

APPENDIX

D COORDINATION



Franklin SUA Project Team Meeting #1

9:30 AM CT Monday, May 30, 2023 | KYTC District 3 Office & Microsoft Teams

Attendees

Name	Representing	Email
Austin Sims	BRADD	austin.sims@bradd.org
Ben Hunt	KYTC District 3	benjamin.hunt@ky.gov
Jared Jeffers	KYTC Central Office	jared.jeffers@ky.gov
Travis Thompson	HDR	travis.alan.thompson@hdrinc.com
Austin Obenauf	WSP	austin.obenauf@wsp.com
Anne Warnick	WSP	anne.warnick@wsp.com
Kenny Carrico*	KYTC Central Office	kenny.carrico@ky.gov
Casey Claunch*	KYTC Central Office	casey.claunch@ky.gov
Catherine Davis*	KYTC Central Office	catherine.davis@ky.gov
Aaron Detjen*	WSP	aaron.detjen@wsp.com
Rob Frazier*	HDR	Robert.frazier@hdrinc.com
Matthew Holder*	KYTC District 3	matthewt.holder@ky.gov
Jacob Huber*	KYTC Central Office	jacob.huber@ky.gov
Dasha Korostina*	KYTC Central Office	dasha.korostina@ky.gov
Keith Lovan*	KYTC Central Office	keith.lován@ky.gov
Jeff Schaefer*	HDR	Jeff.Schaefer@hdrinc.com
David Souleyrette*	KYTC Central Office	david.souleyrette@ky.gov
Andrew Stewart*	KYTC District 3	andrew.stewart@ky.gov

*Indicates attendance via MS Teams

Introduction

The meeting started with Anne Warnick, consultant team project manager, describing the purpose of the meeting then leading introductions of in-person and online attendees. She reviewed the agenda, the study objective, and study area.

Study Objectives and Study Area

Anne presented the study objective, which is to identify and evaluate potential transportation concepts to improve mobility and traffic safety while examining potential new regional connections within the study area. She then provided an overview of how the study area was developed to encompass the urbanized area boundary, the US 31W corridor, and potential growth and connections east of the city at I-65.

Anne shared the study's schedule. A Local Elected Officials and Stakeholders (LOS) Meeting will be scheduled to be held in early July and a public survey will follow shortly after. Project Team Meeting #2 will be scheduled for September. The study is anticipated to wrap up in February 2024.

Existing Conditions

Planned Projects

CHAF projects within the study area boundary were discussed. It was noted by District 3 that any estimates from this study will be used to update the cost estimates in the CHAFs. The higher priority CHAFs should get a more detailed look upon discussions with the local stakeholders and district engineers. The Simpson County SHIFT sponsored projects and scoring will be sent to the consultant team to aid in prioritization. The list of the judge's priorities will also be shared with the consultant team.

Anne presented the 2022 – 2028 Highway Plan projects and showed where these are located on a map. Ben Hunt requested the study area be adjusted for where the new west bypass is proposed.

Roadway Geometrics

Austin Obenauf, WSP, presented roadway geometric data gathered from HIS data shown below.

Lane Widths + Shoulders

The lane widths and shoulders map shows areas with lane widths less than 10 feet and greater than 12 feet. Any shoulder width less than two feet was flagged as a potential issue.

Horizontal + Vertical Curves

The horizontal and vertical curves map highlights horizontal curves that are greater than 8.5 degrees and vertical curves with a crest or sag that is between 4.5 and 6.4% (purple), 6.5-8.4% (red), and greater than 8.5% (dark red) to show potential issues with sight distance or loss of control.

Truck Routes

Truck routes were shown to be an issue within the city limits. The truck map highlights the Kentucky Highway Freight Network (KHFN) and the National Highway Freight Network (NHFN). The KHFN travels along KY 100, US 31W, and KY 1008 west of US 31W through residential and commercial zones within the city limits. The NHFN travels along the bypass (KY 1008) and US 31W around the downtown area. Most trucks seem to utilize the KHFN over the NHFN to save time and for ease of access.

Bridges

27 bridges are within the study area with 17 bridges in fair condition and 10 bridges in good condition. No bridges are in poor condition and would not be requiring funding or upgrades as a part of this study based on bridge condition.

Multimodal Activity

Stave Metro data was used to show the areas with higher bicycle and pedestrian activity. High pedestrian activity was noted in the area of schools and within the park east of town. High bicycle activity was noted along the US Bike Route 23 and other Kentucky bicycle routes within the study area. A rail line runs through the study area and has potential for a bicycle/pedestrian facility along a parallel route, Railroad Road. One fatal bike/ped crash is noted along Railroad Road from November 2022. Overall, the sidewalk network is good within the urbanized area of Franklin, but there are sidewalk gaps

within the study area and other issues such as crosswalk and parking space overlap, ADA curb ramps without crosswalk markings, and stop bar/crosswalk misplacement. The Amish/Mennonite community is active within the area and should be noted for future potential improvement concepts.

Traffic

The traffic within the area was shown on a map with level of service (LOS), average annual daily traffic (AADT), daily truck traffic along major routes, and planned turning movement count locations. Most corridors within the study area operate at an LOS of A-C, with some sections operating at an LOS of D or E along KY 100 and US 31W. Planned turning movement count locations are the intersections of KY 1008 at KY 100, KY 1008 at US 31W in the south, KY 100 at US 31W, and KY73 at US 31W.

Signals + Access Points

A map highlighting the traffic signals and access point density was shown. 19 traffic signals are within the study area and the map shows access density due to the access control being “By Permit” throughout. Access point density is very dense within the urbanized area and becomes less dense in the rural parts of the study area.

Speed Limits

Speed limits were shown throughout the study area based off HIS data. Speed limits are between 25 mph and 35 mph within the urbanized area and increase to 45 mph and 55 mph as the study area becomes more rural. A school zone variable speed limit is active during school hours along US 31W near the Simpson County High School and Middle School.

Speed

Travis Thompson, HDR, presented speed maps showing 50th and 85th percentile 2021 HERE speed data on study routes during a typical 4:00PM peak hour. Many arterial and collector roadway speeds in the urban area reach 50 mph, while in the rural areas can exceed 60 mph.

The average 85th percentile speeds were compared to the posted speed limit on the study routes. In several locations, transition zones leading from rural to more urbanized sections experienced travel speeds in excess of 10 to 15 mph above the posted speed limit.

Environmental

Jeff Schaefer, HDR, presented data collected for a GIS desktop review. He noted some data from local environmental GIS databases is still outstanding. Environmental constraints are the karst geography, three main streams traversing the area, eight endangered species, division of water SWAP areas, schools, churches, parks, and cemeteries. Many archaeological surveys have been conducted in the area. The team is continuing their review of the data, particularly in the Drakes Creek area where a new alignment might be proposed. A lot of the arterials have underground storage tanks and industrial sites that have HAZMAT concerns. There will be approximately 2-4 maps upon completion of the study.

Safety

Travis presented the crash trends for the Franklin SUA study area. The data covers the last five years, from 2018-2022. There were 1843 total crashes in the study area with 7 fatal crashes and 42 serious injury crashes. The highest density of crashes occur at intersections and along US 31W, KY 100, KY 1008, and near the two I-65 interchanges. 31% of single vehicle crashes were animal related. Access density seems to correlate with crash density as well.

Travis continued by presenting excess expected crashes (EECs) by facility type. Urban two-lane roads, urban multilane divided, and intersections were operating better than expected, but all other facilities were experiencing more crashes than expected.

Field Visit Notes

Anne presented the field visit notes and opened the floor for comments and questions:

- Is the speed data the way it was presented useful?
 - If speed is a factor in the crash data, then the speed data would be a good thing to add. Speed is an issue everywhere, but the data is helpful to see the context of the area with the speed.
- There are a lot of crashes on 31W, is there interested in systemic safety countermeasures corridor wide?
 - 31W has been a priority and a lot of investment has been made. Innovative improvements would be good.
- There is a new southern route listed in the CHAFs, is there any interest in looking into that further?
 - That is an old CHAF and there is currently no interest in a new southern route.

New Connections

Anne presented the two major new connection projects, including the northwest bypass (Item Number 3-106.00) and a connection to I-65. The district explained that the northwest bypass is what the locals want. The project team should provide a more detailed a cost estimate. If anything comes out of the SHIFT process about these projects, then the district will send information to the consultant team if possible. The politicians and local residents want this, so it will help with the scoring.

Austin asked a question about new infill and development in the northeast quadrant of the urbanized area. The comprehensive plan and the stakeholder meeting will be a place to get more information.

Anne presented on the potential I-65 connector from the northeast portion of the bypass or US 31W north of Franklin. The following discussion entered around a new connection:

- Do we want to connect at the bypass or US 31W? Where do we want to connect along I-65? Do we want to upgrade existing roads or create a new route? What are we looking to accomplish with the new road?
- The district explained that the judge was not in favor of a new interchange along KY 585. The judge wants to keep the area rural, but the local engineers want to still look into the connection for evaluation purposes. The northern industrial zone would need a connection, as the two options are to go to Bowling Green or back through Franklin. The urban boundary would need to be reevaluated for some of these interchange locations.

Local Elected Officials/Stakeholder Meeting

Anne reviewed the meeting date and location for the Local Officials/Stakeholder Meeting to be held on in July of 2023 potentially at the courthouse in Franklin. Jared Jeffers will reach out to the city manager to confirm this location. The consultant team will present a pared-down version of the existing conditions data and prepare discussion questions, perhaps using Menti and ESRI Storymaps. KYTC asked that open discussion be included, as well, in case the attendees do not feel comfortable using Menti.

The district said we should use this meeting as a listening exercise and the next LOS meeting would be presenting the flushed out potential improvement concepts. A full printout of the study area should be provided with markers/pens for stakeholders to provide feedback on improvement locations.

The consultant team will provide a short presentation and then set up stations for attendees to fill out feedback and issue locations.

For stakeholder lists, the BRADD has a list that will be sent to the consultant team. The consultant team will add to it and then send out to the project team for the final stakeholder list.

Public Engagement

Anne asked the team their preference on how to engage the public. KYTC would like to ask the public similar questions as with the LOS attendees, namely where issues or needs are and thoughts on potential alignments or improvements. KYTC's MetroQuest subscription will be used. The consultant team will get a draft of the questions to the Project Team by the following week. It is anticipated the survey will be active for 2-3 weeks. The main thing is to be general about potential new connections and support for new connections and let the public pick areas on where a new connection can go.

Next Steps

- The consultant team will send the Project Team the slide deck for the LOS meeting.
- The consultant team will begin creating a public survey to send to KYTC for review.
- The consultant team will begin preparing initial concepts and schedule a concept development meeting in August.

The meeting concluded at 11:01 AM CT.

Franklin SUA LOS Meeting #1

8:30 AM CT Monday, July 17, 2023 | Historic Simpson County Court House & Microsoft Teams

Attendees

Name	Representing	Email
Benjamin Hunt	KYTC District 3	Benjamin.hunt@ky.gov
Jared Jeffers	KYTC	Jared.jeffers@ky.gov
Joe Plunk	KYTC District 3	Joseph.plunk@ky.gov
Andy Stewart	KYTC District 3	Andrew.Stewart@ky.gov
Austin Obenauf	WSP	Austin.obenauf@wsp.com
Anne Warnick	WSP	Anne.warnick@wsp.com
Billy Garrison *	WSP	Billy.garrison@wsp.com
Matthew Holder	KYTC District 3	matthew.holder@ky.gov
Travis Thompson	HDR	Travis.alan.thompson@hdrinc.com
Mason Barnes	Simpson County Judge Executive	mbarnes@simpsoncounty.us
Amy Ellis	Simpson County Tourism	amy@franklinky.info
Carter Munday	Zoning AD	carter.munday@franklinky.org
Robert Palmer	Simpson County OEM	rpalmer@simpsoncounty.us
Austin Sims	BRADD	Austin.sims@bradd.org
Tammie Carey	City of Franklin	Tammie.carey@franklinky.org
Rob Frazier *	HDR	Robert.frazier@hdrinc.com
Catherine Davis *	KYTC	catherine.davis@ky.gov
Dave Heil *	KYTC	Dave.heil@ky.gov
Casey Claunch *	KYTC	Casey.claunch@ky.gov
Tim Schlosser *	Simpson County Schools	tim.schlosser@simpson.kyschools.us
Shawn McPherson *	KY State House of Representatives	Shawn.McPherson@lrc.ky.gov
Mikael Pelfrey *	KYTC	Mikael.pelfrey@ky.gov
Libbie Dockmeyer *	KYTC	Libbie.dockmeyer@ky.gov
Elizabeth Farc *	WSP	Elizabeth.farc@wsp.com
Billy Garrison *	WSP	Billy.garrison@wsp.com

*Denotes virtual attendee.

Introduction

The meeting started with Jared Jeffers, KYTC Central Office project manager, introducing the purpose of the meeting and the study. Austin Obenauf, consultant team member, gave the Story Map presentation.

Study Objectives and Study Area

Austin presented the study's purpose, which is to identify and evaluate potential transportation concepts to improve mobility and traffic safety while examining potential regional connections within

the study area. Austin also shared the study area map, as well as the project schedule. The study is anticipated to wrap up in February 2024.

Existing Conditions

Traffic

Austin shared existing traffic conditions, including the Average Annual Daily Traffic, Level of Service throughout the study area, and the location of traffic signals.

Freight

A map of the Kentucky and National Highway Freight Networks was presented, as it was noted that there were numerous complaints from citizens about truck traffic through town during a meeting for another KYTC project.

Safety

A heat map of crashes from the previous five years of data was used (2018 – 2022) was presented. The majority of crashes were concentrated along US 31W, in the downtown area as well as at intersections.

Speed

Speed is also an issue in the corridor area with higher speed routes within the city limits in areas where pedestrian activity is higher due to school traffic and commercial zones.

Multimodal

There is no bicycle/pedestrian plan for Franklin or Simpson County. A review of bicycle and sidewalk facilities was performed, and US bike routes were identified, with US Bike Route 23 in the study area. There is a lot of pedestrian activity in the downtown area. There are issues with crosswalk placement, located before stop bars or blocked by parking spaces, and infrastructure that needs to be updated. Robinson Park also has a lot of bike and pedestrian activity, however, it is only accessible by car. There is currently no transit service in the study area, but transit and paratransit services exist in Warren County just to the north.

Project Map Discussion

Austin noted that the Story Map provides an opportunity for feedback using maps. Also, there were maps at the front of the meeting space for stakeholders to share their feedback with the project team about issues, opportunities, and destination locations within the study area. Below is a list of discussion points from the maps. Pictures of the maps with notes and points of interest are included below.

Opportunities

- Completing the northwest portion of the bypass was an important opportunity highlighted by the attendees, however it was noted that there is a group that is opposed to completing it.
- New development is expected in the following areas:
 - In the southern portion of the study area west of US 31W near Steele Road
 - Along KY 100 from the I-65 interchange east to KY 622, and from the interchange west towards Franklin
 - Residential development north of North Street
 - North Street submitted for a TAP grant and was not selected.
- There is a desire for a new connection from US 31W to the interstate, near the county line.

- There is desire for US 31W to be 4-lanes to the north towards Bowling Green.
- There is an opportunity for turn lanes along the bypass, along with improved bypass signage to let approaching drivers know that KY 1008 is a bypass around Franklin.
- There is an opportunity to connect to Roberts Park for multimodal.
- Notes from the BRADD
 - Bike/ped plan is coming for Simpson County
 - Complete Streets plans are coming for 5 cities within the BRADD from RAISE Grant.
 - Interconnected Greenways throughout the BRADD

Destinations

- Drake's Creek is a popular destination - drawback is that there are not many public entries for the waterway for kayakers
- Roberts Park
- Golf Courses
- Ruby Branch Farms
- Distillery + Sandford Duncan Inn (tourism generators and connected)
- The Mint
- Octagon Hall
- Schools
- Downtown
- Commercial Zones south of downtown along US 31W

Issues/Needs

- Pedestrian traffic near hotels and restaurants at interchanges
- Decorative lights taken out near Ruby Branch Farms
- Chicken Plant, Corn Trucks, and Center Lane
- Scale exit at 6
- Truck turnouts at interchanges
- High speeds within the bypass. Should be slower near schools and pedestrian zones
- Downtown Truck Traffic
- US 31W at KY 1008 (South) intersection
- Stop controlled intersections on bypass
- Downtown has potential, but issues hold it back
- No signage for tourism locations (i.e. Fork, Knife, Spoon displays)

Next Steps

- The public survey is open to the public until September 1st, 2023.
- The consultant team will have a concept development session with KYTC in early August 2023.

Pictures from Meeting

Corridor Maps

Corridor maps are shown below. The maps in order are opportunities, destinations, and needs/issues.







Sign-In Sheet

Franklin SUA Study Stakeholder Meeting #1 Sign-In Sheet

Monday, July 17, 2023 | 8:30 AM Central Time

Name	Representing	Email
Amy Ellis	Simpson Co. Tourism	amy@franklinky.info
Carter Munday	Zoning ADA	
Mason Barnes	Simpson County	
Robert Palmer	Simpson Co Oem	
Austin Sims	BRADD	austin.sims@bradd.org
Tammie Carey	City of Franklin	tammie.carey@FranklinKy.org

The meeting concluded at 11:00 PM CT.

KY 290 Project Team Meeting #2

1:00 PM ET / 12:00 PM CT Friday, August 22, 2023 |
Microsoft Teams

Attendees

Name	Representing	Email
Obenauf, Austin	WSP	Austin.Obenauf@wsp.com
Garrison, Billy J.	WSP	Billy.Garrison@wsp.com
Warnick, Anne	WSP	Anne.Warnick@wsp.com
Kuntz, Chris	HDR	Chris.Kuntz@hdrinc.com
Hunt, Benjamin D	KYTC District 3	Benjamin.Hunt@ky.gov
Holder, Matthew T	KYTC District 3	matthewT.holder@ky.gov
Jeffers, Jared D	KYTC	jared.jeffers@ky.gov
Carrico, Kenny K	KYTC	Kenny.Carrico@ky.gov
Albers, Jonathan	HDR	Jonathan.Albers@hdrinc.com
Rahimi, Alireza	HDR	Alireza.Rahimi@hdrinc.com
Luljak, Kelly	HDR	Kelly.Luljak@hdrinc.com
Frazier, Robert	HDR	Robert.Frazier@hdrinc.com
Plunk, Joseph D	KYTC District 3	Joseph.Plunk@ky.gov
Balaji, Jayalakshmi J	KYTC	Jayalakshmi.Balaji@ky.gov
Claunch, Casey L	KYTC	casey.claunch@ky.gov
Schaefer, Jeff	HDR	Jeff.Schaefer@hdrinc.com
De Witte, Stephen G	KYTC	Stephen.DeWitte@ky.gov

Introduction

The meeting started with Anne Warnick, consultant team project manager, reviewing the agenda, the purpose of the project, and the study area, as well as changes since the last stakeholder meeting.

Public Survey Results

Austin Obenauf reviewed a summary of responses from the Public Survey. Comments that were representative of the overall feedback received were shared, and the appendix will include all comments that were received.

Potential Improvement Concepts (PIC)

Anne began the potential improvement concept discussion with the project team. The goal of this meeting is to identify which concepts to move forward with to populate with data, cost estimation, and conceptual design.

I-65 | Planning Study (KY 585) 1

Improve access to I-65 via a new interchange at KY 585 for Eastern Simpson County and Northern Allen County.

The group would like to continue evaluating this PIC as a combined study with the Northern County Interchange.

There may be some overlap with the other project to the north. Call it Simpson County Interchange Study and combine with project 2.

I-65 | Planning Study (North) 2

Improve access to I-65 via a new interchange at KY 585 for Eastern Simpson County and Northern Allen County.

The group would like to continue evaluating this PIC as a combined study with the KY 585 Interchange.

KY 100 | Project 3

Improve KY 100 from I-65 to US 31W - change to an urban curb and gutter with sidewalk and widen to 5 lanes from KY 1008 to I-65.

The group would like to continue evaluating this PIC.

KYTC likes the northbound right turn lane and the RCUT. May not need urban curb and gutter all the way out. PL&G was performed from KY 1008 to I-65 and looked at a potential 4 lane or 5 lane section here. Preferred alternative was the 5-lane flush median. Joe will send the info from this project to the group.

****Update since meeting:** Joe provided the PL&G minutes from 2012 and noted that KYTC is already added the northbound right turn lane from KY 1008 to KY 100, and the paving will be complete when KY 1008 is resurfaced. The date for this is unknown.

KY 100 | Project 4

Improve safety and mobility at the Exit 6 Interchange of I-65 on KY-100. Connect Trotters Lane to KOA Lane; add median from I-65 to 3rd access point and add signal at that access point. Remove turn lanes to nowhere; access delineation on south side of road; access management for future development.

The group would like to continue evaluating this PIC.

Run the intersection for a potential signal through ICE or similar spreadsheet to evaluate other non-signalization options. KYTC D3 was thinking four roundabouts and median for access and speed management. This project can be worded as improving the road and managing access, to include the evaluation of roundabouts, and final recommendations can be made in Phase 1 Design.

KY 100 | Project 5

Improve KY 100 from Page Drive to Gregory Road with possible access management.

The group would like to continue evaluating this PIC.

There are already projects here. This is lower on urgency for KYTC. This could be a future access management study.

KY 100 | Project 6

Traffic calming from bypass to US 31W. Add trees to utility strip; curb bumpouts at John J Johnson & High Street; add bypass and "Congestion Ahead" signage at KY 1008.

The group would like to continue evaluating this PIC.

KYTC is improving signage already. Keep this as a higher priority.

KY 1008 | Planning/Traffic Study 7

Reduce congestion and improve mobility along KY-1008 from US-31W south of Franklin to KY-100 west of Franklin.

The group would like to continue evaluating this PIC as a project.

The discussion around this project is that it is higher priority due to two CHAFs in the area and the safety concerns. The project team would like to continue with this as a project and not a study. Some lower cost spot improvements at locations with safety issues such as Witt Road could be broken out as separate projects to be done prior to the larger project.

KY 100 | Project 8

Improve safety and mobility at the intersection of KY 1008 and US 31W. Coordinate Signal, Widen SB app. 300' back, add shared Thru-RT+ Widen EB app. 350' back, add exc. LT 'Alt 1 + Widen NB Departure, modify exc. RT as shared Thru+RT.

The group would like to continue evaluating this PIC.

Ben asked about the potential for a roundabout at this intersection, it will need to be explained in the report. KYTC said yes on all of the concepts for further investigation. **WSP to send KYTC the data for**

HCS. WSP will look at removal of SB left turns and using Wall Street, to act as a quadrant intersection. WSP to investigate roundabout option in Sidra.

KY 1008 | Project 9

Improve safety at intersection of KY 1008 and KY 73 - improve lighting and striping. Perform turn lane warrant analysis.

The group would like to continue evaluating this PIC.

This intersection could also be a roundabout. Turning movement counts were not collected as part of this study, so this could be further evaluated in an HSIP type project.

KY 1008 | Project 10

Widen shoulders and add sidewalks to the eastern side of the bypass (North Street to US 31W).

The group would like to continue evaluating this PIC and combined with Project 7.

Combine this with Project 7 to create the southern bypass as one operational change. The southwestern quadrant is a higher priority than the southeastern.

KY 1008 | Project 11

Access management around the entire bypass.

The group would like to continue evaluating this PIC.

There is a separate access management project for the northeast portion.

KY 1008 | Project 12

Improve mobility by completing the KY 1008 Bypass around Franklin.

The group would like to continue evaluating this PIC.

Cherry/Orange/Lemon Street | Project 13

Add sidewalk from housing to US 31W via Lemon, Orange and Cherry Street.

The group would like to continue evaluating this PIC as combined with the inner bypass US 31W projects.

Combine this to US 31W projects. Can be part of bike/ped projects as well and perfect for a TAP project.

KY 1171 | Project 14

Improve mobility for motor vehicles and pedestrians along KY-1171 (North Street) from the intersection with US-31W to the intersection with KY-3498 in Franklin (20140055) and Improve mobility for motor vehicles and pedestrians on KY 3498 (North Street) from the intersection with KY 1171 to the intersection with KY 1008 in Franklin (20140056). Add sidewalks or shared use path from US 31W continue along North Street to the park, curb and gutter from US 31W to park. Restripe Blackjack intersection and move up stop sign.

The group would like to continue evaluating this PIC.

This is a good project because of the development coming.

KY 1171 | Project 15

Address culverts at the edge of the road, sharp curves and grades throughout, T-intersection at Ditmore Ford Road, improve intersection at Leffew/Roark, and improve SSD at KY 1434.

The group would not like to continue evaluating this PIC.

KY 2593 | Project 16

Improve safety and address the horizontal and vertical alignment deficiencies on KY 2593 from the Tennessee State Line (MP 0.0) to KY 1008 (MP 4.874) in Simpson County.

The group would not like to continue evaluating this PIC.

KY 383 | Project 17

Traffic calming from bypass into town / Transition approaching bypass from 816 to slow traffic. Begin curb and gutter at Jannett Drive; curve warning signage or correct geometrics of curves inside bypass; add sidewalk from Witt Road to US 31W; bumpouts at High Street.

The group would like to continue evaluating this PIC.

We will need to look for different funding. Possibly group into the bike/ped traffic calming plan.

KY 585 | Project 18

Improve safety by addressing vertical alignment deficiencies on KY-585 from the intersection with KY-73 to the intersection with Roark Road (20060197) Improve safety by addressing horizontal alignment deficiencies on KY 585 from Roark Road (MP 1.165) to I-65 overpass (MP 2.229) (20060198

The group would like to continue evaluating this PIC as a lower priority.

KY 73 | Project 19

Add sidewalk from Sunset Cir./Akin Ave to US 31W; curb and gutter from Patton Drive to US 31W; intersection warning sign at Sunset/Aki; close Parkway access to KY 73.

The group would like to continue evaluating this PIC.

There is a lot of residential. The project team can look into spot improvements further, specifically safety improvements. A lower cost option such as lane width reduction could also be evaluated.

New Road | Planning Study 20

Improve access and mobility by providing a connection between US 31W south and the Portland Industrial Authority and the potential Southern Simpson County Industrial Park including the new interchange of TN 109 at I 65.

The group would like to continue evaluating this PIC as a grouped study with planning study 21.

Lump into one study with Project 21.

New Road | Planning Study 21

Planning study for new route between KY 100 west of franklin or us 31w south of Franklin and the Kentucky/Tenn line near Witt Road in Simpson Co. (16ccn).

The group would like to continue evaluating this PIC as a grouped study with planning study 20.

Patton Road | Project 22

Traffic calming along Patton Road, to include edge of road striping and rumble strips.

The group would not like to continue evaluating this PIC.

There are very few crashes here, and if the northwest portion of the bypass is completed, traffic volumes will likely go down as it is often used as a cut through.

US 31W | Project 23

Improve safety and mobility on US-31W between KY-621 and the Warren County line.

The group would like to continue evaluating this PIC.

Approval to design all the way to the industrial entrance. This is a higher priority to connect to Warren County. This will likely be a 2+1 with ROW for 4 lanes. Document that traffic volumes and safety do not warrant the 4 or 5 lane.

US 31W | Project 24

Reduce congestion and improve safety on US 31W between KY 1171 and KY 1008 north of Franklin.

The group would like to continue evaluating this PIC.

This will continue the 3-lane section with sidewalk beginning at Barrett Lane.

US 31W | Project 25

Improve safety and mobility on US 31W between KY 1008 (south) and Industrial Drive (20060193) - widen to 5 lanes

The group would not like to continue evaluating this PIC.

This is an access management project. KYTC does not like 5 lanes here. Truck rerouting may solve issues.

US 31W | Project 26

Fill in sidewalk gaps (US 31W within bypass).

The group would like to continue evaluating this PIC.

US 31W | Project 27

Access management south of KY 1008.

The group would not like to continue evaluating this PIC.

KYTC wants to remove this project.

US 31W | Project 28

Access management near Exit 2 - close BP entrance near intersection and make the northern entrance RIRO; consolidate access points at truck stop south of interchange.

The group would like to continue evaluating this PIC.

Low-cost pedestrian improvements and some further access management. This is a 5-lane urban typical to the south without development, so some speed management may help.

US 31W | Project 29

Improve sight distance at KY 1434 intersection and add LT lane (need turn lane warrant analysis).

The group would not like to continue evaluating this PIC.

Low traffic volumes and very few crashes.

US 31W | Project 30

Optimize the signal at US 31W and KY 73.

The group would like to continue evaluating this PIC.

Close entrance of gas station close to signal. KYTC realigned this signal a few years ago.

US 31W | Project 31

Optimize signal at KY 100 and add 125' NB RT Lane and 100' EB RT Lane.

The group would like to continue evaluating this PIC.

Fix it for bike/ped. Short term project. Look at roundabout. This will be combined with project 13 and 32 to look at improving bicycle and pedestrian safety and mobility through this section of US 31W.

US 31W | Project 32

Improve Cherry Street intersection to address safety; hybrid beacon or mini roundabout. Could also look at a mini roundabout at Wildcat Way (Iris Drive).

The group would like to continue evaluating this PIC.

Combine with 13 and 31.

Downtown | Project 33

Add mid-block ped signals in downtown square.

The group would like to continue evaluating this PIC and group all of the downtown projects.

Keep this as a local need. Not a KYTC change.

Downtown | Project 34

Install mast arm signals for aesthetics and better visibility throughout downtown.

The group would not like to continue evaluating this PIC.

College | Project 35

Remove parking obstructing stop signs on College Street, and place stop bars before crosswalks.

The group would like to continue evaluating this PIC.

Good for next round of resurfacing. Consolidate with other downtown projects.

Witt Road & John J Johnson Ave | Project 36

Add sidewalks to Witt Road and John Johnson Avenue.

The group would like to continue evaluating this PIC.

Area Wide | Planning Study

Bike/Ped Plan for Franklin; Look for roads to connect through - especially for bike/ped connectivity

The group would like to continue evaluating this PIC.

Next Steps

- The consultant team will update the improvement concepts to combine and remove the concepts as discussed at this meeting.
- A stakeholder meeting will be held in November, and the concepts that remain will be brought to the stakeholders to give priority, so that the top 12 can be turned into project sheets with a more detailed evaluation. The remaining projects will be documented in the report.

The meeting concluded at 3:36 PM ET / 2:36 PM CT.

Franklin SUA Local Officials and Stakeholders Meeting #2

**10:30 AM CT / 11:30 AM ET Tuesday, October 31, 2023 |
Simpson County Courthouse + Microsoft Teams**

Attendees

Name	Representing	Email
Mason Barnes	Simpson County Government	mbarnes@simpsoncounty.us
Carter Munday	Zoning AD	Carter.munday@franklinky.org
Tammie Carrey	City of Franklin	Tammie.carey@franklinky.org
Lisa Deavers*	Franklin Parks and Rec	lisa@fsparksandrec.org
Hunt, Benjamin D	KYTC District 3	Benjamin.Hunt@ky.gov
Holder, Matthew T	KYTC District 3	matthewT.holder@ky.gov
Jeffers, Jared D	KYTC	jared.jeffers@ky.gov
Wes Watts	KYTC District 3	Wes.watts@ky.gov
Andy Stewart	KYTC District 3	Andrew.stewart@ky.gov
De Witte, Stephen G*	KYTC	Stephen.DeWitte@ky.gov
Obenauf, Austin	WSP	Austin.Obenauf@wsp.com
Garrison, Billy J.	WSP	Billy.Garrison@wsp.com
Warnick, Anne*	WSP	Anne.Warnick@wsp.com
Kuntz, Chris	HDR	Chris.Kuntz@hdrinc.com
Farc, Elizabeth*	WSP	Elizabeth.farc@wsp.com
Frazier, Robert	HDR	Robert.Frazier@hdrinc.com

**Denotes virtual attendance*

Introduction

The meeting started with Austin Obenauf, consultant team, reviewing the agenda, the purpose of the project, and the study area, as well as changes since the last stakeholder meeting.

Public Survey Results

Austin Obenauf reviewed a summary of responses from the Public Survey. Comments that were representative of the overall feedback received were shared, and the appendix will include all comments that were received.

Potential Improvement Concepts (PIC)

Austin began the potential improvement concept discussion with the project team. The goal of this meeting was to identify which concepts to move forward with to populate with data, cost estimation, and conceptual design.

Short Term Projects

KY 1008 from KY 100W to KY 100E | Project ST-A

Short-Term intersection improvements for KY 1008 from KY 100W to KY 100E.

- KY 100W
- KY 383
- Witt Road
- Rolling Rd Drive
- S College St
- US 31W
- KY 100E

KY 1008 & US 31W | Project ST-B

Improve safety and mobility at the intersection of KY 1008 and US 31W.

- EB LT lane is already being added.
- Coordinate Signal, Widen SB app. 300' back, add shared Thru-RT.
- Above + Widen NB Departure, modify exclusive RT as shared Thru+RT.
- Dual-lane Roundabout.
- Remove SB LT and use Wall Street instead.

KY 1008 & KY 73 | Project ST-C

- Improve safety at intersection.
- Improve lighting and striping.
- Perform turn lane warrant analysis.

US 31W & KY 73 | Project ST-D

Improve intersection safety by managing adjacent access.

US 31W at Exit 2 | Project ST-E

Access management near Exit 2.

- Close BP entrance near intersection and make the northern entrance RIRO.
- Consolidate access points at truck stop south of interchange.

KY 100 | Project ST-F

Traffic calming along KY 100 from KY 1008 to US 31W.

- Add trees to utility strip.
- Bumpouts at John J Johnson & High Street.

KY 383 | Project ST-G

Traffic calming along KY 383 from bypass into town / Transition approaching bypass from 816 to slow traffic.

- Begin curb and gutter at Jannett Drive.
- Curve warning signage or correct geometrics of curves inside bypass.
- Add sidewalk from Witt Road to US 31W.
- Bumpouts at High Street.

KY 73 | Project ST-H

Improve KY 73 west of US 31W.

- Fill in sidewalk gaps and add bumpouts approaching town / Traffic calming (west side).
- Add sidewalk from Sunset Cir./Akin Ave to US 31W.
- Possible curb and gutter from Patton Drive to US 31W.
- Intersection warning sign at Sunset/Akin; close Parkway access to KY 73.
- T-intersection at Robey-Bethel Grove Road.

Witt Road & John J Johnson Ave | Project ST-I

Add sidewalks to Witt Road and John Johnson Avenue.

US 31W | Project ST-J

Fill in sidewalk gaps along US 31W inside of the bypass.

Downtown | Project ST-K

Add mid-block ped signals in downtown square.

College Street | Project ST-L

Remove parking obstructing stop signs on College Street, and place stop bars before crosswalks.

Mid Term Projects

KY 100 at Exit 6 | Project: MT-A

Improve safety and mobility at the Exit 6 interchange of I-65 on KY 100.

- Connect Trotters Lane to KOA Lane.
- Add median from I-65 to the third access point to the west and add intersection control.
- Remove the turn lanes to nowhere east of I-65.
- Access point delineation on the south side of the road east of I-65.
- Access management plan for future development.
- Evaluate roundabouts.

KY 100 east of Exit 6 | Project MT-B

Access management plan for KY 100 from Page Drive to Gregory Road.

Pedestrian Mobility

US 31W / Cherry / Orange / Lemon Street | Project MT-C

Improve bicycle and pedestrian mobility and safety along US 31 W from Cherry Street to KY 100.

- Add sidewalks from housing to US 31W via Lemon, Orange and Cherry Street.
- Evaluate roundabouts at Cherry Street, Wildcat Way, and KY 100.
- Add flashing beacon for pedestrians at Cherry Street.

KY 1171 | Project MT-D

Improve mobility for motor vehicles and pedestrians along KY-1171 (North Street) from US-31W to KY-3498 and on KY 3498 (North Street) from KY 1171 to KY 1008.

- Add sidewalks or shared use path from US 31W, continuing along North Street to the park; curb and gutter from US 31W to park.
- Restripe Blackjack intersection and move up stop sign.

KY 585 | Project MT-E

Improve safety by addressing vertical alignment deficiencies on KY-585 from the intersection with KY-73 to the I-65 overpass.

Long Term Projects

KY 1008 | Project LT-A

Reduce congestion and improve mobility along KY-1008 from KY 100 west of Franklin to KY 100 east of Franklin.

- Convert all 4-way stop intersections to roundabouts.
- Add turn lanes and edge lines along the southern side of the bypass.
- Widen shoulders and add sidewalks from US 31W to KY 100 in the east.

KY 1008 | Project LT-B

Access management around the entire east side of bypass.

KY 1008 Northwest Bypass | Project LT-C

Improve mobility by completing the KY 1008 Bypass around Franklin.

KY 100 | Project LT-D

Improve KY 100 from I-65 to US 31W.

- Change to an urban curb and gutter with sidewalk (US 31W to KY 1008).
- Widen to 4 or 5 lanes from KY 1008 to I-65 (PL&G exists for this).
- Potential RCUT at KY 73 intersection.
- RT lane from NB KY 1008 to KY 100 is already being added, look at roundabout at this intersection as well.

US 31W | Project LT-E

Improve safety and mobility on US-31W between KY-621 and the Warren County line.

US 31W | Project LT-F

Reduce congestion and improve safety on US 31W between KY 1171 and KY 1008 north of Franklin.

- Update to 3-lane urban typical with sidewalk beginning at Barrett Lane.

New Route from I-65 to KY 1008 or US 31W | Project LT-G

Improve access and mobility by providing a connection between US 31W south and the Portland Industrial Authority and the potential Southern Simpson County Industrial Park including the new interchange of TN 109 at I 65, and a new route between KY 100 west of Franklin and the Kentucky/Tennessee Line near Witt Road.

Other Recommendations

Franklin Bicycle and Pedestrian Plan | Study

Bike/Ped Plan for Franklin; Look for roads to connect through - especially for bike/ped connectivity.

Stakeholder Activity

Upon completion of the presentation of the potential improvement concepts, the stakeholders were asked to rank the concepts. These are the results of the stakeholder meeting:

Project ID	Green Dot Total	Blue Dot Total	Yellow Dot Total	Red Dot Total
ST-A		2		
ST-B	3			
ST-C	1		1	
ST-D			2	
ST-E	3		1	
ST-F				
ST-G				
ST-H		3		
ST-I		1	2	
ST-J		1	2	
ST-K	2		1	
ST-L				2
MT-A	2	2		
MT-B		2	1	
MT-C	1	1	2	
MT-D	3			
MT-E	1	1	1	
LT-A		2	1	
LT-B		1	1	
LT-C	3		1	

LT-D	1	2		
LT-E			2	
LT-F				
LT-G	3			
LT-H	2			1

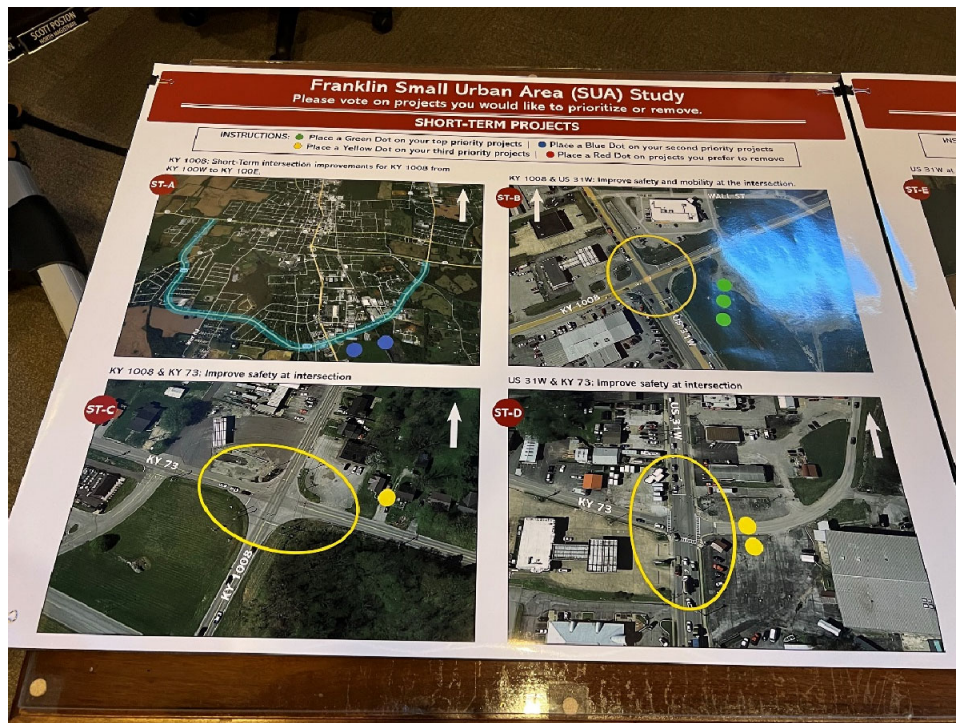
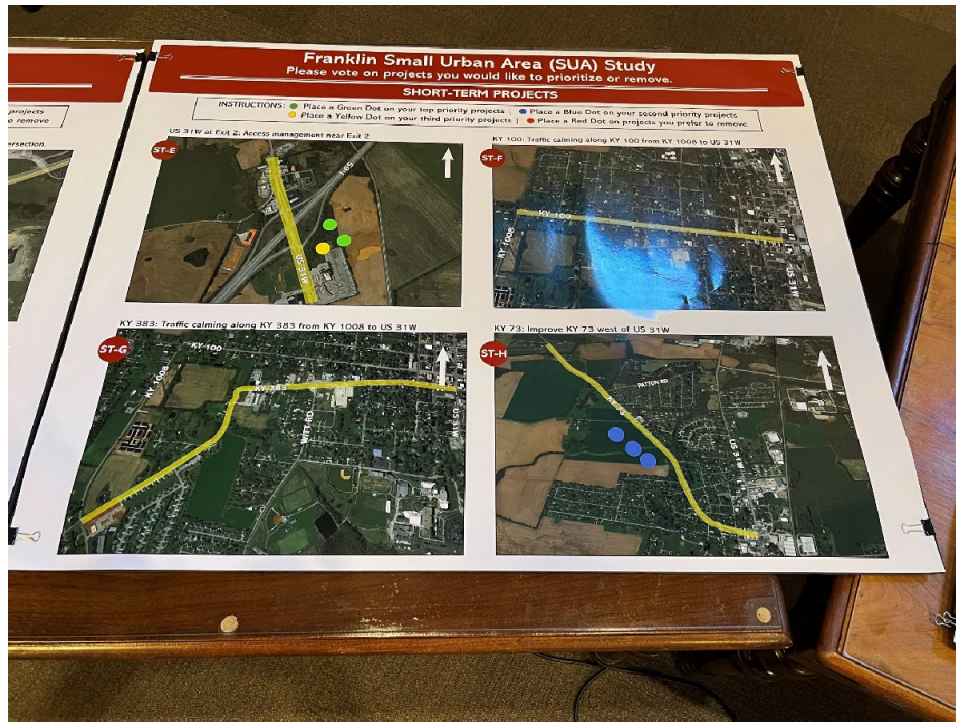
Next Steps

- The consultant team will send the meeting materials via PDF in an email to all stakeholders who could not make it to this meeting to add their feedback on the potential improvement concepts. The stakeholders will have until Friday, November 10th, 2023 to provide their feedback.
- The consultant team will take the scores from the stakeholder to organize potential projects and studies into a prioritized list and identify 12 projects or studies to become project sheets for detailed evaluation in the report.
- The consultant team will prepare information for the next Project Team Meeting with KYTC.
- The consultant team will prepare a draft report in January.

The meeting concluded at 12:30 PM CT / 11:30 AM CT.

Appendices





Franklin Small Urban Area (SUA) Study

Please vote on projects you would like to prioritize or remove.

MID-TERM PROJECTS

INSTRUCTIONS:

Place a Green Dot on your top priority projects

Place a Blue Dot on your second priority projects

Place a Yellow Dot on your third priority projects

Place a Red Dot on projects you prefer to remove

MT-A

KY 100 at Exit 6: Improve safety and mobility

MT-B

KY 100 east of Exit 6: Access management plan

MT-C

Cherry/Oregon Street: Improve bicycle and pedestrian safety along Lemon/Oregon Street and on US 31W from Cherry Street to KY 100.

Franklin Small Urban Area (SUA) Study

Please vote on projects you would like to prioritize or remove.

MID-TERM PROJECTS

INSTRUCTIONS:

Place a Green Dot on your top priority projects

Place a Blue Dot on your second priority projects

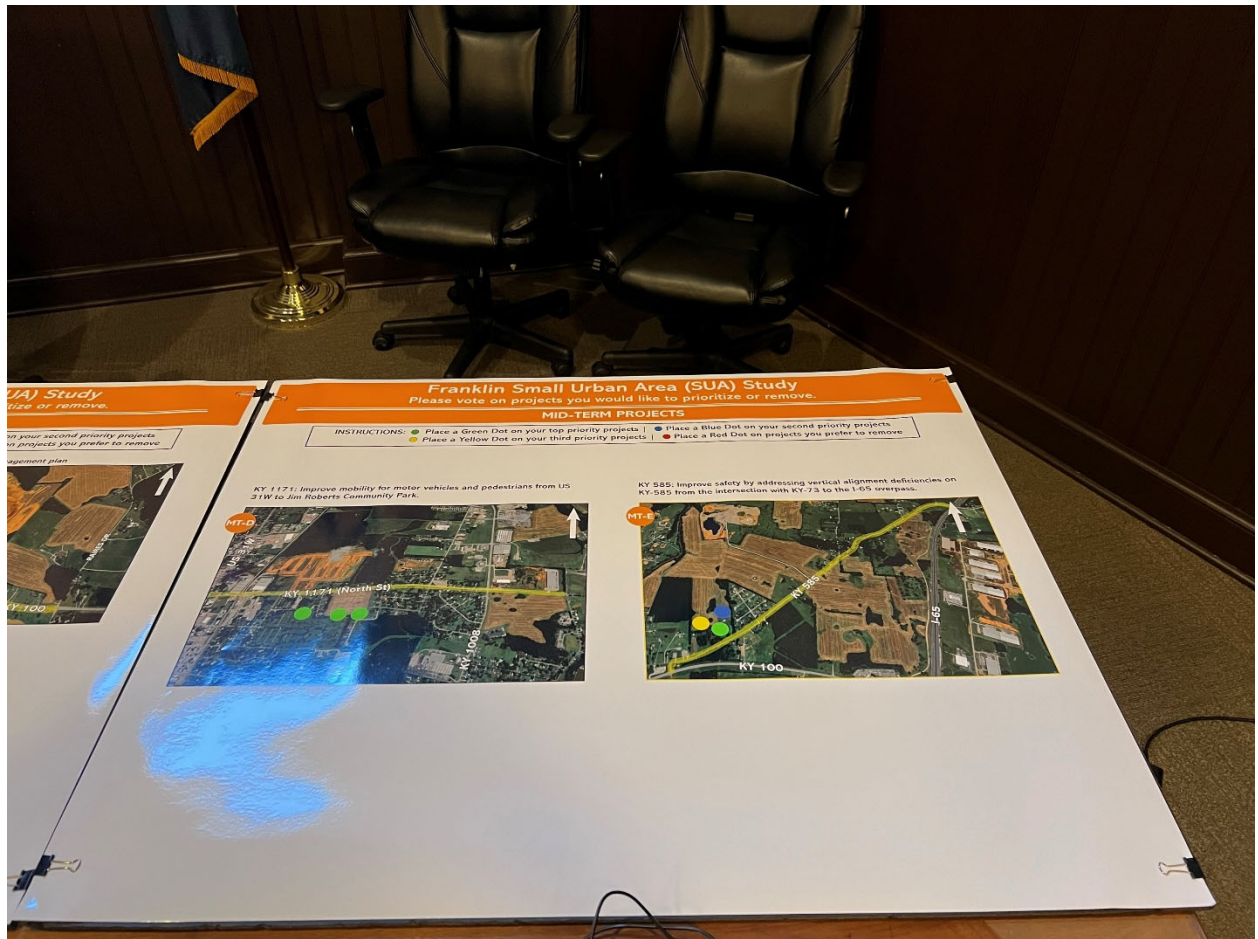
Place a Yellow Dot on your third priority projects

Place a Red Dot on projects you prefer to remove

MT-D

KY 117 S: Improve mobility for US 31W to Jim Roberts Community Center

8



Franklin Small Urban Area (SUA) Study

Please vote on projects you would like to prioritize or remove.

LONG-TERM PROJECTS

INSTRUCTIONS: ● Place a Green Dot on your top priority projects | ● Place a Blue Dot on your second priority projects | ● Place a Yellow Dot on your third priority projects | ● Place a Red Dot on projects you prefer to remove

LT-A

KY 1008: Reduce congestion and improve mobility along KY-1008 from KY 100 west of Franklin to KY 100 east of Franklin.

LT-B

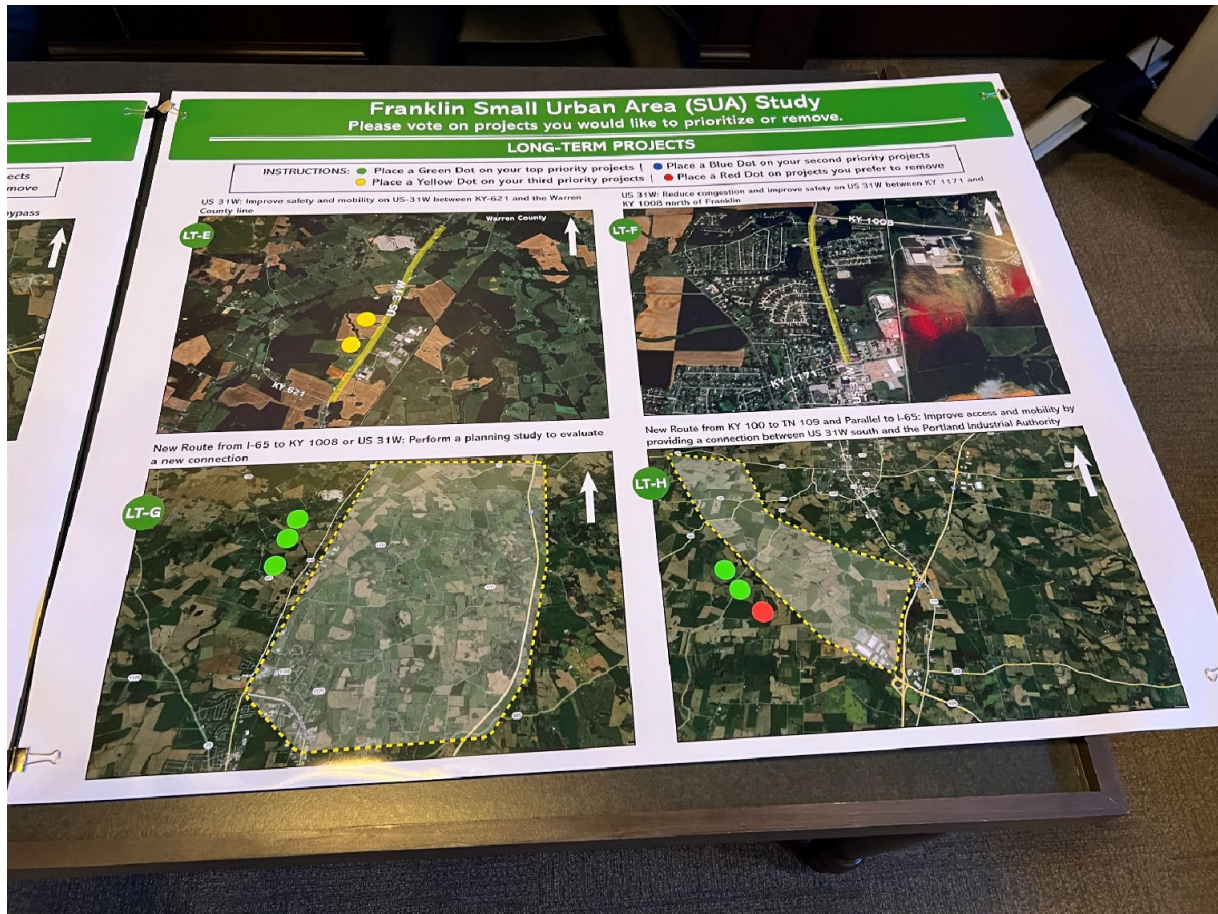
KY 1008: Access management around the entire east side of bypass

LT-C

KY 1008: Improve mobility by completing the KY 1008 Bypass around Franklin.

LT-D

US 31W: Improve KY 100 from I-65 to US 31W



Franklin SUA Project Team

Meeting #3

12:30 PM ET / 11:30 AM CT Monday, February 5, 2023 |
Microsoft Teams

Attendees

Name	Representing	Email
Obenauf, Austin	WSP	Austin.Obenauf@wsp.com
Garrison, Billy J.	WSP	Billy.Garrison@wsp.com
Warnick, Anne	WSP	Anne.Warnick@wsp.com
Kuntz, Chris	HDR	Chris.Kuntz@hdrinc.com
Hunt, Benjamin D	KYTC District 3	Benjamin.Hunt@ky.gov
Holder, Matthew T	KYTC District 3	matthewT.holder@ky.gov
Jeffers, Jared D	KYTC	jared.jeffers@ky.gov
Carrico, Kenny K	KYTC	Kenny.Carrico@ky.gov
Luljak, Kelly	HDR	Kelly.Luljak@hdrinc.com
Plunk, Joseph D	KYTC District 3	Joseph.Plunk@ky.gov
Schaefer, Jeff	HDR	Jeff.Schaefer@hdrinc.com
Brown, Nicholas	KYTC District 3	Nicholas.brown@ky.gov
Schurman, Connor	KYTC	Connor.schurman@ky.gov
Stewart, Andrew	KYTC District 3	Andrew.stewart@ky.gov
Sweger, Brent	KYTC	Brent.sweger@ky.gov
Young, Justin	KYTC District 3	Justin.young@ky.gov

Introduction

The meeting started with Anne Warnick, consultant team project manager, reviewing the agenda, the purpose of the project, and the study area, as well as updates since the last stakeholder meeting.

Local Officials and Stakeholders (LOS) Meeting Results

Anne Warnick went through the LOS meeting results and the prioritization of the projects and studies outlined in this document.

Potential Improvement Concepts (PIC)

Anne began the potential improvement concept discussion with the project team with the final list of PICs. The goal of this meeting is to present all of the concepts and ensure that they align with the KYTC District 3 and Central Office preferences. Two questions that the project team needs to address at this meeting are:

1. Do we want to keep the PICs as Short-Term, Medium-Term and Long-Term or further prioritize as Low, Medium, and High priority?
2. Do we want to keep the project IDs as they are shown or re-label to begin with A, B, C, etc. without skipping any since we did not end up doing a detailed evaluation of every concept, some letters would be skipped?

Based on the feedback of the group, the team decided to remove the medium-term category, so all projects will be categorized as either long-term or short-term, with no further prioritization. The 12 projects that were selected for detailed evaluation will be the higher priority projects and the remainder that will still be mentioned in the report will be the lower priority projects.

ST-A KY 1008 from KY 100W to KY 100E

Short Term intersection improvements for high crash areas along KY 1008 between KY 100 in the west to KY 100 in the east. This includes enhanced signage at intersections, vegetation control, lighting as needed, pedestrian infrastructure, converting intersections to four way stops, and adding turn lanes.

No comments on this Potential Improvement Concept.

ST-B KY 1008 and US 31W (Southern) intersection

Description: Improve safety and mobility at the intersection of KY 1008 and US 31W.

EB LT lane is being added (in all scenarios)

1. Coordinate Signal, Widen SB app. 300' back, add shared Thru+RT
2. Alt 1 + Widen NB Departure, modify exc. RT as shared Thru+RT
3. Dual-lane Roundabout
4. Remove SB LT and use Wall Street instead

Questions or Comments:

Thresholds for LOS for a roundabout is different than for a signal. Anne shared delay numbers for comparison.

The addition of the western leg left turn lane should be starting this summer.

Roundabout is the safest, so that is preferred. There is growing momentum for a roundabout at this location. Public is asking for it as well.

With this being a higher cost, this should be reclassified as long-term.

ST-C KY 1008 and KY 73

Description: Improve safety at intersection - improve lighting and striping; turn lane warrant analysis.

No comments on this Potential Improvement Concept.

ST-D KY 1008 and KY 73

Description: Improve intersection safety by managing adjacent access.

No comments on this Potential Improvement Concept.

ST-E US 31W at I-65 Exit 2

Description: Access management near Exit 2 - close BP entrance near intersection and make the northern entrance RIRO; consolidate access points at truck stop south of interchange.

No comments on this Potential Improvement Concept.

ST-H KY 73

Description:

- Fill in sidewalk gaps and add bumpouts approaching town / Traffic calming (west side)
- Add sidewalk from Sunset Cir./Akin Ave to US 31W; curb and gutter from Patton Drive to US 31W; intersection warning sign at Sunset/Aki; close Parkway access to KY 73.
- T-intersection at Robey-Bethel Grove Road

Will be reclassified as a long-term improvement.

MT-A KY 100 at I-65 Exit 6

Description:

- Improve safety and mobility at the Exit 6 Interchange of I-65 on KY-100.
- Connect Trotters Lane to KOA Lane; add median from I-65 to 3rd access point, look at signalization and also roundabout option.
- Remove turn lanes to nowhere; access delineation on south side of road; access management for future development.

Questions or Comments:

How do we get a safety benefit from adding signals?

The consolidation of access points along with changing a stop controlled intersection to a signal resulted in a positive safety benefit. The CMF for the addition of a signal is 0.77.

Make sure to show that this improvement is both access management and adding signals so that we can clarify crash benefits.

MT-D KY 1171

Description: Improve mobility for motor vehicles and pedestrians along KY-1171 (North Street) from the intersection with US-31W to the intersection with KY-3498 in Franklin (20140055) and Improve mobility

for motor vehicles and pedestrians on KY 3498 (North Street) from the intersection with KY 1171 to the intersection with KY 1008 in Franklin (20140056)

- Add sidewalks or shared use path from US 31W continuing along North Street to the park, curb and gutter from US 31W to park.
- Restripe Blackjack intersection and move up stop sign.

Questions or Comments:

Note that the future land use map has residential in this area and that this solution would be getting ahead of the land use.

Want to make sure that there is some gap between sidewalk/shared use path and the edge of curb.

Cost estimates assumed a utility strip, we will also see if a wider 5-foot buffer would impact costs and if so will adjust them accordingly.

LT-A KY 1008 Southern Bypass

Description: Reduce congestion and improve mobility along KY-1008 from KY 100 west of Franklin to KY 100 east of Franklin.

- Convert all 4-way stop intersections to roundabouts
- Add turn lanes and edge lines along the southern side of the bypass
- Improve safety and mobility on KY-1008 at the intersection with KY-2593.
- Widen shoulders and add sidewalks from US 31W to KY 100 in the east.

Questions or Comments:

Can we break up the costs if the District only wants to do part of this project?

The cost estimates aren't broken down this way so it would be difficult to break them into smaller projects.

Can we connect the community with sidewalks on Cherry Street to avoid an expensive railroad crossing?

This is one of the bike/ped recommendations. Our costs include the railroad crossing, but that doesn't have to be included.

Can we show the typical section for this as development plans come forward?

We will include a typical section in the project sheets.

LT-D KY 100

Description: Improve KY 100 from I-65 to US 31W

- Change to an urban curb and gutter with sidewalk (maybe up to the bypass)
- Widen to 4 or 5 lanes from KY 1008 to I-65 (PL&G exists for this)
- Potential RCUT at KY 73 intersection
- RT lane from NB KY 1008 to KY 100 is already being added, look at roundabout at this intersection as well.

Questions or Comments:

Update the typical section to show the utility strip between the curb and sidewalk.

RCUT alone would be \$1.25M. WSP will include the cost and safety benefit of just the RCUT along with the full project on the project sheet.

LT-C KY 1008 NW Bypass

Description: Improve mobility by completing the KY 1008 Bypass around Franklin.

Questions or Comments:

Point out the survey response that shows this is something the public wants and that it is a regional connection.

LT-G New Route and Interchange

Description: Perform a planning study to evaluate a new connection from I-65 to Franklin, north of Exit 6.

Questions or Comments:

The costs seem pretty low for a new route and interchange here.

The railroad crossing was left out of the cost estimate and that will be added in.

Bicycle and Pedestrian Projects

Anne discussed through the bike/ped projects that are being recommended. Since these are all likely to be city projects they will be documented in the report, but they won't have project sheets.

Note that for the recommendation to add sidewalks to Witt Rd, connecting to the park will also play a role in the justification, and could help secure grant funding.

Next Steps

- The consultant team will update the improvement concepts to combine and remove the concepts as discussed at this meeting and prepare the draft report and project sheets.
- Project sheets will be shared with the Project Team for comment prior to the draft report.

The meeting concluded at 1:50 PM ET / 12:50 PM CT.