. It is in worse condition now than it was before it was repaved.

Name: Melissa
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Main Street

Places where water ponds in the roadway during a rain storm

Master Street (very bad), Beatty Ave.

Places where congestion is bad and/or a lot of crashes occur

Cumberland Falls Highway near I75.

Intersections that are confusing

Hwy 25 and Master Street, especially crossing from KMart.

Places where signs need to be placed

A flashing light is needed at Engineer Street and Beatty Ave. There are many wrecks due to people failing to stop at the stop sign.

Places where sidewalks are unsafe or need to be built

Engineer Street

Other places where walking or crossing roads is difficult for pedestrians

Masters Street

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

I do not know of a bicycle facility. Public transportation would be good. There are many employees who would benefit from public transportation.

Name: shawn
City: corbin
State: kentucky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

3rd st on to kentucky st and the monroe st on to kentucky ave

Places where water ponds in the roadway during a rain storm

master st, main st down around police station

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

from W.D branyts to the tire shop on main st and on kentucky ave

Other places where walking or crossing roads is difficult for pedestrians

on 18thst crossing the road after school lets out

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: JAMES
City: CORBIN
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

KY AVE & 5TH ST INTERSECTION. CHURCH BLOCKS VIEW.

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

KY AVE & 5TH ST INTERSECTION.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

GORDON HILL

Other places where walking or crossing roads is difficult for pedestrians

BARTON MILL ROAD

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

GORDON HILL IS CROOKED, AND HAS UTILITY POLES AT THE EDGE OF THE PAVEMENT IN SEVERAL TURNS.

Name: IMA
City: CORBIN
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

TRAFFIC LIGHT NEEDED AT INTERSECTION OF SCHUFFLETOWN ROAD & FALLS ROAD IN CORBIN.

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

CORBIN MAIN STREET IS TOO NARROW FOR TWO LANES OF TRAFFIC AND PARKING ON BOTH SIDES OF THE STREET. PARKING SHOULD BE ELIMINATED ON ONE SIDE.

Name: Durenda
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

From 19th Street turning left onto Main.
15th Street turning onto Main Street.

Places where water ponds in the roadway during a rain storm

Hatfield Ave- just off of Barbourville Street.
Master Street
The underpass.

Places where congestion is bad and/or a lot of crashes occur

18th Street from the east entrance to BRMC and the interstate-there are a lot of businesses and no traffic light. This is a very congested area especially when the Cineplex is busy and or the Arena has an event.
On Master Street at the intersection with Commonwealth Drive.

Intersections that are confusing

Where Beatty meets Master on one side and Hamblin Street on the other. That zigsag is not only confusing it is dangerous, the street is narrow for cars to turn, but with the ambulance service using Hamblin Street as the access to Master street it is very narrow.
Where Hamblin meets Roy Kidd Ave and makes another sharp right then an immediate sharp left.

Places where signs need to be placed

All over, there is not any signage telling people where things are in Corbin. No one from either exit could find downtown, or any of the major attractions in the area.

Places where sidewalks are unsafe or need to be built

Hatfield Ave: we have no sidewalks. The sidewalk along Barbourville street is broken and uneven.
South Kentucky Ave on the west side of 18th street, the sidewalks are broken, uneven. There are no curbs.

Other places where walking or crossing roads is difficult for pedestrians

Master street, 18th street.

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

With the concern for public health and the need for all of us to be more active we need a bicycle route that is safe and not a part of the busy street. Our sidewalks need to be handicap accessible, for pedestrians (who have a difficult time stepping up onto high curbs), motorized wheelchairs, etc. I see many people walking on the edge of streets because the sidewalks are not safe.

Name: Stacy
City: Lily
State: KY Zip: 40740

Places where you have trouble pulling out because you can't see oncoming cars

Leaving HWY 1023 turning onto HWY 229 in Lily. When we pull off of HWY 1023 we have to speed up very quickly because if there is an oncoming car we would likely be hit. There is a slight hill blocking from seeing if anything is coming. At most there is a 4 cars length heads up.

I'm not sure what the fix would be, but I hate pulling out there. I feel so unsafe.

Places where water ponds in the roadway during a rain storm

I grew up on West Greendale Street in Corbin. (Across the Rail Road tracks behind Lanhams Marithon station) My school bus had many problems picking us up because the water would sometimes be knee high. The water would usually span from sone side of my neibors home to the other side of ours.

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

When we firt bought our home we came very close many times to not seeing a revently sharp turn on several occations. There are Arrow signs all over the space on turns that are not as sharp as this one. The location in on HWY 830. Coming from KY 830 where Lynn Camp School is, go to the end, turn on HWY 1023. The last turn before you get to a small bridge located right before you get to HWY 1023. As a matter of fact, the turn coming into the bridge is really sharp and also could use some arrow signs.

Places where sidewalks are unsafe or need to be built

Other places were walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Kristi
City: Corbin
State: Kentucky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

On 5th Street (a state road), as shown on your map, it is the curve directly past Woodland Acres and right before Sanderlin Drive in Whitley County. The curve is shown on your map clearly and isn't difficult to identify. A good friend of mine and my fiance's just recently was killed in a car accident in this curve. I know of many other wrecks that have occurred here in the past 4 years that I have lived on 5th street road. It is disturbing that myself and so many other loved ones are at risk practically everyday when we travel. The road needs to be widened in this area & somehow fixed to where oncoming traffic is in view.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: shelia
City: corbin
State: ky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

scuffletown and fifth st. corbin ky.

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

fifth st.rd. corbin. my son got killed on that road 04/13/2009. he went over enbankment where no guardrails were. several other people have went over same enbankmeny before and after he got killed there.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places were walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: APRIL
City: CORBIN
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

WHERE SCHUFFLE TOWN ROAD AND 5TH STREET ROAD INTERSECT THERE NEEDS TO BE A THREE WAY STOP THAT STOP IS BLIND IN BOTH DIRECTIONS

Places where water ponds in the roadway during a rain storm

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Samantha
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Padgett and Gordon Street

Places where water ponds in the roadway during a rain storm

EVERYWHERE on Masters Street

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Gordon Hill (I forget what the name is, but this is a state road)

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Gordon Hill needs to be repaved near the Intersection with Doody and Padgett. It was repaved last year, then they ripped it up a few months later to do some drainage work or something, and they haven't bothered to patch it properly or even paint the stripes in the road again. It is a very dangerous curve, made more so because of the poor paving.

Name: CINDI
City: CORBIN
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

DEERING ROAD/TIDAL WAVE ROAD

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Main St Corbin needs potholes fixed and parallel parking spots remarked and a bike lane put in
Also, McKeekans Xing and Deering Road are horrible with holes and REALLY needs to be wider

Name: Sammy Don
City: Corbin
State: Ky. Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Roy Kidd and Hamblin St.

Places where water ponds in the roadway during a rain storm

Hamblin St., Roy Kidd St, Poplar St. & Second St. 19th St.

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

Places where signs need to be placed

Cumberland Falls coming from I-75 into town turning lane onto By-pass

Places where sidewalks are unsafe or need to be built

Most of Ky. Street

Other places where walking or crossing roads is difficult for pedestrians

Both sides of Master St, Cumberland Falls Hwy

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: THE HOUSE OF S & J
City: CORBIN
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

PULLING OUT FROM SIDE STREETS ONTO MAIN STREET DUE TO PARKED CARS ON BOTH SIDES

Places where water ponds in the roadway during a rain storm

MAIN STREET FLOODS BUSINESSES ESPECIALLY WHEN TRAFFIC IS NOT STOPPED AND THE CARS PUSH THE WATER OVER THE SIDE WALKS AND INTO THE STORES. MASTER STREET, DEPOT STREET

Places where congestion is bad and/or a lot of crashes occur

AGAIN, CARS PULLING OFF OF SIDE STREETS ON TO MAIN STREET

Intersections that are confusing

CUMBERLAND FALLS HWY AROUND THE ARENA AREA. ROADS NOT MARKED WELL, VERY BAD LIGHTING, NO STOP SIGNALS OR SIGNS

Places where signs need to be placed

CUMBERLAND FALL HWY, SIGNS TO SMALL ON MAIN STREET AND SIDE STREETS

Places where sidewalks are unsafe or need to be built

DEPOT STREET, MAIN STREET, AND SIDE STREETS, CUMBERLAND FALL HWY

Other places where walking or crossing roads is difficult for pedestrians

CUMBERLAND FALLS HWY - FROM INTERSTATE TO MAIN STREET,

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

MAIN STREET HAS SO MANY HOLES AND BROKEN PAVEMENT, ALONG WITH CUMBERLAND FALLS HWY, NO TRAFFIC SIGNAL TO SLOW TRAFFIC DOWN, NARROW STREETS TURNING FROM 18TH STREET ON TO MAIN AS WELL AS MAIN STREET DUE TO PARKING ON BOTH SIDES OF THE STREET.

Name: Karen
City: Corbin
State: KY Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

HWY 26 close to Woodbine

Places where congestion is bad and/or a lot of crashes occur

Intersection of HWY 25 and London HWY.

Intersections that are confusing

directional signage

Places where signs need to be placed

To show the direction of or where the following places are:

1. The Arena,
2. Cumberland Falls,
3. KFC-Museum.
4. ECU campus.

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

bike lanes

Name: Samantha

City: Corbin

State: KY

Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

Places where water ponds in the roadway during a rain storm

Roy Kidd Ave.

Places where congestion is bad and/or a lot of crashes occur

5th street rd. Seems like a lot of crashes in different areas of this road.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Jim
City: corbin
State: ky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

1st and ky; 4th and Ky; 4th and main; main and kentucky connector next to Wyatt insurance;

Places where water ponds in the roadway during a rain storm

all of master street

Places where congestion is bad and/or a lot of crashes occur

4th and kentucky at the red light at central baptist church; 5th and ky coming from main street cause the cars don't see the light. block where the middle school is during the mornings and afternoons when school is starting or letting out.

Intersections that are confusing

Places where signs need to be placed

Places where sidewalks are unsafe or need to be built

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

Name: Kay
City: Corbin
State: ky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

downtown - particularly from 5th onto Main

Places where water ponds in the roadway during a rain storm

5th street, from downtown through to Falls Highway. Master Street

Places where congestion is bad and/or a lot of crashes occur

right at the Exit 25 where the fast food restaurants and movie theater are. There needs to be some organization.

Intersections that are confusing

5th onto Kentucky

Places where signs need to be placed

There is no signing to our local landmarks from the interstate or just off the interstate. We need signs to Cumberland Falls, Main Street, The Arena and ECU.

Places where sidewalks are unsafe or need to be built

EVERYWHERE. The very few sidewalks we have are in horrible condition. There are not enough anywhere in the city. Particularly Tattersall.

Other places where walking or crossing roads is difficult for pedestrians

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

The roads are narrow, without shoulders and not well signed. This is a recipe for fatal incidents. People who attempt to walk, ride bicycles, or otherwise exercise outside are at constant risk because there is so little room on the road, and sidewalks are so needed. We are in one of the most obese areas in the country and our environment - narrow streets, lack of bike trails, lack of sidewalks - is one of the contributors to our condition.

Name: dora
City: corbin
State: ky Zip: 40701

Places where you have trouble pulling out because you can't see oncoming cars

2nd and Main

Places where water ponds in the roadway during a rain storm

master street and vanbeber court area

Places where congestion is bad and/or a lot of crashes occur

Intersections that are confusing

the area in front of the new ARENA at 25 and I75
getting into McDonalds and from McDonalds onto north 75
locating the ARENA entrance
locating the Cinema entrance

Places where signs need to be placed

Signs pointing to downtown Corbin at interstate exits
Signs pointing to main street from the one-way kentucky street leads tourists through corbin without them knowing where the mainstreet area is
Signs at the 75 exit 25 directing tourists toward tourist areas.....such as the falls, and kentucky fried chicken
signage pointing to main street from trademart shopping area

Places where sidewalks are unsafe or need to be built

depot street next to the railroad property

Other places where walking or crossing roads is difficult for pedestrians

main street from 6th going north up to Gordon street
cars travel too fast

Please provide any other comments/concerns about transportation and mobility (including sidewalks, bicycle facilities, transit, etc.) below.

there are no bicycle trails but we need some
the walking trails are used frequently and need to be extended

APPENDIX I

ENVIRONMENTAL
FOOTPRINT

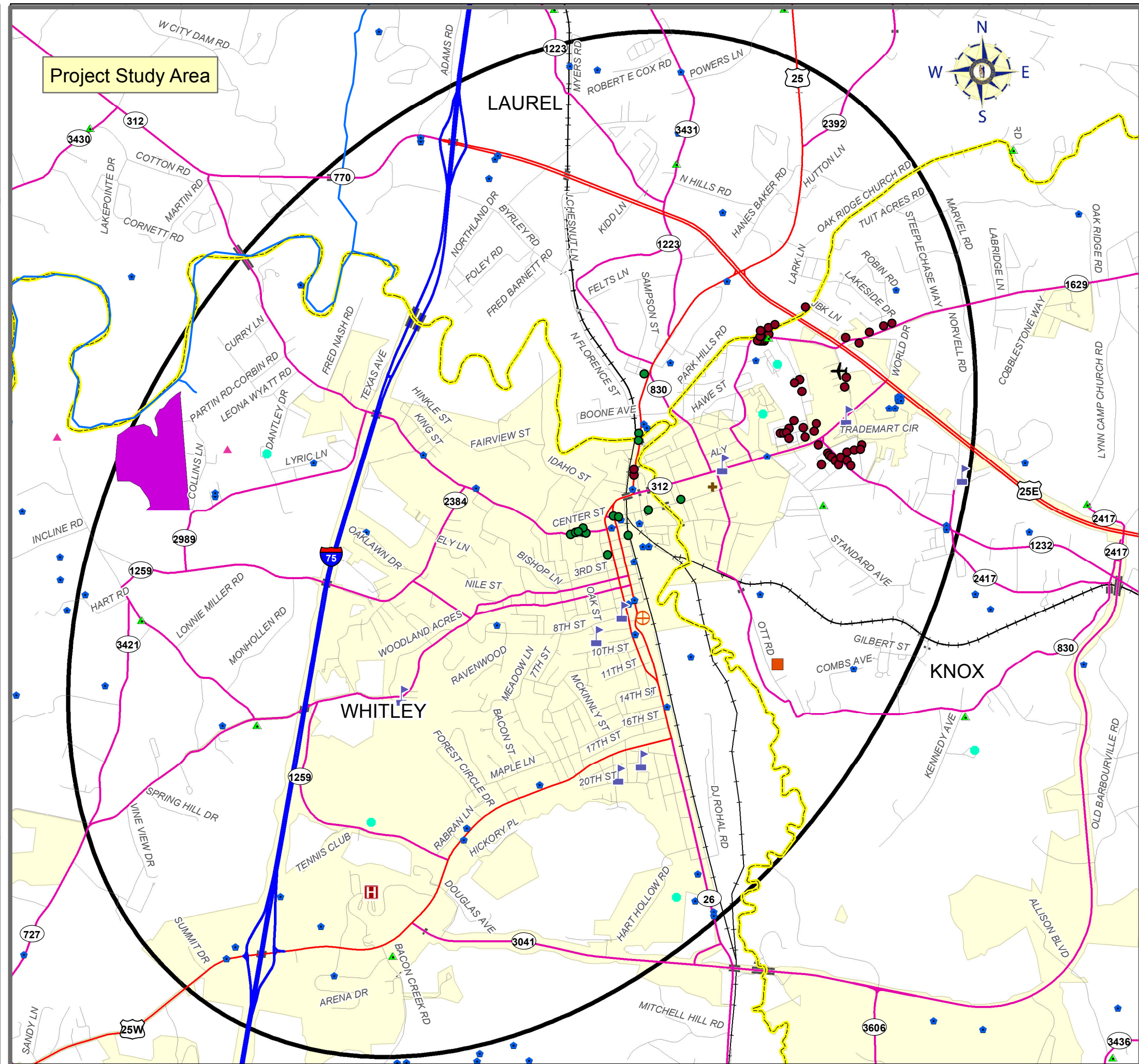
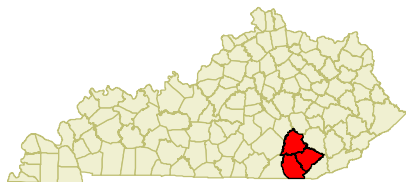
CORBIN SMALL URBAN
AREA STUDY:
KNOX, LAUREL & WHITLEY

LEGEND

- Church
- Cemetery
- Airports
- Emergency Medical Services 2007
- Fire Departments
- Hospitals
- Police Departments
- Schools
- DWM Solid Waste Landfills
- Historic Survey Properties
- National Register Properties
- Major Rivers
- FEMA Q3 - 100 Year Floodplain
- Water Wells
- DWM Solid Waste Areas
- National Register Districts
- Large National Register Properties
- County Boundary Lines
- Interstate
- Parkway
- US Highway
- State Road
- Local Road
- Bridge (Line)
- Study_Area
- County Boundary Polygons
- Active Railroad
- Corporate Boundary Polygons

1,900 0 1,900 3,800 Feet

Kentucky
UNBRIDLED SPIRIT™



APPENDIX J

Corbin Small Urban Area Study: Knox, Laurel & Whitley

Environmental Justice Report



Prepared By:
Cumberland Valley Area Development District
P.O. Box 1740
London, KY 40743



Division of Planning

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Appendices

Appendix A: Census Tracts and Block Groups (Maps)
Population by Black or African American (Map 1)
Population by Hispanic or Latino (Map 2)
Population by Poverty Level (Map 3)
Population by Persons 65 and Over (Map 4)

Appendix B: Census Tracts and Block Groups (Table)

1.0 Introduction

This document assesses the community demographics involved in the Small Urban Area Transportation Study for the City of Corbin, which includes portions of Knox, Laurel and Whitley Counties. The Cumberland Valley Area Development District has analyzed and prepared the following document to identify any concentration of population that could be displaced or segmented as result. The data displayed in this report has been compiled from a number of sources including the U.S. Census Bureau, Kentucky State Data Center, Kentucky Transportation Cabinet (KYTC) Division of Planning, local elected officials, community leaders, and field observations of the study area. The information and results are intended to assist the Kentucky Transportation Cabinet in making informed and prudent transportation decisions in the study area, especially as it pertains to the requirements of Executive Order 12898¹, to ensure equal protection to all groups potentially impacted by the study.

This report includes maps and tables of statistical comparisons of the study area based on US Census tracts and block groups with regard to minority, low income, and aging populations for the United States, Kentucky, Knox County, Laurel County and Whitley County. The Study area includes tracts and block groups directly in and around portions of the defined area.

2.0 Study Findings / Study Area

This Environmental Justice and Community Impact Report should be utilized as a component of the planning study being conducted by Kentucky Transportation Cabinet's Division of Planning, for the US 119 Corridor Study within Knox, Laurel, and Whitley County.

This study is intended to help define the location and purpose of the project and meet federal requirements regarding consideration of environmental issues as defined in the National Environmental Policy Act (NEPA).

The City of Corbin Small Urban Area Transportation Study area contains 17 Block Groups within 6 Census Tracts. The Census Tracts and Block Groups are listed below. (*Appendix A* includes maps). Detailed data of Census Tracts and Block Groups are located in *Appendix B* of this document.

Knox County:

Census Tract 9904

Block Group: 1,3,4,5,6

¹ Executive Order 12898 signed February 11, 1994 states "...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..."

Laurel County:

Census Tract 9710 Census Tract 9711
Block Group: 3,4,5 Block Group: 4

Whitley County:

Census Tracts 9801 Census Tract 9802 Census Tract 9803
Block Group: 1,2,3 Block Group: 1,2 Block Group: 1,3,4

3.0 Study Findings / Population by Race

The defined study area within Knox, Laurel, and Whitley encompasses portions of the following Census Tracts: 9904, 9710, 9711, 9801, 9802, and 9803. Knox, Laurel, and Whitley County's population, by race percentages, is lower than the national and state averages. However, there is one Census Tract and a few particular Block Groups in the study area that warrant further discussion. Tract 9801, 9802, and 9803 within Whitley County, and Census Tract 9904 Block Group 4 within Knox County indicates higher percentage of minority populations than the state. However, these Tracts and Block Groups have lower percentages compared to national levels. Upon review and discussion with local community members, the higher concentrations occurs in one of the Block Groups within each Tract of Whitley County: Census Tract 9801 Block Group 3, Census Tract 9802 Block Group 2, and Census Tract 9803 Block Group 3. As well as one Block Group within a Tract of Knox County: Census Tract 9904 Block Group 4. There is a concentration of Hispanic or Latino population in Census Tract 9904 Block Group 4 located within Knox County at 3.30 percent, which is higher than the remainder of Census Tract 9904. However the Census Tracts and Block Groups showing a higher percentage of Hispanic or Latino population located within Whitley County are adjacent to each other and show similar levels. These Block Groups are located within the older sections of the City of Corbin.

4.0 Study Findings / Population by Poverty

The defined study area within Knox, Laurel, and Whitley encompasses portions of the following Census Tracts: 9904, 9710, 9711, 9801, 9802, and 9803. Knox, Laurel, and Whitley County's population below poverty level exceeds the state and national levels. Although the census tracts defined in the study have higher levels of population below poverty that are higher than state and national levels they are comparable to the regional percentages. However, there are two Block Groups within the study area that have a much higher percentage than the remaining Block Groups. They include Census Tract 9904 Block Group 6 at 43.41% located in Knox County and Census Tract 9710 Block Group 4 at 31.87% located in Laurel County.

Census Tract 9904 Block Group 6 has the highest percentage of the population below poverty level in the study area at 43.41 percent. That percent is three and a half times the national average of 12.05 percent. Census Tract 9710 Block Group 4 is listed as containing 31.87 percent of the population below poverty level, which exceeds the

national and regional averages as well. A subsequent review of poverty data within affected Census divisions should be undertaken to insure that these groups are not disproportionately affected by any projects.

5.0 Study Findings / Population by Persons 65 and Over

The defined study area within Knox, Laurel, and Whitley encompasses portions of the following Census Tracts: 9904, 9710, 9711, 9801, 9802, and 9803. The aging characteristics and percentages for Knox, Laurel, and Whitley County are similar to other Census Tracts in the county, the state, and the nation. However there are some elevated percentages of 65 and over age groups in two Census Tracts. Census Tract 9904 Block Group 5 located in Knox County and Census Tract 9803 Block Group 4 located in Whitley County show an elevated percentage in the number of people 65 and over. Census Tract 9904 Block Group 5 (31.92%) and Census Tract 9803 Block Group 4 (27.29%) shows potential higher levels of aging population. After discussions with other community members, it appears that the higher percentages are the result of older sections of the City of Corbin that falls within the counties of Knox, Laurel, and Whitley Counties. It is anticipated that the implementation of projects would not have a disproportionate affect on the population of persons age 65 and over residing in the study area.

6.0 Conclusion

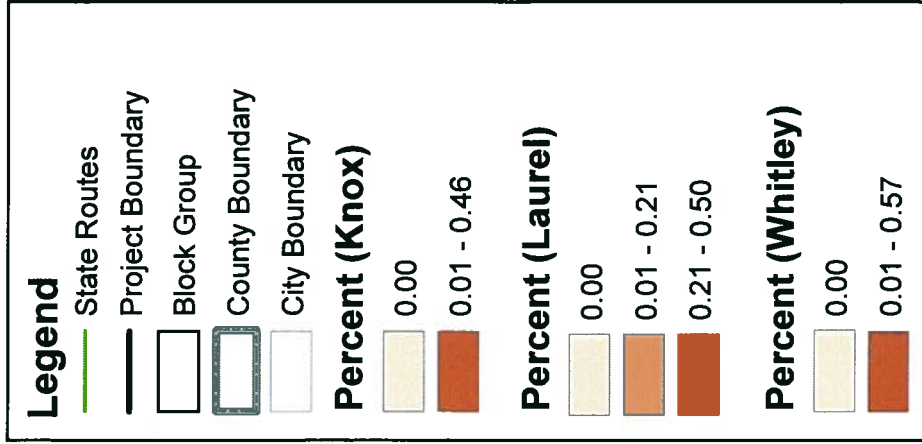
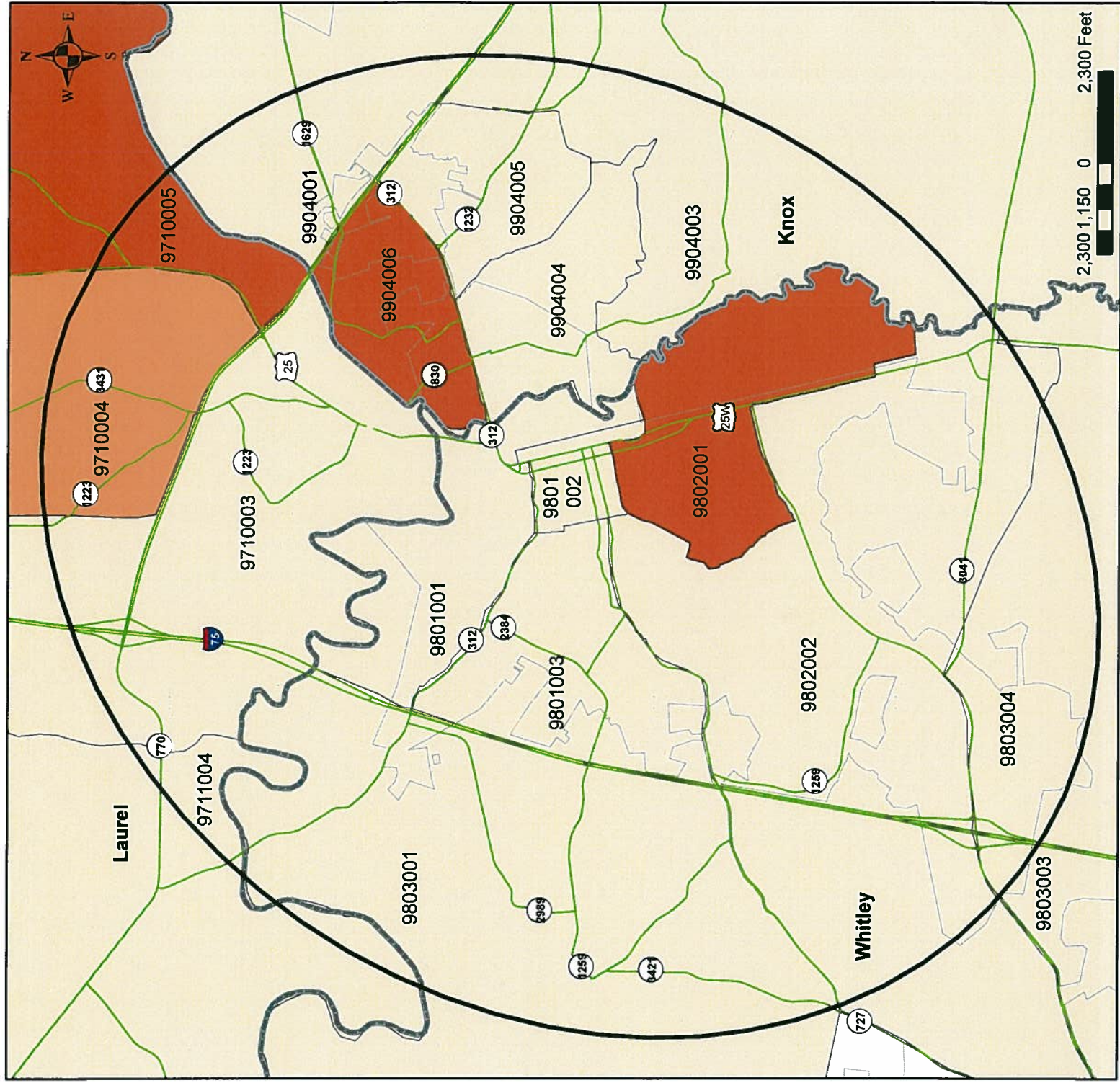
Based on data obtained from the U.S. Census Bureau for income, race, and age, discussions with local officials and field observations; it appears there is a small concentration of populations over 65 years of age within the study area. The concentrations identified should not be affected.

Analysis of the minority population data showed several of the block groups as having an identified concentration of some sort. Some were significant while some were only minor. The more significant concentrations identified were noted in the narrative analysis. All areas within this study should be given full consideration in the planning process to achieve the goals put forth by the U.S. Department of Transportation. The concentrations identified should not be adversely affected by improvements.

The elevated percentages in the populations below the poverty level might be indicative of concentrations throughout the study area. However, based on the economic status of this rural depressed county, these percentages are not uncommon for this area.

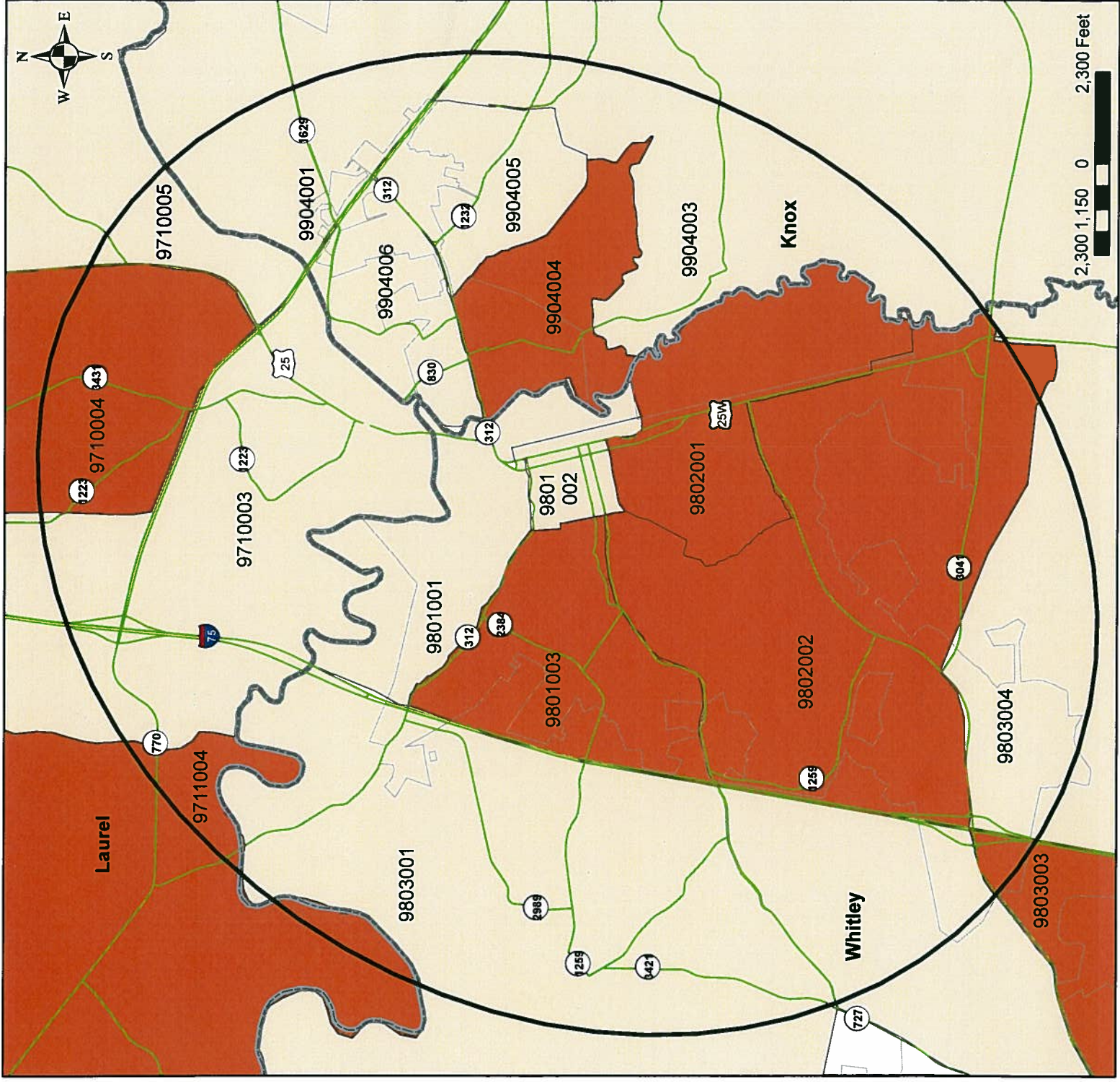
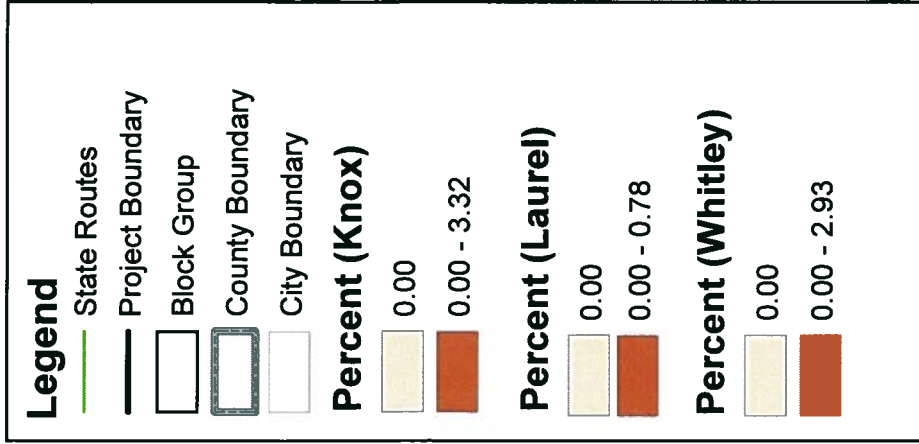
Appendix A Map 1

Population by Black or African American



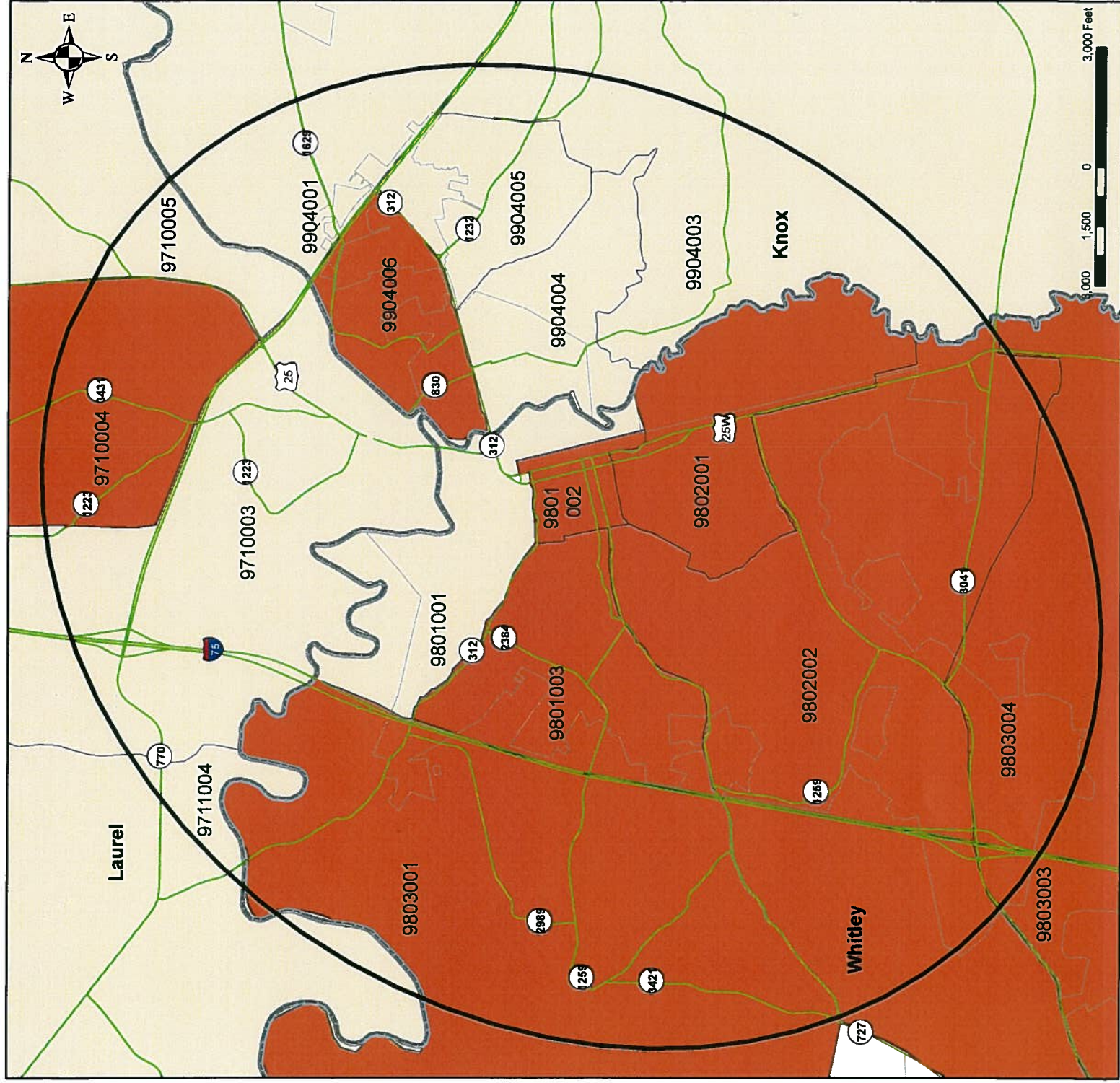
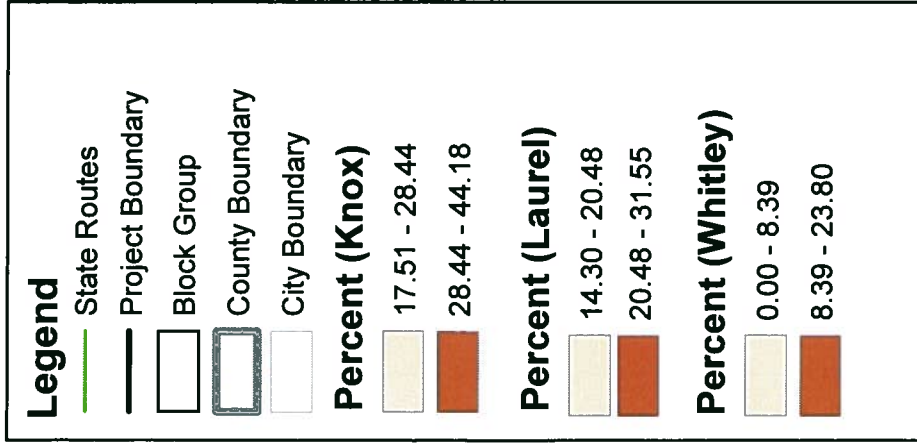
Appendix A Map 2

Population by Hispanic



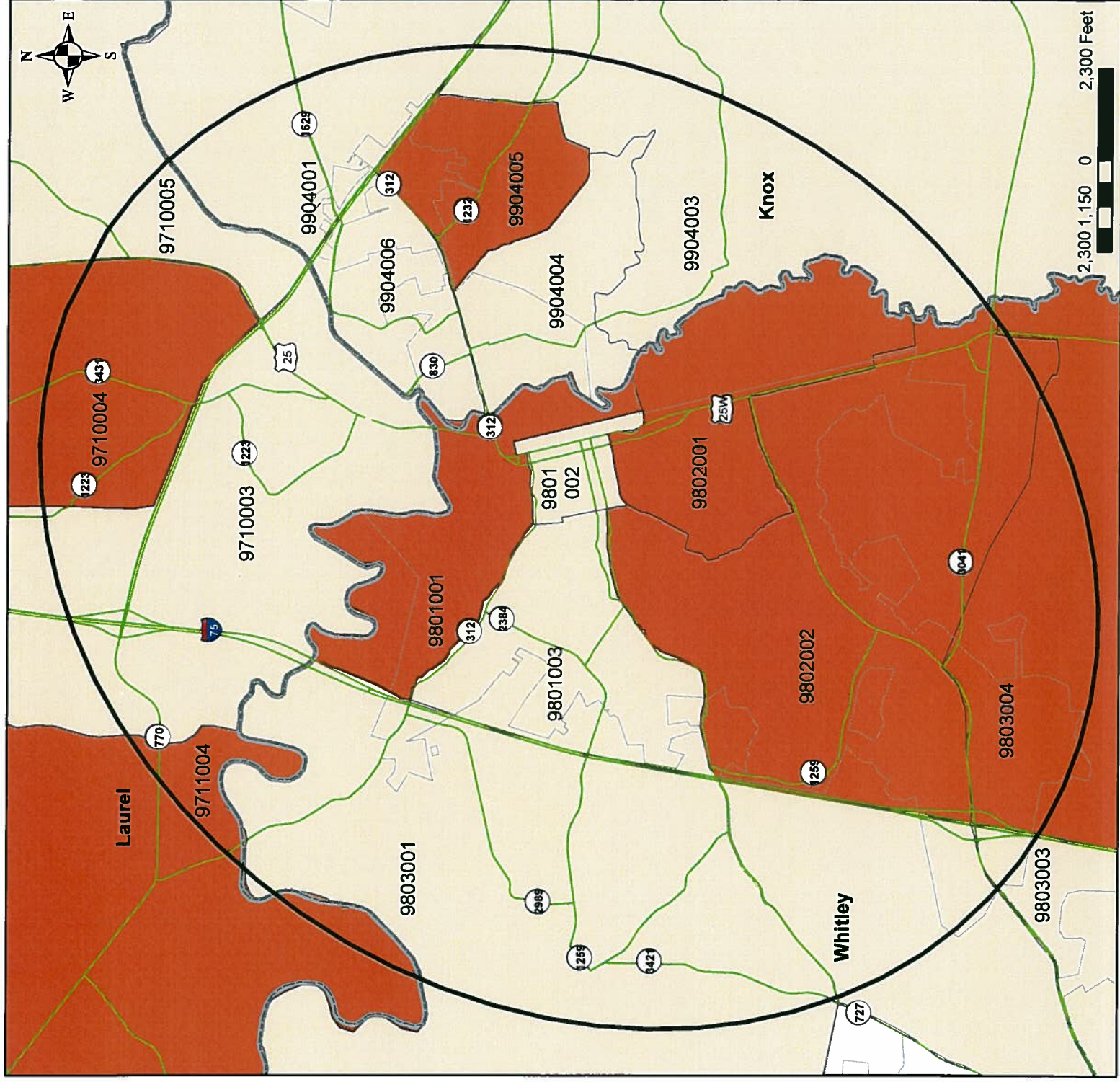
Appendix A Map 3

Population by Poverty Level



Appendix A Map 4

Population by Persons 65 and Over



Appendix B

Region	Total Population	White Alone	Percent White Alone	Black or African American Alone	Percent Black or African American Alone	American Indian and Alaska Native Alone	Percent American Indian and Alaska Native Alone
United States	281,421,906	211,353,725	75.10%	34,361,740	12.21%	2,447,989	0.87%
Kentucky	4,041,769	3,639,168	90.04%	293,915	7.27%	9,080	0.22%
Knox County	31,795	31,101	97.82%	311	0.98%	56	0.18%
Laurel County	52,715	51,423	97.55%	325	0.62%	163	0.31%
Whitley County	35,865	35,083	97.82%	183	0.51%	51	0.14%
Knox County Census Tracts and Block Groups							
Census Tract 9904	6,747	6,648	98.53%	5	0.07%	17	0.25%
Block Group 1	1,563	1,543	98.72%	0	0.00%	0	0.00%
Block Group 3	1,215	1,198	98.60%	0	0.00%	17	1.40%
Block Group 4	879	879	100.00%	0	0.00%	0	0.00%
Block Group 5	921	889	96.53%	0	0.00%	0	0.00%
Block Group 6	1,085	1,073	98.89%	5	0.46%	0	0.00%
Laurel County Census Tracts and Block Groups							
Census Tract 9710	9,379	9,212	98.25%	15	0.16%	50	0.53%
Block Group 3	1,987	1,955	98.39%	0	0.00%	5	0.25%
Block Group 4	2,777	2,711	97.62%	6	0.22%	45	1.62%
Block Group 5	1,792	1,783	99.50%	9	0.50%	0	0.00%
Census Tract 9711	8,307	8,152	98.13%	21	0.25%	34	0.41%
Block Group 4	2,730	2,656	97.29%	0	0.00%	8	0.29%
Whitley County Census Tracts and Block Groups							
Census Tract 9801	2,765	2,720	98.37%	0	0.00%	5	0.18%
Block Group 1	754	739	98.01%	0	0.00%	0	0.00%
Block Group 2	623	623	100.00%	0	0.00%	0	0.00%
Block Group 3	1,388	1,358	97.84%	0	0.00%	5	0.36%
Census Tract 9802	3,100	2,995	96.61%	8	0.26%	12	0.39%
Block Group 1	1,330	1,285	96.62%	8	0.60%	12	0.90%
Block Group 2	1,770	1,710	96.61%	0	0.00%	0	0.00%
Census Tract 9803	6,251	6,042	96.66%	34	0.54%	0	0.00%
Block Group 1	1,698	1,683	99.12%	0	0.00%	0	0.00%
Block Group 3	1,146	1,139	99.39%	0	0.00%	0	0.00%
Block Group 4	1,594	1,583	99.31%	0	0.00%	0	0.00%

Source: www.census.gov

Summary File 3 (SF3)

Detailed Tables: P6-Race, P7-Hispanic or Latino by Race,

P8-Sex by Age, P87-Poverty Status in 1999 by Age

Appendix B

Region	Asian Alone	Percent Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Percent Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Percent Some Other Race Alone	Two or More Races Alone
United States	10,171,820	3.61%	378,782	0.13%	15,436,924	5.49%	7,270,926
Kentucky	28,994	0.72%	1,155	0.03%	22,116	0.55%	47,341
Knox County	38	0.12%	0	0.00%	16	0.05%	273
Laurel County	139	0.26%	0	0.00%	42	0.08%	623
Whitley County	91	0.25%	14	0.04%	102	0.28%	341
Knox County Census Tracts and Block Groups							
Census Tract 9904	20	0.30%	0	0.00%	0	0.00%	57
Block Group 1	20	1.28%	0	0.00%	0	0.00%	0
Block Group 3	0	0.00%	0	0.00%	0	0.00%	0
Block Group 4	0	0.00%	0	0.00%	0	0.00%	0
Block Group 5	0	0.00%	0	0.00%	0	0.00%	32
Block Group 6	0	0.00%	0	0.00%	0	0.00%	7
Laurel County Census Tracts and Block Groups							
Census Tract 9710	0	0.00%	0	0.00%	0	0.00%	102
Block Group 3	0	0.00%	0	0.00%	0	0.00%	27
Block Group 4	0	0.00%	0	0.00%	0	0.00%	15
Block Group 5	0	0.00%	0	0.00%	0	0.00%	0
Census Tract 9711	0	0.00%	0	0.00%	0	0.00%	100
Block Group 4	0	0.00%	0	0.00%	0	0.00%	66
Whitley County Census Tracts and Block Groups							
Census Tract 9801	15	0.54%	0	0.00%	0	0.00%	25
Block Group 1	15	1.99%	0	0.00%	0	0.00%	0
Block Group 2	0	0.00%	0	0.00%	0	0.00%	0
Block Group 3	0	0.00%	0	0.00%	0	0.00%	25
Census Tract 9802	5	0.16%	0	0.00%	32	1.03%	48
Block Group 1	0	0.00%	0	0.00%	5	0.38%	20
Block Group 2	5	0.28%	0	0.00%	27	1.53%	28
Census Tract 9803	24	0.38%	7	0.11%	70	1.12%	74
Block Group 1	15	0.88%	0	0.00%	0	0.00%	0
Block Group 3	0	0.00%	7	0.61%	0	0.00%	0
Block Group 4	0	0.00%	0	0.00%	0	0.00%	11

Source: www.census.gov

Summary File 3 (SF3)

Detailed Tables: P6-Race, P7-Hispanic or Latino by Race,
P8-Sex by Age, P87-Poverty Status in 1999 by Age

Appendix B

Region	Percent Two or More Races	Hispanic or Latino Origin	Percent Hispanic or Latino Origin	Persons 65 and Over	Percent Persons 65 and Over	Persons Below Poverty Level	Percent Persons Below Poverty Level
United States	2.58%	35,238,481	12.52%	34,978,972	12.43%	33,899,812	12.05%
Kentucky	1.17%	56,141	1.39%	503,668	12.46%	621,096	15.37%
Knox County	0.86%	113	0.36%	4,027	12.67%	10,799	33.96%
Laurel County	1.18%	215	0.41%	5,992	11.37%	11,028	20.92%
Whitley County	0.95%	275	0.77%	4,613	12.86%	9,103	25.38%
Knox County Census Tracts and Block Groups							
Census Tract 9904	0.84%	36	0.53%	1140	16.90%	1,924	28.52%
Block Group 1	0.00%	0	0.00%	172	11.00%	273	17.47%
Block Group 3	0.00%	0	0.00%	150	12.35%	313	25.76%
Block Group 4	0.00%	29	3.30%	137	15.59%	248	28.21%
Block Group 5	3.47%	0	0.00%	294	31.92%	243	26.38%
Block Group 6	0.65%	0	0.00%	188	17.33%	471	43.41%
Laurel County Census Tracts and Block Groups							
Census Tract 9710	1.09%	29	0.31%	955	10.18%	2,281	24.32%
Block Group 3	1.36%	0	0.00%	174	8.76%	407	20.48%
Block Group 4	0.54%	22	0.79%	355	12.78%	885	31.87%
Block Group 5	0.00%	0	0.00%	154	8.59%	318	17.75%
Census Tract 9711	1.20%	58	0.70%	877	10.56%	1,666	20.06%
Block Group 4	2.42%	21	0.77%	323	11.83%	384	14.07%
Whitley County Census Tracts and Block Groups							
Census Tract 9801	0.90%	41	1.48%	431	15.59%	451	16.31%
Block Group 1	0.00%	0	0.00%	158	20.95%	60	7.96%
Block Group 2	0.00%	0	0.00%	96	15.41%	140	22.47%
Block Group 3	1.80%	41	2.95%	177	12.75%	251	18.08%
Census Tract 9802	1.55%	52	1.68%	575	18.55%	649	20.94%
Block Group 1	1.50%	17	1.28%	255	19.17%	313	23.53%
Block Group 2	1.58%	35	1.98%	320	18.08%	336	18.98%
Census Tract 9803	1.18%	125	2.00%	832	13.31%	1,140	18.24%
Block Group 1	0.00%	0	0.00%	154	9.07%	389	22.91%
Block Group 3	0.00%	25	2.18%	93	8.12%	233	20.33%
Block Group 4	0.69%	0	0.00%	435	27.29%	383	24.03%

Source: www.census.gov

Summary File 3 (SF3)

Detailed Tables: P6-Race, P7-Hispanic or Latino by Race,
P8-Sex by Age, P87-Poverty Status in 1999 by Age

APPENDIX K

Proposed Project Locations

