

MINUTES
Local Officials/Stakeholders Meeting
KY 32 – Rowan and Elliott Counties -- KYTC Item # 9-192.00
Morehead City Hall -- Morehead, Kentucky
June 6, 2008

The first of two early Local Officials/Stakeholders Meetings for the KY 32 Alternatives Study in Rowan and Elliott counties was held at 10:00 a.m. on Friday, June 6, 2008, at City Hall in Morehead, Kentucky. The purpose of this initial meeting was to present information and get input on the project purpose and history, the scope of work, preliminary data and analysis, project issues, and public input strategies. Attendees included the following:

Jerry Alderman	Rowan County Judge Executive's Office
Troy Perkins	Rowan County Magistrate
David Perkins	Mayor, City of Morehead
Ted Trent	Rowan County Board of Education
Danny Blevins	Rowan County EMS
Bruce Adkins	City of Morehead
Bill Patrick	City of Morehead
Joseph Parson	City of Morehead
Glen Teager	City of Morehead
Keith Kappes	Morehead State University
Terry Mays	Morehead State University
Bill Winkleman	Morehead Utility Plant Board
Allen Gillum	Mountain Telephone
Clyde Mays	Home Owner
Wendell Johnson	Home Owner
Doug Doerrfield	Kentuckians for the Commonwealth
Ted Withrow	KY Division of Water
Sandy Meadows	Gateway ADD
Russell Brannon	FIVCO ADD
Brent Wells	KYTC District 9, Planning
Rachel Catchings	KYTC District 9, Design
Allen Blair	KYTC District 9, Public Information
Randy Stull	KYTC District 9, Maintenance
David Martin	KYTC Central Office, Planning
Thomas Witt	KYTC Central Office, Planning
Carl Dixon	Wilbur Smith Associates
Amanda Spencer	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, which follows the agenda outline (attached).

1. Welcome and Introduction

Thomas Witt convened the meeting at approximately 10:00 a.m., welcoming all participants.

2. Purpose of Meeting

Thomas Witt indicated that the purpose of the meeting was to discuss a planning study of KY 32 in Rowan and Elliott Counties from KY 504 in Elliottville to KY 7 in Newfoundland. He explained that Wilbur Smith Associates had been retained as the consultant for this project and introduced Carl Dixon to lead the discussion, using a PowerPoint presentation.

3. Project History

Regarding the history of the project, Carl Dixon explained that funds for improvements to KY 32 were included in the last Six Year Highway Plan and are currently included in the 2008 Recommended Six Year Highway Plan.

4. Scope of Work

Carl reviewed the tasks in the Wilbur Smith Associate scope of work, referencing a summary handout provided to attendees. This includes public involvement activities, analyzing the existing conditions, environmental overview, development of alternatives, evaluation of alternatives, and recommendations. He stressed the importance of defining the project purpose since this would guide all future decisions for the project. He explained that the basic KY 32 "build" alternatives would probably include reconstruction of the roadway along the existing alignment, relocation of KY 32 on new alignment, and spot improvements at key problem areas along the existing roadway.

Carl mentioned that a public meeting will be held in late July. He said that another round of local meetings will be held after the alternatives are developed to get input from local officials, stakeholders, and the public, which would probably be sometime in the November 2008 to January 2009 timeframe. Carl said that the study would be completed in approximately one year.

5. Preliminary Data/Exhibits

Amanda Spencer presented an overview of the preliminary data and exhibits, including the following:

- Adequacy Rating Map;
- Highway Crash Map;
- Existing ADT and LOS Map;
- Future ADT and LOS Map; and
- Environmental Footprint Map.

Attendees were provided with a copy of each of the maps referenced.

Some of the major information and data related to KY 32 are as follows:

- Rural Major Collector
- Speed Limit 55 mph
- Geometrics
 - Two 10 foot lanes, 2 to 4 foot shoulders (Rowan County)
 - Two 9 foot lanes, 2 foot shoulders (Elliott County)
- Adequacy Rating Percentile
 - 11.9 - 42.7 (Rowan County)
 - 14.9 (Elliott County)

- Existing Traffic: Carries 470 to 3,670 Vehicles per Day
- Future Traffic: Projected to Carry 730 to 3,730 vehicles per day by Year 2030 with No Improvements
- Crash History: March 04-December 07
 - 48 crashes (1 fatal crash, 15 injury crashes)
 - 2 “high crash spots” (Elliott County)

Based on the adequacy ratings, Amanda noted that KY 32 is rated as poor, primarily because of safety issues. She also noted that there were two high crash locations located along KY 32 in Elliott County.

6. Project Issues

Carl Dixon began the group discussion of project issues by summarizing those identified to date, as follows:

- Safety
- Roadway Geometrics
- Travel Time
- Access to Morehead and Lexington
- Access to Little Sandy Correctional Complex
- Tourism and Recreation Access
- Truck Traffic
- Motorcyclists

He also noted that the study team needs input from the attendees on the following:

- Project Goals – What is the Problem?
- Problem Locations
- Environmental and Cultural Resources
- Community Impacts, including Environmental Justice
- Economics
- Utilities
- Engineering Issues

Carl then asked for input from attendees. Key reasons for the project made by attendees during the discussion include:

- KY 32 is dangerous for buses
- Numerous log trucks (and some semis)
- More people will take KY 32 if it is improved
- Improvements to KY 32 will increase safety, decrease travel time, and decrease wear and tear on automobiles
- Lawrence County residents commute to Morehead State University via KY 32
- Many Morehead State University employees use KY 32
 - Inclement weather causes employee absenteeism
- Traveling KY 32 causes physical discomfort and nausea
 - Discourages tour bus operators from traveling KY 32

- Impacts patient care decisions, i.e., some patients are too sick or will become too sick traveling KY 32, therefore are taken on a longer route or to a facility that is further way
- Laurel Gorge and other attractions would benefit from an improved route
- Local discussions are underway regarding achieving Scenic Byway status for KY 32
 - Improvements should fit these criteria
- Numerous sensitive environmental resources in the study area
 - The Laurel Creek watershed
- Many people travel to Morehead for goods and services from surrounding counties via KY 32
- Poor driving conditions of KY 32 impact price of services provided for residents in the area

Carl then led the discussion on the sensitive environmental and community resources. He stated that the goal is to avoid those resources. Where that is not possible, Carl explained that minimization and/or mitigation efforts would be made. He mentioned that cemeteries, churches, historic properties, farmlands and farm ponds stand out as important and sensitive resources.

Carl then introduced Ted Withrow with the Kentucky Division of Water to introduce the discussion on sensitive environmental resources, noting that Mr. Withrow had contacted the Cabinet prior to the meeting and asked to speak. Key points from his presentation are as follows:

- Big Caney and Laurel Creeks are very special
 - Represent two of only twenty water bodies with “cold water”, “exceptional”, and “reference reach” designations
 - Sensitive to any disturbance
 - Well known for trout
- Kentucky Heritage Land Council is in the process of buying large tracts of Laurel Gorge for preservation
- Elliott County is the third fastest growing county for tourism in Kentucky
 - Agricultural tourism and Eco-Tourism
 - Locally driven
- Efforts should be made to make KY 32 a Scenic Byway
 - Any road construction should have as little impact as possible
 - The road should have tourist pull-offs and signs that highlight the special environmental resources and cultural background of the area and explain the road’s special features
 - Elliott County should be included as a destination
 - KY 32 could be a showcase for what can be done, when proper planning is accomplished in a holistic manner
 - This would protect rare natural resources for future generations

Carl Dixon then asked for further input on sensitive environmental and community resources.

One attendee stated that, anytime you build, you want to make a better road, but you should also maintain tourism. The attendee went on to draw a recommended alternative that would primarily run north of the existing route from KY 7 to KY 173, as shown on the attached map. He explained that existing KY 32 between KY 173 and KY 504 would need to be improved if this recommended route was constructed.

Another attendee asked that consideration be given to improving a route closer to KY 173 instead of KY 32 since it would provide more direct access to Sandy Hook. Another attendee asked if this would be possible. Carl responded that examining KY 173 was outside the scope of work at present, so it would be up to the Cabinet to decide to expand the study area. Another attendee added that improvements to KY 173 would accommodate far fewer people, less than 25% of Elliott County.

An attendee asked what would happen to KY 32 if another road were built. Carl answered that the state would likely want the county to take over responsibility of the road. However, he explained, this does not always happen and would have to be worked out between the state and the county. If not, then the state would still maintain the road, which would represent an additional cost to the state.

One attendee asked if there would be an improvement to the intersection of KY 32 and KY 504, stating that it was a dangerous location. Carl agreed and said that it would be evaluated.

When Carl asked about other problem locations, several attendees mentioned Hogtown Hill, which is along KY 32 between KY 504 and KY 173.

Carl asked for attendees' thoughts on motorcycle traffic on KY 32. Some attendees explained that most motorcyclists, particularly those riding in groups, are very safe and ride with a spotter. It was suggested that single riders are more of a problem and are the ones involved in crashes. Regarding motorcyclists, one attendee mentioned that the "Keith Whitley Ride" had made the route famous.

7. Public Involvement

Carl asked for input on public meeting locations. The Morehead Conference Center was suggested. Attendees also asked that two public meetings be held, one in Rowan County and one in Elliott County, per round.

8. Q. & A.

With no further questions, Carl asked attendees to complete a survey form. Three attendees returned their forms at the meeting. The form included the KYTC address so attendees could mail the completed forms later. Once the survey forms are received, they will be summarized and included as part of the project records.

The meeting was adjourned at about 12:00 p.m.

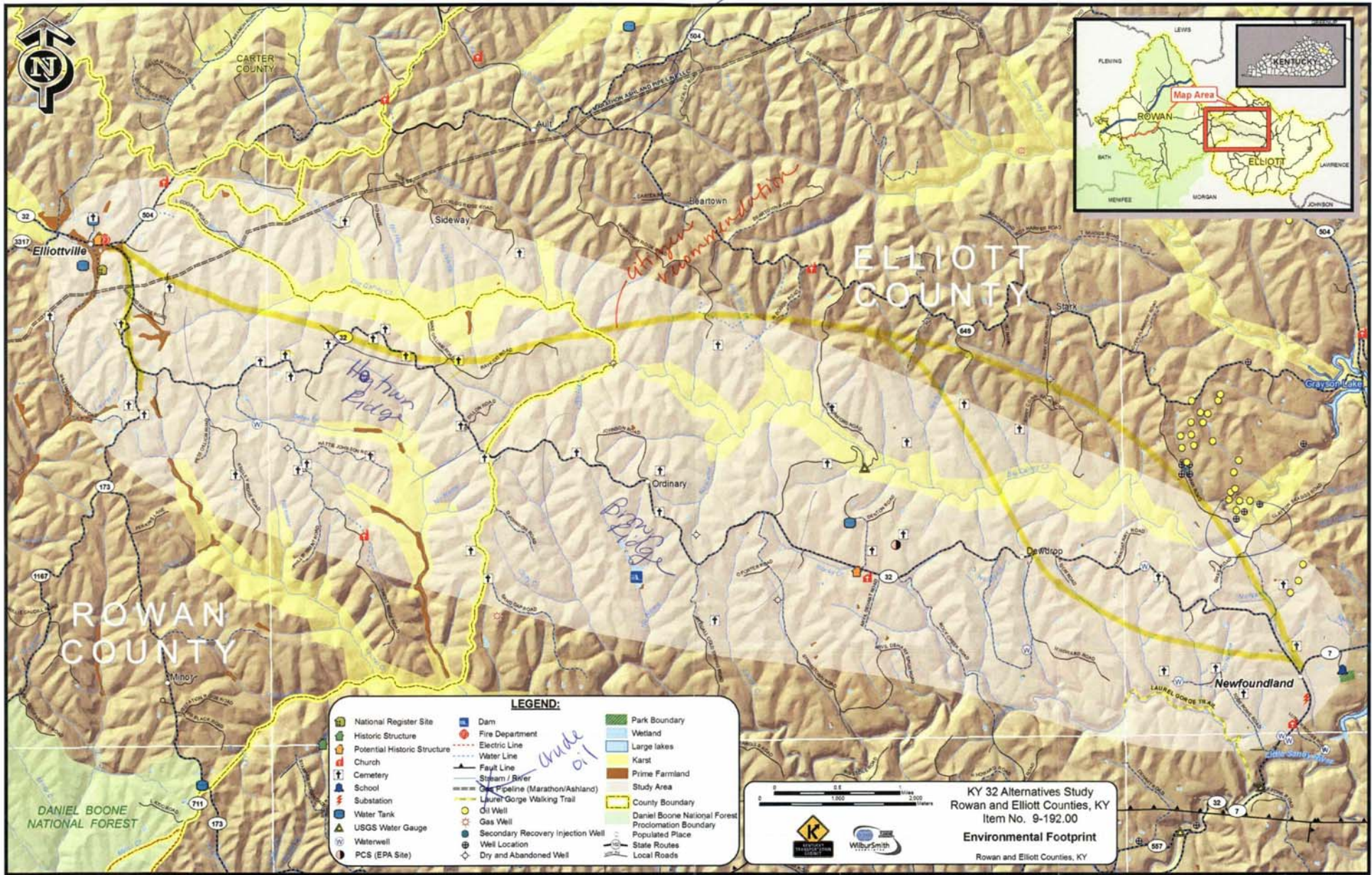


AGENDA

**Local Officials/Stakeholders Meeting
KY 32 Alternatives Study, Rowan and Elliott Counties
KYTC Item No. 9-192.00
Rowan County – Morehead City Hall
June 6, 2008 10:00 AM**

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|--|--------------------------------|
| 1. Welcome and Introductions | KYTC |
| 2. Purpose of Meeting | KYTC |
| 3. Project History | KYTC/WSA |
| a. Origin | |
| b. Purpose | |
| c. Group Discussion | |
| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible Parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
| a. Study Area | |
| b. Geometry | |
| c. Adequacy Ratings | |
| d. Existing and Future ADT and LOS | |
| e. Highway Crashes | |
| f. Environmental Footprint | |
| 6. Project Issues | Group Discussion |
| a. Project Purpose/Goals | |
| b. Local Issues | |
| i. Environmental | |
| ii. Community | |
| c. Environmental Justice | |
| 7. Public Involvement | Group Discussion |
| a. Local Officials/Stakeholders Meetings | |
| i. Meeting 1: Early Input | |
| ii. Meeting 2: Presentation of Alternatives | |
| b. Public Meetings | |
| i. Purpose and Format | |
| ii. Location and Time | |
| c. Public Involvement Tasks and Schedule | |
| 8. Q & A | Group Discussion |

crude oil



LEGEND:

National Register Site	Dam	Park Boundary
Historic Structure	Fire Department	Wetland
Potential Historic Structure	Electric Line	Large lakes
Church	Water Line	Karst
Cemetery	Fault Line	Prime Farmland
School	Stream / River	Study Area
Substation	Pipeline (Marathon/Ashland)	County Boundary
Water Tank	Laurel Gorge Walking Trail	Daniel Boone National Forest
USGS Water Gauge	Oil Well	Proclamation Boundary
Waterwell	Gas Well	Populated Place
PCS (EPA Site)	Secondary Recovery Injection Well	State Routes
	Well Location	Local Roads
	Dry and Abandoned Well	

0 0.5 1 1.5 2 Miles

KY 32 Alternatives Study
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Environmental Footprint
 Rowan and Elliott Counties, KY