

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 LOCAL OFFICIALS MEETING #1 MINUTES
(BRACKEN & MASON COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E., L.S.
Director of Transportation
HNTB-Louisville

DATE: May 21, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The first meeting for local officials in Mason and Bracken Counties was held May 16, 2001 in the Watson Building in Brooksville to discuss the KY 9 project. Those in attendance were:

Mike Denham	State Representative
Dwayne Jett	Bracken County Judge Executive
James Gallenstein	Mason County Judge Executive
Leslie Newman	Bracken County Magistrate
David Cartmell	Maysville Mayor
Amy Kennedy	Buffalo Trace ADD
Steve Miller	Buffalo Trace ADD
Jim Wilson	Division of Planning
Bruce Siria	Division of Planning
Bob Yeager	KYTC District 6
Rick Omohundro	KYTC District 9
Darrin Eldridge	KYTC District 9 - Design
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by explaining that the project is in the Six-Year Plan as a study of widening the AA Highway from the four-lane section in Maysville to just inside the Campbell County line. Information gathered from the local officials, stakeholders and public meetings will be used to develop recommendations for the project. Jim Wilson added that the current Six-Year Highway Plan only includes funding for the study, and not for any future improvements.

Larry Chaney then addressed the handouts. HNTB will assign costs to any recommendations that are developed for this project, and may include priority sections in the recommendations. The geometry of the existing road is up to current standards, and above what you would expect for a facility carrying the types of traffic volumes it does today. The accident sheet indicates critical rate factors for each county by type of road. This offers a way of comparing accident rates on the AA Highway against accident rates on other two lane facilities in the Commonwealth. The accident rates in Mason County are slightly higher for fatalities than statewide averages, but all other accident rates are lower than state averages. (Note: The Mason County rates are for the entire county and not just the part of Mason County being studied under this project). The accidents in the corridor are largely due to human error and to collisions with deer.

A public relations program for highway safety that the Cabinet is planning for this summer will address these concerns. Mr. Siria informed the group that the Kentucky Transportation Center recently completed a KY 9 accident study for the Cabinet, which resulted in a series of recommendations. Some of those recommendations have already been implemented and others are currently under consideration. One such recommendation was the Drive Smart blitz that just occurred on the corridor.

Mr. Chaney continued by saying that the team has assembled traffic counts and traffic projections for the corridor. These will be used in conjunction with other pertinent data to determine the need for widening. Karen Mohammadi explained the concept of using level of service as a tool to determine whether the road should be widened. She said that based on the projected values, it would not appear that the entire road would need to be widened based on capacity alone. Representative Mike Denham questioned why he was told at another meeting that the volumes on KY 9 were similar to I-64. Ms. Mohammadi explained that some segments outside our project area might contain volumes like those found on the interstate. Darren Eldridge added that the Cabinet would be designing a project in the near future to widen KY 9 from KY 10 to the existing four-lane section in Mason County.

Representative Denham informed the group that he drives the corridor every day and has seen a serious problem with people slowing down to 5 mph to turn onto side roads, and with people merging with the KY 9 traffic from the side roads at very low speeds. Mr. Chaney agreed that speed differentials cause a significant amount of problems on the road, particularly rear-end collisions. Representative Denham continued saying that the abruptness of 3 lane sections back into 2 lane sections also causes problems. He said that truck drivers need to go down the hills at 85 mph in order to go up the hills at 25 mph, and that a serious problem can occur when an intersection is located at the bottom of the hill. Bob Yeager informed Representative Denham that there was a potential to address all of his concerns without necessarily widening the road. Mayor Cartmell said that the project should at least look at the need for acceleration and deceleration lanes.

Steve Miller questioned if the growth rates used for projecting the future volumes were too conservative. Mr. Siria responded by saying that the state average is about 3% and 5% is considered pretty aggressive. The forecasts for this project average around 4.5%. Representative Denham stated that if a new connector road from the bridge in Maysville to the Appalachian Highway in Ohio is constructed KY 9 will be impacted. Additionally, there have apparently been discussions about the truck traffic growing "tenfold" on KY 9. Mr. Siria explained that truck traffic is increasing all over the Commonwealth, mainly due to increases in just-in-time deliveries and improvements to the roads. Mr. Miller added that there is a lot of economic growth occurring in Mount Sterling that could affect this project. Mr. Yeager stated that the I-74 Corridor Study currently being completed by the Cabinet could provide some insight into those types of concerns.

Mr. Yeager asked the officials what kind of opposition they would expect if the Cabinet chose to restrict access on the road. Mayor David Cartmell said he favors restricting access. Representative Denham expressed concern over how these restrictions may impact economic development. Mr. Yeager explained that an interstate type facility with frontage roads and interchanges could be proposed. Mr. Chaney replied that a four-lane facility should only be looked at with limited access. Mayor Cartmell said they were not interested in a road like the Appalachian Highway.

Mr. Yeager stated that to widen the highway would require considerable right-of-way acquisition in Bracken and Pendleton Counties. Mr. Rick Omohundro added that the same would be true in Mason County. Mr. Yeager continued that the District office would be implementing some improvements at the intersections to add turn lanes and push guardrail back. Mr. Eldridge reminded the officials that widening the highway could also serve to exacerbate the safety problems. Intersections would be wider and require longer times to cross, and speeds on KY 9 would likely increase.

Mr. Chaney noted that the road is already a partially controlled access. It is access by permit, but entrances may only be where indicated on the plans. Partial control can be obtained by using frontage roads, although in many cases that may be physically impossible. The access points need to be at least 1200' apart to meet current Cabinet requirements. Intermediate points could conceivably be converted to right in right out intersections. No access would be taken without providing it through another means, or by compensation for the loss.

Mayor Cartmell asked if access could be denied. Darren Aldridge replied that it could not if sight distance and spacing requirements (1200' rural/600' urban) were met. Representative Denham expressed a desire to see the spacing requirements increase. He was told that the requirements were based on statutes, and could not be arbitrarily decided for each project.

Representative Denham asked if there was a road designed that may be similar to a widened KY 9. KY 127 south of Frankfort between Frankfort and Lawrenceburg was recommended as a comparable facility.

The meeting ended with Mr. Wilson asking if any of the officials knew of any environmental concerns, minority or low-income populations or major developments. He was told that the Walcott Bridge and the Bracken County Industrial Park met such criteria.

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 STAKEHOLDERS MEETING #1 MINUTES
(BRACKEN & MASON COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E., L.S.
Director of Transportation
HNTB-Louisville

DATE: May 21, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The first Stakeholders Meeting for community leaders in Mason and Bracken Counties was held May 16, 2001 in the Watson Building in Brooksville to discuss the KY 9 project. Those in attendance were:

Mike Minor	FirstStar Bank
David Appleman	Bracken County Industrial Board
Sally Cobb	Bracken County School Board
Amy Kennedy	Buffalo Trace ADD
Bruce Siria	Division of Planning
Jim Wilson	Division of Planning
Rick Omohundro	KYTC District 9 – Pre-Construction
Darrin Eldridge	KYTC District 9 - Design
Bob Yeager	KYTC District 6 - Planning
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened by explaining that the main purpose for the meeting was to share information and to get feedback from the stakeholders. He informed the attendees that HNTB has been engaged to assist the Cabinet in a scoping study to assess the need to widen the AA Highway from the KY 9/KY 10 split to Campbell County.

Mr. Siria explained the work done to date and future work to be completed. If a need for widening is identified, priority sections will most likely be identified, since the Cabinet does not generally widen 30 miles of a route at the same time. The project team would like to have the stakeholders' assistance in determining what goals the Cabinet should address, and what environmental concerns and minority/low income concerns might be present. There will be a recommended course of action at the end of the study, with estimated costs that will allow the project to be evaluated for inclusion in the next Six-Year Highway Plan.

Larry Chaney then discussed the handout. The first page explained the existing geometry of the road, and indicated that KY 9 is currently a high-type, two-lane facility with better geometry than most other two-lane roads in the area. Driver error, therefore, is widely considered the cause of most of the accidents. There are not a lot of distractions along the corridor, which may explain why drivers tend to fall asleep. It is

a commuter route, as well, which may also induce drivers who are very familiar with the road to fall asleep at the wheel. The second page of the handout showed that the traffic volumes do not indicate a definitive need to widen the road. However, other factors will also be evaluated, such as percentage of trucks, speed differentials, etc.

The study will examine a range of improvements, from maintenance-type improvements, to turning lanes, to high-end improvements like upgrading the facility to an interstate-type route. Improvements evaluated will also consider comments received from the stakeholders and from the public.

The stakeholders were then asked if they had any specific spots or intersections that they felt were problematic. They were also encouraged to fill out the surveys and to send them to the Cabinet with the pre-paid mailers. Environmentally sensitive concerns such as affected minority/elderly/poor communities in the project area, locations of storage tanks, locations of cultural or historical sites, etc., should also be noted on the forms.

David Appleman expressed the need to provide good access and turning lanes into the Industrial Park. Hook Lane provides a secondary access road to the Park. MSE is the engineer for the Park, but the layout plans are not yet available. Mr. Appleman, who serves on the Bracken County Volunteer Fire Department, also stated that, if a driver is on a road connecting to KY 9, they should not pull out if they see any vehicles approaching, since it is very difficult to judge their speed.

Mike Minor asked if there had been any consideration given to cutting the grades. Mr. Chaney responded that the issue will be studied. Mr. Minor also noted that the embankments on the side roads block the view of KY 9. Sally Cobb was concerned about the crest of the hill on KY 9, when making left turns onto Hilton Lane. She also stated that between Mason County and KY 1159 there are not enough passing opportunities, and this causes people to make poor decisions regarding passing other vehicles. Amy Kennedy added that on foggy days the intersection lights are not strong enough to overcome the loss of sight distance. Mr. Minor added that under normal conditions the lights do help drivers notice vehicles on the cross streets.

Ms. Cobb mentioned that the school buses cross KY 9 four times a day, and that these are very important concerns for them. Mr. Appleman added that under foggy conditions the bus drivers actually try to listen for trucks before crossing KY 9. Mr. Chaney asked if bus drivers stop on KY 9, whether they use the shoulders, and if they have any operational problems to report. Ms. Cobb replied that they do currently make stops on KY 9, and that she would take additional survey forms to distribute to the bus drivers to answer these other questions.

Mr. Appleman discussed the problem that the Fire Department faces when rerouting traffic after an accident on KY 9 requires shutting down both lanes of traffic. He stated that small trucks and cars are easily diverted, but that semi-trailer trucks queue up on KY 9 rather than attempt the narrow and curvy alternate routes. He feels that four lanes would reduce the frequency and severity of this occurrence.

Mr. Siria stated that the scheduled benchmark for this study is to have enough information by this Fall to provide input into the new Six-Year Highway Plan. Bob Yeager added that the Cabinet also hopes to gain from the study a gauge of public support for the project.

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 LOCAL OFFICIALS MEETING #1 MINUTES
(PENDLETON & CAMPBELL COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E., L.S.
Director of Transportation
HNTB-Louisville

DATE: May 23, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The first meeting for local officials in Pendleton and Campbell Counties was held May 23, 2001 in the Peach Grove Fire Station to discuss the KY 9 project. Those in attendance were:

Katie Stine	Kentucky State Senator
David Browing	Representing Pendleton County Judge Bertram
Scott Boone	Northern Kentucky ADD
Robert Hargott	North Pendleton Volunteer Fire Department
Don Willis	North Pendleton Volunteer Fire Department
Jim Wilson	Division of Planning
Bruce Siria	Division of Planning
Bob Yeager	KYTC District 6
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by explaining that the project is in the Six-Year Plan as a study of widening the AA Highway from the four-lane section in Maysville to just inside the Campbell County line. Information gathered from the local officials, stakeholders and public meetings will be used in the development of recommendations for the project. Some general questions regarding the corridor were asked by Senator Stine. She was concerned as to who would be responsible for maintaining the widened facility, and if the reflectors would be replaced now that paving has ended. Senator Stine was told that the Cabinet would maintain the facility and that the District office would look into her concerns over the reflectors.

Larry Chaney then addressed the handouts distributed at the beginning of the meeting. He explained that the geometry for the road is very good, yet acknowledged that there may be areas where spot improvements could be beneficial. He informed the attendees that it might be possible to make some low-cost improvements to the road under the existing paving contract. Next, Larry addressed the accident history of the road. The accident rates are lower for almost all types of accidents in all counties within the study area. The exception is fatal accidents in Mason County, which represent a slightly higher rate than the statewide average. This also reflects the rate for the entire county and not just the project area.

One of the causes of concern on this route is drivers falling asleep at the wheel. The geometry and the fact that this is a commuter route allow drivers to be easily lulled to sleep. There are also problems with the speed differentials of the vehicles particularly with trucks on the road encountering cars that have just

entered the road. There are a number of angle crashes, which can be related to both speed and sight distance problems.

Senator Stine asked about the adding signage at the approaches, and was informed that this would be addressed in the study. The base alternative will include low-costs improvement such as signs. The other alternatives will look at four-lane facilities and different median types. Changes to the median type will involve access issues.

Funding for the low-cost alternative may be partially through State maintenance efforts and a variety of other funding types. Widening would require major funding. Mr. Siria added that it is intended for the project to be far enough along this fall for possible inclusion of the recommendation into the Six-Year Highway Plan. However, the study could also recommend widening at a later date, in which case no immediate projects would be recommended. Mr. Chaney added that costs and priorities will be completed by this Fall.

An initial look at the existing volumes reveal that a four-lane facility is not warranted today based on capacity alone. The study will look at future volumes, but they will not be the only factor used in deciding whether to recommend widening.

Mr. Chaney then reviewed the survey form and encouraged the officials to fill it out and attach additional sheets as necessary. He also encouraged them to share it with other officials. Those invited but not present at the meeting will be sent the handout materials, including the survey forms. The floor was then opened for questions and comments.

Robert Hargett expressed concern over the way bus drivers pull half-way across KY 9 when waiting for a gap to turn. Mr. Chaney said that Bracken County Schools had similar concerns, and that widening the road could either improve or possibly exacerbate the problem. Jim Wilson related the problem Bracken County Schools were having with fog at the intersections. Senator Stine asked if additional or better lights could be installed. She added that the biggest issue for the public is lights. Mr. Chaney pointed out that the lights may not be useful with fog.

Don Willis suggested that deceleration and acceleration lanes be added. Bob Yeager informed the attendees that approaches to KY 9 could become more dangerous if the road is widened, which may result in the approach slopes on the cross roads increased. Mr. Yeager also discussed possible benefits of limiting access on KY 9. Mr. Hargett agreed, saying that there are many roads with access to KY 9 that only serve a few homes, and that it may be better to provide them with access to KY 10 in some cases.

Mr. Wilson asked if there were any known environmentally sensitive areas or special interest groups in the Corridor, including minority and low income populations. The group was unaware of any areas or groups.

Senator Stine asked if the proposed shopping center at US 27 would have an impact on traffic on KY 9. She was informed that the increase in truck traffic is probably a bigger concern than the increase in passenger cars. Mr. Siria mentioned that trucks may be using KY 9 to bypass weigh stations on I-64, and that the truck traffic would increase on KY 9 if the road were widened.

Mr. Siria then closed the meeting by stating that another meeting with the local officials would be held when the recommendation are being finalized, so that they may be discussed. He also told them that a Stakeholders Meeting would be held that same afternoon, and that public meetings would be held in four to six weeks.

Any recommendations for encouraging people to attend the public meeting are welcome. Senator Stine suggested that the City Council members be informed of these meetings, particularly John Stein. The Council members in Wilder and Cold Springs should be contacted as well.

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 STAKEHOLDERS MEETING #1 MINUTES
(PENDLETON & CAMPBELL COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E., L.S.
Director of Transportation
HNTB-Louisville

DATE: June 21, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The first Stakeholders Meeting for community leaders in Pendleton and Campbell Counties was held May 23, 2001 in the Peach Grove Fire Station to discuss the KY 9 project. Those in attendance were:

Joe Jennings	No. KY Chamber of Commerce	859/441-1532
Ralph Baker	Castellini Company	859/442-4657
David Tackett	Pendleton County Schools	859/654-6911
Robert Hargett	North Pendleton VFD	859/472-5127
David Hill	Fire District Trustee	859/654-2465
Jack Wright	Pendleton Co. Econ. Dev.	859-654-4332
David Feagan	Dravo Lime/Black River Opr.	859-472-8100
Keith Hill	Campbell Co. PD	859-635-3316
Bob Petracco	Brentwood Landscape & Supply	859/635-0711
Scott Boone	Northern Kentucky ADD	859/283-1885
Mark Paine	OKI	513-651-6300
Jim Wilson	Division of Planning	502/564-7183
Bruce Siria	Division of Planning	502/564-7183
Bob Yeager	KYTC District 6	859/341-2700
Karen Mohammadi	HNTB Corporation	502/581-0985
Larry Chaney	HNTB Corporation	502/581-0985

Bruce Siria opened the meeting by explaining that the Cabinet is just starting this study to determine the need to widen the AA Highway from the 4 lane section in Campbell County to the 4-lane section in Mason County. The purpose of this meeting is to solicit the stakeholders' concerns and issues. One or two public meetings will also be held in the early stages of the project. As the study team focuses on recommendations, another set of Stakeholders Meetings will be held.

The study also hopes to determine whether any anticipated improvements are considered immediate or future needs. No funding is identified for improvements in the current Six-Year Highway Plan. The study team hopes to have a recommendation ready for entry into the next Six-Year Plan this Fall.

Ralph Baker asked if there is any reason or goal to widen other than economic development. Mr. Siria responded that there is already a widening project in place in Maysville. Economic development is driving that project, but so are commuter traffic and safety concerns.

Joe Jennings stated that there are a lot of complaints regarding approaching traffic and the darkness of the intersections. Mr. Siria replied that these issues may be addressed as stand alone projects, and also in conjunction with any widening plans.

Bob Petracco asked if the study will look at additional traffic and the need for turn lanes and signals. Mr. Siria answered that a 4-lane section will not represent an end to all safety problems. Widening will likely increase truck traffic. David Feagan added that truck traffic does not seem as significant in the 4-lane section of Campbell County as in the 2-lane section in Pendleton.

Mr. Jennings added that he has watched the traffic increase since the opening of the AA Highway, and has noticed a large increase in out-of-state license plates. If an improvement is going to take ten years, he feels certain that widening is necessary. He wanted to know when it might be approved and built. Mr. Siria stated that nothing is scheduled, and therefore it cannot be predicted if and when a project may be in the Six-Year Plan.

Jack Wright asked if there were not other studies that show the safety needs of a two-versus a four-lane road based on truck traffic. He feels that widening is needed now, and that a delay of 10 to 15 years will make this a critical problem.

Larry Chaney then discussed the handouts distributed at the beginning of the meeting. He stated that input from the stakeholders is a critical part of the data collection for this study. We are looking for the types of information that will not show up in our records. For example, there may be places where there are perceived safety problems, but they do not show up in our records because accidents are barely avoided. We are also concerned where future development is planned.

Our study will begin by looking at minor improvements such as turn lanes, signage, and guardrail improvements. The study will also look at truck climbing lanes and their tapers. These will serve as the baseline improvement scenario.

Keith Hill questioned whether the 4-lane section would benefit from these improvements as well. Bob Yeager responded that the Cabinet may find elements of the study to use in Campbell County outside of the project area. Mr. Chaney added that the study will look at transition areas between the 2 and 4 lane sections very closely.

Mr. Chaney said that after the baseline improvements the study will look at widening options and the resulting access options. Adding two driving lanes and a 40 foot median may actually decrease safety in some instances, and if the road has controlled access other access points may be necessary.

The stakeholders were asked if they knew of any environmental concerns (plant, animal or community), knew of any planned developments, or had any indication as to what the community will support.

Mr. Baker stated that the construction of the AA Highway has helped his company with finding and retaining employees. Mr. Jennings agreed that this road is very important to commuters.

Mark Paine asked if the accidents are increasing or decreasing. It was noted that visibility of striping along the road is poor at night. Mr. Chaney said there was a minor decrease in accidents with a small increase in volumes, therefore the rates are dropping.

David Hill stated that a problem exists at the KY 1019 intersection where the passing lane starts. Drivers must cross three lanes to make a left turn. Since this intersection is close to the river, there are over 60 days per year where dense fog causes visibility problems. Vapor lighting was suggested to alleviate this problem. Mr. Hill also stated that a big increase in traffic has occurred since Indiana opened up gambling across from Northern Kentucky. He recommended closing Eden Ridge, since it is close to KY 1019 and has poor sight distance. Mr. Siria ended the meeting by stating that once the recommendations were complete a second Stakeholders Meeting would be held.

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 LOCAL OFFICIALS AND STAKEHOLDERS MEETING #2 MINUTES
(PENDLETON AND CAMPBELL COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E.
Director of Transportation
HNTB-Louisville

DATE: September 12, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The second meetings for local officials and stakeholders in Pendleton and Campbell Counties were combined and held September 7, 2001 at the Peach Grove Fire Department at 10:00 a.m. to discuss the KY 9 project. Those in attendance were:

Henry Bertram	Judge Executive, Pendleton County
Gene Flaughen	Mayor, City of Falmouth
Jack Wright	Pendleton Industrial Authority
Scott Boone	Northern Kentucky ADD
Mark Paine	OKI
Jeremiah Williams	NPCV Fire Department
Jim Wilson	Division of Planning
Bruce Siria	Division of Planning
Bob Yeager	KYTC District 6
Bob Hill	KYTC District 6
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by relating the work that has been accomplished since the last meeting with the local officials and stakeholders. Using the feedback from the public and from the previous meetings with these groups, HNTB has developed several alternatives. He told the group that this meeting was being held to give information to the attendees and to get a sense of their preference toward the alternatives. The team will then take the information to the public in the last week of September. Additionally, a Public Hearing has been scheduled for September 11, 2001 at the Maysville College to discuss the Safety Study for the AA Highway being done by the Kentucky Transportation Center and the Cabinet.

Larry Chaney then began a review of the handouts (see attached). The projected traffic volumes and their associated levels of service indicate that a widening of the road is warranted. He also informed the group that the accident statistics are a bit skewed, since they do not reflect the fact that KY 9 has better geometry than most of the other two-lane rural roads to which it is compared using the statewide rates.

Mr. Chaney then discussed the Operational Improvements Alternative explaining that this was a step above the No Build Alternative. Each operational improvement item was addressed in detail.

Mr. Chaney described the typical sections for both the existing sections of KY 9 and the proposed alternatives. Mountable medians currently exist in the 4-lane sections outside of the study area, but they do not provide positive separation and do not meet the Cabinet's current criteria for a 55 MPH design. This type of section is not recommended for the study area.

A raised median is another option for the typical section but cannot be used unless 8-foot wide inside shoulders are used in conjunction. In lieu of this section, a depressed median was studied. This will give the appearance of an interstate facility, but could continue to allow the road to be partially controlled with 1200-foot spacing of access points. Another option would be to make the facility a fully controlled roadway. Interchanges would replace some of the at-grade intersections, and a series of frontage roads would provide access to the remaining roads and to some of the driveways. This would significantly reduce conflict points on KY 9. The initial analysis looked at 10 interchanges, but a substantial analysis would be required to justify each interchange if this alternative is selected.

Judge-Executive Bertram questioned whether improvement to US 27 and the possible addition of I-74 were included in the traffic forecasts. He was informed that funded projects were included. Mr. Siria also stated that the growth rates have been discounted for historical diversion of traffic from KY 8 and KY 10 to KY 9.

Jack Wright and Judge-Executive Bertram stated that funding of US 27 and then I-74 were priorities for them before the widening of KY 9, and that construction of I-74 would relieve congestion on KY 9. They did, however, fully support the Operational Improvements Alternative.

Mayor Flaughen stated that there is no other good route besides KY 9 from Maysville to Northern Kentucky. He does not feel that truck drivers wanting to avoid the weigh stations on I-64 and I-75 are using the route. He believes that the majority of the trucks are local. Mr. Chaney commented that the origination and destinations of the trucks were unknown to the study team.

STATEWIDE CORRIDOR PLANNING SERVICES
KY 9 LOCAL OFFICIALS AND STAKEHOLDERS MEETING #2 MINUTES
(MASON AND BRAKEN COUNTIES)

TO: Annette Coffey, P.E.
Director
KYTC Division of Planning

FROM: Larry D. Chaney, P.E.
Director of Transportation
HNTB-Louisville

DATE: September 12, 2001

SUBJECT: Statewide Corridor Planning
KY 9 Widening Study
Item No. 9-0165

The second meetings for local officials and stakeholders in Mason and Bracken Counties were combined and held September 7, 2001 at the Bracken County Library at 2:00 p.m. to discuss the KY 9 project. Those in attendance were:

Dwayne "Pie" Jett	Judge Executive, Bracken County
James Gallenstein	Judge Executive, Mason County
David Cartmell	Mayor, Maysville
Perry Poe	Bracken County Chamber of Commerce
Mike Denham	State Representative
Amy Kennedy	Buffalo Trace ADD
Jim Wilson	Division of Planning
Bruce Siria	Division of Planning
Rick Omohundro	KYTC District 9 Pre-Construction
Bob Hill	KYTC District 6 Planning
Bob Yeager	KYTC District 6 Planning
Karen Mohammadi	HNTB Corporation
Larry Chaney	HNTB Corporation

Bruce Siria opened the meeting by discussing the public meeting held at Bracken County High School on the project, and by informing the group that a range of alternatives had been developed based on comments received. Larry Chaney then discussed the handouts (see attachment). He explained that traffic projections had been done for the project, and that future levels of service indicate that the road warrants widening. The accident patterns indicate that it is a good road, but that there are a higher rate of angle accidents and deer related accidents than on other State maintained two-lane rural roads.

Mr. Chaney continued with a discussion of the alternatives. It was explained that the first alternative for any study is the No Build or existing conditions. The next step is Alternative 2, the Operational and Safety Improvements. Mr. Chaney discussed each of the operational and safety improvement recommendations. Bob Yeager noted that the operational improvements are a really good idea, since it is useful to have some type of improvement between a No Build Alternative and a major construction project.

Next, Mr. Chaney described the typical sections for both the existing sections and for the proposed alternatives. Mountable medians are being used in the 4 lane sections outside the study area, but they do not

provide positive separation and do not meet the Cabinet's current criteria for a 55 MPH design. This type of section is not recommended for the study area.

A raised median is another option for the typical section, but cannot be used unless 8-foot wide inside shoulders are used in conjunction. In lieu of this section, a depressed median was studied. This will give the appearance of an interstate facility, but could continue to allow the road to be partially controlled with 1200-foot spacings of access points. Another option would be to make the facility a fully controlled roadway with interchanges replacing some of the intersections. A series of frontage roads would provide access to the remaining roads and to some of the driveways. This would significantly reduce conflict points on KY 9. The initial analysis looked at 10 interchanges, but a more substantial analysis would be required to justify the location of interchanges in the study area.

Representative Denham questioned how this project and the AA Highway Safety Study were related. Mr. Siria indicated that the focus of the KY 9 widening study is not on safety, although that is a big element of this study.

Representative Denham asked if the operational improvements could be done now. Rick Omohundro replied that some of the improvements are being acted upon now. Bob Yeager elaborated by stating that deer reflectors and rumble strips are being implemented in some parts of the corridor.

The likelihood of funding the project was questioned by Representative Denham and Perry Poe. Bob Yeager replied that the project would be funded in priority segments, but it is anticipated that no new projects would be proposed in the next Six-Year Highway Plan. Given that, Representative Denham stated that he felt the most practical option was Alternative 2 (without the weigh stations and rest areas), but that Alternative 3 should be pursued as an ultimate improvement. He added that he receives calls daily for items that would be covered under the operational improvements, and felt this should be done as early as possible. Representative Denham thought Alternative 4 (Fully Controlled) was not practical and should not be pursued. He also noted that it would be tough to find local support for closing roads and for the number of acres and property takings that would be required for Alternative 4. Mr. Omohundro stated that there would be some safety concerns in switching the road from a partially controlled facility to a fully controlled facility and back again as drivers moved along the corridor. Judge-Executive Gallenstein stated that Alternative 4 would still be preferable if safety were the only factor in deciding on a recommendation, but did not endorse that alternative.

Mr. Poe questioned the effectiveness of the speed limit enforcement campaign for KY 9 conducted recently. Mr. Siria stated that it was really only effective during the campaign. Mayor Cartmell noted that there were no fatalities on KY 9 during that time period.