

Appendix D

Initial Meeting Minutes

Minutes
Alternatives Study - Initial Team Meeting
Trimble County, Item No. 05-147.00
US 421 From I-71 to Bedford

Meeting Location: District 5 Office, Conference Room
Meeting Date: April 23, 2003

Introduction & Purpose

The meeting began around 10:30 a.m. local time. Handouts were distributed. Those present were:

Bill Monhollon	D-5 Chief District Engineer
Greg Groves	D-5 Preconstruction
Barry Sanders	D-5 Construction
Brian Meade	D-5 Traffic
Chad Larue	D-5 Planning
Kevin Dant	D-5 Environmental Coordinator
Randall Embry	KIPDA Transportation Planner
Daryl Greer	CO Planning
Danny Jasper	CO Planning
Steve Ross	CO Planning

The project was described as being listed in the 2002 Six-Year Highway Plan as "Scoping Study for US-421 from I-71 to Bedford," with no other phases other than planning currently listed in the Six-Year Plan.

The project was noted as being the number 2 priority for the ADD. This probably reflects a former judge's views. The Milton/ Madison Bridge (which is in the current 6-Year Plan) may have taken priority with the new judge. Traffic near the bridge is industrial, factory-type traffic. A past county judge initiated the project to promote access from Bedford to I 71. Hoping to attract jobs to the county.

The purpose of the study is to evaluate various roadway improvements, prioritize projects for future programming documents, and to provide input for the statewide transportation plan.

Project Description

Project Area

The general project area is from I-71 in Henry County to Bedford at US-42 in Trimble County.

Available Data

Traffic Data

Existing traffic ranges from 1890 to 4260 vehicles per day with the highest traffic being near I-71.

It was noted that Level of Service (LOS) is not a problem and is not anticipated to be a problem in the future.

Crash Data

Crashes were noted as not being a major problem. No segments are currently operating with a critical rate factor (CRF) greater than one. According to the March 1, 2000 to March 1, 2003 CRASH Data some segments are close to a CRF of one and should be evaluated further. A spot analysis is also needed on the Crash Data.

Roadway Geometry

- No old plans have been found.
- The road was noted as being functionally obsolete

Available Reports

There are no known past reports on this segment of roadway.

Problems with Existing Roadway

- There are connectivity problems between I-71 and Bedford.
- US-421 is located on rugged terrain.
- There has been some flooding, but not frequent. It takes a major, perhaps 10-year storm.
- US-421 crosses the Little Kentucky River.
- Another stream runs parallel with roadway for much of the segment.

Benefits of Proposed Project

- An improved US-421 would promote economic development in the area and attract jobs to Bedford.
- The project will improve connectivity to other roadways in the area.
- An improved US-421 will provide a connection to the improvements on US-42 and future improvements to the Milton/ Madison Bridge.
- The project will improve safety by improving the cross sections to meet current design standards. Currently there are narrow shoulders, little to no clear zone, and vertical and horizontal sight distance problems.

Additional Information Needed

Traffic Data

- The counts program should be checked to see actual growth in traffic rather than using the Functional Class Rate from Multimodal. Trimble's population growth has lagged behind.
- Possible future traffic generators such as the Milton/Madison Bridge and a better connection to I-71 should be considered in the traffic projections.

Other (ITS/ Bikes/ Peds.)

There are no apparent ITS solutions.

Rural terrain, but there are a few bikes now. Bikers could be accommodated on the shoulder. May want to pave enough shoulder, probably 10-foot.

Sidewalks are not anticipated because there are very few pedestrians with the rural environment and only sparse strip housing.

Environmental Justice

The Area Development District will be asked to do an environmental justice report, and a letter request will be sent out.

Some low-income housing, "shanties," located at individual locations. Finding available housing would not be problem if necessary, but would need to upgrade. These shanties may relate to safe and sanitary housing issues, but there should be sufficient housing in Trimble to handle all relocations.

Houses along existing route are close to the road.

Farms in the area, orchards, send most of their products to Indiana.

There is some farmland on the south end of the segment, but not prime farmland like along US-42.

Logical Termini

The termini should remain as written: I-71 to US-42 in Bedford.

Project Goals and Objectives

1. Provide corridor and system connectivity.
2. Improve safety by correcting horizontal, vertical, and providing lane and shoulder widths that meet current standards.
3. Enhance regional and local network by providing improved access to areas of regional importance.

Cost Estimates

The figures in the handout may be too low, given the rugged nature of the segment. The existing bridges are non-standard and replacements will be very expensive.

Possible Alternatives and Corridors

- US-421 will be a difficult reconstruction without relocation, perhaps a no-build.
- Possible spot improvements, including minor widening and straightening of curves.
- Possible relocation using partial segment of KY 3175 west of Bedford.
- No obvious solution yet.

Environmental Footprint Area

An environmental footprint will be developed. The team sketched out an expanded area on the large topo map. There may be some issues with the Little Kentucky River, some sedimentation problems, but nothing controversial.

Probable Design Criteria

Functional Class

Rural Minor Arterial- will discuss with Jay Hoskins the effects of these improvements on the functional class.

Future ADT/ DHV

Design year 2030 traffic of ADT 8300/ DHV 940 using 2.4% growth rate from KYTC Division of Multimodal's Traffic Forecasting Report. These traffic numbers will be modified after looking at the counts program to see actual growth in traffic in the past.

Currently half of the motorists use the US-42 to KY-153 route to connect to I-71 and the other half use US-421. With an improved US-421 most of these motorists would use US-421 and this increase in traffic should be considered.

Design Speed

Mainly 55 mph speed with some 35 mph on the north end.

Typical Section

If total reconstruction is recommended, then the typical should be a two-lane highway consistent with current design standards with 10-foot shoulders to accommodate bicycle traffic.

Other

Access to adjacent property owners will be difficult due to a stream located along the roadway.

Context sensitive design should also be considered.

Agency Coordination Needs

Agencies to be included:

- Rotary Club
- EMS
- School Board
- Industrial Board
- No Chamber of Commerce.

Public Involvement Needs

- Hold public meetings in Bedford where there are 3 schools. The courtroom is too small.
- Open format type meetings, evenings, either 4-7PM or 6-8PM since the area is rural with farming or commuters.
- Both counties have weekly newspapers.
- Radio stations in Eminence and Madison.

Field Review of Project Area

The meeting was concluded with a field review following.

Minutes
Alternatives Study – Officials Meeting
Henry and Trimble Counties, Item No. 05-147.00
US 421 from I-71 to Bedford

Meeting Location: Trimble County Fiscal Court Building

Meeting Date: June 17, 2003

1. INTRODUCTION AND PURPOSE

The meeting began at approximately 10:00 a.m. local time.

Those present were:

Randy Stevens	Trimble County Judge Executive
Peggy Bryant	Henry County Deputy Judge Executive
Stephen Stark	Trimble County Magistrate
Randall Embry	KIPDA
Bill Monhollon	KYTC- Chief District Engineer for District 5
Greg Groves	KYTC- Preconstruction Branch Manager for District 5
Daryl Greer	KYTC- Division of Planning
Steve Ross	KYTC- Division of Planning
Robert Brown	KYTC- Division of Planning
Joe Tucker	KYTC- Division of Planning

The following Handouts were distributed:

- Agenda
- General Information and Project Location
- Segment Crash Data
- Level of Service Calculations
- Year 2002 Traffic & Level of Service
- Year 2030 Traffic & Level of Service
- High Crash Locations & Segments
- Topographic View
- Aerial View

The project was described as a planning study for US 421 from I-71 to Bedford with objectives of evaluating roadway improvements, prioritizing projects for future programming documents, and providing input for the statewide transportation plan.

2. PROJECT GOALS AND OBJECTIVES

a) General project area

- Defined as US 421 from I-71 to Bedford.

b) Available data and reports

i) *Crash Data*

- Some crashes may not have shown up in the handout.
- High crash locations were noted at the intersection of US 421 and US 42 in Bedford and at a curve near milepoint 2.2.
- Near miss crashes were noted, especially those involving trucks.
- Narrow lanes, lack of shoulders, sight distance at entrances, and steep grades were believed to be the cause of many of the crashes and near miss crashes.

ii) *Level of Service*

- An improved two-lane roadway would provide a satisfactory future Level of Service.

c) Problems with existing roadway or network

- The roadway is signed at 55 mph, but drivers can not actually achieve that speed.
- Shoulders are needed for the safety of the traveling public.
- Sight distance at entrances and curves is restricted due to vegetation. Stark Lane was given as an example.
- Horizontal curves and the steep grades were cited as current problems.
- A new plant, Arvin Sango, is locating at the industrial park at Cambellsburg's I-71 interchange. Improved US 421 would serve as an industrial link. Currently a state police post is located there with one other business. The local officials believe the low occupancy in the industrial park to be due to the lack of a north/south corridor.

d) Benefits of proposed project

- An improved US 421 would promote economic development and shorten travel times between I-71 and Bedford.
- Trimble County needs a North-South linkage for economic development.
- US 421 is currently a scenic route, but it is desirable to also be commerce driven.

e) Other Issues

- Truck percentages are expected to grow between Madison and Campbellsburg due to Arvin Sango, Inc.'s growth and it feeding the Georgetown Toyota Plant.
- There is a lot of traffic coming up KY 55 from I-64 in Shelbyville.
- Residential growth is expected along the study area.
- The Milton-Madison Bridge is considered a slightly higher priority than this section of US 421. Both are considered very high priorities and both are needed to improve the connectivity and truck access.
- Pedestrians are not expected along the route and few bicyclist are currently using the route.
- Trimble and Henry county have recently been added to the Louisville MSA.

f) Places to Avoid, Special Concerns

- Golf Course
- Church
- U-haul business
- Produce Stand
- Little KY River- the Little KY River was noted as requiring a lot of time maintaining the streambed. It has a rocky, loose, gravel streambed and there are also flood plain issues to consider.

g) Project Goals and Objectives

- The previously developed goals and their ranking were agreed upon.
- Henry County should be added into the affected region listed in goal number three.
- School bus access should be mentioned in goal number two.
- The following goals were agreed upon:
 1. Improve connectivity between Bedford and I-71 and to possible future improvements to US 421 north of Bedford including the Milton-Madison Bridge and improvements to US 42.
 2. Improve safety by correcting horizontal and vertical deficiencies, and providing lane and shoulder widths that meet current guidelines and provide improved safety for school buses.
 3. Improve access to Henry and Trimble County to support economic development in the region.

3. POSSIBLE ALTERNATIVES AND CORRIDORS

- There are sections that may require new construction to occur off of the current alignment. Maintenance of traffic will be an issue.
- New construction should stay mainly on the east side of the existing roadway.
- There is adequate housing available for relocations although there are not many relocations anticipated.
- Two curves near MP 2.0 in Trimble County were pointed out as the most needed realignment in the study area. There is only one landowner between these curves on the west side of US 421. It was noted that there is a steep vertical grade that must be considered in this area.

4. AGENCY COORDINATION NEEDS

- There are no known opposition groups to contact at this time.

5. PUBLIC INVOLVEMENT NEEDS

- The open house format with blank maps will be used.
- The police post at Campbellsburg may be a possible location to have the meetings.
- The Extension Office in Bedford is currently adding more space and may be used for the meetings.
- The public meetings will be held around the first of the year.

Minutes
Alternatives Study – Stakeholders Meeting
Henry and Trimble Counties, Item No. 05-147.00
US 421 from I-71 to Bedford

Meeting Location: Trimble County Fiscal Court Building

Meeting Date: June 17, 2003

1. INTRODUCTION AND PURPOSE

The meeting began at approximately 1:00 p.m. local time.

Those present were:

Randy Stevens	Trimble County Judge Executive
Ernie Harris	State Senator
Stephen Stark	Trimble County Magistrate
Garry Jackson	Trimble County Schools- Superintendent
John Thorpe	Kentucky State Police- Post 5 Commander
Bill Prouly	Business Owner
George Yenowine	EMS & Tourism
John A. Dunlap	Bedford Loan & Deposit Bank
Clayton Prouly	Citizen of Trimble County
Randall Embry	KIPDA- Transportation Planner
Bill Monhollon	KYTC- Chief District Engineer for District 5
Greg Groves	KYTC- Preconstruction Branch Manager for District 5
Daryl Greer	KYTC- Division of Planning
Steve Ross	KYTC- Division of Planning
Robert Brown	KYTC- Division of Planning
Joe Tucker	KYTC- Division of Planning

The following Handouts were distributed:

- Agenda
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- Year 2002 Traffic & Level of Service
- Year 2030 Traffic & Level of Service
- High Crash Locations & Segments
- Topographic View
- Aerial View

The project was described as a planning study for US 421 from I-71 to Bedford with objectives of evaluating roadway improvements, prioritizing projects for future programming documents, and providing input for the statewide transportation plan.

The planning phase was dictated by the Kentucky Six-Year Highway Plan. No other phases are currently scheduled.

2. PROJECT GOALS AND OBJECTIVES

a) General project area

- Defined as US 421 from I-71 to Bedford.

b) Available data and reports

i) Crash Data

- Intersection with US 42 is a high accident location.
- Spot near curve at MP 2.2 is a high accident location.

ii) Level of Service

- A two-lane facility with wider lanes and shoulders is expected to be adequate to handle future traffic volumes.
- Two-lane road similar to KY 55 between Eminence and Shelbyville is envisioned.

c) Problems with existing roadway or network

- US 421 has narrow driving lanes and shoulders.
- Crashes are believed to be occurring with vehicles on down grades.
- It was stated that there have been some very serious crashes occurring, but almost no fatalities, therefore the statistics on fatalities may be misleading.
- Limited sight distances along the route is a problem, particularly for school buses when picking up and dropping off students.
- The roadway is not well lit and has drop-offs from the current shoulders.

d) Benefits of proposed project

- Citizens who drive the road regularly know about the challenges the road presents, but people just passing through have difficulty with the current roadway alignment.

e) Other Issues

- Arvin Sango, Inc. is located at the Campbellsburg interchange and is headquartered in Madison, Indiana. Arvin Sango makes mufflers for the Toyota Camry and serves the Georgetown Toyota plant.
- Calhoun trucking has recently moved into the industrial park at the Campbellsburg interchange.
- Trimble and Henry counties are now part of the Louisville MSA, but this is not expected to affect funding.
- Future funding for design and construction is not known at this time.
- More commercial traffic along the route between Madison and Campbellsburg is expected.

f) Spots, Segments to Address

- The bridge over Little Kentucky River is in good shape and it may be possible to incorporate it into the project.
- The spot around the curves near MP 2 needs to be addressed. The signage needs to be checked to make sure that it is adequate.
- There is a turning radius problem for trucks at the intersection of US 421 and US 42 in Bedford.

g) Project Goals and Objectives

The previously developed goals and their ranking were agreed upon:

1. Improve connectivity between Bedford and I-71 and to possible future improvements to US 421 north of Bedford including the Milton-Madison Bridge and improvements to US 42.
2. Improve safety by correcting horizontal and vertical deficiencies, and providing lane and shoulder widths that meet current guidelines and provide improved safety for school buses.
3. Improve access to Henry and Trimble County and support economic development in the region by developing an important north-south corridor.

3. POSSIBLE ALTERNATIVES AND CORRIDORS

- Realignment should be considered for curves near MP 2.0.
- It would be preferable to stay along the existing alignment due to the topography of the land and in order to minimize community impacts.

4. AGENCY COORDINATION NEEDS

- There are no known opposition groups to contact at this time.

5. PUBLIC INVOLVEMENT NEEDS

- The open house format with blank maps will be used.
- The public meetings will be held around the first of the year.

MINUTES
Public Meeting 1: Alternatives Study
Henry/Trimble Counties
KYTC Item No. 05-147.00
Bedford Elementary School
November 18, 2004, 5:00 P.M. – 7:00 P.M.

A public involvement open house meeting was held on Thursday November 18, 2004 from 5:00 P.M. to 7:00 P.M. at the Bedford Elementary School in Bedford, Kentucky. The purpose of the meeting was to provide preliminary information to the public on the proposed project and to get public input on possible issues, impacts and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff attended:

Randall Embry	Kentuckiana Regional Planning & Development Agency (KIPDA)
Brady Johnson	Wilbur Smith Associates
Barry Sanders	KYTC, District 5 Office
Eddy Callis	KYTC, District 5 Office
Chris Phillips	KYTC, District 5 Office
Charlene Barnett	KYTC, District 5 Office
Barbara Hockensmith	KYTC, District 5 Office
Rick Cusick	KYTC, District 5 Office
Greg Groves	KYTC, District 5 Office
Krista Seymour	KYTC, District 5 Office
Jim Wilson	KYTC Central Office, Division of Planning
Jamie Bewley	KYTC Central Office, Division of Planning
Steve Ross	KYTC Central Office, Division of Planning



The public involvement open house was arranged into several stations, with KYTC, ADD, and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

On arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project information packet, and information regarding KYTC roadway projects. Children's activities (crayons and coloring books) were also available. Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC within two weeks in the postage-paid envelope provided. Steve Ross made an announcement at the beginning of the session welcoming attendees, encouraging them to view the slide presentation, see the exhibit boards, fill out a survey and talk to the staff.



- US 421 Alternatives Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current US 421 Alternatives Study. The screen was setup at the edge of the stage along one side of the cafeteria. The presentation included information such as: meeting purpose; the road building process; the study area; preliminary project goals; project schedule; existing conditions; traffic, environmental considerations; public involvement opportunities; and contact information. The

presentation lasted approximately seven minutes and ran continuously during the two-hour public involvement session.

- Exhibit Boards

Exhibit Boards were lined along one wall of the school cafeteria opposite the PowerPoint presentation area. The following project exhibits were displayed:

- Project Location Map
- Project Goals
- Year 2002 Traffic and Level of Service (LOS)
- Projected Year 2030 Traffic and Level of Service (LOS)
- High Crash Locations and Segments
- Environmental Footprint
- Topographical View of the Project Area
- Aerial View of the Project Area



Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff. Comments made during the public involvement meeting could also be recorded on a large display flip chart in this area of the cafeteria although no comments were posted. Pens and markers were also available for drawing on exhibits to show locations with potential issues or for recommending reconstruction/relocation alternatives.

Some of the oral comments made by participants included:

Construct a bypass around the US 421/US 42 intersection in Bedford beginning north of the schools and continuing south along the east side of US 421 and rejoining US 421 south of the existing US 421/US 42 intersection. [The attendee drew the proposed bypass location on one of the exhibit displays.]

Recent paving of US 421 was several inches thick and much higher than my driveway.

Near the I-71 interchange, where US 421 has full shoulders, trucks park on the shoulder in front of the gas station creating a visual obstruction to drivers trying to pull out of the gas station onto US 421.

- Survey Area

Several tables were available in the middle of the cafeteria for attendees to read project handouts and fill out their survey forms.

67 people registered their attendance at the two-hour public session (this number includes the 13 staff members listed above). A total of 42 completed surveys were received. 39 were turned in at the meeting while many attendees took pre-addressed envelopes to mail their surveys in at a later date. Three additional completed surveys were received by mail in the two-week period following the meeting. The completed surveys and summary information will be included in the official meeting record.



In addition to the survey questionnaires, one hand-written comment was received during the meeting from Ms. Shirley Anderson. Another hand-written comment was received by mail after the meeting from Ms. Cherrie Winburn, attached to her completed survey. Both of these documents will also be included in the official meeting record.

The meeting closed at 7:00 P.M.