

## Spot Improvements

All Spots have 12 foot lanes and 8 foot paved shoulders.

- **Vanceburg Hill—1.54 Miles**  
Total Cost: \$21,600,000
- **Leslie Street / Chestnut Street—0.55 Mile**  
Total Cost: \$6,300,000
- **Fuller Branch—0.37 Mile**  
Total Cost: \$2,500,000
- **KY 59 / KY 344 Intersection—0.56 Mile**  
Total Cost: \$17,710,000
- **Holly Branch—0.81 Mile**  
Total Cost: \$10,950,000
- **Area from South of Lewis County Park to the Old Jack Esham Place—0.43 Mile**  
Total Cost: \$2,550,000
- **Thurman Curve—0.54 Mile**  
Total Cost: \$7,690,000
- **County Line—1.14 Miles**  
Total Cost: \$14,100,000
- **McCeese Hollow Road to Stamm Fork—1.78 Miles**  
Total Cost: \$11,300,000
- **Briery Curve—0.65 Mile**  
Total Cost: \$4,600,000



## Need

### What is the Need for the Project?

- Only north-south corridor in the area
- Lane widths range from 9 to 11 feet
- 2-3 foot shoulders except near the KY 9 intersection.
- Unstable slopes
- 61 curves that do not meet 55 mph standards
- 69 hills that do not meet 55 mph standards
- Travel speeds average 46 mph
- High crash locations concentrated on the northern and southern ends of the corridor
- Difficult travel for emergency vehicles, buses and large trucks
- Difficult travel for pedestrians/bicyclists



## Contact Information

### Please remember to fill out a survey:

*KY 59 / KY 344 / KY 377 Planning Study  
Rowan and Lewis Counties Public Meeting and Local Officials Survey*

<https://transportation.ky.gov/YourTurn/Pages/KY-59-KY-344-KY-377-Planning-Study.aspx>

### Contact Information:

JOE CALLAHAN, P.E. – PROJECT MANAGER  
KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS, DISTRICT 9  
822 ELIZAVILLE AVENUE  
FLEMINGSBURG, KY 41041  
(606) 845-2551  
[JOE.CALLAHAN@KY.GOV](mailto:JOE.CALLAHAN@KY.GOV)

Comments will be received through  
December 4, 2015.

## KY 59/KY 344/KY 377 PLANNING STUDY

LEWIS AND ROWAN COUNTIES

KY 9 in Vanceburg to KY 799  
(Big Perry Road) in Triplett  
Item Number 9-231.00

November 12, 2015



### Project Purpose

- improve safety,
- reduce travel time, and
- provide a better north south connection to major routes in the area.

### From Vanceburg to Morehead for access to:

- medical,
- educational,
- shopping destinations
- I-64

FOR PROJECT UPDATES, PLEASE VISIT THE  
FOLLOWING WEBSITE:

<http://transportation.ky.gov/YourTurn/Pages/KY-59-KY-344-KY-377-Planning-Study.aspx>

# Reconstruction Alternatives and Their Pros and Cons

All Alternatives have 12 foot lanes and 8 foot paved shoulders beginning at KY 9.

The following total reconstruction alternatives were studied from Big Perry Road to Vanceburg:



## KY 377

### ALT 1A - 4.45 Miles - \$24.5M

From KY 799 (Big Perry Rd.) to Plank Lane

**Pros** Uses more of the existing roadway, fewer relocations

**Cons** Two cemeteries and a junkyard along corridor

### ALT 1B - 4.45 Miles - \$24.8M

From KY 799 (Big Perry Rd.) to Plank Lane

**Pros** Easier to maintain traffic during construction

**Cons** More relocations, two cemeteries and a junkyard along corridor

### ALT 2A - 1.17 Miles - \$6.2M

From Plank Lane to 0.4 miles south of Kinder Branch Rd.

**Pros** Use more of the existing roadway, improves 7 curves, and 1 hill

**Cons** More difficult to maintain traffic

### ALT 2B - 1.17 Miles - \$6.3M

From Plank Lane to 0.4 miles south of Kinder Branch Rd.

**Pros** Improves 7 curves, and 1 hill

**Cons** Uses little of the existing roadway, impacts cemetery along corridor

### Alt 3A - 8.72 Miles - \$84.8M

South of Kinder Branch Rd in Rowan County along KY 377 to Briery Creek Rd. (MP 7.2)

**Pros** Improves County Line, close to existing roadway, improves 11 horizontal curves and 26 hills

**Cons** More potential relocations, cemetery impacts, historic impacts, UST / HAZMAT impacts, water main impacts

### Alt 3B - 8.82 Miles - \$111.7M

From South of Kinder Branch Rd in Rowan County along KY 377 to the Lewis County line then up Thurman Branch to KY 377 north of Briery Creek Rd. (MP 7.5)

**Pros** Improves roadway, easier to maintain traffic during construction, fewer relocations, Improves 6 horizontal curves and 9 hills

**Cons** More bridges and culverts, more stream impacts

### Alt 3D - 8.21 Miles - \$119.7M

1/2 mile South of Kinder Branch northeast to Briery Creek Road to its end

**Pros** Fewer relocations, easier to maintain traffic during construction, follows existing hollow and roadway, minimizes earthwork, less expensive construction costs

**Cons** Does affect additional Daniel Boone National Forest property, leaves the existing substandard roadway in place for local traffic, more expensive due to additional mileage to maintain

## KY 377 / KY 344

### Alt 4A - 3.55 Miles - \$36.5M

From south of Briery Creek Rd. along existing KY 377 to KY 344 south of Kinniconick

**Pros** Fewer relocations, comparable costs, improves 8 curves, 13 hills

**Cons** Affects more water mains

### Alt 4B - 3.52 Miles - \$41.3M

From south of Briery Creek Rd. along existing KY 377 then off existing KY 344 to KY 344 just south of Kinniconick

**Pros** Few relocations, comparable costs, Improves 3 curves including Thurman Curve, and 5 hills

**Cons** Two roadways to maintain

## KY 344 / KY 59

### ALT 5A>5A-2>5C-1>5B1-1>5B2 - 6.04 Miles - \$83.2M

From KY 344 south of Kinniconick, crossing Kinniconick Creek twice to KY 59 at Fuller Branch, along KY 59 to 0.7 miles south of Rock Run Rd. west to and along Dry Run Creek to existing KY 59 at MP 23.0 south of its intersection with KY 9.

**Pros** Two roadways to maintain, uses more of KY 59 allowing for less additional travel, easier to maintain traffic while under construction

**Cons** Steeper grades, more expensive, additional mileage to maintain

### Alternative 5B - 5.90 Miles - \$78.0M

From south of Kinniconick crossing Kinniconick Creek twice to KY 59 at Fuller Branch to Axehandle Branch over the ridge to Dry Run Creek to existing KY 59 at MP 23.0 south of its intersection with KY 9.

**Pros** Flatter grades, easier to maintain traffic while under construction, fewer residential/business impacts

**Cons** Two roadways to maintain, additional travel for locals residents near Rock Run Road, would/could remove part of pavement for Vanceburg Hill, steeper grades on connector road if built to provide access to existing KY 59.

### ALT 5B-1 - 6.81 Miles - \$99.4M

From KY 344 south of Kinniconick crossing Kinniconick twice to KY 59 at Fuller Branch, along existing KY 59 to south of Velma Lane Creek westward over Dry Run Creek then along Dry Run Creek, over ridge then down Pollitt Lane hollow to KY 9 at Shelton Lane.

**Pros** Uses more of KY 59 reducing additional travel, easier to maintain traffic while under construction

**Cons** Steeper grades, more expensive, additional mileage to maintain

### ALT 5C - 5.90 Miles - \$74.8M

From south of Kinniconick crossing Kinniconick Creek twice to KY 59 at Fuller Branch and along existing KY 59 north to the intersection with KY 9.

**Pros** Improves existing road, no additional mileage to maintain, improves 4 high crash locations, improves 34 substandard curves and hills

**Cons** Hillside may still be unstable, more difficult to maintain traffic, More relocations, steep grades

### North Connector - 0.73 Mile - \$7.1M

Provides access to existing KY 59 if other Section 5 alternatives are built.

**Pros** Provides connector for Rock Run Road vicinity so residents do not have to travel the Vanceburg Hill, cheaper than South Connector

**Cons** Adverse travel, steeper grades

### South Connector - 0.69 Mile - \$13.3M

Provides access to existing KY 59 if other Section 5 alternatives are built.

**Pros** Provides connector for Rock Run Road so residents do not have to travel Vanceburg Hill

**Cons** Cost, steeper grades, would/could remove part of pavement for Vanceburg Hill, steeper grades on connector road if built to provide access to existing KY 59.