APPENDIX C:

Meeting Minutes

FINAL Meeting Minutes

Project: US 25 Corridor Study Between Corbin and London

Subject: Model Update Meeting

Date: Thursday, December 19, 2019, 10:00 AM

Location: TCOB, Room 503

Attendees:		
	Beth Niemann	KYTC Central Office, Division of Planning
	Jay Balaji	KYTC Central Office, Division of Planning
	Scott Thomson	KYTC Central Office, Division of Planning
	Stephen De Witte	KYTC Central Office, Division of Planning
	Daniel Hulker	KYTC Central Office, Division of Planning
	Quentin Smith	KYTC District 11, Planning
	Orie Dobson (via web)	KYTC District 11, R/W
	Steve McDevitt	Burgess and Niple
	Ravi Ambadipudi (via web)	Burgess and Niple
	Brad Johnson	HMB

1. The meeting opened with introductions.
2. HMB provided a brief overview of the project history and understanding. Phase 1 Design for US 25 was conducted by Municipal Engineering (now part of HMB). With the ongoing widening of I-75, it was the desire of KYTC to revisit this project to determine if the widening of US 25 between London and Corbin is still justified and analyze a potential I-75 interchange and connection to US 25. The latter was not considered as part of the previous design project. A contract modification was initiated with Municipal Engineering to conduct the study. Now that Municipal Engineering is part of HMB, management of the planning study has transitioned to Brad Johnson, with Brad Gregory staying engaged with the project. To assist with the project, Burgess and Niple was assigned the modeling task of this project through their Statewide Modeling contract. Working through KYTC Central Office Division of Planning, they will provide HMB model results to be used for developing forecasts.
3. KYTC noted that Burgess and Niple had included a portion of the I-66 corridor west of I-75 in their updates to the Laurel Pulaski Travel Demand Model. I-66 is no longer under consideration and should not be included in the model network. It was only provided to illustrate a potential I-75 interchange location.
4. District 11 staff noted a second interchange location was identified through the *Corbin Bypass (KY 3041) Extension Study* completed in July 2015. This is closer to the KY 552 crossing.

5. Burgess and Niple noted they had received approximately 25 new developments from District 11 staff to take into consideration when updating the population and employment numbers within the model.
6. KYTC Central Office asked if the base year included any new developments. It was noted these should be included in the 2025 model year and beyond because current traffic counts used to calibrate the base year would not include traffic from these developments.
7. Burgess and Niple noted they are developing two alternatives: 1) new system interchange at I-75 connected to a widened US 25 2) new system interchange at I-75 connecting to the Preferred US 25 alternative. The latter included one off-alignment section of US 25 west of existing US 25.
8. District staff noted they felt the I-66 interchange location is less feasible than the KY 552 location. KYTC asked if the interchange identified in the travel demand model should be moved to this location, but it was decided to leave in its current location to reduce rework.
9. KYTC recommended the interchange connect to the first Kentucky route west of I-75, which would be KY 363.
10. KYTC asked if the original design project included an I-75 interchange and connection to US 25. It was noted this was not part of the original design project.
11. It was noted a third build alternative should be analyzed that doesn't include an I-75 connection.
12. Burgess and Niple noted all future build alternatives assume US 25 widened to four lanes with a 55-mph speed limit.
13. HMB noted their next step would be conducting the crash analysis.
14. Burgess and Niple agreed to provide model results by the end of January to allow HMB adequate time to process in advance of the first project team meeting.
15. The project team meeting was tentatively scheduled for Tuesday, February 25, 2020. Division of Planning would confirm this date and provide an invite to the project team.

FINAL Meeting Minutes

Project: US 25 Corridor Study Between Corbin and London

Subject: Project Team Meeting

Date: Tuesday, February 25, 2020, 10:00 AM

Location: TCOB, Room 512

Attendees:		
	Beth Niemann	KYTC Central Office, Division of Planning
	Jay Balaji	KYTC Central Office, Division of Planning
	Steve Ross	KYTC Central Office, Division of Planning
	Stephen De Witte	KYTC Central Office, Division of Planning
	John Moore	KYTC Central Office, Division of Planning
	David Fields	KYTC District 11, Project Development
	Quentin Smith	KYTC District 11, Planning
	Orie Dobson	KYTC District 11, R/W
	Steve McDevitt	Burgess & Niple
	Ravi Ambadipudi (via web)	Burgess & Niple
	Brad Johnson	HMB
	John Meyer	HMB
	Brad Gregory	HMB

1. The meeting opened with introductions.
2. HMB provided a brief overview of the project history. Phase 1 Design for US 25 was conducted by Municipal Engineering (now part of HMB). The project progressed to Preliminary Line and Grade where a Preferred Alternative was selected; however, no funding was provided at the time for Phase II Design. The Preferred Alternative proposed a four-lane depressed median with an off-alignment section near the small community of Fariston. A grade separated interchange at US 25E was also evaluated and recommended. With the ongoing widening of I-75, it was the desire of KYTC to revisit this project to determine if the widening of US 25 between London and Corbin was still justified and analyze a potential I-75 interchange and connection to US 25. The latter was not considered as part of the previous/original design project. In addition, spot improvements along US 25 were to be considered. A contract modification was initiated with Municipal Engineering to conduct the study. Now that Municipal Engineering is part of HMB, management of the planning study has transitioned to Brad Johnson.
3. District 11 acknowledged one of the drivers for this study was to evaluate the I-75 interchange and potential new connection to US 25. They also noted the importance

to look at both short-term spot improvements and then reestablish a long-term vision for the US 25 corridor with or without a new I-75 interchange.

4. District 11 noted the widening of I-75 south of the weigh stations is now under construction. This will extend the current six-lane section to Corbin. A six lane section of I-75 north and south of the weigh station will be included in the 2025 model.
5. District 11 noted that US 25 has its own drivers. There are numerous trip generators along US 25 in between London and Corbin. I-75 does not affect it – other than when an accident occurs on I-75.
6. HMB briefly discussed the crash analysis and traffic analysis. Two maps and one table were provided illustrating a crash heat map, crash map by manner of severity and a high crash spot summary table. Following the meeting, a KMZ file will be provided along with the minutes detailing all crashes along the US 25 corridor. A request for more detailed crash reports will be coordinated with Beth Niemann. Preliminary traffic along US 25 was presented across five segments and represents the latest traffic counts available through KYTC. Traffic ranged from 12,400 vehicles to 21,900 vehicles, with a corresponding Level of Service (LOS) for each ranging from LOS C to LOS E. Once the travel demand modeling is finalized, a traffic forecast will be developed.
7. In response to a question, District 11 noted London is in the process of annexing the northeast quadrant of the US 25E interchange. This annexation could spur development within this quadrant, which could influence travel patterns in the area.
8. District 11 updated the project team on the current status of the adjoining US 25 project (Item No. 11-147.00, MP 9.000 to 10.505). They are in the process of buying right-of-way for the on-alignment portion of the project. That project has utility and construction dollars in the current Draft Six Year Highway Plan. This study (Item No. 11-8515.00, MP 0.000 to 10.475) has design dollars programmed for 2023. No other phases are programmed.
9. HMB presented the draft improvement options. A map was provided illustrating two US 25 options and two I-75 connector options. The two US 25 widening options are from the previous design project. The I-75 interchange near the current weigh stations comes from previous I-66 design efforts. Based on this location, HMB provided two potential connections to US 25.
10. The improvement options were provided to Burgess & Niple for modeling purposes. It was noted, while multiple interchange locations could be considered, the impact to travel would be low; therefore, only one interchange location was modeled.
11. KYTC asked how we would accommodate the weigh station given the proximity to the interchange. HMB will consider this impact in their planning level cost estimates for the interchange.
12. HMB and Burgess & Niple updated the project team on the status of the modeling efforts. Burgess & Niple noted the 2010 model was used for the base year model;

however, KYTC recommended using 2017 as the base year model and 2040 as the future year model and using those results to extrapolate the 2025 analysis. Comparison of results showed some unexpected differences between the No Build models. Subsequent to the meeting, the traffic projection for 2025 and 2040 will be updated using the 2017 SE data sets. The latest traffic data will be used to calibrate the base model and these typically range between 2016 and 2018.

13. Within the model provided by Burgess & Niple, a link along US 25E was "closed". This was caught and corrected in the Build model runs but appears to still be an issue in the Base Year No Build model and will be corrected.
14. The model will be checked to make sure that the I-75 widening and the northern section of US 25 projects have the correct number of lanes entered into the model. I-75 should be widened to six lanes south of the weigh station in all future year Build and No-Build scenarios. If feasible, US 25 improvements should include the short connector to KY 229 proposed as part of the northern US 25 (milepoint 9.0 to milepoint 10.5) widening project.
15. The project team discussed the next steps. Another Model Update Meeting will be held in approximately three weeks. Results of this meeting will be shared with the project team. This information is very important to the District. This will be followed by a second Project Team Meeting in May. A Local Officials/Stakeholder (LO/S) Meeting and Public Meeting are anticipated, but it was recommended these be scheduled later in the process, once the recommendations are more defined. HMB anticipated a late summer submittal of the draft report and a more detailed date will be established once the LO/S and Public Meetings are scheduled.
16. Immediate next steps include finalizing the modeling effort, developing the traffic forecast, developing spot improvements based on the crash analysis, further developing the interchange connection and updating the cost estimates.
17. With no further comment, the meeting concluded at approximately 12:00 PM.

AGENDA

US 25, Corbin to London Connector Study

Project Team Meeting No. 1

February 25, 2020, 10:00 AM EDT

KYTC TCOB Conference Room 512

Frankfort, Kentucky

I. Introductions

II. Project History

III. Study Goals

IV. Crash Summary

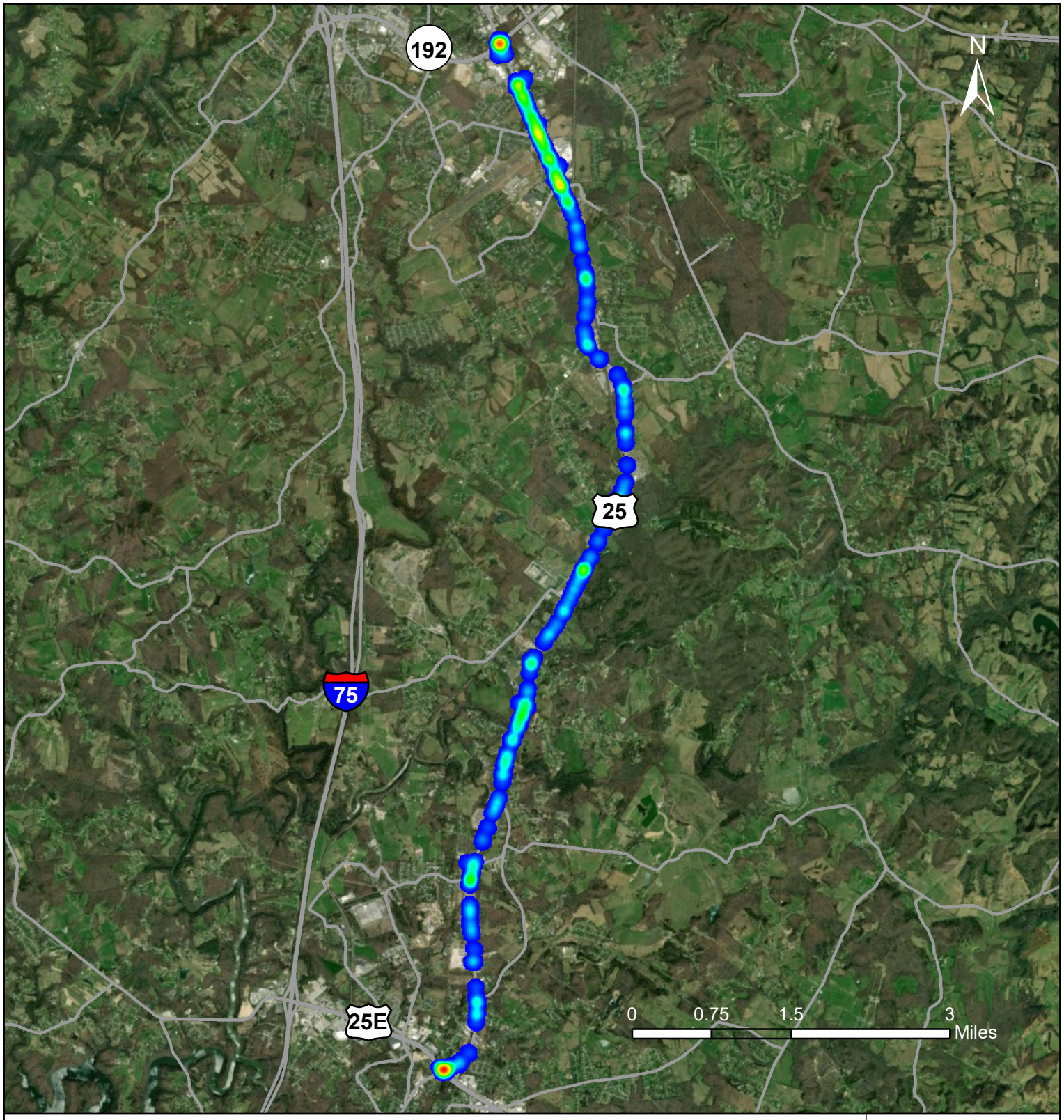
V. Traffic Summary

VI. Preliminary Discussion of Improvement Options

VII. Preliminary Traffic Model Results

VIII. Next Steps/Schedule

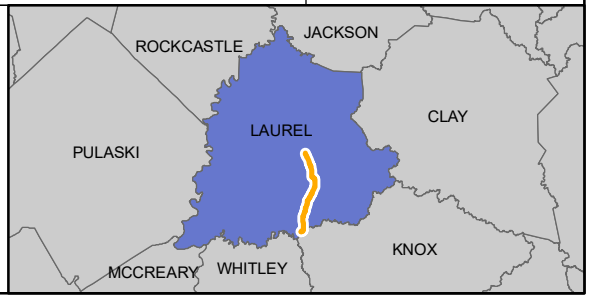
IX. Adjourn

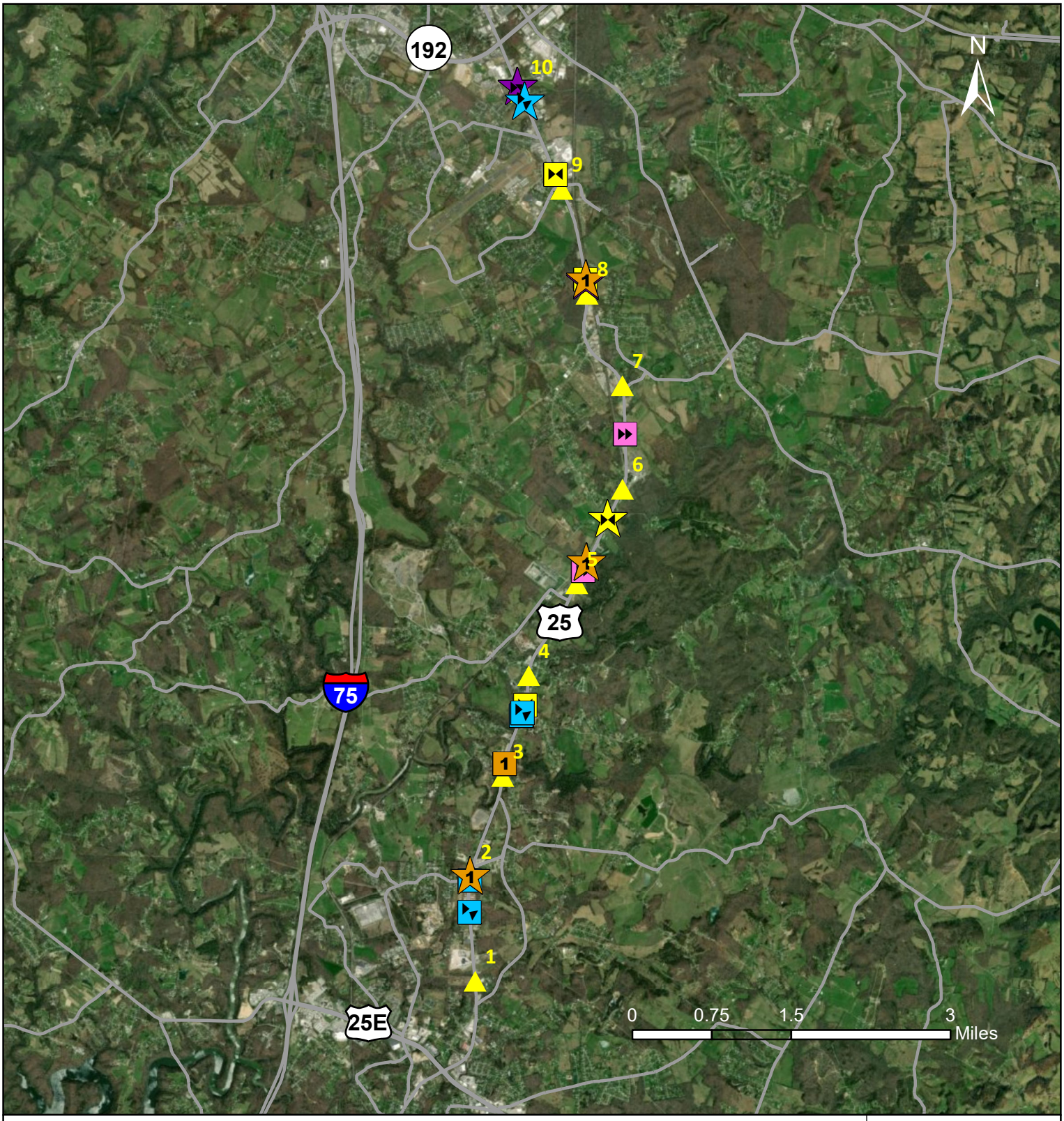


US 25, Corbin to London Connector Study
Crash Analysis (July 2016 - June 2019)

Crash Density (All Crashes)

Less Crashes — More Crashes





US 25, Corbin to London Connector Study
Crash Analysis (July 2016 - June 2019)

Crashes by Manner of Severity (Fatal and Severe Injury)

US 25 Milepoint

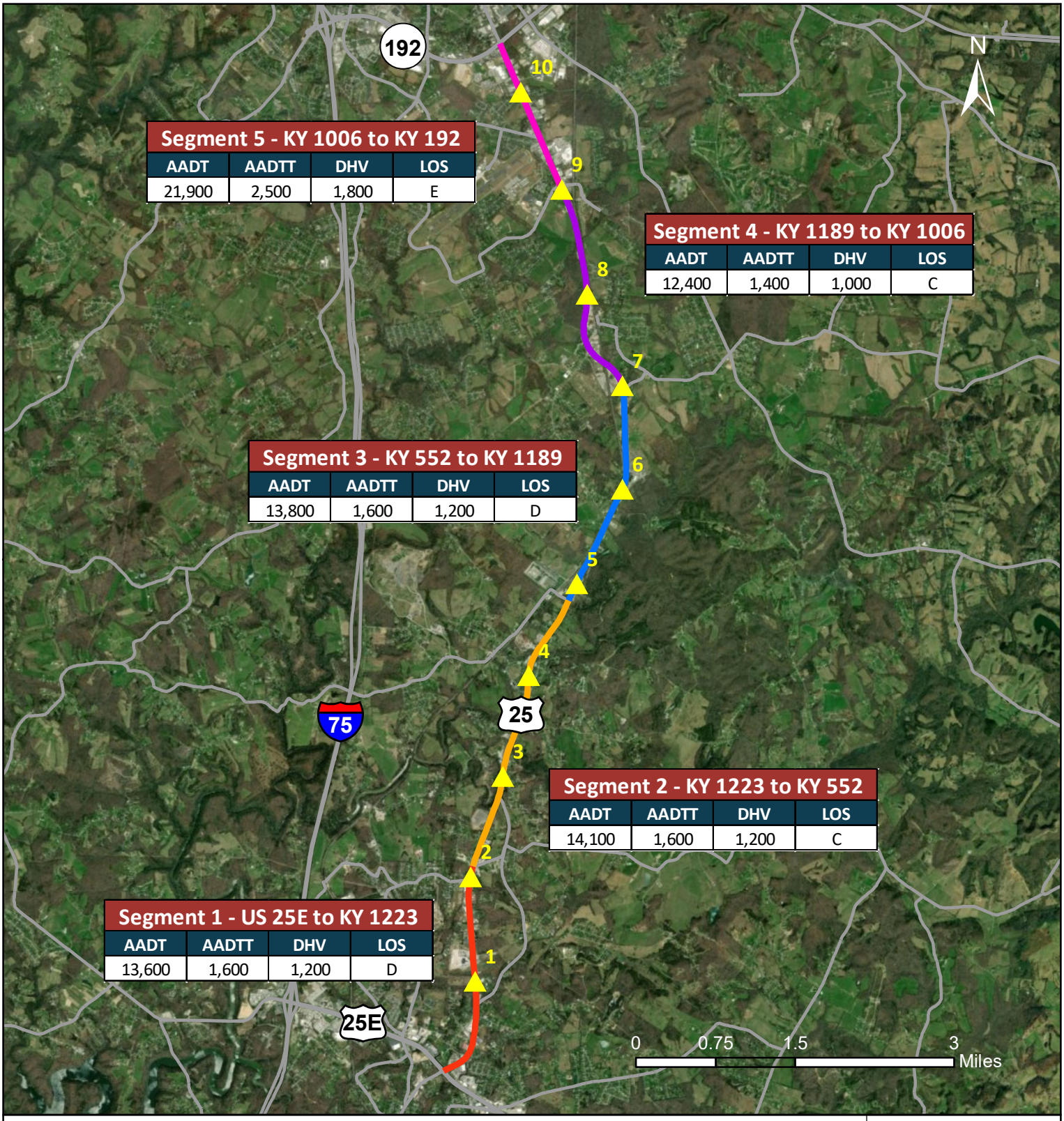
KABCO Collision Severity (Shape)

- K: Fatal
- A: Severe / Incapacitating

Manner of Collision (Color)

- Angle
- Animal
- Backing
- Cross-Over
- Fixed Object
- Head On
- Opposing Left Turn
- Ran Off Roadway
- Rear End
- Rear to Rear
- Sideswipe - Opposite Direction
- Sideswipe - Same Direction
- Single Vehicle - Other

US 25 Crash Analysis - High Crash Spot Summary								
Begin MP	End MP	AADT	Fatal	Injury	PDO	Total	CRF	EEC
1.801	2.101	13,600	1	6	9	16	1.18	1.72
3.001	3.301	14,100	0	5	8	13	0.94	-0.23
3.301	3.601	14,100	0	5	11	16	1.16	1.53
3.601	3.901	14,100	0	9	9	18	1.30	2.70
5.101	5.401	13,800	1	5	13	19	1.40	3.43
8.101	8.401	12,400	2	4	6	12	0.95	-0.08
8.701	9.001	12,400	0	1	13	14	1.11	1.09
9.001	9.301	21,900	0	2	52	54	2.81	20.68
9.301	9.601	21,900	0	7	48	55	2.86	21.27
9.601	9.901	21,900	1	8	29	38	1.98	11.25
9.901	10.201	21,900	1	2	39	42	2.19	13.61



Segment 5 - KY 1006 to KY 192

AADT	AADTT	DHV	LOS
21,900	2,500	1,800	E

Segment 4 - KY 1189 to KY 1006

AADT	AADTT	DHV	LOS
12,400	1,400	1,000	C

Segment 3 - KY 552 to KY 1189

AADT	AADTT	DHV	LOS
13,800	1,600	1,200	D

Segment 2 - KY 1223 to KY 552

AADT	AADTT	DHV	LOS
14,100	1,600	1,200	C

Segment 1 - US 25E to KY 1223

AADT	AADTT	DHV	LOS
13,600	1,600	1,200	D

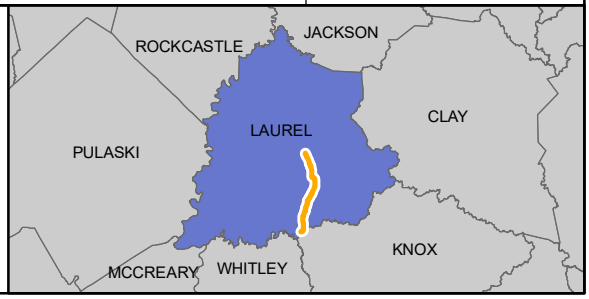
US 25, Corbin to London Connector Study

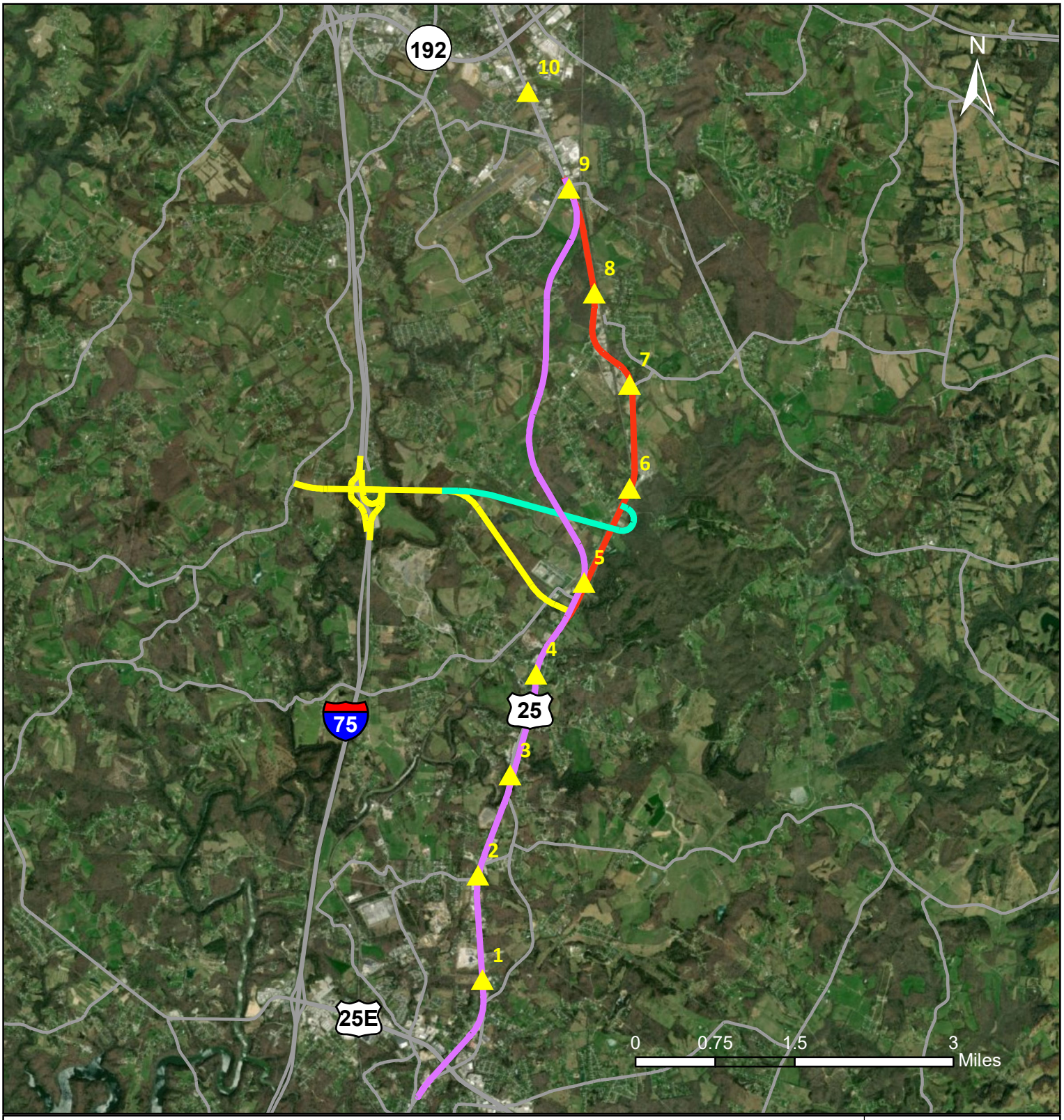
Traffic Overview

US 25 Milepoint

Traffic Segment

1
2
3
4
5

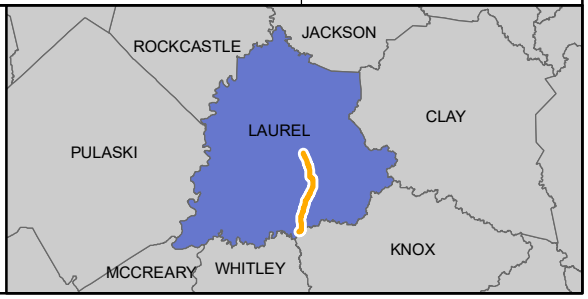




US 25, Corbin to London Connector Study

Proposed Improvement Concepts

- US 25 Milepoint
- Concept A
- Concept B
- Concept A Interchange Connection
- Concept B Interchange Connection



FINAL Meeting Minutes

Project: US 25 Corridor Study Between Corbin and London

Subject: Model Update Meeting No. 2

Date: Friday, March 27, 2020, 9:00 AM

Location: Virtual Meeting

Attendees:		
	Beth Niemann	KYTC Central Office, Division of Planning
	Jay Balaji	KYTC Central Office, Division of Planning
	Scott Thomson	KYTC Central Office, Division of Planning
	Connor Schurman	KYTC Central Office, Division of Planning
	Taylor Jessup	KYTC Central Office, Division of Planning
	Quentin Smith	KYTC District 11, Planning
	Steve McDevitt	Burgess & Niple
	Ravi Ambadipudi (via web)	Burgess & Niple
	Brad Johnson	HMB
	John Meyer	HMB

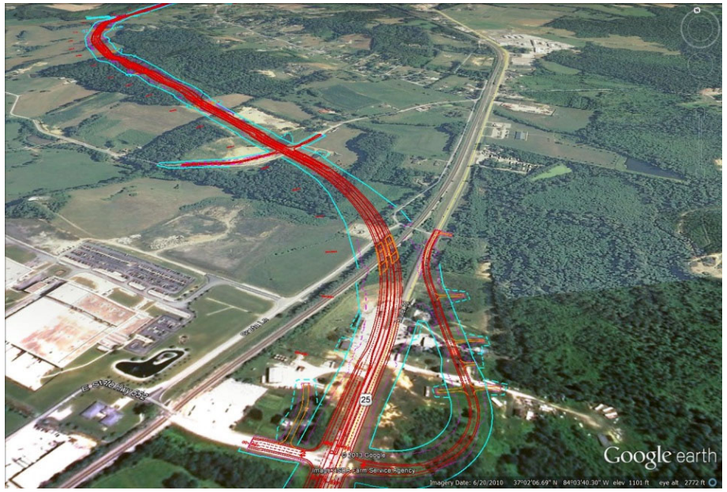
1. Prior to the meeting HMB distributed a spreadsheet summarizing the travel demand model results. Upon review, KYTC noticed a discrepancy while comparing the volumes in HMB's spreadsheet to their records, including some locations where traffic volumes were higher than those noted in the spreadsheet. HMB had chosen a representative link within each travel count segment and then consistently presented that link for each model run. This volume did not necessarily represent the highest model volume within a given segment but does provide an accurate comparison across all model runs. B&N suggested using model segments that have a traffic count associated with them.
2. B&N summarized several of the key improvements made to the model since the Project Team Meeting held in February. These included fixing an I-75 ramp issue in Corbin, revisiting the 2040 socioeconomic data, widening I-75 south of the weigh station and confirming US 25 was widened in all build scenarios. B&N modeled the following nine scenarios:
    a. 2017 Base Year
    b. 2025 No Build
    c. 2040 No Build
    d. 2025 US 25 On Alignment Widening with New Interchange
    e. 2040 US 25 On Alignment Widening with New Interchange
    f. 2025 US 25 Off Alignment Widening with New Interchange
    g. 2040 US 25 Off Alignment Widening with New Interchange

    h. 2025 On Alignment Widening with No New Interchange
    i. 2040 On Alignment Widening with No New Interchange
3. Prior to the meeting, KYTC was able to review the model and is now comfortable with the results. KYTC looked at volumes for all scenarios to make sure they were consistent with growth. KYTC also checked to see how much traffic was pulled from US 25 when a new interchange was included in the model. KYTC found that if an interchange was not added to the model, an estimated 800-900 trips were added to US 25.
4. The team discussed the fact that the numbers obtained from the analyses indicated that traffic volumes didn't change that much between scenarios, even with new development that was included in the socio-economic data.
5. KYTC District staff felt strongly that traffic volumes have not declined as the historical counts would suggest, but instead have increased, particularly in the past five years. One theory was that data is more accurately collected in recent years, making it difficult to compare to historical data.
6. HMB noted that six count stations (Laurel County Stations 053, 074, 251, 255, 263, and A35) were reviewed. Only Station 263 showed a positive 20-year trend and Station 251 showed a positive trend between the last two traffic counts.
7. KYTC asked how we take this information to the public. The worry is that these model results may not be believable from the perspective of the people that travel US 25 frequently. The Project Team will need to revisit all available data before settling on the traffic forecast growth rates.
8. B&N noted some volumes did increase including along KY 192.
9. B&N noted they incorporated several developments provided by District 11 into the model. This impacts the employment numbers; however, population doesn't have a noticeable change between the base year and future year. This creates an imbalance between the productions and attractions. KYTC agreed to review the Kentucky Statewide Model to determine if any changes to the Laurel County Regional Model's external stations are justified. KYTC noted the external station growth is small with approximately 40,000 daily external trips in 2017 compared to 46,000 daily external trips in 2040.
10. KYTC asked how the model results will be utilized. HMB noted the results will be used in the development of the traffic forecast for the Build and No Build scenarios. As part of this process, HMB will develop a summary of their findings/conclusions and share with the Project Team.
11. KYTC will request updated traffic counts, if available. The latest counts available online range from 2016 to 2018, but it anticipated some locations were counted in 2019. POST MEETING: HMB provided the following information on the count stations within the project area: The following stations along US 25, I-75, US 25E, and KY 192 and within the study area are as follows: 063053 (2016), 063074 (2016), 063251 (2017), 063255 (2016), 063263 (2017), 063A35 (2016), 063547 (2018),

063A87 (2018), 063A91 (2018), 063C03 (2016), and 063C09 (2018). The date of the latest count is noted in parenthesis.

12. HMB asked if the proposed US 25 connector to KY 192 was included in the model. B&N noted that they did not have the location for this improvement, and it was not included in the model runs. District 11 will provide additional detail on this project. Given the short nature of this improvement, HMB noted it is unlikely to have a noticeable impact on the model results at the regional level; however, it will be included in at least one scenario to test the model sensitivity and generate a volume for the new connector. Assuming the project team is comfortable with the model results, HMB will include the off-alignment improvement east of US 25 in the traffic forecast and traffic analysis.
13. Action Items
    a. KYTC will find out if any new counts were collected in 2019 for the stations within the project area and if so, will include them in Laurel/Pulaski model.
    b. KYTC will look at external stations.
    c. KYTC requested the shapefile for the small connector. [Following the meeting, District 11 provided a KMZ file to Division of Planning and they passed along to B&N.]
    d. KYTC will run the model to see if numbers appear more reasonable based on the district's experience.

intersection of KY 1006 (Levi Jackson Road). Short side roads will provide access to existing US 25 at each end of the new alignment area and existing US 25 would remain in place. One of the major benefits of a cross country alignment is the spacing of entrances and intersections. Since access only has to be provided to side roads that are crossed and the fewer individual parcels that are encountered in a rural area, the spacing of these accesses can be greater, thus reducing the number of conflict points for turning motorist. Another major benefit to the Fariston Cross Country alternative, is the fewer number of properties crossed and residential and commercial buildings impacted.



Access Management

A major safety issue identified by the Project Team along the US 25 Corridor is the number of access points. These access points create potential conflicts between through motorist and vehicles trying to turn into and out of adjacent entrances and side roads. By consolidating and combining multiple entrances to adjacent properties and the use of frontage roads the Project Team is able to make great strides in the reduction in the number of access points along the roadway. However, with a painted median or continuous two-way left turn lane there is no barrier to prevent new entrances from being added later and those using the entrances can turn left or right into or out of the access unrestricted. This is counterproductive to reducing the number of potential conflict points along the corridor.

When comparing the five lane alternative to the four lane depressed median alternative, there is a greater reduction in the number of unrestricted access points with the four lane-depressed median alternative by using the median to dictate where lefts are permitted. This access scheme requires some "mid-block" motorists to use adjacent intersections to make "U"-turns to access certain areas. By forcing these "U"-turns to certain intersections, the traffic flow is more predictable and these motorist can be accommodated in a more orderly fashion.

Access Point Reductions

From Campground Rd. to Roaden Ln.

- *Five lane reduces total by 60%*
- *Four Lane full left/right reduces total by 77%, with 33 right only entrances*

From Roaden Ln. to KY 1006

- *Five lane reduces total by 61%*
- *Four Lane full left/right reduces total by 91%, with 37 right only entrances*
- *Fariston Cross Country reduces by 89%, with 2 right only entrances*

US 25 Widening and Reconstruction

Project Purpose

The primary goals of this project are to address highway capacity and growth needs in Laurel Co. and improve safety by providing an improved route complying with current standards. Over the last 3 years, there have been 251 accidents along this corridor with 5 fatalities and 151 injuries, highlighting the need to address safety in the area.

Alternative Development

The alternatives that you see have been developed with the cooperation and input from various sources. The first public meeting in February 2012 generated numerous suggestions for safety improvements, areas of safety concern, and sensitive areas to avoid. After review of the various suggestions, crash histories, and input from a Citizen's Advisory Committee comprised of members of your community, the Design Team developed several main concepts for the project:

- **More lanes are needed to carry traffic**
- **The high number of confusing, wide-open, unrestricted access points to the roadway is causing many of the accidents**
- **Poor intersection layouts are contributing to the accidents**
- **Something is needed to separate the oncoming traffic**
- **Many people avoid the area altogether due to congestion**
- **Something needs to be done to allow US 25E traffic to move through the project unrestricted**

US 25E Traffic Stopped at US 25/25E/25W

Unrestricted Access

For more information and an **interactive project map**, visit the Project Website:

http://transportation.ky.gov/District-11/Pages/default.aspx

Or Contact: David Fields, PE
Kentucky Trans. Cabinet
600 Railroad Ave.
Manchester, KY 40962
PH: 606-598-2145

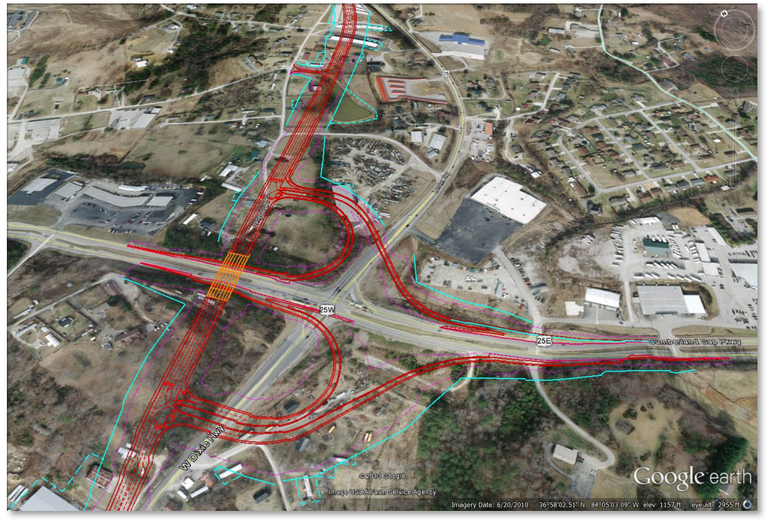
Project Alternatives

By presenting the various tools available to the Project Team and Citizen's Advisory Committee, the Designers developed several alternatives that attempt to satisfy the issues raised at the beginning of the project.

- **Two different inverted diamond interchange alternatives at US 25E**
- **A five lane-flush median alternative from US 25E to KY 1006**
- **A four lane-depressed median alternative from US 25E to KY 1006**
- **A separate new alignment alternative for US 25, by-passing the north end of the project.**

Each of these alternatives has certain aspects that are desirable and satisfy the project goals in some way. However the alternatives don't all accomplish the goals to the same degree or with the same impacts. The following is a broad description of the each of the alternates touching on some of the pros and cons of each. Each alternate can be viewed in detail at the project website using an interactive mapping tool. **http://transportation.ky.gov/District-11/Pages/default.aspx**

Single Flopped Diamond Interchange - This interchange alternative replaces the existing at grade intersection of US 25/25E/25W with a grade separated interchange located primarily in the northeast quadrant of the existing intersection. The unique feature of a flopped or folded interchange is that one or two of the ramps for the interchange are circular ramps, remaining internal to the interchange, thus reducing the overall footprint. With 15 year projected traffic volumes of nearly 50,000 vehicles per day along US 25E and 25,000 vehicles per day on US 25 traveling through this intersection, the average peak delays associated with this intersection will be unacceptable if it is not improved. By removing the US 25E traffic from the intersection and allowing them to flow freely without stopping, the overall delay and congestion in the intersection is improved dramatically.



Double Flopped Diamond Interchange

Double Flopped Diamond Interchange – This interchange is primarily the same as the single flopped, with the exception of one ramp. This alternative contains two circular ramps internal to the interchange. The major difference in this alternative and the single flop diamond alternative is the location, extent, and type of impacts to the surrounding area. The double flop diamond alternative has a slightly shorter peak delay at one intersection that allows additional simultaneous traffic movements due to its signal configuration. However this alternate requires slightly more overall right of way to be purchased.

Five Lane-Flushed Median - The development of this five lane alternative is primarily to represent the narrowest possible roadway configuration that would be considered for a roadway of this type. In most instances, a continuous two-way left turn lane is associated with a maximum 45 mph design facility. Therefore this configuration does not satisfy the project goal of decreasing travel time between Corbin and London. However, the Project Team recognized this as the "narrowest" possible roadway section and therefore decided to use it as a basis for comparison for other wider configurations that satisfy all of the major project goals. In addition, projected future traffic volumes and the number of access points per mile of roadway exceed most commonly held thresholds for the use of a center two-way left turn lane. In many instances in the Laurel County area, these type of center turn lane roadways constructed 20 years ago are being replaced with medians due to increased traffic volumes.

Four Lane-Depressed Median - A four lane depressed median roadway represents an alternative that satisfies all the project goals established by the Project Team. By adding lanes and maintaining a 55 mph design speed, the connectivity and delay between London and Corbin would be enhanced, while separating oncoming traffic with a depressed median. By consolidating and combining multiple entrances to adjacent properties and the use of frontage roads, the Project Team is able to make great strides in the reduction in the number of access points along the roadway with this alternate while maintaining access to each parcel on the project. Additionally, the depressed grass median restricts the left turns along the roadway, to intersections where the access can be managed more safely. When compared to the smallest potential roadway, the five lane alternative described above, this four lane alternative is only 13' wider on each side of the roadway.

Fariston Cross Country Four Lane - This roadway represents an alternative to the four lane depressed median and 5 lane along the existing roadway on the northern end of the project area. The Fariston Cross Country alternate is a four lane depressed median roadway that leaves the existing US 25 corridor near Roaden Lane and KY 552 and traverses northwest across the CSX railroad with new twin bridges. The alignment then continues north on the west side of the community of Fariston until it ties back to existing US 25 near the

FINAL Meeting Minutes

Project: **US 25 Corbin to London Connector Study**

Subject: **Project Team Meeting No. 2**

Date: **Tuesday, July 21, 2020, 1:30 PM (Eastern Time)**

Location: **Microsoft Teams**

Attendees:

Elizabeth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Scott Thomson	KYTC Central Office, Division of Planning
Steve Ross	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Jay Balaji	KYTC Central Office, Division of Planning
John Moore	KYTC Central Office, Assistant State Highway Engineer
Kevin Sandefur	KYTC Central Office, District 11 Location Engineer
David Fields	KYTC District 11, Project Development
Quentin Smith	KYTC District 11, Transportation Engineer Supervisor
Brad Johnson	HMB
Michael Leathers	HMB
Brad Gregory	HMB
John Meyer	HMB

Agenda / Handouts:

To facilitate the meeting the following materials were provided in advance and are included as an attachment to these meeting minutes.

- Agenda
- Improvement Option Sheets

Meeting Comments / Summary:

I. Introduction

HMB spoke briefly about the study history and explained that full reconstruction options for this section of US 25 had been taken through preliminary design previously by Municipal Engineering Company.

The purpose of this study was to explore spot improvement options that will enhance the safety of US 25 and to determine the feasibility of the full reconstruction options that were taken through preliminary design and to evaluate a potential new connection between US 25 and I-75.

II. Existing Conditions Review

A review of the existing conditions included roadway information, crash history, traffic, and environmental.

A. Roadway Information

- HMB reported the findings of the existing roadway characteristics evaluation of US 25 to the project team. No comments or questions were received regarding the roadway information.

B. Crash History

- HMB went over the crash analysis that had been presented to the project team at the first project team meeting.

C. Traffic Forecast / Speed Data

- HMB presented the traffic forecast and mentioned that they were working with KYTC to get approval. Based on KYTC's initial comments, HMB adjusted their methodology to calculate the Build volumes.
- HMB noted the proposed connection from US 25 to I-75 that is being explored as a part of this study did not raise or lower traffic volumes on I-75 or US 25 significantly.
- The focus of the discussion then turned to the summarized speed data for US 25 that HMB had recently received from KYTC.
- When analyzing this data HMB found that most vehicles were traveling below the posted speed limit throughout the entirety of the corridor.
- KYTC commented that this is likely due to the friction between through traffic on US 25 and vehicles entering and exiting the roadway from the numerous access points along this corridor. KYTC D11 further noted the width of the roadway along with narrow shoulders likely affects travel speed along this corridor.
- HMB stated that an Access Management Plan was developed as part of the initial design to decrease access points along the entire corridor.
- KYTC also mentioned that this evidence that vehicles are traveling slower than the posted speed limit coupled with the traffic volumes on US 25

supports what residents of this area are observing as far as congestion and queuing are concerned.

- Although the data presented supports these observations, KYTC commented that the speed profile isn't bad for a "suburban" arterial and that the issues for this section of US 25 seem to be percent time following and safety oriented.

D. Environmental

- HMB briefly discussed the environmental resources through this corridor and mentioned that the environmental review that is part of this study is in progress.
- KYTC asked if an historical structures review had been conducted. HMB noted as a part of the previous design project, all baseline studies were approved and a draft EA/FONSI was submitted. This document was never reviewed due to this project being delayed. In this analysis, one historic structure was identified that could be impacted by full reconstruction and one of the spot improvements, but likely could be avoided through the design process.

III. Improvement Option Concepts

HMB went on to discuss the improvement options. These improvement options were put into three groups: HSIP, Spot, and Full Reconstruction.

A. HSIP

- KYTC D11 mentioned that they have tried a solution similar to HSIP Option E (advanced warning signs) at multiple intersections throughout the district. Based on their observation, this potential solution does not seem to enhance the safety of intersections in this area. KYTC suggested using this strategy on lower volume crossroads, which D11 was open to. KYTC asked what happens at these locations if power is lost. It was noted they can run on solar power.

B. Spot

- For Spot Improvement Option A, KYTC District 11 (KYTC D11) informed the project team that a right turn lane has recently been constructed for vehicles traveling southbound on US 25 to turn right onto Hopewell Rd as part of an existing HSIP project.
- KYTC suggested a positive offset left at this location utilizing the additional width of the northbound shoulder. HMB will add this to the Option A concept.

- KYTC asked if the three lane sections of US 25 appears to perform better through this section due to the high number of access points. It was noted the three lane section should reduce the severity of crashes.
- Spot Improvement Option F proposes to close the Fariston Rd. approach at MP 5.15 and modify the roadway so that there is a through movement from Fariston Rd. to Greta Ln. Vehicles entering and exiting US 25 would do so through KY 552 and use an at grade crossing of the railroad.
- KYTC CO was concerned about removing access to US 25 and eliminating this grade separated rail crossing, particularly for emergency vehicle use.
- When examining a picture of the opening of the rail crossing the project team wasn't sure that emergency vehicles could utilize this approach.
- It should be noted the next grade separated rail crossing to the north is at US 25 MP 7.3 and to the south at Underpass Rd., from Lily School Rd., which intersects US 25 at MP 4.1.
- KYTC D11 mentioned that this option would not be well received with the residents in this area and suggested that the project team consider adding a left turn lane into Fariston Rd. and improving the intersection skew.
- Improvements at this intersection have been considered in the past, but KYTC D11 noted that nothing moved forward in anticipation of the full reconstruction of US 25.
- The project team agreed that another improvement option will be added for a left turn lane at this location. The majority of the crashes at this intersection were rear ends.
- Spot Improvement Options H-1 and H-2 include modifying US 25 from the bridge over Little Laurel River at MP 8.5 to the intersection between US 25 and KY 1006 at MP 9.028. KYTC D11 mentioned a development plan has been filed for the land to the west of US 25 and will provide it to HMB.

C. Full Reconstruction

- The Full Reconstruction Improvement Options were presented to the project team and KYTC CO noted that the naming convention of these options was confusing. HMB will display these differently to clarify which improvement option each sheet is focused on.
- KYTC D11 noted Option D has been discussed in the past as being a desirable solution. It was noted some trucks are being routed via GPS along local roads between KY 552 and US 25, which has raised concerns.

- KYTC CO also mentioned that it may be helpful to make the sheet's border different for the three categories of improvement options: HSIP, Spot, and Full Reconstruction.

IV. LO/S Meeting – When and How?

To facilitate planning the first phase of public outreach, the following discussion occurred.

- KYTC emphasized that it has been long time since the residents of these communities and the local officials and stakeholders (LO/S) have been briefed on this project. For that reason, the project team should seek input from both the public and the LOS.
- KYTC mentioned that for all full reconstruction improvement options it is important to manage the public's expectations by noting that these improvements will likely not occur until the distant future, while the spot improvements could be implemented in the next five to ten years.
- KYTC CO suggested that KYTC D11 conduct the meeting introduction in order to appropriately communicate the timeline for the improvements of this portion of US 25.
- HMB asked KYTC D11 about the attendance we should expect at each of these types of meetings and noted that since all public meetings have gone virtual due to the COVID-19 pandemic attendance has decreased for other project's public meetings.
- KYTC D11 informed the project team that 75 to 100 people attended the in person public meeting for the full reconstruction design project for US 25, but reiterated that they were concerned about attendance for virtual meetings.
- The project team agreed that it is not likely that these public meetings will be able to be held in person.
- KYTC CO mentioned that direct mailing has generated good feedback on previous projects, but that we should also explore in-person options if possible. KYTC D11 asked if running multiple meetings concurrently at different locations so that everyone in attendance could safely socially distance was possible.
- In conclusion, the project team agreed to continue to think of creative ways to maximize public input and that the method for the public meetings would be determined at a later date.

- The LO/S meeting will be virtual through Zoom and will be held the first week of September, with the public meeting to be scheduled two weeks later. Specific dates will be determined at later time.
- KYTC posed the question of who should be included in the LO/S group. HMB will find the list of the LOS from the previous design project for the full reconstruction of US 25 to use as a starting point. HMB will engage the Cumberland Valley ADD for their input. KYTC D11 will facilitate the conversation between HMB and the Cumberland Valley ADD.
- KYTC D11 mentioned that the incumbent State Senator for this district lost the primary election. The project team decided to extend an invite to him and both candidates that are up for election this fall.

Attachments:

Meeting Agenda

Improvement Option Sheets

AGENDA

US 25, Corbin to London Connector Study

Project Team Meeting No. 2

July 21, 2020, 1:30 PM

Virtual Meeting via Teams

I. Introductions

II. Existing Conditions Review
   - A. Roadway Information
   - B. Crash History
   - C. Traffic Forecast/Speed Data
   - D. Environmental

III. Improvement Concept Categories
   - A. HSIP
   - B. Spot
   - C. Full Reconstruction

IV. LO/S Meeting – When and How?

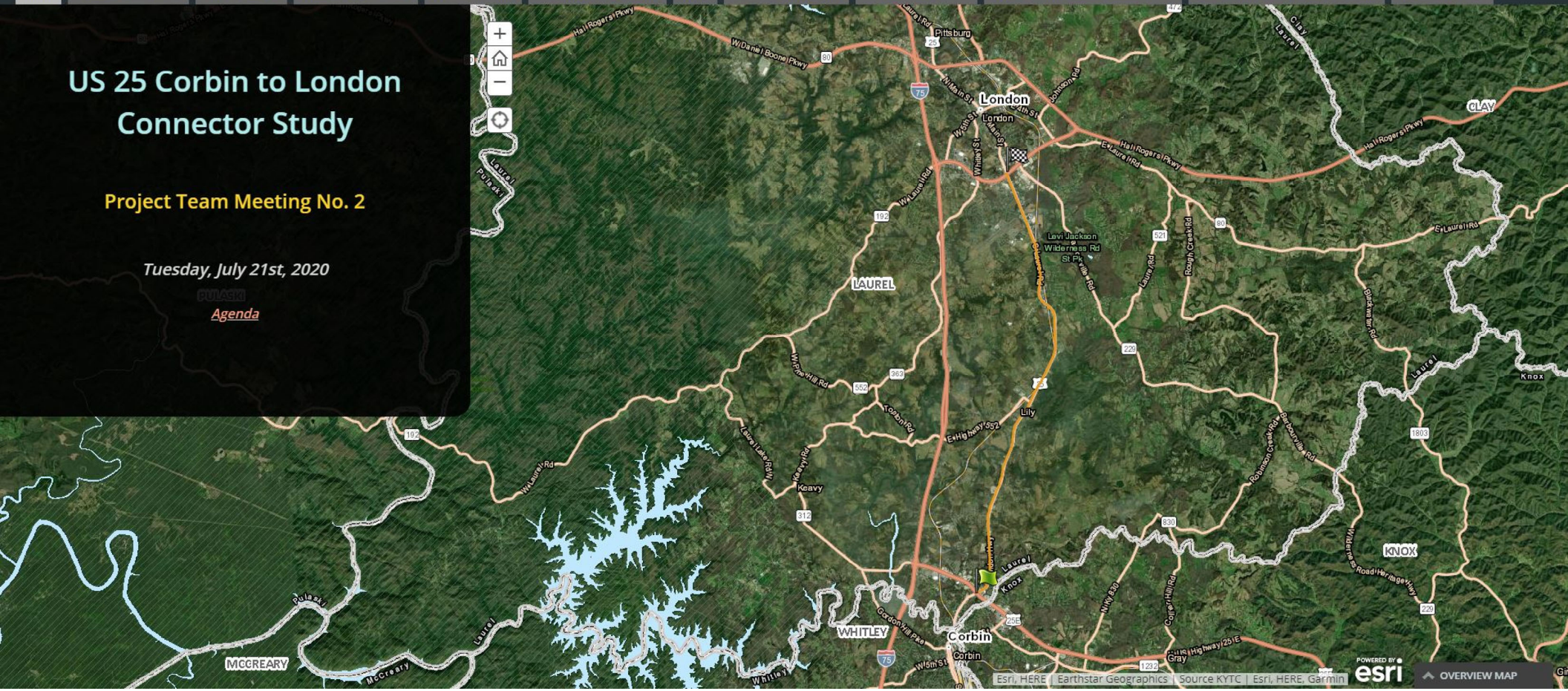
V. Next Steps / Wrap Up
   - A. Questions/Comments
   - B. Next Meeting Date

US 25 Corbin to London Connector Study

Project Team Meeting No. 2

Tuesday, July 21st, 2020

Agenda



US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

Intro | Existing Conditions | Crash History | Traffic / Speed Data | Environmental | Improvement Options | HSIP | Spot Improvements | Full Reconstruction | AA Highway Example Public Input | AA Highway Example Survey Tool | Interactive Map

US 25 Existing Conditions

Posted Speed Limit: 45-55 mph

Functional Classification: Urban Minor Arterial

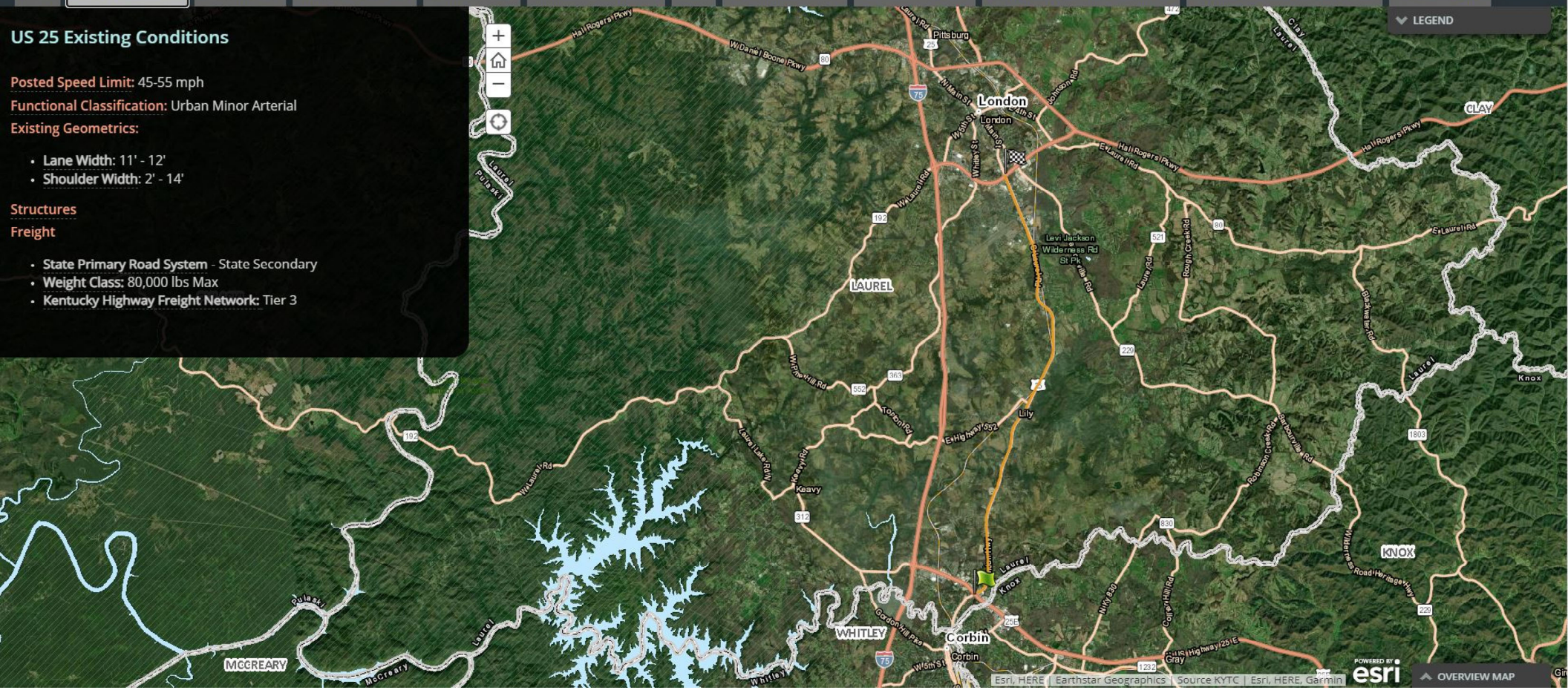
Existing Geometrics:

- **Lane Width:** 11' - 12'
- **Shoulder Width:** 2' - 14'

Structures

Freight

- **State Primary Road System** - State Secondary
- **Weight Class:** 80,000 lbs Max
- **Kentucky Highway Freight Network:** Tier 3



US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

Intro | Existing Conditions | Crash History | Traffic / Speed Data | Environmental | Improvement Options | HSIP | Spot Improvements | Full Reconstruction | AA Highway Example Public Input | AA Highway Example Survey Tool | Interactive Map

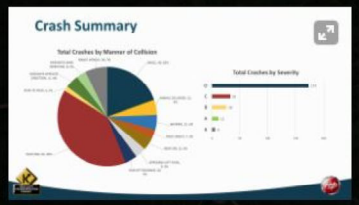
Crash History (2016 - 2019)

250 Total Crashes

K and A Severity Crashes:

Heat Map

Manner of Collision



CRF / EEC Table

LEGEND

OVERVIEW MAP

Esri, HERE | Earthstar Geographics | Source KYTC | Esri, HERE, Garmin

POWERED BY esri

US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

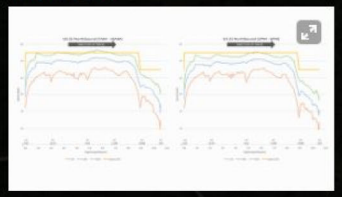
Intro | Existing Conditions | Crash History | Traffic / Speed Data | Environmental | Improvement Options | HSIP | Spot Improvements | Full Reconstruction | AA Highway Example Public Input | AA Highway Example Survey Tool | Interactive Map

Traffic

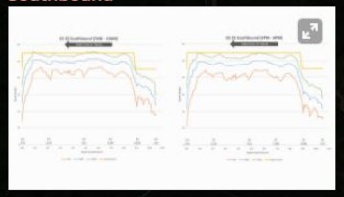
Preliminary Traffic Forecast

US 25 Speed Data

Northbound



Southbound



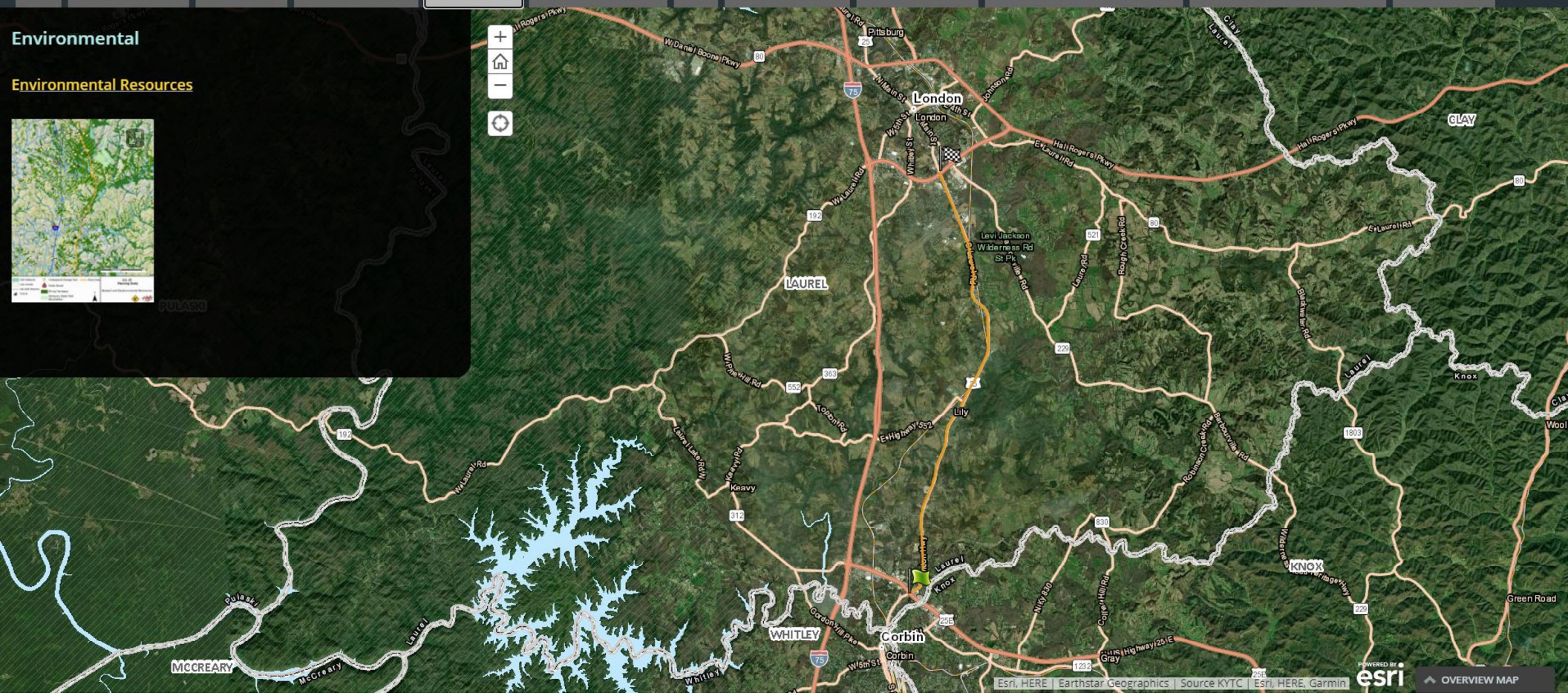
US 25 - Project Team Meeting No. 2

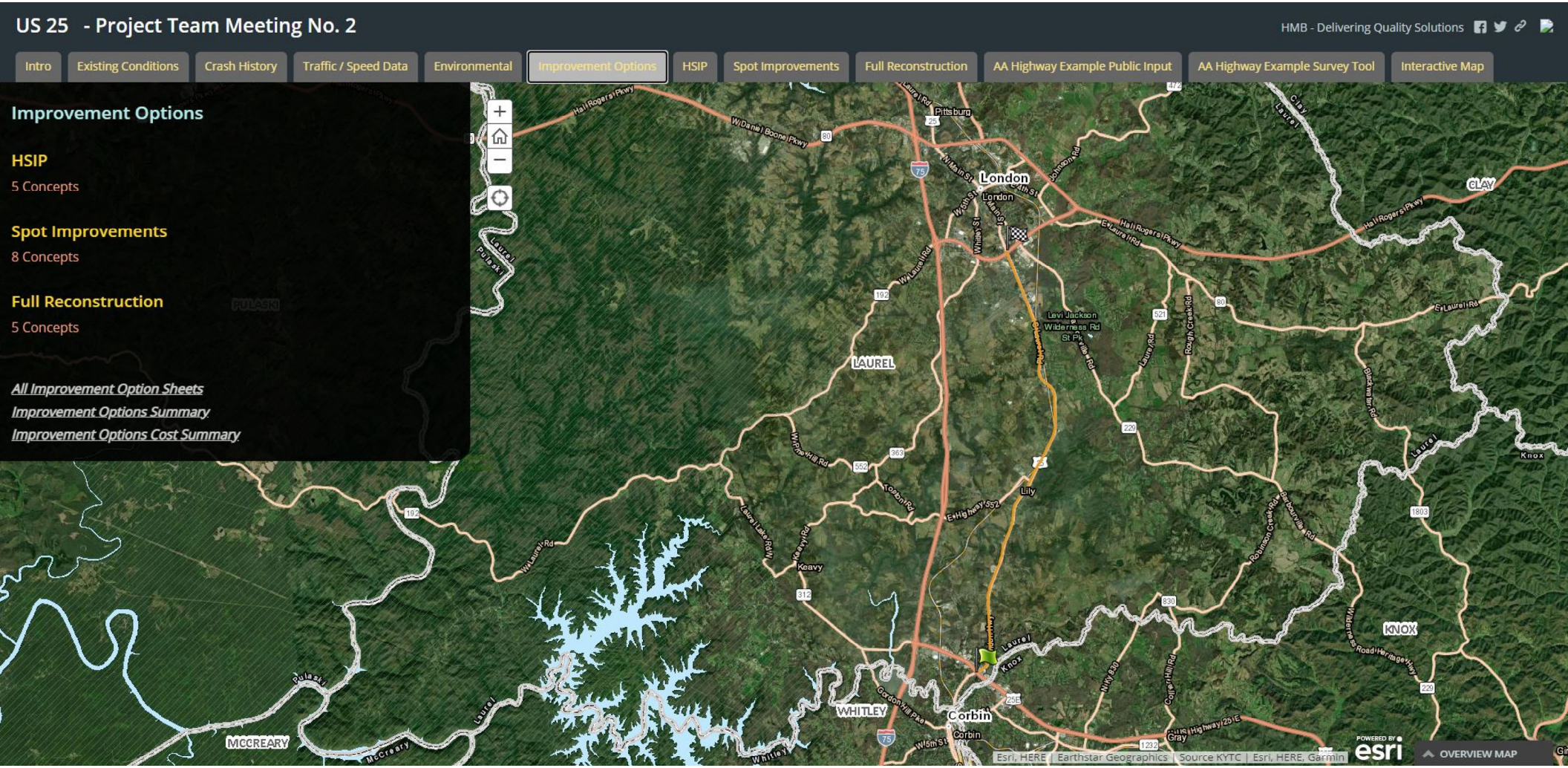
HMB - Delivering Quality Solutions

Intro | Existing Conditions | Crash History | Traffic / Speed Data | Environmental | Improvement Options | HSIP | Spot Improvements | Full Reconstruction | AA Highway Example Public Input | AA Highway Example Survey Tool | Interactive Map

Environmental

Environmental Resources




US 25 - Project Team Meeting No. 2
HMB - Delivering Quality Solutions
Intro
Existing Conditions
Crash History
Traffic / Speed Data
Environmental
Improvement Options
HSIP
Spot Improvements
Full Reconstruction
AA Highway Example Public Input
AA Highway Example Survey Tool
Interactive Map
Improvement Options
HSIP
5 Concepts
Spot Improvements
8 Concepts
Full Reconstruction
5 Concepts
All Improvement Option Sheets
Improvement Options Summary
Improvement Options Cost Summary
London
LAUREL
WHITLEY
Corbin
KNOX
CLAY
MCCREARY
Lily
Keavy
Gray
Esri, HERE | Earthstar Geographics | Source KYTC | Esri, HERE, Garmin
OVERVIEW MAP

US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

Intro | Existing Conditions | Crash History | Traffic / Speed Data | Environmental | Improvement Options | HSIP | Spot Improvements | Full Reconstruction | AA Highway Example Public Input | AA Highway Example Survey Tool | Interactive Map

HSIP Improvement Options

A - General Access Management

PDF

B - Speed Limit Reduction

PDF

C - Increased Law Enforcement / Radar Speed Signs

PDF

D - Restripe w/ Reflective Pavement Markings (6")

PDF

US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

Spot Improvement Options

A - Separate Right/Left Turn at Hopewell Rd

PDF

B - Improve Skew of Laurel Whitley Rd

PDF

C - Widen US 25 to Three Lanes MP 2.8 - MP 3.5

PDF

D - Improve Skew of Robinson Creek Rd

PDF

US 25 - Project Team Meeting No. 2

HMB - Delivering Quality Solutions

Full Reconstruction Improvement Options

A - US 25 Off Alignment

PDF

B - US 25 Along Existing Alignment

PDF

C - US 25 / US 25E Interchange

PDF

D - New KY 552 Connection

PDF

LOCATION INFORMATION

Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- Frequent Access Points and High Speed Thru Traffic

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019.

IMPROVEMENT CONCEPT

Figure 1. Existing — Aerial View

Figure 2. General Access Management

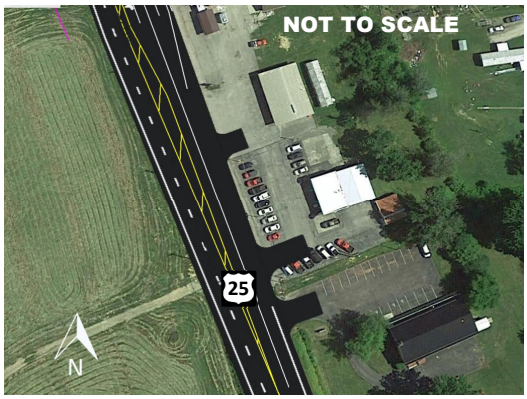


Figure 3. Existing — Street View

A

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.0 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 6
A: 12
Crashes: 250

DESCRIPTION

Improve access management on US 25 from the intersection with US 25E to KY 1006. Several parking lots along this corridor are flush with the shoulder. The amount of access points will be reduced and entrances will be consolidated and more clearly defined.

COST ESTIMATE

2020 Dollars

$300,000

LOCATION INFORMATION

Features

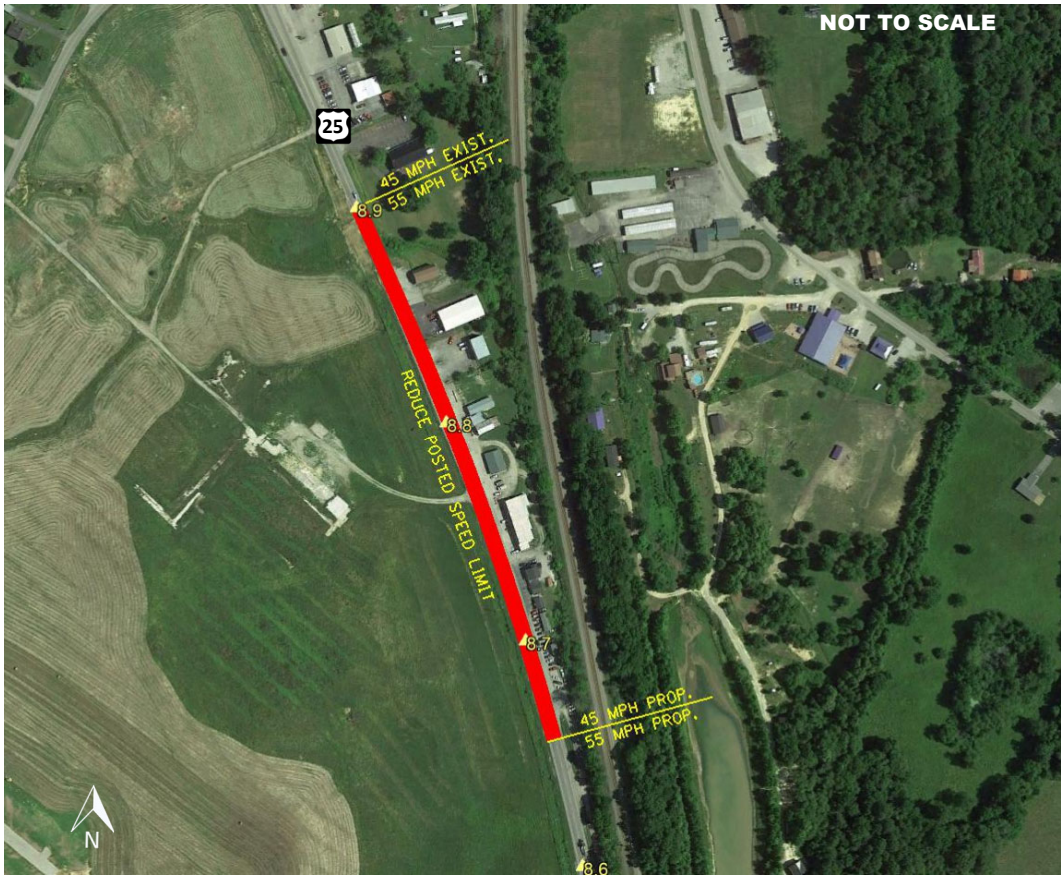
- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- Frequent access points and high speed thru traffic

Issues

The speed differential between thru traffic on US 25 and vehicles entering and exiting the roadway is a safety concern for this corridor. Of the 99 rear-end crashes that occurred between 2016 and 2019, 23% of them resulted in an injury.

IMPROVEMENT CONCEPT

Figure 1. Speed Limit Reduction Example US 25 MP 8.65 to MP 8.90



B

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.0 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 6
A: 12
Crashes: 250

DESCRIPTION

Speed limit will be reduced through areas that have a high frequency of access points. Countermeasures will be implemented to encourage vehicles to transition to a slower speed.

Ex. Speed Limit: 55 mph
Prop. Reduction: 45 mph

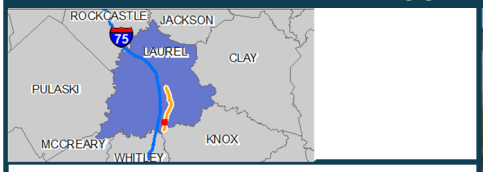
MP 0.24 to MP 2.20
MP 6.70 to MP 8.90 or
MP 8.60 to MP 8.90

COST ESTIMATE

2020 Dollars

$5,000

LOCATION INFORMATION



Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- Frequent access points and high speed thru traffic

Issues

Frequent access points and high speed thru traffic on US 25 is a detriment to the safety of this corridor. Based on local knowledge and limited field observation vehicles on US 25 travel at a higher speed than the posted speed limit of 55 mph. This will be verified with any speed data available throughout the corridor.

IMPROVEMENT CONCEPT

Figure 1. Radar Speed Sign

Figure 2. Law Enforcement

C

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.0 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800
Crash Data:
K: 6
A: 12
Crashes: 250

DESCRIPTION

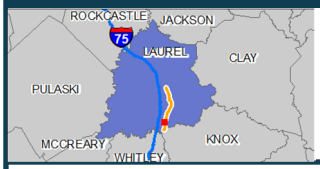
Increase how frequently this corridor is patrolled by law enforcement to enforce the posted speed limit. Radar speed signs will be installed strategically throughout the corridor as a traffic calming measure. The posted speed limit will be displayed on each radar speed sign as seen in Figure 1.

COST ESTIMATE

2020 Dollars

$30,000

LOCATION INFORMATION



Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- Frequent access points and high speed thru traffic

Issues

From 2016 to 2019, 38% of all crashes occurred during wet or dark conditions. During these roadway conditions, the visibility of traditional pavement striping is decreased. Increasing the reflectivity of this pavement striping throughout the corridor could mitigate some of these crashes.

IMPROVEMENT CONCEPT

Figure 1. Non-Reflective Striping, Wet Conditions

Figure 2. Reflective Striping, Wet Conditions

D

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.0 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 6
A: 12
Crashes: 250

DESCRIPTION

Restripe US 25 from US 25E to KY 1006 using 6" thermo pavement markings. This will improve the visibility of the pavement striping and enhance the safety of the corridor.

COST ESTIMATE

2020 Dollars

$160,000

LOCATION INFORMATION

Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- Frequent access points and high speed thru traffic

Issues

A high volume of crashes can be attributed to entering and exiting traffic from approach roads along US 25. Although some of these crashes can are due to sight distance and intersection skew, advanced warning signs for both vehicles on the major road and vehicles on the minor road alerting that traffic is approaching or entering could mitigate some of these crashes.

IMPROVEMENT CONCEPT

Figure 1. Flashing Warning Sign Layout

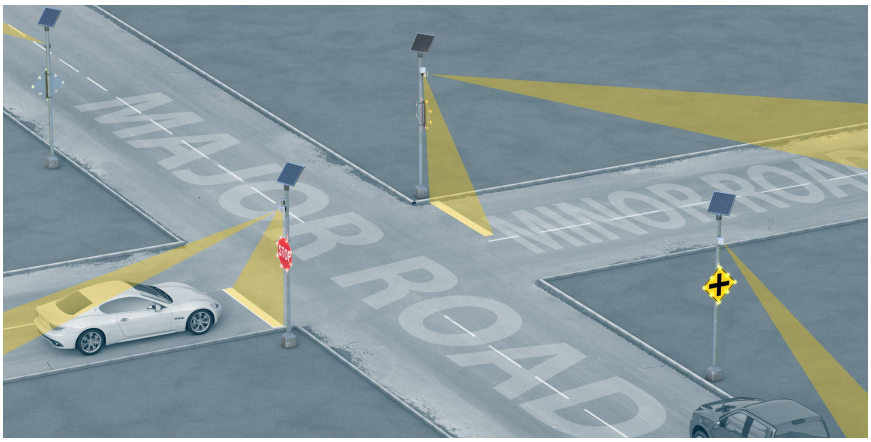


Figure 2. Flashing Warning Sign Example

E

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.0 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 6
A: 12
Crashes: 250

DESCRIPTION

Install advanced warning signs at the following approach roads alerting drivers of oncoming traffic or traffic entering US 25:

- Hopewell Rd.
- Laurel Whitley Rd.
- Robinson Creek Rd.
- Lily School/Echo Valley Rd.
- Lily School/Slate Ridge Rd.
- Parkside Rd.
- KY 1189
- Fariston Rd./Old US 25

COST ESTIMATE

2020 Dollars

$48,000

LOCATION INFORMATION

Features

- Three Lanes (TWLTL)
- 11’ Lane Width
- 4’ Paved Shoulder Width
- Potential Sight Distance Issue
- 55 mph Posted Speed Limit

Issues

The sight distance from Lily School Road approach at the intersection on US 25 at approximately MP 3.601 is reduced due to trees and other vegetation in NW corner of the intersection. Vehicles on Lily School Road have difficulty viewing vehicles traveling in the southbound lane on US 25. Seven crashes occurred at this intersection alone from 2016 to 2019, and the majority of them were angle crashes. Of those seven crashes, five of them resulted in an injury.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Lily School Rd./Echo Valley Rd. and US 25

Figure 2. Proposed Vegetation Removal

F

HSIP

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Lily School Road/-Echo Valley Road
MP 3.60

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 3
CRF: 1.30
EEC: 2.70
Crashes: 18

DESCRIPTION

Remove vegetation in NW corner of intersection in order to improve sight distance.

COST ESTIMATE

2020 Dollars

$5,000

LOCATION INFORMATION

Features

- Three Lanes (TWLTL)
- 12’ Lane Width
- 14’ Paved Shoulder NB/4’ Paved Shoulder SB
- High frequency of angle crashes at Hopewell Road
- 55 mph Posted Speed Limit

Issues

Hopewell Road, Bruce Lane, and a private entrance all intersect US 25 within a short distance of each other resulting in a high number of conflict points. Of the 16 crashes, the majority were angle crashes involving vehicles entering or exiting Hopewell Road. A high number of crashes also occurred in dark conditions.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Hopewell Rd. and US 25

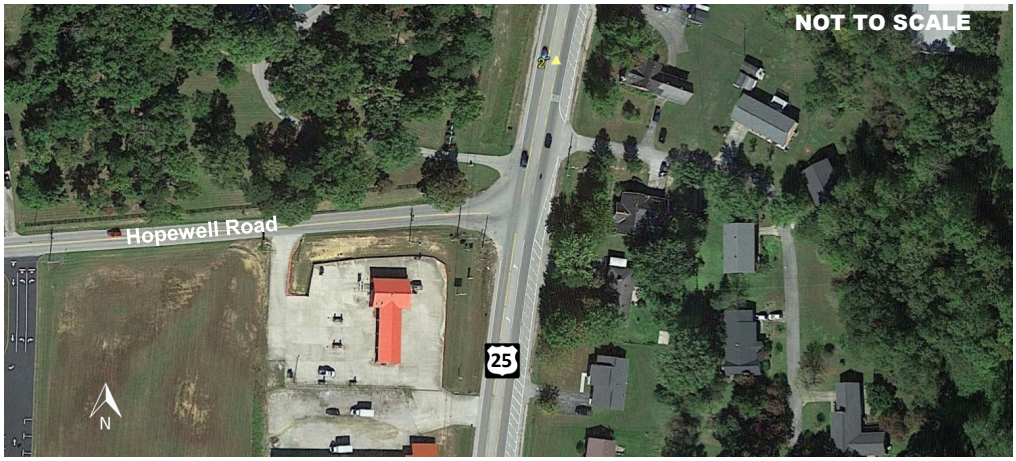
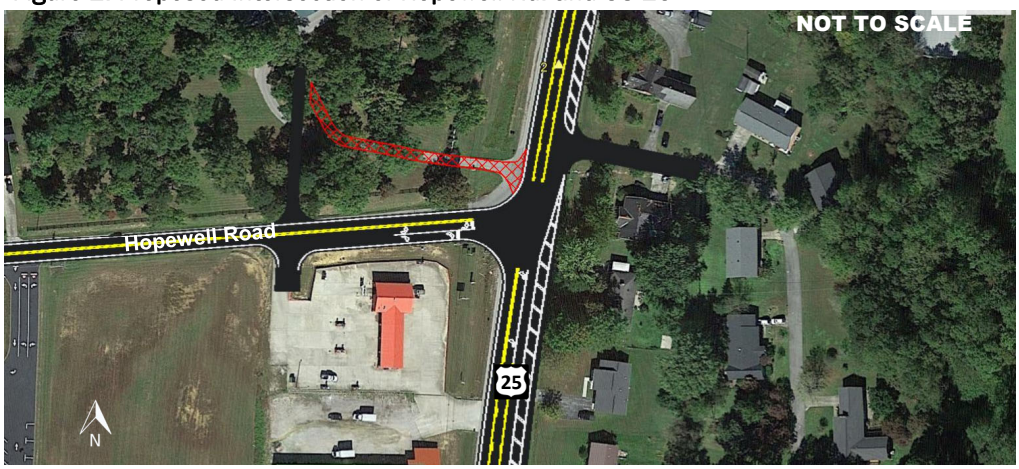


Figure 2. Proposed Intersection of Hopewell Rd. and US 25



A

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
Hopewell Road
MP 1.96

DATA

No Build (AADT):
2025: 12,700
2040: 13,700

Crash Data:
K: 0
A: 1
CRF: 1.18
EEC: 1.72
Crashes: 16

DESCRIPTION

Improve intersection by widening Hopewell Road to separate left and right turn lanes. Move entrance from US 25 to Hopewell road and install lighting along US 25.

COST ESTIMATE

2020 Dollars

$115,000

LOCATION INFORMATION

Features

- Two Lanes
- 11’ Lane Width
- 4’ Paved Shoulder Width
- Potential Sight Distance Issue
- 55 mph Posted Speed Limit

Issues

Laurel Whitley Road currently intersects US 25 at MP 3.11 at a severe skew. Of the 13 crashes in the area, five resulted in an injury, and most were rear-end collisions.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Laurel Whitley Rd. and US 25

Figure 2. Proposed Intersection of Laurel Whitley Rd. and US 25

B

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
Laurel Whitley Road
MP 3.11

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CRF: 0.94
EEC: -0.23
Crashes: 13

DESCRIPTION

Improve intersection sight distance by moving the tie point of Laurel Whitley Road to US 25 from MP 3.11 to MP 3.06, which will reduce the skew of the approach road.

COST ESTIMATE

2020 Dollars

$95,000

LOCATION INFORMATION

Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- Frequent Access Points and High Speed Thru Traffic

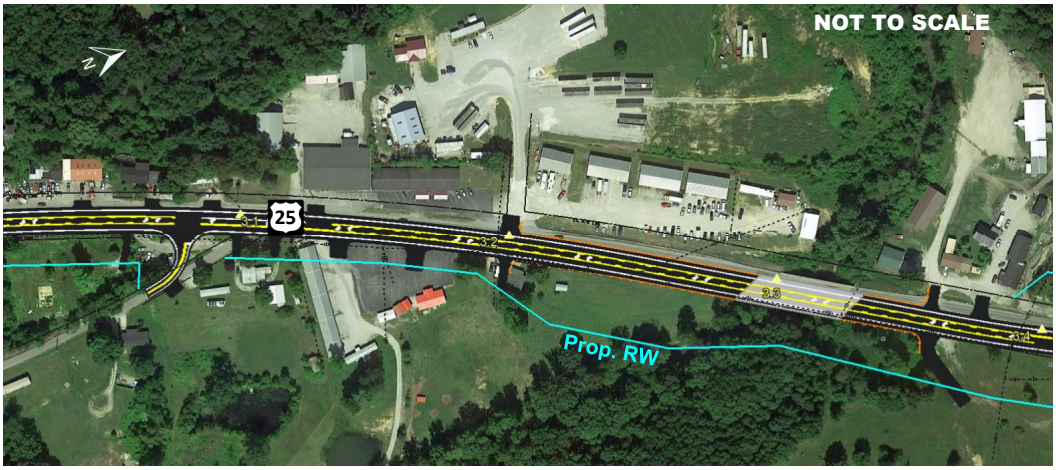
Issues

This portion of US 25 is two lanes with a high frequency of access points throughout the segment. Vehicles turning left into an entrance are forced to stop in the middle of the travel lane while yielding to oncoming traffic, which has resulted in a high number of rear-end collisions through this portion of the corridor. This stretch is approximately 0.5 miles long, with transitions to three lanes on both the north and south ends. There is an existing two lane bridge over Robinson Creek at approximately MP 3.32.

IMPROVEMENT CONCEPT

Figure 1. Existing Two-Lane Section of US 25

Figure 2. Proposed Three-Lane Section of US 25



C

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 2.80 to MP 3.50

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CRF: 0.94, 1.16
EEC: -0.23, 1.53
Crashes: 13, 16

DESCRIPTION

Widen the existing two lane section of US 25 to accommodate a two way left turn lane. This pulls left-turning traffic out of the traveled way. The bridge over Robinson Creek will be replaced, and the initial construction of this section mirrors the preferred alternative selected for the ultimate reconstruction of US 25.

COST ESTIMATE

2020 Dollars

$5,400,000

LOCATION INFORMATION

Features

- Three Lanes (TWLTL)
- 11’ Lane Width
- 4’ Paved Shoulder Width
- Potential Sight Distance Issue
- 55 mph Posted Speed Limit

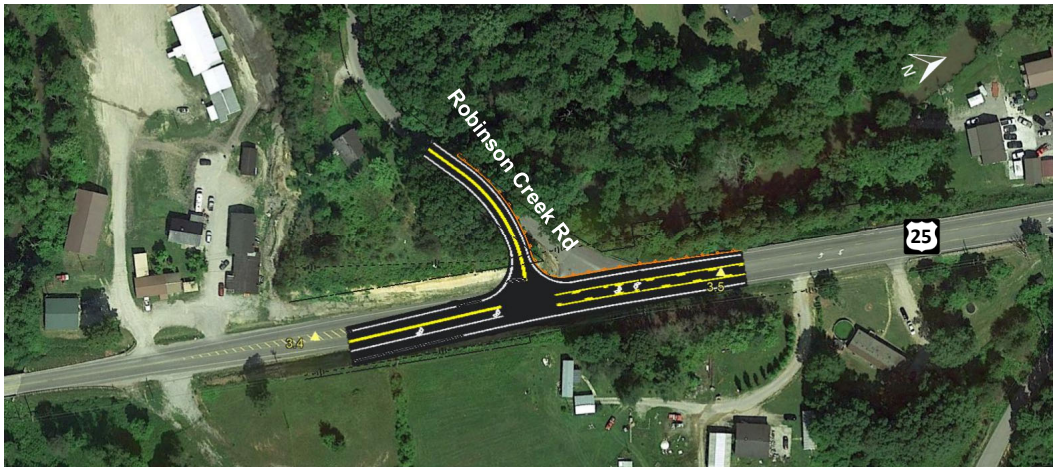
Issues

Robinson Creek Road currently intersects US 25 at a severe skew near the point where US 25 transitions from two lanes to three. This creates a potential sight distance issue. Only two crashes appear to have occurred at this intersection from 2016 to 2019.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Robinson Creek Rd. and US 25

Figure 2. Proposed Intersection of Laurel Whitley Rd. and US 25



D

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
Robinson Creek Rd
MP 3.48

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 0
CRF: 1.16
EEC” 1.53
Crashes: 16

DESCRIPTION

Move the intersection of Robinson Creek Rd and US 25 to the south in order to eliminate the skew and improve sight distance.

COST ESTIMATE

2020 Dollars

$75,000

LOCATION INFORMATION

Features

- Three Lanes (TWLTL)
- 11’ Lane Width
- 4’ Paved Shoulder Width
- Potential Sight Distance Issue
- 55 mph Posted Speed Limit

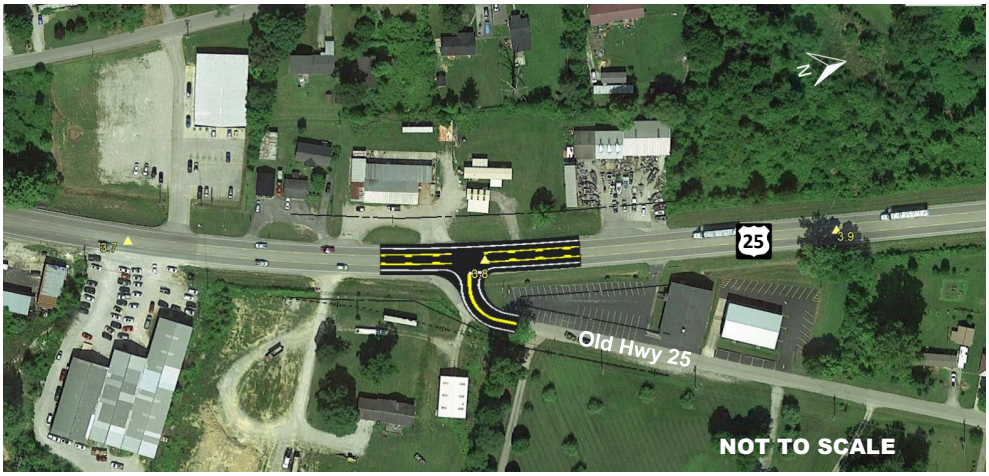
Issues

Existing intersection of US 25 and Old Hwy 25 occurs at a skew, resulting in a reduced visibility of vehicles traveling southbound on US 25. Although the skew at this intersection is more than desirable, it does not appear that any crashes occurred at this intersection from 2016 to 2019.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Old Hwy 25 and US 25

Figure 1. Proposed Intersection of Old Hwy 25 and US 25



E

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Old Hwy 25
MP 3.79

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 0
CRF: 1.30
EEC: 2.70
Crashes: 18

DESCRIPTION

Improve intersection skew by moving the tie point of Old Hwy 25 to US 25 to approximately MP 3.79.

COST ESTIMATE

2020 Dollars

$35,000

LOCATION INFORMATION

Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

There were 15 crashes in the vicinity of the intersection of Fariston Road and US 25 from 2016 to 2019. The majority of those crashes were rear ends that likely can be attributed to vehicles entering and exiting this approach interacting with thru traffic on US 25.

IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Fariston Rd. and US 25

Figure 1. Existing Intersection of Fariston Rd. and US 25

F

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Fariston Road / KY 552
MP 5.15

DATA

No Build (AADT):
2025: 14,200
2040: 15,300

Crash Data:
K: 0
A: 1
CRF: 1.40
EEC: 3.43
Crashes: 19

DESCRIPTION

Remove access to US 25 from Fariston Road at MP 5.15. Construct a more desirable thru movement to connect Fariston Road to Greta Lane and extend box culvert. Vehicles that currently gain access to or leave US 25 at Fariston Rd will travel to KY 552. Evaluate warrants for traffic signal at the intersection of KY 552 and US 25.

COST ESTIMATE

2020 Dollars

$142,000

LOCATION INFORMATION

Features

- Two Lanes
- 11' Lane Width
- 4' Shoulder Width
- Potential Sight Distance Issue
- 55 mph Posted Speed Limit

Issues

Existing intersection of US 25 and Fariston Road at MP 8.12 is at a severe skew. There were five crashes that occurred at this intersection from 2016 to 2019. Two of those crashes resulted in fatalities, while the other three crashes resulted in an injury.

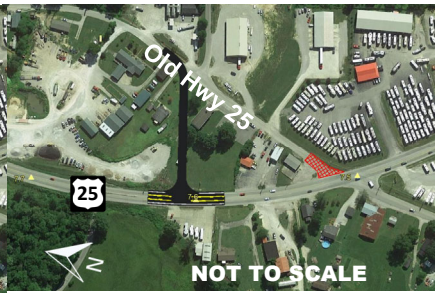
IMPROVEMENT CONCEPT

Figure 1. Existing Intersection of Fariston Rd. and US 25

Figure 2. Existing Intersection of Old Hwy 25 and US 25

Figure 3. G-1 Proposed

Figure 4. G-2 Proposed



G

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Fariston Rd
MP 8.12

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 2
A: 1
CRF: 0.95
EEC: -0.08
Crashes: 12

DESCRIPTION

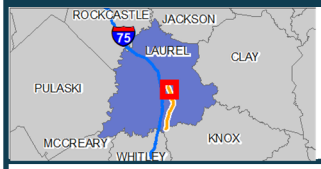
Eliminate Fariston Road access point to US 25 at MP 8.12. Vehicles that currently access US 25 through this intersection will do so through Old Hwy 25 at approximately MP 7.5. Construct new connection for Old Hwy 25/US 25 to improve intersection skew.

COST ESTIMATE

2020 Dollars

G-1: $177,000
G-2: $267,000

LOCATION INFORMATION



Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- Frequent Access Points
- 55 mph Posted Speed Limit

Issues

The parking lots for the businesses that sit adjacent to the roadway do not have clearly defined entrances. The frequency of access points has resulted in a high volume of crashes through this two lane segment.

IMPROVEMENT CONCEPT

Figure 1. Existing US 25 at KY 1006

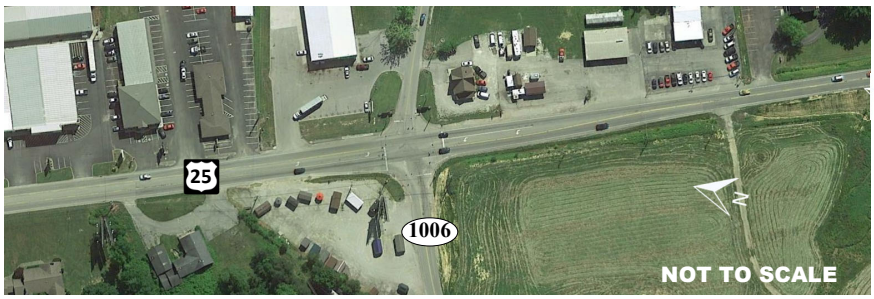


Figure 2. Proposed US 25 at KY 1006

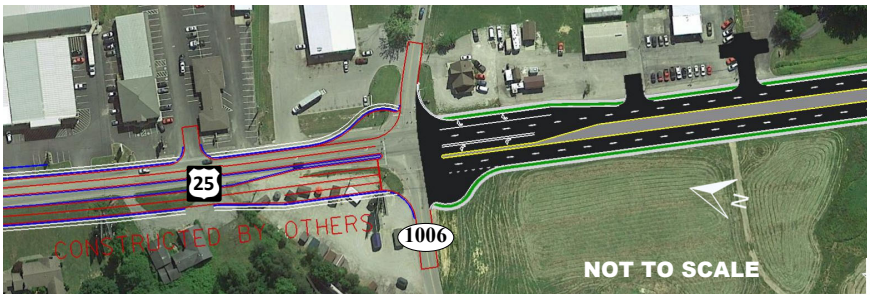
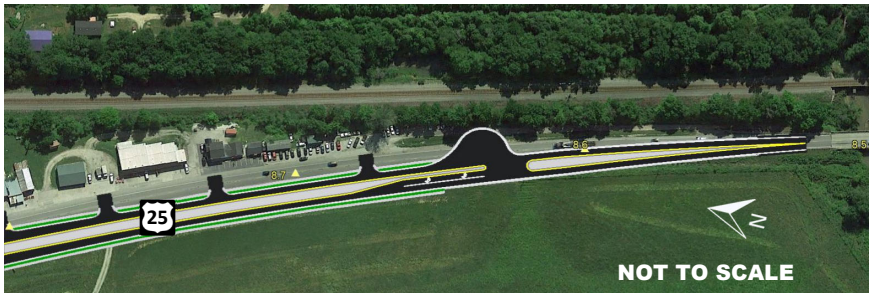


Figure 3. Proposed J—Turn at MP 8.63



H-1

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.52 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CRF: 1.11
EEC: 1.09
Crashes: 14

DESCRIPTION

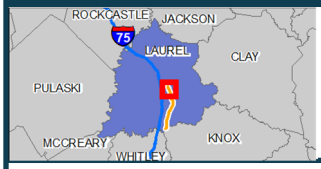
Widen the existing two lane roadway to four lanes with a raised median. The lane configuration will match a section of US 25 to the north that was previously designed. Vehicles traveling SB will no longer be able to turn left into the access points on the east side of US 25. Those vehicles will access these properties through a J-turn at approximately MP 8.63.

COST ESTIMATE

2020 Dollars

$2,450,000

LOCATION INFORMATION



Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- Frequent Access Points
- 55 mph Posted Speed Limit

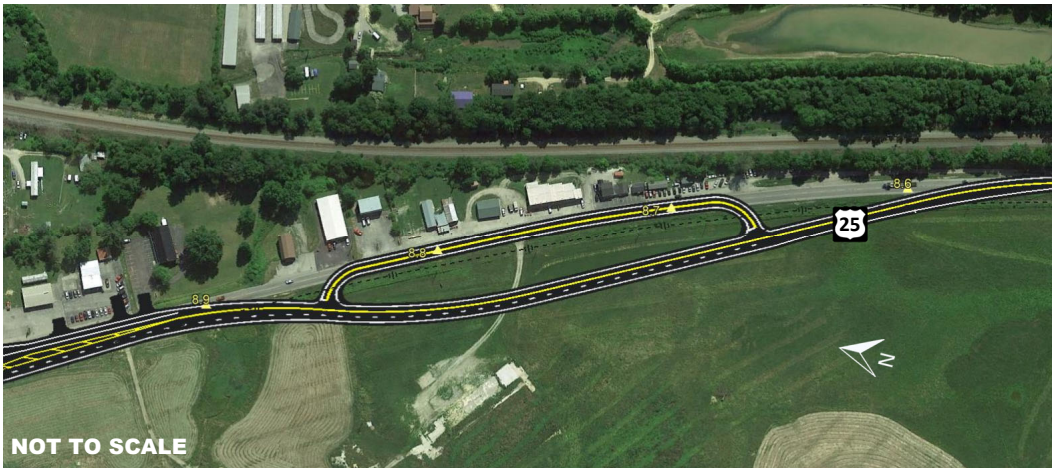
Issues

The parking lots for the businesses that sit adjacent to the roadway do not have clearly defined entrances. The frequency of access points has resulted in a high volume of crashes through this two lane segment.

IMPROVEMENT CONCEPT

Figure 1. Existing US 25 MP 8.40 to MP 8.90

Figure 2. Proposed Us 25 MP 8.40 to MP 8.90



H-2

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.52 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CRF: 1.11
EEC: 1.09
Crashes: 14

DESCRIPTION

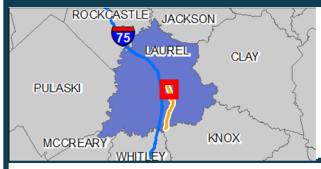
Re-align US 25 from approximately MP 8.40 to 8.90. Use the existing two lane stretch of US 25 as a frontage road in order to separate through traffic and traffic entering/exiting the access points to the east.

COST ESTIMATE

2020 Dollars

$2,167,000

LOCATION INFORMATION



Features

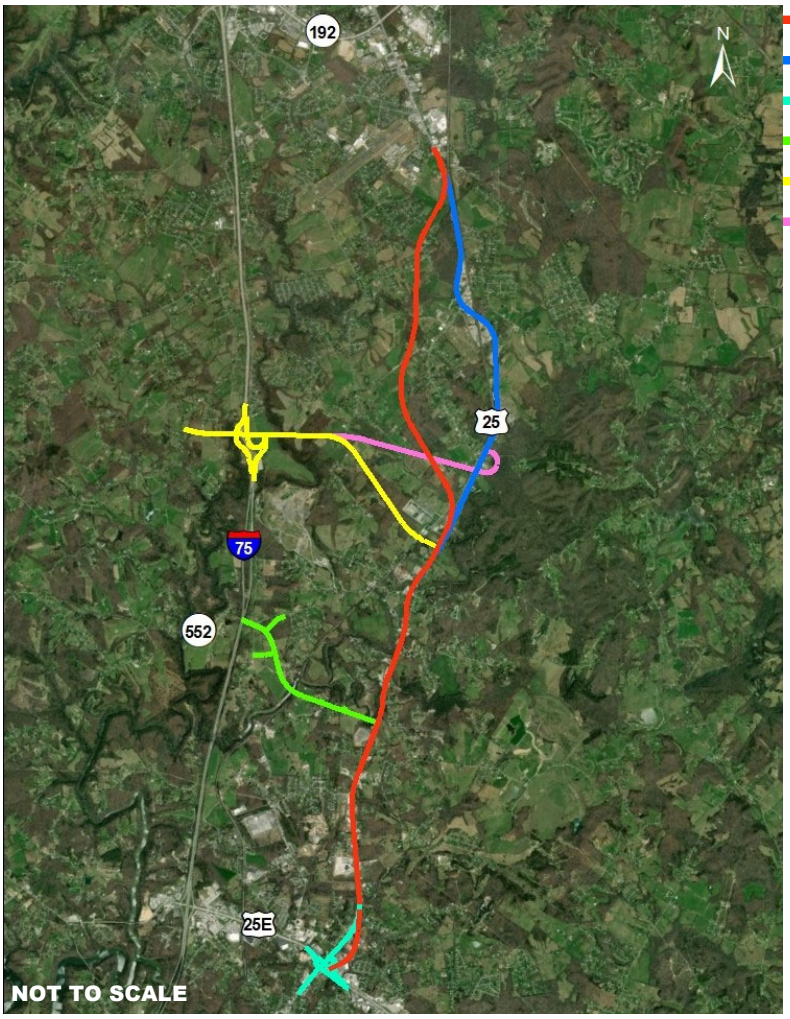
- Four Lanes
- 12’ Lane Width
- 10’ Outside Paved Shoulder, 4’ Inside Paved Shoulder
- Partially Access Controlled
- 40’ Depressed Median

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019. Future development along US 25 could present capacity and additional safety concerns.

IMPROVEMENT CONCEPT

Figure 1. Full Reconstruction Overview



Option A
Option B
US 25E Interchange
KY 552 Connection
I-75_Connection (A)
I-75 Connection (B)

- Transitions from a five lane typical section (TWLTL) at US 25E to four lanes with a depressed median at Campground Rd. at MP 0.65.
- This option was previously explored through the preliminary design phase.

A

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.00 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800
Build (AADT):
2025: 13,900
2040: 15,000

DESCRIPTION

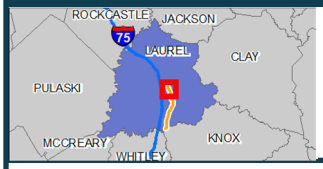
US 25 will be fully reconstructed along the roadway’s existing alignment until MP 5.0. At that point new US 25 curves to the west of the existing alignment and travels cross country before tying back to existing US 25 at KY 1006.

COST ESTIMATE

2020 Dollars

$117,071,000

LOCATION INFORMATION



Features

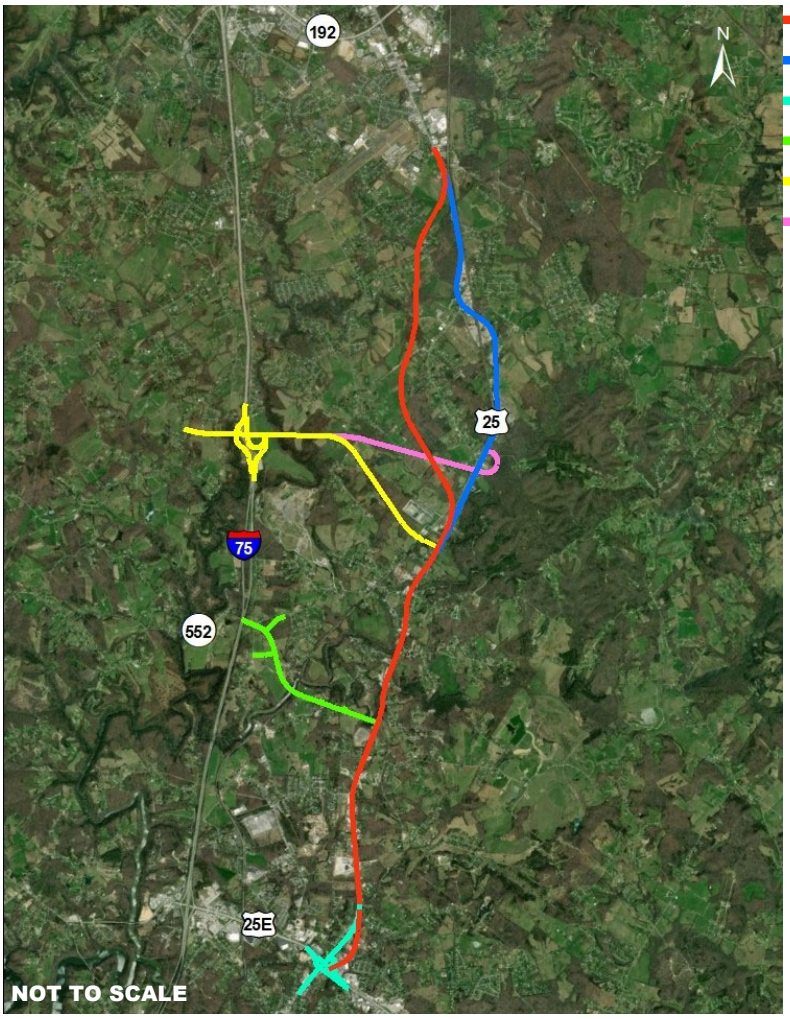
- Four Lanes
- 12’ Lane Width
- 10’ Outside Paved Shoulder, 4’ Inside Paved Shoulder
- Partially Access Controlled
- 40’ Depressed Median

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019. Future development along US 25 could present capacity and additional safety concerns.

IMPROVEMENT CONCEPT

Figure 1. Full Reconstruction Overview



- Option A
- Option B
- US 25E Interchange
- KY 552 Connection
- I-75_Connection (A)
- I-75 Connection (B)

- Transitions from a five lane typical section (TWLTL) at US 25E to four lanes with a depressed median at Campground Rd. at MP 0.65.
- This option was previously explored through the preliminary design phase.

B

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.00 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800
Build (AADT):
2025: 13,200
2040: 14,200

DESCRIPTION

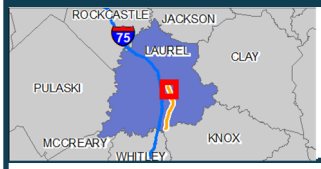
US 25 will be fully reconstructed along the roadway’s existing alignment.

COST ESTIMATE

2020 Dollars

$117,907,000

LOCATION INFORMATION



Features

- Five (TWLTL) Lanes
- 12’ Lane Width
- 14’ TWLTL
- 10’ Paved Shoulder Width

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019. Future development along US 25 could present capacity and additional safety concerns.

IMPROVEMENT CONCEPT

Figure 1. US 25E / US 25 Grade Separated Interchange

- Option A
- Option B
- US 25E Interchange
- KY 552 Connection
- I-75_Connection (A)
- I-75 Connection (B)

- Interchange between US 25E and US 25 compatible with both Option A and Option B
- This option was previously explored through the preliminary design phase. Multiple interchange configurations were evaluated.

C

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25E / US 25

DATA

US 25 Option A (AADT):
2025: 12,100
2040: 13,000
US 25 Option B (AADT):
2025: 12,200
2040: 13,100

DESCRIPTION

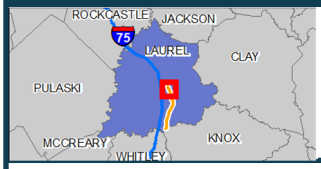
Construct a grade separated interchange at US 25E and US 25.The new interchange will be to the north of the existing intersection, and US 25 will be realigned to the west of its existing alignement. The new alignment will tie into existing US 25 at MP 0.80.

COST ESTIMATE

2020 Dollars

$19,277,000

LOCATION INFORMATION



Features

- Two Lanes
- 12’ Lane Width
- 4’ Paved Shoulder Width
- Includes Bridge Over Laurel River/ CSX Railroad

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019. Future development along US 25 could present capacity and additional safety concerns.

IMPROVEMENT CONCEPT

Figure 1. KY 552 Connection—US 25 MP 2.75

- Option A
- Option B
- US 25E Interchange
- KY 552 Connection
- I-75_Connection (A)
- I-75 Connection (B)

- KY 552 connection compatible with both Option A and Option B
- The feasibility of this option will be further evaluated as a part of this study

D

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
KY 552 to US 25

DATA

DESCRIPTION

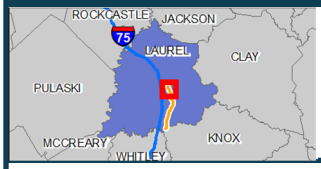
Construct new connection from KY 552 to US 25 south of Lily and north of Hopewell. New KY 552 will tie to US 25 at MP 2.75.

COST ESTIMATE

2020 Dollars

$14,533,000

LOCATION INFORMATION



Features

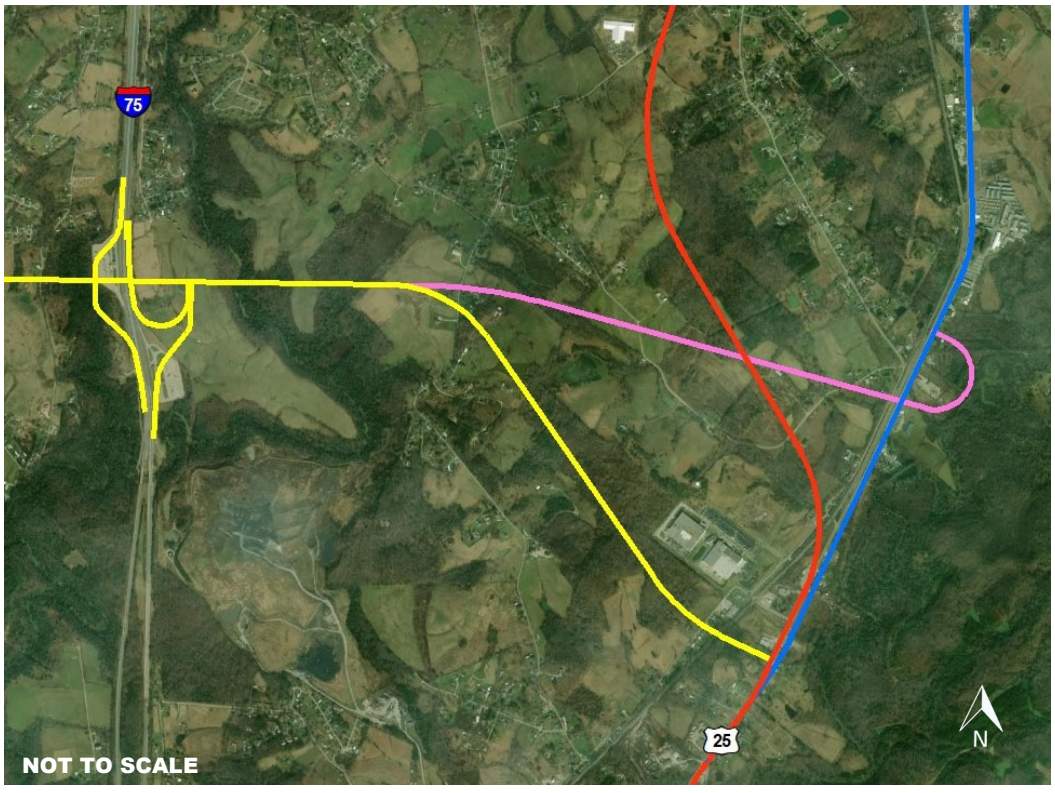
- Two Lanes
- 12’ Lane Width
- 4’ Paved Shoulder Width
- Interchange With I-75
- Includes Bridge Over CSX Railroad
- Relocate Weigh Station on I-75 MP 33.60

Issues

Throughout this portion of US 25 a high volume of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were six fatality crashes and 12 crashes in which a serious injury occurred from 2016 to 2019. Future development along US 25 could present capacity and additional safety concerns.

IMPROVEMENT CONCEPT

Figure 1. I-75 Connector—US 25 MP 4.70 (Option A) & MP 5.80 (Option B)



- Option A
- Option B
- US 25E Interchange
- KY 552 Connection
- I-75_Connection (A)
- I-75 Connection (B)

- The feasibility of this option and the interchange layout will be further evaluated as a part of this study
- The location of the interchange was determined through a previous study.

E

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
I-75 Connector
Interchange MP 33.60

DATA

I-75 Conn. Option A (AADT):
2025: 6,000
2040: 7,500
I-75 Conn. Option B (AADT):
2025: 4,000
2040: 5,000

DESCRIPTION

Construct new connection from KY 363 to US 25 north of Lily. This roadway will be bridged over I-75 and a new interchange will be constructed. The I-75 Connector ties to US 25 at MP 4.70 (US 25 Option A) and MP 5.80 (US 25 Option B)

COST ESTIMATE

2020 Dollars

Option A: $25,892,000
Option B: $28,995,000

FINAL Meeting Minutes

Project: **US 25 – Corbin to London Connector Study**

Item No.: **11-8515.00**

Subject: **Local Officials / Stakeholder Meeting**

Date: **Wednesday, October 7, 2020, 2:00 PM (Eastern Time)**

Location: **Virtual Meeting via Zoom**

Attendees:

Brandon Storm	Candidate for State Senator (District 21)
Judge David Westerfield	Laurel County Fiscal Court Judge Executive
Chief Terry Wattenbarger	Laurel County Fire Department Chief
Mayor Troy Rudder	City of London Mayor
Daniel Carmack	London City Council
Paula Thompson	London – Laurel Industrial Development Authority
Deanna Herrmann	London – Laurel Chamber of Commerce
Kim Collier	London – Laurel County Tourist Executive Director
Todd Cox	Laurel County Public Schools Transportation Director
Marshall Raney	Laurel County Public Schools Area Coordinator
Robert Hale	Laurel County Public Schools Training Coordinator
Mayor Suzie Razmus	City of Corbin Mayor
Chief Barry McDonald	Corbin Fire Department Chief
Bruce Carpenter	Corbin Economic Development Agency
Stephanie Giles Hussey	Corbin Economic Development Agency
Joey Engle	Levi Jackson Wilderness Road Park
James Hacker	Emergency Responders
Jim Lewis	HDI
Darlene Litteral	Local Attorney
Marlon Sams	Corbin City Manager
Jessica Blankenship	Cumberland Valley Area Development District
Steve Ross	KYTC Central Office, Division of Planning
Beth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Scott Thomson	KYTC Central Office, Division of Planning
Chris Jones	KYTC District 11, CDE
David Fields	KYTC District 11, Project Development Branch Manager
Quentin Smith	KYTC District 11, Planning
Les Dixon	KYTC District 11, PIO
Joshua Higgins	KYTC District 11, Environmental
Brad Johnson	HMB
Michael Leathers	HMB
John Meyer	HMB
Brad Gregory	HMB

Meeting Comments / Summary:

HMB began the meeting by providing a brief introduction to the study and general ground rules for the meeting. They then turned the presentation over to Quentin Smith from KYTC District 11 who provided a quick welcome. Quentin turned the meeting back over to HMB to begin the presentation. An online interactive presentation using the ESRI ArcGIS StoryMap tool was used to present information on the study background, tasks and schedule, existing conditions, and potential improvement options. HMB noted this presentation will be provided through the District 11 website to the attendees and the general public by October 9th. Attendees were encouraged to review the presentation in more detail following this meeting, share the presentation with others, and complete the online survey.

Five survey polls were conducted throughout the meeting to provide opportunities for interaction along with question and answer periods at the end of each topic. The following summarizes the discussion for each agenda item:

I. Study Review

HMB presented the project history, study purpose, goals, and the schedule. No comments were received.

II. Commonly Used Abbreviations

HMB noted a listing of commonly used abbreviations was included in the StoryMap and is intended to help educate the public on the technical aspects of the presentation.

III. Roadway Information

HMB presented the existing roadway information collected including roadway geometrics and other characteristics. No Comments were received.

IV. Crash History

HMB presented the crash history overview for the study area. No comments were received.

HMB asked four initial poll questions. The results are summarized below.

- Do you think improvements are needed on US 25 from Corbin to London?
  - 87% responded major improvements needed including widening and new construction.
  - 13% responded minor improvements are needed.
- How often do you travel on this section of US 25?
  - 36% responded occasionally.
  - 32% responded every day.
  - 28% responded multiple times per week.
  - 4% responded never.
- Why do you travel on this section of US 25? (multiple responses were permitted)
  - 50% responded they make shopping and recreational trips.

- 46% responded they make local trips for work.
- 35% responded the make regional trips for work.
- 12% responded they makes trips for school.

- Do you feel safe traveling this section of US 25?
  - 81% responded most of the time.
  - 19% responded never.

V. Traffic

HMB presented the traffic overview for the study area. The following comments were received in the *chat* relative to traffic:

- Jessica Blankenship asked if the traffic forecast accounted for the new county jail in Fariston and new industrial sites near Levi Jackson Park. HMB responded that several new facilities were included in the future year model development and KYTC confirmed both of these were included.
- Marlon Sams asked if the Cumberland Run Harness Facility was included in the model update. KYTC noted this was not added to the model because of its proximity to the US 25 corridor. This was confirmed following the meeting, but it should be noted not all growth is directly tied to individual developments; but instead is accounted for through general background growth assumed within the travel demand model. HMB noted that an extensive effort was undertaken at the beginning of the project to identify potential developments that could have an impact on the traffic for this corridor. More than 30 projects were identified.
- Mayor Razmus asked if there would be any hope for a multi-use trail, track or sidewalk along the US 25 corridor. HMB noted that it hadn't been discussed in previous meetings for this study; however, HMB noted it was considered as part of full reconstruction design project, which was paused in 2013. That preliminary design provided shoulders which would be able to accomodate bicycles. KYTC noted road funds cannot be used on standalone bicycle projects but can be incorporated into roadway improvement projects. However, for this project, it would be hard to do without moving forward with the full reconstruction option because it is hard to get cohesive linkage with the spot improvement options.
- Robert Hale noted a desire for a traffic signal at Hunter Hills Elementary. HMB noted we haven't collected enough data to conduct traffic signal warrants; however, the recommendation to study this further could be made if desired by the public.
- KYTC Central Office noted funding is not available to build every four lane highway under consideration throughout the state given funding constraints. They asked attendees to consider the following question: do you want to hold out for a four-lane highway that may take 20 or 30 years to come to fruition or spend less money and get some meaningful impacts installed on the ground that can make a difference in the short term?

HMB asked one last poll question related to traffic. HMB clarified the question was referring to the entire corridor as a whole but noted it is broken into segments within the public survey. The results can be seen below.

- When travelling on this section of US 25, do you experience congestion?
    - 40% responded yes! I have to leave early to deal with the additional delay.
    - 36% responded it's a little busy.
    - 24% responded it's busy but I can drive the speed limit.

VI. Environmental

HMB presented the environmental overview. It was noted an environmental document was prepared during the previous design project but wasn't finalized. This study is taking a fresh look at resources and has added the interstate connections that are under consideration. No comments were received.

VII. Improvement Strategies

HMB presented an overview of the potential improvement strategies. They presented two types of strategies. The first were short-term, spot and safety improvements and the second group included long-term, full reconstruction improvements. For the sake of time, not all improvements were presented but several examples of each type were illustrated by HMB. KYTC clarified that the cost estimates that were shown included construction cost only. No comments were received.

VIII. Wrap-Up

HMB presented the next steps of the study. No comments were received.

IX. Public Outreach Survey

HMB completed the meeting by demonstrating the online public outreach survey developed to collect feedback on the study. They encouraged participants to complete the survey once it goes live on Friday. A link to the public outreach StoryMap and survey will be sent via email following this meeting.

X. Questions / Comments

HMB provided an opportunity for additional comments or questions and gave contact information for the KYTC D11 project manager (Quentin Smith) for further comments or questions after the presentation. HMB clarified the presentation and survey would be emailed to all local officials and stakeholders. The StoryMap will be posted on Friday and will be on the KYTC District 11 website and Facebook page.

KYTC followed up to an earlier comment noting it looked like bicycle and pedestrian enhancements could be integrated into a full reconstruction strategy and appreciated the feedback received on this.

With no further comments, the meeting concluded at approximately 3:20 pm.

US 25 Corbin to London Connector Study - Item No. 11-8515

Public Outreach Effort

Study Review | Commonly Used Abbreviations | Roadway Information | Crash History | Traffic | Environmental | Improvement Options | Wrap-Up | Survey

Welcome

Thank you for participating in the study!

This interactive presentation summarizes study progress to date and can be navigated at your own pace. To explore all the information, click the tabs across the top, including Roadway Information, Crash History, Traffic, Environmental, Improvement Options and Wrap-Up.

Within each tab, you can scroll up and down on the left panel to show additional information. Any underlined and highlighted text can be clicked on to review a different map view and you can click on the features within the map for a pop-up with more detailed information. A map legend for each map is provided on the right hand side. Any image can be clicked on to enlarge.

The last tab contains the study survey. After you have reviewed the information in this presentation, please fill out the survey to help the Project Team prioritize any proposed improvements.

US 25 from Corbin to London Project History

In 2013, Municiple Engineering Company and HMB Professional Engineers, Inc. completed the preliminary design and environmental document for the widening of US 25 from US 25E to KY 1006. This project was delayed due to lack of funding.

Study Background

The Kentucky Transportation Cabinet (KYTC) is conducting a connectivity study for US 25 from Corbin to London in Laurel County. This study spans from US 25E in Corbin to KY 192 in London.

The study will evaluate transportation needs related to safety and congestion, prioritizing any proposed improvement options.

The initial study goals are as follows:

- Improving Safety
- Reducing Congestion
- Accommodating Transportation Demand

US 25 Corbin to London Connector Study - Item No. 11-8515

Public Outreach Effort

Below is a list of commonly used abbreviations that will be useful to reference when navigating through this presentation.

- **AADT** - Average Annual Daily Traffic
- **AADTT** - Average Annual Daily Truck Traffic
- **AASHTO** - American Association of State Highway and Transportation Officials
- **CCRF** - Critical Crash Rate Factor - measure of crash frequency for each segment or spot location
- **DHV** - Design Hourly Volume
- **EEC** - Excess Expected Crashes - measure of crashes that actually occurred compared to the number of crashes expected for each segment or spot location
- **KABCO Crash Injury Classification:**
  - **K** – fatality
  - **A** – severe injury
  - **B** - minor injury
  - **C** - potential injury
  - **O** - no injury

Click the underlined and highlighted text below to view the official KABCO crash definitions.

KABCO Official Definitions

- **LOS** - Level of Service
- **MP** - Mile Point
- **TWLTL** - Two Way Left Turn Lane

US 25 Corbin to London Connector Study - Item No. 11-8515

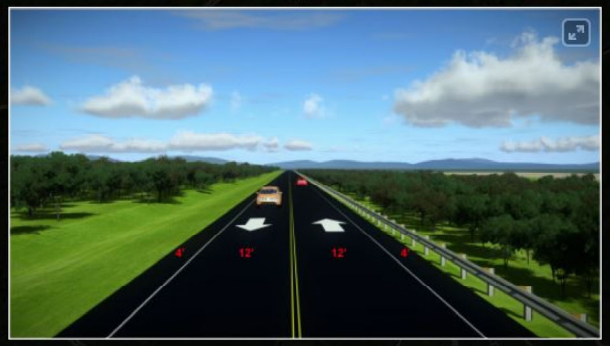
Public Outreach Effort

Study Review | Commonly Used Abbreviations | Roadway Information | Crash History | Traffic | Environmental | Improvement Options | Wrap-Up | Survey

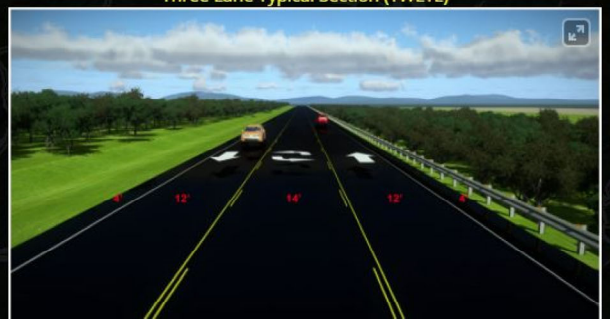
Existing Roadway Information

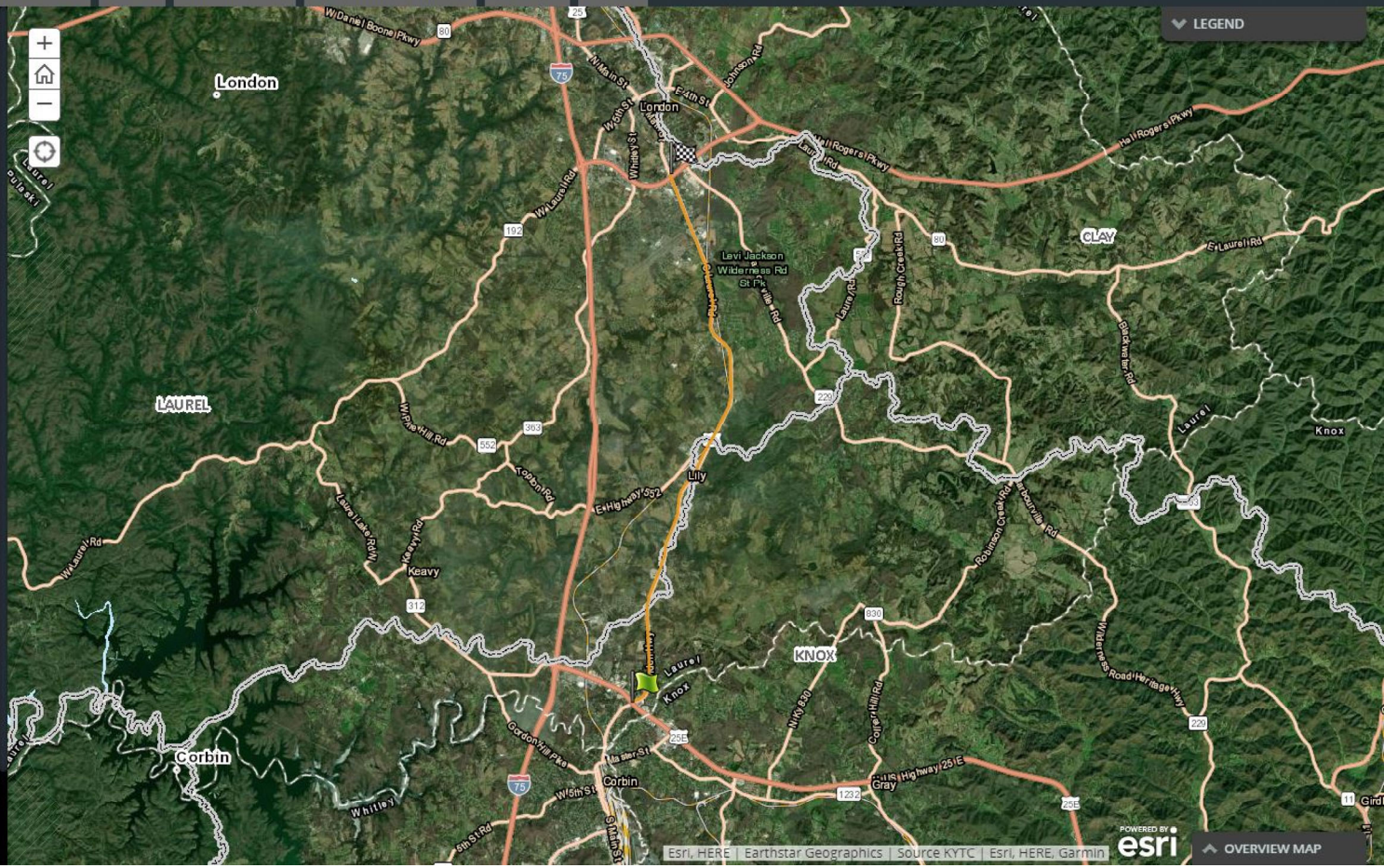
US 25 from Corbin to London is an urban roadway that varies from two to three lanes, and has a posted speed limit that varies from 45 to 55 mph. The existing typical sections are shown below. Click anywhere on the image below to enlarge.

Two Lane Typical Section



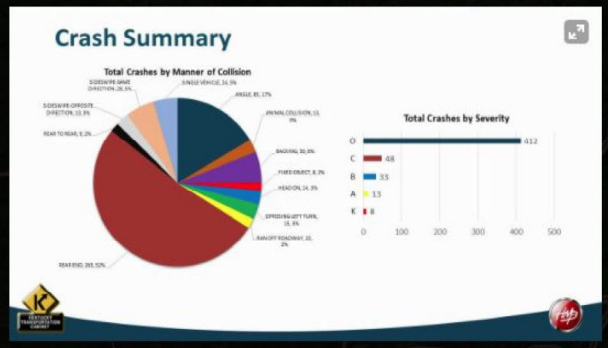
Three Lane Typical Section (TWLTL)





Crash History

The following infographic summarizes the crash data between July 1, 2016 and June 30, 2019. A total of 514 crashes occurred, including eight fatal and 13 incapacitating injury crashes. Click anywhere on the images below to enlarge.

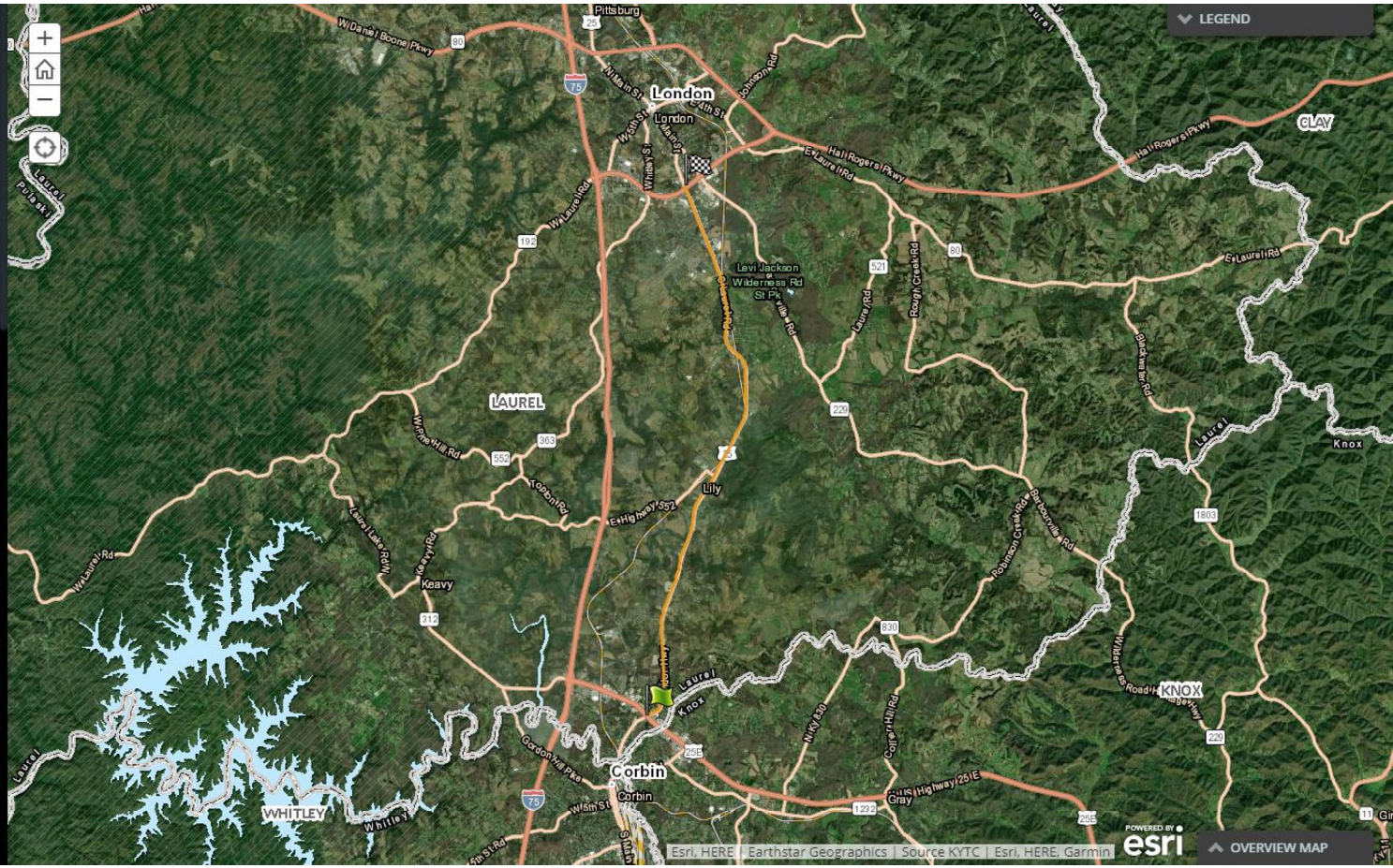


Click the underlined and highlighted text below to view concentrations of crashes that occurred by various manners of collision, view the crash heat map, or view the fatal and incapacitating injury crashes that occurred throughout this corridor.

- *All Crashes - Manner of Collision*
- *Crash Heat Map*
- *K & A Crashes*

Crash Evaluation Methods

Two methods are used to evaluate crashes. The first method is the Critical Rate Factor. Using an analysis procedure from the Kentucky Transportation Center (KTC) and referenced in *The Analysis of Traffic Crash Data in Kentucky (2014-2018)*, Actual Crash Rates are compared to the Critical Crash Rate for similar types of Kentucky roadways. A ratio, known as the Critical Crash Rate Factor (CCRF) is calculated by comparing the Actual Crash Rate to the Critical Crash Rate. A CCRF greater than 1.0 indicates crashes may be occurring more often than can be attributed to random occurrence. This procedure is used as a screening technique indicating locations where further analysis may be needed. It is not a definitive



US 25 Corbin to London Connector Study - Item No. 11-8515

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Study Review | Commonly Used Abbreviations | Roadway Information | Crash History | Traffic | Environmental | Improvement Options | Wrap-Up | Survey

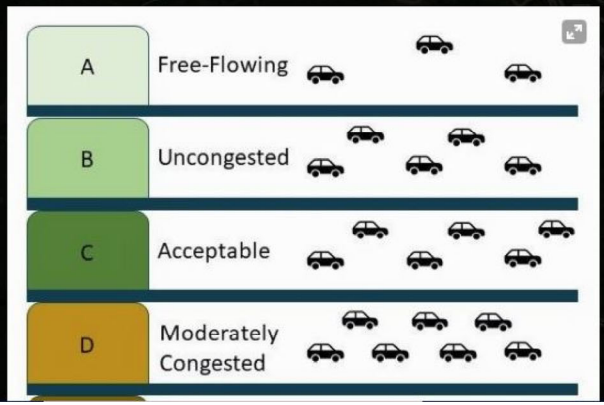
Traffic

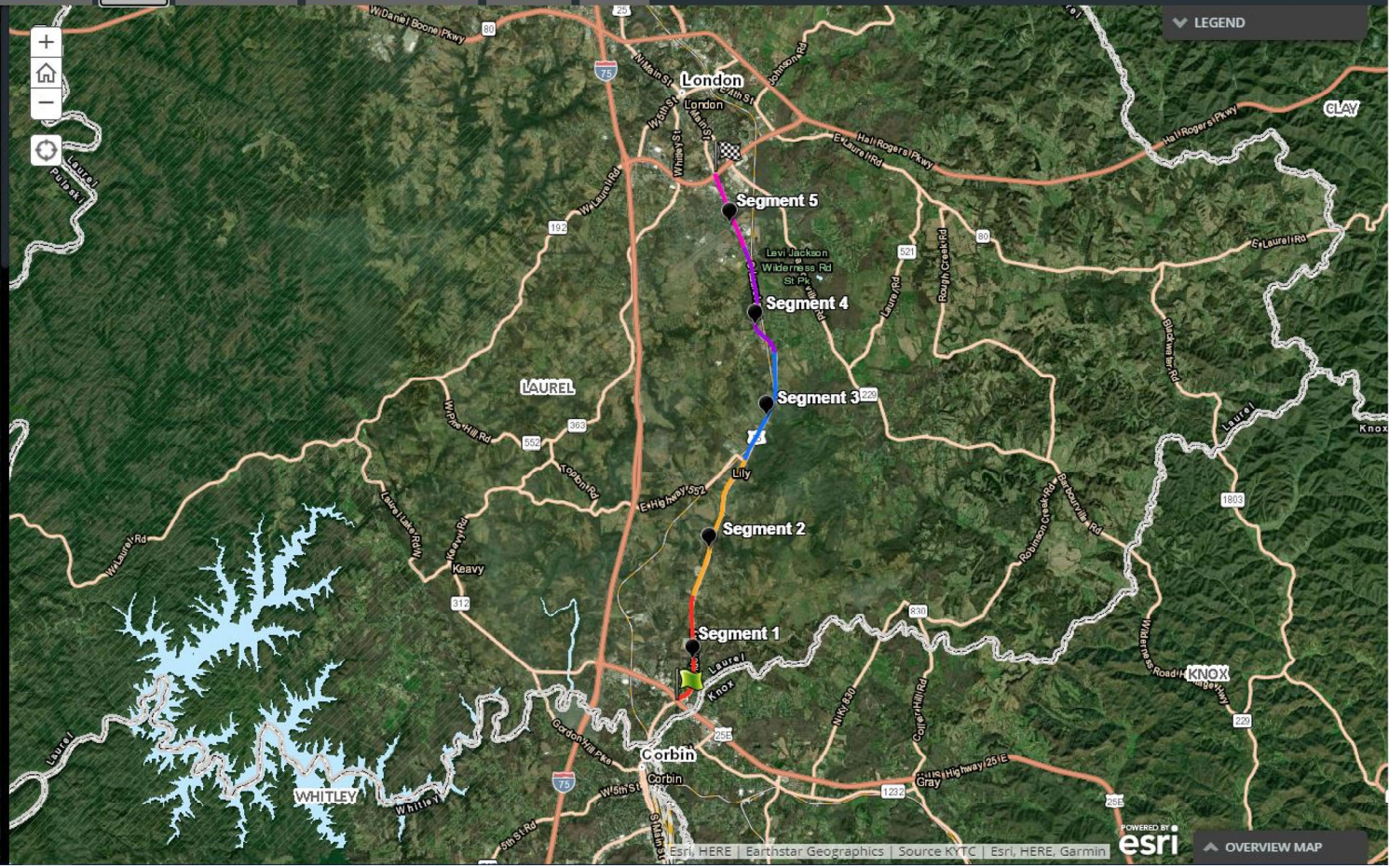
Traffic data was analyzed to assess the current and future conditions of traffic along this corridor. This included collecting existing traffic counts from KYTC , traffic modeling results, and vehicular speed data. Traffic was forecasted to year 2040.

The following charts and figures may help visualize or provide a more in-depth look at the traffic conditions on this section of US 25. Click anywhere on the images below to enlarge.

What is Level of Service (LOS)?

LOS is a qualitative measure of determining the operational characteristics of a roadway facility. It is used to define the quality of traffic operations based on measures such as vehicle speed, travel time, comfort and convenience, maneuverability, congestion, and delay. There are six levels of service for each type of facility. The levels are designated by letters, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Please see the graphic below for a visual guide and more on LOS.





US 25 Corbin to London Connector Study - Item No. 11-8515

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Study Review | Commonly Used Abbreviations | Roadway Information | Crash History | Traffic | Environmental | Improvement Options | Wrap-Up | Survey

Environmental Conditions

A 250-foot buffer surrounding existing US 25 and the proposed full reconstruction alignments was used to identify the environmental conditions within the study corridor. The portion of the buffer following existing US 25 was used to explore the potential environmental impacts of any spot improvement options. Resources identified during this review are listed below and will be considered during the development of improvement strategies. Click on each of the headings below to change the map view.

Community Resources

Businesses are located throughout the existing US 25 corridor, including mechanic shops, factories, retail stores, and others. A reconstruction of US 25 would require the relocation of numerous businesses, ranging from 30 to 70 depending on the alignment.

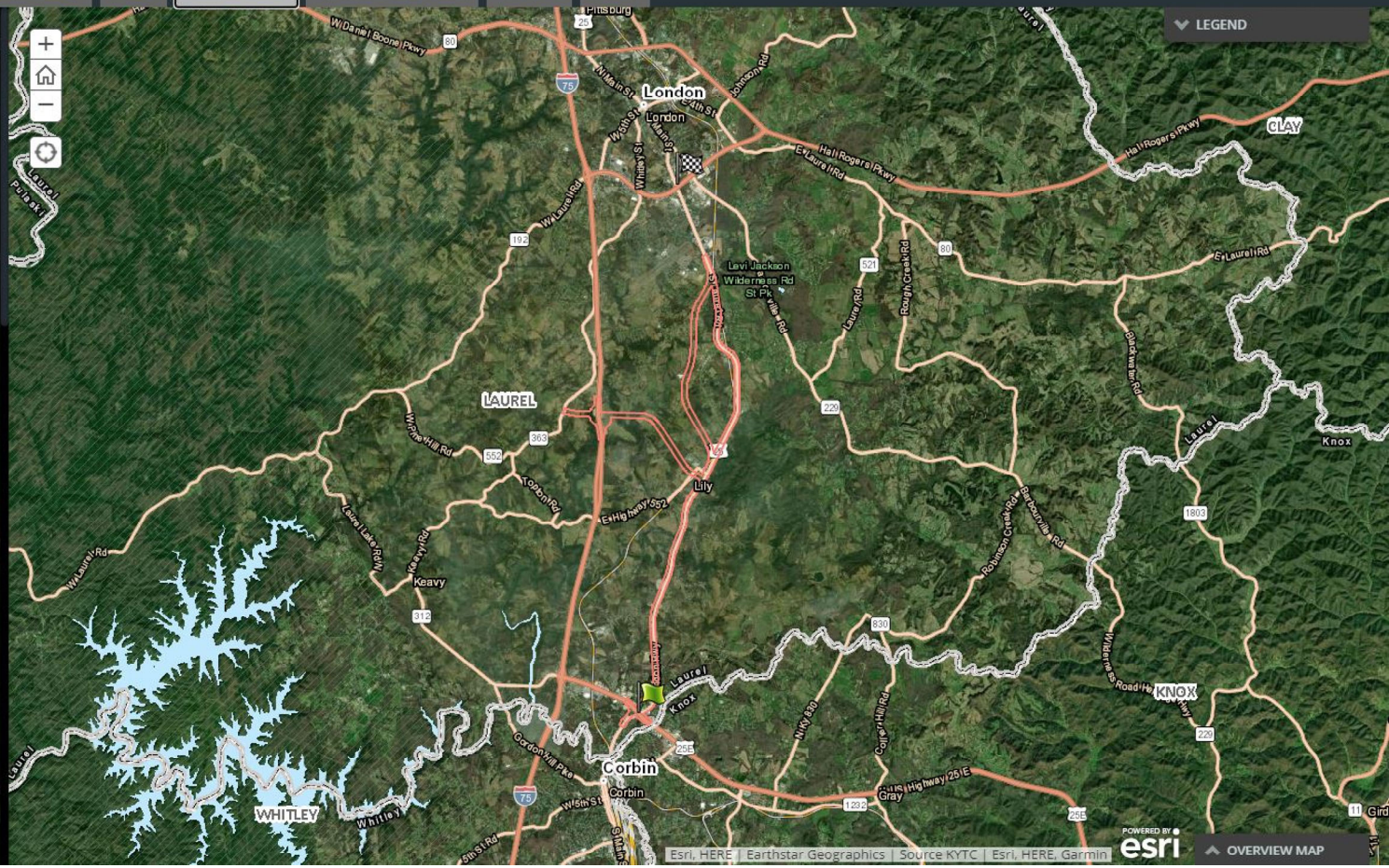
There are a few churches within the study area and several others just outside the boundary. It's expected that reconstruction of US 25 would require relocation of between two to four churches.

One school, Hunter Hills Elementary School, is located within the study area. The school's buildings are located outside of 250-feet; therefore, impacts due to reconstruction of US 25 would be contained to the school's roads and parking lot.

There is also one medical facility, Professional Home Health Care, located within the study area. As with the school, the actual building is located beyond 250-feet from the edge of pavement and impacts would be limited to its entrance road and parking lot.

Post offices, government service centers, medical offices and similar community resources that provide basic need services would not be relocated. In addition, almost all available emergency services are located either north of south of the project corridor.

No police stations, fire houses, libraries, school, or other type of community institutions would be relocated.



US 25 Corbin to London Connector Study - Item No. 11-8515

Public Outreach Effort

A Story Map

Edit ×

No issues detected ×

US 25 Corbin to London Connector Study - Improvement Options

Fourteen stand alone options are being considered for short term improvements, and four full reconstruction options are being evaluated to address long term transportation needs on US 25 from Corbin to London.

If you are having trouble viewing the Improvement Options through this webpage, please click the underlined text below to view a PDF.

Improvement Option Sheets

Any underlined option included below is linked to another section that will include more information about the proposed improvement and display it on the map. Click on a link to examine a particular improvement option or continue to scroll down to view the improvement options in order.

Spot and Safety

Option A - Access Management

Option B - Reflective Pavement Striping

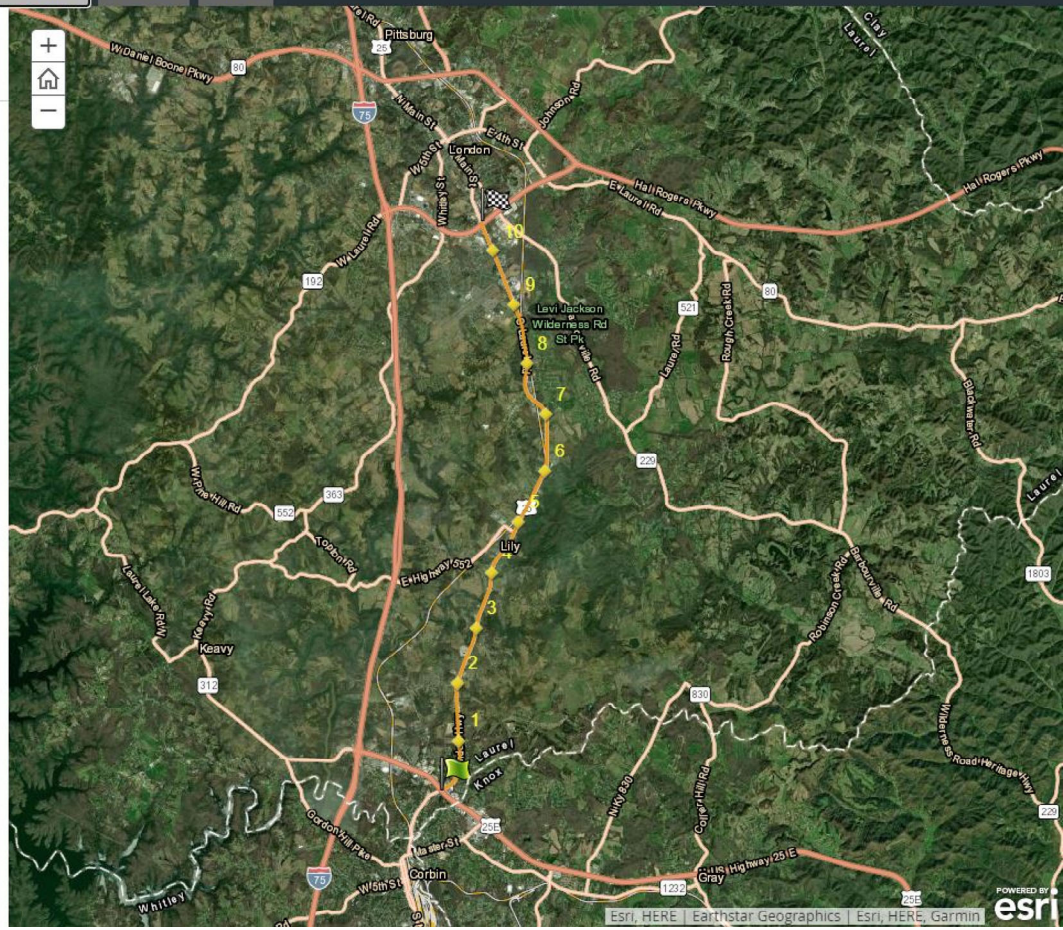
Option C - Hopewell Rd. Improvement

Option D - Laurel Whitley Rd. Intersection Improvement

Option E-1 - KY 2392 Intersection Improvement

Option E-2 - Laurel Whitley Rd. Intersection Improvement

Option F - US 25 Widening (TWLTL) MP 2.800 to MP 3.500



US 25 Corbin to London Connector Study - Item No. 11-8515

Public Outreach Effort

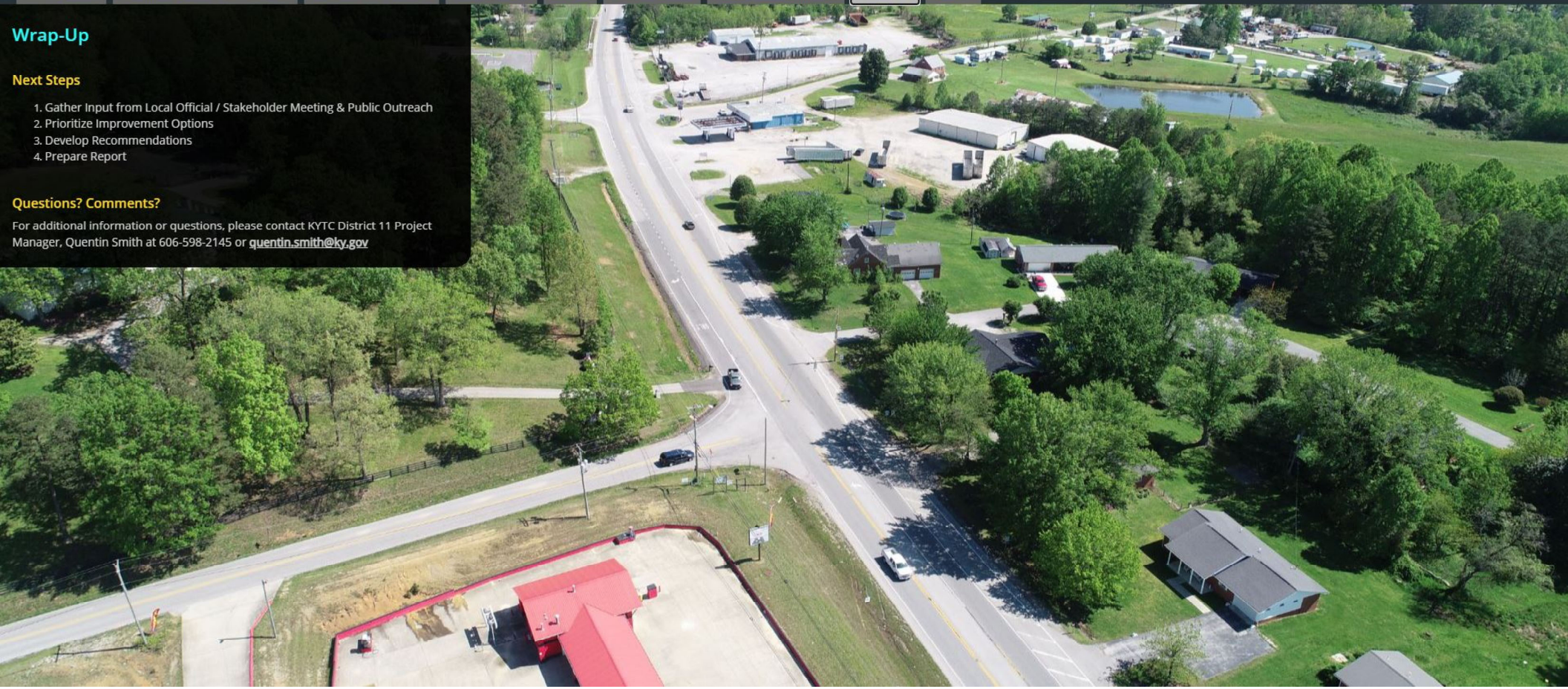
Wrap-Up

Next Steps

1. Gather Input from Local Official / Stakeholder Meeting & Public Outreach
2. Prioritize Improvement Options
3. Develop Recommendations
4. Prepare Report

Questions? Comments?

For additional information or questions, please contact KYTC District 11 Project Manager, Quentin Smith at 606-598-2145 or quentin.smith@ky.gov



US 25 CORBIN TO LONDON CONNECTOR STUDY

IMPROVEMENT OPTION SHEETS

COMMONLY USED ABBREVIATIONS

AADT – Average Annual Daily Traffic

AASHTO – American Association of State Highway and Transportation Officials

CCRF – Critical Crash Rate Factor – measure of crash frequency for each segment or spot location

DHV – Design Hourly Volume

EEC – Expected Excess Crashes – measure of crashes that actually occurred compared to the number of crashes expected for each segment or spot location

KABCO Crash Injury Classification:

K – fatality

A – severe injury

B – minor injury

C – potential injury

O – no injury

LOS – Level of Service

MP – Mile Point

TWLTL – Two Way Left Turn Lane

US 25 Improvement Option Cost Summary

Map Symbol	Upgrade/Improvement Categories and Options	No. Locations or Milepoints	Design Cost*	Construction Cost	Total Work Item Cost**
	SPOT AND SAFETY				
A	Access Management	0.000 - 9.028	$ 155,000	$ 755,000	$ 910,000
B	Reflective Pavement Striping	0.000 - 9.028	N/A	$ 170,000	$ 170,000
C	Hopewell Rd. Improvement	1.965	$ 25,000	$ 115,000	$ 140,000
D	KY 1223 Intersection Improvement	2.098	$ 100,000	$ 490,000	$ 590,000
E-1	KY 2392 Intersection Improvement	2.787	$ 105,000	$ 525,000	$ 630,000
E-2	Laurel Whitley Rd. Intersection Improvement	3.111	$ 40,000	$ 200,000	$ 240,000
F	US 25 Widening (TWLTL)	2.800 - 3.500	$ 540,000	$ 5,400,000	$ 5,940,000
G	Robinson Creek Rd./Echo Valley Rd./Lily School Rd. Intersection Improvements	3.480/3.606	$ 145,000	$ 725,000	$ 870,000
H	Close Approach Roads and Force Traffic to Lily School Rd./Echo Valley Rd. Intersection	4.105	$ 35,000	$ 170,000	$ 205,000
I-1	Eliminate Fariston Rd.; Potential Traffic Signal at KY 552	5.146	$ 15,000	$ 60,000	$ 75,000
I-2	Widen US 25 for Left Turn Lane, Fariston Rd.	5.146	$ 80,000	$ 385,000	$ 465,000
J	Fariston Rd./Old Hwy 25 Intersection Improvement	7.511/8.126	$ 45,000	$ 225,000	$ 270,000
K-1	Widen US 25	8.520 - 9.028	$ 545,000	$ 2,710,000	$ 3,255,000
K-2	Re-align US 25	8.520 - 9.028	$ 470,000	$ 2,330,000	$ 2,800,000
	FULL RECONSTRUCTION				
A	US 25 Cross Country Alignment	0.000 - 9.028	$ 23,415,000	$ 117,075,000	$ 140,490,000
B	US 25 Along Existing Alignment	0.000 - 9.028	$ 23,585,000	$ 117,910,000	$ 141,495,000
C	US 25 / US 25E Interchange		$ 3,860,000	$ 19,280,000	$ 23,140,000
D	I-75 Connector and Interchange				
	Option D-1		$ 5,180,000	$ 25,895,000	$ 31,075,000
	Option D-2		$ 5,800,000	$ 28,995,000	$ 34,795,000

* The Design Cost was estimated at 20% of the Construciton Cost for all improvement options with the exception of Improvement Option F. Because there was significant design work done on this option previously, its Design Cost was estimated at 10% of the Construction Cost.

**The 'Total Work Item Cost' does not include any right of way or utilities costs for these improvements at this time

LOCATION INFORMATION

US 25 Existing Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- 34 Access Points Per Mile
- High Speed Differential

Issues

Throughout this portion of US 25 over 50 percent of crashes can be attributed to the frequency of access points. How vehicles entering and exiting these access points interact with traffic on US 25 is a detriment to the safety of the roadway. There were eight fatality crashes and 13 crashes in which an incapacitating injury occurred from 2016 to 2019.

IMPROVEMENT CONCEPT

Proposed Access Management—MP 8.90 to MP 8.95

Existing Street View—MP 8.90 to MP 8.95

According to the 2018 AASHTO green book, as the number of driveways or business entrances increase along a roadway, there is a corresponding increase in crash rates. The estimated crash rate for urban and suburban areas with 34 access points per mile is eight crashes per million vehicle miles traveled for undivided roadways and between six and seven crashes per million vehicle miles traveled for roadways with a TWLTL.

A

CORRIDOR

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.000 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 8
A: 13
High CCRF Spots (0.3 Miles): 12
EEC: 34
Crashes: 514

DESCRIPTION

Improve access management on US 25 from the intersection with US 25E to KY 1006. The amount of access points will be reduced by 35 and entrances will be consolidated and more clearly defined.

COST ESTIMATE

2020 Dollars

Design: $155,000
ROW: $225,000
Utilities: $125,000
Const.: $755,000

LOCATION INFORMATION

US 25 Existing Features

- Varies from Two to Three (TWLTL) Lanes
- Lane Width Varies from 11-12'
- Paved Shoulder Width Varies from 2-14'
- 34 Access Points Per Mile
- High Speed Differential

Issues

From 2016 to 2019, 38% of all crashes along the US 25 study corridor occurred during wet or dark conditions. During these roadway conditions, the visibility of traditional pavement striping is decreased. Increasing the reflectivity of this pavement striping throughout the corridor could mitigate some of these crashes.

IMPROVEMENT CONCEPT

Non-Reflective Striping, Wet Conditions

Reflective Striping, Wet Conditions

B

CORRIDOR

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.000 to MP 9.028

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 8
A: 13
High CCRF Spots (0.3 Miles): 12
EEC: 34
Crashes: 514

DESCRIPTION

Restripe US 25 from US 25E to KY 1006 using 6" thermo pavement markings and restripe all thermo turn arrows. This will improve the visibility of the pavement striping and enhance the safety of the corridor.

COST ESTIMATE

2020 Dollars

Design: N/A
ROW: N/A
Utilities: N/A
Const.: $170,000

LOCATION INFORMATION

US 25 Existing Features

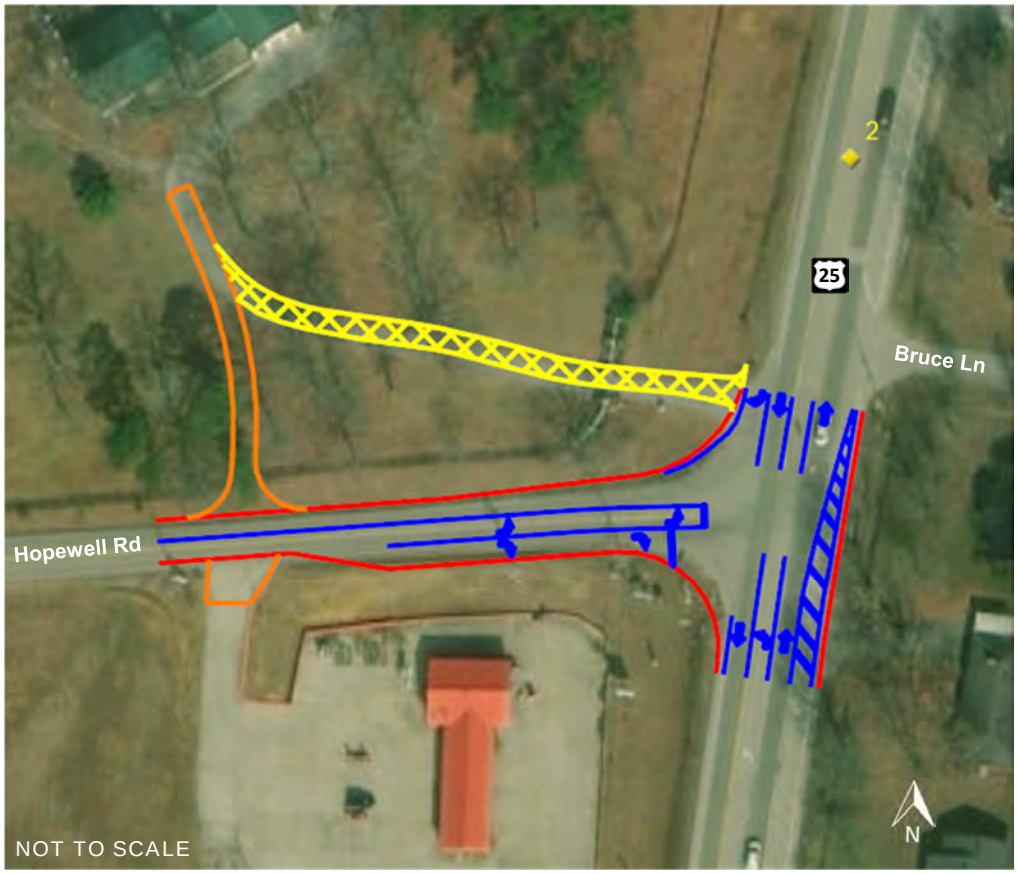
- Three Lanes (TWLTL)
- 12’ Lane Width
- 14’ Paved Shoulder NB/4’ Paved Shoulder SB
- 55 mph Posted Speed Limit

Issues

Hopewell Rd., Bruce Ln., and a private entrance all intersect US 25 within a short distance of each other resulting in a high number of conflict points. Of the 15 crashes that occurred within the vicinity of these intersections, six were angle crashes involving vehicles entering or exiting Hopewell Rd.

IMPROVEMENT CONCEPT

Separate Right and Left Turn on Hopewell Rd.; Remove Entrance From US 25



Legend

- Pavement Edge
- Lane Striping
- Entrance
- Remove

C

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Hopewell Rd.
MP 1.965

DATA

No Build (AADT):
2025: 12,700
2040: 13,700

Crash Data:
K: 1
A: 1
CCRF 4.46
EEC: 10.43
Crashes: 15

DESCRIPTION

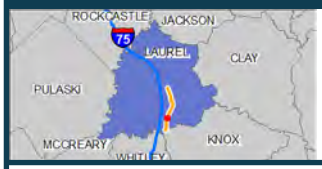
Improve intersection by widening Hopewell Rd. to separate left and right turn lanes. Move private entrance from US 25 to Hopewell Rd.

COST ESTIMATE

2020 Dollars

Design: $25,000
ROW: $60,000
Utilities: $70,000
Const.: $115,000

LOCATION INFORMATION



US 25 Existing Features

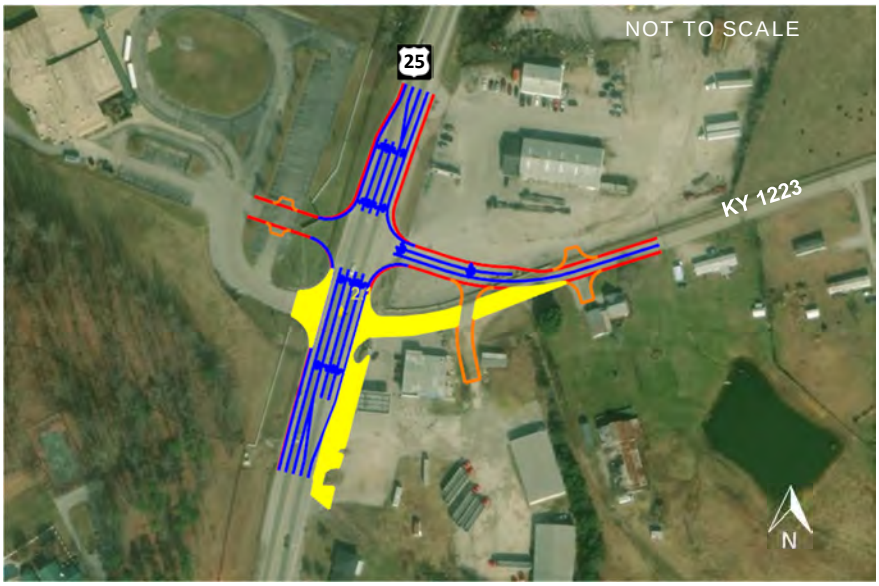
- Two Lanes
- 11’ Lane Width
- 4’ Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

There are six private entrances near the intersection of US 25—KY 1223 that may negatively impact the safety of US 25. From 2016 to 2019 there were eight crashes at this intersection, two of which resulted in an injury.

IMPROVEMENT CONCEPT

Improve US 25—KY 1223 Intersection; Eliminate Access Points Along US 25



According to the 2018 AASHTO green book, as the number of driveways or business entrances increase along a roadway, there is a corresponding increase in crash rates. At the intersection of US25—KY 1223 there are three business entrances with access to US 25. These entrances also occur in the middle of the right turn lane.

By moving the US 25—KY 1223 intersection to the north (MP 2.120) and removing the business entrances from US 25, friction is reduced between vehicles entering and exiting these entrances and vehicles traveling on US 25. This improvement option is compatible with any future widening of US 25.

D

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at KY 1223
MP 2.098

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 0
CCRF: 2.35
EEC: 3.53
Crashes: 8

DESCRIPTION

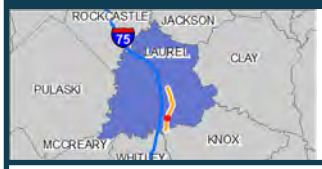
Re-align KY 1223 so that it intersects US 25 at MP 2.120. Eliminate multiple private entrances on US 25 and reconstruct a more clearly defined private entrance off of KY 1223.

COST ESTIMATE

2020 Dollars

Design: $100,000
ROW: $275,000
Utilities: $50,000
Const.: $490,000

LOCATION INFORMATION



US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

Laurel Whitley Rd. currently intersects US 25 at MP 3.111 at a severe skew. From 2016 to 2019, two of the five crashes reported at this location were caused by vehicles waiting to turn left into Laurel Whitley Rd. The intersections of US 25—Elmer Williams Rd. and US 25—KY 2392 are195 feet apart. The close proximity of these approach roads presents a potential safety issue.

IMPROVEMENT CONCEPT

Improve US 25—KY 2392/Douglas Blvd Intersection MP 2.735

The intersections of US 25—Elmer Williams Rd. and US 25—KY 2392 are 195 feet apart. The close proximity of these approach roads presents a potential safety issue. Laurel Whitley Rd. ties to US 25 at a severe skew (47 degrees) that is much greater than desirable according to highway design standards. There is no left or right turn lane for vehicles exiting US 25 through these approach roads.

Elmer Williams Rd. and Laurel Whitley Rd. will be closed, and traffic formerly accessing US 25 at these locations will be diverted to an improved US 25—KY 2392/Douglas Blvd. intersection. At the improved intersection there are left and right turn lanes for vehicles exiting US 25. This improvement option is compatible with any future widening of US 25.

E-1

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at KY 2392
MP 2.787

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CCRF: 0.58—1.45
EEC: -2.40—0.52
Crashes: 7

DESCRIPTION

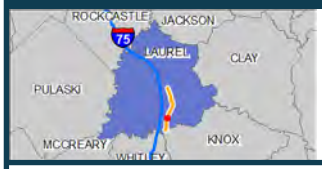
Close both the Elmer Williams Rd. (MP 2.841) and Laurel Whitley Rd. (MP 3.111). Improve the US 25—KY 2392/Douglas Blvd. Intersection. Traffic formerly accessing US 25 through Elmer Williams Rd. and Laurel Whitley Rd. will access US 25 through the improved intersection.

COST ESTIMATE

2020 Dollars

Design: $105,000
ROW: $200,000
Utilities: $105,000
Const.: $525,000

LOCATION INFORMATION



US 25 Existing Features

- Two Lanes
- 11’ Lane Width
- 4’ Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

Laurel Whitley Rd. currently intersects US 25 at MP 3.111 at a severe skew. From 2016 to 2019, two of the five crashes reported at this location were caused by vehicles waiting to turn left into Laurel Whitley Rd. While it does not appear that any of the crashes can be attributed to the skew of this intersection during the crash analysis period, the conditions at this approach road still present a potential intersection sight distance deficiency.

IMPROVEMENT CONCEPT

Improve Skew at Laurel Whitley Rd.

US 25 MP 3.111, Laurel Whitley Rd. Existing Intersection Skew: 47 degrees

US 25 MP 3.015, Laurel Whitley Rd. Proposed Intersection Skew: 0 degrees

According to the 2018 AASHTO green book, a skewed intersection leg should not be more than 15 degrees from perpendicular. Further investigation is required to ensure that enough sight distance is provided at the existing intersection.

E-2

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Laurel Whitley Rd.
MP 3.111

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CCRF: 1.45
EEC: 0.52
Crashes: 5

DESCRIPTION

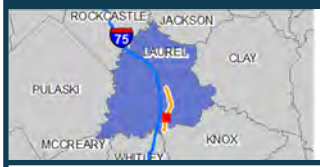
Improve approach inter-section sight distance by moving the tie point of Laurel Whitley Rd. to US 25 from MP 3.111 to MP 3.015, which will reduce the skew of the approach road.

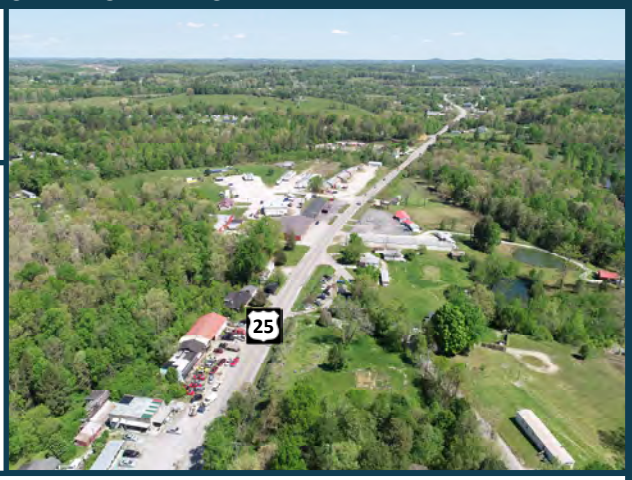
COST ESTIMATE

2020 Dollars

Design: $40,000
ROW: $250,000
Utilities: $90,000
Const.: $200,000

LOCATION INFORMATION





US 25 Existing Features

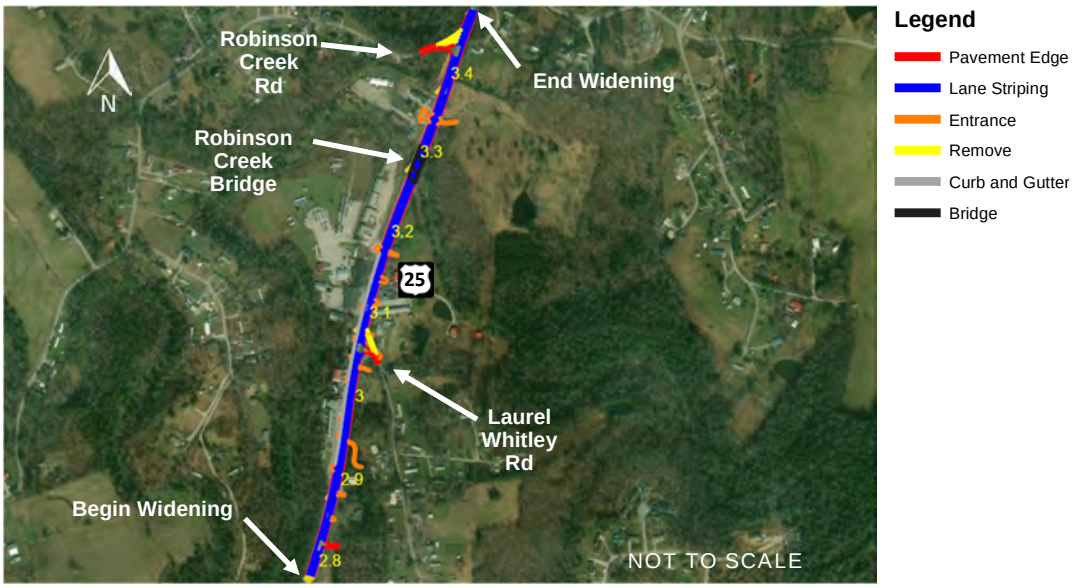
- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 25 Access Points
- High Speed Differential

Issues

This portion of US 25 is two lanes with a high frequency of access points throughout the segment. Vehicles turning left into an entrance are forced to stop in the middle of the travel lane while yielding to oncoming traffic, which has resulted in 16 rear-end collisions through this portion of the corridor. This stretch is approximately 0.5 miles long, with transitions to three lanes on both the north and south ends. There is an existing two lane bridge over Robinson Creek at approximately MP 3.320.

IMPROVEMENT CONCEPT

Widen US 25 from MP 2.80 to MP 3.50—Overview



US 25 is two lanes through this section where there are 25 access points. Providing a two way left turn lane will reduce conflicts between through traffic and vehicles entering and exiting these access points.

Connecting the three lane sections of US 25 at MP 2.800 and 3.500, including the replacement of the Robinson Creek Bridge, was previously designed by HMB (Item No. 11-8305.00). Curb and gutter will be installed along the west side of US 25 from approximately MP 2.800 to MP 3.200, and the access points through this stretch will be more clearly defined. The Joint Inspection (typically held when design is 70% complete) for this design project was held on October 22, 2008, and HMB submitted an advanced situation folder for the Robinson Creek Bridge. This project came to a halt when the full reconstruction of US 25 was being explored. Further information about the design cost can be found in the detailed cost summary.

F

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 2.800 to MP 3.500

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CCRF: 0.36—1.37
EEC: -8.19—5.47
Crashes: 29

DESCRIPTION

Widen the existing two lane section of US 25 to accommodate a two way left turn lane. This separates left-turning traffic from the traveled way. The bridge over Robinson Creek will be replaced.

COST ESTIMATE

2020 Dollars

Design: $540,000
ROW: $1,540,000
Utilities: $700,000
Const.: $5,400,000

LOCATION INFORMATION

Proposed Typical Section

Improvement Option F—MP 2.800 to MP 3.100

Legend

- Pavement Edge
- Lane Striping
- Entrance
- Remove
- Curb and Gutter
- Bridge

F

CONTINUED

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 2.800 to MP 3.500

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CCRF: 0.36—1.37
EEC: -8.19—5.47
Crashes: 29

DESCRIPTION

Widen the existing two lane section of US 25 to accommodate a two way left turn lane. This separates left-turning traffic from the traveled way. The bridge over Robinson Creek will be replaced.

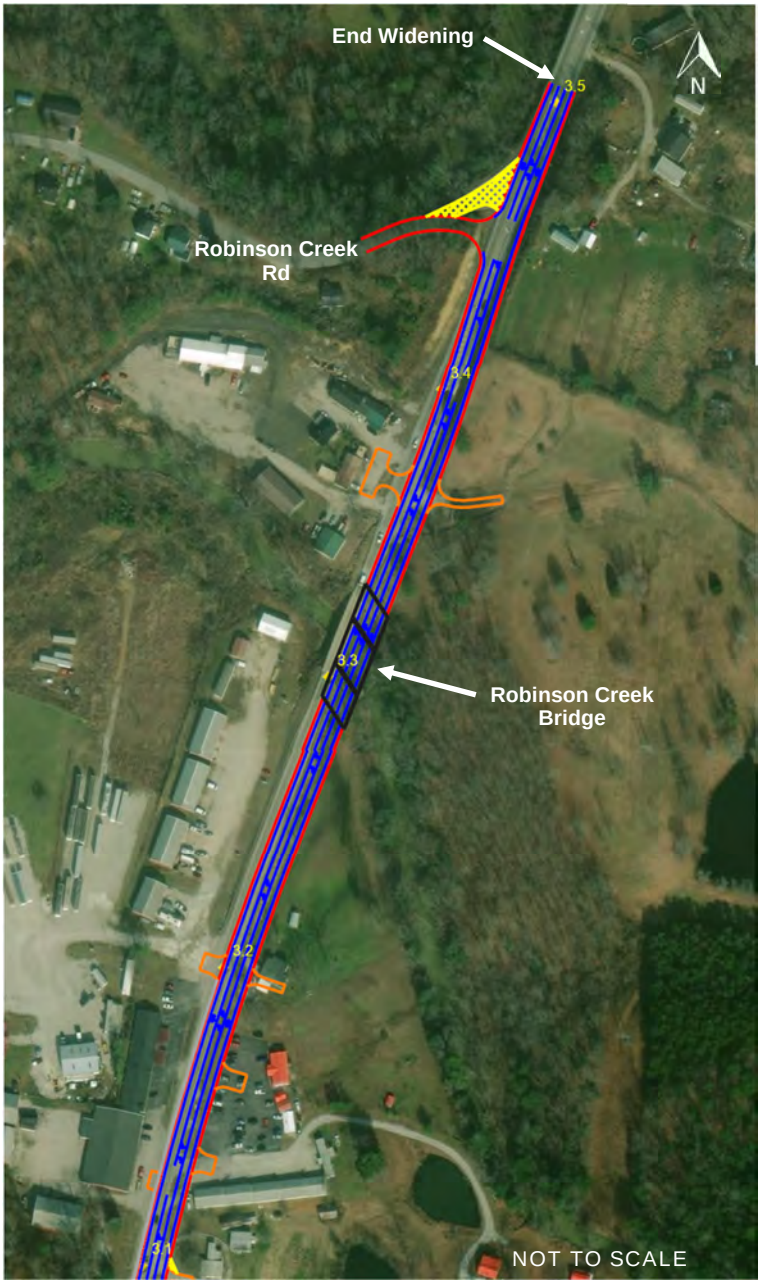
COST ESTIMATE

2020 Dollars

Design: $540,000
ROW: $1,540,000
Utilities: $700,000
Const.: $5,400,000

LOCATION INFORMATION

Improvement Option F—MP 3.100 to MP 3.500



Legend

- Pavement Edge
- Lane Striping
- Entrance
- Remove
- Curb and Gutter
- Bridge

F

CONTINUED

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 2.800 to MP 3.500

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 1
CCRF: 0.36—1.37
EEC: -8.19—5.47
Crashes: 29

DESCRIPTION

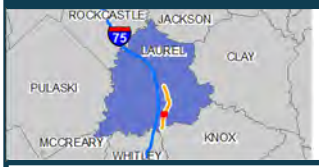
Widen the existing two lane section of US 25 to accommodate a two way left turn lane. This separates left-turning traffic from the traveled way. The bridge over Robinson Creek will be replaced.

COST ESTIMATE

2020 Dollars

Design: $540,000
ROW: $1,540,000
Utilities: $700,000
Const.: $5,400,000

LOCATION INFORMATION



US 25 Existing Features

- Three Lanes (TWLTL)
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

Robinson Creek Rd. and Lily School Rd./Echo Valley Rd. currently intersect US 25 at severe skews which creates a potential intersection sight distance deficiency. From 2016 to 2019, seven crashes occurred at the US 25—Robinson Creek Rd. intersection and one crash resulted in an injury, while 14 crashes occurred at the US 25—Lily School Rd./Echo Valley Rd. intersection and six crashes resulted in injuries.

IMPROVEMENT CONCEPT

Improving the skew of Robinson Creek Rd. and reconstructing Echo Valley Rd. to make a four leg intersection at US 25 MP 3.450 increases the sight distance for both approach roads. Removing the access of Lily School Rd. to US 25 at MP 3.606 eliminates an intersection at which 14 crashes occurred from 2016 to 2019, four of those crashes causing an incapacitating injury. Vehicles that normally access US 25 through this approach road will do so through the US 25—Lily School Rd./Slate Ridge Rd. intersection at MP 4.105. The distance between these two intersections measured along Lily School Rd. is 0.72 miles. This improvement option is compatible with any future widening of US 25.

US 25 MP 3.606, Robinson Creek Rd. Existing Intersection Skew (Eliminated): 44 degrees

US 25 MP 3.606, Lily School Rd. Existing Intersection Skew (Eliminated): 26 degrees

US 25 MP 3.606, Echo Valley Rd. Existing Intersection Skew (Eliminated): 33 degrees

According to the 2018 AASHTO green book, a skewed intersection leg should not be more than 15 degrees from perpendicular. Further investigation is required to ensure that enough sight distance is provided at the existing intersection.

G

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Robinson Creek Rd. & Lily School Rd./ Echo Valley Rd.
MP 3.480 & MP 3.606

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 4
CCRF: 2.03—4.06
EEC: 2.47—9.30
Crashes: 21

DESCRIPTION

Move Robinson Creek Rd. to the south to improve intersection skew. Reconstruct Echo Valley Rd. to tie to US 25 across from Robinson Creek Rd. at approximately MP 3.450. Construct a cul-de-sac to terminate Lily School Rd. at US 25 MP 3.606.

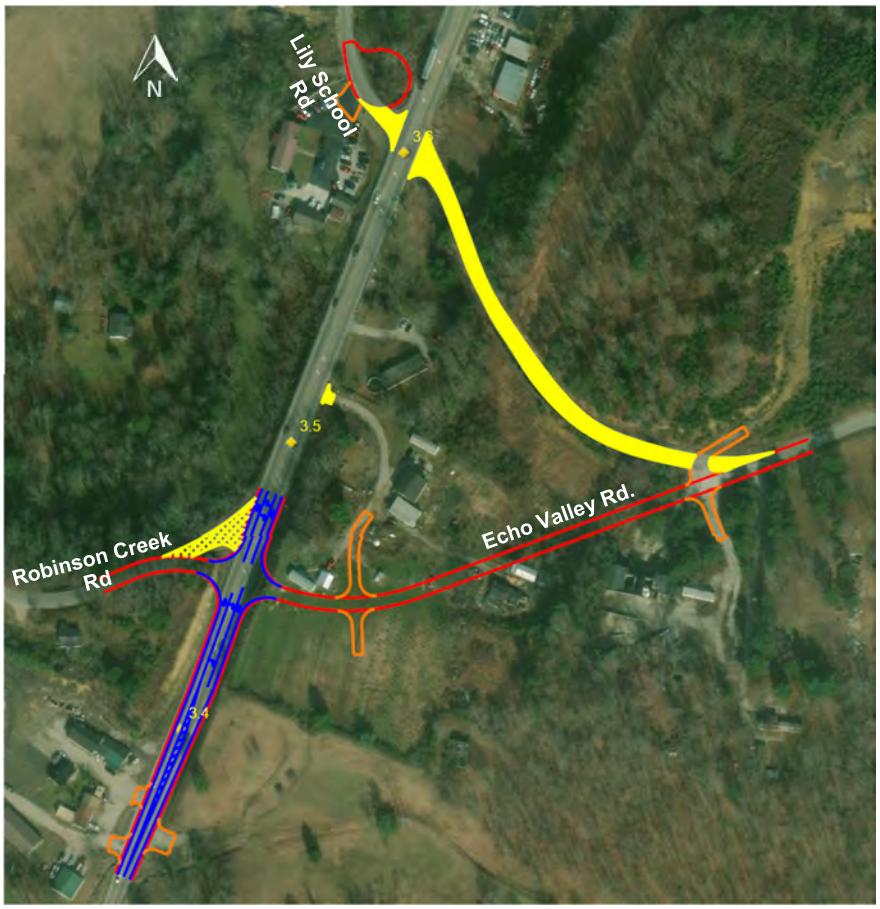
COST ESTIMATE

2020 Dollars

Design: $145,000
ROW: $450,000
Utilities: $120,000
Const.: $725,000

LOCATION INFORMATION

Proposed US 25—Robinson Creek Rd./Echo Valley Rd. Intersection



Terminate Lily School Road, Remove Existing Echo Valley Rd.

G

CONTINUED

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Robinson Creek Rd. & Lily School Rd./ Echo Valley Rd.
MP 3.480 & MP 3.606

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 4
CCRF: 2.03—4.06
EEC: 2.47—9.30
Crashes: 21

DESCRIPTION

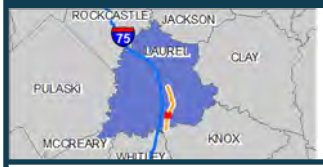
Move Robinson Creek Rd. to the south to improve intersection skew. Reconstruct Echo Valley Rd. to tie to US 25 across from Robinson Creek Rd. at approximately MP 3.450. Construct a cul-de-sac to terminate Lily School Rd. at US 25 MP 3.606.

COST ESTIMATE

2020 Dollars

Design: $145,000
ROW: $450,000
Utilities: $120,000
Const.: $725,000

LOCATION INFORMATION



US 25 Existing Features

- Three Lanes (TWLTL)
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

The existing intersections of US 25—Lily School Rd./Echo Valley Rd. and US 25—Old Hwy 25 occur at a skew resulting in a potential intersection sight distance deficiency. Lily School Rd. has an 11% grade as it approaches US 25, further contributing to the intersection sight distance issue. Between 2016 and 2019, there were 14 crashes at Lily School Rd./Echo Valley Rd. and six of those crashes resulted in an injury.

IMPROVEMENT CONCEPT

Lily School Rd. (MP 3.606) and Old Highway 25 (MP 3.784 & MP 4.311) will no longer have access to US 25. Vehicles that normally access US 25 through these approach roads will do so through the US 25—Lily School Rd./Slate Ridge Rd. intersection at MP 4.105. This intersection will be evaluated for a traffic signal due to the additional traffic that would enter and exit US 25 at this location. Installation of a traffic signal is included in the cost estimate.

A cul-de-sac will be constructed to terminate Lily School Rd. at the existing intersection with Echo Valley Rd. Refer to Improvement Option G concerning Echo Valley Rd.

US 25 MP 3.606, Lily School Rd. Existing Intersection Skew (Eliminated): 26 degrees

US 25 MP 3.784, Old Hwy 25 Existing Intersection Skew (Eliminated): 31 degrees

US 25 MP 4.105, Lily School Rd. / Slate Ridge Rd. Existing Intersection Skew: 0 degrees

US 25 MP 4.311, Old Hwy 25 Existing Intersection Skew (Eliminated): 17 degrees

According to the 2018 AASHTO green book, a skewed intersection leg should not be more than 15 degrees from perpendicular. Further investigation is required to ensure that enough sight distance is provided at the existing intersection.

H

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Lily School Rd. / Slate Ridge Rd.
MP 4.105

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 4
CCRF: 0.29—4.06
EEC: -3.38—9.30
Crashes: 24

DESCRIPTION

Close approach road access from US 25 for Old US 25 (MP 3.784 & MP 4.311) and Lily School Rd. (MP 3.606). Construct a cul-de-sac to terminate Lily School Rd. Evaluate warrants for traffic signal at the intersection of Lily School Rd. / Slate Ridge Rd. and US 25 at MP 4.105.

COST ESTIMATE

2020 Dollars

Design: $35,000
ROW: $40,000
Utilities: $10,000
Const.: $170,000

LOCATION INFORMATION

Close Old Hwy 25 MP 4.311, Traffic Signal at Lily School Rd. / Slate Ridge Rd.

Close Lily School Rd. MP 3.606, Close Old Hwy 25 MP 3.784

H

CONTINUED

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Lily School Rd. / Slate Ridge Rd.
MP 4.105

DATA

No Build (AADT):
2025: 14,600
2040: 15,800

Crash Data:
K: 0
A: 4
CCRF: 0.29—4.06
EEC: -3.38—9.30
Crashes: 24

DESCRIPTION

Close approach road access from US 25 for Old US 25 (MP 3.784 & MP 4.311) and Lily School Rd. (MP 3.606). Construct a cul-de-sac to terminate Lily School Rd. Evaluate warrants for traffic signal at the intersection of Lily School Rd. / Slate Ridge Rd. and US 25 at MP 4.105.

COST ESTIMATE

2020 Dollars

Design: $35,000
ROW: $40,000
Utilities: $10,000
Const.: $170,000

I-1

SPOT

LOCATION INFORMATION

US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

There were 17 crashes in the vicinity of the intersection of Fariston Rd. and US 25 from 2016 to 2019. Eleven of those crashes were rear ends that likely can be attributed to vehicles entering and exiting this approach interacting with through traffic on US 25.

IMPROVEMENT CONCEPT

Remove Fariston Rd. Approach MP 5.146, Traffic Signal at KY 552

If the Fariston Rd. approach is eliminated, then a grade separated rail crossing would be removed. This crossing under the railroad is narrow and doesn't appear to have much vertical clearance. Further investigation is required to determine if emergency vehicles can currently travel through this grade separated crossing. The nearest grade separated rail crossing to the north is at US 25 MP 7.300, while the nearest grade separated crossing to the south is at Underpass Rd., from Lily School Rd., which intersects US 25 at MP 4.100.

Legend

Remove

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Fariston Rd. / KY 552
MP 5.146

DATA

No Build (AADT):
2025: 14,200
2040: 15,300

Crash Data:
K: 0
A: 1
CCRF: 4.99
EEC: 12.30
Crashes: 17

DESCRIPTION

Remove access to US 25 from Fariston Rd. at MP 5.146. Vehicles that currently gain access to or leave US 25 at Fariston Rd. will travel to KY 552. Evaluate warrants for traffic signal at the intersection of KY 552 and US 25.

COST ESTIMATE

2020 Dollars

Design: $15,000
ROW: $15,000
Utilities: $15,000
Const.: $60,000

LOCATION INFORMATION

US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 55 mph Posted Speed Limit

Issues

There were 17 crashes in the vicinity of the intersection of Fariston Rd. and US 25 from 2016 to 2019. Eleven of those crashes were rear ends that likely can be attributed to vehicles entering and exiting this approach interacting with through traffic on US 25.

IMPROVEMENT CONCEPT

Widen US 25 for Left Turn Lane; Improve Fariston Rd. Skew

US 25 is currently a two lane roadway through the Fariston Rd. approach at MP 5.146. Widening US 25 to accommodate a left turn lane will prevent conflicts between through traffic on US 25 and vehicles turning left into Fariston Rd. Improving the skew at this intersection will improve sight distance for vehicles entering US 25 from Fariston Rd. A similar improvement has been considered at this location in the past, but nothing moved forward in anticipation of the full reconstruction of US 25.

US 25 MP 5.146, Fariston Rd. Existing Intersection Skew: 38 degrees

US 25 MP 5.155, Fariston Rd. Proposed Intersection Skew: 0 degrees

According to the 2018 AASHTO green book, a skewed intersection leg should not be more than 15 degrees from perpendicular. Further investigation is required to ensure that enough sight distance is provided at the existing intersection.

I-2

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Fariston Rd. / KY 552
MP 5.146

DATA

No Build (AADT):
2025: 14,200
2040: 15,300

Crash Data:
K: 0
A: 1
CCRF: 4.99
EEC: 12.30
Crashes: 17

DESCRIPTION

Widen US 25 to accommodate a left turn lane into Fariston Rd. at MP 5.146. Improve the skew of the Fariston Rd. approach.

COST ESTIMATE

2020 Dollars

Design: $80,000
ROW: $35,000
Utilities: $25,000
Const.: $385,000

LOCATION INFORMATION

US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Shoulder Width
- 55 mph Posted Speed Limit

Issues

The existing intersections of US 25 and Fariston Rd. /Old Hwy 25 at MP 7.511 and Fariston Rd. at MP 8.126 are severely skewed. US 25 is three lanes with a TWLTL through the intersection at MP 7.511 and two lanes through the intersection at MP 8.126. From 2016 to 2019, there were five crashes that occurred at the intersection at MP 7.511, and nine crashes that occurred at the intersection at MP 8.126. Two of those nine crashes resulted in fatalities, while three other crashes resulted in an injury.

IMPROVEMENT CONCEPT

Improve Old Hwy 25/Fariston Rd. Skew MP 7.511

US 25 MP 8.126, Fariston Rd. ExistingIntersection Skew (Eliminated): 34 degrees

US 25 MP 7.511, Fariston Rd./Old Hwy 25 Existing Intersection Skew: 39 degrees

US 25 MP 7.450/7.540, Fariston Rd./Old Hwy 25 Proposed Intersection Skew: 0 degrees

According to the 2018 AASHTO green book, a skewed intersection leg should not be more than 15 degrees from perpendicular. Further investigation is required to ensure that enough sight distance is provided at the existing intersection.

J

SPOT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 at Fariston Rd./Old Hwy 25
MP 7.511 &
MP 8.126

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 2
A: 1
CCRF: 1.55—2.79
EEC: 0.93—4.82
Crashes: 14

DESCRIPTION

Eliminate the Fariston Rd. approach at US 25 MP 8.126. Vehicles that currently access US 25 through this intersection will do so through Old Hwy 25 at approximately MP 7.540. Construct new connection to US 25 for Fariston Rd. and Old Hwy 25 to improve intersection skew.

COST ESTIMATE

2020 Dollars

Design: $45,000
ROW: $275,000
Utilities: $80,000
Const.: $225,000

LOCATION INFORMATION

US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 14 Access Points
- High Speed Differential
- Parking Lots Flush with US 25
- 55 mph Posted Speed Limit

Issues

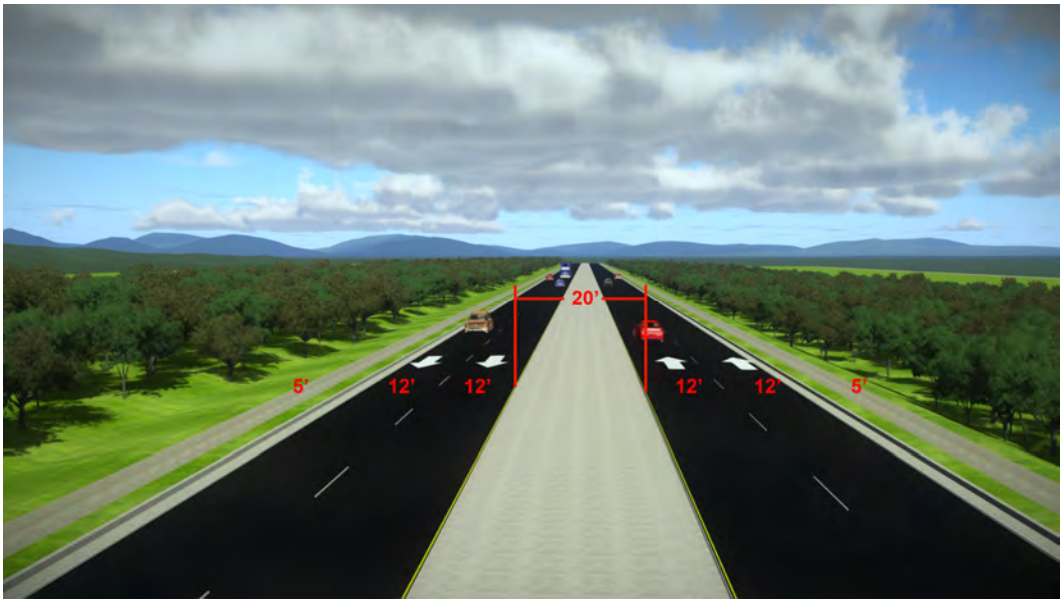
The parking lots for the businesses that sit adjacent to the roadway do not have clearly defined entrances. The frequency of access points has resulted in 26 crashes through this two lane segment of US 25 from 2016 to 2019, and 10 of those crashes were rear ends.

IMPROVEMENT CONCEPT

New US 25 will be constructed off alignment from approximately MP 8.520 to MP 8.800 to allow for a J–Turn to be constructed in between US 25 and the railroad at MP 8.630. The transition from two to four lanes will occur through this curve, and curb and gutter and sidewalk will be constructed to match the previously designed section to the north. This improvement serves as a transition zone to the section of US 25 from KY 1006 to KY 192 currently in the right of way phase.

Vehicles traveling SB will no longer be able to turn left into the access points on the east side of US 25. Those vehicles will access these properties through a J-turn at approximately MP 8.630. Vehicles wishing to travel SB from the access points on the east side of US 25 will travel to the intersection to KY 1006 to make a U-turn. The future development plan to the west of existing US 25 will be taken into consideration when designing this improvement option, and it is compatible with any future widening of US 25.

Proposed Typical Section



K-1

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.520 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CCRF: 0.55—1.50
EEC: -5.00—6.68
Crashes: 26

DESCRIPTION

Widen the existing two lane roadway to four lanes with a raised median. The lane configuration will match a section of US 25 to the north of KY 1006 that was previously designed. US 25 will be constructed off of existing alignment for a short stretch to construct the J-Turn at MP 8.630.

COST ESTIMATE

2020 Dollars

Design: $545,000
ROW: $250,000
Utilities: $200,000
Const.: $2,710,000

LOCATION INFORMATION

Widen US 25 From MP 8.520 to KY 1006

Legend

- Pavement Edge
- Lane Striping
- Entrance
- Remove
- Curb and Gutter
- Raised Median
- Sidewalk
- Development Plan

K-1

CONTINUED

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.520 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CCRF: 0.55—1.50
EEC: -5.00—6.68
Crashes: 26

DESCRIPTION

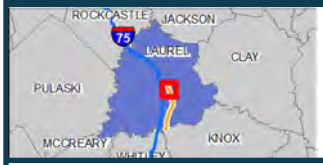
Widen the existing two lane roadway to four lanes with a raised median. The lane configuration will match a section of US 25 to the north of KY 1006 that was previously designed. US 25 will be constructed off of existing alignment for a short stretch to construct the J-Turn at MP 8.630.

COST ESTIMATE

2020 Dollars

Design: $545,000
ROW: $250,000
Utilities: $200,000
Const.: $2,710,000

LOCATION INFORMATION



US 25 Existing Features

- Two Lanes
- 11' Lane Width
- 4' Paved Shoulder Width
- 14 Access Points
- High Speed Differential
- Parking Lots Flush with US 25
- 55 mph Posted Speed Limit

Issues

The parking lots for the businesses that sit adjacent to the roadway do not have clearly defined entrances. The frequency of access points has resulted in a 26 crashes through this two lane segment of US 25, and 10 of those crashes were rear ends.

IMPROVEMENT CONCEPT

New US 25 will be constructed off alignment from approximately MP 8.520 to MP 8.900. Old US 25 through will serve as a frontage road through this area. The lane configuration at the intersection of US 25 and KY 1006 will match that of the project to the north that is currently in the right of way phase. New US 25 will be a three lane roadway with a two way left turn lane. The future development plan to the west of existing US 25 will be taken into consideration when designing this improvement option, and it is compatible with any future widening of US 25.

Proposed Typical Section

K-2

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.520 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CCRF: 0.55—1.50
EEC: -5.00—6.68
Crashes: 26

DESCRIPTION

Re-align US 25 from approximately MP 8.520 to 8.900. Use the existing two lane section of US 25 as a frontage road in order to separate through traffic and traffic entering/exiting the access points to the east.

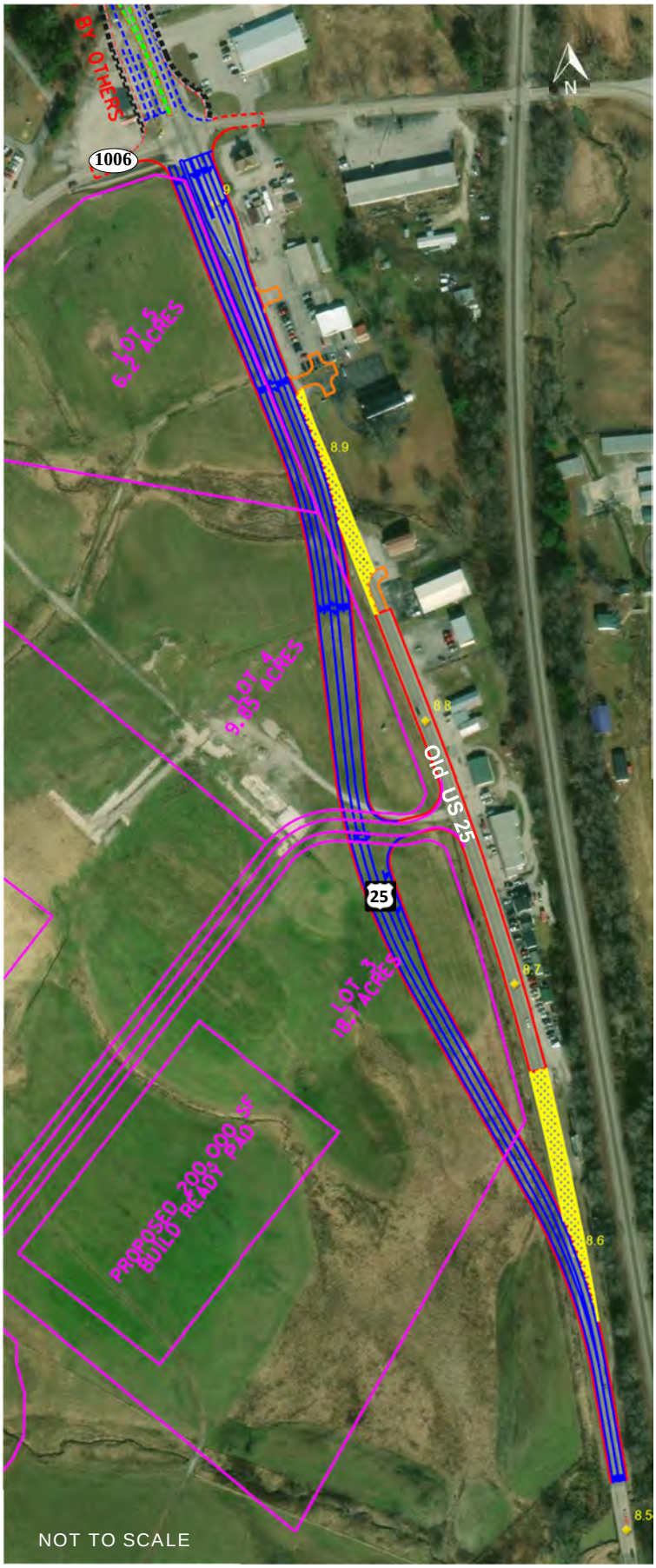
COST ESTIMATE

2020 Dollars

Design: $470,000
ROW: $600,000
Utilities: $200,000
Const.: $2,330,000

LOCATION INFORMATION

Re-align US 25 From MP 8.520 to KY 1006



K-2

CONTINUED

SEGMENT

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 8.520 to MP 9.028

DATA

No Build (AADT):
2025: 12,900
2040: 13,900

Crash Data:
K: 1
A: 0
CCRF: 0.55—1.50
EEC: -5.00—6.68
Crashes: 26

DESCRIPTION

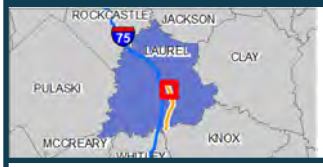
Re-align US 25 from approximately MP 8.520 to 8.900. Use the existing two lane section of US 25 as a frontage road in order to separate through traffic and traffic entering/exiting the access points to the east.

COST ESTIMATE

2020 Dollars

Design: $470,000
ROW: $600,000
Utilities: $200,000
Const.: $2,330,000

LOCATION INFORMATION



US 25 Proposed Features

- Four Lanes
- 12’ Lane Width
- 10’ Outside Paved Shoulder, 4’ Inside Paved Shoulder
- Partially Access Controlled
- 40’ Depressed Median

Option Description

US 25 will be widened along the roadway’s existing alignment until MP 5.000. At that point new US 25 curves to the west of the existing alignment and travels cross country before tying back to existing US 25 at KY 1006. The proposed typical section transitions from five lanes (TWLTL) at US 25E to four lanes with a depressed median at Campground Rd. at MP 0.650. US 25 continues as a four lane, depressed median roadway until just south of the intersection of US 25 and KY 1006 where it transitions back to five lanes. This option was previously explored through the preliminary design phase.

IMPROVEMENT CONCEPT

Option A, US 25 Full Reconstruction

A

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.000 to MP 9.028

DATA

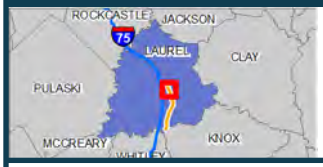
No Build (AADT):
2025: 14,600
2040: 15,800
Build (AADT):
2025: 13,900
2040: 15,000
Crash Data:
K: 8
A: 13
High CCRF Spots (0.3 Miles): 12
EEC: 34
Crashes: 514

COST ESTIMATE

2020 Dollars

Design: $23,415,000
ROW: $30,535,000
Utilities: $3,249,000
Const.: $117,075,000

LOCATION INFORMATION



US 25 Proposed Features

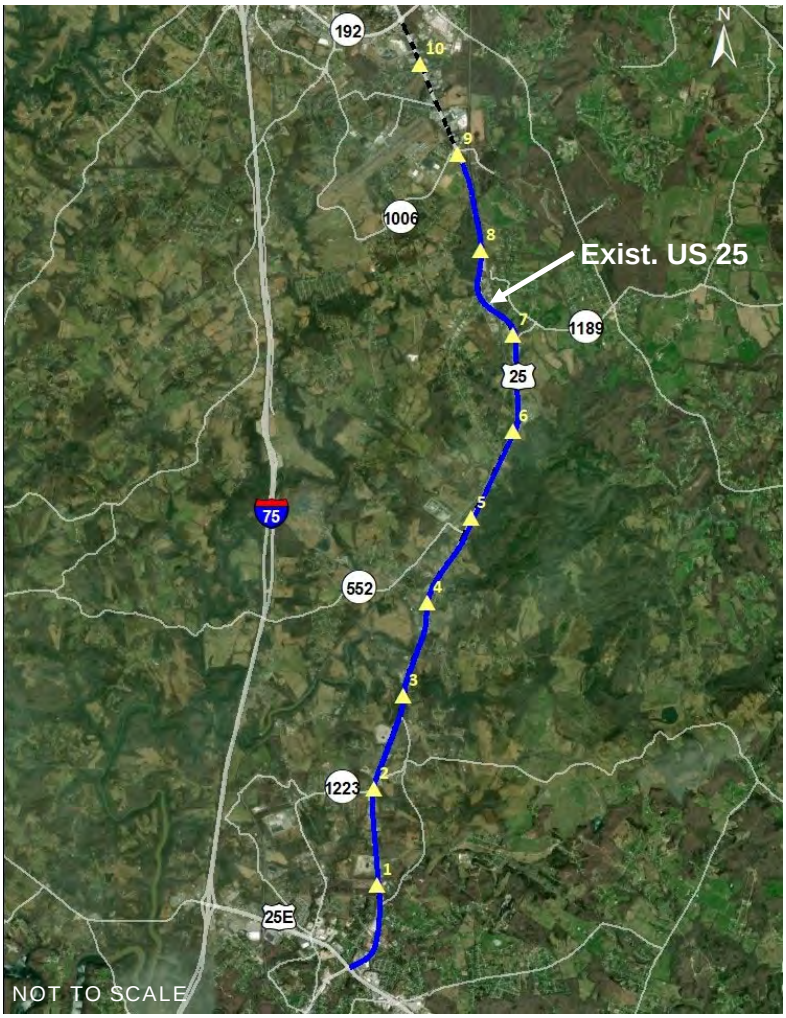
- Four Lanes
- 12’ Lane Width
- 10’ Outside Paved Shoulder, 4’ Inside Paved Shoulder
- Partially Access Controlled
- 40’ Depressed Median

Option Description

US 25 will be widened along the roadway’s existing alignment from US 25E to KY 1006. The proposed typical section transitions from five lanes (TWLTL) at US 25E to four lanes with a depressed median at Campground Rd. at MP 0.650. US 25 continues as a four lane, depressed median roadway until just south of the intersection of US 25 and KY 1006 where it transitions back to five lanes. This option was previously explored through the preliminary design phase.

IMPROVEMENT CONCEPT

Option B, US 25 Full Reconstruction



B

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25
MP 0.000 to MP 9.028

DATA

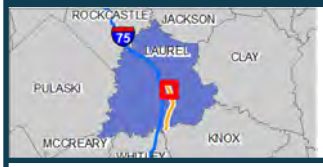
No Build (AADT):
2025: 14,600
2040: 15,800
Build (AADT):
2025: 13,200
2040: 14,200
Crash Data:
K: 8
A: 13
High CCRF Spots (0.3 Miles): 12
EEC: 34
Crashes: 514

COST ESTIMATE

2020 Dollars

Design: $23,585,000
ROW: $40,225,000
Utilities: $4,503,000
Const.: $117,910,000

LOCATION INFORMATION



US 25 Proposed Features

- Five (TWLTL) Lanes
- 12’ Lane Width
- 14’ TWLTL
- 10’ Paved Shoulder Width

Option Description

Construct a grade separated interchange at US 25E and US 25.The new interchange will be to the north of the existing intersection, and US 25 will be realigned to the west of its existing alignment. The new alignment will tie into existing US 25 at MP 0.800.

IMPROVEMENT CONCEPT

Option C, US 25E / US 25 Grade Separated Interchange

A high volume of traffic travels through the signalized intersection of US 25E and US 25. A grade separated interchange at this location was previously explored through the preliminary design phase. Multiple interchange configurations were evaluated. The feasibility of this interchange will be evaluated as a part of this study.

C

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25E / US 25

DATA

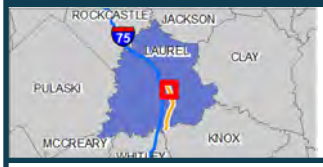
US 25/US 25E
No Build (AADT):
2025: 17,450
2040: 19,750
US 25/US 25E
Build (AADT):
2025: 18,550
2040: 21,000
Crash Data:
K: 0
A: 0
CCRF: N/A
EEC: 36.23
Crashes: 81

COST ESTIMATE

2020 Dollars

Design: $3,860,000
ROW: $6,156,000
Utilities: $228,000
Const.: $19,280,000

LOCATION INFORMATION



I-75 Connector Proposed Features

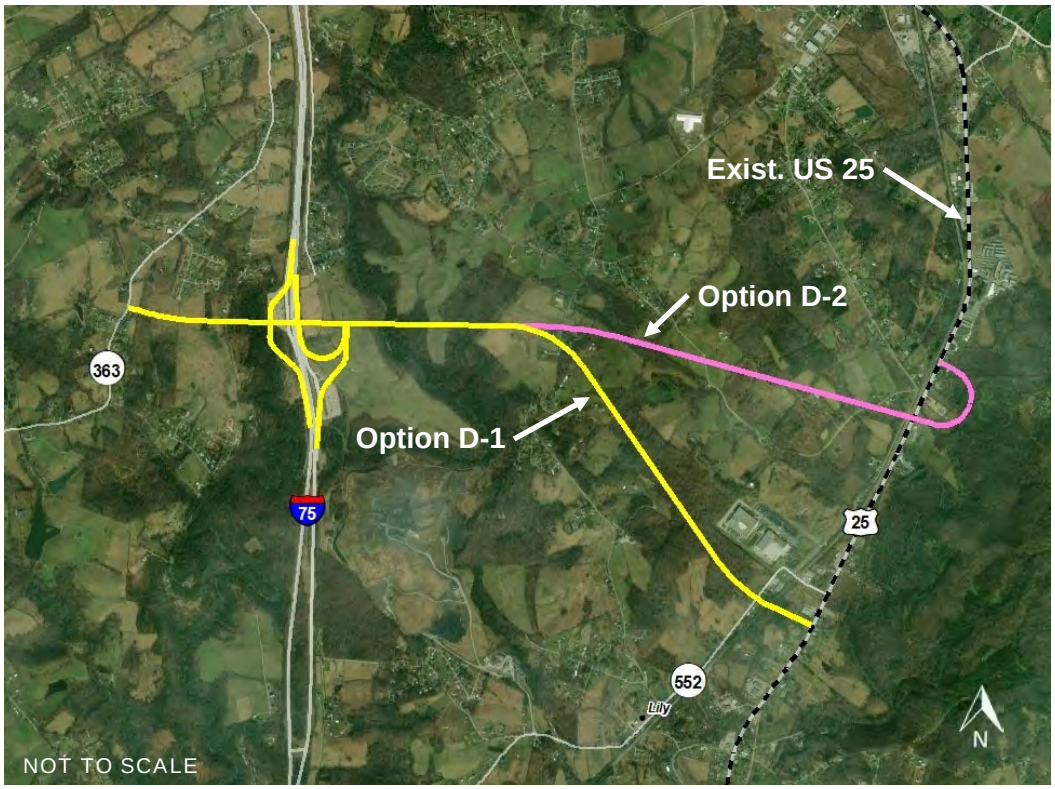
- Two Lanes
- 12' Lane Width
- 4' Paved Shoulder Width
- Interchange With I-75
- Includes Bridge Over CSX Railroad
- Relocate Weigh Station on I-75 MP 33.60

Option Description

Construct a new connection from KY 363 to US 25 north of Lily. This roadway will be bridged over I-75 and a new interchange will be constructed. The proposed connection between I-75 and US 25 is a two lane roadway that connects to US 25 at either MP 4.700 (Option D-1) or MP 5.800 (Option D-2).

IMPROVEMENT CONCEPT

Options D-1 and D-2, I-75 Connector to US 25



A traffic model was completed to predict future volumes on US 25 and I-75 both with and without this interstate connection. Traffic was not significantly impacted on either US 25 or I -75 when this connection was provided.

The feasibility of this option and the interchange layout will be further evaluated as a part of this study, but the location of the interchange was determined through a previous study.

D

FULL RECONSTRUCTION

PROJECT PRIORITY

TBD

LOCATION

Laurel County
US 25 / I-75 Connector
Interchange at I-75 MP 33.600

DATA

I-75 Conn. Option A (AADT):
2025: 6,000
2040: 7,500

I-75 Conn. Option B (AADT):
2025: 4,000
2040: 5,000

Crash Data:
K: 8
A: 13
High CCRF Spots (0.3 Miles): 12
EEC: 34
Crashes: 514

COST ESTIMATE

2020 Dollars

Option D-1:

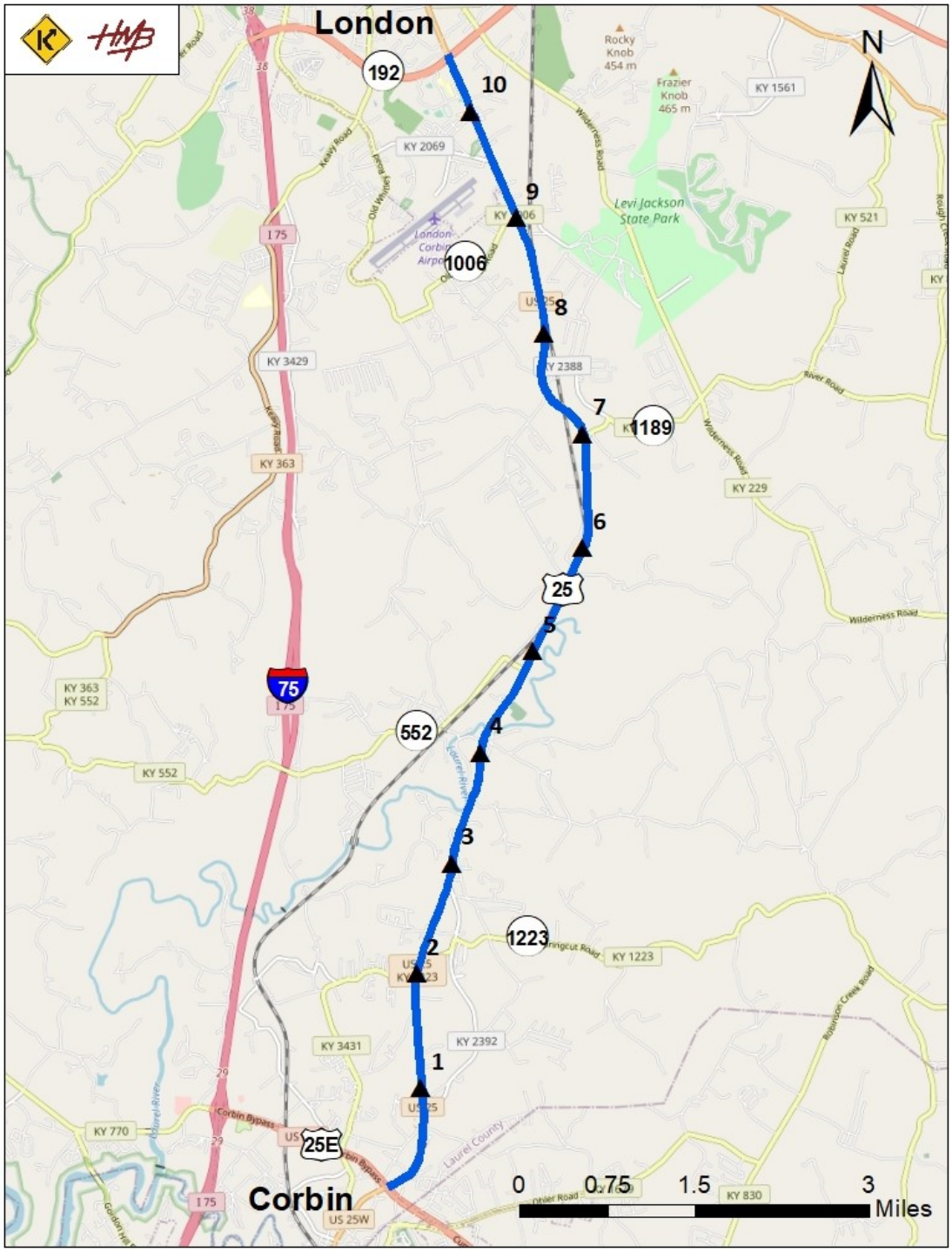
Design: $5,180,000
ROW: $10,000,000
Utilities: $1,500,000
Const.: $25,895,000

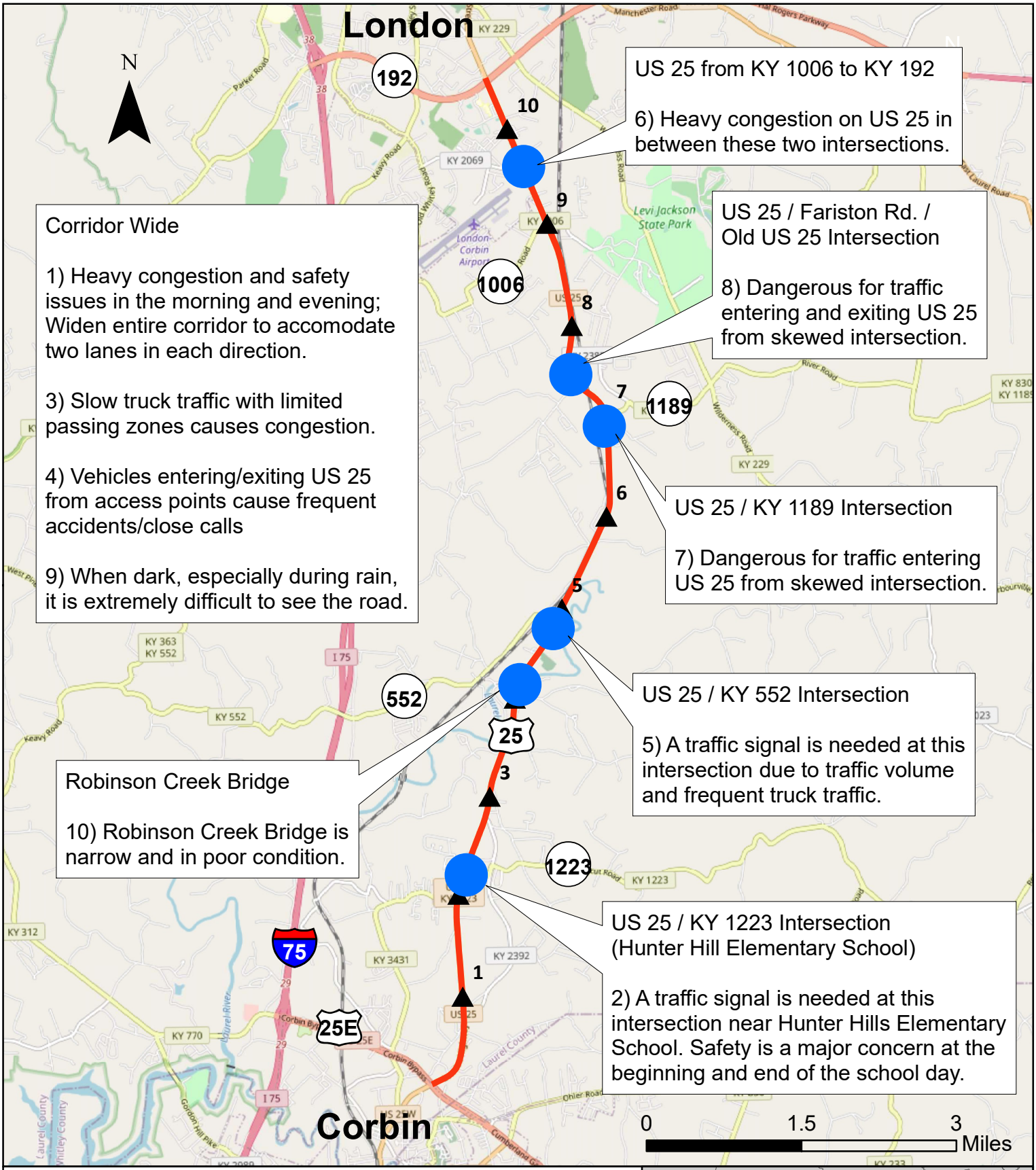
Option D-2:

Design: $5,800,000
ROW: $10,000,000
Utilities: $1,500,000
Const.: $28,995,000

Welcome to the Public Outreach Effort Survey

KYTC is conducting a study to identify and evaluate potential improvements to address the safety concerns and congestion along US 25 between Corbin and London, Kentucky. Thank you for participating in this study!





Top 10 Noted Comments from Public Survey

US 25, Corbin to London Connector Study

▲ US 25 Milepoint
● Point of Concern
Study Area

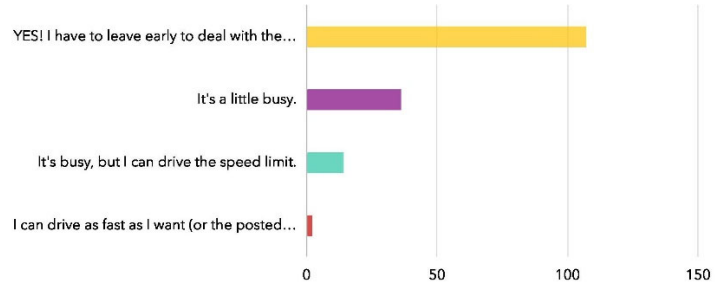
Existing Conditions

Traffic and Safety

When traveling on this section of US 25 do you experience traffic congestion?

Because of the ongoing pandemic, please answer based on your experiences prior to March 2020.

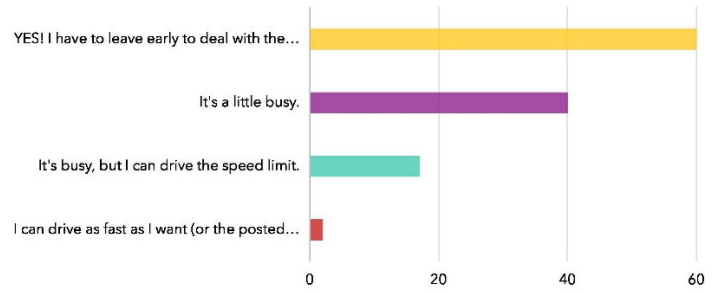
○ ○ ○ **Entire Section**



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	107	61.85%
It's a little busy.	36	20.81%
It's busy, but I can drive the speed limit.	14	8.09%
I can drive as fast as I want (or the posted speed limit)!	2	1.16%

Answered: 159 Skipped: 14

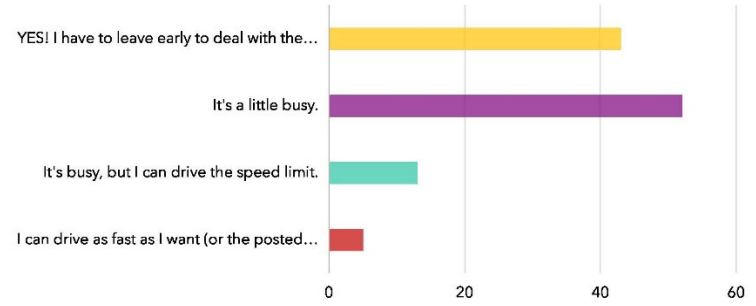
○ ○ ○ **US 25E to KY 1223**



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	60	34.68%
It's a little busy.	40	23.12%
It's busy, but I can drive the speed limit.	17	9.83%
I can drive as fast as I want (or the posted speed limit)!	2	1.16%

Answered: 119 Skipped: 54

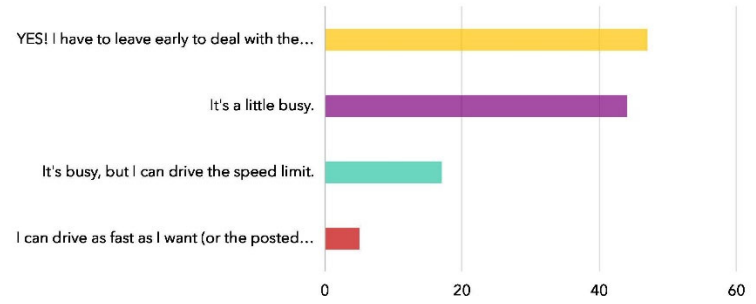
KY 1223 to KY 552



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	43	24.86%
It's a little busy.	52	30.06%
It's busy, but I can drive the speed limit.	13	7.51%
I can drive as fast as I want (or the posted speed limit)!	5	2.89%

Answered: 113 Skipped: 60

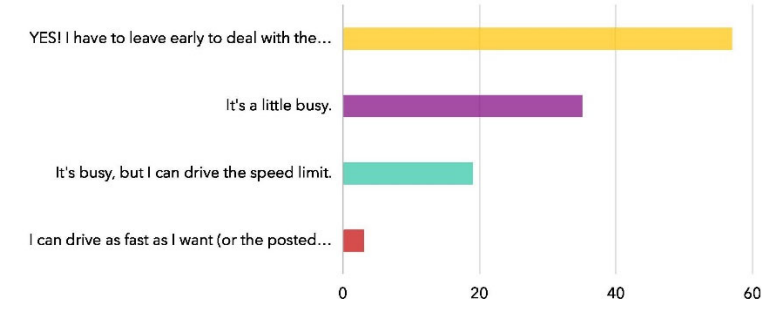
KY 552 to KY 1189



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	47	27.17%
It's a little busy.	44	25.43%
It's busy, but I can drive the speed limit.	17	9.83%
I can drive as fast as I want (or the posted speed limit)!	5	2.89%

Answered: 113 Skipped: 60

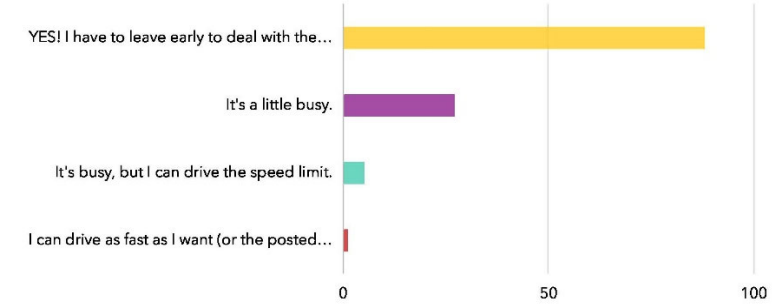
KY 1189 to KY 1006



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	57	32.95%
It's a little busy.	35	20.23%
It's busy, but I can drive the speed limit.	19	10.98%
I can drive as fast as I want (or the posted speed limit)!	3	1.73%

Answered: 114 Skipped: 59

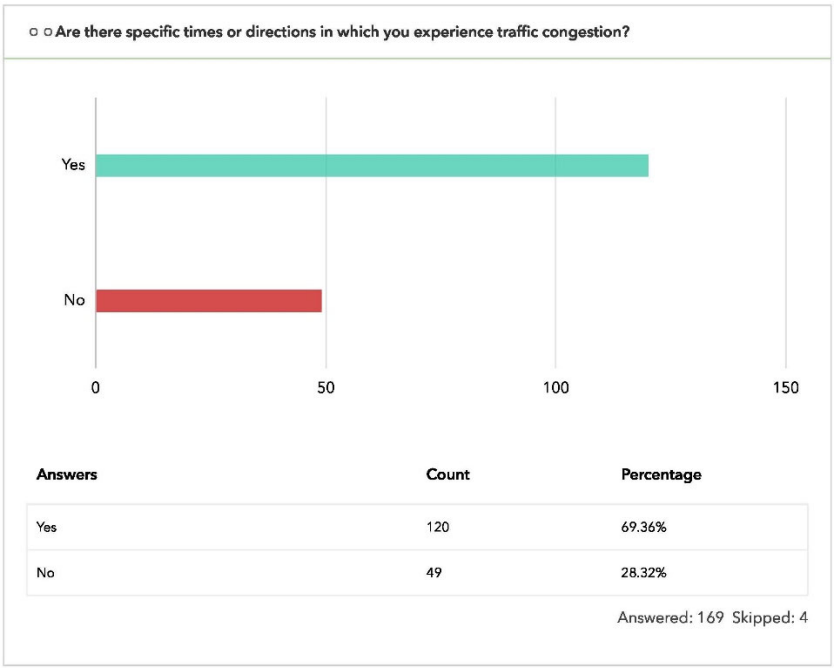
KY 1006 to KY 192



Answers	Count	Percentage
YES! I have to leave early to deal with the additional delay.	88	50.87%
It's a little busy.	27	15.61%
It's busy, but I can drive the speed limit.	5	2.89%
I can drive as fast as I want (or the posted speed limit)!	1	0.58%

Answered: 121 Skipped: 52

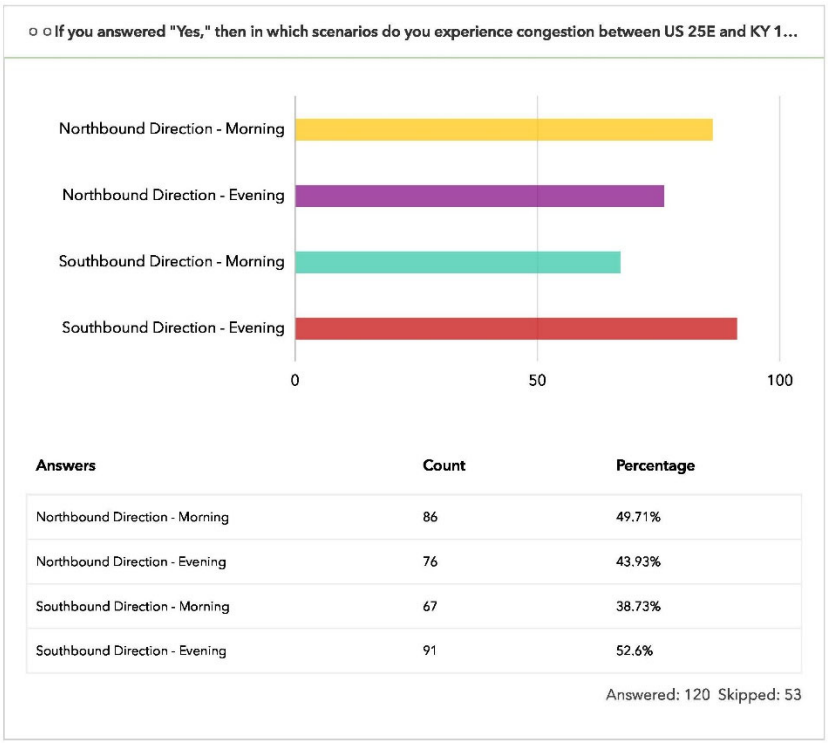
Are there specific times or directions in which you experience traffic congestion?



Answers	Count	Percentage
Yes	120	69.36%
No	49	28.32%

Answered: 169 Skipped: 4

If you answered “Yes,” then in which scenarios do you experience congestion between US 25E and KY 192? Please select all that apply.



Answers	Count	Percentage
Northbound Direction - Morning	86	49.71%
Northbound Direction - Evening	76	43.93%
Southbound Direction - Morning	67	38.73%
Southbound Direction - Evening	91	52.6%

Answered: 120 Skipped: 53

Do you have any additional comments related to traffic on this section of US 25?

- Congestion, with people trying to turn off the road, backing traffic up is the biggest problem. I travel the road morning and night, 5 days a week to work. Full Expansion to 4 Lanes with center turn lane would help tremendously (3)
- Yes need stoplight at 1223 and us25, cannot get onto us25 without sitting forever
- Widen the road with 2 lanes in each direction like US25E/W
- Whether traveling north or south there is always traffic and extremely slow/dangerous. We live near Levi Jackson and it's just as fast for us to take the interstate as to take 25. Let alone the amount of dangerous semi-truck traffic that is on it. Only reason I've reverted back to taking 25 for work is because of the road work on I-75.
- When school dismisses from south laurel high school is the only time it's busy.
- We need stop lights in front of hunter hills school. And a flashing caution light on 25 at fariston road, in the 4 way. People get in accidents and a woman got run over there. And we need lights. When it's dark and especially rainy I cannot see the road. It's black. There's no light on the side roads to help visibility
- Usually someone will pull out in front of you at the Dollar General and the 1-way flashing light stop, as well as where people sell a bunch of crap on the side of the road near that intersection. Often for the cigarette store there as well. Same can be said of the gas station near Lily where people will slam on their brakes to get over or someone will pull out in front. The intersection of 25 & 1189 seems especially dangerous. I think one of the biggest issues are the tractor-trailers that are taking 25 to avoid going through the weigh station because their load is too heavy. Once I saw KSP with a portable scale stopping trucks and I saw many trucks turning around once word got out. I specifically remember a 2-trailer Fed Ex truck parked at a Stop sign and talking on the phone, I assume to try to figure out what to do with the cargo
- Usually its only been busy for me during the I-75 Construction, when overflow traffic is bypassing I-75 and taking US 25 North
- US 25 from London to Corbin section should be 4 lanes due to the increasing population of both cities and the increase of businesses most importantly the increase of trucking industry on US 25..this highway has always been subject to accidents and with the increasingly population numbers it has gotten extremely more dangerous to travel..
- US 25 Corbin to London is always congested - every part of it
- Traffic sucks from 192 to past 1006 most of the day every weekday
- TRAFFIC LIIGHT NEEDED AT ENTRANCE TO HUNTER HILLS ELEMENTARY SCHOOL TO FUNTION ON STOP AND GO AT BEGINNING AND EMD OF SCHOOL DAYS. VERY DANGEROUS AREA WITHOUT TRAFFIC SIGNAL AT ENTRANCE TO SCHOOL
- Traffic is always congested between London and Corbin
- Traffic in front of Hunter Hills. I see plenty of people almost getting hit. Its absolutely crazy especially in the mornings before school starts and in the afternoons when school ends

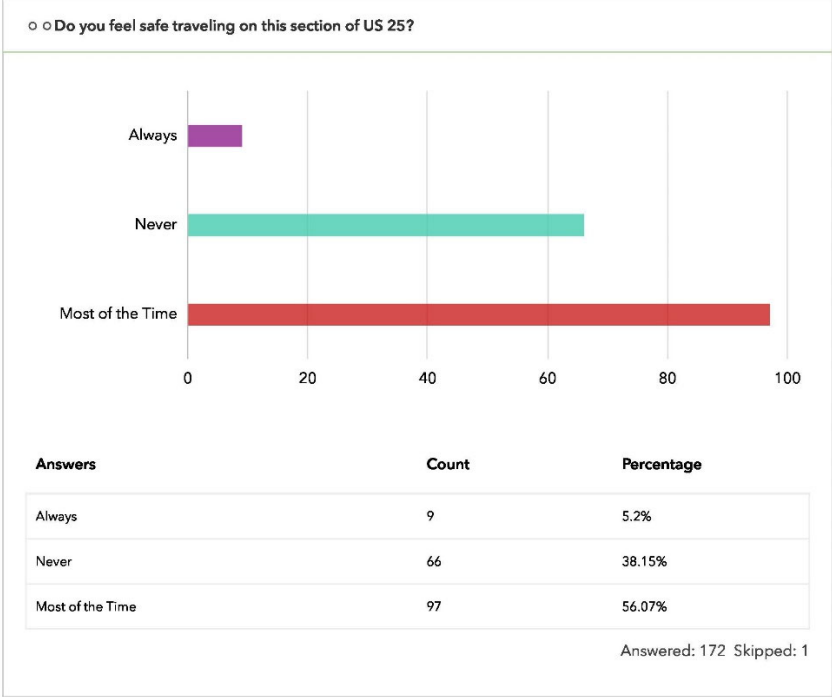
- Traffic in front of Hunter Hills Elementary School is very congested. It is difficult and dangerous to turn in and pull out from the school for buses, delivery vehicles, and cars. If the road is improved to withstand more traffic, this will worsen. A red light is needed there
- Too much traffic, especially large commercial vehicles on congested two lane road, all the way from Corbin to London. Very dangerous. I live off this road, see it and travel it daily. Lots of interstate traffic use this road to avoid I75 road work and congestion
- Too many tractor trailers barreling down tbis road. If you get in front of one they lay down on their horn and scare you. Particularly dangerous for elderly and people distracted with children in vehicles
- Too many people pull out in front of vehicles going 55 and cause accidents. Especially at the Fariston underpass near the Asin plant.
- Too many drivers pulling into oncoming traffic from a dead stop causing drivers at speed to brake suddenly, instead of waiting until traffic is clear to merge onto
- This road is highly congested and dangerous
- There should be a red light at Hunter Hills Elementary. This area is dangerous to pull out of in the morning and afternoon. There is also congestion with cars trying to get into the turning lanes
- There needs to be a stop light put in at Hunter Hills Elementary. The traffic gets backed up a long way at the end of the school day. And it is so dangerous trying to get out of the school parking lot onto 25
- There are a lot of semi's traveling on this road that do not drive the speed limit (much slower)
- There are a lot of breaks in the pavement and potholes in this section of 25
- The road needs to be widened to allow for smoother traffics. More turn lanes would be helpful also.
- The posted speed limit is not fast enough for the speed people drive on this highway. If you drive 55 you get run over
- The majority of congestion on US-25E to KY-192 appears to be from KY-1006 to KY-192 especially during events at South Laurel High School and during times when people are going to school or school is letting out. However, this segment will probably be addressed in a different project (i.e.: KYTC Item # 11-0147)
- The congestion at the entrance of Hunter Hills Elementary (the fourth largest school in the county only behind the 2 high schools and 2 middle schools) is a very unsafe turn for our Buses on a twice daily occurrence. This is mainly due to the amount of buses (16) we have and the parent traffic entering and exiting all at the same time of the already congested traffic on north and south 25. If a traffic light is warranted at 552 by the dollar store, I definitely think a look at the Hunter Hills intersection is appropriate
- The center lane area between ky 1006 and 192 is a very dangerous area. There are too many businesses, entries and exits for the center turning lane to be safe
- The big trucks that are avoiding the scales on the interstate always gum up the road and the fact that there isn't any passing zones means if someone is driving 30mph it makes for a long drawn out trip.

- Stop the dump trucks from intentionally blocking both southbound lanes
- Pulling onto 25E at any time of day is delayed and dangerous. There are obviously exceptions, but beginning of work/school day and end are the worse
- Please fix this. We need 4 lanes
- Passing lanes needed. Pulling out of 1189 onto 25 is a nightmare and traffic on 1189 backs up terribly. Additional lanes would be troublesome to cross also though.
- On US 25 in front of Hunter Hills Elementary. I am the coordinator for the special needs bus transportation that travel this road and several that pull in and out of Hunter Hills Elementary daily. There needs to be a traffic signal at Hunter Hills Elementary School location. This area is exceedingly dangerous. It is arduous as well as dangerous getting in and out of that school both in the morning as well as the evening. Traffic is very heavy, being able to anticipate time frames is virtually impossible. A stop light would minimize many of these concerns
- not enough turning lanes, and needs traffic stop lights
- Needs to be two lanes each direction with a center turning lane the whole way
- Needs to be 2 lanes on each side. At minimum, more truck lane passing
- Needs passing lanes all way from Corbin to London
- Need a Traffic Light at the intersection of US25 and KY 552
- Narrow roadways and improper drainage
- My family has to travel from Echo Valley Road to 192 everyday to work and school. It is the most congested and dangerous highway that we have ever driven, and we have to drive it multiple times per day. The most significant safety concern is all of the very large semi trucks, dump trucks, concrete trucks, mobile home haulers, buses...etc. Most people have no idea just how many oversize trucks and loads travel this highway from morning until night. The highway is a death trap with nowhere for a vehicle to get away from an oncoming vehicle that crosses over into your lane for any number of reasons that could cause this to happen. My biggest fear is that my wife and son be crushed head on by a large truck that crosses over in front of them without warning. Thank you for listening to the community and caring enough to get this highway widened
- Most people exceed the speed limit and take risks while passing in the limited areas with passing zones
- Make minimum speed 50, raise speed limit to 60. People love to drive 35
- Make it all a four lane highway with turning lanes and a stop light at the aisin intersection
- It’s almost impossible to travel south from Hwy 192 to Hwy 1006 from 4pm-5:30pm. I personally have been rear ended once, with significant damage to both vehicles, and on two separate occasions had to maneuver my vehicle to avoid being rear ended. Most days I drive extra miles to take Hwy 363 to Hwy 1006.
- It should have been expanded to two lanes YEARS ago. This two lane road is awful
- It is extremely dangerous with people trying to enter and exit the elementary school and convenience store. There are several accidents. Buses can't enter or exit. Often school employees have to help with stopping traffic which certainly isn't safe. Anytime the school has an event, traffic is an issue

- I've sat at the end of north Fariston Rd intersection US 25 for over 5 minutes waiting to get out. Also I've lived on the road for over 50 yrs and traffic on US 25 is constant from morning to evening. Where as there use to be breaks in traffic
- I mentioned a traffic signal at Hunter Hills Elementary, it is not on any type of plan for future improvements. I would like to make a suggestion for consideration. Purchase sufficient right of way to change the entry of HHE from US 25 to Hwy 1223 (Hopewell/AG Road). and place a signal there. The extremely hazardous conditions that are created by school buses entering and leaving HHE in the am & pm should not be dismissed in the consideration of improvements. I suspect AG road carries as much traffic as does Hwy 552, which plans show a signal there, for the Landfill and Asian traffic I presume. The signal option would eliminate the reworking of the intersection of 1223 on the north bound side of US 25 as well. I again urge you to reconsider an option for improvements to this section. There is so much more at stake here that Crash data will not show, eventually there will be an accident involving a bus loaded with students and it would be a shame to not have been proactive
- I get 'cut-off' almost everyday at the intersection of South Laurel School and Aarons. Traveling south bound towards this intersection, there are always cars traveling in the turn lane for the school and swerve over into the intersection to stay on Highway 25.
- I avoid this section if 25 at all cost. I call it a death trap because I'm nervous the entire time I drive it. I only take it when 75 is jammed
- I am extremely concerned about US 25. I work at Hunter Hills Elementary and South Laurel High School and deal with this traffic daily. I have witnessed many accidents on this stretch of road and have had some close calls myself. It is especially difficult to turn left out of Hunter Hills. If the road is expanded, we will definitely need a traffic signal at the school. It will be extremely dangerous for school buses, teachers, staff, and parents to turn left out of the school. It's the largest elementary school in the district and has a lot of traffic in and out of it. I also attend East Side COG from time to time. Having the middle lane helps, but it is still a dangerous place to pull out into traffic when heading back into Corbin
- From London to Corbin on US 25 there is often congestion where these a median absent. In particular near Brian's Furniture Store where traffic is stopped for a due to a car waiting to turn. A lot of potential for accidents
- Extreme dangerous road. A new road and limited access with a divided lanes are past needed to service these communities. There are better roads leading to more rural areas than 25. This is getting out of control, and there are No safe emergency lanes. There should be a bypass of this on tire mess of a road we know as Highway 25. It should link to north London and south Corbin
- Everyone goes alit faster than speed limit
- During school delays around hunter hills and South laurel campus. On weekends around 552.
- Drivers trying to pass in no passing zones, speeders, following too closely, not giving proper turn signals
- Big trucks traveling 25 to bypass the weigh station. Also, asphalt and concrete companies will cut you off bad every chance they get.

- Alot of traffic of the road there's no passing lanes on the north bound side. Plus people entering and exiting the road which is dangerous especially at hwy 1223 and 1189
- A lot of traffic and a lot of drivers take risks pulling out in front of others
- A light needs to go up in front of Hunter Hills. It wouldn't be necessary to run it all day., but in the mornings and afternoons for student drop offs and pick ups. The congestion between Levi Jackson State Park and and 192 is bad. I'm always afraid I'll get rear-ended or will hit someone myself
- A light in front of hunter hills elementary would be wonderful
- 1 mile south of levi Jackson northbound to 192 is horrible all day

Do you feel safe traveling this section of US 25?

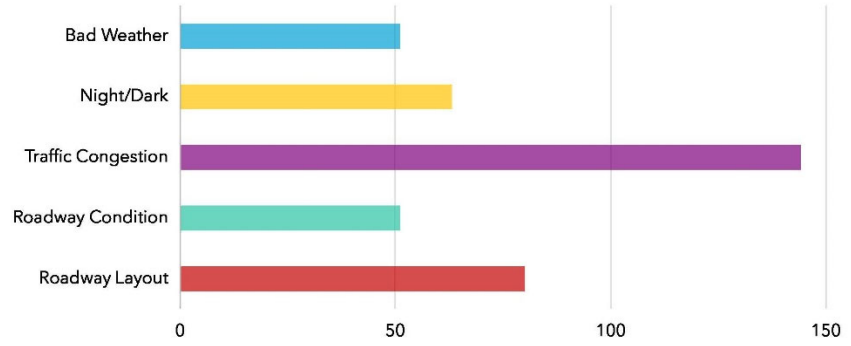


Answers	Count	Percentage
Always	9	5.2%
Never	66	38.15%
Most of the Time	97	56.07%

Answered: 172 Skipped: 1

If you answered “Never” or “Most of the Time,” what conditions contribute to that feeling? Please select all that apply.

If you answered "Never" or "Most of the Time," what conditions contribute to that feeling?

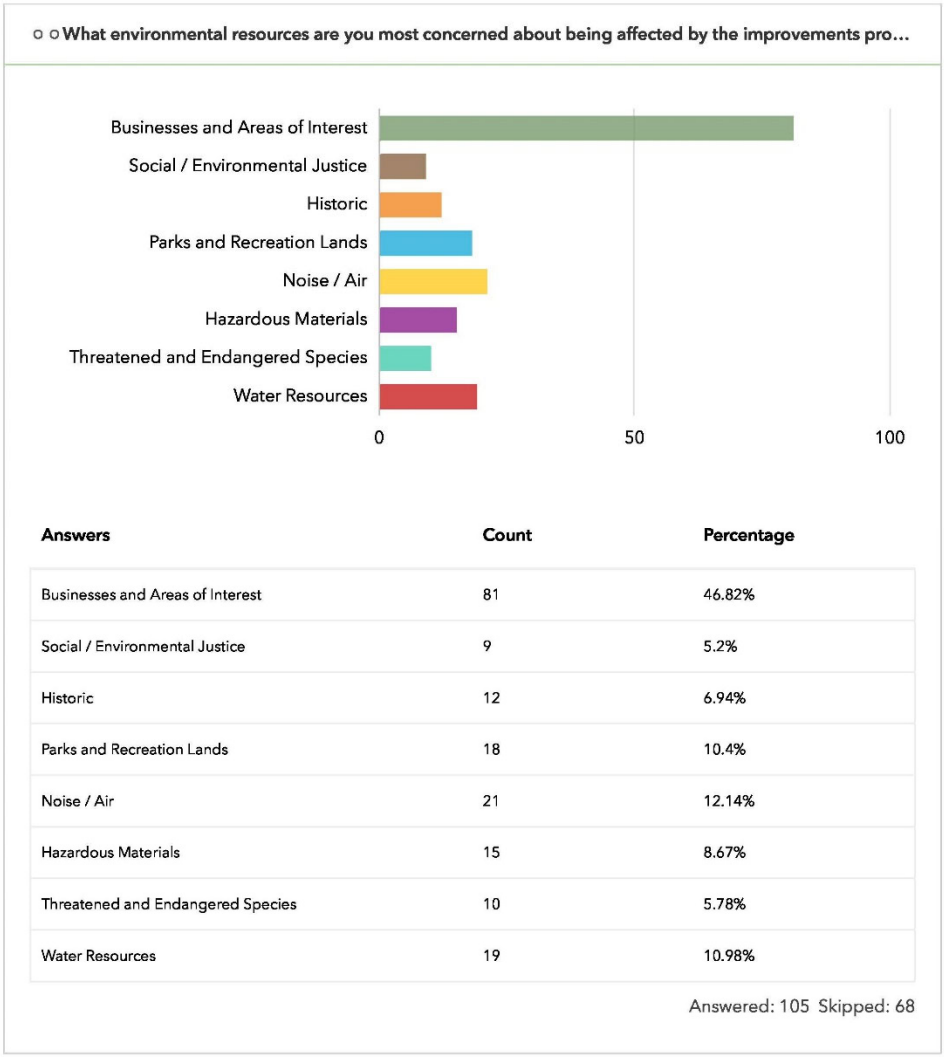


Answers	Count	Percentage
Bad Weather	51	29.48%
Night/Dark	63	36.42%
Traffic Congestion	144	83.24%
Roadway Condition	51	29.48%
Roadway Layout	80	46.24%

Answered: 159 Skipped: 14

Environmental

What environmental resources are you most concerned about being affected by the improvements proposed as a part of this study? Please select all that apply.

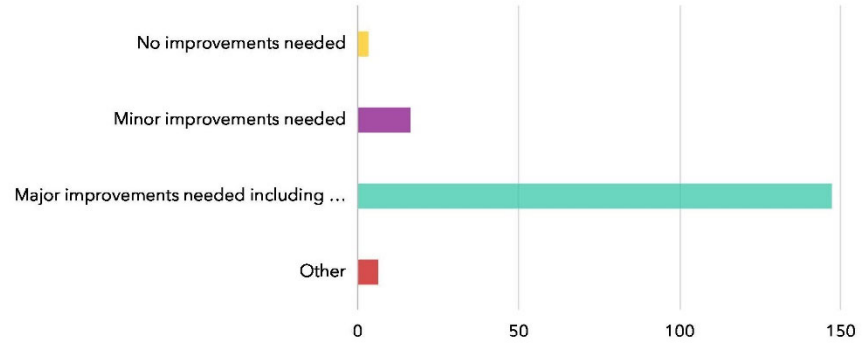


Answers	Count	Percentage
Businesses and Areas of Interest	81	46.82%
Social / Environmental Justice	9	5.2%
Historic	12	6.94%
Parks and Recreation Lands	18	10.4%
Noise / Air	21	12.14%
Hazardous Materials	15	8.67%
Threatened and Endangered Species	10	5.78%
Water Resources	19	10.98%

Answered: 105 Skipped: 68

Improvement Option Prioritization

Do you think improvements are needed on US 25 from Corbin to London?

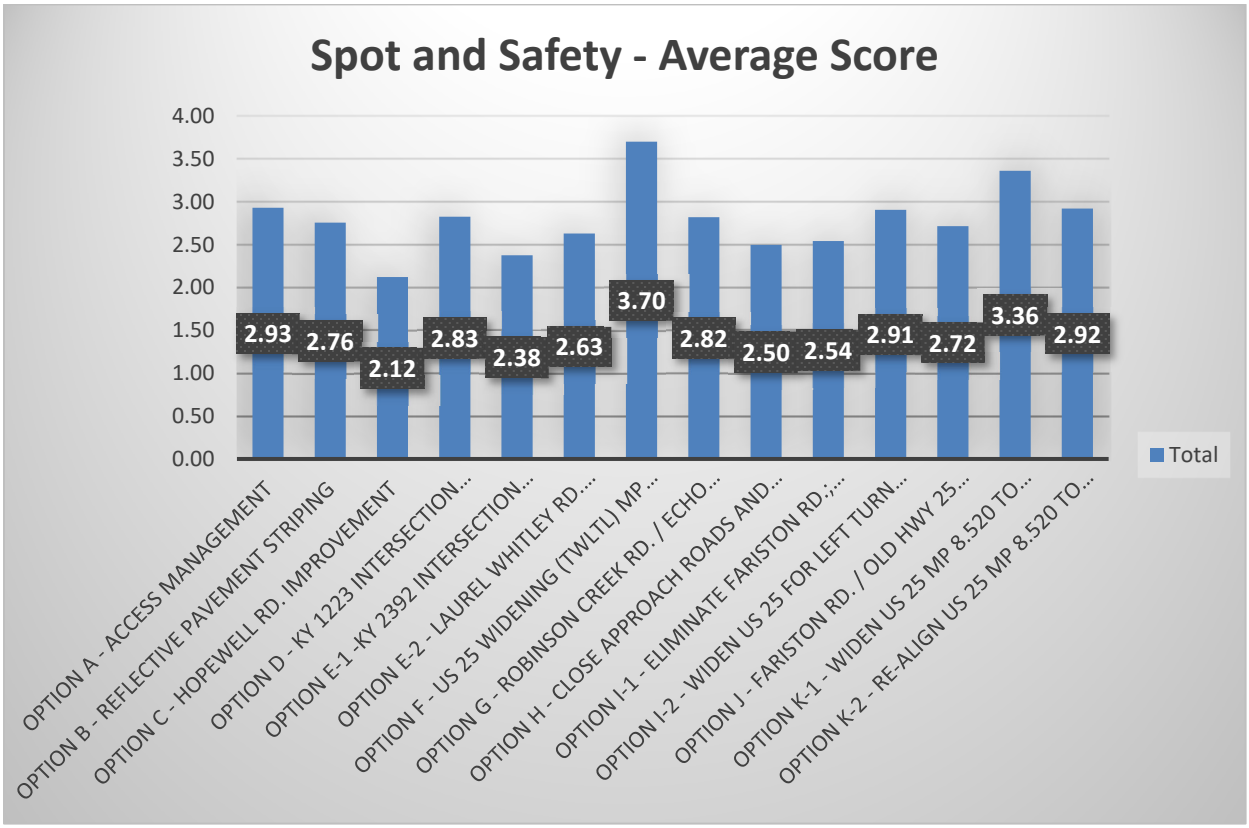


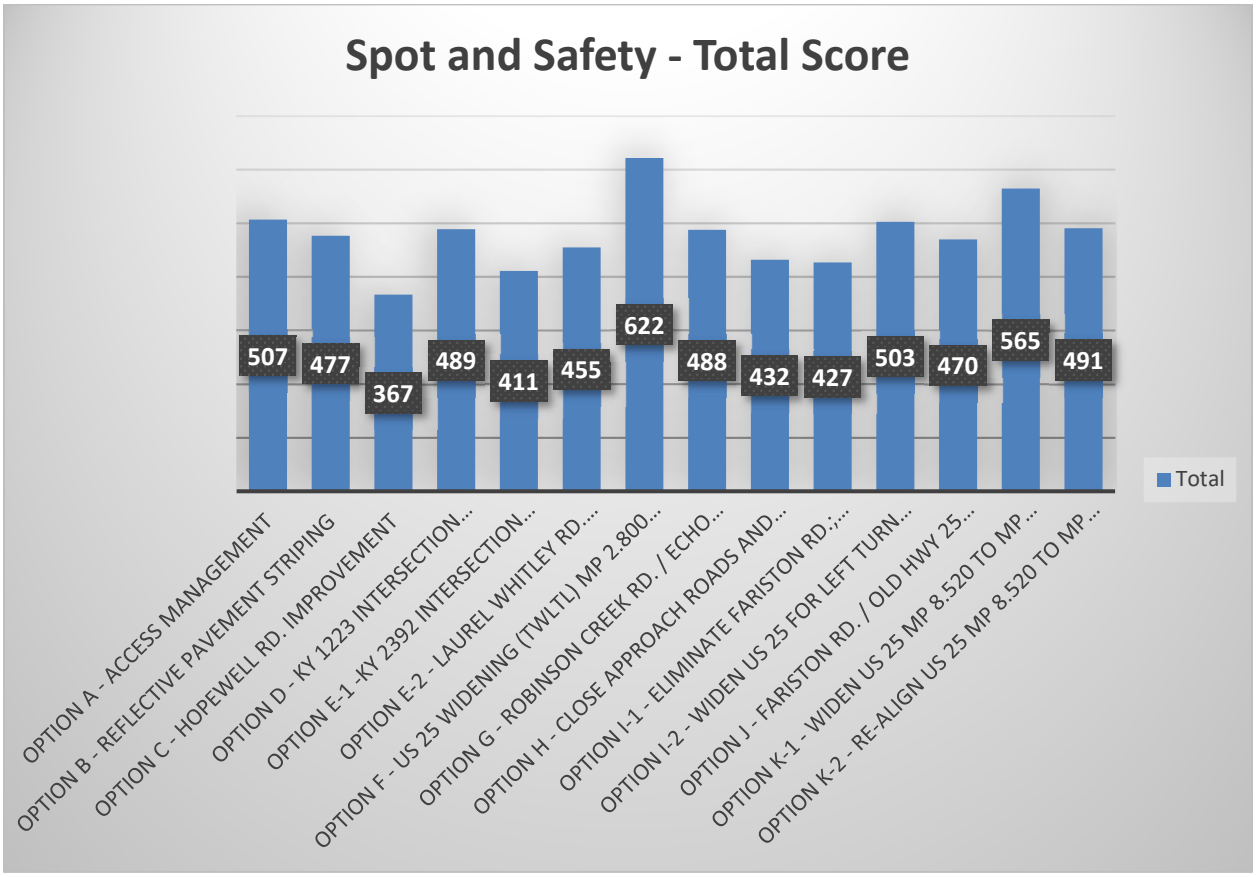
Answers	Count	Percentage
No improvements needed	3	1.73%
Minor improvements needed	16	9.25%
Major improvements needed including widening and new construction	147	84.97%
Other	6	3.47%

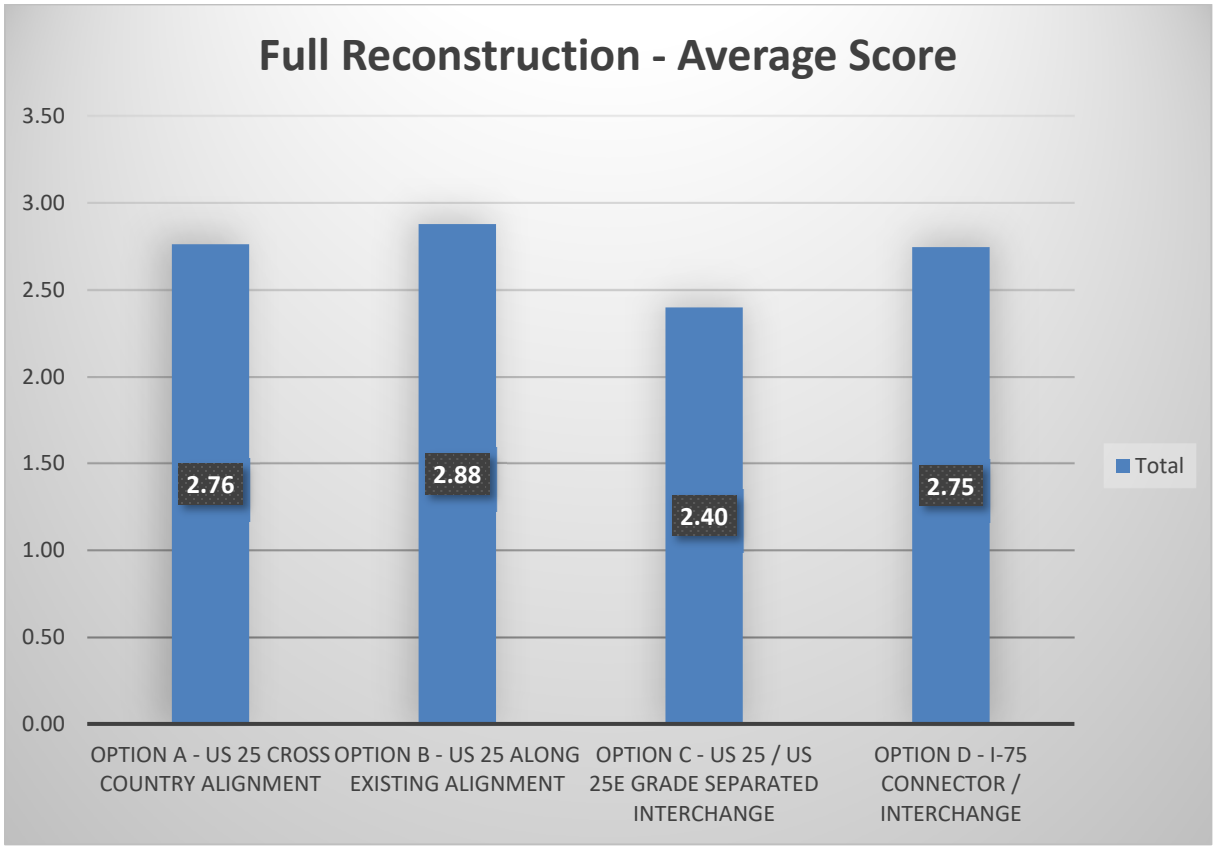
Answered: 172 Skipped: 1

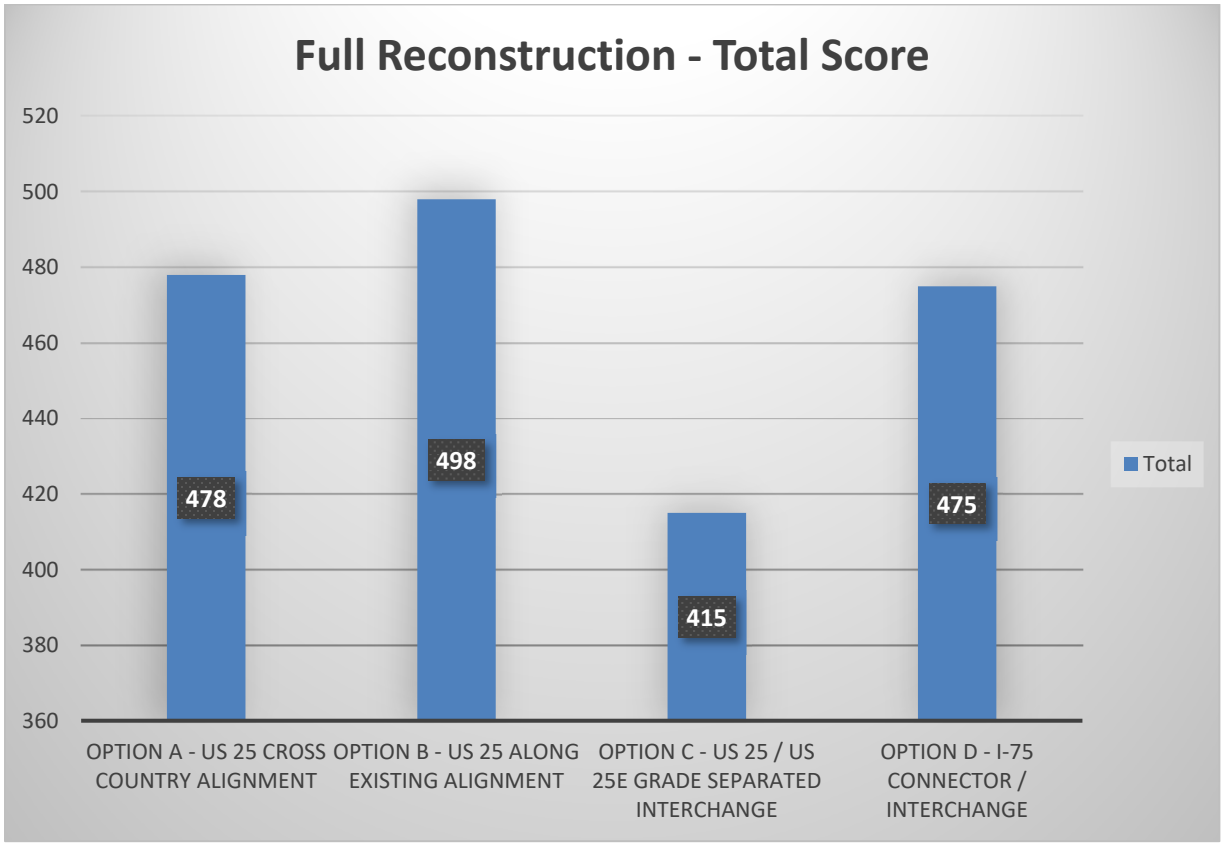
Other:

- The proposed plan seems to be sensible and reasonable
- Restriction of tractor trailers speeding
- New construction, give this road to the county and move on
- New bridges deceleration/acceleration/turning lanes needed. Wide paved shoulders needed. Better signage. More green space space/roadside development. Better permitting to control access with entrances. Frontage roads where needed 2 control access
- I stated it above. There needs to be a stop light in front of Hunter Hills Elementary School. This area is VERY dangerous.


Spot and Safety - Average Score
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
2.93
2.76
2.12
2.83
2.38
2.63
3.70
2.82
2.50
2.54
2.91
2.72
3.36
2.92
OPTION A - ACCESS MANAGEMENT
OPTION B - REFLECTIVE PAVEMENT STRIPING
OPTION C - HOPEWELL RD. IMPROVEMENT
OPTION D - KY 1223 INTERSECTION...
OPTION E-1 -KY 2392 INTERSECTION...
OPTION E-2 - LAUREL WHITLEY RD....
OPTION F - US 25 WIDENING (TWLTL) MP ...
OPTION G - ROBINSON CREEK RD. / ECHO...
OPTION H - CLOSE APPROACH ROADS AND...
OPTION I-1 - ELIMINATE FARISTON RD.;...
OPTION I-2 - WIDEN US 25 FOR LEFT TURN...
OPTION J - FARISTON RD. / OLD HWY 25...
OPTION K-1 - WIDEN US 25 MP 8.520 TO...
OPTION K-2 - RE-ALIGN US 25 MP 8.520 TO...
Total


Spot and Safety - Total Score
507
477
367
489
411
455
622
488
432
427
503
470
565
491
OPTION A - ACCESS MANAGEMENT
OPTION B - REFLECTIVE PAVEMENT STRIPING
OPTION C - HOPEWELL RD. IMPROVEMENT
OPTION D - KY 1223 INTERSECTION...
OPTION E-1 -KY 2392 INTERSECTION...
OPTION E-2 - LAUREL WHITLEY RD....
OPTION F - US 25 WIDENING (TWLTL) MP 2.800...
OPTION G - ROBINSON CREEK RD. / ECHO...
OPTION H - CLOSE APPROACH ROADS AND...
OPTION I-1 - ELIMINATE FARISTON RD.;...
OPTION I-2 - WIDEN US 25 FOR LEFT TURN...
OPTION J - FARISTON RD. / OLD HWY 25...
OPTION K-1 - WIDEN US 25 MP 8.520 TO MP...
OPTION K-2 - RE-ALIGN US 25 MP 8.520 TO MP ...
Total


Full Reconstruction - Average Score
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
2.76
2.88
2.40
2.75
Total
OPTION A - US 25 CROSS COUNTRY ALIGNMENT
OPTION B - US 25 ALONG EXISTING ALIGNMENT
OPTION C - US 25 / US 25E GRADE SEPARATED INTERCHANGE
OPTION D - I-75 CONNECTOR / INTERCHANGE

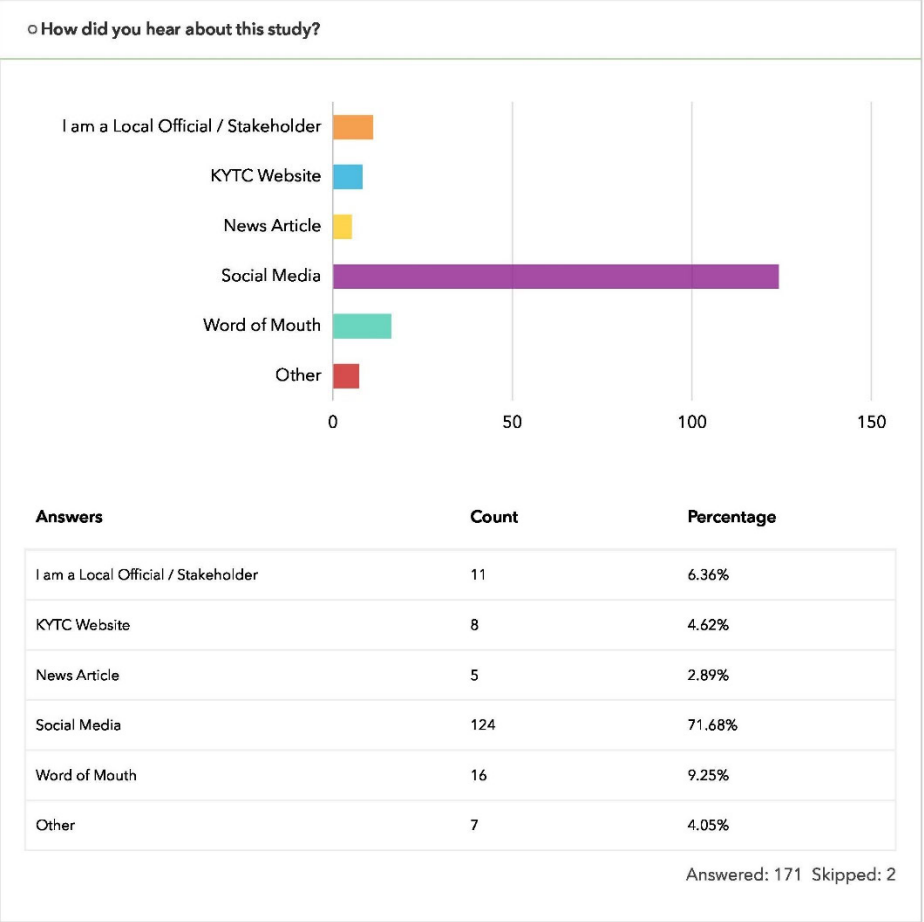

Full Reconstruction - Total Score
520
500
480
460
440
420
400
380
360
478
498
415
475
Total
OPTION A - US 25 CROSS COUNTRY ALIGNMENT
OPTION B - US 25 ALONG EXISTING ALIGNMENT
OPTION C - US 25 / US 25E GRADE SEPARATED INTERCHANGE
OPTION D - I-75 CONNECTOR / INTERCHANGE

Attendee Demographics

The following questions provide the Project Team with background information about the survey participants.

User Information

How did you hear about the Study?



Answers	Count	Percentage
I am a Local Official / Stakeholder	11	6.36%
KYTC Website	8	4.62%
News Article	5	2.89%
Social Media	124	71.68%
Word of Mouth	16	9.25%
Other	7	4.05%

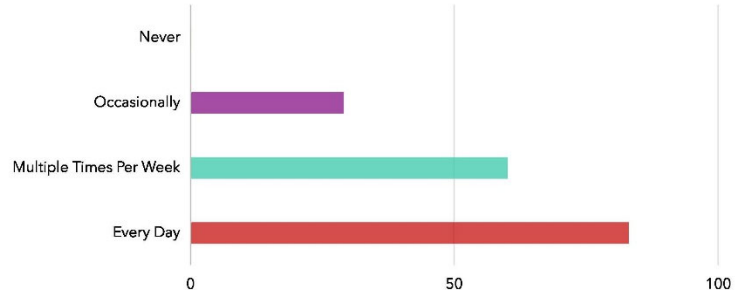
Answered: 171 Skipped: 2

Other:

- I work for the schools as the coordinator for special needs transportations. The safety of our students is paramount to me
- Councilman

How often do you travel on this section of US 25?

How often do you travel on this section of US 25?

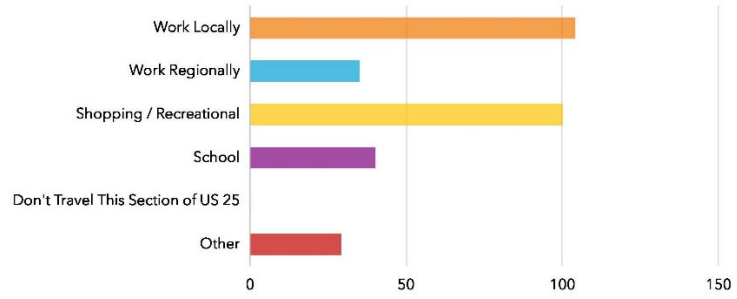


Answers	Count	Percentage
Never	0	0%
Occasionally	29	16.76%
Multiple Times Per Week	60	34.68%
Every Day	83	47.98%

Answered: 172 Skipped: 1

Why do you travel on this section of US 25? Please select all that apply.

Why do you travel on this section of US 25?



Answers	Count	Percentage
Work Locally	104	60.12%
Work Regionally	35	20.23%
Shopping / Recreational	100	57.8%
School	40	23.12%
Don't Travel This Section of US 25	0	0%
Other	29	16.76%

Answered: 172 Skipped: 1

Additional Comments

Please provide any additional information you'd like to share with the project team.

- The ultimate solution is to widen the road fully along its length to handle the large volume of traffic. Several access points need corrected or eliminated, but several listed as options are not issues normally. Only a handful of intersections consistently cause backups/close calls. Cutting down the number of access points, and adding a common left turn lane in several areas will help in the short term until funding for full expansion can be granted. (3)
- Would help with the schools Buses
- Widening and a few extra "safe" passing zones are desperately needed. The intersections for Aisin especially the tunnel turn off, it needs addressed in some way it's extremely dangerous there. I travel 25 coming from Hwy 229 usually turning on off of 1189 and traveling all the way to Corbin 4 sometimes 6 times a day and it's always a wild card of what kind of traffic or hold up there will be it's extremely frustrating driving behind something usually 25 mph under the speed limit when you have to get to work and most of the traffic is a lot of times yard sales and the only passing zone is almost to Corbin right before a school zone. More turn offs would also help
- When turning off of side roads (because of where we live), the traffic will almost run over you because we have to slow down a lot in order to make a 90 degree turn into our subdivision. A lot of traffic will get in the middle lane to pass you and not even slow down. It can make for dangerous situations along 25. Also, there are not enough places to pass slower traffic if need be.
- Unnecessary and too expensive
- Too many drivers pulling into oncoming traffic from a dead stop causing drivers at speed to brake suddenly, instead of waiting until traffic is clear to merge onto!
- This stretch of road has needed improvements for years!
- This road has always been very busy since I lived in London. I have been here 6 years and totaled 2 cars on US25. One at the intersection of the old bowling alley and the pharmacy. The other at the airport intersection. This road is in need of some major work. Please do something.
- This project will be devastating to businesses and employees in this area.
- This is so cool that you're asking the public for input! This website is super-cool and I look forward to checking up on progress
- There hasn't been many road upgrades or improvements on this stretch of US 25 in the last 30 years and is in need of improvements due to just typical company and individual growth to both London & Corbin...in last 4 to 5 years this stretch of highway has adopted several trucking companies plus other businesses and has caused extreme traffic congestion, in the 10 mile stretch from corbin to London there are businesses, schools and residential homes, in this stretch of highway there are no red-lights, just a couple of turn lanes and just a short bit of 2 lanes...this highway is highly traveled by locals and out of state people and I believe in my own view US25 is way past due for upgrade with 4 lanes plus turn lanes..there are multiple auto related deaths on US25 every year that could be avoided if the highway were safer to

travel...these 2 cities are growing everyday which causes more congestion and has to be addressed...

- The bridge on 25 before reaching the hill to Hunter Hills needs to be resurfaced. The approach to the bridge is rutted out and has caused damage to my vehicle twice from hitting them. The road has many pot holes and rough areas. School traffic at Hunter Hills is very congested
- The biggest issue is the disruption caused by all the semi trucks and especially the dump trucks. Enforcement is needed because most trucks travel the road to avoid the scales. They speed, cut other drivers off, and block the road. Also the traffic lights at south Laurel and at middle ground way need fixed to better allow traffic to flow. They cause the majority of the traffic flow issues
- Our roadways are way outdated for the population we have now and more traffic circles would help too.
- North Laurel Rd, North US Highway 25 & Highway 490 needs improvements & road widening very bad
- If you do anything to 25, you just make the problem bigger.
- If nothing else gets done the Fariston/Old 25 interchange needs to be fixed. I feel this is the most dangerous point on this route. The interchange at 25-1189 is terrible as well. Please address it in the future. I live on 229 and the growth of construction there has led to 1189 becoming a very busy road thus the 25/1189 interchange is very busy.
- I think everyone that travels this road daily would appreciate it being widened with safety improvements. Highway 25 has served great purpose over the last decades, however the city of London is growing at an exceptional rate. The highway needs to grow with London to support the amount of people and growing businesses. The warehouses in the Fariston community, the airport, many other businesses, transport north and south bound would all benefit, including all the communities and daily commute.
- I personally feel it would be a good idea to put lights in front of hunter hills. This would prevent so many mishaps from happening
- I have had to avoid severlal near collisions due to lack of a traffic signal during busy access/exit times..am and pm at Hunter Hills Elemetary School
- Hello, It is great to see development on US 25, where it is much needed. I believe that it needs to be completely redone, widened, and overall improved. The point that I placed on the map is a large and heavily trafficked intersection in London. It could be a good idea to look into updating this intersection as well by adding better slip lanes and signage. US 25 is vital for the inter connectivity of London and Corbin and the ultimate development of the region. All parts of this road are heavily traveled, and in much need of reworking. The main issues I see arise on the London side, near South Laurel High School and 192. Chances are, the entrance to the high school may need to be reworked as well in order to better accommodate traffic. By reworking and redoing US 25 in this area, it should help alleviate some of the stress put on the road in these problem areas. All in all, I think it would be best to completely redo all of US 25, and improve intersections. Thanks for all you do
- Echo Valley Rd and Lily School Road cannot handle extra traffic. Traffic would be backed up for a mile when light turned red. Plus you would still have people turning right on red turning with

green lighted traffic. Also, single turn lanes removing turn left lanes are ridiculous. The bridge/road at Robinson Creek needs widened. 25 pools water at Fariston Rd intersection in the curve in front of Day Bros RV. It is dangerous when wet. The area at Fariston toward Levi Jackson needs raised. I have seen water to the roadway this year in Spring more than once. I feel like the turn lanes and medians have helped at Sweet Hollow and American Greeting Card road.

- Do NOT mess with this intersection. Its already a disaster. Construction has been done here a hundred times and its never any better than before and takes months. Last time there was construction, people had so much road rage a man was shot to death in the street. Just please leave this alone
- Commercial drive intersection needs a light. Need two lanes each direction from south high all the way to Corbin.
- As a former roadway engineer for a consulting firm, this road is way overdue for update. Anything will help, but at this point there are few options that can truly alleviate the issues besides rerouting 25 or widening 25. While widening 25 will require tons of businesses and homes to be bought, I would be unsurprised if a lot of these stakeholders are ready for it to happen because of how dangerous the road has become. Since growing up in London, my parents always preferred me driving the interstate, instead of 25. Of a goal of this community is to grow and help our businesses grow, widening 25 will allow for more development along the corridor and will allow the public to have safer drives. Enough of the nearly daily accidents on US-25, the state needs to spend the money to improve this roadway and make it safer for everyone
- A red light at Hunter Hills Elementary would be very beneficial for the safety of students and staff
- 25 needs fixed as soon as possible
- (Continued from previous page.) This area has the 2nd highest traffic count in the survey area and has since its construction, has presented a danger to the students and staff and anyone accessing the school. With the increased traffic projected, after all that's what we are discussing here, it will only multiply the danger. I realize that much planning has went towards the improvements, but speaking as someone who has driven their personal vehicle, a school bus loaded with children into this location and now require others to do the same, I recognize the danger involved and feel it my duty to seek out a remedy. The flashing lights don't slow traffic, drivers will not yield to the buses and it is with a hope and a prayer that you make it safe across the intersection. If you have not already done a visual survey from 7-8 am and 3:15 till 4 pm to see what the hazard is, I would encourage you to implement one. If you would like a ride along on a bus, contact me and we can arrange it. TY

FINAL Meeting Minutes

Project: **US 25 Corbin to London Connector Study**

Subject: **Project Team Meeting No. 3**

Date: **Thursday, December 10, 2020, 1:30 PM (Eastern Time)**

Location: **Microsoft Teams**

Attendees:

Elizabeth Niemann	KYTC Central Office, Division of Planning
Stephen De Witte	KYTC Central Office, Division of Planning
Scott Thomson	KYTC Central Office, Division of Planning
Matt Lawson	KYTC Central Office, Division of Planning
Jay Balaji	KYTC Central Office, Division of Planning
Kevin Sandefur	KYTC Central Office, District 11 Location Engineer
David Fields	KYTC District 11, Project Development
Quentin Smith	KYTC District 11, Transportation Engineer Supervisor
Brad Johnson	HMB
Michael Leathers	HMB
Brad Gregory	HMB
John Meyer	HMB

Agenda / Handouts:

To facilitate the meeting the following materials were provided in advance.

- Prioritization Table
- Survey Results Summary and Map

Meeting Comments / Summary:

I. Introduction

HMB started the meeting with introductions and explained the goal of the meeting was to discuss the improvement strategies and develop a preliminary prioritization.

II. Improvement Option Concepts

HMB went on to discuss the improvement options. Prior to the meeting, HMB distributed a prioritization table to facilitate the discussion. It summarized the costs (design, right-of-way, utilities and construction), CRF / EEC summary and public input

score. These improvement options were divided into two groups: Spot and Safety and Full Reconstruction.

A. Spot and Safety

- HMB presented potential high priority improvements as follows:
    - Improvement Option A (public outreach score 507)
    - Improvement Option D (public outreach score 489)
    - Improvement Option E-1 (public outreach score 411)
    - Improvement Option F (public outreach score 622)
    - Improvement Option G (public outreach score 488)
    - Improvement Option K-1 (public outreach score 565)
- HMB noted Option D did not include cost to add a signal, as requested by the stakeholders and public, but would be included as an option moving forward.
- HMB noted, Options E-1 and G didn't score as high as the others, but had been favored by District staff based on previous conversations.
- District 11 staff noted prioritization shouldn't be strictly based on the public input scores.
- With the completion or near completion of multiple larger scale projects, District 11 felt US 25 would be the next corridor to receive funding.
- District 11 was comfortable with Option F having a lower priority because of the higher cost. It was understood it would take longer to secure funding for this type of improvement. Other higher cost improvements would also receive a medium or low priority for the same reason.
- KYTC asked if the Spot and Safety improvement options should be prioritized. District 11 was comfortable with a high, medium, and low priority, but didn't think they needed to be ranked (1, 2, 3, etc.) within each category.

B. Full Reconstruction

- District 11 acknowledged the interchange at US 25 would not be a priority compared to the other improvement options.
- HMB presented the survey results and traffic level of service (LOS) for the full reconstruction options. The majority of respondents (85 percent) preferred a full reconstruction option.

- District 11 noted that access will impact the LOS results and may not be fully represented in the higher level segment analysis.
- HMB reiterated that the traffic analysis does not show a significant difference between the No Build and Build options and noted the new I-75 interchange doesn't divert a noticeable amount of traffic from US 25.
- Excluding the section north of KY 1006, which is already proceeding through project development process, District 11 recommended the section south of KY 1006 be considered the next priority segment. They noted the industrial park is continuing to develop, which will put the focus on this section of the US 25 corridor.
- District 11 recommended priority segments be no greater in size than a $35 million construction budget.
- HMB offered to share the updated prioritization table prior to submittal of the draft report.

III. Next Steps

HMB noted they will update the prioritization table and then start the documentation process. It is anticipated a draft report will be completed around the end of January 2021.

Attachments:

Prioritization Table

Survey Results Summary and Map

US 25 Improvement Option Cost Summary

Option	Description	No. Locations or Milepoints	Design Cost*	Right of Way Cost	Utility Cost	Construction Cost	Total Work Item Cost	CRF/EEC	Average Score	Public Outreach Score
SPOT AND SAFETY										
A	Access Management	0.000 - 9.028	$ 155,000	$ 225,000	$ 125,000	$ 755,000	$ 1,260,000	N/A	2.93	507
B	Reflective Pavement Striping	0.000 - 9.028	N/A	N/A	N/A	$ 170,000	$ 170,000	N/A	2.76	477
C	Hopewell Rd. Improvement	1.965	$ 25,000	$ 60,000	$ 70,000	$ 115,000	$ 270,000	4.46/10.43	2.12	367
D	KY 1223 Intersection Improvement	2.098	$ 100,000	$ 275,000	$ 50,000	$ 540,000	$ 965,000	2.35/3.53	2.83	489
E-1	KY 2392 Intersection Improvement	2.787	$ 105,000	$ 200,000	$ 105,000	$ 525,000	$ 935,000	1.45/0.52	2.38	411
E-2	Laurel Whitley Rd. Intersection Improvement	3.111	$ 40,000	$ 250,000	$ 90,000	$ 200,000	$ 580,000	1.45/0.52	2.63	455
F	US 25 Widening (TWLTL)	2.800 - 3.500	$ 540,000	$ 1,540,000	$ 700,000	$ 5,400,000	$ 8,180,000	1.37/5.47	3.70	622
G	Robinson Creek Rd./Echo Valley Rd./Lily School Rd. Intersection Improvements	3.480/3.606	$ 145,000	$ 450,000	$ 120,000	$ 725,000	$ 1,440,000	4.06/9.30	2.82	488
H	Close Approach Roads and Force Traffic to Lily School Rd./Slate Ridge Rd. Intersection	4.105	$ 35,000	$ 40,000	$ 10,000	$ 170,000	$ 255,000	4.06/9.30	2.50	432
I-1	Eliminate Fariston Rd.; Potential Traffic Signal at KY 552	5.146	$ 15,000	$ 15,000	$ 15,000	$ 60,000	$ 105,000	4.99/12.30	2.54	427
I-2	Widen US 25 for Left Turn Lane, Fariston Rd.	5.146	$ 80,000	$ 35,000	$ 25,000	$ 385,000	$ 525,000	4.99/12.30	2.91	503
J	Fariston Rd./Old Hwy 25 Intersection Improvement	7.511/8.126	$ 45,000	$ 275,000	$ 80,000	$ 225,000	$ 625,000	2.79/4.82	2.72	470
K-1	Widen US 25	8.520 - 9.028	$ 545,000	$ 250,000	$ 200,000	$ 2,710,000	$ 3,705,000	1.50/6.68	3.36	565
K-2	Re-align US 25	8.520 - 9.028	$ 470,000	$ 600,000	$ 200,000	$ 2,330,000	$ 3,600,000	1.50/6.68	2.92	491
							Spot and Safety Total Cost	$		-
FULL RECONSTRUCTION										
A	US 25 Cross Country Alignment	0.000 - 9.028	$ 15,602,000	$ 43,577,000	$ 4,129,000	$ 78,007,000	$ 141,315,000	N/A	2.76	478
B	US 25 Along Existing Alignment	0.000 - 9.028	$ 14,365,000	$ 49,122,000	$ 5,614,000	$ 71,823,000	$ 140,924,000	N/A	2.88	498
C	US 25 / US 25E Interchange		$ 3,860,000	$ 6,156,000	$ 228,000	$ 19,280,000	$ 29,524,000	N/A	2.40	415
D	I-75 Connector and Interchange							N/A	2.75	475
	Option D-1		$ 5,180,000	$ 10,000,000	$ 1,500,000	$ 25,895,000	$ 42,575,000			
	Option D-2		$ 5,800,000	$ 10,000,000	$ 1,500,000	$ 28,995,000	$ 46,295,000			
							Full Reconstruction Total Cost	$		-

* The Design Cost was estimated at 20% of the Construciton Cost for all improvement options with the exception of Improvement Option F. Because there was significant design work done on this option previously, its Design Cost was estimated at 10% of the Construction Cost.

Top public outreach scores

Spot and Safety Options

The spot and safety improvement options were evaluated based on cost, traffic analysis, safety analysis, and public feedback. They were identified to address specific issues on US 25 from US 25E to KY 1006 and have lower costs and impacts relative to any major widening. While these improvements will not fully address safety and congestion throughout the entire corridor, they can be implemented in the interim to improve US 25.

A priority has been assigned to each option ranging from "Low" to "High" based on the findings of this study, with the exception of Improvement Option B – Reflective Pavement Striping. Option B has been labeled "Short-Term" since restriping US 25 to improve the visibility of the roadway can be achieved through maintenance funds.

High Priority Improvement Options

- Option A – Access Management (Entire Corridor)
- Option C – Hopewell Rd. Improvement MP 1.965
- Option D – KY 1223 Intersection Improvement MP 2.098; Hunter Hills Elementary School
- Options I-1 and I-2 – Fariston Rd. Intersection Improvement MP 5.146 (Option I-1 preferred)

Cost: $2,600,000 - $3,020,000

Medium Priority Improvement Options

- Option E-1 and E-2 – KY 2392 / Laurel Whitley Rd. Intersection Improvement MP 2.787 (Option E-1 preferred)
- Option G – Robinson Creek Rd. / Echo Valley Rd. / Lily School Rd. Intersection Improvement MP 3.480 and 3.606
- Option J – Fariston Rd. / Old Highway 25 Intersection Improvement MP 7.511 and 8.126
- Option K-1 and K-2 – Widen US 25 MP 8.520 to MP 9.028 (Option K-1 preferred)

Cost: $6,245,000 - $6,705,000

Low Priority Improvement Options

- Option F – Widen US 25 MP 2.800 to MP 3.500 (TWLTL)
- Option H – Close Approach Roads and Force Traffic to Lily School Rd. / Slate Ridge Rd. Intersection

Cost: $8,435,000

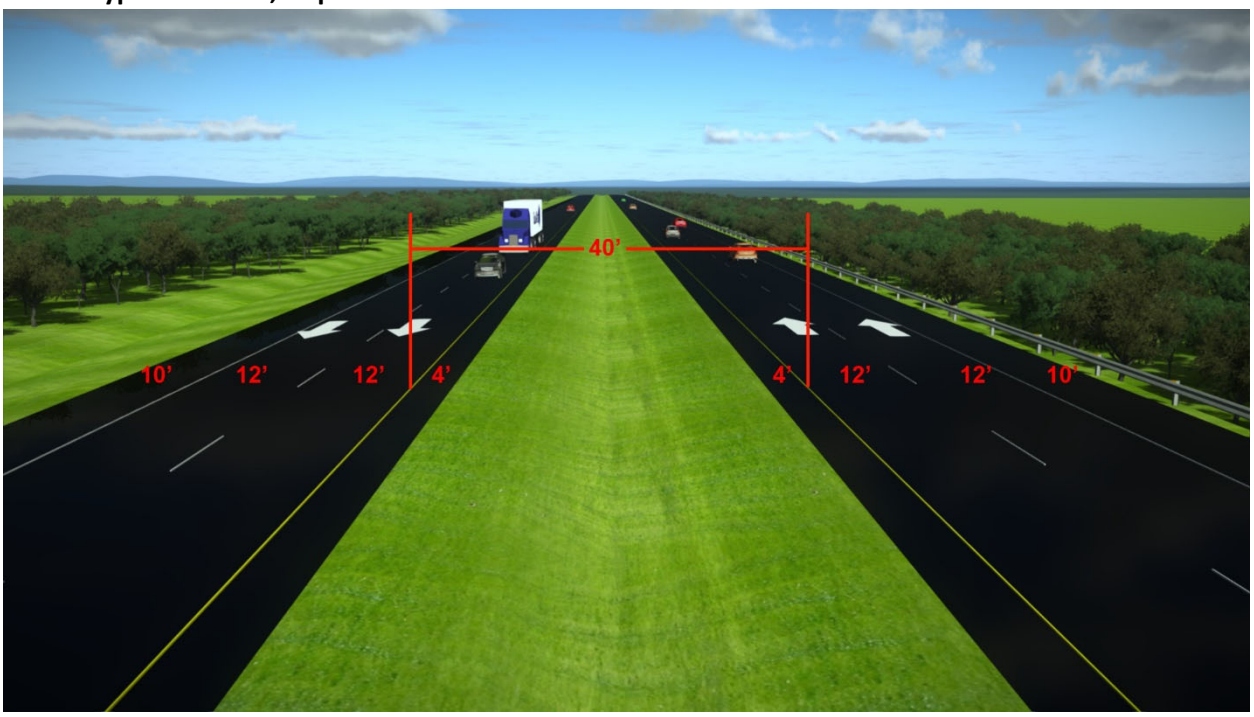
Full Reconstruction Options

The full reconstruction improvement options were evaluated based on cost, traffic analysis, safety analysis, and public feedback. These options are viewed as long-term improvements to address safety and congestion throughout the corridor.

Improvement Options A and B are both considered viable long-term improvement options based on the factors evaluated as a part of this study. The alignment of both options run parallel to existing US 25 from US 25E to Roaden Ln (MP 4.497), just south of Aisin Automotive. From that point, Option A crosses over the railroad and travels cross country until it returns to existing US 25 at KY 1006 (MP 9.028), while Option B continues to run parallel to existing US 25 ending at that same intersection. Both Option A and B will use a combination of the typical sections below to add capacity and adequately manage access throughout the corridor.

5-Lane Typical Section (TWLTL)

4 Lane Typical Section, Depressed Median

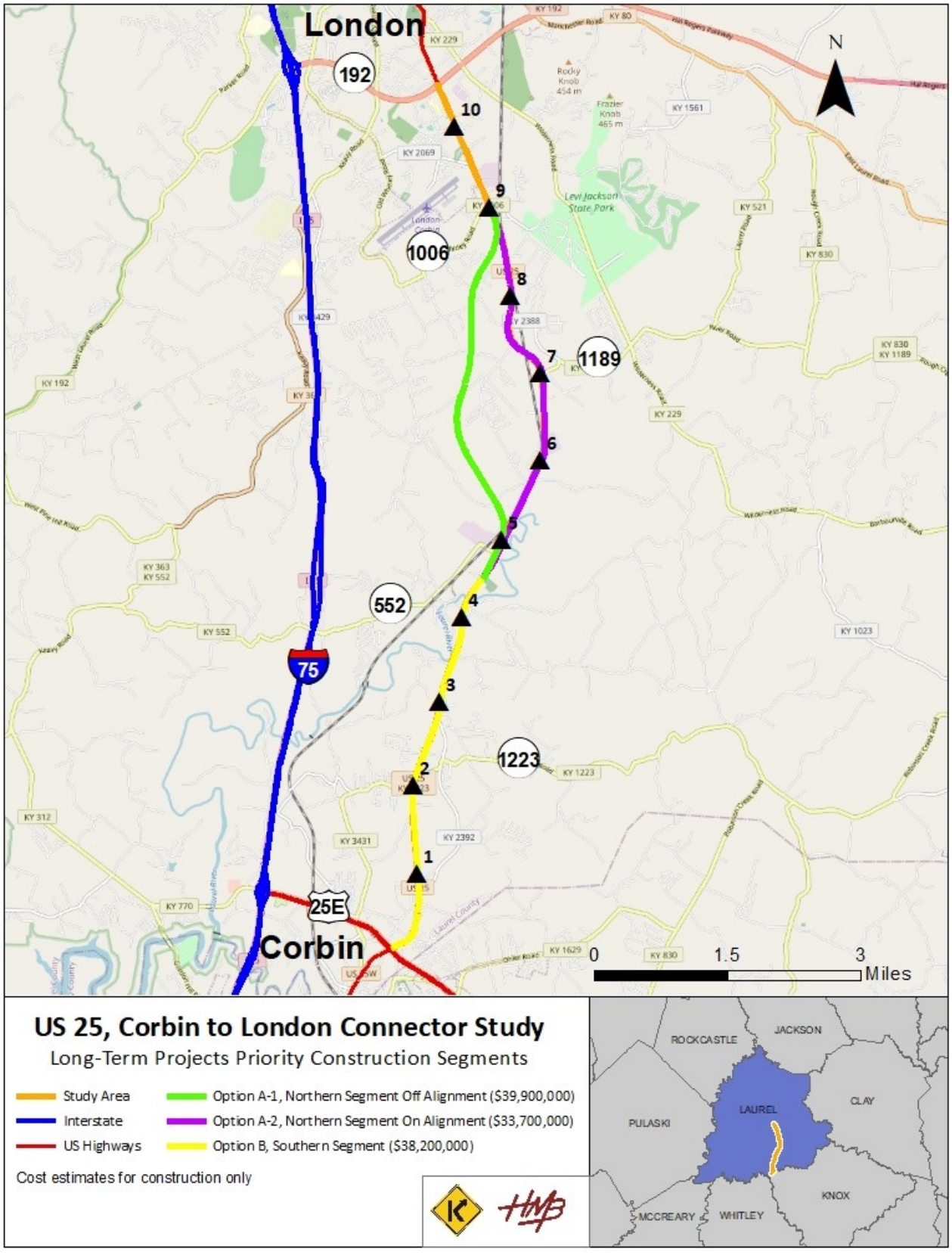


Improvement Options A and B were divided into priority segments based on construction costs, and the priority of each segment was determined based on access point density and the safety analysis that was conducted as a part of this study. The northern segments of each option were assigned priority A-1 and A-2, and further evaluation will be required to determine a preferred alternative for this portion of the corridor. The southern segment was assigned priority B. The alignments of each segment and their construction cost can be viewed on the following page.

Option C consists of a constructing a grade separated interchange at the intersection of US 25 and US 25E. While the traffic volume that travels through this intersection could justify a grade separated interchange, KYTC noted that the recent projects on US 25E have improved the safety of this intersection. There are many obstacles to overcome at this location and Option C is not recommended based on the findings of this study.

Option D consists of constructing a grade separate interchange on I-75 and a new connection to US 25 at either MP 4.700 (D-1) or MP 5.800 (D-2). A traffic model was completed to predict future volumes on US 25 and I-75 both with and without this connection, and traffic was not significantly impacted on either US 25 or I-75 when this connection was provided. Considering the cost of Option D and its minimal effect on traffic it is not recommended as a part of this study.

Full Reconstruction Priority Segments



US 25 Improvement Option Priority

Option	Description	No. Locations or Milepoints	Design Cost*	Right of Way Cost	Utility Cost	Construction Cost	Total Work Item Cost	CRF/EEC	Priority
SPOT AND SAFETY									
B	Reflective Pavement Striping	0.000 - 9.028	N/A	N/A	N/A	$ 170,000	$ 170,000	N/A	Short-Term
A	Access Management	0.000 - 9.028	$ 155,000	$ 225,000	$ 125,000	$ 755,000	$ 1,260,000	N/A	High
C	Hopewell Rd. Improvement	1.965	$ 25,000	$ 60,000	$ 70,000	$ 115,000	$ 270,000	4.46/10.43	High
D	KY 1223 Intersection Improvement (Hunter Hills Elementary)	2.098	$ 100,000	$ 275,000	$ 50,000	$ 540,000	$ 965,000	2.35/3.53	High
I-1	Eliminate Fariston Rd.; Potential Traffic Signal at KY 552	5.146	$ 15,000	$ 15,000	$ 15,000	$ 60,000	$ 105,000	4.99/12.30	High
I-2	Widen US 25 for Left Turn Lane, Fariston Rd.	5.146	$ 80,000	$ 35,000	$ 25,000	$ 385,000	$ 525,000	4.99/12.30	High
E-1	KY 2392 Intersection Improvement	2.787	$ 105,000	$ 200,000	$ 105,000	$ 525,000	$ 935,000	1.45/0.52	Medium
E-2	Laurel Whitley Rd. Intersection Improvement	3.111	$ 40,000	$ 250,000	$ 90,000	$ 200,000	$ 580,000	1.45/0.52	Medium
G	Robinson Creek Rd./Echo Valley Rd./Lily School Rd. Intersection Improvements	3.480/3.606	$ 145,000	$ 450,000	$ 120,000	$ 725,000	$ 1,440,000	2.03-4.06/ 2.47-9.30	Medium
J	Fariston Rd./Old Hwy 25 Intersection Improvement	7.511/8.126	$ 45,000	$ 275,000	$ 80,000	$ 225,000	$ 625,000	1.55-2.79/ 0.93-4.82	Medium
K-1	Widen US 25	8.520 - 9.028	$ 545,000	$ 250,000	$ 200,000	$ 2,710,000	$ 3,705,000	1.50/6.68	Medium
K-2	Re-align US 25	8.520 - 9.028	$ 470,000	$ 600,000	$ 200,000	$ 2,330,000	$ 3,600,000	1.50/6.68	Medium
F	US 25 Widening (TWLTL)	2.800 - 3.500	$ 540,000	$ 1,540,000	$ 700,000	$ 5,400,000	$ 8,180,000	1.37/5.47	Low
H**	Close Approach Roads and Force Traffic to Lily School Rd./Slate Ridge Rd. Intersection	4.105	$ 35,000	$ 40,000	$ 10,000	$ 170,000	$ 255,000	0.29-4.06/ 3.38-9.30	Low
FULL RECONSTRUCTION									
A-1	Northern Segment Off Alignment	4.497 - 9.028	$ 8,000,000	$ 16,500,000	$ 1,000,000	$ 39,900,000	$ 65,400,000	N/A	Long-Term
A-2	Northern Segment On Alignment	4.497 - 9.028	$ 6,700,000	$ 20,900,000	$ 2,300,000	$ 33,700,000	$ 63,600,000	N/A	Long-Term
B	Southern Segment	0.000 - 4.497	$ 7,700,000	$ 18,900,000	$ 2,300,000	$ 38,200,000	$ 67,100,000	N/A	Long-Term
C	US 25 / US 25E Interchange		$ 3,900,000	$ 6,200,000	$ 200,000	$ 19,300,000	$ 29,600,000	N/A	Not Recommended
D	I-75 Connector and Interchange							N/A	Not Recommended
	Option D-1		$ 5,200,000	$ 10,000,000	$ 1,500,000	$ 25,900,000	$ 42,600,000		
	Option D-2		$ 5,800,000	$ 10,000,000	$ 1,500,000	$ 29,000,000	$ 46,300,000		

* The Design Cost was estimated at 20% of the Construciton Cost for all improvement options with the exception of Improvement Option F. Because there was significant design work done on this option previously, its Design Cost was estimated at 10% of the Construction Cost.

**The most significant safety concern of the intersections included in Option H occurs at Lily School Rd. / Echo Valley Rd. This intersection is also included in Option G.