

Final Minutes – Initial Project Team Meeting
US 421, Item No. 11-8003.00
April 6, 2004
District 11 Conference Room, Manchester, Kentucky

The meeting began at approximately 10:30 AM EDT. Those attending were:

Greene Keith	KYTC-District 11-Planning
Joel Holcomb	KYTC-District 11-Pre-Construction
Arthur Smallwood	KYTC-District 11-Construction
Quentin Smith	KYTC-District 11-Design
Adam Knuckles	KYTC-District 11-Design
Dean Croft	KYTC-District 11-Environmental
Michael West	KYTC-District 11-Traffic
Sandy Rudder	KYTC-District 11-PIO
Jimmy Wilson	KYTC-Central Office-Planning
David Martin	KYTC-Central Office-Planning

Introduction / Purpose - David Martin opened the meeting with introductions and described the project as a pre-design scoping study to widen US 421 / KY 80 to three lanes from the Daniel Boone (Hal Rogers) Parkway south to KY 149 (Lockards Creek Road) in Clay County.

Project Origination - A brief history of the project was discussed and Joel Holcomb believed that Senator Robert Stivers recommended this project for inclusion in the Six-Year Highway Plan (SYP). Discussions on the project revealed that the termini in the SYP did not seem logical in relation to the congestion situation. This could have been either an oversight on milepoint determination or affected by the proposed Manchester bypass project area termination.

As listed in the FY 2003-2008 Six-Year Highway Plan (SYP), this project is state funded for design in FY 2005 with an amount of \$1,000,000. In the new draft SYP right-of-way and utility phases are added in the amounts of \$6,000,000 and \$1,500,000, respectively. This study will be conducted in-house by the Central Office Division of Planning.

Project Goals and Objectives

Handouts were provided from central office outlining the following information:

- HIS and Crash Information for Road Network around the Project Area
- Project Location Map
- 2002 Traffic and Level of Service Map
- 2030 Traffic and Level of Service Map
- Vehicle Crash Information Map
- Project Study Area Summary of Crash Types

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David Martin briefly reviewed the handouts and pointed out a few items of interest. It appeared that congestion was a major issue with approximately 12,400 vehicles per day travelling the project area roadway, thus resulting in a Level of Service E, and that accidents were heavy but noting that the Critical Rate Factor (CRF), as a segment, was less than 1.0. However, there were spot accident locations with a CRF greater than 1.0 in various locations as indicated on the tables. The majority of the accidents in the project area were rear-end and sideswipe indicating that turning movements were more than likely the major factor influencing the accident situation.

There are other roadway segments in the proximity of the project area that exceeded the statewide average for crash rates for similar roads.

It was discussed that the KYTC would look at extending the project northward to where improvements for the bypass would end near the US 421 / KY 80 / KY 11 intersection. Also, noting the uncertainty of the future bypass becoming a reality, the need to look at this project all the way to that intersection would prove beneficial.

It was agreed upon to look at extending the project to where improvements for the bypass would end near the US 421 / KY 80 / KY 11 intersection.

Joel Holcomb pointed out that right-of-way (ROW) plans for the Manchester bypass project had been submitted but the financial obligations had been deauthorized. Additionally, the project to improve the US 421 / KY 1999 intersection and railroad crossing was deleted from the current SYP. A copy of the ROW plans for the US 421 / KY 80 / KY 11 intersection under the proposed Manchester bypass was provided to Central Office planning personnel.

It was agreed upon that unlimited access along this project is a problem, but not apparent since crash rates did not indicate that it was a high rate area south of the parkway overpass. However, the CRF for the segment from the Horse Creek bridge to the US 421 / KY 80 / KY 11 intersection was 1.68 and even higher as one travels north into the downtown business area. This unlimited access was discussed and some form of access control should be incorporated. This could be accomplished by curb and gutter sections with sidewalks.

Another intersection identified as having problems was US 421 and KY 11 south towards Barbourville. The intersection CRF was 0.27 but it was noted that turning movements, predominately truck traffic, create congestion from a lack of sight distance and the volume of vehicles present. Trucks have to wait for traffic to clear going both to the parkway and south to Barbourville.

Jimmy Wilson reviewed that the goals of the project which are to increase capacity and improve safety along the route. Everyone concurred with these goals. David Martin

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brought up bike/pedestrian issues and it was agreed to look at sidewalks at least on one side and maybe both sides in the area of Paces Creek Elementary School.

Alternative Issues - Left turning movements are a major problem. They create backups and may be causing the rear end accidents, which show up as the majority of crash types. The left turning movements and traffic volumes are suspected to decrease once you proceed south of the Save-a-Lot store. A 3-lane section could possibly taper to 2 lanes with shoulders from this point with a turn lane constructed at the KY 149 intersection. That intersection would need to be redone to increase sight distance and improve safety. It appears that an old service station is near this intersection.

District 11 has improved a section of US 421 going north of town towards McKee to 3 lanes with curb and gutter, and it is performing well. That section of road is very similar to this project in terms of traffic flows.

It was discussed that the parkway overpass may limit the number of lanes to examine. A 5-lane section will be analyzed if there is a need. The bridges at Horse Creek and near the community of Garrard will also be controlling factors in developing alternatives and associated construction costs.

Environmental Footprint Area - David Martin brought up the environmental footprint/overview area as shown on the project location map. It was mentioned that a 1000-foot corridor around the project could catch anything that may directly impact the study. The Division of Environmental Analysis along with the Dean Croft, District 11 Environmental Coordinator will assist in compiling this environmental information. It was noted that numerous gas stations exist along the project study area. Some of the tanks have been removed while some are still functional and there may still be some unknown tanks present. The station at the intersection of KY 11 and US 421 is known to have been there at least 60 years. There may be other historic structures along the route that need to be researched.

Shopping centers and commercial property along the route were built on coal waste, which may affect geotechnical issues. The District did not know of any deep mines under the roadway area.

Greene Keith pointed out that the railroad spur behind the Paces Creek Elementary School as shown on the project location map might not be there anymore.

The County has expressed an interest in constructing a road from the Clay County Detention Center south along the existing railroad tracks towards KY 80.

The City of Manchester, at one time, considered tapping into a deep mine for a possible water source. The location of this mine was south of Garrard near the existing runway

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and along Lockards Creek. The District further determined that this project would likely not be pursued.

The District has concerns about how to handle 3 lanes at the two railroad crossings. Presently, the existing crossings have no gates and it was pointed out that some trains used to stop for cars at one of these crossings.

The existing two bridges along the route will have to be either redone or retrofitted. The bridge south of Garrard was noted as being approximately 20 (1983) years old while the one over Horse Creek is about 60 years old (1933).

Environmental Justice will be requested from Clay McKnight with the Cumberland Valley ADD. The district noted that there may be some low income areas but that it was probably no different from the rest of the county.

SYP Schedule - The District feels confident that this project will proceed on schedule given the fact that the bypass has been deauthorized.

Item No. 11-108.00; the reconstruction of the grade crossing on KY 1999 at the US 421 / KY 80 intersection, got pulled from the previous plan. The spur that crosses KY 1999 at this location is being redone in places and the startup of coal operations may delay this project. Some of those project objectives may be addressed within this study. The District will assist in getting the names and addresses of those impacted from this project.

Agency Coordination Needs - The typical resource agency requests will be sent out from the central office. David Martin will forward to the district the list of resource agencies so they can add any other contacts that are unique to the area. CSX should be contacted for early input into the potential planning / design impacts at the two crossings within the extended project area.

Public Involvement - Since there will be no formal public meetings setup for this project until the need for one arises considering the current budget situation. The concerns of local officials will be obtained through the resource agency mailings. If there is a need for a separate meeting with local officials, one will be arranged.

Documentation / Reports – Referencing discussion held during the meeting, the study report will examine existing roadway and traffic conditions as well as safety and environmental issues. Cost estimates will be on a typical per mile basis taking into account that reconstruction of the 2 existing bridges may greatly affect construction cost.

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The meeting adjourned at approximately 11:40 AM EDT.

Following the meeting, David Martin and Jimmy Wilson drove the project area in order to make further notes about existing conditions. Photographs were also taken to document conditions.