

# APPENDIX

**E**

STAKEHOLDER  
OUTREACH

# KY 290 Project Team Meeting #1

---

1:00 PM Monday, May 22, 2023 | KYTC District 11 Office & Microsoft Teams

## Attendees

Name	Representing	Email
Keenan Jones	KYTC District 11	<a href="mailto:Keenan.jones@ky.gov">Keenan.jones@ky.gov</a>
Sherri Chappell	KYTC District 11	<a href="mailto:sherri.chappell@ky.gov">sherri.chappell@ky.gov</a>
Orie Dobson	KYTC District 11	<a href="mailto:Orie.dobson@ky.gov">Orie.dobson@ky.gov</a>
Brent Sweger	KYTC Central Office	<a href="mailto:brent.sweger@ky.gov">brent.sweger@ky.gov</a>
Catherine Davis*	KYTC Central Office	<a href="mailto:catherine.davis@ky.gov">catherine.davis@ky.gov</a>
Jared Jeffers*	KYTC Central Office	<a href="mailto:Jared.jeffers@ky.gov">Jared.jeffers@ky.gov</a>
Mikael Pelfrey*	KYTC Central Office	<a href="mailto:mikael.pelfrey@ky.gov">mikael.pelfrey@ky.gov</a>
Steve De Witte*	KYTC Central Office	<a href="mailto:stephen.dewitte@ky.gov">stephen.dewitte@ky.gov</a>
David Souleyrette*	KYTC Central Office	<a href="mailto:David.souleyrette@ky.gov">David.souleyrette@ky.gov</a>
Jacob Huber*	KYTC Central Office	<a href="mailto:Jacob.huber@ky.gov">Jacob.huber@ky.gov</a>
Travis Thompson	HDR	<a href="mailto:travis.alan.thompson@hdrinc.com">travis.alan.thompson@hdrinc.com</a>
Jeff Schaefer*	HDR	<a href="mailto:Jeff.Schaefer@hdrinc.com">Jeff.Schaefer@hdrinc.com</a>
Ali Rahimi*	HDR	<a href="mailto:alireza.rahimi@hdrinc.com">alireza.rahimi@hdrinc.com</a>
Rob Frazier*	HDR	<a href="mailto:Robert.frazier@hdrinc.com">Robert.frazier@hdrinc.com</a>
Anne Warnick	WSP	<a href="mailto:Anne.warnick@wsp.com">Anne.warnick@wsp.com</a>
Austin Obenauf	WSP	<a href="mailto:Austin.obenauf@wsp.com">Austin.obenauf@wsp.com</a>
Billy Garrison	WSP	<a href="mailto:Billy.garrison@wsp.com">Billy.garrison@wsp.com</a>
Ben Bays*	WSP	<a href="mailto:benjamin.bays@wsp.com">benjamin.bays@wsp.com</a>
Elizabeth Farc*	WSP	<a href="mailto:elizabeth.farc@wsp.com">elizabeth.farc@wsp.com</a>
Cameron Manley*	WSP	<a href="mailto:Cameron.manley@wsp.com">Cameron.manley@wsp.com</a>

\*Indicates attendance via MS Teams

## Introduction

The meeting started with Brent Sweger, KYTC Central Office project manager, introducing the purpose of the meeting and the study. Anne Warnick, consultant team project manager, led introductions of in-person and virtual attendees. She reviewed the agenda, the purpose of the project, and the study area.

## Study Objectives and Study Area

Anne presented the objectives for the study, which include improving safety along KY 290 between McKee and Annville, as well as examining potential new connections from KY 290 to KY 30 and improvements to existing routes to enhance the current connection without a new road. Part of the KY 290 corridor is in the Daniel Boone National Forest and associated wildlife management area and not much growth is expected in the area. Anne opened the floor for any comments, and KYTC noted that the study was initiated by a local legislator.

Anne shared the study's schedule. A Local Elected Officials and Stakeholders (LOS) Meeting is set for May 31<sup>st</sup> and a public survey will follow shortly after. Project Team Meeting #2 will be scheduled for late summer. The study is anticipated to wrap up in January 2024.

## Existing Conditions

### Planned Projects

One CHAF project is planned along the corridor to address the intersection at KY 290 and KY 578. This will be considered when developing potential improvement concepts.

### Roadway Geometrics

Austin Obenauf, WSP, presented roadway geometric data gathered from HIS data. A packet of plan and profile drawings that included crash locations was handed out to in-person staff. Anne will send out the packet to virtual attendees.

KY 290 has narrow lanes and there is a left turn lane on US 421 to KY 290. One-foot shoulders are listed in the data, but this seemed generous from what was observed in the field. Curbed shoulders are present near McKee. The speed limit is 55 mph for most of the study roads, except 35 mph limits near McKee in Annville. The terrain is mountainous and will be a major factor in the design criteria. A few access points will be reviewed further for spot improvements. There are forest service roads connecting to KY 290 and a Native American Memorial Zone. No bridges are rated "poor", but two are listed as "fair" condition and two as "good" condition.

Numerous sharp curves and steep grades are present throughout the corridor. The sheriff's office noted to the consultant team that wet condition crashes were common and may go as unreported. KYTC is going to follow up on how often guard rail is replaced. The roadside edge rating is of concern, with much of the corridor listed as "Not Recoverable".

The consultant team investigated intersections along the corridor for skew and sight distance issues. Baily Road and Alum Cave Road, a four-way intersection, was noted for both skew and sight distance concerns. Several other intersections have issues, as well.

### Bicycle and Pedestrian Activity

Austin presented pedestrian and bicycle activity considerations along the corridor. No pedestrian activity was noted based on Strava Metro data. U.S. Bicycle Route 76 runs through McKee on KY 421 and bicyclist activity is also seen near Annville. Austin asked if Sheltowee Trace and other hiking trails have access to KY 290 and if hikers and cyclists use the corridor. Representatives from the Sheltowee Trace Association have been invited to the LOS/Stakeholders meeting and may be able to provide information.

KYTC staff mentioned that a large bike ride event, called the Red Bud Ride happens every April.

Austin reviewed drone photos taken during the field visit. He noted the section of winding road where many crashes occur, according to the sheriff's office, and where potential cross-country new alignments could go.

### Traffic

Anne presented existing segment volume and level of service (LOS) data for the AM and PM peaks. LOS is categorized as A throughout the corridor. Truck percentages ranged from 5-6% and vehicle volumes

are low, only a few hundred cars per day. One traffic signal is present at the intersection of KY 290 and US 421 in McKee.

The consultant team also gathered data from StreetLight to show average daily traffic and general travel patterns along the corridor. Although the StreetLight average numbers are higher than KYTC's count data, the data shows that volumes on the southern end near Annville drop off. Travel pattern flows also show traffic traveling between McKee and Annville stops in Annville, with little traffic traveling south on KY 30. Southbound KY 30 traffic tends to flow from US 421 and the Tyner area. Data for KY 30 northbound was not available, but it is assumed that traffic from the McKee area would travel via US 421 rather than KY 290 to access KY 30. When drivers do travel from KY 290 to KY 30 southbound, KY 578/Green Hill Road is the preferred route. KYTC staff noted that the raw numbers show a very small number of vehicles making this movement.

### Speed

Travis Thompson, HDR, presented speed graphs showing hourly 2021 HERE speed data along the corridor, which showed most drivers on KY 290 drive up to 5 mph higher than the posted speed limit. Anne noted that drivers on the other study routes seemed to drive 45 mph no matter the posted speed limit on the road.

Average travel time through the corridor is approximately 10-12 minutes. Different connections to KY 30 added about two minutes of travel time. Travel time for new routes will be measured and compared to travel times on existing routes.

### Environmental

Jeff Schafer, HDR, presented data collected for a GIS desktop review. He noted some data from SHPO is still outstanding. Daniel Boone National Forest and a wildlife management area are key features on the corridor. Environmental constraints are clustered in McKee and Annville, particularly churches, cemeteries, and hazardous materials. Laurel Fork has endangered mussel species. Many archaeological surveys have been conducted in the area. The team is continuing their review of the data, particularly on the southern area where a new alignment might be proposed.

### Safety

Travis presented the crash trends for the KY 290 study area. The data covers the last five years, from 2018-2022. On KY 290, there were 83 total crashes with 2 fatal crashes, and on the remaining study area roads there were 58 total crashes with 1 fatal crash. Single vehicle roadway departure crashes represent the majority of crashes in the study area, followed by animal crashes and striking an object. The 2:00 PM hour sees the highest number of crashes, which is unique, as the evening peak hour usually contains the most crashes. Travis noted that the wet condition crashes the sheriff's office spoke of were likely unreported if only property damage, which would add to the total. The consultant team will investigate crashes further to inform needed improvements.

Travis continued by presenting excess expected crashes (EECs). Segment EEC rates for CO crashes and overall crashes on KY 290 were higher than the statewide average. Segment EEC rates for all crash severities on the other study routes were lower than statewide averages. At intersections, the crash rate for the KY 290 and KY 3630 intersection was the highest, followed by the KY 290/KY 578N and KY 30/KY 3444 intersections.

### Local Elected Officials/Stakeholder Meeting

Anne reviewed the meeting date and location for the Local Officials/Stakeholder Meeting to be held on May 31<sup>st</sup> at the Jackson County Courthouse in McKee. The consultant team will present a pared-down version of the existing conditions data and prepare discussion questions, perhaps using Menti. KYTC asked that open discussion be included, as well, in case the attendees do not feel comfortable using Menti.

### Public Survey

Anne asked the team their preference on how to engage the public. KYTC would like to ask the public similar questions as with the LOS attendees, namely where issues or needs are and thoughts on potential alignments or improvements. KYTC's MetroQuest subscription will be used. The consultant team will get a draft of the questions to the Project Team by the following week. It is anticipated the survey will be active for 2-3 weeks. KYTC staff mentioned that post cards with the link and QR code to the survey could be distributed along the mail routes in the area via the post office. KYTC has used this method before. The District 11 website and social media will also be used to spread the word.

### Next Steps

- The consultant team will send the Project Team the slide deck for the LOS meeting.
- The consultant team will begin creating a public survey to send to KYTC for review.
- The consultant team will begin preparing initial concepts and schedule a concept development meeting for mid to late June.

---

The meeting concluded at 2:11 PM ET.

# KY 290 LOS Meeting #1

---

10:30 AM Wednesday, May 31, 2023 | Jackson County  
Fiscal Court Building & Microsoft Teams

## Attendees

Name	Representing	Email
Keenan Jones	KYTC	<a href="mailto:Keenan.jones@ky.gov">Keenan.jones@ky.gov</a>
Brent Sweger	KYTC	<a href="mailto:brent.sweger@ky.gov">brent.sweger@ky.gov</a>
Austin Obenauf	WSP	<a href="mailto:catherine.davis@ky.gov">catherine.davis@ky.gov</a>
Anne Warnick	WSP	<a href="mailto:Jared.jeffers@ky.gov">Jared.jeffers@ky.gov</a>
Travis Thompson	HDR	<a href="mailto:mikael.pelfrey@ky.gov">mikael.pelfrey@ky.gov</a>
Steve De Witte	KYTC Central Office	<a href="mailto:stephen.dewitte@ky.gov">stephen.dewitte@ky.gov</a>
Michael Stidham	PRTC/McKee Mayor	Michael.stidham@prtc.org
TJ Isaacs	PRTC, Engineering	Tj.isaacs@prtc.org
Kathy Spurlock	Jackson County Bus Garage	kathy.spurlock@jackson.kyschools.us
Carol Wright	Jackson Energy	<a href="mailto:carolwright@jacksonenergy.com">carolwright@jacksonenergy.com</a>
Mitchel Ball	JC/M IDA	<a href="mailto:jcmida@prtcnet.org">jcmida@prtcnet.org</a>
Jason Hawkins	CVADD	<a href="mailto:jhawkins@cvadd.org">jhawkins@cvadd.org</a>
Katie Gabbard	JCMIDA	katiegida@prtcnet.org
Judy Schmitt	JC TEC Industries	jcso@prtcnet.org
Timmy Truett	District 89 Representative	Timmy.truett@lrc.ky.gov

## Introduction

The meeting started with Keenan Jones and Brent Sweger, KYTC Central Office project manager, introducing the purpose of the meeting and the study. Anne Warnick, consultant team project manager reviewed the agenda, the purpose of the project, and the study area.

## Study Objectives and Study Area

Anne presented the objectives for the study, which include improving safety along KY 290 between McKee and Annville, as well as examining potential new connections from KY 290 to KY 30 and improvements to existing routes to enhance the current connection without a new road. Part of the KY 290 corridor is in the Daniel Boone National Forest and associated wildlife management area and not much growth is expected in the area. Anne opened the floor for any comments, and no comments were received.

Anne shared the study's schedule. A public survey will follow shortly after the stakeholders meeting. The study is anticipated to wrap up in January 2024.

## Existing Conditions

---

### Q+A

One attendee noted there was one pedestrian fatality occurred when people go to their mailboxes.

Another attendee noted that people are using other routes, primarily US-421, instead of KY 290 because it is so bad, and asked if there is a way that this study could see how many people are using US 421 instead of KY 290. The project team noted that we can use StreetLight Data to see the split of people using US 421 and KY 290 to get to KY 30 and KY 3630 heading south and west.

### Planned Projects

One CHAF project is planned along the corridor to address the intersection at KY 290 and KY 578. This will be considered when developing potential improvement concepts.

### Roadway Geometrics

Anne presented the existing geometrics along KY 290 throughout the study area. KY 290 has narrow lanes and there is a left turn lane on US 421 to KY 290. One-foot shoulders are listed in the data, but this seemed generous from what was observed in the field. Curbed shoulders are present near McKee. The speed limit is 55 mph for most of the study roads, except 35 mph limits near McKee and Annville. The terrain is mountainous and will be a major factor in the design criteria. A few access points will be reviewed further for spot improvements. There are forest service roads connecting to KY 290 and a Native American Memorial Zone. No bridges are rated in "poor" condition, but two are listed as "fair" condition and two as "good" condition.

Numerous sharp curves and steep grades are present throughout the corridor. At a previous meeting, the sheriff's office noted to the consultant team that wet condition crashes were common and may go as unreported. KYTC is going to follow up on how often guardrail is replaced. The roadside edge rating is of concern, with much of the corridor listed as "Not Recoverable".

The consultant team investigated intersections along the corridor for skew and sight distance issues. Bailey Road and Alum Branch Road, a four-way intersection, was noted for both skew and sight distance concerns. Several other intersections have issues, as well.

### Bicycle and Pedestrian Activity

Austin presented pedestrian and bicycle activity considerations along the corridor. No pedestrian activity was noted based on Strava Metro data. U.S. Bicycle Route 76 runs through McKee on KY 421 and bicyclist activity is also seen near Annville. Austin asked if Sheltoewe Trace and other hiking trails have access to KY 290 and if hikers and cyclists use the corridor. Representatives from the Sheltoewe Trace Association have been invited to the LOS/Stakeholders meeting but were not in attendance. Local stakeholders claimed that the Sheltoewe Trace is not on KY 290, but there are a significant amount of Air BnB's around the study area.

Anne reviewed drone photos taken during the field visit. She noted the section of winding road where many crashes occur, according to the sheriff's office, and where potential cross-country new alignments could go.

## Traffic

Anne presented existing segment volume and level of service (LOS) data for the AM and PM peaks. LOS is categorized as A throughout the corridor. Truck percentages ranged from 5-6% and vehicle volumes are low, only a few hundred cars per day. One traffic signal is present at the intersection of KY 290 and US 421 in McKee.

The consultant team also gathered data from StreetLight to show average daily traffic and general travel patterns along the corridor. Although the StreetLight average numbers are higher than KYTC's count data, the data shows that volumes on the southern end near Annville drop off. Travel pattern flows also show traffic traveling between McKee and Annville stops in Annville, with little traffic traveling south on KY 30. Southbound KY 30 traffic tends to flow from US 421 and the Tyner area. Data for KY 30 northbound was not available, but it is assumed that traffic from the McKee area would travel via US 421 rather than KY 290 to access KY 30. When drivers do travel from KY 290 to KY 30 southbound, KY 578/Green Hill Road is the preferred route. KYTC staff noted that the raw numbers show a very small number of vehicles making this movement.

One question was posed about the StreetLight data and whether it could show the number of vehicles using alternative routes to travel between KY 30 and McKee instead of KY 290. Exact volumes from StreetLight are not always accurate, however it can give an accurate representation of the split between vehicles using KY 290 and other routes to get from McKee to KY 30, and the consultant team will look into it.

## Speed

Anne presented speed graphs showing hourly 2021 HERE speed data along the corridor, which showed most drivers on KY 290 drive up to 5 mph higher than the posted speed limit. Anne noted that drivers on the other study routes seemed to drive 45 mph no matter the posted speed limit on the road.

Average travel time through the corridor is approximately 10-12 minutes. Different connections to KY 30 added about two minutes of travel time. Travel time for new routes will be measured and compared to travel times on existing routes.

## Safety

Anne presented crash maps showing crash trends along the KY 290 corridor, as well as crashes along adjacent study area routes of KY 3630, KY 578, and KY 3444. The previous five years of data was used (2018 – 2022) and reported 83 total crashes on KY 290 and 58 total crashes on the other study area roadways. There were multiple fatalities and serious injury crashes along KY 290 and in the study area, which attendees were not surprised by. There was a fatality from someone checking their mailbox, however that may have been outside the five-year window of this crash data. The majority of crashes were single vehicle, and KY 290 experiences more property damage only crashes than would be expected compared to other rural two-lane roads, however the fatal and serious injury crashes are lower than would be expected compared to other rural two-lane roads.

## Segment Analysis

For detailed planning efforts, the corridor was broken up into five segments. Anne presented the segments and opened the floor for questions and comments during each segment.

### Segment 1

Segment one travels from McKee to Shakey Lane and highlights a winding corridor with vertical and horizontal deficiencies, safety concerns, and roadside edge issues. Below are the comments *italicized* from the stakeholders:

- *Note that the city is trying to do a land exchange with the forest service for the ridge tops.*
- *The whole section is hills and curves and needs to be addressed. It should be straightened out or the hills need addressed.*
- *Cars are stranded here every time in snows. Wouldn't be reported. Rain is also an issue.*

### Segment 2

Segment two travels from Shakey Lane to Indian Ridge Road and highlights a straight corridor with horizontal deficiencies, safety concerns, and roadside edge issues. Below are the comments *italicized* from the stakeholders:

- *This is where the speeding occurs. Most people pass in this zone. Consider a passing lane.*
- *Most trucks avoid KY 290, but some gravel and log trucks go through. The GPS goes through this way, but the routing shouldn't go this way.*
- *There are some humps in the roadway near one of the crash clusters.*
- *A pull off near Indian Ridge Road is really important.*
- *No shoulders here.*
- *Short term improvements are helpful, but long term are encouraged.*

### Segment 3

Segment three travels from Indian Ridge Road to Laurel Fork and highlights a winding corridor with vertical and horizontal deficiencies, safety concerns, and roadside edge issues. Below are the comments *italicized* from the stakeholders:

- *The sharp curves have a lot of issues when it rains or snows.*
- *This is one of the most unsafe road segments in the state in my opinion.*
- *Entrances in this section have low visibility.*
- *~75% of crashes don't get reported.*
- *The fatality is in the straight stretch.*
- *More tourism is coming. This section will need to be addressed where a lot of people are coming.*
- *The bridge is too narrow and needs to be widened. A lot of utility trucks struggle with the bridge.*
- *Sight distance is a terrible issue.*

### Segment 4

Segment four travels from Laurel Fork to Bailey Road and highlights a winding corridor with vertical and horizontal deficiencies, safety concerns, and roadside edge issues. Below are the comments *italicized* from the stakeholders:

- *Relatively new guardrail helps in this section, but it is still an issue. A lot of crashes in this section due to vertical and horizontal issues.*
- *There is a more residential section and checking mail is dangerous.*

## Segment 5

Segment five travels from Bailey Road to KY 3630 near Annville and highlights a winding corridor with vertical and horizontal deficiencies, safety concerns, and roadside edge issues. Below are the comments *italicized* from the stakeholders:

- *A lot of crashes between Bailey Road and the S curve. Not a good area for passing.*
- *The highway department has shaved back part of the hill, which is helping to make the road safer, but it still needs some work.*

## Bike/Pedestrian/Trail (Tourism)

Anne presented the bike/pedestrian/trail information within the study area. She highlighted where the Sheltoewe Trace was in relation to KY 290, hiking trails within the study area, the US Bike Route 76 along US 421, the Red Bud Ride in April, and abandoned rail lines that touch and follow KY 290. Below in *italics* are the comments and questions from the stakeholders.

- *Sheltoewe Trace is getting more activity.*
- *The transcontinental bike route uses 421.*
- *Flat Lick Falls to Lower Atkinson Road to Indian Ridge Road is a stretch of KY 290 that bike riders use to connect between these side roads in the National Forest. These are the gravel bike riders. Promotion is not there yet until we can get more signage.*
- *Would love to have a bike lane or a horse lane along this route near Flat Lick Falls.*
- *Would like a trail along the entirety of the corridor that is separate from the road so riders of all ages and abilities could utilize it.*
- *The outdoor area would look to getting a bike lane from McKee to Annville and connect to Tyner. A lot more riders are coming here every year. The Red Bud Riders would use KY 290 to train and will be needed in the future.*
- *54+ bed and breakfasts in the area.*
- *Rock climbing is becoming popular in the Jackson County area.*

## Environmental Concerns

Anne presented the environmental concerns within the area and opened the floor to see if the stakeholders had any information that may have been missed.

- *Forest Service land has a lot of petroglyphs. Annville has some historic buildings. A cemetery near Adkinsontown Road and Mill Creek.*

## New Connections

Anne presented the possible upgrades or new connections between KY 290 and KY 30 through the use of KY 578, KY 3630, or KY 3444 or by creating an Annville Bypass with a new cross-country route. The questions posed by Anne are below with feedback in *italics*.

What are the main concerns of upgrading existing roads?

- *Amish/Mennonites use KY 3444 and KY 3630. It's dangerous and backs people up.*

- *KY 578 is not an option north of Annville.*
- *The area in Annville along KY 3630 is the most congested area in Jackson County. It would make sense to bypass Annville and take it right into KY 30.*

Are there any concerns in the potential cross country study area?

- *There are some cemeteries on the side roads, but they shouldn't be a concern.*

### **Project Map Discussion**

After the presentation, a corridor concept map was laid out in the front of the room for stakeholders to discuss problem areas and potential improvement concept areas. Post-It notes were placed with notes for certain sections and areas. The project team discussed areas of interest and concern with the attendees. A bulleted list below highlights the summary of comments placed on physical maps.

- Petroglyphs Zone
- Potential Land Exchange (x2)
- Gravel Bike Route between Indian Ridge to Lower ATK
- Cemeteries near Lower ATK/Mill Creek
- Amish in area
- Speeding in area
- Potential Realignment Zone

### **Next Steps**

- The consultant team will begin creating a public survey to send to KYTC for review.
- The consultant team will have a concept development session with KYTC in the near future.

# Pictures from Meeting

Presentation



### Corridor Map



### Sign-In Sheet

LOCAL OFFICIALS / STAKEHOLDERS MEETING #1  
KYTC DISTRICT II  
KY 290 CORRIDOR STUDY  
MAY 31, 2023

NAME	ORGANIZATION	EMAIL
Michael Stidham	PRTC / Mekeo Mayol	Michael.Stidham@prtc.org
TJ Isaacs	PRTC, Engineering	TJ.Isaacs-@prtc.org
Kathy Spark	Jackson Co Bus Garage	Kathy.spark@jackson.kyschools.us
Carol Wright	Jackson Energy	Carol.wright@jacksonenergy.com
Mitchell Ball	JCM IDA	jcmida@prtc.net.org
Jason Hawkins	CVADD	jhawkins@cvadd.org
Katie Gubbard	JCM IDA	Katiegida@prtc.net.org
Judy Schmitt	JCTEC Industries	jctec@prtc.net.org

---

The meeting concluded at 12:00 PM ET.

# KY 290 Project Team Meeting #2

---

10:30 AM Tuesday, August 9, 2023 | KYTC District 11 Office & Microsoft Teams

## Attendees

Name	Representing	Email
Keenan Jones	KYTC District 11	<a href="mailto:Keenan.jones@ky.gov">Keenan.jones@ky.gov</a>
Sherri Chappell	KYTC District 11	<a href="mailto:sherri.chappell@ky.gov">sherri.chappell@ky.gov</a>
Orie Dobson	KYTC District 11	<a href="mailto:Orie.dobson@ky.gov">Orie.dobson@ky.gov</a>
Brent Sweger	KYTC Central Office	<a href="mailto:brent.sweger@ky.gov">brent.sweger@ky.gov</a>
Joel Holcomb	KYTC District 11	<a href="mailto:Joel.holcomb@ky.gov">Joel.holcomb@ky.gov</a>
Dave Heil*	KYTC Central Office	<a href="mailto:Dave.heil@ky.gov">Dave.heil@ky.gov</a>
Randy Turner*	KYTC Central Office	<a href="mailto:Randy.Turner@ky.gov">Randy.Turner@ky.gov</a>
Steve De Witte*	KYTC Central Office	<a href="mailto:stephen.dewitte@ky.gov">stephen.dewitte@ky.gov</a>
David Souleyrette*	KYTC Central Office	<a href="mailto:David.souleyrette@ky.gov">David.souleyrette@ky.gov</a>
Travis Thompson	HDR	<a href="mailto:travis.alan.thompson@hdrinc.com">travis.alan.thompson@hdrinc.com</a>
Kelly Luljak*	HDR	<a href="mailto:Kelly.Luljak@hdrinc.com">Kelly.Luljak@hdrinc.com</a>
Rob Frazier*	HDR	<a href="mailto:Robert.frazier@hdrinc.com">Robert.frazier@hdrinc.com</a>
Anne Warnick	WSP	<a href="mailto:Anne.warnick@wsp.com">Anne.warnick@wsp.com</a>
Austin Obenauf	WSP	<a href="mailto:Austin.obenauf@wsp.com">Austin.obenauf@wsp.com</a>
Billy Garrison	WSP	<a href="mailto:Billy.garrison@wsp.com">Billy.garrison@wsp.com</a>
Ben Bays*	WSP	<a href="mailto:benjamin.bays@wsp.com">benjamin.bays@wsp.com</a>
Elizabeth Farc*	WSP	<a href="mailto:elizabeth.farc@wsp.com">elizabeth.farc@wsp.com</a>

\*Indicates attendance via MS Teams

## Introduction

The meeting started with Anne Warnick, consultant team project manager, led introductions of in-person and virtual attendees. She reviewed the agenda, the purpose of the project, and the study area, as well as changes since the last stakeholder.

## Public Survey Results

Anne reviewed a summary of responses from the Public Survey. Comments that were representative of the overall feedback received were shared, and the appendix will include all comments that were received.

## Potential Improvement Concepts (PIC)

Anne began the potential improvement concept discussion with the project team. The goal of this meeting is to identify which concepts to move forward with to populate with data, cost estimation, and conceptual design.

### **US 421 Intersection**

#### *Signal to Four Way Stop or Mini Roundabout*

The signal may not be warranted. The district will perform 12 hour counts to identify whether or not to remove the signal.

The group would like to continue evaluating this PIC.

#### *Crosswalk Improvements*

Upgrading the crosswalks to high visibility crosswalks.

The group would like to continue evaluating this PIC.

#### *Pedestrian Improvements*

The business may not like the improvements. Will need property lines and an alternative location for parking.

The group would like to continue evaluating this PIC.

### **Old School Road**

Adding bumpouts to the intersection to help with traffic calming.

The group would like to continue evaluating this PIC.

### **Park to Fire Department**

The PIC is for curb and gutter at the park (on east side) / shave hill back on west side / connect side walk up to Fire Station, vehicular traversable sidewalk across fire department entrances.

The group would like to continue evaluating this PIC.

### **Park to Fire Department**

The PIC is for curb and gutter at the park (on east side) / shave hill back on west side / connect side walk up to Fire Station, vehicular traversable sidewalk across fire department entrances.

The group would like to continue evaluating this PIC.

### **McKee Entryway (Transition Area)**

Advisory speed with rumble strip installation to reduce speeds transitioning into the urban area. Approval is needed for permanent rumble strips from central office permits.

The group would like to continue evaluating this PIC.

### **Road Widening / Straightening (Various Points throughout Corridor)**

The goal is to design for 55 mph throughout, but if that is too cost prohibitive, 45 mph curves with appropriate signage will be added in as close as possible to the existing alignment with two foot paved and two-foot earth shoulders. A 45 mph and 55 mph design will be evaluated for the entire corridor and select spots will be separated out as a possibility to be completed sooner if they are areas with a crash history. Locations where this was discussed are MP 8.0 to 8.4 and MP 4.71 to 6.22.

The group would like to continue evaluating these PICs.

### *Tower Road Realignments*

Billy discussed the different designs for curves along Tower Road. The first PIC is showing the right of way impacted with tie ins that would be near an 11% grade. The second is flatter with more right of way impacts.

The constructability was discussed. It can be done with keeping traffic open, but there may be temporary widening or one lane MOT.

The group would like to discontinue evaluating the first realignment PIC.

The group would like to continue evaluating the second realignment PIC and also evaluate a 45 mph design speed of this alignment that includes added shoulder widths in places for emergency pull offs where feasible.

### **Adding Passing Lanes (North of Indian Ridge)**

Passing lanes would be added for this stretch. The direction of passing should be given priority to the uphill section.

The group would like to continue evaluating this PIC.

### **Improve Pull Off Near Indian Ridge**

The public wants to keep this pull off, but it would need some minor upgrades.

The group would like to continue evaluating this PIC.

### **Improve Indian Ridge Intersection**

This would realign the existing intersection to tie in at a 90-degree angle for vehicles turning out of Indian Ridge Road while keeping the angle entrance for southbound vehicles entering. It also includes intersection warning signage.

The group would like to continue evaluating this PIC.

### **Realign the Curves in High Cluster Crash Area at Indian Ridge Road**

The curve in this area has safety issues. Slight realignments would increase safety in the area.

The group would like to continue evaluating this PIC.

### **Mill Creek and Lower Atkinstown Road**

*Shave back hillside to improve sight distance*

The group would like to continue evaluating this PIC.

*Improve Signage*

The group would like to continue evaluating this PIC.

*Add end treatments to bridge*

The group would like to continue evaluating this PIC.

*Replace bridge with wider bridge*

The group would like to continue evaluating this PIC.

### *Split Alignment on New and Old Bridges*

This option would have the northbound traffic utilizing the existing bridge and would construct a new parallel bridge for southbound traffic.

The group would like to discontinue evaluating this PIC.

### **Realign KY 290 from South of Indian Ridge to Lower Atkinstown Road**

#### *PIC 1: Keeps close to current alignment*

This alignment keeps the existing bridge. The existing grades are 9% in this section. May need to look at passing lanes. The reduction is from 9% to close to 5% grades.

The group would like to continue evaluating this PIC.

#### *PIC 2: Utilizes the ridge*

The group would like to discontinue evaluating the second realignment PIC.

### **Two Way Left Turn Lane (TWLTL) Section**

#### *PIC 1: TWLTL with Curb and Gutter*

The group would like to continue evaluating this PIC.

#### *PIC 2: TWLTL with Curb and Gutter + Sidewalk*

The group would like to continue evaluating this PIC.

#### *PIC 3: TWLTL No Curb and Gutter, No Sidewalk*

The group would like to continue evaluating this PIC.

### **Mildred Road Intersection Improvements**

Looking at improving sight distance or removing the access point.

The group would like to continue evaluating this PIC.

### **Ridgewood Drive Intersection Improvements**

Looking at improving skew and sight distance at Ridgewood Drive.

The group would like to continue evaluating this PIC.

### **Bailey Road Intersection Improvements**

Looking at improving skew and sight distance while also improving the mainline and vegetation control.

The group would like to continue evaluating this PIC.

### **KY 290 at Bailey Road Realignments**

Realign KY 290 through this section.

#### *PIC 1*

This option begins south of KY 578 and realigns KY 290 through the 578 intersection staying close to the existing alignment. Bailey Road and KY 2003 are realigned to form one intersection with KY 290.

The group would like to continue evaluating this PIC.

### *PIC 2*

This option begins at KY 578 and is realigned to the east of the existing corridor. Bailey Road and KY 2003 are separate access points but are realigned to create T intersections at KY 290.

The group would like to discontinue evaluating the second realignment PIC.

### *PIC 3*

This option begins south of KY 578 and runs closer to the existing alignment while straightening out the curves. The KY 2003 and Bailey Road intersections remain separate but are realigned to allow more space between them and Baily Road and Alum Cave Branch Road and realigned at a T.

The group would like to continue evaluating this PIC.

### **KY 290 Approach to KY 3630**

Improve the intersection approach to 3630 with transverse rumble strips, high friction surface treatment, solar powered intersection warning signs.

The group would like to continue evaluating this PIC.

### **Full Corridor Improvements**

Speed mitigation, enhanced striping, guardrail upgrades and other visual cues to slow vehicles down where appropriate. Redesign of the full corridor to a 55 mph or 45 mph design speed with 11-foot lanes and two-foot shoulders.

The group would like to continue evaluating both of these PICs.

## **Other Connections**

### **Upgrading KY 3630 to Three Lane Section**

This improvement would need right of way acquisition, so it may end up being two lanes with turn lanes where applicable.

The group would like to continue evaluating this PIC.

### **Upgrading KY 3444**

Would like to look at a new roundabout with KY 3630, enhanced midblock crosswalk, and intersection improvements with KY 30 where the grade difference has caused sight distance issues in the past.

The group would like to continue evaluating this PIC.

### **Cross Country Routes to KY 30**

#### *Alignment 1*

This alignment connects directly across from KY 290 and runs mostly straight south to connect into KY 30.

The group would like to continue evaluating this alignment.

### *Alignment 2*

This alignment connects directly across from KY 290 and connects into KY 30 at the existing KY 578 intersection.

The group would like to continue evaluating this alignment.

### *Alignment 3*

This alignment connects to KY 3630 via Walnut Grove Road and connects into KY 578 at the sharp curve just north of KY 30, then ties in using the KY 578 intersection.

The group would like to discontinue evaluating this alignment.

### **Roundabout at KY 290 and KY 3630**

The roundabout would be in a 35 mph zone and would make the target speed for Annville.

The group would like to continue evaluating this PIC.

## **Next Steps**

- The consultant team will evaluate the above PICs that are to be taken further.
- The consultant team will make final decisions with the project team during project team meeting #3 before informing the stakeholders.
- The consultant team will begin preparing the draft report to be submitted in November 2023.

---

The meeting concluded at 12:08 PM ET.

# KY 290 Project Team Meeting #3

---

8:30 AM Wednesday, October 4, 2023 | KYTC District 11 Office & Microsoft Teams

## Attendees

Name	Representing	Email
Keenan Jones	KYTC District 11	<a href="mailto:Keenan.jones@ky.gov">Keenan.jones@ky.gov</a>
Sherri Chappell	KYTC District 11	<a href="mailto:sherri.chappell@ky.gov">sherri.chappell@ky.gov</a>
Orie Dobson	KYTC District 11	<a href="mailto:Orie.dobson@ky.gov">Orie.dobson@ky.gov</a>
Brent Sweger	KYTC Central Office	<a href="mailto:brent.sweger@ky.gov">brent.sweger@ky.gov</a>
Joel Holcomb	KYTC District 11	<a href="mailto:Joel.holcomb@ky.gov">Joel.holcomb@ky.gov</a>
Steve De Witte	KYTC Central Office	<a href="mailto:stephen.dewitte@ky.gov">stephen.dewitte@ky.gov</a>
David Souleyrette*	KYTC Central Office	<a href="mailto:David.souleyrette@ky.gov">David.souleyrette@ky.gov</a>
Casey Claunch*	KYTC	<a href="mailto:Casey.claunch@ky.gov">Casey.claunch@ky.gov</a>
Kelly Luljak*	HDR	<a href="mailto:Kelly.Luljak@hdrinc.com">Kelly.Luljak@hdrinc.com</a>
Rob Frazier	HDR	<a href="mailto:Robert.frazier@hdrinc.com">Robert.frazier@hdrinc.com</a>
Chris Kuntz*	HDR	<a href="mailto:Chris.Kuntz@hdrinc.com">Chris.Kuntz@hdrinc.com</a>
Jeff Schaefer*	HDR	<a href="mailto:Jeff.Schaefer@hdrinc.com">Jeff.Schaefer@hdrinc.com</a>
Adam Hedges*	HDR	<a href="mailto:Adam.Hedges@hdrinc.com">Adam.Hedges@hdrinc.com</a>
Anne Warnick	WSP	<a href="mailto:Anne.warnick@wsp.com">Anne.warnick@wsp.com</a>
Austin Obenauf	WSP	<a href="mailto:Austin.obenauf@wsp.com">Austin.obenauf@wsp.com</a>
Billy Garrison	WSP	<a href="mailto:Billy.garrison@wsp.com">Billy.garrison@wsp.com</a>
Alireza Rahimi	HDR	<a href="mailto:Alireza.Rahimi@hdrinc.com">Alireza.Rahimi@hdrinc.com</a>

\*Indicates attendance via MS Teams

## Introduction

The meeting started with Anne Warnick, consultant team project manager reviewing the agenda, the purpose of the project, the study area, and the schedule.

## Potential Improvement Concepts (PIC)

Anne began the potential improvement concept discussion with the project team. In this meeting, the evaluation of the potential improvement concepts (PIC) will be presented and the group will decide which PICs will be taken to the second local official and stakeholder meeting. The department of planning recently developed new guidance for cost estimates, which include 50% additional contingency for time. This was added to each of the improvement concepts, however, after discussion at the meeting, it was determined that short-term projects that would not need to be funded in the Highway Plan do not need that additional contingency, and 10% contingency should be assumed for each biennium until the project will be constructed, up to 10 years in the future, which is five bienniums or 50%. The consultant team will revise the cost estimates accordingly after this meeting.

## **US 421 Intersection**

### *#1 Signal to Four Way Stop or Mini Roundabout*

The signal exists to mitigate poor sight distance. A four-way stop or roundabout would still have adequate sight distance. District 11 will be performing a 12-hour traffic count so that the traffic implications of removing the signal can be evaluated before making a decision on whether to move forward with either concept.

### *#2 Crosswalk Improvements*

The project team decided to move forward with this improvement concept.

### *#3 Pedestrian Improvements*

KYTC right-of-way is only 20-feet and does not include the parking spaces, therefore right-of-way would need to be purchased, which the business may not like. The project team decided to remove this concept from further consideration.

## **Old School Road**

### *#4 Add Bumpouts and a Crosswalk to the Intersection*

The project team decided to move forward with this improvement concept.

## **Park to Fire Department**

### *#5 Curb and Gutter at the Park /Shave Hill / Connect Sidewalk to Fire Station*

The project team decided to move forward with this improvement concept.

## **McKee Entryway (Transition Area)**

### *#6 Advisory Speed Sign and Rumble Strips*

Approval will be needed for permanent rumble strips from central office permits, as well as any sort of flashing sign. The project team decided to move forward with this improvement concept.

## **Road Widening / Straightening (Various Points throughout Corridor)**

### *#7 MP 8.0 – 8.4*

A cost and alignment for a 55-mph design speed was presented to the project team. The team would also like to see the cost for the 45-mph design for this section, but would like to move forward with this concept, and will make the decision about which design speed after costs for both can be evaluated.

## **Tower Road**

### *#8A New Alignment*

This concept creates a new cross-country alignment. The project team decided to remove this concept from further consideration due to the high cost.

### *#8B Improve Existing Roadway*

The cost for improving the existing roadway was shown for the 45-mph design speed. The consultant team will show the 55-mph design costs so the project team can determine which they would prefer, but the team would like to move forward with this improvement concept.

## **North of Indian Ridge**

### *#9 Add a Passing Lane*

The project team decided to move forward with this improvement concept.

### *#10 Improve Bus Pull Off*

The project team decided to move forward with this improvement concept.

## **Indian Ridge Intersection**

### *#11A Add Signage and Restripe/Realign Intersection*

This would realign the existing intersection to tie in at a 90-degree angle for vehicles turning out of Indian Ridge Road while keeping the angle entrance for southbound vehicles entering. It also includes intersection warning signage. There are no crashes, but the intersection could benefit from an improvement from a systemic safety approach. The curve currently meets a 45-mph design speed. The project team decided to move forward with this improvement concept.

### *#11B Straighten the Curve and Construct New Tie-in for Indian Ridge Road*

This concept straightens out the KY 290 curve and brings it up to a 55-mph design speed on a new alignment at the intersection, which will require lengthening Indian Ridge Road to tie in. This does address some crashes in the curve, however the project team decided to remove this concept from further consideration due to the high cost.

### *#12A Realign the Curves in High Cluster Crash Area (MP 4.71 – 6.22)*

The curve in this area has safety issues. Slight realignments would increase safety in the area. The cost presented was for improving to meet a 55-mph design speed. The consultant team will share the costs and alignment for a 45-mph design speed so the project team can decide which to move forward with. The team would like to move forward with one of these concepts.

### *#12B High Friction Surface Treatment (MP 4.711 – 4.757)*

A subsegment of improvement concept #12 would be a candidate for high friction surface treatment (HSFT). The project team would like to move forward with this concept as a short-term improvement, rather than an alternative to 12A. This concept will get its own number and be part of the short-term improvement concepts.

## **Mill Creek and Lower Atkinstown Road**

### *#13A Shave Back Hillside to Improve Sight Distance*

### *#13B Improve Signage*

### *#13C Add End Treatments to Bridge*

The team would like to combine these improvements into one project sheet with one overall cost and move forward with this concept.

#### *#14 Widen the Bridge*

The bridge inspection report shows that this bridge is not in need of replacement, therefore this would not be pursued as its own project. If the entire corridor was improved, widening the bridge would be part of that project, otherwise, it will be improved through KYTC's bridge program when it is in need of repair or replacement.

#### *#15 Realign KY 290 from South of Indian Ridge to Lower Atkinstown Road*

This improvement concept is for a new alignment and would keep the existing KY 290 as a local route. The project team decided to remove this concept from further consideration due to the high cost.

#### *#16: Two Way Left Turn Lane (TWLTL) Section with Curb and Gutter (MP 2.6 – 3.589)*

The team discussed the possibility of keeping the TWLTL with a shoulder rather than curb and gutter. This will likely not be a high priority, but the team would like to move forward with the concept of a TWLTL with shoulder.

### **Mildred Road**

#### *#17: Remove the Access Point to Jackson Energy on Mildred Road*

There are no reported crashes at this intersection or the access point to the cemetery. This suggestion came from stakeholders. The group would like to hear from stakeholders about the importance of this improvement. Another approach could be a right turn lane on KY 290, but there is a cemetery at this intersection, which is a large environmental concern. The group was surprised there were no crashes at this location. The project team would like to include this improvement concept for the stakeholder meeting and then decide whether or not to move it forward.

### **Ridgewood Drive**

#### *#18 Improve Skew at Northern Intersection and Sight Distance at Southern Intersection*

There are no reported crashes at the intersection. Ridgewood Drive is a loop road, with the northern entrance at a skew and the southern entrance has a sight distance issue. There are crashes south of this intersection. The project team would like to move forward with improving the sight distance issue at the southern intersection, but not pursue improving the skew at the northern intersection.

### **Bailey Road and KY 2003**

#### *#19A Improve Sight Distance at Bailey Road and KY 2003 via Improvement to KY 290 and Vegetation Control*

This is the least expensive option, but the Bailey Road and KY 2003 intersections are still close together. This fixes sight distance issue and some of the curve issue, but not necessarily the crashes issue, since the crashes are not at the intersection.

#### *#19B: Realign KY 290 and Combine Bailey Road and KY 2003 into 1 intersection*

This ties Alum Cave Branch Road into KY 2003 and has KY 2003 and Bailey Road intersect at a single point. This is more expensive but does address the crashes along KY 290.

### *#19C: Realign KY 290 and the Bailey Road and KY 2003 Intersections*

This keeps the two separate intersections, but places them further apart, while addressing the safety issues caused by the curves.

The project team would like to present all 3 options to the stakeholders as well as a fourth option which is just the improvement of this section to 45- and 55-mph design speeds. After getting input from the stakeholders the project team will decide which option (if any) to move forward with.

### **KY 3630**

#### *#20 Transverse Rumble Strips / HFST / Solar Powered Warning Signage*

This adds transverse rumble strips and high friction surface treatment pavement on the downhill grade leading to the stop sign at the intersection with KY 3630. There are no reported crashes at this intersection, but the group noted that crashes at this location often go unreported. KYTC Central Office would need to approve permit for rumble strips. The project team would like to keep this improvement concept for the stakeholder meeting and then decide whether or not to move forward with it.

## **Full Corridor**

### **45 MPH**

The cost for improving the entire corridor to 11-foot lanes with two-foot shoulders and bringing all curves up to a 45-mph design speed was shown using the 50% higher contingency. In 2023 dollars the cost would be \$43 million for all full depth pavement, but it is estimated that approximately 50% could be an overlay, which would further reduce the cost.

### **55 MPH**

It was noted that there are less overlay options with the 55-mph design, so pavement would need to be full depth.

Because of the high cost of the full corridor options, it is unlikely that these would move forward, however they should be kept in the study as justification for why spot improvements are being moved forward and not a full corridor option. The spot improvements will be divided into two categories, shorter-term, low-cost improvements, and longer-term, higher-cost improvements. The short-term improvements could be funded via means other than the Highway Plan, while the long-term improvements would need to be programmed into the Highway Plan.

## **Other Connections**

### **KY 3630 to KY 3444**

This improvement would add a TWLTL and access control along KY 3630 and improve KY 3444 to match KY 290 improved typical. Travel time is from McKee to KY 30 along this route and is 11.9 minutes in the NB direction and 11.8 minutes in the SB direction. The team agreed that a 6-foot shoulder should be added on both sides of KY 3444 to accommodate Amish buggies.

This option could also include two roundabouts, one at the intersection of KY 3630 and KY 290, and the other at the intersection of KY 3630 and KY 3444. The KY 290 roundabout could be a mini roundabout as

well. A crosswalk and pedestrian crossing signs would also be added, as well as transverse rumble strips where the grade difference has caused sight distance issues in the past.

The option of the roundabout at KY 290 being included as a standalone project was discussed. If a new cross-country route is not chosen, the fourth leg will not be needed, but the roundabout may not be needed by itself. It will be shown as an option for both improving the existing routes and the new cross country route, but not as a standalone.

## Cross Country Routes to KY 30

### *Option 1*

This alignment connects directly across from KY 290 and runs mostly straight south to connect into KY 30. Due to the high costs, the project team decided not to move forward with this route.

### *Option 2*

This alignment connects directly across from KY 290 and connects into KY 30 at the existing KY 578 intersection. The travel time from McKee to KY 30 using this route is 11.0 minutes in the NB direction and 10.9 minutes in the SB direction. The improvements to KY 3630 might be enough to improve traffic flow that stakeholders are concerned about. The project team decided that this new cross-country alignment should be shared with stakeholders at the meeting, and that the one minute of travel time savings should be emphasized.

## LOS Meeting

The group discussed the format of the upcoming stakeholder meeting. A presentation similar to PTM #3 should be prepared, along with a handout so the attendees can be able to access all the information when sharing their thoughts. The concepts should be split up into short-term, low-cost improvements, and long-term, high-cost improvements, as well as sharing the option between improving existing KY 3630 and KY 3444 and a new cross-country alignment. There were about 15 people at the last meeting and very engaged. The goal of the stakeholder meeting is to get a sense of prioritization. Displays showing each of the improvement concepts will be prepared and stakeholders will be given a certain number of dot stickers for each category. They will then be able to distribute their dot stickers to each improvement concept to indicate the priority/importance of each. Members of the project team will be stationed at the displays to discuss with the stakeholders and take note of their general thoughts on each. The project team will try to get a sense of what the stakeholders want more – improvements on KY 290 or a connection to KY 30. The consultant team will create a three-dimensional rendering of the improvements proposed along KY 3630 through Annville to help give the stakeholders a better idea of what that will look like.

It will also be important to note that the project team heard the concerns about the narrow bridge, but it will come up in the bridge program and that is when it can be widened.

The LOS meeting should be held in early November after the election – week of the 13<sup>th</sup>. That week is also AASHTO in Indianapolis. It will be held at the Jackson County Courthouse, the same location as the previous stakeholder meeting, and the consultant team will bring a TV, since the projector was not very clear at the last meeting. This will be an in-person only meeting.

## Next Steps

- The consultant team will update the improvement concept spreadsheet by splitting concepts into short-term and long-term categories, and will also update cost estimates to remove the contingency on short-term projects, and include costs for the sections of road that are being improved to show both 45-mph and 55-mph design speed costs.
- The stakeholder meeting will be held the week of November 13.
- After the stakeholder meeting, the project team will make final recommendations and prioritization of improvement concepts.
- The consultant team will begin preparing the draft report to be submitted in November 2023.

---

The meeting concluded at 12:08 PM ET.

# KY 290 LOS Meeting #2

---

10:30 AM Monday, November 13, 2023 | Jackson County  
Fiscal Court Building & Microsoft Teams

## Attendees

Name	Representing	Email
Keenan Jones	KYTC D11	<a href="mailto:Keenan.jones@ky.gov">Keenan.jones@ky.gov</a>
Brent Sweger	KYTC	<a href="mailto:brent.sweger@ky.gov">brent.sweger@ky.gov</a>
Sherri Chappell	KYTC D11	<a href="mailto:Sherri.chappell@ky.gov">Sherri.chappell@ky.gov</a>
Austin Obenauf	WSP	<a href="mailto:Austin.obenauf@wsp.com">Austin.obenauf@wsp.com</a>
Billy Garrison	WSP	<a href="mailto:Billy.garrison@wsp.com">Billy.garrison@wsp.com</a>
Rob Frazier	HDR	<a href="mailto:Robert.frazier@hdrinc.com">Robert.frazier@hdrinc.com</a>
Craig Bowles	Jackson County Bus Garage	<a href="mailto:Cbowles605@gmail.com">Cbowles605@gmail.com</a>
Kathy Spurlock	Jackson County Bus Garage	<a href="mailto:kathy.spurlock@jackson.kyschools.us">kathy.spurlock@jackson.kyschools.us</a>
Carol Wright	Jackson Energy	<a href="mailto:carolwright@jacksonenergy.com">carolwright@jacksonenergy.com</a>
Jady Brittan	Jackson County Bus Garage	<a href="mailto:Jbrittanky@gmail.com">Jbrittanky@gmail.com</a>
Jason Hawkins	CVADD	<a href="mailto:jhawkins@cvadd.org">jhawkins@cvadd.org</a>
Shane Gabbard	Judge Executive	<a href="mailto:jcjudge@prtcnet.org">jcjudge@prtcnet.org</a>
Judy Schmitt	JC TEC Industries	<a href="mailto:jcso@prtcnet.org">jcso@prtcnet.org</a>
Timmy Truett	District 89 Representative	<a href="mailto:Timmy.truett@lrc.ky.gov">Timmy.truett@lrc.ky.gov</a>

## Introduction

The meeting started with Keenan Jones and Brent Sweger, KYTC Central Office project manager, introducing the purpose of the meeting and the study. Austin Obenauf, consultant team engineer, reviewed the agenda, the purpose of the project, and the study area.

### Study Objectives and Study Area

Austin presented the objectives for the study, which include improving safety along KY 290 between McKee and Annville, as well as examining potential new connections from KY 290 to KY 30 and improvements to existing routes to enhance the current connection without a new road, as well as the study process and schedule. Next he began sharing the potential improvement concepts that have been identified as part of the study.

## Potential Improvement Concepts

---

### Short-Term Projects

Below is a summary of the short-term potential improvement concepts presented to the LOS.

#### ST-1 US 421 Intersection

Convert intersection to a mini roundabout.

### **ST-2 US 421 Intersection**

Crosswalks at intersection, including ramps and curbing at the crossing location.

### **ST-3 Just South of US 421**

Connect the sidewalk to US 421 behind parking.

### **ST-4 Old School Road**

Bump out at Old School Road to tighten up intersection / add thermoplastic striping.

### **ST-5 Park**

Curb and gutter at the park (on east side) / shave hill back on west side / connect sidewalk up to Fire Station, vehicular traversable sidewalk across fire department entrances.

### **ST-6 Approaching McKee**

Transverse rumble strips approaching McKee / congested area advisory speed to 25 mph.

### **ST-7 Bus Pull-Off**

Improve pull-off for school bus.

### **ST-8 Indian Ridge**

Realign Indian Ridge Road intersection / add signage.

### **ST-9 South of Indian Ridge**

Add High Friction Surface Treatment (HFST) to existing curves.

### **ST-10 Lower Adkinstown & Mill Creek**

Shave back hillside and cut vegetation / Intersection warning signage / Add end treatments to bridge @ Mill Creek and Lower Adkinstown.

### **ST-11 Mildred Road**

Remove access point close to the intersection.

### **ST-12 Ridgewood Drive**

Improve sight distance at the southern Ridgewood Drive intersection.

### **ST-13 KY 3630**

Transverse rumble strips, thermoplastic restriping, HFST, solar powered warning signage approaching KY 3630.

---

## Long-Term Projects

Below is a summary of the long-term potential improvement concepts presented to the LOS.

### **LT-1A MP 8.0-8.4**

Widen road and straighten out/level road (55 mph).

### **LT-1B MP 8.0-8.4**

Widen road and straighten out/level road (45 mph).

#### **LT-2A MP 7.5-7.85**

Widen road and straighten out/level road (55 mph).

#### **LT-2B MP 7.5-7.85**

Widen road and straighten out/level road (45 mph).

#### **LT-3 North of Indian Ridge**

Add passing lanes.

#### **LT-4A MP 4.71-6.22 (Laurel Fork to Indian Ridge)**

Realign curves in high crash cluster area / curve widening (55 mph).

#### **LT-4B MP 4.71-6.22 (Laurel Fork to Indian Ridge)**

Realign curves in high crash cluster area / curve widening (45 mph).

#### **LT-5 MP 2.6-3.589**

Add curb and gutter and a center two-way left turn lane.

#### **LT-6A MP 1.524 – 1.551 (Bailey Road and KY 2003)**

Improve sight distance @ Bailey and KY 2003 via mainline improvements / vegetation control.

#### **LT-6B MP 1.1 – 1.7 (Bailey Road and KY 2003)**

Realign 290 @ Bailey / combine KY 2003 and Alum Branch together for 1 access point / Continue south past KY 578.

#### **LT-6C MP 1.1 – 1.7 (Bailey Road and KY 2003)**

Realign KY 290 @ Bailey / T-intersection at KY 2003 separate from Bailey / realign KY 290 @ KY 578.

#### **LT-6D MP 1.1 – 1.7 (Bailey Road and KY 2003)**

Improve this section to 11-foot lanes, 2-foot shoulders (55 mph).

---

### Full Corridor

Two full corridor were presented to the stakeholders as if the corridor was designed completely, one for 45 mph and one for 55 mph. This is to show how the corridor could potentially look like after completion depending on whether a 45 mph or 55 mph design speed is selected.

#### **45 mph**

11' lanes, 2' shoulders, 45 mph design speed, update signing, striping, guardrail, etc.

#### **55 mph**

11' lanes, 2' shoulders, 55 mph design speed, update signing, striping, guardrail, etc.

---

### Potential KY 290 to KY 30 Connections

Below is a summary of the potential connection potential improvement concepts presented to the LOS.

### KY 3630 to KY 3444

KY 290 to KY 3630 to KY 3444 to KY 30; Add TWLTL and access control along KY 3630; Improve KY 3444 to 11' lanes with 2' shoulders.

### Via KY 3444

KY 290 to KY 3630 to KY 3444 to KY 30; Add TWLTL and access control along KY 3630; Improve KY 3444 to 11' lanes with 2' shoulders.

### New Route

New route from KY 290 to KY 30; 11' lanes, 2' shoulders, 45 mph design speed, update signing, striping, guardrail, etc.

### Roundabout at KY 290

11' lanes, 2' shoulders, 45 mph design speed, update signing, striping, guardrail, etc.

## Stakeholder Activity

Upon completion of the presentation of the potential improvement concepts, the stakeholders were asked to rank the concepts for prioritization for the short term and long term concepts. Each stakeholder was given 6 green dots, 6 blue dots, 6 yellow dots, and 2 red dots. The green dot was to signify their top priority, blue dot for second priority, yellow dot for third priority, and red dot for a preferred removal of the potential improvement concept. These are the results of the stakeholder meeting:

Project ID	Green Dot Total	Blue Dot Total	Yellow Dot Total	Red Dot Total
ST-1		2	2	
ST-2			4	
ST-3			2	
ST-4		1	1	
ST-5				
ST-6	1		1	
ST-7				
ST-8		1		2
ST-9	1			
ST-10	4			
ST-11	1	2	3	
ST-12			4	
ST-13		2	2	
LT-1A	3	1		
LT-1B		3		
LT-2A		1		
LT-2B			2	
LT-3		3	1	
LT-4A	3			

Project ID	Green Dot Total	Blue Dot Total	Yellow Dot Total	Red Dot Total
LT-4B	3			
LT-5	4			
LT-6A		1		
LT-6B	5	2		
LT-6C		5		
LT-6D	1	1		

For the potential connections to KY 30, the stakeholders were given one green dot to place on their preferred concept between a new route or upgrading the existing facilities. The preferences were 7 for the new route and 0 for the upgraded facility option.

## Next Steps

The next steps for the study include a finalized, prioritized list of recommendations, preparing the draft report, and then submitting the final report in early 2024.

## Pictures from Meeting

### Presentation





Corridor Posters for "Dot Exercise"

**KY 290 CORRIDOR STUDY**  
Please vote on projects you would like to prioritize or remove.

**SHORT TERM IMPROVEMENTS**

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

**ST-12**  
Ridgewood Drive: Improve sight distance at the southern Ridgewood Drive intersection  
REALIGN RIDGEWOOD DR. PERPENDICULAR TO KY 290  
COST: \$582,000

**ST-13**  
KY 3630: Transverse rumblestrips, thermoplastic restriping, HFST, solar powered warning signage approaching KY 3630  
SURFACE TREATMENT  
FRANCOISE DRIVE BRIDGE  
COST: \$77,000

### KY 290 CORRIDOR STUDY

Please vote on projects you would like to prioritize or remove.

#### SHORT TERM IMPROVEMENTS

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
 ● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

**ST-9** South of Indian Ridge: Add High Friction Surface Treatment (HFST) to existing curves  
 COST: \$296,400

**ST-10** Lower Adkinson & Mill Creek: Shave back hillside and cut vegetation / Intersection warning signage / Add end treatments to bridge @ Mill Creek and Lower Adkinson  
 COST: \$403,550

**ST-11** Midred Road: Remove access point close to the intersection  
 COST: \$8,140

### KY 290 CORRIDOR STUDY

Please vote on projects you would like to prioritize or remove.

#### SHORT TERM IMPROVEMENTS

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
 ● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

**ST-5** Park: Curb and gutter at the park (on east side) / shave hill back on west side / correct sidewalk up to Fire Station, vehicular transverse sidewalk across fire department entrance  
 COST: \$635,630

**ST-6** Approaching Mt. Airy: Transverse rumble strips approaching Mt. Airy / completed area advisory speed to 25 mph  
 COST: \$8,250

**ST-7** Bus Pull-Off: Improve pull-off for school bus  
 COST: \$31,900

**ST-8** Indian Ridge: Realign Indian Ridge Road intersection / add signage  
 COST: \$31,900

**KY 290 CORRIDOR STUDY**  
Please vote on projects you would like to prioritize or remove.

**SHORT TERM IMPROVEMENTS**

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

US 421 Intersection: Convert to mini roundabout

**ST-1** **ST-2**

COST: \$735,000

US 421 Intersection: Crosswalks at intersection, including ramps and curbing at the crossing location

**ST-3** **ST-4**

COST: \$19,800

Just South of US 421: Connect the sidewalk to US 421 behind parking

**ST-3**

COST: \$9,020

Old School Road: Bump out at Old School Road to tighten up intersection / thermoplastic striping

**ST-3** **ST-4**

COST: \$42,130

**KY 290 CORRIDOR STUDY**  
Please vote on projects you would like to prioritize or remove.

**LONG TERM IMPROVEMENTS**

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

Bailey Road and KY 2003: Improve right driveway @ Bailey and KY 2003 via driveway improvements / vegetation control

**LT-6A** **LT-6B**

COST: \$3,590,000

Bailey Road and KY 2003: Realign KY 290 @ Bailey / combine KY 2003 and Alum Branch together for 1 access point / combine south and KY 578

**LT-6A** **LT-6B**

COST: \$11,770,000

Bailey Road and KY 2003: Realign KY 290 @ Bailey / Intersection at KY 2003 separate from Bailey / realign KY 290 @ KY 578

**LT-6C** **LT-6D**

COST: \$8,970,000

Bailey Road and KY 2003: Improve this section to 11-foot lanes, 2-foot shoulders - 55 mph design speed

**LT-6E** **LT-6F**

COST: \$13,240,000

**KY 290 CORRIDOR STUDY**  
Please vote on projects you would like to prioritize or remove.

**LONG TERM IMPROVEMENTS**

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

LT-1A  
Widen road and straighten out/level road (55 mph)  
COST: \$2,370,000

LT-1B  
Widen road and straighten out/level road (45 mph)  
COST: \$1,900,000

LT-2A  
Widen road and straighten out/level road (55 mph)  
COST: \$4,060,000

LT-2B  
Widen road and straighten out/level road (45 mph)  
COST: \$2,780,000

**KY 290 CORRIDOR STUDY**  
Please vote on projects you would like to prioritize or remove.

**LONG TERM IMPROVEMENTS**

**INSTRUCTIONS:** ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects  
● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

LT-3  
North of Indian Ridge: Add passing lanes  
COST: \$3,610,000

LT-4A  
Laurel Fork to Indian Ridge: Realign curves in high crash cluster area / curve widening - 55 mph design speed  
COST: \$5,330,000

LT-4B  
Laurel Fork to Indian Ridge: Realign curves in high crash cluster area / curve widening - 45 mph design speed  
COST: \$4,920,000

LT-5  
Add curb and gutter and a center two-way left turn lane  
COST: \$7,420,000



LOCAL OFFICIALS / STAKEHOLDERS MEETING #2  
 KYTC DISTRICT II  
 KY 290 CORRIDOR STUDY  
 1030 AM | MCKEE, KY

NAME	ORGANIZATION	EMAIL
Kathy Sparlock	Bus Garage Jackson Co Public School	Kathy.sparlock@jackson.ky.us
John Hawkins	CVADD	jhawkins@cvadd.org
Craig Bowles	Jackson Co. 911	cbowles0050@gmail.com
Jody Britten	Jackson Co 911/EMS	jbrittenky@gmail.com
Shane Gebard	Judge Exec	sjgebard@ptcnet.org
Judy Schmitt	JC Dev Assoc JC TEC Inductin	jschmitt@ptcnet.org

The meeting concluded at 12:00 PM ET.

KY 290  
Jackson County; Item No. 11-80202  
Public Involvement Summary

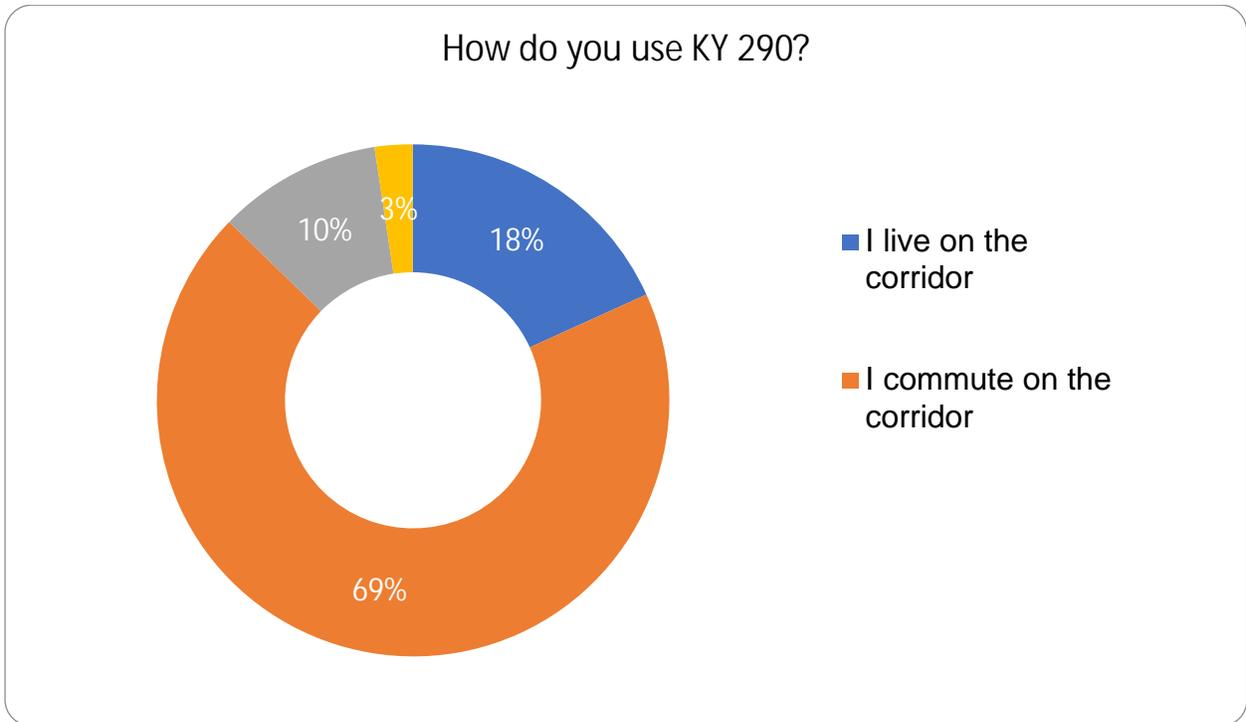
### Public Survey

A public survey was conducted using the MetroQuest platform and was open for responses June 27 to August 1, 2023. The survey was distributed via the District 11 website and social media. Postcards containing an explanation of the project, the survey information, and a QR code linked to the survey were delivered to the McKee and Annville post offices. The postcards were delivered to everyone who receives mail from the McKee and Annville post offices.

The public survey received 310 responses, with all participants using the digital survey.

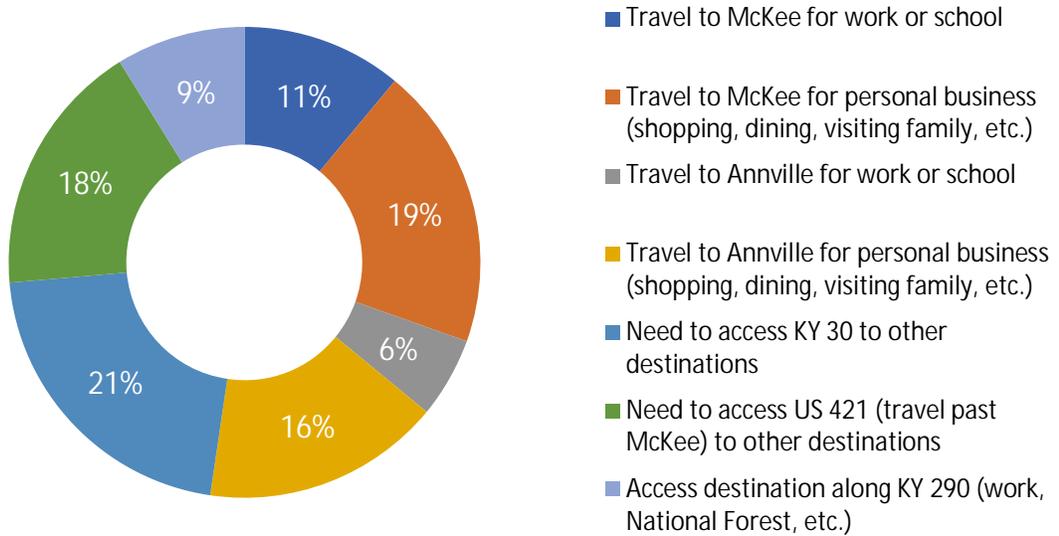
### Summary of Responses

Many of the participants (201) reported that they commute on/through the KY 290 corridor. The chart below shows the distribution of participants' use of the KY 290 corridor.

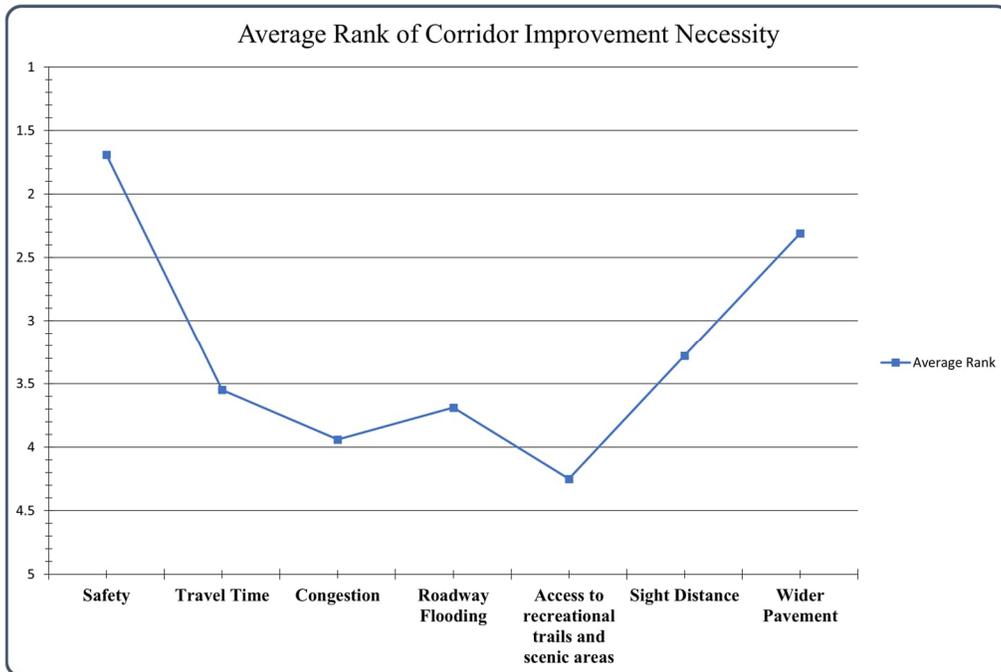


Since the KY 290 corridor connects McKee and Annville, it is relied upon by the local community for many of their trips. The graph below depicts the reported purposes for trips along the KY 290 corridor. The majority of trips (30%) are travel to McKee, whether for work, school, shopping, or other personal business. Trips to Annville make up about 22% of trips and traveling to access KY 30 makes up 21% of trips.

What types of destinations do you normally use KY 290 to reach? (select all that apply)

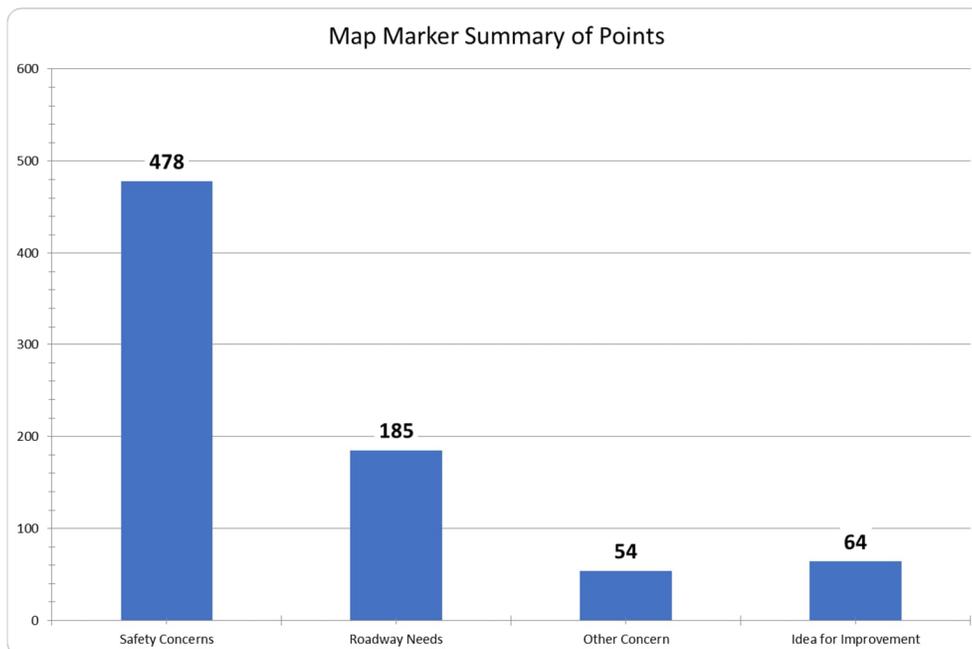


Respondents were asked what they believe the most necessary focus of the project should be. The survey asked participants to rank five of the given improvement concepts/focuses from one to five, with one being the most important issue with the corridor. The priority of each improvement, in the eyes of the public, is displayed as an average of the rankings in the graphic below. Not every respondent chose five topics to rank, but this is not thought to cause discrepancies in the graphic. The top three topics that the public would like to see addressed are safety, wider pavement, and sight distance.



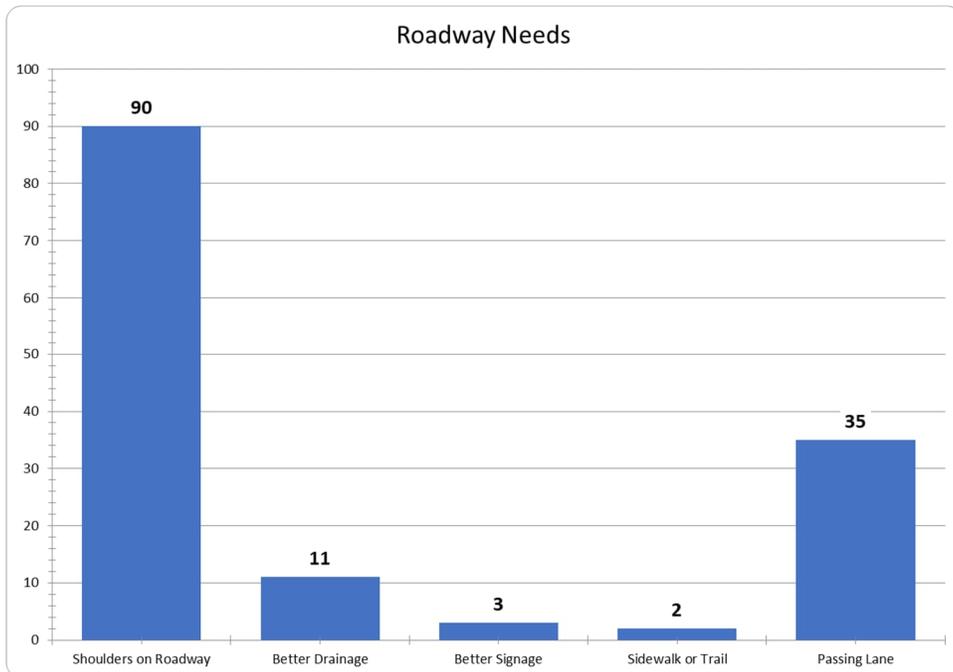
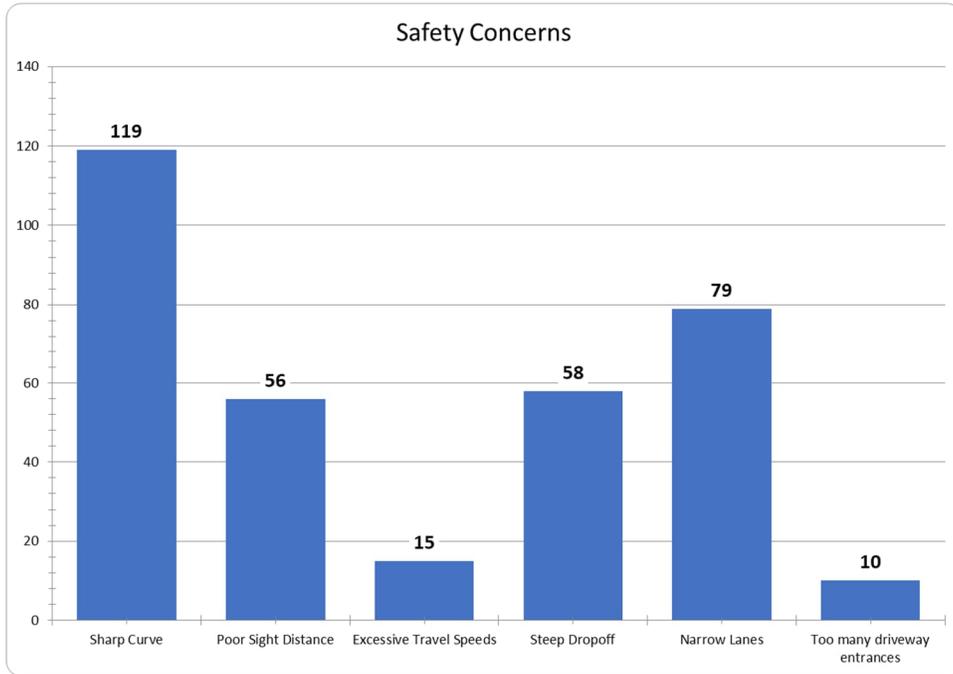
### Map Marker Question

Utilizing a base map of the study area, respondents were asked to identify location specific safety and roadway concerns along the corridor. Once the location was identified, respondents could specify what type of concern was present at that location, as well as additional comments and ideas for improvements. In total, 781 locations were identified and 310 geolocated comments were recorded.



The following two maps showcase the locations where categorized concerns are and a heat density for the number of identified concern points. Both maps have hot spots around the intersections of Laurel

Creek Road and Laurel Fork Road. Many safety concerns were identified as sharp curves (119) and narrow lanes (79). Major identified roadway needs included shoulders (90) and passing lanes (35).



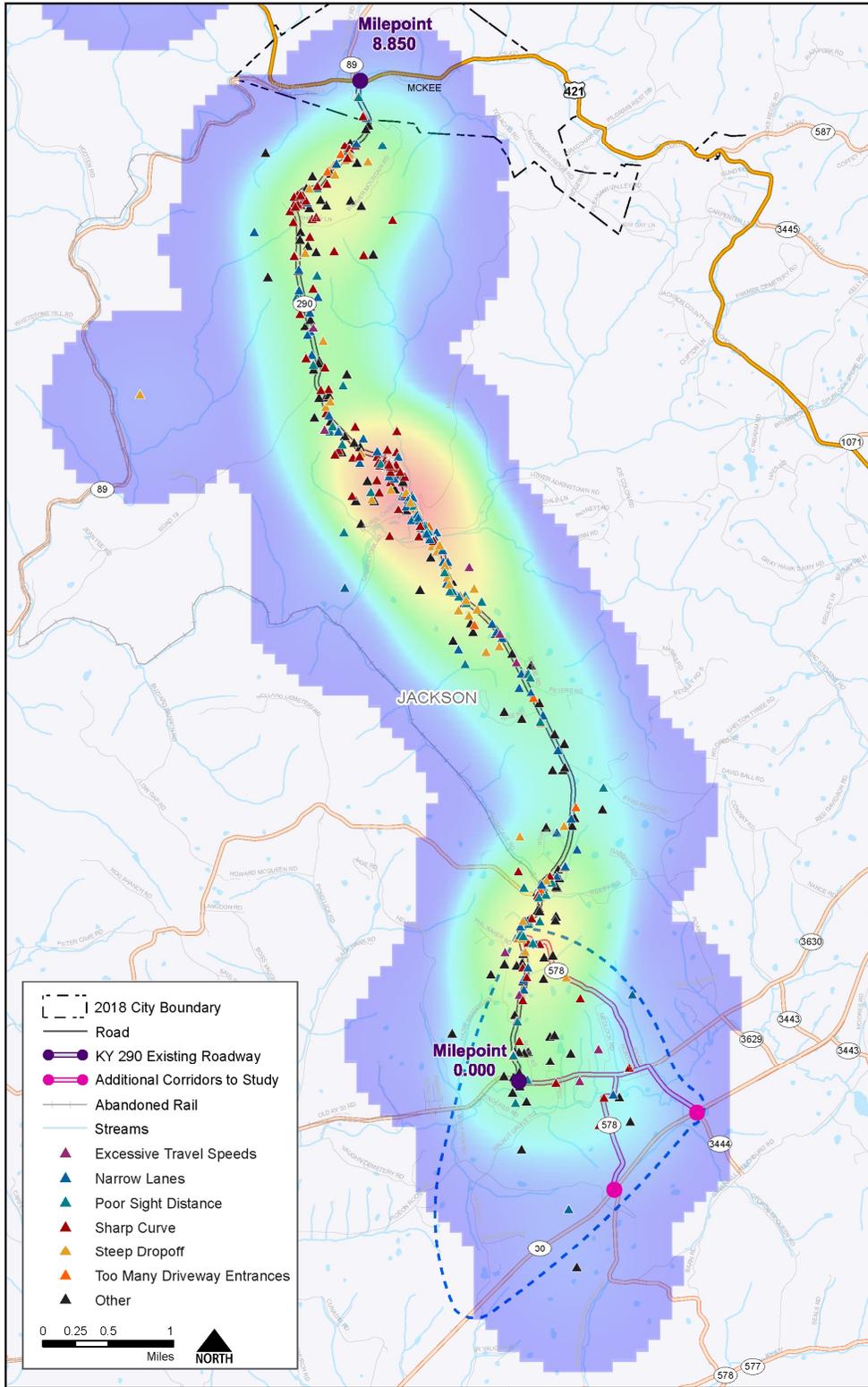


Figure 1: Safety Concerns along the Corridor

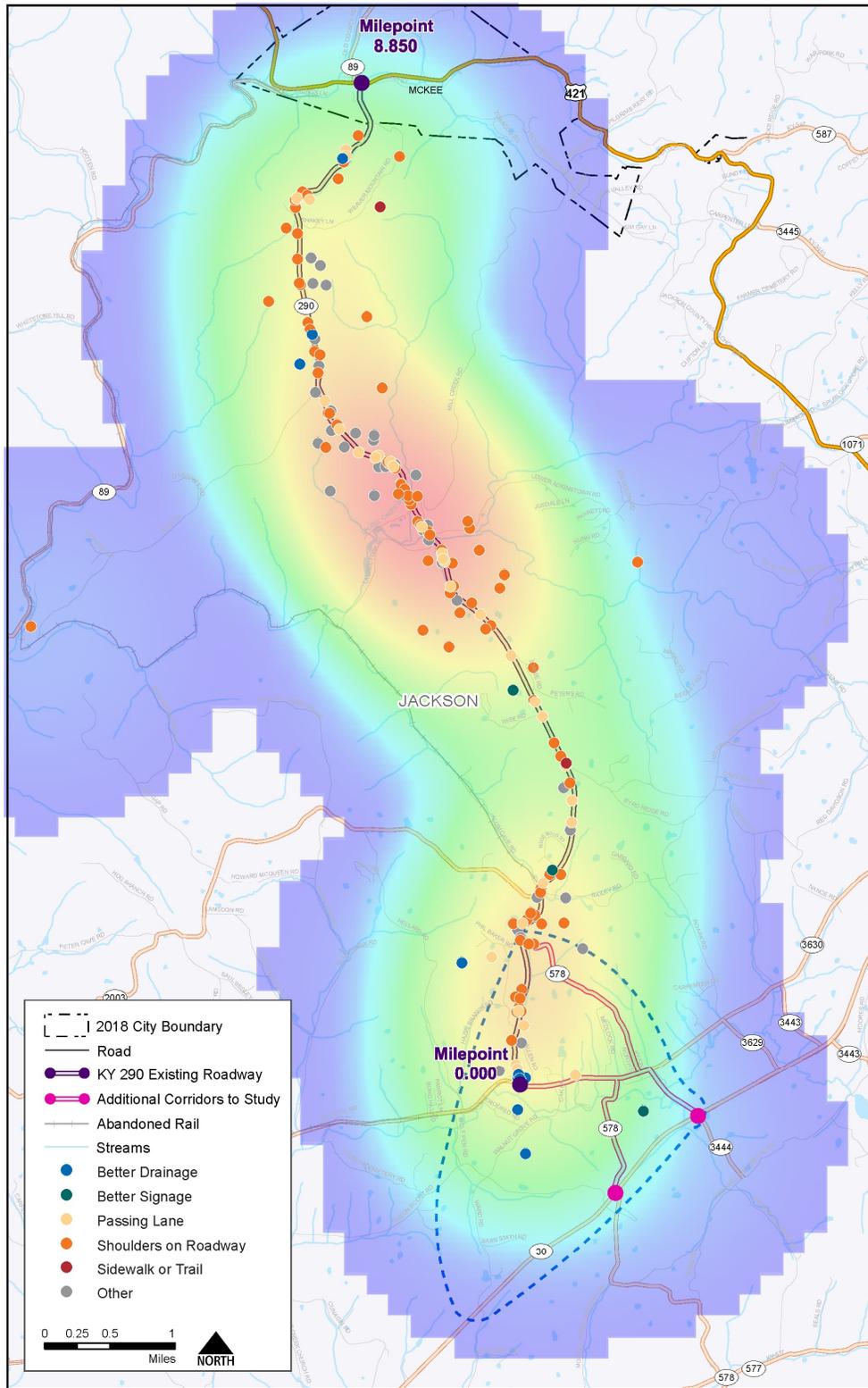


Figure 2: Roadway Needs Along the Corridor

Participants could also identify locations for ideas for improvements. Comments were categorized into six (6) themes: speed safety, roadway widening, straightening the roadway, trails & bicycle facilities, and general roadway improvements.

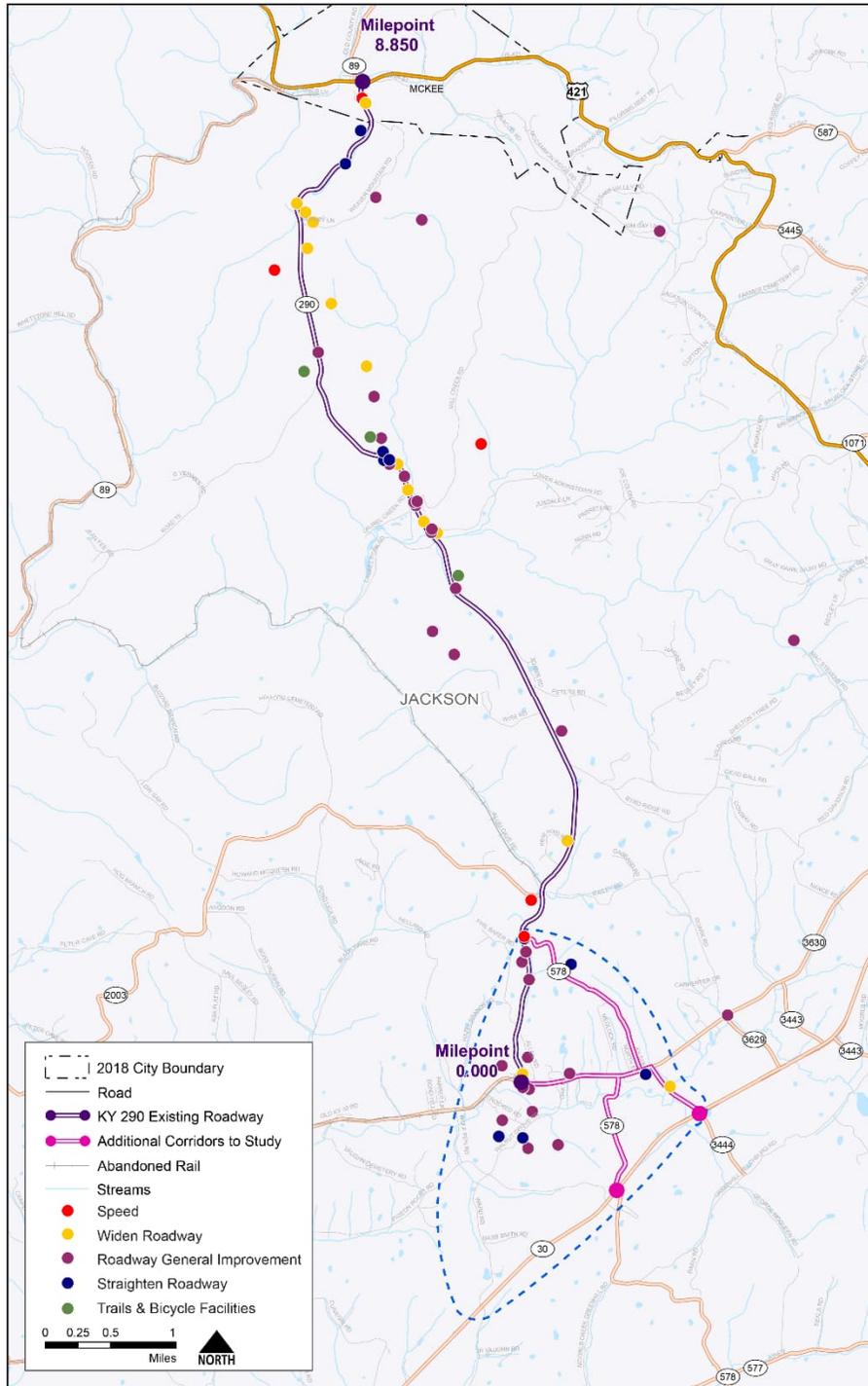
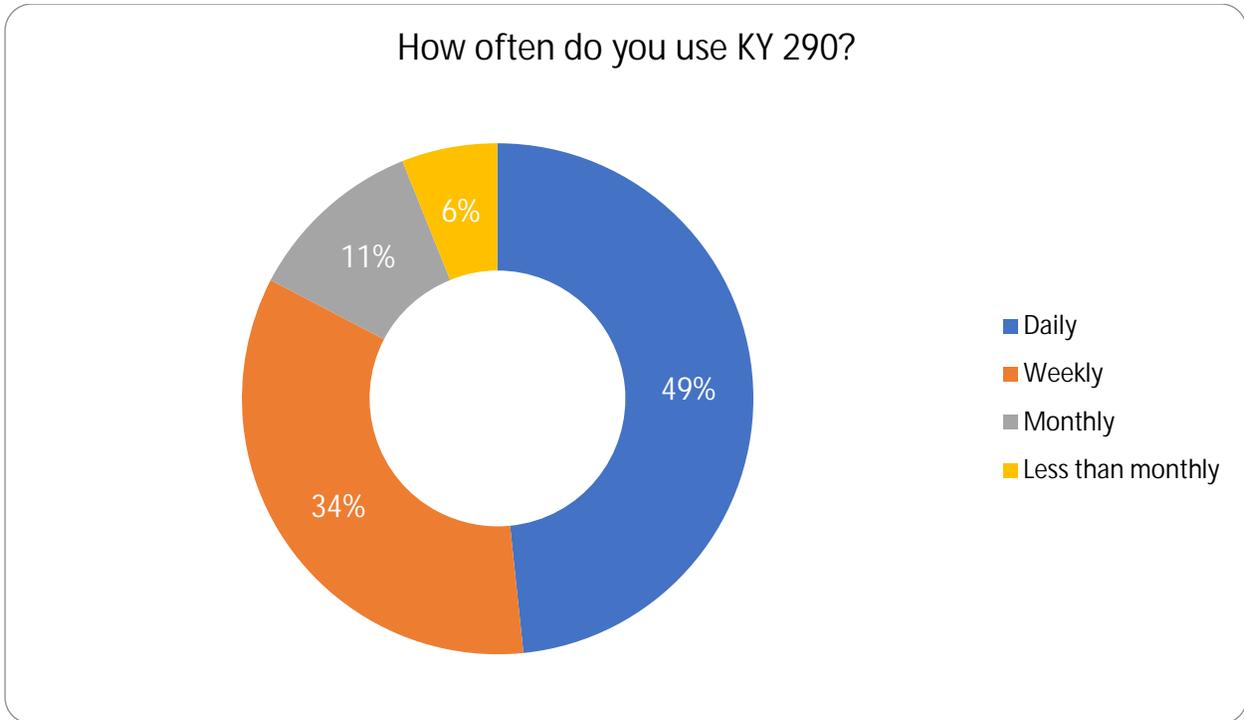


Figure 3: Ideas for Improvement Along the Corridor

## Participant Questions

As mentioned earlier in this report, the participants in this survey live along the postal routes from the McKee and Annville post offices. As seen in the graphic below, most of the participants stated that they use the corridor daily or weekly.



The participants of this survey were asked about their vehicle, and around two-thirds of the responses said they drove pick-up trucks. The graphic below displays the distribution of vehicle usages along the corridor.

What type of vehicle do you normally drive on KY 290?

